

# Roma Tuscolana, Roma

Via della Stazione Tuscolana



The urban regeneration program of Roma Tuscolana, launched by Roma Capitale and FS Sistemi Urbani, aims at implementing several major changes in the area to improve livability of places by reducing motor traffic, by promoting a sustainable mobility network – in line with the city mobility plan – and by introducing new services and attractions for residents. This program also includes the infrastructures of the metro-railway exchange junction and their integration with the equipped green mobility network. The site covered by the regeneration program lies within the Appio–Tuscolano district, a populous area, featuring 7-8-storey seventies residential buildings, and retail and commercial activities. The area of interest is situated along the railway



tracks, from Via Adria to the piazzale della Stazione Tuscolana, up to via della Stazione Tuscolana and it is crossed by relevant urban roads: via Appia Nuova and via Tuscolana to the south, and via Casilina vecchia and the Mandrione Aqueduct to the north.

The site regeneration is one of the priority objectives defined under the Memorandum of Understanding ratified by Roma Capitale, RFI and FS Sistemi Urbani, for the enhancement of the railway infrastructures and the regeneration of disused railway areas. It is also part of the “Green Ring”, a continuous set of public spaces and city services running along the railway ring between Trastevere and Tiburtina stations.



## Expected Program:

The following interventions must be included in the development of the *Project*:

- Accessibility improvement, with a new integrated junction between *FS Roma Tuscolana* station and *Ponte Lungo* Line A metro station featuring innovative services to meet the emerging mobility needs;
- Urban enhancement featuring new urban, road, touristic-accommodation and commercial functions, as well as station facilities, private and public services and craft production;
- Requalification of open spaces and architecture, and integration of different urban elements.

## Site's owner:

*Ferrovie dello Stato Italiane SpA (FS)*, *Rete Ferroviaria Italiana SpA (RFI)*, *FS Sistemi Urbani srl (FSSU)* and *Roma Capitale (RC)* (hereinafter collectively referred to as "the Owners").

## Plot area:

The area covered by the *Project* has a surface of 49,800 m<sup>2</sup> corresponding to the A sub-area (included in the C15 section) as defined under the urban modification plan launched by Roma Capitale. The area that will be sold has a total surface of 49,327 m<sup>2</sup>. Divided, according to the ownership, as follows: 13,480 m<sup>2</sup> (FS), 28,395 m<sup>2</sup> (RFI), 4,429 m<sup>2</sup> (FSSU) e 3,023 m<sup>2</sup> (RC).

## Type of property transfer intended:

The site will be sold with development rights. A part of the area is currently occupied by railway infrastructures. During the second phase the FS Group will communicate the Decommissioning Plan for this part of the area and the relative terms and modalities of possible transfer.

The property of *Roma Capitale* can only be sold once the City Assembly has granted the consent.

## Deadline for the submission of the Expression of Interest:

6<sup>th</sup> of July 2020 at 12:00 PM UTC.

## Presentation of the site and expectation per for its development

The area of intervention, as defined under the urban modification plan currently in adoption, is included in the scope of the Rome Tuscolana C15 valorization plan. This plan covers the border between the main railway lines of access and crossing of the city and the historical and consolidated fabrics and it is divided into two subsections (see folder 5 dataroom):

- sub-area A: characterized by the concentration, along the *Via della Stazione Tuscolana*, of numerous areas and buildings which are incongruous from a morphological and functional point of view, located near the instrumental railway assets in the process of being decommissioned in accordance with the *PRG del ferro* (General Railway Plan) which represent an important opportunity for the improvement of the urban plan and the redevelopment of the wider urban context.
- sub-area B: characterized by the presence, near the small intermodal parking, of commercial and sports activities that represent an opportunity for the morphological and functional redefinition of the relationship between the railway station and the surrounding context.

