



# TEACHER'S DAY IN MILAN

## MULTI COMFORT

### STUDENT CONTEST 2019

PATROCINIO



Comune di  
Milano

## INTRODUCTION

As part of the Multi Comfort Student Contest 2019, Saint-Gobain organized the Teacher's Day in Milan. This event created the opportunity for professors to visit the site where the task takes place, get a clear understanding of the project and a better overview of the city, its daily life, social aspects and culture. Participants took part of the discussions and contributed to the creation of the task.

During this edition, 14 professors from 13 countries had actively participated. Through this document, they are sharing their visions and impressions about the task and the site.



*Visit to Saint-Gobain Habitat Lab. Milan, Italy*

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**IHAR SHAMANOUSKI**  
BELOUSSIAN NATIONAL TECHNICAL UNIVERSITY  
BELARUS

## CITY CONTEXT

Milan is a city with a great history, which is reflected in the diversity of its architecture. Here, the grandiose palazzo and the minimalist skyscrapers can easily adjoin. The city center is a place that reflects the creativity of the biggest designers, artists, architects of different periods: from Leonardo da Vinci to Zaha Hadid.

At the same time, moving away from the center, we can observe basically monotonous heritage of architecture of the 20th century: numerous faceless districts of panel houses.

## PLOT FOR DESIGN

The site for design is just part of such a district. It is divided into three zones:

- Zone A - an empty area for new construction, located between two existing quarters and metro ways.
- Zone B - a quarter of panel houses built in the 1960-70, which must be reconstructed. A large percentage of the population is an aged people and residents with low incomes.
- Zone C- the area connecting zones A and B between the metro ways and the existing houses.

## MAIN CHARACTERISTICS OF THE SITE

- When we arrived at the site, located thirty minutes from the center of Milan, the temperature was about 30 °C, but this was not felt very strongly because of the high thick trees, including in the yard of zone B. It is necessary to pay attention to the large



temperature drop throughout the year, which is a problem for residents of panel houses of zone B. In the summer, the upper floors are very hot, and in winter they are super cooled. Residents were forced to install air conditioners.

- Next to zone B is a large office building that protects the territory from the sun, but office workers often leave their cars in a parking lot in zone B.
- In the north of the section there is a railway, which is a source of noise. It also cuts off the projected zone from the neighboring district. There is only one underground passage at the metro station.
- Unlike the bustling center of Milan, Crescenzago looks very empty. There are almost no zones of activity, shops, there is no kindergarten, and the school is behind the railway. A large percentage of the population is an elderly population. But all people are quite active and sociable. They are very interested in the development of their region and they need a diverse place for life. I think, one of the top challenges is to offer a way of social development for this territory.
- The region has good potential for development, but for this it must become a comfortable and environmentally friendly place in which it will be prestigious to live.

## **ZUZANA PESKOVA** CZECH TECHNICAL UNIVERSITY CZECH REPUBLIC

Milano is very agreeable city, I was very surprised how much greenery is in the streets – either trees or green fences around cafes and restaurants yards or green roofs and plants on terraces and balconies. Greenery is very important to make the city climate agreeable especially in hot weather (trees give shadow) and brings aesthetic function, of course. The buildings are a little bit taller than in the others European cities, average is 8 or 9 floors. The bricks on facades are very used. Important are also shutters or sunblind very often in green or greenish tones. Milano is very fashionable city, classical style and quality brands are everywhere. You can feel there also sense of “old good times” and historical traditions. Scooters, motorbikes and bikes are everywhere. There are many new construction activities. I like very much the Milano 2030 strategy that is concerning among others to connection of city parts, to transportation, to greenery, to support of sustainability but in social context.

