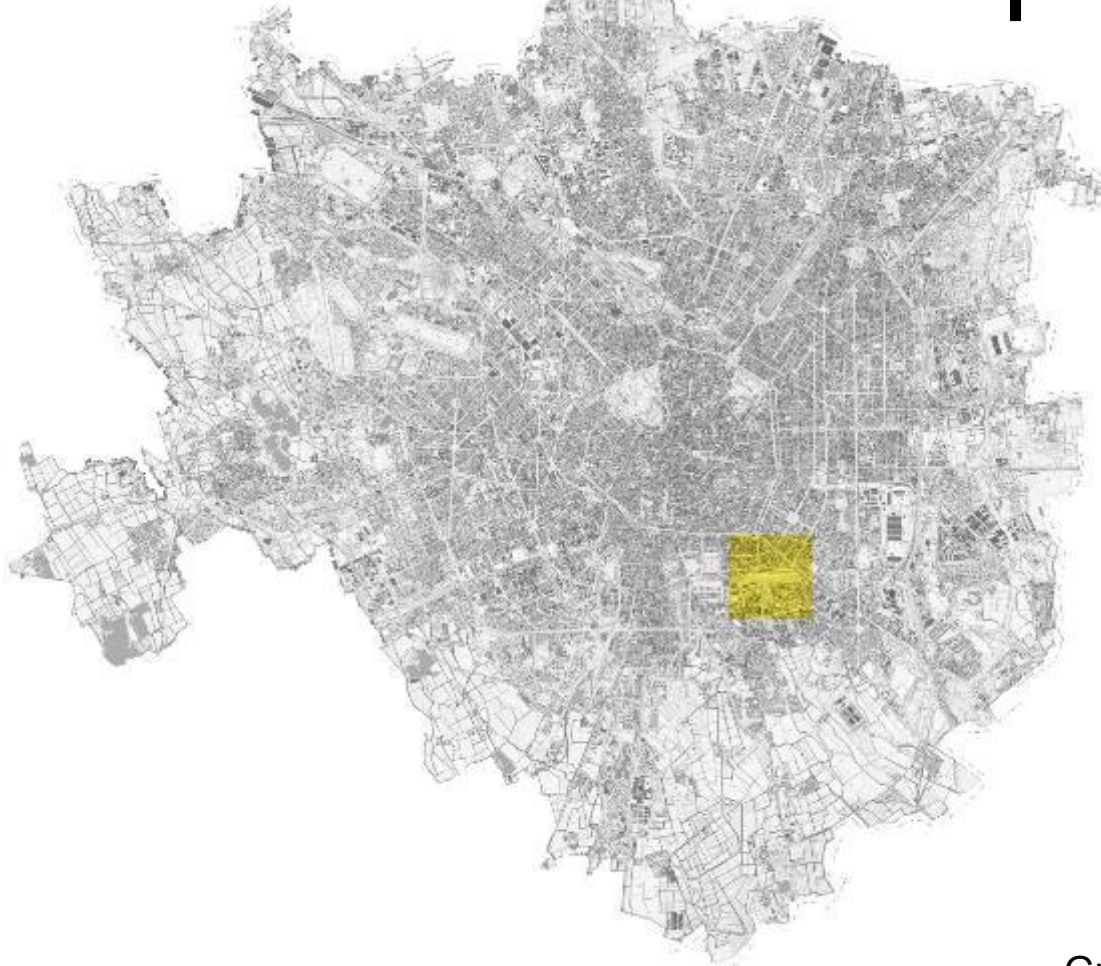


# PROJECT AREA presentation



Guya Bertelli, 14th september 2020

**CULTURAL BACKGROUND**

**Key words:**

**architecture**  
**urban design**  
**landscape**

the core of the studio is the **PROJECT** intended as a  
**THEORETICAL AND PRACTICAL PATH** oriented to a specific theme of **DESIGN** in the  
**CONTEMPORARY FRAGILE LANDSCAPES**

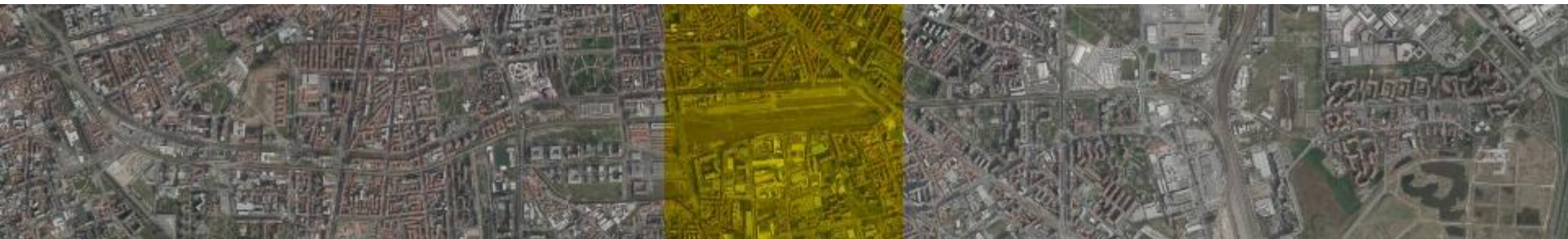
# RESILIENT LANDSCAPES INFRASTRUCTURES AND PUBLIC SPACES

Within a complex urban reality and its large landscape and territorial potentials, «using» the occasion of 2026 Olympic Games, the Studio will work on the main goals consisting in the construction of an architectural and urban resilient system, able to react at the fragile and critic contemporary conditions

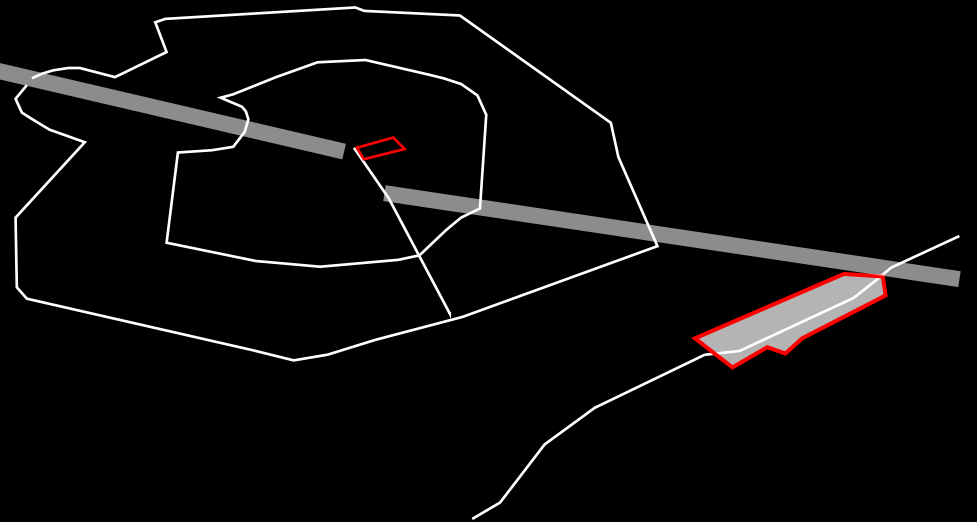
- » The project is intended as a multifunctional organism;
- » Focused on the relationship between construction (structure) and composition (figure);
- » It is Interpreted according to the different frameworks of forms, materials, uses and connections;
- » It is Integrated among open, relational and built-up spaces.

**The project area: Milano, Porta Romana**

[ 45°26'38" N, 09°12'20"]



