“Conoscere Milano” è un’iniziativa di

Milano Urban Center

ideata e coordinata da

AIM Associazione Interessi Metropolitani

con la partecipazione di

POLITECNICO DI MILANO

con il contributo di

PORSCHE

AIM Associazione Interessi Metropolitani

CONOSCERE MILANO

LA BOVISA CHE CAMBIA

MILANO
LA BOVISA CHE CAMBIA

FOREWORD BY COUNCILLOR VERGA

The thirteenth booklet in the "Conoscere Milano" series takes us back to the Bovisa neighbourhood, where many changes have continued after the first report was published in 2002. Both here and in the Bicocca area, the main features are the local distinct industrial heritage and the presence of universities that lend quality to their surroundings. In Bovisa, the Politecnico site leads the neighbourhood's radical change; its role here is especially strong, because it was the first bold driver of change in the late 1980s and later a key transformation player, with many ongoing projects and schemes.

Another important element in the revival of Bovisa is the Passante Ferroviario railway link. When it first opened in 1997, it allowed for the connection between the city and this area, that had always been isolated from it also because of its infrastructures.

Both the new Politecnico site and the Passante connection laid the ground for Bovisa's revival. Today, many more important city facilities are about to open in the area: the Museo del Presente in the site formerly occupied by gas tanks, the new Accademia di Brera facility, the Mario Negri Institute. Therefore, Bovisa is about to become an European-class centre for science, creativity, and culture, whereas only a few decades ago it was characterised by the main chemical factories of the Milan area.

Now, it is important to connect all these new assets in a network: new residents, new services, new lifestyles are bringing about a widespread enhancement of the neighbourhood, involving both small and large players. Indeed, improvement is achieved by the revamping of large abandoned industrial sites, but also thanks to the higher quality of smaller spaces.

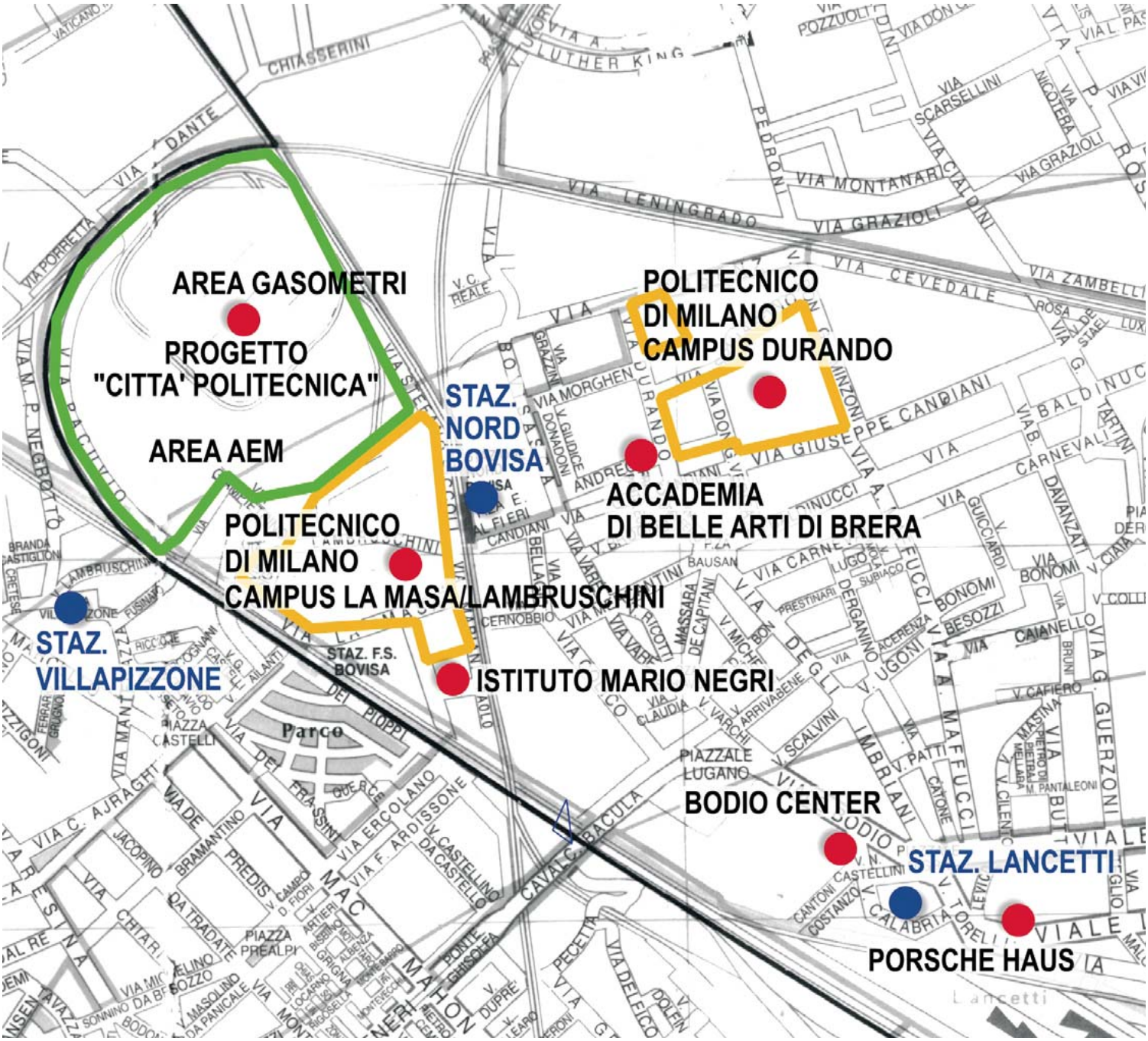
Residential patterns are also changing deeply with the arrival of new residents. Here, a new university residence will be built on a City site, a part of the plan that the City of Milan has launched to improve public and student housing facilities.

The transformation of Bovisa will be completed by means of networking services, public spaces and green areas, so that Milan will enjoy a neighbourhood that is ready to express a future even brighter than its illustrious but distant past.

Gianni Verga
Councillor for Land Development
City of Milan

CONOSCERE MILANO

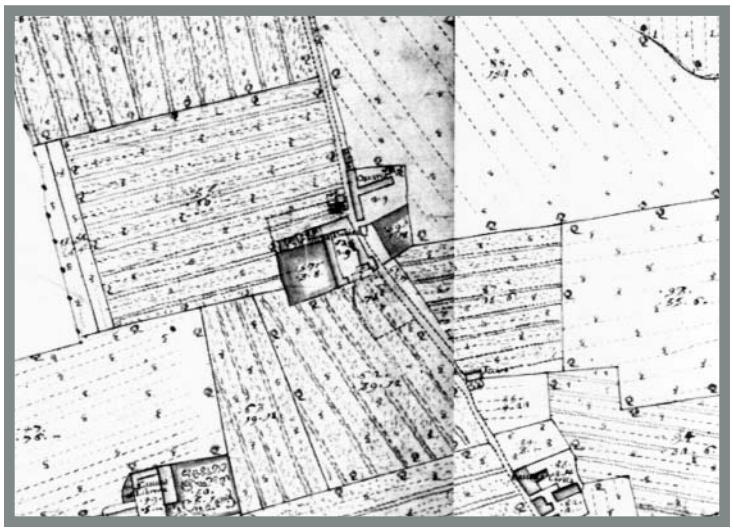
An itinerary from Officina del Gas to high-tech University



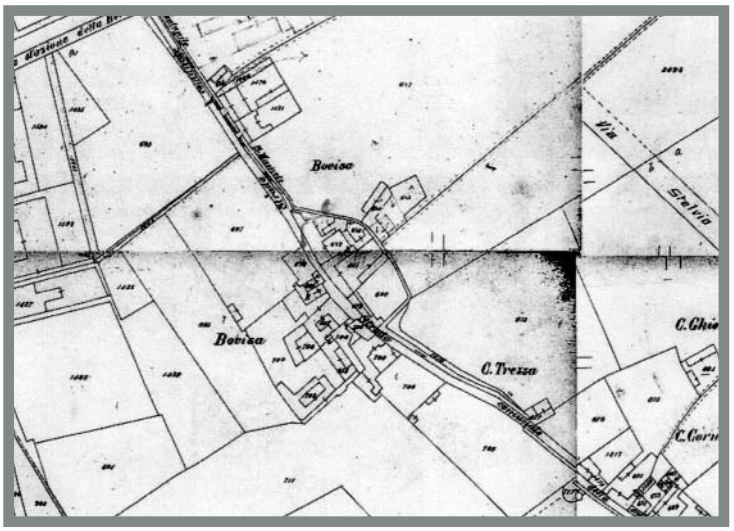
Page 4-5 Bovisa: its origins
Page 6-7 Industrial development at Bovisa
Page 12-13 Officina del Gas at Bovisa
Page 14-15 The neighbourhood yesterday, the neighbourhood today
Page 16-17 Politecnico di Milano - Polo Bovisa
Page 18-19 Campus Durando
Page 20-21 Durando; laboratories, projects
Page 22-23 La Masa, laboratories
Page 24-25 Poli Bovisa, an active construction yard
Page 26-27 The "Città Politecnica" in the gas tanks area
Page 28-29 Railway connections
Page 30 Mario Negri Institute for Pharmacological Research
Page 31 Accademia di Belle Arti di Brera
Page 32-33 Bodio Center
Page 34-35 Porsche Haus
Page 36 Bovisa in the arts

