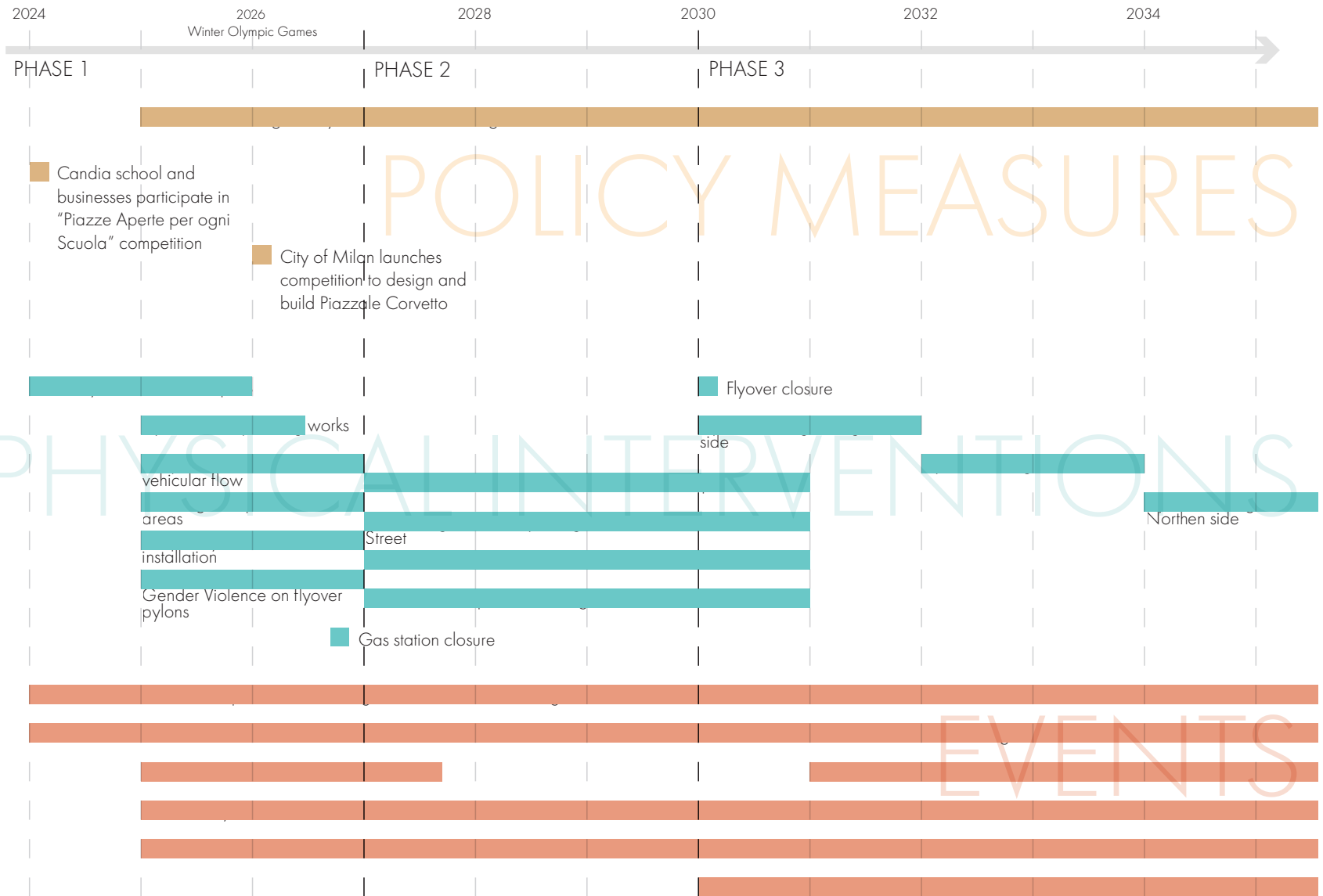


# A project in phases

For greater **sustainability** of the project over time, we chose to define a **timeline of works** divided into three time phases and themed them into **policy measures, physical interventions, and events**. The choices of which works to carry out first and which later, gave precedence to those at the local scale, for residents, and then to those at the metropolitan scale. In the first phase, the flyover is loaded with **car flows in both directions** and the flow is discharged to the ground by initiating first **temporary interventions** to modify the roadway and increase space for pedestrians. In the second phase, the **final design of Piazzale Corvetto** is implemented, the downsizing of the automobile space and the construction of the multi-purpose building. In the third phase, the **flyover will be closed** and, for successive periods of three years, the flyover will be redesigned into a linear park, opening the completed sections each time. It is a **long-term incremental process** that is monitored each time by experts and residents to correct its direction according to new future needs.