# 2026 Olympic Games





# **THE SITE OF THE OLIMPYC GAMES IN MILAN: PORTA ROMANA RAILWAY YARD**





# **PORTA ROMANA IN THE URBAN CONTEXT AND THE RING OF THE RAILWAY YARDS SYSTEM**

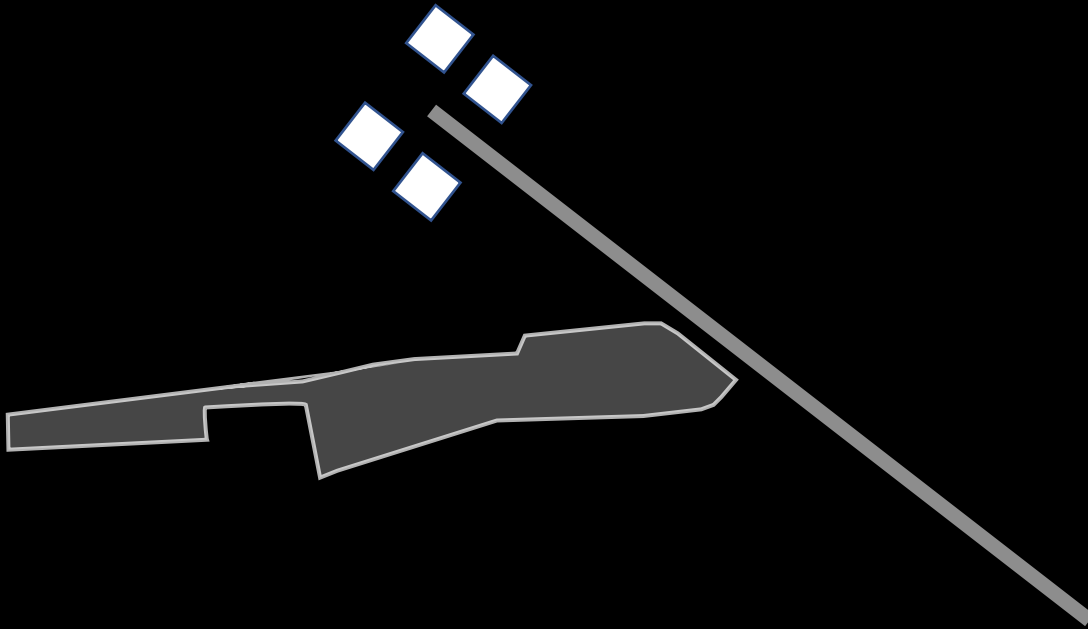




# Milan: General Map of rail yards system



# A RELATIONAL APPROACH

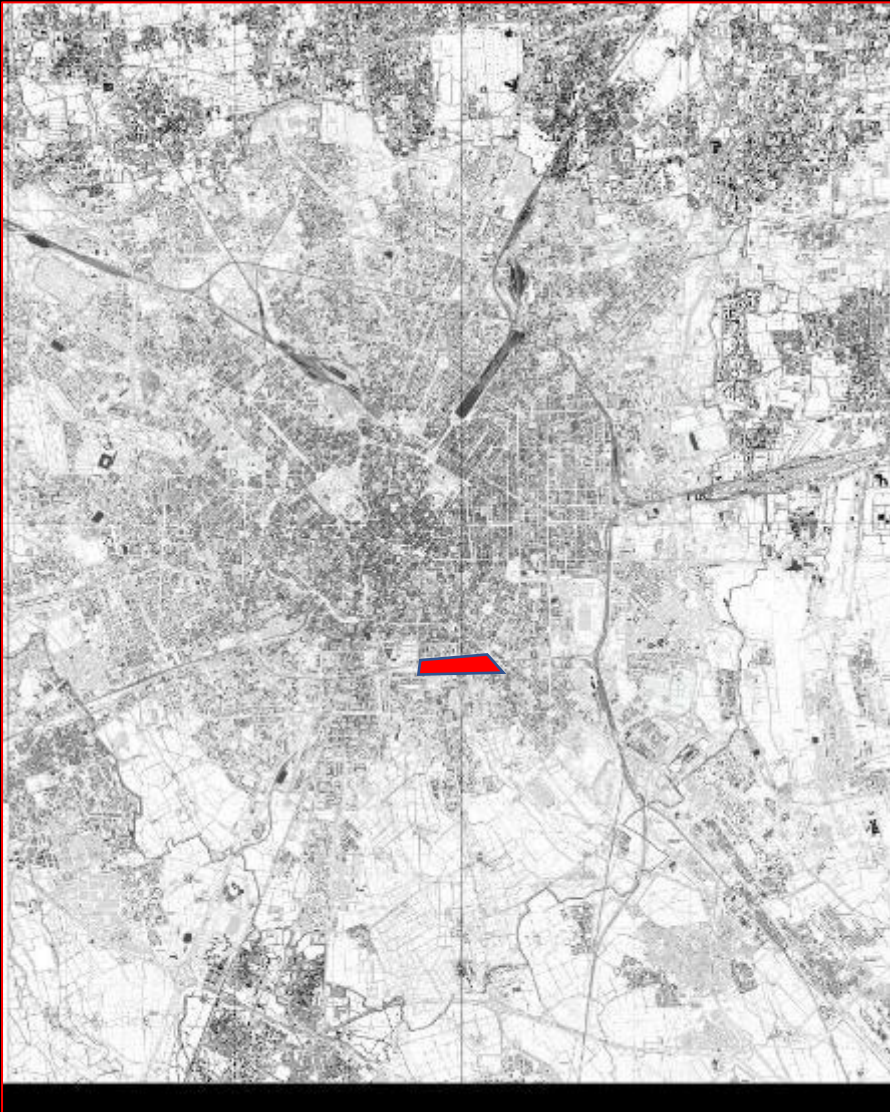


Milan PROJECT AREA: Porta Romana railway yard

**MILANO: PLAN OF  
RELATIONSHIPS**

**SEQUENCE OF THRESHOLDS AND PROJECT  
AREAS**

# Milan PROJECT AREA: Porta Romana railway yard



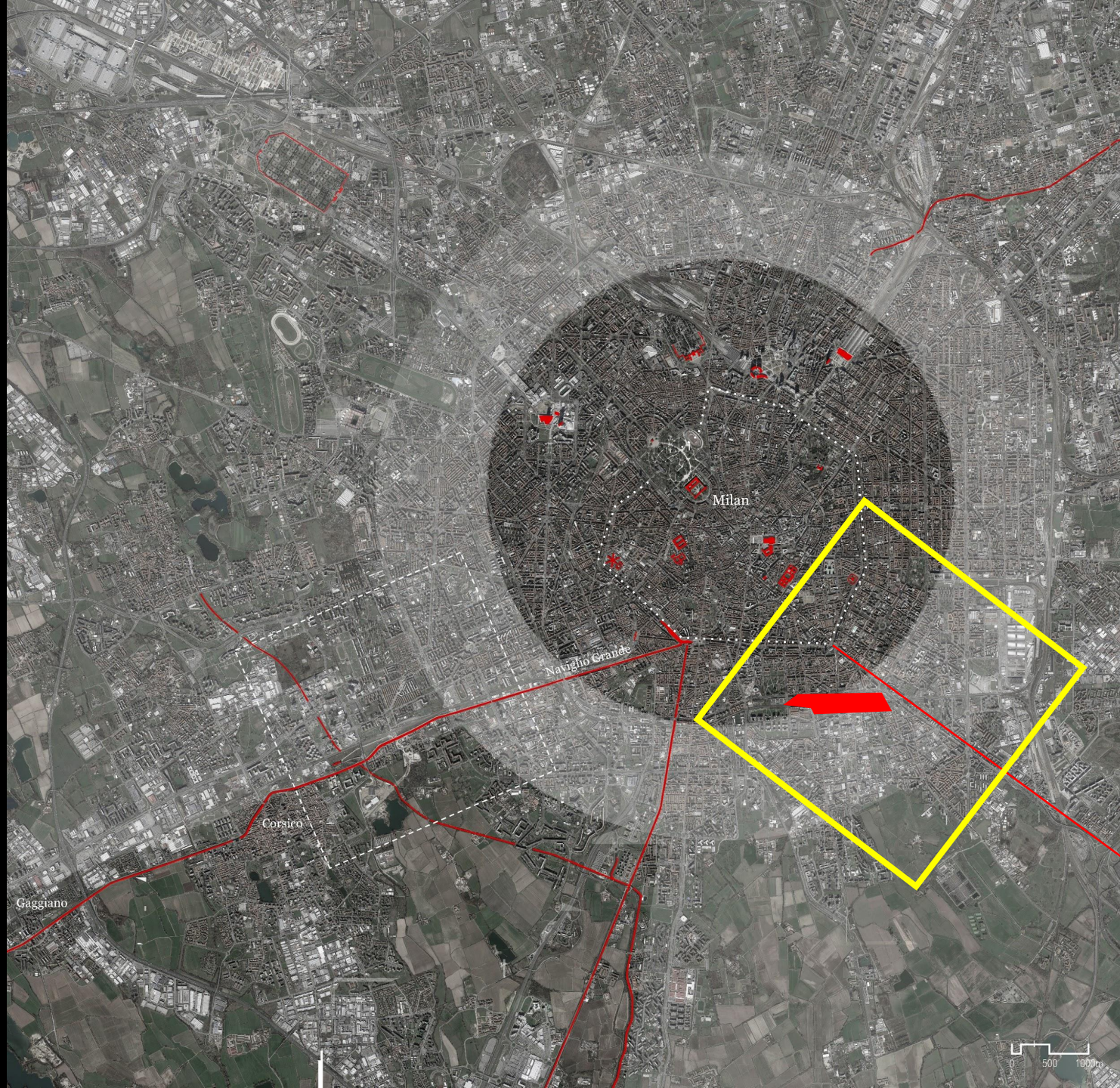
Background: Milan today  
– 1/25000

The site of the intervention is defined by the Porta Romana railway station, an urban 'gap' that today we can read simultaneously in two ways:

1. As an extended **void** recognizable in relationship with the surroundings, which we can interpret, as a 'place' in a state of abandonment and awaiting new transformation;
2. An 'internal' **limit** between the most consolidated part of the city to the north and the peri-urban part to the south, corresponding to what was once the first suburbs.

Both of these conditions make us recognize this place as a significant '**threshold**' of the city, no longer as punctual as the ancient 'gate', but as an 'extended threshold', a dilated limit capable of expressing itself as a potential place for future modification .







**STRUCTURE**

- Railway
- Road
- Water system
- Green belt
- Built area





## Project Area: railway yard at the Porta Romana (Roman gate)



As it appears in the image, the intervention area is located in a strategic point of the city, at the crossroad between the radial Corso di Porta Romana, the ancient 'decuman', and the external ring way, one of the main roads of the city's structural system.

It is a place of interference and encounter between the dense and consolidated fabric of the 'central' city and the more heterogeneous and rarefied settlement of the Modern city (20th century). Here the 'resistant' axes of the urban structure meet with the traces of the surviving agricultural systems, which in the south appear again as an integral part of the settlement system

The figure and the Background: the project area in Milan— 1/10000



## The rail yard of Porta Romana in the system of the main urban connections



Bird's-eye view: the image shows the relationship between the project area and the city's radiocentric structural system and highlights, according to the south-east / north-west axis, the sequence of recognizable and remarkable places: the railway yard , the Porta Romana gate, the Cathedral, the Sforzesco Castle, the Sempione arch and City life.