BOVISA: ITS ORIGINS

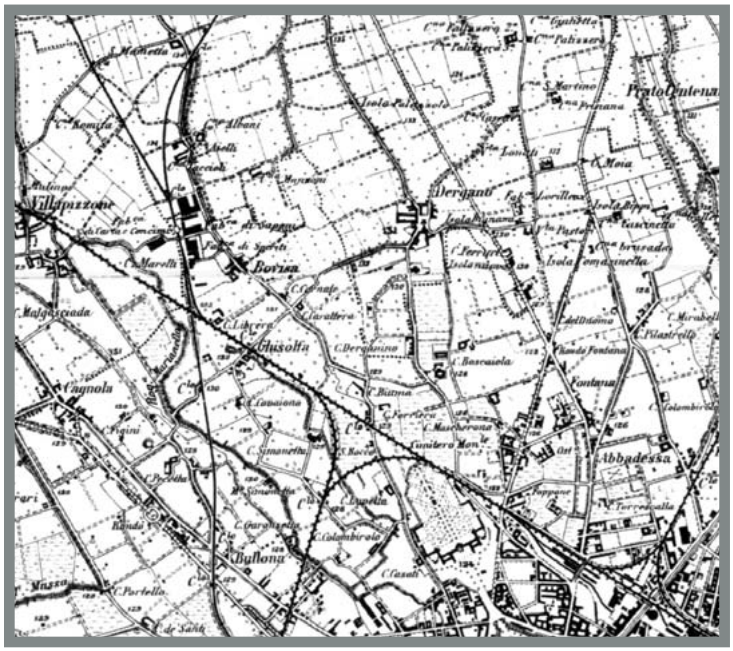
The neighbourhood takes its name from the Cascina Bovisa farmhouse, first mentioned in an 18th-century map; at the time, it was out of the Milan city limits, in the countryside.
Some elements of the old farmstead are still recognisable along Via Varé. The farmstead expanded its area over time, and became a part of the city of Milan in 1873. Bovisa and other farming estates in the area were a kind of annex to the densely inhabited Borgo degli Ortolani, in the north-west outskirts of the city.
Here, produce grown in the surrounding countryside was traded; at the time, the area was rich in fresh water sources that have now disappeared following the lowering of the aquifer.
In this area North of Milan, the structure of the farming land was regularly spaced in terms of the distribution of farming fields, and irregularly shaped in terms of the location of settlements built around a central courtyard and of the winding Via Bovisasca, which was later to become the backbone of the neighbourhood.
Originally, Bovisa was a part of the Trinità parish. In 1905, it was established as an autonomous parish; it is quite significant to notice that the church of Santa Maria del Buon Consiglio - built between 1911 and 1917 - has a fresco portraying Mary on the backdrop of a landscape where the Bovisa chimneys and factories are clearly visible: this is eloquent proof of the industrial connotation that the neighbourhood had been taking on in those decades.



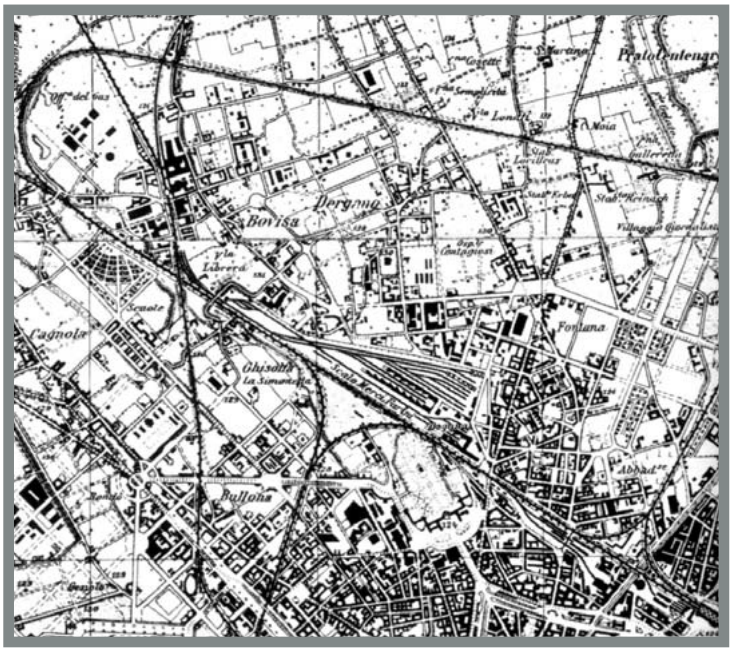
The Bovisa area in an 18th- century map of Catasto Teresiano.



Map of Bovisa with the factories from Catasto Cessato (1897 - 1902).



North-west Milan with Bovisa and Dergano in the 1888 I.G.M. map.

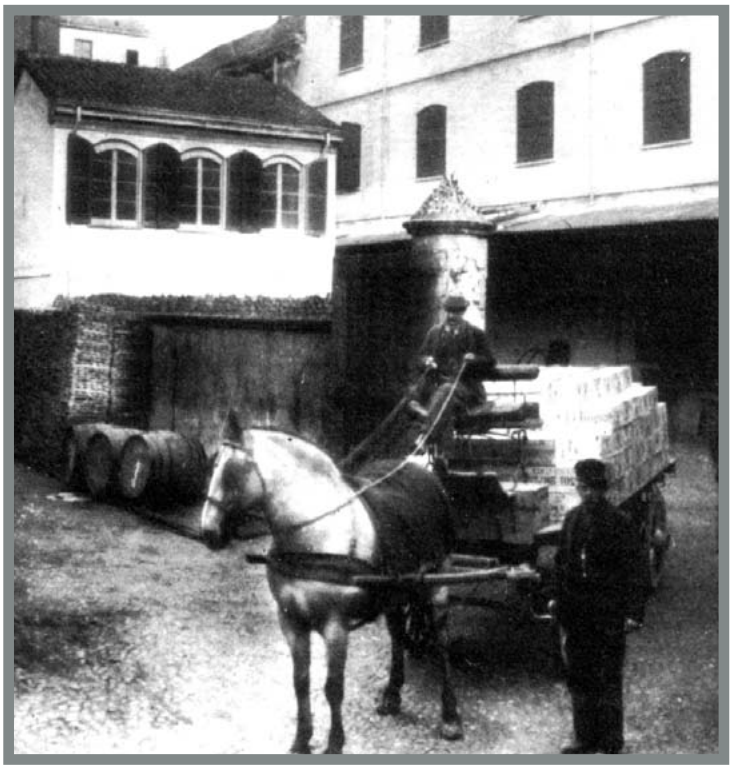


The development of the same I.G.M. area in 1924, with the railway ring.

INDUSTRIAL DEVELOPMENT AT BOVISA

Railways and the establishment of industrial factories at Bovisa

The earliest industrial facilities were built at Bovisa in the late 19th century. The main reason for choosing this site was its easy access. Actually, both the Ferrovie dello Stato and the Ferrovie Nord railways and stations built starting in the mid-19th century crossed here, thus allowing for unprecedented speed in the movement of people and goods. As early as 1880, the railway network of Milan was already organised in a way which is very similar to what we know today; later, it was to play a key role in the economic and industrial growth of the Milan area.
Also, another advantage for Bovisa was its location along the road connecting the city to the industrial areas North of it and, following the opening of the San Gottardo tunnel under the Alps in 1882, to Central Europe.
Thanks to this factors, and to a very deep aquifer that allowed to build large and stable units, Bovisa became a large and important industrial district in just a few years, so much so that a period publication nicknamed it "Milan's little Manchester".
The most relevant local facilities were in the chemical-pharmaceutical and mechanical industries, pivoting around the companies Giuseppe Candiani (the first to settle in the area in 1882), that produced sulphur acid, and Ceretti & Tanfani, that manufactured hoisting and transport equipment.
In the early 20th century, the Officine del Gas opened, the largest plant in Italy for the production and distribution of gas.
Besides these "giants", many smaller facilities were located at Bovisa over time.
In 1907, the Fratelli Branca distilleries moved here. In 1924, Luigi Zaini relocated his chocolate and confectionery plant to Bovisa.
In the early 20th century, Bovisa became also home to the first film studios in Italy: Armenia Film,
later known as Milano Films. These studios were used for the production of documentaries, comedy and historic movies.

