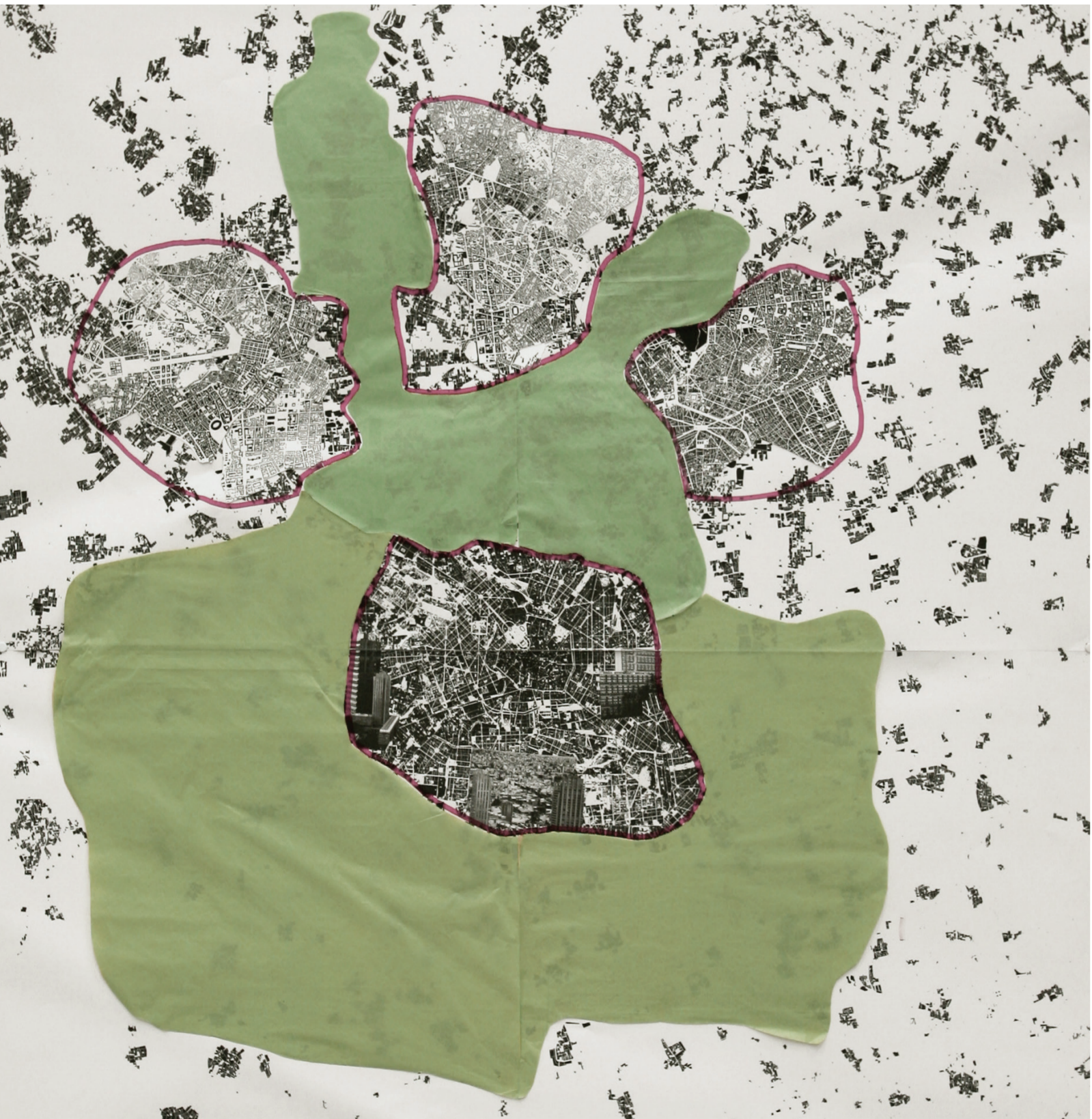


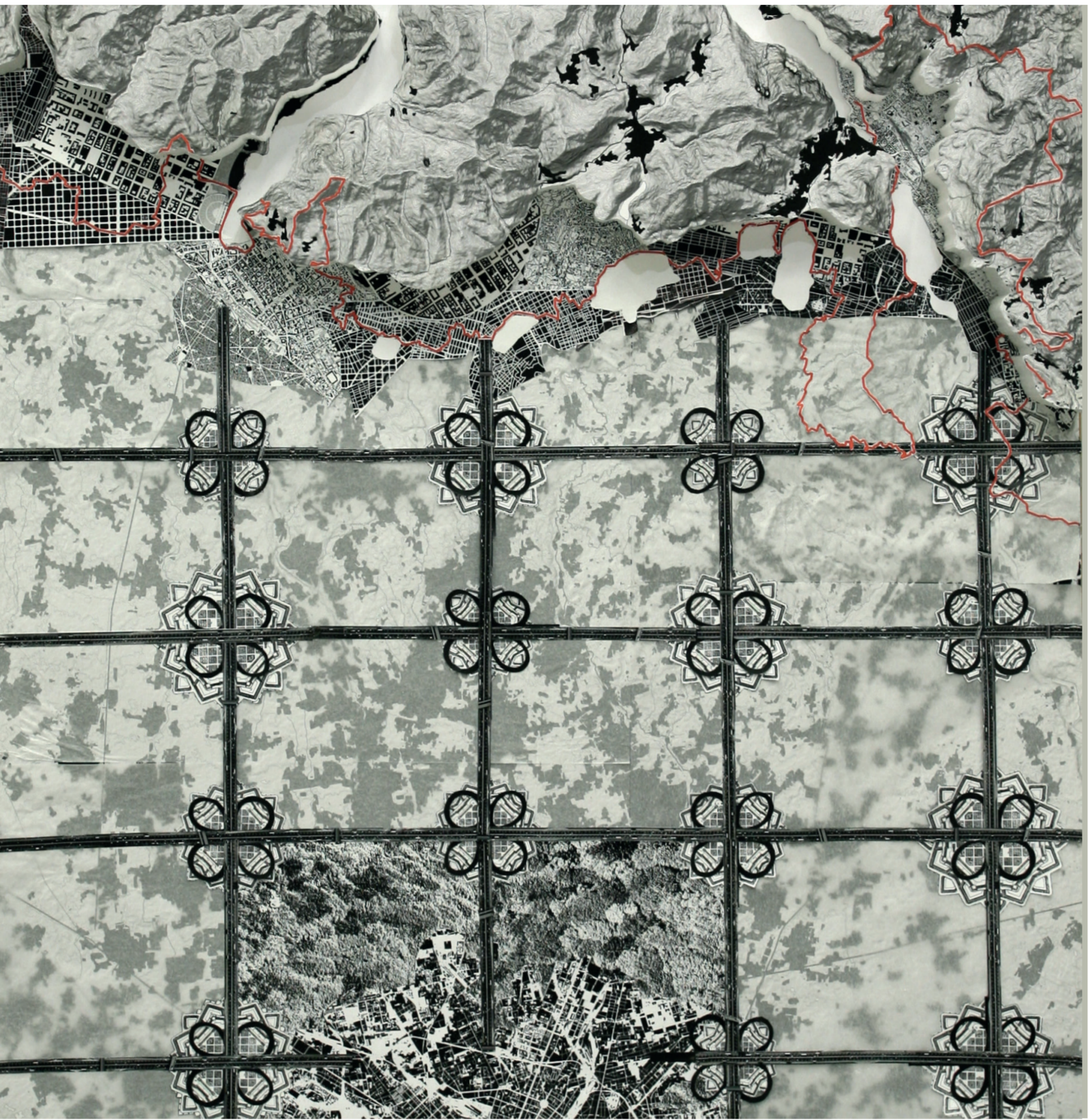
## Masterplan Milan

The fragmented green belt of Milan is turned into a closed figure of open spaces and large parks. It marks the border of central Milan as well as of three new densified and self-reliant centres in the north.



## Masterplan North

A mesh of highways in the north creates and connects two urban poles; the existing city center and a new linear city along the alpine foothills. In between, the fragmented territory becomes landscape again.



No. 5

# Position

# (Milano)

2015

### Process Cartography: Milan Lungo il Lambro - From the Alps to Po

We followed the course of the River Lambro, which starts in the Alps and ends at the Po; in this way it shows a cross section through the metropolitan territory of Milan. Here the river, a defining landscape element, was the object of both inquiry and design. As a first step, the metropolitan region of Milan as a whole was analysed, together with its relationship to the Alps. This group analytical work ended with formulating a provocative thesis – in the form of a masterplan – about a future reading of the Milanese territory (Positions II-IV). Building on this, every student put together their own programme for a design brief that they found relevant dealing with the tensions between landscape, infrastructure, city and architecture. The intention was and is that the students claim their own position on a metropolitan region that is in metamorphosis.

## A Metropolis in Metamorphosis

The territory of Milan appears to be easily legible, at least if one follows its hydrogeological and historical foundations: to the North, at the foot of the Alps, the «Alta Pianura», distinctive for its rivers that come from the mountains, but also dry and infertile – land for industry and urban sprawl. In the South, the «Bassa Pianura», on damp and fertile subsoil, interspersed with manmade irrigation canals that have been the foundations of its use for agriculture up to today. And in the middle: the city of Milan, the centre par excellence. This centralised characteristic of the territory, which has determined the development and growth of the way it has been planned for a long time, is still apparent today in its form and its function. The infrastructure worked its way out from the centre in a radial fashion and the residential areas to the North then grew accordingly. The establishment of industry along the numerous rivers in the North and the cheaper land that had been given away to speculation brought about a form of urbanisation, if not urban sprawl, that is notable for its lopsided balance of power between a commercial, social and urban centre and the outskirts. But what happens if the balance of power starts to change, if the «peripheral» North suddenly becomes a new heavyweight as it grows as one ever stronger and more urban unit – does the centre then also shift to the North? Or would it then perhaps be necessary to do away with the idea of a centre all to-

gether? The third major player in the territory of Milan after urban settlement and infrastructure has however very clearly underpinned the idea of a centre from the 1960s up until today: the landscape. It does this in the form of a «Greenbelt», which encircles and protects Milan: protecting the city from further fraying at the edges as well as protecting itself – from the distinctive landscapes of the North and the agriculture of the South – warding off further sprawl. Whilst this idea of protection has been relatively successful in the South since the 1980s thanks to the establishment of the «Parco Agricolo Sud», combined with attempts to redefine agricultural areas into a park, the «Dorsale verde» in the North looks rather spineless, its protective and ecological role having been outpaced by the growth. One thing is for sure: the centre of Milan has been unsustainably tipped of balance. For this reason, we are proposing a new reading of the territory that one could describe as «simplifying». This is not meant in the neo-Modernistic sense of a new clear division of the city from the landscape; not based on a vision, but based on reality. And the reality is that Milan is no longer an undisputed centre whilst the North is not yet a self-reliant metropolitan region with urban qualities. This could be the case, though, if one takes into consideration the wider growth of the region and exploits the urban potential that is available. Industrial plants that are now disused, for example, could be occupied with new urban programmes that till now have been oriented towards the centre. If then the whole high plain, the «Alta Pianura», gradually becomes a city, the large landscapes to the North and South – the Alps and the agricultural plains of the Bassa Pianura – will become ever more relevant and will be the vital points of reference for the metropolis.

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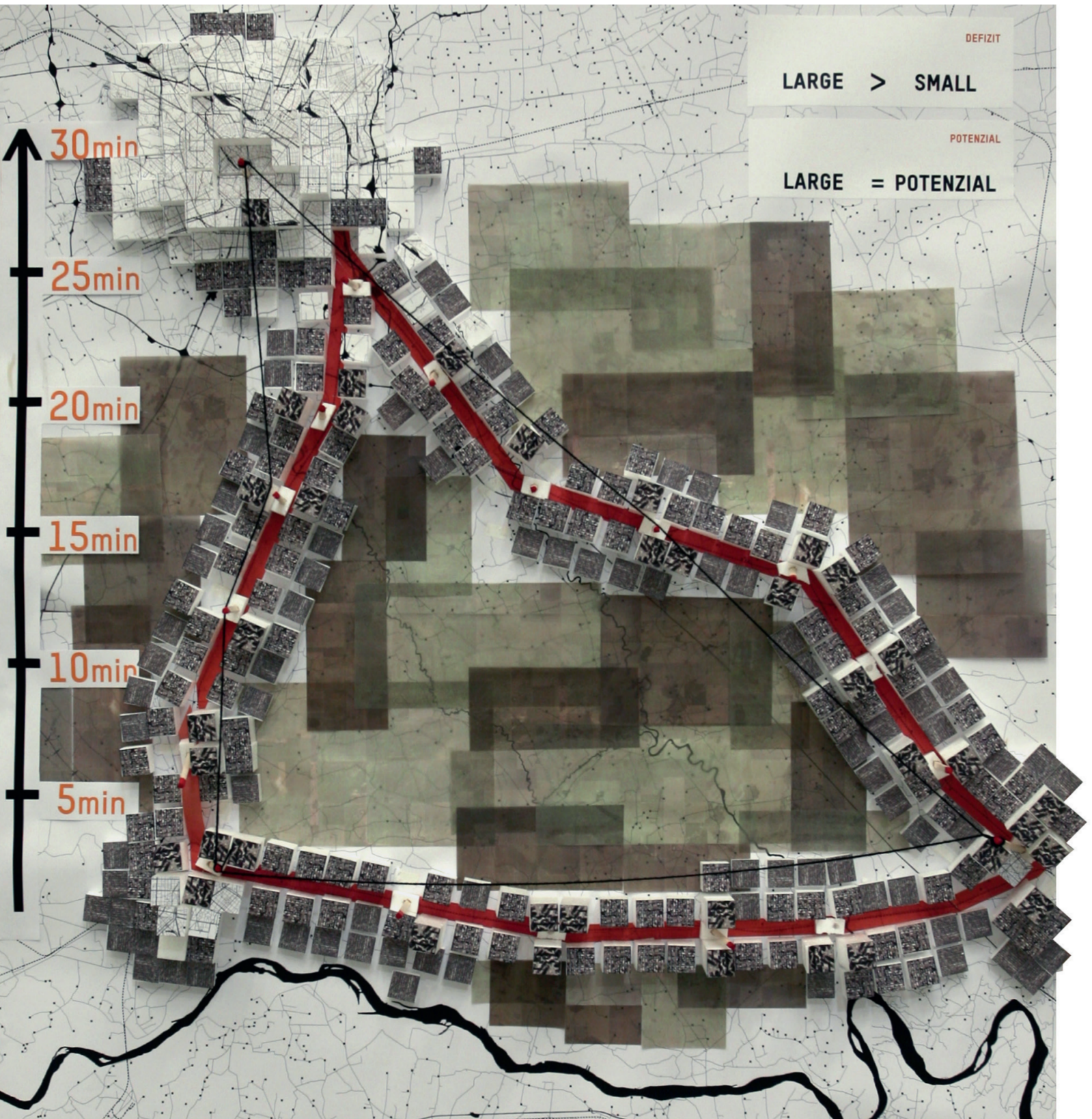
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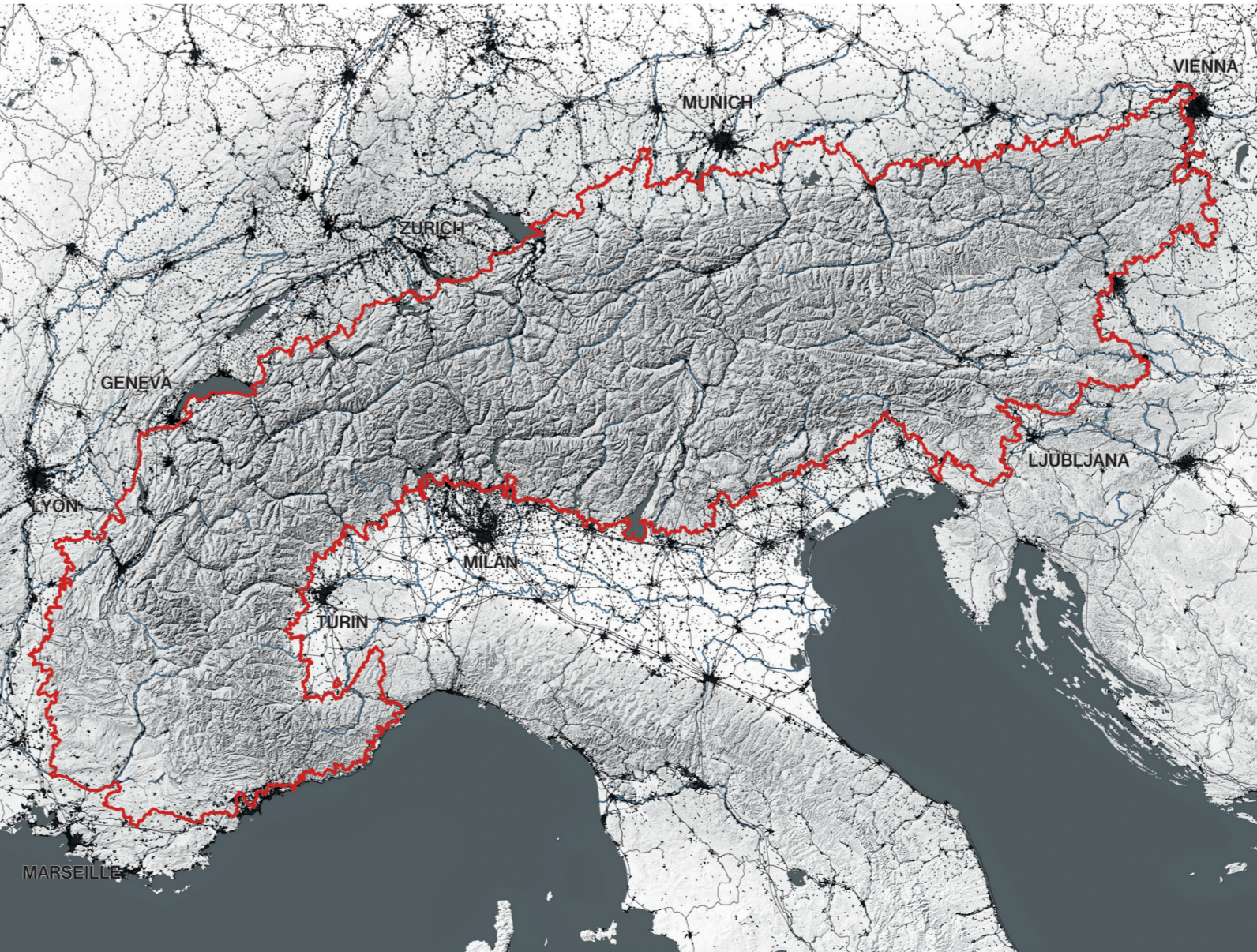
Position (Milan) – June 2015 – No. 5.

