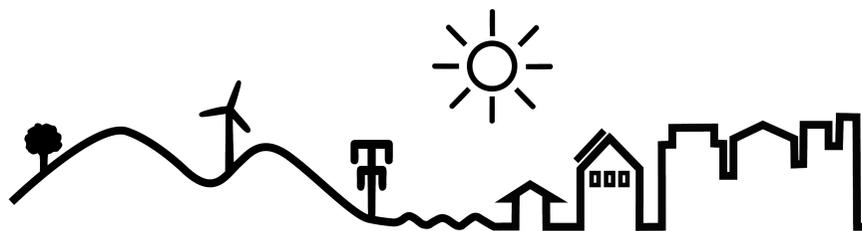


# M2

Pianificazione  
Urbanistica ed  
Energia



**SPECIAL**  
SPATIAL PLANNING and ENERGY for  
COMMUNITIES IN ALL LANDSCAPES

**MODULI PER LA  
FORMAZIONE A  
LUNGO TERMINE**



Centro  
Nazionale  
Studi  
Urbanistici



Co-funded by the Intelligent Energy Europe  
Programme of the European Union

# M2

## Pianificazione Urbanistica ed Energia



1. Le azioni possibili
2. Progettare la città sostenibile (1/2)
3. Progettare la città sostenibile (2/2)
4. Strumenti per le trasformazioni urbane low carbon
5. Contenimento di suolo e rigenerazione urbana



Co-funded by the Intelligent Energy Europe  
Programme of the European Union

# M2

**Pianificazione  
Urbanistica ed  
Energia**



**2** Progettare la città sostenibile (1/2)

**3** Transit Oriented Development  
(casi studio)



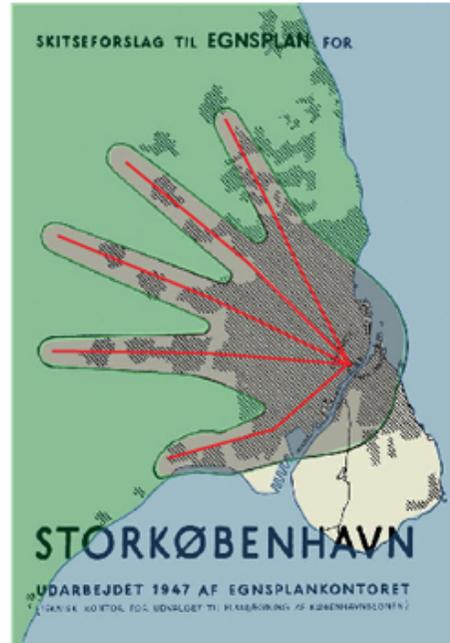
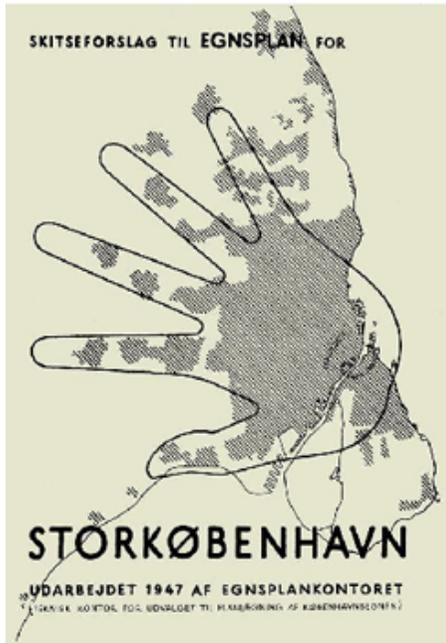
Co-funded by the Intelligent Energy Europe  
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# Orestad - Copenhagen

casi di studio



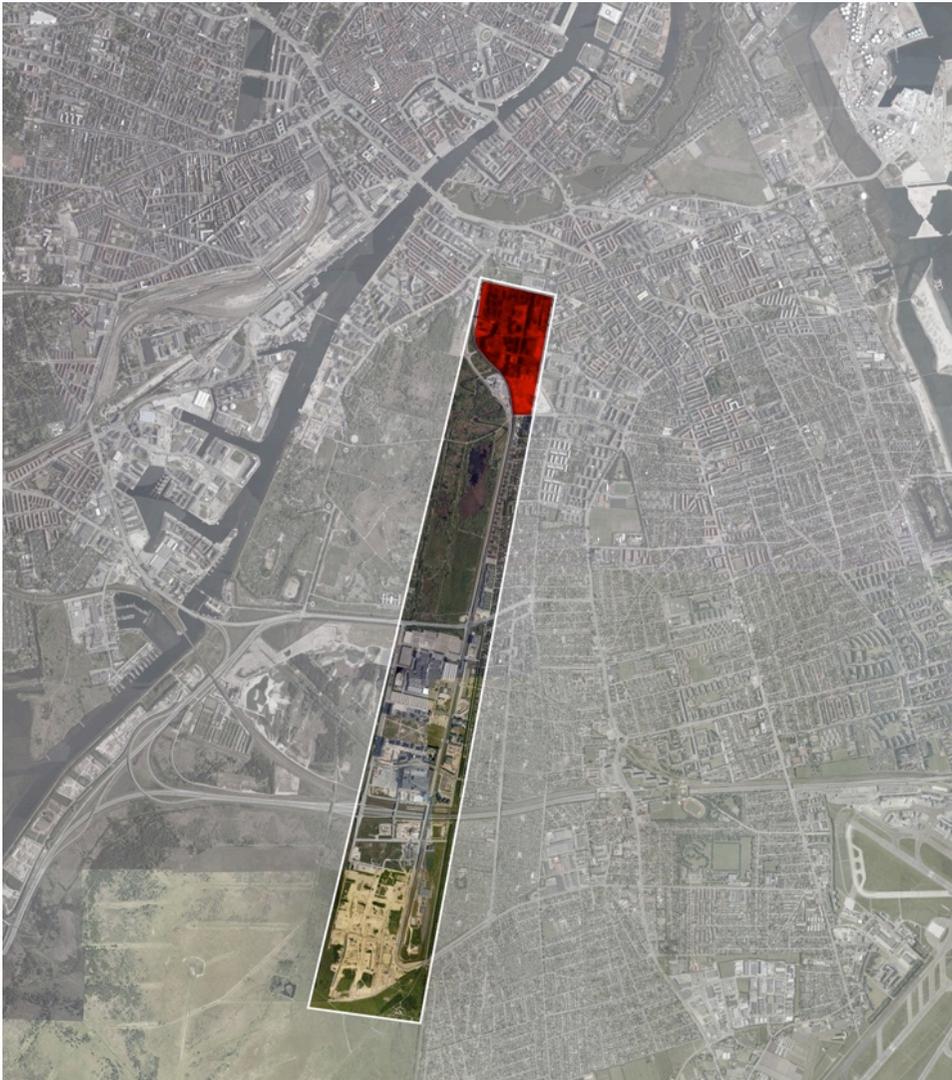
# Ørestads **Copenhagen**



five finger **Plan**



## Ørestads **Copenhagen**



**Ørestad è una “new town”  
lineare sorta a sud del centro  
urbano**

**insediamento transit  
oriented, strutturato lungo il  
percorso di una nuova linea  
della Copenhagen Metro che  
collega il quartiere con il  
centro di Copenhagen**

