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## Foreword

The present *Guidelines to design* intends to provide additional informations to direct the designing of the project for the **selection** phase of the *International invitation to tender: a competition of ideas for the creation of a new establishment in the area of the former barracks of the Lupi di Toscana* (point 8 of the competition notice).

The **first chapter** provides the final document of the participatory process "Non case ma città 2.0", drawn up by Sociolab, a company that managed the methodological and operational aspects of the process.

The document illustrates the assumptions and results of the participatory process promoted by the City of Florence, the District 4 and the City of Scandicci, which was held in 2016 with the involvement of more than 600 citizens and stakeholders.

During the numerous listening and confrontation occasions, the participation process has defined an analysis of the context that led to the definition of planning guidelines containing the nodal issues and the guiding principles considered fundamental for a correct designing approach.

The **second chapter** provides a framework of Florentine mobility as outlined in the provisions of Piano Strutturale and Regolamento Urbanistico. Particular attention is paid to the southwest urban district, where the competition area is located. The area is a node of particular importance in the urban mobility, given the presence of fundamental traffic routes and large public facilities.

The **third chapter** describes analytically the evaluation criteria that will be adopted by the jury in the selection phase (section 8.8 of the competition notice).

Finally, the **fourth chapter** provides some guidelines for the preparation of the Documento preliminare di Valutazione Ambientale Strategica (VAS) to verificate the environmental impact of the urban settlement (art. 23 LR 10/2010).



# 1 | Guidelines for the participatory process “NON CASE MA CITTA’ 2.0”

## Introduction

The participatory process “Non case ma città 2.0”, promoted by the municipalities of Florence and Scandicci and from District 4 and co-financed by the Tuscan Region’s Authority for the participation, was opened in April 2016, and has directly involved over 600 people among citizens and stakeholders .

In the methodological design it was decided to dedicate wide space and many resources to the listening phase (on and off line). The goal, stated since the beginning, was to make the process as inclusive as possible, through numerous and diverse participatory activities: 3 days of outreach in the district, 18 interviews with residents traced as key informants, two focus groups, workshops in 8 classes of primary and secondary schools in Florence and Scandicci ([report](#)) ([photos of workshops](#)).

The activities on the field were joined by others online, supported by the Facebook page and by the Open Tuscany ([web page](#)): the call for video-clips self-produced by the citizens ([video-clips](#)), an online questionnaire; the collection of structured proposals ([proposals](#)); a table of web discussion on the theme of social housing.

The activities were articulated in three public events open to the city, distributed in the two municipalities, that marked the different stages of the pathway:

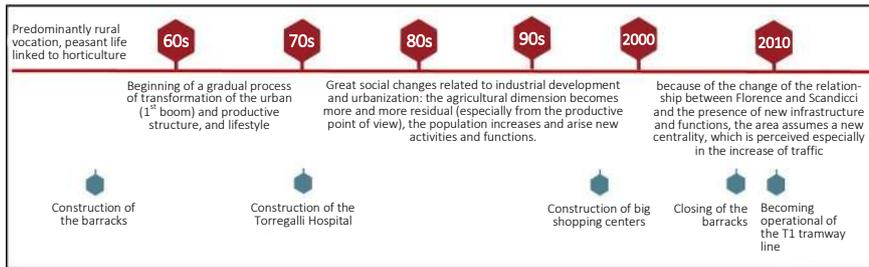
- The **launch event**, on Saturday, April 2 at the Hilton Hotel in the District 4 of Florence, has seen 180 participants discuss around 5 facilitated tables to deepen the analysis of the area and to identify the collective functions ([report of the event](#)), following up the work started with the listening Marathon of the City of Florence on the Lupi di Toscana in February 2015 ([report of the listening Marathon](#)) ([photo of the event](#)).

- The **Urban trekking** in the afternoon of Sunday, May 8, saw the participation of 120 people, divided into groups, which have been guided by Sociolab experienced facilitators and technicians and administrators of the municipalities of Florence and Scandicci along a route of about 3 km , with the goal of visiting the entire area affected by the transformation and to reflect and discuss the project's "physical issues" ([audio visual story of the day](#); [photos of trekking](#)).
- The **co-designing workshop**, on Saturday, May 28 at the New Rogers Centre of Scandicci, saw about 100 participants exchanging ideas in 4 thematic groups with the goal of building guidelines for the design([report of workshop](#); [photos of workshop](#)).

The results of the participatory process will be explored through the report reading and viewing the material published on line ([site](#)).

The following report shows an analytic synthesis of results obtained in different moments of listening and dialogue and wants to be a guide to the results of the participatory process for designers that will access the selection phase of the international competition of ideas. It is divided into two parts: the first one summarizes graphically the analysis of the context in three images; the second one summarizes and thematizes the indications of the participants through guiding principles.

## PART 1: Analysis of the context



Time line of the transformation of the area prepared on the basis of the contents of the interviews with key informants



Tag cloud elaborated on the analysis of the audio recordings made during the urban trekking on May 8



SWOT analysis worked out on the basis of the contents of the listening reports and events

## PART 2: guidelines for the design

### 1. COLLECTIVE FUNCTIONS

Participants share the view that it is extremely important to return the public value of the former barracks through the realization of important collective functions to the territory, for the neighbourhood as for the metropolitan area. Besides the most "classical" public functions, which would be important to place in the area - such as educational facilities, participants share the need to design aggregation spaces for local animation and sociability among the inhabitants, to prevent the creation of a dormitory district and to have a live reality every day of the year and at different time slots.

The demand for space and services emerges in particular for two types of residents: elderly and young people (children and teenagers), indicated as part of the population particularly sensitive to the liveability of the neighbourhood, and strongly linked in their daily lives to this dimension for limits of autonomy and mobility.

At the same time, however, these services need to be designed so as not to focus too much on the functions, making them exclusive and excluding: an area rich in functions for groups of all ages, mainly oriented towards green, culture, social relations and in connection with the Greve river system

#### Guiding criteria

**Green lung** – Non-appurtenance "true green", usable by the community, multifunctional (aggregative outdoor spaces, sports facilities, playgrounds and community gardens), and connected to the Greve river system.

**Sociability and inclusion** - common areas for leisure, culture and social life and for the associations offices.

**Economic vibrancy** - incubators for start-ups; facilities for crafts and workshops for young artists; spaces for self-enterprise and for co-working.

**Metropolitan scale** - exhibition and cultural centers, favorited to their accessibility by their location outside the city center but on the tramway track; an innovative project of connection between the hospitals and the territory, for example, with residency for long-term patients family members.

### 2. HOUSING MODEL

The presence of the residential function, in particular, a significant share of social housing, was one of the "hot" topics of the course. On the one hand, some assert that the current situation of emergency housing needs more incisive answers (public housing); on the other hand, those who argue that the growing amount of empty homes in the city should halt the construction of new residences. Despite the sometimes heated confrontation has often been polarized between these two positions, emerges from the process a fairly clear

and uniform indication about the housing component: namely the need to design an articulated housing model (social housing, public housing, cohousing, temporary residences, assisted living, etc.) which responds to actual and carefully evaluated in the preliminary stages' questions. What the participants asked the designers is a transposition effort in the Italian culture of innovative components of living - such as the guide principles of cohousing - not to transpose in a passive way, then ineffective, the north European model but, on the contrary, to enhance and update the local modes of sociability.

