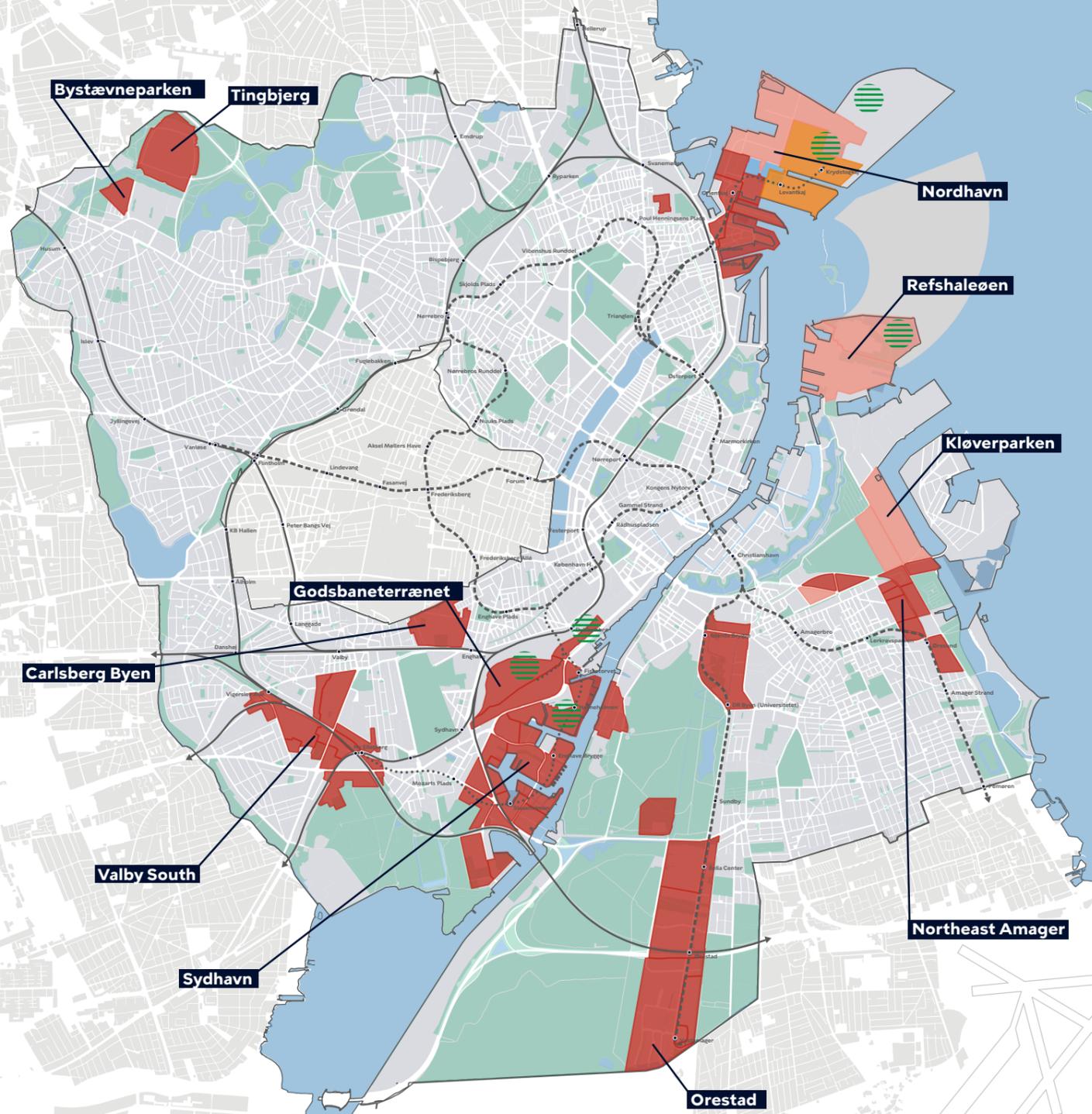




Copenhagen's Municipal Plan 2019

# World city with responsibility



**A municipal plan in three parts**

The Copenhagen municipal plan 2019 outlines the framework of Copenhagen's development over the next 12 years. Municipal plan 2019 consists of three overall parts – a political main structure, guidelines and framework of the local development plan. The political main structure describes the overall vision for the city's development and area use. Thus, the section includes the City of Copenhagen's housing policy and the political visions for the city's infrastructure, recreational areas, business and many other things. The guidelines indicate the administrative foundation of area use. The section contains, among other things, the sequence plan for city development as well as guidelines for the city's cultural heritage and recreational areas. Also, you can read up on the City of Copenhagen's approach to tower blocks, temporary usage and location of business.

The framework includes specific rules that the city has to follow in the local planning. It is also part of the city's overall assessment of applications for building permits when there is no local plan and a project does not require a local plan. These are topics such as e.g. usage, density, housing sizes, parking as well as unbuilt areas.

This document is first and foremost a description of the overall visions for the urban development in Copenhagen and should be seen in the context of Copenhagen's municipal plan strategy 2018 that was adopted by the City Council on 28 February 2019. Copenhagen's Municipal Plan 2019, including the actual guidelines and framework for local planning as well as environmental impact assessment, can be found in its entirety at the municipal plan's website.

# A bird's eye view of Copenhagen

**Order of urban development in Copenhagen**

- 1st part of the plan period (developed at the earliest from 2019)
- 2nd part of the plan period (developed at the earliest from 2025)
- Perspective area (developed at the earliest from 2031)
- Potential areas for new large and mid-sized recreational areas

**Public transport**

- S-train
- - - - Existing metro
- . . . . . Planned metro

**Need for 60.000 new homes and new business square meters**

	Residential (m <sup>2</sup> )	Business (m <sup>2</sup> )
Need towards 2031	4.200.000	2.400.000

*Of this 75 % is expected to be established in urban development areas and 25 % in the existing city*

**Spaciousness in urban development areas**

Area	Residential (m <sup>2</sup> )	Business (m <sup>2</sup> )
Orestad	830,000	760,000
Nordhavn	920,000	750,000
Sydhavn	390,000	340,000
Valby South	540,000	290,000
Carlsberg Byen	240,000	150,000
Northeast Amager	390,000	150,000
Godsbaneterrænet and Bådehavnsgade	820,000	330,000
Bystævneparken and Tingbjerg	190,000	0
Other areas	80,000	30,000
<b>Total space</b>	<b>4,400,000</b>	<b>2,800,000</b>

*Estimated spaciousness (calculated primo 2019)*

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# Preface

## A common starting point for Copenhagen's development

What makes Copenhagen unique? This is a question with just as many answers as there are Copenhageners. In the course of the autumn of 2018 we have asked the Copenhageners: what makes Copenhagen a great city to live in and what should we focus on when we make plans for the future development of the city?

Copenhagen is changing. More people put down roots in our city and more will do so in the future. This is a fantastic development which is in stark contrast to the situation only 30-40 years ago.

It is not difficult to understand why many people want to live in wonderful Copenhagen. But that also means that we as a city have to consider the situation carefully. Because when a lot of people want to live in Copenhagen housing prices skyrocket, congestion increases and the local schools face capacity challenges. We cannot and will not erect walls around the city but we must strive to hold on to the qualities that we so greatly appreciate: a diverse and green city.

Growing requires new investments and that requires a long-term plan. And that last part, a long-term plan, is exactly what the municipal plan is. It maps out the direction of city development for the next 12 years.

### Four central messages from the Copenhageners

And what direction should we go in? We asked this question in the autumn of 2018 to a number of Copenhageners both via social media under the hashtag #Københavnernak (Copenhagener chat) and at a number of pop-up events around the city. The central messages from the Copenhageners can be summed up in four main themes that all are recurring in the municipal plan before you.

### Room for everyone

First and foremost, Copenhagen, according to the Copenhageners, must be a city with room for everyone. This means that housing is needed for all levels of income; that there should be green recreational areas, public functions and space in traffic.

### Preserve the city's qualities

Another important message is that we must preserve the qualities of the city. When we develop the city, we have to take care to preserve what makes Copenhagen special – whether it be the history of the city, special areas, architecture or the recreational areas.

### More bicycling and public transport

You cannot say Copenhagen without saying bicycles. But the Copenhageners want even better bicycling conditions and also demand even better conditions in public transport.

### Variety, diversity and coming together

Last but not least the Copenhageners want for Copenhagen also in the future to be a city of diversity and tolerance; a city where different groups of people can come together regardless of background.

The Copenhageners' clear messages provide a clear and solid task for Municipal Plan 2019. On the following pages we will with the municipal plan present specific answers to the task given to us by the Copenhageners.

Happy reading!

A handwritten signature in black ink, reading "Frank Jensen".

Frank Jensen, Lord Mayor of Copenhagen

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# An introduction to Copenhagen's development

Copenhagen is undergoing developments that in many ways differ from previous decades. Not since 1930s-40s has the city grown this much. Just the last 10 years the city has grown by about 100,000 new Copenhageners, and by 2031 the city is expected to have grown by about 100,000 new Copenhageners. By 2031 it is thus expected that about 725,000 inhabitants will reside within the city limits. This is a significant increase since the beginning of the 1990s where the population was around about 465,000 Copenhageners.

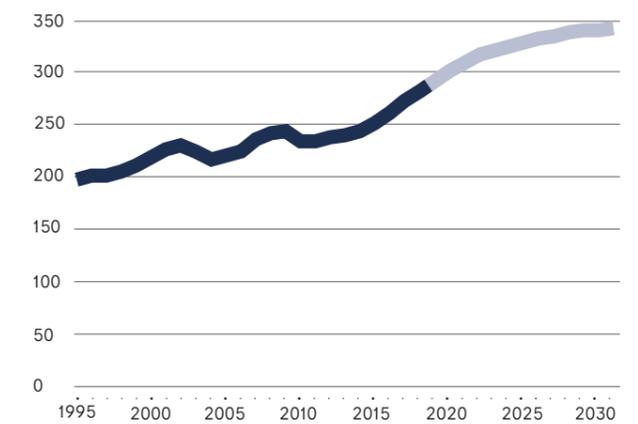
Back in the 1950s, the population reached about 770,000. However, clearance of backyard houses in inner city areas and not least the development of the new suburbs and urban areas around Copenhagen contributed to that the population dwindled up until the 1990s. The decrease was also linked to the pronounced reduction in the number of manufacturing jobs in the city; developments that have characterised many Western European sea ports and manufacturing towns up until the turn of the millennium.

