CONCORSOFARINI
FARINICOMPETITION

International competition for the preparation of a masterplan for the regeneration of the Farini and San Cristoforo railway yards in Milan

COMPETITION BRIEF AND GUIDELINES
CONCORSOFARINI

At the district scale, we should identify the activities and the services, the access points, the characters of the green and the public spaces and their sequence compared to the existing and/or planned context, also in relation to the Guideline Sets of the individual Urban Transformation Contexts.

The dialectics between equipped green areas (including paved and equipped pedestrian areas, tracks, associated structures and services, parking spaces for use of the park) and naturalistic green areas must strike a balance between areas with different degrees of wildness and enjoyment that ensures their integration in the dense urban fabric of the consolidated city and in the dynamics of the individual districts. From a viewpoint of green infrastructure schemes, the use of nature-based solutions might represent a valid strategy to achieve this balance maintaining a suitable degree of compatibility between provision of services instrumental to urban management (management of rainwater, more efficient maintenance of green, attractiveness for the activation of public-private partnerships, saving energy resources) and citizens' welfare (mitigation of climatic change effects, recreational services/facilities).

The spatial dimension will have to find the right dialogue with the other dimensions: the temporal dimension, through the capacity of anticipating the implementation of some works through “preverdissement (pre-greening)” interventions, which ensure the continuity of uses, albeit temporary; the managerial dimension, through innovative public-private partnership models; the strictly ecological dimension, to ensure that concrete answers might be given to the effects of climatic change. The implementation of pre-greening works and pedestrian crossings might for instance emphasise the latent potential of the area, activating dynamics that directly involve the citizens and attract the interest of possible investors.

23 The connection and mobility system

3.1 The vast area connections and the railway

The Milano Porta Garibaldi station emerges nowadays as the second main hub for the railway mobility of the city. Although the interest of the High-Speed services operators has partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, the station is still a hub used for valuable speed services: it is, for instance, the terminal of the Milan-Paris TGV system.

Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area are connected to it, due to its role as junction between the railway systems that cross the Bypass line and the more superficial ones that link Monza and the Brianza area, Malpensa and other connections to the north-west.

Competition organisers

FS Sistemi Urbani S.r.l.
having its registered office in Rome, Piazza della Croce Rossa 1, in its own name and on its own behalf and in the name and on behalf of Ferrovie dello Stato Italiane S.p.A. and Rete Ferroviaria Italiana S.p.A. both with registered offices in Rome, Piazza della Croce Rossa 1

COIMA sgr S.p.A.

having its registered office in Milan, Piazza Gae Aulenti 12, in its capacity as asset management company for the COIMA Mistral Fund-Closed-End Alternative Property Mutual Investment Fund

Sole Competition Manager

Architect Leopoldo Freyrie

Competition Organising Secretariat

segreteriaconcorsofarini@pec.it

Competition brief and Guidelines by Freyrie Flores Architettura
The vast area connections and the railway system sustain the mobility of the Milan metropolitan area. Besides, most of the regional and suburban systems that sustain the mobility of the Milan Paris TGV system.

The Milano Porta Garibaldi station emerges now as the second main hub for the railway mobility of the city. Although the interest of the High Speed services operators has partly decreased, since the entry into operation of the Milan-Paris TGV line and other connections to the north-west.

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Scalo Farini (Farini Railway Yard)

San Cristoforo railway areas
FARINICOMPETITION

COMPETITION BRIEF
1. Competition Organisers

FS Sistemi Urbani S.r.l. having its registered office in Rome, Piazza della Croce Rossa 1, in its own name and on its own behalf and in the name and on behalf of Ferrovie dello Stato Italiane S.p.A. and Rete Ferroviaria Italiana S.p.A. both with registered offices in Rome, Piazza della Croce Rossa 1,

COIMA sgr S.p.A. having its registered office in Milan, Piazza Gae Aulenti 12, in its capacity as asset management company for COIMA Mistral Fund- Closed-End Alternative Property Mutual Investment Fund, in its capacity as assignee of “Olimpia Investment Fund - Closed-End Alternative Property Mutual Investment Fund”, pursuant to Article 22 of the Programme Agreement,

in their capacity as owners of the areas covered by the Masterplan subject to competition (the “Competition Organisers”).

2. Subject Matter of the Competition

On 22 June 2017, the Municipality of Milan, the Lombardy Region, Ferrovie dello Stato Spa, FS Sistemi Urbani S.r.l., Rete Ferroviaria Italiana S.p.A. and Savills Investment Management S.G.R. S.p.A. entered into the Programme Agreement” pursuant to Article 34 of Legislative Decree No. 267/2000, for the urban planning transformation of the railway areas decommissioned and in the process of being decommissioned, situated in the municipality of Milan and known as: ‘Scalo Farini (Farini Railway Yard), Scalo Romana (Romana Railway Yard), Scalo e Stazione di Porta Genova (Porta Genova Railway Yard and Station), Scalo Basso di Lambrate (Basso di Lambrate Railway Yard), parts of Scali Greco-Breda and Rogoredo (Greco-Breda and Rogoredo Railway Yards), S. Cristoforo railway areas’, linked to the enhancement of the railway system within the area of Milan” (the “Programme Agreement” or “ADP”) that launches an important process of regeneration of the railway areas decommissioned or in the process of being decommissioned, a strategic regeneration process for an improved and modernized future of the Milan metropolitan area and the quality of urban life in the city.

By virtue of Article 9 (2) and (9) of the Programme Agreement, pursuant to which “the Owners of the Railway Yard and Valtellina Units...possibly individually as well, will initiate the acts aimed at implementing the competition procedures for the perfection of the Masterplan...” this Competition for the preparation of the Masterplan for the Farini and San Cristoforo Special Zones (the “Masterplan”) is hereby announced.

The urban planning provisions governing the Programme Agreement identify two types of areas: the Special Areas, subject to urban transformation, comprised of the Scalo Unit and the Valtellina Unit, and the instrumental areas; outside the Special Areas, External Areas are identified, aimed at completing the local urban connections.
The Competition calls for the preparation of the Masterplan of the Farini Special Zone, consisting of the Farini Scalo Unit and the Farini Valtellina Unit, delimited as per Table A.2 (Boundary delimitation), and the San Cristoforo Railway Yard area, delimited as per Table A.6 (Boundary delimitation). The winning Masterplan will be the steering document, and as such not binding (given the provisions of Article 9 of the Programme Agreement), instrumental for drafting future plans in preparation for the regeneration of the areas.

The project contents are described in the Guidelines that form an integral part of the Competition Brief (the “Competition Brief”), in its two separate competition phases.

3. Purpose of the Masterplan resulting from the Competition

The Masterplan shall contain steering solutions concernings:

⇒ the system of spaces, public and general interest services, with particular regard to the design of greenery and equipped areas and the functions qualifying the new public spaces and the new districts;
⇒ the connection and accessibility system, the roadway, cycle-pedestrian and public transport system, designed in an integrated way with the overall area of public and buildable spaces, and sustainable environmentally and cost-wise;
⇒ the morphological and general settlement structure, especially as regards the relationship with the surrounding context and the connections with the places and systems qualifying the surrounding urban sector;
⇒ the feasibility of each phase, indicating sustainable solutions throughout the entire implementation process and feasibility scenarios.

4. Competition Procedure

The design Competition is comprised of two phases:

⇒ Phase one, in which candidates present themselves expressly, aims to select from among candidates up to 5 design Groups, in accordance with the participation and selection procedures laid down in this Competition Brief. If the Selection Committee does not deem at least 2 Design Groups suitable, the Competition Organisers reserve the right to interrupt the Competition without any right on the part of the candidates/competitors to raise any claim and/or request in such regard.
⇒ Phase two, in which candidates will remain anonymous, aims to select the winning design from among the Masterplans of the Design Groups taking part in this phase.
In both phases, the selection and choice take place in the form of a decision by a Selection Committee, referred to in article 8 hereof, which will be appointed and made public only after the applications for phase one have been lodged.

The selected participants who deliver the Masterplans will receive a reimbursement of expenses of EUR 25,000.00 inclusive of taxes and charges.

The winner will be granted a sum of Euro 50,000.00, including taxes and charges, which will include the activities for adapting and/or amending the Masterplan presented, also in light of the results of the public debate referred to in art. 9 paragraph 7 of the Programme Agreement. The above-mentioned sum will also provide compensation for attendance at the public debate session in order to illustrate the Masterplan. The adaptation/amendment activity must be concluded within 30 days from the conclusion of the above-mentioned public debate.

FS Sistemi Urbani S.r.l., as regards the Scalo Unit of the Farini Special Area and for the S. Cristoforo Special Area, reserves the right to assign to the Design Team winner of the Competition the task of preparing the “DPU” (Joint Planning Document) in accordance with Article 6 of the Programme Agreement, useful for obtaining the opinions and approvals of the Municipality of Milan.

Payment of the fees will be conditioned upon proof to be provided by the competitors:

⇒ of the non-existence of any serious breaches on their part of the obligations relating to payment of taxes and duties or social security contributions;
⇒ that they are not in a state of bankruptcy, or subject to pending proceedings for a declaration of bankruptcy, compulsory liquidation, or arrangement with creditors, save in the case of an arrangement with creditors with preservation of business continuity;
⇒ that they did not, in the last three years a) incur a termination due to breach of procurement contracts for works, services and supplies awarded by Companies belonging to the Ferrovie dello Stato Italiane Group; b) incur the declared impossibility to test/commission works, services and supplies covered by a contract concluded with Companies belonging to the Ferrovie dello Stato Italiane Group; c) commit a breach, during the performance of previous contracts or participation in prior tender procedures, of any of the rules set forth in the Code of Ethics of the Ferrovie dello Stato Italiane Group, as ascertained using any means of evidence by the Companies belonging to the Ferrovie dello Stato Italiane Group; d) incur the failure to conclude a contract for, or impossibility of acceptance of delivery of, works, services and supplies entrusted by the Companies belonging to the Ferrovie dello Stato Italiane Group due to acts or fault/negligence ascribable to the competitor.
5. Official language

The official language of the Competition is Italian; this Competition Brief and the Guidelines are published in English as well.

6. Participation in the Competition

Participation is open to project Groups (the “Groups”) consisting of architects and engineers, who will make use of other professional skills and expertise that may be necessary, collaborating in the various association and corporate forms permitted by law, which will, in any event, have to include professionals belonging to the EU Member States and to Switzerland, duly registered in the relevant Professional Guilds as per the legal system of the relevant State to which they belong, qualified to practice the profession in Italy, who have not been interdicted from practicing the profession as at the date of publication of the Competition Brief.

The aforementioned persons are invited to take part in inter-disciplinary Groups, especially as regards skills pertaining to, at the very least, urban planning, landscape, rail transport and mobility, the environment and economic feasibility.

The competitors can also participate through temporary groupings or associations, indicating, in the manner and by the deadlines laid down in this Competition Brief, the lead professional who will be deemed sole contact person for the implementation of the Competition and to whom the necessary powers of representation must accordingly be conferred. The competitors may make use of collaborators and consultants who might fall short of the admission requirements but must not find themselves in any of the conditions of ineligibility set out in article 7 hereunder.

The composition of the Group must remain unaltered during the first and second level of the Competition.

The Competition Organisers will maintain contacts exclusively with the lead professional and are exempted from any liability with regard to any internal relationships within the group itself. No Competitor can take part in more than one group, whether as lead professional or as group member, consultant or collaborator. No person may compete on his/her own and simultaneously as member of another unit participating in any form, nor is he/she allowed to participate in more than one competing unit. The same prohibition applies to self-employed professionals or an engineering Company of which the professional is director, partner, employee or coordinated and ongoing collaborator.

All the competitors are strictly forbidden from disclosing, publishing or causing the plans/designs (or parts thereof) to be published before the results of the Competition are announced. Breach of this prohibition will give rise to exclusion from the Competition.
7. Conditions of ineligibility

The following persons may not take part in the Competition:

a) the directors and employees of the Competition Organisers;

b) the members of the Work Group who took part in drafting the Competition Brief and organising the Competition, the members of the Competition Organising Secretariat and all the additional persons who participated in the preparation of this procedure, such as, merely by way of example, the members of the Committee of Experts who assisted the Work Group in drafting the Competition documents;

c) the acting or alternate members of the Selection Committee;

d) the spouses, relatives and in-laws, up to the third degree of kinship, and whoever is party to a relationship of coordinated and ongoing or, in any event, insourcing/pseudo-subordinate collaboration, or of employment, or are parties to a pending legal dispute with the persons referred to under points a, b, and c, or those who act as guardian, curator, attorney or agent, or director, administrator or manager of the above-mentioned persons;

e) The leaders of the 5 design teams that have drawn the “scenarios” for the “Dagli scali, la nuova città (From the railway yards, the new city)” initiative commissioned by FS Sistemi Urbani in 2016-2017.

The following are likewise grounds for exclusion from this Competition:

⇒ breach of the principles of anonymity before the Selection Committee has expressed and officially formalised its final decision;
⇒ breach of the prohibition on disclosure referred to in article 6 here above;
⇒ a conviction with final sentence or an irrevocable criminal order or judgment imposing the punishment requested by the criminal defendant pursuant to Article 444 of the Italian Code of Criminal Procedure (even as regards a single professional belonging to the Group) in respect of crimes, whether committed or attempted, referred to in Articles 416, 416-bis of the Italian Criminal Law Code; Article 74 of Presidential Decree No. 309/1990; Article 291-quarter of Presidential Decree No. 43/1973; Article 260 of Legislative Decree No. 152/2006, since traceable to participation in a criminal organisation, as defined in Article 2 of framework decision 2008/841/GAI of the Council of the European Union; Articles 317, 318, 319, 319-ter, 319-quarter, 320, 321, 322, 322-bis, 346-bis, 353, 353-bis, 354, 355 and 356 of the Italian Criminal Law Code; as well as Article 2635 of the Italian Civil Code; Article 1 of the convention on the protection of the financial interests of the European Communities; Articles 648-bis, 648-ter and 648-ter.1 of the Italian Criminal Law Code - laundering of proceeds from criminal activities or funding terrorism, as defined in Article 1 of Legislative Decree No. 109 of 22 June
2007, as subsequently amended and supplemented; Article 1 of Legislative Decree No. 109/2007; crimes, committed for terrorist purposes, including for international terrorism, and subversion of the constitutional order, terrorist crimes or crimes linked to terrorist activities; crimes of exploitation of child labour and other forms of trafficking in human beings as defined by Legislative Decree No. 24 of 4 March 2014, and any other offence resulting, as an ancillary penalty, in the legal incapacity to contract with the public administration (the applicants selected for phase two will be requested to produce criminal record certificates necessary to prove the lack of any such convictions, and failure to produce the same will bar payment of the amounts referred to in article 4 above).

A design can be excluded for any of the following reasons:

⇒ delayed presentation of the design in phase two of the Competition, beyond the deadlines indicated or presentation of a design failing to meet the prescribed conditions and limitations.

8. Selection Committee and Sole Competition Manager

The Selection Committee that will make the selection in the first phase and the adjudication in the second phase will be composed of 7 effective members plus 2 alternates, all of whom shall have technical expertise appropriate with regard to the subject matter and purpose of the Competition, appointed as follows:

⇒ n. 1 Chairman architect of international renown, who is an expert in urban projects
⇒ n.1 Commissioner who is expert in rail transport
⇒ n.1 Commissioner who is expert in landscape design
⇒ n. 1 Commissioner who is expert in innovative mobility
⇒ n. 1 Commissioner representing the FS group
⇒ n. 1 Commissioner representing the COIMA Mistral Fund.
⇒ n. 1 Commissioner representing the Municipality of Milan;
⇒ 1 Alternate Commissioner expert in environmental planning
⇒ 1 Alternate Commissioner expert in urban planning

The Chairman will be appointed in concert by the Competition Organisers from among the seven acting members listed above.

