

3.4 PHYSICAL BARRIERS TIME AND ACCESS

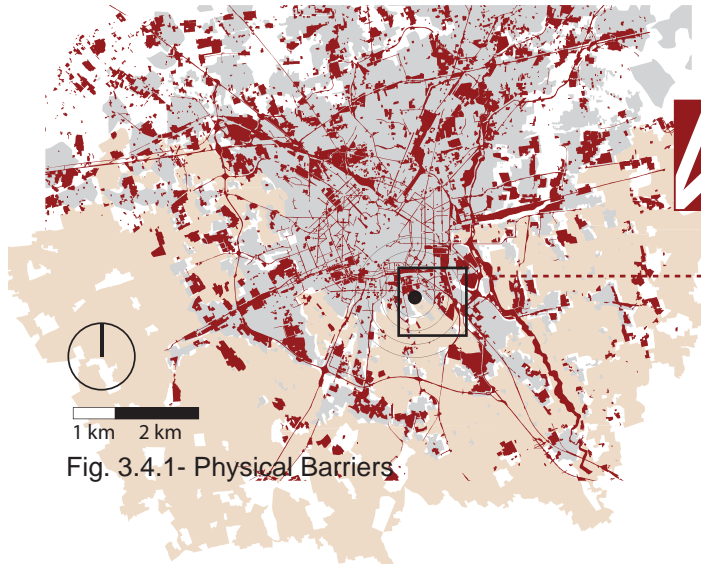


Fig. 3.4.1- Physical Barriers

Detached Lands- Open Spaces witch are fragmented by various separative structures, that obstruct the access

- Industrial Area
- Railways
- Highways
- Polluted Lands
- Dismissed Industries

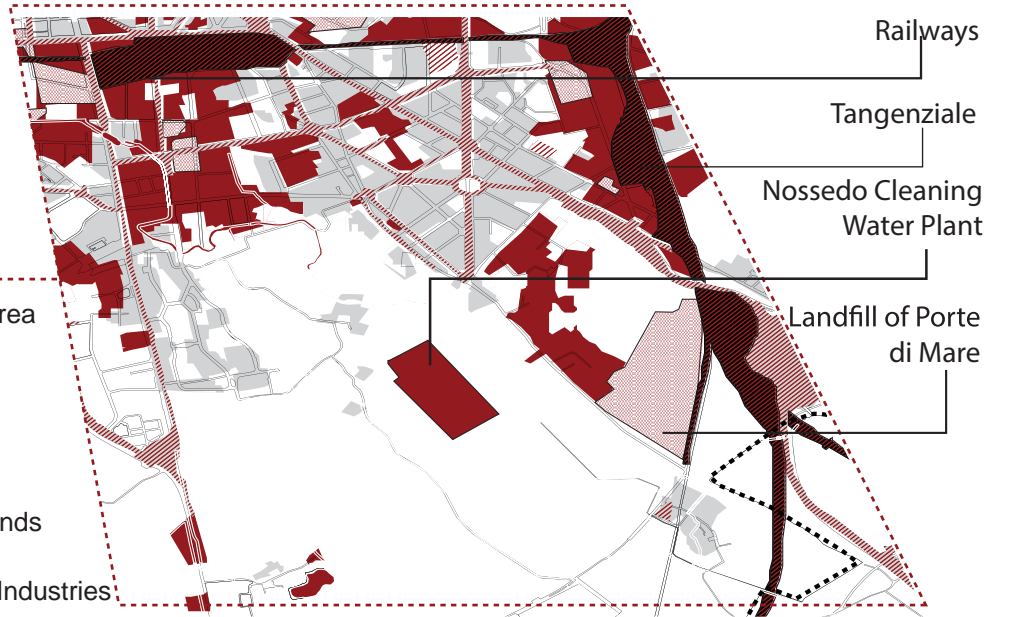


Fig. 3.4.2- Selected Area- Physical Barriers

3.4.1 Physical Barriers by Time and Access

The selected area is isolated from the urban fabric not due to the distance, but because of the gaps in accessibility. Located in between the peripheral residential areas and ex-industrial zones, the area misses the strong connection through its different fabrics. (Fig. 3.4.2, 3.4.4)