As a result of the transition from a manufacturing to a service and knowledge-based society, long-term plans and massive investments, these developments have since the 1990s been turned around. Copenhagen appears in many ways as a city that has put the challenges of the past behind it for good. In certain cases you could almost argue that the biggest challenges facing Copenhagen are derived consequences of the city's popularity and success. This applies to e.g. the rising housing prices, the pressure on recreational areas and congestion in the city.

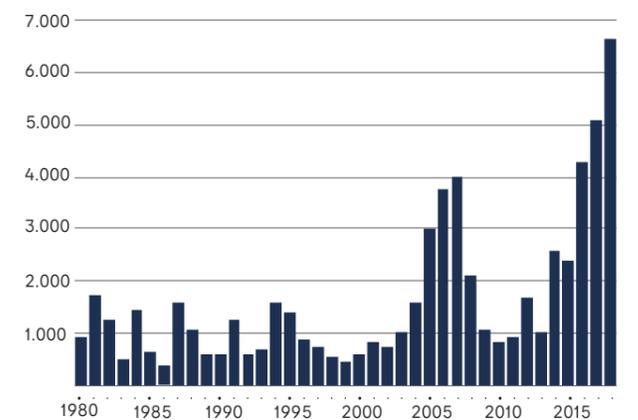
The many new investments in the city create jobs. The number of private jobs has thus increased significantly in recent years and going forward towards 2031 the figure is expected to increase by an additional 50,000 jobs.

A direct consequence of the population growth and the many new jobs is an increased demand for housing for the

Private workplaces in Copenhagen



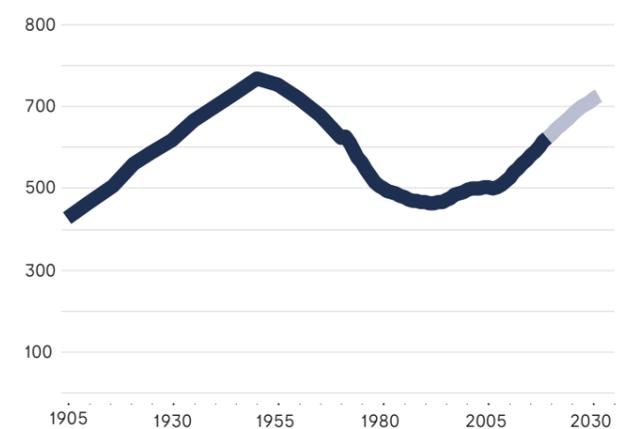
Number of newly built homes in Copenhagen



inhabitants. The number of newly constructed homes was 6,660 in 2018 – the highest number since 1939. As opposed to the situation in 1939, most new housing today is built as a result of private investments and without public loans or co-financing. The expectation is that the need for housing towards 2031 is at 60,000 homes corresponding to 5,000 homes a year.

Throughout the centuries, Copenhagen has grown by filling out near-shore areas of water and extending the city on islets; historically with Christianshavn established by Christian IV and later with, among other things, Islands Brygge, the south harbour Sydhavn and the north harbour Nordhavn that currently are undergoing a pronounced urban development. Since 1954 the Copenhagen area has grown by 18% with harbour extension and land reclamation. Towards 2035, the current area of Copenhagen is expected to increase by 2% with establishment of Lynetteholmen.

Population trends in Copenhagen



Source: Statistics Denmark and City of Copenhagen



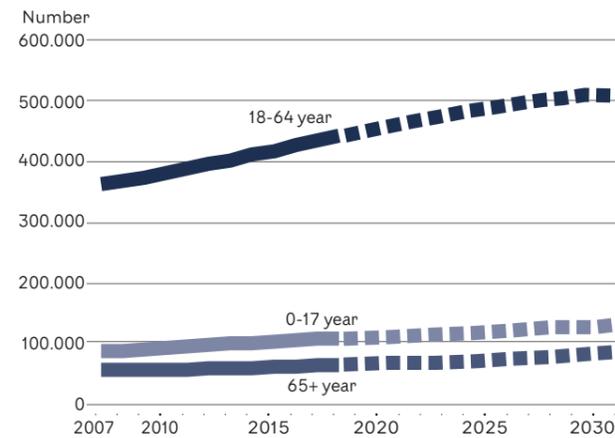
## Copenhagen is growing

The last 10 years the city has grown by around 100,000 new Copenhageners, and by 2031 the city is expected to grow by almost just as many. As mentioned this creates a pronounced need for more housing in Copenhagen, and this requires a long-term plan for the city's development.

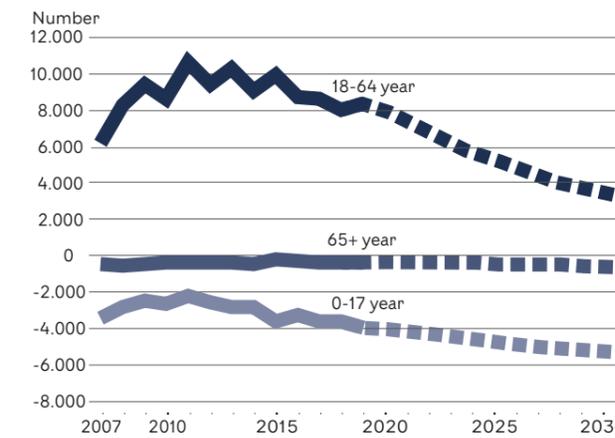
Specifically, Copenhagen is expected to grow by 31,000 children and youths under the age of 18, 20,000 over the age of 65 and 61,000 of working age. It is especially the group of children, youths and inhabitants with other citizenship than Danish that means that the city is growing and growing.

Especially young people nationally and internationally move to Copenhagen. A large part of them start a family; some families move away from the city while others remain. It's typically young singles who move to Copenhagen while a large part of the ones who move away are families of two or more people.

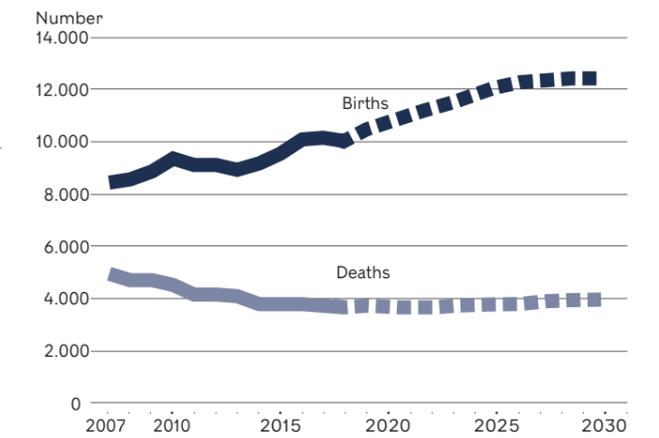
### Population development according to age



### Net inflow of residents according to age



### Number of births and deaths



By 2011 the total net inflow of residents – i.e. the difference between the number of people moving to and moving from Copenhagen – increases. This increase should be seen in the light of the credit crunch which meant that many families in owner-occupied and co-operative housing were unable to vacate their property without a loss. Thus, fewer moved from the city. Conversely, there were also more who moved to the city – among other things because of an increase in immigration and an increase in the number of students admitted to further education. This meant that Copenhagen got more young people and inhabitants of both national and international origin.

After 2011 there was a drop in the net inflow of residents among both children and adults. This was partly due to the fact that more families again were able to move house without a financial loss and thus leave their flat in the city for a larger home outside Copenhagen and partly that the development in the size of year groups of young people nationally stagnated a little bit which meant less significant increases in inflow of residents.

The coming years the net inflow of residents is expected to decrease further. This is due to the small year groups of young people nationally, expectations of decreasing net immigration to Denmark and an expectation of an increasing number of people leaving the city among both children and adults.

The increasing number of people leaving the city among children is especially due to that fact that an increase in the birth rate is still expected. As the number of people leaving the city is more or less constant, the rising birth rate results in more children leaving. The increase in number of people leaving in the city among adults and the rising birth rate is due to the fact that the number of young Copenhageners has increased in recent years. This group is nearing the age where they start a family. The coming seven to eight years there will be an increasing number of Copenhage-

ners of child-bearing age. Also, there will be more adults who move out of Copenhagen just as it is the case among children when the birth rate goes up

In the future, Copenhagen will still have a great need for family housing, youth housing and senior housing. More Copenhagen children are born and there are more seniors due to the large post-war year groups and a generally longer life expectancy.

More children mean more families with children. More families with children mean an increasing demand for family housing. Analyses show that newly constructed family housing largely is chosen by couples who already live in the city with young children and are moving from a smaller city home. Their home will then typically be taken over by a single, young new resident in Copenhagen.

About half of the Copenhagen housing consists of small homes primarily suited for singles or couples without children but youth housing is still vital to ensure room for the many young Copenhageners who are students with low income and no savings.

Only a few Copenhageners over the age of 65 need or want senior housing and the majority by far are looking for a traditional family home like young couples or young singles. In the last 12 years Copenhagen has seen less construction of housing than is demographically necessary. This means that housing prices have increased considerably and that more people live under the same roof with less square metres.

Recent housing trends in Copenhagen show that more people choose to live in a house share for young people or especially for seniors, more people choose to live with only few square metres and more people rent out an extra room if they have a lot of square metres.



Ørestad

## Chapter 1

# Global city with responsibility

### Metropolis for people

#### **High quality of life and space for everyone**

Copenhagen should first and foremost be a metropolis for people. The Copenhageners live and work in different ways and have different wishes and backgrounds when it comes to realising a good life in the city. Copenhagen will be developed in a way where the physical framework creates the best conditions allowing all Copenhageners to have the highest possible quality of life. Copenhagen will be a city with equal opportunities for good health for all. Copenhagen will be a democratic big city where the Copenhageners, association activities and the city's business community are active partners in the city's development. Copenhagen will be a capital that all Danes can feel proud of and use. Public welfare will support that the good life is for the many. Copenhagen will be a democratic global city with social responsibility that creates the framework for a high quality of life and makes room for Copenhageners, people moving to the city as well as the city's guests.