The members of the Selection Committee will have skills and expertise in the fields of urban planning, landscape, rail transport and mobility.
At least three Commissioners and one alternate will be chosen by the auctioneers on the basis of a list of three names supplied by the Order of Architects of Milan and the Order of Engineers of the Province of Milan.

The members of the Selection Committee will receive a flat-rate daily fee.

8.1 Works of the Selection Committee
If an acting member declares his / her inability to take part in the works, at the opening of works or during the works of the Selection Committee, he/she will be definitively replaced by one of the alternate members at the Chairman’s designation. To this end, the alternate members participate fully in the works of the Selection Committee, albeit without voting rights. In addition, a Secretary, in charge of drafting minutes, appointed by the Competition Organisers, with no voting rights, participates in the works of the Selection Committee.

The decisions of the Selection Committee are taken by a simple majority of those in attendance, and are final and binding and not subject to appeal. The outcome of the competition will be reported in a special report, signed by all members of the Selection Committee, which will explain the qualifying factors that justify the assigned score and the choice of the winner.

8.2 Work Group and Sole Competition Manager
The Work set up to draft the Competition Brief consisted of Architect Leopoldo Freyrie, with office in Milan, via Melzi d’Eril, 26, as Sole Competition Manager (“Sole Competition Manager”) Chairman of the Work Group, and of 4 additional members:

⇒ 3 representatives of the Companies of the Ferrovie Group (appointed, respectively, by Ferrovie dello Stato Spa, Rete Ferroviaria Italiana, and FS Sistemi Urbani Srl), in the persons of: Engineer Nicola Madonna, Engineer Davide Cavone, and Architect Luca Novara.

⇒ 1 representative of the “COIMA Mistral Fund- Closed-End Alternative Property Mutual Investment Fund”, in the person of Luigi Massimilla.

The Competition Organising Secretariat is comprised of: Engineer Marianna Beltrani, Dr Angela Cipolla, and Attorney Silvia Gnocco.

The Committee of Experts is comprised of the following members: Engineer Rosa Frignola (RFI), Architect Andreas Kipar (Land srl), Architect Federico Parolotto (MIC), Architect Francesco Vescovi (Politecnico di Milano).

Architect Leopoldo Freyrie has been appointed by the Competition Organisers as Sole Competition Manager; he has drawn up this Competition Brief and Guidelines in collaboration with the Work Group and the Committee of Experts.
The Sole Competition Manager attends part in the meetings of the Selection Committee without voting right.

9. Organising Competition Secretariat

The Organising Competition Secretariat is located at the Milan offices of FS Sistemi Urbani, Piazza Duca D’Aosta 1, 20124 Milan (track level, track 3 side, Staircase A, 1st floor) and is tasked with assisting the Commission and the Sole Competition Manager. E-mail: segreteriaconcorsofarini@pec.it

10. Information on the Competition

All information on the Competition and the procedures for participating in it can be found on the following Internet website: www.scalimilano.vision as well as on a specific page of the website of the Municipality of Milan.

11. Phase one of the Competition

The competitors interested in taking part in the Competition will have to submit the following documentation by the deadline of from 12.00 p.m. on 11/23/2018 by sending it to segreteriaconcorsofarini@pec.it:

⇒ a maximum of 3 A4 facades setting out identification data of the participant and/or the participants if more than one juristic subject takes part in the competition; for each of the members thereof the personal details, the registration in the professional roll (wherever required), the specific skills and the qualifications must be indicated; for each member of the Design Group, the relevant CV will have to be provided;
⇒ images and texts totalling a maximum of 5 A4 facades, concerning their own works that have been completed which confirm their aptitude for the city project and urban regeneration initiatives in relation to environmental energy quality; if the works have not been realized, they must have the following characteristics: they must be in the process of realization or been awarded or won a mention in design Competitions at a national level at least;
⇒ a document totalling a maximum of 3 A3 facades, that describes the methodological approach the competitor intends to following in preparing the Masterplan: highlighting on the first page the roles within the Group and the possession of the knowledge and skills necessary and useful to produce the Masterplan; and on the other pages, including through diagrams, examples and sketches, how the Group intends to manage the main critical areas, bearing in mind the conditions and restrictions set out in the Guidelines and the attached documents.
If more than one legal entity take part through a temporary project grouping to be established, all of the participants will have to sign a declaration evincing:

⇒ indication of the future head of project vested with exclusive representation of the principals vis-à-vis the Competition Organiser, along with his address, e-mail address and telephone number, to whom the Competition Organising Secretariat can send any communications;
⇒ an undertaking on the part of all of the members to formalize, in the event that the group is selected for admission to the second phase, an irrevocable mandate in accordance with the procedures that may be indicated in such regard by the Competition Organisers in favor of the head of project, granting him/her powers to represent them in all contacts with the Competition Organisers and to receive the payments referred to in articular 4 above, with discharging effect.

If there are shortcomings and/or irregularities in the documentation submitted, the participants will be asked to regularise the same by the peremptory deadline of ten days. Should the deadline assigned to the regularisation elapse to no avail, the participant will be excluded from the Competition.

11.1 Requests for clarification
The Competitors may address in writing to the Competition Organising Secretariat requests for clarifications concerning the Competition Brief by the deadline indicated in the Calendar using the address segreteriaconcorsofarini@pec.it

On the: www.scalimilanovision Internet website, a summary of the queries received and the replies thereto will be published.

11.2 Evaluation criteria
The applications submitted will be evaluated by the Selection Committee on the basis of the following criteria and related scores:

⇒ skills of the design Group: an assessment will be made of the completeness, multidisciplinarity and quality in the composition of the Group. Max 35 points

⇒ prior experiences: an assessment will be made of the experiences gained by the competitor in the last 10 years, taking into account a maximum number of 3 designs with a special focus on the comparability thereof with the one dealt with in the Masterplan as regards the required degree of complexity. Max 30 points

⇒ methodological approach: an assessment will be made of the clarity and completeness of the methodology of drafting the proposed Masterplan, in relation to the objectives described in the Programme Agreement and the Guidelines. Max 35 points.
In particular, to allocate the scores the Selection Committee will proceed as follows:

a) Each member of the Selection Committee, when assessing each application, will allocate for each of the three aforementioned criteria a value ranging between 1 and 10. The average (V) between the values allocated for each criterion by each member of the Selection Committee will then be calculated;

b) the Selection Committee will then allocate for each criterion a final score (PDEF) obtained by applying the following formula:

\[
PDEF = \frac{V_i}{V_{migliore}} \times P_{MAX}
\]

where:

- \(V_i\) = average of the values allocated for each criterion to the application under examination;
- \(V_{migliore}\) = average of the values allocated for each criterion obtained by the best application for the same criterion;
- \(P_{MAX}\) = maximum score of the single criterion.

It should be noted that in order to calculate the average (V) as well as to allocate the final scores, the quotients and the products obtained will be rounded down to the first decimal place, wherever the second decimal place ranges between 0 and 4; and will be rounded up to it, wherever the second decimal place ranges between 5 and 9.

11.3 Result of phase one of the Competition

Within 30 days following expiry of the deadline for submitting the applications, the Selection Committee will choose, during a closed session, a number of candidates not exceeding 5 and not fewer than 2.

The results of phase one works will be notified to the competitors selected by e-mail. The result will furthermore be published, solely as regards the selected Groups, on: www.scalimilano.vision website, as well as on a specific webpage of the Municipality of Milan.

12. Phase two of the Competition

The Competitors selected for admission to phase two (hereinafter referred to as “the Competitors”) will have to elaborate a Masterplan, based on the Guidelines and the documentation provided. The Masterplan selected at the end of phase two can be supplemented to reflect the results of the
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\[ V_i \times \frac{P_{DM}}{PMAX} \]

where:

\( V_i \) = average of the values allocated for each criterion to the application under examination;

\( V_{migliore} \) = average of the values allocated for each criterion obtained by the best application for the same criterion;

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Should the Selection Committee conclude that none of the Masterplans filed meet the Guidelines, the Commission may refrain from naming a winner of the Competition, on the basis of a reasoned opinion; the phase two competitors will in any event be reimbursed for the expenses referred to in Article 4, provided that the plans produced are complete and in line with the Competition requirements.

The competitors will have to participate in a joint Inspection of the Competition area, with a view to supplementing the information set out in the documentation attached to the Competition Brief, at the date and time that will be confirmed to them by the Competition Secretariat, by PEC; in case of his/her absence, the group leader must indicate in advance a delegate, by PEC to the Competition Secretariat.

The report on any significant additional information provided at the time of inspection will be made available to all the Competitors. The graphics necessary for preparing the plan will be delivered to the Competitors in digital format.

12.1 Requests for clarification

Competitors may address written requests for clarification to the Competition Organising Secretariat after the inspection, addressed to the e-mail address: segreteriaconcorsofarini@pec.it

A summary of the questions received and the replies thereto will be sent to the competitors by e-mail.

12.2 Plans

The required plans consist of 1 written reporting A4 totalling a maximum of 30 facades and a maximum of 5 A1 tables made up of drawings, outlines and diagrams, with reference to the objectives of the ADP illustrated in the Guidelines and in the Strategic Vision Document, illustrate how the Masterplan addresses:

⇒ the role and potentialities of the regeneration of the Farini and S. Cristoforo Railway Yards, at urban and metropolitan scale;

⇒ the design of scenarios showing a new morphological layout/structure, the approaches to be followed in the creation of the new public spaces, in relation to both the creation of a new urban habitat and the overarching context;
⇒ the reconnection of interrupted relationships between the adjacent districts, bearing in mind the transformation and continuity of the railway line and the relationships and enhancement between pre-existing monuments and local development projects;

⇒ the public road and soft mobility connections in relation to the railway and underground stations as well the mobility choices within the perimeter, taking into account the layout of the surrounding area and environmental sustainability strategies; solutions to overcome the rail yard also in relation to landscape aspects and economic compatibility;

⇒ the design approach to the new green infrastructure, taking into account: the pollution mitigation purposes, the effects of climatic changes; the general design of the urban greenery and the relationship with pre-existing parks and gardens in the vicinity and the requests that came to light over the course of the public debate; the ecological connection objectives indicated in the ADP

The applicants must submit:

⇒ tests comparing different scenarios of morphological, typological and spatial flexibility;

⇒ tests comparing different scenarios potentially divisible into compartments, which takes into account the need for functional operation and the relationship with the context, but also economic compatibility in the processes of creating public spaces, which must in any event be functional and operational, as well as private ones;

⇒ the quantitative verification of suitability for building, intended uses and cost-effectiveness.

12.3 Delivery method
Participation in the second phase of the Competition and submission of the proposals must exclusively take place in anonymous form.

In order to ensure anonymity, the competitor will have to elaborate a code consisting of 8 alphanumeric characters altogether, 4 of which numbers and 4 letters, to be used to mark the external packet and the internal envelopes described below.

The above-mentioned code must not contain elements identifying the name or the origin, failing which the applicant will be excluded from the Competition.

It should furthermore be noted that:

⇒ both the external packet and the internal envelopes must be opaque and duly sealed, preferably with adhesive tape, so as to ensure the secrecy of the content and leave obvious traces in the event of unauthorized forcible opening;

⇒ each envelope, as well as each report, plan or other document contained in paper or digital form, must not bear any headings, signatures or stamps of the sender or wording differing from that specified in respect of each of them.
The competitors must deliver a single packet, containing two separate envelopes inside bearing the following wording:

⇒ Envelope A: Administrative documentation containing the composition of the Project Group that must be identical to the group selected in the First phase of the Competition
⇒ Envelope B: Design proposal containing the information specified in section 12.2

Envelope A will remain duly sealed as received and will be opened during the public session referred to in article 13 below.

A copy of the documentation in Envelope B must be submitted in digital format (pdf documents and 300dpi jpg images, maximum file size of 2 GB), to be delivered in DVD. No additional or different plans will be accepted or evaluated.

The packet must be delivered at the address Concorso Farini, Segreteria del Concorso presso FS Sistemi Urbani, Piazza Duca D’Aosta 1, 20124 Milan, by 18h00 on 29/03/2019. The delivery must be entrusted to a carrier (Postal services, couriers or qualified agencies) or, alternatively, by hand. The expiry date refers on a mandatory basis to the delivery date and not to the shipping date. The delivery is in anonymous form.

12.4 Transport and insurance
Participants in the Competition must bear the shipment costs and, if they so desire, the insurance costs of the plans.

12.5 Evaluation of the Masterplans
The Competition Organising Secretariat checks that the documentation received complies with the Competition Brief and the Guidelines prior to the Selection Committee’s session. In any event, the Selection Committee will also take any final decision as to the grounds for excluding Competitors.

12.6 Works of the Selection Committee
At the end of the works, which will take place in a closed session, the Selection Committee will publish the decision formulated, issuing its final report known along with the assessments expressed on the individual projects.

12.7 Evaluation criteria
The projects submitted will be assessed by the Selection Committee in accordance with the following criteria and the related scores:
To allocate the scores, the Selection Committee will proceed as follows:

a) Each member of the Selection Committee, when assessing each application, will allocate for each of the five aforementioned criteria a value ranging between 1 and 10. The average (V) between the values allocated for each criterion by each member of the Selection Committee will then be calculated;

b) the Selection Committee will then allocate for each criterion a final score (PDEF) obtained by applying the following formula:

$$ PDEF = \frac{Vi}{V_{migliore}} \times PMAX $$

where:

- $Vi$ = average of the values allocated for each criterion to the application under examination;
- $V_{migliore}$ = average of the values allocated for each criterion obtained by the best application for the same criterion;
- $PMAX$ = maximum score of the single criterion.

It should be noted that, to calculate the average (V) as well as to perform the operation of allocating the final scores, the quotients and the products obtained will be rounded down to the first decimal place, wherever the second decimal place ranges between 0 and 4; and will be rounded up to it, wherever the second decimal place ranges between 5 and 9.
13. Result of phase two of the Competition and publication

Upon the conclusion of the works by the Selection Committee, a public session will be called, which will be open to the Competitors admitted to the second phase in which:

- the ranking will be communicated as a result of the evaluation of the project proposals;
- the "Envelope A - Administrative Documentation" will be opened and the alphanumeric strings will be listed in the aforementioned ranking with the names of the competitors;
- the winner of the competition will be announced.

Subsequently, the candidates will be informed via e-mail of the outcome of the procedure, which will also be published on the website: www.scalimilano.vision and in a special page of the website of the Municipality of Milan.

13.1 Right of exhibition and publication

The Competition Organisers reserve the right to exhibit and/or publish the designs submitted, without any obligation to pay any compensation in such regard to the competitors. The designs may be exhibited in public form, through a specifically organised and advertised exhibition. The exhibition might include a debate with the participation of the designers who receive awards. Participation in the Design Competition will serve, without any further formalities, as authorisation to exhibit the designs and to release the related publications without any charges or acknowledgment in favor of the participating authors. To that end, the competitors, by taking part in the Competition, authorise the processing of data for disclosure purposes.

The exhibition might concern publication of all the plans submitted, as regards the winners and all persons who received awards, as well as publication of some plans submitted by other competitors.

The Competition Organisers reserve the right to present the initiative to the press and exploit the Competition results through any initiatives deemed most appropriate.

By taking part in the Competition, the competitors authorise use of the plans delivered for all of the purposes described in this article.

13.2 Ownership of the plans

Without prejudice to the Competitors’ ownership of the moral copyrights over their designs/plans, also in consideration of the award envisaged for the winner and the reimbursement of expenses to the Participants in the Competition, all intellectual property rights and assets relating to all drawings, designs, materials, works, inventions, developments and any other information — including all rights of economic use concerning the architectural drawings and works and the engineering works or similar plans/designs/projects, referred to in Articles 2 and 99 of Law No. 633/1941 (“Copyright Law”)
– that might be implemented, developed or conceived by the competitors, will be exclusively owned by the Competition Organisers, respectively with regard to the portions pertaining to each.

