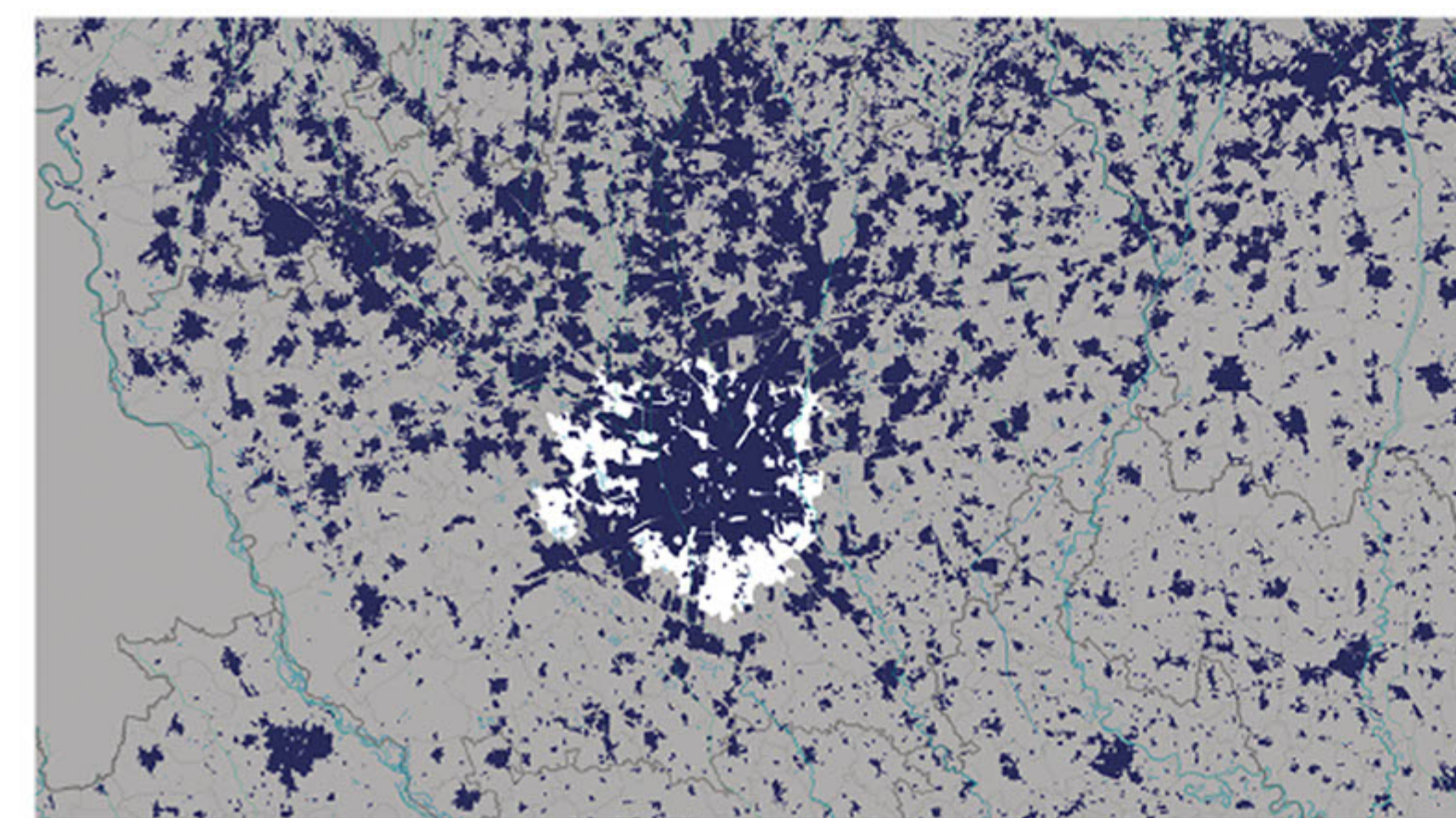
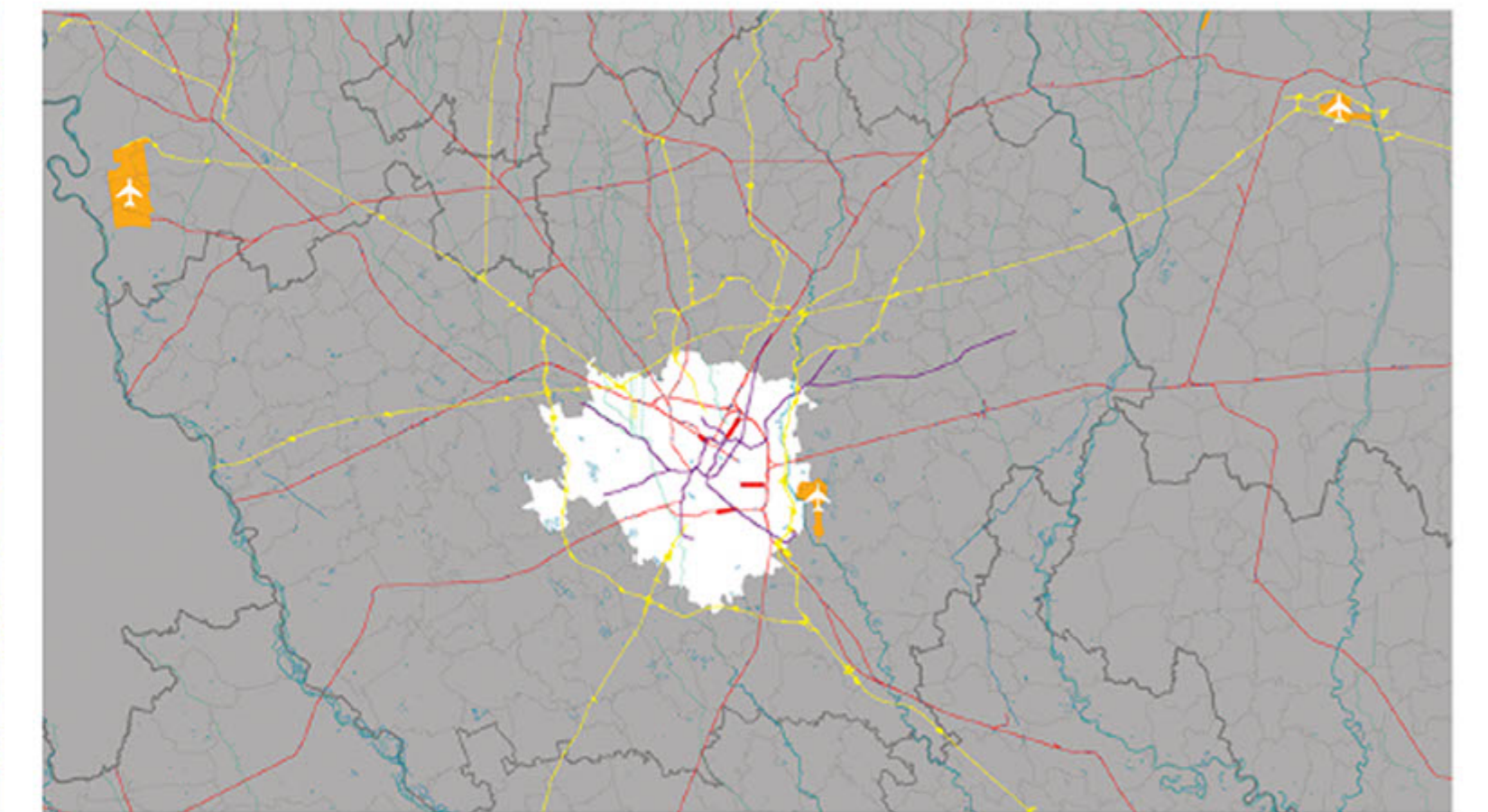
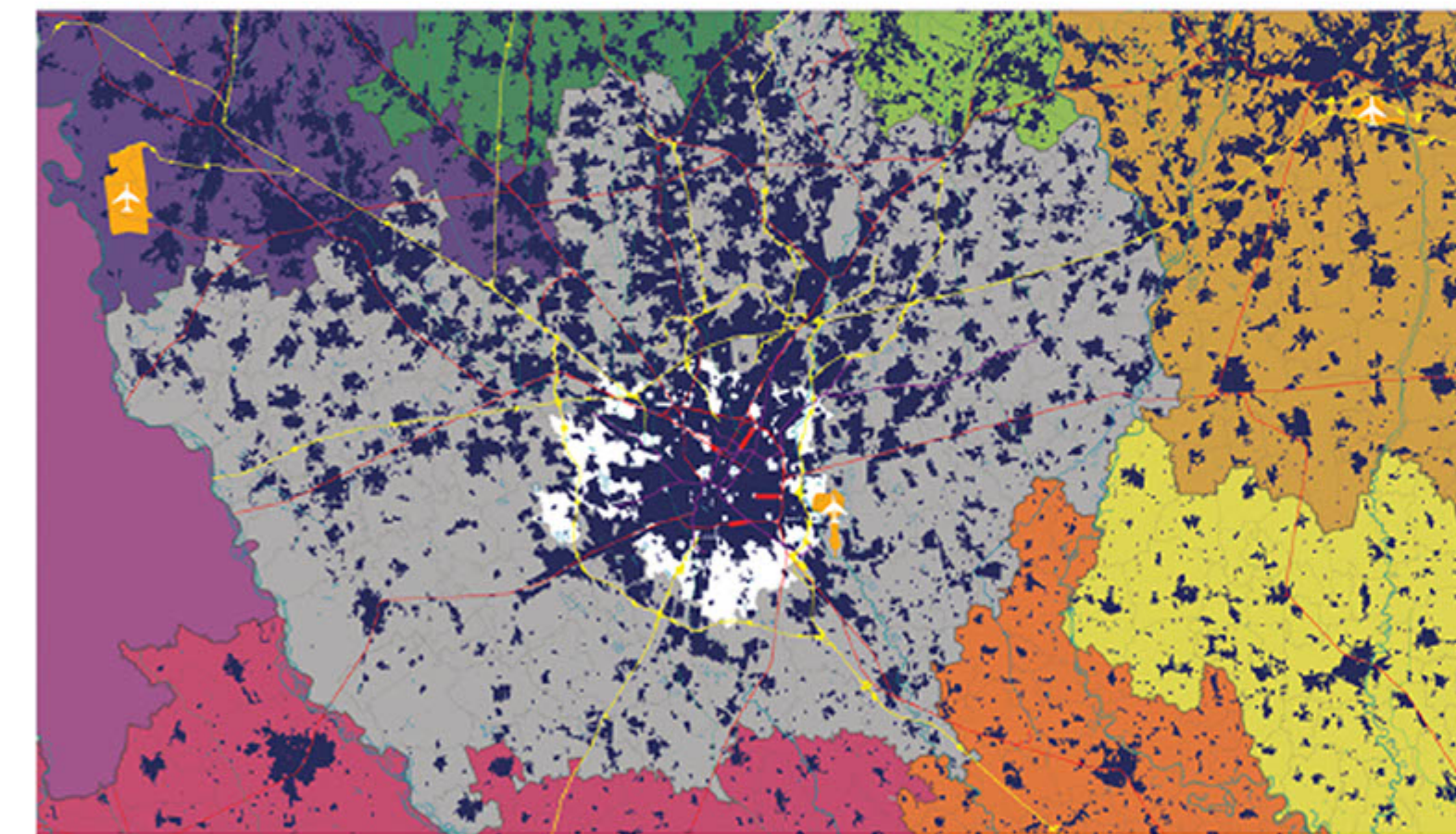
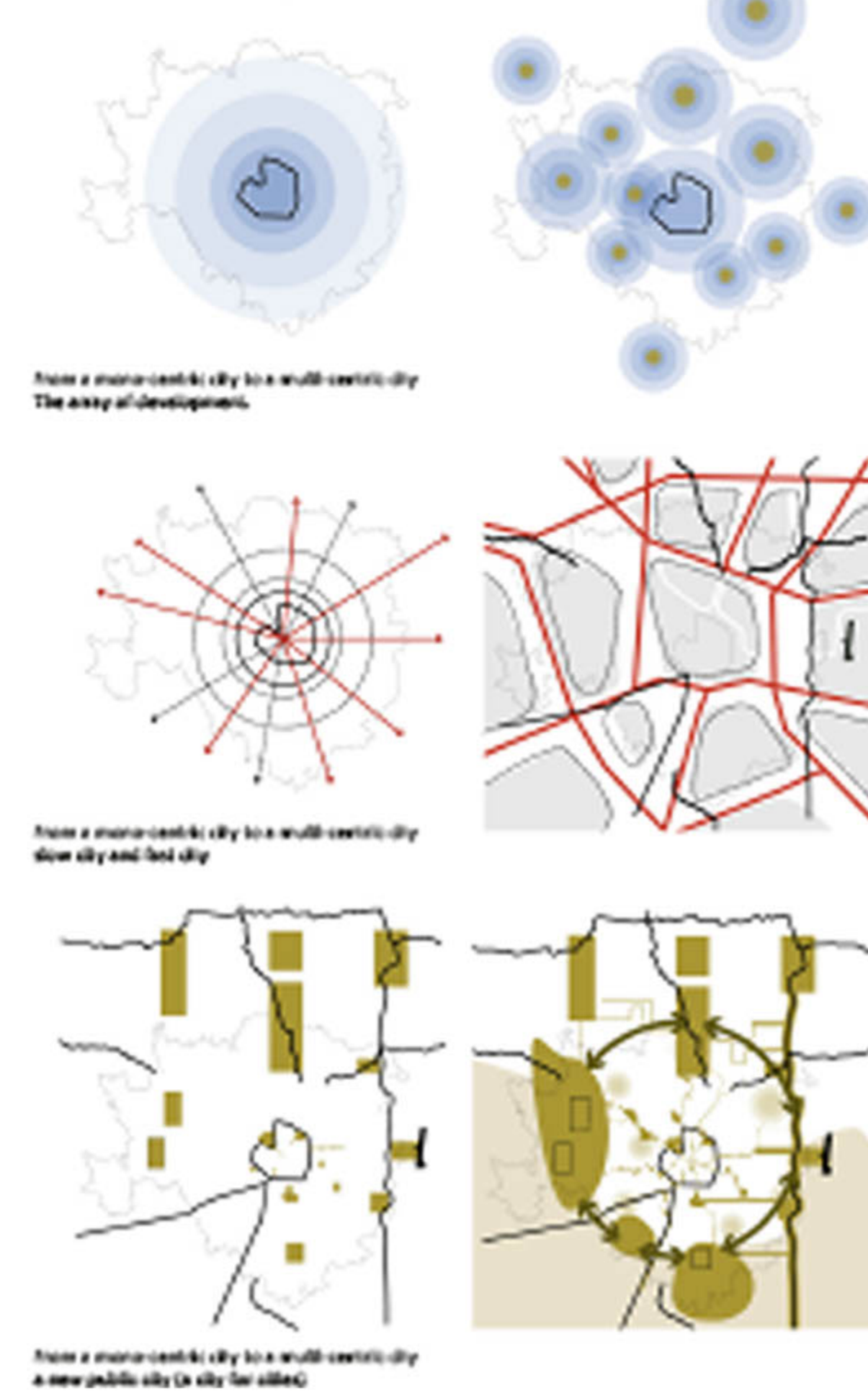
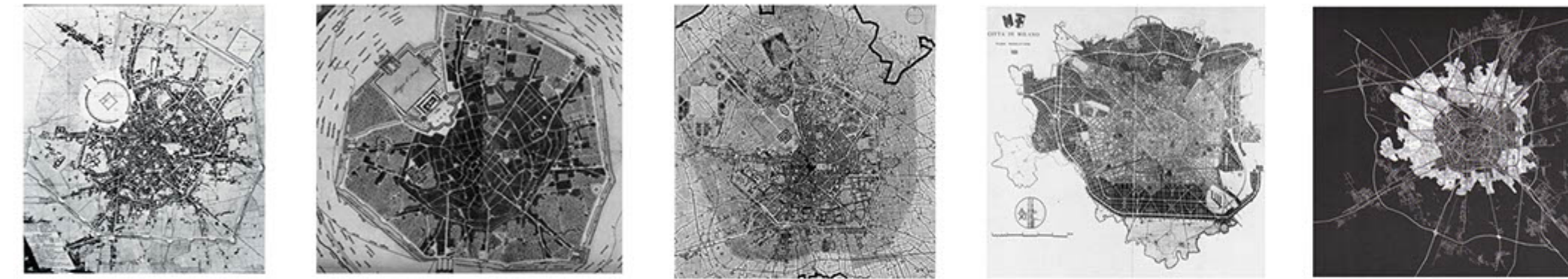
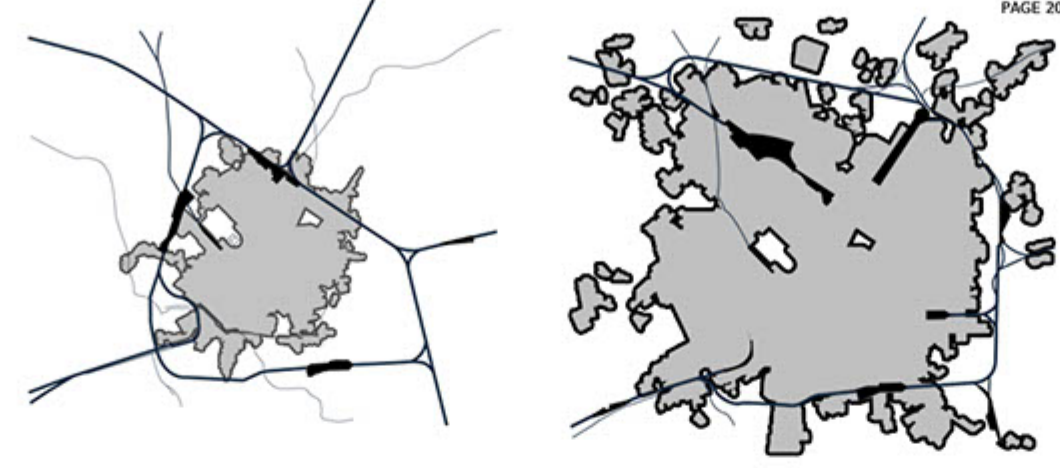


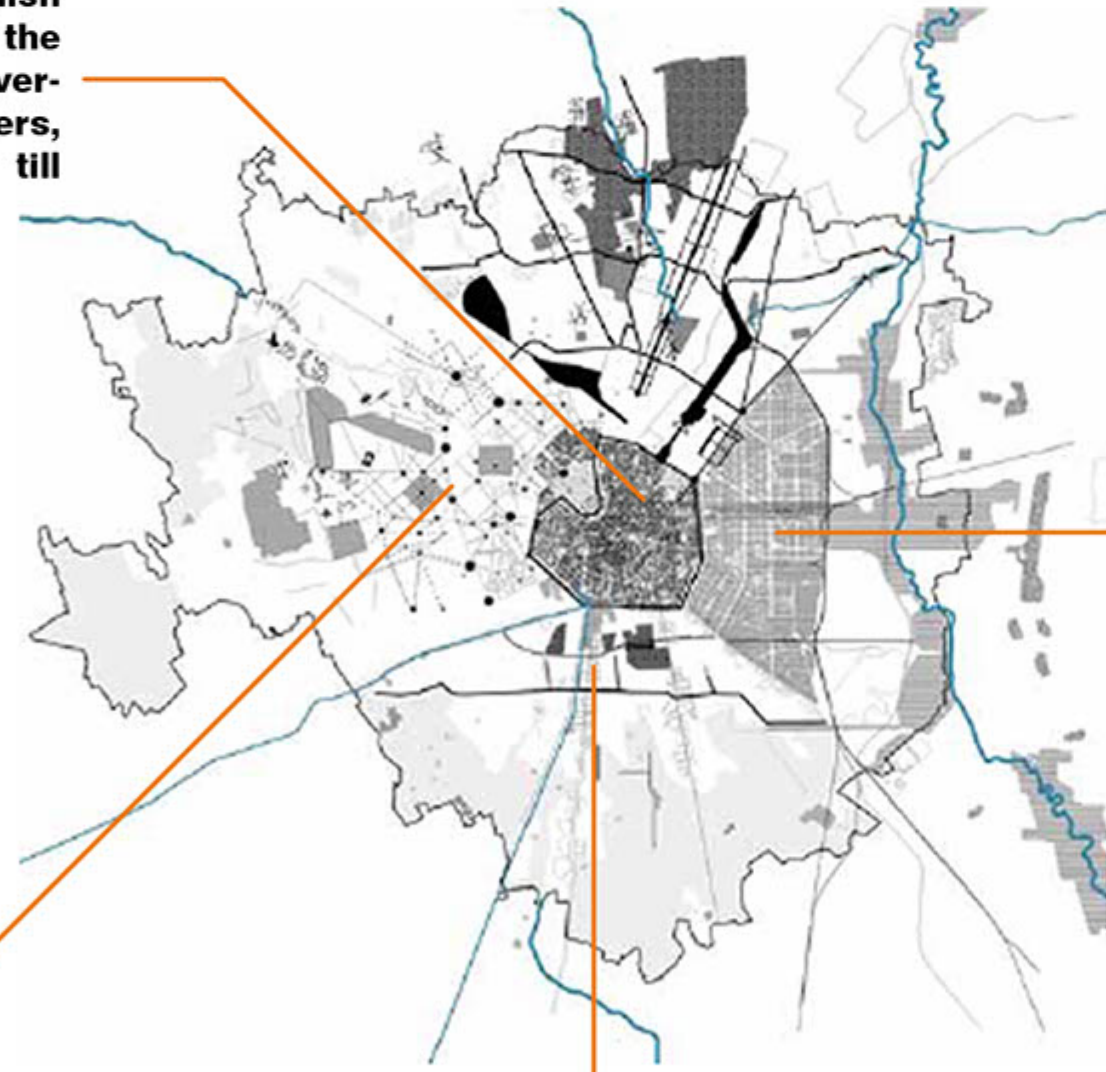
A New Vision for the City (PGT)





● ROMAN ● SPANISH ● BERUTO PLAN ● PAVIA-MASERA PLAN ● MILAN TODAY

Situated inside the Spanish walls the historic part of the city is made of various overlapping historical layers, since the Roman city till today.