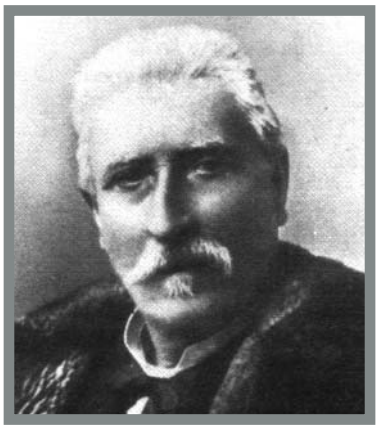


An old picture of the Ferrovie Nord station at Bovisa.
Top, the 1910 studios of Milano Films, with billboard.
Bottom, the Fernet Branca factory in the early 20th century.

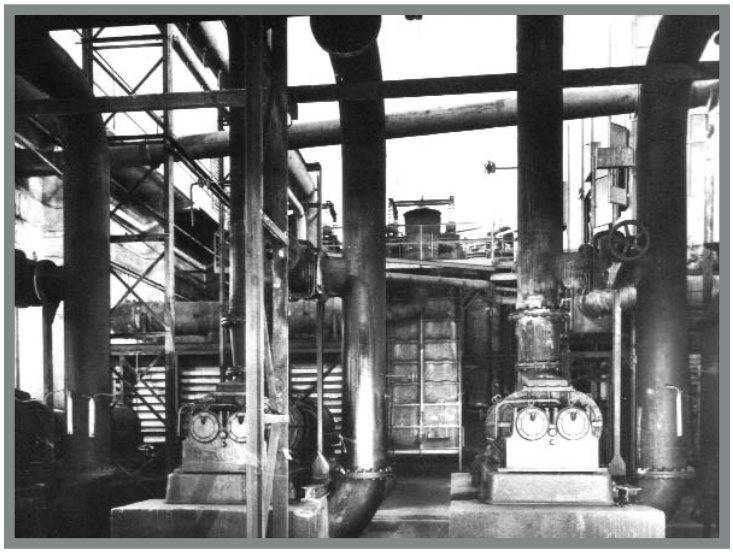
INDUSTRIAL DEVELOPMENT AT BOVISA

Giuseppe Candiani and the birth of the chemical industry.

The first industrialist who decided to locate his plants in Bovisa was Giuseppe Candiani, who pioneered the chemical industry in the country together with Antonio Biffi.
After starting a crafts-like production in 1850, Candiani began to produce dyes, acids and sulphates. In 1882, he relocated his plants along the Via Bovisasca, where he employed a few hundred workers. His passion and dedication for his work prompted him to move and live in the factory itself together with his family "to be closer - as he wrote - to the goal and dream of my life".
Many other chemical plants opened in the area over time, thus giving birth to an actual chemistry pole.
In 1886, Luigi Vogel opened a perphosphate production plant at Bovisa; together with the Candiani company, it merged into Montecatini in 1920, which became the largest chemical company in Italy and one of the largest in the world.
Various other chemical companies opened their facilities here in the late 19th century.
In 1892, Carlo Erba settled his pharmaceutical production facility in nearby Dergano. He had managed the Farmacia di Brera since 1837, and he created what was later to become a very large pharmaceutical concern starting with natural drugs, then expanding to chemicals and laboratory equipment. Dergano was also home to another chemical company: the Lorilleux ink manufacturer.
For a long time, the economy and identity of Bovisa were shaped by the presence of those many chemical industries: it became a centre of excellence, not just for the Milan area, but country-wide. However, the physical and building landscape of Bovisa is also strongly characterised by this industry: actually pyrite ashes, the by-product of many local factories, were used as a base ground to build houses and the railway station. For a long time, this substance had been considered to be just a useless industrial waste, then it was reused as stock for the production of sulphur acid.



Giuseppe Candiani, the pioneer of chemistry in Italy.
Left, a view of the Candiani factory, later merged into Montecatini, and, below, one of the production sheds at the Montecatini plant.
Below, the long service building of Carlo Erba in the 1920s (architect Gigiotti Zanini).



INDUSTRIAL DEVELOPMENT AT BOVISA

Ceretti & Tanfani and the mechanical industry at Bovisa

Together with the chemical industry, mechanical plants also opened in Bovisa in the mid-19th century, which were bound to become another major asset, in connection with the large steel processing centre of Sesto San Giovanni, where Falck, Breda and Marelli were opening their facilities at the same time.
In 1894, engineers Ceretti and Tanfani opened the namesake mechanical plant in Bovisa, specialising in the production of hoisting and transport equipment, and in the design and production of cable lifts for people and goods. Ceretti & Tanfani was soon to become a world-famous name, thanks to its invention of a transport system that was seen as revolutionary and very successful at the time: the cableway.
By 1927, the company boasted three important records: the longest suspended goods transport system in Europe (40 km, in Spain), the highest cablecar in the world (2,700 metres above sea level, on the French side of Mont Blanc in the Alps), the heaviest load transported by cable (20 tons of marble in Massa Carrara, Italy).
Ceretti & Tanfani later expanded to other fields, using its know-how in the ship-building, steel, chemical and ground transport industries.
However, Ceretti & Tanfani was not the only mechanical company that chose Bovisa as its location; many others opened here, thanks to the area's proximity to Sesto San Giovanni and Legnano and to its easy railway access.
In 1894, Origoni started to produce zinc- and lead-plated sheets and pipes; in 1897 Ranci produced tin parts; between 1900 and 1907, Officine Meccaniche Bologna, Paccagnini, Società Italiana Smeriglio and Officine Metallurgiche Brogli all opened mechanical plants in the area.
Thus, at the turn of the century Bovisa was a very active and lively industrial district, with a wide diversification. An environment rich in resources and opportunities, where large industrial concerns attracted smaller companies, thus creating a well-connected network that allowed for the development of the industrious hands-on approach which is still a distinctive feature of the Milanese community.

Top, 1920s: an aerial view of an area between Dergano and Bovisa, at the forefront, the plants of Moretti Tende and of Ceretti & Tanfani, today the site of Campus Durando at Politecnico Bovisa.
On the background, Via Bovisasca.

Top: the 1940s tower of the Fratelli Livellara factory on Via Bovisasca.
Bottom: the art déco façade of Ceretti & Tanfani on Via Durando, today the site of the Department of Architectural Design.

