

Scalo Greco Breda. Milan

Via Breda. Milan

The Greco Breda site is part of Milan's strategic plan for the regeneration of railway areas. The site comprises three main parcels: the former railway yard next to the Greco-Pirelli station, a green area located further east on Via Breda and a narrow long strip, the site of a disused track facing the Bicocca district in the west.

The site is strategically located in the northeast of Milan, opposite the Greco-Pirelli railway station, 6 minutes from the Porta Garibaldi hub. It represents a valuable opportunity to improve the connections between a mixed-use historic neighborhood, namely Precotto, which is rich in services and activities; and Bicocca, a former industrial area characterised by a remarkable urban renewal project designed by architect Vittorio Gregotti in the 1990s. This includes the University of Milan campus, the Arcimboldi theatre and other cultural amenities, such as the Pirelli Hangar Bicocca Art Center and a Multiplex Cinema.

The presence of one of the busiest railway stations providing suburban services on the link to Monza makes the site a key node in the metropolitan context. The redevelopment of the site constitutes an opportunity to reduce vehicular traffic and to promote the use of sustainable modes of transport, overcoming the railway barrier to enable better pedestrian and cycling connections to the station and relevant destinations.

The creation of synergies on existing services such as the university and cultural institutions must be taken into account for the site development. Affordable housing, particularly for students and temporary workers, and neighborhood services for the local population, may integrate light productive activities with generous public spaces and green areas; these may include the reorganisation and development of existing informal urban orchards, in connection with the green areas network at the urban level.



Expected program:

Affordable social housing, including student housing, with complementary uses. Green areas and related equipment.

Plot area:

62,189 m², consisting of three main parcels.

Owner:

Ferrovie dello Stato Italiane SpA (FS) and FS Sistemi Urbani SRL (FSSU).

Type of property transfer intended:

The site will be on sale with its building rights, with a minimum price set by the owner.

Presentation of the site and expectations for its redevelopment

The Greco Breda site is a former "freight terminal" used for the storage of freight trains and as a warehouse for logistic functions until the 1990s, when the concentration of logistics activities in larger terminals led to the issuing of the urban railway yards, the most valuable brownfield assets currently available to shape the future of Milan's urban development.

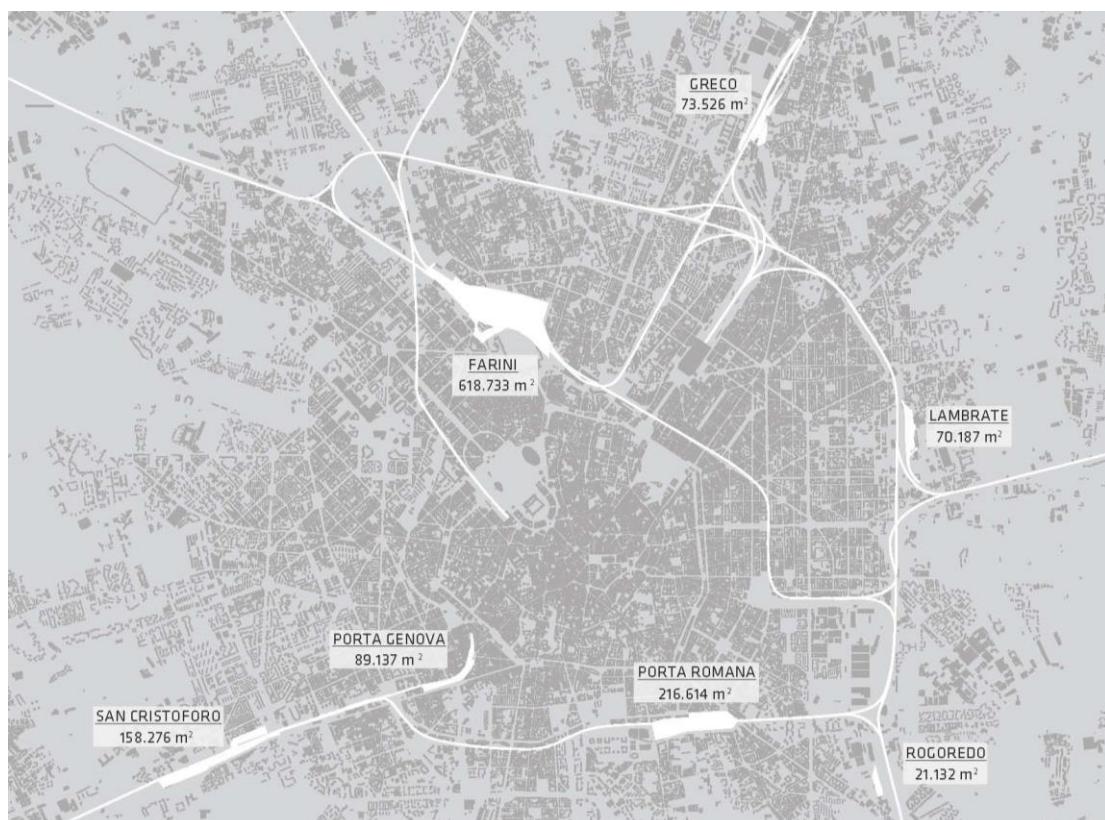
The site is part of a strategic regeneration plan that involves seven underused railway yards (124ha), regulated by an [Agreement](#) among the City of Milan, Regione Lombardia and Ferrovie dello Stato Italiane – the National Railway Company, owner of the property areas. This concerns the reallocation of economic revenues from the development operation to improve the railway service in the Milan hub and the creation of a "Circle-Line".

