

Nodo Bovisa, Milano

Via Bovisasca. Milan



The Nodo Bovisa site is a 9 hectares area including the Milan Nord Bovisa-Politecnico station, a gateway to the city via the international Malpensa airport and railway junction between the centre of Milan and north of the metropolitan area. It is a strategic hub along the north-west axis, which is being developed from the Porta Nuova business centre up to the Rho-Pero exhibition centre, formalising some of the more significant urban transformations in progress in Milan. This includes the former Scalo Farini rail yard, the Bovisa-Goccia area, the Stephenson business park, the Cascina Merlata residential and retail development and the Milan Innovation District- MIND in the post Expo area, where the Human Technology Park and the science faculties of the State University of Milan will be located. In order to heighten accessibility, the *Milan 2030 Plan* locates the site in one of the Nodi di interscambio” (Interchange Nodes): gateway to the city for which town planning regulations are foreseen aimed at catalysing investments in order to develop the existing infrastructures and trigger urban regeneration.

Besides the station and the forecourts in front, which are currently used for parking, the site is composed of an extensive brownfield in the Bovisa district, east of the tracks, which is involved in the extensive reconversion of large industrial areas into research and innovation centres. This includes the Negri Institute and the Design and Engineering campus of the Polytechnic of Milan, which has generated a proliferation of offices, laboratories, start-up incubators and spaces for culture and residences in response to a growing demand for homes, specifically for students. To the west of the railway, in the Bovisa-Goccia area, the Municipality and Polytechnic are committed to upgrading the area around the former gasometers, providing for a large park, the expansion of the campus and the establishment of a science park. Reinventing the Hub is an opportunity for it to act as a hinge between the areas separated by the tracks, to repair the district and to integrate the station as a gateway to a strategic urban functions system



Expected plan: Regenerate the district, setting up mixed urban functions, consistent with context; upgrading the station and the public areas to improve accessibility; boosting up interchange services.

Site's owner: Municipality of Milan, Ferrovienord

Plot area: about 91,000 m², subdivided into two units: Municipality of Milan, about 54,000 m²; Ferrovienord, about 37,000 m².

Type of property transfer intended: Surface rights including related building rights with minimum prices set by the ownership. In accordance with the proposal, it will be possible to transfer further building rights according to the methods foreseen in the PGT also through a specific request to the Municipality of Milan.

Deadline for the submission of the Expression of Interest: 5 June 2020 2pm Milan local time (UCT+1)

Presentation of the site and expectation for its development

The district in which the areas of the "Nodo Bovisa" are located is characterised by the presence of numerous industrial properties which, due to the gradual phasing out of production activities in recent decades, have determined the need for a significant process of urban regeneration. In addition, the areas covered by the tender were, previously, the site of industrial facilities (formerly Montedison) which were then sold to the Municipality of Milan following the demolition of the buildings that were once there.

The "Piano di Governo del Territorio - PGT - Milano 2030" (City of Milan's Urban Plan for Milano 2030) has identified the area as a "Nodo di interscambio" (Interchange Node) as a result of the high level of accessibility by train as part of the system of public mobility. It is the Milano Nord Bovisa Politecnico railway station which makes the site especially important, as it is possible to arrive at Malpensa airport by train in 30 minutes, or the Milan Cadorna station in 10 minutes. The Bovisa station is also served by the suburban railway lines which cross the city and stop at stations such as Garibaldi, Centrale/Repubblica, Porta Vittoria and Rogoredo, as well as numerous others. Furthermore, the site is well-served by local public passenger road transport and can be easily reached from the Milano Villapizzone railway station and is, therefore, very well connected with the Milano-Domodossola and Milano-Torino routes as well as the S5-S6-S11 suburban railway services.

The site is made up of two "intervention units" which correspond to the ownership structure.

The regeneration project for the Municipality of Milan Unit, by maximising the easy access to the site, must include the creation of a new urban centre, a new gateway to Milan which is both functional and integrated. The project will have to rethink the system of public space, improving the quality of the routes and facilities in the district, with specific reference to the system of public squares adjacent to the station where it will be necessary to include the reorganization of parking spaces in favour of pedestrians and the creation of high-quality open spaces and increased urban comfort. The functionality and enjoyability of the routes that crisscross the obstacle represented by the rail lines must also be ensured, thereby

connecting two parts of the city which, today, are separated from one another.