Crescenzago is on metro line, so it is very easy to go downtown from here and from downtown to Crescenzago. Crescenzago is part of project of complex Milano transportation. That is why it is very important locality for development. When we reached the station (metro is not underground), there was a huge “gap” between two sides of rail. On my left was typical residential area – approximately 8 story houses in red brick design. On my right hand side was parking place, something like bunker and green park, behind them new houses with red bricks on facade and then 40 years old sad panel houses. From the station we went through the tunnel – very narrow, only for two persons. It could be a good inspiration place for crime writers, but not for very safety and pleasant place for common inhabitant. Behind the parking (plot A) is street with administrative buildings on one side and residential houses on the other side. The civilian facilities are nearby. New four blocks of flats are fenced. The parterre between houses is well maintained. Then there is residential area of panel houses (plot B). The south part – yard is full of green, with playground for children and petanque, there are also outdoor chairs for playing cards or chatting. The atmosphere is friendly despite the bad condition of buildings. There is also something like club for residents, where is an office of contact person for solving problems with municipality. The inhabitants could play cards and have some courses or workshops too here. In the parking place are planned one day markets. The north part of residential blocks is not very nice. There are only parking places in the area between houses and rail. Parking is either over ground or partly underground. The look of houses is very sad; you can see damaged panels. Between parking of plot A and existing residential area (plot B), is a green space with electro reservoir for metro station that looks like bunker with green roof. The terrain is flat.

Buildings at plot B are panel houses in not very good condition. You can see naked steel reinforcement. The panels are 15 – 20 centimeters. During the renovation it is very necessary to let the inhabitants there. The problem of existing houses is that there is too hot in summer and too cold in winter. The pipes are not in good condition. In the area is often used concrete and red brick cladding. Very important is sun and wind protection. According to the social context of inhabitants there, the renovation and new construction must be as low cost as possible.

The inhabitants of existing residential buildings (plot B) are mainly seniors. There is also high percentage of flats squated by poor people – mostly families with small children or pregnant women. Shops are missing, nursery school and primary school are a little bit far from here. The social context of Crescenzago is very strong. The social housing was always a great challenge for architects – we can commemorate for example Le Corbusier or Ricardo Bofil's and Manuel Nunez-Yanowsky's Noisy-le-Grand or Les Arcades du Lac. These projects were innovative and progressive although in many ways utopistic. So, take the example of great ideas and try to design something innovative. There is no special context in Crescenzago. This is only place on good traffic line so this is good to developing ... but nothing else. Despite the questionable design of Bofil's residential areas they changed the context of its place. For many peoples started to be iconic.

There are two separate tasks of comfort challenges in Crescenzago. One is very attractive for young architect: to design new buildings in new urban layout using new technology and new materials in standard for future. The second task is common now and very important – renovation of existing panel building stock, improvement of bad conditions.

Key Challenges are (from my point of view):

- Make the Crescenzago iconic place where the architects will go to see innovative design with social context according to the Milano 2030 definition of sustainability.
- Connection of existing residential area with new Crescenzago.
- To bring a specific an authentic spirit to this locality.



*Visit to Saint-Gobain Habitat Lab. Milan, Italy*

**HENNING BAURMANN**  
HOCHSCHULE DARMSTADT  
GERMANY

The visit of the site was a surprise – it's a well situated location with interesting neighbors, not a bad outskirt. The inhabitants we met have been friendly and open-minded, concerning a change of their surrounding and the situation of housing.

The most important fact in case of the renovation seems to be that people can't move during the renovation works. So you have to find cheap solutions with maximum effects. I think the site will become an interesting residential area – metro is nearby – and the chance to change the location into a high recommended district is very high.

Site experience gave several suggestions to be considered during the preparation of the contest task. In general, Milano is looking for a regeneration of the suburbs to achieve objectives in terms of social and environmental sustainability and this shall be considered to understand the general framework of the 2019 task.

The site consists of three plots that are located between two major infrastructures: the underground green line (that in the area runs above the ground level) and the Milano beltway/ring highway. These infrastructures give to the site both constraints (e.g. train traffic noise) and opportunities (e.g. accessibility with public transportation). The site is nearby the take-off routes from Linate airport and the noise produced by the planes should be taken into consideration.

Another infrastructure not far from the site is a major urban park (Parco Lambro); the urban park includes the Lambro river that flows nearby the task site even if it is not directly visible.

The actual tenants of the existing building have underlined, during the meeting, that the area is not well served for what it concerns shops (there was formerly a minimarket close to the existing buildings but it has been closed since 3-4 years).

The plot dedicated to the design of the new building did not showed, during the site visit, any major constraint in addition to those valid for all the area: no major obstructions concerning sun light unless few buildings in south-west direction but not too close to the plot.

The existing buildings to be renovated in terms of energy performance of the envelope are not in good condition and the external layer of concrete is damaged in several parts with the reinforcing steel bars no more covered.

The internal green area surrounded by the buildings is in good condition. The heating system is centralized with a boiler room common for the whole compound.