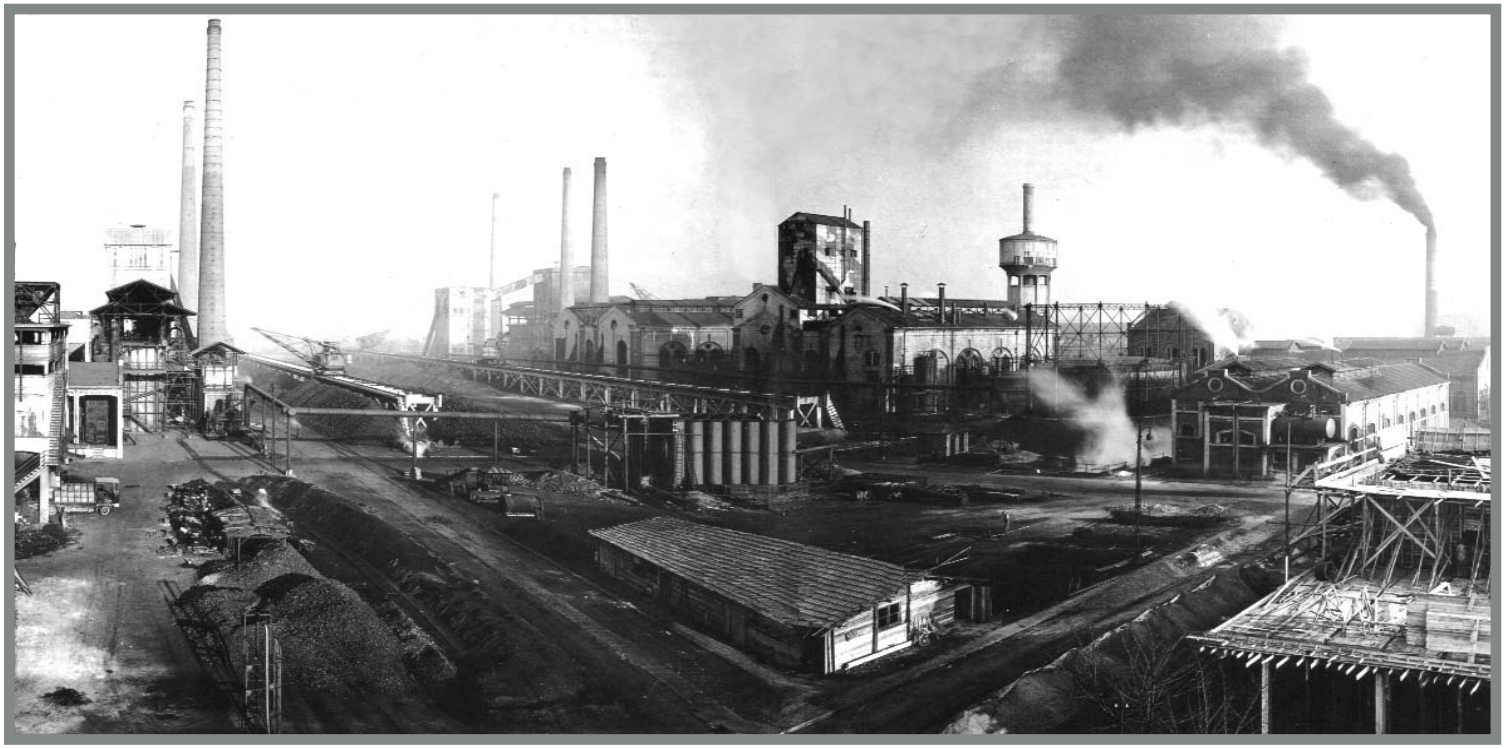
OFFICINA DEL GAS AT BOVISA

Besides the mechanical and chemical plants, another majorproduction plant was created at Bovisa at the beginning of the 20th century: the facility for the production, stocking and distribution of manufactured gas.
This plant was moved to Italy by a French company that established the Union de Gaz in 1863. Its early facilities were originally located in the immediate outskirts of the city, but it became soon necessary to build a larger site. At the time, gas was largely used for lighting and heating, and it was very widely used in private and public buildings all over the city.

Therefore, in 1905 the Officina del Gas of Bovisa started its production, the largest of its kind in the country, with a capacity of over 300,000 m³ per day; besides the city of Milan, it also served Sesto San Giovanni, Cinisello Balsamo, Novate, Bollate and Corsico.
The plant, designed in 1902, was located inside the new railway ring, in an easily accessible site that was constantly replenished with fossil coal for gas extraction. From a large yard, cranes hoisted it to the distillation and gasification ovens. Gas was then stocked in gas tanks and distributed all over the city by means of a thick network of underground pipes. The process by-products (saturated lime, ammonia water, pitch, benzene) were later re-used by the many chemical plants located in the Bovisa area.
The Officina was managed by the Anglo-French company Union de Gaz until 1920; later, since the political establishment of the time was contrary to foreign companies and capital active in the Italian industry, the Società Gas e Coke replaced it. In 1930, the plant's management passed on to the City of Milan, that entrusted Edison with its operations in 1935, and later to AEM in 1981. In 1963, gas was first produced from oil derivatives, and in 1969 coal was totally discontinued. Gas production at the Bovisa plant stopped in 1994.

Museo del Presente: a project for the gas tanks

Today, the gas tanks stand as one of the most fascinating memories of Bovisa's industrial heritage; their light, white-painted cages are a distinctive feature in the area's urban landscape. There are two "twin" tanks, dating back to 1906 and 1930 respectively; together with the former mechanical workshop and pressure room, they are set to become the Museo del Presente of the City of Milan, to host both permanent and temporary exhibitions of art works produced after 1980.



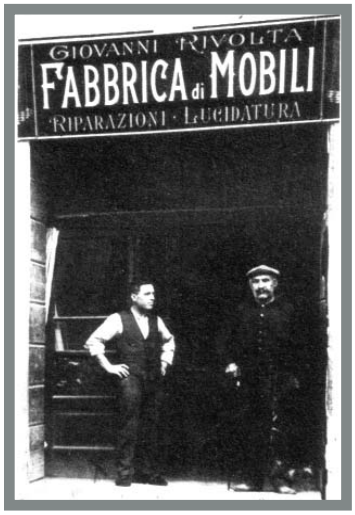
THE NEIGHBOURHOOD YESTERDAY AND TODAY

The neighbourhood yesterday

Starting in the late 19th century, Bovisa became an increasingly important production centre in Milan.
The farming economy and structure of the neighbourhood changed accordingly, and central-courtyard farmhouses were soon complemented by large and small factories, and workshops. The courtyards of council houses were used as community spaces and hosted all sorts of activities. Many craftsmen moved part of their workshops outdoors, and retailers extended their business to the street pavements.
With the establishment of large factories here, Bovisa increasingly became a workers' neighbourhood, as shown also by the corresponding increase in the resident population.
Workers living in the neighbourhood moved around by bicycle or by tram (nicknamed "gamba de legn", wooden leg in Milanese dialect); however, workers living in the outskirts of the city travelled to the factories by train, thus becoming the first commuters in the history of the city.
Milk shops and "trattorie" became a meeting point for workers at lunch break, before company canteens were organised; the less well-off had to put up with a "food bag" they carried from home.

The neighbourhood today

Bovisa has radically changed its face over the last ten years; the arrival of Politecnico and its thousands of students has injected new life into a neighbourhood that was in crisis following its industrial decline.
Not only did the University give abandoned spaces back to city life, it also brought about a new demand for services to students: mainly pizzerias, bars and copy and print shops, but also pubs, cafés and hangouts often located in old abandoned industrial buildings.
Thanks to its wide spaces that can accommodate many people, Bovisa now hosts many events as well. This process keeps changing and is constantly enriched with new ideas.
A neighbourhood that changes so deeply is also very attractive for the creative community - many photographers, artists, architects and designers are relocating here.
Old industrial buildings are being transformed into new types of housing - especially lofts, very attractive to young people, in a neighbourhood that is still very cosy and allows for tight relationships.
Bovisa now also hosts the offices of the Telelombardia TV station, and the Dergano-Bovisa library organises many interesting cultural events.



"Through the sunshades, I could see Via Cantoni, deserted, and a black piano in a blinding light. Some women working in a craft shop were sitting on the entrance steps, under the line of shadow from the wall, watching two of them that had started to dance". (Ermanno Olmi)

POLITECNICO DI MILANO - POLO BOVISA

The Politecnico University dates back to the first half of the 19th century, officially opening in 1863. Its headquarters were moved to different city locations until, in 1915, works were started to build what was to become the Città Studi neighbourhood in the south-east part of Milan. Construction was stopped during World War I, then completed about ten years after groundbreaking. In 1927, the Royal School of Engineering was relocated in the new building in Piazza Leonardo da Vinci. In 1937, it was called Regio Politecnico. The Città Studi site was further expanded between 1955 and 1968.

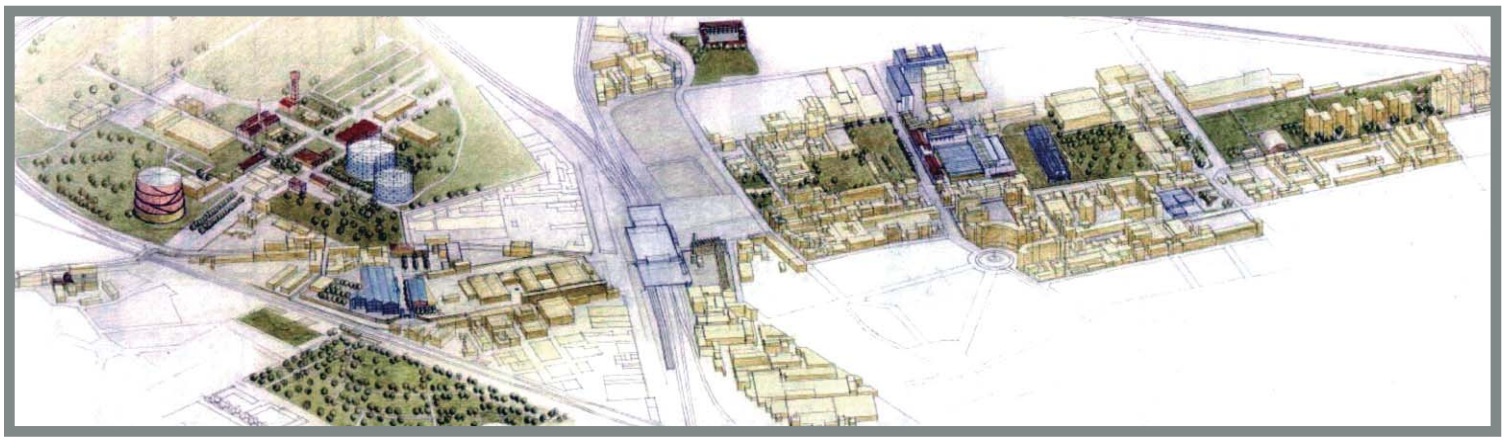
Despite the enlargement, so many students enrolled that the new site soon became too small; a feasibility plan was studied to build a new location in the town of Gorgonzola, but never implemented.