### Sustainable urban solutions

#### **Global and national dynamo**

Copenhagen will be carbon neutral by 2025. Sustainable forms of transport will be promoted as they have a positive influence on air quality in the city. Copenhagen will have more large and small recreational areas. Copenhagen will improve the sustainable urban solutions and the innovative welfare technology that the city and the companies already use. Here Copenhagen will be a role model for others in the green transition and a display case for the urban solutions and ideas of Copenhagen and Danish companies in general where Copenhagen is used as a stepping stone to disseminate them in the world. The urban solutions will contribute to a sustainable development of the cities of the world and the realisation of the 17 UN world goals the set out 17 specific goals for a global sustainable development. At the same time, they will attract talents, guests, companies and investments with interest in sustainable urban solutions for

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Copenhagen. Copenhagen will be a world city with national and global responsibility for the sustainable urban solutions to the benefit of the Copenhageners and the development of new local, regional and national jobs.

### Urban development with an edge

#### **Development and courage put to the test**

Copenhagen will be built and developed with a continued unique character and edge. The tradition of a dense city where housing, businesses and culture are mixed in diverse neighbourhoods will be maintained in both the old and new urban areas so that we create room for more Copenhageners all over the city. The city's historic buildings and cultural history from urban living of yore will be protected and activated and create new value in a modern big city. The Copenhagen cultural scene will be diverse and make room for both the delicate and the raw and unpolished. The characteristic skyline of the city centre with towers and Copenhagen's urban space that are both comfortable and safe will be maintained. At the same time, there needs to be room for new architecture, culture, leisure life, sports facilities and more housing so that the city's development creates value for the Copenhageners. Together with the inhabitants and companies Copenhagen will have to test new and innovative ways to develop the good urban life or solve the city's housing challenges. There has to be transparency in the city's planning processes in order for inhabitants, organisations and companies to be able to follow and influence what happens.

Copenhagen will be a world city with unique characteristics that takes responsibility for creating urban development with room for history, the diverse culture and nature of the city and has the courage to develop the urban life of the future.

# A social and diverse city

## Select goals

### The City of Copenhagen has the following goals:

- To create room for 100,000 new Copenhageners by 2031.
- To ensure room for building of up to 60,000 homes and 2.4 million m<sup>2</sup> businesses by 2031.
- To ensure that non-profit housing constitutes a minimum of 20% of housing in Copenhagen and that a minimum of 25% of the new housing in the city is non-profit.
- To create the framework of 12,000 units of new youth housing, of which 7,500 should be non-profit, by 2031.
- To build housing for families with children, couples without children, singles and seniors and socially at-risk inhabitants and that variation in housing size and type is ensured in the various neighbourhoods.
- To create the framework of 1,800 new housing units for special-needs inhabitants by 2031.
- To place institutions and facilities in housing areas and that new urban areas get the right service extension in line with the demographic development.
- To extend the city's culture and sports facilities in line with demographic changes.

See all city development goals in Chapter 2.

## ONE OVERALL HOUSING POLICY:

With Municipal Plan 2019 we plot the course of the City of Copenhagen's housing policy. The housing policy presents the goals, requirements and expectations of the City of Copenhagen as regards the development of housing in Copenhagen in coming years.

The housing policy will be realized in co-operation with a wide number of players who are important for housing development in Copenhagen. Landowners, property developers, non-profit housing organisations and inhabitants all play a role in ensuring that Copenhagen is a city for everyone. The housing policy should be seen in the context of the City's other policies that impact urban life.

## WITH ONE OVERALL HOUSING POLICY WE WANT:

- > To ensure a framework allowing us to build a sufficient number of homes in Copenhagen.
- > To ensure a cohesive city with room for everyone.
- > To ensure a framework of flat-sharing and alternative types of housing
- > To ensure a framework allowing us to build an adequate number of student housing for the many students in Copenhagen as well as also building a sufficient number of suitable housing for the increasing number of seniors in the city.

### 60,000 new homes should put a damper on price increases in the housing market.

Housing prices are on the rise these years and many find it ever more difficult to find suitable housing in Copenhagen. In comparison with many other European big cities, housing prices in Copenhagen are still moderate. But this does not change the fact that the rising housing prices in Copenhagen result in distortion compared to the rest of Denmark. Copenhagen will remain a city for everyone. A city with housing for not only the super rich but also where a teacher, a police officer, a senior and Copenhageners outside the labour force can afford to live. Copenhagen will be characterised by a strong, social cohesion with mixed types of ownership and with housing for everyone regardless of income and stage in life. Thus, we need to build new, smaller and cheaper housing that is affordable. The various types of housing offered in Copenhagen should match demand so that we avoid big price increases for housing.

With the expected population growth of 100,000 new Copenhageners, we need 60,000 new homes by 2031. Of these, 12,000 homes will be youth housing and of these 7,500 will be non-profit youth housing. In order to accommodate the substantial need for housing new areas will be set aside in Municipal Plan 2019 for urban development in the first part of the planning period in the freight train area Godsbaneterrænet, Valby South, Tingbjerg, Bystævneparken, the north harbour Nordhavn, Bådehavnsgade, the neighbourhood Vejlands Kvarteret and in Northeast Amager. In both urban development areas and in the existing city new non-profit housing will be established as part of a balanced urban development that take as many Copenhageners as possible into consideration. The goal is that at least every fourth of all the city's new homes will be non-profit.

**The possibility of building more non-profit housing**

There will still be a substantial demand for larger family homes but the city is also experiencing a large demand for smaller homes suitable for the many students, singles and seniors in the city. This is the reason that we with Municipal Plan 2019 will revise the housing size regulation so that it will become possible to build more small homes. It will be possible in new construction with these new regulations to dispose freely over 50% of the floorage, e.g. for small homes. In the remaining 50% of the floorage, homes have to be at least 95m<sup>2</sup> on average. No family homes must be smaller than 50m<sup>2</sup>. The minimum size of family homes in urban development areas are changed, however, from 50m<sup>2</sup> to 40m<sup>2</sup> (gross) in order to create room for the many singles in the city. The minimum size is maintained to ensure that any housing project can produce an attractive common area in the build. In connection with our activities to promote more small homes, there will in dialogue with the landowners be focused on quality in the housing where development plans, inflow of light, etc., contribute to developing this new types of housing. The results of the possibility of building housing down to 40 m<sup>2</sup> will also be evaluated towards Municipal Plan 2023.

**Youth housing**

The City of Copenhagen wants to maintain an on-going dialogue about how to create up-to-date student and youth housing that match the demands of young people and students. Therefore, the City of Copenhagen has relaxed requirements to the number of parking spaces and size of free area in youth housing in the municipal plan. This has contributed to that since 2015 1,000 youth housing units have been built a year.

Youth housing will have a gross area of between 25-50 m<sup>2</sup>. Thus, it is possible to construct housing where the net area is as small as 13 m<sup>2</sup> in the individual home while the remaining area is placed in attractive common areas.



Non-profit housing at Dortheavej in Nordvest, drawn by BIG.

Types of housing	Home sizes
Family homes	For new family homes 50% of the floorage must be housing of at least 95 m <sup>2</sup> on average in order to accommodate the needs of families with children, couples and people looking for a bigger home. The remaining 50% of the floorage can be allocated freely to ensure good possibilities for building smaller homes in order to accommodate needs for housing for the city's singles, etc. In the existing city, family homes should have a minimum size of 50 m <sup>2</sup> gross floorage. In urban development areas, family homes should have a minimum size of 40 m <sup>2</sup> gross floorage.
Family homes in urban development areas	Family homes in urban development areas should have a minimum size of 40 m <sup>2</sup> (gross) in order to make room for the many singles in the city.
Youth housing	Student and youth housing will have a size of between 25 and 50 m <sup>2</sup> .
Assisted living facility for inhabitants with reduced physical or mental capacity and at-risk inhabitants	Housing and assisted living facility that has to take into consideration the needs that are the result of reduced physical or mental capacity; including nursing homes; or special issues are exempt from the requirements regarding housing size.
Flat or house sharing	Flat or house sharing are homes with larger common areas available for the residents. The homes must have a size of at least 65 m <sup>2</sup> on average. The smallest housing size is set at 50 m <sup>2</sup> . The common areas should amount to at least 12.5% of the floorage.

There are still special regulations for youth housing, flat or house sharing and assisted living facility for at-risk inhabitants and inhabitants with physical and mental disabilities and such types of housing are thus exempt from the calculation of average size just as the minimum size of 50m<sup>2</sup> does not apply to assisted living facility and youth housing. This way, we are creating the framework of several smaller homes in the city at the same time as still building large homes for families in the city. With the new regulations it will in principle be possible to build twice as many smaller homes than before.

**Diverse urban areas**

All new urban areas will be developed so that they are of diverse character; regarding function, types of ownership as well as housing size and type. The same applies to urban development in existing urban areas where it for example is important that in areas with many smaller homes to focus on that new construction contributes to ensuring variation in housing sizes in the individual neighbourhoods.

Buildings and urban spaces will be designed with people at the centre and relate to the specific character of Copenhagen. Overall, any housing being built will be of good quality and preferably in sustainable materials. They have to be rationally organised to be good and healthy to live in.

They must be flexible so that the housing can accommodate the needs of the Copenhageners across types of families and stages of life. The city's housing policy and

other policies and programmes about architecture, urban nature, climate adaptation, non-profit housing, etc., define the specific framework and conditions of building housing in Copenhagen and these policies place an obligation on anyone building housing in Copenhagen to construct housing with respect and care for the city's needs.

Housing and nature are not opposites. Housing and recreational areas will be developed in interaction that both allows for the possibility of us becoming more in Copenhagen at the same time as well as ensuring access to green recreational areas. Thus, we need to ensure that as much housing is built there must to be great recreational areas as well and other high quality recreational areas. At the same time, our housing areas should also include public institutions, culture and leisure facilities and good shopping options.

**A cohesive city with room for everyone**

Copenhagen will be a city with great social cohesion across the various neighbourhoods. Non-profit housing is the cheapest and most available type of housing in Copenhagen. On average, newly built private rental housing is about 30% more expensive in rent than newly built non-profit housing.

