

Mattei 106, Bologna

Via Enrico Mattei 106, 40138 (BO) Bologna, Italy

Located in the Roveri Sud district, about 5 km from the historic center, this industrial complex is one of the most significant urban transformation sites, strategically connected to the wider metropolitan area. Historically dedicated to the printing and administrative activities of the Monrif Group, the site hosts the headquarters of Il Resto del Carlino—one of Italy's oldest and most authoritative daily newspapers, founded in 1885—and represents a significant part of Bologna's industrial and cultural history.

The site covers approximately 61,400 m² and is arranged across two lots separated by Via Enrico Mattei. The northern lot (approximately

43,840 m²) accommodates the printing facilities and the historic headquarters of Il Resto del Carlino, while the southern lot (approximately 17,560 m²) is currently used for surface parking. The area holds strategic importance for Bologna, and its transformation offers a unique opportunity to create new housing and services for the local community. The aim is to promote development centred on public green spaces and community life, integrating a mix of residential and service functions. The project seeks to regenerate a largely underutilized site, transforming it into a vibrant new hub aligned with the city's strategy and the planned evolution of the Roveri district



Area: Industrial complex in the southern Roveri district of Bologna. Total site area (STER) of approximately 61,400 m² across two lots, separated by Via Enrico Mattei, with a total existing volume (VT) of approximately 249,600 m³.

Expected Use: Teams are invited to develop a mixed-use, predominantly residential, zero-emission neighbourhood project. At least 30% of the total volume must be allocated to categories A (residential), B1, and B3 (accommodation) for Social Housing (ERS). The programme shall include the full provision of local infrastructure, neighbourhood services (health, sports, culture), local retail, and offices, as well as the restoration and enhancement of the office building, identified by the planning instrument as a structure of cultural and historical significance from the late 20th century (designed by Enzo Zacchioli). The

development must achieve a Net-Zero Energy District status. Innovative, ambitious, and replicable solutions are sought, capable of establishing the area as a model of decarbonised and resilient urban regeneration in Bologna and beyond.

Site ownership: Editoriale Immobiliare S.r.l., a real estate company of the Monrif S.p.A. Group and its affiliates.

Type of property transfer intended: The owner intends to transfer the site to the winning team through a sale. The minimum price for the industrial lot is €18 million, while the office building is proposed for co-development.

Deadline for submitting expressions of interest: Monday, 5 October 2026, at 14:00 (Central European Time, CET).

Presentation of the site and development expectations

Location and accessibility

The site is located in the Roveri Sud district of Bologna, approximately 5 km from the historic center, along Via Enrico Mattei, classified as an urban arterial road. The site is well connected to public transport. The northern boundary coincides with the Bologna-Portomaggiore railway line (SFM S2B): the Roveri station and a public bike station are less than 500 meters away; train service runs approximately every 30 minutes on weekdays. Two Bicipolitana routes (lines 1 and 9) cross the area. The future Lungosavena Viaduct (SP86) is planned along the eastern edge of the site.

The property consists of two lots separated by Via Enrico Mattei. The northern lot (approximately 43,840 m², urbanized land) houses the printing facilities and headquarters of Il Resto del Carlino, one of Italy's oldest daily newspapers, with a total existing building volume of approximately 249,600 m³. The southern lot (approximately 17,560 m², classified as rural land) is currently fully occupied by surface parking.

Context

The area is situated on the edge of a district primarily dedicated to manufacturing, which is currently undergoing urban redevelopment and regeneration. Within a 1-kilometer radius, local amenities are scarce: specialty shops, a single restaurant, a gym, undeveloped green space, a senior living facility, and a migrant reception center. The neighborhood lacks a recognizable urban center, quality public spaces, and services within walking distance, which directly impacts residents' quality of life. Within a 3-kilometer radius, the mix of amenities is more balanced (retail 55%, neighborhood services 19%, green spaces 7%, and health, sports, and education).

In this context, the area represents a strategic site with potential for enhancement within the planned transformations for the Roveri district, aimed at improving accessibility and environmental quality and facilitating the integration of productive functions and services. The project represents a unique opportunity to create the missing urban center for a district undergoing transformation.

Project Scope

Based on preliminary analyses conducted by the owner, in consultation with the Municipal Administration, the following reference parameters have been identified for a scenario involving the total demolition and regeneration of the northern lot, with the exception of the office building. The existing volume (approximately 249,600 m³) constitutes the baseline urban planning parameter for assessing the project's environmental, social, and economic sustainability. A functional mix oriented toward local needs must be envisaged, enhancing the area and aligning with the provisions of the urban planning instrument, including office, commercial, hospitality, and residential uses (see the section on Specific planning rules and regulations). Ground floors are designated for community spaces or neighborhood services, with ancillary and/or appurtenant spaces also provided at basement level, in accordance with the PUG's sustainability requirements.

The Office Building (approximately 9,270 m² gross floor area)—identified by the urban planning instrument as a building of cultural and historical significance from the late 20th century—will be retained for office use and renovated, including as part of a collaboration and co-development agreement between the area's owners and the winning team. Participating teams are invited to completely reimagine the site, proposing alternative typologies, densities, and social innovations capable of making this area a global model of zero-emission urban regeneration, replicable in cities worldwide.