The site of interest for the development of the *Project*, corresponds to sub-area A, that is 49,327 m<sup>2</sup> and includes areas owned by the *FS Group* and *Roma Capitale*, as illustrated in the site plan (Figure 1). Within this framework, according to the Decommissioning Plan of the areas currently instrumental to railway operations, the sale of the areas owned by the FS Group will be conducted in deferred time phases. These phases will be communicated before the start of the second phase of the competition and they will have to be considered in the design of the *Project*.

For the purpose of the *Project*, proposals that also include “the focus perimeter”, as highlighted in Figure 1, will be positively evaluated in order to improve the connections with the surrounding areas and its integration into the urban fabric.

In conclusion, the area covered by the competition is divided into three different perimeters:

- Sale perimeter (which corresponds to the area that will be sold by the *FS Group* and *Roma Capitale*, that measures 49,327 m<sup>2</sup>, as represented in dotted red and orange line in Figure 1);
- *Project* perimeter (the area covered by the *Project* that will be developed by the Teams in the first and the second phases of the competition, in accordance with the *Regulation*, which includes, besides the sale perimeter, also the railway station, for a total of 49,800 m<sup>2</sup>, represented in blue in Figure 1);
- Focus perimeter (the urban surroundings, external and adjacent to the sale and the *Project* perimeter, represented in yellow in Figure 1). The areas within the focus perimeter are not for sale.

The current use of the site is as follows:

- via *Adria*, which extends parallel to the railway line, is largely used as an open air parking and there is a building, originally intended for railway operations, which have been decommissioned;
- the square facing the Rome Tuscolana railway station is also dedicated to parking;
- the area along *via della Stazione Tuscolana* between the railway station and the residential urban fabric consists of land and storage area/warehouses, some of which have been used for the storage of railway material and for logistical operations. A portion of the area has already been decommissioned and released from the railway operations (refer to sale perimeter, red dotted line in Fig.1) and represents an important possibility for the urban transformation of the City, while the remaining part (refer to sale perimeter, orange dotted line in Fig.1), currently occupied by the railway tracks, will be decommissioned and possibly made available for sale, according to the program that will be communicated by the Owners in the second phase of the competition.

An essential issue in terms of connections with the public transport network is the implementation of the interchange junction provided for in the Urban Sustainable Mobility Plan (PUMS) as an invariant goal, with the aim of physically connecting the FS Tuscolana train station with the Line A underground station of “Ponte Lungo” in the area of *via Adria*.

Currently all the platforms of the Tuscolana Station are connected through an underpass that leads to two exits: the main one in *piazza della Stazione Tuscolana* and a secondary one along the via Tuscolana; the new underpass connecting with *Via Adria* built in 2001 leads to the platform of the FL1 railway line.

The Appio-Tuscolano district is one of the most populous in Rome. There are several sectors of economic activities which are mainly located along the main roads of public transport and schools of various kinds, such as:

- Augusto High School;
- “Luigi Petroselli” Professional Training Centre;
- “Bertrand Russell” State High School;
- IED - European Institute of Design;
- Charter Institute “Giannelli”.

The site is characterized by a low presence of green areas and parks per capita. The only one nearby is *Villa Fiorelli*, a 9,000 m<sup>2</sup> public park restored in 2003.

In line with the growth of the tourist offer that has been registered by the main players in the hotel sector for the whole Capital, in the area surrounding the proposed site there has been a significant growth in the last years of additional accommodation facilities.



Figure 1: Floor plan of the site



## Specific planning rules and regulations

The site regeneration is one of the priority objectives defined under the Memorandum of Understanding for the for the enhancement of the railway infrastructures and the urban regeneration of disused railway areas signed between *Roma Capitale*, *RFI* and *FS Sistemi Urbani* on the 24<sup>th</sup> July 2018. The Memorandum provides for the drafting and approval of an Urban Development Plan, in coordination with the interventions planned for the modifications to the General Rail Plan, aimed at the specialisation of traffic flows and the reduction of rail traffic interference.