Non-profit housing has a wide appeal and target group – employees, students and seniors as well as the most at-risk groups in our community who find it difficult to gain a foothold in the housing market. This is why non-profit housing is an important part of a cohesive city and we make demands for a 25% non-profit housing share in the local development plan where this supports a diverse city. To ensure that non-profit housing is also built for Copenha-

gers, a part of the non-profit housing is targeted at those who are the most in need of housing. For up to 20% of new non-profit housing there may be attached demands that housing in particular can be used for allocation of housing to citizens. Of these, half of the housing has a monthly rent maximum of DKK 3,400 (2019 P/L).

When we support non-profit housing for the weakest groups, we also make demands that part of housing should be shareable housing for refugees and other special target groups.

There is non-profit housing all over the city but in some parts of the city there is a higher concentration of non-profit housing than in other parts. Application of the non-profit housing requirement in local development plans and other support measures implemented by the city for non-profit housing support a cohesive city by the fact that non-profit housing primarily is built where there is not a preponderance of non-profit housing already. In areas with a lot of non-profit housing the focus will be on building private housing instead.

The development in at-risk urban areas should be strengthened in order for Copenhagen to remain a diverse city with a high degree of cohesion. The city's policy on at-risk urban areas maps out the framework boosting at-risk urban areas. This is done by e.g. in some areas building new private housing while in others existing housing is converted or new business premises or municipal functions added in order to ensure mixed types of housing. This way the city's population growth is used to create closer, mixed housing



Residential neighbourhood in Brønshøj

areas with greater diversity in types of ownership, types of housing and groups of residents. At the same time, security and connections must be improved in these urban areas. Good infrastructural connections across the city support social cohesion, security and integration between the various neighbourhoods so that one or more neighbourhoods are not isolated. Efforts will be made to create and retain jobs in the city's at-risk urban areas to ensure a diverse city. At-risk housing areas will be developed and not dismantled. At-risk housing areas will not be demolished. Instead we want to open them up to the surrounding community and integrate them that way. This could for example be done by giving permissions to operate a business on the ground floor.

In line with the population growing in Copenhagen there is an increasing need for municipal facilities. Just as we in the city draw up long-term plans for e.g. the need for schools, daycare facilities, sports and culture facilities, etc., we also need always to include the need for residential care facilities and social housing as the city grows. We will always include the needs of the social services administration for housing to be allocated to at-risk individuals, assisted living facilities, alternative housing, shelters, temporary container housing, etc., based on the area plan of the specific needs as prepared by the administrations, in both new

## A SPECIAL FOCUS ON AT-RISK HOUSING AREAS

The city has a special focus on the non-profit housing areas that are listed on the governments' lists of "at-risk housing areas", "ghetto areas" and "tough ghetto areas". Here, the challenges are substantial and the actual designation of the areas has significant consequences for the city, the housing organisations and residents. The City of Copenhagen works closely together with BL - Danish Social Housing and the non-profit housing associations to ensure a positive development in the designated areas as well as to avoid designations of further housing areas. This happens by targeted investments and a new rental model. The seven mayors of Copenhagen got together to discuss the challenge and have adopted five objectives for the work with the designated housing areas:

- > That no Copenhagen housing areas are designated on the government's ghetto list or the list of at-risk housing areas by 2030.
- > That Copenhagen does not get less non-profit housing as a result of the legislation on parallel societies.
- > That daycare facilities are retained in all at-risk housing areas.
- > That physical development of all at-risk housing areas is ensured with e.g. more functions and public investments, private concentration and non-profit youth and senior housing.
- > That continued access to small, affordable housing for allocation to the most at-risk inhabitants of the city is ensured.

## An accessible city for everyone

It is important that Copenhagen is a city for everyone, regardless of age, social background, gender, physical condition or ethnicity. This applies to both housing policy but also in a broader perspective. In extension of the UN Sustainable Development Goals (SDGs) there is focus on making Copenhagen and its local communities inclusive, safe, robust and sustainable.

Overall city planning in Copenhagen will contribute to all groups of Copenhageners feeling that they in various parts of the city feel able to use the city's spaces. Copenhagen will be arranged so that it is safe and accessible at all hours of the day regardless of whether you are young, old, in a wheelchair or something else completely.

Copenhagen will be a city accessible to all.



The south harbour Sydhavn

urban development areas as well as when possibilities open up in the existing city. This means that landowners in urban development projects in principle always can be met with a requirement to reserve areas for social housing.

#### Room for new types of living

Copenhagen has a diverse and attractive urban life and many different groups of inhabitants. It is of great value for the city. It is important to maintain focus on these qualities in the current extension of the city so that Copenhagen remains a city for everyone.

Here, a varied range of housing with many different sizes of housing, types of housing, types of ownership and functions in housing being built is of great importance. This is also a good occasion to work together with the building industry's many different players, landowners and inhabitants about initiatives where commitment and sustainable business models go hand in hand. Constructive co-operation about new types of living, temporary measures, flexible building systems, fewer building initiatives and joint building efforts in the city will lead to that the construction of today can contribute to the Copenhagen of the future.

New types of housing will accommodate the Copenhageners who are interested in cohabitation or other types of living where different types of community or sharing arrangements are integrated in the type of living. This could e.g. be flat or house sharing for families or seniors. The municipal plan's regulations for flat or house sharing support that alternative types of housing can be erected where you can build smaller homes in return for larger common areas.

A prerequisite of the development of new types of housing and experimental house building in Copenhagen is that we can create building opportunities, e.g. by parcelling out land or special areas for experimental house building in select locations in the city in co-operation with the landowners. Thus, local planning will support that house building can be established in various sizes - from the larger, continuous buildings to smaller buildings to support the new citizen-driv-

en initiatives. It will also be attempted to open up for further temporary student housing that can contribute to testing possibilities and potential around the city awaiting a more permanent development. Also, we are working on testing the possibilities of establishing temporary housing solutions for at-risk citizens in areas owned by the city to ensure a diverse and mixed city with room for everyone.

#### A good backdrop for the Copenhageners' everyday lives

Municipal functions such as schools, daycare, nursing homes or culture and leisure facilities play a central role in many Copenhageners' everyday life. Thus, it is important that we ensure a high level of quality and a sufficient range of services for the Copenhageners. It is a special challenge when the city is growing as rapidly as it does. It is important that municipal services and offers follow the demographic changes so all Copenhageners experience a satisfactory level of schools, daycare, culture and leisure facilities, assisted living facility, etc. For this reason, we are preparing area plans to ensure that we plan in time for schools, daycare, recreational areas, nursing homes as well as culture and leisure facilities.

The municipal functions must be placed in a way to contribute to connecting the city across the geographical, physical and socio-economical boundaries. We must ensure a good exploitation of the square metres through localisation together and multifunctionality. Thus, we have to think in multifunctional solutions when the city invests in municipal facilities just as the functionality as much as possible should exploit the potential in existing buildings. Finally, buildings and urban spaces with municipal functions should also support climate proofing and sustainable urban development.

It is important that in the development of urban spaces the best possible conditions for seniors and the walking-impaired are established - e.g. by establishing wider pavements, more senior-friendly curbs, traffic lights, pedestrian crossings, etc.

## EFFORTS OF THE CITY OF COPENHAGEN

### This is what we are doing with Municipal Plan 2019:

- > We will designate new urban development areas and create room for 60,000 new homes by 2031.
- > We will set a target that at least every fourth new home should be non-profit corresponding to up to 15,000 units of non-profit housing by 2031.

### What else is the City of Copenhagen doing:

- > We are entering into partnerships with the non-profit sector to establish private housing in areas with a lot of non-profit housing.
- > We are working together with the non-profit sector, the co-operative sector, and private developers to develop new types of housing and ways of living.
- > We are in dialogue with non-profit housing associations with the goal for it to be simple, transparent and not unnecessarily costly to be listed for non-profit housing. For this reason a study is done whether there is a need for initiatives, e.g. common listing that may strengthen the possibilities of the flat/house hunter to become listed for vacant housing in a simple and transparent way.
- > We are preparing area plans that contribute to ensuring that we in time plan for schools, daycare as well as culture and leisure facilities.
- > We are revising the housing size regulation and creating opportunities for a higher number of smaller homes.
- > We are creating a framework ensuring that the range of municipal services and offers are in step with building of housing.
- > We ensure a cross-disciplinary co-ordination of municipal area needs in order to ensure effective exploitation of square metres.
- > We will enter into active partnerships with landowners in the city to develop select areas of Copenhagen in a way that makes room for experimental construction and types of housing.
- > We will work on obtaining legal authority to ensure that the residency requirement also applies to newly built housing.
- > We will prepare an action plan for student housing with annual intermediate goals.
- > We will take the initiative to ensure a student housing guarantee together with the suburban municipalities.

# A green, healthy and sustainable city



Vestre Cemetery in Kgs. Enghave

## Select goals

### The goals of the City of Copenhagen are:

- That Copenhagen will CO<sub>2</sub> neutral by 2025.
- That new recreational areas and open spaces for new construction contribute to making the city more green to the benefit of the citizens' quality of life, biodiversity and to adapt the city to the climate of the future.
- That the quality of the city's existing recreational areas is improved to the benefit of the citizens' quality of life, the biodiversity and to adapt the city to the climate of the future.
- That car traffic by 2025 at a maximum makes up 25% of all distances covered in Copenhagen. In addition to this, the various distances covered are divided so that at least 25% is by foot, 25% by bike and 25% by collective transport by 2025.
- That comfort, passability and security for pedestrians is improved so that the average number of daily trips by foot per Copenhagener in Copenhagen is increased by 20% compared to 2017.
- That no road users will be killed or seriously injured in traffic.
- That the air quality in Copenhagen is improved so that it lives up to the guidelines of the World Health Organisation WHO for good air quality.
- To remove or minimise the effects of polluted soil for the health of the citizens, the groundwater and the environment in general.
- That noise pollution of existing and new housing is reduced.

See all city development goals in Chapter 2.

### A green capital

Copenhagen will be a green city. The city's green and blue structure makes up the backbone of Copenhagen's main features and contributes to creating a robust and climate-adapted city. The green and blue areas and connections contribute to promoting a healthy and active everyday lifestyle and to strengthening biodiversity both locally and globally. Thus, all Copenhageners will have easy access to green and blue areas that are attractive to use – both close to housing, workplaces, municipal institutions and in the public spaces.