To that end, the competitors, on their own behalf and on behalf of their Professionals and advisers, by taking part in the Competition, waive in favour of the Competition Organisers any future right of economic exploitation of all the material and documents (in electronic format as well) conceived, developed, implemented, used and produced as a result of participation in the Competition.

The competitor assumes, with regard to the design proposals, the images and all the material made available to the Competition Organisers as required for participation, full responsibility and liability in connection with any breach of patent rights, copyrights, intellectual property rights and, generally, exclusive rights of third parties.

The Competition does not entail the Competition Organisers’ assumption of any commitment save for payment of the reimbursements and the award to the winner of an additional amount as per the provisions of article 4 above.

In particular, the winner does not acquire any right or preference vis-à-vis future appointments instrumental to the executive planning, but participation in the Competition does not give rise to preclusion from future appointments instrumental to the executive planning.

14. Acceptance of the Competition Brief

By taking part in the Competition, the competitors accept, without any reservation, all the rules set out in this Competition Brief.

15. Calendar

The Competition Brief will be published on 22/10/2018 on the website www.scalimilano.vision, as well as on a specific page of the website of the Municipality of Milan.

PHASE ONE

Deadline for the request for clarifications 31-10-2018
Deadline for publication of the clarifications 09-11-2018
Delivery by applicants of the application for participation and the documentation 23-11-2018
Publication of the composition of the Selection Committee 26-11-2018
Publication of phase one results, with the selection of the Groups admitted to phase two 21-12-2018
PHASE TWO

Inspection of the Groups 08-01-2019
Deadline for the request for clarifications 18-01-2019
Deadline for publication of the clarifications 30-01-2019
Delivery by applicants of the documentation 29-03-2019
Awarding 10-04-2019

15.1 Competition Procedure

Phase one

Publication of the Competition Brief and Guidelines in a specific section on the www.scalimilano.vision website, as well as on a specific page of the website of the Municipality of Milan. The documents and links can be downloaded from the websites.

Those interested in participating can send requests for clarification by certified e-mail to the address segreteriaconcorsofarini@pec.it, by the deadlines laid down by the Competition Brief. The replies are published on the website, without name, readable by everyone.

The applicants who intend to compete for selection to be admitted to the second level must send the documentation in pdf to segreteriaconcorsofarini@pec.it by certified e-mail. The said documentation must be attached to the mail in accordance with a predefined order and classification. Proof is provided by the date and hour on which it is sent. The Competition Organising Secretariat arranges the documentation in a specific database, in which any shortcomings in the documentation sent are highlighted.

Upon expiry of the deadlines for any documentary integration and the delivery, the composition of the Selection Committee is published on the www.scalimilano.vision website.

The Selection Committee convenes to proceed with the selection on the basis of the complete database of the applicants drawn up by the Competition Organising Secretariat and the complete documentation submitted. The reports by the Competition Organising Secretariat on the applicants’ shortcomings are not binding. If a committee member cannot attend or has a conflict of interests, his deputy will take over. From that moment onwards, the committee member is definitively replaced.

The Selection Committee selects the applicant Groups admitted to phase two, through a written and motivated report only in respect of the selected Groups. The result is published on the www.scalimilano.vision website, as well as on a specific page of the website of the Municipality of
Scalo Farini (Farini Railway Yard): Francesco Radino, 2018, Fondazione Aem - Gruppo A2A Milano
16. Preamble

16.1 The regeneration of the Railway Yards and the Farini and San Cristoforo Masterplan

The International Competition for the preparation of the Masterplan on the regeneration of the Farini and San Cristoforo Railway Yards is part of the process of redevelopment of seven Railway Yards in Milan, which resulted in the Programme Agreement between the Municipality of Milan, the Lombardy Region, with the involvement, by accession, of Ferrovie dello Stato Italiane S.p.A., Rete Ferroviaria Italiana S.p.A., FS Sistemi Urbani S.r.l. and Savills Investment Management S.G.R. S.p.A.

The volume of work carried out over the past few years, valuable for any applicant interested in preparing the Farini and San Cristoforo Masterplan, is justified by the size, location and quality of the railway yard areas, strategic for the future of the city, on a regional, metropolitan and city scale.

For this reason, the path that led to this Competition has not been merely administrative, but rather has involved, in various capacities, a large number of parties, both public and private, who contributed to the development of strategies which were later documented and agreed upon through the Programme Agreement.

The future Farini and San Cristoforo Masterplan, therefore, cannot be viewed independently from the general strategy, described by the Programme Agreement (link to strategy) which constitutes an essential part of a general vision.

It is accordingly suggested that all candidates become acquainted with the documents for use in preparation of the General Masterplan (PGT), at the link http://www.comune.milano.it/wps/portal/ist/it/servizi/territorio/revisionepgt that provide a better understanding of the 2030 guidelines of the Municipality of Milan.

The Farini-Scalo Unit and the S. Cristoforo Special Zone are in fact linked to the provisions of the Programme Agreement, which provide that the urbanisation and public area endowment works of S. Cristoforo, to be entirely designated as a public park and public services or public / general interest functions, should supplement and be integrated with the urbanisation and public area endowment works of Farini.

The aim of this Competition is, therefore, is to select and choose a project capable of identifying the steering elements of the future urban structure of the two Special Zones, in accordance with the provisions of the Programme Agreement and its attachments, which will become the guidelines for the future Implementing Plans promoted by third parties.

Given the size and complexity of the regeneration project, and bearing in mind that the process will
take place over several years, within a constantly shifting economic and social context, the Masterplan aims to establish which, where and how the main elements of the public city effectively are, ensuring they be compatible with the existing yet capable of regenerating the area in relation to the city and the metropolitan area.

Unlike an Implementing Plan, therefore, the Masterplan outlines strategies and establishes elements of invariance, with a view to ensuring the public interest as well as enabling the future development of the areas with a high degree of flexibility vis-à-vis an urban life under constant and rapid transformation.

It follows that the Masterplan must be able to sketch solutions as regards the accessibility system, the public or general interest spaces and services, and the design of green areas, and in relation thereto it will have to test the high flexibility of the different morphological and settlement approaches, ensuring environmental compatibilities and due compliance with restrictions, and verifying the feasibility scenarios over time at sustainable costs.

The aim of the Competition is, therefore, not to draw up plans identical to an “Implementing Plan” or a planivolumetric design of the area, but rather the representation of a regeneration strategy, with a special focus on the public areas, the connections and the green infrastructures, proving both the accomplishment of the general objectives and resilience over time in the face of the changing socio-economic scenarios of the city.

16.2 Formation of the Programme Agreement and paying attention to the local communities

The contents of the current Programme Agreement are the result of a long process spanning twelve years, from 2005 to 2017, punctuated by three different phases. The 2007 document, concluded by the Municipality of Milan, Ferrovie dello Stato and the Lombardy Region, was the first to formalise the terms for the functional reconversion of the decommissioned railway yards and the enhancement of the Milan railway system, envisaging a new local transport line along the railway belt, later included in the 2010 General Regulatory Plan under the name of circle line. The second version of the agreement entered into in 2015 was not ratified by the municipal council. It contained confirmation of the general framework of objectives of the agreement, while at the same time delving in greater detail into the infrastructural and intended use commitments, with downsizing of the initial buildable quantities.

The Programme Agreement was signed in June 2017 by the same signatories from ten years earlier, in addition to the property management company Savills Investment Management S.G.R. S.p.A. on behalf of the “Olimpia fund”, owner of a portion of the Farini railway yard. The document in force represents an evolution with respect to the one proposed in 2015, the overall approach of which is re-enacted while supplementing and perfecting it through several functional, qualitative and
methodological indications drawn also from an extensive series of in-depth public debates that saw the participation of more than 60,000 persons altogether.

The Municipal Council, on this occasion, formalized in two documents – a resolution (AdP Attachment R) and a motion (AdP Attachment Y) – its own urban regeneration approaches pertaining to the seven railway yards. In June 2017, the ADP was supplemented with a strategic vision document (AdP Attachment U) that presented the contents of the Programme Agreement and dealt with, in greater detail, the plan approaches expressed at the different stages of public discussion.

The process of paying attention to the citizens, that proved a priority during the last phase, was set into motion by a work group from the Department of Architecture and Urban Studi (DASTU) of Politecnico di Milano, upon a mandate from the Municipality, already between 2013 and 2014 in preparation of the 2015 agreement. Whereas this first opportunity had involved, in theme-based workshops, a selection of local bodies and associations particularly representative of the interests of the districts surrounding the railways yards, when the consultations resumed, between February and May 2017, the nine Municipalities organised – again with the advice of DASTU – 19 new meetings with citizens and political parties, following different methods of involvement and in-depth examination. The indications and expectations on the future development of the railway yards that emerged on such occasions have been compiled in two summary documents attached to the Programme Agreement (AdP Attachment K and AdP Attachment K bis). The works have been structured around five thematic lines, concerning treatment of the boundaries and the internal and external connections, the nature and vocations of the open spaces, the types and results of the expected services, the functions to be installed, from a metropolitan perspective as well, and the temporary uses for an initial restoration of these areas to the city.

16.3 Milan Railway Yards: the participatory process and the 5 scenarios
On 15, 16 and 17 December 2016, at the Farini Railway Yard, a three-day workshop, that saw the participation of approximately 2,000 citizens in addition to associations, experts and institutions, was held.

In the workshop, five work Groups led by internationally renowned architects coordinated drawing boards and design teams around specific topics, with a special focus on interconnection between the areas, the design of green areas, and an increase in social housing.

The same teams subsequently presented to the city five regeneration scenarios for the seven Railway Yards, thereby providing further topics for discussion and analysis, with public and quite well-attended presentations.

The elaboration of such scenarios was functional to the unfolding of the public consultation and should not be taken into consideration in this phase of preparation of the Masterplan.

The information and documentation of the workshop and the 5 scenarios can be perused at
The Municipal Council, on this occasion, formalized in two documents – a resolution (AdP Attachment R) and a motion (AdP Attachment Y) – its own urban regeneration approaches pertaining to the seven railway yards. In June 2017, the ADP was supplemented with a strategic vision document (AdP Attachment U) that presented the contents of the Programme Agreement and dealt with, in greater detail, the plan approaches expressed at the different stages of public discussion.

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16.3 Milan Railway Yards: the participatory process and the 5 scenarios

On 15, 16 and 17 December 2016, at the Farini Railway Yard, a three-day workshop, that saw the participation of approximately 2000 citizens in addition to associations, experts and institutions, was held. In the workshop, five work groups led by internationally renowned architects coordinated drawing boards and design teams around specific topics, with a special focus on interconnection between the areas, the design of green areas, and an increase in social housing. The same teams subsequently presented to the city five regeneration scenarios for the seven Railway Yards, thereby providing further topics for discussion and analysis, with public and quite well-attended presentations.

The elaboration of such scenarios was functional to the unfolding of the public consultation and should not be taken into consideration in this phase of preparation of the Masterplan. The information and documentation of the workshop and the 5 scenarios can be perused at Scalo Farini (Farini Railway Yard): Francesco Radino, 2018, Fondazione Aem - Gruppo A2A Milano.
16.4 The public and general interest services: outcomes of the public consultations

The Farini and San Cristoforo railway yards represent — together with the Porta Romana one — the largest areas for transformation of the railway system under decommissioning. Due to their size and their accessibility, present and future, the orientation papers of the Municipal Council (AdP Attachment R and AdP Attachment Y) referred to them “...as privileged locations for the establishment of public and service functions” (AdP Attachment Y).

With regard to the Farini railway yard, various hypotheses and requests were voiced during the public consultations that pay heed to the far-reaching potential of the area: thanks to the metropolitan level connections, it was stressed that the large park envisaged over two-thirds of the surface“...might even host innovative production activities” (AdP Attachment Y) or turn out to be a desirable location for scientific and technological research activity (AdP Attachment K) or for crafts-related services (AdP Attachment K bis). Likewise proposed were city-level leisure services, such as the Sports Citadel and the Music Citadel (due also to the current function hosted by Villa Simonetta), and in several instances the request was put forward to devote the future park especially to families and children, with edutainment activities being envisaged (AdP Attachments K and Y). The neighbouring districts expressed a request for services on a local scale (AdP Attachment K), such as a library and a school hub (high schools), facilities for elders and youngsters, aggregation centres with cinema and theatre, and premises for associations, to be supplemented by the park activities and the other higher-scale functions.

What is proposed for the San Cristoforo railway yard, which will be entirely used as a public park, is a mainly ecological and naturalistic role, with a function of environmental and landscape reconnection to the supra-municipal scale both in a transversal sense, i.e. north-south, and in a longitudinal one, with the creation of a linear park up to Porta Genova (“Parco lineare del Naviglio Grande”, AdP Attachment K). The forecasted underground railway line 4 to be interconnected to the Piazza Tirana railway line and the presence of the waterway have moreover suggested the possibility of creating an intermodal hub – rail, bike, water – capable of serving also as a gateway to the Parco Agricolo Sud system.

In this case, too, listening to the citizens led to the emergence of quite specific requests concerning the multi-functional vocations of the large green area, which should host activities linked to youth and sports, including water sports, a botanical garden and a series of services for the district, reusing in particular the abandoned structure of the former sleeping car station.

16.5 Innovation and ecology at the service of the future

The strategy of regeneration of the Railway Yards is inspired by the general urban planning choices of Milan and the Competition promoters, who are of the view that a strong policy aimed at reducing
The strategy of regeneration of the Railway Yards is inspired by the general urban planning choices, in particular the abandoned structure of the former sleeping car station and the contingent market logistics and might therefore once more insistently demand to use it. In this case, too, listening to the citizens led to the emergence of quite significant projects, even at the municipal scale both in a transversal sense, i.e. north-south or East-West, and in a district scale, we should identify the activities and the services, the access points, the characters of the large green areas that strike a balance between areas with different degrees of wildness and enjoyment that are also in relation to the Guideline Sustainability of the urban transformations.

What is proposed for the San Cristoforo railway yard, which will be entirely used for scientific and technological research activity (AdP Attachment K) or for crafts related services (AdP Attachment Y) or turn out to be a desirable location for the establishment of public and service functions” (AdP Attachment Y). Likewise, the Farini railway yard, various hypotheses and requests were voiced during the public consultation process, especially as concerns the Paris TGV system and the railway yard, various hypotheses and requests were voiced during the public consultation process, especially as concerns the Paris TGV system. The Farini and San Cristoforo railway yards represent two highly strategic points that are suitable for inserting the proposed interventions.

The belt and the relationship with the metropolitan area

The Competition areas, between centre and periphery
the soils consumption process will necessarily call for the regeneration of urban areas where the soils are already urbanised.

The stated aim comprises both the re-naturalisation of compromised soils and their reuse, for a different use than in the past, for the benefit of urban life in the city.

After all, the pollution data for the Milan urban area and the effects of the heat island tell us that the regeneration projects must create the conditions for inverting degenerative processes associated with both climatic changes and past projects that ignored environmental issues.

The Masterplan must take this general approach into account, not in order to promote detailed solutions, but to ensure, when tracing the design strategy of future developments, that conditions are created so that the settlement of residential life and business and other activities in the area has a positive effect and does not burden the city with additional problematic issues in terms of energy consumption, pollution of various types, waste, accessibility problems, squandering water.