## Masterplan South

A new commuter railway system along the southern infrastructural triangle fosters the densification of settlements along it and the redefinition of the southern landscape towards intensive agriculture.

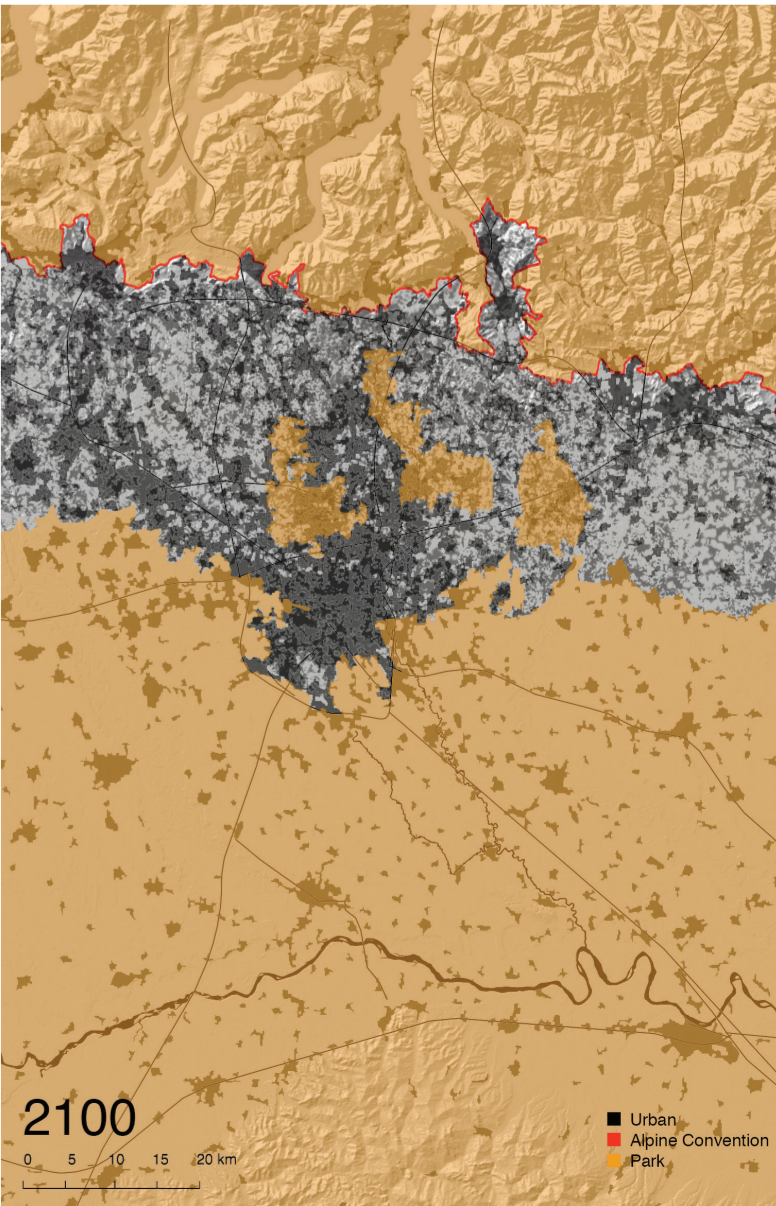
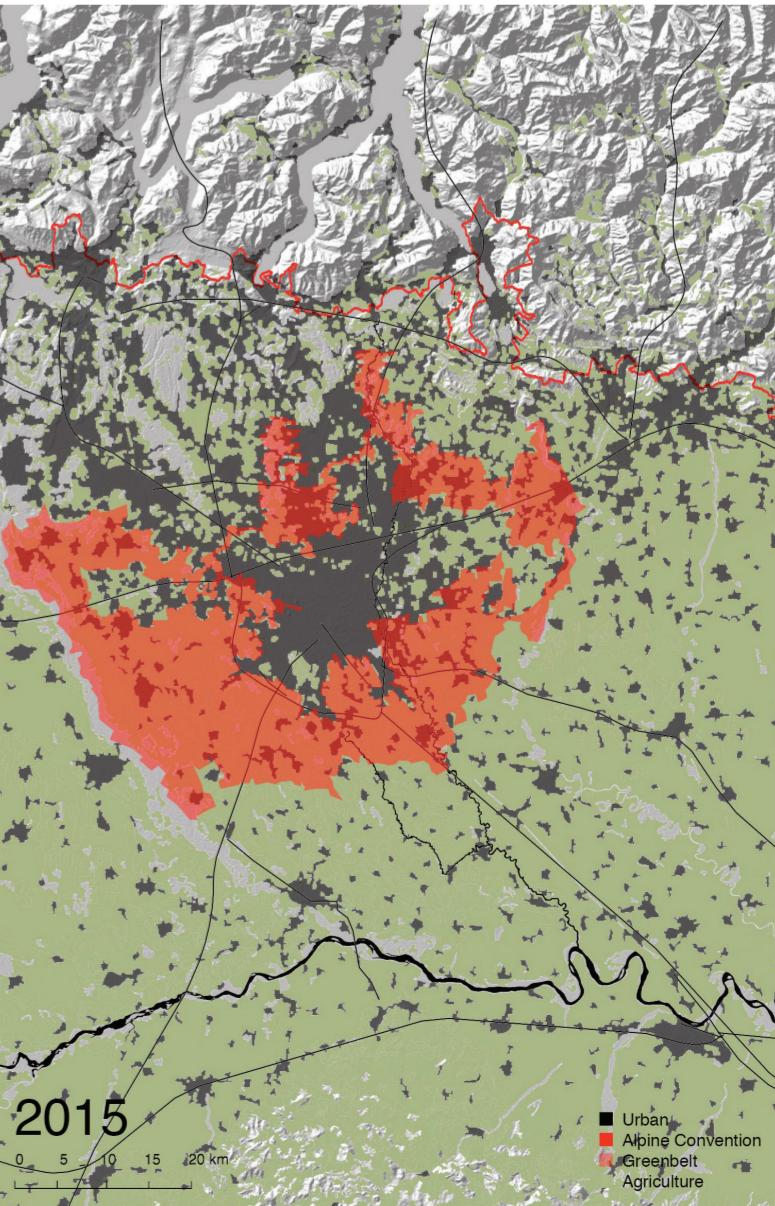


Position I  
A Metropolis in Metamorphosis  
Chair of Günther Vogt  
Position II  
Masterplan North – Group work of students dealing with Milan's northern territory  
Position III  
Masterplan Milan – Group work of students dealing with Milan's central territory  
Position IV  
Masterplan South – Group work of students dealing with Milan's southern territory  
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Position XXVI  
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Instead of the figure of the centre and the Greenbelt, then, we propose a change of scale for the future consideration and development of the territory: a large scale metropolitan structure will be flanked to the North and South by two large landscapes, not preventing growth but making change possible. In this reading both elements are redefined: the structure of the sprawl on the northerly high plain develops into a metropolis with evenly distributed urban qualities, while the landscapes of the Alps and the Bassa Pianura become «common landscapes.» The choice of the term «common» refers here to the idea of the «Commons», thereby making it clear that we understand these major landscapes as communal resources for different users and uses. They are intended to strike a sustainable balance between specific landscape uses and urban uses such as tourism, energy or industry. The existing individual landscape parks of the Alta Pianura are not joined to-

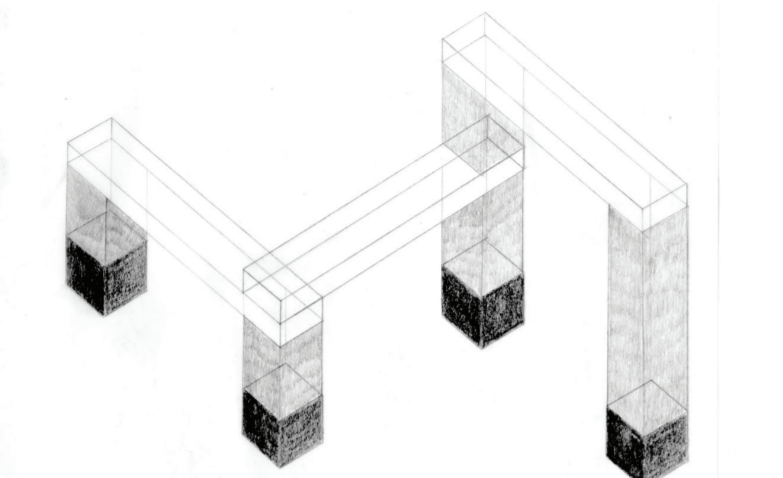
gether by one figure that unites them, but become independent large scale city parks (see newspaper Position No. 6, «Milano»). We are convinced that, rather than the one-sided understanding of protection and the park, one should rather debate new depictions and qualities of the landscape in line with complementary and overlapping uses. Several examples of this are in this newspaper. At a small scale this can be seen on the Lambro: still regarded as a river of the utmost purity by Petrarca, it soon became a byword for environmental pollution thanks to industrial waste and an oil disaster; add to this flooding that increased year-on-year and it became an urban hazard. This goes to show that sometimes the qualities of the landscape that are worth protecting first have to be restored, so that they can become high-quality urban resources whose protection is not merely a politically coerced form of prevention, but is the consequence of the joint position of its users.



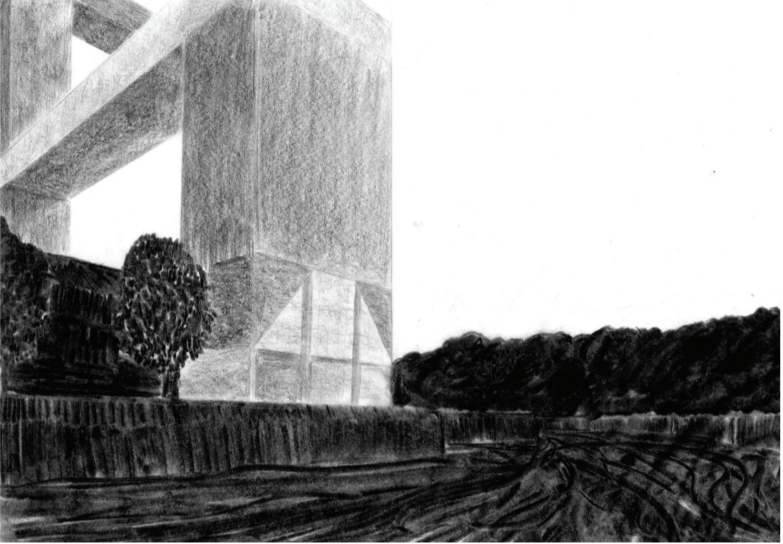
# Contrapuntal architecture

Whilst a series of large architectures rethinks the way that central sites in the urban area are organised, contrapuntal architecture redefines the periphery of Milan as an urban space.

The inner city acts as a frame of reference for the greater agglomeration of Milan. The streets and train lines that run out from the city centre organise the area in a radial fashion. The Villoresi canal runs through the plain to the North of the city as far as Monza and diagonally to the radial corridors. At three intersections of these landscape-dominated elements this contrapuntal architecture gives the impression of a large silhouette in the extensive plain. It interacts spatially and programmatically with the flat broad landscape



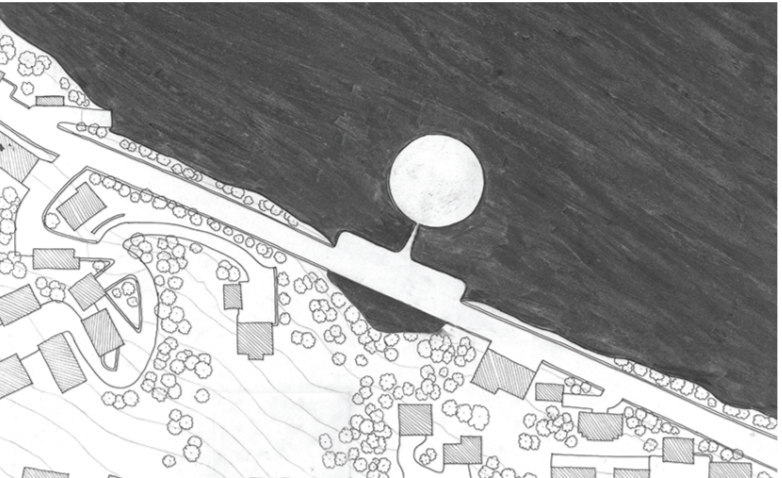
Above: Complex volumetry and programmatic distribution react to different situations in the local context  
Left: Collage of large structures north of Milan along Villoresi canal  
Below: The relationship between the architectural structure and the canal is formulated differently according to each specific location



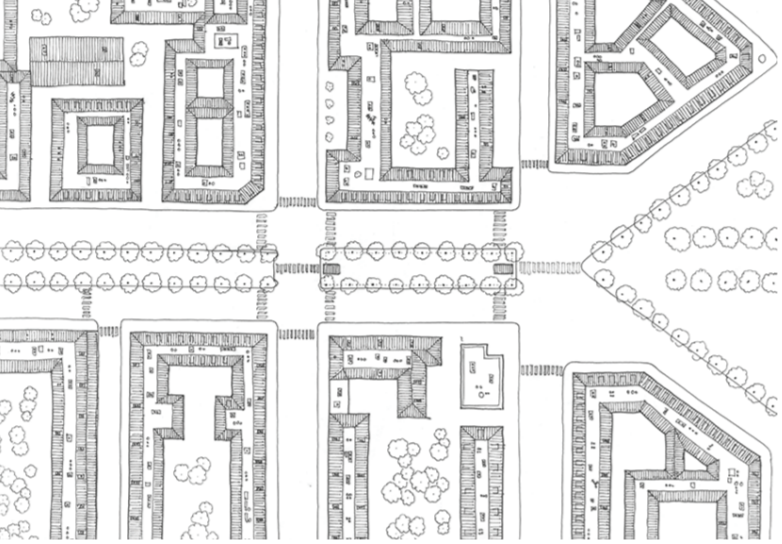
# Espaces trouvés

The design sits on the boundaries between the self-sufficient systems of infrastructure and landscape. Four projects investigate one's perception of the landscape as well as its physical experience.