# L'intervento urbanistico



- **1992: Legge «Act on Ørestad»**
- **1993: Istituita l' «Ørestad Development Corporation»**
- **1995: Masterplan**
- **1997: Progetto Finale**
- **2006: Realizzazione**

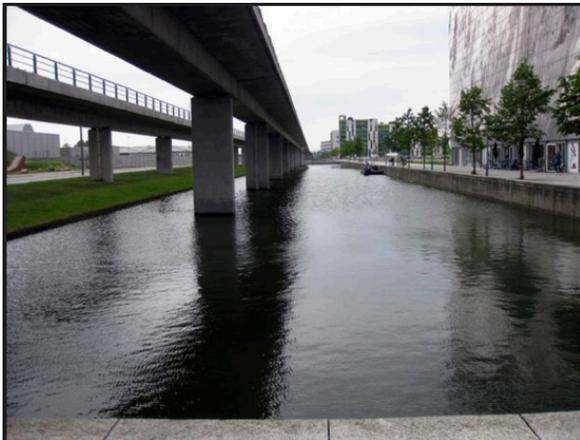
# Parametri dimensionali ed urbanistici

- **1.200.000 m<sup>3</sup> edificati**
- **330.000 m<sup>2</sup> superficie fondiaria**
- **130.000 m<sup>2</sup> superficie coperta residenziale**
- **105.000 m<sup>2</sup> superficie stradale**
- **65.000 m<sup>2</sup> parcheggi**
- **75.000 m<sup>2</sup> servizi pubblici**
- **75.000 m<sup>2</sup> attività commerciali e direzionali**
- **2.000 ha aree protette**

**From the start Ørestad was meant to be a sustainable city quarter.**

**The Metro would be the backbone of transport, together with good bicycle lanes minimizing private car transport .**

**To support public transport and the environment, the City adopted a low parking norm in Ørestad.**



# il quartiere

## Four districts

### Ørestad Nord

Ørestad Nord is the most developed part of Ørestad. The district is a mixed town including residence halls, apartment buildings and DR Byen, the IT University and the University of Copenhagen, Amager. The large institutions have turned the town into an international research and development centre for culture, media and communication technologies.

### The Amager Fælled District

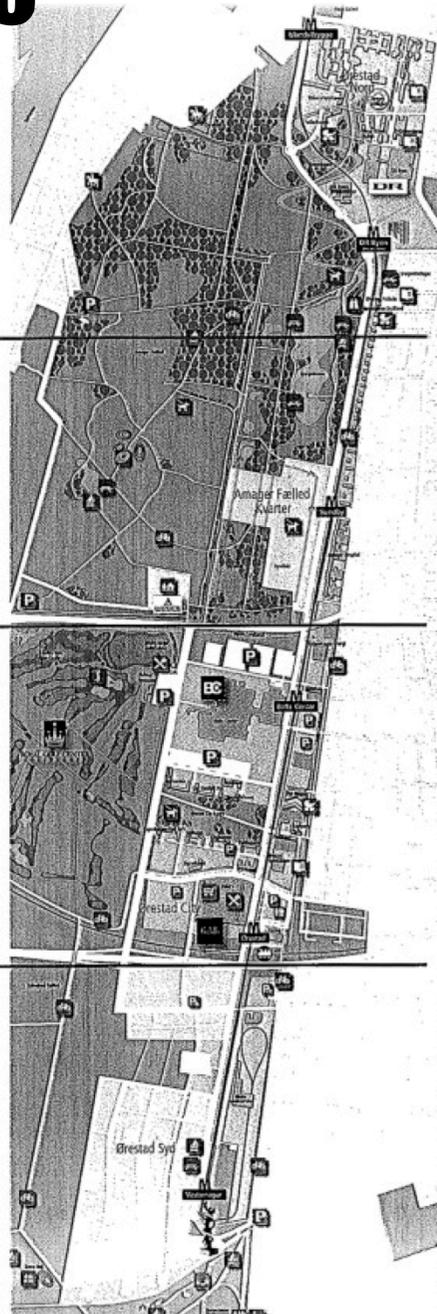
Only the eastern part of the Amager Fælled District has been developed. This is the location of Amager Hospital, the residential area of Solstrøben, Ørestad Friskole, and the day-care centre of Småland. The western part of this area will be the last developed section of Ørestad.

### Ørestad City

Ørestad City has already been inhabited by families moving into apartment buildings and by a number of businesses. The natural focal points of the district are Kay Fiskers Plads at Ørestad Metro and the Regional Train Station as well as the city park with its many surrounding dwellings. Ørestad City is also the location of the large shopping centre of Field's. Immediately west of the district, one of Europe's best golf courses is being laid out.

### Ørestad Syd

Ørestad Syd will become a dense and varied urban community including businesses, residential areas, shops, schools and other public services. Ørestad Syd will be the most populated district of Ørestad. Some 10,000 people will move into this district, which will also become the professional basis for another 15,000. To the west and the south, Ørestad Syd borders on the Kalvebod Fælled District. Some of the sites of Ørestad Syd have already been sold and the first constructions will emerge in 2007/08.





**The Ørestad Development Corporation adapted the norm into a parking strategy to the effect that commercial and private users share the available parking spaces:**

**residents use the parking spaces in the evenings and at night so that employees from outside Ørestad may use the spaces in the daytime.**

**Parking spaces are primarily placed in parking garages, which means that the urban space of Ørestad is not dominated by parked cars.**

## Principal infrastructure on the four districts

### Four Districts

#### Ørestad Nord

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Central Train and Metro Station



