EUROPAN 12
PORTO DI MARE
MILANO, IT

LANDSCAPE TRANSITION
Milan, Italy, is a historical city located between the cities of Turin and Genoa to the West, Bologna to the East, Florence to the South and Switzerland to the North. It is a political, economic and cultural centre for the North West of Italy. Its area is very vast compared to other European cities, which is an asset for future development.

The city of Milan has developed following the historical radial city plan, a model that heavily relies on the opposition between centre and suburbs, and nowadays has reached its limits. Transversal and tangential flows are to be multiplied to create more connections from East to West and from North to South of the city.

Furthermore, Milan possesses a green belt connecting all the suburbs of the city, that creates a clear boundary between city and countryside. The proximity to the city centre of nature is a great asset for twenty-first century cities. The purpose is then to take advantage of it in the development of the city while allowing its adaptability in the future.

Several centralities are to be identified: first on a large scale, the cities of Bologna, Turin, Genoa and Florence revolve around Milan; then on a regional scale, Certosa di Pavia to the South, the lakes to the North (Como, Magiore). At the scale of the city, suburbs tend to create their own independence.

The “Porto di Mare” area is easily accessible, being at the convergence of several transport infrastructures. The proximity between the area and Milan Linate Airport (the closest to the city centre) is an important asset for its development. Moreover, the nearby area of Rogoredo Station is undergoing urban transformation and is intended as a new centre at city-scale, and at an even larger scale with the recent establishment of a high-speed train line. Finally, the area is at an entry point of the highway “del sole”.

The “Porto di Mare” area, located at the border of the consolidated urban fabric of Milan, should take advantage of these assets in its development and be part of this urban renewal: “Porto di Mare” as a new centrality.

The project area is located between the city and the countryside and is part of the green belt of Milan. The green connections to the city centre are varied: park, alignment of trees on boulevards, private gardens… The project is part of in a wider effort to reintegrate large green areas into the city. Existing green systems need to be preserved and integrated into the project and into nearby neighbourhoods, as well as the East-West transversal direction generated by the green belt.
B / LOCAL AND URBAN CHALLENGES

The proximity of “Porto di Mare” area with Rogoredo train station and Porto di Mare subway station, and its relation to the landscape, make it a project of Community interest with high potential. Within the framework of the project, the aim is to consolidate the peculiarities of the area observed in the field in order to give it its own identity.

The A.T.U. 15 zone comprises various entities of completely different typologies and sizes:
- The Mazzini neighbourhood, social housing from 1920;
- The yellow subway line 3, with Porto di Mare station, Rogoredo station and the A1 highway, which is a clear separation between the site with the Northern district including offices, hotels, shops and housing;
- The undergoing developing zone connected to Rogoredo station;
- St Giulia’s district, separated from the site by the railway and the highway interchange road junction;
- Chiaravalle Village and its Abbey;
- Parco Agricolo South and typical farmhouses “Cascine”.

Our diagnosis and the site visit leads to two conclusions:

1. Empty spaces structure the project.
   Border by agricultural land to the North, by the Park to the South, and the important influence of the sports area, the site has clear limits and therefore a limited possible extension. Three different zones naturally result from these physical limits:
   - A Northern area characterised by an urban context, in connection with Mazzini district and Porto di Mare subway station;
   - A second one in the South along San Dionigi road, defined by a countryside context;
   - A last one creating the junction between the first two, located between agricultural land and the Park.

   Implementing visual breakthroughs and creating a porous system in the three specific zones specified earlier enables us to:
   - Reconnect the project area to Massini district;
   - Link the agricultural land to the Park and give visibility to the park.

2. Establishing a green connection to respond to the environmental requirements of the green belt and to integrate agriculture into the city.
   The route created connects the Massini district with agricultural areas and the Park, first through green spaces at an urban scale, then at the scale of a wider landscape.

   In order to ensure the durability of the project, this element is punctuated by points of interest, attractive for both local residents and for people from the wider neighbourhood. In addition, it is reinforced by the creation of an East-West connection from Porto di Mare Station to via San Dionigi. This new connection leads to a rethink of the entire mobility service network.

The existing mobility network defines and partially isolates the site: the highway along the Park is an obstacle to the access of public transport and to the Eastern neighbourhood. The aim is to connect all these entities together. The chosen approach is based on the different principles listed below:

- **Strengthen and enhance the existing based** on what is already there;
- **Create an entry point into Milan**, a smooth transition into the city;
- To become integrated into the adaptable city and **take into account phasing stages** of the project;
- **Create a mobility network** in the continuity of the existing one, while redeveloping the roads surrounding the project area;
- **Create an East-West connection**, and an easy access to the A.T.U. 15 zone;
- Take advantage of the wide landscape by **developing visual openings and breakthroughs** towards it;
- Promote, connect and make visible the existing Cassini park along the highway;
- **Preserve and enhance the quality of life** of the neighbourhood and establish proximity gardens for each dwelling;
- Improve the image of urban fringes and their limits with the highway and the railway lines;
- Implementing **functional diversity and new typologies** adapted to the urban context, in order to create a lively neighbourhood for the inhabitants;
- To fit into the concepts of sustainable development and Ecodistrict.
The starting point and backbone of the project is the creation of a rural and landscape boulevard, a « green Champs Elysées », a « Rambla » which becomes integrated into the city and ensures the continuity of the green systems towards the centre of Milan.