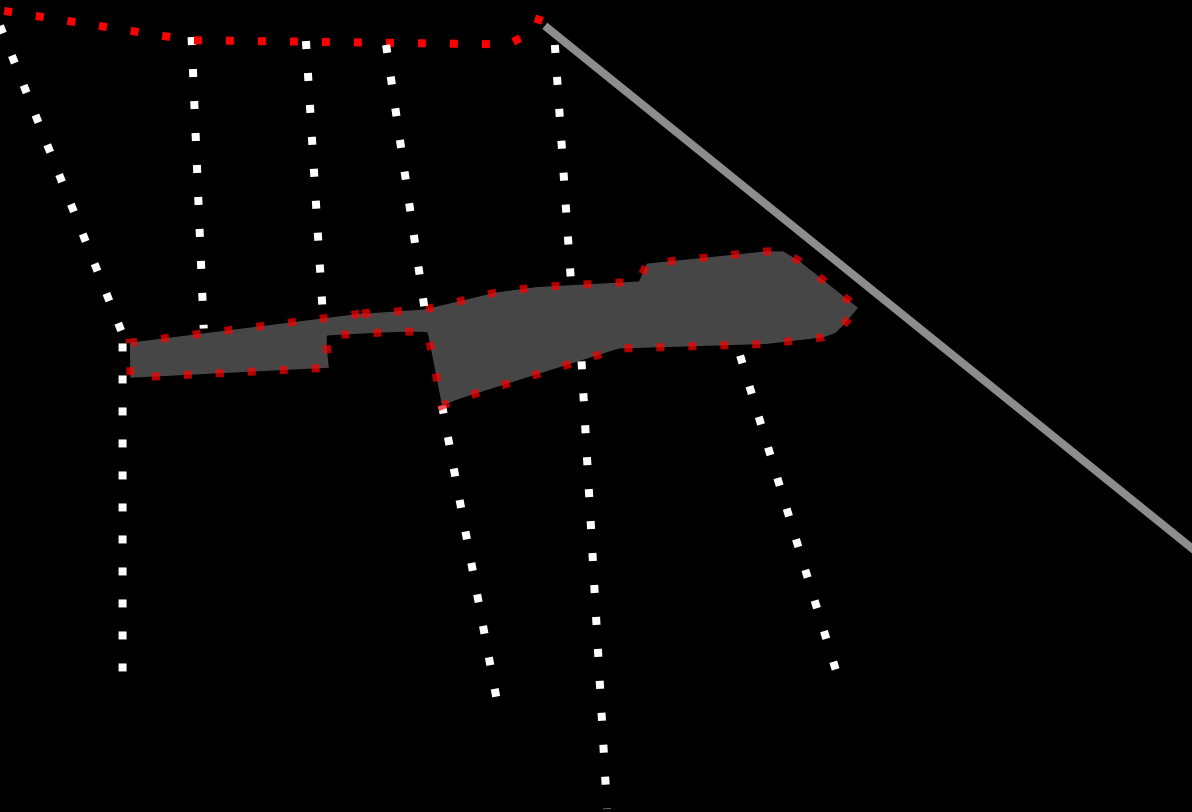
## Porta Romana freight rail way: map of the local connections

The image shows the system of the three large implants existing in the quadrant taken into consideration:

- 1- The yard of Porta Romana, 20th century, crossed by the route of the railway line, with a passing station
- 2- The Porta Vittoria yard at North/east sector, 20th century, with 'head' station
- 3- The basin of Darsena and the Navigli, XIII century, landing in the city of the Milanese canal system



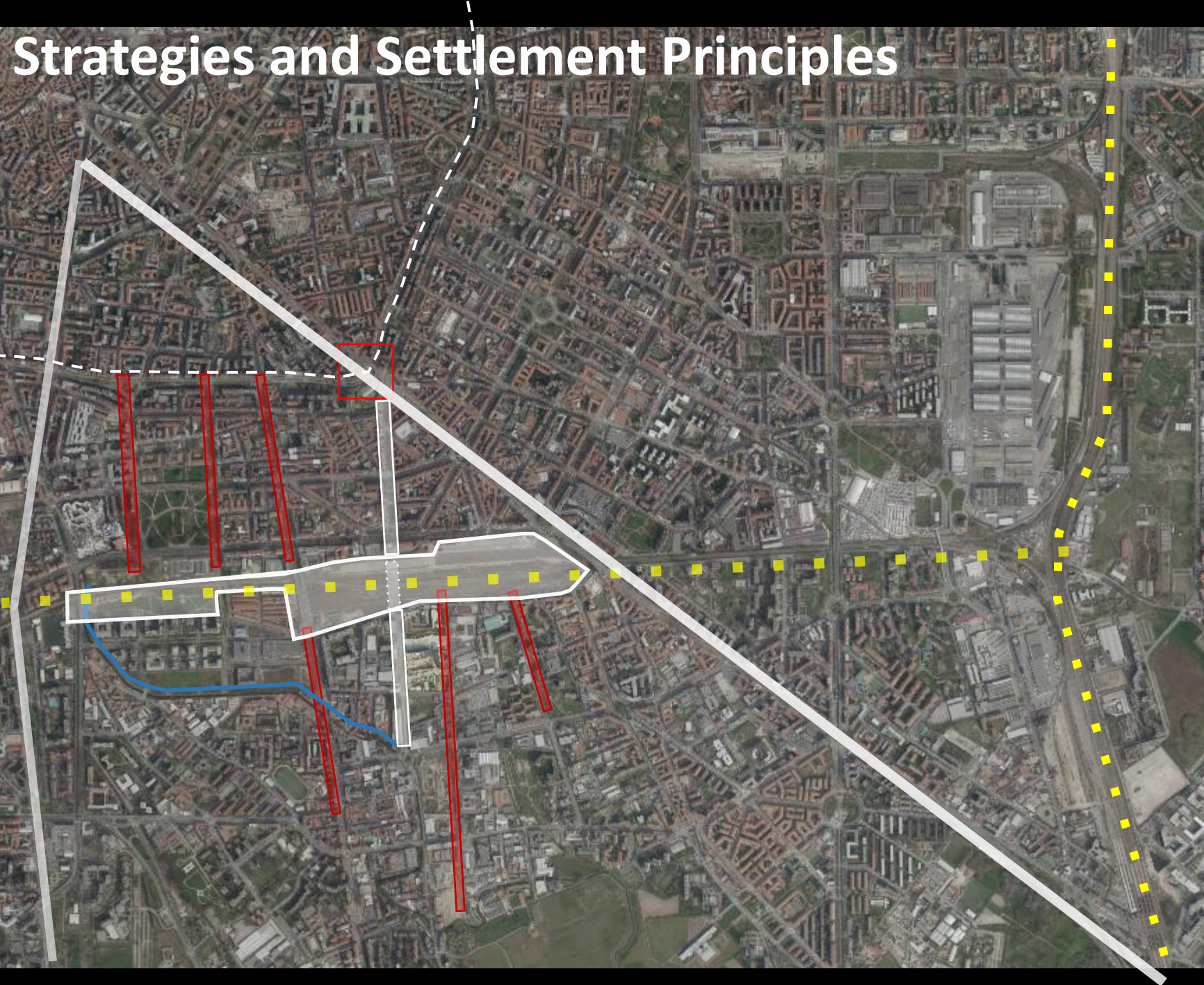
# Sequences of sections: intervals, measures and rhythms



The project area therefore presents itself as an extended longitudinal interval, on which different transversal urban 'sections' interfere in sequence, working on specific intervention scales, from the territorial one to the more urban and local one. These sections rhythm the void crossing the railway yard by defining as many intervals and settlement measures, which become important matrices for the configuration of the project system

**PLAN OF the main  
RELATIONSHIPS**

# Strategies and Settlement Principles



**MILANO** PROJECT AREAS AND URBAN AND  
INFRASTRUCTURAL CONNECTIONS





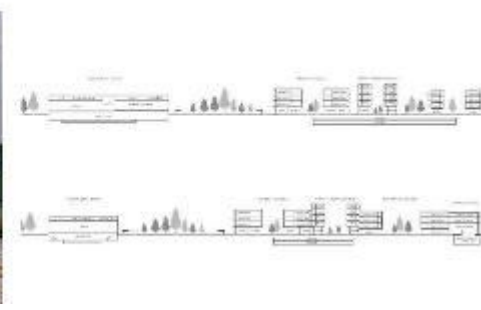
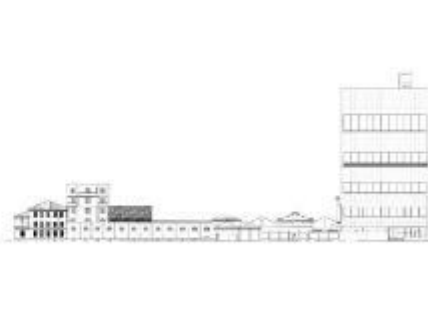
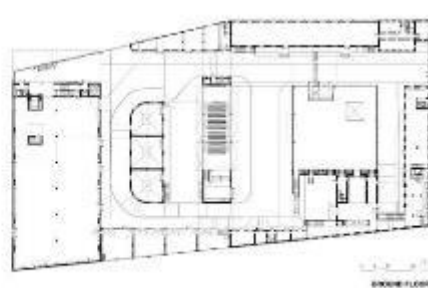
**Map of recent interventions:** 1. Prada Museum, Rem Koolhaas / 2. Fastweb building, Citterio&Viel and partners / 3. Magazzini Generali / 4. Ex OM Towers, Fuksas / 5. Bocconi Building, Sejima / 6. Bocconi Building, Grafton Architects / 7. Rolex Building, M. Albini