The area is included in the perimeter of the C15 development plan, subject to a process of urban modification to the General Regulatory Plan of Rome pursuant to art.10 Law 1150/42 and subsequent amendments and additions of the disused railway areas of Rome Tuscolana, which started in November 2019. The aforementioned procedure, currently in the phase of adoption (Proposed decision of the City Council to adopt n. 85 dated 29.11.2019), concerns the urban and functional requalification of the abandoned areas of the *Tuscolana Junction* railway section.

The main objectives of the urban modification plan are:

- the development and reorganization of the urban margins along the railway, in *via della Stazione Tuscolana*, through the valorisation process of the railway areas being decommissioned;
- the implementation of the provision of services and green areas;
- the redefinition of the public spaces facing the Railway Station;
- the upgrade of the connection at *Via Adria* between the *Roma Tuscolana* Railway Station and the line A underground station of “Ponte Lungo” possibly through a mechanized equipment and featuring new services for travelers passing through the junction;
- the improvement of the connections with *Piazza Ragusa* giving an end to *via Portogruaro* and *via Spilimbergo*;
- the construction of a part of the pedestrian/cycling path “the Green Ring”, parallel to the railway;
- the enhancement of monuments situated on the edge of the area (Roman aqueduct).

The interventions (sub-area A) will be implemented through indirect planning means (Urban Development Plan) of public initiative with the requirements indicated in Law 1150/42 for the executive plans (art. 94 co. 9 of the Technical Norms for the Implementation of the 2008 General Regulatory Plan of Rome).

The executive urban planning procedure will have to take into account and regulate the possible implementation of the interventions in different phases through functional sectors that can be independently activated and used in relation to the RFI Decommissioning Plan of the railway areas.

The site building rights cover a maximum of 34,000 m<sup>2</sup> of gross floor area (GFA) with functional mix of:

- single and/or collective housing (20%);
- retail (20%);
- tourist accommodation;
- public and private services;
- station services (limited to buildings instrumental for railway operations);
- craft production.

Large sale facilities, wholesale, warehouses and storage spaces are excluded.

The categories of intervention envisaged are MO; MS; RC; RE; DR; NE; RU, as defined by DPR 380/2001; temporary reuse of disused buildings is allowed.

The presence of the railway line constitutes a constraint – it may be derogated only prior to the request and prior to obtaining the express authorization of RFI – because of the construction limit within a distance of 30 m from the railway tracks (DPR 753/80).

In the 1<sup>st</sup> phase of the competition the expressions of interest will be evaluated based on the following criteria which will be weighed as follows:

- The relevance of the project to the specifics of the site (30%);
- The proposed solutions to address the 10 Challenges for Climate (30%);

- The suitability of the team (40%).

In the 2<sup>nd</sup> phase of the competition, the bids admitted will be evaluated based on the following criteria which will be weighed as follows:

- The reliability of the team and feasibility of the project (15%);
- The design quality (45%);
- The economic offer (40%).

The sale of the property will be subject to the non-execution, by legitimate subjects, of the preference granted by art. 24 paragraph 4 of Law No 210/85, and to this end this notice constitutes public disclosure for the purposes of any exercise of the option provided for in that provision in favour of the State Administration; and in the alternative, regional and local authorities.

The area will be offered for sale with relative building rights.

The indicative sale price of the areas owned by the *FS Group* is € 15,000,000.00 (fifteen-million/00 euros), plus VAT and statutory charges.

This price does not include that relating to the areas of *Roma Capitale*, which will be communicated at the start of the 2<sup>nd</sup> phase of the competition or in any case after the authorization to sell from the City Assembly.

The *FS Group* represents that at the start of the second phase the conditions of sale of its property (*Contractual Terms and Conditions*) will be defined and that they will be, among other things, subject to:

- timing and modalities of sale of the areas currently instrumental to the railway operations, depending on the decommissioning plan;
- agreements regarding the timing, terms and conditions of the urban modification development process and the state of the areas;
- mode of guarantee of the offer.