With Municipal Plan 2019 the City of Copenhagen is designating a number of new green potential areas where new recreational areas in the city can be developed. This applies to areas located in among other places Nordhavn, at Godsbaneterrænet and at Enghave Brygge. The total overview of the green potential areas appears from the overview map at the beginning of the municipal plan. In extension of this, we will prepare an area plan for recreational areas that for all neighbourhoods ensures new and appealing recreational areas in step with the ever increasing number of Copenhageners.

New and improved recreational areas in the city and planting in close connection with housing free spaces will not

just be of recreational value for the Copenhageners but will also contribute to the city's cloudburst mitigation, lower the temperature in the city and strengthen biodiversity. Thus, it is important that we work determinedly towards improving the quality of the existing recreational areas and create good conditions for urban nature, biodiversity and wild nature when new areas are to undergo urban development. One way to ensure this is by in free spaces in connection with new construction in the city to focus on that they contribute with green measures such as planting trees, greening of urban spaces, etc. This can especially be brought into play in the new urban development areas where parts of the free areas can be unified and make up a park just as the old vegetable market Grønttorvet where the public gets access to more greenery in their local area. At the same time, Copenhagen will focus on the development of establishing more green roofs to the benefit of the citizens' quality of life, biodiversity and to adapt the city to the climate of the future.

It is also a city ambition to establish partnerships with citizens and companies to establish small green urban gardens and recreational facilities such as benches and urban inventory so that the local areas can assume ownership of the projects.

### Sustainable urban development

Copenhagen has as a goal to be carbon neutral by 2025. It is an ambitious goal and even though carbon emissions have been reduced by 42% from 2005 to 2017, corresponding to a reduction of about 1 million tonnes CO<sub>2</sub>, emissions have to be reduced by an additional 1.3 million tonnes by 2025. This requires a holistic approach to e.g. energy consumption, future supply and mobility. The transition to carbon neutral district heating will in the future leave a mark on the city. In the coming years we will still focus on energy output as well as carbon neutral district heating and public transport but also measures to reduce carbon emissions from the other sectors.

In Copenhagen, we need to reduce our energy consumption, increase the number of renewable energy sources and exploit the resources in e.g. the city's waste even better than today. Thus, the goal for Copenhagen is to become a city that is combustion free or a low combustion city. At the same

time, the City of Copenhagen has as a goal that all municipal building is done emission-free by 2030. We also work towards a waste free Copenhagen where all waste is reused or recycled and we are working on a plan to phase out incineration plants over time. All this is an extension of our ambition to have a multidisciplinary approach to the UN world goals where we focus on sustainable efforts that can result in realizing more goals at the same time. Copenhagen will be leading in circular economy and use less of the planet's resources through new business models, sharing arrangements, recycling and an all-round great setting allowing Copenhageners and companies to realise the green transition. We will work on all municipal building sites becoming carbon neutral; using sustainable building materials as well as recycling the city's building materials as much as possible so that they can replace new building materials. We will do this e.g. by stipulating demands for recycled materials in select projects when municipal building is put out to tender.



The lakes in Copenhagen

## COPENHAGEN'S TRAFFIC GOALS FOR DRIVING TRAFFIC

Copenhagen has several traffic goals for the vehicular traffic, e.g.:

- > Municipal Plan 2019: By 2025, car traffic should at a maximum amount to 25% of all trips made in Copenhagen. In addition to this, the number of trips is distributed between at least 25% by foot, 25% by bike and 25% by public transport by 2025.
- > The climate plan KBH 2025: At least 75% of traffic should be by bike, foot or public transport by 2025.
- > The Copenhagen cycling strategy: Cycling amounts to at least half the trips to work or place of education.

Towards Municipal Plan 2023 the City of Copenhagen will examine to what extent it is necessary to revise the Copenhagen traffic goals.

When we plan new areas for urban development, we focus on accessibility, operation of public transport, bicycle paths, path systems, etc., to ensure a cohesive and sustainable development of Copenhagen. It is environmentally sustainable to focus the urban development on traffic junctions as this supports the use of public transport and cycling, environmentally-friendly energy supply, common solutions for waste management and counteracts urban spreading in the green wedges. Station-adjacent location of businesses and housing is overall important to ensure a good and healthy city where it is possible to live without the use of a car during the week. For that reason in areas close to stations, we prioritise development with higher building density than in connection with new construction in the rest of the city. The focus is to build more around stations.

### Less congestion in Copenhagen

By 2035, we can expect more congestion meaning that exploitation of the capacity on roads, bicycle paths and in public transport will get closer to the maximum. Thus, we have to create a city where less people use a car and more use the green and effective forms of transport in order to make more room in the city for continued development and for it still to be possible to use a car when necessary. This can for example be achieved by creating good foot and bicycle paths, efficient public transport with room even during rush hour, working on lowering the road speed to 30 km/h where this is expedient as well as ensuring cohesion between all forms of transport.

The bike is the Copenhageners' preferred mode of transport. The green bicycle path network will be extended by paths in the northern part of the harbour and a new electric harbour bus connection will be established where you can bring your bike for free across the harbour between Refshaleøen, Langelinie and the north harbour Nordhavn. At the same time, we will focus on better and more bike parking in locations where the need is the greatest.

In Copenhagen we want to promote that the many drivers who drive through the central neighbourhoods on a daily basis without any real purpose to a much higher degree choose sustainable modes of transport and thereby reduce car traffic through the centre of Copenhagen. Car traffic in the inner city neighbourhoods will be reduced by use of e.g. traffic hubs with planning of one-way traffic for car traffic which makes it possible to reroute car traffic more to bypass roads. We want to implement the use of self-driving cars that are expected to be introduced in the coming planning period in order to contribute to less pollution, less traffic and less need for parking in the city. The possibility of establishing urban development areas as completely or partly car free will be introduced and we will also introduce parking norms divided by function by new construction. Also, we want to enter into a dialogue with relevant players about increased use of especially shared electric cars for the purposes of reducing the increase in fossil fuel private cars in urban development areas and we will work on promoting the use of shared cars in the city – both shared cars

## THE CITYRING AND THE PUBLIC TRANSPORT OF THE FUTURE

The Cityring opened in the autumn of 2019 and offers completely new possibilities to the Copenhageners. It has become easier to get from A to B between the neighbourhoods and to the inner city areas. In the coming years, this will influence the perception of the city and on how to plan the city.

Many more areas have gotten metro service and this will result in new interaction between the areas that are now linked with quick and efficient public transport. Thus, the Cityring is a boost to all of Copenhagen and will in the coming years make many more people use public transport. In the beginning of 2020, the Nordhavn metro will open and 2024 will see the opening of the metro to Sydhavn. This binds the city even closer together and gives more Copenhageners close and easy access to the metro. That many more than today will use the metro will affect the capacity utilisation in the existing metro and in the busses on e.g. Frederikssundsvej. We want public transport with room – even during rush hour. This is why the City Council has decided to work on establishing a new metro under the harbour as well as a light rail between Nørrebro Station and Ring 3 in Gladsaxe. In the long term, the City of Copenhagen wants a metro harbour ring and an extension of the light rail from Nørrebro Station to Nørreport Station in order to ensure a robust metro system and quality public transport connection between Tingbjerg, Husum, Brønshøj and the inner city. As a supplement to the study on a light rail solution to Tingbjerg, we will also look into the possibility of establishing a BRT connection (Bus Rapid Transit connection) to Tingbjerg as the primary solution for a connection to Tingbjerg.



with a fixed parking spot and electric shared cars without a fixed parking spot.

Furthermore, we will enter into discussions with the relevant players regarding increased use of especially electric car sharing for the purposes of limiting the number of private fossil fuel cars in urban development areas and we will work on promoting the use of car sharing in the city – both with permanent loading spot and electric cars without permanent loading spot.

Public transport is developing greatly at present. The opening of the Cityring has given a significant boost to public transport in Copenhagen and in future years the Cityring branch line to Nordhavn and Sydhavn will open. This will give even more neighbourhoods access to high-quality public transport. A new bus network will ensure the local service and create cohesion in public transport between train and metro stations. The busses are more and more limited, however, by the rest of the traffic and to ensure that busses can go faster from A to B we will establish bus lanes and other bus prioritisation. This may result in that we in certain places will have to compromise on our wish for local greening and parking. By 2025 all city busses are converted to electric busses or to other busses with similar noise and environmental features. This makes demands on the urban spaces and that we incorporate the need for being able to charge electric busses at all bus depots in the City of Copenhagen.

Walking is an efficient form of green transport that also contributes to the Copenhageners' health. With Municipal Plan 2019 our goal is to increase the average number of daily walks per Copenhageners by 20% in relation to 2017. In order to support the new walking goal and the goal that no road users will be killed or seriously injured in traffic going forward we will work on partnerships with landowners and associations of Copenhagen backyards to establish green recreational areas with high quality path connections. They will, among other things, promote safer school streets and easy access to stations and bus stops from a wider surrounding area than is the case today as well as create green connections in the city. Towards Municipal Plan 2023 we will examine what measures can be implemented in the planning to support more walking; including the possibility of introducing a walkability index.

#### A healthy Copenhagen

The air pollution is a serious problem for public health and the wider environment. In Copenhagen about 550 inhabitants die prematurely every year because of air pollution. It is our ambition that the air in Copenhagen becomes so clean that the health of our citizens is not harmed. Thus, we are working towards air quality being in compliance with both the guidelines of the World Health Organisation and the EU limits for good air quality, and we will work on changing legislation in order to implement a ban on new establishment of wood-burning stoves in district heating areas.

This way, we can reduce emission of harmful particles in especially Copenhagen's residential neighbourhoods. Especially diesel cars and wood-burning stoves are among the worst offenders but with current legislation the City of Copenhagen only have very few options to regulate these challenges. Thus, in Copenhagen we want an environmental zone that makes demands regarding cars, vans and lorries and by the end of 2030 we want to introduce an area of the city where only cars with no emissions of pollutants or carbon are allowed to drive.

