



**Urbanistica n. 131**

September-December 2006

Distribution by [www.planum.net](http://www.planum.net)

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## The perequative model

*Pietro Cozzani, Daniele Iselle*

The Italian 'perequation' is an urban planning instrument proposed by the variante in order to obtain a fair distribution of the rights to build and of the burdens deriving from the implementation of the territorial equipment, among the owners and the developers of the interventions.

The perequative proposal that has been adopted for this variante intends to face the legal and economic nodes of the development regimen, recognizing at the market its own requirements, but introducing general rules that can stimulate, rather than suffocate, the initiatives and that can reduce most of the possible distortions of the private and single interest, safeguarding the general interests of the society.

The main rule of the perequative model is connected to the classification of the land:

- location of the development areas;
- indifferent positioning of the potential new volumes;
- perequation of the territorial build index;
- implementing modalities;
- acquisition of areas for public facilities and infrastructures;
- these areas for public equipment are included in the territorial build index.

This means that in this new model the neat separation between the building areas and those bound to public facilities does not exist any more.

With this model every area has one 'objective build right'; that is given to all the areas, even to the areas destined to public interventions.

The Masterplan characterizes moreover two strategic public works of urban scale.

The big parking of south Verona represents a strategic infrastructure of mobility in order to limit the direct access of the vehicles inside the city and to transfer the customers through rapid public transport. Also the municipal areas of the car parking participate to the application of the institute of the perequation through the attribution of new building capacity.

The urban exposition park is the privileged node of the green system in the within of the municipal ecological net. The perequation model is used also for the developing areas of the National railways.

An additional contribution for the implementation of the public transport infrastructure will be paid by the developers that will build along the street.