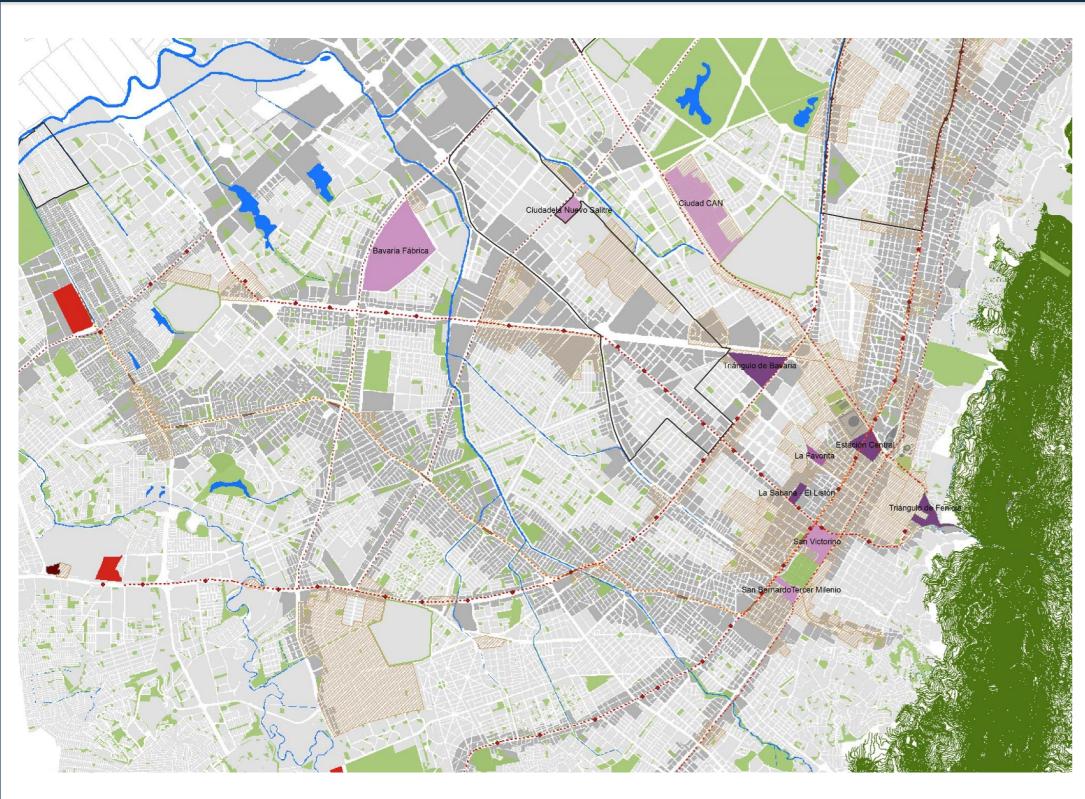
Institutional setting: POT, Areas of Urban Regeneration and Partial Plans





2.

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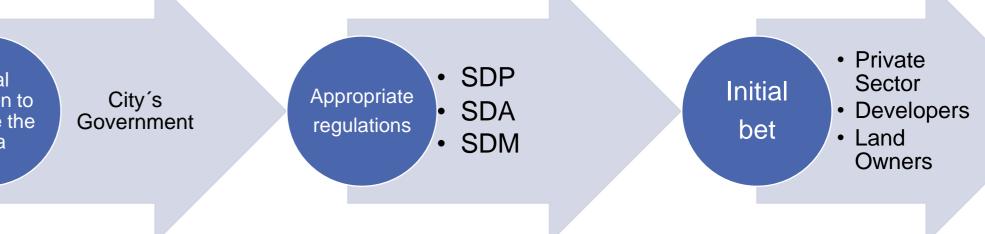
3.