The projects will have to further the integration of urban public transport with the railway service by means of a terminal for the bus and tram lines, which currently stop in neighbouring areas, nearer to the station. More specifically, it is envisaged that tram 2 will continue its journey from Piazza Bausan to the area north of the station, creating an important interchange which will have the significant effect of further strengthening its role as an infrastructure hub. The combination of improved access for pedestrians and cyclists, together with the integration of public transport, will make this part of the city an innovative and advanced environment in terms of sustainable mobility and modal shift.

The redevelopment will have to include the establishment of a mix of urban functions able to best exploit the available areas, creating a district that will be integrated, both functionally and morphologically within the changing context, and complete the urban design. In this sense, the proposals will aim at the integration of commercial functions which serve the station, the development of offices and spaces for startups linked to the world of knowledge and innovation, the construction of subsidised residential housing, with particular attention given to rental units for young students, reflecting the development of the university in the district.

As regards the Ferrovienord Unit, the project proposals will have to include, without interfering with railway operations, the redevelopment and repurposing of the railway station, redesigning the building which is no longer commensurate to the importance of the infrastructure hub, all while taking into account the changing context as a whole and, more specifically, the structural works carried out by Ferrovienord to establish public transport services and the construction of the subsequent structures, as well as the works also carried out by Ferrovienord to improve accessibility, according to the "progetto di ammodernamento e potenziamento del Nodo Bovisa" (project of modernization and improvement of Nodo Bovisa), positively evaluated in the DGR XI-2657 of 16.12.2019. The station building will also be able to accommodate urban functions that can

complement the services connected with railway operations.

Upon completion of the programme to redevelop and repurpose the area, and in accordance with the methods set out below, the project may include construction of the Headquarter of Ferrovienord which intends to transfer its head office to Bovisa, contributing to the redevelopment of the site through the presence of an important regional and metropolitan service. The building complex, delivered with turn key procedure, should host up to 700 people and use the most modern of techniques for job spaces and organizational wellbeing. The HQ realization should begin simultaneously to the other private works and be completed within 3 years from the date of the grant to the subject carrying out the project. The private works could not have received the certificate of habitability before the HQ receives the certificate of habitability.

To summarise, preference will be given to the design proposals which:

- contain the volumetric impact of the regeneration programme, seeking a fine balance between the quality and sustainability of the urban planning project and its economic feasibility;
- limit land consumption by preferring solutions that favour the creation of an organic and balanced system of unpaved/undeveloped green spaces and concentrates on land near the railway hub;
- provides for the extension of the tramline 2 from Piazza Bausan to Bovisa station with a terminus on the land to the north of the station;
- makes the area around Piazza Alfieri a feature through the creation of a new

access route to the railway station, providing for the inclusion of synergistic urban functions at the station and services for the district, improving the presence and enjoyment of the space and ensuring its use by the public;

- improves the quality of the urban space to the west of the railway station - now used as a car park - through the design of the new west door to access the railway station;
- creates an organic and important connection between the two public spaces to the east and west of the railway station;
- enhances, optimizes and simplifies the interchange node;
- enhances the property of the Bovisa Nord Milano railway station through a systematic set of interventions aimed at improving its architectural quality and energy efficiency, accessibility, and usability, reinforcing its urban centrality through the inclusion of compatible new urban functions and strategic services, with economic exploitation rights regarding the redesigned spaces;
- propose an construction solution that suits the needs of Ferrovienord (approx. 10,000 sq. m of "Superficie Lorda - SL convenzionale" (conventional Gross Floor Area - GFA - for management services, not included, in any case, in the provisions for services required for other works) with innovative techniques regarding social distancing, smart working, architectural quality and efficient maintenance. Moreover, preference will be given to projects in which the HQ is close to the station.