Its radial development is the extension of the Park. It structures the empty spaces, creates a link between every elements of the project and focuses social hubs. This unifying structure offers a new identity to the area.

Genuine link between the various points of interest, it concentrates all types of transport, roads, pedestrians and cycle paths, public transports...

It integrates agriculture into the heart of the project development and allows rainwater harvesting by means of water collecting ditches.

The mall regroups different types of uses: meeting spots, social activities, shops, cafés, sport activities, vegetable gardens, orchards, children playgrounds...

This green framework allows the protection of the natural heritage, which is part of the social challenge to ensure high quality of life in urban areas. In fact, it is located on the existing land lot and network, and limits the number of building destructions necessary for its implementation.

Currently partially isolated and difficult to access, it is necessary to open up the site to the landscape and to standardize the roads with an appropriate development.

The project calls for pedestrian and bicycle connections between green spaces such as the Cassini Park and the park along the via Rogoredo on the other side of the railway tracks. Similarly, the disused railway line along the South of the area could be transformed as a pedestrian path connecting Rogoredo Station to Charavelle village.

To allow an East-West connection, the project suggests the creation of a two-way tunnel under the tracks of Autostrada del Sole, therefore connecting the area directly to the Rogoredo Station. The highway remains unchanged and this connection allows direct access to the site from inside or outside the city.

Allowing pedestrian access below the highway or Rogoredo Station strengthens Porto di Mare Station. Underground tunnels and subway exits are redesigned to offer more ground floor shops. In fact, Via Fabio Massimo around the stadium is moved in towards the A.T.U.15 to lead to a green and mineral subway exit space, connecting directly to Cassinis park and the project site.
Road hierarchy and directions of flows are also based on the existing network. Four main accesses emerge:
- an access from the Autostrada del Sole and Via Carlo Marochetti;
- a second one from via Fabio Massimo;
- the last two being from Via San Dionigi.

The one-way roads of via Giovanni Montemartini and via Augusto Osimo are preserved and allow quick exits and entrances of the project area.

Within the project area, the impact of cars and pedestrians crossing the roads on the mall are gradually limited, starting from the most urban and densified zone near the Mazzini district. One and two ways roads alternate in order to allow easy circulation for both pedestrian, cyclists, public transports and cars. Finally, access by car in the southern area is largely restricted, and only used by inhabitants of the area. High porosity ground types identify these private paths.

Remarkable typologies and buildings are preserved, namely:
- The trattoria and the ristorante along Via Fabio Massimo;
- The place of worship and the car repair shop at the intersection of the roads Massimo and Dionigi;
- Rallying point at the time of the aperitivo, the nightclub remains unchanged; its parking lot can then be used during daytime for the visitors of the Park or during sports events;
- The sports area in the northern part;
- Part of the silo in the quarry, near the equestrian centre.

Following the same approach as for the mobility network, the existing building is preserved in order to facilitate phasing and enable the achievement of the program without time constraints.
Program
The combination of offices, housing, shops and amenities incorporating parking is an urban and architectural challenge for the city. Diversity of uses and functions is essential in the fabric of the city. It reduces the need to travel and creates intensity.

The Mall, as the unifying element of the project, is livened up by ground floor shops. The distribution is based on a concept of development by strata. At the subway station, shops are ubiquitous. The more we move forward on the mall, the more punctual they become, offering local services. The office area and business incubator is located in the northern part, in contact with the metro and easily accessed from the highway.

A hotel and a car park relay are set at the Northern entrance of the mall, to strengthen Rogoredo Station and promote access to city transit centre. Points of interest and equipments punctuate the mall throughout its development.

Building heights
The project area develops templates that become integrated into existing buildings and landscape. The height of buildings in the North, which are connected with the city, is defined between four to five storeys, three occasionally when in direct relation with existing buildings. The height of buildings in the South varied between two and four storeys, in order to fully become integrated into the landscape.

The alignment of the buildings allows the creation of visual breakthroughs, which host either roads, pedestrian paths, or water collecting ditches. Finally, they are designed to allow the maximum period of sunlight.

Waste Management
Waste sorting, already in place, should be promoted for all types of program. The implementation of underground containers on public space for every hearts of building blocks supports it. Individual or collective composting can be considered.