**MIL**

# RELATIONSHIPS

**SEQUENCE OF THRESHOLDS AND PROJECT AREAS**



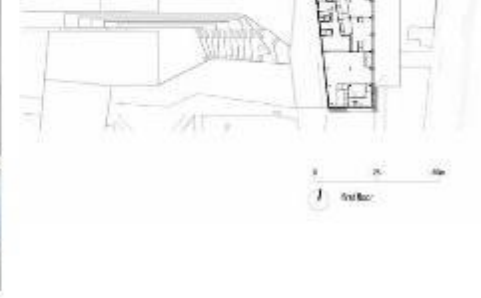


**1** - Prada Foundation, OMA, Largo Isarco, 2, Milano. 2015

**5** - Campus Bocconi, SANAA, Via Roberto Sarfatti, Milano. 2020

**2a** - SYMBIOSIS, Citterio&Viel, Via Adamello, 11, Milano. 2016-18

**2b** - Olivetti Square, Citterio/Viel, with Carlo Masera, Milano. 2018



*A look to the  
past*





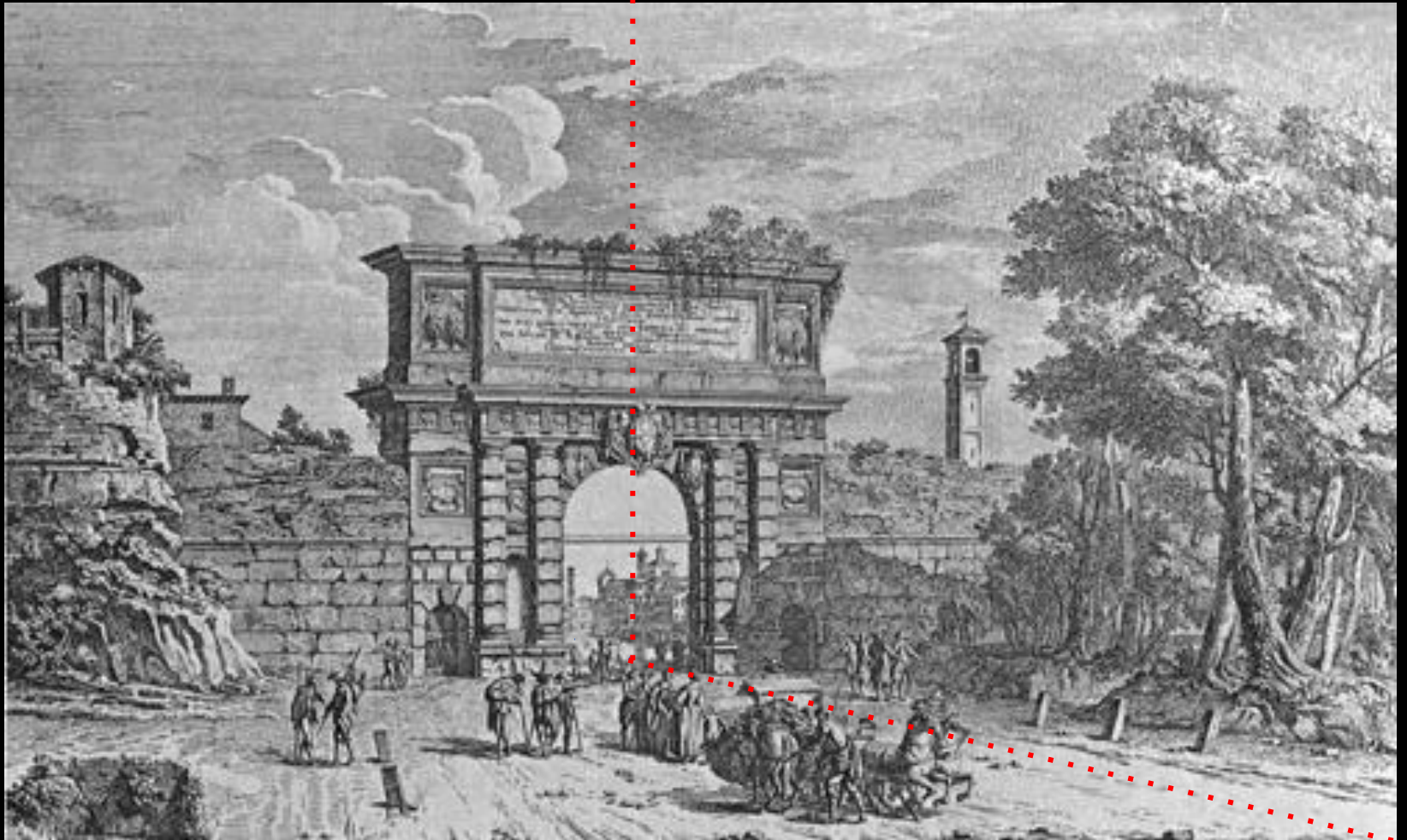
Umberto Boccioni (1882-1916)

*Officine a Porta Romana* (1907) /Manufacturing at Porta Romana [Gallerie d'Italia. Gallerie d'Italia di Piazza della Scala](#)

In this painting the city, with its commercial and industrial growth, with its evolution in a modern metropolis and with its suburbs, represents a determining factor that preludes to the subsequent futurist poetics.



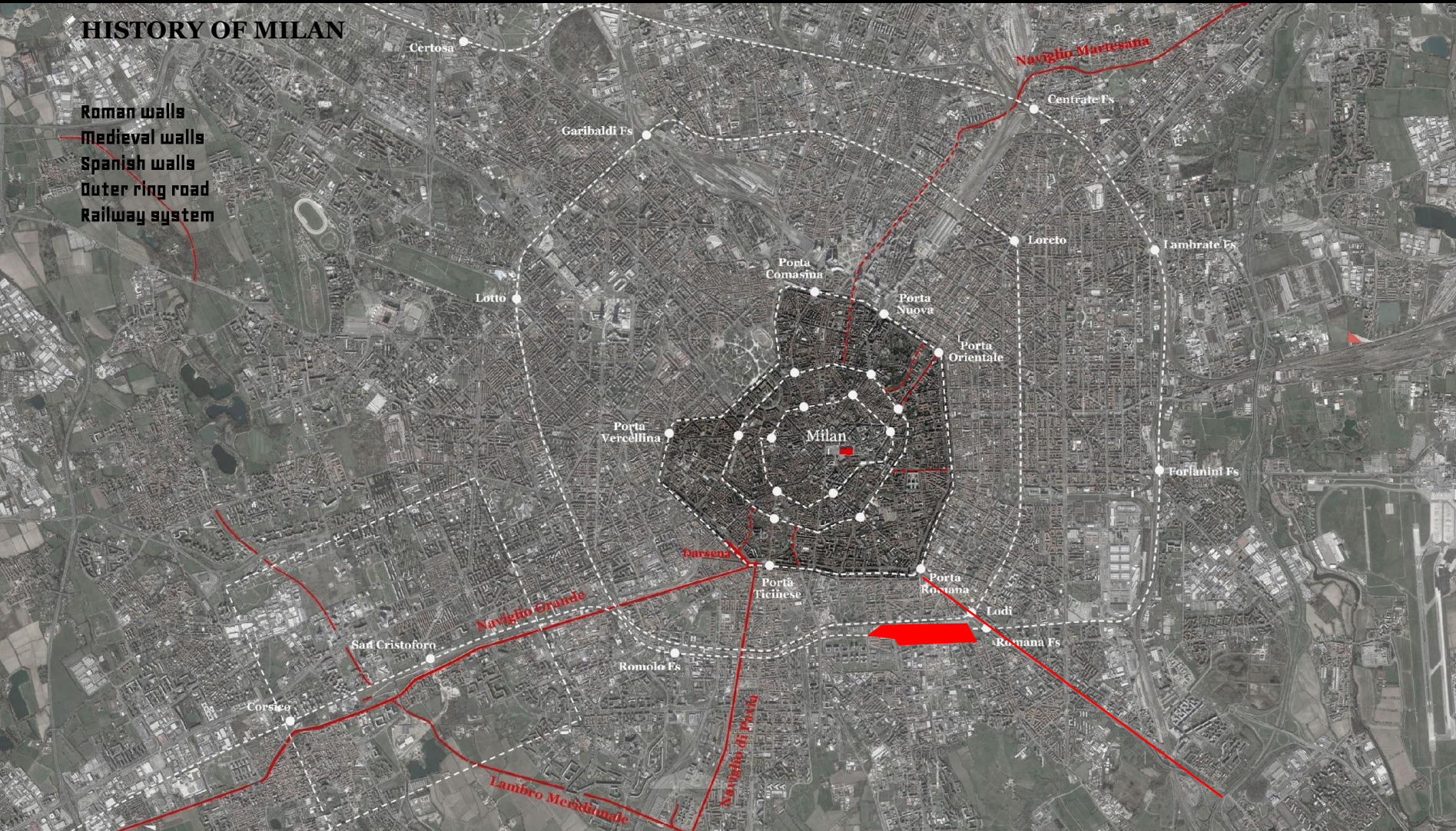
Porta Romana Gate in the 16th century





# HISTORY OF MILAN

- Roman walls
- Medieval walls
- Spanish walls
- Outer ring road
- Railway system