Specific planning rules and regulations

With regard to planning regulations, the “Piano di Governo del Territorio - PGT” (City of Milan’s Urban Plan) includes the site within the “Interchange Nodes” Regeneration Areas identified in Table R.02 - “Urban Planning Indications” of the “Piano delle Regole – PdR” (Plan for Rules) of the PGT. The PGT Milano 2030 identifies the site in part, as belonging to the areas of the “Tessuto Urbano Consolidato - Ambiti di Rinnovamento Urbano – ARU” (Consolidated Urban Fabric - Urban Renewal Areas) and in part as instrumental areas. The site is affected by the following provisions:

- according to that set out in the PGT, the area is assigned a “Indice di edificabilità territoriale – IT” (Floor Area Ratio - FAR) of 0.35 sq. m/sq. m of -GFA);
- there is the opportunity of achieving and even exceeding the maximum FAR (equal to 1 sq. m/sq. m) through the use, as an alternative or in a form composed of: building rights, including equalised rights, for “Edilizia Residenziale Sociale - ERS” (Social Housing) and of public housing services. Exceeding the index is only applicable for interventions which include the redevelopment of public space;
- The applicability of a bonus in case of competitions (as stated by the paragraph 11 of the Article 13 of the Implementing Regulation of the “Piano delle Regole – PdR” (Plan for Rules) of the PGT) is excluded.

The methods of intervention and, as a consequence, the project proposals, must consider the division of the lot into two separate intervention units.

It will be possible to present proposals that consider the Municipality of Milan Unit and Ferroviennord Unit separately, with the following guidelines.

-Proposal concerning the Municipality of Milan Unit.

For the Municipality of Milan Unit, the “Superficie Territoriale – ST” (Surface area - SA) on which it is possible to apply a FAR (0.35 sq. m/sq. m) is approx. **37,000 sq.m.** The remaining surface areas included in the Unit can be redeveloped (including building volumes), but, as these are public areas already destined for public use (mainly roads and existing car parks), they are not subject to the application of the FAR.

Since the zones are inside areas of high accessibility, the achievement of a maximum FAR of 1 sq. m/sq. m is permitted through the transfer of equalised building rights and ERS.

-Proposal concerning the Ferroviennord Unit

For the Ferroviennord Unit, the SA on which it is possible to apply the single FAR (0.35 sq. m/sq. m) is approx.. **10,000 sq.m.** The remaining surface areas included in the Unit can be redeveloped (including building volumes) but, as these are areas affected by railway operations and/or governed by the “Piano dei Servizi – PdS” (Plan for Services)

of the PGT, they are not subject to the application of the FAR.

Since the zones are inside areas of high accessibility, the achievement of a maximum FAR of 1 sq.m./sq.m. is permitted through the transfer of equalised building rights and ERS. Together with the grant of surface right of the building rights generated by this area, Ferrovienord also grants the building rights generated by the area known as "Bovisasca", located outside the Nodo, with a surface area of approx. 10,000 sq.m and a FAR of 0.35 sq.m/sq.m.

Ferrovienord aim at subserving the volumes on the areas under its ownership, located outside the Nodo, whose building rights (approx 3,500 sqm) may contribute to the requalification of the Nodo.

Therefore, for the grant of surface right of the building rights generated by the areas under ownership (approx. 20,000 sq.m) totalling approx. 7,000 sq.m, the reserve price is 14,400,000 €, as better described in the following section

Proposals regarding the establishment of the new administrative headquarters of the Ferrovienord (a building with approximately 10,000 sq.m of conventional GFA not included in the provisions for services required for other works) will be assessed positively. In any case, the HQ construction costs shouldn't exceed the economical offer for surface rights.

It will also be possible to present a single project proposal, which can be evaluated as the sum of two proposals for the individual Units, both regarding planivolumetric choices and the financial proposal, with the following guidelines.

In consideration of the fact that the PGT identifies the site as one of the Regeneration Areas, specifically as an "interchange node", and allowing for the maximum index being exceeded (up to a maximum limit of 1.8 sq.m/sq.m) in order to achieve of important public objectives, it is possible to present a single proposal that demonstrates the achievement of these objectives and which respects the following guidelines.