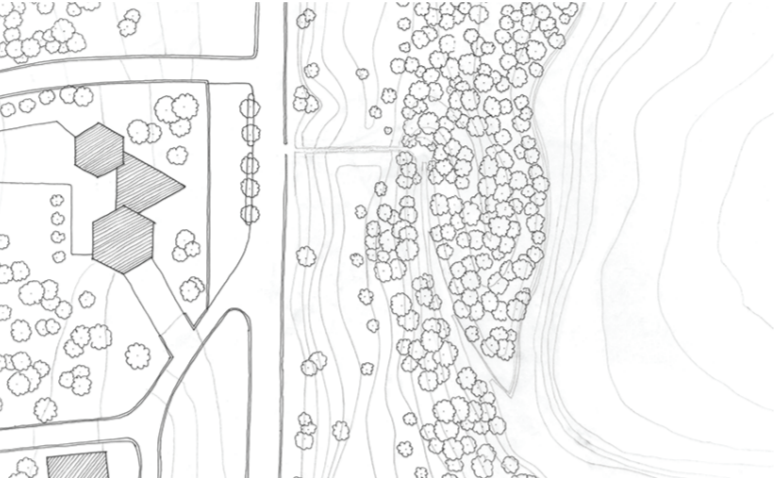
Based on a fascination and appreciation of Italy's car culture, a design strategy was sought that used the moving viewpoint as a methodology. On the trip along the Lambro, films of the landscape were made out of the car window which revealed the potentials and themes around the perceptible links between infrastructure and the landscape. The project attempts to transform one's perception of what is given. In addition, a series of interventions are developed into the three main types of landscape that were noticed on the journey from the Alpine foothills to the Po plain. The



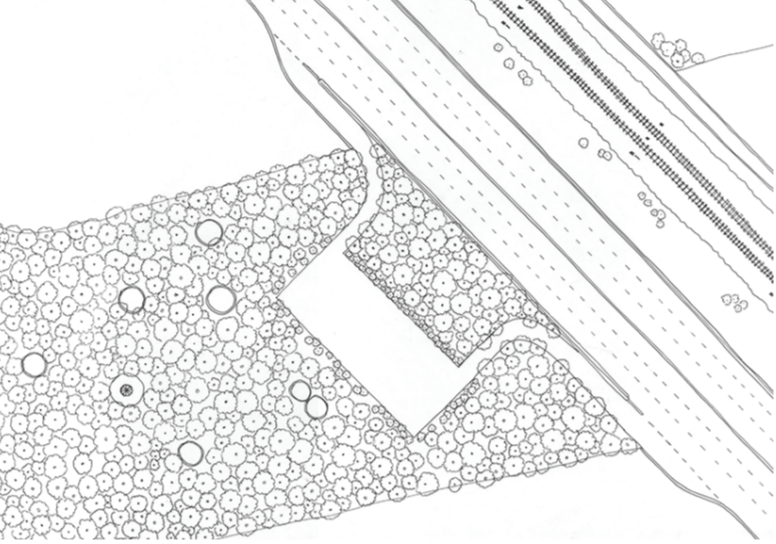
1: A dome carved into the rock opens up a new interior world in the landscape of the Alpine foothills and provides space for a petrol station



3: A pedestrian bridge provides an urban roof and new views into Milan's landscape



2: A ravine creates a new connection between the street and the landscape behind it to the North of Milan

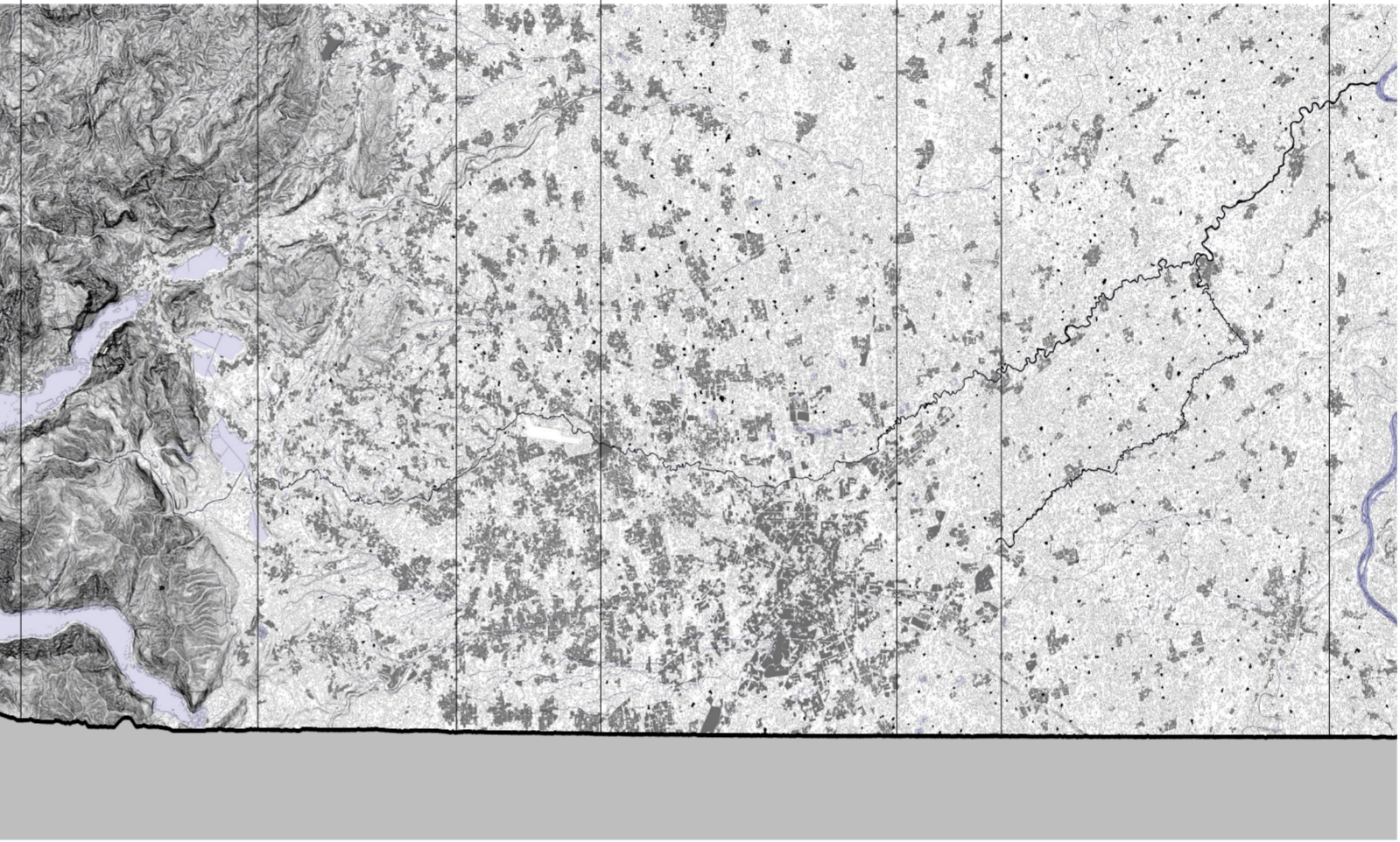
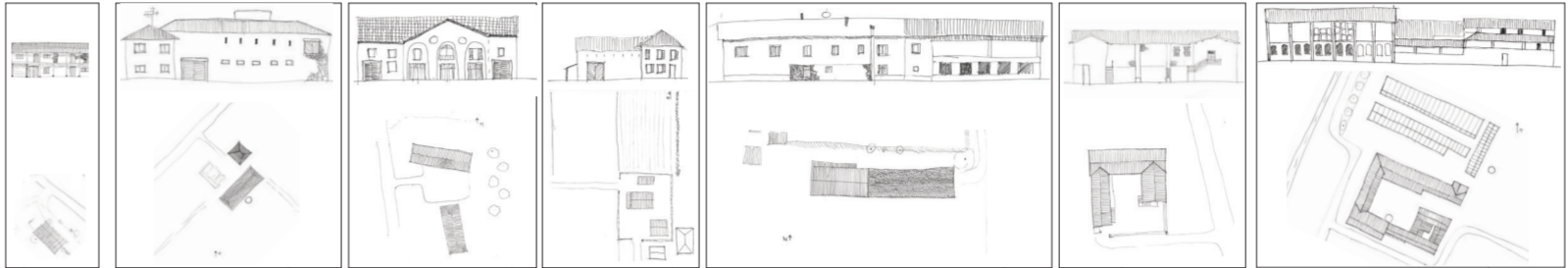


4: The extensive plain of the Po landscape is set against a thick forest, into which a motorway service station is integrated

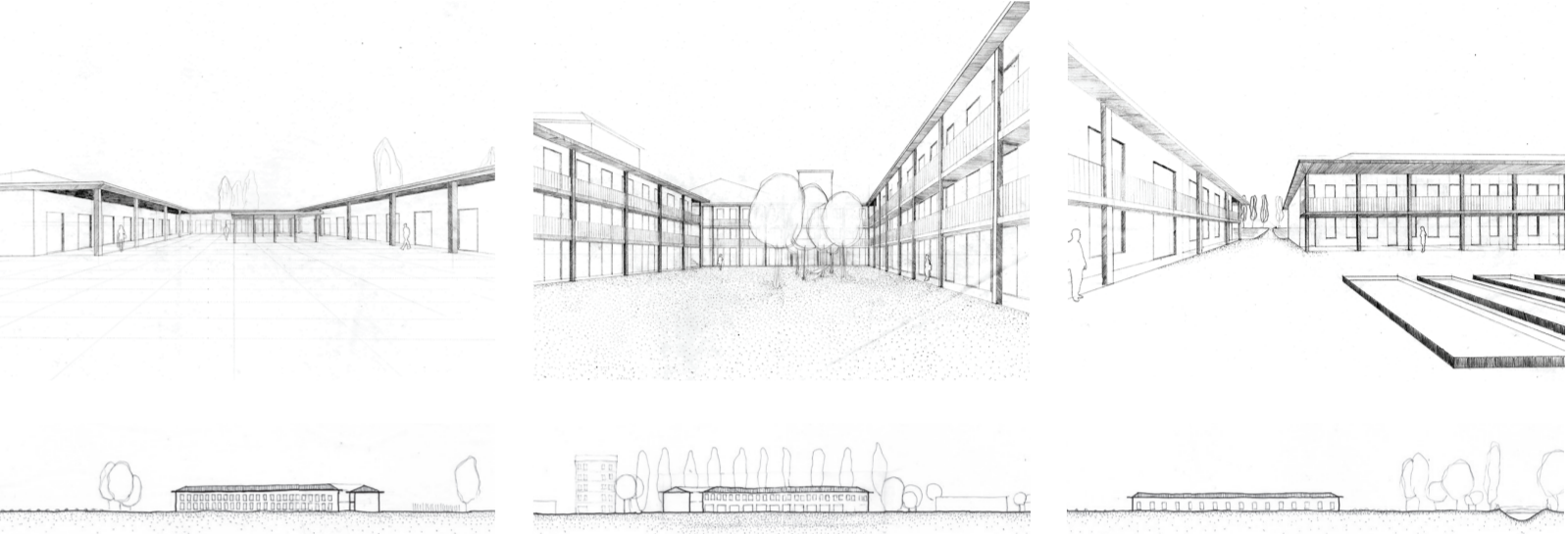
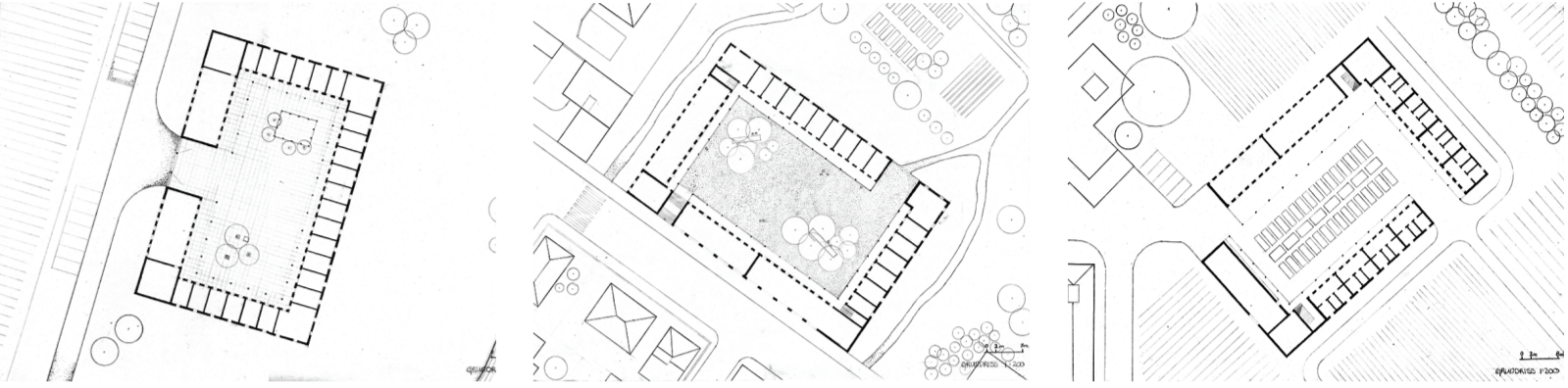
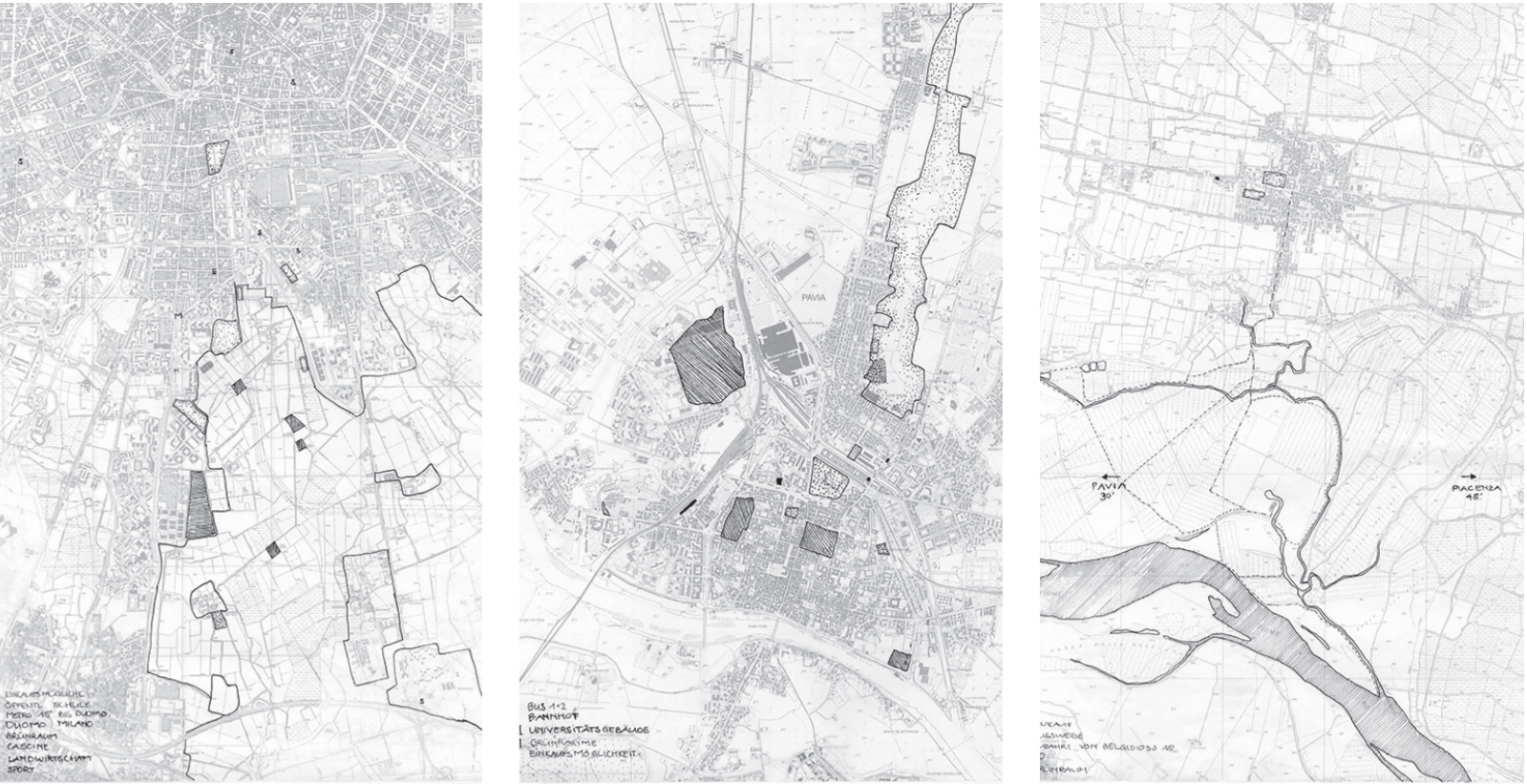
# Cascina Urbana