The future implementation of settlement projects in the Farini Special Zone will occur when certain rules have already been reformed, such as those concerning NZEB buildings, but the challenge is the capacity to imagine the future city in terms of mobility, waste cycle, management of water and greenery, energy productions: because of this, a number of general strategic choices, reserved for the Masterplan, will steer the development of the area by promoting its environmental sustainability beyond the rules currently in force.
17. The Programme Agreement: objectives, strategies and topics

17.1 The belt and the development of ties with the metropolitan area

The transformation of the railway yards triggers the development and re-functionalisation of the belt line from Stephenson to San Cristoforo, thereby redefining a new relationship between city and railway with connections managed on the urban scale, transcending the current radial structure towards a network- and multi-centre system. This will be possible through connections characterised by an increase in frequencies, by the creation of the necessary interchange stations, connections with the relevant hubs and between the strategic interest functions.

On a local scale, the railway belt will also become an access and connection system through the reconnection of pedestrian paths, cycle paths, roads and especially public spaces. Within this scenario, all the Masterplan interventions put forward will have to view as invariant the disposition of existing tracks, avoiding any type of shift of the railway infrastructure.

The enhancement of the urban railway service through the future circle line offers moreover the chance of increasingly integrating the Milan public transport networks, intensifying the interchange hubs and the relationships between the city context and the metropolitan territory, which in the next decade will be affected by the development of new centralities of regional and national importance, such as the ‘City of health’ in Sesto San Giovanni and the “Milan Innovation District” by the Expo.

In the thematic lines resolved upon in 2016 by the Municipal Council (AdP Attachment R) and taken up again in the subsequent 2017 motion (AdP Attachment Y), reference is made to the need, in promoting the urban regeneration processes of the railway lines, to combine the local requirements with a vast area vision, by also identifying, apart from the ecological connections and the system of green spaces, suitable services and strategic or excellence functions that face up to such a reference scale.

From such a perspective, for instance, the new intended uses of the Farini railway yard might be considered in relation and complementary to the important transformations which, along the Sempione route, see the most consistent and recent episodes of urban transformation of the metropolitan area seamlessly interconnected: from the service sector hub of Porta Garibaldi to the university one of Bovisa, all the way to the fair hub of Rho – with the aforementioned future settlement of the scientific-university park – and the commercial one of Arese at the heart of the dynamic supra-municipal division of the Milan North-West.

It is thus important to check the approach to the contents of the Milan Strategic Metropolitan Plan referred to in http://www.cittametropolitana.mi.it/PSM/
17.2 Reconnecting centre and peripheries
The regeneration of the Railway Yards is a unique opportunity for once again knitting together parts of the city separated by the bundle of tracks and by the perimeter walls.

This separation has been the cause of divisions, social as well, of the confinement of inhabitants to marginal and security-ridden problems, and of negative qualification of the “peripheries” beyond the railway.

Accordingly, “the continuity of roads, of cycle tracks, of pedestrian connections, and the public space system in general, must be the foundation of future projects about these areas, not only to accomplish the design of mobility networks, but also to mend again the interrupted urban and social relationships.” (AdP Attachment U - Strategic vision document)

The Masterplan and the subsequent implementing plan, therefore, must not only take into account the existing vocations and new attractive functions for the new districts, but also promote integration with the existent thanks to new urban connections, expressed in all their different types.

The public green and cycle-pedestrian spaces will be protagonists of the mending work, together with a rational transport inter-modality project, applying innovative principles of Universal Accessibility.

17.3 Increasing the green and the public space
Even Milan, as many European cities are doing, is called upon to offer a higher level of quality of life through a new generation of open spaces, which in its usual urban density focuses on the regeneration of decommissioned or abandoned sites such as railway yards. The very size of the railway yards shapes up as a unique opportunity to knit together entire districts, and provide new services and infrastructures, mostly green, capable of expressing the main need for a new urban nature.

The challenge of reducing air pollution is also represented by the strategies and actions to provide the city with greener and to increase its biodiversity, including the metropolitan area forestry plan. The regeneration of abandoned railway stations, and in particular those of Farini and San Cristoforo, is a strategic resource to achieve this goal.

The urban planning premise of the regeneration of the Railway Yards is the big chance Milan has to prove how we can rethink the city without consuming new soil, nay, restoring and re-naturalising large surfaces. It is precisely these large-sized public and open spaces, the new widespread infrastructure, which replaces the “rail” land and on which the new urban connections and relationships, those of the pre-existing districts with the new ones, are founded.

The strategic vision document of the Programme Agreement stresses that “if we think of the proportions of these areas and of the fact that their largest part will be destined to green areas, we can easily realise the potential of this opportunity for change, and the possible impact thereof. It is in
this sense that we should interpret the need to restore an essential role to the public space: from mere space arising from the relationship between void and built, to urban system of relationship, social infrastructure on a metropolitan scale, bearing structure of the public life of the city.”

The issue of designing the open spaces in the railway yard areas has involved the public debate and the experts during the last phases of the process that led to the draft of the Programme Agreement, and beyond that as well, in the General Regulatory Plan updating works.

During the public workshops that were held in December 2016, the discussion table on “The city of green” has expressed the indisputable need for an abundant, vast and systemic green. A system of open spaces as mutually interconnected as possible in order to ensure the continuity of enjoyment, structured in types with varying degrees of naturalness, within which different functions can be performed, turning into a connecting element of the social urban life.

These principles are again taken up by the workshop, which identifies 6 strategies to increase the green and the public space and implement a new ecological and social infrastructure:

⇒ Planting greenery in the city. Extensive, consistent and connected green.
⇒ Compensating the environment. Green in support of environmental services.
⇒ Identity, quality, beauty, naturalness. Green as the heart of public life.
⇒ Enjoyable, rich and comfortable green.
⇒ The human scale. Centrality of the road and the ground floor.
⇒ Vitality, accessibility and safety. The commercial and service offer.

During the series of meetings to review the General Regulatory Plan of Milan promoted by the Municipality in May 2018, some preliminary strategies of special relevance to the open space project have been identified: connecting Milan, the metropolitan city, the world, i.e. the development of a 2030 Milan will necessarily revolve around the relationship between urban planning and mobility, in order to build a quite accessible city, capable of defining an actual balance between the demand for mobility, quality of life and environmental sustainability; a green, liveable, resilient city, the 2030 Milan will be much greener, thanks to new Metropolitan park and to 7 new parks inside the railway yards, besides the other projects we cannot foresee yet.

The landscape as green and social infrastructure in the process of transformation of the Milan railway yards acquires a strategic importance for the positive aspects it would have on the following aspects of urban everydayness:

⇒ Streamlining resources (integrated water management, control of soil consumption, reduction of distances, increase in proximity services), reduction of urban management costs, including through experimentation of public-private partnerships.
⇒ Adaptation to climatic change (protection of human health, mitigation of the noxious effects of global heating, improvement of the urban microclimate).
⇒ Implementation and reinforcement of the municipal ecological network (increase in biodiversity and connectivity, greater efficiency of the ecosystems in providing environmental services).
⇒ Improvement of urban quality (protection and active enhancement of the historical-cultural heritage, creation of
⇒ Enrichment of the offer of public spaces suited to citizens’ new needs (users from different generations and cultures, desire for contact with nature).

17.4 The railway yards as stimulus for sustainable development
As proven by the results of the Rotaie Verdi (Green Tracks) study, attached to the ADP, along the railway yard tracks we come across a surprising biodiversity. The varieties of vegetable species within the railway yards and along the southern railway belt are as many as 368, equal to 81% of the total known throughout the city. Likewise rich is the variety of invertebrates (64 species and sub-species). Especially insects: the presence of amphibians, reptiles, birds and mammals is similarly variegated and comprises such protected species as the emerald toad, some birds of prey and migratory birds.

The establishment of a continuous ecological connection between the railway yards would allow the creation of an urban biodiversity corridor unique in its kind, thereby ensuring the survival of the species and accordingly the efficiency of the ecosystems and of the entire urban apparatus.

This is especially true of the San Cristoforo area that lends itself to be transformed into a hub of the ecological network between the urbanised and Parco Agricolo Sud, thereby implementing the territorial surface hosting the ecosystems typical of the Lombardy countryside.

The environmental reconversion of the railway buffer zones might also be directed to an improvement of the ecological conditions of the soils and the waters, through the use of vegetation as reclamation element (phytobonification), while simultaneously serving as qualifying element of the urban landscape.

The new parks that can be realized with the urban development of abandoned railway stations will guarantee a system of articulated green areas, widespread and integrated with the city and the territory.

17.5 The park as place of activity and socialisation
The phenomenon of digitisation is revolutionising the concept of city, leading to the creation of places where people meet and create temporary communities, turning them into venues of the digital network as well as physical spaces. The public space, and the park in particular, therefore acquire in the contemporary city an expanded character as well as a strong social role as places of aggregation
and direct confrontation: therein nature, or at least the sense of naturalness of the urban green spaces, enables the re-appropriation of the human scale.

The urban park, precisely as it is a place of relationships, is inclusive public space, open to all and sundry, and must offer spaces suited to different cultures, ages and vocations. Both at a spatial and at a functional level, the programme of the park must address a wide range of users and contemplate an ongoing offer throughout the periods of the year to ensure its self-sufficiency, civic care and security.

The park becomes an urban, metropolitan and international level attractor by opening up to great public vocations that create identity and sense of belonging within the community:

⇒ Culture: inclusion in a circuit of cultural metropolitan spaces
⇒ Memory: reinterpretation of history to identify the characters and potentialities of the place
⇒ Art and events: park as incubator for art and platform for exhibits, workshops, festivals, large events and international formats.

The synergies with services, cultural institutions and public transport and slow mobility accessibility hubs on a metropolitan scale enhance the interaction potential between citizens and green areas, facilitating their inclusion in the recreational offer of the city and augmenting its attractiveness.

17.6 The public space as structuring element of the new districts
As regards the need to ensure a high degree of flexibility of the functions, their positioning and aggregation, the times and methods by which the railway yards will be transformed, contemplation of the open space and public space structure, with its qualities and vocations, will prove an important tool - as in similar international expressions – to define the morphological and formal characteristics and ensure a coherent correlation between the different intervention opportunities and their reciprocal cohesiveness until completion of the transformation process involving the areas. The thread of green squares, roads and areas, with their hierarchy of hubs, pathways and connecting links, will accordingly form the basis of the Masterplan and the guideline for the future development of the area.

The consultations with the citizens (AdP Attachment K, AdP Attachment K bis,), especially by the Municipal Council (AdP Attachment Y), have yielded rather precise indications on the nature of the public spaces to be envisaged in the railway yards. Both when designing margins in continuity with the neighbouring districts and when setting up new open spaces, especially green ones, the qualitative aspects of the urban and landscape design are not deemed of lesser importance than the quantitative ones. What is demanded of public spaces is to be safe and inclusive, capable of accommodating and expressing a rich variety of activities and methods of use, contributing to the functional and social complexity desired in future interventions.
The dialectics between equipped green areas (including paved and equipped pedestrian areas, tracks, associated structures and services, parking spaces for use of the park) and naturalistic green areas must strike a balance between areas with different degrees of wildness and enjoyment that ensure their integration in the dense urban fabric of the consolidated city and in the dynamics of the individual districts. From a viewpoint of green infrastructure schemes, the use of nature-based solutions might represent a valid strategy to achieve this balance maintaining a suitable degree of compatibility between provision of services instrumental to urban management (management of rainwater, more efficient maintenance of green, attractiveness for the activation of public-private partnerships, saving energy resources) and citizens’ welfare (mitigation of climatic change effects, recreational services/facilities).

The spatial dimension will have to find the right dialogue with the other dimensions: the temporal dimension, through the capacity of anticipating the implementation of some works through “preverdissement (pre-greening)” interventions, which ensure the continuity of uses, albeit temporary; the managerial dimension, through innovative public-private partnership models; the strictly ecological dimension, to ensure that concrete answers might be given to the effects of climatic change. The implementation of pre-greening works and pedestrian crossings might for instance emphasise the latent potential of the area, activating dynamics that directly involve the citizens and attract the interest of possible investors.

The connection and mobility system

3.1 The vast area connections and the railway

The Milano Porta Garibaldi station emerges nowadays as the second main hub for the railway mobility of the city. Although the interest of the High-Speed services operators has partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, the station is still a hub used for valuable speed services: it is, for instance, the terminal of the Milan-Paris TGV system.

Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area are connected to it, due to its role as junction between the railway systems that cross the Bypass line and the more superficial ones that link Monza and the Brianza area, Malpensa and other connections to the north-west.
The roads, like the squares and the green areas, must be understood first of all as infrastructures of socialisation rather than as standard areas or mobility products.

The road, the functional richness of the ground floors, the permeability of spaces capable of welcoming activities and sociability, are the key to creating accessible and sustainable neighbourhoods. The road therefore as the ordering principle of the new urban fabric.

17.7 Complexity and integration

The Programme Agreement, in article 6, lays down that “...the urbanizations of interventions will not only have to service the new settlements but also ensure the reconnection and completion of the existing networks and public service, aimed at overcoming the fracturing effect generated by the presence of the railway yards within the urban context.” The transformation interventions, therefore, must not be limited to reconverting to new uses areas currently decommissioned or under-utilised, but should be planned with the specific aim of recreating the parts of city on their edges, integrating them from a structural, morphological, functional and social viewpoint as well.

The regeneration programs must therefore be able to accurately read, in a multi-dimensional fashion, the context of these scenarios to open up to them, taking especially as model and reinterpreting the vital complexity of forms and methods of use of the city consolidated along the internal border of the railway belt. The blend of intended uses, especially on the ground floors, and the arrangement of the public space, represent in particular two founding design principles to be taken into consideration in the relationships between the new parts and the existing ones, alongside the plurality of inhabitants and users and the ease of pedestrian movements, still offered by many portions of the early twentieth-century settlements.

The permeability of the fabrics and the architecture of the edges, the continuity in the thread of open spaces and the heterogeneous complementarity of the functions vis-à-vis the context are accordingly requirements to ensure to the new interventions so that the former railway yards can transform from urban voids into exceptional reconnection opportunities, becoming once more integral parts of the city in every respect.
18. The project areas

18.1 Historical background
The so-called Farini Railway Yard is nothing other than the twentieth-century extension of the pre-existing “small-speed Freight Terminal” of Porta Garibaldi. Following the nationalisation of the Italian railways, the decision was taken to redesign the belt line, which keeps only the southern stretch intact. In 1911, the Farini Railway Yard first becomes operational, for it to be subsequently extended gradually.

It is in fact with the Pavia Master-Plan that the definition of the perimeter of the current Railway Yard first appears with the words “new freight terminal”, surrounded by the new road layouts of the future city, when it is still mostly countryside.

In the 1930s, the area has the final and morphological structure we see today, including the Bacula flyover: the nationalisation of the Railways in the early part of the twentieth century, in fact, induced a substantial work of expansion of the Milan railway ring, including the construction of the new Central Station: works suspended or delayed by World War I that found completion over the following decade.

The same holds true of the S. Cristoforo Station, instrumental to the Milan – Vigevano Railway: it also appears as a new station in the Master-Plan. Here the progress of the city around will prove slower, eventually finding a definitive set-up only in the 1990s.

18.2 The railway to Farini and San Cristoforo, current events and perspectives
The construction of the railway connections of the city of Milan, in the nineteenth century, represented the element triggering the transition from an economic-social system of restricted urban area to a wider projection, which since the start enabled links with other pre-existing urban centres to be deepened and subsequently structured the railway network as backbone of a vast area metropolitan system, with the development of the hinterland belt in close and interdependent connection with the original urban fabric.

The railway infrastructure, developed on the edges of the inhabited area, both in order to meet mobility needs and in relation to its own industrial requirements of operation and maintenance, has required at once a substantial allocation of territory, through the infrastructure schemes of areas ordinarily and jointly called Railway Yards. These areas, significant industrial and logistics centres in previous years, first underwent a process of absorption into the urban fabric, growing extensively due also to the contributions of functions and employment fulfilled precisely by such railway systems. Since the 1990s, the railway yards have been progressively decommissioned, following the technological updating of the railway system and of logistics, which required the construction of new hubs in more decentralised contexts. The areas of decommissioned railway yards, located hinge-like
between city and periphery, accordingly represent nowadays interruptions within the built fabric and the public space.