The possibility of exceeding the maximum FAR on both lots is, in fact, connected to the following general objectives being achieved:

- provide continuity to the urban connections, optimising the mobility system;
- improve the relationship between built-up spaces and open spaces through interaction with the functional spaces of public transport, such as through the creation of a system of public squares to provide access to the railway station, which reconstructs the urban fronts (east and west) overlooking the building, relocating the parking areas and providing an overall improvement of the access routes to the station along with the inclusion of urban functions on the eastern facing front that contribute to the redesign of Piazza Alfieri;
- provide continuity to the urban relations by identifying connections that allow the existing infrastructural barriers to be overcome by also covering over the tracks, allowing uninterrupted public transport and the construction. This can be achieved, for example, through the extension and the terminus of tramline 2 on the land to the north of the station building, allowing the interchange between the railway and public transport;
- maximise pedestrian areas by increasing the safety, permeability and capillarity of the connections, for example by creating a system of green spaces which serve the district;
- diversify the uses and maximise the attractiveness of open spaces;
- integrate elements of ecological restoration to improve the microclimate and connections to the ecological network;
- the construction of the Ferrovienord Headquarters, on the area overlooking the station.

The calculation of the GFA must be carried out, both for the evaluation of the existing GFA and for that of the project, according to the parameters and methods described in the Implementing Regulations in the PdR of the PGT (*Definitions and parameters*).

The urban functions included in the Catalogue of Services of the PdS of the PGT available in the Data Room, if agreed or accredited, may not be considered in the calculation of the GFA.

There are no restrictions on possible urban functions to be introduced in the area, as per the Implementing Regulations of the in the PdR of the PGT.

The area of municipal property located on Via Bovisasca is included within the ARU, the remaining areas of municipal property are existing road infrastructure, as well as those spaces suitable for pedestrian use. The areas owned by Ferrovie Nord are identified as railway infrastructure.

If the proposals fall within cases in which the PGT provides for the obligation to include ERS, it should be noted that within the Urban Renewal Areas, the monetization of these shares is permitted.

The public spaces included within the perimeter of the site are classified as suitable for pedestrian use. For the areas adjacent to them, there is the possibility of deducting the surface areas relating to private services, shops, small businesses and food and drink outlets for up to 250 sq.m of GFA.

It is also possible to transfer building rights from areas of "Pertinenza diretta" (direct relevance) to areas of "Pertinenza indiretta", all of which are included in areas of Regeneration.

Provision for services are required to the extent provided for by the Implementing Regulations of the PdS.

If the proposals foresee the assignment of a portion of the area in favour of the Municipality, the team will ensure the Municipality's full ownership of these areas.

In terms of environmental sustainability, the PGT requires that interventions must take action in terms of minimising CO2 emissions and increasing soil permeability and ecological restoration, also through the integration of greenery in the buildings (living walls and roofs).

The proposals must comply with the provisions of the Building Regulations of the Municipality of Milan and, with regard to distances from existing buildings, Italian Ministerial Decree no. 1444/68.

All the higher-level constraints remain applicable, including hazards related to air navigation and protection of the territory.

Permits for new building schemes, the extension of existing buildings and restorative construction work are subject to the payment of primary and secondary urbanisation planning fees as well as a contribution on construction costs, according to the functional aims of the interventions. Planning fees

and/or contribution on construction costs will not be owing or are reduced in those cases expressly provided by Italian Law (Presidential Decree 380/2001, LR 12/2005). It is allowed to carry out works of urbanization in order to deduct the fees.

The allocation of private car parks can be found in the Implementing Regulations of the PdR in the PGT and in accordance with the provisions of Italian Law 122/89, including the location and dimensions of parking for sustainable mobility.

According to the provisions of the PGT, the implementation is required to be carried out through an Implementation Plan if the interventions involve a SA) greater than 20,000 sq.m, connected to urban rehabilitation works or according to a provision of significant new urban planning allocations.

PGT, higher-level provisions and regulations prevail over the contents of this sheet.

It should be noted that the urban planning regulations described in the preceding paragraphs and contained in the initial tender documentation (graphs and urban planning regulations containing excerpts from the PGT) became applicable on February 5th 2020, when the variation of the PGT, approved on October 14th 2019, came into force following its publication in the Official Bulletin of the Lombardy Region.