The city MESH on the east located between the Spanish walls to the ring of the railways and continued to the river Lambro.

The STAR City in the west that unlike the eastern sector has a system of open spaces and roads to tap the large enclosures at San Siro, the Park Treveno and the south part.

Part of the city that connects the historic center with the agricultural settlements of South, characterized by historical infrastructure system of canals; the consequent development has been built linear.

The town planning scheme of Milan is of a radial shape, referring to a circular configuration of medieval origin.

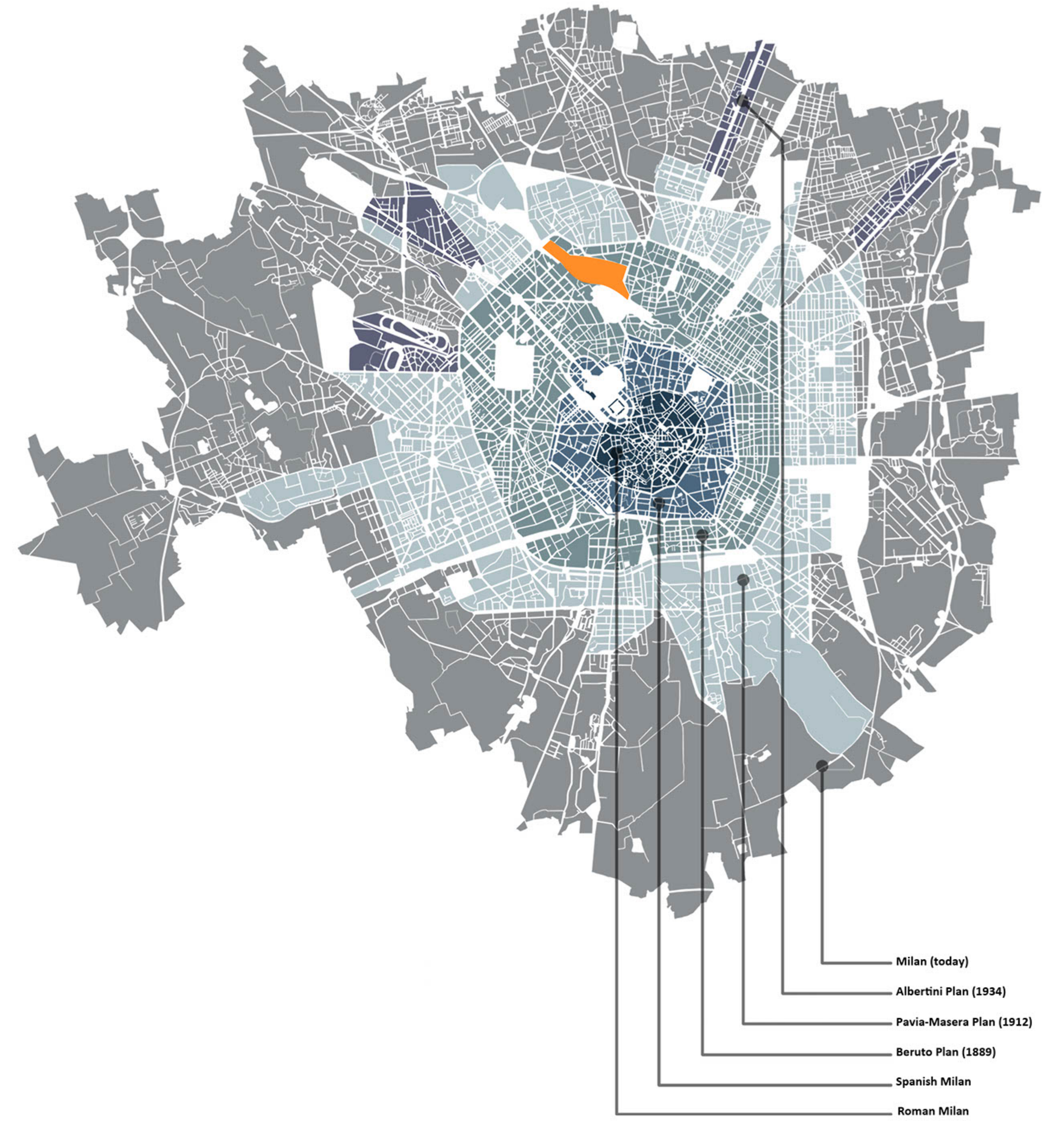
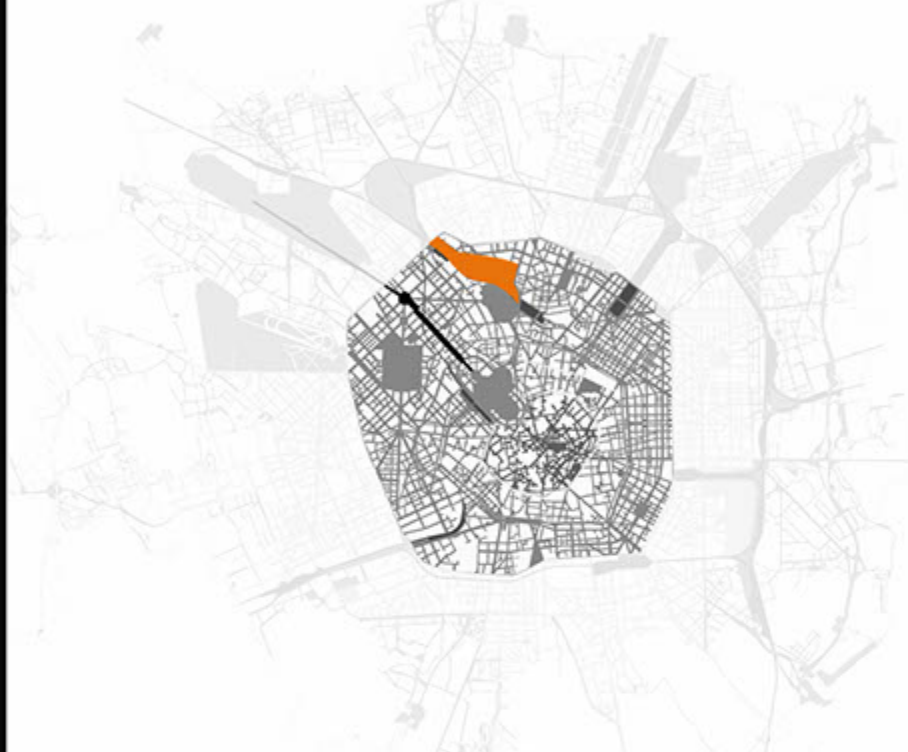
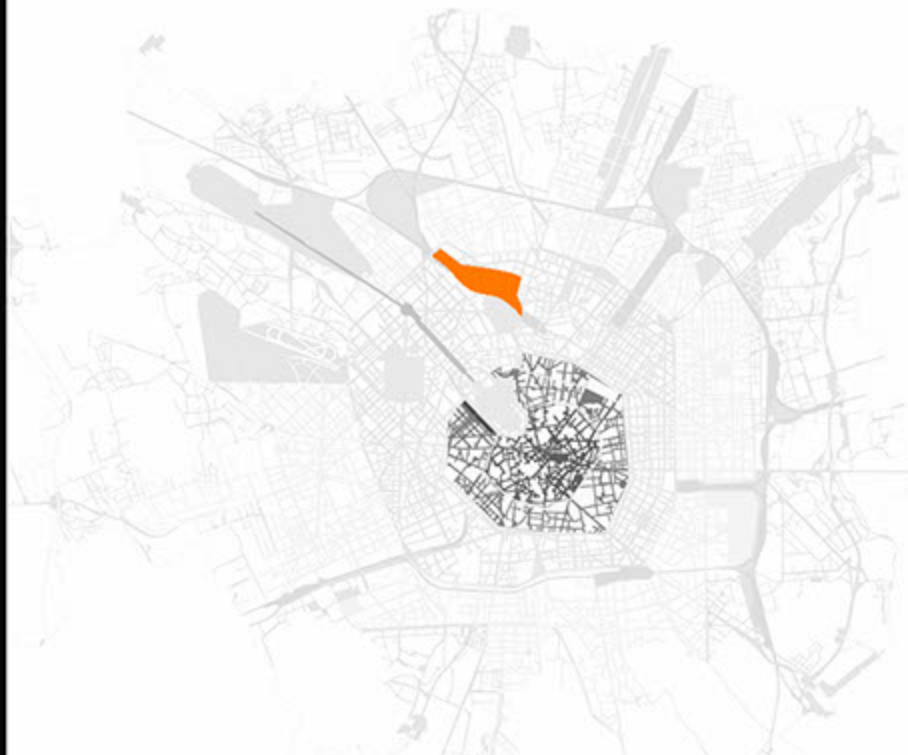
The street structure is composed of concentric rings that corresponds to subsequent developments, and by radial axes, starting at the city center and branching off along the main territorial routes.

1880-1915
The formation of the industrial city
MODERN 'new world'

1915-1945
Consolidation
Urban growth

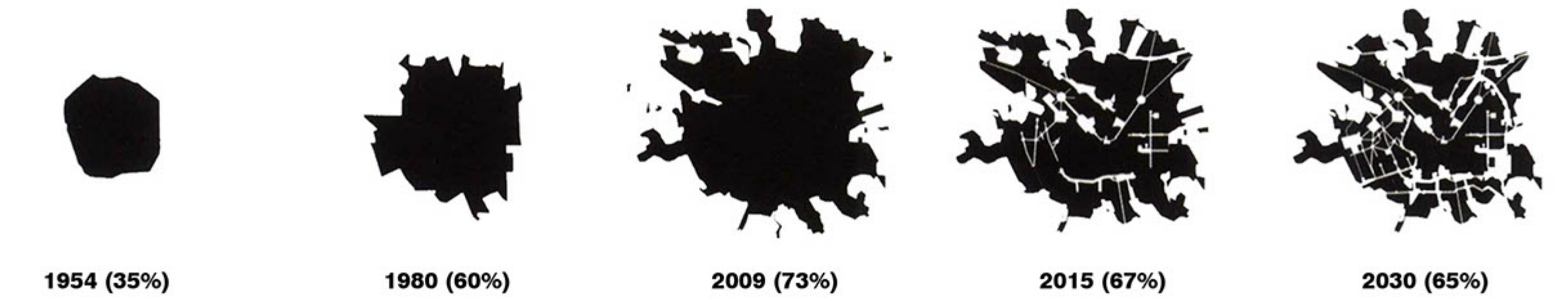
1945-1980
Metropolitant
development

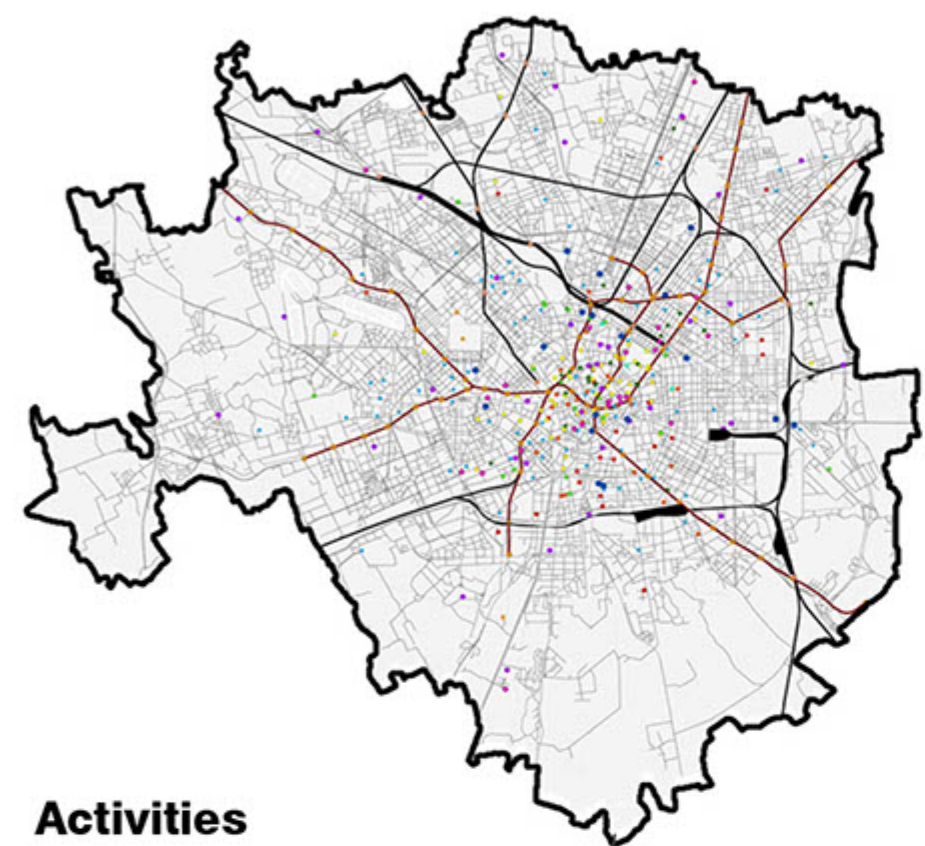
1980-2004
Retaining City and
geographical spread
development
The "Infinite city"



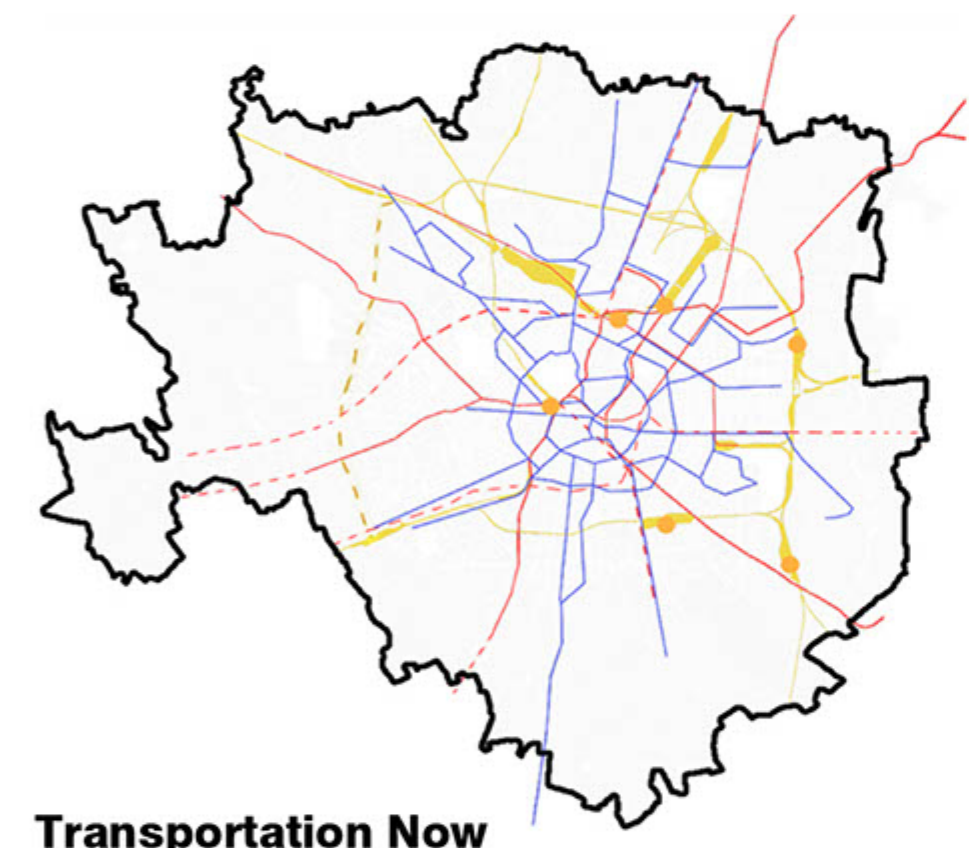
Milan (today)
Albertini Plan (1934)
Pavia-Masera Plan (1912)
Beruto Plan (1889)
Spanish Milan
Roman Milan

DE-DENSIFICATION OF MILAN

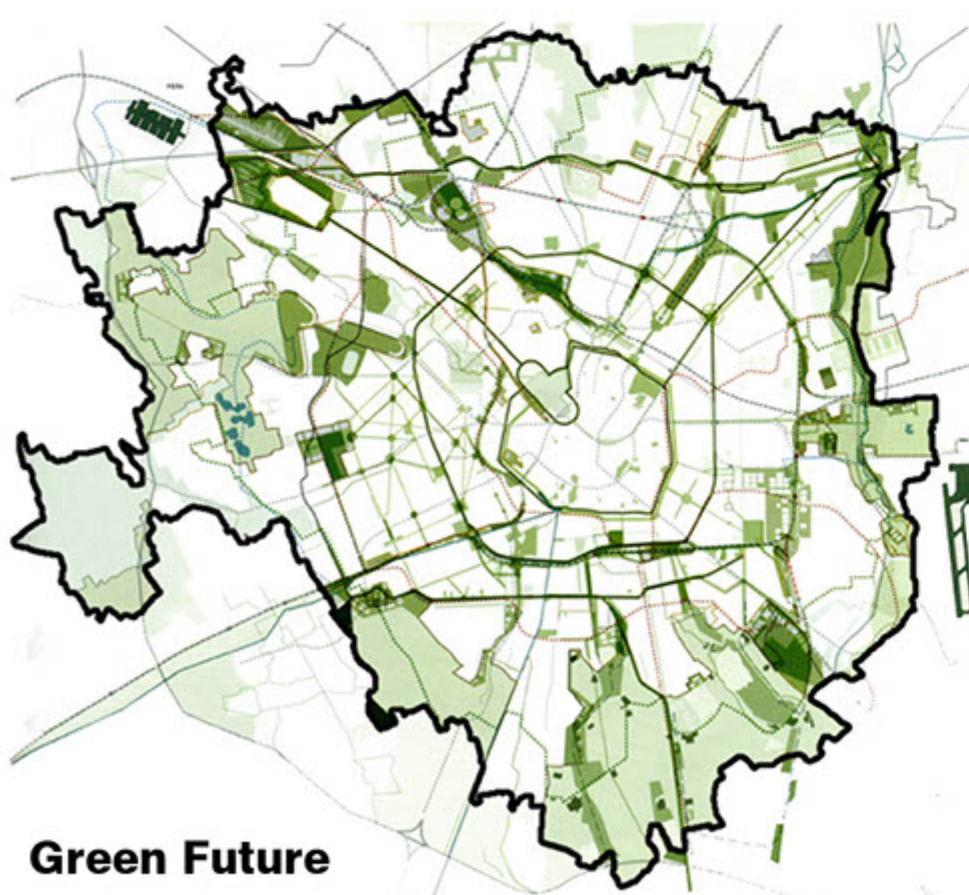




Activities
Concentration of the cultural activities in the historical center.