The Programme Agreement comprises within its scope several railway yards, including those dealt with in the Competition: “Farini Railway Line” and “Milano San Cristoforo Railway Area”.

When drawing up the Masterplan, account will have to be taken of the 30 metre buffer zones from the track land within which, for instance, nothing may be built and no forest trees may be planted (reference: Presidential Decree No. 753/80).

We must likewise bear in mind that the Instrumental Areas (see table A.2) will be the result of the future reduction of the railway line, which will take place at a time suited to the railway transport needs.

18.3 Farini yard: the railway today and in the future

The decommissioning of many industrial railway functions in the Farini area has not compromised railway accessibility in the territorial context, which will still be covered by railway lines. In particular, the accessibility of the area increased in the 1990s, when the Railway Bypass line and, right in the heart of the Farini area, the Milano Lancetti station, were activated.

Lancetti is the first underground station of the Bypass line we meet coming from north-west, and the first that allows for interchange between the trains of the Ferrovie dello Stato and Ferrovie Nord network. It is situated at the crossroads of the Ferrovie dello Stato line, heading from Certosa, hence from Novara and Gallarate, with the Ferrovie Nord one heading from Bovisa, hence from Saronno and Brianza. The two railway branches, starting from the respective stations above the ground, are buried inside up to approximately 20 metres deep, to join up near the Bacula flyover, known as “Ponte della Ghisolfa (Ghisolfa Bridge)” and then passing under the entire area targeted by this Competition, proceeding with an interchange at the Milano Porta Garibaldi station (M3, M5, other regional services), and traversing the whole city to eventually connect with all the underground railway lines.

The Lancetti station, connected on the exit from the area only on the north side, has revolutionised the mobility of a vast urban space, rich in services and houses, previously serviced only by public means of surface transport.

The Lancetti station is characterised by its substantial size, far greater than that of the other underground stations, due to the fact that it is a branching-out station consisting of four tracks. The mezzanine, organised with an ample and luminous space, marked by the colour green as regards the roof and the vertical supports, can be easily transformed for integration with a preferential and direct access to the area the Competition focuses upon. Another characteristic of this station is provided by the skylights, broad openings topped by metallic structures that prop up transparent coverings allowing light to penetrate from the surface up until the mezzanine in the access points to the station.
These architectural solutions will have to be supplemented or replaced during the process of redefining the area. One part of the underground spaces is set aside for parking, which was never developed due to the lack of urbanisation of the decommissioned railway areas. The extensive size of the mezzanine underground spaces is available for possible ideas on utilising them for commercial or social activities linked to the transformation of the Farini Railway Yard.

Accordingly, the Lancetti station, which decisively characterises the accessibility and the mobility of the northern part of the area covered by the Competition, shapes up as a complement and completion of the greater mobility hub in the area: that of the Milano Porta Garibaldi station, situated in any event within walking distance from the other extremity of the area.

To date, the Lancetti station does not fully develop its mobility potential, since the radius of attractiveness covers an urbanised sector only as far as the North side is concerned. The urbanization of the areas covered by the Competition will bring about an increase in potential users, and it is therefore important that the interchange facilities with other means of transport, both traditional and based on soft mobility, be completed. It would thus be befitting to deploy interventions aimed at facilitating the interchange possibilities with bikes, urban lines, car sharing, and taxis, turning the railway yard into the heart of a protected pedestrian paths network, to ensure that, in a manner similar to the best architectural-urban planning solutions, the redeveloped area becomes an environment enhanced by the lack of private transport and people-friendly, with cycle-pedestrian connections that ensure that people may approach the stop along easily identifiable, protected and pleasant paths.

The railway will thus emerge as essential element to qualitatively regenerate the area if we will have the sagacity to facilitate use of collective transport by means of an effective connection with the new urban fabric and with the public transport services above the ground that skirt the area at present. A facilitated interchange will be established between the different public transport systems within the area, thereby developing mobility hub functions that will represent a new centrality in the city space.

18.4 Milan San Cristoforo Railway Area

The San Cristoforo station is situated in Piazza Tirana, by the Lorenteggio – Giambellino district, on the Milano-Mortara-Alessandria line. The station was built in 1870, and towards the mid-twentieth century projects have been launched to transfer supporting railway activities. Although subsequently not translated into practice, those projects led to the reservation of ample spaces being presently restored to the city within the scope of the current re-functionalisation project.

The station is used nowadays for regional and suburban connections, mostly with users in transit. By activating the MM4 metro line, which will be directly interconnected to the station, it will emerge as an interchange mobility hub. Moreover, the station, at present accessible only on the North side, will be connected to a pedestrian mobility corridor that will open up its access on the South side as well,
by the Naviglio Grande Towpath and, through a work for crossing the same, to the part of the city connected to Via Lodovico il Moro and Piazzale Negrelli (see Graphs: B.2 M4 S. Cristoforo diagrams).

The regeneration of the San Cristoforo Railway Yard areas may be an opportunity for a privileged connection with the Parco Sud and Parco delle Cave green system. What is envisaged is a nature and leisure services infrastructure capable of creating system connections on a vast scale, increasing soft mobility possibilities with the cycle path network. An organic programme to trigger a tourist revamp sensitive to the issues of ecology and the relationship with the Naviglio Grande area. The areas made available in the vicinity of the station have the decisive function of support and interchange between public means of transport and cycle-pedestrian paths, with tourist opportunities of transport by water as well. The station can thus acquire the role of gateway between the park and the city and be the access point for urban and suburban users traveling by railway services.

18.5 Description of the project area

Farini Railway Yard

The Farini Special Zone, its boundaries defined as per the tables attached to the Competition Brief, consists of two Units owned by different entities:

⇒ The Scalo (Railway Yard) Unit, owned by the Gruppo FS companies, which comprises the so-called Instrumental Area, i.e. the land area of the railway tracks that will remain active, which divide it into two parts, the connection of which is one of the objectives of this Competition.
⇒ The Valtellina Unit, owned by Coima Mistral Fund, which hosts the former Customs building, which is subject to a historic monument restriction.

The two units are nonetheless parts of the same “Special Zone” and, as such, subject to a unified Masterplan: should the owner of the Valtellina Unit proceed in the future to independently draw up an Implementing Plan, the same “will have to consider the coordination elements with the remaining portion of the Farini Special Zone.

Within the Farini Special Zone, the Municipality of Milan owns some small-size areas.

S. Cristoforo Railway Yard

The San Cristoforo yard is an important part of a strategic plan to improve the relationship between railway and city: the one explored by the Rotaie Verdi study, attached to the ADP. The challenge is that of achieving a complete renewal of the free areas gravitating along the railway belt, by means of a set of actions on the various segments capable of creating a connected system of greenery, usable and green areas, aimed at ensuring ecological continuity.
The S. Cristoforo Special Area, due to its form and the impact of the Instrumental Area, has been designated as greenery – including equipped greenery –, the implementation of which is associated, as remote urbanisation, with the development of the Scalo Unit of the Farini Special Zone.

The design and construction of the S.Cristoforo park will also have to be integrated with the surface constructions of the new M4 station, interconnected with the railway station.

18.6 Urban planning framework

The General Regulatory Plan (PGT) and the Programme Agreement (AdP)

The Competition areas are classified as “urban planning restructuring” areas and, as provided under the Programme Agreement, the areas covered by the Competition are qualified as Special Zones, including Instrumental Areas and Redevelopment Areas external to the Special Zones themselves. The urban planning regulations set out in the Technical Implementation Rules for the Special Zones, attached to the Programme Agreement, accordingly apply to them.

Special Zones are defined as areas set aside for mixed residential settlements, including: free subsidised and social housing, tertiary sector, hospitality, commercial and handicraft undertakings, public or public and collective use equipment and general interest functions. Instrumental Areas are defined as areas set aside for railway operation. External redevelopment Areas are defined as those lying outside the perimeter of Special Zones, aimed at interventions to fix networks, and public spaces and equipment, in accordance with the General Regulatory Plan in force.

The provisions of the General Regulatory Plan, therefore, do not apply to them, save for those explicitly cited in the Programme Agreement. The pursuit of the contents of the guideline Sheets on the structure of the territory of the design Document of the General Regulatory Plan provides for the possibility of motivated deviation, as permitted by art. 2.6.7. of the NTAs of the ADP

⇒ taking into account the landscape guidelines of the General Regulatory Plan in force in Milan, as per Attachment 02 to the Rules plan;
⇒ taking into account geological conditions, administrative, soil protection and safeguard and protection restrictions set out in the relevant attachments and tables of the Rules plan in force in Milan.

The forecasts for the new urban viability of the Farini Scalo/Station were in turn detailed and updated by the PUMS.
Farini Scalo and Farini Valtellina Units

The Farini Special Zone of the ADP is divided into two Units, Farini-Scalo and Farini-Valtellina. The first Unit contains the Instrumental Area, which redefines the railway beam, merging the lines and the instrumental functions in a more barycentric position.

In the Farini Special Zone, the following percentages of equipped greenery, defined as per Article 2.4.2 of the Technical Implementation Rules attached to the Programme Agreement, i.e. including paved and equipped pedestrian areas, paths, facilities and associated services, and parking spaces for use of the park, will have to be ensured.

⇒ Farini Scalo Unit minimum 65%
⇒ Farini Valtellina Unit minimum 70%
⇒ In the Farini Special Zone, the following quantities of gross floor area (GFA), as defined by Article 2.2 of the Technical Implementation Rules attached to the Programme Agreement, may be created
  ⇒ Farini Scalo Unit: 362,947 square metres of which 30% minimum reserved for non-residential functions
  ⇒ Farini Valtellina Unit: 39,513 square metres of which 50% minimum reserved for non-residential functions

A minimum share of gross floor area (GFA) intended for use as social housing is envisaged as part of the maximum gross floor area of the Farini Special Zone, distributed as follows:

⇒ Farini Scalo Unit: 52,170 square metres minimum as per the types referred to in Article 2.3.2 of the Technical Implementation Rules attached to the Programme Agreement
⇒ Farini Valtellina Unit: 9,878 square metres minimum as per the types referred to in Article 2.3.2 of the Technical Implementation Rules attached to the Programme Agreement

A minimum surface of overall gross floor area (GFA) intended for use as ordinary subsidised housing, as defined by Article 2.3.6 is envisaged as part of the maximum gross floor area of the Farini Special Zone, distributed as follows:

⇒ Farini Scalo Unit: 30,213 square metres minimum.

The external redevelopment areas

These areas refer to article 7 of the Programme Agreement. They are Redevelopment Areas that will be affected by interventions of public space arrangement and creation of new road and cycle-pedestrian connections.
The Garibaldi, Cenisio and Pecetta external redevelopment areas are not included in the subject matter of the Competition, but the competitors will have to take them into account, integrating them with the guidelines from a road and greenery perspective.

To help the competitors understand the relationships between the Railway Yard and the urban regeneration activities of the vaster area, the redevelopment areas are indicated in the specific table.

The instrumental areas

The Instrumental Areas (Article 2.5 Technical Implementation Rules of AdP) are areas that are still or will be destined to the railway operations and consist of the spaces and buildings set aside for railway infrastructure and systems; the interventions in these areas, save for the specific sector disciplines, aim to redevelop the existing equipment and the connections, as well as to coordinate with the urban planning transformations to be carried out in the Special Zones.

When drawing up the Masterplan, attention will have to be given to the 30 metre buffer zones from the track land, within which, for instance, nothing may be built and no forest trees may be planted (reference: Presidential Decree No. 753/80).

It must also be taken into account that for the Instrumental Areas of the Farini Special Zone, as described in Table A.2, the adaptation of the current railway site is being studied, in accordance with long-term planning under definition. The regulation implementing ADP provides for certain margins of flexibility in the exact definition of the scope.

The instrumental areas in the Special Zone of San Cristoforo will be affected by the redevelopment of the railway station, in coordination with the park and the M4 station project.

S. Cristoforo Special Zone

The S. Cristoforo Special Zone is fully destined for use as public park and public services or public/general interest services, i.e. 100% without considering the instrumental areas.

The quantity of gross floor area (GFA) usable for urban functions is thus equal to zero.

19 The intervention areas in the overarching plans and programmes

19.1 Sustainable Mobility Urban Plan (PUMS)

The mobility planning is regulated by the Urban Sustainable Mobility Plan (PUMS) being approved. The PUMS defines the general mobility choices and indicates, for the areas subject to implementation planning, the functional paths to the completion of the networks. The precise route can be evaluated within the urban planning project.
The study of the road traffic and accessibility to the areas, in particular, emerges as an epochal opportunity to complete and stitch together the urban context that through the design proposals must attain the following objectives:

⇒ Promoting the railway yards as great areas for active mobility (by pedestrians and bicycles).
⇒ A multimodal accessibility to attracting services and hubs, mainly through the range of different public transport means. This means supplementing the current accessibility by creating cycle tracks, bike parking lots and shared vehicles exploiting the high level of accessibility to public transport of the design areas.
⇒ Containing the emissions through a rational use of the car, and thus due management of parking and the ways of accessing the area, facilitating the technological innovation processes for assisted mobility.
⇒ Preserving the area through an infrastructural development with minimum environmental impact that encourages alternative methods; containing the consumption of soil destined to infrastructures that goes hand-in-hand with a set of purely strategic and operational smart solutions.
⇒ Sustainable strategies for the “last mile” of people and goods, i.e. the final part of the route that separates the main railway hubs of mobility (e.g. park and ride place, train station or bus stop) from the user’s final destination.

19.2 General Urban Traffic Plan (PGTU)
The General Urban Traffic Plan (PGTU) of the Municipality of Milan, currently in force, also consolidates the general objectives of the Sustainable Mobility Urban Plan that will serve as a reference basis for the design proposals for both the Masterplans of regeneration of the railway yards, with special regard to the following intervention lines:

⇒ Opportunity raised by the creation of the Metropolitan City for the extension of the territorial scope to plan the interventions extending the modal interchange offer.
⇒ Implementation of the prioritisation of the road network thanks to the creation of “slow mobility” areas.
⇒ Recovery of road surfaces currently destined to private vehicle circulation and parking to protect soft mobility and redevelop the public environment.
⇒ Implementation of interventions capable of promoting modal transfer and reducing the use of private cars without jeopardising urban accessibility and people’s mobility.
⇒ Increase in interchange parking as an essential component for the promotion of modal transfer towards public means of transport.
⇒ Improvement in accessibility to the territory via public means of transport by means of the new reinforced networks under construction.
19.3 Action plan for sustainable energy and the climate
Municipal Council resolution No. 135 of 31/01/2014 approved the guidelines for launching the procedure of drawing up the Action Plan for Sustainable Energy (PAES) and the related strategic environmental assessment (VAS).

The Action Plan for Sustainable Energy (PAES) is the document for planning and programming policies on the reduction of greenhouse gas emission, which the Municipal Administration undertook to draft within the scope of the initiative by the European Commission called Covenant of Mayors.

The aim of the Action Plan for Sustainable Energy (PAES) is to reduce carbon dioxide emissions by at least 20% by 2020, compared to the reference year 2005.

In order to accomplish the set objective, the Action Plan for Sustainable Energy (PAES) acts on the 5 major issues listed hereunder:

⇒ Buildings: by means of energy redevelopment, reducing electricity consumption and emissions in public heritage and private residential constructions, identifying regulatory measures, incentivising and training the citizens.
⇒ Tertiary Sector and Services: identifying regulatory measures encouraging training with a view to activating energy redevelopment actions and reduction in electricity consumption and emissions within the corporate sector.
⇒ Mobility and Transport: enhancing and increasing the efficiency of public transport services and facilitating sustainable mobility (bikes, electric cars, car sharing, etc.).
⇒ Energy Production from Renewable Sources: promoting and encouraging use of solar heating, photovoltaic energy and geothermal heat pumps.
⇒ Waste: increasing the fraction of differentiated waste and increasing the efficiency of the energy retrieval of the residual fraction.