#### **Guiding criteria**

**Accessible and inclusive living** – a residential function which is thought for everyone, not closed to any category and able to take into account the specific needs of different types of people, with special attention to people with disabilities. A housing project that can generate social heterogeneity also due to the enjoyment of the dwelling stock (purchase, rent, for rent with option to purchase), and that makes the response to the emergency housing economically sustainable.

**Sharing living** – a residential project that cures the human and relational aspect of living, creating an environment that facilitates the sharing of both spaces and services, with a view both of socialization and of containment of the costs. Support the integration of new urban communities with the existing one, giving different answers and offering opportunities as well as spaces. In this frame of sense, and given the proximity of two major health centers, it is of particular importance the proposal to build homes for people with reduced self-sufficiency (elderly and disabled) that are supported by shared spaces and services, according to the most innovative models of second welfare .

**Sustainable living** – accessible and energy efficient housing and villages; creation of conditions for cooperation to reduce environmental impact among all users, possibly following the model of good practices developed in the management community.

### **3. ACCESSIBILITY, RELATIONS AND CONNECTIONS**

The shared opinion among the participants is that the openness and accessibility of this project will depend on the possibility to move within the area in a safe and green way; from the network of pedestrian and cycle links that keep alive the relationship between the various functions - new and existing – and with "small villages" that characterize the identity of this part of the territory.

The accessibility, intended as an effective and realistic possibility of access to the workplace, as well as to social services, health centres, educational spaces but also to events and recreational and cultural activities, is presented in the discussion of the participants as a fundamental dimension in combating social exclusion.

Wide approval, then, that we can grasp the full potential of the area and enhance it even at metropolitan level, if and only if the design will continue to

involve in parallel both municipalities actually affected by the recovery: Scandicci and Florence. The area must exist within a dimension of metropolitan city, be fully part of it and in the two "walking directions" - to Florence and to Scandicci - supporting and consolidating the relationship in terms of services such as mobility.

#### Guiding criteria

**Residents at the centre** – designing an internal road system, able to link housing and peculiar functions to their best. The design is required to preserve the mobility of different groups which support and promote ways of living within the area for residents and different types of users, in time slots and with equally varied needs. In addition, it is recommended that both public and private spaces foster people with disabilities to the maximum inclusion, interaction and autonomy paths, with particular attention to children and teenagers.

**Road network toward health centres** – connection between the network of the tramway and the Torregalli hospital, with solutions like people mover; Support parking; fast lanes for emergency vehicles.

**Neighborhood size** – structures and spaces that are not only containers of initiatives and events but which allow preserving and promoting, also in practical terms the district dimension, supporting internal trading relationships and sociability.

**Permeability** – privileging mechanisms and design solutions that promote sustainable mobility systems, such as support infrastructures to the tramway, networks for the slow mobility, pedestrian and cycle paths, traffic calming areas with 30km/h speed limit.

## 4. PROJECT DESIGN

The possibility that the shape of project orders and coordinates around a "principle" established by an urban park is widely shared: a large permeable area, able not only to meet the needs of public green standards for the neighborhood but also to contain multiple functions and to stem the settlement pressure and in strong connection to the Greve river network.

#### Guiding criteria

**Avoiding appurtenant green** – the urban park, also conceivable in terms of fragmented green areas, must be an attractor element which opens towards the outside, able to connect the new area to the existing one and in not closed or exclusive, as would happen in the case of the embodiment of a constructed belt at the edge with the green inside.

**Eliminating functional boundaries** – intersecting the different functions, according to the idea of a commixture which contrasts a definite distinction between

spaces and uses. The project should be sensible to the issues of accessibility and security, especially in the urban park design, creating spaces whose vitality and enjoyment for the whole day act as a natural defence for the territory.

**Residential human dimension** - safeguard the beneficial relationship between non-built space and built space, "organize the voids and then organizing the full", thus preserving the area liveability in its development.

## 5. PUBLIC / PRIVATE RELATIONS

It emerged several times, during the participatory process, the invitation to experiment with innovative forms of collaboration between public and private in different stages of transformation - planning, implementation and management. An element, which is considered essential both in terms of efficiency and quality for the intervention's economic sustainability. On this last point, in fact, the private could achieve big savings by not having to face the expense of purchase of land and of buildings to be recovered, while the public would not be deprived of property and the property would keep its collective character.

### Guiding criteria

**A multi-stakeholder co-design** – the project must be shared among the Public Administrations (Florence and Scandicci Municipalities), the owners of properties and land in the transforming area, the owners of the gross surface areas (SUL) under conveyance and the private investor who launches the operation.

**A homogeneous design for a realization by steps** – avoid dividing the transformation into two lots (before the public area and then the private areas) but carrying out a homogenous design, integrated with the mobility public plan. At the same time, not to restrain excessively the realization times, articulate the intervention plan into independent units, to ensure feasibility and implementation but above all completeness, should it only partly be realized.

**The quality of life as an economic element** - well-being in the long term also constitutes an economic criterion, because it allows to reduce the social costs. The Public Administration must lead the transformation, orienting the design of private and seeking support even in European funds – and experiment with innovative forms of management that make financially sustainable spaces and quality collective services.



## 2 | Mobility

### General aspects

The transformation of Lupi di Toscana barracks involves a strategic area bordering the municipality of Scandicci, with problematic aspects in particular from the point of view of transport infrastructures and mobility affecting the southwest quadrant of Florence area.

The definition of road system in this part of the town has been long and articulated, requiring during the years several changes in urban planning. Some interventions have been realized, others are currently under design.

At this moment the area, with regard to the main road network, requires adjustments and the construction of new road sections to improve the distribution of flows in different directions and accessibility to existing public facilities. The area is bounded on the north by viale Pietro Nenni (urban expressway), on the south by via di Scandicci (old viability burdened by local traffic). The two parallel streets need cross-cutting roads of connection. Transverse permeability infrastructural deficiency represents a knot to untie even to a broader level in order to ensure regular traffic flows compared to the main North-South roads.

The area is well served by public transportation as it is crossed in the north by the line 1 of the tramway and served by several bus lines.

Planning choices that have been made by Urban Plan have a direct link with this transformation area, strictly involved in the overall system.

**Florence Structural Plan** (delib. n. 2011/C/00036, delib. n. 2015/C/00025) aims to ensure an integrated and sustainable urban mobility system, articulated into different transport modes and connected to the national, regional and provincial infrastructure network, allowing greater accessibility to Florence and the metropolitan area.

The main item for design choices is represented by the global and local containment of impacts generated by transport, with particular reference to

congestion and air pollution.

The strategy is based on a set of actions leading to the expansion of public transport and, at the same time, identifying a regional private transportation system that could facilitate tangential and penetration displacements.