The nowadays industrial zones are in the process of transformation to commercial areas, however the links to residential part are still weak. The existing network of in between roads has low capacity and no adaptation for pedestrians and bicycle paths as well as a low facilities for public transportation. (Fig.3.4.4-3.4.6)

The main accessible area is near the Corvetto district, where two metro station are take place and there are several bus lines, connecting the area to the city center. (fig. 3.4.3, 3.4.5, 3.4.7)

- High Accessibility
- Middle
- Moderate
- Low Accessibility

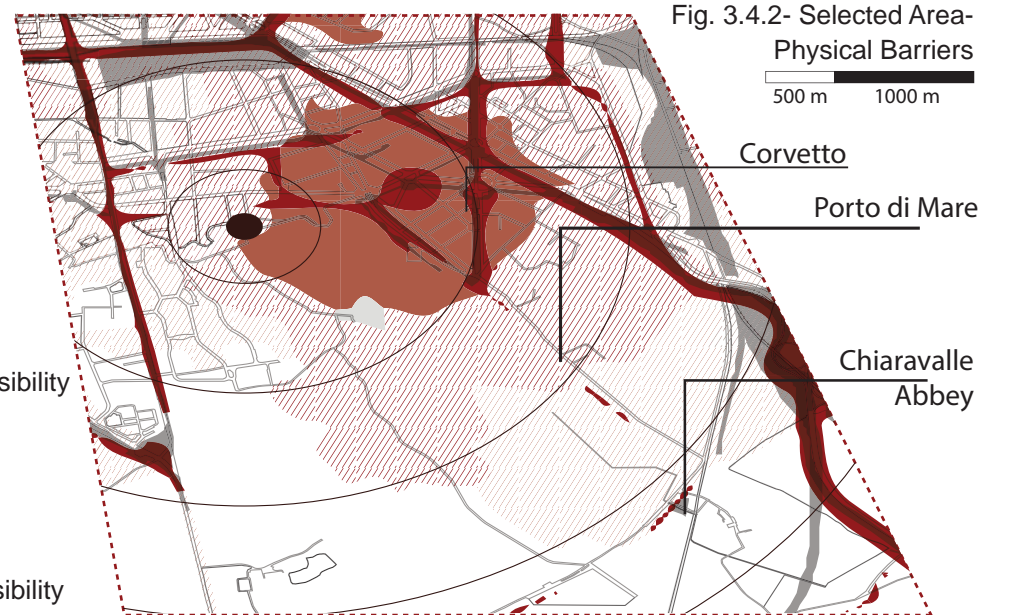


Fig. 3.4.3- Selected Area- Accessibility Levels

INSIDE THE CITY EDGE DISTRICTS IN BETWEEN THE CITY AND FIELDS

