Scalo Lambrate, Milan

Via Saccardo, Milan

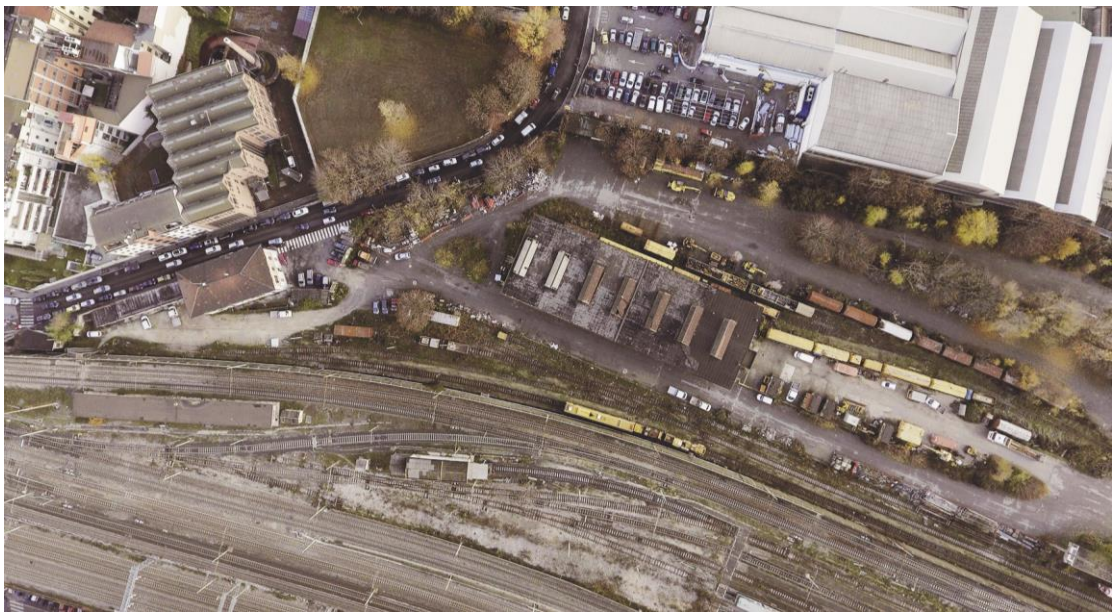
The Scalo Lambrate site is part of Milan's strategic plan for the regeneration of disused railway areas.

Situated in the city's eastern area, in Municipality 3, around 500 meters from the Milano Lambrate Station, the site consists of a marginal area of 7 hectares, outside a found railway belt, which separates it from the adjacent university campus districts, which includes the historic districts of Lambrate to the north and Ortica to the south. The presence of the railway-metro hub makes this site highly accessible from an urban and metropolitan point of view.

The M2 subway-line connects in a few minutes the main Milan stations ("Centrale", which is a high-speed-train hub, "Garibaldi", which provides access to the Porta Nuova district, "Cadorna", which is the station of the historical centre of the city, "Porta Genova" and "Romolo", which are the railway-access of the south Milan) and it intersects the other subway-lines, providing access to the main places of the city.

The site is set in an urban context in which significant transformations have already occurred and constitutes a valuable opportunity for redesigning marginal areas including the railway and for repairing the existing urban fabric in continuity with functions and public spaces, which are already present.

The transformation plan should foresee the development of a sustainable district, which is integrated and permeable and includes social housing at accessible prices, large public spaces, neighbourhood services and furnished public green areas for almost 60% of the Scalo Lambrate surface area.



Expected program: Social housing for sale and rent, including student accommodation, at accessible prices with complementary functions. Public spaces, green areas and related services.

Site's owner: FS Sistemi Urbani S.r.l. (FSSU)

Plot area: 70,187 square meters (sq. m.) * surface that may suffer a reduction between 5% and 10%. More information will be provided in the second phase.