Station



Railroads



University



Hospital



Green Areas

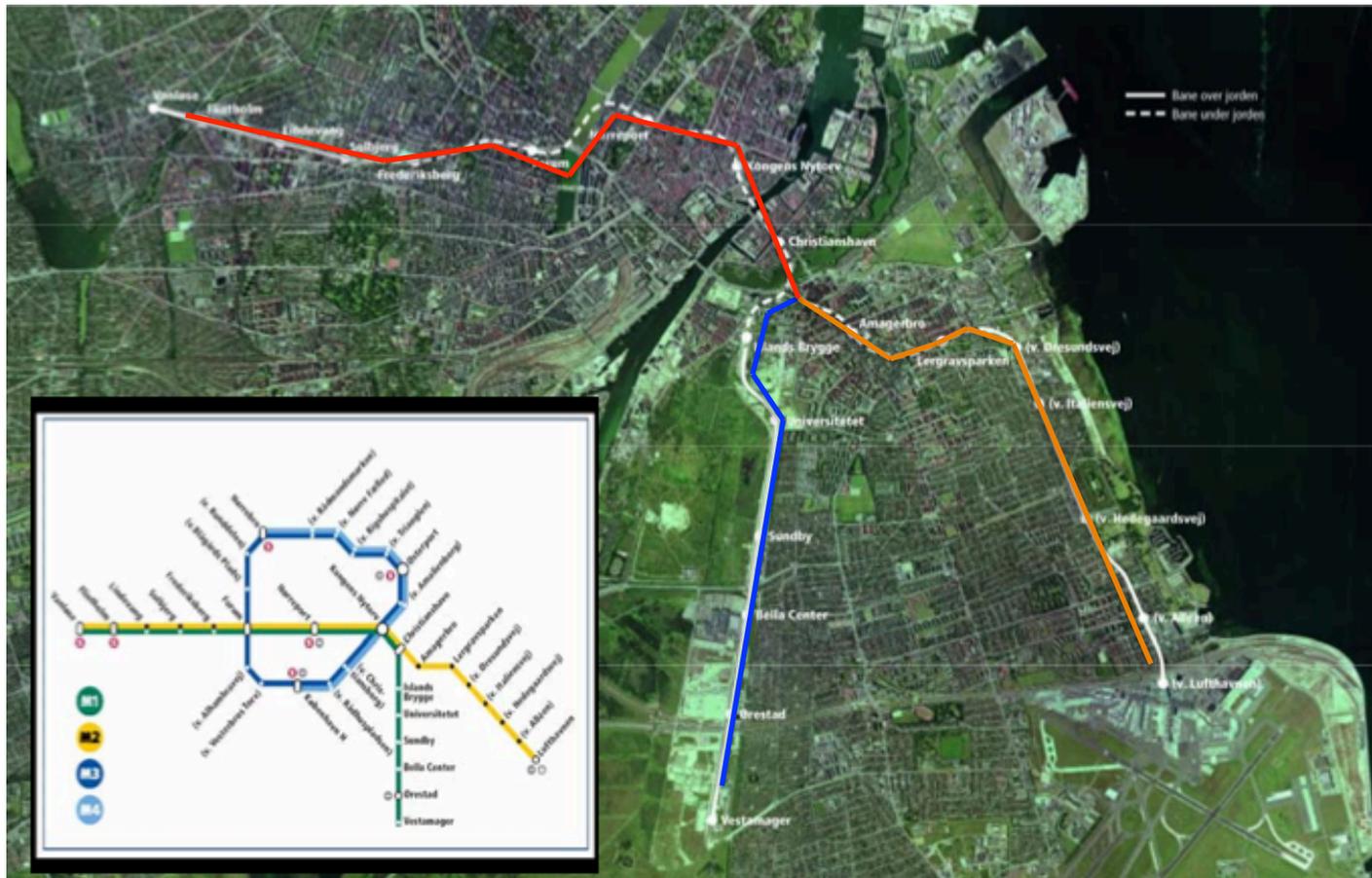


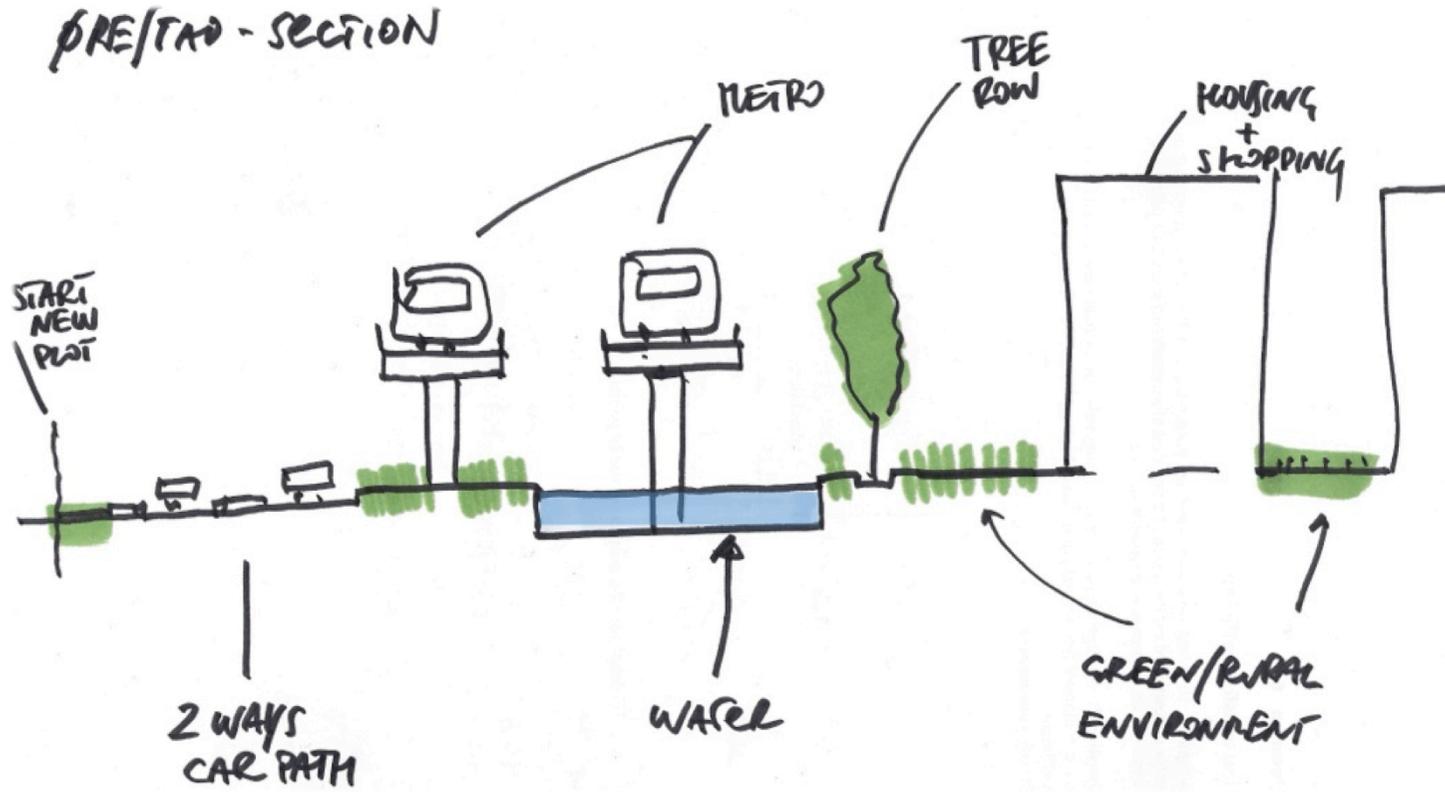
Commercial Centre



La costruzione dell'intera rete metropolitana in tre fasi:

- 1** collegamento del nuovo quartiere Ørestad con il centro di Copenhagen (2002)
- 2** collegamento del centro di Copenhagen con l'adiacente Friederiksberg (2003)
- 3** collegamento del centro di Copenhagen con l'aeroporto (2007)





# transit line



# Ørestads Copenhagen



# transit line

Ørestads **Copenhagen**



# Ørestads Copenaghen



	Ø.D.C.	Frederiksberg-Baneselskabet	Østamager-baneselskabet	Costi Totali
FASE 1	880	0	0	880
FASE 2	300	130	0	430
FASE 3	120	0	100	220
<b>TOTALE</b>	<b>1300</b>	<b>130</b>	<b>100</b>	<b>1530</b>