Transportation Now



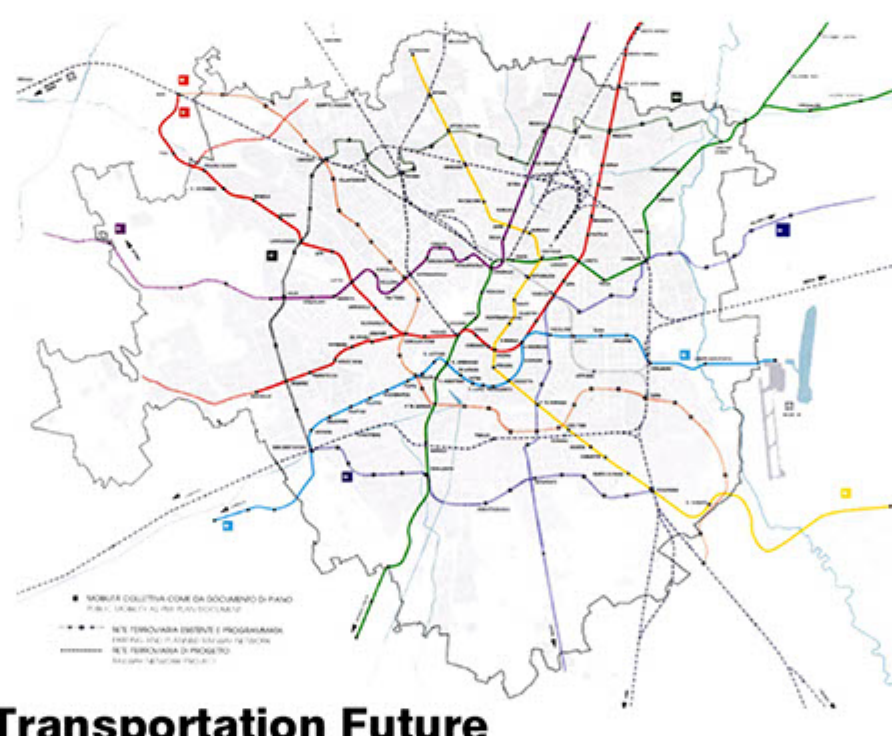
Green Future



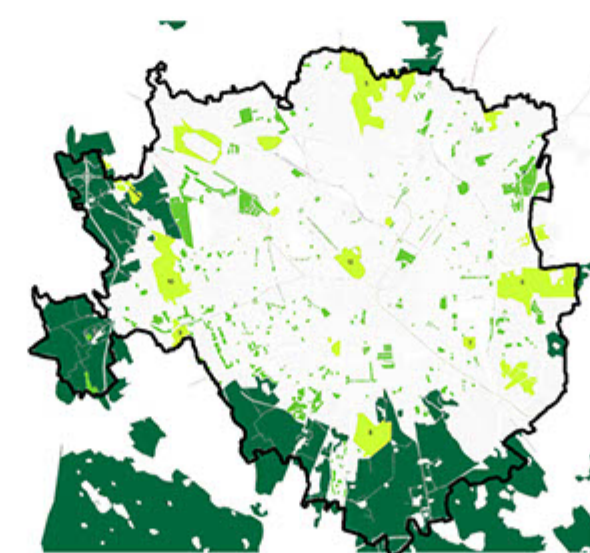
Milan's new plan is based on a continuous network system of public space in order to create a multicentric layout to enhance the system of the city.



Activities & Transformation Projects



Transportation Future



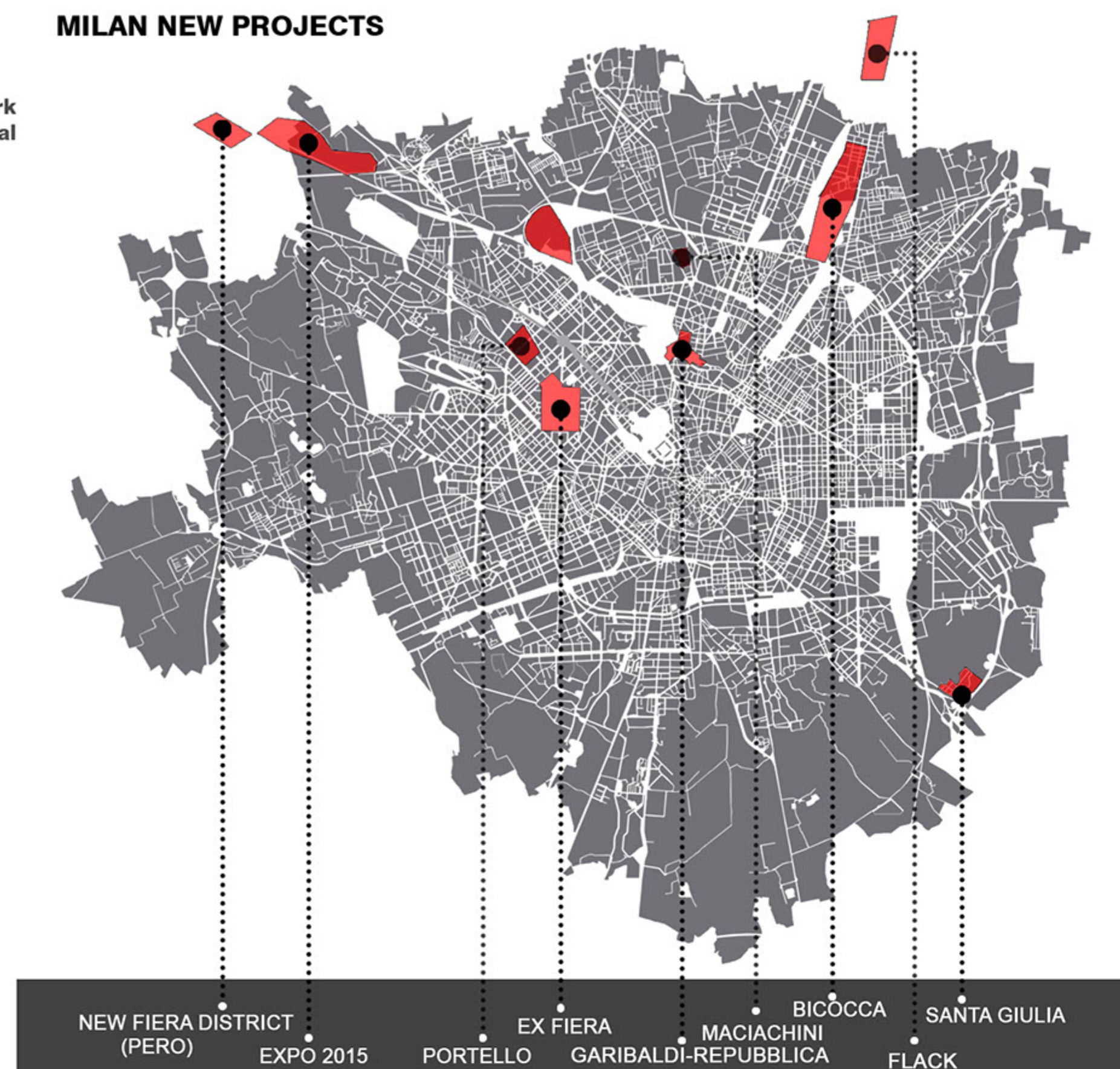
Green now



Green future

Milan has many open spaces that are not seen neither used as they could, separate pockets of green that are scattered all over the city and the considerable amount of green spaces that are in the outskirts of the city.

MILAN NEW PROJECTS

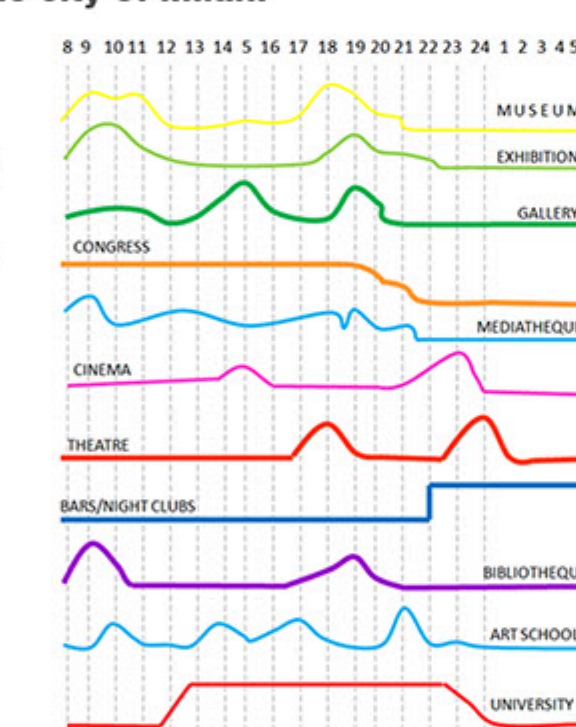


Transportation & activities

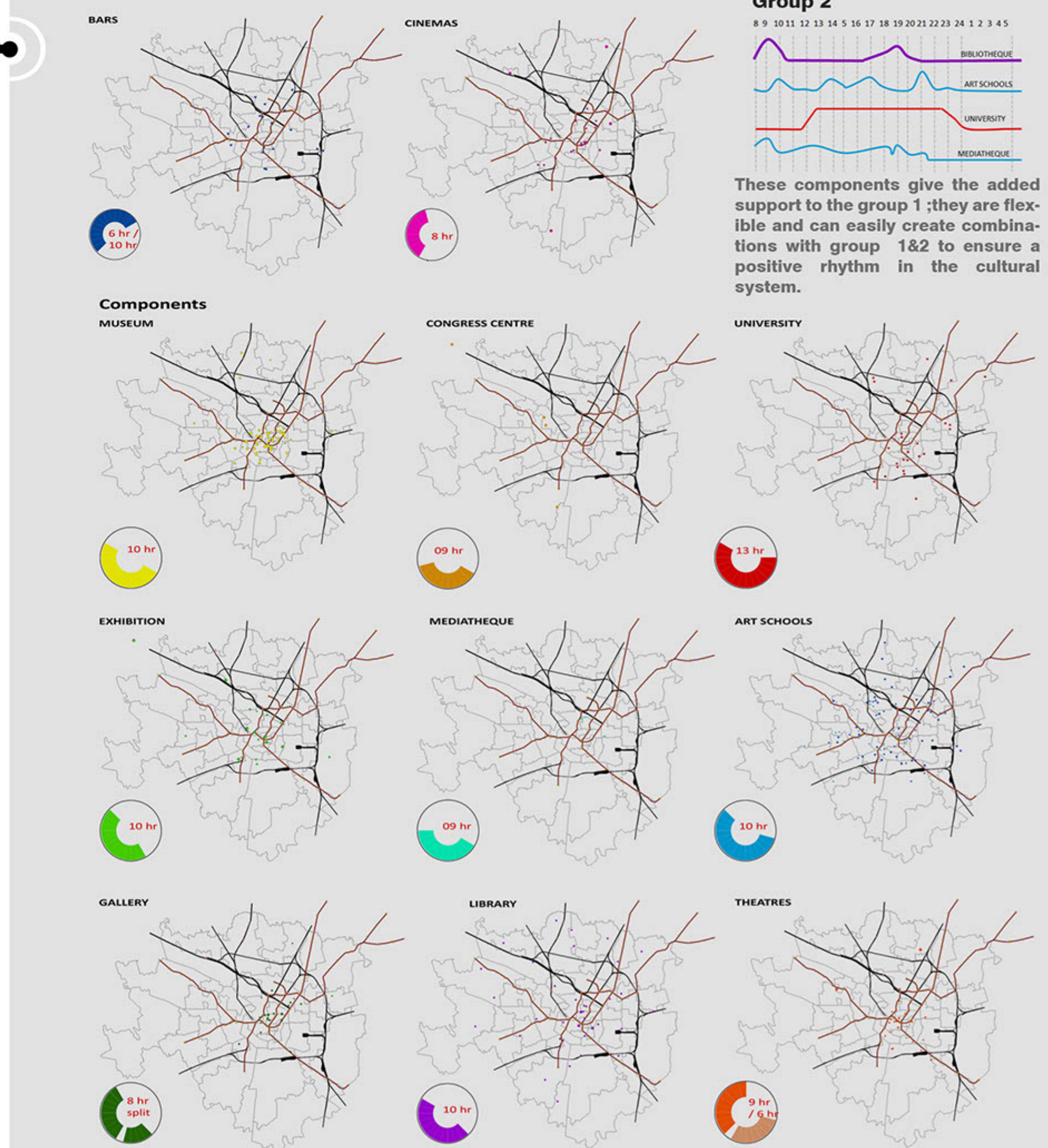
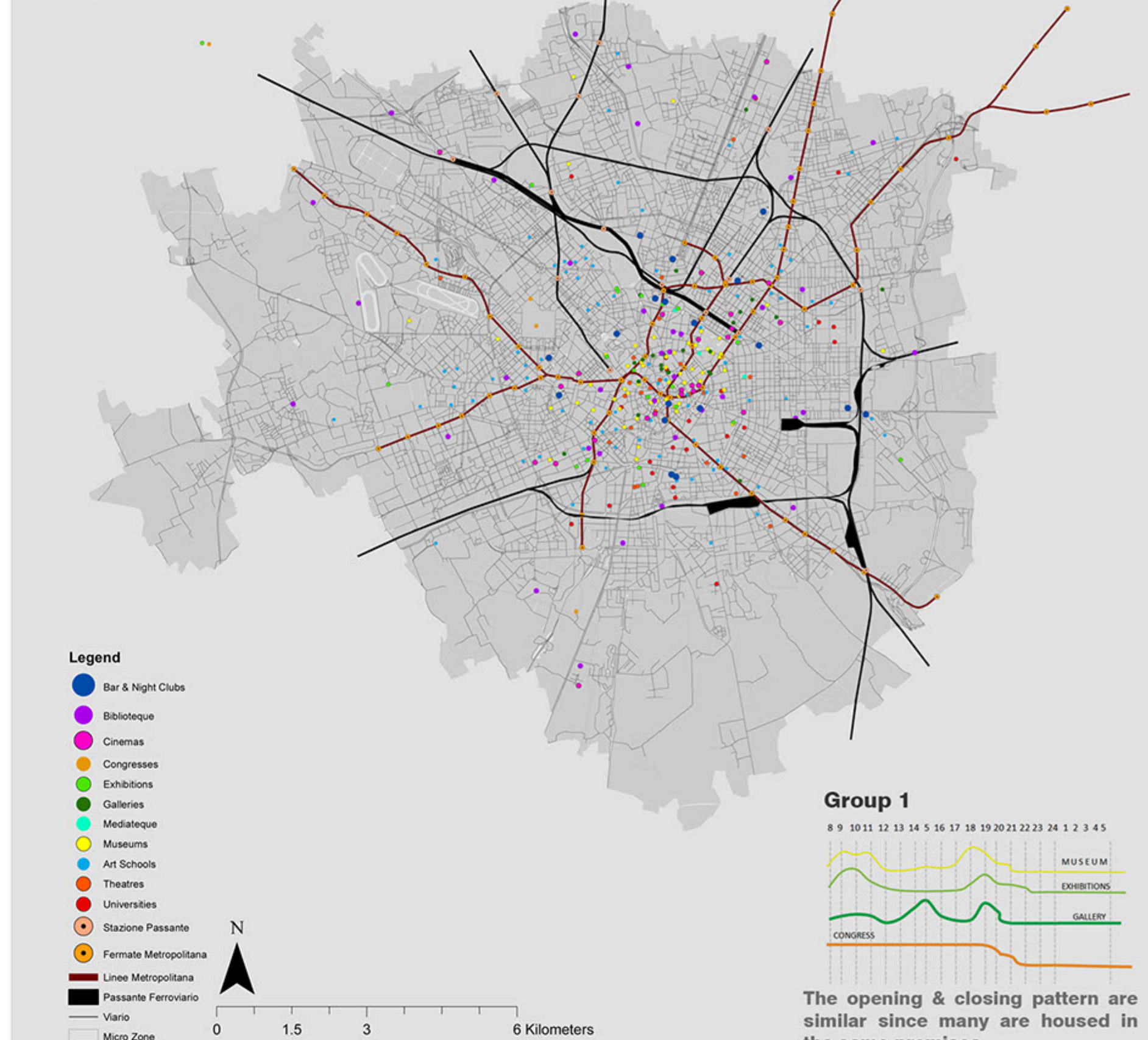
MILAN CULTURAL SYSTEM

To understand the cultural system and the rhythm of activities, a list of activities acting as participants were listed and located on the city map, the 321 dots indicated in the map are part of 11 components which act as cultural attractors and activity generators for the city of Milan.

1. Museums (55)
2. Exhibitions (21)
3. Gallery (24)
4. congress centers (04)
5. theatres (23)
6. Bars/Night Clubs (19)
7. Cinema (24)
8. Biblioteque (37)
9. Mediatheque (04)
10. Universities (25)
11. Art schools (85)



MILAN CULTURAL SYSTEM





SYSTEM OF ACTIVITIES

THE SYSTEM OF ACTIVITIES THAT POINTS OUT A HUGE RESIDENTIAL PRESENCE IN THE AREA NEAR VIA FARINI (EAST) AND CORSO SEMPIONE (WEST), WHERE THERE ARE ALSO COMMERCIAL AXES WITH A CONTINUOUS FRONT. THE NORTHERN PART OF THE SCALO IS EXPERIENCING A REQUALIFICATION INTO OFFICE BUILDINGS, ONCE SERVING THE RAILROAD ACTIVITIES.

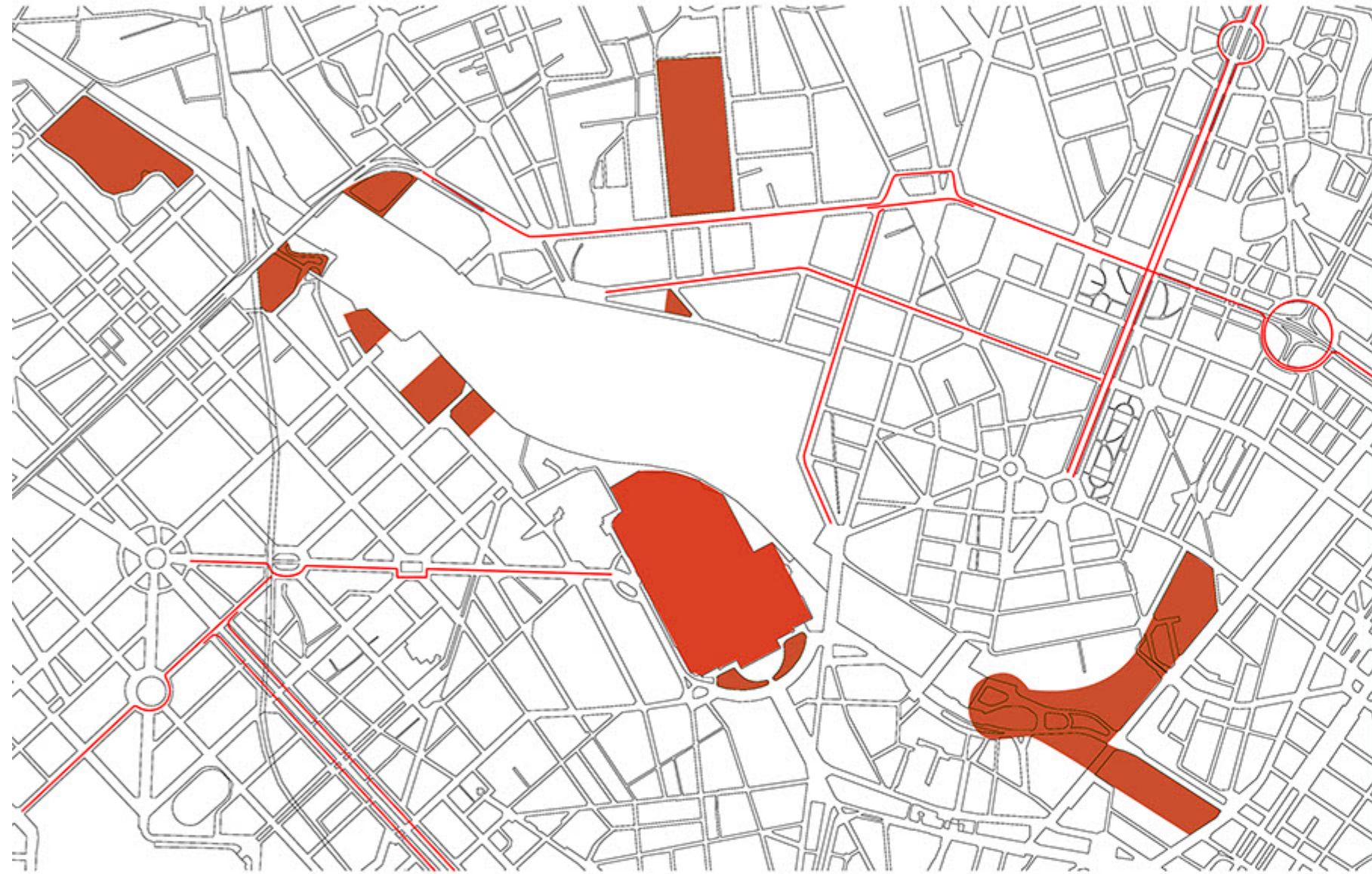


TRANSPORTATION & MOBILITY

THE AREA IS LOCATED IN A SPECIAL POSITION REGARDING THE LINKS WITH NORTH AND NORTH-WEST DIRECTIONS, WITH A DENSE INFRASTRUCTURES' NETWORK, BOTH FOR PRIVATE AND PUBLIC MOBILITY.