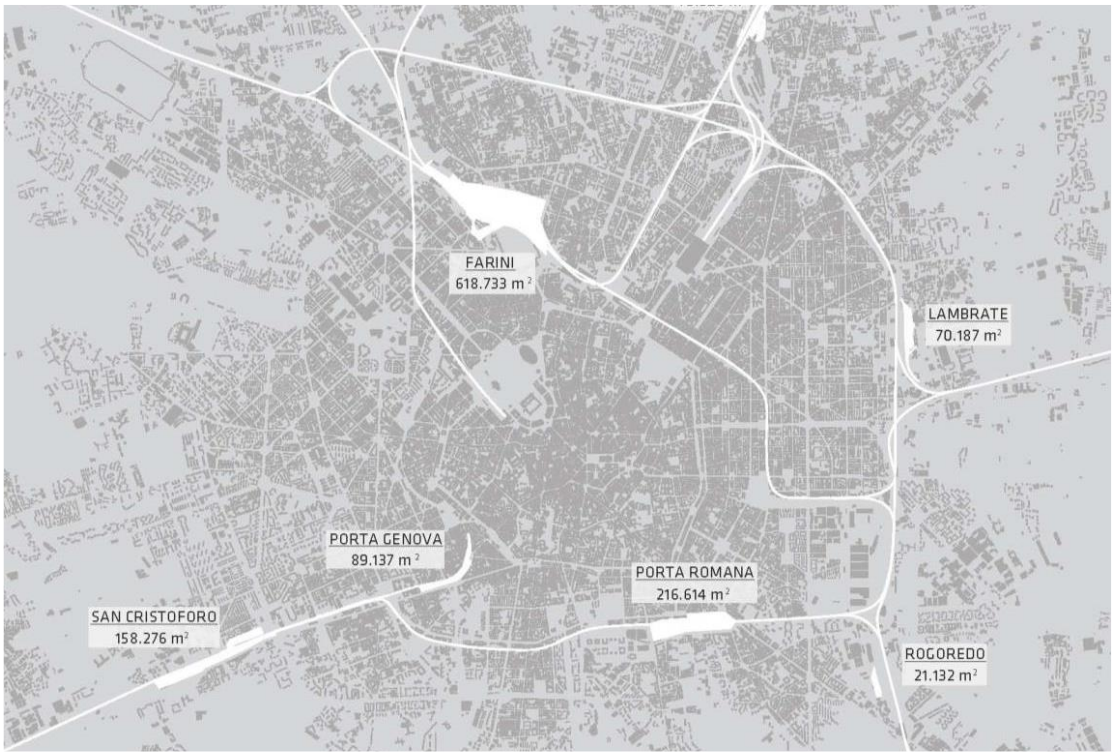
Type of property transfer intended: The site will be put up for sale, including the related building rights, with an approximate price of € 5,700,000, set by the owner.

Deadline for the submission of the Expression of Interest: 5 June 2020 2 pm Milan local time (corresponding to 1 pm of the Universal Coordinated Time (UCT)

Presentation of the site and expectation for its development

The Lambrate site is a decommissioned freight terminal used as storage for freight trains and as logistics warehouse until the 90s, when the concentration of activities in the larger terminals led to the abandonment of numerous urban railway terminals. Today, these represent the most important abandoned areas, which are available to give shape to the future urban development in the city of Milan.

The site is part of a strategic regeneration plan involving seven underused railway areas (124 hectares), governed by a Programme Agreement between the Municipality of Milan, the Lombardy Region and Ferrovie dello Stato Italiane (the Italian Railways Group) - owners of the areas. This agreement provides for the reallocation of investments deriving from the development of the areas, in order to improve the railway services in the Milan node and creation of the so-called "Circle-Line".



The programme provides for the transformation of the abandoned area of the low-lying terminal of Lambrate and the realisation of a new sustainable district, which will offer a mix of residential social housing at affordable prices and compatible functions, green space and public spaces. The new complex will need to redesign the urban border facing the railway and provide new public spaces that will have to be integrated with the existing district and its open spaces, cycle paths, public services and functions, which are there.
As part of the project, the existing green space adjacent to the residential apartment buildings in via San Faustino and via Crespi must be safeguarded.

Despite the relatively small size, the abandoned railway area of Lambrate represents an invaluable strategic opportunity to redevelop the district around the Lambrate railway station, creating a new system of functional and social relationships, reconnecting the urban fabric, open spaces and existing functions, as well as improving connections in north-south corridor.

The site extends between via Saccardo and via San Faustino and is near the Lambrate railway station. The railway-regional services and the railway-suburbanS9 service provide numerous connections with the hinterland of Milan. In addition, the subway stop on the M2 line, only a few meters from the railway platform, ensures travellers can reach “Centrale” station (Milan Central Station) and the main areas of the city.