The programme envisages the regeneration of areas historically occupied by the railways infrastructures, thanks to the development of sustainable mixed-use districts equipped with social and affordable housing, new parks, green infrastructures and public spaces.

It advocates the improvement of pedestrian and cycling accessibility and the reconnection of urban ecological corridors along the tracks.

Despite the relatively small size, the Greco Breda former railway yard is a strategic and valuable opportunity to create a new urban 'gate' able to play a 'hinge' role between the city centre, the peripheral neighborhoods, and the metropolitan city.

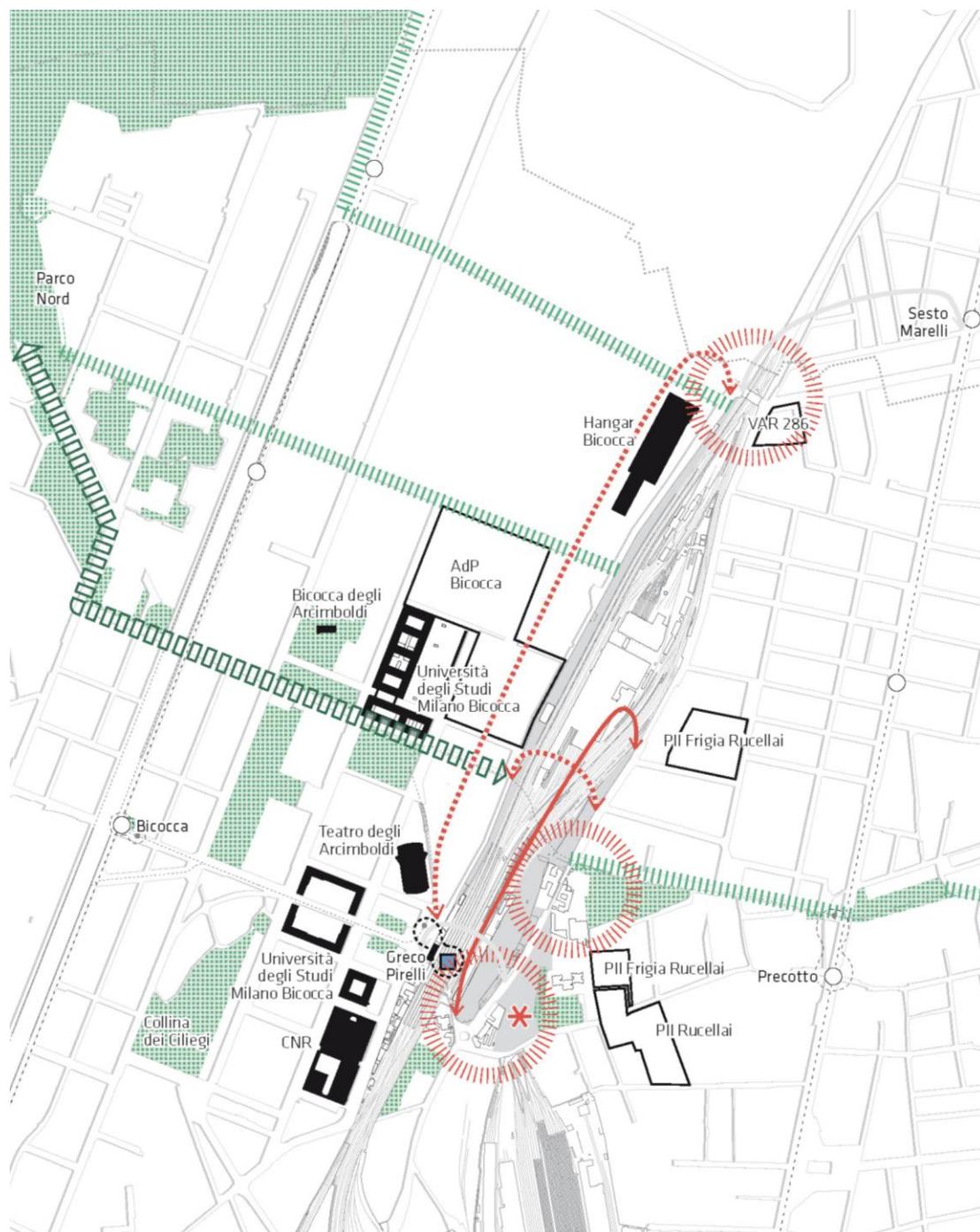
The 6ha site is located opposite the Greco Pirelli station along the railway line that runs towards Monza, Como and the Switzerland, one stop away from the high speed train hub Porta Garibaldi station, in the Porta Nuova business district, and the regional and national railway hub Lambrate station. Connections with underground and tram-lines (M5 Bicocca and M1 Precotto are less than 1km away), make the Greco Pirelli station (currently upgrading with three new rail underpasses) one of the busiest suburban public transport interchanges within the city and the metropolitan area.



Owing to the strategic position between the axis of viale Monza and the Bicocca urban regeneration site, the site's development has the opportunity to foster east-west urban connections and to enhance accessibility to the relevant cultural, work and leisure activities at a walking distance, such as:

- [University of Milan Bicocca](#) Campus, housing more than 30,000 students.
- [Arcimboldi theatre](#), one of the biggest in Europe, with more than 2,300 seats.