20 Protection, infrastructural and due observance restrictions

20.1 Railway buffer zones
Both in the Farini Special Zone and in the San Cristoforo Special Zone, there are instrumental areas that involve a compliance buffer zone restriction of 30 meters from the last track. In the Masterplan project, however, the perimeter of the project for the rationalization of the railway instrumental areas indicated in the ADP tables and in the annexes should be taken as a reference.

20.2 The historic monument restrictions on the former Customs building and the due observance restriction on Villa Simonetta
When drawing up the Masterplan, participants must bear in mind the presence of certain historic monuments subject to restrictions pursuant to the Code of Cultural Heritage, such as the Customs...
building within the Valtellina Unit and immediately outside the Monumental Graveyard and Villa Simonetta.

Customs Building
http://www.lombardiabeniculturali.it/architettura/schede-complete/LMD80-00958/

A building with marked eclectic features, which presents a main structure set back from the road and two lateral wings. The composition of the fronts is marked by symmetry and regularity, underlined by decorous frames and string-course bands.

Villa Simonetta
http://www.lombardiabeniculturali.it/architettura/schede/LMD80-00549/2/4

The villa is structured in accordance with a U-shaped structure open towards the garden. The main façade, with its forms in the classical style, presents a massive nine-arch portico, with pillars softened by Tuscan semi-columns resting on quadrangular bases, on which a double order of loggias with balustrade stands, the first one punctuated by Tuscan columns and the second by columns with Corinthian capitals. The arcade vault is barrel-shaped and was originally fully frescoed. The front facing the garden is compositionally simpler and is lightened in the headboard of the smaller wings by open galleries on the last floor. Internally and externally, the villa was decorated by frescoes that illustrated the exploits of the Gonzaga family, celebrated by Paolo Giovio, which used to lend even further prestige to the villa, but of which only a few vestiges survive.

The bombardment of the neighbouring railway yards, during World War II, which affected it heavily, put an end to its slow agony with the complete abandonment of the structures and the destruction of the façade. Since 1959, the Municipality, now the owner of the complex, undertook with the inhabitants from the area, first an environmental reclamation and later an accurate restoration, from 1960 al 1970, which led to a reconstruction of the environments to use them as musical school. Today the Villa, owned by the Municipality, hosts the "Civic Music School".

The objective of the enhancement of Villa Simonetta, also through the partial restoration of its historic garden, sacrificed with the construction of the railway yard, is covered by the contents indicated in the guideline sheets of the PGT, all.J.

20.3 Monumental Graveyard (Cimitero Monumentale), the restriction and the buffer zone
The Masterplan will have to take into account the presence of the Monumental Graveyard, both due to its status as a restricted monument, and as regards the buffer zone:
The graveyard area stretches over an area of 250,000 square metres organised on the axis of the Viale Ceresio extension avenue that starts from Porta Volta and arrives at the curvilinear square opposite the graveyard. The access front consists of two lateral galleries bordered by chapels united at the centre by the Famedio, the pantheon of illustrious Milanese citizens. The enclosure of the complex is cut to the north by the Farini railway yard. These days it is admired as an open-air museum for the various sculpture works made of very precious stone materials and for the countless masterpieces by the most important modern and contemporary artists. Construction period: third quarter of the nineteenth century. Authors: Carlo Maciachini, design; Arcaini, extension.

As regards, instead, the buffer zone from the cemetery, 200 meters deep, the AdP, also in consideration of the fact that the railway line separates the cemetery from the station, provides that the Municipality, in tandem with the Act of Implementation Plan, will initiate the procedures for reducing the buffer zone to 50 mt.

General objectives
The aim of the Masterplan is to provide guidelines assisting in the transformation of the area, with special regard to:

- The general morphological structure and the enhancement of surrounding pre-existing structures and surroundings projects.
- The relationship with the context, the public space system and the relationship with the vast area.
- The system of public spaces, the services of the green areas, and the general ecology of the areas.
- The system of connections and accessibility, integrated with public and buildable spaces, environmentally and economically sustainable.
- The function structure, also in relation to the public and general interest services.
- Flexibility in construction, the implementation of urbanization in relation to the new districts and the feasibility of each phase, also considering the possibility of autonomous urbanization implementation of subunits.
- The economic sustainability of the intervention.

The Masterplan will have to consider the development the area is going to undergo over time, given the size and complexity, and sketch design guidelines capable of designing a system of public spaces, green spaces and connections, that accompany the development of the new construction sites in an...
Monumental Graveyard

http://www.lombardiaabeniculturali.it/architetture/schede/LMD80-00175/

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⇒ The system of connections and accessibility, integrated with public and buildable spaces, environmentally and economically sustainable.
⇒ The function structure, also in relation to the public and general interest services.
⇒ Flexibility in construction, the implementation of urbanization in relation to the new districts and the feasibility of each phase, also considering the possibility of autonomous urbanization implementation of subunits
⇒ The economic sustainability of the intervention.

The Masterplan will have to consider the development the area is going to undergo over time, given the size and complexity, and sketch design guidelines capable of designing a system of public spaces, green spaces and connections, that accompany the development of the new construction sites in an
incremental and sustainable process, that is able to ensure the progressive use of the areas in the public interest while being compatible with the execution times of the entire area.

The Masterplan, moreover, will have to promote innovative paradigms with special reference to the issues surrounding the development of "Smart Districts" and "Smart Grids", imagining infrastructures and networks for collecting data on a district-based urban scale, infrastructures for management of the green and maintenance, and safety of the areas; it will have to take into account principles of circular economy and use of international certification protocols on an urban scale as well.

Given the envisaged timeframe of the future interventions, it will be necessary to ensure an adequate flexibility of private structures and functions within a public design of the city that positively meets the needs guaranteed by the Programme Agreement that emerged during the different phases of the participatory process.

It will also be appropriate to define the implementation phases in such a way that the subunits can be implemented independently, thus responding to urban and economic balance criteria.

Because of this, the Masterplan of the Special Zone of S. Cristoforo (whose implementation costs are made possible as an integration of the urbanisation or provision works of public equipped green areas in relation to the developments of the Farini-Railway Yard Unit) will also have to take into account, in the design of the final structure, the implementation process to ensure that such unit may be made be progressively available to the city.

21.1 The public space system and the general interest services

Public spaces, whether green or artificial, will be the backbone of future developments.

As stated in the Programme Agreement, it will have: “not only to service the new settlements but also ensure the reconnection and completion of the existing networks and public service, aimed at overcoming the fracturing effect generated by the presence of the railway yards within the urban context.”

The drafting of a Masterplan of the morphological structure of the public space is precisely the mission of this Competition, to ensure the future quality of the settlements, a virtuous relationship with the consolidated surrounding city, and the general public interest of Milan.

The size and strategic position of the Farini Railway Yard ensures that its regeneration will have effects on both the metropolitan and the district scale.

As described in the chapter concerning mobility and transports, essential elements of the public space will be the road, cycle and pedestrian crossings, as well as the connections with the main means of public transport.
It is likewise clear that such connections and crossings must be incorporated in a plan of collective spaces capable of rendering the former Railway Yard a recognisable place, with its own formal and functional identities.

The system of roads and squares, as well as the equipped greenery areas, must be able to connect and aggregate, regenerating the borders of the area, and creating new and attractive public places, including through solutions that envisage qualifying aggregative and cultural functions for the city.

The structure proposed in the Masterplan will have to be able to both design the quality and the public structure of the areas and ensure the principles of flexibility essential to a regeneration action that will unfold over a long period, one in which the development projects will inevitably be adapted to the transformations of the market and the city.

21.2 Scalo Farini Unit
The Farini area occupies an essential part of the sequence of open spaces that starts from Porta Nuova and extends to Bovisa and the green areas of Quarto Oggiaro, many of which are recently built.

Among the strategic objectives can be included.

⇒ Creating the park as a piece of a green metropolitan infrastructure that starts from Porta Nuova and, passing through the areas in transformation of Farini, Bovisa Stephenson, reaches the Milan Innovation District in the Expo area.
⇒ Recomposition of the urban margins through attractive and multifunctional open spaces that involve the important pre-existing structures (for example Villa Simonetta).
⇒ Overcoming the disruption caused by the railways through the creation of new green and cycle connections, linking the green areas.
⇒ Reconstruction of the road network in accordance with the functional indications of the PUMS and with infrastructures attentive to environmental and landscape values.

21.3 San Cristoforo Unit
The San Cristoforo Unit acts as a hinge between the open space system of the consolidated city and the periurban belt (Parco Agricolo Sud) and represents an opportunity to rebuild the environmental system along the Naviglio axis. Among the strategic objectives we point out:

⇒ Linear Park Porta Genova-San Cristoforo.
⇒ Cycle-pedestrian connection between the districts of Giambellino and Barona;
⇒ Location of functions related to sport, tourism and recreational activities.
⇒ Nature park for the implementation of the Rotaie Verdi study
⇒ Promote the reintegration of biodiversity (plants and animals).
In general, it should be noted that a large urban park with large areas of urban forestation has mitigating effects of the heat island effect; that interventions to mitigate noise generated by the railway lines are useful; the positive effects of the integration of wetlands for the management of rainwater and the increase in biodiversity (infiltrating basins, draining trenches, raingarden) as well as systems for collecting and reusing rainwater, favoring the use of xerophile species to reduce the water needs for irrigation.

21.4 The Arts Campus
It is envisaged that an Arts Campus will be developed within the Railway Yard Unit of the Farini Special Zone (see under Graphs: B.1 Arts Campus).

These new spaces will be obtained both by retrieving part of the existing historic railway depots and by envisaging new buildings. The totality of those steps will permit a more rational integration between laboratories/workshops and shared services, in addition to new large work spaces.

It can be organised into different mutually adjacent blocks, placed partly by retrieving the former FS freight depot and partly in one or more newly constructed buildings to be located nearby, also considering possible further growth in the future.

21.5 The Citadel of the Offices
On the sidelines of the Farini Special Zone, the Municipality of Milan intends to locate a new settlement for the concentration of its non-territorial technical and administrative offices, with the aim of rationalizing and gradually divesting the buildings currently occupied in various parts of the city. (B.3 The Citadel of the Offices). The concentration will concern functions that do not need to be decentralized on the territory, improving accessibility by users and environmental performance and efficiency of the sites.

The intervention, which is expected to take place in two phases, involves a first area of municipal property, outside the Special Area, between via Messina and via Cenisio, and a second area in via Messina, adjacent to the first, which affects a municipal property falling, in the margins, within the Special Area-Scalo Unit and that could be extended to a railway property area also inside the same Unit.

The first phase concerning the municipal property area of about 40,000 square meters, provides for an intervention of about 70,000 square meters of built area, which will allow for the installation of about 4,000 employees.

The second is aimed at the placement of buildings to accommodate an additional 37,000 square meters of built area. Another area of municipal property located on the west side of Via Messina, at number 51-53, could be added to this area.
The Milano Porta Garibaldi station emerges now as the second main hub for the railway mobility of the city. Although the interest of the High Speed services operators has partly decreased, since the connections to the north-west.

Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area are connected to it, due to its role as junction between the railway systems that they follow contingent market logistics and might therefore once more insistently demand to use it.

The connection and mobility system of the city. Although the interest of the High Speed services operators has partly decreased, since the connections to the north-west.

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Increasing the green and the public space

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The Masterplan is required to express indications to ensure coordination with the development of the rest of the Special Zone, especially with regard to the connection theme.

21.6 San Cristoforo M4 station
The Masterplan must give indications for the definitive arrangement of the surface areas of the underground station, connected to the railway station, guaranteeing a uniform project of park, paths, high quality green areas. (See in Graphic systems: B.2 Station diagrams M4 in San Cristoforo)

Constraints on the project consist in the pedestrian exits from the underground station, superficial technological artefacts, and the lift groups of a cycle pathway that will connect Piazza Tirana, the Alzaia del Naviglio Grande and via Ludovico il Moro, the project development of which will be covered by a specific competition.

22 Ecology of the Masterplan
Milan is an active and important part of the "C40 Cities" city network which, through a Covenant of Mayors, promotes environmental sustainability objectives measured as at 2030.

It is for this reason that the Guidelines incorporate the parameters which C40 Reinventing Cities https://www.c40reinventingcities.org/it/guidelines/ has adopted to accomplish the result of reducing carbon dioxide emissions to zero, namely:

⇒ Energy efficiency and supply of clean energy.
⇒ Management of sustainable materials and circular economy.
⇒ Green mobility.
⇒ Resilience and adaptation.
⇒ New ecological services for the site and the surrounding environment.
⇒ Green growth and smart cities.
⇒ Sustainable water management.
⇒ Biodiversity, urban re-vegetation and agriculture.
⇒ Inclusive actions and benefits for the community.
⇒ Innovative architecture and urban design.

22.1 The equipped and naturalistic green areas
The Strategic Vision Document of the Programme Agreement suggests that, for the increase in green areas to impact on the ecosystem services, it is essential that the green system be organised as a network and, as such, planned as a multi-scale system. On a territorial scale, the connection with ecological corridors and landscape systems defines the reference horizon, with regard to planning the Metropolitan City as well; on an urban scale, it is important to highlight the urbanisation borders, the mobility system, the proximity green network and the great urban functions of affiliation, as regards the strategic guidelines of the General Regulatory Plan, such as the Green Radiuses; on a
district scale, we should identify the activities and the services, the access points, the characters of the green and the public spaces and their sequence compared to the existing and/or planned context, also in relation to the Guideline Sheets of the individual Urban Transformation Contexts.

The dialectics between equipped green areas (including paved and equipped pedestrian areas, tracks, associated structures and services, parking spaces for use of the park) and naturalistic green areas must strike a balance between areas with different degrees of wildness and enjoyment that ensures their integration in the dense urban fabric of the consolidated city and in the dynamics of the individual districts. From a viewpoint of green infrastructure schemes, the use of nature-based solutions might represent a valid strategy to achieve this balance maintaining a suitable degree of compatibility between provision of services instrumental to urban management (management of rainwater, more efficient maintenance of green, attractiveness for the activation of public-private partnerships, saving energy resources) and citizens’ welfare (mitigation of climatic change effects, recreational services/facilities).

The spatial dimension will have to find the right dialogue with the other dimensions: the temporal dimension, through the capacity of anticipating the implementation of some works through “preverdissimient (pre-greening)” interventions, which ensure the continuity of uses, albeit temporary; the managerial dimension, through innovative public-private partnership models; the strictly ecological dimension , to ensure that concrete answers might be given to the effects of climatic change. The implementation of pre-greening works and pedestrian crossings might for instance emphasise the latent potential of the area, activating dynamics that directly involve the citizens and attract the interest of possible investors.

23 The connection and mobility system

23.1 The vast area connections and the railway

The Milano Porta Garibaldi station emerges nowadays as the second main hub for the railway mobility of the city. Although the interest of the High-Speed services operators has partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, the station is still a hub used for valuable speed services: it is, for instance, the terminal of the Milan-Paris TGV system.

Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area are connected to it, due to its role as junction between the railway systems that cross the Bypass line and the more superficial ones that link Monza and the Brianza area, Malpensa and other connections to the north-west.
The station is also a hub of urban mobility, with the metro line 2 stop and several tramlines.

The station is connected on three sides with areas that have undergone architectural redevelopment (Porta Nuova area) or urban planning processes, with a modification of the social fabric (Island and Corso Garibaldi areas). We have for instance seen the settlement of important advanced tertiary sector hubs (Unicredit tower), at a walking distance from the train stops. The western side of the area is the only one not to have been involved in the value-enhancement and pleasant use process.