Two different cities overlook the terminal. The western side borders a city with a more consolidated character, with research and healthcare functions of excellence; the eastern side borders a city undergoing a major physical and functional transformation, where the focus is on new residential and service complexes and the old, disused factories have given way to new forms of work and the establishment of a permanent system of workshops and exhibition spaces.
The project will need to examine the methods of integration between these two cities, taking into consideration the environment, traffic conditions and social aspects.

Proper exploitation of the spaces, through the organisation of outdoor activities and their reconnection with routes across green spaces, will be the basic ingredients of a new system of social relationships and guarantee the improved integration of the districts.

In terms of uses, it is necessary to ensure an appropriate social mixture, with a good availability of residences at affordable prices, the coexistence of diverse communities, including students and temporary (transient) populations, such as those attending sporting events. More specifically, the project will increase opportunities for young people to socialise, as well as supporting the university vocation of the district.



Specific planning rules and regulations

The development of this site is governed by the Programme Agreement for the urban transformation of disused railway areas, concluded between the Municipality of Milan, the Lombardy Region and Ferrovie dello Stato Italiane (the Italian Railways Group) - available in the Data Room. The document and its annexes provide the general provisions for the regeneration of seven underused railway areas, including Lambrate, together with specific urban planning regulations for each site.

According to the Agreement, the Lambrate site, which currently has a total surface area of 70,187 sq. m., within which 60% will be allocated for public green space, including paved and furnished pedestrian zones, routes, structures and related services.

Currently development rights permitted on the site involve a maximum Gross Floor Area (GFA) of 24,000 sq. m. This space is intended for the

development of social housing and complementary functions (minimum 5% and maximum 14% of the overall permitted GFA), including commercial spaces, offices, etc.

Various types of social housing construction and different types contract are expected. Based on specific provisions of the Municipality of Milan, the minimum area of 20,600 sq. m. is divided into the following sub-categories:

- Intermediate Housing, for sale, rent, help to buy, including co-housing: GFA 8,177 sq. m.;
- Affordable Rented Housing, including student housing and social co-housing: minimum GFA 10,036 sq. m.;
- Social Rented Housing: minimum GFA 2,387 sq. m.

It is recalled that:
- due to technical demands of railway operation, the size of the site's surface area could be redefined, which, in this case, would be reduced by between 5 and 10% compared to the measure currently specified in the Agreement and reported in the previous paragraphs of this SSR. The areas removed from the sales perimeter would acquire the status of an instrumental area within the terms of the Agreement and would not produce building rights. Therefore, during the second phase, the owner will communicate both the final measurement of the site's surface area and the impact that the above mentioned removal will have on the amount of building rights that can be developed on the site;

- the urban area and the GFA of the existing residential building located at no. 8 via Saccardo will be removed, as it was recently acquired by the former tenants. The relative data can be found in the Data Room.

According to the Piano dei Servizi (Plan of Services), included in the PGT (Piano di Governo del Territorio -Territorial Government Plan for the City of Milan), the urban functions included in the Catalogo dei Servizi (Catalogue of Services) (available in the Data Room), if agreed or accredited, may not be considered in the calculation of the GFA.

The presence of the railway line determines the existence of the constraints pursuant to Italian Presidential Decree 753/80, which also governs the relative authorisation/ waiver procedures by the railway operator, RFI.

The implementation of the works will take place through the use of planning implementation tools or an integrated works programme, or other equivalent implementation tools. During the preliminary appraisal, the implementation plans must include a process of public discussions with the involvement of Municipality 3, during which the local residents will be able to express their observations, proposals and requests with reference to the general layout, design and features of the public space, the arrangement of infrastructure, network links, facilities and the quality of public services and functions of general interest.

The Implementation Tools must take into account the results of the process of public discussion and participation which has already been promoted by the Municipal Administration, in collaboration with the Department of Architecture and Urban Studies at the Politecnico di Milano, as well as the quality objectives and guidelines contained in the Strategic Vision Document, available in the Data Room.
The assessment criteria will therefore be weighted for the first phase:

1. The solutions proposed to meet the 10 environmental challenges (40%);
2. The quality and sustainability of the team with reference to the specific characteristics of the site and the proposed project, including references to the professional skills of team members (30%);
3. The financial and legal soundness of the team participating (30%).