In order to reduce the air pollution we want to promote having an adequate charging point structure and parking spaces for electric cars and thus making it attractive to choose an electric car instead of a petrol or diesel car. We will also make it free of charge to park your electric or hydrogen car in the payment zones. This way, the number of electric and hydrogen cars can be increased to the benefit of air quality. The number and use of wood-burning stoves should also be reduced – especially in buildings with district heating as there here is no real need for wood-burning stoves.

In addition to this, we will in the future ensure a continued focus on clean air by including the recommendations from the Copenhagen panel of experts for clean air when making municipal decisions on clean air efforts.

Cruise ships in Copenhagen are responsible for a considerable emission of harmful substances and carbon. Thus, the City of Copenhagen works on reducing emissions from cruise ships as well as the other commercial players of the harbour so that the problems are reduced for as many inhabitants as possible. Together with the relevant parties, the City of Copenhagen will work on establishing land power facilities for cruise ships. Funds have been set aside for project planning of a land power facility in Nordhavn that the city is working on having completed by 2021. At the same time, the possibilities of establishing land power at Langelinie are examined.

The Copenhageners' health is generally closely connected with their background, including educational background, place of residence and income. In order to increase social equality in physical and mental health, health-promoting city planning will begin where the need is greatest. This can e.g. be using noise-reducing asphalt in at-risk urban areas, establishing urban spaces where the design motivates increased physical activity or recreational areas that promote mental health.

Copenhagen is experiencing increasing problems with a lack of doctors. This means that more Copenhageners have to travel longer distances to see their doctor. Thus, we need to create the setting of new health centres in both existing and new urban areas similarly to other central urban functions.

## THE CITY OF COPENHAGEN'S EFFORTS

### This is what we do in Municipal Plan 2019:

- > We are setting ambitious goals for pedestrians and traffic safety.
- > We are designating potential areas for new recreational areas.
- > We are maintaining demands for open spaces and promenades along the harbour in connection with new construction.
- > We are revising parking regulations so that parking norms generally are reduced and fixed based on the usage of the building.

### What the City of Copenhagen also does:

- > We are preparing a long-term green area plan with specific proposals for new and upgraded recreational areas.
- > We are extending bicycle paths and walkways all over the city.
- > By 2025, we will replace all diesel busses with quiet, zero emission busses or harmful substances.
- > We will utilise the Cityring to improve the city – both urban spaces near the new stations and connections to the stations.
- > We are incorporating green policies such as the City of Copenhagen's tree policy or cloudburst plan as well as establishing more green roofs when the city is developed.
- > We are working with circular economy to strengthen a sustainable development of the city.
- > We are making demands about recycling in select projects when municipal building is put out to tender.
- > We are projecting a land power facility for cruise ships in Nordhavn together with Cph City & Port Development and Copenhagen Malmö Port.

# The green agenda

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Copenhagen is one of the greenest and most sustainable cities in the world setting the agenda for how cities can contribute to promoting the green agenda. The green agenda ensures a green and sustainable city in growth and development. Our ambition is to strengthen Copenhagen as a green pioneer city. In this regard, we are already doing a lot and with an ambitious Municipal Plan 2019 we are unifying green efforts and outline the setting of what needs to be done in order for the Copenhagen of the future to ensure sustainable solutions and green urban spaces to the benefit of the Copenhageners as the city develops.



Amager and a view of Oresund

## RECREATIONAL AREAS AND URBAN SPACES

› It is a political ambition that in the existing city there is no more than 300 meters in walking distance from the city's housing to a recreational area. A recreational area can in this context be several different things. This can be a park, a pocket park, special greenified urban spaces, the lakes as well as the harbour, etc. In the ongoing work, we need to clarify what qualitative demands need to be part of the area for this to be part of fulfilling the ambition but also to clarify what types of public and private areas that can play a role in accommodating the needs of the inhabitants for recreational areas in their local community. In the urban development areas we are also presenting the ambition about a maximum walking distance of 500 meters from home to a larger publicly accessible recreational area (more than 2 hectares). Based on this, when adopting Municipal Plan 2019 we need to launch an analysis of the status of compliance with these wishes and goals. The analysis will be done by the Financial Administration with inclusion of the Technical and Environmental Administration.

› The City of Copenhagen will work on promoting several small green urban gardens in the public space. It is the ambition of the City of Copenhagen to develop more small green urban gardens and recreational facilities such as benches and urban inventory in partnership between the City, inhabitants and companies.

### Area plan for recreational areas:

› More Copenhageners are ensured easy access to nature and recreational areas: At the annual budget negotiations an area plan for recreational areas up to 2050 will be presented. The area plan will both fulfil a vision that Copenhageners in all neighbourhoods – both existing and new – will have easy access to recreational area that are attractive to use. The plan comes with proposals for investments in the four solution areas:

### Area plan for recreational areas – four overall possible solutions

1. New recreational areas
2. Green connections and access
3. Improved quality (upgrade)
4. From grey to green



The north harbour Nordhavn – potential area



Nature reserve Amager



Folehaven Bridge, the Vigerslev park



The City Hall Square post metro construction

The City Council can make decisions about realising the area plans' possible solutions partly in connection with planning of the city (designation of areas for recreational use and connecting lines in municipal plan and local plans) and partly the annual budget negotiations (funds for land acquisition and landscaping of recreational areas as well as derived operation).

With the area plan six new larger recreational areas are designated in the urban development area. In addition to this, eight new connections have been appointed that can ensure more inhabitants easier access to recreational areas – both in the new and existing city. Furthermore, the Financial Administration and Technical and Environmental Administration have in dialogue with the local committee secretariats, area renovation and urban space and park managers, collected local knowledge about potential solutions to ensure improved quality of recreational areas, better access, etc.

Towards the budget for 2021, we will prepare a proposal to replace grey with green – i.e. proposals to increase planting in public urban spaces and urban areas where you currently find predominantly asphalt, pavement or another kind of covering on the areas and also to ensure diversity in this planting.

## ENERGY AND ENVIRONMENT

- › A new facility by Nordhavn in 2021 will mean that the Oslo ferries can use land power when they are in port.
- › The City of Copenhagen will together with the relevant parties work on establishing a land power installation for cruise ships. Funds have been allocated for planning a land power installation in Nordhavn that the city will work on having completed by 2021 already. At the same time, we are looking into the possibilities of establishing land power at Langelinie.
- › On condition of acceptance from the civil authority, more windmills will be established in two new fields in Øresund.
- › The carbon footprint in municipal daycare is reduced by at least 25% by 2025.
- › The WHO guidelines for good air quality will be included as a goal.
- › The City of Copenhagen will work on introducing an environmental zone for cars and a maritime environmental zone to improve air quality in Copenhagen.
- › The City of Copenhagen make demands that biomass CHP is generated using certified sustainable biomass.
- › In the course of the plan period, an action plan will be launched for how Copenhagen can become a fossil fuel free city.
- › In the coming plan period, a new climate agreement will be adopted by the City Council about what will follow after Copenhagen has become carbon neutral with specific goals for 2030 and 2035.

## TRAFFIC AND INFRASTRUCTURE

- › The City of Copenhagen will begin the work of reducing climate effects from traffic even if this makes it more difficult to use petrol and diesel cars in Copenhagen.
- › The City of Copenhagen will work on promoting electric cars in the city, including the technological infrastructure that supports prevalence of them.
- › The City of Copenhagen will work on supporting the prevalence of shared car arrangements in Copenhagen, including working for on establishing a number of shared car spaces with permanent docking spaces on public roads corresponding to one shared car space per street in the city and the surrounding neighbourhoods, including Amagerbro.
- › The City of Copenhagen will look into the possibilities of financing further stretches of new metro.
- › The City of Copenhagen will work on an overall parking strategy, among other things, for the purposes of reducing car commuter traffic into the city.

## CONSTRUCTION AND INSTALLATIONS

- › The City of Copenhagen will reduce carbon emissions by making demands to, among other things, building materials in own building and installation jobs.
- › The carbon consumption for building will be reduced by property developers in Copenhagen being encouraged to use sustainable materials in building, e.g. wooden constructions or the like.
- › We will begin works to improve use of square metres in municipal construction to reduce the climate impact.
- › The City of Copenhagen will designate at least one circular material site for building materials that can be used later for new construction.

## The City of Copenhagen wants a change in legislation

The City of Copenhagen would like the option to make demands that can limit the air pollution and carbon emissions from among other things the building and transport sector but is today limited by government and EU regulations.

Building and plant machinery will no longer be operated by petrol and diesel. It will be possible to make demands for climate-friendly machines from the suppliers in the form of e.g. electric machinery. The same applies in relation to building materials where it will also be possible to make demands for sustainable materials.

These days, 6,000 new homes and on average 200,000 square metres are being built a year in Copenhagen. With use of sustainable building materials and carbon neutral machinery there is a significant carbon reduction potential.

Traffic in Copenhagen is responsible for a considerable part of Copenhagen's carbon emissions and air pollution. With today's development we see a very limited reduction and significant changes in the fleet of vehicles and traffic patterns are needed if this development is to be accelerated. The city wants government framework for regulation that can support reductions further.

This is why the City of Copenhagen wants to work on new legislation in the following areas:

### Mobility:

- › Authority to regulate the use of parking spaces in a local plan making it possible to make demands that a certain number of parking spaces will be reserved for electric and shared cars respectively.
- › The government has proposed legislation that in connection with new construction as well as existing buildings electric vehicle charging stations will be established or preparations made to establish such electric vehicle charging stations. The City of Copenhagen is as such positive towards a change in current legislation.
- › Authority to exempt climate measure, including profitable energy renovation of buildings, from the building limits so that the municipalities have more of an incentive to save on energy.
- › Authority to establish a zero emission zone for vehicles in part of the City of Copenhagen to support the use of electric cars.

- › Authority to allow the city to establish a maritime environmental zone in a part of the Copenhagen harbour to reduce emissions from especially canal tour excursion boats.
- › Authority to introduce a stricter environmental zone for cars in the City of Copenhagen and other municipalities that want to do this to reduce health effects from the traffic's harmful emissions.
- › Start-up of a national trial with road pricing and subsequent full scale implementation to reduce the climate effects of traffic as well as financing a new climate-friendly infrastructure.
- › Making permanent the arrangement with exemption for electricity charges for electric busses in public regular service so that remaining public transport can become clean as well as extending the arrangement to cover other bus services.
- › Today, the government receives 70% of all parking income in Copenhagen. Therefore, we would like a change in legislation on parking income resulting in investment of the government's share of the income in infrastructure that could reduce congestion and climate impacts from traffic.