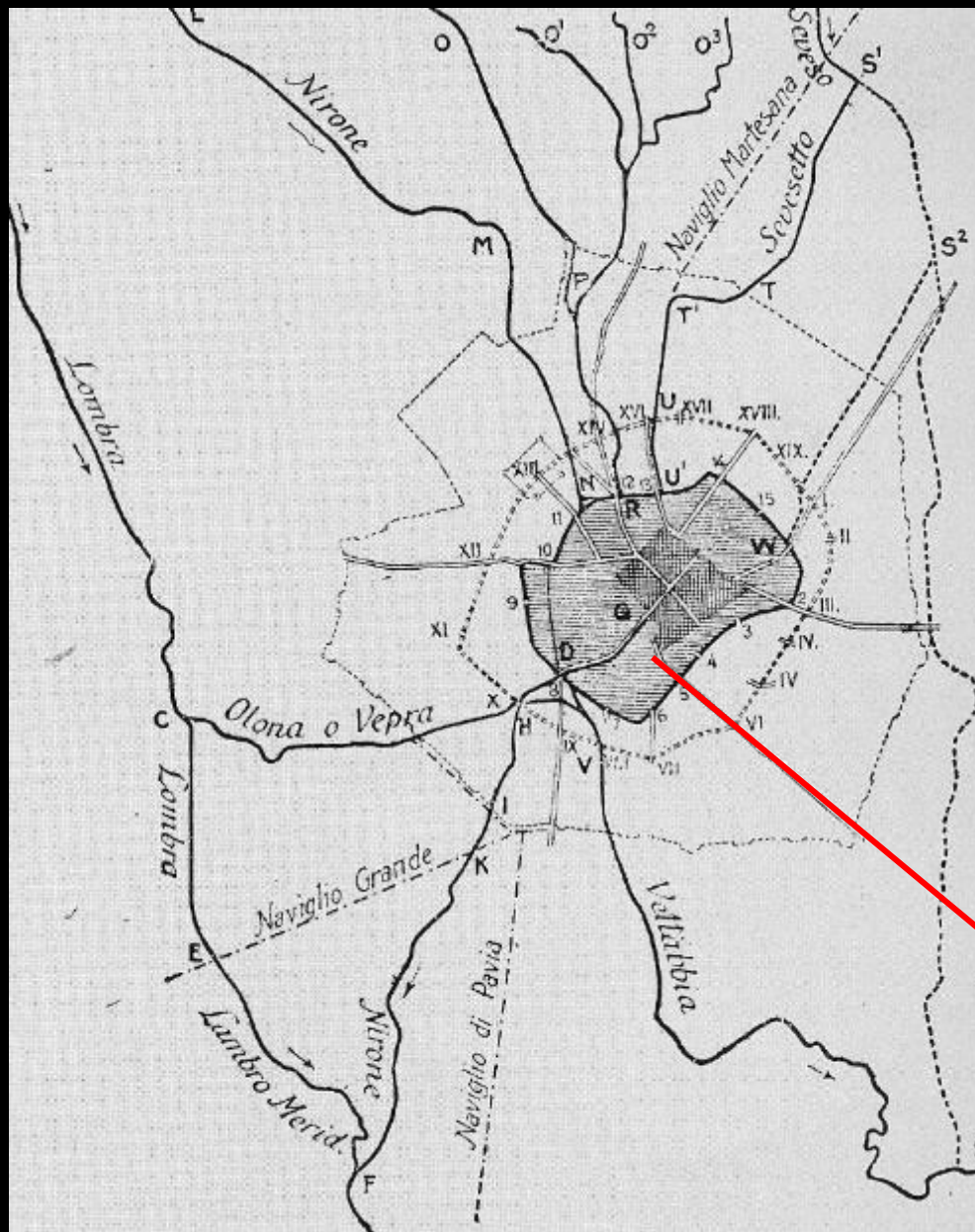


Milan general map

Milan city water  
system



## Milan city water system



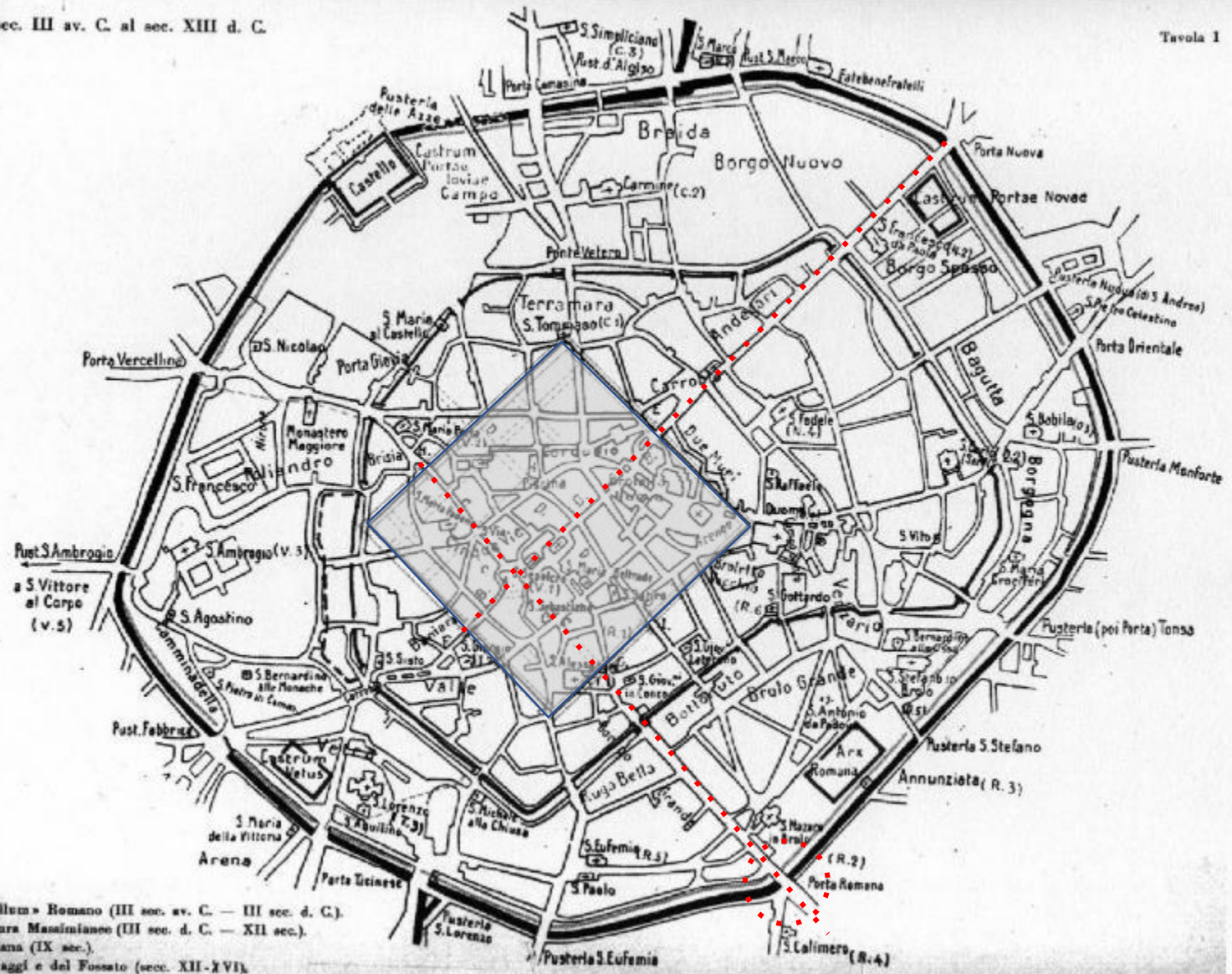
Roman water system - Ing. Poggi



# Urban development of the city of Milan

MILANO dal sec. III av. C. al sec. XIII d. C.