The proposals selected for the second phase of the initiative will be judged on the following criteria, which will be given the following scoring:

1. Project design quality (50%);
2. Economic proposal (30%);
3. Reliability of the team and project feasibility (20%).

The site is currently partially occupied by Rete Ferroviaria Italiana S.p.A. (Italian Railways Group) as construction site areas for the adjacent works to upgrade the railway. The area is expected to be available at the end of 2022.

Further information will be communicated to those proposals accepted for the second phase of the tender.

The sale of the site will be subordinated to failure on the part of the legitimate parties to exercise the preference granted by Article 24, comma, 4 of Italian Law no. 210/85 and, as such as, this notice constitutes communication in public form for the purpose of any exercise of the option provided for by the aforementioned law in favour of the State Administration or, alternatively, the Regions and Local Authorities.

The site will be put up for sale with the related

development rights. The approximated sale price is € 5,700,000 plus VAT and legal fees.

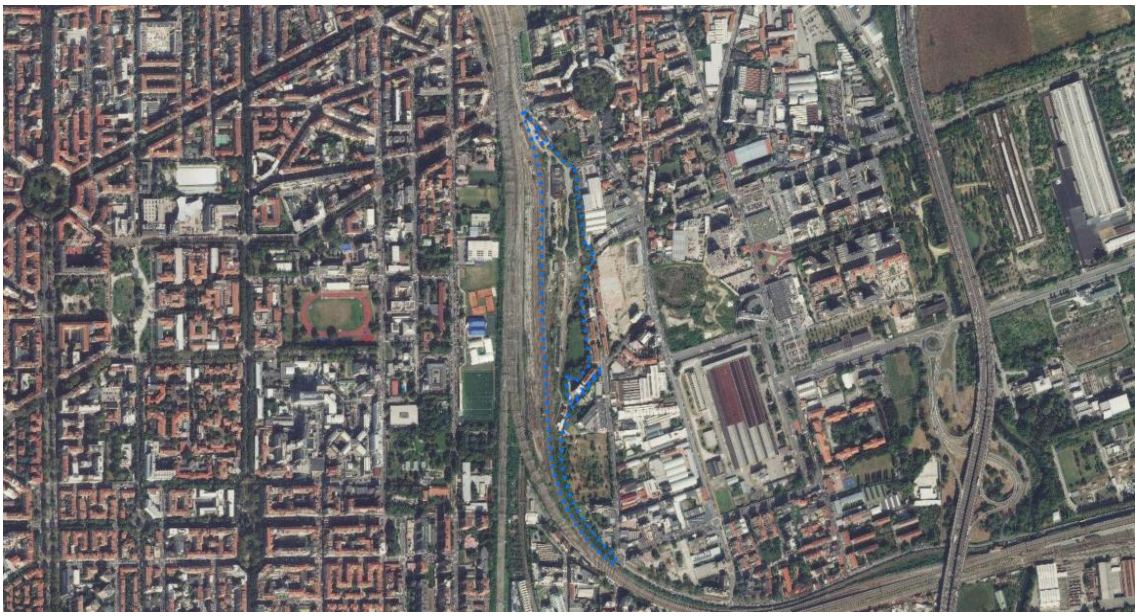
At the start of the second phase, FSSU will define the conditions of sale for the area ("**Contractual conditions**") that will address, among other issues:

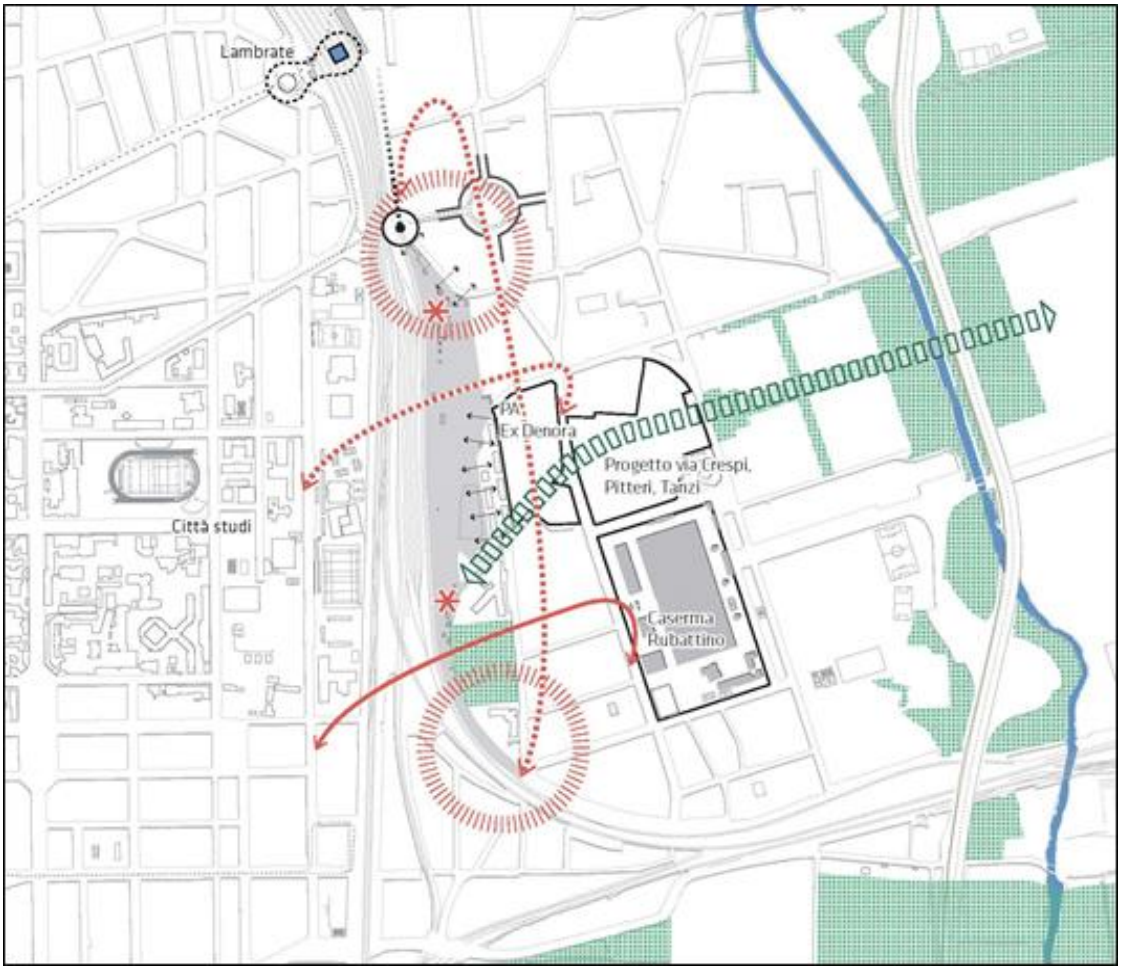
- agreements on timing, terms and conditions related to the status of the area;
- type of proposal guarantee.

During the 60 days following the start of the second phase, the teams will be able to carry out a Q&A on the text and propose changes to the Contractual Conditions.

Following an evaluation of the proposed changes, FSSU will communicate the final text of the "**Contractual Conditions**" and the **final sale price** on the basis of the reserve price.
Subsequently, the teams selected for the second phase may submit the Binding Offers to Purchase, to be carried out upon acceptance of the "Contractual Conditions", which will contain the increase price offered for the purchase and the technical proposal, as will be defined in the Regulations for the second phase of the Tender.

More information on the Contractual Conditions will be communicated in the Regulations governing the second phase of the Tender.





Specific climatic risks and environmental challenges

The Municipality of Milan has recently started drafting the Piano Aria Clima (Air Climate Plan - PAC), an urban-scale instrument aimed at responding to the climate emergency and the safeguarding of health and the environment, the reduction of greenhouse gas emissions, local air pollution and formulating a climate adaptation strategy with an interim target of 2030. Reinventing Cities is part of this framework of objectives. The proposals, in addressing the environmental challenges of the call for proposals, will have to share the underlying vision and objectives of the PAC, with specific reference given to the issue of pedestrian-cyclist, intermodal and zero-emission mobility, urban forestation, and improving soil drainage capacity. Furthermore, the introduction of measures aimed at safeguarding residents and city users from air pollution and making citizens more aware and active in reducing their own carbon footprint may also be taken into consideration.

Due to the location, geographical and territorial features, Milan is a city, which is particularly vulnerable to the effects of climate change. The analysis of both historical data and forecasts shows a constant increase in average temperatures and the frequency of seasonal precipitation.

In addition, despite the process of deindustrialisation and improvements to the transport policies in place, further efforts have yet to be implemented in order to drastically reduce the concentrations of airborne pollutants.