To achieve this purpose the Structural Plan identifies three key elements that can bring benefits to the system even if made at different times: the urban railway, the ring road, the radial penetration roads (**scheme A**).

The interventions to achieve the objectives are represented by:

- the completion of high speed rail system;
- the anticipation of a tramway network consisting of 6 radial lines (**scheme B**);
- the completion of the ring road outside the circle of boulevards;
- alternative roads to preserve the town from traffic load (by pass);
- adjustments to the existing road network;
- the completion of existing bike trails and their implementation;
- existing and new parking.

### Southwest Quadrant

Most of these general interventions proportionally concern the South West of the city, which contains the area of the competition.

The main infrastructure elements in this territory are the South West half road ring that forms part of the ring road, tramway line 1 and its connection with the Hospital of Torregalli, as well as adaptations of the existing road network (**scheme C**).

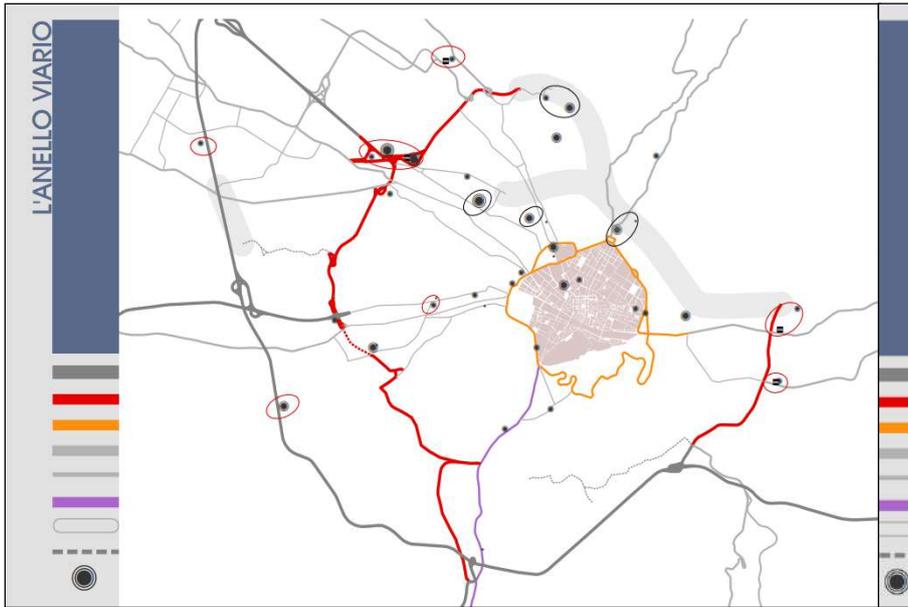
The **South West half road ring**, which represents the link between the motorway exit Firenze Certosa and the motorway link Florence (north), partly exists and partly is being designed at various levels.

The most important element for closing the South West half road ring is the connection between the Indian viaduct and via delle Bagnese that with his connection to the tramway will also provide a partial response to the need for interchange between it and the FI-PI-LI freeway.

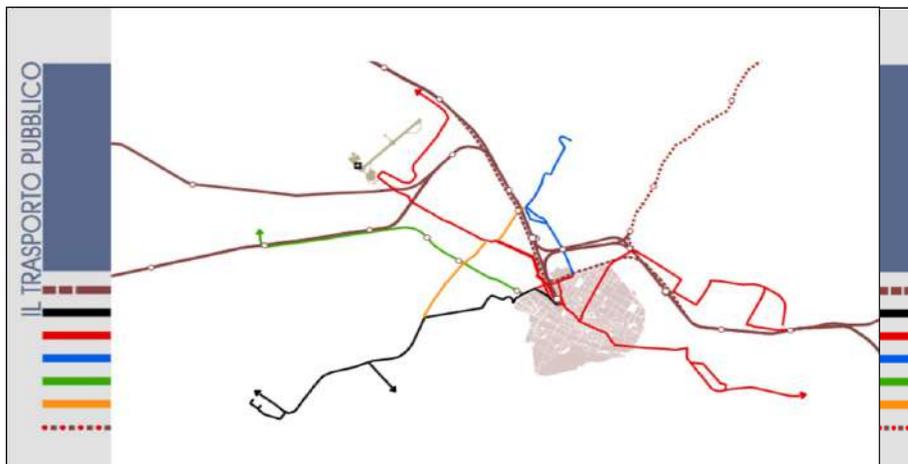
The roadway will consist of via Baccio da Montelupo-via Pisana-viale Moro-viale Nenni, Stradone dell'Ospedale, piazzale della Caserma, via di Scandicci/via Poccianti, via delle Bagnese.

The interventions necessary to complete the roadway are:

- adaptation of the junction of Ponte a Greve and via Baccio da Montelupo between Ponte all'Indiano viaduct and the connection with via Pisana/via Frazzi (in the municipality of Scandicci)
- connection between via Baccio da Montelupo and via Pisana/via Frazzi (in the municipality of Scandicci)
- completion of the Stradone dell'Ospedale between via di San Giusto and via



scheme A



scheme B



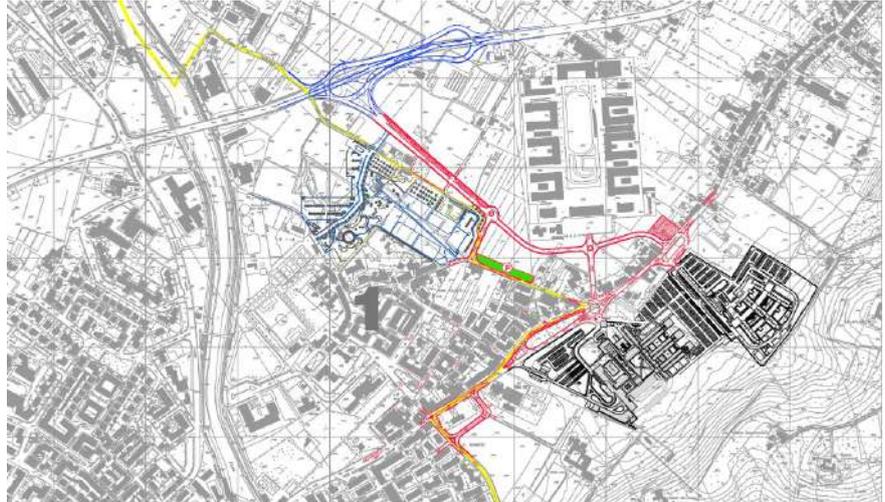
scheme C

di Scandicci/via Torregalli

- functional adaptation of the intersection to Torregalli and Don Gnocchi hospital
- functional adaptation of the intersection between via di Scandicci/via Poccianti/via delle Bagnese
- exchange parking area

The listed Infrastructural adjustments are part of the 2009 planning agreements between Tuscany Region, the Province of Florence and the municipalities of Florence and Scandicci transposed by Structural Plan ([scheme D](#)).