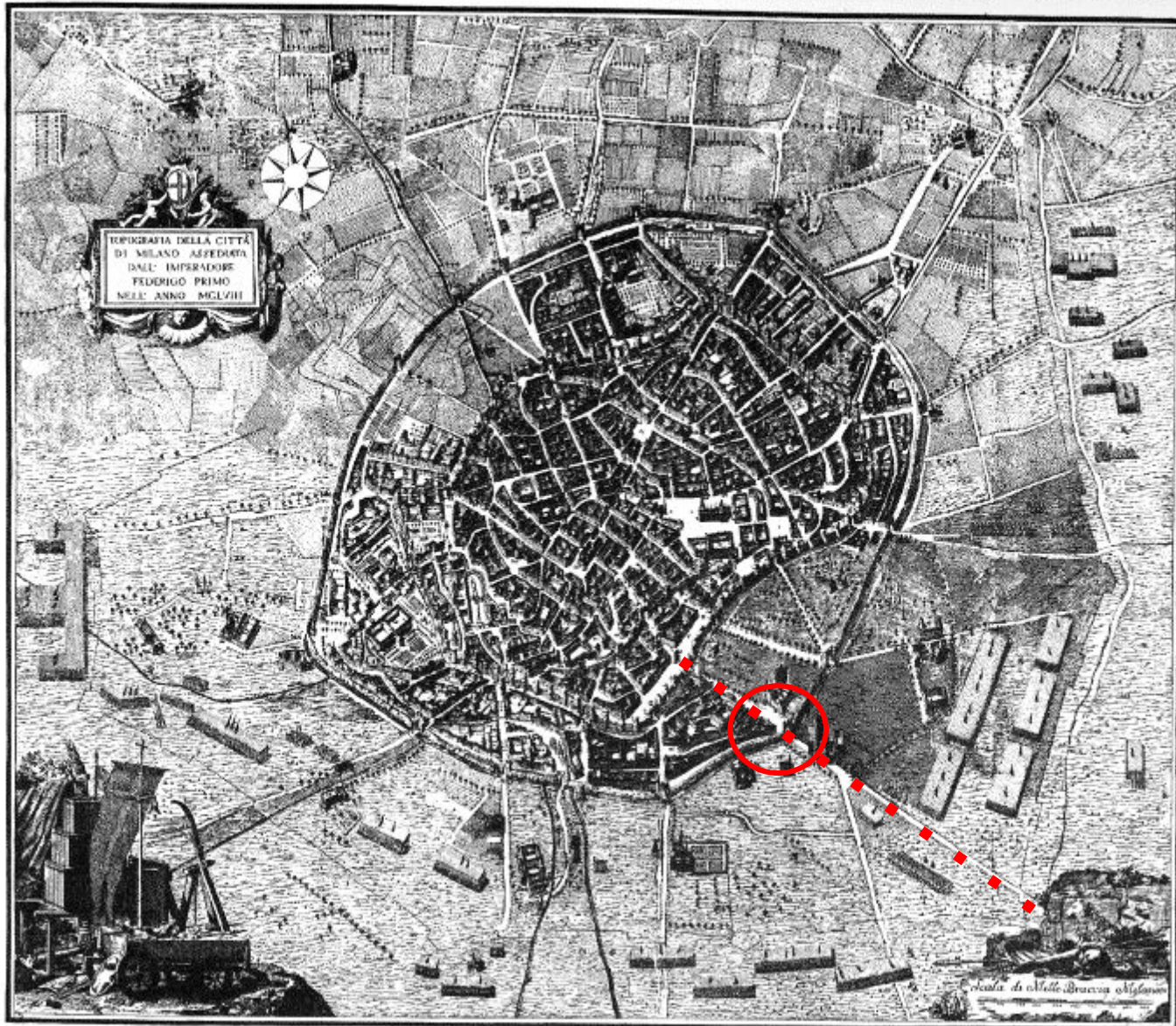
Tavola 1



III sec. a.C. - XIII secolo d.C



## Urban development of the city of Milan





## The defensive system of the city walls of Milan



Marco Antonio Baratieri, 1629



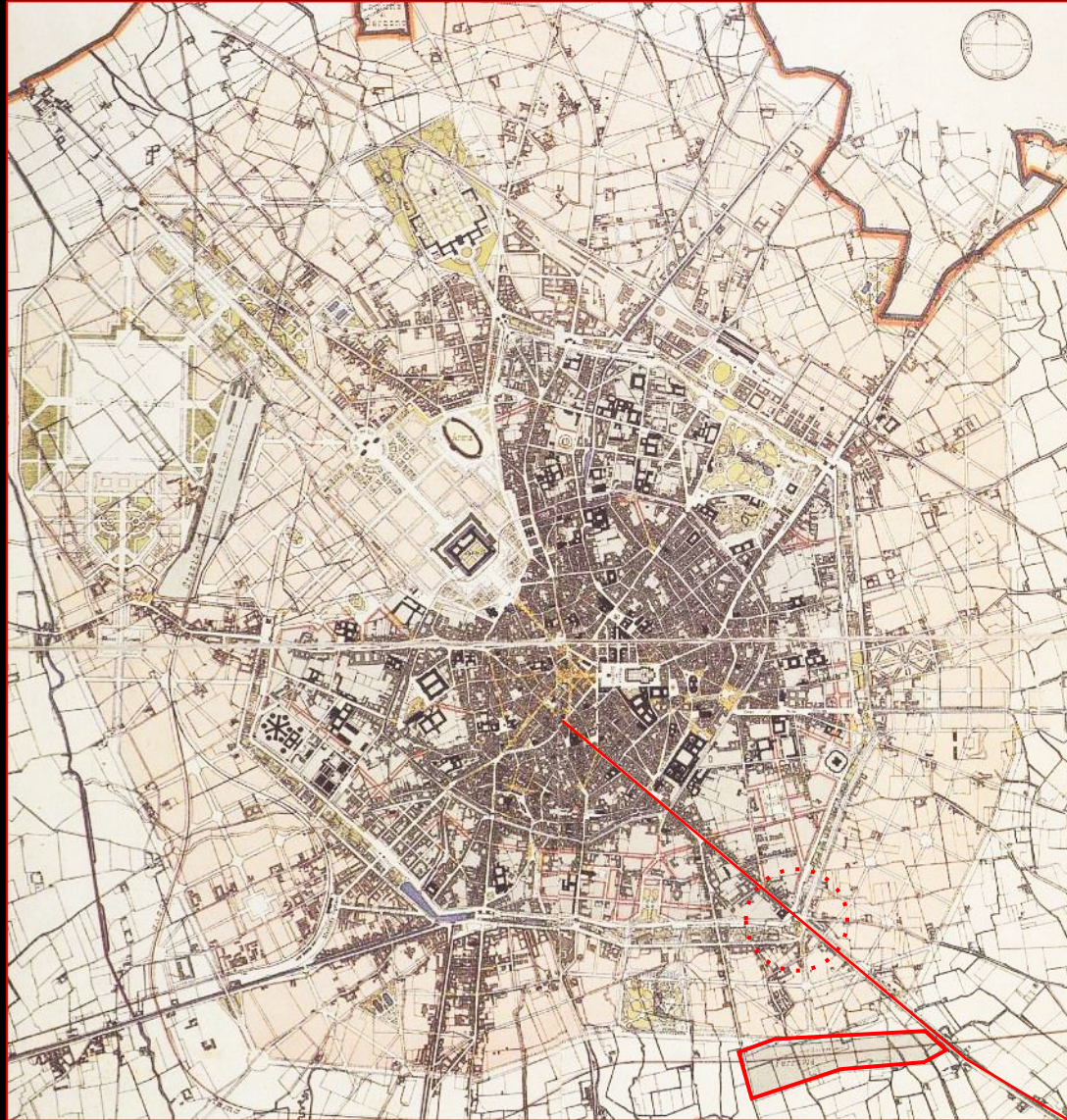
# The defensive system of the city walls of Milan and the new castle



1801-Pinchetti



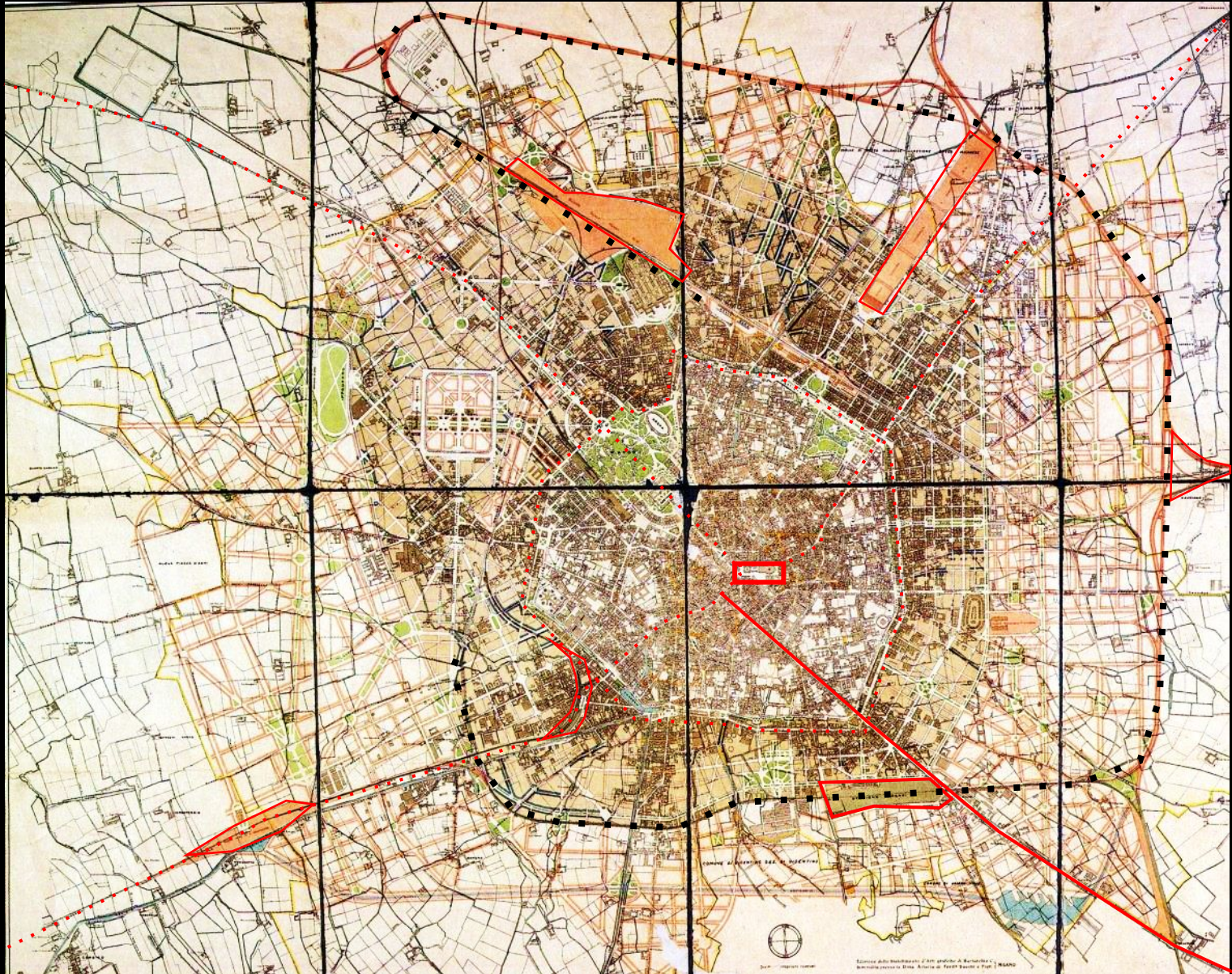
## Urban development of the city of Milan