# spazio pubblico

Ørestads **Copenhagen**



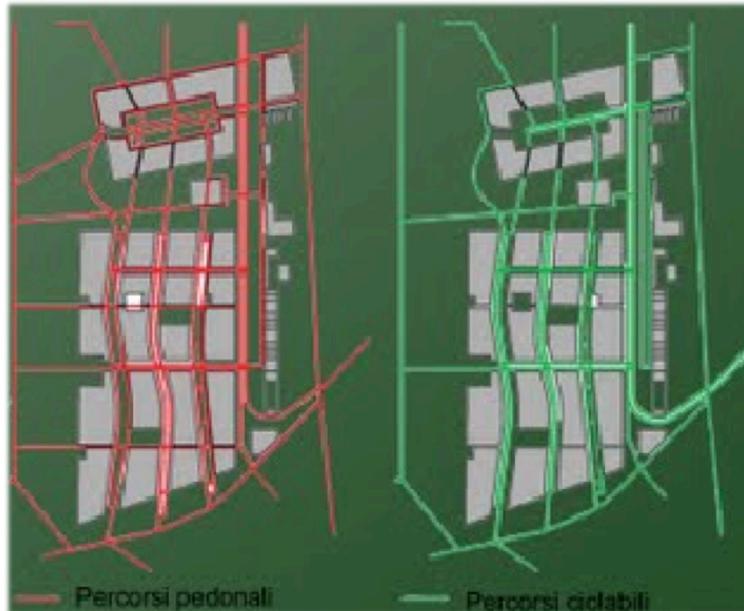
# spazio pubblico

Ørestads **Copenhagen**

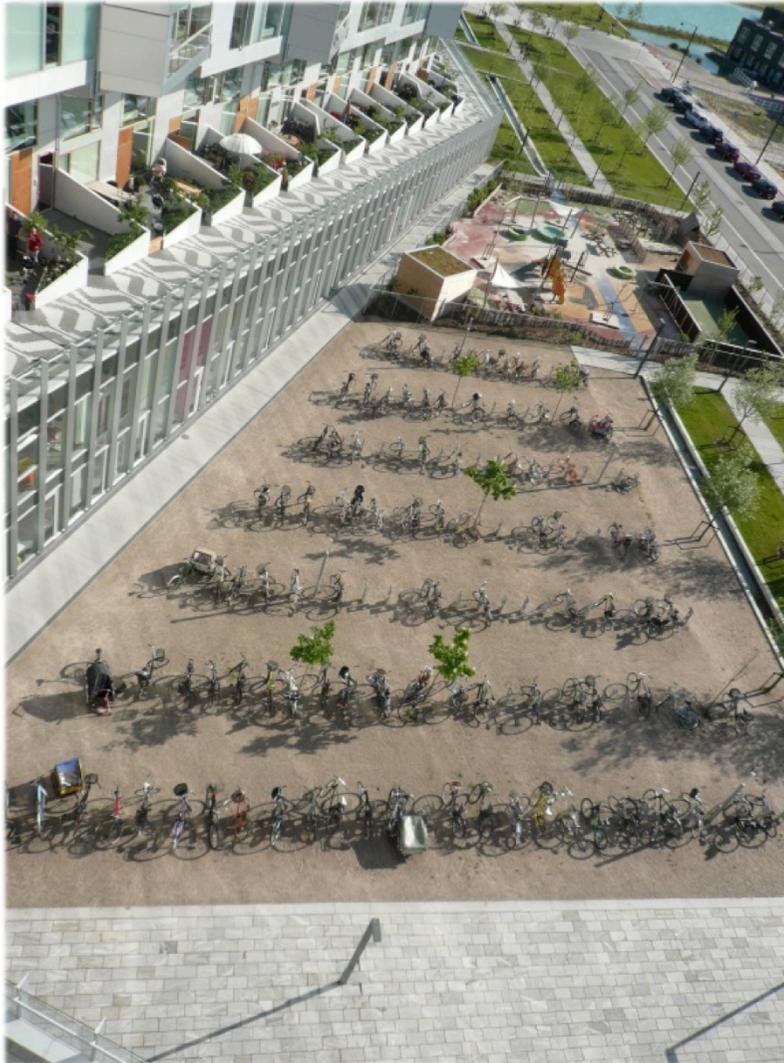


# rete ciclabile

Ørestads **Copenhagen**



# rete ciclabile



Ørestads **Copenhagen**

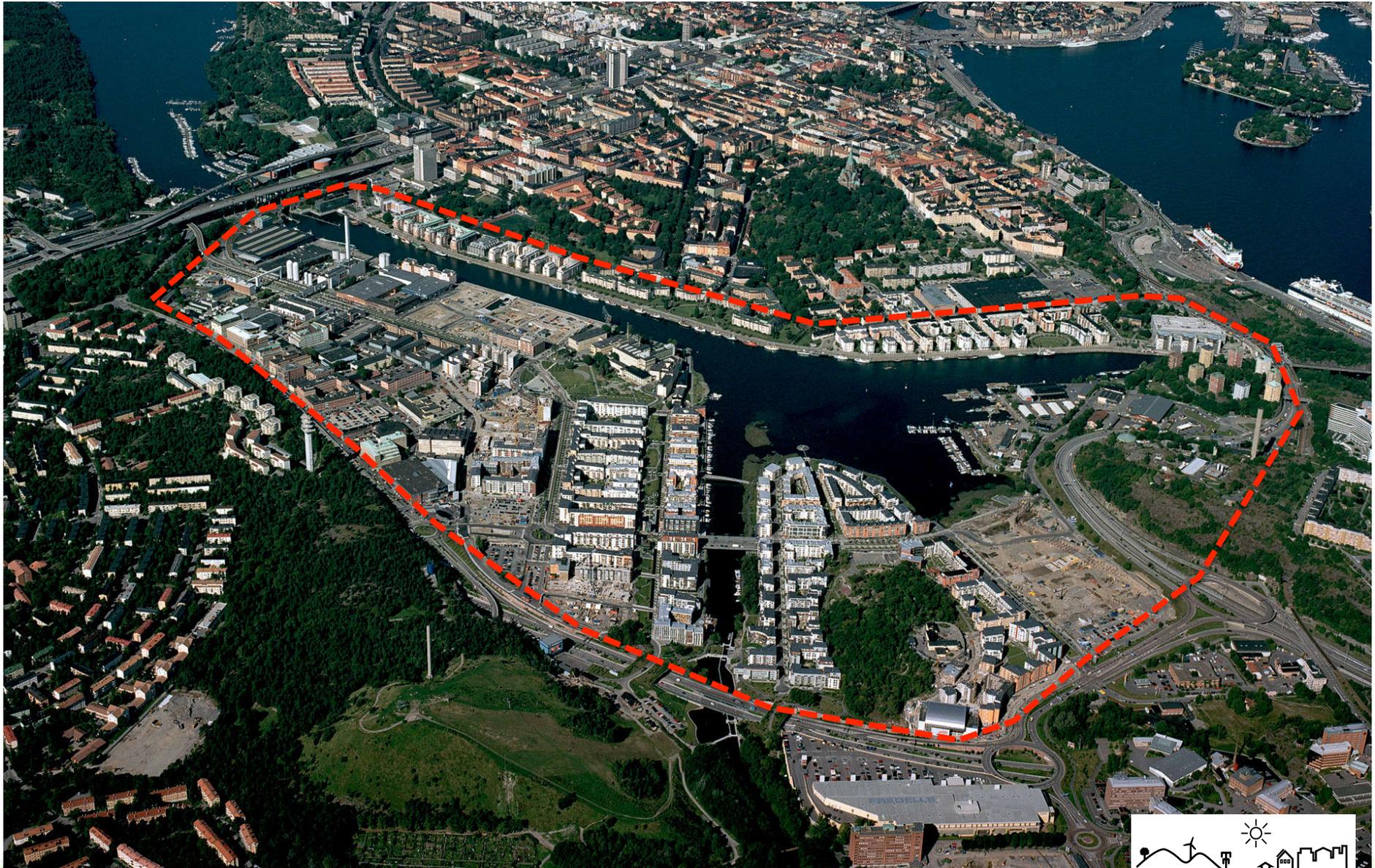


# Hammarby - Stockholm

casi di studio



# Hammarby - Stockholm



## **obiettivi ambientali**

- **Ridurre le emissioni almeno del 50%**
- **Ridurre il consumo di suolo**
- **Attenzionare gli aspetti energetici**
- **Sistemi di smaltimento delle acque**
- **Riciclo dei rifiuti**
- **Sistema di trasporto pubblico efficiente**