*Presentation Urban Center, Milan*

The tenants did not highlight many problems concerning thermal or acoustic comfort: heating systems are not perceived as very effective in the dwellings located in the upper part of the buildings (top floor under the terrace the has been declared as non insulated); acoustic insulation could be improved between different dwellings.

Tenants pay a rent that is quite low for the city of Milano but they believe that building maintenance is not performed in the best way therefore improvement of the façade should take into account the topics of durability and maintainability in order to keep the required performances without many efforts in term of maintenance.

Between the tenants there are several elder people, living there since mid 80's (when the buildings have been built), that rent from the municipality vegetable gardens and the probably would appreciate this kind of facilities to be developed more in the site.

The last part of the site is an interconnecting area that stands between the two above-mentioned plots. It could be used to provide the entire project area with common services but it looks quite narrow and within the area there is a technical building (an underground facility building) that cannot be moved and it is not easily visible from aerial pictures because of its green roof.

**SANDRA TREIJA**  
RIGA TECHNICAL UNIVERSITY  
LATVIA

## Neighborhood

The accessibility of the area is guaranteed by the metro line, which is a great advantage in the context of Milan. As the Plan Milan 2030 develops the idea of strengthening the neighborhood centres, the project site in Crescenzago has the potential to become so. At present, the neighborhood has two basic functions - housing and offices. According to residents' opinion expressed during the interviews on site, the district lacks service and commerce infrastructure.

Near the site of the contest you can see the recently built residential buildings of good quality, which are projects of private investors. Next to the plot B there is a modern office building, which gives the district a business character. These new projects signal about the positive reputation of neighborhood and give promises for future potential.

A community centre is located in plot B next to the courtyard in the premises of former store. In the centre residents can receive various types of social services. During the interview with the head of the community centre, it was said that the main group of visitors of the centre are seniors.

## Plots of the task

Plots of the task are located directly next to the metro line, providing access on the one hand, on the other - exposing residents to noise impacts. The plot A is used for parking for private cars. During the study visit it was filled with only a few cars, so it can be concluded that it does not work as an effective part of the Park & Ride system. The plot B housed a complex of three residential buildings with a common courtyard.

## Buildings in plot B

The residential complex had a rigorous architectural concept: the in-depth level along the outer perimeter of the complex is reserved for car parking and services, so the ground level of the complex is car-free. The articulated staircases form a rhythmic composition of the buildings. Each apartment has a private outdoor space - a balcony. The inhabitants are quite active in using of balconies - many of them has plantations and recreational furniture. There are also balconies that are used as storage or not used at all. Today the complex of buildings is waiting for its renovation - the facade is in poor condition; the windows and balconies are protected from overheating in various unorganized ways.

## Courtyard in plot B

The courtyard area is contrasting with the surrounding buildings by its nice qualities. It has beautiful large trees, flowering shrubs, tidy lawns and areas for various activities: both a children's playground and a place for a petanque game. In the parts of the yard that adjoin the buildings, the inhabitants themselves have established flower and shrub plantings. The yard has a distinct relief, which allows it to be comprehensively captured and used. A parking space is located in the area between the courtyard and street.





*Milan City Tour*

## Inhabitants

During the study visit there was a chance to meet and interview residents of the residential complex in plot B. Residents pointed to social problems as important ones: about 30% of the inhabitants do not pay rent, about 80% of the residents are over 60 years old. From the technical problems, residents pointed to outdated technical infrastructure (pipes) and high energy consumption for heating (in winter) and cooling (in summer). They were all responsive and open to conversations and were happy to share their experiences of living in the buildings.

**EWA HEJDUCKA**  
 WROCŁAW UNIVERSITY OF SCIENCE AND TECHNOLOGY  
 POLAND

## General context of the city

Milan, capital of Lombardy, a symbol of revolution and annual host of the Fashion Weeks, is a city full of diversity and a good taste. Still respecting historic buildings like Duomo or Galleria Vittorio Emanuele II, it stays open for contemporary forms as Bosco Verticale by Boeri Studio or Citylife Apartments by Zaha Hadid Architects.

Thanks to the central plan of the city, displacement in Milan is really simple and intuitional. It's easy to indicate main roads or localize outskirts, like Crescenzago.

Presently, significant for the development of the city is project Milano 2030, with its 5 assumptions.

## General context of the site

Diverse surroundings, especially existing commercial buildings on the one side and metro station on the other side have significant impact to this area. Environment issue can be differently interpreted by students and can be an impact for new ideas.