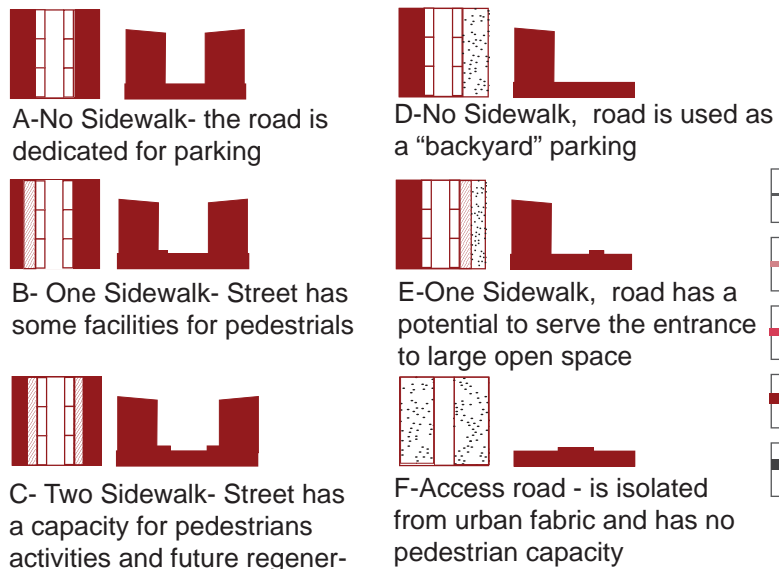


Fig. 3.4.6-Schemes of road typology - focusing on the space for pedestrians

- Minor Roads
- Secondary Roads
- Main Transportation Roads
- Highways
- Railways



Fig. 3.4.4- Selected Area- Roads Network

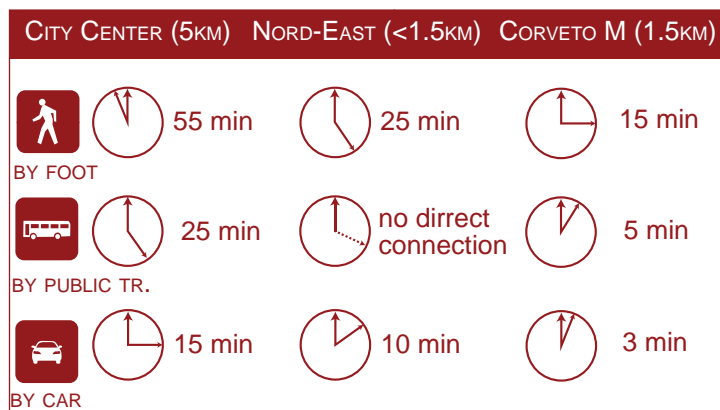


Fig. 3.4.7- Scheme of timing to get to the selected area

- Railways
- Tram Lines
- Bus Lines
- Metro Stations
- Public Transportation Routes
- Stops

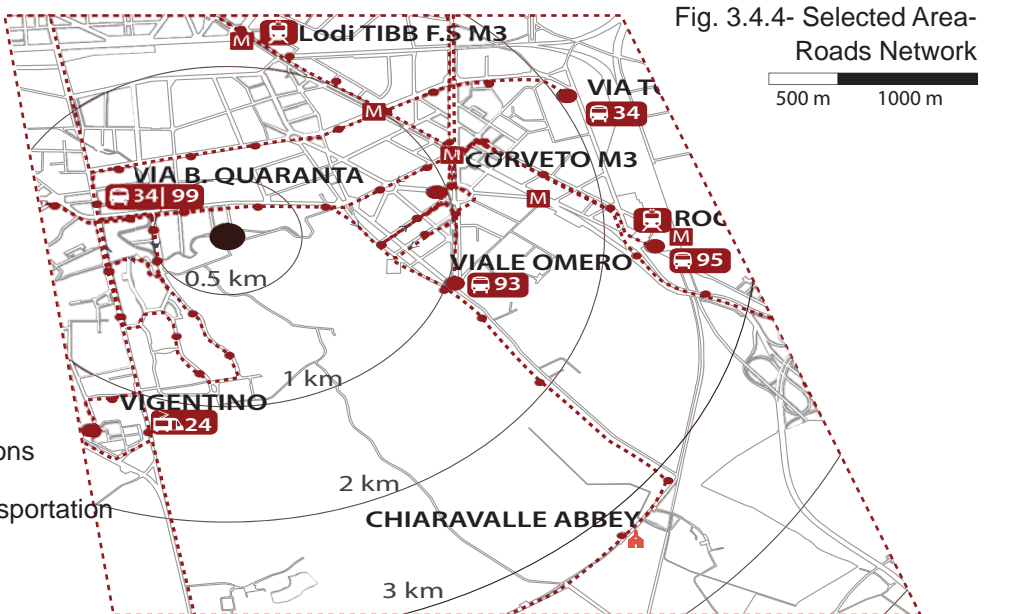


Fig. 3.4.5- Selected Area- Public Transportation

STREET OPEN SPACE

Residential Area - Mixed Neighborhoods



Middle scale local street with bus route and pedestrian access, however no presents of green and low level of facilities