In 1981, the University had over 20,000 students, raising to 30,000 in 1987. The idea was launched again of a reorganisation plan that would allow for rational co-ordination of all the University sites. Thus, the idea of relocating to Bovisa was launched, and confirmed by the City of Milan in 1987. Two years later, the Department of Architecture moved some courses to Bovisa, in a building leased by Fbm. In 1992, the Politecnico bought the former industrial compound and in 1994 new courses were started in the renewed Ceretti & Tanfani building. In 1997, Engineering moved to the former Fbm factory, and a Programme Agreement was signed for the rehabilitation of the former gas tanks area. Today, two new campuses are being extended, and a totally new part is under construction.

One of the aims of the Bovisa pole is the enhancement of technology transfer capabilities, through closer co-operation between the Politecnico and business companies. Many initiatives were launched for this purpose, including Technology Centres and Research Consortia to support the industry in the Lombardy region.

A Business Accelerator was also set up, i.e. a centre supporting innovative start-ups.

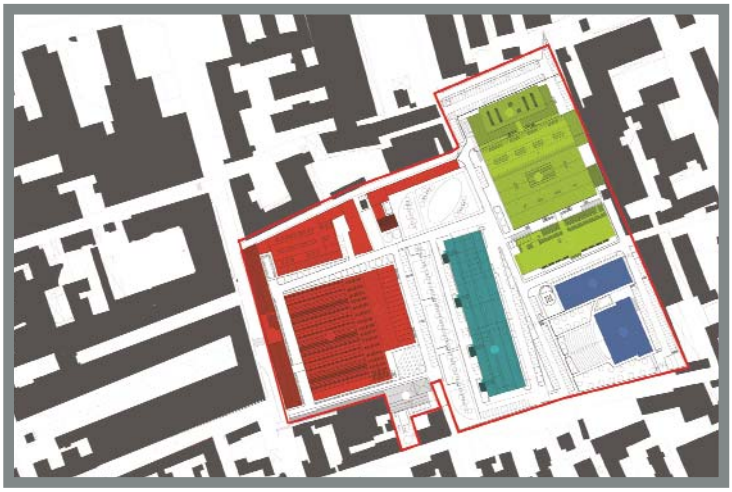
Over the last few years, Politecnico di Milano adopted a "network" organisation scheme for research and university studies. It is a confederation of independent university sites, that allows for top-quality teaching notwithstanding the large size of the University. This process started by opening new sites in the cities of Como, 1987, and Lecco, 1989, followed by Cremona, 1991, Mantua, 1994, and Piacenza, 1997.



Top, left, the historic façade of Politecnico Leonardo.
Right, the long art déco façade of Ceretti & Tanfani, now Campus Durando.
Bottom, a view of part of the Politecnico site at Bovisa.

CAMPUS DURANDO

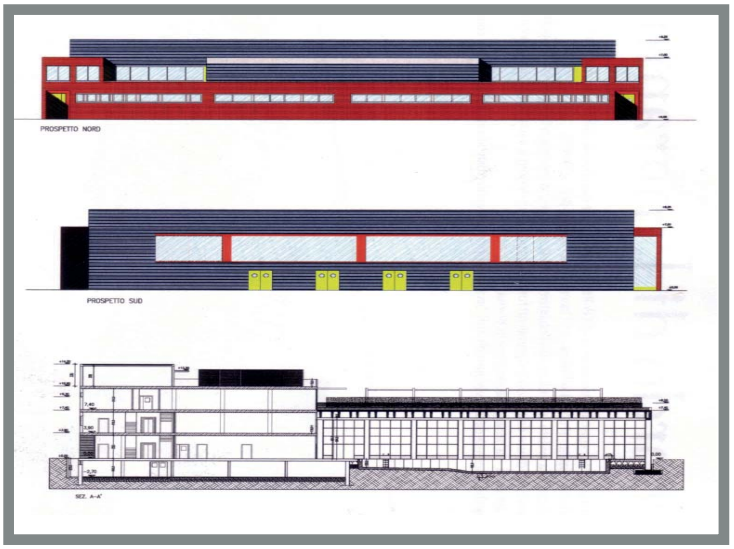
Campus Durando today hosts the Departments of Civil Architecture and Industrial Design; it first opened to students in 1994 in the refurbished factory of Ceretti & Tanfani, that used to manufacture cables for cable cars. The whole industrial compound was split in three parts, refurbished at different times: the Enasarco compound, built between 1894 and 1920, has been totally renovated; the East compound, built between 1920 and 1965, has been partially refurbished; the West compound, once used for testing installations, will be assigned to University and neighbourhood services and to the new location of the Academy of Brera.
The redevelopment, headed by Professor Luigi Chiara, was designed to respect and enhance the historic traits of existing buildings, by means of searching for their compatibility with university activities.
A lot of care was given to in-campus connections and relationship areas, by means of using bright colours (red, blue, yellow) and of reusing large moulded artefacts from the factories as colourful sculptures. Technical installations were also redesigned: the outcome is a series of "smart" buildings, cable-connected so as to allow for the networking of teaching and research facilities.
The Enasarco compound includes very interesting historic buildings now hosting classrooms, labs, offices, a library and the reception.
The East compound completes the block's redevelopment with more spaces used by the University and by the neighbourhood.
The large linear grey, red and blue building is especially interesting: its three floors house the Last lab and its offices, some other teaching labs and some offices of the Politecnico's Business Accelerator. Behind it, the tall grey and yellow building has four floors around a central atrium, hosting classrooms, Industrial Design labs, faculty services, storerooms and archives.
In 1995, more labs and archives opened in the former Lepetit factory in Via Cosenz.



Top, left, the grey and yellow façade of "Building N", that houses classrooms and labs of the Design Department.
Top, a plan of Campus Durando. Bottom, the building of Last - Transport Safety Lab - and of the Business Accelerator.

DURANDO - DURANDO LABORATORIES - THE PROJECTS

The Politecnico site at Bovisa hosts new research and teaching labs, amongst the most innovative in Europe and equipped with state-of-art technological systems. Some of them are located at Campus Durando, mainly those connected to the University Departments here: they are the labs specialising in industrial design, architecture, the transport safety lab and the Dl.Lab project.
The transport safety laboratory (Last) specialises in the study of transport safety and security and is one of the most innovative in Europe.
The lab includes equipment to test vehicle dynamic stability and crash resistance and is used for crash test numerical and experimental analysis.
The design labs include labs for digital photography, industry and merchandise analysis, and modelling, including virtual prototyping and reverse modelling equipment.
The labs for the conservation and reuse of buildings, the I.T. and modelling labs specialise in architectural design.
Finally, the Dl.Lab project, belonging to the Department of Industrial Design, includes a number of experimental labs on product design and communication.
At the heart of the campus, besides the tall grey and yellow building called "Building N", used for Design classrooms and labs, and behind the large linear building that hosts Last and the Politecnico's business Incubator, the new "Pk" building is nearly finished; Professor Luigi Chiara designed it, just like all the other buildings in the campus.
This new large building has the same colour scheme as all the others - red, blue, and yellow. It has seven floors, four of which above ground, and a protruding façade with a large slanted glass closure. This building will be used for archives, exhibitions and the Dean offices. The three underground floors will provide parking for about 300 cars. Two more buildings are scheduled to rise East of building Pk.
One of them will house a water sports centre including a 25 x 16 m swimming pool with changing rooms and services, a Fitness centre on the first floor and a Faculty Club with a landscaped terrace on the second floor. The other building will be a multi-functional gym, that will complete this new part of Bovisa with an appealing neighbourhood facility.



Transport Safety Lab, Last, crash test dummy.
Bottom, students in the Modelling lab, Department of Industrial Design.

Top, the recently completed Pk building.
Bottom, plans and sections of the new swimming pool building.