Both plots are challenging. One part is like *carte blanche* and second is already defined. Flat terrain of the parking creates possibility to rise new bold forms in plot A. Other than in plot B, where there is not so much room for the action.

It's worth to look into a metro as relevant connection with the center in such full of traffic jams city as Milan. Also public space is significant in a larger context as an opportunity to create local center according to the idea of Milano 2030.

## Social, cultural and historic aspects

Chosen area used to be park&ride area, but little people was using this opportunity. In plot B are social houses, which need to be improved. As local people said, public spaces seems to be very important for inhabitants as places for social interactions and entertainment.

## Key challenges of the task

This contest is an opportunity to revive this part of the city. Important question is, how to connect plots and overcome obstacles such as existing buildings or already narrow part of plot A. Relevant is also to discover how to maintain good quality in low-cost buildings?

The task requires either to analyze how to create a place proper for each of the groups of people: young families, elders and students.

**SERGIU PETREA**  
UAUIM, BUCHAREST  
ROMANIA

The site is difficult yet challenging, with some strong points to rely on and with a great perspective for future development. The site is a heterogeneous context and it will be difficult to be approached by the students. A great challenge will be to propose a design that will fill the empty urban spaces, preserve the natural landscape and connect the new objects with the surroundings, which are by themselves difficult to connect. The scale of the future development seems a little hard to comprehend without understanding the social and political background of the neighborhood and exploring the culture and tradition of this important European city.

The first impression when visiting the site is of a powerful horizontal line, despite the great number of floors of the existing buildings. At the second glance you realize that it is quite difficult to connect the limits of the plot in a unitary manner while preserving the generous natural presence as the developers require. From the side of the railway the view is great, the site is organized as a series of vertically stratified layers (underground car routes, pedestrian walking areas, green areas, buildings). From the opposite part of the plot the view is less permeable in the central part, where the condominium of blocks of flats, protected by a fence is disconnected from the rest of the site. However, the street is closer to the image of an urban street because of the dense front of office buildings from the Eastern side.

The site has good connections with the future city infrastructure and will be easily integrated in a desired master plan. However, the position of the plot between the street and railway disconnects the plot from the surrounding urban tissue at pedestrian level.

#### Plot A

The parking area is well chosen for the desired development. It has good connections with the surroundings and may generate an interesting background for the development. However, only this part might be enough for the project since it implies an impressive amount of work for the students. A major challenge in terms of comfort will be to solve the sound protection, both from the metro station and from the plane flights that cross the area.

#### Plot B

The Housing Complex is difficult to approach. The architectural layout and the slope of the terrain, together with the central park and the parking areas will provide a desire to “play” more for the students when approaching the urban intervention.

However, it is difficult to manage a coherent intervention because of the social conditions of the site: the level of human interactions is quite low because of different reasons, the living conditions are quite poor, the inhabitants complain about the lack of infrastructure and interior comfort, the built environment is in relatively bad conditions etc.

A minimal intervention on the existing buildings should consider a more comprehensive and detailed strategy that will detail also topics related to safety and comfort – e.g. fire protection, maybe possible extensions or additions in terms of common spaces etc.

#### Plot C



The proximity of the massive structure of technical spaces that serve the Metro Station as well as its iconic grass covered silhouette will force the development so consider future connections to this area and influence the mass of the assembly as well as the design of in-between spaces.

This connecting path between the two plots is quite narrow and will lead to additional challenges for the students when they will try to solve the urban pattern

Last but maybe of much more importance, sustainability as a strategy must be achieved but it will be limited by the economical constraints (the feasibility of the intervention must be detailed more in order to be properly understood by the students who might not be prepared for working with such conditions). c

However, the site is fitted for a regeneration development due to its strategic position nearby the Metro Station and the opportunity to integrate social and cultural diversity.



*On the way to Crescenzago*

## **MAGDALENA CATHARINA CLOETE** UNIVERSITY OF KWA-ZULU NATAL SOUTH AFRICA

### **General context of the city**

This city of Milan has a vibrant cosmopolitan centre where historical buildings, monuments and greenery. The fashion industry is evident in the central areas with beautiful shop fronts and well-dressed passers-by. High heeled perfectly manicured ladies walking their dogs with children at hand complemented the scene. Many tourists were exploring the environment either in groups with a guide or in pairs resting in the shaded courtyards or under the fully grown trees on the plaza in-front of the Milan Opera House (The Scala). Underfoot is a wealth of decorative paving layouts not to be missed.