Middle scale edge road with bus route, pedestrian and bicycle access, however no presents of green and low level of facilities



Middle scale local street with mixed building typologies, low level of facilities and a lack of green

Ex-Industrial Area -Tendencies For Transformation to Commercial Purpose



Back Entrances for commercial facilities. This narrow street is an existing connection to the agriculture fields

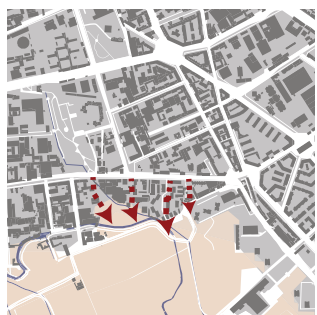


The back street of commercial and light industrial area, serves as parking lot, connect to the fields



The back street of light industrial area, serves as parking lot, connect to the fields. No attention for pedestrian needs

Closed Paths - Potential Access to the Large Open Spaces



Green Pathway from local street to lands of Parco Agricolo Sud, however, is closed for public access

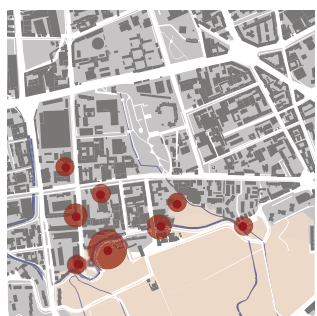


Green Pathway between the houses-existing connection to the large open spaces, however, there is no orientation



Existing Green Pathway between the houses- private use only

The Places in Tranzition- Neglected or during Transformation



Abandoned "Cascina"-old farm in the process of reconstruction



Dismissed industrial area- used as a parking lot



Dismissed industrial area in the process of construction the commercial center

The Edge Road - Via dell' Assunta



Passing along the residential area and serving an access to the backyard



Passing along the agricultural fields from Corvetto to Vegentino settlements



Connecting to the dead ends roads from near by settlements

Fig. 3.4.8- Perypheral Street Open Spaces

3.4.2 - Weak Street Open Space as a Physical Barrier

The peripheral districts have very low quality of street open space. There lack of green is evidential, as well as no attention for pedestrian needs, like sidewalks, shadow or benches for rest.

Besides, there is disorientation problem and a lot of dead ends street. The physical connection to of Parco Agricolo Sud is present, however, there is no signs or visual orientation to the large open spaces. The roads that potentially can be the main entrances to Parco Agricolo, serves more as a parking lots today and have dismissed look of dead end street.

There is a lot of areas that can be considered as no place, most of them are in the process of transformation to comertial areas, however, there presents increases the low quality of space.

The Edge Road- via dell'Assunta is hardly plays a role of the street. Passing along the largest open space in Milan it has no facilities except the illumination, the place seems to be uncertain and not welcome to public access, besides there is no pedestrian or bicycle paths, as well as public transportation lines. The road location has a lot of potential, however its content and intensity should be reconsidered.