LA MASA

CAMPUS LA MASA

The area just West of the Bovisa station hosts a few large industrial plants, including the former factories of Fbm Hudson and Ivi-Ppg, that are now used for teaching and experimental labs. In particular, they host the Aerospace and Mechanical Engineering degree courses.
The former Fbm facility was leased to Politecnico in 1989, and became its first establishment in Bovisa. In 1992, the University bought this compound and only five years later the Via La Masa facility opened to students.
The Politecnico's Technical Department designed the refurbishment of the former Fbm plant; its bright yellow metal structure today stands as a symbol of the new Bovisa university centre and of the revival of the neighbourhood.
Later, more redevelopment was carried out at the former Ivi-Ppg plant, currently used for the head offices and labs of the University, including the Wind Tunnel.
A further enlargement of the Department of Engineering is now under way in the abandoned industrial sites adjacent to Campus La Masa.

LA MASA - THE LABORATORIES

Campus La Masa also boasts some important teaching and research labs: in particular, the wind tunnel, the aerospace, energy and mechanics research labs and the experimental teaching labs.
The wind tunnel is one of the foremost achievements at the new Bovisa labs. Its special design allows for compactness, cost-efficiency and high quality standards, and it can perform many research and application tests. It comprises a closed circuit with two test chambers working at different speeds and for different applications, including the simulation of suspended bridges, high-voltage cables, buildings and city blocks. It can also be used for testing models of sailing yachts and other vessels.
The aerospace research labs are equipped with dynamic and aerodynamic testing facilities. The energy labs contain combustion cells, pumping and air stocking stations, test benches and equipment for the study of aerospace propulsion.
In the mechanical labs, state-of-the-art testing equipment is used for research in the field of material resistance and mechanical power transmission, and for research and certification of rolling stock.

Top, the building of the Department of Industrial Engineering.
Bottom, an aerial view of Campus La Masa Lambruschini.

Top, the turbo machines laboratory. Bottom, inside the wind tunnel.

POLI BOVISA, AN ACTIVE CONSTRUCTION YARD

Politecnico at Bovisa will not be limited to the two existing campuses in Via Durando and Via La Masa. Campus Durando is being extended (see page 20), and the Engineering centre is also under construction. In particular, EuroMilano is working on two former industrial sites: the former Broggi-Izar facility and the former Origoni plant, where the new location of the Mario Negri Institute for Pharmacological Research is under construction (see page 30).
Following the redevelopment, Politecnico will have access to new departments, classrooms, a library, labs, offices, a cafeteria and study areas. The 60,000- sqm scheme also carefully integrates with a temporary student residence, shops, piazzas and meeting places. The project stems from the area's industrial heritage, and new buildings will feature materials already used in the past, such as metal boards and large glass enclosures.
The area in front of the railway will accommodate new classrooms that sit 3,000 students, study rooms for 1,000 people and a student cafeteria; all these facilities will be connected to the campus by means of suspended walkways joining at a tree-shaded piazza with bars, retail shops, a bus stop with ticket window and underground parking for 600 cars. The new library will open on to the piazza, its architecture being remindful of that of the gas tanks close-by; is will have eight floors, five of which with glass enclosures and a real garden on the roof. Next to the library, on the former Industrie Broggi site, the Department of Management Engineering and MIP (Consortium for innovation in corporate management) will be hosted on 12,500 and 4,800 sqm respectively. The compound will be completed by a 14,000-sqm classroom building.
Also on the Broggi site, two new buildings and an office block, 9,500 sqm in total, will be used by the Department of Energy Engineering.
Further South, on the former Origoni site, the Department of Mechanics is building its facilities: it is a 10,000-sqm development including two buildings with classrooms, study areas and labs.

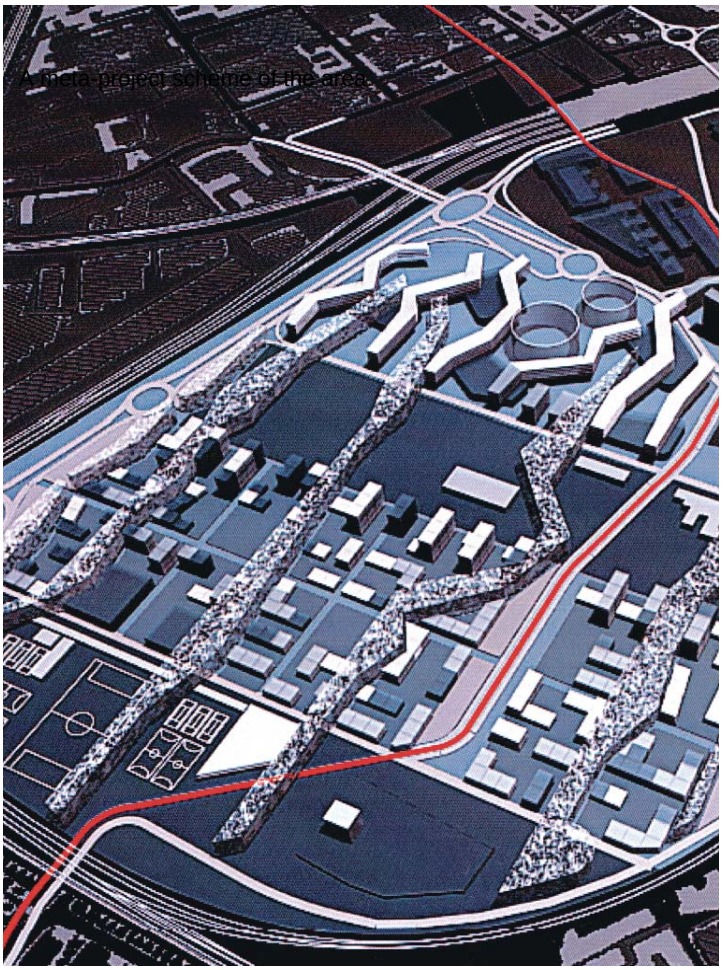
Left, a view of the gardens of the Department of Management Engineering. Bottom, a rendering of the classroom building.
Right, a rendering of the new Department of Mechanics. Bottom, the new labs of the Department of Energy Engineering.

THE "CITTÀ POLITECNICA" IN THE GAS TANKS AREA

In the next few years, the former Officina del Gas site will be used for a major enlargement scheme by Politecnico, as agreed with the City of Milan, the Lombardy Region and AEM.
Major synergies will be obtained by means of the creation of a science and technology park, so as to qualify Bovisa as a key location for scientific activities, including business.
The most likely solution is that the new facilities in the area will be complemented by a "Città Politecnica" taking advantage from the University being there, by sharing the same sites and sometimes even the same buildings.
Once the Bovisa settlement is completed, Politecnico will have a total of 20,000 students, plus the students of the new site of Accademia di Brera and the young researchers of the Mario Negri Institute. Because of such a numerous young population in Bovisa, residential housing is suggested, either as temporary student residences or as houses mainly for young couples.
These facilities must be accompanied by leisure and cultural venues especially thought for the young, which will allow the neighbourhood to stay lively also after the universities and scientific institutes close, and which are likely to draw in people from other city areas as well.

BALDINUCCI UNIVERSITY RESIDENCE

The existence of such a large university centre at Bovisa urgently prompts the creation of new student housing, especially for temporary leases. Besides a major student residence scheme in Via Lambruschini, another large-scale project is the University Residence in Via Baldinucci, a part of the public housing scheme of the City of Milan. The project covers about 5,000 sqm; it will comprise a 218-beds university residence on 12,050 sqm. The aim of this project is that of becoming an exceptional urban element in the Via Baldinucci environment, and to provide a landmark for the neighbourhood.
Four linear buildings are designed, recessed from the street. Each will have six floors, and they all partially rise on a single-floor "board" that creates a kind of piazza where all the buildings open. Below, a public piazza will host retail shops and public services. The compound is being designed by a working team of the DIAP Department headed by Professor Francesco Infussi; it might be opened as soon as academic year 2007-08.



A beta project scheme of the area.

A rendering of the residences designed for Via Baldinucci.