- [Pirelli Hangar Bicocca](#), an important art centre, with 10,900 sqm² of exhibition galleries.
- [Bicocca Village](#), a shopping centre including a multiplex cinema with 18 screens.
- [Interactive Museum of Cinema](#), a new cultural institution in a former industrial site.
- A business district with several international companies, such as the Pirelli, Deutsche Bank and Siemens headquarters.



► Specific planning rules and regulations regarding the development of the site

The development of the site is regulated by the [“Agreement for the urban transformation of underused railway yards”](#), among the City of Milan, Regione Lombardia and Ferrovie dello Stato Italiane – namely “Accordo di Programma” available in the Data Room. It provides general regulations for the regeneration of seven underused railway yards, including Greco Breda, together with specific planning rules for each site.

According to the Agreement, the Greco Breda site has a Total Surface Area of 62,189 m², of which at least 60% (37,313 m²) is to be used for public parks, green infrastructures, public spaces and related services and facilities. Along via Sesto S. Giovanni is planned the construction of a technological building that will occupy an area of about 400 sqm - documentation is available in the Data Room. Despite the reduction of the land area, this does not involve SLP reductions.

Building rights allowed on the site cover a maximum of 24,000 m² of Gross Floor Area (GFA). This share is mainly devoted to the development of affordable and social housing (minimum 21,000 m², of which at least 40% to rented housing) and complementary uses (minimum 5% and maximum of 13% of the overall GFA allowed), including commercial spaces, offices, etc.