A rural building type is translated into an urban context. Giving it a new architectural purpose, its specific social structure and relationship with the landscape remain as its distinctive elements.

An analysis of the traditional Cascina shows that this building type is on the one hand distinctive for its social structure, which characteristically forms a community, as well as for its great diversity and the small scale of its rooms. On the other hand the way that each one is anchored into a particular location and its relationship to the surrounding landscape is central (see transection and sketches below). Hanging on to these main characteristics, a generic type is formulated which can be adapted to specific contexts and



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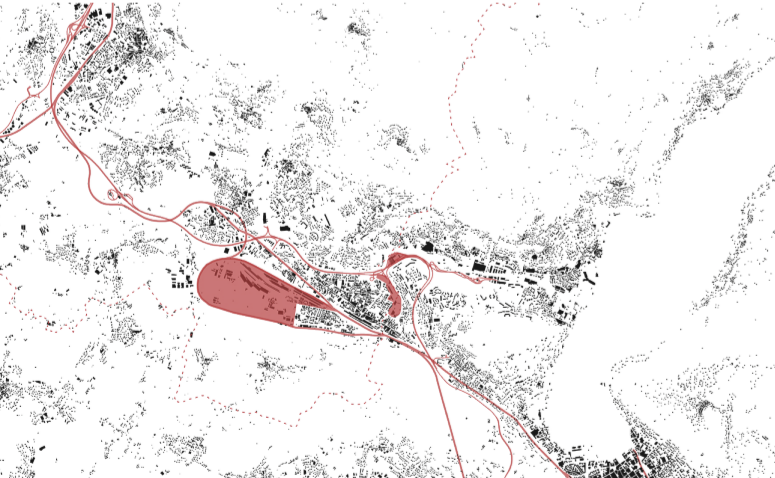


Cascina Comune Immigranti  
Cascina Residente Studenti  
Cascina Ostello Comunale

# Border City

In the Alpine foothills on the border between Italy and Switzerland an urban condition that is cross-border but diffuse is evolving. Two new types of park set the trend for an urban future that is collective.

The border region between Ticino and Lombardy at the foot of the Alps is today a cross-border reality with a common residential area that is characterised on the one hand by an increasing convergence at the countries' border but also by urban sprawl along the infrastructural axes. With these observations in mind, two interventions for a common border city are proposed, in which the landscape plays both a supporting and a superior role.  
1. The introduction of a city forest on the hill at Cardina connects the surrounding areas with a sequence of glades. Such a commonly used space does not exist today, but would create a new form of centrality.  
2. Turning the agricultural land that still exists on the outskirts into a landscape park strengthens the current qualities of the cultural landscape and makes it accessible for the surrounding neighbourhoods. This allows for an active form of protection as well as a clear boundary for the residential area.



North-South axis and the associated border infrastructure, which through globalisation and political decision-making has an ever weakening significance



Residential structure, landscape and perimeter. As the border regions lose their function, they can be reconceived as a cross-border city



A new landscape park redefines land that is still used for agriculture and makes accessible the space that is as yet unbuilt with its particular qualities



A new city forest connects the bordering areas through a sequence of glades where parks are introduced

# Re-Creation

Corte Sant'Andrea, a long forgotten place where the river Lambro meets the Po, is revitalised. A centre for stress-related illnesses is the catalyst for new development in the village.

Corte Sant'Andrea had great strategic and religious significance from the Roman times up to the Middle Ages. The place functioned through its position where the Lambro flows into the Po as a centre of trade and hosted a monastery which made use of the fertile and attractive landscape. From 1860 to today the number of inhabitants has sunk from 560 to 14. The new clinic for stress-related illnesses closes a gap in what is on offer in the medical market of the metropolitan region of Milan. By locating it here, it creates a counterpoint to the dense urban centres to the



Masterplan for Corte Sant'Andrea



Important (yellow) and inhabited (red) buildings

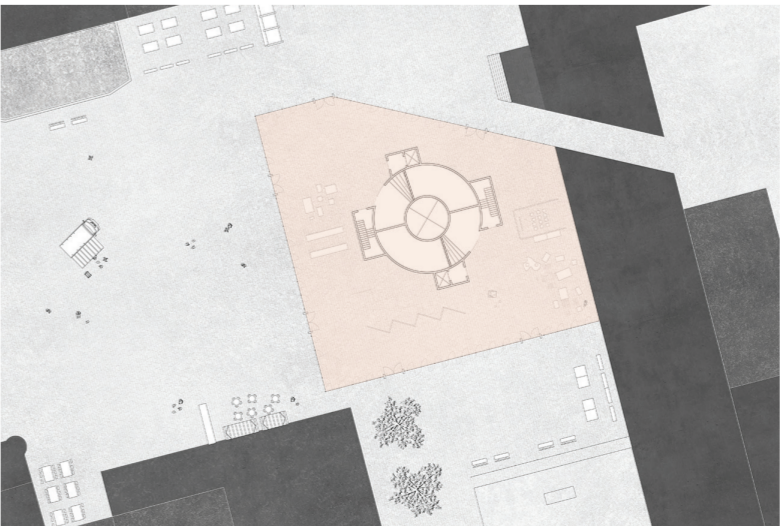
Buildings to be demolished (yellow)

New constructions (red)

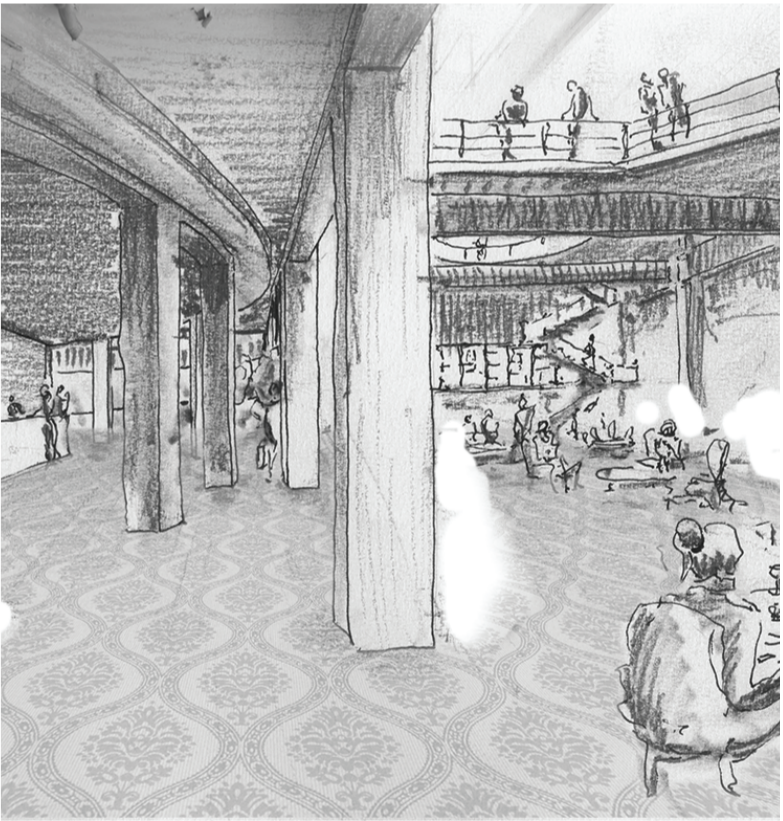
# The Collage Principle

The quality and identity of Lombardy lies in the variety and contrast of its architecture. This interplay between old and new will also be the case for Casatenovo.

Over the years the Lombardy region has been exploited in very different ways. These activities, each with its own characteristic architecture, have formed the 'face' of the region, leaving deposits like geological strata. This collage of the components of urbanisation is not just there to be conserved or even to be torn down, but can be further developed as it is. In this way the new architecture is to be autonomous, yet without ever negating its context, so that it can become a part of the collage.



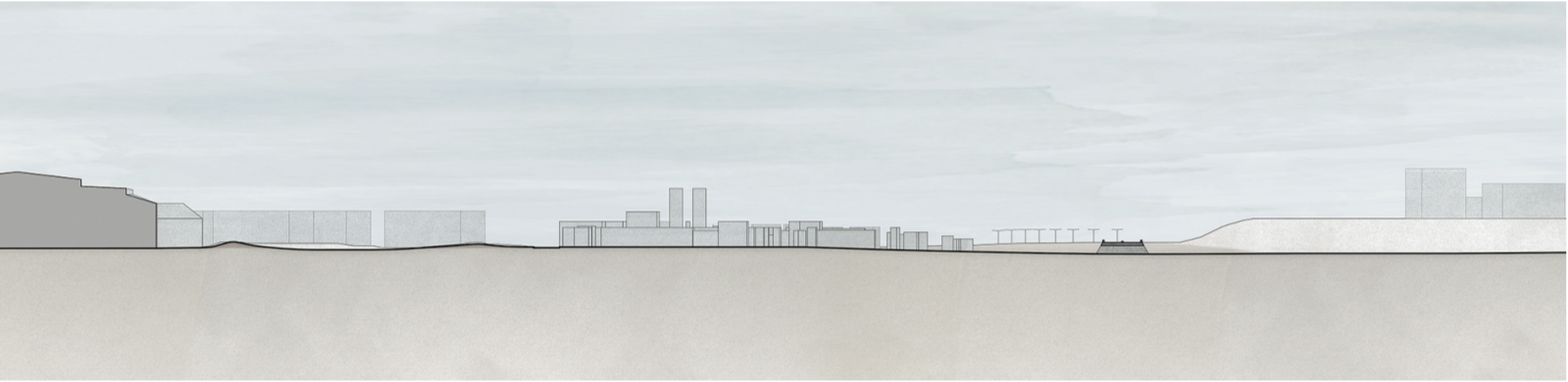
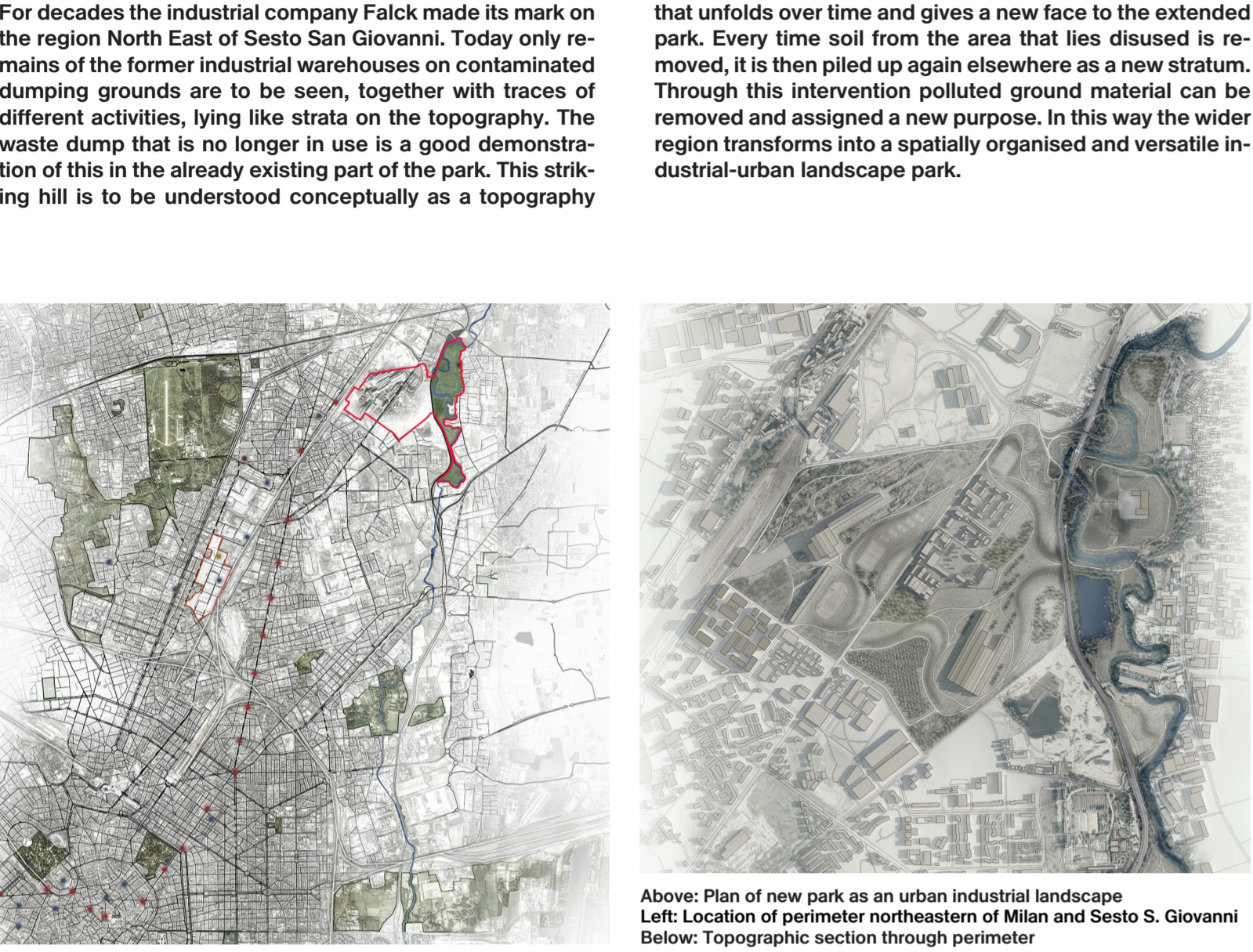
Above: City map of Casatenovo (top) and Ground floor plan of new school and Library building  
Left: Regional map