scheme D



**1** : La Bagnese – Torregalli – San Giusto

**2** : Ponte a Greve



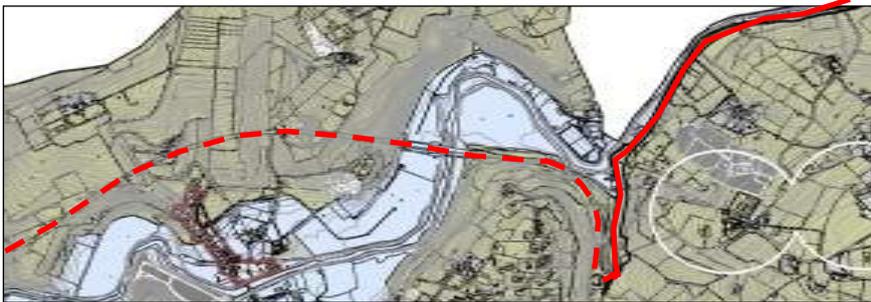
The by pass of Galluzzo is another priority road network adjustment, just finished and opened to traffic, connecting Florence (via Senese and via delle Bagnese) directly to SGC Florence – Siena and the motorway exit of A1 Impruneta.

The bypass of Galluzzo is part of an overall plan which aims to restore a more adequate accessibility to and from the city and a permeability between different lines of penetration.

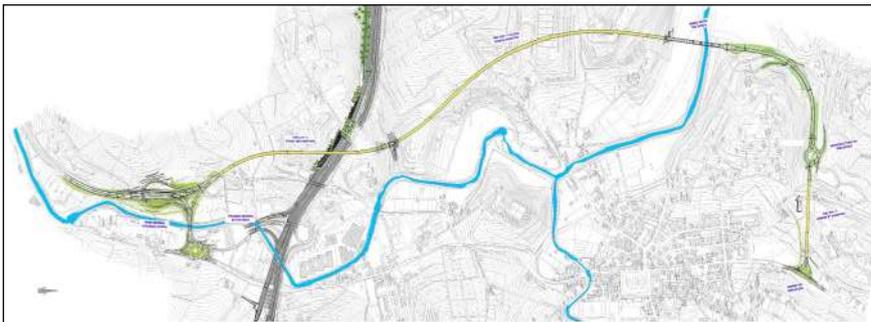
At the Certosa exit it collects the traffic coming from A1 highway, via Cassia and Florence-Siena motorway junction to convey it on via Senese avoiding the crossing of the town.

In addition to allowing a substantial recovery of the urban quality of Galluzzo, the intention was also to lighten traffic on the portion of via Senese North of town. West branch on via delle Bagnese enables to sort some traffic from Siena roadway to Pisa roadway, with important benefits on traffic in the whole area

south of the city. This will give the possibility of quickly creating a synergy with the tramway Line 1 for both car transport and extraurban public transport coming from South (**scheme E**).



scheme E



**Tramway line 1**, opened on September 30, 2013, connects Santa Maria Novella Station (City Centre), to the municipality of Scandicci, intersecting the Highway A1 at the final stop of Villa Costanza.

Near the final stop the municipality of Scandicci has already built a 115 spaces parking, and an exchange tram/motorway park was recently opened allowing you to reach the Centre of Florence without vehicles being obliged to exit the highway.

As for the analyzed predictions of the mobility system of the Structural Plan, the Urban Plan has identified the specific predictions achievable within its five-year period of validity, conforming land use only for those works that at the time of its approval were at an advanced level of design and had financial resources.

Regarding the **Southwest half road ring**, in the first period of validity of the Urban Plan the following works have been ruled by ATs (transformation areas for services) processing areas for spaces, public services and infrastructures for mobility:

- a. adaptation of via delle Bagnese roadway and functional adaptation of the intersection between via di Scandicci/via Poccianti/via delle Bagnese (ATs 04.11 Viabilità le Bagnese 1 e ATs 06.16 Viabilità le Bagnese 2)
- b. adaptation of the junction of Ponte a Greve and via Baccio da Montelupo between Ponte all'Indiano viaduct and connection with via Pisana/via Frazzi in the municipality of Scandicci (ATs 06.17 Viabilità Minervini)
- c. connection between via Baccio da Montelupo and via Pisana/via Frazzi in the municipality of Scandicci (ATs 06.17 Viabilità Minervini)

d. completion of the Stradone dell'Ospedale between via di San Giusto and via di Scandicci/via Torregalli (ATs 06.18 Viabilità Nenni Torregalli)

The Urban Plan, regarding the quadrant of interest, took note of the adaptation of the intersection leading to Torregalli hospital and Don Gnocchi hospital, while it did not insert interventions regarding the link on the right bank of the river Greve between via Pisana and viale Nenni. All in accordance with the Structural Plan that subjected them to prior implementation and verification of functionality of the interventions b) and c) listed above.

All the interventions described above, included in the Urban Plan, are at various levels of planning and in some cases are affected by alternative insights.

In particular, to ensure the infrastructural functionality of Southwest area and the subsequent closure of South half ring (the link between Indian rail viaduct and via delle Bagnese) two aspects need to be explored:

- connection between via Pisana and Viale Nenni whose solution is postponed to a careful environmental assessment in connection with the river Greve and the historic urban centre of Ponte a Greve
- the realization, of equal importance, of the link between viale Nenni and via delle Bagnese, which must take into account the need to improve accessibility to the Hospital of Torregalli. So a direct route between the hospital and via delle Bagnese must be identified, even with the construction of new road sections. One possible solution is to connect via Vittorio Emanuele Orlando with Stradone dell'Ospedale, as provided in the quoted program agreement, interfering with a small viability. Alternatively a new road could be realized, parallel to via del Ponte a Greve, which modifying a part of via Pablo Neruda reconnects to via Poccianti near via Lanciotto Ballerini. This second solution requires the construction of new road routes within a heavily constrained context, but it has the advantage of not conveying all streams on the crossing point of access to the hospital.

As for the **tramway line T1**, the Urban Plan firmly states the need to realize some works of completion that will permit its best use. Modal interchange parking areas in particular, including Villa Costanza exchange park by Autostrade Spa. It does not insert, instead, the branch of the tramway line 1 which could create a link with the new hospital San Giovanni di Dio. All in relation to the conversion of the former Barracks for which the Urban Plan refers to the current international competition of ideas.

A reflection on the possible connection between tramway line 1 and Torregalli / Don Gnocchi hospitals favours, rather than a branch of line 1, an automated single track shuttle bordering the new settlement to reach the square in front of the command building of the former barracks.

With regard to **bike mobility**, Urban Plan has identified with ATs the interventions that require more areas than the existing roadway, and with a new track prediction those which will be realized on existing or project roadway.

The future bike path on the right bank of the river Greve, in the area between viale Nenni (San Lorenzo a Greve) and its confluence into the Arno river is

governed by ATs 08.10 Greve. It is the final segment of the Greve/Ema bike-pedestrian path.