THE RAILROAD AND TRACKS OF THE RAILWAY'S DOCK ARE THE LIMIT, STILL NOWADAYS, FOR THE ADMINISTRATIVE NEIGHBOURHOOD AND THIS SEPARATION IS THE EQUIVALENT OF A MORPHOLOGICAL AND FUNCTIONAL GAP IN THE CITY ANALYSIS FOR THE URBAN CHARACTERS.

BETWEEN DISTRICTS WITH THE SYSTEM OF RING ROADS WITH DEDICATED LANES FOR THE FILO-BUS, ALONG VIALE STELVIO AND JENNER, OR FOR THE TRAM ALONG VIA FARINI, THE AXE CONNECTING DIRECTLY TO THE CITY CENTRE; IN ADDITION TO THAT, SOME LOCAL BUS LINES RUN WITHIN THE DISTRICT.



GREEN SYSTEM

IT IS A HIDDEN GREEN SYSTEM, AS IT USUALLY IS IN MILAN, SURROUNDED BY PHYSICAL BARRIERS, AS WALLS OR FENCES, OR ALSO SEPARATED BY BIG INFRASTRUCTURES: THE GREEN AREAS DESIGNED "ON THE PLAN" ARE MUCH MORE THAN THOSE PERCEIVED OR REALLY UTILIZED BY INHABITANTS.

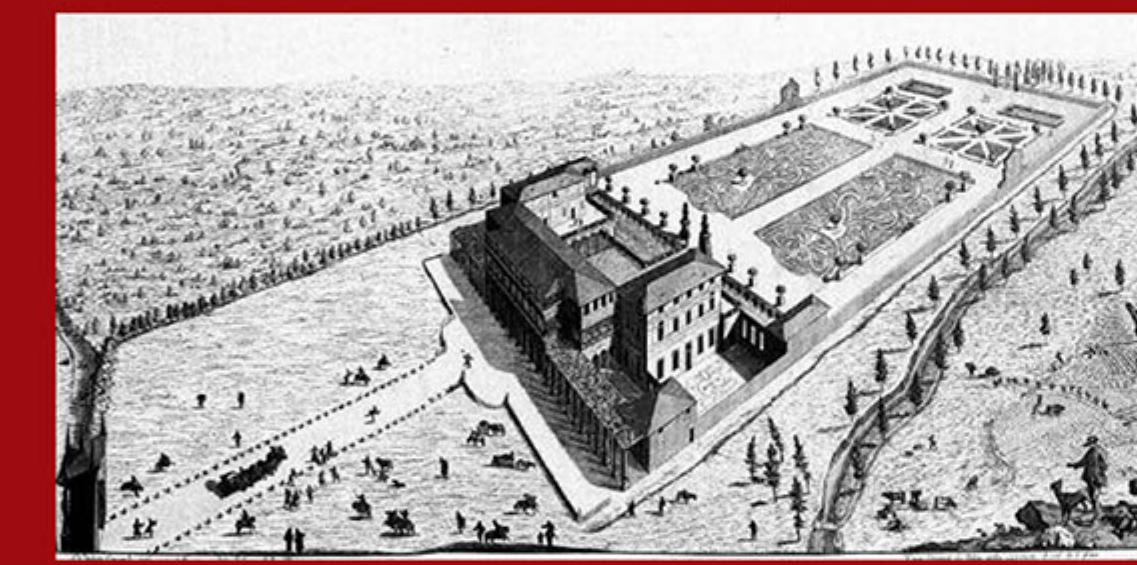
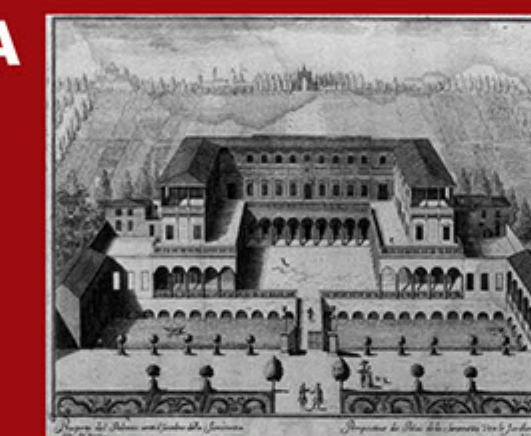
THE MAIN GREEN ELEMENT OF THE AREA IS CERTAINLY THE CIMETERO MONUMENTALE. THIS SCULPTURE GARDEN AT A BIG SCALE IS SEPARATED FROM THE CITY PARTIALLY BY THE FENCE WALL, THAT BLOCKS THE VIEW, PARTIALLY BY THE HEAVY TRAFFIC ROAD THAT SURROUNDS IT AND FLOWS ALONG THE AXE CENISIO-LUIGI NONO- FARINI, AND PARTIALLY BY THE RAILROADS TRACKS IN DIRECTION EAST-WEST. ALSO THE BIG PARKING LOT IN FRONT OF THE MAIN FAÇADE CONTRIBUTES TO THE SEPARATION OF THE PEDESTRIANS. INSTEAD OF WELCOMING THEM IN A FILTER-SPACE THAT LINKS THIS MONUMENTAL SYSTEM TO THE CITY.

GREEN BOULEVARDS

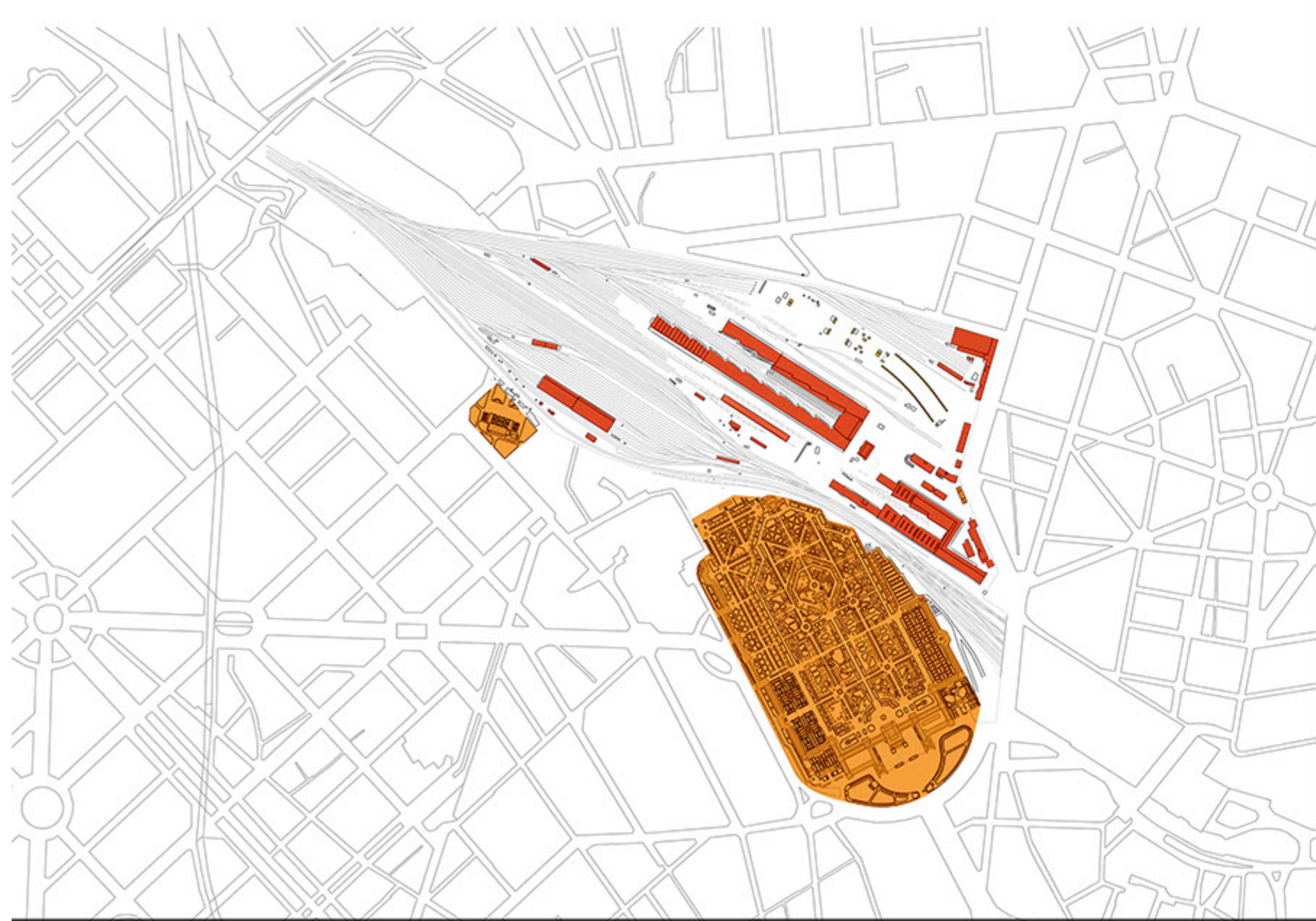
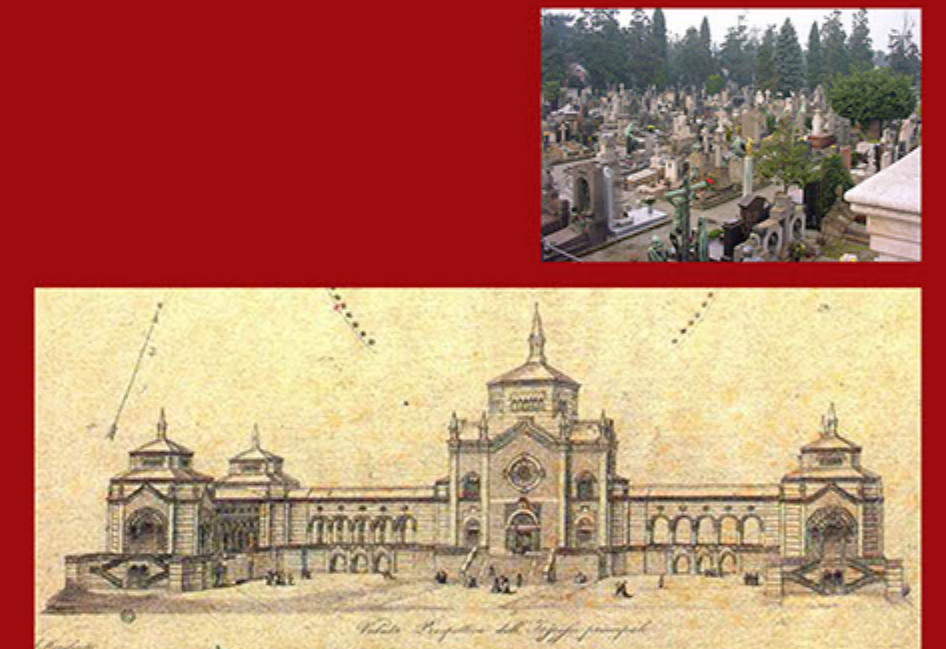
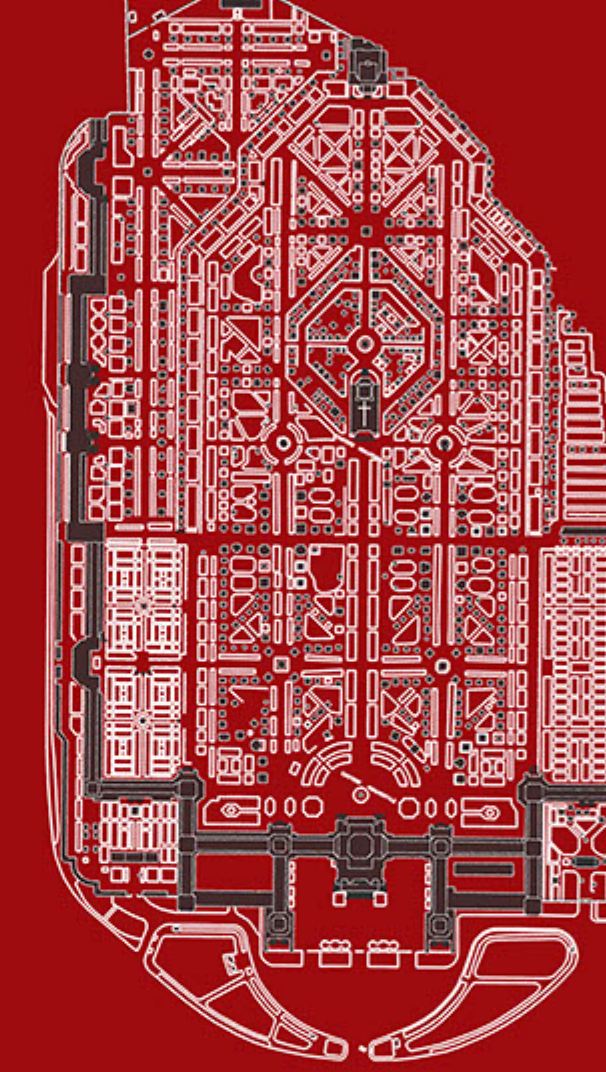
THE GREEN BOULEVARDS, ONE OF THE MAIN ELEMENT OF CHARACTERIZATION FOR THE WHOLE ROADS SYSTEM OF MILAN, ARE AN IMPORTANT PRESENCE BOTH IN THE RADIAL ROADS OF VIA VALTELLINA AND IN THE CIRCULAR ROADS OF VIALE JENNER AND STELVIO. THE PRESENT SITUATION SHOWS A DEGRADATION OF THOSE ELEMENTS: THEY ARE UTILIZED AS A NOT REGULATED PARKING SPACE, AND HAVE SEVERAL INTERRUPTIONS IN THE STRUCTURE OF THIS LINEAR GREEN SYSTEM. IN SOME PARTS, ALTHOUGH, THE TREES HAVE BEEN REPLACED.



VILLA SIMONETTA

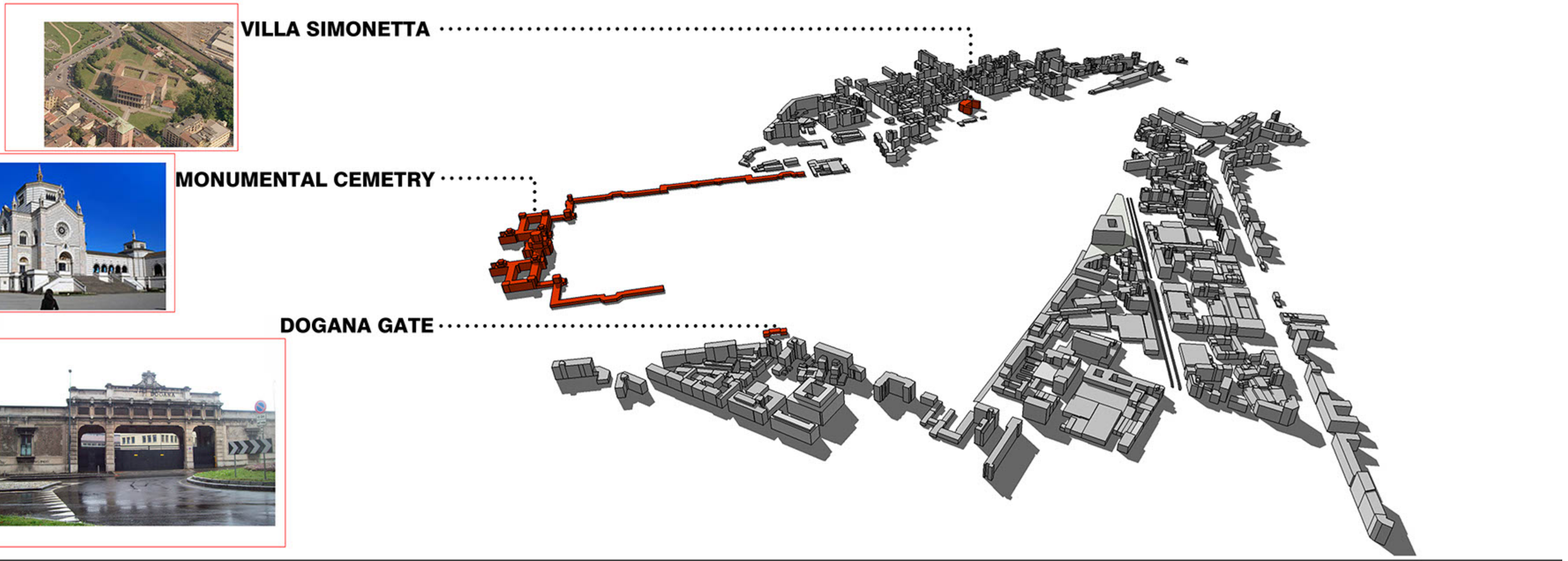


CIMETERO MONUMENTALE

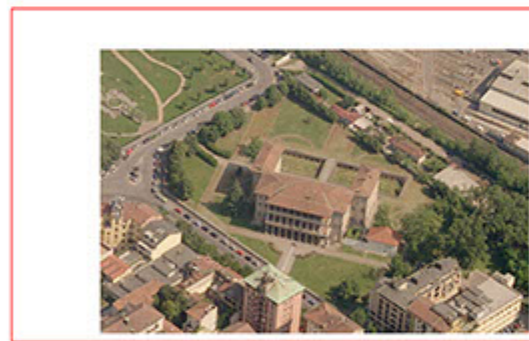


EXISTING STRUCTURES

THE SITE IS LOCATED BETWEEN TWO DIFFERENT URBAN TEXTURES. RESULTED FROM DIFFERENT URBAN PLANNINGS THE TWO SIDES OF THE SITE SHOW DIFFERENT CHARACTERISTIC OF URBAN BLOCKS, STREETS AND URBAN MORPHOLOGY.