Examples of the three different strategies applied. Top: Renovation and reuse of abandoned factory building, Centre: Change of use of an old warehouse into a market, Above: Newly constructed school building

# Urban Industrial Landscape XI

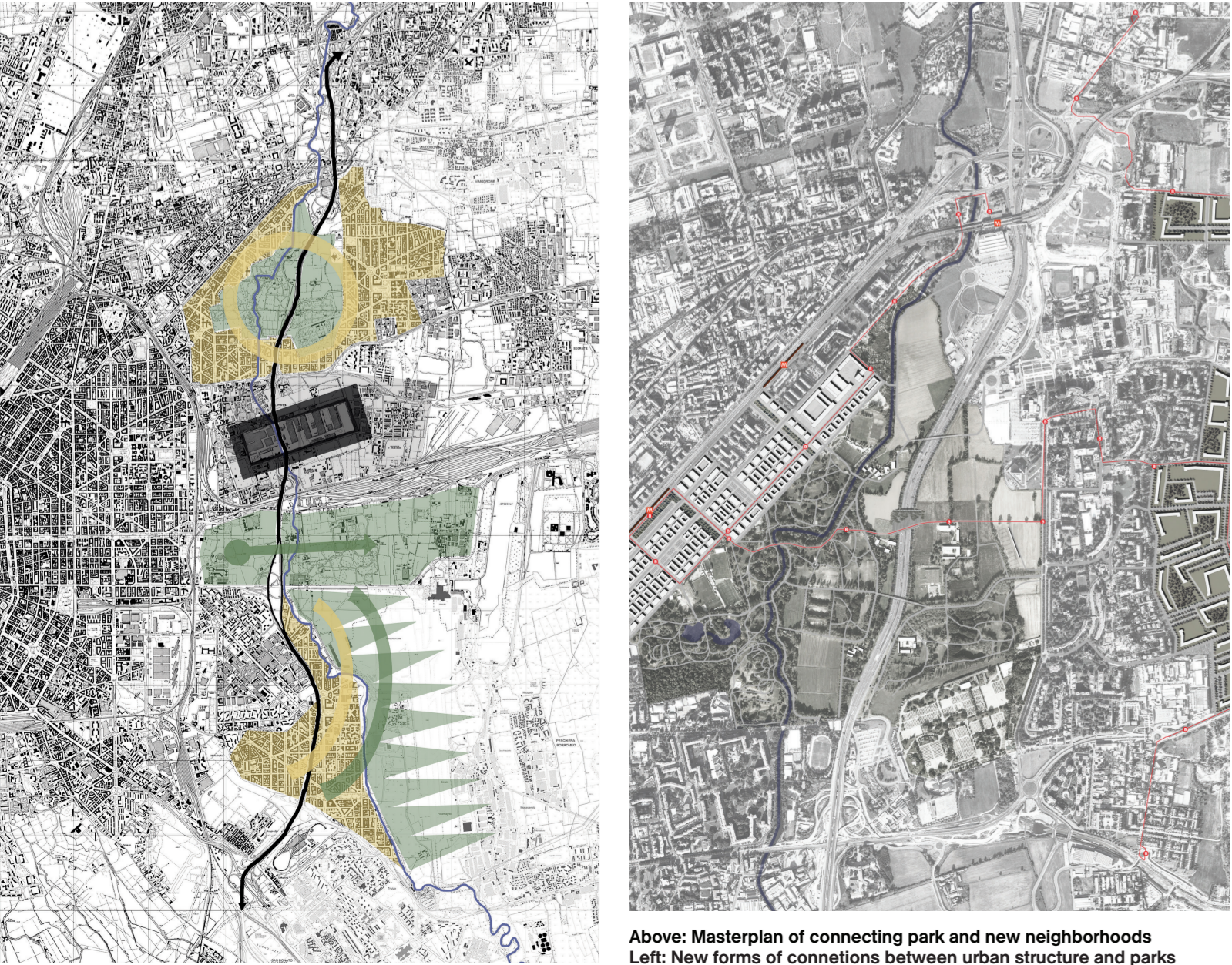
The Parco della Media Valle del Lambro is developed into an industrial-urban landscape park which carries on the short history of the conversion of the region’s industrial wastelands.



# The bridge as metaphor XIII

In the extensive and fragmented zones along the Lambro, a new road network provides important connections that have been missing as well as a boost to urban consolidation.

The North East of Milan is characterised in particular by its several barriers that run parallel to the Lambro and connects the different park fragments together. At the same time, two new city neighbourhoods demarcate a clear boundary to the park and in so doing transform it into a central city park, in which the Lambro is no longer a boundary condition, but can be understood and used as an urban landscape.



# A new future for wastelands XII

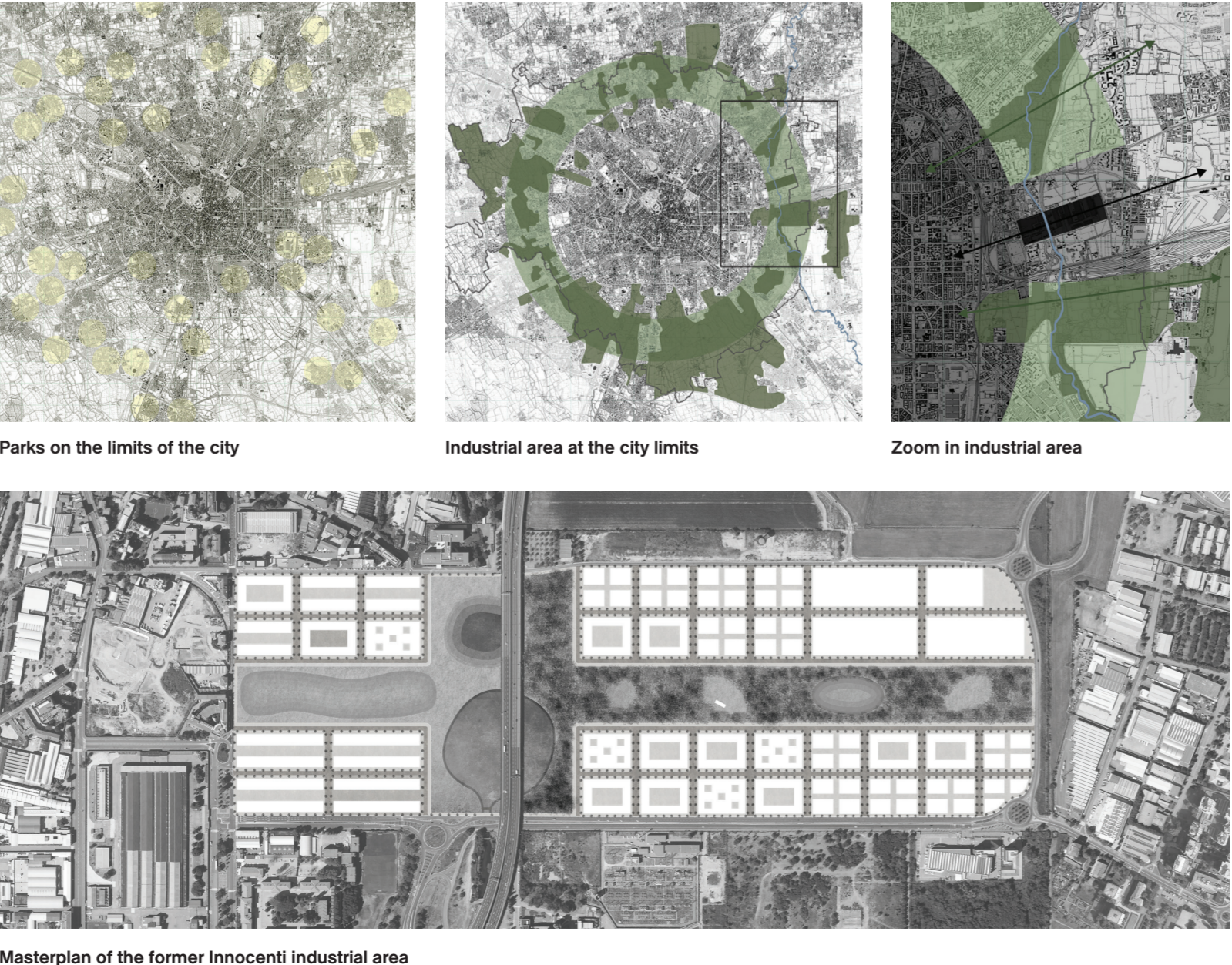
Previously central locations along the Lambro that are today abandoned can look forward to a new future with specifically developed strategies, without totally forgetting their past in the process.



# The potential of city limits XIV

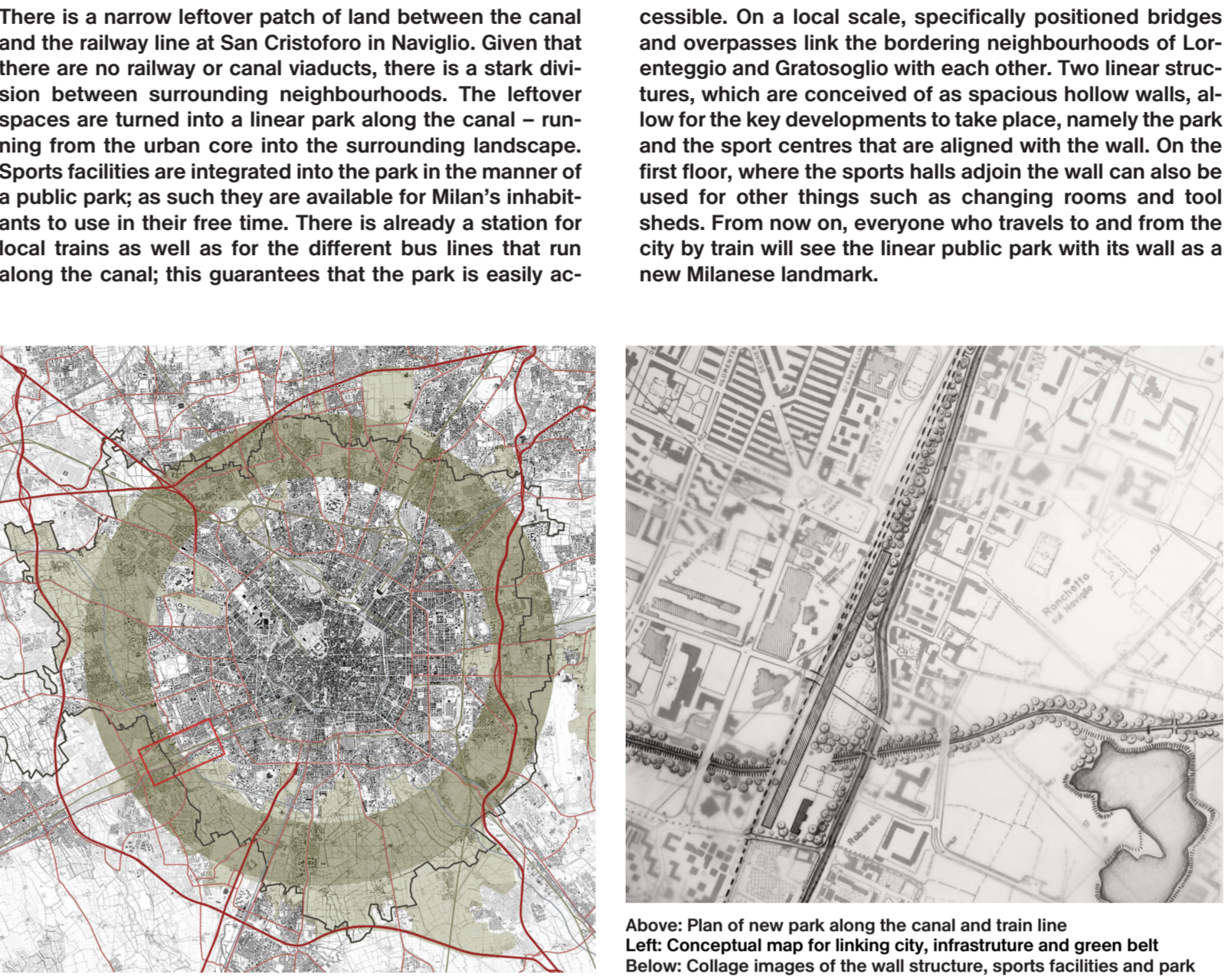
The industrial areas on the city limits that have fallen into neglect have the potential to be transformed into intermediary elements between city and periphery.

Within the metropolitan region of Milan a strategy is proposed for the development of the transition zone between dense city and less dense residential periphery. In this border region there are two dominant elements: parks and industrial areas. The parks around Milan have been developed in the last few years with a greenbelt strategy in mind, which has redefined many industrial areas as parks. This project goes against this strategy: using the former Innocenti area of Lambrate as a prototype, it demonstrates how to think of an industrial wasteland as a marker of the urban limits. Taking the context and history of the area as a starting point, an innovation and technology district is proposed, which serves as a motor for the further development of the border region in various ways. The starting point here, which is at the heart of the masterplan, is open space. This is a central element across the Lambro that makes the connection to the neighbouring parks, Parco Lambro and Parco Forlanini, possible. With open space in mind, a stage-by-stage development plan for the area according to certain basic rules is proposed.



# A public park for Milan XV

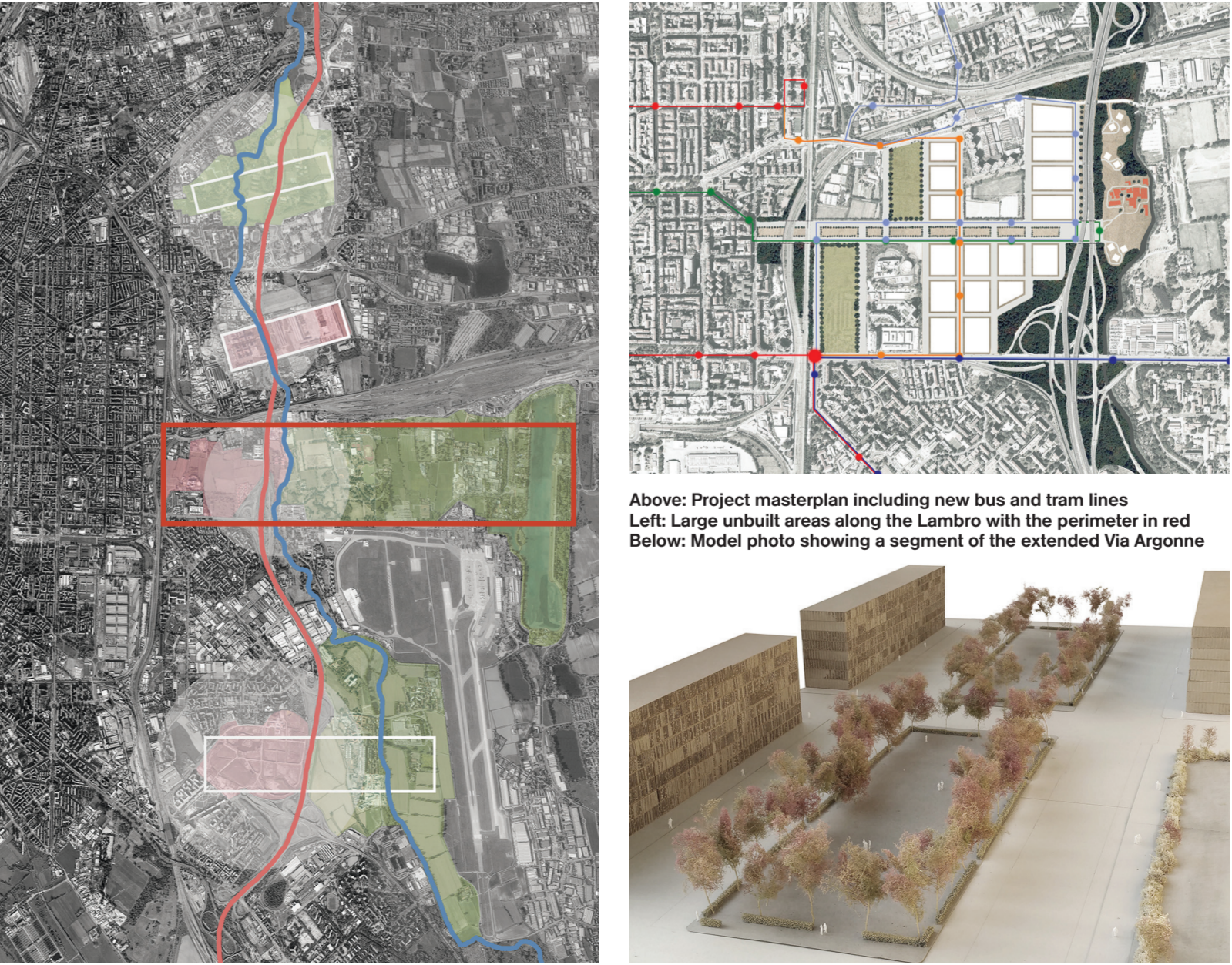
A public park, squeezed between the Naviglio Grande and the train tracks at San Cristoforo, connects the bordering neighborhoods.