## parametri urbanistici

**Popolazione: 17.000**

**Popolazione prevista: 24.000**

**Area sviluppata: 130 ha**

**Superficie totale: 160 ha**

**Densità attuale: 131 persone/ha**

**Densità prevista: 150 persone/ha**

**Tipologie edilizie: casa in linea, a torre e a corte**

**Altezza degli edifici : 24 m (7piani) in media fino a 12 m (4 piani); un edificio residenziale a 40 m (13 piani)**

## mobilità

**Auto: 210 auto / 1000 abitanti**

**Parcheggi / Residenza: 0.65**

**Modalità di condivisione non motorizzate : 27%**

**Modalità di condivisione del trasporto pubblico : 52%**

**Famiglie aderenti al Carsharing: 18%**

### Transports and parking

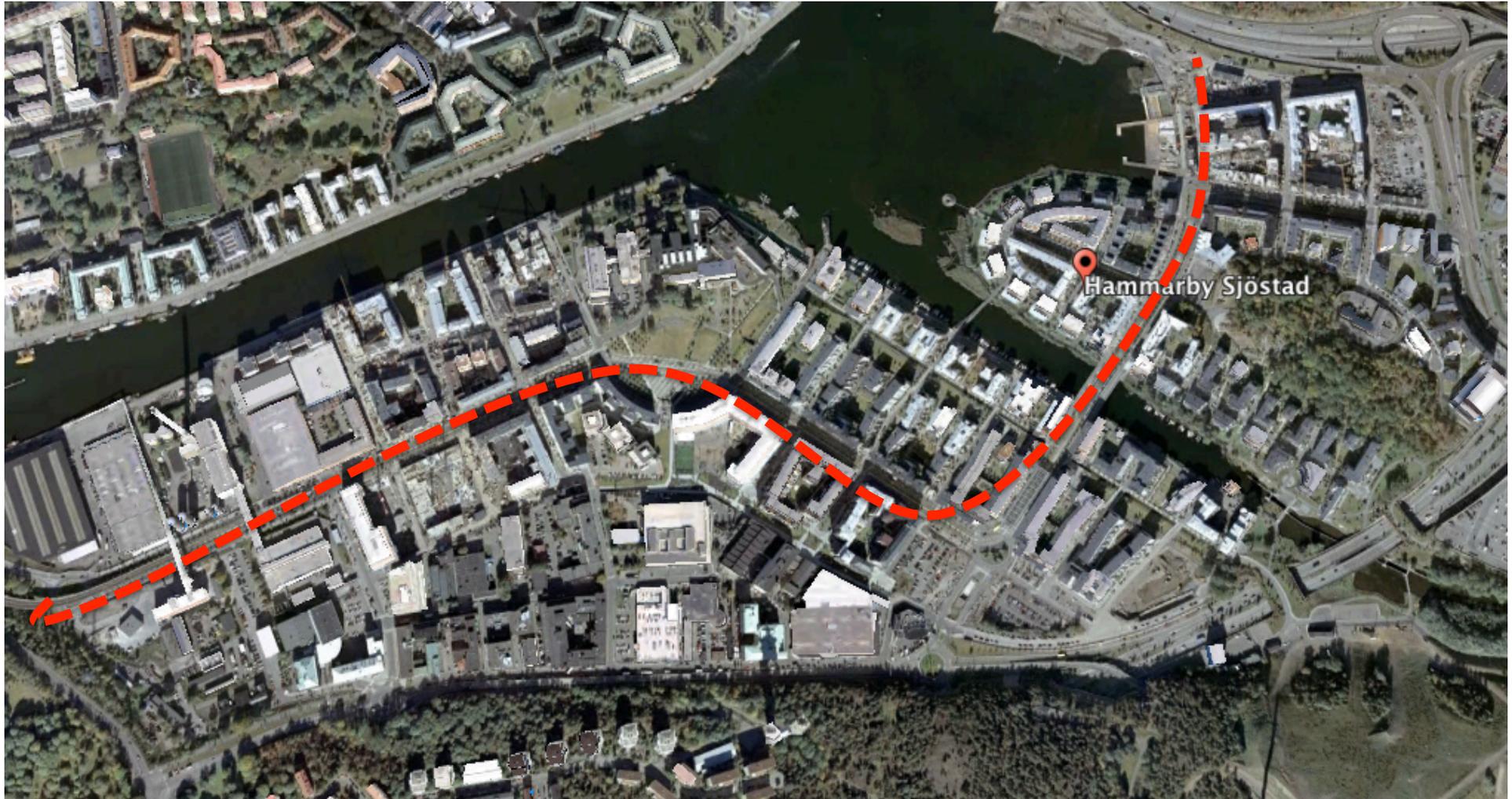
- Public transports : light railway, busses and ferry
- 80% of all commuting using public transport, cycling or walking
- Now: only 21% are using cars daily to work
- 70% of households own a car – in balance with parking utilities
- Car pool with 37 cars and 450 members from households and firms