VILLA SIMONETTA



MONUMENTAL CEMETRY

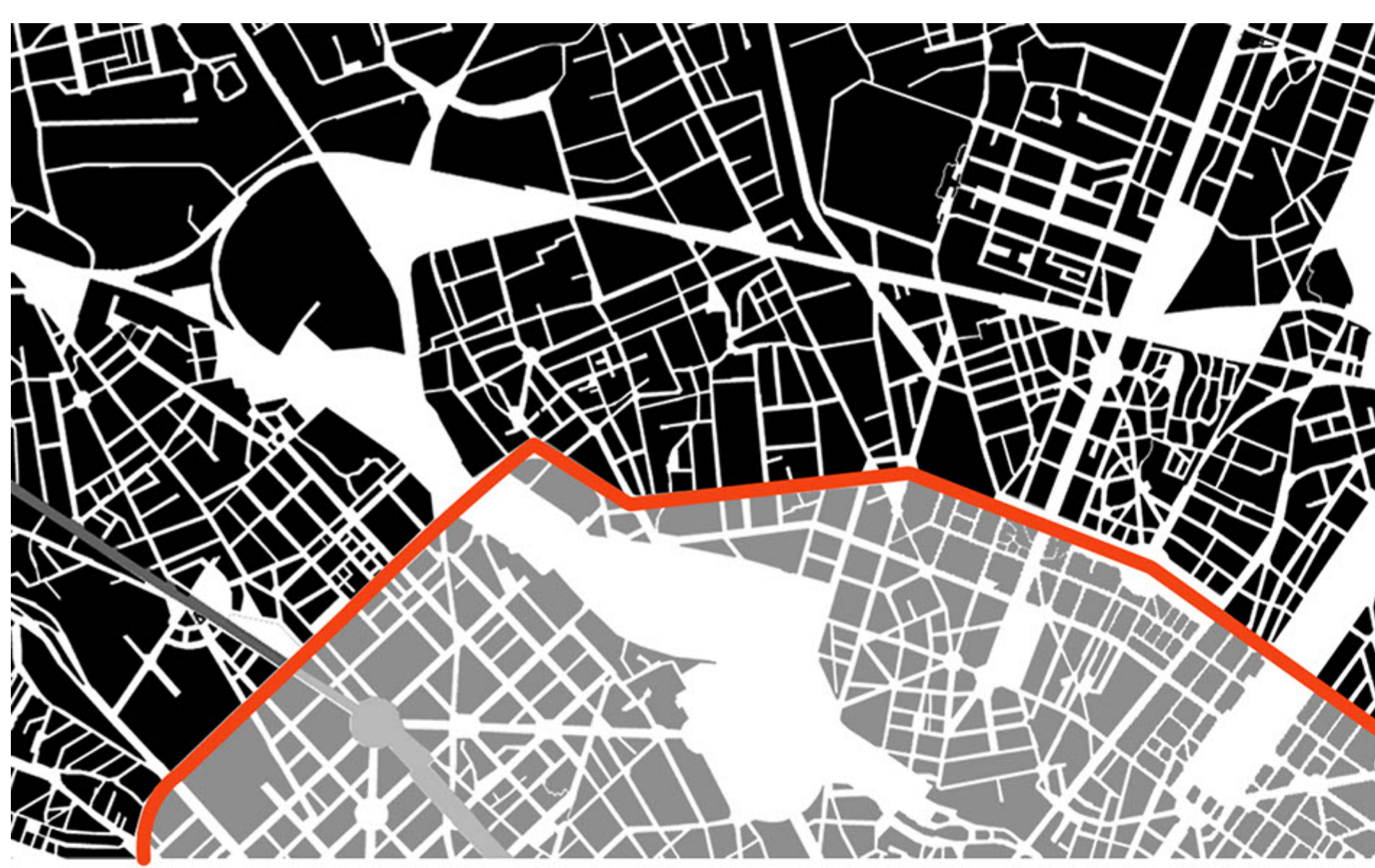


DOGANA GATE

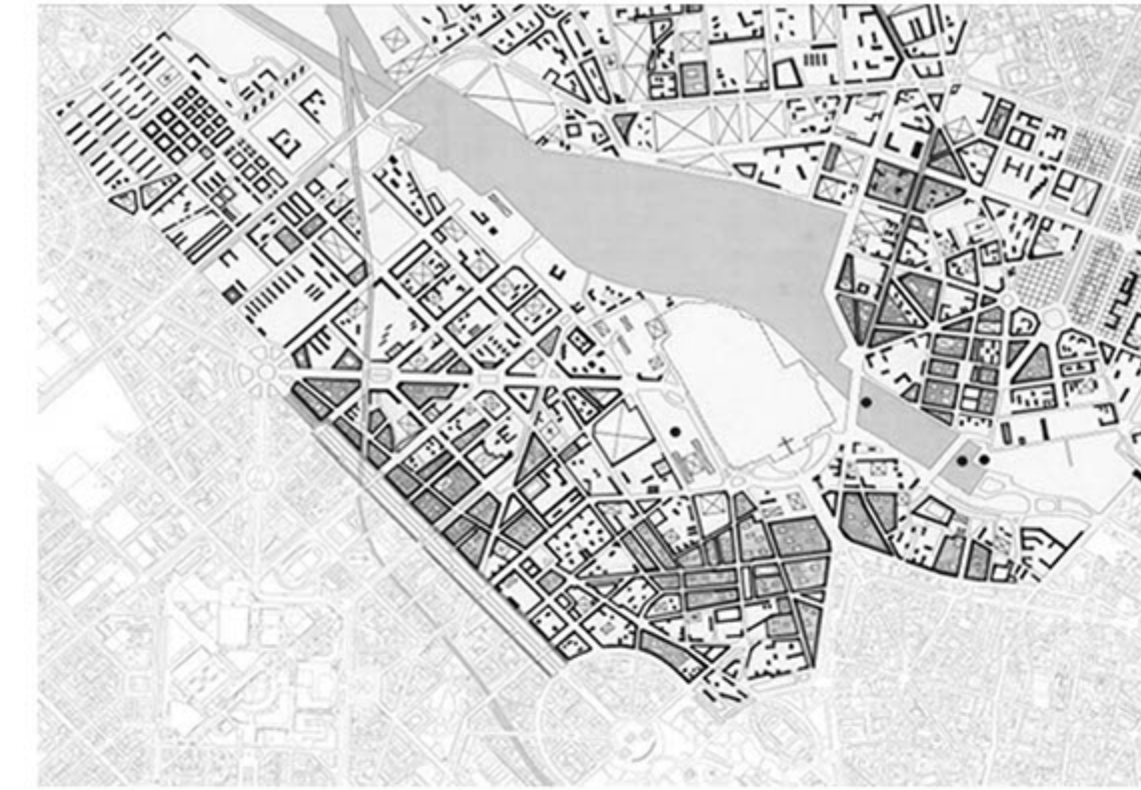


DOGANA GATE

ANOTHER IMPORTANT PEDESTRIAN GATE IS THE OLD CUSTOMHOUSE ENTRANCE, ON VIA VALTELLINA, IN CONTINUITY WITH THE EXISTING STREET NETWORK AND THE HISTORICAL LANDMARK OF THE SITE.



URBAN FABRIC
 THE SITE IS LOCATED BETWEEN TWO DIFFERENT URBAN TEXTURES. RESULTED FROM DIFFERENT URBAN PLANNINGS THE TWO SIDES OF THE SITE SHOW DIFFERENT CHARACTERISTIC OF URBAN BLOCKS, STREETS AND URBAN MORPHOLOGY.



URBAN SPACES
 SPACE CONFIGURATION HAS DIFFERENT CHARACTERS ACCORDING TO ITS HISTORICAL PERIOD, AND ALSO TO THE RELATIONSHIP WITH DIFFERENT DEGREE OF PERMEABILITY OF BUILDINGS, BLOCKS, AND OF PARTS OF THE CITY. THE PRIMARY ELEMENT FOR CHARACTERIZING THE AREA IS THE STRONG INDUSTRIAL PRESENCE, PAST AND PRESENT.



VIA APPRIKA, THE ABANDONED OFFICES AND LOFTS



VIA FARINI AND VIEW OF VIA FARINI FROM THE CITY CENTRE



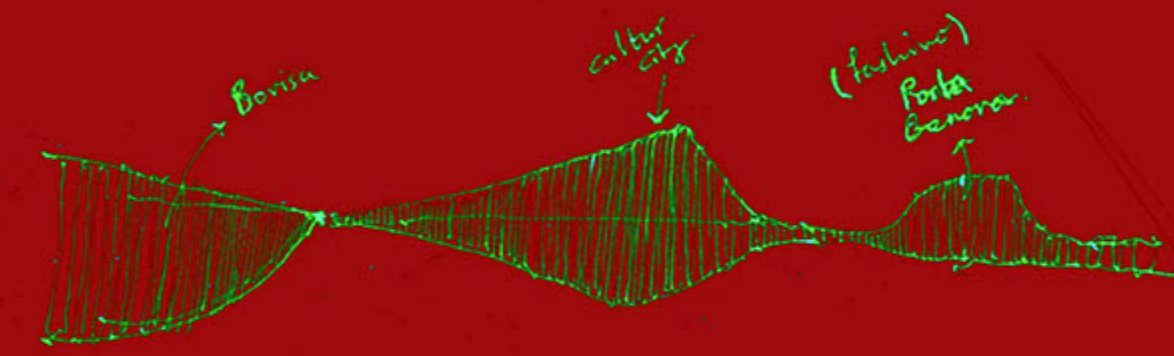
THE COMPACT AND DENSE FRONT LINE OF VIA VALTELLINA, TOWARD VIA FARINI



OFFICE BUILDING AT THE CORNER WITH VIALE STELVIO



NEW PROJECTS
 SCALO FARINI IS SITUATED BETWEEN NEW PROJECTS COMING UP IN THE FUTURE OF MILANO, BOVISA, PORTA NOUVA, CITY LIFE AND MACCIACHINI ARE THE CLOSEST ONES TO THE SITE. THE NEW PROJECT IN SCALO FARINI SHOULD WORK AS A CONNECTOR BETWEEN THE NEW PROJECTS TO FORM A CONTINUOUS URBAN TISSUE THAT IS WELL CONNECTED TO THE FABRIC OF THE CITY.

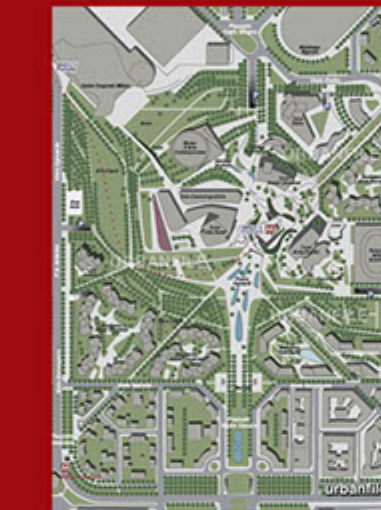


- BOVISA



Functions of general interest: Technology and Science Park, university, students' campus, Palazzo dell'Innovazione (Innovation Centre), public service and function. Other functions: service industry, residential, retail, shopping centre, leisure and sport facilities.

- CITY LIFE



Porta Nuova fills the void in reconnecting neighbourhoods with history, structure, characteristics and different purposes and that are disjoint together. The role assigned to the green public spaces and the traffic, one can eventually connect the areas and ways in which these neighborhoods are returning to the city area, which is vital for the future of Milan.

- PORTA NOUVA



The core of the new district will consist of a large urban park, whose margins are set to five residential areas. At the center three towers will arise to accommodate tertiary functions. The new district will also host high concentration of facilities dedicated to culture and leisure, such as the Museum of Art Contemporanea of Milan and the Palace of Sparks, devoted to recreational and educational for childcare and leisure.



RAILWAYS
 THE RAILWAYS PASSING THROUGH SCALO FARINI DIVIDE THIS PART OF THE CITY IN TWO DIFFERENT SECTORS. WORKING AS A BORDER THIS RAILWAYS DEGRADE THE CITY TEXTURE ALONG THEIR WAY AND PRODUCE A VACUUM IN THE SURROUNDINGS. WITH ONE BRIDGE IN THE SOUTH OF THE SITE AND ON BRIDGE ON THE NORTH OF IT. THE CONNECTIONS PROVIDED BY THE CITY NETWORK IS NOT SUFFICIENT; SPECIALLY IN THE PEDESTRIAN AND BICYCLE LEVEL AS WELL AS IN THE VEHICULAR.