Affordable and social housing include a wide range of typologies and contract forms. According to specific regulation provided by the City of Milan, the minimum share of 21,000 m² is subdivided into the following sub-categories:

- Intermediate Housing (Edilizia convenzionata agevolata) for sale, for rent, help to buy, including co-housing: GFA 8,324 m².
- Affordable Rented Housing (Edilizia a canone moderato e/o concordato), including student housing and social co-housing: minimum GFA 10,676 m².
- Social Rented Housing (Edilizia a canone sociale): minimum GFA 2,000 m².

According to the Piano dei Servizi (Plan for Services, part of the PGT), urban functions included in the [Catalogo dei Servizi](#) (Catalogue

of Services) may not be considered in the calculation of the GFA.

The presence of the railway line involves a non-buildability constraint within a distance of 30 metres from the outer track constraint; this constraint may be waived by the railway company.

The implementation of the building work shall take place through the approval of an implementation plan (i.e. piano attuativo or programma integrato d'intervento) or other equivalent tools.

The implementation plans shall be subject to a public debate with the involvement of the City administration, during which the public may make observations, proposals and requests with reference to the general approach, the design and the character of public areas, the infrastructure, the network of connections, the provision and quality of public services and functions of general interest.

The Implementation Tools shall take into account the results of the listening and public participation processes already undertaken by the city administration in collaboration with the Department of Architecture and Urban Studies of the Polytechnic University of Milan, as well as the quality objectives and the policies contained in the Strategic Vision Document, available in the Data Room.

The site will be on sale with its building rights, with a minimum price of 4,800,000 € set by the owner, not including soil remediation and rail disarming, charged to the operator.

The specific regulation for the site includes a weighting for the selection criteria of the Expression of Interest:

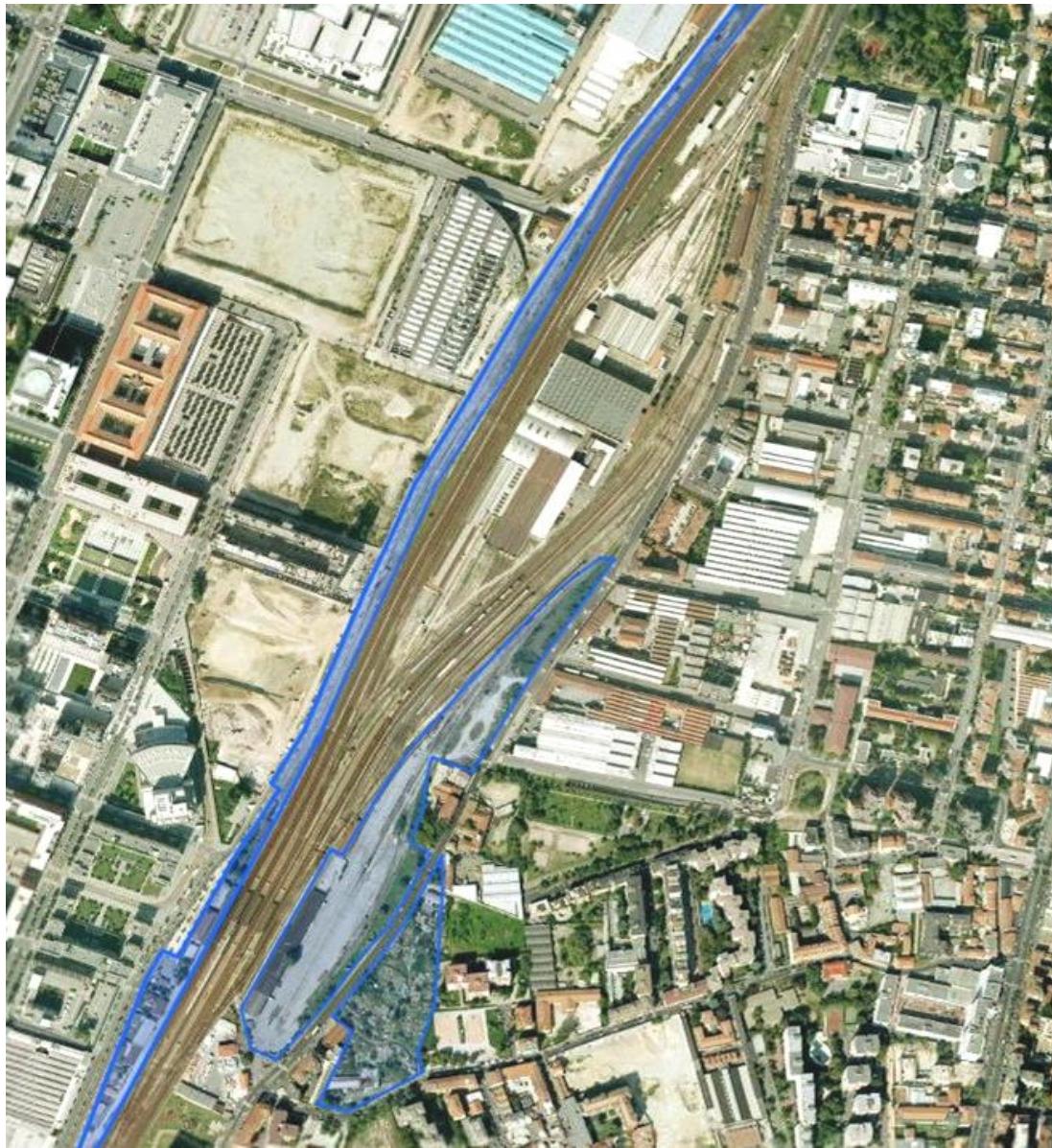
1. The solutions proposed to address the 10 challenges (40%).
2. The quality and suitability of the team relating to the site's issues and the project proposed, including references (30%).
3. The team's legal and financial soundness (30%).