The bike path between viale Nenni and the Hospital of Torregalli has no specific regulation because it is already ruled by ATs06.18 Viabilità Nenni Torregalli.

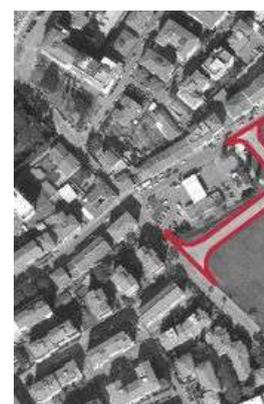
With regard to **parkings**, in the area of interest the Urban Plan identifies the exchange parking viale Nenni- Stradone dell'Ospedale, one of the main areas for the park & ride service of tramway line 1 which will increase parking spaces already present near San Lorenzo a Greve tramway stop (ATs 06.14 Parcheggio Scambiatore Nenni Stradone dell'Ospedale).

See also the prediction of a small parking nearby, for about 30 cars, in via del Roncolino (ATs 06.12 Parcheggio del Roncolino) connected to the adaptation of viability in the intersection via Roncolino, via Bugiardini, via Ponte a Greve (ATs 06.19 Viabilità Roncolino Bugiardini Ponte a Greve).

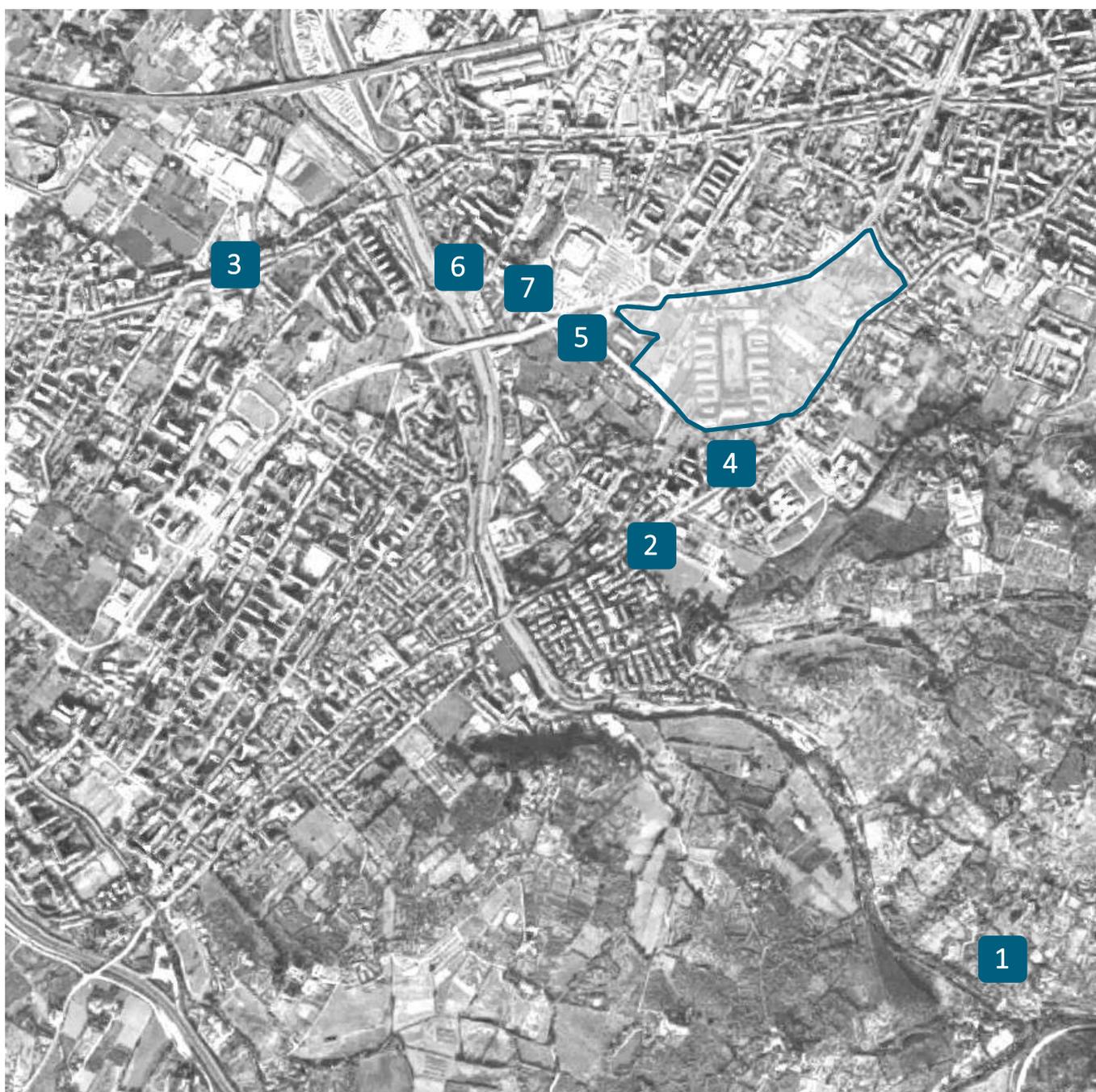
South West half road ring  
Transformation areas



1 | ATs 04.11 Viabilità le Bagnese

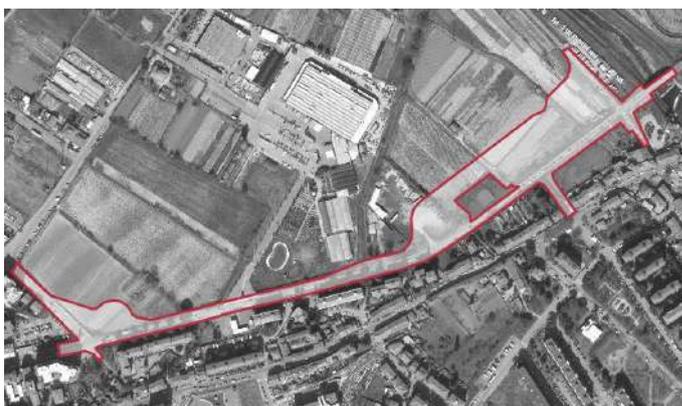


2 | ATs 06.16 Viabilità le





Bagnese 2



3| ATs 06.17 Viabilità Minervini



4| ATs 06.18 Viabilità Nenni Torregalli



5| ATs 06.14 Parcheggio Scambiatore Nenni Stradone dell'Ospedale



6| ATs 06.19 Viabilità Roncolino Bugiardini Ponte a Greve



7| ATs 06.12 Parcheggio Roncolino



## 3 | Evaluation Criteria

### CRITERION 1 | Ability of the project to interact with the context of reference (weight 20%)

The relationship with the context is one of the main aspects to be addressed to transform the barracks into a new settlement integrated with the current layout.

#### Hospital complexes

Relationship with hospital complexes, in addition to the future shuttle connecting Viale Nenni/command building, must be essentially investigated from a functional point of view, proposing complementary or supportive functions to health activities (see Noncasemacittà2.0 in this regard).

