

EDITORIAL

Welcome to the eleventh issue of the LABVERDE Magazine, which begins the Volume II. There are two testimonies related to the green infrastructure as eco-social and eco-cultural aggregation element to commemorate this fact. The first is a visit to Inhotim Institute, which houses a Botanical Garden and a Contemporary Art Museum, unparalleled in Brazil. Located in Brumadinho, a small town of Belo Horizonte metropolitan region, the Inhotim complex includes nature, landscape and contemporary art and is an action of educational and eco-social character to the local population. The second, a LABVERDE design experiment, attending to the Verdejar Program of TV Globo Network, focus the area of the Municipal Market of São Paulo, known popularly as Mercadão, in which principles and types of green infrastructure and urban resilience were applied.

There are six texts aligned to research projects, developed by researchers at the LABVERDE FAUUSP, arranged two by two, in the sequence of three blocks, according to affinities with topics such as green infrastructure, brownfields and urban mobility.

The first block presents the research developed by Raquel Amaral et alii (Art. 1) about the preservation of palm trees of Ramos de Azevedo Square, not only as vegetable element of prime importance of the green infrastructure in the São Paulo City downtown, but also due to its symbolism, in a landscape of memorable historical reference of the city. It also includes the research on interrelations between ecosystem services and human well-fare, developed by Bruno Setta (Art. 2), applied to a green area in the city of Volta Redonda, Rio de Janeiro State, prescribing landscape guidelines as alternatives to the existing environmental problems there.

The second block, lines two articles, focusing brownfields and abandoned areas in cities, caused by deindustrialization. The first article, developed by Vania Salinas (Art. No. 3), deals with contaminated sites in the area of Tamanduateí Urban Operation in São Paulo City and the conflicts with the proposals brought by the Project of the Urban Operation Law. The second article, developed by Tiago Brito (Art. No. 4), presents various alternatives of decontamination and land use to recover degraded regions in the cities.

The third block brings up mobility issues, at first with the research of Adrielli França (Art. No. 5) on the precariousness of sidewalks and the carelessness with the walk mobility in the Santo Amaro District. At last, but not least, close the Articles section of the text of Valeria Ruchti (Art. 6) with propositions of “shared car” with logistics connectivity among other modes of transport, aiming to rescue more open public spaces, like European cities with successful experiments, for enjoyment and amplification of the quality of life of São Paulo City citizens.

Enjoy the reading.

Maria de Assunção Ribeiro Franco

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