For the Municipality of Milan, the minimum concession price for the Surface Rights is €14,098,000 for a maximum period of 90 years. In the event of the use of building rights originating from other sources, an additional "landing" fee of 135.50 €/sq.m. will be applied. In case of purchase of building rights from the City of Milan, the additional amount is already included in the building rights price, which shall be notified thereafter.

The proposals can take into consideration the acquisition of building rights from the Municipality of Milan, as an additional part of the economic offer, according to parametric values which will be indicated by the Municipality.

The Municipality of Milan reserves the right to verify the adequacy of the economic offer of the winning project, prior to proceeding with disposal.

For the Ferroviord Unit, the minimum concession price for the Surface Rights is 14,400,000 € for a maximum period of 90 years, including the value of the building rights (approx 7,000 sqm) generated by the areas under ownership of Ferroviord and by the opportunity of achieving maximum FAR (equal to 1 sq. m/sq. m) and including costs incurred by Ferroviord to realize new transport services and to guarantee accessibility to the site as previously described. In the event of the use of additional building rights, an additional “landing” fee of

135.50 €/sq.m. of SA exceeding the FAR of 1 sqm/sqm, will be applied.

Parametric values for building rights will be defined by Ferroviord which reserves the right to verify the adequacy of the economic offer of the winning project, prior to proceeding with disposal, with particular regard to good economic balance between the offer for surface rights and the construction costs of the HQ.



Specific climatic risks and environmental challenges

The Municipality of Milan has recently started drafting the 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, must 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 will also be taken into consideration.

The site as a whole consists of areas containing differing soil qualities as well as in varying conditions.

The Municipality of Milan Unit may, for this purpose, be defined as three different areas:

- Area Ex Montedison;
- Piazza Alfieri;
- Carpark in via Siccoli-via Lambruschini.

As far as the Ex Montedison area is concerned, the area is free of buildings and trees.

The site - for which the framework for a remediation process is being finalised with the aim of achieving the legal limits permitted for tertiary sector and commercial functions (Column B - Italian Legislative Decree 152/2006) - will be delivered following completion of the remediation works. In the event that this procedure is not completed, the Municipality reserves the right to review the minimum concession price for the Surface Rights in consideration of the costs of reclamation. Based on proximity to the railway line, it will be necessary to consider the creation of a railway buffer zone of 30 m from the nearest rail track.

With regard to the areas of Piazza Alfieri and via Siccoli/Lambruschini - which are currently used as a street level carpark - the areas will be disposed in the condition they are found.

These spaces, suitable for pedestrian use, must undergo a process of remediation until the soil attains an environmental condition that is consistent with their intended use, with the inclusion of greenery where necessary.

Any costs for remediation aimed at permitting other uses (Column A - Italian Legislative Decree 152/2006) are the responsibility of the operator.

The site in its entirety is partially paved, therefore the project design requires that maximisation of the permeability of the areas is carefully considered, as well as the correct management of the outflows that will be created and, in general, efficient water management is ensured.

The site is characterised by the phenomenon of urban heat islands. The average daytime surface temperature measured during the

summer months ranges between 36.6°C and 38.8°C in the section of the site to the west of the railway tracks and between 38.8°C and 41°C in the eastern section of the site (satellite surveys performed from 2014-2017). The area is therefore of specific interest for urban revegetation works and the potential of reconnecting the 'mesh' (currently interrupted, in particular to the north) of the ecological network.

The site is an interchange node of primary importance and, in this sense, the ability to encourage sustainable mobility and minimise road traffic and their impact, specifically in terms of air and noise pollution, will be carefully evaluated.

The site is also affected by a section of the main cycle route network, which must also be improved.

With regard to noise pollution, design solutions must be identified to reduce the noise generated by the railway line.

As far as geological feasibility is concerned, the site is affected by minor constraints and, therefore, a watershed compatibility assessment is recommended to guide the projects with respect to flooding scenarios, even they are rare occurrences. There are no particular critical issues to report in terms of flood risk.

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



Provisional timeline

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