THE FIRST RAILWAY BELT: 1857-1931



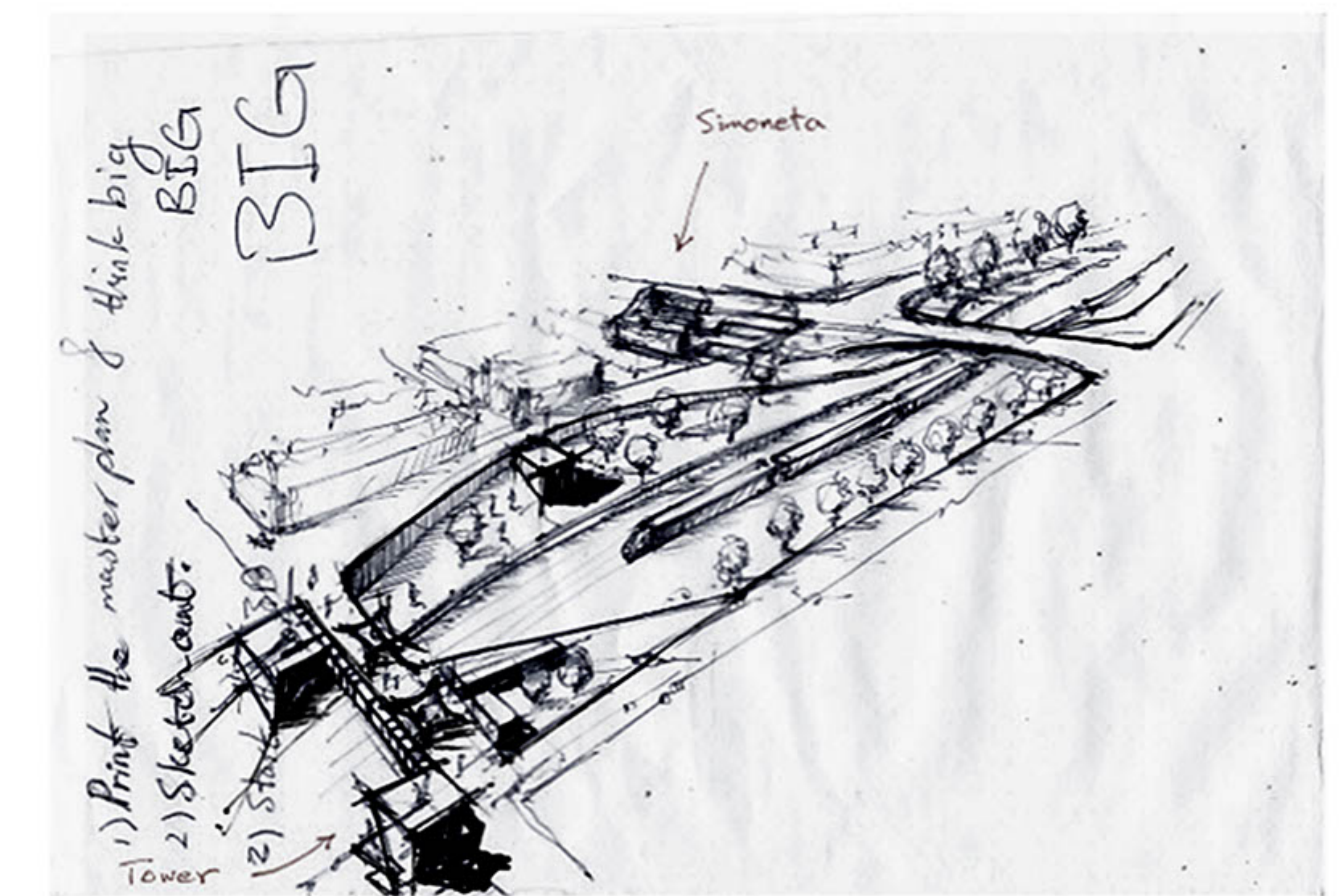
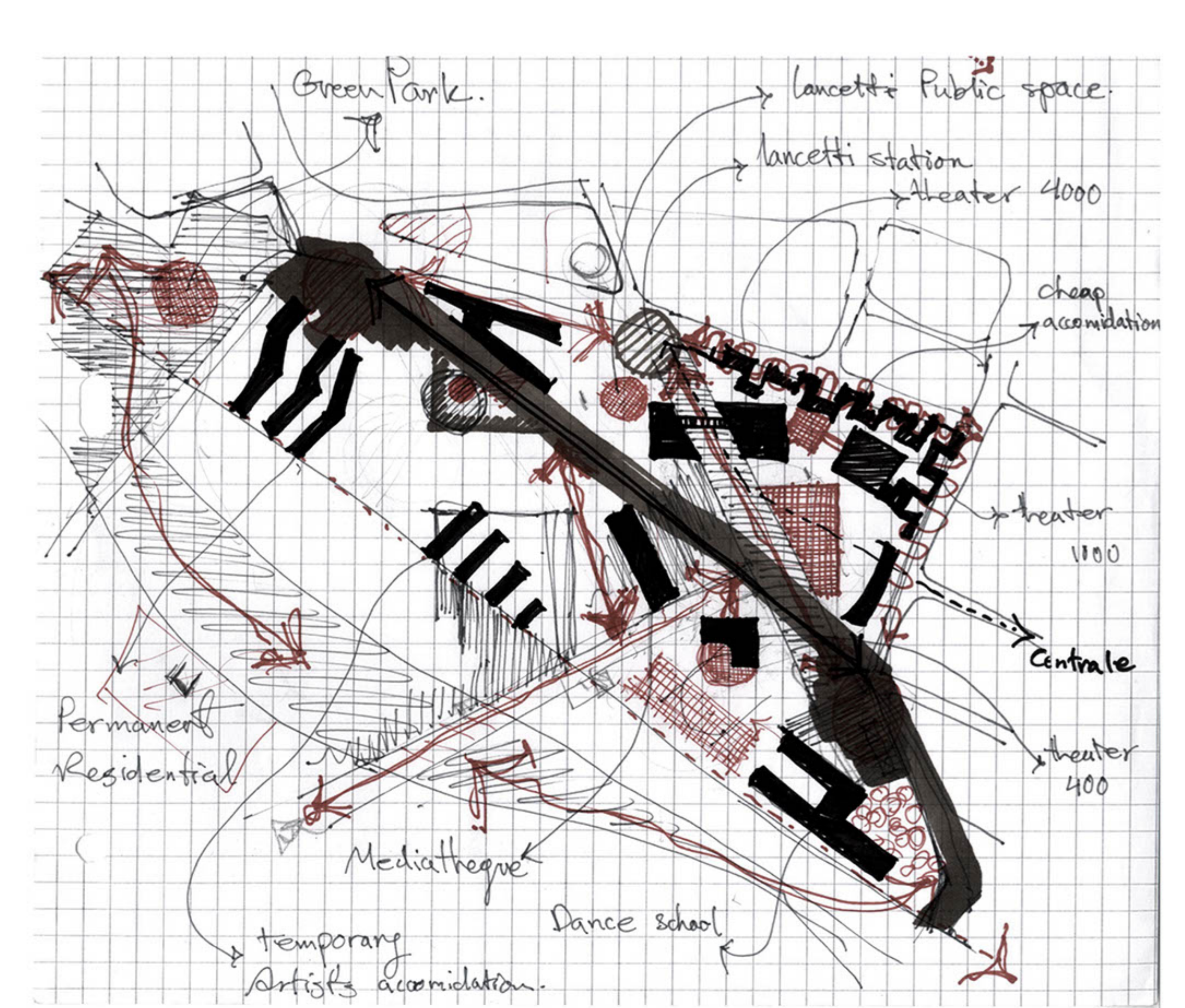
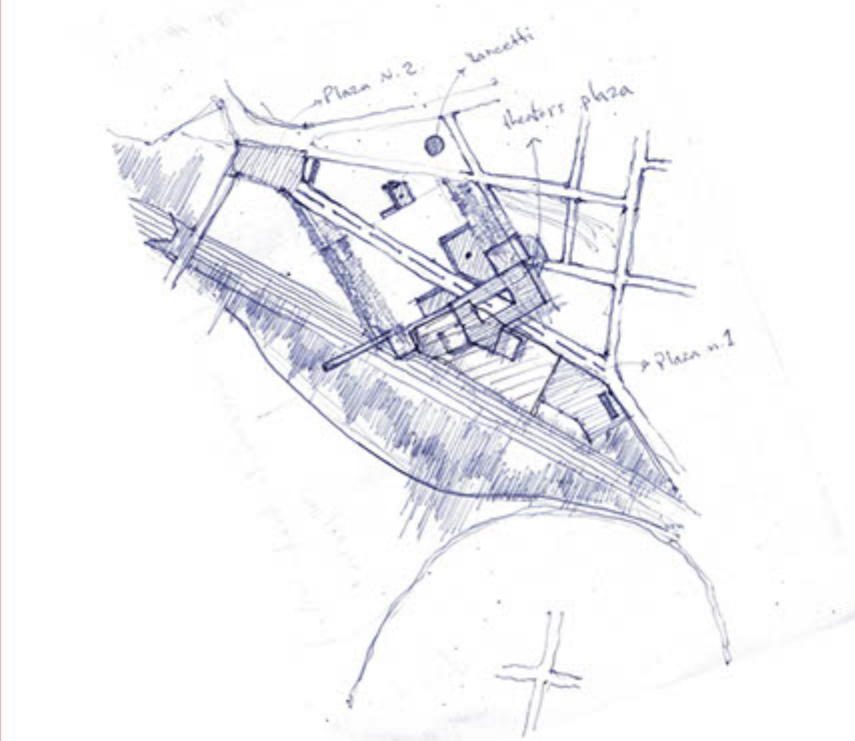
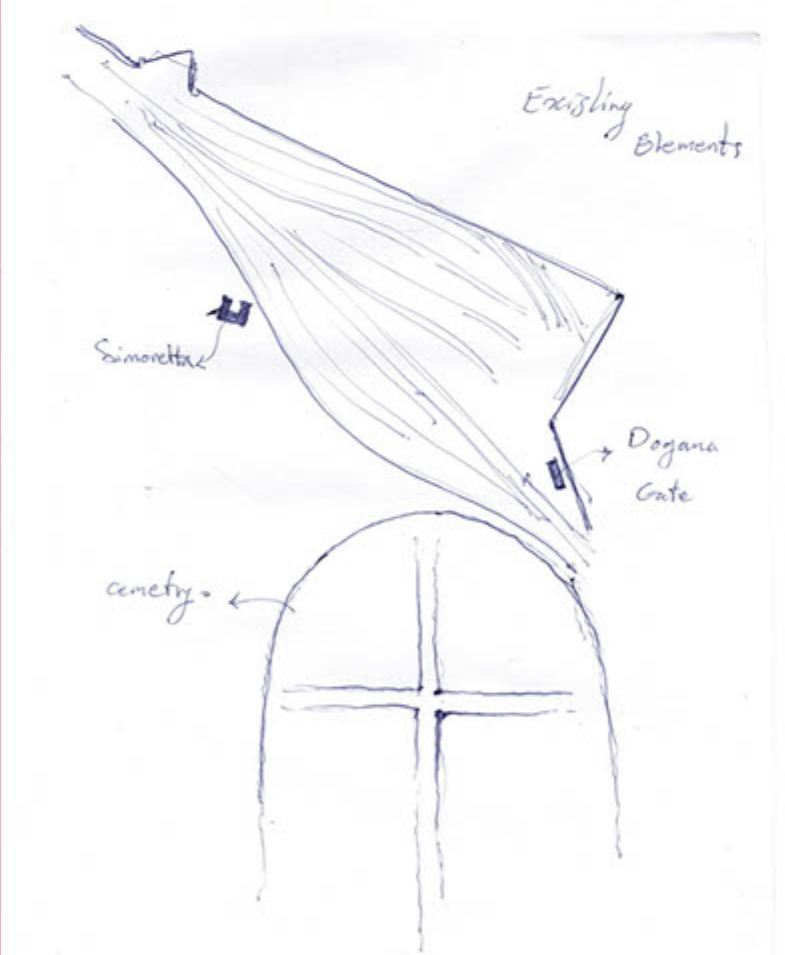
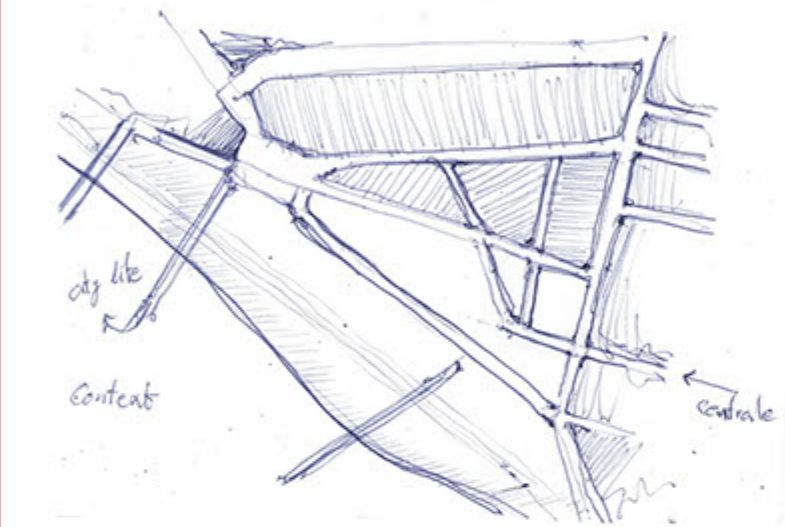
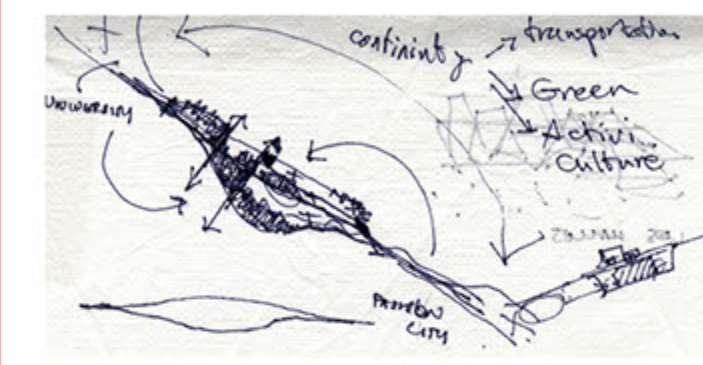
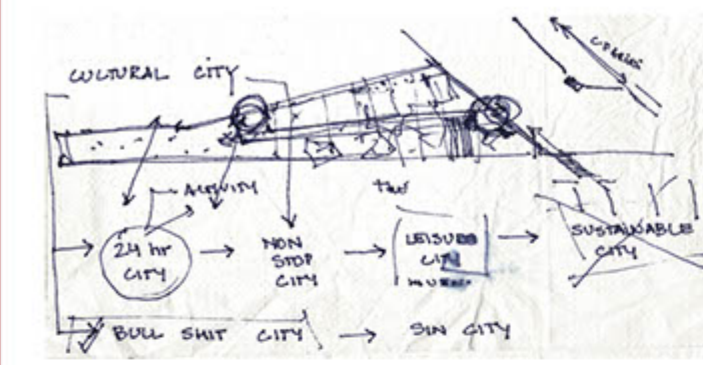
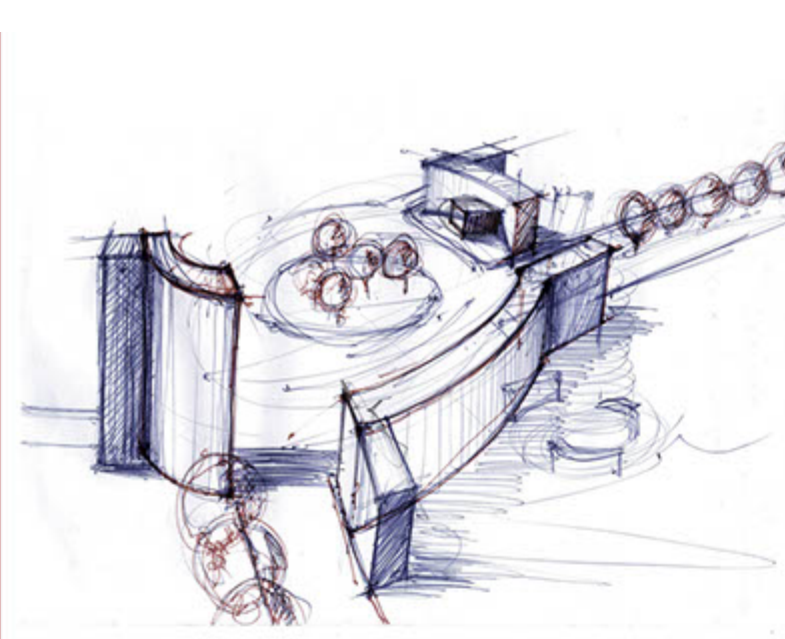
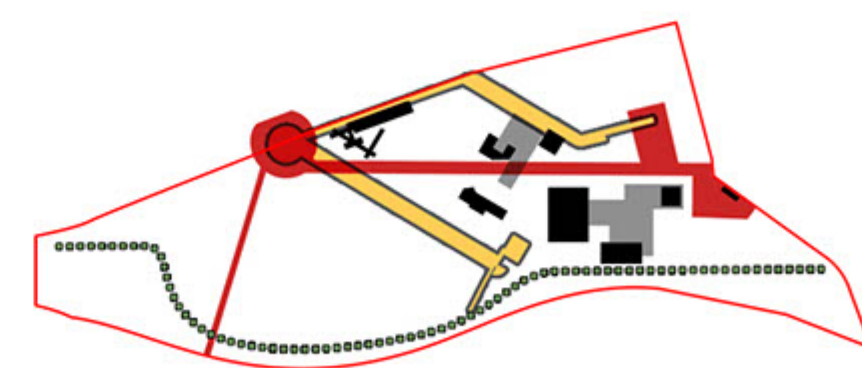
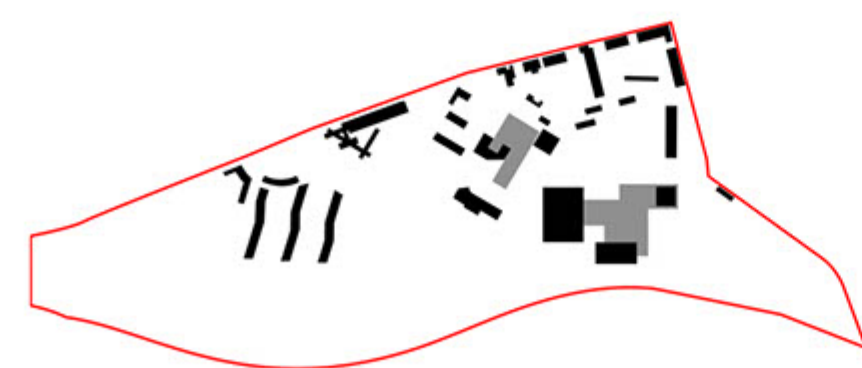
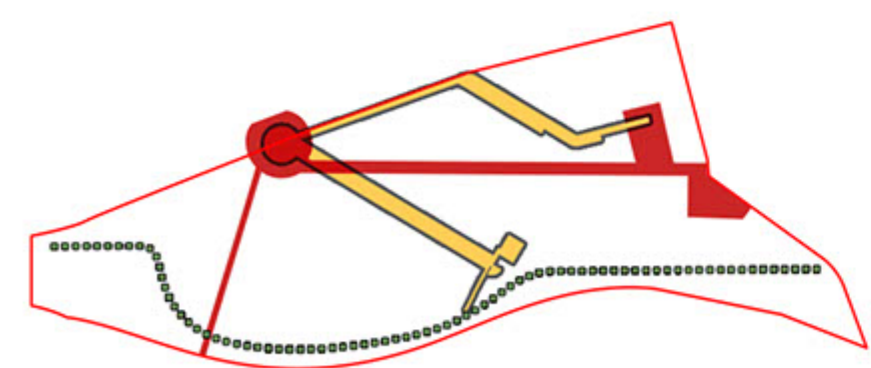
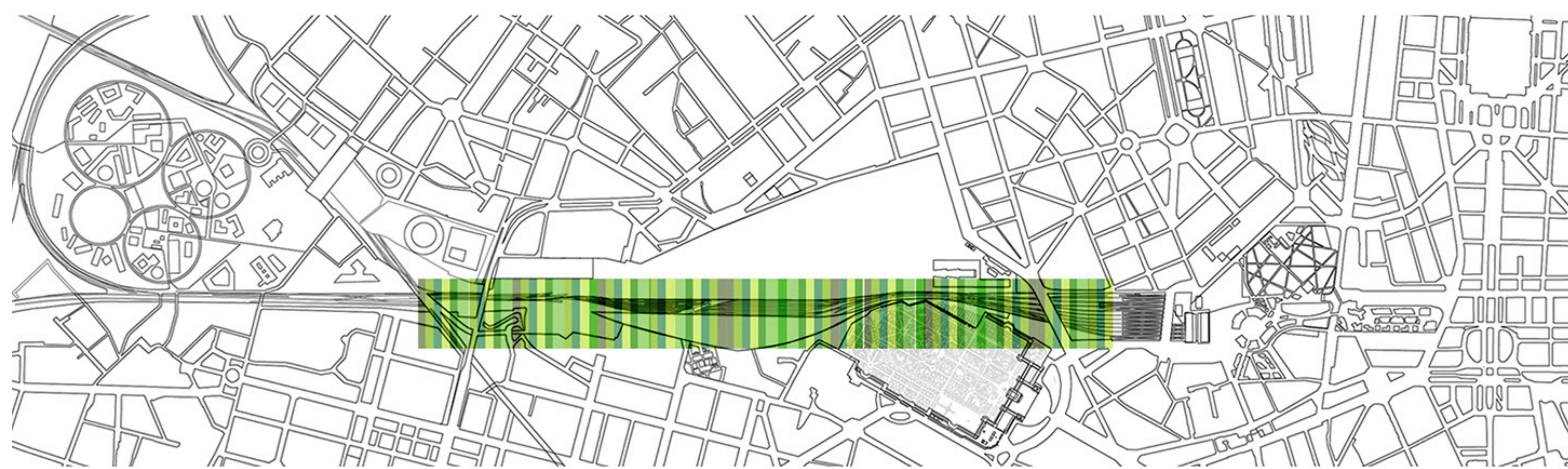
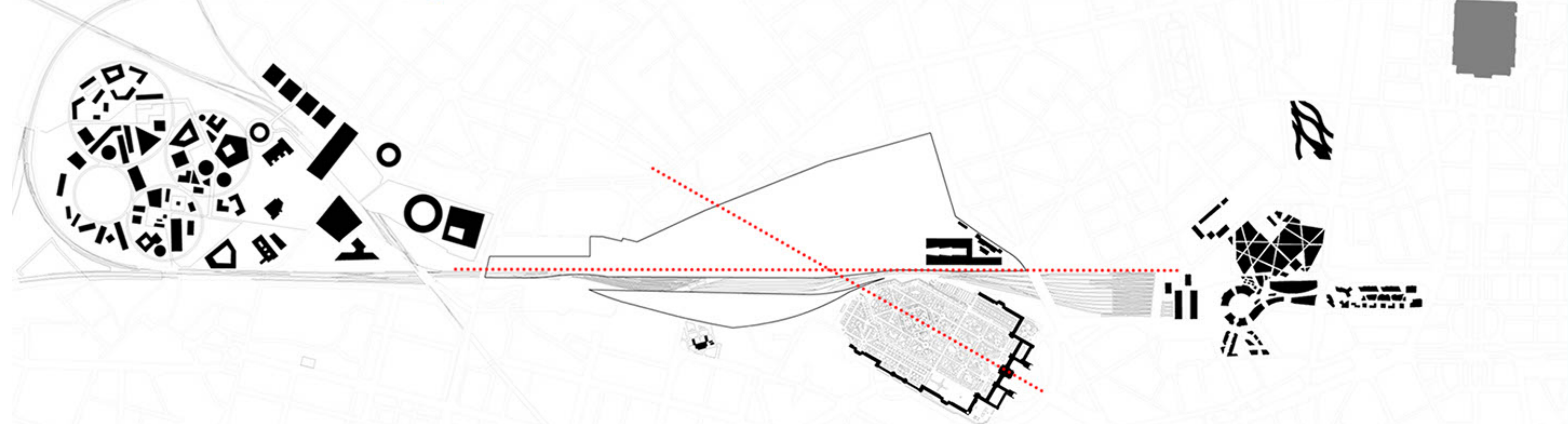
THE BELT RAILWAY OPENED AFTER RENOVATION IN 1931