The bids admitted to the second phase of the initiative will be evaluated on the basis of the following criteria, which will be appointed the following weight:

1. The solutions proposed to address the challenges (50%)
2. The price offer and the financial feasibility (30%)
3. The capability of the bidder team to deliver the project (20%).

For further information and details concerning the performance of the second phase (for example, buyer requirements, guarantees and contractual conditions), refer to the dedicated Data Room.

The sale of the property will be subject to the failure by legitimated subjects to exercise the preference granted by article 24 co. 4 of the law n.210 / 85. To this end this notice constitutes a public communication for the possible exercise of the right provided by the aforementioned law, in favor of the State Administration and, in the alternative, of the Regions and Local Authorities territorial.



► Specific climate or environmental issues regarding the development of the site

The City of Milan is highly committed to taking actions in favour of reducing its impact on the environment. This includes the preservation of agricultural land, the consolidation of blue and green corridors, and the reduction of CO₂ emissions.

Owing to its location, topography and climate characteristics, Milan is particularly vulnerable to climate change. The analysis of historical data and forecasts shows a constant increase in average temperatures and in the frequency of seasonal precipitation.

Additionally, despite the improvement in transport policies and recent deindustrialisation, the City still needs to take further measures to dramatically cut the concentration of pollutants in the atmosphere.

The Greco Breda site, located north-east of Milan, suffers from the same environmental issues (pollution, vulnerability to heat waves, etc) than the rest of the city. Owing to its proximity to watercourses, it is also exposed to – but not directly affected by – flood risks, due to the increasing frequency of heavy rain in the region.

Programmes proposing innovative solutions to increase the area's resilience to climate events and to cut pollutant emissions are highly encouraged.

Owing to its position, the area may give continuity to the territorial and environmental connections of northern Milan. The site may act as a hub between the two existing green belts created west of the North Park and east of the Park of the Martesana, also linked to the Lambro Park, and the Park of the former Falck Areas (in Sesto SG) to be constructed in the near future. Creating a network of green areas and pedestrian cycle paths may at the same time allow for more local but vital breathing areas, such as the Collina dei Ciliegi in the Bicocca District and the Villa Finzi Park in the Precotto District.

During the second phase of the competition the property will provide data in its possession concerning the environmental status of the site.