The Milan Cathedral is the pride of the city's heritage. It is magnificent! With hundreds of statues in beautiful marble. An interesting historical fact is that Milan used to have canals with water as the primary means of transport. The depth of the heritage of this city evident in the numbers of historical buildings and statues is so rich it cannot be comprehended without a detailed study.

The predominant building form in Milan is a courtyard form. Where the building edges are situated on the pavement with private courtyards behind. Many of these courtyards have lush gardens which sometimes extends onto roof gardens.

Many of the streets of Milan are tree-lined and in some instances the tram runs in the centre, lined with trees on either side with car lanes on either side. The shaded walkways along the street edges soften the cityscape generally consisting of low-rise apartment or office buildings. Shopfronts are on the ground level with café seating provided on a widening of pavements.

It seems the inhabitants of Milan love both cars and bikes/scooters. In areas of the centre the whole pavement was taken up by parked scooters or bikes. Most streets are lined with parked cars. The public transport system of metro and tram line is effective and complimented with some busses as well as an electro-bike rental system. The metro was efficient and well used, it felt and sounded the same as the London Underground. At one of the stations the voice of a young soprano was a beautiful reminder that this was the city of a wealth of opera heritage.

It is only in past few decades that buildings taller than the statue that tops the Milan cathedral was constructed. The business district seemed to be located in tall contemporary buildings often design by famous architects. One such area currently under development is the City Life area where Zaha Hadid design glass tower sweeps above the city scape. The buildings are set in an urban park with open fields where young boys were playing soccer. Groups of youngsters gathered under trees for shade. The landscaping is complimentary to the other parts of Milan extending the green arms back into the city.



*Crescenzago Metro Station*

### General context of the site

The site in the neighborhood Crescenzago is situated North West of the central core, approximately 30min of travel on the Metro. The green metro line runs through the area with the Metro stop of Crescenzago adjacent to the project site. There is nothing special about the actual train station and the access to the site is either via a narrow ramp or a stair well. Next to the metro a 4 lane highway passes-by. Our visit did not extend to the other side of the metro line.

Magnificent trees line the main access road leading away from the metro. On the one side existing apartment buildings is situated and on the other the current parking area to be used for the proposed new build of this task. The actual site has a good number of trees, seems to be generally flat and stretch from the metro line to a street that runs parallel to the metro line. This street is rather busy with both motorcars, motorbikes and larger trucks for delivery and so forth. The buildings surrounding the site is a mixture of multi-story residential apartments and office accommodation. Some of the buildings have a contemporary architectural language whilst others are more dated or traditional in appearance.

The greenery of the area is very welcoming and gives the area a very calm and quite feel, even though the road was rather busy. Pedestrian traffic was minimal and the green park areas not used. Some inhabitants were out walking their dogs. However, we were told that public life is reserved to after 4pm and our visit was during the morning.

The existing social housing that form part of the project site is set in a lush green landscape. Overall it comes across as a good place to live. The building itself is in poor condition. It is clear that the precast concrete construction was not a good choice and requires substantial maintenance. The elevation facing the metro line reads as the back of a building, with shutters retro fitted and mostly closed. It gives the building a rather austere look, softened only by the mature trees and neighboring grassed area.

The section that connects the existing social housing blocks with the proposed new site is aligned with the metro line and adjacent to the station. The area already has some greenery but has potential to provide some basic amenities for the neighborhood as well as an urban park with more specific activity to draw people. The entrances to the metro is un welcoming.

### Construction

Milan has a tradition of brick building which sets it apart from other Italian cities. Contemporary building in Milan as well as in Crescenzago reads in a global architectural aesthetic with the sure of glass, steel and concrete. Internal spaces also include timber.

## Social, cultural and historical aspects

The social cultural context of Crescenzago seems to be representative of many other of Milan's neighborhoods situated further from the centre. In the past the area would have been occupied by Italian families from the working class, however this picture has changed and now includes for the influx of immigrant families living on the bread line. The social housing block has a large group of Italian inhabitants that have lived in the block since its construction. All the newer occupants seem to be immigrants with young families, some of these have taken illegal occupation. This social, cultural context is exactly what the city of Milan is trying to address in the 2030 Urban development plan, along with a drive towards sustainable development and preservation of the rich cultural heritage.