# Towards the water’s edge XVII

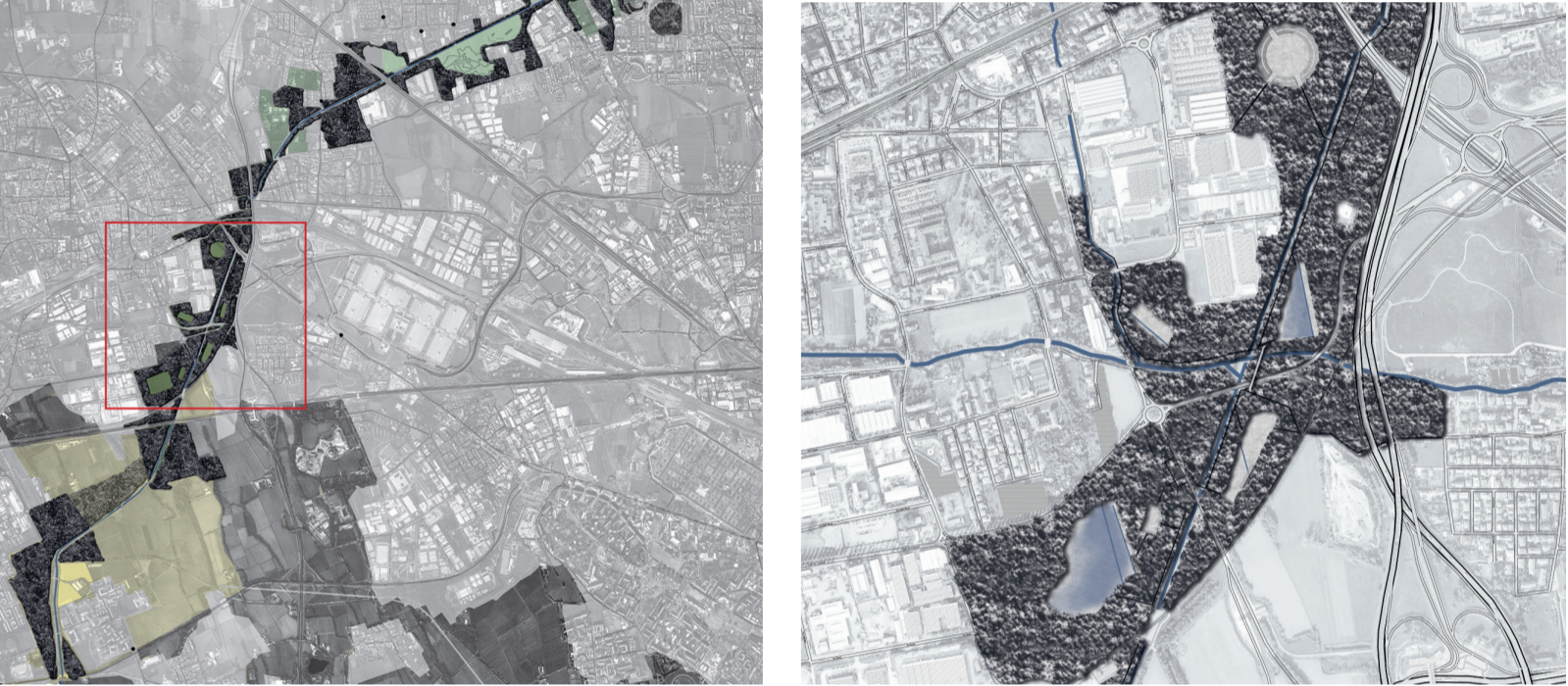
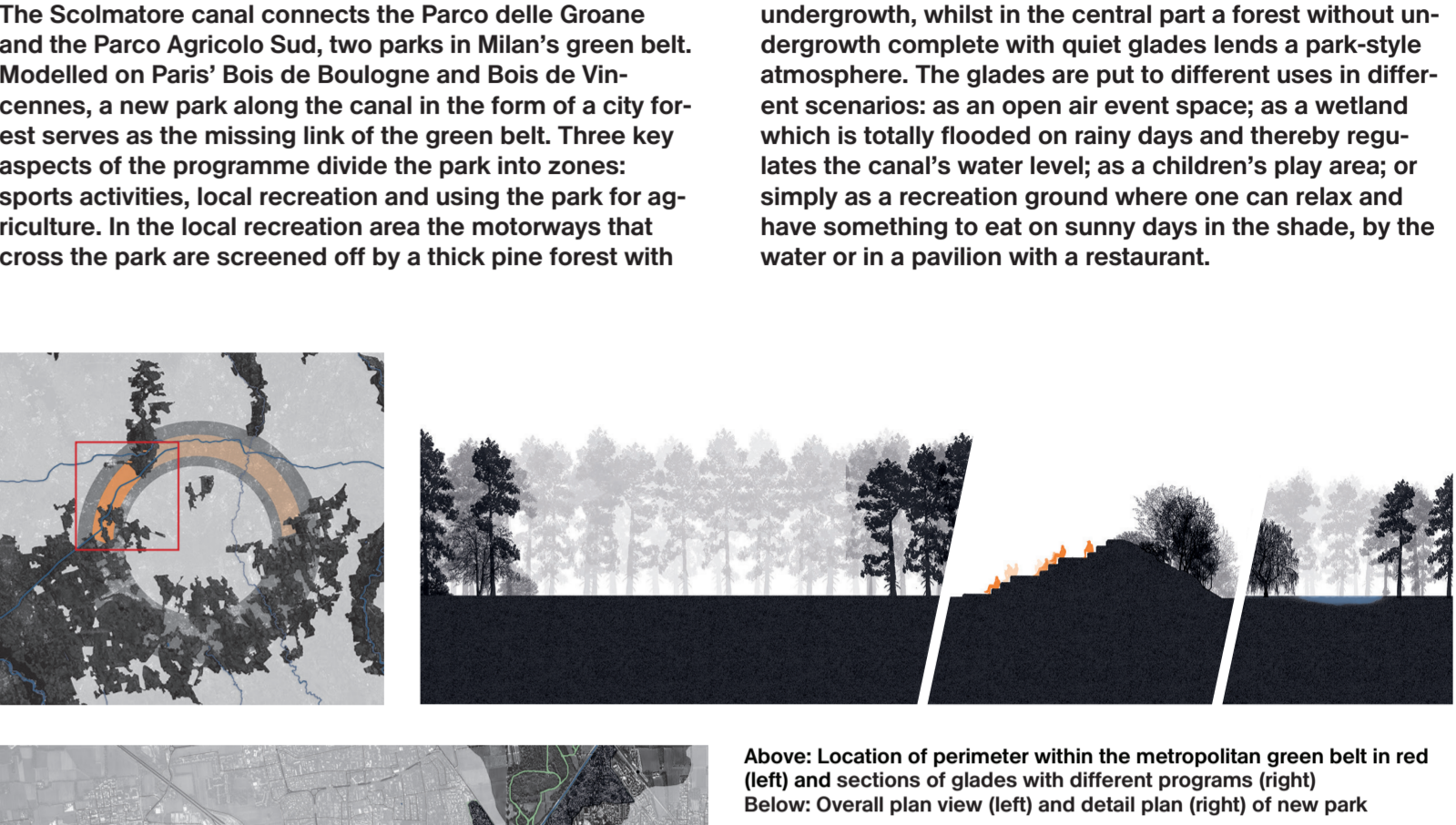
An urban intervention along the Lambro and its infrastructures redefines the river by compacting the ground of the city, bringing together axes and making clear boundaries with the Parco Forlanini.

The River Lambro, which flows through the outskirts, provides no additional benefit for Milan’s inhabitants in its current state. The urban scale of the intervention sees to it that the unbuilt area between the city and the clear divide of the motorway along the Lambro is restructured and made accessible to the general public. To this end the Viale Argonne is extended as far as the Parco Forlanini as a large axis of transport and open space, complete with new bus and tram lines. An additional street network paves the way for the development of a new neighbourhood with urban qualities, linking the area to the east of the motorway with the existing urban space. Between the motorway and the river there is a neighbourhood park that comprises a forest interspersed with housing units and a cultural centre. In this way, the Lambro becomes a bustling public space and defines the new edge of the city.



# Paysage et infrastructure XVI

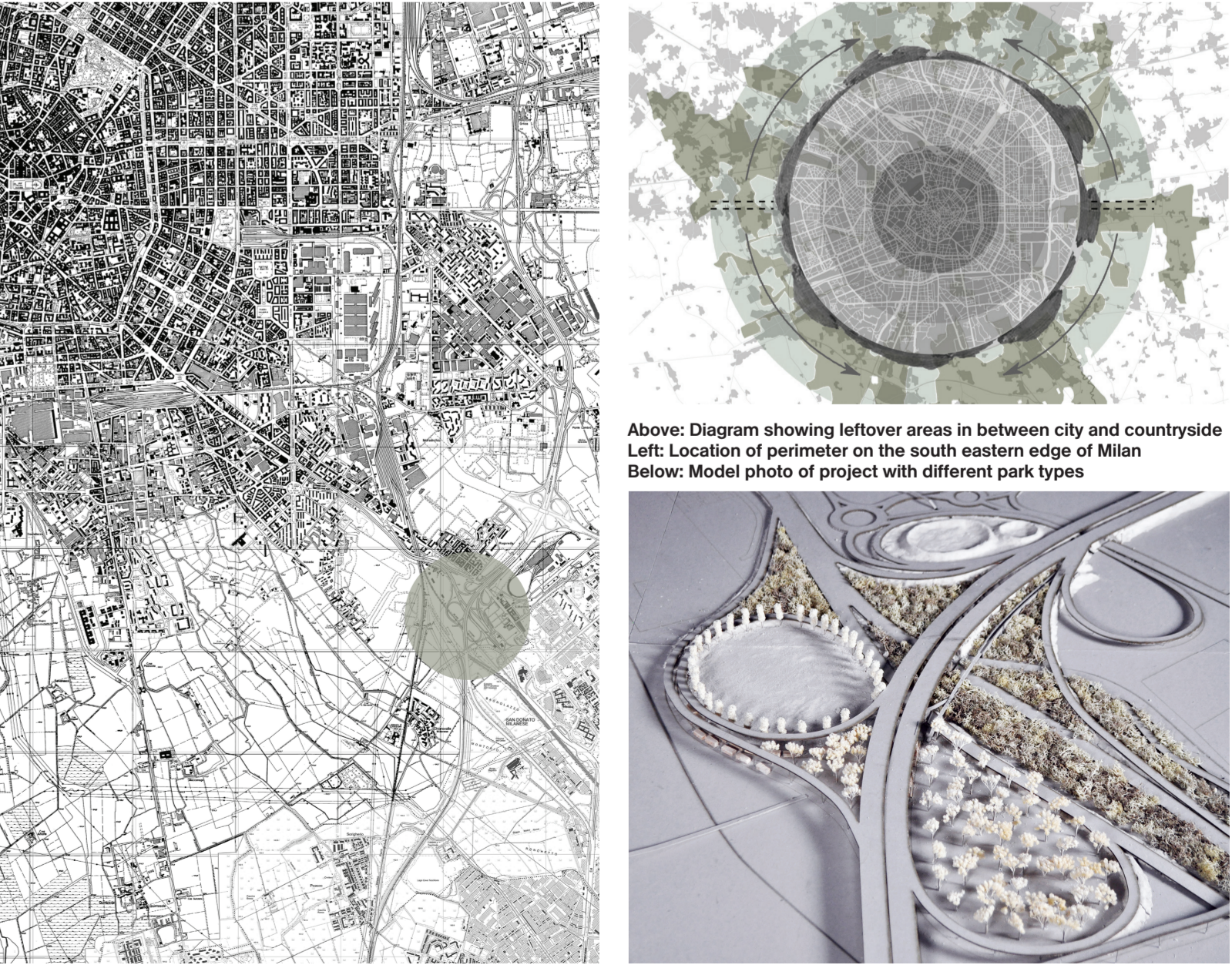
Both the Scolmatore and Villoresi canals connect the existing fragments of Milan’s green belt. A new park along this infrastructure closes the gaps.



# Limits and boundaries XVIII

Why not use non-places as parks? Why not revive the clarity of the municipal? Bliss amidst the muddle of the urban.

A large motorway junction on the south eastern edge of Milan creates rigid borders and huge in-between areas: undeveloped and isolated leftover areas that today lie idle. By introducing a city park the site’s potential as a distinct moment between infrastructure, administrative units, fragmented residential structures and green belt is exploited, and made concrete as a new public city space. As a connecting and invigorating element the new park creates a series of individual and precisely formulated open spaces which enable it to be perceived in a variety of ways: from closed to open, loud to quiet, public to private. Bridges, underpasses and ravines connect the park spaces, which are framed by streets. In the centre stands an open common as well as an enclosed birch forest, flanked by newly inserted studio space underneath the raised slip roads.