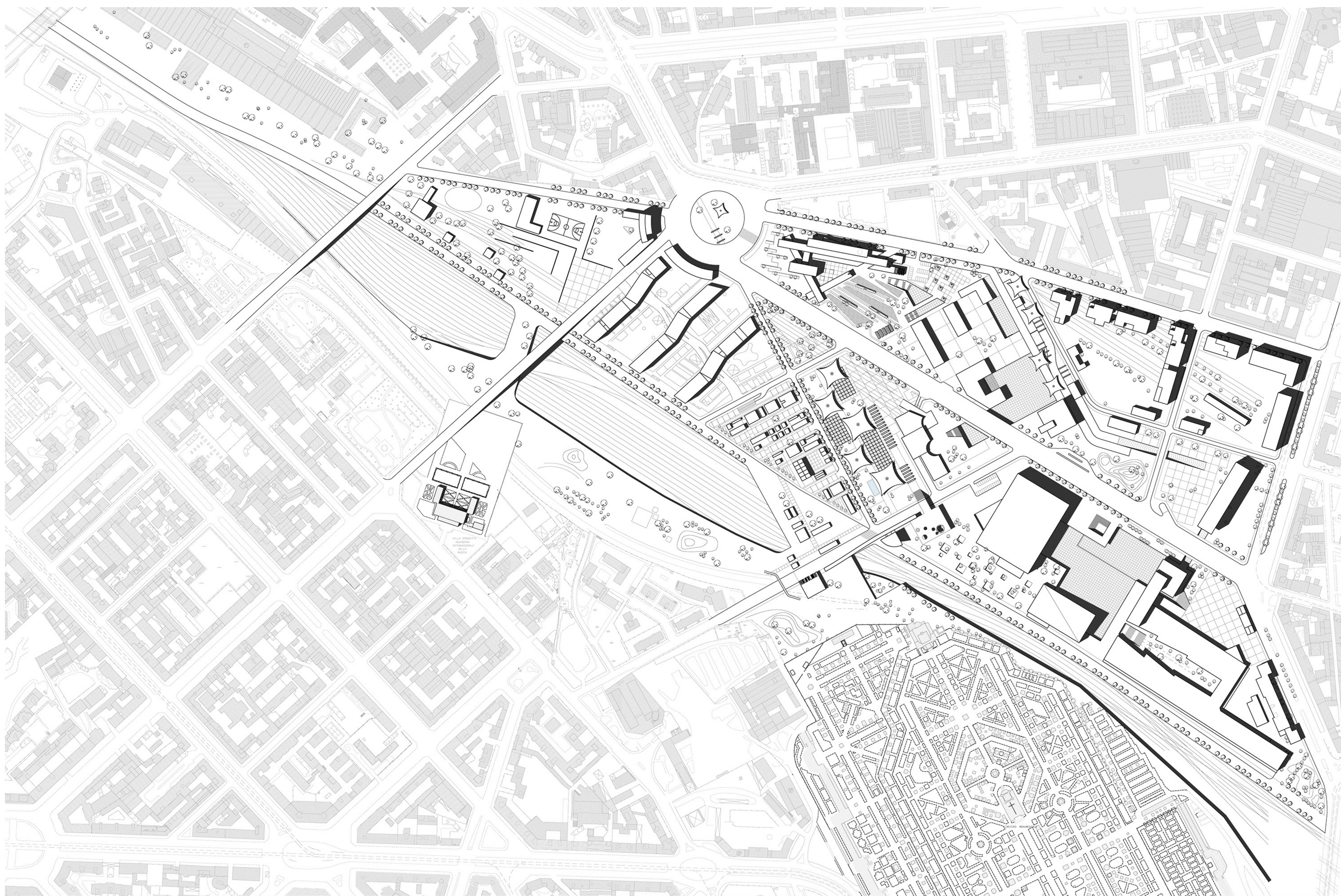


VIEW OF THE RAILWAYS TOWARDS MONUMENTAL CEMETERY FROM FARINI BRIDGE



VIEW OF THE RAILWAYS TOWARDS PORTA NOUVA FROM FARINI BRIDGE





POLITECNICO DI MILANO - SEDE DI PIACENZA - Facoltà di Architettura e Società

NEW URBAN DEVELOPMENT IN EX-SCALO FARINI

MUSEUM OF THE CITY

Thesis Design - April 2013

Student : Hooman Sadegholvad

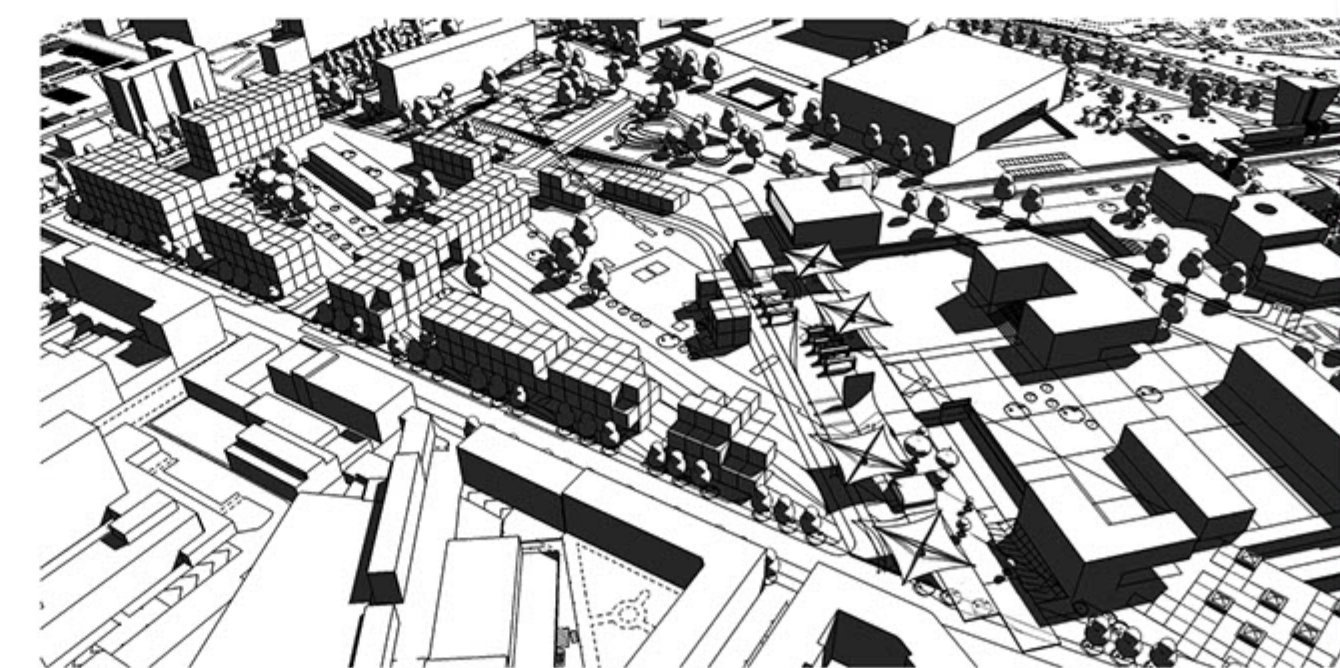
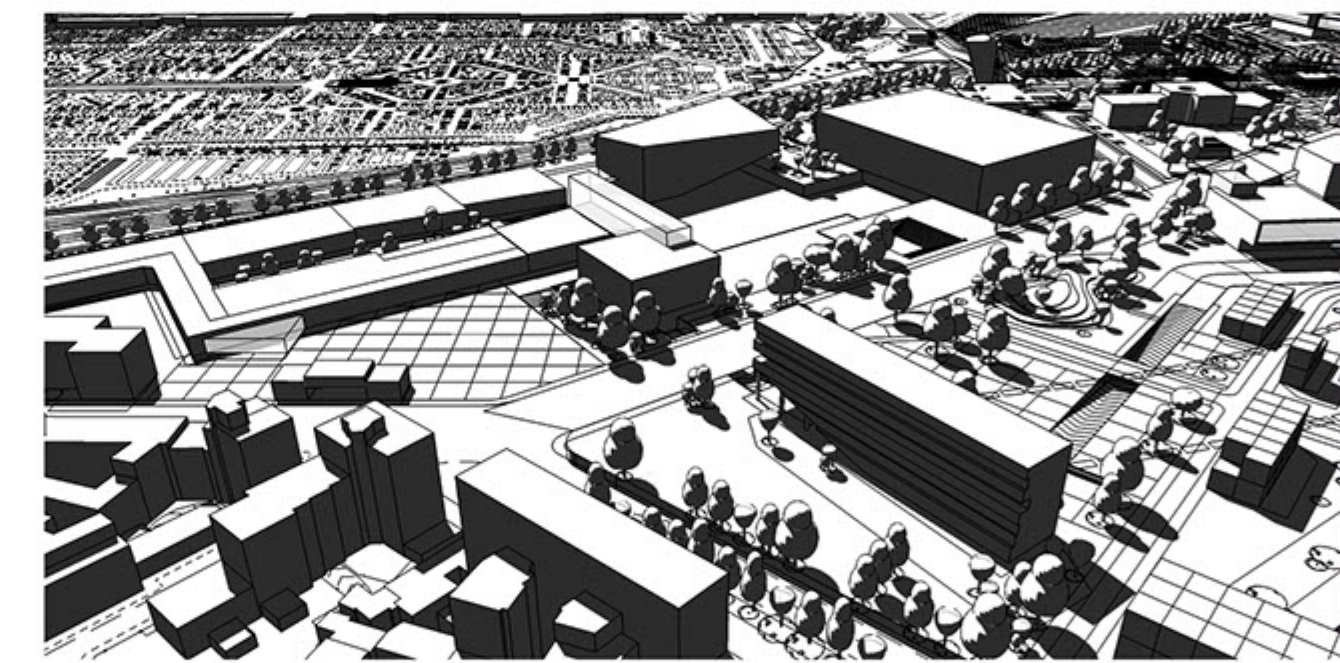
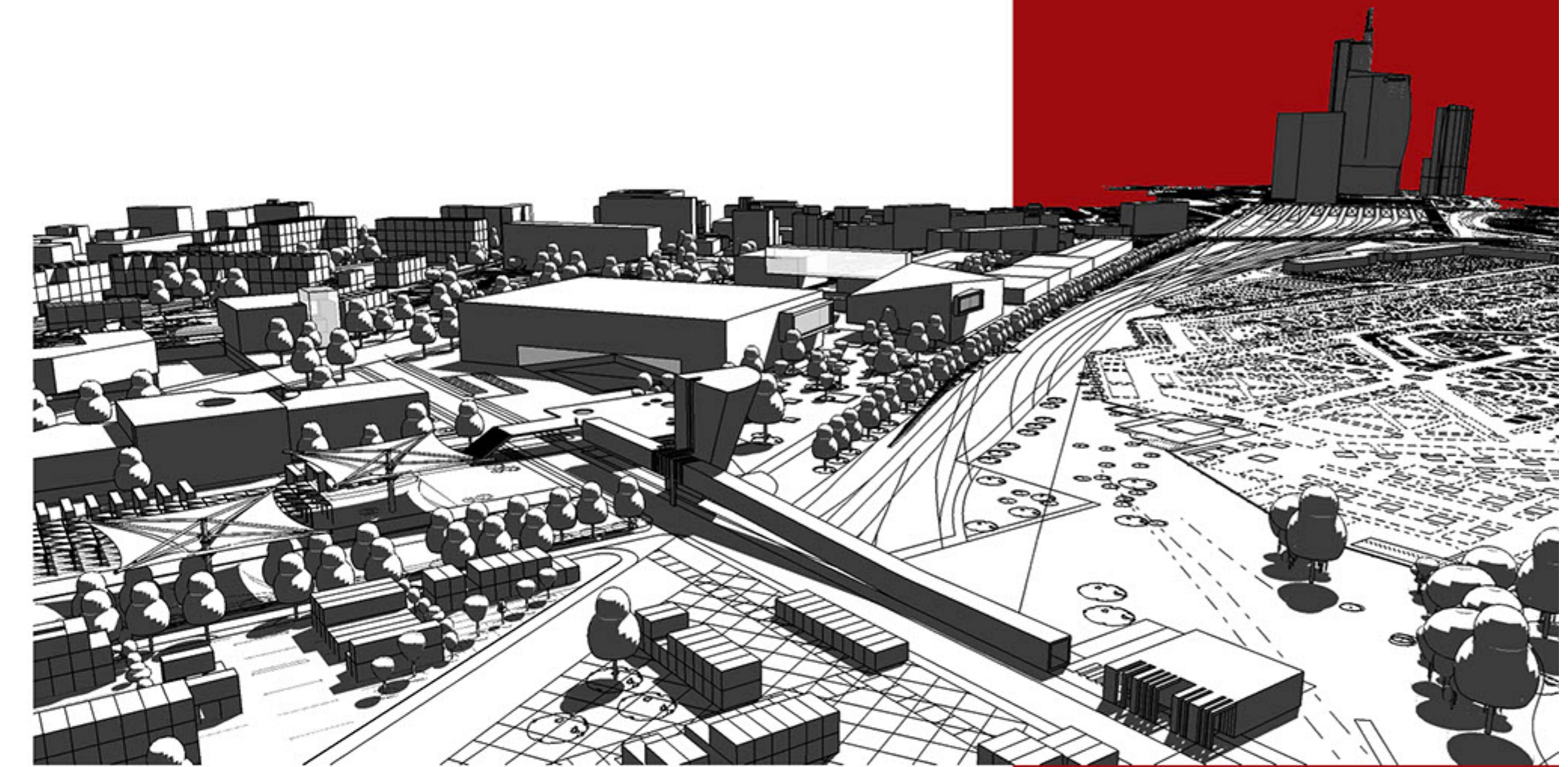
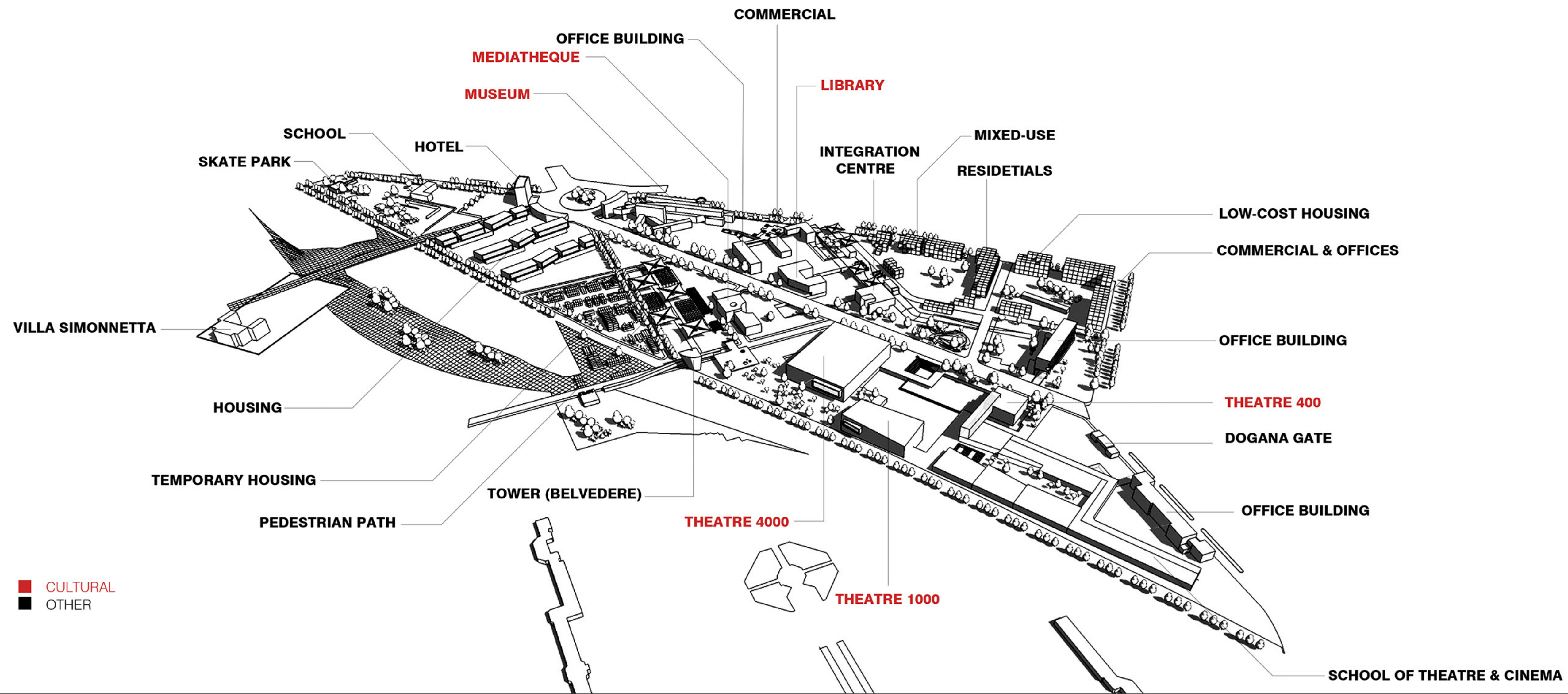
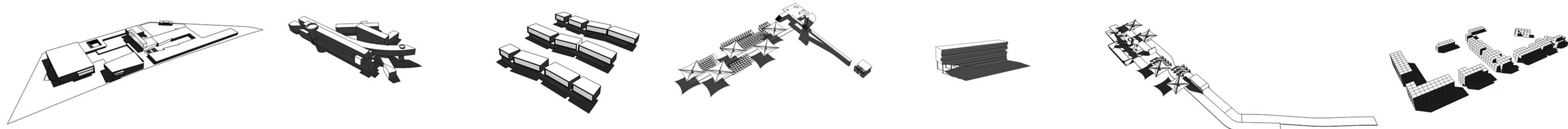
Relatore : Prof.ssa.Maria Vegeto

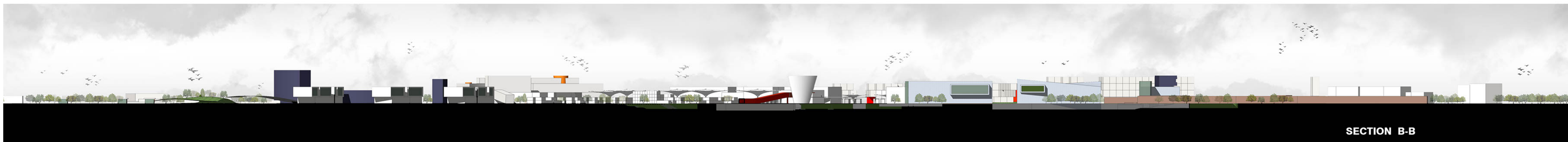
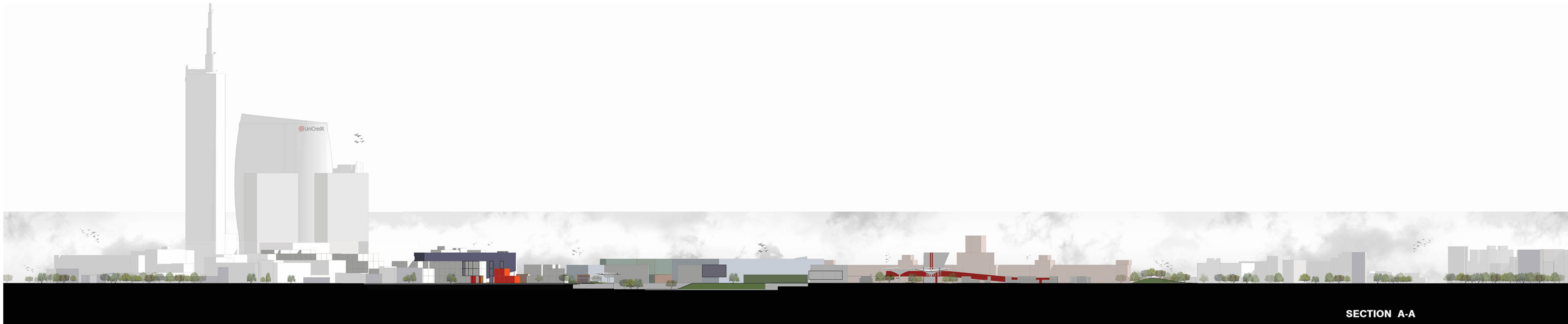
Coordinator : Arch. Irene Avino