In the 60 days following the start of the 2<sup>nd</sup> phase, the teams will be able to Q&A the text and propose changes to the *Contract Conditions*, still in accordance with the general principles underlying the Reinventing Cities competition.

Following the evaluation of the proposed changes, the *FS Group* will communicate the final text of the *Contractual Terms and Conditions* and the starting bid price.

Afterwards, the teams, selected for the 2<sup>nd</sup> phase, will be able to submit the Binding Purchase Offers that will have to be made in acceptance of the *Contractual Terms and Conditions* and that must contain the increased price offered for the purchase and the technical proposal as defined in the 2<sup>nd</sup> phase of the competition.

More information regarding the *Contractual Terms and Conditions* will be provided in the Regulation that dictates the 2<sup>nd</sup> phase of the competition.

The documents will be written in Italian and Euro will be used as currency. For communication purpose only, the bidding teams can submit an English version of the documents; the English version will not be evaluated in the assessment of the Expression of interest.

## Specific climate risks and environmental challenges

The city of Rome is strongly committed to implementing environmental sustainability policies and the climate change challenges is the main one to address. The strategic objectives of the different sectors are converging in the Sustainable Energy and Climate Action Plan (PAESC). The commitment, in line with those assumed by the European Union and the Mayors' Agreement, provides for the reduction of greenhouse gas emissions in the respective territories by at least 40% before 2030. The key areas where to focus the attention on in order to reduce greenhouse gas emissions are mobility, infrastructure, buildings and plants, as well as new waste management (post-consumption materials) which provides for a continuous reduction towards the goal of *Zero Waste*.

The Capital is the first city in Italy to be part of the European project SMR-Smart mature resilience and it developed, its own resilience strategy within the international project "100

resilience Cities”, which provides for an innovative approach and regenerative processes for the City accepting many challenges that it will have to face in terms of urban resilience, not only from a resistance point of view but also in order to strengthen the urban environmental, social and energy structures.

The *proposals*, in line with the sustainability policies of the Capital, will have to pursue specific goals in order to improve the environmental quality of the site through a series of targeted actions, such as soil reclamation works from any polluting elements and noise and visual mitigation of the railway infrastructure.

The green component should be considered as an element able to give identity to open spaces and as a system of green infrastructures able to maintain and promote urban biodiversity, to provide important services to the ecosystem such as pollination and climate resilience, to mitigate the effect of *heat islands* and to reduce the need for energy to cool and heat buildings. Energy efficiency must be considered the other priority in the design of buildings and public spaces, in view of the future rise in temperatures and increase in the frequency and severity of extreme weather events. In particular, the proposals will address issues such as energy efficiency, resilience, water management, mobility, waste management, sustainable building materials and other solutions required in order to implement zero-carbon projects.

The intervention may be interpreted as an impulse to develop new urban services for the district in order to reduce the environmental impact of the city, for example through the supply and export of clean energy, the creation of new services for waste collection and redistribution of goods, spaces for shared and aggregated services, spaces for the production and marketing of goods and services that encourage local production and circular economy (temporary shops, *Fab-Lab* and spaces for sharing resources between traders and craftsmen).

The regeneration should take place through a dynamic process inspired by a principle of *contamination* of spaces and uses and integration of the urban system as a whole, avoiding isolated interventions that are not related to neighboring areas. The *Projects* will have to represent a model of urban development characterized by sustainability, resilience, and experimentation of typological and innovative architectural solutions, in accordance with the objectives of the *Reinventing Cities* competition.

## Provisional Timeline

- Deadline for the submission of the Expressions of Interest: 6<sup>th</sup> July 2020
- Date of announcement of the finalists: by August 2020
- Deadline for the submission of the *final proposals*: 15<sup>th</sup> January 2021
- Date of announcement of the winning project: by March 2021