Initial decision to change the area





- To incorporate the area into the Urban Regeneration areas, established into the City Master Plan (POT)
- Partial Plan "Triángulo de Bavaria"
- **Stakeholders involved in the process:**





Starting point – Main challenge to be addressed

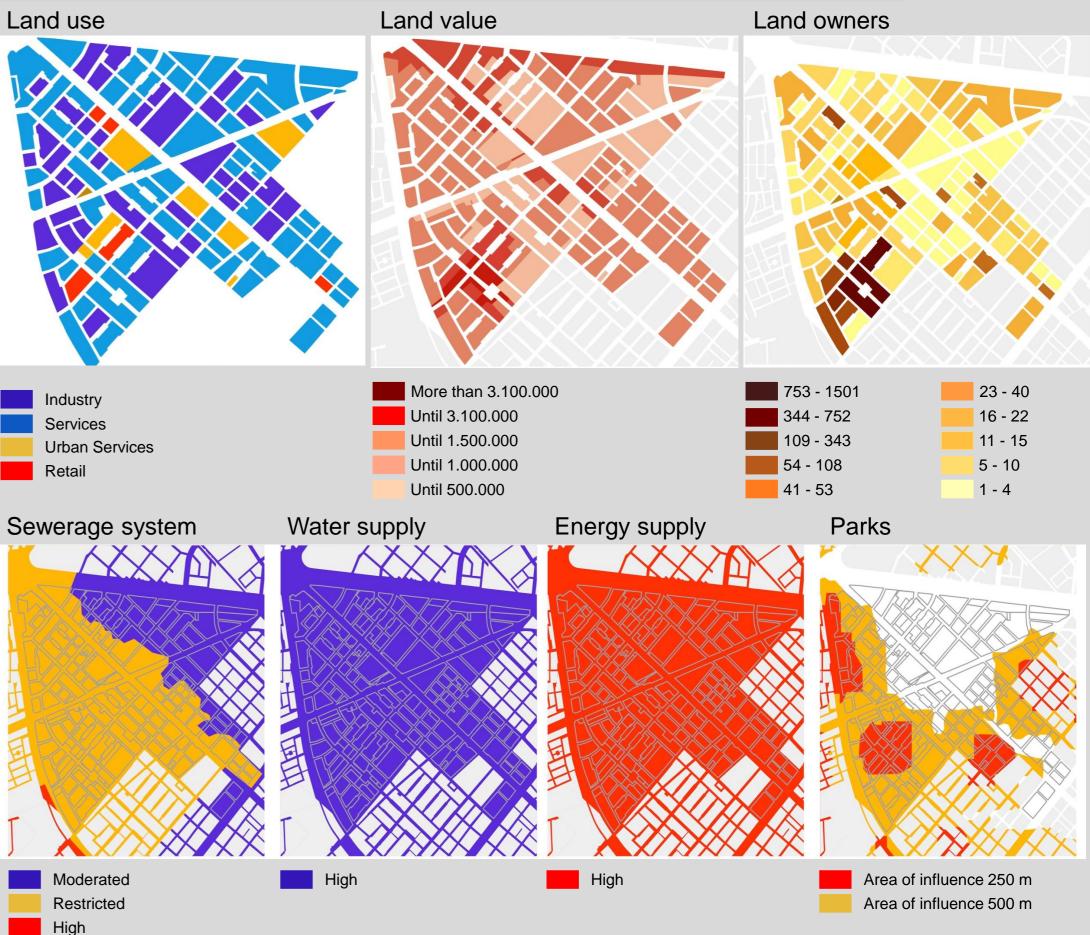


SDA:

-The location of a polyduct on the edge of the regeneration area

-The lack of regulations and the definition of a formal process for the management and treatment of contaminated soils





SDP:

Efficient management of the area (multiple land owners)

Who will make the initial bet and will believe in a new development in a deprived and dangerous area?