1888-Beruto



# Urban development of the city of Milan



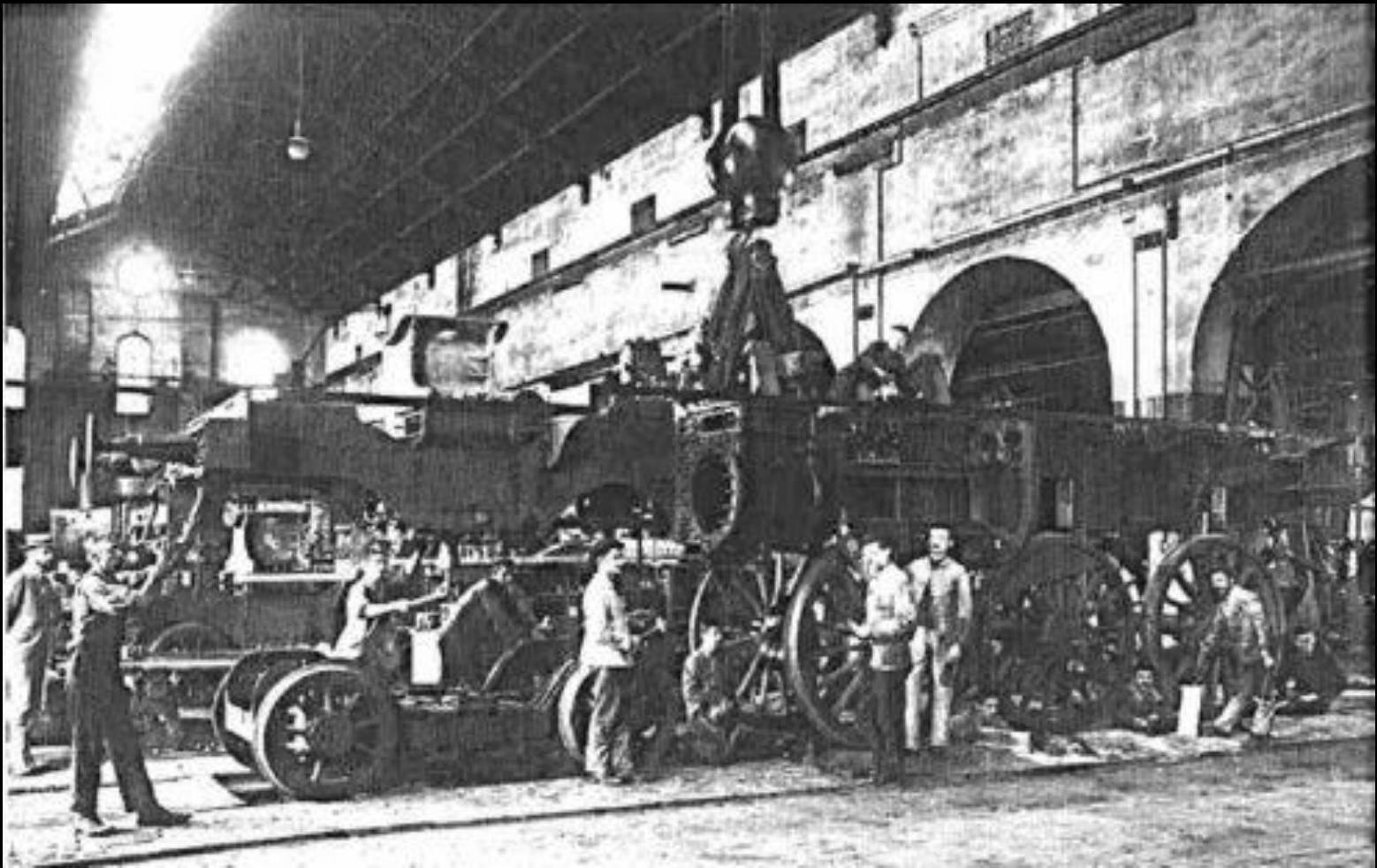
1911-Pavia, Masera



Milan in the 20th century



## Milan in the 20th century





## Milan in the 20th century





## CURRENT POLICY

Green Belt  
Green Rays  
Abandoned yards



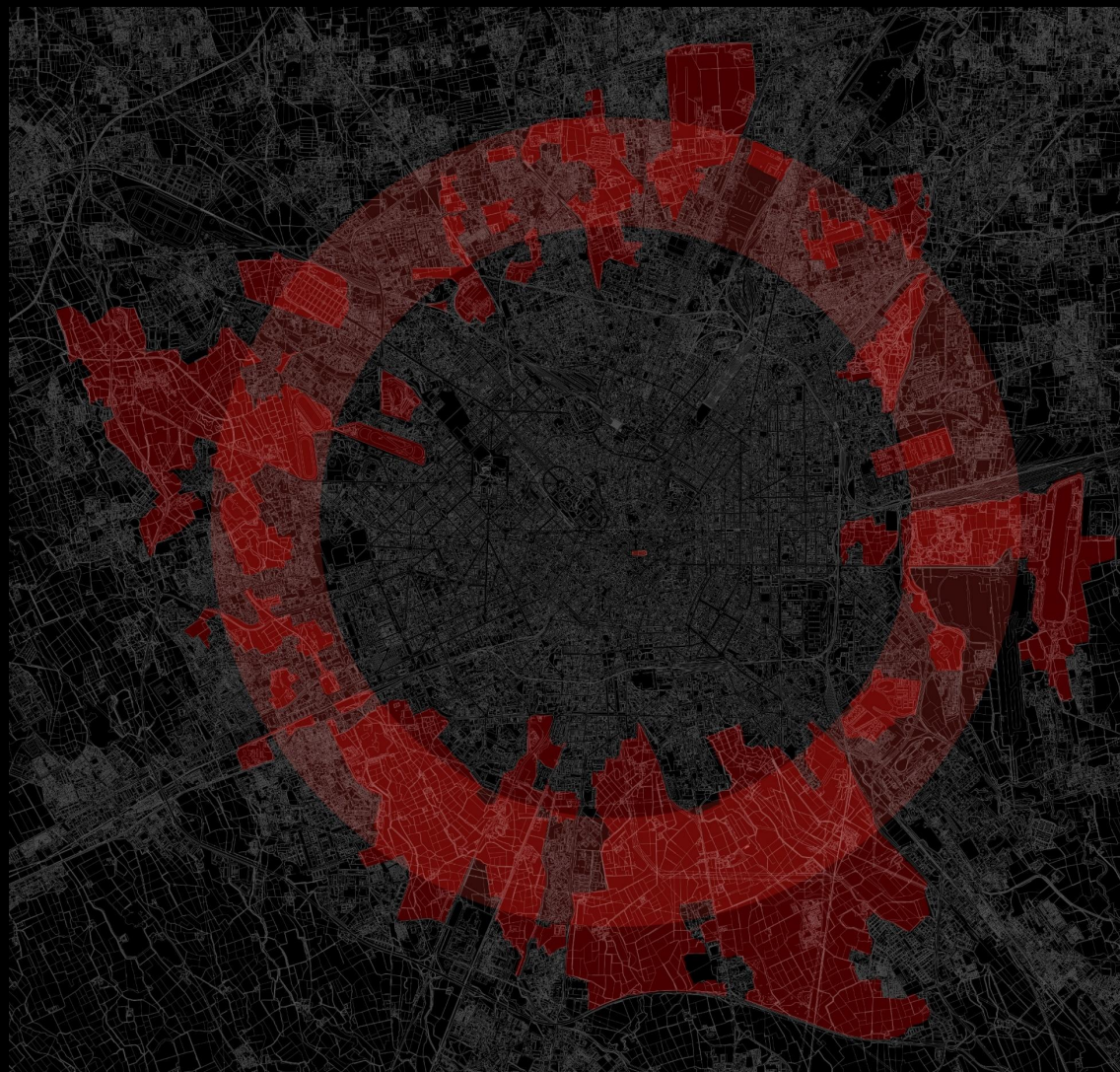


## CURRENT POLICY

Green Belt

Green Rays

Abandoned yards





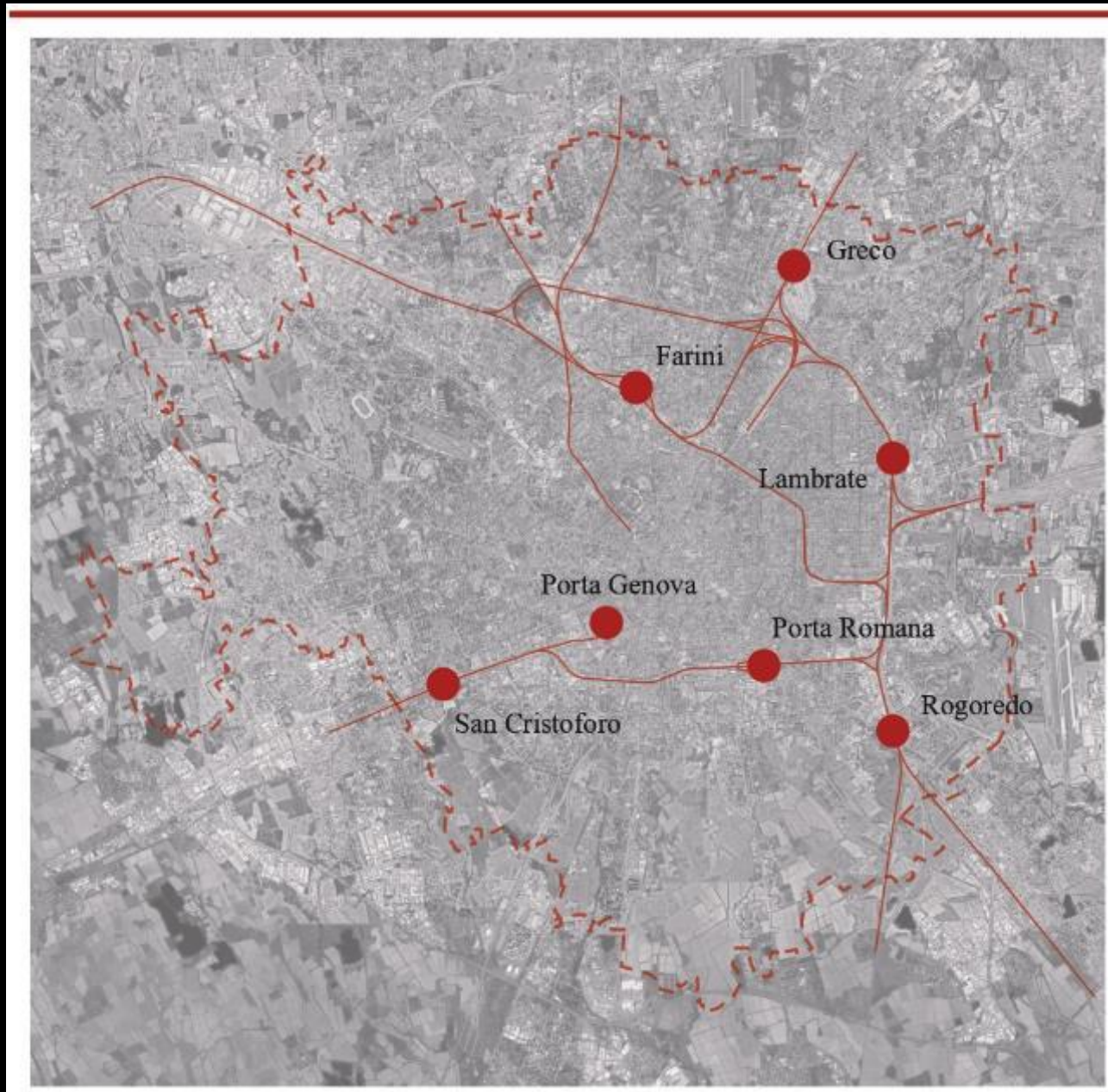
## CURRENT POLICY

Green Belt  