#### Municipality of Scandicci

Since the area of intervention is in direct contact with the City of Scandicci the project must take into account the dynamics in place in the adjacent area of San Giusto and the planned development of the Urban Plan, creating physical and functional relationship useful to a complete integration with the surrounding urban fabric. Particular attention should be paid to finding a direct relationship (pedestrian, cycling, ecological) with the sports facilities of Le Bagnese-San Giusto and in particular with the Greve river (in the municipality of Scandicci) which constitutes an ecological corridor as well as (with its river banks) a public space for leisure activities, taking into account the urban plan of the City of Scandicci.

#### Agricultural area

The peri-urban agricultural area, which survived the urbanization because of the isolation caused by the presence of the barracks, is an element with which a relationship needs to be found even if mediated by the expected transformation. A mediation must be found between the urban public space, around which a new "piece" of city will take shape, and types of cultivation of land related to collective use (Community horticulture, landscape agriculture etc.).

## **CRITERION 2 | functionality of driveway, pedestrian and bicycle path mobility system in relation to the existing context and planned scenarios (15% weight)**

### **Vehicular mobility**

Priority should be given to studying the joints with viale Nenni and via di Scandicci with the awareness that via di Scandicci already suffers a traffic load that is not suitable for its capacity. The solution identified by the Urban Plan (which the proposal must take into account) merely forecasts the roadway connection with Stradone dell'ospedale. The project must therefore study and propose a local road system connected to the main roadway by verifying the ability to support the increase of the traffic load due to the transformation. In this regard, the VAS preliminary document should contain a transport study that verifies the impacts resulting from the transformation and the consequent measures to achieve the maximum efficiency of the system.

### **Bicycle mobility**

The same care must be taken to define the bike mobility system connections with the local network serving the settlement.

### **Shuttle connecting Viale Nenni/command building**

The project of the new settlement must include a single track rail connection system (shuttle) connecting the tramway line 1 with the yard in front of the command building, but above all must provide an adequate connection to the hospital complexes.

## **CRITERION 3 | quality of the proposed settlement system in terms of morphology and functional mix to support the feasibility of the transformation (15% weight)**

The new settlement must be configured as a "portion of the city" with a morphological integration with the context, solving in particular the criticalities arising from the following factors:

- strong isolation and "off-scale" dimension of the current settlement, to be rebalanced compared to existing territorial signs in terms of building placement, full/empty ratio, density of buildings and its distribution in the area of intervention;
- complex relationship with the historic / historicized buildings along via di Scandicci street line and with the remaining portions of periurban agrarian weaving;
- complex relationship between viale Nenni and the current urban margin made up of rare buildings offering the back to the transformation area, with the aim of establishing a significant relationship between the new settlement and this important communication artery;
- complex relationship with the Stradone dell'ospedale with the aim of creating appropriate forms of setting and mitigation.

The new “portion of the city” must host a functional mix that makes it an alive, attractive location, open to the rest of the city's community and driving force for economic activities that promote the sustainability of urban regeneration. In this respect, a careful consideration should be taken about the correct balance between the activities of public interest (which must be included in the functional mix) and the activities of private initiative which could constitute appropriate support and promotion.

#### **CRITERION 4 | care and attention in defining the public space as the backbone of the settlement system (10% weight)**

The public space project must be the backbone of the settlement system, articulated into an organic system that ensures compliance with the following criteria:

- clearly identify the public road network, public spaces and functions;
- ensure the appropriate diversification of the places dedicated to the various public functions in order to give them identity and maximum attractiveness
- care to give the highest quality to public spaces in terms of ease of use and finishing materials
- carefully define the relationship between public spaces and private built / not built parts to ensure the best accessibility, visibility and usability.

#### **CRITERION 5 | proper identification of solutions to mitigate the impact on the environmental components (content of the VAS preliminary document) (weight 10%)**

The transformation, object of this competition, is necessarily subject to strategic environmental assessment (VAS) pursuant to art.5 of LR10/2010. The index of the preliminary VAS document (art.23 of LR10/2010), that candidates must keep as a reference to preliminarily analyze the expected environmental effects of processing on the listed components, is attached to this design guide document. In addition to the index, an up-to-date knowledge of the status of environmental components derived from data, monitoring, or other available sources, is provided. Candidates will then have to compare the design hypothesis with the state of the environmental resources and in any case with the components listed, in order to provide the necessary information regarding the possible significant environmental effects of its implementation, as well as the criteria for setting the environmental report which will accompany the variant to the Urban Plan in the approval process. Considering the increase in the urban load generated by the transformation, the preliminary VAS document must be accompanied by a transport study with the following contents:

- update of the origin / destination matrix resulting in the realization of the transformation;

- infrastructure allocation assumptions and consequent allocation of flows on the new infrastructure network in order to be able to assess the capacity (macro level).

**CRITERION 6 | attention to eco-sustainability of the settlement (contribution to ecological network enhancement, microclimate control and solar radiation in open spaces, correct orientation of buildings, rational use of energy sources) (10% weight)**

The design proposal must develop and deepen eco-sustainability issues at various levels.

Urban and infrastructural alterations should be accompanied by the simultaneous forecast of environmental interventions and environmental compensation as a contribution to the upgrading of ecological networks that reconnect to the nearest ecological corridor of the main network, represented by the Greve river.

Water-saving actions should be foreseen from the implementation of non-potable water distribution networks for compatible uses (irrigation, swimming pools, urban space furnishing elements that include water use).

In the green areas of the project, an increase in the plant biomass is expected, absorbing part of the pollutant emissions with the consequent effect of lowering concentrations of pollutants into the atmosphere.

In particular, the project must guarantee:

- optimal access to solar radiation for new buildings;
- the presence of suitable shields to reduce solar summer thermal load;
- the appropriate use of the prevailing winds for the air conditioning and the natural cooling of buildings and urban spaces;
- the reduction of the "thermal bag" effect, the mitigation of temperature peaks during summer and the control of microclimate and solar radiation, through the design of green and open spaces, as well as through the control of paved surfaces;
- rational use of energy sources, promoting the implementation of integrated urban systems, with particular attention to the installation of thermo-frigo-electric cogeneration plants.

The settlement must provide solutions to mitigate any acoustic impacts generated by new activities and existing/new infrastructure in order to ensure an adequate acoustic climate for residential buildings and in general to all existing/new sensitive receptors. This can be achieved both with active protection measures (sound absorbing barriers favoring tree mass compared to panel systems) and with passive protection measures (building materials and technologies).

## **CRITERION 7 | functional autonomy of the new settlement on public area ensuring the correct connections and relations with the context; flexibility in the implementation phase in relation to the increase of gross floor area due to its transfer on areas of public and/or private property**

The transformation has a dual purpose: retrieve the former barracks and create an intervention integrated in the context that goes beyond the barracks' boundaries allowing the City Government to act independently (even by expropriation) from private property involved in the transformation.

Expropriation can be activated exclusively for the construction of public works (roads, parkings, public parks, public social housing and public services in general) necessary to ensure the proper functioning of the settlement.