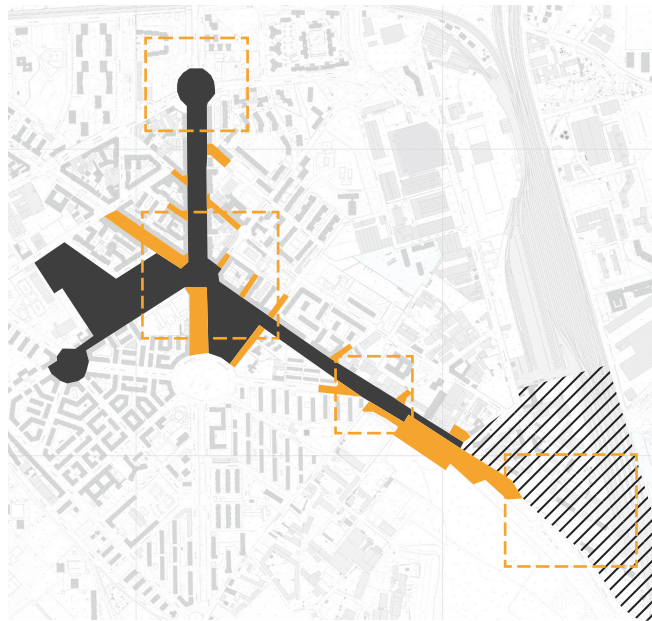
# Costs / benefits evaluation

In estimating costs and benefits of the project it was not possible to rely on a quantitative approach, due to both complexity and availability of data and models. In this condition, we decided to assume a more qualitative point of view, also in relation to the kind of project we are requested to present. This approach, built upon our on-field observations and stemming from first-hand experience of people living in the neighborhood, allows us to discuss our intended goals and obstacles rather than focusing on giving an exact economic value. In our breakdown of our proposed interventions, we assigned plus (+) signs to the expected benefits and minus (-) signs to expected costs, ranging from one sign (+ or -) to three signs (+++ or ---), by their expected outcome of our program for Corvetto's flyover and its surrounding areas.

	Action	Description	Costs		Benefits	
PHASE 1 - TESTING	Tactical urbanism interventions	Temporary redesign of street space in favour of new pedestrian areas. Artistic interventions.	-	<ul style="list-style-type: none"> <li>Works related to the temporary interventions on streets and sidewalks.</li> <li>Definition and promotion of public contests for local street artists.</li> </ul>	+ +	<ul style="list-style-type: none"> <li>Increase in available public and accessible space for locals and new socialization.</li> <li>Improving the image of the neighborhood and local voices</li> </ul>
	Interventions on Flyover	Make the flyover two-way and install sound barriers.	-	<ul style="list-style-type: none"> <li>Rearrangement of the flyover street section through temporary solutions.</li> </ul>	+ +	<ul style="list-style-type: none"> <li>Moving of part off the traffic flow out of the local streets.</li> <li>Reduction of flyover noise pollution.</li> </ul>
	Local streets rearrangement	Temporary reduce car space in the local network after the supra-local traffic reduction.	-	<ul style="list-style-type: none"> <li>Temporary rearrangement of the streets section under the flyover.</li> </ul>	+	<ul style="list-style-type: none"> <li>Reduction of cars speed and increase in people safety using public spaces.</li> </ul>
	Gas station removal	Removing the gas station in Piazzale Corvetto in order to promote the soil regeneration.	- -	<ul style="list-style-type: none"> <li>Removal of the gas station building and decontamination of soil.</li> </ul>	+	<ul style="list-style-type: none"> <li>Removal of the car traffic attractor.</li> <li>New building area on brownfield.</li> </ul>
PHASE 2 - STABLE	New Corvetto square	Final realization of the central square project and the flyover's counter avenues connected to it.	- - -	<ul style="list-style-type: none"> <li>Realization of the new public surface, of the new bike lanes and the new activities under the flyover.</li> </ul>	+ + +	<ul style="list-style-type: none"> <li>New and improved socializing space for the community including new sports facilities, green areas and improved school access.</li> </ul>
	New A1 connection	Final realization of the central square project and the flyover's counter avenues connected to it.	- -	<ul style="list-style-type: none"> <li>Realization of the road system that connects the A1 to a new roundabout and distributes local and supra local flows.</li> </ul>	+ +	<ul style="list-style-type: none"> <li>Final deviation and rationalization of the supra-local car flows outside the neighbourhood.</li> </ul>
	New building in the square	Building construction, cost of which entirely allocated to private developer of the space	?	<ul style="list-style-type: none"> <li>The cost will be defined through the public-private partnership.</li> </ul>	+ +	<ul style="list-style-type: none"> <li>New activities for the neighborhood.</li> <li>New revenue from taxes.</li> <li>Increase in the area's land value.</li> </ul>
PHASE 3 - VISION	New Rogoredo access space	Provision of a proper and big access square for the new multimodal transport hub, integrating "hard" modes with soft and sharing mobility.	- -	<ul style="list-style-type: none"> <li>Realization of the new public space in front of the station.</li> </ul>	+ + +	<ul style="list-style-type: none"> <li>Improved exchange between private and public transportation.</li> <li>Safer and more attractive use of the west side of the station.</li> </ul>
	Piazzale Bologna rationalization	Intervention on car flows and public pedestrian space in the roundabout.	- -	<ul style="list-style-type: none"> <li>Realization of the new public space in front of the school.</li> </ul>	+ + +	<ul style="list-style-type: none"> <li>More efficient and safer car flow in the node.</li> <li>New safe access space for the school.</li> </ul>
	Flyover central infrastructure	Closure of the flyover to car traffic and realization of the final vision for it.	- - -	<ul style="list-style-type: none"> <li>Realization of the flyover infrastructure, creation of stairs and vertical connections to the square.</li> <li>Realization of the pocket squares along the axis and the new access square to the Porto di Mare metro station.</li> </ul>	+ + +	<ul style="list-style-type: none"> <li>New long public space spine as an ecological and mobility axis.</li> <li>Increased attractiveness of the whole area.</li> <li>New image of the flyover both for locals and people from outside the area.</li> </ul>
MAINTENANCE		All the operations connected to maintaining the different new spaces and facilities must be taken into consideration.	Costs are difficult to estimate, but in general we can especially refer to the greenery maintenance and the one of the facilities and surfaces, plus the one connected to the new building.		A good maintenance is essential in order to make the new spaces work properly and to keep the image of them high.	