Street Length
46 km



Public Transp.
cover area
30%



Dead-Ends
8



Parking:
Streets -100%
Lots - 4



Green
Sidewalks
15% of streets



Fig. 3.4.9- Indicators for Street Open Space Quality

3.5 WATER FRAME AS PART OF ENVIROMENTAL NETWORK

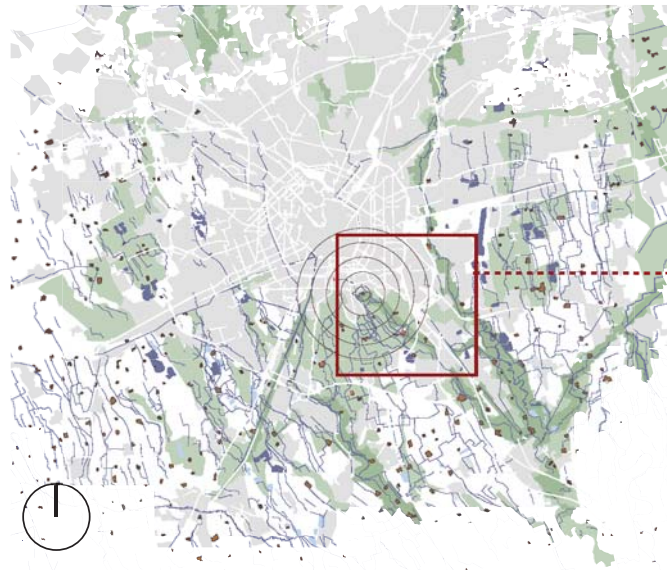


Fig. 3.5.1- City Scale- Water Network
3 km 6 km

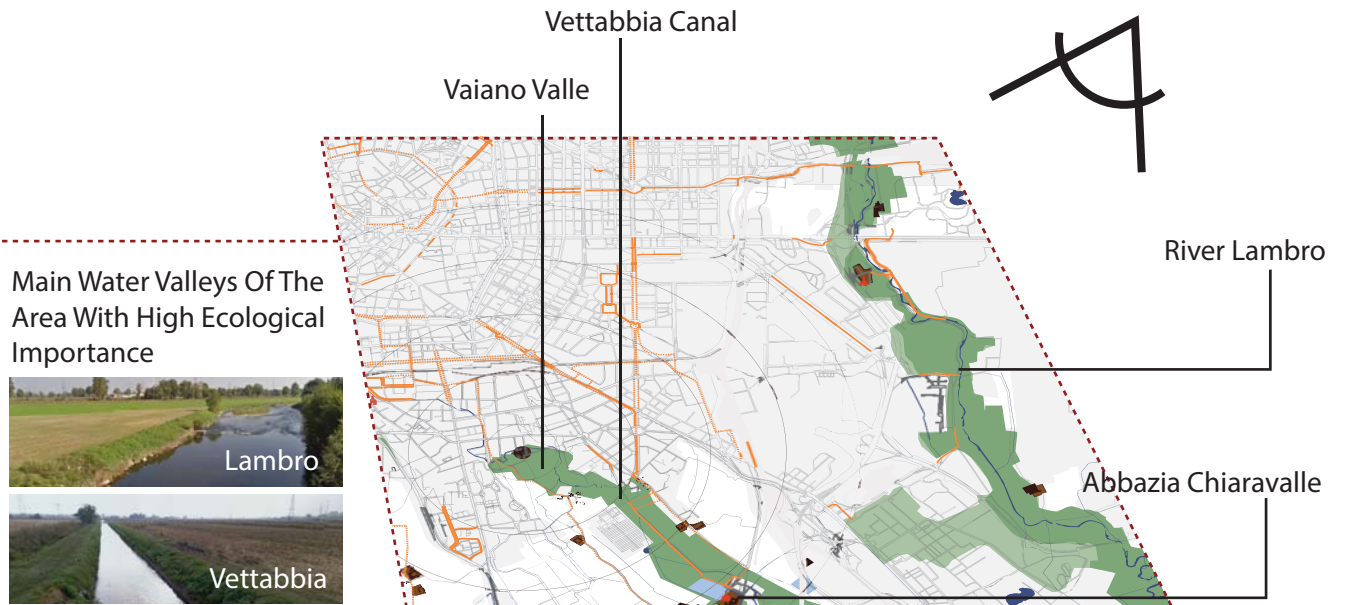


Fig. 3.5.2- Zoom out- Main Water Valleys



1. RECYCLING
cleaning water station in Nossedo



2. WATER ALLEYS
canal which a line of trees make them visible.



3. NATURAL VEGETATION
diversity of water plants



4. HISTORICAL
the ancient cascinas and abbeys were built near the canals



5. TRADITIONAL AGRICULTURE METHODS
Marcite- way to irrigate fields



Fig. 3.5.3- Selected Area - Water Network and Bicycle Paths

- Canals and streams
- Rivers and Natural Water Reserves
- Lakes, natural and artificial
- Lands with high water landscape value
- Lands with landscape importance
- Marcite- Water Meadow
- Existing bicycle lines
- Future bicycle lines
- Cascina-Ancient Farm