The aim is to give a concrete and feasible solution for the intervention on public area that must host 33,000 sqm of the former barracks. Any increase of gross floor area by transfer from other properties on public property must be considered optional, because it involves private property in the process.

The solution of transferring gross floor area on private property is easier, but it cannot exceed 20,000 sqm and it can be activated in whole or in part.

The transfer on private property can be used to better define the boundaries of the new settlement and to better articulate the spaces and relations with the context.

The transfer of gross floor area tied to an agreement between private properties must be functionally independent from the intervention on public area, while searching the appropriate relations with the transformation of the barracks in order to ensure the development of an integrated settlement.

The sequence of functional portions regarding the intervention both on public and private area must therefore be defined in order to ensure the actual implementation of the settlement.

A functional portion is a part of the entire plan which is able to ensure accessibility (driveway, pedestrian and bicycle path) and basic services (car parks and public green) proportionate to the area identified as functional portion itself.

The aim is to reach a general supervision over the implementation while allowing its accomplishment for parts, since the complexity of the overall intervention will need a minimum ten-year time frame for its completion.

## **CRITERION 8 | economic and financial feasibility**

The adopted solution must be subjected to an economic and financial evaluation that provides all relevant information required to determine its feasibility. To that end, please note that social housing on public property (former barracks) must be at least 16,501 sqm, while social housing on private property must be at least 4,000 sqm. Both primary and secondary infrastructure works can be brought to deduction of the infrastructure charges.

See art. 62 paragraph 2 of LR 65/2014 for definitions of infrastructure works.

(...) 4. Primary infrastructure works

- a) roads, squares, pedestrian and bicycle paths for the urban settlements;
- b) Parkings;
- c) rainwater disposal networks and urban or industrial wastewater treatment plants and related;
- d) works and networks for the collection, adduction and drinking water purification for the purposes of use;
- e) electricity and gas distribution network;
- f) public lighting;
- g) furnished green areas;
- h) networks for data transfer.

5. secondary infrastructure works

- a) nursery schools & kindergartens;
- b) schools for primary and secondary education;
- c) neighborhood markets;
- d) municipal offices;
- e) churches and other buildings for religious services;
- f) neighborhood sports facilities;
- g) community centers, public cultural facilities and public health facilities;
- h) works and networks for adduction and distribution, treatment of water intended for not potable uses, deriving from the reuse or recovery;
- i) solid waste disposal and recycling facilities;
- j) green areas and public parks in connection with urban open spaces;
- k) public service or business support services, such as incubators, research laboratories, facilities and space devoted to coworking, functional exercises;
- l) public social housing.

## 4 | Elementi per la redazione del Documento preliminare di Valutazione Ambientale Strategica (VAS)

Con la scheda norma **ATa 06.08 Lupi di Toscana** Il Regolamento Urbanistico ha ritenuto opportuno rinviare ad una successiva fase la definizione della trasformazione urbanistica dell'area. In particolare ha prescritto che la definizione del nuovo assetto fosse determinata attraverso una procedura concorsuale il cui esito comporterà una variante allo strumento urbanistico.

Ai sensi del comma 2, lettera a), dell'art. 5 della LR 10/2010, la nuova previsione dovrà essere pertanto sottoposta a VAS.

A tal proposito il Regolamento Urbanistico, all'interno della scheda norma **ATa 06.08 Lupi di Toscana**, ha introdotto la seguente prescrizione: *"Il bando di concorso deve richiedere anche l'elaborazione del (...) documento preliminare di Valutazione Ambientale Strategica (VAS) di verifica degli impatti dell'insediamento sulle componenti ambientali"*.

Ai sensi del comma 1 dell'art. 23 della LR 10/2010 il documento preliminare di Valutazione Ambientale Strategica (VAS) deve contenere:

- a) le indicazioni necessarie inerenti lo specifico piano o programma, relativamente ai possibili effetti ambientali significativi della sua attuazione;***
- b) i criteri per l'impostazione del rapporto ambientale.***

Di seguito è fornito l'indice del documento preliminare, compilato per la parte testuale dei paragrafi 1, 2 e 3 della Parte 1, relativi a: riferimenti normativi, inquadramento urbanistico dell'area, dati inerenti la mobilità.

Ciò in modo da dare una struttura univoca al documento e agevolare la comparazione dei documenti preliminari da valutare in sede di selezione del concorso.

Spetta ai concorrenti costruire il quadro conoscitivo e individuare i possibili effetti sulle componenti ambientali dell'insediamento proposto formulando una prima valutazione dell'impatto potenziale ed individuando eventuali possibili misure di mitigazione nel caso di criticità rilevate.

Si ricorda inoltre che trattandosi di “(...) progetti di sviluppo di aree urbane, nuove o in estensione, interessanti superfici superiori ai 40 ettari; progetti di riassetto o sviluppo di aree urbane all'interno di aree urbane esistenti che interessano superfici superiori a 10 ettari (...)”, così come stabilito dall'art. 45 bis, comma 2, lettera d), punto 1, della LR 10/2010, la futura variante al Regolamento Urbanistico per la trasformazione dell'area sarà sottoposta a procedura di verifica di assoggettabilità a Valutazione di Impatto Ambientale (VIA).

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###### 7.2 Clima acustico

###### 7.2.1 Impatti potenziali

###### 7.2.2 Misure di mitigazione

###### 7.2.3 Indicatori e monitoraggio

###### 7.3 Acqua

###### 7.3.1 Impatti potenziali

###### 7.3.2 Misure di mitigazione

###### 7.3.3 Indicatori e monitoraggio

###### 7.4 Suolo e sottosuolo

###### 7.4.1 Impatti potenziali

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## 1. Riferimenti normativi

### *Riferimenti normativi europei*

Direttiva 2001/42/CE del 27 Giugno 2001 del Parlamento europeo e del Consiglio, concernente la "Valutazione degli effetti di determinati piani e programmi sull'ambiente". Obiettivo della direttiva è di garantire un elevato livello di protezione dell'ambiente e di contribuire all'integrazione di considerazioni ambientali durante l'elaborazione di piani o programmi.

### *Riferimenti normativi nazionali*

La normativa statale di attuazione della direttiva comunitaria è costituita dal DLgs 152/2006 "Norme in materia ambientale" come modificato dal DLgs 4/2008 "Ulteriori disposizioni correttive e integrative del DLgs.152/2006, recante norme in materia ambientale" e dal DLgs 128/2010.

### *Riferimenti normativi regionali*

Il quadro normativo della Regione Toscana in materia di valutazione ambientale per piani e programmi in ambito locale è costituito dalla LR 65/2014 "Norme per il governo del territorio" e dal regolamento attuativo in materia di valutazione integrata degli strumenti di pianificazione territoriale e degli atti di governo del territorio, emanato con DPGR 4/R/2007, nonché dalla LR 10/2010 "Norme in materia di valutazione ambientale strategica (VAS), di valutazione di impatto ambientale (VIA), di autorizzazione integrata ambientale (AIA) e di autorizzazione unica ambientale (AUA)" e seguenti modifiche (LR 11/2010, LR 69/2010, LR 6/2012, LR 46/2013, LR 30/2015, LR 17/2016), le quali, in attuazione della normativa statale, disciplinano le procedure per la VAS relative a piani e programmi che possono avere un impatto significativo sull'ambiente e sul patrimonio culturale.