Green Rays  
Abandoned yards



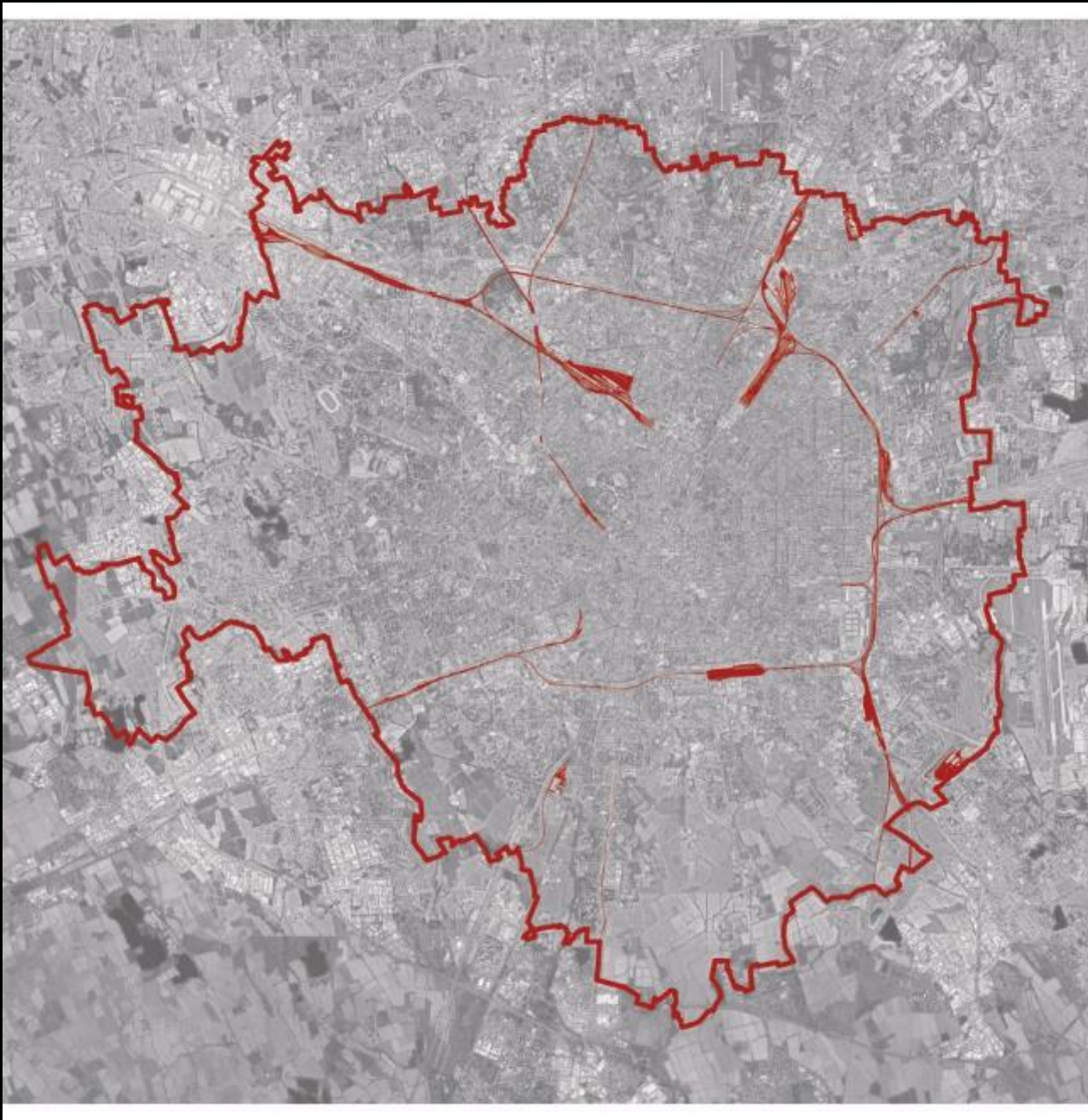


## Urban development of the city of Milan: the railway and the stations in the XXI century



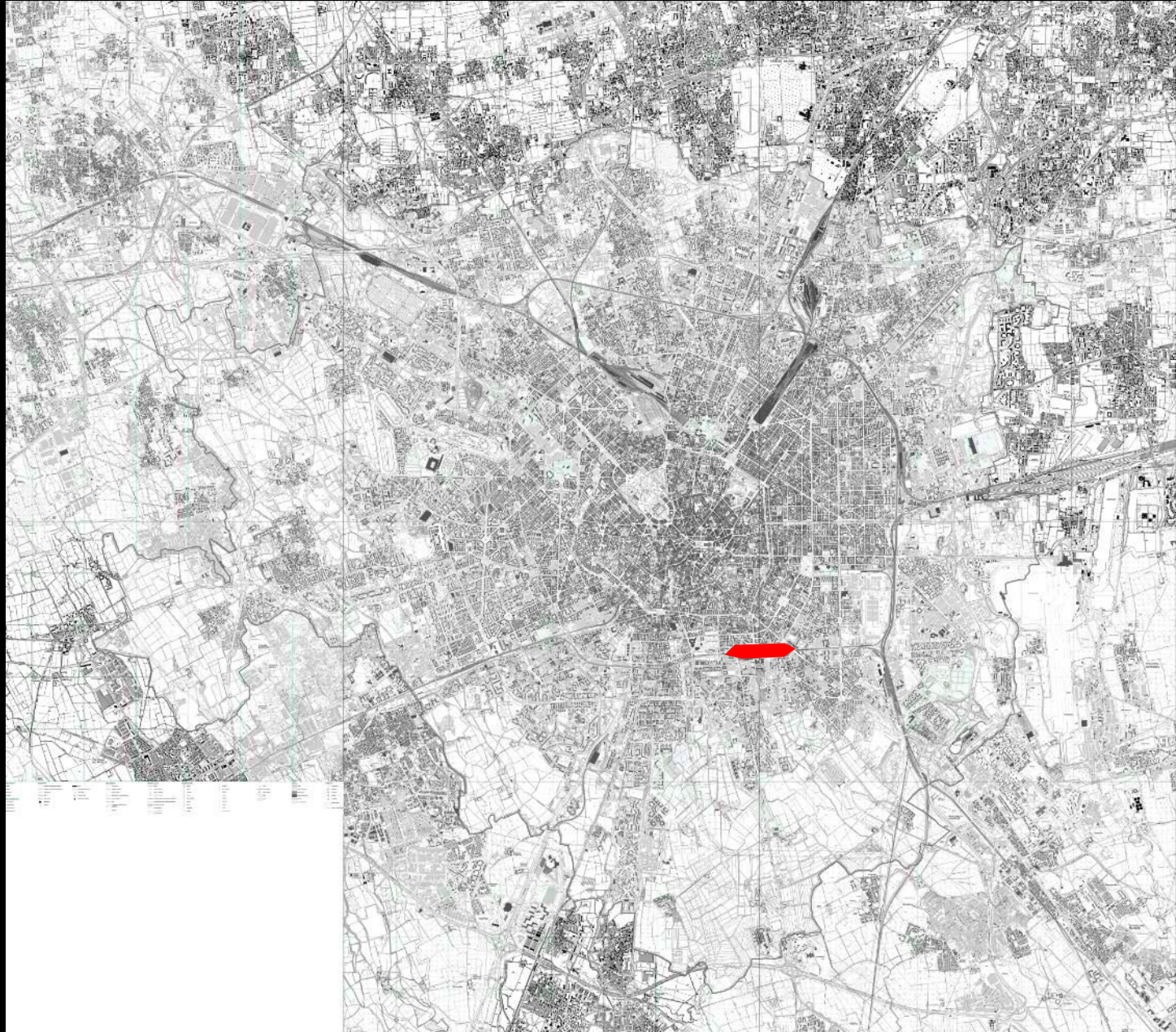


## Urban development of the city of Milan: the railway yards and the administrative boundaries



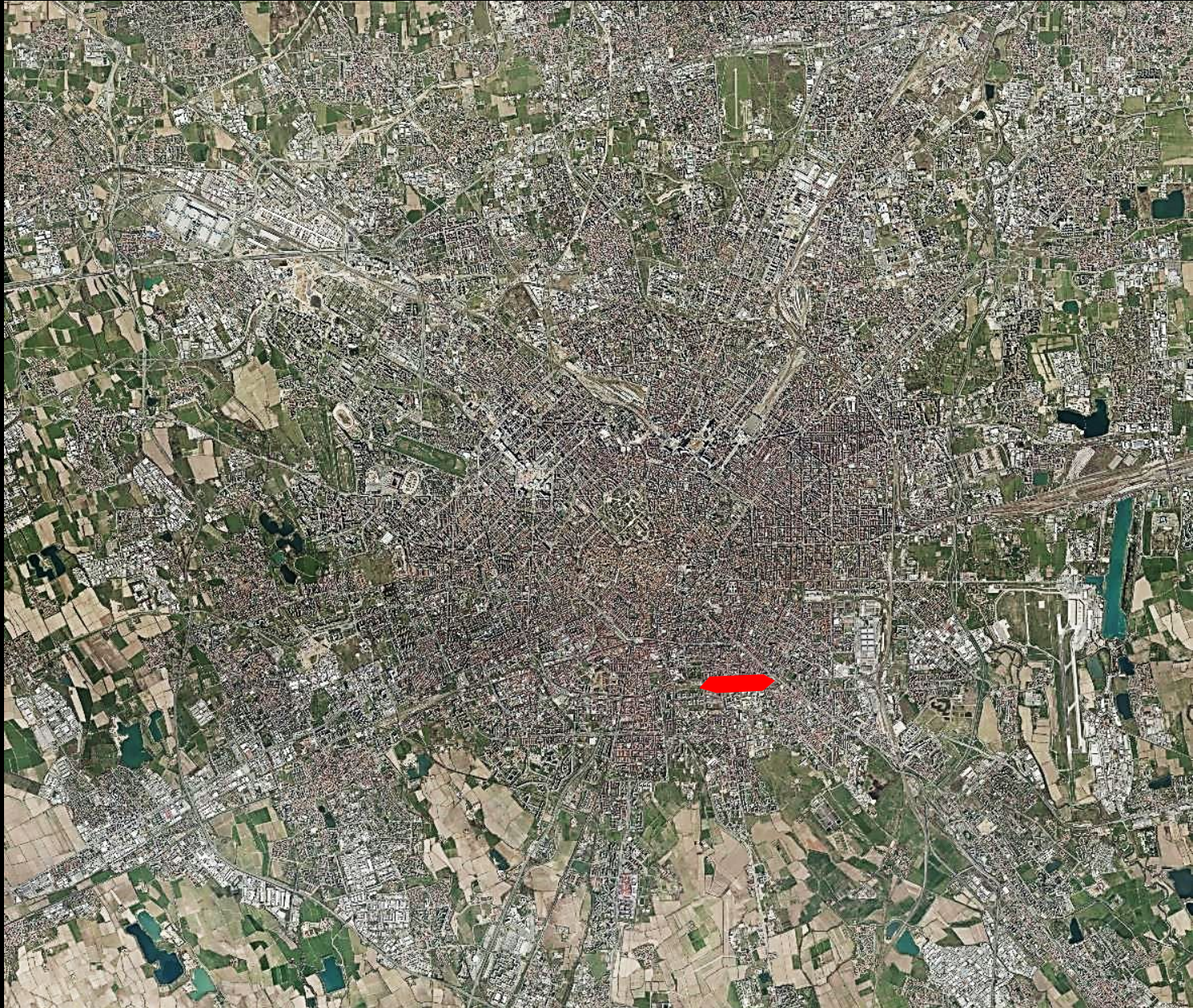


# Milan today – 1/25000





# Milan today





Milan today – 1/2000





# INTERPRETATIVE DIAGRAM