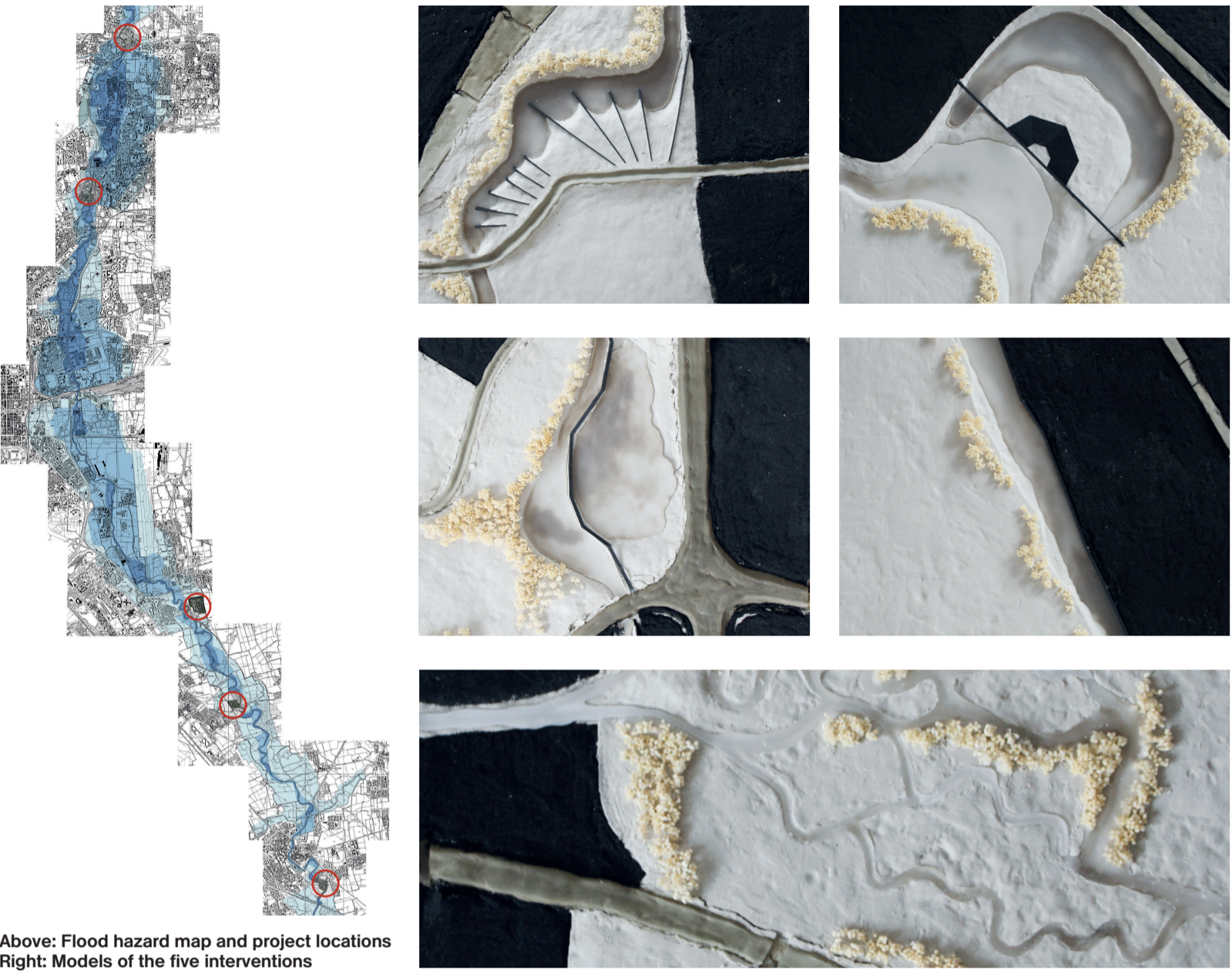


# Movement in the river XIX

The floodwater problem along the outskirts of Milan is solved in a way that is tailored to the urban context; new floodwater infrastructure can also be used in a way that serves the public.

Because of sewage treatment plants that are above capacity and the danger of flooding, the public avoids the area along the Lambro, despite its potential as an urban river landscape. The project takes the upgrade of existing sewage plants and the improvement of water quality as a starting point for the development of new points of reference on the river.

Five places along the river that stand out because of their high flooding risk and their easy access thanks to the railway are the ideal spots for intervention. In each case, a certain infrastructural element brings about a change in the motion of the river, thus regulating the flood water. Each intervention finds its form in the overlapping of technological infrastructure with an additional use for the public. The interventions kickstart a process of transformation in the river landscape that is never complete, such that static infrastructure turns into dynamic landscape elements.

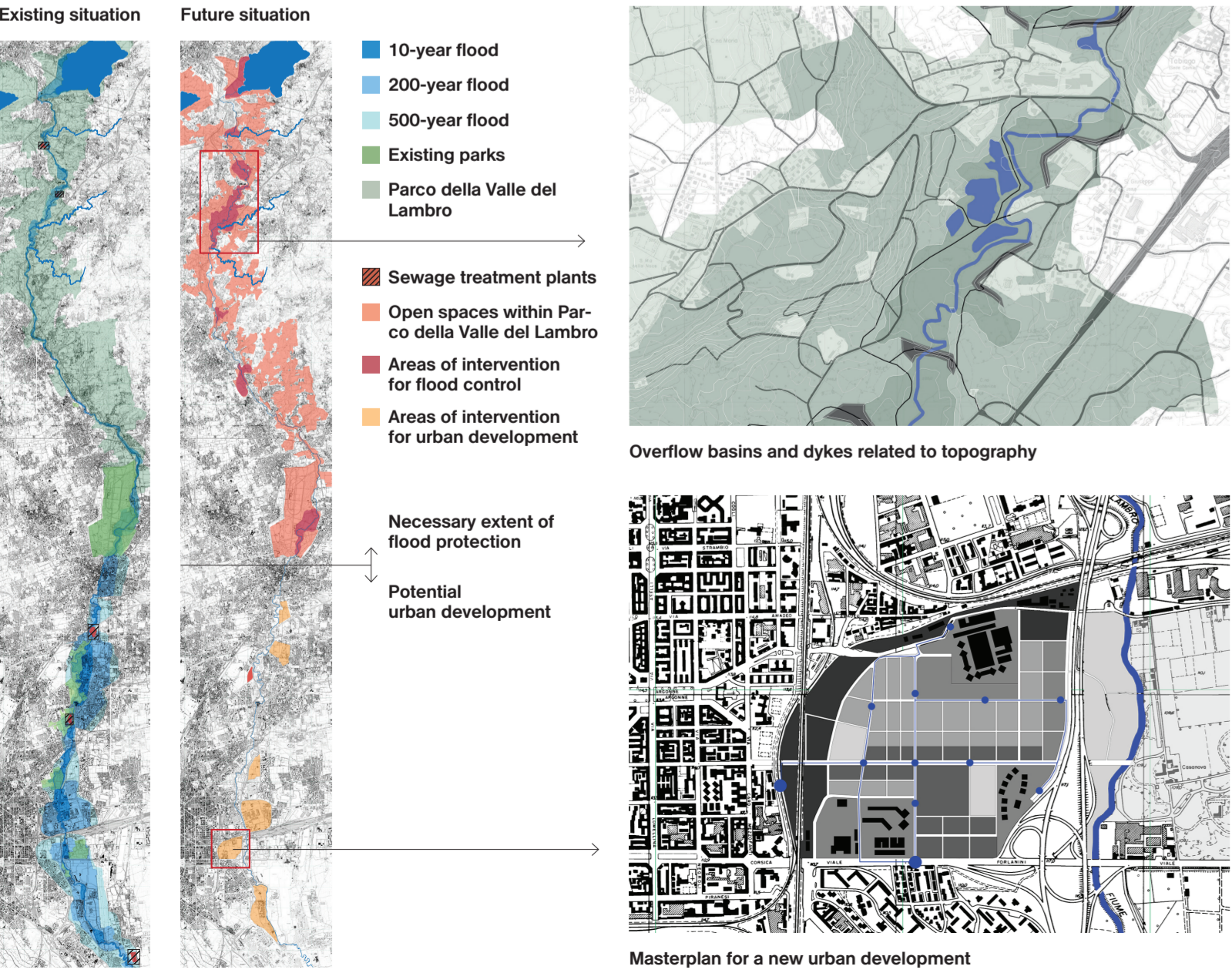


Above: Flood hazard map and project locations  
Right: Models of the five interventions

# River City XXI

New sewage treatment plants and overflow basins along the Lambro solve the problem of flooding and poor water quality. The spaces that become free provide new potential for the development of Milan.

For a long time the Lambro was a collecting basin for waste water and rubbish. Despite new laws and the odd sewage treatment plant, today the river is still by no means a clean body of water. In addition, the high fluctuations in the water level make it impossible to inspect the river bank, which could take on an important role as a public space for the region of Milan. In the first stage of the project new and efficient sewage treatment plants clean up the river. Several collecting basins on the stretch between the Lago di Pusiano and Milan also improve the Lambro's accessibility for the public. The basins are designed around the topography and gently integrated into the existing Parco della Valle del Lambro as large scale landscape elements. In this way, several sections of the river that are in the city of Milan but cannot be developed today because of the prevailing risk of floodwater, are freed up. An overlaid urban masterplan closes the existing gaps between buildings and steers the city of Milan towards the river.



Overflow basins and dykes related to topography

Masterplan for a new urban development

# City-River-Landscape XX

If the water quality is improved and the flood risk is contained, the bank of the Lambro can become an attractive urban space somewhere between city, river and landscape.

The poor water quality of the Lambro and the probability of its flooding mean that many of the areas along its bank have only limited access today. For this reason one reads the Lambro more as a caesura in the territory than as a good quality open space. In the future this is to change: by activating new and existing sewage treatment plants the water quality is improved, and through retention dams to the North of Milan the problem of flood water is solved. In this way, the areas along the river bank that were once identified as danger zones are now open for urban design and landscape plans. The project makes use of this potential and formulates three concrete interventions at different scales which demonstrate a new kind of interaction between the city-landscape and the river. Firstly, an urban house between the river and the city in Melegnano; then a series of blocks of flats where the city and the landscape meet at Sant'Angelo Lodigiano; finally a tower block in the forest in the agricultural fields of San Colombano Al Lambro. These three interventions can be read as prototypes for further interventions in the whole Lambro area.



# Accessing riverscapes XXII

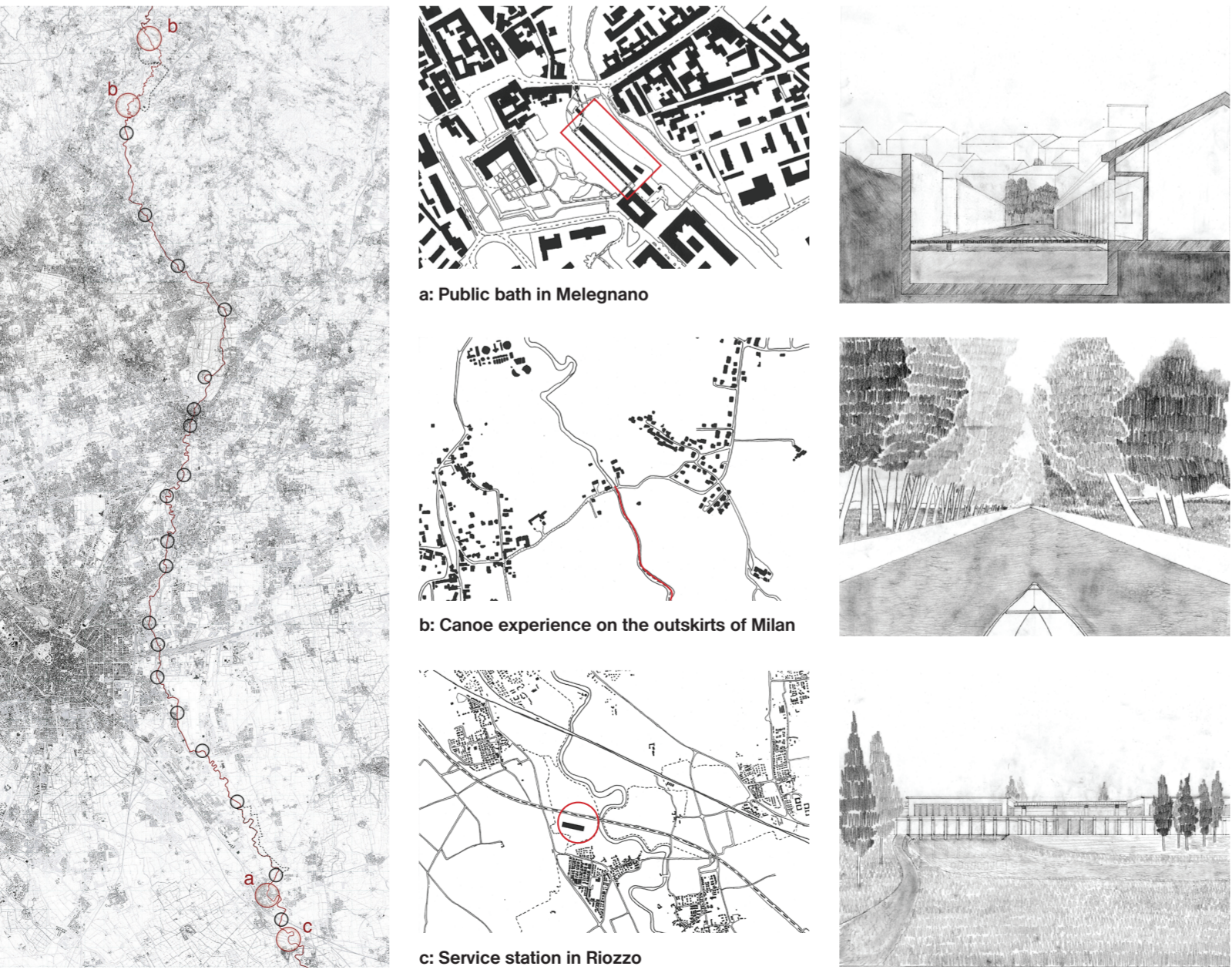
Where bits of infrastructure meet with the River Lambro, new uses arise somewhere between place and non-place. This synergy of different activities allows for a new perception of the river.

I understand the Lambro as being in a condition of what Marc Augé called 'non-place': it looks neglected and inaccessible and has nothing to do with its surroundings. Originally part of a traditional water system, today it is nothing more than a single-use infrastructural mesh. At three specific intersections of river and infrastructure different strategies create public spaces, each one deliberately generating awareness of the river basin and turning it from a hazard to an adventure.

a: In Melegnano a point by point intervention creates easily accessible public baths.

b: Experiencing it from a canoe, the river on the outskirts of Milan becomes a waterway which links two nodal points.

c: At Riozzo a service station sits on a motorway bridge over the Lambro, linking the fast long distance traffic with the network of local recreation areas along the river.



a: Public bath in Melegnano

b: Canoe experience on the outskirts of Milan

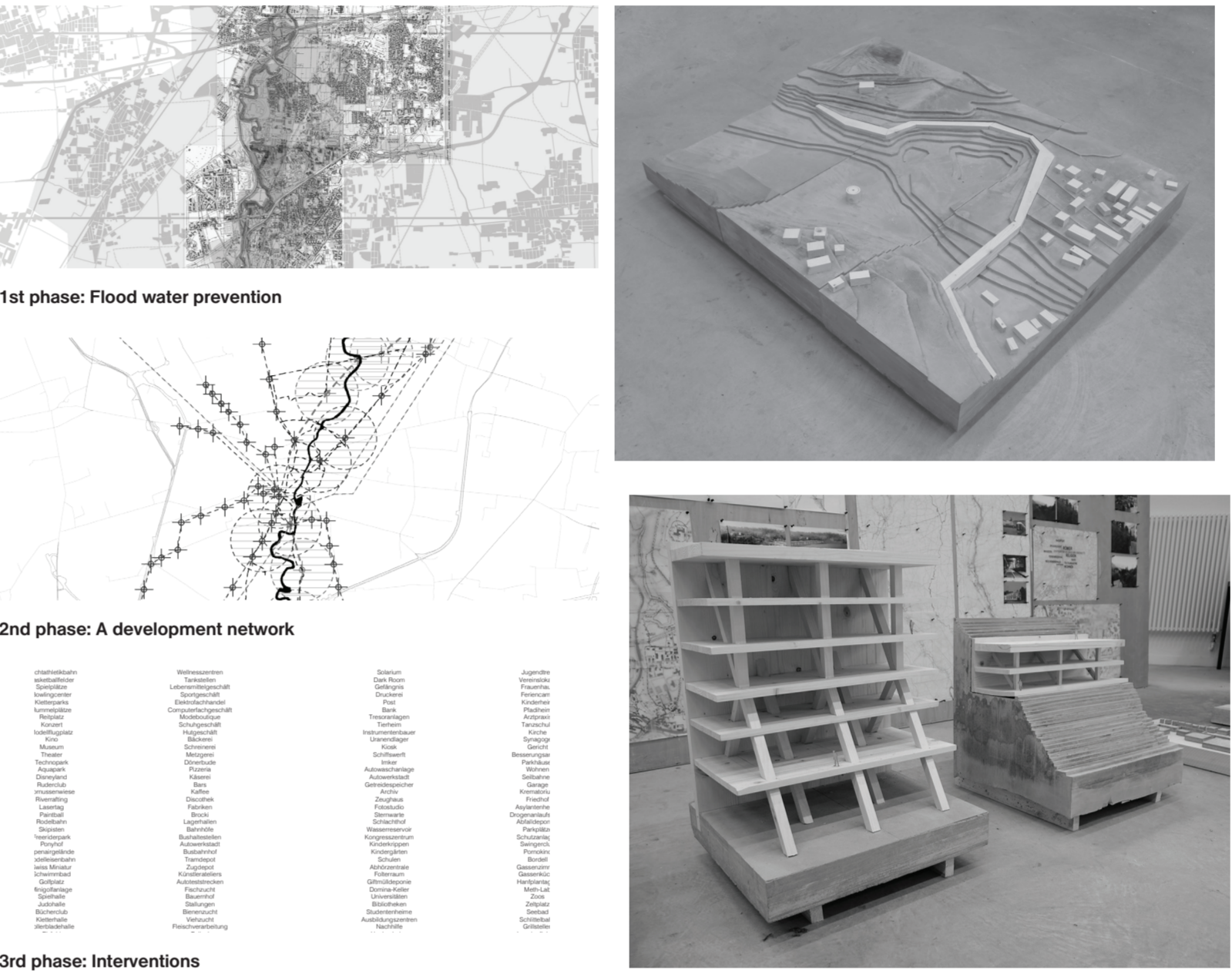
c: Service station in Riozzo

# 130 XXIII

The Lambro is an absent line though the territory of Milan. A series of interventions at different scales transforms it into a 130 km long centre that is of great significance to its context.