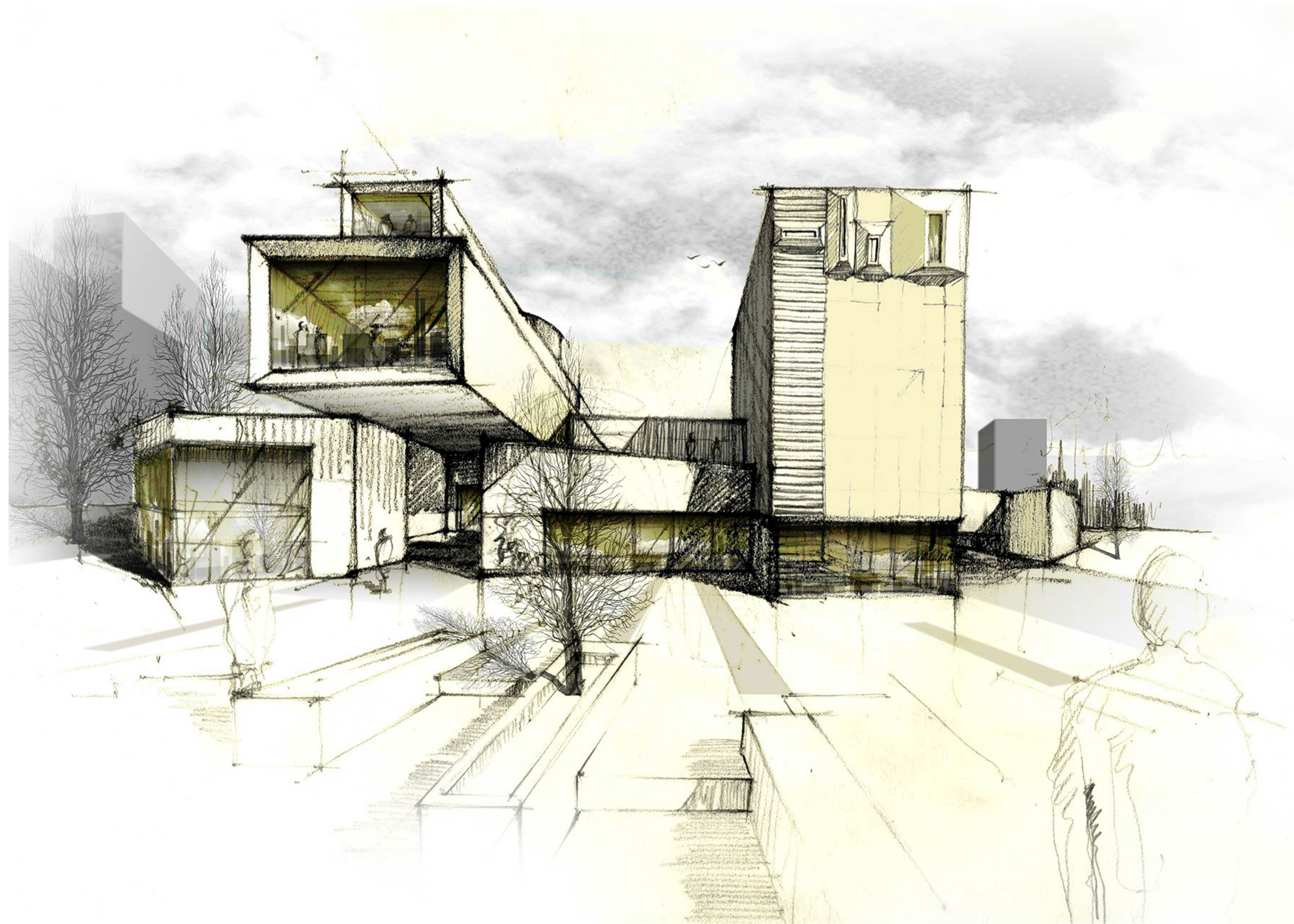
MASTER PLAN

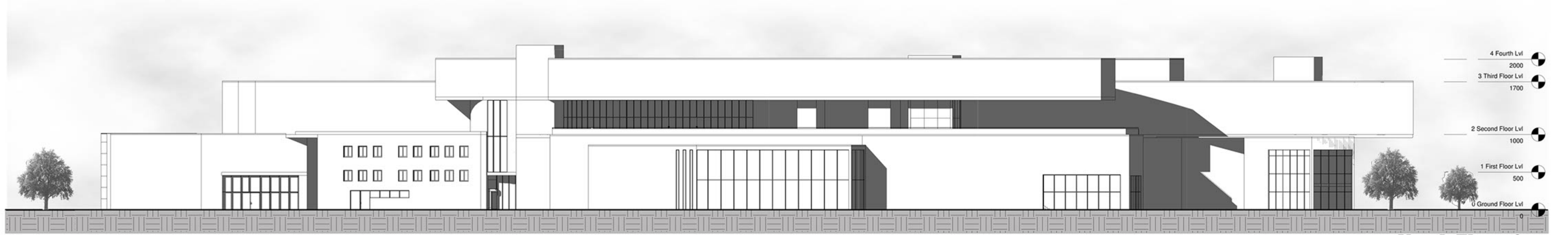
00

- THEATRE COMPLEX
- MUSEUM
- RESIDENTIAL
- PEDESTRIAN BRIDGE
- OFFICE BUILDING
- PEDESTRIAN PATH
- LOW-COST HOUSING

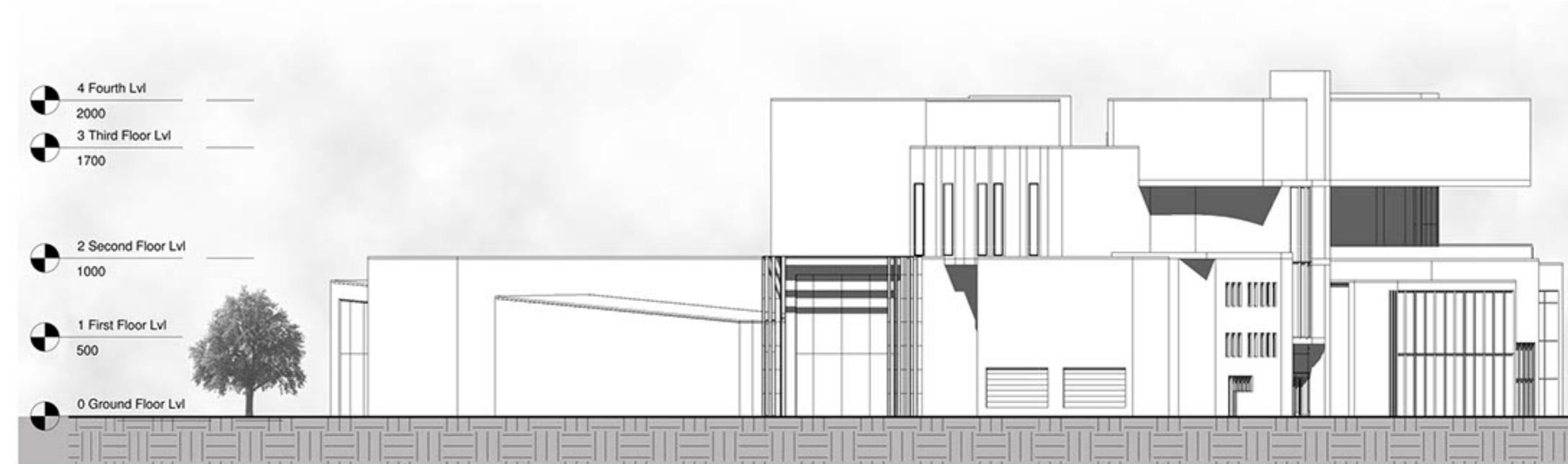




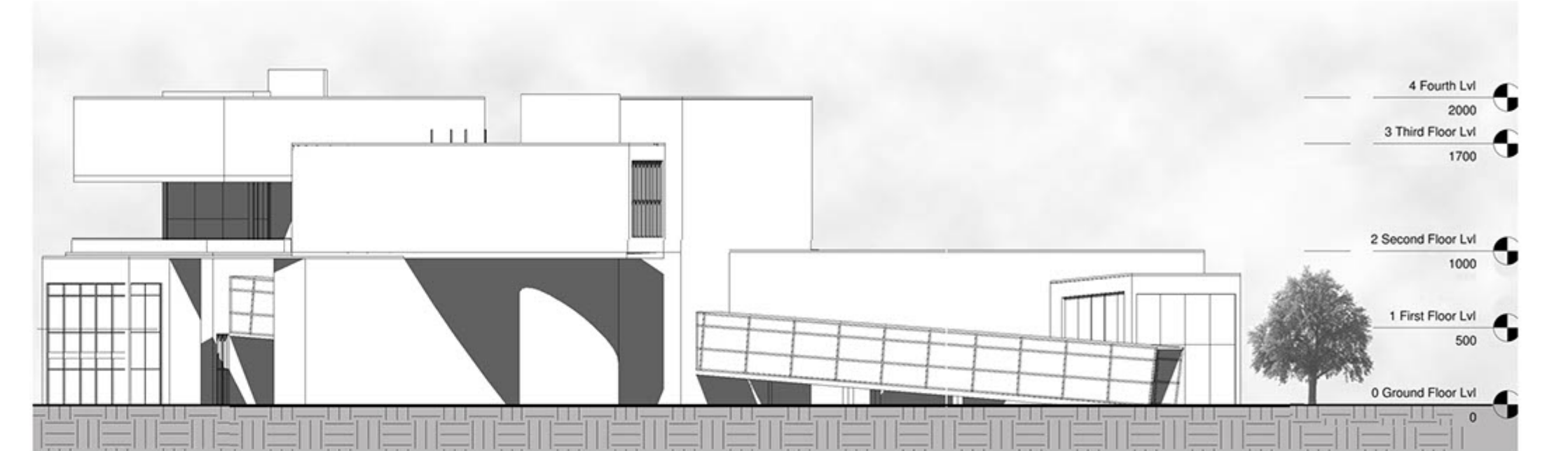




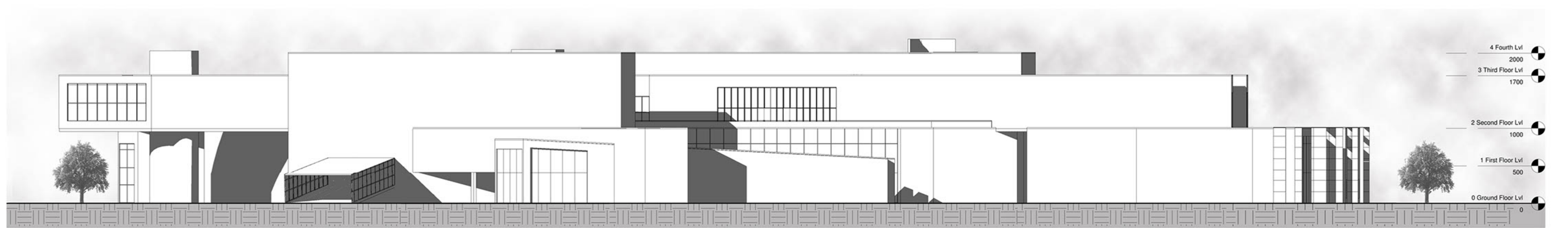
North Elevation



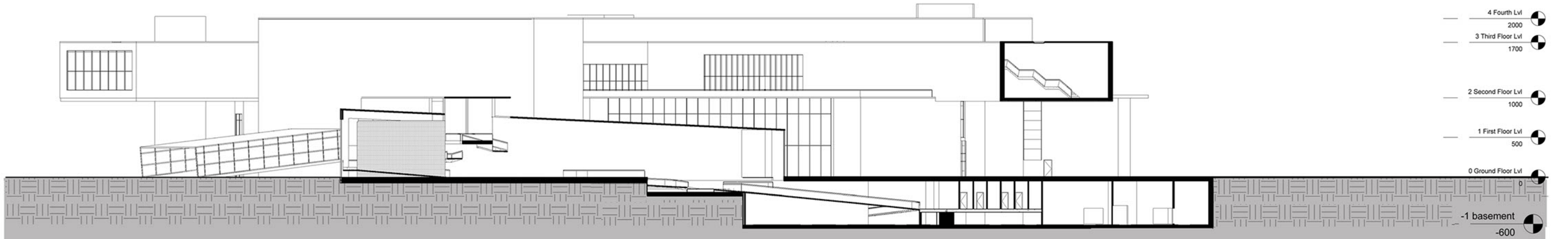
East Elevation



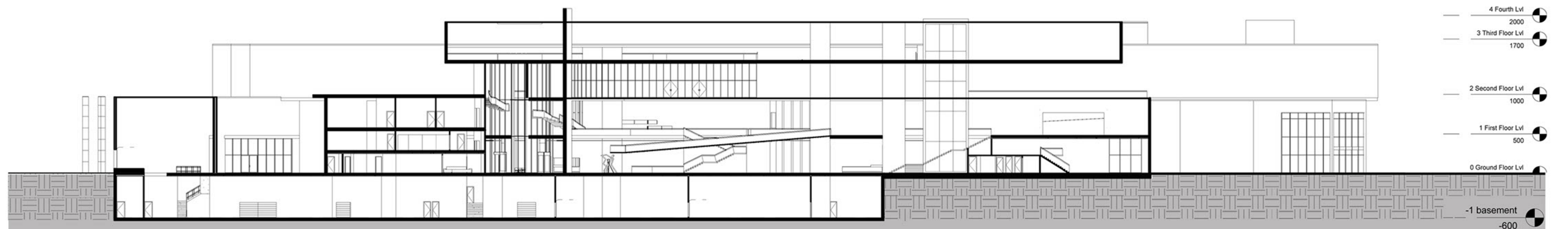
West Elevation



South Elevation

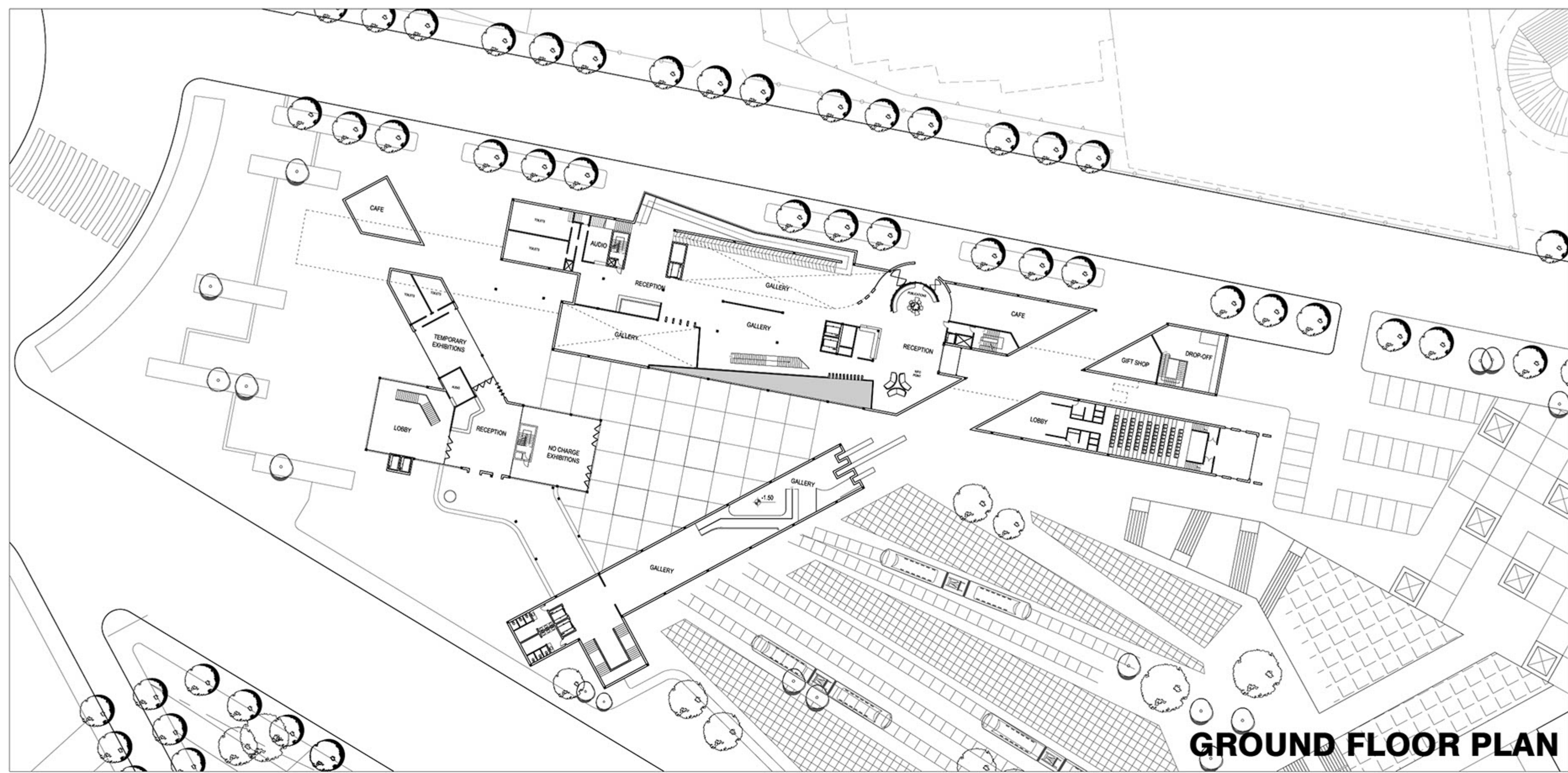


Cross section A-A



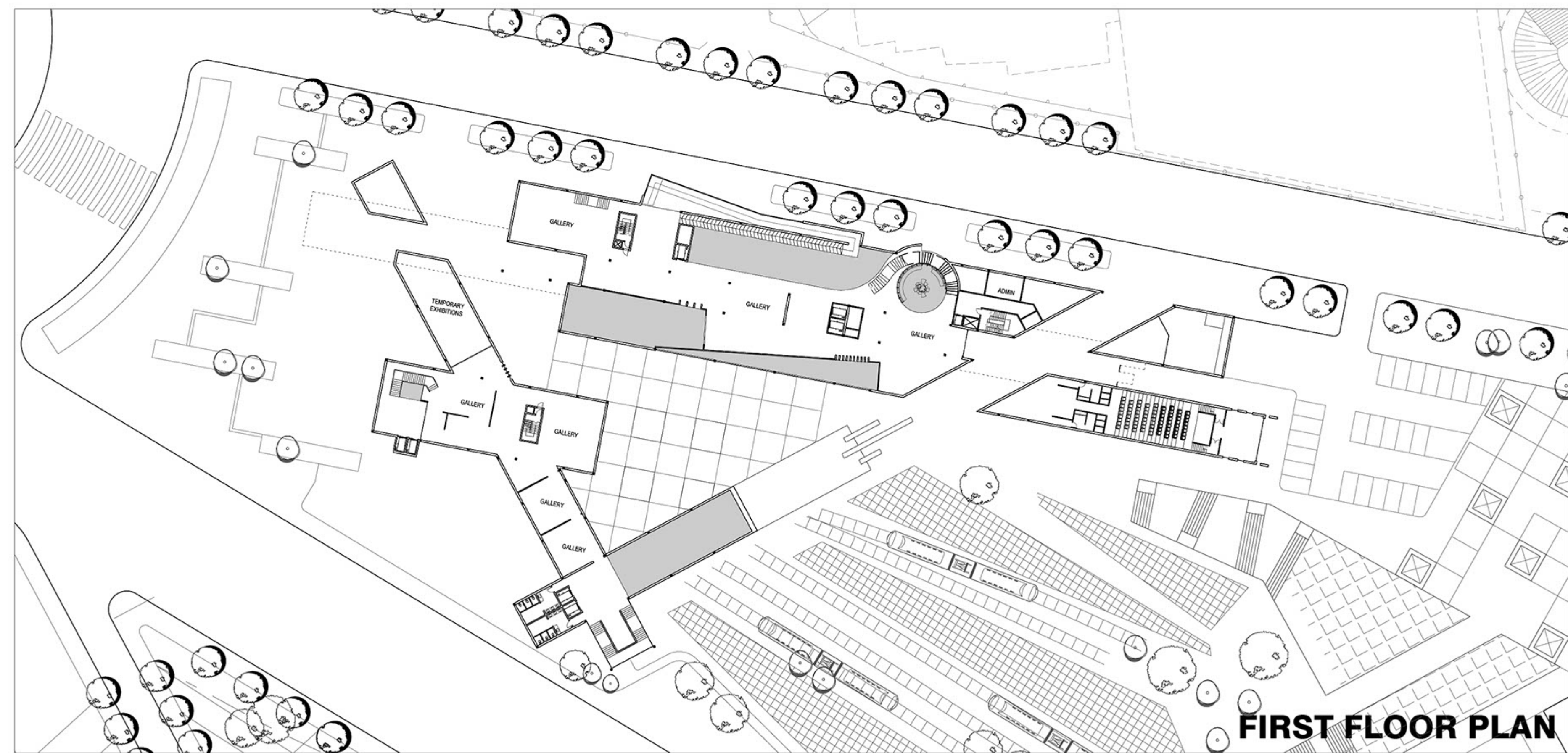
Cross section B-B





GROUND FLOOR PLAN

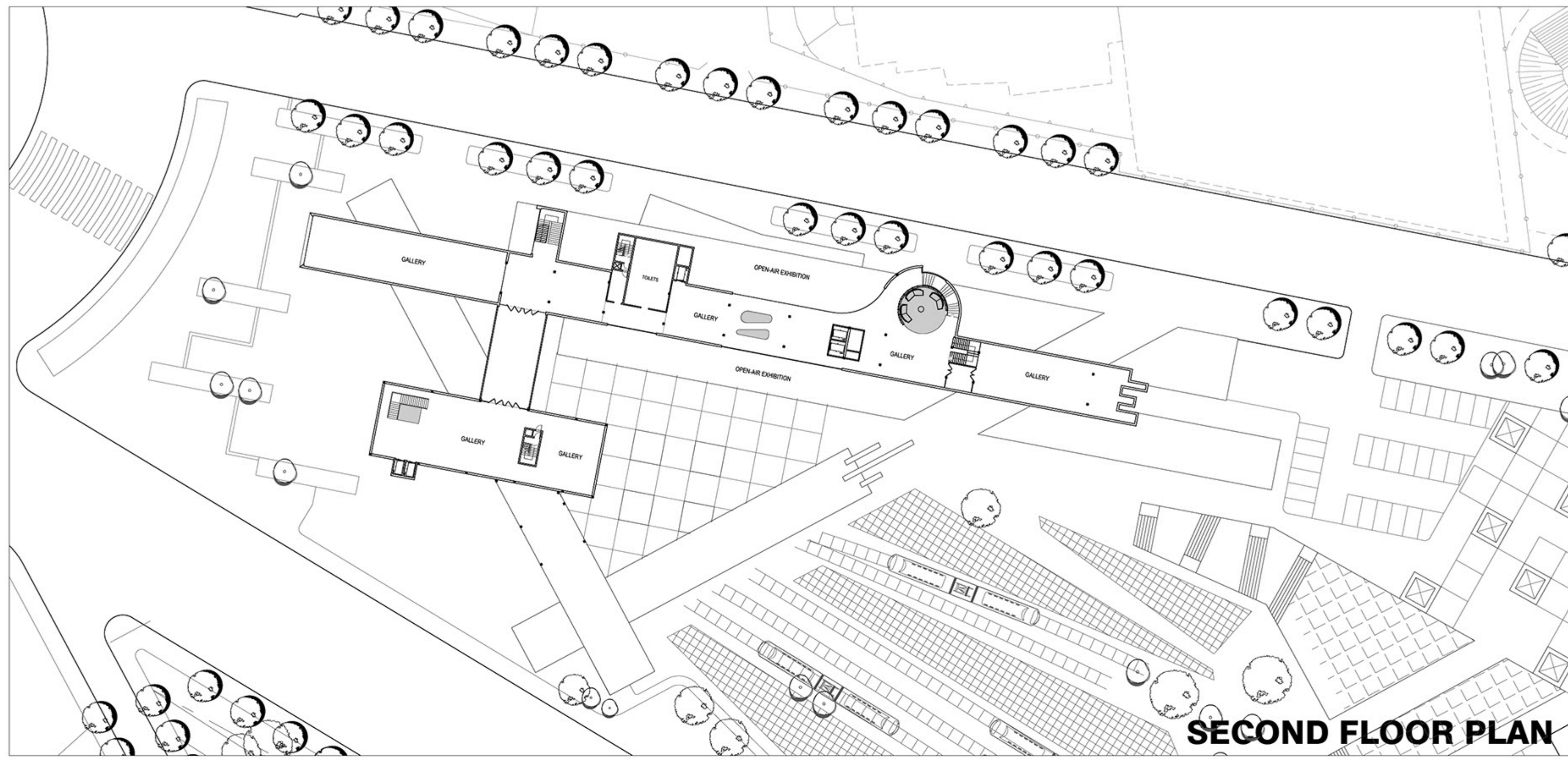
SC: 1/500



FIRST FLOOR PLAN

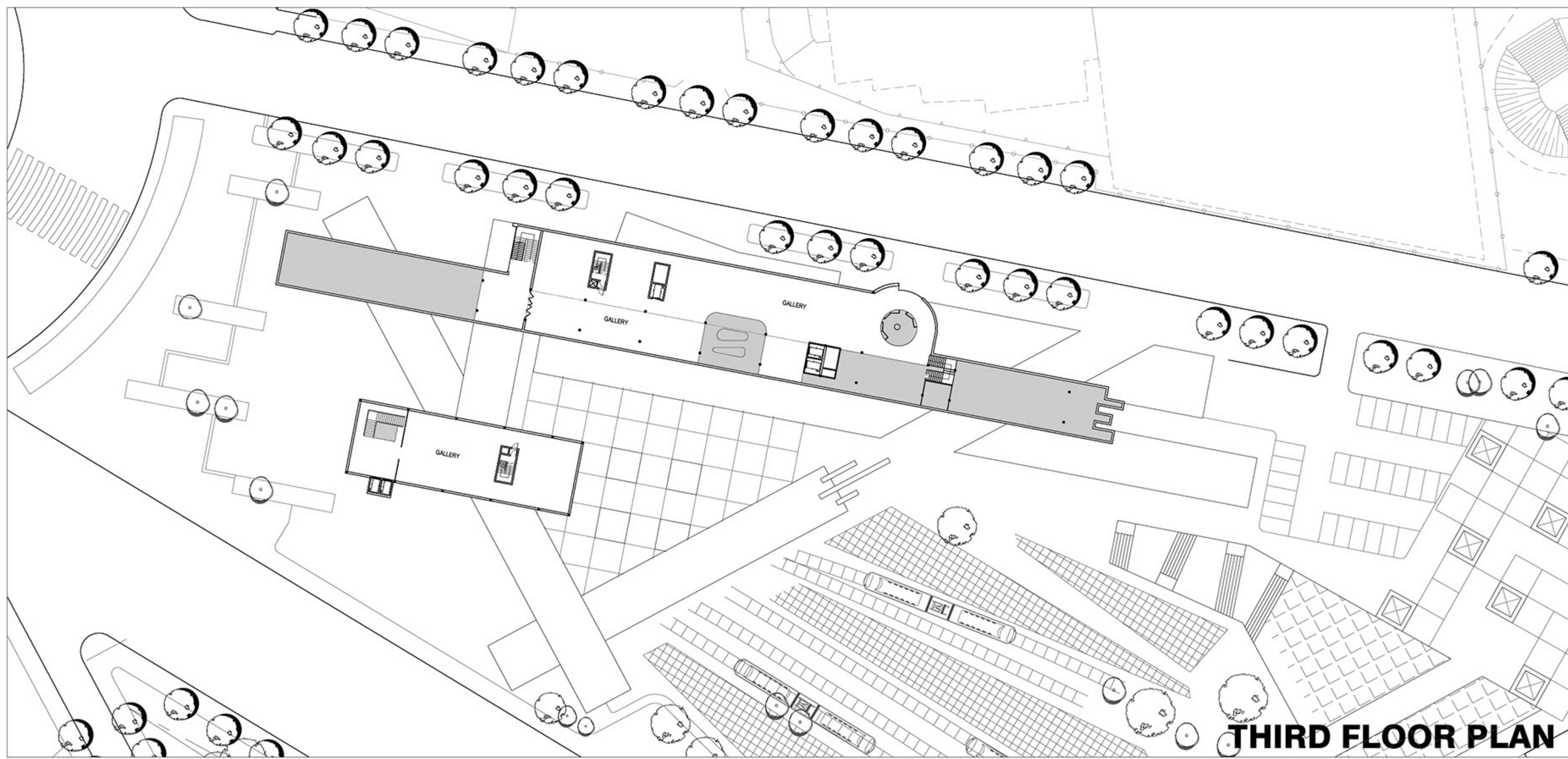
SC: 1/500





SECOND FLOOR PLAN

SC: 1/500



THIRD FLOOR PLAN

SC: 1/500