3.5.1 - Water as Part of Enviromental Network

The canals and streams that take place in the selected area are a part of the larger network of rivers and lakes, that cross the territory from North to South direction (see Fig. 3.5.5). Water is not just a landscape feature, it is also a strong ecological network, that has its impacts on the flora and fauna of a region. In the south-east part of Milan the dominant ecological water corridor is Lambro river and Vettabbia Canal .(see Fig. 3.5.2)

In more detailed scale, water has various implementation forms (see Fig. 3.5.4). It has a strong heritage roots and relation to traditional agriculture activities as well as a powerful visual element that shapes the local landscape. In this work water is considered as a multifunctional environmental tool.



Fig. 3.5.5- Large Scale Scheme of Water Corridors Based on Ecological Map of Provincia di Milano Site

Fig. 3.5.4- Examples of Water Situations and Way of Use

AS A TRADITIONAL AGRICULTURE BOUNDARY

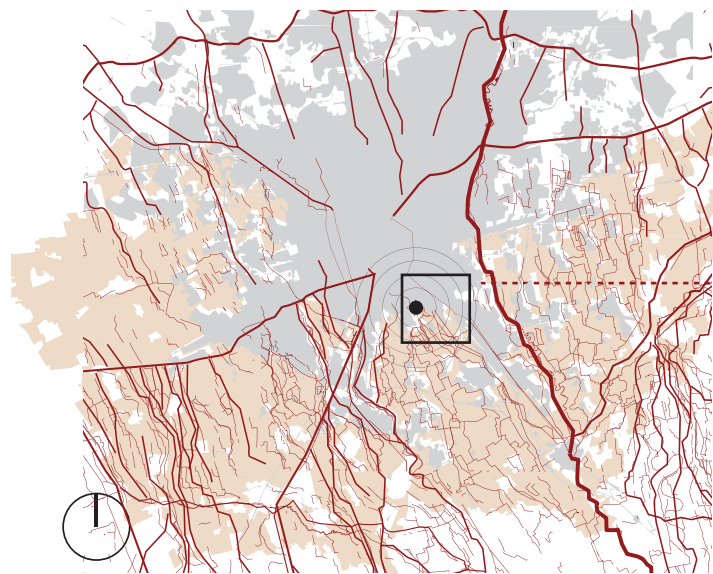


Fig. 3.5.6- Water Frame- The Ignored Landscape
3 km 6 km

Neglected Open Spaces in the agriculture fields.