# Hammarby - Stockholm



# transit line

Hammarby - Stockholm



# transit line



# Hammarby - Stockholm



# transit line

Hammarby - Stockholm



# transit line

## Hammarby - Stockholm



# cycling



# Hammarby - Stockholm



# cycling

## Hammarby - Stockholm



# mobilità sostenibile

Hammarby - Stockholm



# mobilità sostenibile

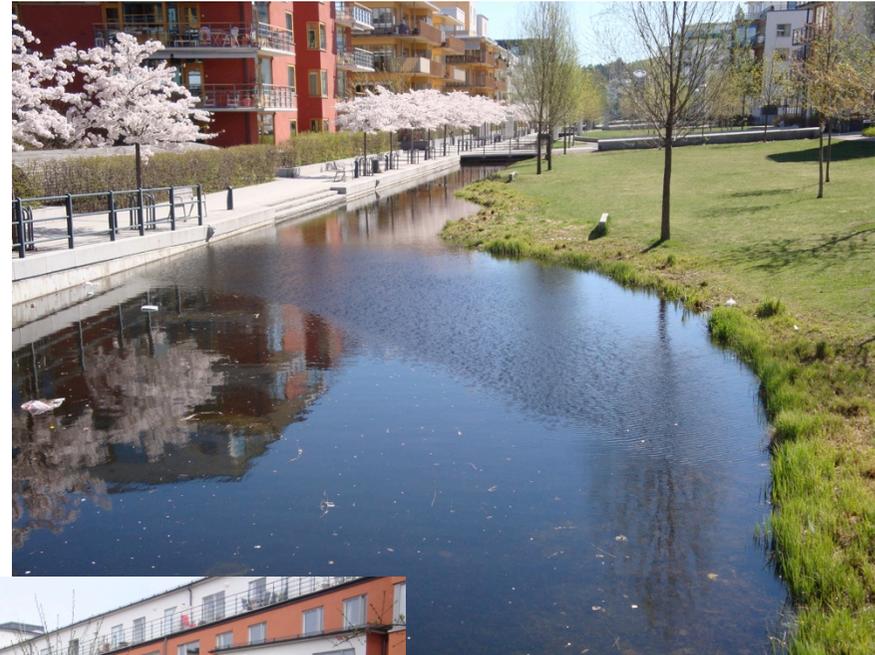
Hammarby - Stockholm

Car sharing – 37 cars, three operators – households and companies are members



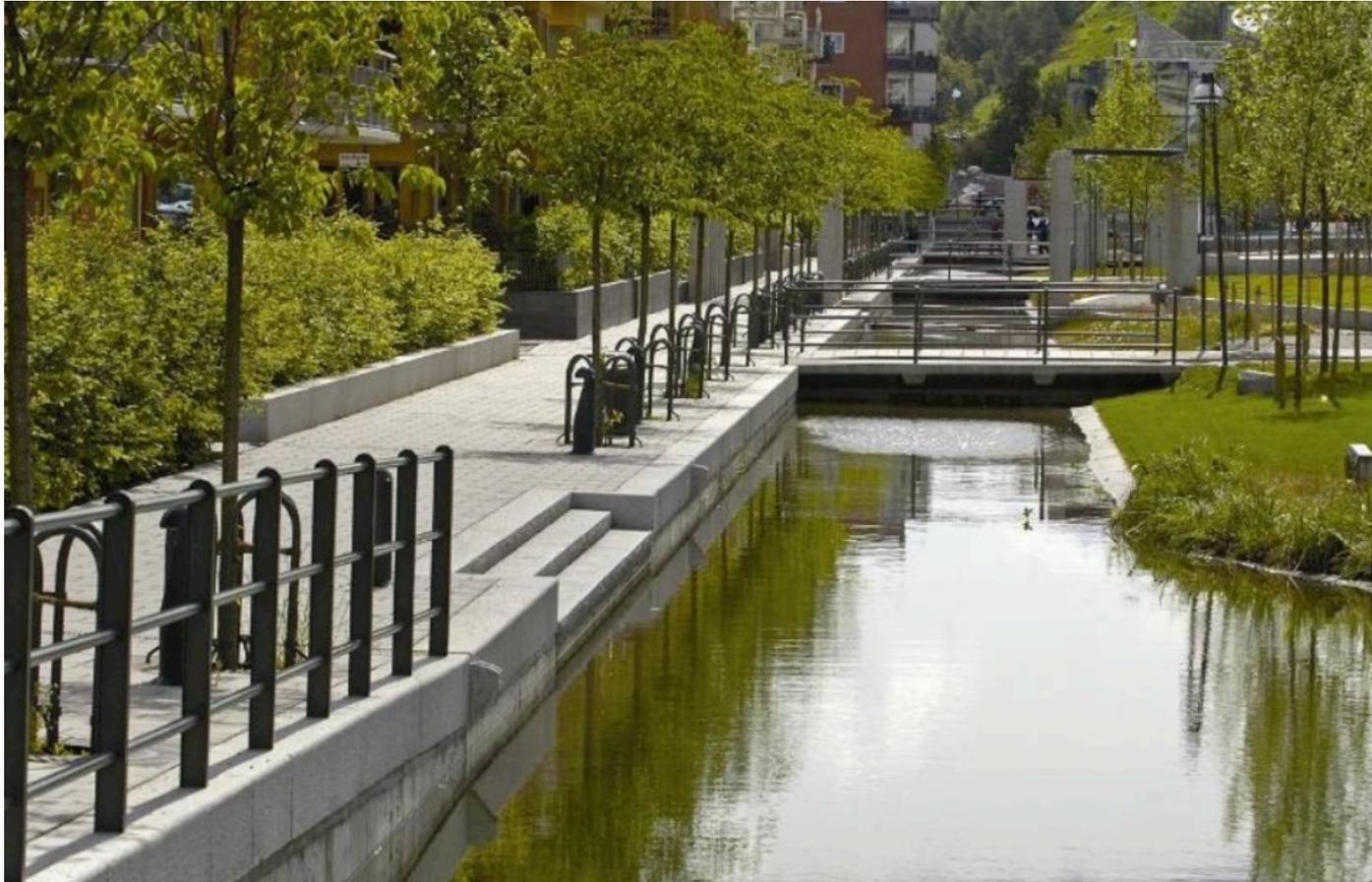
# spazio pubblico

Hammarby - Stockholm



