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The street as a settlement rule. The project as a new identity image*Simona Gabrielli*

The north-south street is a significant spatial element that indicates the heart of the historical centre: the project along a 4.700 m street represents something unique for the city and significant in the contemporary debate on infrastructure design. The project intends to overcome the idea that the street has just a functional role, but it aims also to rebuild significance to the relationships between settlements and infrastructures through many values that can be recognized by society at different scales. This objective relates to the lack of identity and to the research of context specificity. The street design is morphogenetic in the sense that it has to create transformations in the urban structure. But this assumption is now not so accepted: the contemporary crisis of the strict relationship between street trace and the buildings along it, between empty and built spaces means the street is losing its own meaning of structuring settlement rule. On the contrary, this project tries to design the figure of the street with a specific identity able to order built, open and relation spaces. In this urban design the street is built through surfaces, borders and limits that in the different tracks are recognizable by different morphology and functions. The dynamic perception of the space intends street as visual and esthetical experience in the landscape offered through movement. The tracing is shaped like a road with two different fronts, since it introduces a various connotation depending on the two ways, that have different level of

urbanity. The lack of balance of the street section introduce an urban character in the east front, getting into the city, and a remoter and tree-lined built front in the west, escaping Verona. The different conception of the road in the two directions presupposes also a different speed, which corresponds to one slower cinematic vision during the arrival in the city and which offers a quicker vision towards the motorway. In this way the dynamic vision becomes instrument of construction of the shape of the road. The road is different in every moment in relation to the movement of the subject and the road becomes a series of events in succession. The design of the section is an important planning instrument that underlines a fundamental aspect in the reasoning: the plan not only has to study the street order and its margins, but also it has to design street from the inside, also through light modifications of the ground. The built up margin is not a defined limit, it is the plan conception of the road to determine the nature of the edge. Consequently the design of the green areas and of the open spaces becomes integrating part of the plan beginning from the study of the road section.