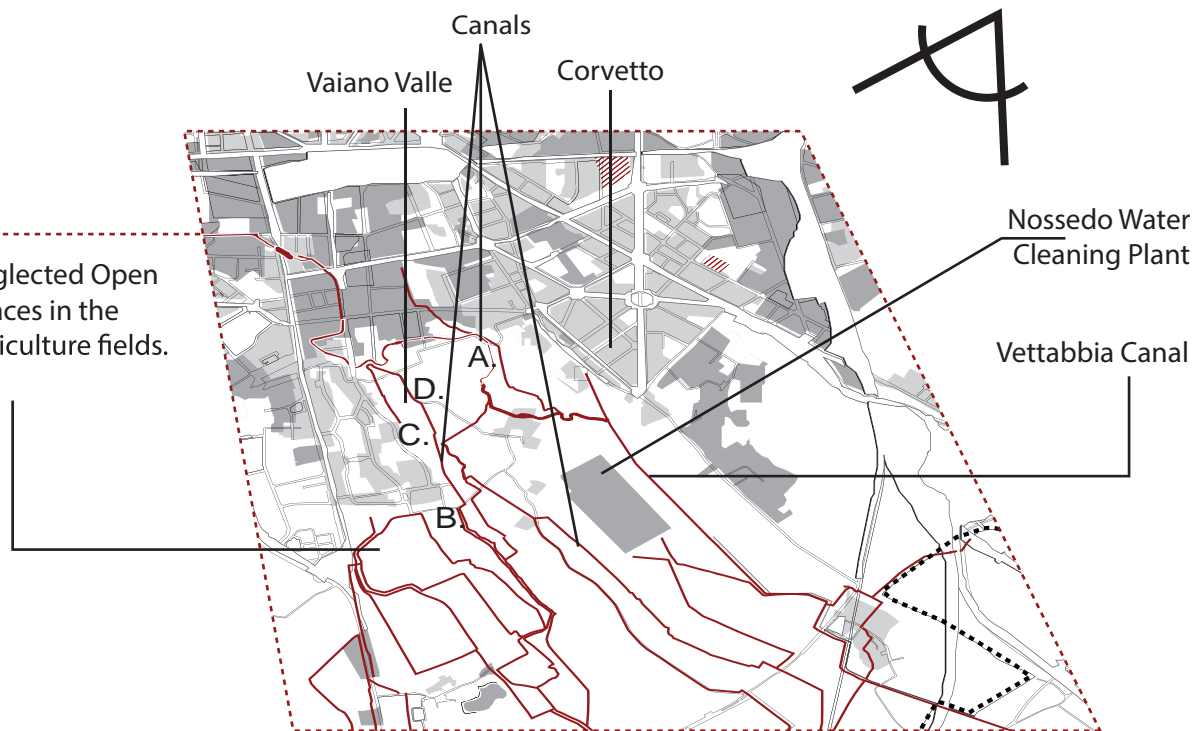
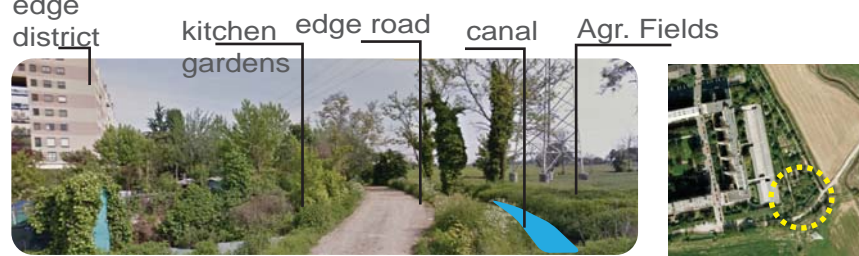