## Climate / Comfort challenges

Milan has a typical southern European climate with Hot Humid summers and moderate winters. Our visit at end of summer beginning of Autumn was hot with temperatures of 30 degrees Celsius. On the site mosquitoes were around.

Air pollution from the many forms of vehicular transport need to be dealt with. The consistent noise from both the Metro line and the highway need to be addressed.



*Visit to the site, Crescenzago*

## Key challenges of the task.

The design challenge can be defined primarily as "a contextually responsive design that need to be routed in a sustainable urban and architectural framework providing ideal places for habitation for a multi-cultural community respectful of the Milanese heritage.

**JOZEF KURÁŇ**  
SLOVAK UNI. OF TECHNOLOGY BRATISLAVA  
SLOVAKIA

## Name

Milan is a city with Name, in terms of ancestral virtue, contemporary decisiveness and also commitments to fulfill its reputation in future. People of Milan will probably handle this quest with typical grace.

## Location

Location Crescenzago is relaxed and composed everyday-living location. Clear orthogonal context - surrounding task boundaries - speaks the language of practical operation distribution and traffic organization.

## Task



What seem to be important is to discover “venusti” in “ratio”. Rejuvenated surrounding could improve social stability – as a part of exterior intervention. Premeditated architectural design and internal comfort system create optimal private stable space for individual appreciation of current and future inhabitants.

### Observation

The exposure to the Sun is significant stimulus to various custom adjustments of external façade. Can architects compete with elaborated design proposals? Humid and calm atmosphere is typical seasonal condition. Locals called for some improved social services or connections to surrounding locations. Privacy on the other hand is considered substantial. The place, by the time we discovered it, was not crowded. Public space may handle more than pedestrian purpose.

## **VESNA ZEGARAC / MIROSLAV PREMROV** UNIVERSITY OF MARIBOR SLOVENIA

### o General context of the city:

The Crescenzago area, located north-east of the city centre, is currently characterized as an outskirts area of Milan having any recognizable identity. In terms of transportation it is accessible by public transport (metro, buses) and is located in vicinity of the airport.

### o General context of the site:

The site next to the metro station is strongly affected by the noise (planes, metro). The amount of green areas is very satisfactory, there is a Lambro city park located in the vicinity of the area. In the context of functions, the area is poorly equipped with stores, markets, bars and public facilities.



*Visit to the site, Crescenzago*

### o Construction:

The existing construction is in a very bad technical condition (decay of protection of steel reinforcement in external walls, missing external insulation). There is no additional information (plans, cross-section of the load-bearing wall elements, material characteristics, etc.) to judge about the seismic resistance of the existing buildings.

### o Social, cultural and historic aspects:

The existing buildings from zone B are mainly occupied by people with older people or people with lower incomes. There exists also a problem of vacant apartment being illegally occupied.

### o Climate / Comfort Challenges:

The climate conditions of Milan are characterized by cold winters and hot humid summers with frequent summer heat waves (Mediterranean sub-oceanic to Mediterranean sub-continental climate influenced by mountains). The interviewed occupants claimed on overheating problems in summer and inadequate heating in winter period, therefore the focus for both, new built and renovation should be in meeting and adequate energy efficiency and indoor climate quality.

**EUSEBIO ALONSO GARCÍA**  
UNIVERSIDAD DE VALLADOLID  
SPAIN

We have to renovate a residential area located in the Milan's periphery, next to the Crescenzago's station, between the Palmanova road and the metro line and the administrative zone of via Rizzoli. This intervention requires the need to act locally, solving their current problems of livability, and offers us the opportunity to think globally about the city, the role of neighborhoods in an urban articulation of largest scale and how to perform in front of their problems about the mobility and connection. The Milan's municipality asks us for an architectural solution about the serious construction deficiencies suffered by the houses, and we must give a sustainable response energetically and economically. We have the opportunity to think globally about the city in the framework of the Milan 2030 goals.



*Working session*

The nearly 350 homes we have to rehabilitate are inhabited by modest families who have suffered the effects of the crisis and whose social cohesion develops in the building of the old supermarket, today converted into the headquarters of the community, located in the corner of the Park. The Park has many playgrounds and a lot of vegetation, is bounded by three blocks of flats and is very used by the neighbors. Their main pathologies are of three types: construction, energy and acoustics. The facades have concrete panels very deteriorated (you can see the steel armatures of the panels), without isolation; the working of the heating system is deficient and the upper floors are freezing; the sources of noise are three, the aerial metro line, the road from Palmanova and the frequent traffic of airplanes.