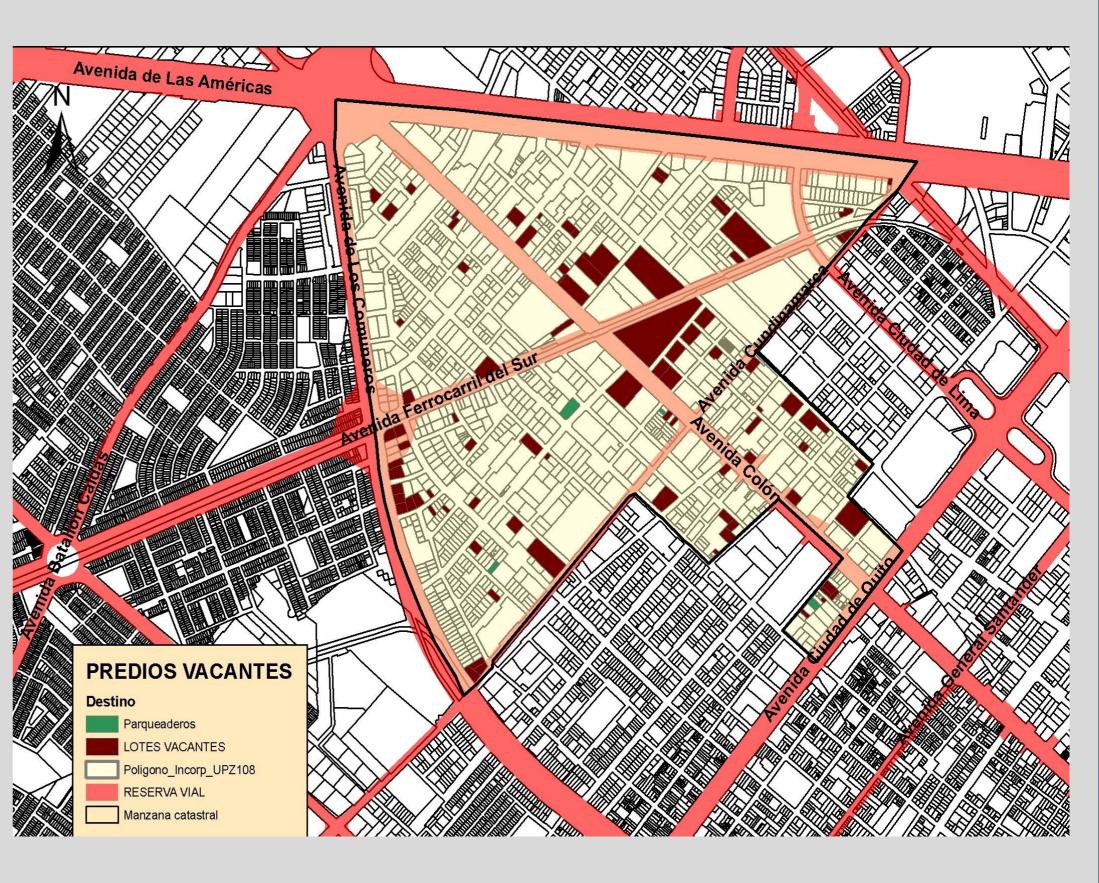
Approach – Tools or instruments



SDA:

- The implementation of roundtable discussions between the Private and Public sectors in order to achieve commitment and responsabilities for soil remediation.





SDP:

- Partial Plans as the tool to consolidate land owners in one single urban operation and urban design
- Incorporation of the zone in a Regeneration Area to promote those operations

Outputs – Results – Outcomes - Sustainability ensurance



SDA:

- The approval of the first partial plan of "Puente Aranda Industrial Zone" that set ground for the following plans, being a reference in terms of obligations regarding soil remediation.
- Sustainability Reduction of CO2



Partial Plan Triángulo de Bavaria in numbers:

Total Area: 19,4 Ha

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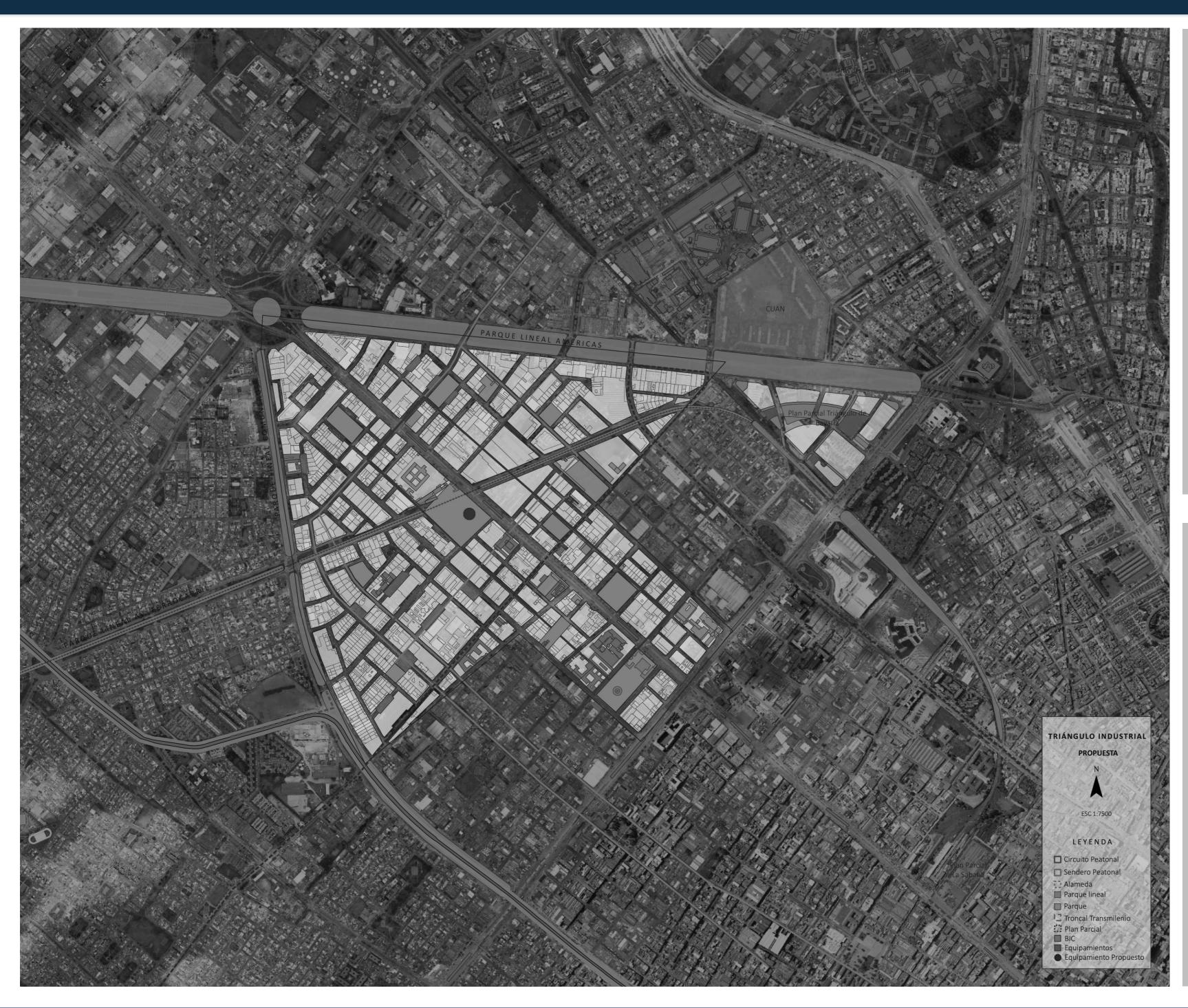
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- 2,17 Ha of public space
 - 2,60 Ha of open private areas
 - 0,87 Ha urban services
 - 3.001 housing units
 - 584 social housing units
 - 36.797 m2 of retail
 - 182.788 m2 of services and offices
 - 53.896 m2 cultural and religious buildings



- SDP: Results - Approval of the 1st Partial Plan
- **Outcomes:**
 - First private sector investment and bet in Puente Aranda – Legal Security based on Urban regulation
 - Re-densification of a very well located and connected area
 - Public sector (Public and alternative transportation)

Lessons learned in the process





SDA:

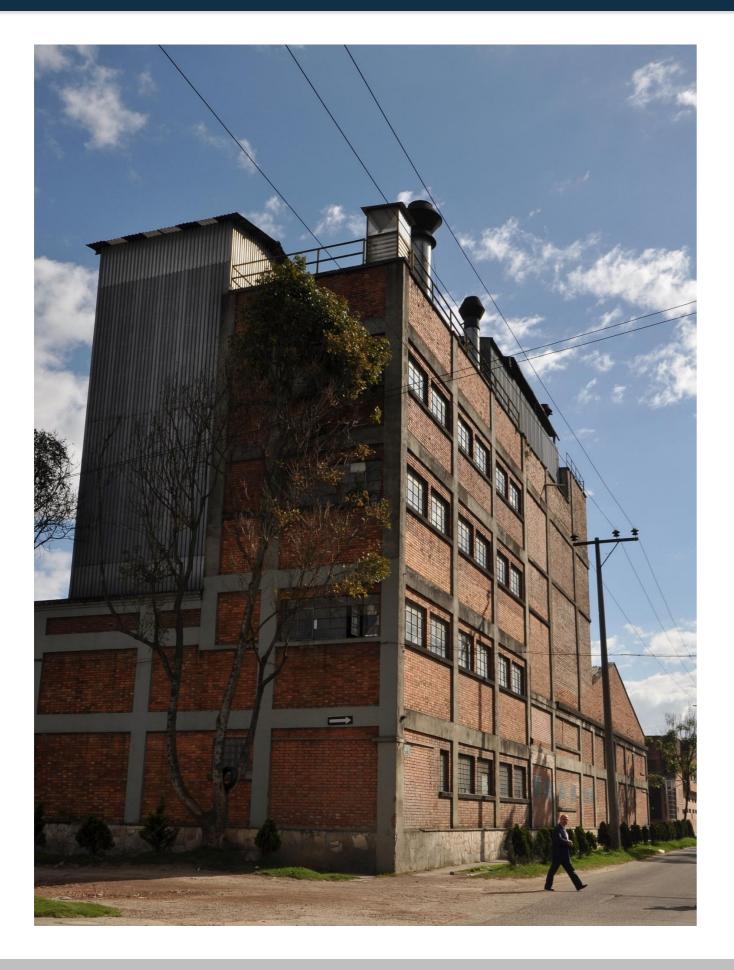
The private sector
is the main ally. It
has the resources
and the interest to
speed up the
process for
changing the land
use and urban
development
regulations/policies.

SDP:

Public and private sector need to be working side by side (in coordination)

The public sector
 has the
 responsibility to
 make hard decisions
 that enable change

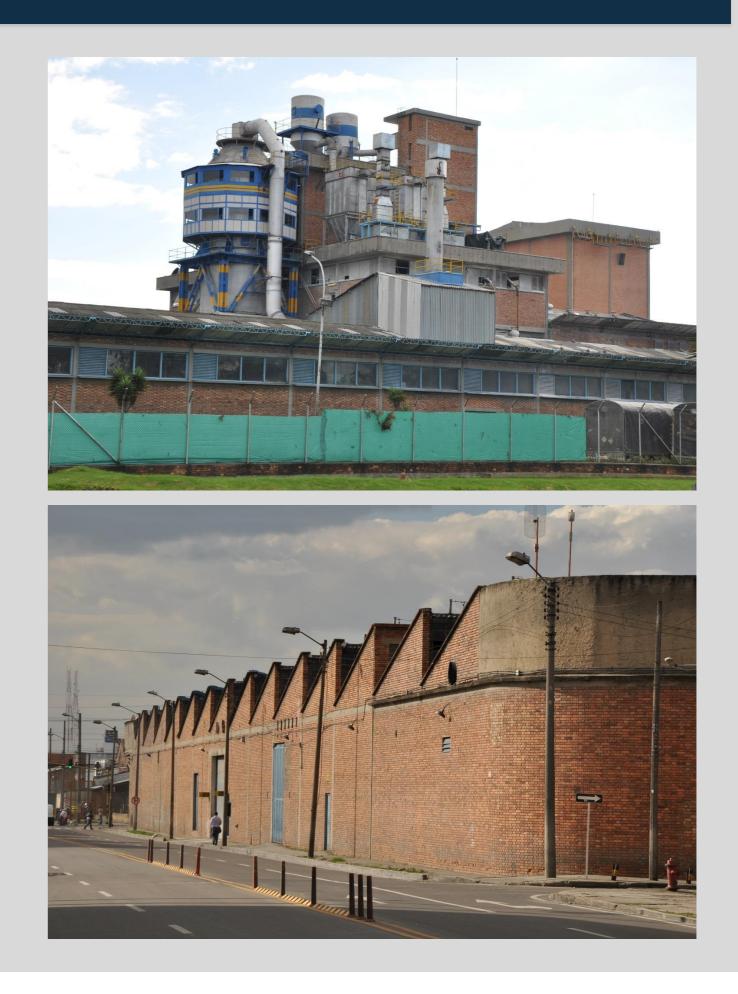
Follow up – Key Questions



SDA:

 How to respond, in a timely manner, to the City's need regarding the land use transformation in order to achieve an integrated urban development?





SDP:

- Which percentage of the traditional industrial fabric should be maintained?

- How to bring private sector investment in traditional industrial areas when the densification is not desirable?