### Sustainable construction

- › Authority to make demands for more sustainable building machines in the construction phase minimising emissions with climate and health hazardous substances.
- › Authority to make demands for sustainable building materials in buildings, e.g. DGNB certification or wooden constructions including the possibility to build tall buildings with wooden constructions where justifiable in terms of safety. This would also require changes in EU legislation.
- › Ban on establishment of new wood-burning stoves in district heating areas to reduce the emission of harmful particles in residential areas especially.



Østergro

# A cultural metropolis with an edge



Urban Rigger's youth housing made of old containers at Refshaleøen

## Select goals

### The City of Copenhagen has as goals:

- To create opportunities for temporary use and activities in existing buildings and surrounding areas in those areas that are not developed in the first part of the plan period.
- To improve the quality of the city's water areas and access to using them.
- To use the historic and architectural values actively to create identity and quality in existing neighbourhoods and in urban development areas.
- To use and make visible Copenhagen's culture heritage as part of the foundation for understanding and developing the city.
- To maintain the quality of the city's preservation-worthy areas and buildings.
- To place new tower blocks close to stations where they can also support the city's and the location's qualities and contribute to the area's urban living and identity.

See all city development goals in Chapter 2.

### Cultural and leisure life for a city in development

Copenhagen should be a city that offers a great setting for everyday living. Thus, we also need a diverse and living cultural and leisure life that gives Copenhageners the possibilities to be active, get new experiences and use the city in new ways.

A prerequisite for a strong and cultural and leisure life is an appealing setting in which to express oneself near the city's housing so that the cultural and leisure life becomes an integral part of everyday life in all neighbourhoods. Thus, we ensure that the quality of existing facilities and ensure that we in time reserve areas to build new facilities in the urban development areas to accommodate future needs. Here it is important to have a diverse range of cultural and leisure activities that offer Copenhageners and the city's guests possibilities to use and experience the city differently. This applies to e.g. access to traditional leisure activities such as playing fields, ice rinks and swimming pools. At the same time, Copenhagen will offer cultural experiences that range as widely as possible with possibilities of experiencing culture in e.g. theatres, concert halls, galleries, listening to music at one of Copenhagen's many festivals, attending large sports events or experiencing changing art installations in the public domain.

In Copenhagen, there are several examples on how to transform existing buildings for new usage, e.g. for new cultural activities. The museum Copenhagen Contemporary at Refshaleøen has converted the iconic old welding hall of B&W to a new international arts centre for installation art. Where Refshaleøen previously was closed off, it has now been opened up to the Copenhageners and the city's visitors and Refshaleøen has become a special place in the city that offers various cultural experiences. In outer Nordhavn there is also the possibility of converting the tunnel factory Tunnelfabrikken and create a new cultural centre that opens up Nordhavn towards the rest of the city. This makes rooms for various permanent and temporary developments to give new life to the old hall – e.g. in the form of cultural events and creative workshops.

With a growing population comes greater exploitation of the existing areas and facilities. This results in a need to utilise space more efficiently and extend possibilities of using buildings and areas in new ways or combined with other great usages.

We want to exploit the potential of having cultural and leisure facilities in one location together with other services that can support each other functionally and area-wise; for



## BIG SPORTS AND CULTURAL EVENTS IN COPENHAGEN

The City of Copenhagen co-operates with various interest groups and trade organisations to attract and create big international events in sports, music, film, food, etc. This is all part of, among other things, engaging Copenhageners, strengthening business and tourism and putting Copenhagen on the map. With places like Royal Arena and Parken it is possible to offer the best possible framework of big sports and cultural events in the city. At the same time, the city is in the process of examining the possibility of establishing new festival grounds.

Among the future sports events to take place in Copenhagen we have e.g. the European Cup in football and Tour de France (2021).

example by incorporating sports hall, school, library, culture house, daycare as well as nursing home into one when building new municipal facilities or by adapting cultural and leisure facilities in existing buildings or outdoor areas. Several cultural institutions will be combined so that the culture houses also can include libraries, citizen's services and cultural associations. This way, we achieve a better exploitation of the square metres. At the same time, we support the city's cohesion with different usages which contributes to creating new meeting places across various population groups and neighbourhoods. In this connection, it is important that Copenhagen is a city for all regardless of background and age and that everyone has the opportunity to participate actively in cultural and association activities and is included in the surrounding community.

When expanding new urban spaces and urban areas, we have to include thinking about opportunities for cultural and sports facilities, art as well as sports and movement when shaping the city's inventory and coverings. At the same time, we have to exploit any unused potential in using the city's roofs for new types of activities, hangouts and art.

Sports facilities and building sports hall will follow the demands of children, young people, adults and seniors and play a part in shaping the foundation of rich association activities. The city's sports areas are important areas for association activities and the inhabitants of the city. Thus, the city focuses on an on-going upgrade of the city's sports facilities, including the stadiums Valby Idrætspark and Sundby Idrætspark. If Denmark's national stadium Parken wants an extension, it is possible to introduce a new planning foundation that can make the realisation of this possible. In addition to this, there still needs to be possibilities to do various types of sport indoors and outdoors.

### A sea of opportunities

Copenhagen is still under development and changing. The number of inhabitants is increasing and the diversity of ways of life is expanding. This makes demands on the way that we physically lay out the city so that Copenhageners and the city's visitors have access to areas that can be used recreationally in different ways. One of Copenhagen's strengths is that it is close to the water. This gives a number of special qualities and countless possibilities to use the harbour and the water recreationally in the city – for activities, adventures and rest and relaxation.

The development of the harbour and the areas along the waterfront has gone from being characterised by industry and a gap in the city to being a recreational, public space that unifies Copenhagen. It is a development that we must keep on supporting by including these areas in the urban development.

We will still create cohesive connections about and across the harbour giving all access to the water. We need attractive spaces that invite relaxation and that create the opportunities for more activities on and by the water – e.g. bathing zones, blue support points for maritime open air experiences, dock spaces and culture and sports facilities; an integral development that should be seen in an active co-operation between public and private players. At the same time, we must exploit the possibilities for living by as well as catering for the people by the water with many kinds of houseboats along the harbour.

It is important in the urban development to take into consideration the maritime environments and access to the harbour and in step with the harbour becoming a popular destination in the city, it is important that we still make room for the harbour-related activities leaving room for safe passage of e.g. harbour busses and boats.

### Variation in the cityscape creating experiences and edginess

Copenhagen is an interesting city to explore. An edgy city arises from a city's contrasts where there is room for surprises and creating something new and at the same time ensuring cohesion between the city's areas; a well-preserved big city with different neighbourhoods, areas and places with each their special life and identity. The composition of modern buildings, tower blocks, historical buildings and a cultural historical past provides variation in the cityscape that we can make room for in the development of existing and new neighbourhoods.

With the long-standing history, the city has many valuable cultural environments and preservation-worthy buildings that testify to the history of Copenhagen life of the past and the development that has taken place. Historical and cultural remnants all contribute to giving identity and edge to the city of the present and the future. Therefore, we have designated valuable culture environments and preservation-worthy buildings so that they can be activated in the conversion and development of the city; either in preserved form or transformed for new usage that builds on the historical layers. In the course of the municipal plan period we will prepare an update of valuable cultural environments in the municipal plan.

Furthermore, efforts will begin to include the entire city in local plans beginning with the medieval city and Christianshavn.

As contrast, new buildings and tower blocks of high architectural quality are part of providing variety in the city and create attractive, dense urban areas. Because the tower blocks break the overall lines of Copenhagen, this demands special attention to their location for them to support the place's qualities and the local life. Thus, the historic neighbourhoods in the inner city and Frederiksstad should be kept clear of tower blocks in order to preserve the characteristic profile of the city with buildings of 3 to 6 floors only interrupted by towers, spires and domes.

The city's spaces should also be part of creating different experiences in the cityscape and encourage diverse use for both adults and children. High quality decoration and multifunctional usage should be prioritised in extending the public urban spaces. It is part of supporting the interaction across population groups and make up the framework of playing and living in the city. Furthermore, Copenhagen should appear as a clean, neat and safe city with well-kept parks and green urban spaces.

### Temporary and creative use of the city

A cultural, edgy big city will be developed together with the Copenhageners, creative entrepreneurs and other professional players; a vibrant city, rich in communities and experiences, building on the opportunity of being a co-creator of your city. Thus, together we will create the framework of temporary activities in the city to support the Copenhageners' possibilities of realising their city through diverse creative and green projects.

Available areas and existing buildings can make up the setting of temporary activities in Copenhagen. There are many different kinds of temporary, and depending on where in the city it is located, it adds something different to an area. In the existing city the space between houses and streets can provide room for citizen-driven initiatives and other creative players have the possibility of creating different and experimental places in the city to the benefit of the locals and visitors. This could be in the form of shared gardens, new shared offices and entrepreneurial environments or art installations in the urban space that make up a contrast to the surroundings. In Copenhagen's urban development areas such as Refshaleøen and Outer Nordhavn temporary activities can contribute to transforming and breathing new life and identity into an area.

At the same time, new solutions and ideas can be tested before a more permanent development is carried out. In the existing city, the meat packing district Kødbyen and the north-west district Nordvest are good examples of areas where small businesses and creative entrepreneurial environments emerge and create identity and edginess. In the coming plan period, it is important that we continue to ensure the possibility of such environments – even when the city is developing. With Municipal Plan 2019 we want to focus especially on Nordvest as a neighbourhood for both creative and traditional businesses; where workshops for seniors and small industry buildings provide opportunities for creative reinterpretation or continuation for example in the areas around the streets Rentemestervej and Ørnevej.

We need to create a setting allowing new temporary activities to emerge. With the application regulations of the municipal plan we provide flexible possibilities for temporary activities in most of the city. The municipal plan contains a special regulation about temporary application in select areas that previously have been used for harbour purposes, industry or technical plants thus making it possible to use for other purposes than the original. This could be new temporary youth housing, food fairs or new culture initiatives.