# spazio pubblico

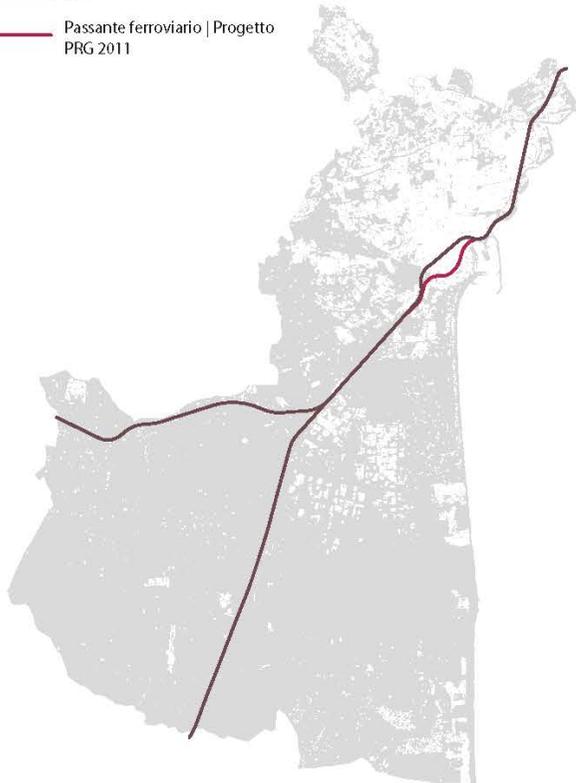
Hammarby - Stockholm



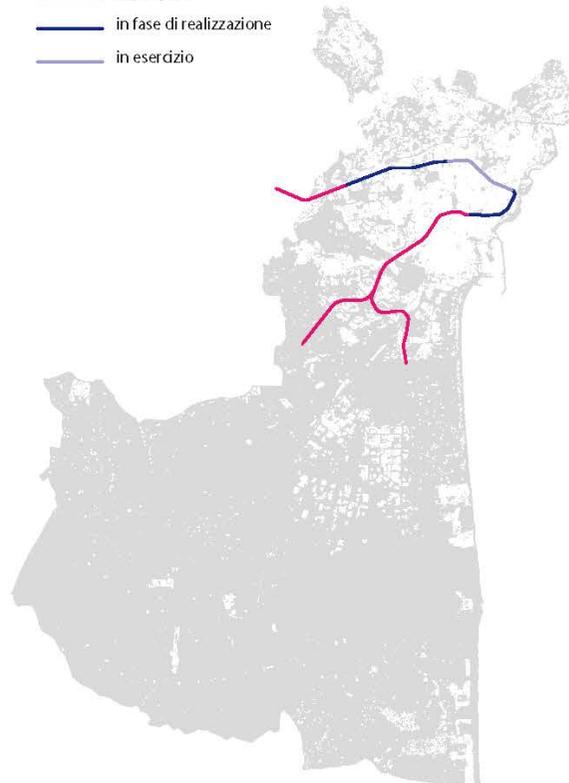
# Catania PRGC 2012

## casi di studio

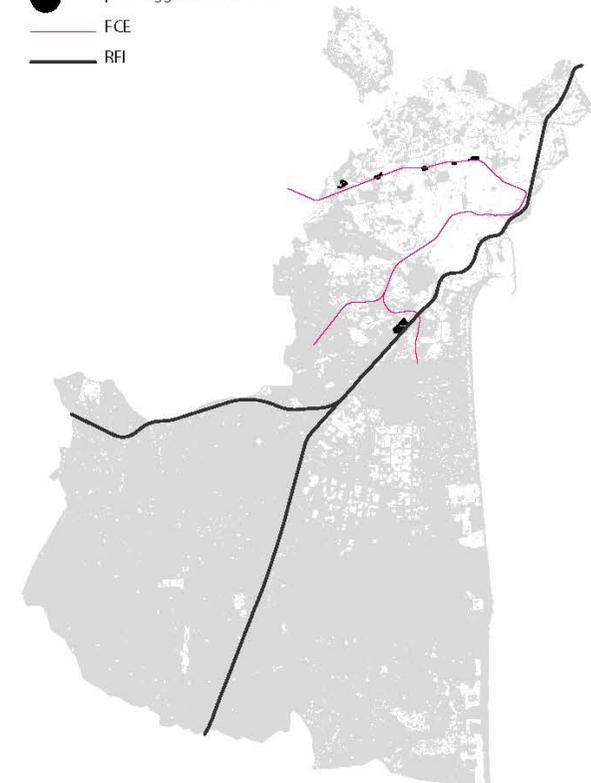
RFI  
Passante ferroviario | Progetto PRG 2011



in progetto  
in fase di realizzazione  
in esercizio

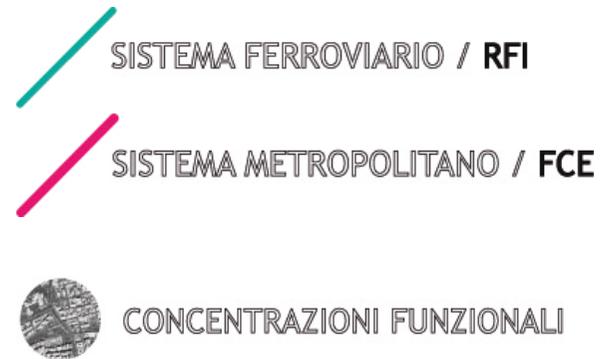


● parcheggio scambiatore  
FCE  
RFI



# La città da trasformare – Transit Oriented Development

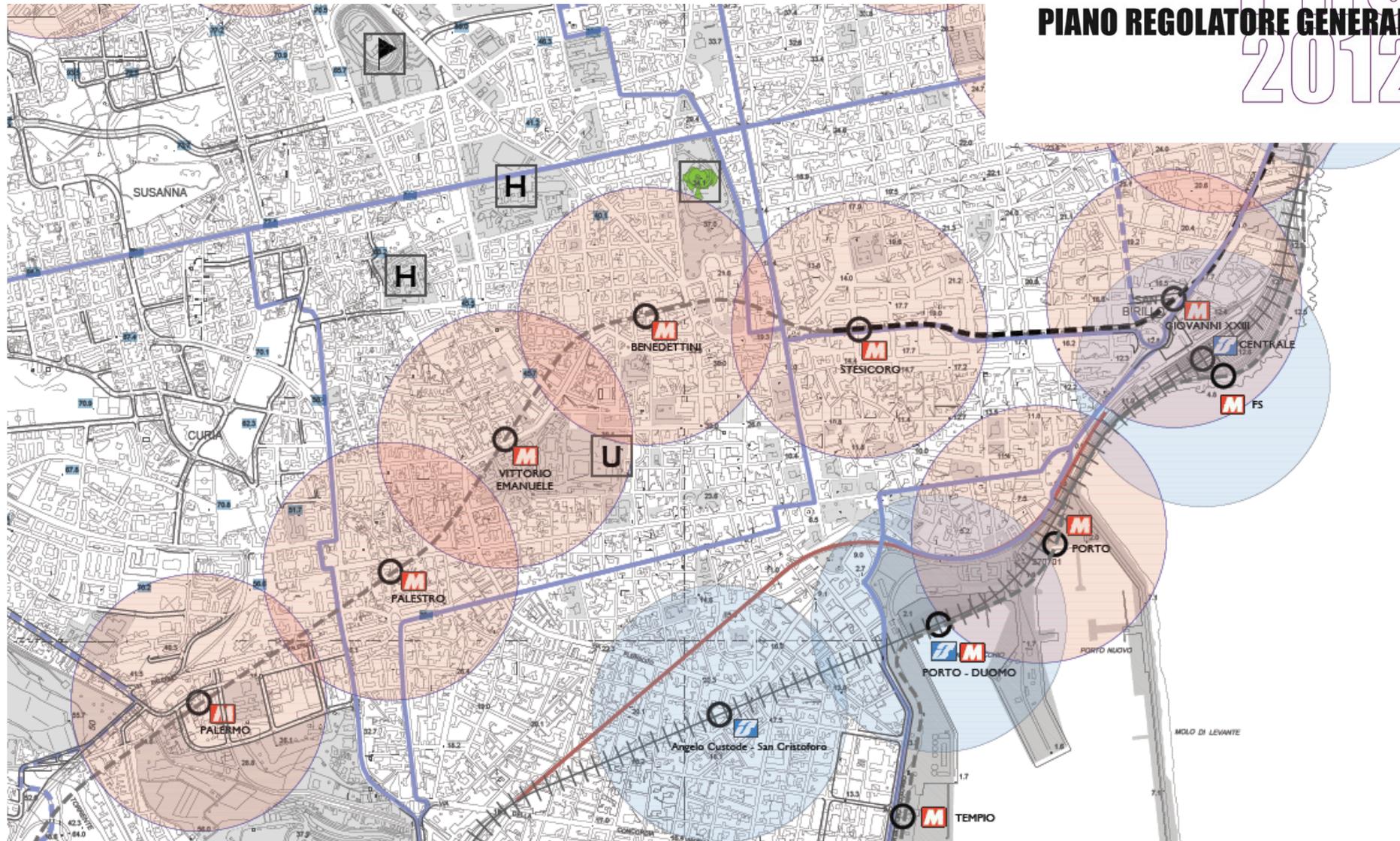
**PRG**  
**PIANO REGOLATORE GENERALE**  
**2012**