Rainwater management
The proposed approach in terms of rainwater management aims to reduce the volume of water discharged into the network in order to save public investment in the network and the sewage system. On-site retention and infiltration are two natural principles adopted. Water collecting ditches and permeable car park surfaces are responses to rainwater management.
The approach relative to car parking is to promote external parking. Indeed, this is inexpensive, can be easily treated in order to obtain a natural aspect and to become integrated into the existing green landscape.

The project definition advocates strictly no parking on the mall, to maintain the strength and character of this green link to the heart of the city. Thus, the parking lots are of three types:

- Along the access roads perpendicular to the mall, car park identified by a high porosity natural ground;
- Mutual car park within each building block, shared by the inhabitants, also characterised by a high porosity ground;
- Car park building on the street Fabio Massimo. It is a signal to the surrounding districts, an element with a strong identity and peculiar evolutive architectural character, that can transform from a simple outside parking to a superstructure, depending on demand, phasing and cost.

The landscaped mall, backbone of the project, is punctuated by four distinct and identified sequences: the first has an urban character, the second is a transition between urbanity and countryside, the third adds a rural point of view, and finally the fourth is the entry to the park. These sequences evolve in a circular manner, creating a loop via the park, unifying the whole project.

- Sequence 1, a new centrality:
The first sequence is characterised by an urban context: it is connected to the actual limits of the city, the Mazzini district, and Porto di Mare subway station. A commercial area, shops and offices create its identity, making it a strategic point for commercial activity and business incubator.
The structure of the sequence is constrained by the existing mobility network and buildings, and by the connections and visual breakthroughs from the Mazzini district.
The main openings offer a view to the park and to the existing sport facilities.
The mall follows the East - West connection. To restrict the impact of this important access road, pedestrian areas separate its two lanes.
The buildings are mainly mixed-used: for example commercial/housing, offices/housing.
The mall is structured as a public space: the ground floors of the buildings along the mall are destined for commercial activities such as shops, restaurants and cafés to create a dynamic and welcoming environment. The pedestrian areas are designed to welcome leisure activities such as café terraces, and must allow temporal activities.

- Sequence 2, opening on agriculture:
The second sequence is the pivot of the sequential system of the urban landscape boulevard.
It is a zone of transitions between the urban fabric and countryside, park and agriculture.
The area unifies these aspects through the implementation of a school and its public square. The school and the agricultural areas are linked by the creation of educational gardens.
The agricultural context is enhanced by the presence of greenhouses and of an agricultural facility, dedicated to the provision of information and distribution of local products.
The master plan of the renewal project of Porto di Mare will have to evolve at the rate of financial, temporal, regulatory and technical constraints. Phasing is relatively flexible and depends on property ownership and on land availability. The entire project of area A.T.U. 15 – building, roads, landscape – is based on the existing land plots, and hence allows a temporal flexibility. Furthermore, parking spaces can adapt depending on demand and needs.

However, in order to trigger faster urbanization, the project recommends the Northern development of Sequence 1 in priority, in relation to Porto di Mare Station, Mazzini district and Rogoredo Station.

**E / VIABILITY**

**E.1 / PHASING**

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**E.2 / Maximum admissible SLP**

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*All datas are in square meters

The proposal for the renewal of “Porto di Mare” area is intended as a new centrality, taking part in the green belt of Milan. The area has all the assets for its future development.

Based on the existing structure of the site, this community project allows a temporal flexibility; the project becomes integrated into the context with the ambition to merge with the rural landscape. Putting the existing Park at the centre of the development, the integration of a mall as an extension of the Park fits the purpose of the green belt and ensures the continuity of the green systems towards the centre of Milan.

This rural boulevard is the backbone of the project: it generates a mobility network, structures the empty spaces, and gathers social hubs. Genuine link between the various points of interest, the mall presents sequential identities and offers openings on the landscape and the Park.

The proposal introduces a new way to re-inhabit the transition of the urban fabric and the countryside of Milan.

- **Sequence 3, living in between city and countryside:**
  The third sequence is characterised by its rural context. The buildings are mainly housing units. Along the mall are occasionally local shops on the ground level, linked to a square. The housing units are organised in blocks, with a central common car park accessible by via San Dionigi or by an internal private path. The mall is given up to the will of the inhabitants, through the implementation of social meeting points, children playgrounds and community with vegetable gardens. A community centre is implemented to promote local activities.

- **Sequence 4, opening on landscape:**
  The fourth sequence is the final step to full immersion in nature. It opens on the landscape and meets the existing paths of the park which are animated by local leisure and sport activities enhancing the existing facilities. The paths begin along a Craftsmanship Center and the equestrian facility, then offering the possibility to either go further south in the countryside to Chiaravalle Abbey and village or take a path that loops around the park to come back to the first sequence, near Porto di Mare Station.