The Lambrate site, located east of Milan, suffers from the same environmental problems (pollution, vulnerability to heat waves, etc.) as do other parts of the city.

Therefore, it shall be highly encouraged the presentation of projects that identify

innovative solutions to increase the resilience of the area with respect to climatic events and ways to reduce the emissions of pollutants.

Furthermore, due to its position, the site can make an important contribution in terms of greenery, by integrating it with the other urban redevelopment initiatives present.

Of major importance to the metropolitan area will be the construction of an significant green space, with high quality landscaping, which can act as a pivot between the existing sports facilities of the Città Studi district and the nearby green spaces of Rubattino with the parks of Lambro and Forlanini, the ribbing of an environmental system to the east that extends to the large agricultural spaces of the South Milan Park.

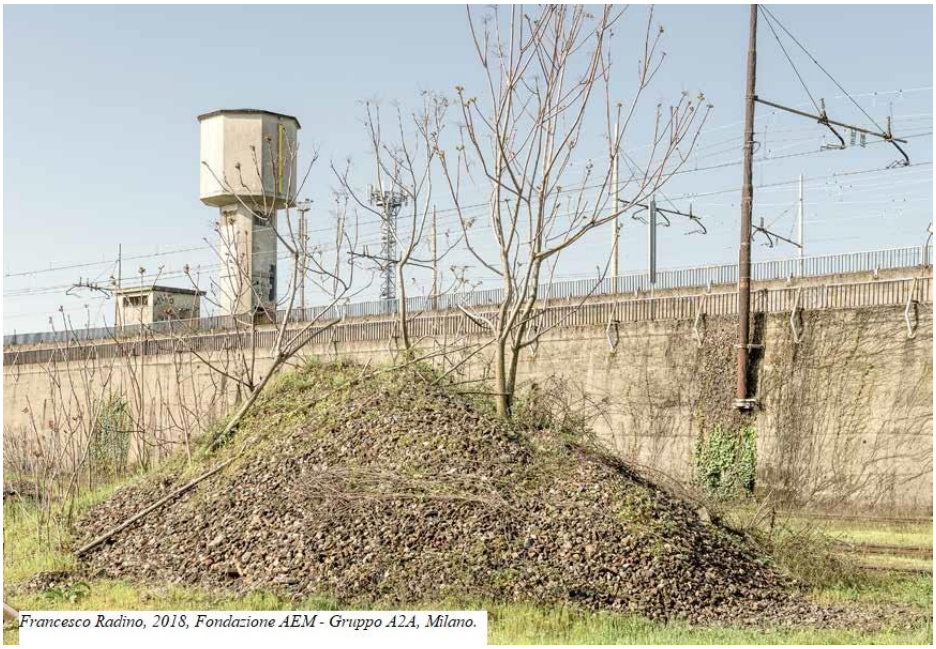
The context in which the site is located is characterised by significant urban change.
The area, currently disused, is partly paved, partly with green space, partly occupied by railway infrastructure: the project design requires that maximisation of permeability of the area is carefully considered, as well as the correct management of the outflows that will be created and, in general, efficient water management is ensured.

Given the position of the site, it will be important to include measures, which are suitable to reduce the noise impact and optimise the possibilities for low carbon mobility, also making reference to the existing cycle paths and their connection/integration.
The area is also of specific interest for urban revegetation works and the potential of reconnecting the “meshwork” (currently interrupted, in particular to the north) of the ecological network.

The environmental challenges to which particular importance must be given, considering the specific characteristics of the site, are those relating to the improvement of sustainable mobility, resilience and adaptation to climate change, and urban revegetation.

The provisions relating to the class of geological feasibility assigned to the area by the PGT must also be respected, as well as the system of constraints listed in the tables of the Planning Regulations (tables R05 to R09); in particular, give major consideration to the airport constraints and the issue related to hydrogeological risk.

Information regarding the property, concerning the environmental status of the sites will be available in the Data Room.



Francesco Radino, 2018, Fondazione AEM - Gruppo A2A, Milano.

Provisional timeline

- Deadline for the submission of the Expression of Interest: 5th June 2020
- Date of announcement of the finalists: August 2020
- Deadline for submission of the final proposals: 15th January 2020
- Date of announcement of the winning project: March 2021

Language requirements

All the documents of the EOI must be submitted in Italian.
The second document of the EOI (presentation of the project and development concept for the site) must also be submitted in English.