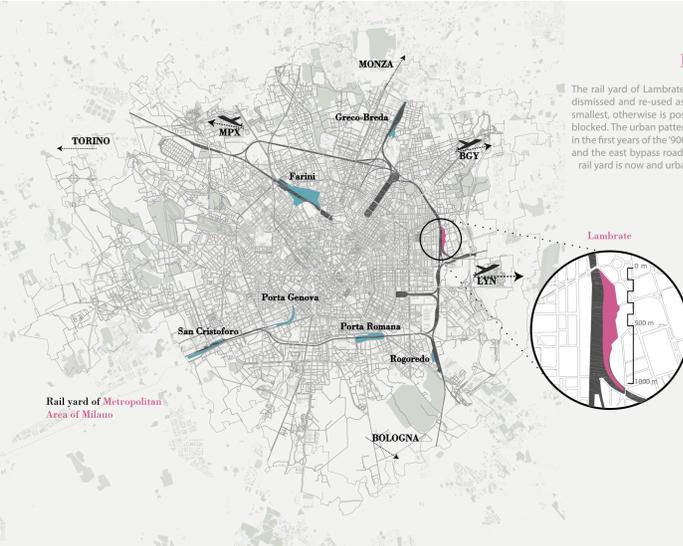




I. A topic for the contemporary cities

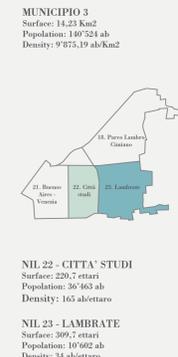
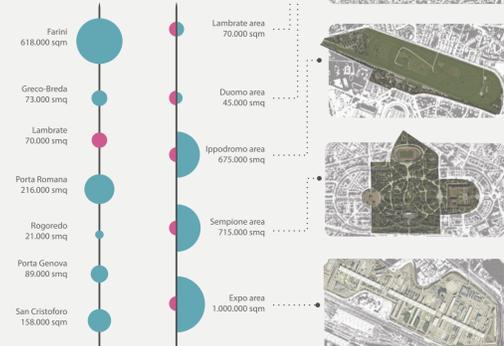
The most important urban topic in the last 20 years for the city of Milano is the one about the rail yard. This theme is contemporary, recurring and much of an interest for the cities that developed in the recent period. In the modern epoch the rail yards were used to be positioned in the suburban area for the cities, where the factories and the productive area were located. By the passing of the time, the productive areas were resized, or they even lost their function, and so what happened was that the urban pattern absorbed the rail yards of the city. This event is very common in the European cities, but for the city of Milano it has a particular and unique configuration. The public nature of the Italian railway made possible that the railway remained

unchanged till the present days, but their re-use, from an urban point of view, represents a great potential taking also in consideration the fact that their disposition all around the limits of the city. The rail yards probably represents the last available big open area inside the historical consolidated urban pattern of the city of Milano, a main aspect that makes them absolutely important for the future development of the city in the next century. The rail yard of Milano can be considered common available areas, and they are under the law provided by the P.C.T. of the municipality of Milano. The agreement that till now defined the guiding lines to follow and the volumes is the so called "Plan agreement" (Accordo di Programma) upon which agreed both the district of Milano and the FS Urban System, an authority for the real estate development of the railways.



II. The creation of the urban void

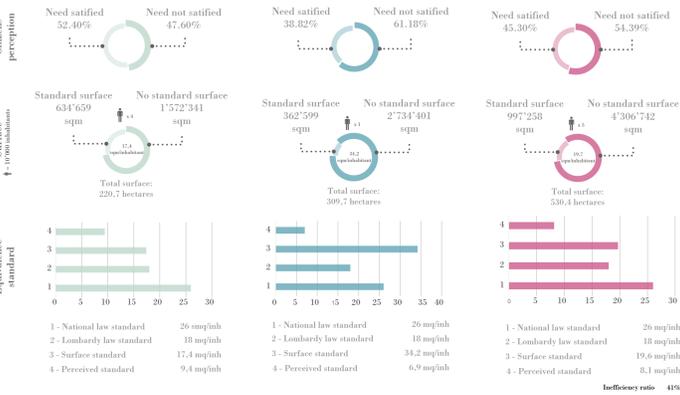
The rail yard of Lambrate district is one of the seven rail yards of Milano that are going to be dismissed and re-used as area of possible development of the city. Its surfaces is one of the smallest, otherwise is positioned in the part of the city which development has always been blocked. The urban pattern of the city has never broadened towards the East. The only growth, in the first years of the '900, was an industrial one and took place in the area between the railway and the east bypass road. The attempt of regeneration of the area remained incomplete. The rail yard is now and urban void in a strategic and crucial position between different districts.