As for the southern lot (approximately 17,560 m²), currently paved and used as surface parking, teams are invited to propose solutions to remove paving, restore soil permeability, and return the area to the community in the form of green amenities and public spaces, thereby contributing to the project's overall ecological balance.



Specific planning rules and regulations

The project for the site is classified as "Urban Replacement" (PUG – VAR2 definition) and must therefore be implemented through an Operational Agreement pursuant to Regional Law 24/2017, Article 38. The site is classified by the PUG as a "Part of the city to be regenerated" within the "Perimeter of the urbanized territory," falling within "Specialized areas adjacent to residential fabrics," and subject to urban planning intervention. In this case, the project takes the form of Urban Replacement, implemented through the Operational Agreement, as noted above. The reference criterion against which most of the Plan's sustainability conditions and requirements are assessed is the existing Total Volume (VT), which in this case may be considered a non-binding urban planning reference parameter for carrying out the in-depth analyses and sustainability assessments required by the Regulations. The southern lot (17,560 m², rural area) may be integrated into the project to provide territorial and ecological amenities..

Main buffer zones: 30 meters from the first track of the Bologna–Portomaggiore railway (Presidential Decree 459/98); 50 meters from Via Enrico Mattei for residential uses; 50 meters from the future Lungosavena Viaduct (SP86, planned); a minimum distance from the lot boundary of 5 meters or half the building height, whichever is greater.

ERS: obligation to allocate 30% of the residential volume (considered as a whole, including both free-market and ERS portions), designated for B1 and B3 uses, to Social Housing, or to convert it into a monetary equivalent.

The project must take into account the presence of the adjacent Bologna–Portomaggiore railway line, as the entire area beyond 30 meters from the line is subject to railway-generated noise.

Land to be transferred for public amenities: quantified under Action 2.2a and summarized in the minimum requirements below (expressed in m² of land to be transferred per 100 m² of usable floor area), according to the proposed functional categories:

- Residential (A) and tourist accommodation (B3): 100 m² in total, of which no more than 30 m² may be allocated to public parking for urban infrastructure (PU);
- Tourist accommodation (B1, B2), Office (D) subject to the provisions for public facilities, and Commercial (E): 100 m² in total, of which no more than 40 m² may be allocated to public parking for urban infrastructure (PU).

Please refer to Action 2.2a for detailed conditions.

The project is subject to the Assessment of Compliance with Operational Agreements for Urban Reuse and Regeneration Projects, pursuant to Article 39 of Regional Law 24/2017.

City climate priorities and environmental challenges

Bologna is a signatory to the EU Mission "100 Climate-Neutral Cities by 2030." It has adopted the SEAP/SECAP with a goal of carbon neutrality by 2050 and interim targets for 2030 regarding buildings, mobility, urban nature, and the circular economy. This site offers an exceptional opportunity to translate into concrete action Bologna's climate ambitions at the neighborhood scale.

Participating teams are required to address all 10 climate challenges of the Reinventing Cities call for proposals, with particular emphasis on the following site-specific priorities:

- **Green buildings and energy efficiency (Challenge 1):** the project must include the creation of a Positive Energy District (PED), with a net positive energy balance achieved through on-site renewable generation and Zero Emission Building (ZEB) standards. Electric vehicle charging infrastructure is mandatory in all public parking areas..
- **Sustainable construction and building life cycle (Challenge 2):** Given the scale of planned demolitions, including recently constructed buildings, teams are strongly encouraged to develop circular construction strategies: reuse and recovery of materials, structural systems with low embodied carbon (e.g., CLT solid wood, recycled concrete, etc.), and carbon assessment across the entire lifecycle.
- **Low-carbon mobility (Challenge 3):** The project must complete cycling connections, provide covered and secure bicycle parking in accordance with the requirements of Action 2.2a and the Building Code, and improve safe pedestrian connections to the SFM Roveri station.
- **Climate resilience and adaptation (Challenge 4):** Given the nature of the specialized area adjacent to urban fabric and the planned residential developments (A), the compatibility of the new development with the local context must be ensured, along with the achievement of an adequate level of living environment quality, paying particular attention to improving microclimatic well-being and the Building Impact Reduction Index (RIE), as well as to reducing the population's exposure to pollution and anthropogenic risks, and ensuring adequate accessibility to local services, in accordance with the Sustainability Conditions of Action 2.1d.
- **Green spaces, urban nature, and biodiversity (Challenge 8) and social inclusion and community engagement (Challenge 9),** including gender impacts, are equally important aspects. Given its original industrial nature, the area currently lacks green spaces, affordable housing, and local services within walking distance. The winning project must address these gaps by creating inclusive, safe, and vibrant public spaces that take into account the diverse needs of city residents and support independent living, with the aim of creating spaces accessible to all. These objectives must be clearly articulated in the project, in accordance with the City of Bologna's Guidelines for Gender-Inclusive Projects.