The urban development of the Scalo Farini, located west of the Garibaldi-Porta Nuova, is on the strategic axis of development of the north-west axis, thus able to create new connections between the areas of Garibaldi, Farini and Bovisa.

23.2 The public transport services

The urban grid surrounding the railway yard was formed in the twentieth century, congested in the few stretches that overstep the railway line and devoid of local transversal connections between the various districts, whereas the conditions of accessibility to public transport can be deemed excellent. Thanks to the presence of the Garibaldi hub and the stations of the M2, M3 and M5 lines, 90, 91 and 92 bus lines, and the tramlines, the area has a high degree of accessibility to public transport that suggests its vocation as a new urban center featuring a chiefly pedestrian environment.

The sustainable vocation of the whole development will have to exploit to the utmost degree the existing public transport system as a valid alternative to the use of private cars.

As regards above-ground public transport, the Sustainable Mobility Urban Plan envisages a reorganisation intervention on the network made up of the primary lines that are going to establish the “surface strength network”, thereby creating the backbone of the public transport system (tramway lines, fast Corridors and S-Buses). Moreover, enhancement of the S lines for the Lancetti station will provide a high capacity and frequent service for both long-distance and local connections.

23.3 The Bypass railway line

The Bypass is an underground railway line that crosses the city of Milan from north-west to south-east, specialised in short-distance services, which achieves the integration of the Ferrovie dello Stato and Ferrovie Nord Milano networks with the public urban transport, especially with all the lines of the underground railway network.

The connection was conceived in the 1990s to bridge the existing gap between the mainly urban mobility, which was increasingly forming around the underground railway network, and the medium-long radius one, which was still supposed to gravitate toward the leading city stations, especially on Milano Centrale. The problem arose in servicing the suburban territory, with services featuring a frequency commensurate with the population of those areas and fully exploiting the extensive diffusion of the existing railway network. The lines connected to the city were thus joined, in such a...
manner as to establish a high frequency corridor that could acquire service characteristics similar to those of an urban underground railway for city users and improve the urban distribution for the persons heading for or coming from the outside territory.

The infrastructure, as pointed out by the name, enables the creation of “flyover” train connections from one city point to another, avoiding any stopover in the leading stations and ensuring great advantages from a functional viewpoint.

The infrastructural construction made it possible to reset the service to the hinterland, identifying 30-minute or 15-minute frequency corridors, depending on the population serviced and the possibility of enhancing the railway lines. These services extend throughout the service timeframe, until late in the evening, actually enabling a mobility not limited to the commuting categories of workers and students; this gave rise to a significant increase in serviced users, whose number on some routes more than doubled.

It should be borne in mind that the Farini railway yard, in the absence of the Flyover and its own services, is poorly connected compared to the strength network of city transport. The Lancetti station, situated in the heart of such area, is thus the primary and valuable connecting element between the functions that are going to be installed and the rest of the city. It will be the efficacy of such access in particular that is going to determine whether the area becomes part of the new expanded city centre or represents instead new outskirts.

The infrastructure is set up for additional service enhancements, to be carried out also in relation to the efficacy of space regeneration strategies that may eventually be deployed.

23.4 The road connection
The Masterplan area occupies a strategic position in the city, being situated on one of the main development and access routes.

The northern side of the Farini railway road is next to the outer ring road, the main urban arterial road that surrounds the most densely populated area of Milan and ensures direct connections with the various highway routes.

The redevelopment of the Farini area will have to arise as a response to the mobility requirements on a human scale, an active and extensively widespread mobility.

The PUMS identifies two main new connection routes: the south-west / north-east link between Via Caraccio and Via Lancetti, a neighborhood road, and a north-west / south-east road between Via Valtellina and Via Bovisasca. The PUMS tracks must be incorporated with regard to their purpose, to complete the existing networks, and not with regard to their geometry: the Masterplan and especially the subsequent Implementation Plans have the freedom to delve into these possibilities in relation to the new urban design.
At the district scale, we should identify the activities and the services, the access points, the characters of the green and the public spaces and their sequence compared to the existing and/or planned context, also in relation to the Guideline Sheets of the individual Urban Transformation Contexts.

The dialectics between equipped green areas (including paved and equipped pedestrian areas, tracks, associated structures and services, parking spaces for use of the park) and naturalistic green areas must strike a balance between areas with different degrees of wildness and enjoyment that ensures their integration in the dense urban fabric of the consolidated city and in the dynamics of the individual districts. From a viewpoint of green infrastructure schemes, the use of nature-based solutions might represent a valid strategy to achieve this balance maintaining a suitable degree of compatibility between provision of services instrumental to urban management (management of rainwater, more efficient maintenance of green, attractiveness for the activation of public-private partnerships, saving energy resources) and citizens' welfare (mitigation of climatic change effects, recreational services/facilities).

The spatial dimension will have to find the right dialogue with the other dimensions: the temporal dimension, through the capacity of anticipating the implementation of some works through "preverdissement" (pre-greening) interventions, which ensure the continuity of uses, albeit temporary; the managerial dimension, through innovative public-private partnership models; the strictly ecological dimension, to ensure that concrete answers might be given to the effects of climatic change. The implementation of pre-greening works and pedestrian crossings might for instance emphasise the latent potential of the area, activating dynamics that directly involve the citizens and attract the interest of possible investors.

The connection and mobility system

3.1 The vast area connections and the railway

The Milano Porta Garibaldi station emerges nowadays as the second main hub for the railway mobility of the city. Although the interest of the High-Speed services operators has partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, the station is still a hub used for valuable speed services: it is, for instance, the terminal of the Milan-Paris TGV system. Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area are connected to it, due to its role as junction between the railway systems that cross the Bypass line and the more superficial ones that link Monza and the Brianza area, Malpensa and other connections to the north-west.

Soft mobility and planned roads
23.5 Access and parking area system
Management of public parking and the methods of access to the Masterplan will have to represent the core elements to be able to govern the demand for mobility, discouraging use of the car in favour of the share of potential cycle or pedestrian movements by type, distance and context.

At the same time it is important to enhance the urban fabric and minimise the traffic created by the search for parking spots. Special attention will have to be focused on the location of parking areas in correlation to the main access points to the Masterplan so as to reduce the circulation of vehicles within the area to a minimum.

23.6 The cycle-pedestrian paths
The way strategies are defined on the topic of cycling infrastructure will have to rest on some essential issues and as many fields of action: inclusion of cycling mobility among priorities, innovation, improvement of life and urban quality, progressive rise in the comfort and speed levels of movements and, finally, an increase in the feeling of security users must be able to have when choosing and using the bicycle as means of transport. The Farini railway yard area will have to be handled as an environmental area within which to facilitate slow mobility and public transport, concentrating the crossing traffic towards specific outline routes.

The network of paths for pedestrian and bike mobility will have to ensure an adequate accessibility to the area and to the surrounding public transport through sustainable strategies for the “last mile” of people and goods from the user’s final destination.

Milan, thanks to its topography, has the potential to become a city increasingly within the reach of bike riders. Opening the Farini railway yard area to the city requires the extension of the network inside it so as to ensure the permeability of the area to the surrounding districts.

The sustainable urban mobility plan (PUMS) indicates as priority plan itinerary a cycle-pedestrian connection that bypasses the railway track bundle to connect Via Cenisio with Via Lancetti.

23.7 S. Cristoforo: the public transport services
Along the Naviglio Grande pole, the routes of the infrastructures on the territorial scale have multiplied over time: the waterway and, later, the railway were added to the land route. The line for Mortara/Vigevano, later connected to the Milan/Turin one, which has as its strongpoint the Porta Genova Railway Station, runs parallel to the Naviglio Grande on the north side and brushes the San Cristoforo historic complex until the railway yard areas and until the station in Piazza Tirana, involving here a thicker stretch of land between Naviglio (Waterway) and railway.

The Program agreement provides for the dismantling of the Porta Genova station and a portion of the railway line from the San Cristoforo station. The railway services today provided by Porta Genova...
will be covered by the railway belt and will be able to interchange with the local public transport in the other existing and planned stations of Romolo, Tibaldi, and Romana.

The ADP indicates the San Cristoforo railway yard as a naturalistic oasis (“green rails” project) integrated with the surrounding fabric. The accessibility on this area boasts many potentials through the impending arrival of the M4 metro line. The San Cristoforo station will thus be able to become an important exchange hub between rail, cycle-pedestrian networks and water, strengthening the connections of the surrounding fabric with other metropolitan polarities, cross-country cycle paths to overcome the railway and the Naviglio. One of these will be carried out in the context of the external accommodations of the M4 station and the other should be provided at the parish of Santo Curato D’Ars, to connect with the park the cycle path that will develop to the north of the railway line expected with the decommissioning of the station of Porta Genova.

Thought will have to be put to the construction of an important interchange that meets the needs for an intense pedestrian circulation that will be reinforced in the future by the proximity of important public transport lines (the new M4 metro line, the fast tramway along Via Giambellino and via Lodovico il Moro, the San Cristoforo station of the Regional Railway System and the navigability of the Naviglio) (see under Graphs: B.2 M4 S. Cristoforo diagrams).

This will mean integrating the current accessibility by constructing cycle tracks and bike parking spots and ensuring an adequate public transport frequency. Focus will also have to be placed on a better accessibility to the public transport hubs, in order to activate efficient intermodal movements and fast interchanges.

23.8 The road network connection

Considering the future vocation of the linear park, no new road connections are foreseen, but only transversal cycle-pedestrian connections to bypass the railway and the Naviglio. One of these will be realized in the context of the external accommodations of the station M4 and the other is to be provided in correlation to the parish of Santo Curato D’Ars, to connect to the park the cycle path that will develop to the north of the railway track provided for the dismantling of the Porta Genova station.

The rehabilitation of the urban fabric must be achieved through the development of transversal cycle-pedestrian links, and along the course of the canal that can reconstruct the relationship between the green spaces, public spaces and the surrounding built fabric. By completing the main cycle-pedestrian routes connecting the surrounding districts, it will be possible to guarantee a safe and sustainable accessibility to the main services and attractors.

The priority actions envisaged by the PUMS on the pedestrian cycle itineraries will have to be integrated with those related to the neighborhoods adjacent to the station area, designed with the aim of encouraging the growth of widespread cycling.
The area currently has a driveway access from the Giordani Overpass via a ramp, which in the original project should have served the sleeping car (autocuccette) station that was never completed. Whether or not this access is confirmed can be assessed in relation to the park project.

24 Scenarios and flexibility of the regeneration

The structuring of the private, public and general interest intended uses will form one of the main unchanging systems of the Masterplan proposals, which will have to describe the way in which such structures might be able to optimise the complex thread of functional and social relationships in the Masterplan area in line with the strategies set out in the Strategic Vision Document of the Programme Agreement (AdP Attachment U).

The modulations between the private sphere, collective sphere and public dimension will have to be studied so that they might enrich each other and converge toward the overall quality of the new settlements by means of proximity, mixtures and contaminations, and by limiting frictions and incompatibilities as much as possible.

It will be likewise essential to assess the optimal form of these three different functional contexts, also in relation to the possible temporal phases and sequences of transformation of the two railway yards, to thereby highlight potential synergies, economies of scale and leverage effects in the attraction of resources, avoiding instead, during the execution of the works, the risk that imbalances may arise in the supply of services, or accessibility problems or difficulty in managing spaces, activities and construction sites.

24.2 Flexibility

The Masterplan forming the subject matter of this Competition is a fundamental first step for future Implementation Plans, of private initiative. These plans may be extended to the individual Units of intervention of the Special Area or sub-areas of the Intervention Units, identified as sub-units of autonomous implementation by a Document of Unitary Planning (DPU)), drawn up on the basis of the Master plan and approved by the municipal administration.

As stated by the Programme Agreement in Article 9.6, “…. the Single Design Document will indicate, in accordance with the intervention units identified by the Masterplan, the building quantities, the functional mixes, the flexibility margins, the implementation phases, the respective urbanisation obligations, as well as the intervention instruments allowed. Again in this case, the Single Design Document will have to be subject to Strategic Environmental Assessment, which might define the possible exclusion of the sub-contexts from further Strategic Environmental Assessment procedures.”
The implementation sub-units will have to be identified taking into account the principle of equilibrium of the settlement weights, the functional mix (with reference to the shares of Residential Social Housing) and public works, so as to be developed with an autonomous implementation plan, ensuring the urban feasibility of each phase.

With respect to the Valtellina Unit of the Farini Special Zone, as a unit subject to an autonomous implementation that has already been defined, under art. 9.8 of the Programme Agreement, following the Masterplan it will not be necessary to subject the area to such DPU, but rather it will be possible to present an autonomous implementation plan that takes into account the indications set forth in the Masterplan.

The Farini Special Zone and the two Units

The general infrastructures of the entire Farini Special Zone, such as the crossing road and cycle-pedestrian structures and the connection with the green areas, are the main coordination elements, in any event shared by the two Units comprising it.

The regeneration by equipped green areas of the S. Cristoforo Railway Yard is to be deemed an urban planning “standard” for the regeneration of the Railway Yard Unit of the Farini Special Zone (see Article 4(3) of the Technical Implementation Rules of the Programme Agreement).

Because of this, the “minimum coordination elements” referred to in the said article are at least the following:

⇒ continuity: of the adjoining public spaces and the pedestrian and cycle-pedestrian routes that might traverse the two Units
⇒ permeability: physical and visible permeability between the two Units, lest they represent separate sectors
⇒ consistency: in designing the public spaces and the landscape system
⇒ accessibility: in both senses, by applying the same universal accessibility standards

It is clear that the preparation of a single Masterplan, which is consistent and integrated as to its morphological and infrastructural design, solves the problem at its root, but the competitors will nevertheless have to bear in mind that the regeneration process for the areas might have varying timeframes and procedures given the different sizes and ownership of the two Units.

Because of this, it is important to bear in mind the aforesaid minimum coordination elements which the Masterplan might integrate with what is deemed necessary.
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Data and tables

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25 Data and tables
Cross the Bypass line and the more superficial ones that link Monza and the Brianza area, Malpensa. Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area. Speed services operators have partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, they are still a hub used for valuable speed services: it is, for instance, the terminal to its role as junction between the railway systems that connect to the north-west. The Milano Porta Garibaldi station emerges now as the second main hub for the railway mobility of the city. Although the interest of the High Speed services operators has partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, it is still a hub used for valuable speed services: it is, for instance, the terminal to its role as junction between the railway systems that connect to the north-west.

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of CRESME (Centre for Economic and Social Researches in the Building Market) and the Scientific Committee of Legambiente.

He was part of the Juries for the extension of the National Gallery of Modern Art in Rome, for the Archaeological Museum in Vicenza, and for the Library of the Presidency of the Council of Ministers in Rome. In 2017, he was Chairman of the Selection Committee at the Competition for Ideas for the Implementation of the Technological Park Associated with the National Radioactive Waste Depot on behalf of Sogin. In 2001, he was appointed by the Italian Government as its representative at the Advisory Committee on Training Architects at the European Union, and in 2004 was Chairman of the Architects’ Council of Europe (ACE). In 2004, he was awarded the AIA Presidential Medal (US) and the Medalla Presidencial of the FCA de la Repubblica Mexicana. In 2007, he was appointed by the Ministry of Cultural Heritage and Activities as member of the Italian Design Council. In 2008, he was General Speaker at the XXIII World Architects’ Congress in Turin. From 2011 to 2016, he was Chairman of the National Council of Architects, Planners, Landscapers and Conservators-Restorers.

He has authored several designs in Italy and in the world. Among the latest works, worth mentioning are the Masterplan for the regeneration of the Former Piazza d’Armi in Milan, the “L’Oro di Gubbio” Urban Regeneration Programme for the City of Gubbio (PG) and participatory process, the Urban Regeneration Programme for the City of Celano (AQ), the Masterplan for reconverting the former Tubi Ghisa industrial area in Cogoletto (GE), and the environmental and landscape sustainability project of Terna Rete Italia Spa’s Electricity Stations.