Politecnico di Milano
School of Architecture, Urban Planning and Construction Engineering
Department of Architecture and Urban Studies

Claudia Frediani
Giorgio Marescia
Nicolas Toro Ovalle

Piergiorgio Villio
Matteo Goldstein Bolcan
PROFESSORS



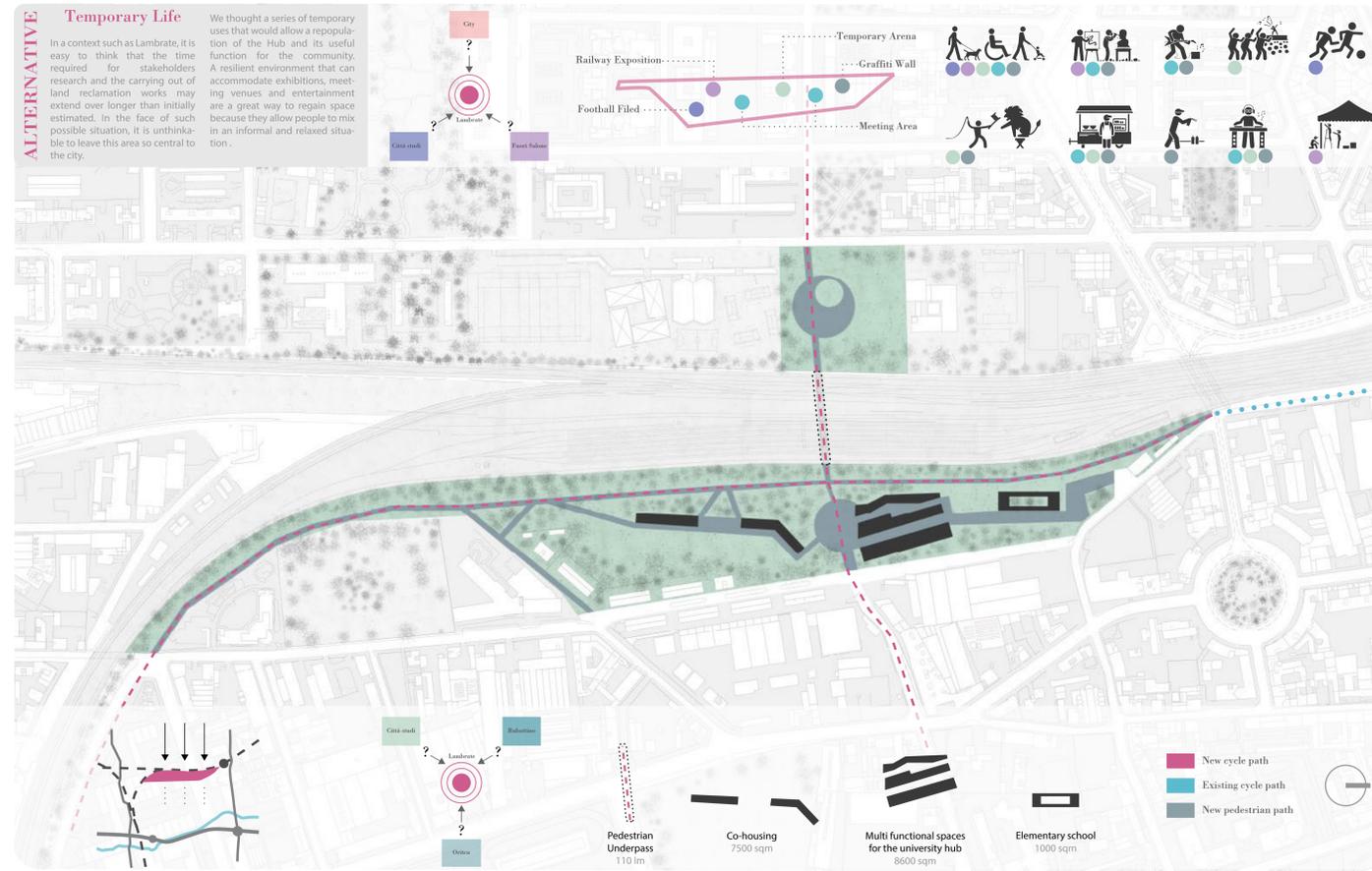
IV. The present situation

In the present situation the services of Citta' Studi and Rubattino-Lambrate district do not satisfy the need of the citizens. The city offers 17,4 sqm/inhabitant, however the citizens perception is of 9,4 sqm/inhabitant. Even worse is the perception of the citizens of Rubattino-Lambrate, which has a value of 6,9 sqm/inhabitant even if the area potentially could offer 34,2 sqm/inhabitant. The railway first of all doesn't allow the development of the city, second of all has a negative effect on the overall perception of Rubattino-Lambrate area. The same Rubattino district during his process of regeneration, found its self to be isolated from the rest of the city due to the insuperable physical limit of the railway. Ortica district has even a more peculiar situation caused by his enclosure in an interstitial space of a rail junction.