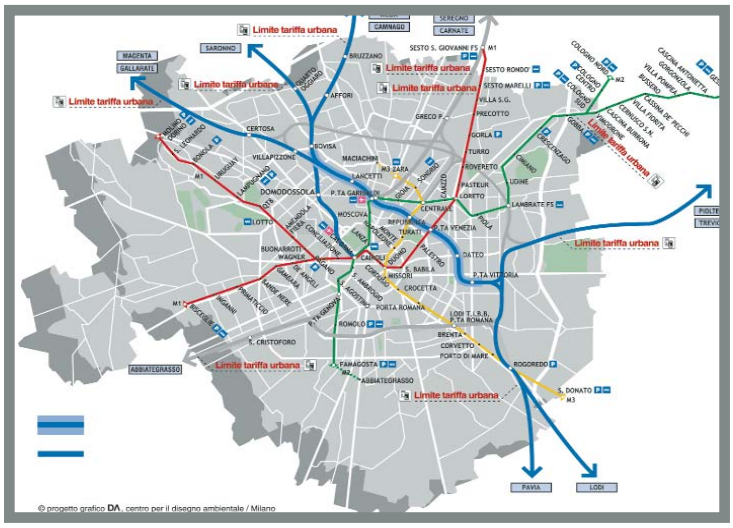
RAILWAY CONNECTIONS

PASSANTE FERROVIARIO

The current deep transformation of the Bovisa neighbourhood is also due to its easy access thanks to the Passante Ferroviario railway connection. Indeed, the Passante is the backbone of the Regional Railway Service, that allows for direct connection of the major regional railway lines. Since 1999, the Bovisa station is also the connecting station between Passante and Malpensa Express, the railway link between Malpensa International Ariport and the centre of Milan (Cadorna Station).

BOVISA STATION

Bovisa is the station connecting the Passante with the lines of Ferrovie Nord Milano, i.e. railway lines connecting the city to its north-west. Its "bridge" architecture is designed by Architect Segré. The station first opened in 1991. The facility is yet incomplete, because it was designed to be the first step in an urban development plan that is still being worked on. In particular, access from the South side will be matched by a twin access on the North side, where interchange with the new light railway system will be possible. The Bovisa station serves the two Politecnico sites in Via Durando and Via La Masa.



LANCETTI STATION

Lancetti is the first underground station as you enter the city from the West, and the first interchange station for Ferrovie dello Stato trains from Villapizzone and Ferrovie Nord trains from Bovisa. Its location is just South of Bovisa and strictly connected to it. This neighbourhood is also being redeveloped, thanks to easier access via the Passante and to the revival of Bovisa itself. More and more refurbishment projects are under way, especially of service and office buildings. In particular, the Bodio Centre office development is a case in point, and some former industrial buildings now host concert and event venues, very popular in Milan's nightlife.

VILLAPIZZONE STATION

Villapizzone first opened in 2002; it is the last above-ground station as you come from Certosa. The station has a single wide underground atrium, designed to accommodate the high amount of students that will pass here once the Campus La Masa of Politecnico is completed.
The station's architecture features cantilevers designed by Architect Mangiarotti, the same used in the Certosa and Rogoredo stations. Together with this Passante station, an underpass was built in Via Lambruschini, that allows to pass under the rail tracks, instead of the previous fly-over.

MARIO NEGRI INSTITUTE AND ACCADEMIA DI BELLE ARTI

MARIO NEGRI INSTITUTE FOR PHARMACOLOGICAL RESEARCH

Another important element in Bovisa's revival is the project for the new headquarters of the Mario Negri Institute for Pharmacological Research. This is a non-profit organisation active in the field of biomedical research on the cardio-vascular system, the central nervous system and cancer. It provides PhD courses to young researchers and actively disseminates information with the medical community and the general public.

The new Mario Negri headquarters will be located on 42,000 sqm in Via La Masa. The site was formerly occupied by the Ivi-Ppg paint production factory: for this reason, the site requires major reclaiming before construction.

Architect Giovanni Remuzzi redesigned the site: the building along Via La Masa will be refurbished to house researchers, and a new building will be added. The latter will have four floors above ground and one underground, and it will be used for research labs, offices and services. It will also have meeting rooms, a 400-seats conference hall, a scientific library and a canteen.

The Institute chose Bovisa as its new location thanks to the area's good accessibility and, above all, because of the proximity with the Politecnico facilities: this is another proof of the dynamic revival of the neighbourhood.

ACCADEMIA DI BELLE ARTI DI BRERA

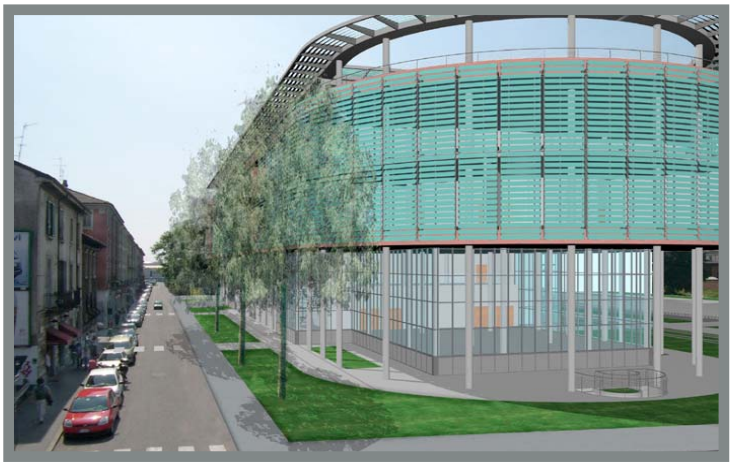
The Bovisa University pole will be completed by the relocation of the Brera Academy of Fine Arts in Via Durando. This is a strategic choice for the Accademia, that will allow it to get access to synergy with other institutes engaged in training and research in similar fields, such as architecture, product design and engineering.

The new facility will be located in Via Durando, in the still-abandoned part of the Ceretti & Tanfani factory, just in front of the Campus of Architecture and Design. Professor Luigi Chiara designed this part of the scheme as well.

The new facility will have to be extremely flexible, to accommodate large classrooms, specialised labs and workshops.

The underground floors will accommodate stockrooms and parking, while the top floors will be used for administration and teaching, documentation, research and exhibition spaces; the total surface, excluding parking lots, is 15,700 sqm.

Green areas are very important in this project, seen as a public contact space that will serve as the central piazza of the new Bovisa neighbourhood, with access to the adjacent facilities provided day and night. In agreement with the City administration, it might be possible to create also a multi-functional centre in the compound, open to the neighbourhood residents.



BODIO CENTER

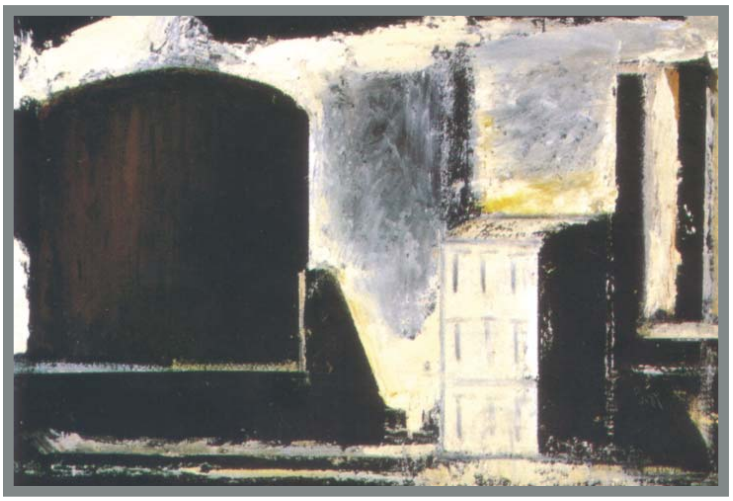
Another important urban transformation scheme bears witness to the change under way in Bovisa and its surroundings, once again made possible by better access via the Passante railway link. It is Bodio Center, a new large office scheme along Viale Bodio, on the South border of the neighbourhood. This new facility is located on the area formerly occupied by Alcatel's offices and factories. The area was bought by Doughty Hanson & Co. Real Estate in 2000 and developed under the management of Europa Risorse starting in 2001; in just three years, it has become a large office centre where many companies are now located, including Unicredit, Marsh and Sanofi-Aventis. Bodio Center was sold to German fund Degi in 2003.
The area's redevelopment started with reclaiming the land, then followed a two-stage project. Stage One was the refurbishment of the three buildings that used to house the Alcaltel offices: they were totally emptied out, equipped with state-of-the-art technology and redesigned for maximum flexibility. They are now Bodio 1, 2, and 3, their outside appearance having been preserved. The entrances of Bodio 2 and 3 are especially beautiful, with new crystal and steel volumes added on the outside. A new building called Vela, sail, is used for catering, so called because of the attractive white canopy in front of it on the piazza.
Stage Two involved the completion of the scheme, with three new buildings: Bodio 4 and 5 house more offices, whilst Stilo is a building used for catering and services. Bodio 4 and 5 occupy the same volumes of the previous industrial buildings, and have the same characteristics as the other office buildings. Their outside is a curtain wall in glass and light grey granite. Public spaces in-between the buildings are walkways, courtyards and gardens, with plants especially chosen to fit in this environment. Today, Bodio Center accommodates over 4,000 people.