Fig. 3.5.7- Selected Area- Canals Location
500 m 1000 m



A- CANAL ALONG THE EDGE ROAD



B- CANAL ALONG THE EDGE ROAD AND ILLEGAL ALLOTMENTS

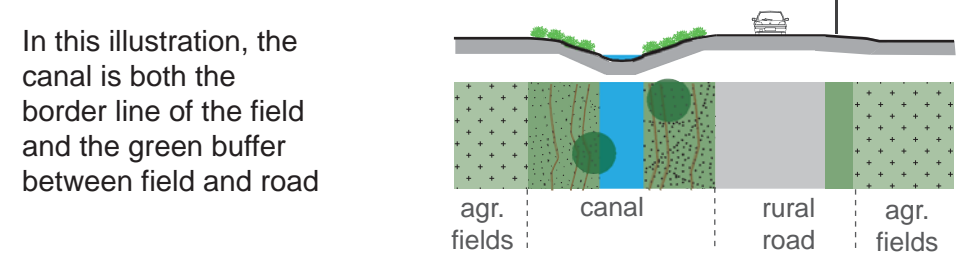
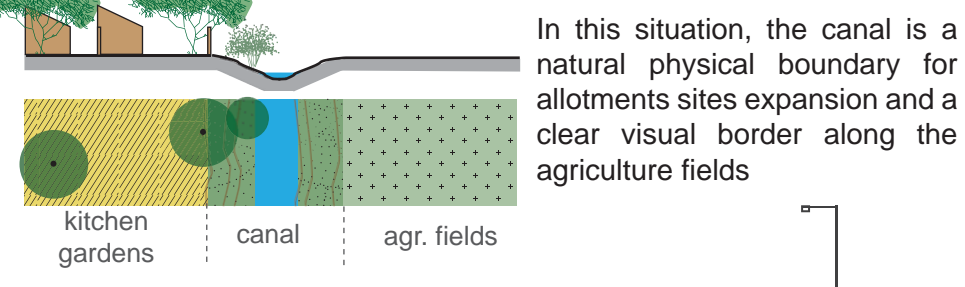
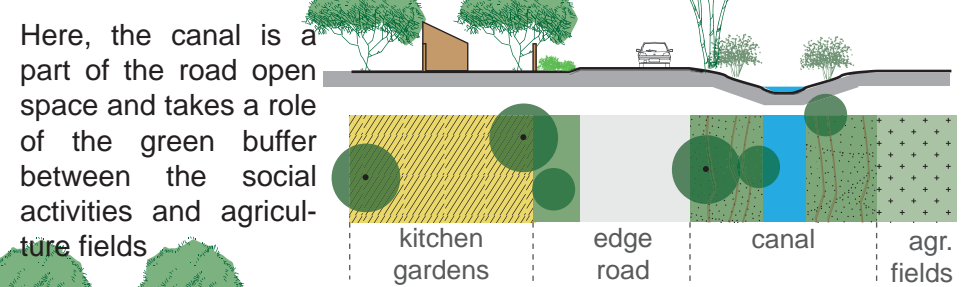
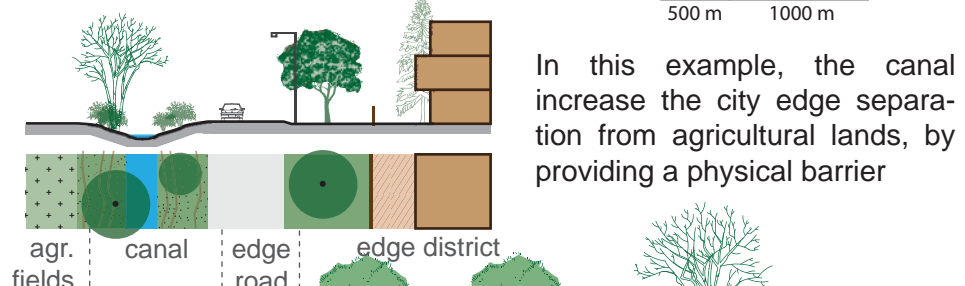


C- CANAL ALONG ILLEGAL ALLOTMENTS



D- CANAL ALONG RURAL ROADS

Fig. 3.5.8- Examples of Canals as a Boundary Element



3.5.2 - Water as a Traditional Agriculture Boundary

The local geography of the Southern part of Milan periphery is dissymmetrical and has a lot of valleys and lands with topography level differences, that are not appreciated with an eye, however shape a lot of streams and rivers. Traditionally those reach lands were used for agriculture proposes and water plays a crucial role in this process.

The natural streams and artificial canals are used for irrigation. However, the network of canals gives also a particular irregular shape for fields and creates clear boundaries among them. Those boundaries are not just visual barriers, they are usually an administrative borders or ownership official limits. In this work the canals are considered as an in-between space within the agriculture fields. This element today has low planning attention, but I see it as a potential place for local interventions.



Fig. 3.5.9- Scheme of Historical Water Network
Based on Historical Map of 19th Century, take from Comune di Milano Site