**Work Group**

**Engineer Davide Cavone**, Rete Ferroviaria Italiana S.p.A., Production Management, Milan Territorial Production Management – Head of Milano NODO (Milan Hub) Territorial Unit

He is in charge of the Milano NODO (Milan Hub) Territorial Unit, tasked with managing 13 maintenance units, 2 Territorial Movement Departments, Technical Works Management Department, Engineering Staff, CPO Department and Planning and Control Department, for a total of approximately 800 human resources. He is moreover Project Manager and Head of works and Technical Subject for various projects.

An expert in the infrastructural field, especially with regard to the productive activities linked to the network maintenance/management and safe train circulation processes.

He was Head of the Infrastructure Operations Hall, attending to the Infrastructure Operation coordination activities throughout the network for all the significant abnormalities, managing the information on the state of the infrastructure to the company’s top management, and functionally coordinating the activities of the 13 Territorial Operations Hall.

He is qualified to exercise the profession of engineer, information sector.

**Mr Luigi Massimilla**, COIMA SGR S.p.A. – Asset & Fund Management Director He is the Fund Manager of COIMA MISTRAL Fund.
He has twenty years of experience in the real estate sector. He acted as Financial Controller in the Finance Department of Gruppo Rinascente-Auchan, in charge of property management and subsidised finance and took care of the partnership start up in the shopping centres sector with Simon Property Group in Italy in a capacity as Head of Management Control and Chief Financial Officer. He has been Investment and Fund Manager of the Real Estate Funds division of Monte dei Paschi Asset Management SGR and Prima SGR. He has expanded his activity, handling the launch and management of several real estate funds targeted at institutional investors, concerning both development and rental property, in COIMA SGR.


He heads the Asset Management function of FS, with the task of defining the strategic guidelines on property and asset allocation of the non-functional real estate assets, ensuring governance of the Group’s real estate activities.

An expert in the real estate field, he worked on several asset enhancement operations, elaborating property development proposals and plans.

He has been Area Manager of the Ferrovie Real Estate company, ensuring the correct valorisation of the company’s real estate assets and defining the most suitable sales strategies. He has been Area Manager of the Enel.si (Enel Group) and Telecom Italia companies, seeing to the Start Up of the Networks in franchising, coordinating the partners and salesforce recruitment activities.

**Architect Luca Novara**, Progetto Milano Manager, FS Sistemi Urbani Srl

He is in charge of Progetto Milano relating to the implementation of the Programme Agreement for the urban planning transformation of the former Milan railway yards.

Expert in urban planning and in the real estate field, he worked in public administrations collaborating in the elaboration of urban planning schemes and the formulation of rules and draft laws.

He was director of the territorial enhancement area and general manager of Sviluppo Sistema Fiera, a company controlled by Fondazione Fiera Internazionale of Milan, dealing inter alia with the creation of the New Fair Hub of Rho and the compatible functions, the enhancement and sale of the Area City Life, formerly a Milan exhibition district, and the creation of the new MICO Conference Centre. He organised and managed design competitions for the construction of real estate properties and for the sale and transformation of areas.

**Committee of experts**

**Engineer Rosa Frignola**, Rete Ferroviaria Italiana

After graduating in Engineering from the Federico II University of Naples, in 1999 he started his career in Rete Ferroviaria Italiana (RFI), occupying posts within the sectors of Functional Planning of the Network Development and Railway Circulation Operation. He is currently in charge of the RFI Sales Department for the North-West territory, ensuring the functions of planning the network.
development, designing the scheduled timetable and regulating the railway operation.

**Architect Andreas Kipar, LAND**

Architect and landscape designer, co-founder and creative director of the international landscape architecture firm LAND (Landscape, Architecture, Nature, Development) based in Germany, Italy and Switzerland. Graduated in Landscape Architecture at the GHS University of Essen from 1980 to 1984 and from 1989 to 1994 in Architecture and Urban Planning at the Polytechnic of Milan, where he has been teaching Public Space Design since 2009. He is a full member of the German Academy of Urban and Regional Planning (DASL), of the Association of German Landscape Architects (BDLA), of the Italian Association of Landscape Architects (AIAPP) and of the Italian Institute of Urban Planning (INU).

Ideatoe of the model of the "Green Rays" in Milan that connects existing and new green areas, favoring a new slow mobility from the center to the periphery. A model that is now recognized internationally as a pioneer in green urbanism, with applications in Essen, the European capital of Green 2017, the award-winning Smart City of Rublyovo-Arkhangelskoye in Moscow and the Dubai Expo in 2020.

**Federico Parolotto, MIC**

Senior partner and co-founder of MIC (Mobility In Chain), he collaborated as transport planner and advisor on mobility with many of the major design firms, such as Foster+Partners, SOM and OMA, on several international designs on an urban scale.

He took part in a large number of conferences throughout the world, such as Ecological Urbanism in Harvard in 2009, and was part of the Helsinki Design Lab in 2010 and Superurbano in Padova in 2011; in 2012, he was invited to speak at the FORA Event in Toronto and at the MUF Moscow Urban Forum for the 2012, 2013 and 2014 editions. In 2011, he co-founded Flow, MIC’s research group, and is currently the editor, together with Andrea Boschetti, of the column dealing with urban analysis for the journal The Plan.
Architect Francesco Vescovi, Politecnico di Milano

Architect and PhD holder in Architecture, Urban Planning and Conservation of living spaces and Landscape from Politecnico di Milano. He was trained, after graduating, in the ‘management of urban peripheries’ at the behest of the Department of Peripheries in the Municipality of Milan, with which he collaborated from 2000 to 2002. From 2005, he has been conducting research in the field of territorial planning and urban design. From 2002 to 2009, in particular, he was in charge of operations, under the scientific management of Prof Giancarlo Consonni, at the “Laboratorio Sperimentale di Pianificazione e Ricerca del Magentino (Magentino’s Planning and Research Experimental Lab)”, a facility devoted to the analysis and design on a supra-municipal scale of the East Ticino metropolitan territory. He has several publications under his name, including single-subject ones, pertaining to the two aforementioned research fields, with a special focus on urban regeneration strategies: especially worth mentioning, among his latest and most important works, is the book edited by Springer on the recent English urban regeneration experiences (Designing the Urban Renaissance: Sustainable and competitive place making in England). Since 2007, he has been teaching as contract professor at Politecnico di Milano: Analysis of the city and the territory (from 2007 to 2010) and Urban Planning Laboratory (from 2010 to date).

Selection Committee

Pursuant to article 4 of the Competition Brief, the Selection Committee will be appointed and made public only after the expiry of the deadlines for the applications by the design Groups for the first Competition phase.

Competition Organising Secretariat

Engineer Marianna Beltrani

After graduating in Civil Engineering from the University of Padua, in 2011 she began her career in different sectoral technical studies. She has been registered with the Society of Engineers in Treviso since 2012 and is a member of the Youth Commission thereof. The following year she obtained her II level University Master in Infrastructures and Railway Systems Engineering from the “Sapienza” University in Rome. She began her career in FS Sistemi Urbani as part of the CEO staff. From 2018, she is part of the Progetto Milano Operational Division, to implement the Programme Agreement for the urban planning transformation of the former Milan railway yards. She has been a member of the Technical Secretary of the “Reinventing Cities” international competition, for the development of resilient and zero emission urban projects pertaining to the former Greco Breda railway yard in Milan.

Ms Angela Cipolla

A Law graduate majoring in administrative law from the LUISS Guido Carli of Rome. Registered since November 2015 with the Society of Advocates in Rome. From March 2017, she has been a specialist administrative expert within the Legal and Corporate Affairs Operational Division of FS
Sistemi Urbani S.r.l. She was a member of the Technical Secretary of the “Reinventing Cities” international competition, for the development of resilient and zero emission urban projects pertaining to the former Greco Breda railway yard in Milan.

**Adv Silvia Gnocco**

Silvia Gnocco deals with administrative law, especially with issues relating to urban planning, construction, environment and public contracts.

Before she joined the Belvedere Inzaghi & Partners Firm in 2017, she gained a significant expertise in administrative law at the Villata Degli Esposti e Associati Firm, with which she collaborated since 2012. She has moreover practiced at DLA Piper

**Arch. Paola Tessitore**

PhD in Urban and Environmental Planning at the Polytechnic of Milan in 2001, Laura in Architecture, Milan Polytechnic Institute-Isfort on Local Mobility Systems, enrolled in the Order of Architects, Landscape Planners and Conservators of the Province of Milan, has gained experience in the management and enhancement of real estate assets in various companies, in particular taking care of the urbanistic activities aimed at the functional redemption of abandoned buildings, the development projects of the modal interchanges, the temporary uses of areas and buildings. Specialist real estate valuation at the company FS Sistemi Urbani s.r.l., from 2017 in the S.O. Lombardy area with headquarters in Milan
27 Documents

General regulatory apparatus

Land Administration Plan, Rules Plan and Services Plan at the address:
http://www.comune.milano.it/wps/portal/ist/it/servizi/territorio/Piano_Governo_Territorio_Vigente

Urban Mobility Plan at the address:
http://www.comune.milano.it/wps/portal/ist/it/servizi/mobilita/Pianificazione_mobilita/piano_urbano_mobilita

Programme Agreement

Programme Agreement and attachments at the address:
http://www.comune.milano.it/wps/portal/ist/it/servizi/territorio/pubblicazioni_urbanistiche/archivi_pubblicazioni_urbanistiche_2017/adp_scali_milano

- Attachment A – Territorial areas covered by the Programme Agreement - 1:25.000
- Attachment B – Land registry plans of the Agreement
- Attachment B1 – Farini Special Zone
- Attachment B7 – San Cristoforo Special Zone
- Attachment C – Time schedule of the Agreement
- Attachment D – Strategic Environmental Assessment:
- Attachment D1 – Environmental Report
- Attachment D2 – Transportation Assessments
- Attachment D3 – Non-Technical Summary
- Attachment D4 – Final Motivated Opinion
- Attachment D5 – Final Summary Statement
- Attachment E – Financial plan
- Attachment F – Technical Implementation Regulations
- Attachment G – Explanatory report
- Attachment H – Urban planning regulations - 1:5.000 scale plans
- Attachment H1 - Farini
- Attachment H7 - San Cristoforo
- Attachment I - Attachment J – Orientation sheets for the territorial layout

- Attachment K – Transformation of the Milan railway yards - Results of a discussion on expectations, needs and desires of local subjects - Politecnico di Milano, Department of Architecture and Urban Studies

- Attachment K BIS – June 2017 addendum to the document headed “Results of a discussion on expectations, needs and desires of local subjects” by Politecnico di Milano, Department of Architecture and Urban Studies

- Attachment L – Geological reports and asseverations
- Attachment M – Tables of overarching restrictions
- Attachment N - Attachment O – Overview of the transportation interventions: Sheets 0-8
- Attachment P – Document headed “Reference frame for the development of the regional and
suburban railway system in the Milan metropolitan area” referred to in Regional Council Decree X2524 of 17/10/2014

⇒ Attachment Q – Decree of the Metropolitan Mayor dated 25/06/2015 General Reference No. 201/2015, Acts no. 160981\7.4\2009\244
⇒ Attachment R – Municipal Council Resolution by the Municipality of Milan No. 44/2016
⇒ Attachment U - Strategic Vision Document prepared and drawn up by the Strategic Implementing Urban Planning Area with the support of an inter-sectoral work group and the Department of Architecture and Urban Studies of Politecnico di Milano, validated by resolution of the Strategic Implementing Urban Planning Area Manager No. 11/2017
⇒ Attachment V – Extract from the Feasibility Study for an urban ecological network headed “Green Tracks Project” of 31/01/2016, drawn up by WWF Italia, Cooperativa Eliante Onlus and the Municipality of Milan with the support of Fondazione Cariplo and Rete Ferroviaria Italiana S.p.A
⇒ Attachment W – Preliminary investigation of the areas, which will be subjected to a Feasibility Study for the implementation of the ecological and cycle track network along the railway belt
⇒ Attachment Y - Municipal Council Motion No. 144 of 15/06/2017

Graphs
⇒ A. the Farini and S. Cristoforo Special Zones (PDF)
⇒ A.1 Localization
⇒ A.2 Determination of the perimeter of the Farini Special Zone
⇒ A.3 Restrictions of the Farini Special Zone
⇒ A.4 Mobility of the Farini Special Zone
⇒ A.5 Map of the regeneration areas and projects for the Farini Special Zone
⇒ A.6 Determination of the perimeter of the S. Cristoforo Special Zone
⇒ A.7 Restrictions of the S. Cristoforo Special Zone
⇒ A.8 Mobility of the S. Cristoforo Special Zone
⇒ A.9 Map of the regeneration areas and projects for the S. Cristoforo Special Zone
⇒ B. Arts Campus and M4 in S.Cristoforo (PDF)
⇒ B.1 Arts Campus: framework of requirements
⇒ B.2 Diagrams of M4 station in S. Cristoforo
⇒ B.3 City of Offices report extract
⇒ C. Determination of the perimeters of Competition areas (DWG)
⇒ Farini Special Zone

Other useful links
⇒ The 5 visions at the link: http://www.scalimilano.vision/visioni/
⇒ Workshop Report at the link: http://www.scalimilano.vision/wp-content/uploads/2.017/0.2/W o r k s h o p - R e p o r t .pdf
1. Soggetti Banditori

- FS Sistemi Urbani S.r.l. con sede in Roma, Piazza della Croce Rossa 1, in nome e per conto proprio e per conto di Ferrovie dello Stato Italiane S.p.A. e Rete Ferroviaria Italiana S.p.A. entrambe con sede in Roma, Piazza della Croce Rossa 1,

- COIMA sgr S.p.A. con sede in Milano, Piazza Gae Aulenti 12, quale società di gestione del fondo COIMA Mistral Fund - Fondo Comune di Investimento Alternativo Immobiliare Riservato “in qualità di avente causa dell’Olimpia Investment Fund - Fondo Comune di Investimento Alternativo Immobiliare Riservato”, ai sensi dell’art. 22 dell’Accordo di Programma,

nella loro qualità di proprietari delle aree oggetto del Masterplan posto a Concorso (i “Soggetti Banditori”).

2. District scale, we should identify the activities and the services, the access points, the characters of the green and the public spaces and their sequence compared to the existing and/or planned context, also in relation to the Guideline Sets of the individual Urban Transformation Contexts.

- The dialectics between equipped green areas (including paved and equipped pedestrian areas, tracks, associated structures and services, parking spaces for use of the park) and naturalistic green areas must strike a balance between areas with different degrees of wildness and enjoyment that ensures their integration in the dense urban fabric of the consolidated city and in the dynamics of the individual districts. From a viewpoint of green infrastructure schemes, the use of nature-based solutions might represent a valid strategy to achieve this balance maintaining a suitable degree of compatibility between provision of services instrumental to urban management (management of rainwater, more efficient maintenance of green, attractiveness for the activation of public-private partnerships, saving energy resources) and citizens’ welfare (mitigation of climatic change effects, recreational services/facilities).

3. The connection and mobility system

3.1 The vast area connections and the railway

The Milano Porta Garibaldi station emerges nowadays as the second main hub for the railway mobility of the city. Although the interest of the High-Speed services operators has partly decreased, since they follow contingent market logistics and might therefore once more insistently demand to use it, the station is still a hub used for valuable speed services: it is, for instance, the terminal of the Milan-Paris TGV system.

Besides, most of the regional and suburban systems that sustain the mobility of the Milan metropolitan area are connected to it, due to its role as junction between the railway systems that cross the Bypass line and the more superficial ones that link Monza and the Brianza area, Malpensa and other connections to the north-west.