PORSCHE HAUS

Porsche set off looking for the "right location" for its headquarters in Milan, thinking that it should not become a regular car dealership, but rather a place for their customers to meet and exchange experiences and ideas.
Thus, Porsche Haus was created. Bovisa was chosen as the ideal site for this project, an area that had started a deep change and renovation over the last few years.
Many elements concurred in this careful choice: the city centre is not far, the developing Lancetti Passante station is nearby; customers from outside Milan can easily drive here from Viale Certosa or Viale Zara, and the area is expanding thanks to the opening of the new Fair in Pero; finally, this location is close to two major railway stations, Centrale is 1.5 kms away, and Garibaldi. The building dates back to the late 1960s; its 4,000 sqm used to house the Egidio Cattaneo company, selling stationery.
Architect Marco Molinari was appointed to design a facility suitable for the sale and maintenance of Porsche cars, whilst preserving the building's historic industrial architecture.
The building was totally emptied out, just its concrete beams and pillars were kept, and the space was rationalised by creating two floors of car showrooms, one underground floor for the workshop and spare parts and a top floor reserved to Porsche customers to meet their need for "a place to get together and talk about Porsche".
Later, after removing asbestos, a third floor was added to the building that is an open 1,000-sqm terrace offering a staggering view of Milan.
High-tech materials, such as aluminium and glass, characterise the facility's architecture.
"We wanted to create a unique venue for our customers: we succeeded. Today, six years after opening, we treat our 'friends' to cultural, musical, art and entertainment events; countless moments and opportunities to get together and talk about Porsche."
(Luigi Menin - Sole Director Porsche Haus Srl)

BOVISA IN THE ARTS

Throughout the 20th century, the industrial landscape at Bovisa, its residents and workers, its factories, the gas tanks and central-courtyard houses have always been a source of inspiration for artists in all fields.
In 1920, painter Mario Sironi started to depict urban landscapes that remind Bovisa: chimneys, workshops, and even the gas tanks, railways, streets, trams and lorries. In the 1950s, writer Giovanni Testori started his five-volume work later to be published as "I segreti di Milano". His characters, with their dramatic, humane stories, live in a peripheral area, around Bovisa, that is actually the real hero of his novels. In 1960, film director Luchino Visconti directed a memorable movie on some of Testori's characters, and shot some scenes of "Rocco e i suoi fratelli" at Bovisa.
In the late 1980s, film director Ermanno Olmi once again talked about his home city after "Milano '83", and he did so in a pretty unexpected way, by transforming the script of a movie he never shot into a short story. His novel "Ragazzo della Bovisa" is a surprising and moving affectionate tale, relating ordinary life in Bovisa wounded by World War II.
In recent years, painter Jonathan Guaitamacchi chose Bovisa as his subject, just like photographers Gabriele Basilico with his "Ritratti di fabbriche", and Luigi Bussolati with his suggestive night scenes.



Mario Sironi "Il Gasometro" 1944.

Conoscere Milano - Knowing Milan: Bovisa Changing

The itineraries presented in "Conoscere Milano - Knowing Milan" suggest some ways to discover what is changing in Milan, or what is more difficult to get close to in the city. This thirteenth booklet in the series goes back to one of the first areas presented in 2002.
In three years, Bovisa has continued to change, thanks to the completion of some projects, to the beginning of new schemes for University Departments, to the creation of new neighbourhoods in former industrial sites and to the finalisation of projects for more locations of the Politecnico University.

All the texts in this and previous booklets in the "Conoscere Milano" series are available free of charge at the Urban Center; the Italian and English texts can also be found at www.conosceremilano.it.

AIM - Associazione Interessi Metropolitani
Project and general co-ordination of itineraries, publications, public relations.

Operating and co-ordination team
Luisa Toeschi, Carlo Berizzi,
Gianfranco Scurati - AIM
Anna Giorgi, Claudia Galassi -
Urban Center

Research and copy
Elisa Pozzoli
Massimo Tiano

Photographs
Lab. Foto, Politecnico di Milano
AIM - Urban Center Archives
Porsche Archives
Photo Roberto Redaelli

Graphic design, layout
Roberto Redaelli

Printing
Tipografia Milanese srl

INFORMATION
www.conosceremilano.it

City of Milan Urban Center
Galleria Vittorio Emanuele 11/12 -
Milan, Italy
tel +39 02 88 45 65 55
www.comune.milano.it/urban_center
opening hours: 9:00 a.m. - 6:00 p.m.
Monday - Friday

AIM - Associazione Interessi Metropolitani
Corso Magenta 59 - Milan, Italy
tel +39 02 48 01 20 60 - 48 01 31 21 -
fax +39 02 48 19 46 49
www.aim.milano.it

L'Urban Center del Comune di Milano, il primo in Italia, è stato inaugurato nel 2001 dall'Assessore allo Sviluppo del Territorio. Urban Center, come le altre analoghe strutture europee, ha l'obiettivo primario di comunicare ai cittadini le grandi trasformazioni che interessano il loro territorio ed illustrare le politiche urbanistiche e le forme attuative che l'Amministrazione comunale mette in atto per realizzarle. Si rivolge inoltre ad un pubblico esteso, italiano ed internazionale, che comprende operatori economici, di settore e non, studenti, turisti, amministratori pubblici, ai quali fornisce informazioni e dati sull'assetto territoriale della città, sulle sue potenzialità evolutive e sulle sue eccellenze.
L'attività del Centro si svolge attraverso esposizioni di progetti e realizzazioni, conferenze, workshop, negli spazi in Galleria Vittorio Emanuele, e con la organizzazione di iniziative sempre finalizzate alla conoscenza e promozione del territorio, come gli itinerari di visite tematizzati o l'edizione di dossier. Oltre all'esposizione permanente della Carta dei Luoghi delle Trasformazioni, della Carta delle Strategie e delle politiche urbanistiche e di un Fotopiano che restituisce una suggestiva visione aggiornata della città, Urban Center dispone di un Infopoint, di postazioni informatiche per la consultazione diretta delle banche dati e cartografiche territoriali e di un sito internet.
www.comune.milano.it/urban_center

L'Associazione Interessi Metropolitani è un centro culturale no-profit fondato nel 1987 da un importante gruppo di imprese e banche milanesi per promuovere ricerche, studi e progetti con l'intento di aiutare Milano nel suo sviluppo culturale, sociale ed economico. In quasi vent'anni di attività, AIM ha pubblicato più di settanta studi, ha promosso manifestazioni e convegni, seminari, mostre e ha organizzato corsi con la partecipazione di migliaia di cittadini. Ha curato iniziative speciali quali la progettazione della Mediateca di Santa Teresa, il progetto "Milano per la Multimedialità", quello del centro di ricerca Biopolo, ha progettato e gestisce "Internet Saloon" per i senior nelle sedi di Milano, Sondrio e Venezia, ha promosso il ciclo di visite guidate ai Musei "Fuori Orario" e, in collaborazione con Urban Center, la serie di Guide "Conoscere Milano" con itinerari alla scoperta della città in trasformazione. Sono Soci dell'AIM (2005-2006): AEM, BANCA INTESA, FALCK, FONDAZIONE 3M, FONDIARIA SAI, GRUPPO BANCARIO CREDITO VALTELLINESE, PIRELLI RE, SCENARI IMMOBILIARI, TELECOM ITALIA.
www.aim.milano.it

Porsche Haus nasce a Giugno del 2000 con la connotazione di Centro per la vendita di vetture usate Porsche e nel 2001 diventa Concessionaria per Milano e Provincia per la vendita anche di vetture nuove dello stesso marchio.
La caratteristica di essere una filiale diretta di Porsche Italia Spa, ha permesso a questa struttura di operare in modo diverso rispetto ad una normale concessionaria automobilistica creando un ambiente dove i possessori Porsche ed i semplici appassionati del marchio potessero ritrovarsi per condividere le loro esperienze e le loro passioni automobilistiche e non solo.
A tal proposito una serie ininterrotta di incontri di musica, letteratura, architettura, finanza, fotografia, viaggi, teatro ecc. raggruppa di volta in volta centinaia di persone presso la sede di viale Lancetti .
Nella struttura operano anche le associazioni che raggruppano i clienti Porsche con attività su tutto il territorio nazionale: Porsche Club Italia per gli appassionati Motosport e non solo; Porsche Sci Club che raccoglie tutti i possessori di auto Porsche appassionati di sci; Porsche Green Club che opera da più di 10 anni organizzando un circuito golfistico dedicato ai possessori di autovetture della casa di Stoccarda.
Insomma una grande “Casa Porsche” sempre aperta a nuovi clienti ed appassionati.
www.porsche.it