# Constraints and final considerations

## URBAN PLANNING



- Regeneration area "Piazza"
- /// Regeneration area "Nodo di Interscambio"
- Proposed extension of "Piazza"
- Proposed focus areas of transformation

*Fly Over Live Under* fits into an urban planning context already defined by the City of Milan. In fact, it is located partly in the "Piazza" regeneration area of Corvetto and partly in the "Interchange Node" regeneration area of Rogoredo. The project fully adheres to the principle of **public-private partnership** in order to achieve an urban redevelopment of the area, particularly through the construction of the new volume and the transfer of equalized building rights. However, in order to fully realize the project, a **widening of the boundaries** of the "Piazza" area should be promoted, as shown in figure.

## TECHNICO-PHYSICAL



- The first risk concerns the **tightness** of the overpass with respect to the expected **new loads**, namely the new street furniture and the people who will use it.



- Although the project includes a special focus on the **issue of noise**, this needs to be **further investigated** in the future and more advanced stages of the work, as it is one of the current inconveniences most **suffered by local people**.



- Another issue is that of **construction sites**. Special attention will have to be paid to the **phases and perimeters** of the construction sites, in order to avoid excessive inconvenience to the road system and the population.



- The **removal of the gas station** is a complex and delicate job, which brings with it additional cleanup and disposal work.



- A key part of the project will be **traffic monitoring** works in Phase 1. Only in this way it will be possible to **evaluate** the goodness or otherwise of the solutions and possibly **make them final**.



- Special attention will have to be paid to the **remodeling of the local public transport system**, particularly the **bus network**, including, in the long run, the removal of the trolleybus infrastructure.



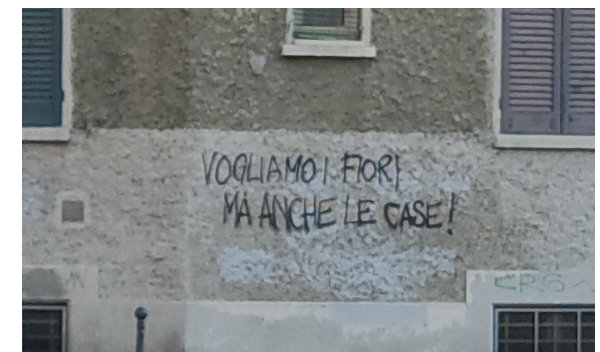
- A specific theme is the **reuse and recycling** of building materials to avoid unnecessary waste and promote a **circular economy model**.

## SOCIAL

- There is the need to stem **possible resistance from local shopkeepers**, who may see the project as a threat to their business. Instead, it's necessary to explain **the advantages that the new layout of the square can offer**.

- One risk to avoid is **not communicating** the project well to the citizenry, with the direct consequence of creating **a widespread NIMBY effect**. Good communication and participation is essential to facilitate the **management of dissent** and the most critical and hostile voices. **Incremental design** especially seeks to work toward this end.

- Perhaps the most substantial risk is that the project's side effect will be the **acceleration of the gentrification process** that is already sweeping the neighborhood. The lucrative value of the project should not generate too significant **imbalances** within Corvetto. It should not create a work solely aimed at the **gaze from the outside and distant from local residents**, who already often complain about a deep disconnection between project rhetorics and their own **real needs**, first and foremost that of **affordable housing**.



"We want flowers but also houses!" (Authors' image)