## 2. Inquadramento urbanistico

L'area in oggetto è situata nel quadrante sud-ovest della città di Firenze al confine con il Comune di Scandicci; è delimitata da: viale Pietro Nenni, Stradone dell'Ospedale, via S. Giusto, via di Scandicci, via del Ronco Corto, ed è interessata dalla presenza della ex caserma Lupi di Toscana, ormai abbandonata da tempo e

in stato di avanzato degrado. L'area prevalentemente pianeggiante è lambita a sud dalla zona collinare che da Soffiano-Marignolle si innalza dolcemente verso la collina di Bellosguardo.

La zona è stata interessata nei primi del Novecento da uno sviluppo urbano di tipo lineare, prevalentemente residenziale, lungo le direttrici storiche di via Pisana e via di Scandicci, cui ha fatto seguito a partire dagli anni '60, la realizzazione di numerosi insediamenti, fino ai più recenti interventi di edilizia economica e popolare nel quartiere di San Lorenzo a Greve. Oggi la zona è caratterizzata da insediamenti in via di consolidamento e aree di margine costituite da enclave non urbanizzate situate soprattutto lungo viale Pietro Nenni, principale direttrice di collegamento, anche tramviario, della città di Firenze con Scandicci.

La più recente urbanizzazione ha interessato soprattutto l'area fra Viale Pietro Nenni e via Pisana, con la realizzazione di nuovi insediamenti residenziali e del centro commerciale Coop, che oltre ad assolvere alla sua primaria funzione, costituisce la centralità del quartiere di San Lorenzo a Greve. A sud di via di Scandicci è da segnalare la presenza di due ulteriori importanti polarità urbane connotanti la zona, costituite dall'Ospedale di San Giovanni di Dio, detto di "Torre Galli", e dalla Fondazione Don Gnocchi, centro sanitario di riabilitazione. L'inadeguatezza della sezione stradale di via di Scandicci e l'assenza del completamento del collegamento con viale Pietro Nenni evidenziano una carenza infrastrutturale aggravata dalla presenza delle strutture ospedaliere che costituiscono per loro natura grandi attrattori di traffico. La trasformazione della ex caserma Lupi di Toscana e del suo intorno risulta strategica per aprire il quadrante sud-ovest ad una nuova configurazione urbana.

L'area identificata dal Regolamento Urbanistico come ATa 06.08 Lupi di Toscana, occupa circa 33 ettari, in larga misura inediti, con collegamenti viari su viale Pietro Nenni e via di Scandicci. Nella porzione centrale dell'area di trasformazione è collocata la caserma, che si estende longitudinalmente da nord a sud. Costituisce un insediamento di dimensioni consistenti, circa 9,8 ettari, in larga misura occupati da edifici di altezza contenuta, con una volumetria esistente di circa 33.000 mq di Superficie Utile Lorda, destinati ad alloggi, uffici, mensa, oltre a spazi aperti di diversa dimensione e natura. Oggi dismessa e fatiscente si presenta come una sorta di città nella città, in attesa di un totale recupero fin dal lontano 2008 quando il 78° reggimento fanteria "Lupi di Toscana", dislocato a Firenze dal secondo dopoguerra, venne sciolto. Si accede al complesso da un piazzale ubicato in testa al corto viale di collegamento con via di Scandicci. All'ingresso è collocata la Palazzina di Comando e ai lati due edifici adibiti ad infermeria e alloggi. Il complesso si sviluppa con sei casermette poste sui lati lunghi del rettangolo con pianta a forma di "C". Nella parte tergale sono collocati locali di servizio e tettoie. La Palazzina di Comando, vincolata ai sensi del DLgs 42/2004, è l'unico edificio che riveste interesse storico-architettonico con caratteristiche che richiamano un linguaggio tardo-protorazionalista.

### 3. Mobilità: inquadramento infrastrutturale

L'area ricade in una zona nevralgica del quadrante sud-ovest dell'area fiorentina ed è caratterizzata da aspetti di particolare problematicità dal punto di vista delle infrastrutture di mobilità. L'inadeguatezza della sezione stradale di via di Scandicci e l'assenza del completamento del collegamento con viale Pietro Nenni evidenziano una carenza infrastrutturale aggravata dalla presenza delle strutture ospedaliere che costituiscono per loro natura grandi attrattori di traffico. Il Regolamento Urbanistico prevede di risolvere la mancanza di adeguato collegamento fra viale Nenni e via di Scandicci attraverso il prolungamento dello Stradone dell'Ospedale (scheda ATs 06.18 Viabilità Nenni Torregalli), dotando inoltre la zona di un ampio parcheggio scambiatore (ATs 06.14 Parcheggio Scambiatore Nenni Stradone dell'Ospedale). E' inoltre allo studio la previsione di realizzazione di un sistema di collegamento diretto su rotaia tra la fermata della tramvia Nenni-Torregalli e il polo ospedaliero.

Ai fine di fornire una lettura più ampia dello stato attuale e delle previsioni in tema di mobilità del quadrante sud-ovest si rinvia al paragrafo x, Aspetti della mobilità, contenuto nel presente documento.

#### 3.1 Rilevamento dei flussi veicolari

Di seguito si fornisce la localizzazione dei rilevatori di traffico e la tabella che descrive il rilevamento dei flussi veicolari, effettuato mediante postazioni bidirezionali e suddiviso per categoria veicolare, di un giorno feriale invernale [fascia oraria 7.30/9.30].



localizzazione rilevatori di traffico

- 1 | Delle Bagnese
- 2 | Scandicci
- 3 | Nenni
- 4 | Pisana
- 5 | Baccio da Montelupo

tabella di rilevamento dei flussi veicolari

<b>sezione</b>	<b>auto</b>	<b>camion</b>	<b>furgone</b>	<b>motociclo</b>	<b>totale</b>
Delle Bagnese (Firenze IN)	721	35	54	93	<b>903</b>
Delle Bagnese (Firenze OUT)	1118	6	9	149	<b>1282</b>
Scandicci (Firenze IN)	1008	38	39	333	<b>1418</b>
Scandicci (Firenze OUT)	812	25	14	145	<b>996</b>
Nenni dir Centro	1711	18	66	506	<b>2301</b>
Nenni dir Scandicci	1613	24	60	231	<b>1928</b>
Pisana (Firenze IN)	550	47	132	78	<b>807</b>
Pisana (Firenze OUT)	1033	49	83	160	<b>1325</b>
Baccio da Montelupo (Firenze IN)	1013	17	39	112	<b>1181</b>
Baccio da Montelupo (Firenze OUT)	1233	31	69	223	<b>1556</b>



<http://concorsolupidotoscana.comune.fi.it>

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