ALTERNATIVE Temporary Life

In a context such as Lambrate, it is easy to think that the time required for stakeholders research and the carrying out of land reclamation works may extend over longer than initially estimated. In the face of such possible situation, it is unthinkable to leave this area so central to the city.

We thought a series of temporary uses that would allow a repopulation of the Hub and its useful function for the community. A resilient environment that can accommodate exhibitions, meeting venues and entertainment are a great way to regain space because they allow people to mix in an informal and relaxed situation.



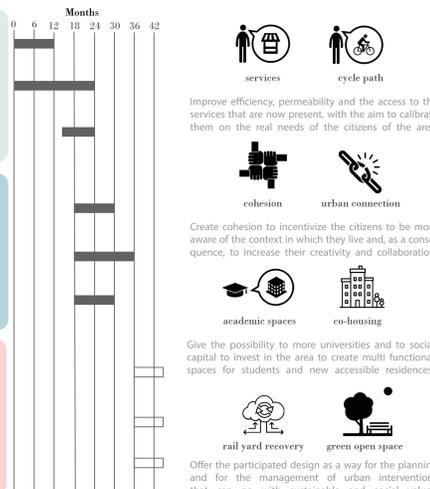
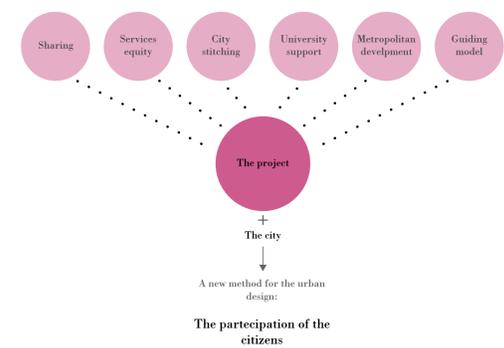
III. The area

Since the position of the rail yard is very crucial for the city, it is very important to characterize the analysis in order to give a direction to the design choices. The project area corresponds to the historical development limit that divides the modern city from the one of the eighteenth century. During the 80ies there has been an increase in the building process and the willing to regenerate the area. As a consequence in the last years there has been an increasing presence in Rubattino district of events connected to the Milano Design Week. The residential building construction in Rubattino district, not completely finished, generate an overall growth of the residential people of the 16,58%, however there is not the presence of a program which aim is to make an appropriate adaptation of the general standards.



V. A new approach

The intervention in this area will permanently change the relation between the different districts. As a consequence, it was a primary decision to compensate the present absence of balance. The aim is to bring back in the urban life harmony, allowing in this way a uniform leap of the city towards the East. The citizens seemed to us the best interlocutor to interact with. To do so we thought about a different working approach based on the experimentation of the participated design, where the urban intervention inside such a consolidated pattern could be first of all useful for the for the community. The gap to fill was very deep: on one side there were designers with their own deep knowledge of techniques and strategies, on the other side there were citizens strong in their experience of the internal dynamics, but not equipped of an overall vision.



Short-term

Where to start? The first step is to allow the free building construction. During this process private investors begin to build the building for the housing, but to do so they have to guarantee also the recovery of rail yard, the construction of the passage under the railway, of the urban furniture and of the cycle path.

Medium-term

What's next? The second step is aimed to end the building intervention. This provides the construction, also thanks to public investment, of new spaces needed by the public university and of a new elementary school, of which the Rubattino district is extremely in need.

Long-term

What about the future? The main idea is that this new intervention and the new cohesion that will be born between the citizens, will bring to the realization of new constructions of which there is real need to make the city better. This new energy might be the engine for the Rubattino district.

VI. The project

Thanks to the data that we collected and to the experience with the citizens, we synthesized a project of urban intervention that could answer in an efficient way to the different requests and requirements that we wanted to achieve from the very beginning. The masterplan has as a final configuration the presence of few and simple elements. In a deep relation with the masterplan there are analytic

calculations and a time-program of the interventions and of their sustainability. During the process of the participated design there has always been the willing to offer reliability and trustworthiness of the project. This last aspect was aimed to avoid that this intervention would have been stuck as many others already present for the district. The analytic calculations are aimed to demonstrate the practicability in respect of the present laws and of the economic sustainability of the project.