Because it has been reduced to nothing more than infrastructure, the Lambro is hardly recognisable or discernable anymore, whether on maps or in real life.

The project transforms the Lambro over a timeframe of several decades into a 130km long linear centre which is integrated with its context. Each intervention here follows a predefined rulebook that can be read as a kind of action plan.



1st phase: Flood water prevention

2nd phase: A development network

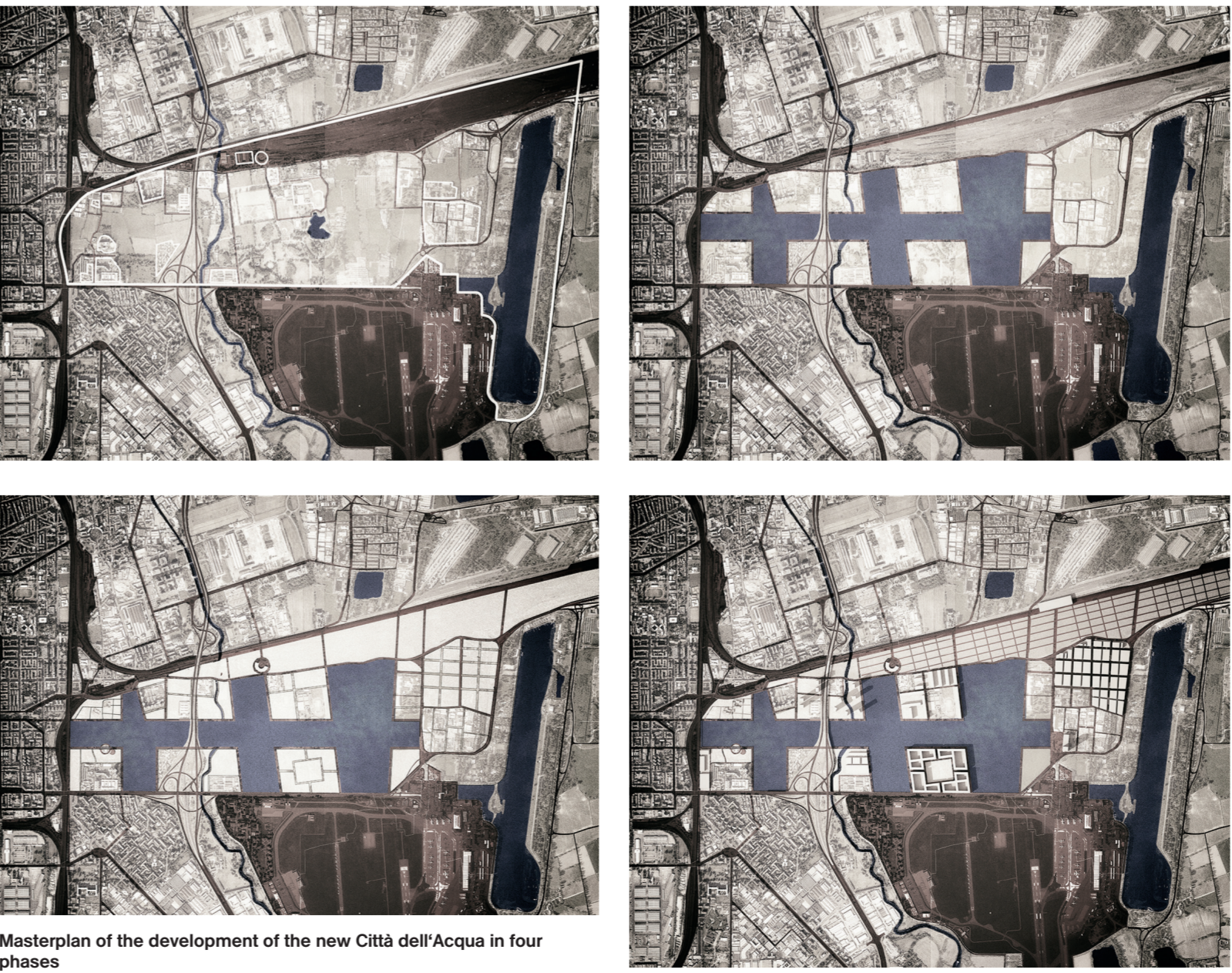
3rd phase: Interventions

Position (Milan) – June 2015 – No. 5.

# Città dell'Acqua XXV

The intention of this project is to redefine the resource of water away from a purely infrastructural, industrial understanding towards a public and metropolitan one.

In today's society, clean water has become the embodiment of a good quality of life. Milan and its environs are considerably lacking in clean water, which is why the population hardly ever associates the city's rivers and canals with good qualities. The design is based on the assumption that in the near-distant future this deficiency will be relieved with sewage plants, and in turn new leisure and entertainment opportunities will arise as well as a new relationship with the waterways. This project's potential as an urban design project is best demonstrated on the eastern boundary of the city along the Viale Enrico Forlanini. A new large and centrally located expanse of water serves both as a retention area when it floods and as a multipurpose public space in the middle of a newly developed dense neighbourhood. The fanned-out 'Waterfront' creates an attractive space for high-rise buildings and a public promenade on the water. Through the intervention an area that used to be industrial and infrastructural becomes an urban 'Common Ground' that is accessible to a broad public.



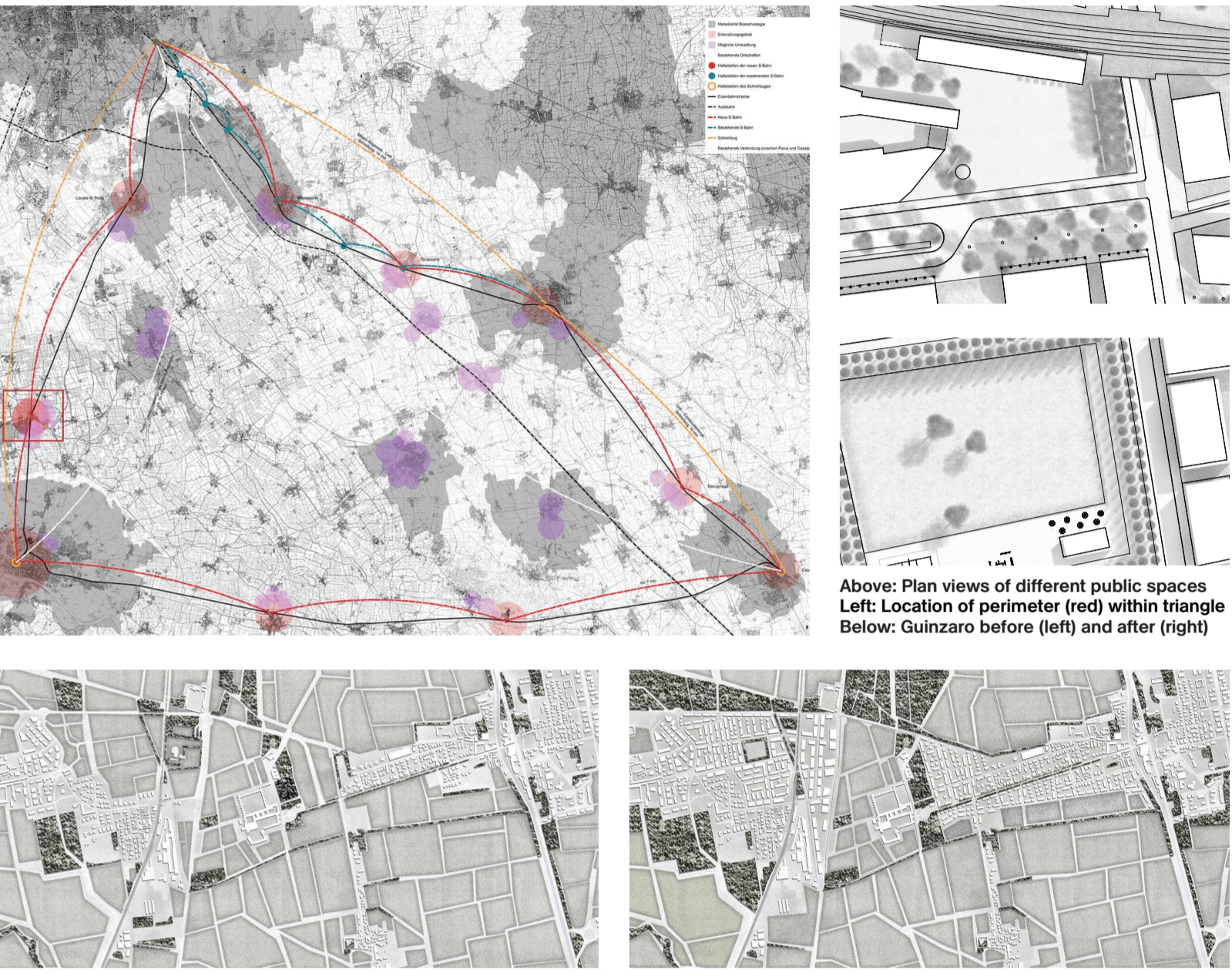
Masterplan of the development of the new Città dell'Acqua in four phases

# Infra structura XXIV

What would happen if the South of Milan, which till now has been dominated by the car, would have a modern local railway system at its disposal? And how could somewhere on this line develop?

Both of these questions form the starting point of this planning analysis. Eight stops along the infrastructural triangle defined by the new local train line form new urban centres to the South of Milan. The large scale of this train line is in contrast with the local scale of the eight areas: an example is Guinzaro, where one of these development scenarios is proposed. The existing on-site conditions inform the development of the scheme. These are the absence of public life, the dominance of cars, (which has determined growth until now) the agricultural fields that surround the area and the nearby monastery, amongst others.

The masterplan seeks to establish a new urban centre which takes the railway as its focus and can generate growth in the future. This new centrality offers room for a mixture of uses: commerce and service industries as well as a university research campus are the catalysts for the future step-by-step development of new residential areas. There is a particular emphasis on the creation of public spaces.

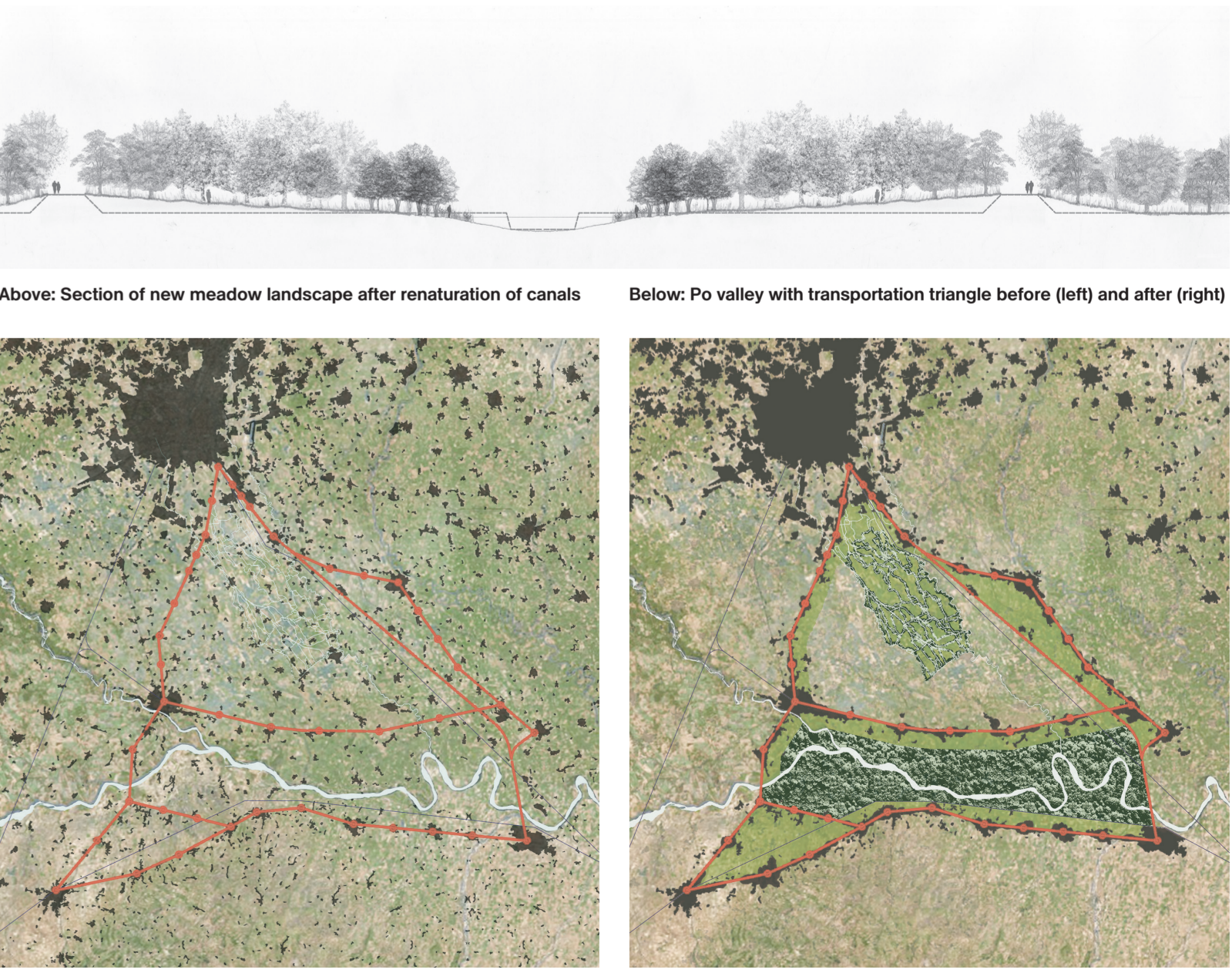


Above: Plan views of different public spaces  
Left: Location of perimeter (red) within triangle  
Below: Guinzaro before (left) and after (right)

# Ex- and intensification XXVI

Through densification and land improvement in the Po valley, the ground there is put to better use. The spaces that appear as a result of this process are transformed into a dynamic landscape park.

The train routes in the transport triangle that links Milan, Pavia and Casalpusterleno are assigned new stations and the journey time improved. As a result, it is possible to live in the countryside but at the same time have quick connections to Milan. Compact cities arise along the transport axes and grids of intensive agriculture in the surrounding fields, left free by the densification. This intensification means that space is freed up, thanks to which the inner part of the transport triangle can be declared as one large zone. Modelled after the original landscape of the Po plain, the surviving irrigation systems here are reinstated and a landscape of meadows gradually starts to appear. This meadow landscape creates a diverse and ecologically valuable wilderness as well as opportunities for the locals to spend their free time there.



Above: Section of new meadow landscape after renaturation of canals

Below: Po valley with transportation triangle before (left) and after (right)