**Concentrazione funzionale attorno ai nodi del trasporto pubblico su ferro**

# La città da trasformare – Transit Oriented Development

PRG  
PIANO REGOLATORE GENERALE  
2012



Concentrazione funzionale attorno ai nodi del trasporto pubblico su ferro

# La città da trasformare – Transit Oriented Development

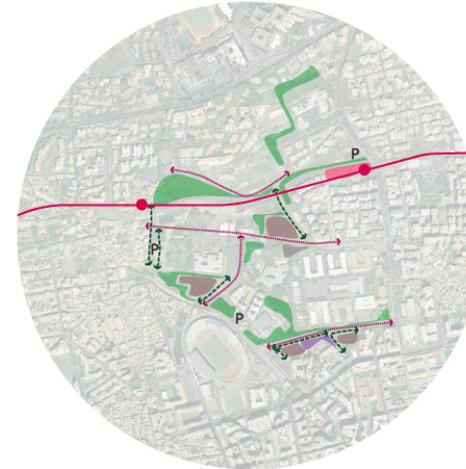
PIANO REGOLATORE GENERALE

PRG  
2012

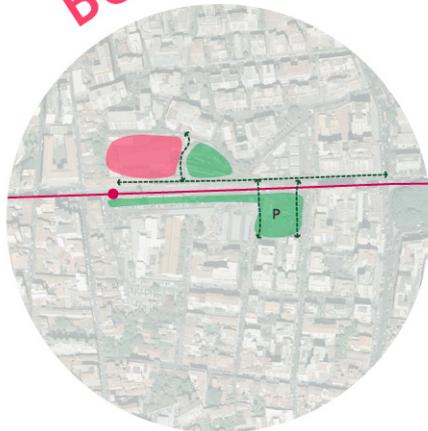
ACQUICELLA



MILO



BORGO



SAN LEONE



-  AREE RESIDENZIALI
-  AREE DIREZIONALI
-  AREE A SERVIZI
-  AREE VERDI
-  PARCHEGGI
-  MOBILITA' LENTA
-  PERCORSI CARRABILI

## Concentrazione funzionale attorno ai nodi del trasporto pubblico su ferro

# La città da trasformare – Transit Oriented Development

PIANO REGOLATORE GENERALE

PRG  
2012

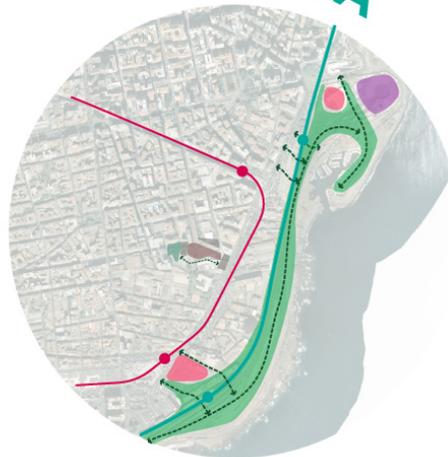
NESIMA



CONCORDIA



EUROPA



SAN PIO X

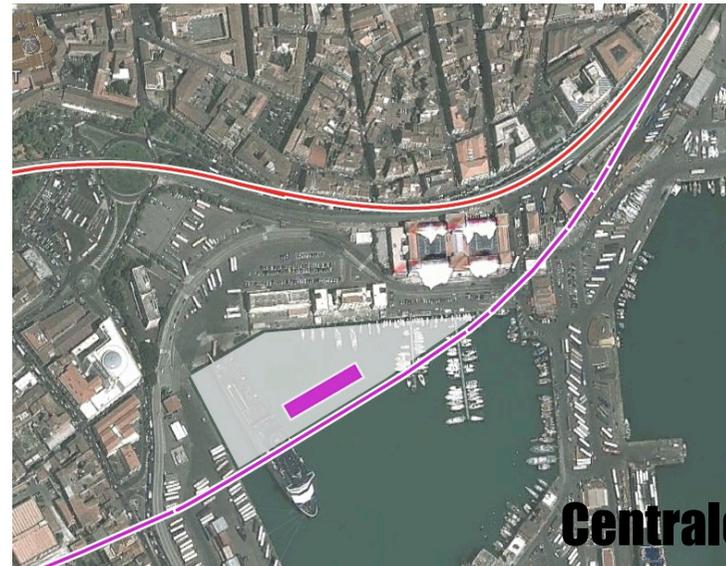


Concentrazione funzionale attorno ai nodi del trasporto pubblico su ferro

# La città da trasformare – Transit Oriented Development

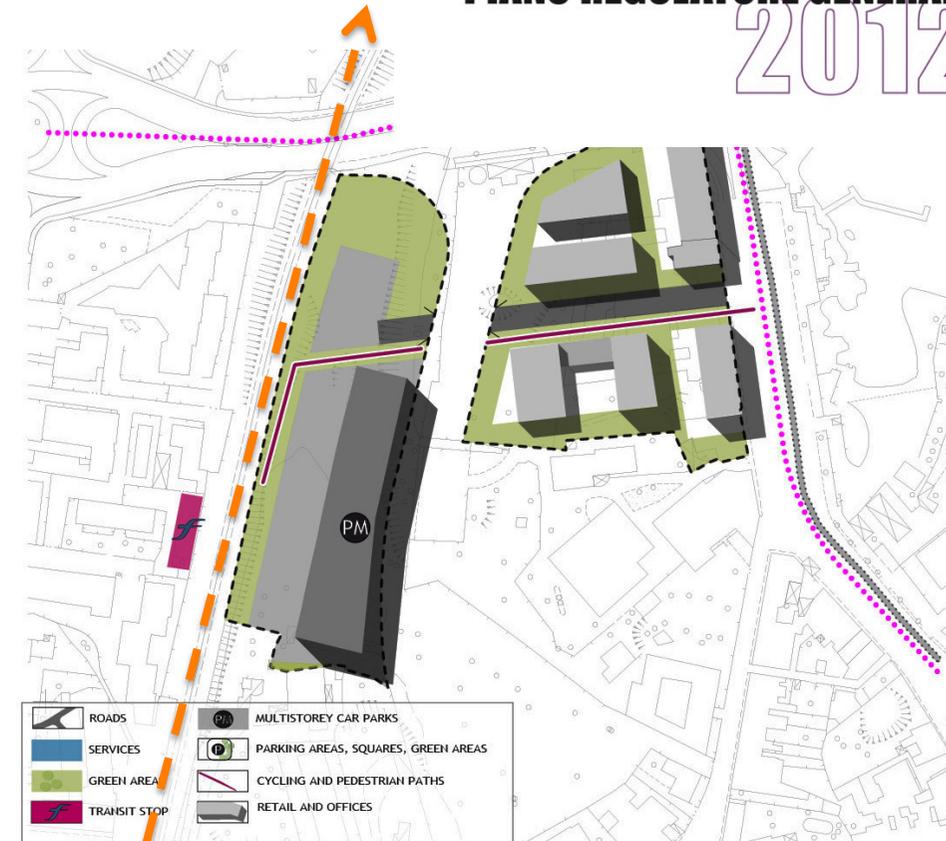
PIANO REGOLATORE GENERALE

PRG  
2012



# La città da trasformare – Transit Oriented Development

PRG  
PIANO REGOLATORE GENERALE  
2012



RIGENERAZIONE Rt 2.2 STAZIONE OGNINA SCHEMA DI PLANIVOLUMETRICO  
scala 1:2000

## Concentrazione funzionale attorno ai nodi del trasporto pubblico su ferro

VIABILITÀ DI PROGETTO

AREA D'INTERESSA

  
**SPECIAL**  
SPATIAL PLANNING and ENERGY for  
COMMUNITIES IN ALL LANDSCAPES

# La città da trasformare – Transit Oriented Development

**PRG**  
**PIANO REGOLATORE GENERALE**  
**2012**