The city of Milan is currently working on its urban horizon 2030 whose five goals collect different key ideas: the metropolitan and global connection, the benefit of the opportunities that emerge from the innovation and inclusion, the transforming resilience making the city more habitable and green, the significance of the 88 districts of the city and the ability to regenerate itself. These objectives are useful and appropriate to consider the intervention in the area of the competition in their two scales: the rehabilitation of existing housing and a reflection of more global effect, as a master plan for the entire area marked. This action should recover a public space for being used by the district which is currently too occupied by parking (the cars of the homes we have to rehabilitate are located in an open basement), adjust the area of the power station that supplies power to the subway station, strengthen the relations with the next districts and mitigate the acoustic problems over the area which come from the aerial and urban traffic of the aforementioned infrastructures.

**MAKHMUDZHAN DZHALALOV**  
KHARKOV NATIONAL UNI. OF CONSTRUCTION & ARCHITECTURE  
UKRAINE

Feedback about the trip.

What is I liked in the trip to Milan, that all the details of the trip are thought out to the smallest detail and stipulated in advance. I will start with how Milan met me :) - with a warm and sunny day. From the airport "Malpensa" to the hotel "Melia" about forty minutes away, and you find yourself in a quiet, beautiful and comfortable hotel.

It is located near the LOTTO metro station, which makes it possible to quickly move around the city. The city has absolutely incredible architecture, it attracts with its beauty and originality, coziness, and at the same time, solemn and simple. Italians definitely know a lot about beauty and style. For example, the Duomo Cathedral is a Gothic temple of white marble. During the day, it drowns in the sun, caressing every centimeter of expressive sculptures by masters of the fourteenth and nineteenth centuries, who by their efforts created masterpieces of architecture.

The cathedral is a demonstration of the power of the nobility and clergy of the time. Well, next to it is the kingdom of fashion industry, the Victor Emmanuel Gallery and the famous building of the La Scala Theater.

I especially want to mention a visit to the office of Habitat Lab, where we received valuable information about new technologies and innovative materials used in creating a multi-comfort house.

Now about the task for the competition, the design site is located near the metro station "Crescenzago", which is surrounded by streets with developed transport infrastructure (road and rail, metro, multi-level parking and parking) on the outskirts of the city with the existing residential and administrative buildings. The main objective of the competition is to create a new residential complex with a developed social infrastructure and thermal modernization of the existing housing stock.

Contestants may encounter such problems as:

- partially constrained conditions of the construction area (as there are residential and administrative buildings);
- the close proximity of the open line of the metro and the highway provides an increased level of noise;
- creating an image based on the concept of local traditions;
- methods of thermal modernization of existing buildings and structures.

For our students, this is another chance to prove themselves and prove that they are the most talented and worthy participants of this event. Without any doubt, I can declare a high probability of the victory of our students in this competition. This is the most effective way to express yourself in the field of engineering, urban planning and architecture, both nationally and internationally. At the end of my story I want to wish everyone creative success and victories.

## **ROLAND MATZIG** **R-M-P ARCHITECTS**

I strongly recommend to see the task as 3 different challenges.

First is the renovation of the existing blocks which are having some extraordinary and unexpected situations, such as the inner court yard and the bridged open underground parking.

These facts give the buildings some interesting structure on the one hand side and also on the other side gives a special start for the new to design connection towards to south laying side of the parking lot which will be transformed into a new build area.

Secondly the connection between existing and new is kind of blocked by a commercial building which hosts some electrical station for the underground. The landscape design has to find a smart way surrounding this "element" or even get over it in some way.



As the existing connection across the underground (which doesn't run under ground at this place) is kind of small it might be worth a thought if there should be another one. Maybe near by the "new connection".

Last but not least we do have the parking area which will be use by new designed housing. This housing will have to deliver shops and serve the everyday needs for the inhabitants of the whole area. Design wise the housing has to find an answer to the surrounding buildings which are representing all kinds of design philosophies. So best might be to design something extremely strong, confident and un-fashioned.

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Saint-Gobain would like to thank all the participants for their support and feedback in the drafting of this documents, and also to all the persons that supported the organization of the event.



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