"The city's space should be part of creating different experiences in the cityscape and encourage diverse usage for both adults and children."

## THE CITY OF COPENHAGEN'S INITIATIVES

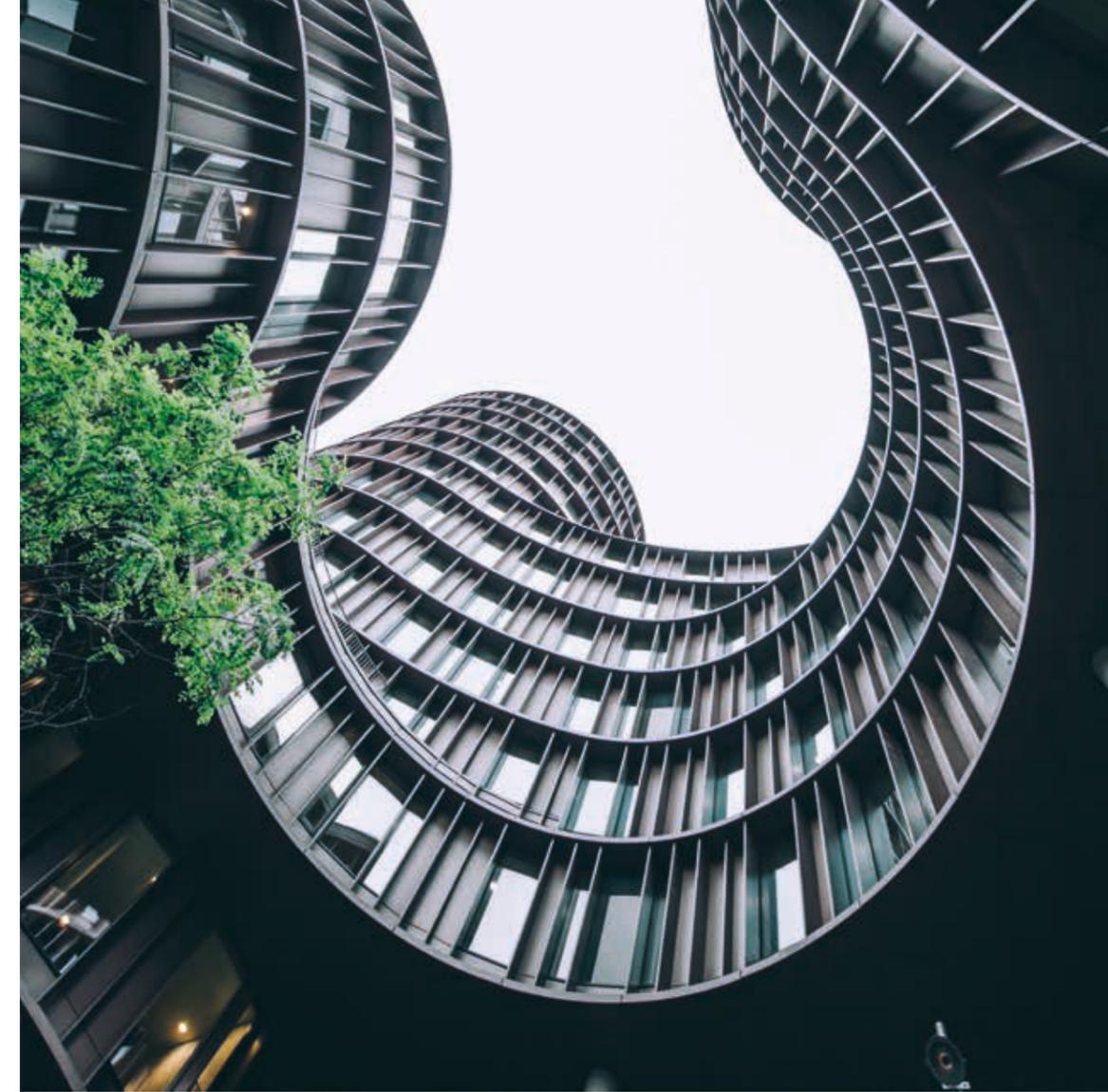
### What we are doing with Municipal Plan 2019:

- > We are creating flexible possibilities for temporary usage in the city's perspective areas.
- > We are designating preservation-worthy buildings and valuable culture environments.
- > We are keeping a large part of the inner city and Christianshavn free from new tower blocks going up in order to be able to maintain the characteristic profile with towers, spires and domes in the historic neighbourhoods.
- > We are maintaining areas for houseboats along the harbour.

### The City of Copenhagen's other measures:

- > We are setting aside funds for timely acquisition of plots of land for cultural and leisure activities.
- > We are including the principles in the City of Copenhagen's architectural policy when building tower blocks.
- > We are including culture and leisure life in our planning of new and existing neighbourhoods.
- > We are working with the citizens, cultural players, association activities and business when creating the city's culture and leisure life.

# A city in sustainable development with talents and jobs



Axel Towers in the inner city area

## Select goals

### The City of Copenhagen has as our goal:

- To create the foundation of 50,000 new private jobs by 2031.
- To increase the share of highly qualified employees by at least 0.5% a year.
- To promote a development of areas for business that ensure a wide selection of localisation possibilities for various types of business such as offices, tradesmen, small manufacturing, warehouses and logistics as well as creative businesses.
- To promote business development in and around the city's campus areas and create a good setting for private entrepreneur environments.
- To ensure good localisation possibilities for companies with many employees close to the larger stations in the city.
- To promote sustainable tourism that takes the local environment into consideration and disperses throughout the city and the rest of the Capital Region.
- To ensure the possibility for diverse shopping possibilities in all neighbourhoods.
- To limit transport distances to shopping and ensuring good access to all, especially pedestrians, cyclists and in public transport.

See all city development goals in Chapter 2.

### A diverse selection of jobs

Copenhagen's diversity will be reflected in the city's companies and jobs. It is important to retain a diverse selection of job possibilities; not just for the Copenhageners but also for people living in all of Greater Copenhagen. This is only possible if it is still appealing to settle and operate various types of business in Copenhagen. Copenhagen must appeal to all sorts such as international companies, smaller manufacturing companies, creative companies, tradesmen companies, socio-economic companies, entrepreneurs, etc. Thus, it is necessary to retain a varied and adequate selection of location possibilities for the city's companies. This ensures that jobs for Copenhageners can still be established for both skilled and unskilled workers as well as for those with further education, etc. At the same time, the presence of a wide range of companies can contribute to inspiring the Copenhageners when they choose their education and career. Also, we focus on ensuring a good flow in traffic so e.g. tradesmen can get around in the city. Thus, we want to ensure business parking spaces in the new neighbourhoods.

In the sequence plan, we designate new areas for urban development so that spaciousness in business building

by 2031 is up to 2.8 million square metres. This creates the possibility for new companies to establish themselves in Copenhagen and existing companies can expand. We focus on preserving suitable buildings for small businesses in existing business buildings as far as possible for the purpose.

In order to ensure space for the creative businesses and tradesmen companies of the future, the city will launch an analysis of industry development and their present location in the city including a plan assessment of where they can be located in the future.

We maintain a number of the city's business areas and take these into consideration when the city is to be developed. This happens for example with moving the Copenhagen container terminal from Levantkaj to the outer north harbour Ydre Nordhavn.

We ensure a varied selection of commercial leases by maintaining areas for various types of business, including nine creative zones e.g. to offer attractive location possibilities for tradesmen companies, creative companies and entrepreneurs who want flexible and inexpensive leases.

## FOCUS ON AN AT-RISK CITY

In addition to the municipal plan's physical planning, the City of Copenhagen works with several other efforts with the purpose of contributing to a positive development for the Copenhageners and the city. One example of specific efforts is the employment measures in "Projekt Perspektiv" (the Perspective project). The project was an outreach employment-focused project for women of non-western background with funds from the public funds earmarked for disadvantaged groups 2015-18. The project was primarily targeted at residents of Mjølnerparken. The purpose of the project was to seek out, motivate and contribute to the participants coming closer to the job market or actually finding a job. The target group participated in individual and group counselling, preparatory company-oriented courses and classes in community understanding as well as in company-oriented courses. A total of 290 citizens (primarily women of non-western background) participated in the project. The results of the project show that among all the participants from 2015-18 as at February 2019 50% were either in ordinary education or employment (all levels of income registered as salary) after having been part of the projects.



### Innovation and good entrepreneurial environments make Copenhagen appealing

In 2018, the Task Force for better business conditions in Copenhagen presented their recommendations for, among other things, strengthening the attraction of qualified labour and international investments. The Task Force was appointed by the Copenhagen City Council and as follow-up on the recommendations of the Task Force we want with Municipal Plan 2019 to create the framework for development of the city's innovation districts. It is important that we as part of the physical planning supports partnerships between the city's research and educational institutions, research parks and company environments. One example is the Copenhagen Science City where we have pooled our resources with the University of Copenhagen, University College Copenhagen and the hospital Rigshospitalet to create an innovation district. The goal of the co-operation is to make Copenhagen leading in nature and health sciences. It is vital that Copenhagen offers attractive entrepreneurial environments as this attracts investments and creates talents.

A challenge for many start-ups is to be adequately successful in the course of the first few years in order to create a permanent foundation. As a result of the Task Force's recommendations, we want to improve the framework of new and current private entrepreneur communities. With Municipal Plan 2019 we want to focus on the possibilities to integrate office and living conditions. This could be new co-working or co-living concepts with focus on the entrepreneurs' needs for knowledge sharing, flexibility and community.

### Copenhagen as student and knowledge city

In order to strengthen the companies' conditions for innovation, we will as a result of the Task Force's recommendations launch a focused co-operation with the universities to attract even more leading foreign researchers and research groups within the region's position of strength. Also, it is important that foreign talents, not least within the professions where the city needs labour, see Copenhagen as a city that is open and welcoming towards international students.

At the same time, it's important that we continue the good co-operation with the city's educational institutions in order to make Copenhagen even more attractive to students and activate the students' skills as regards coming up with solutions to the challenges of the city. In December 2019 the City of Copenhagen' City Council adopted a policy for Copenhagen as a student city.

### Optimal framework for the companies' development of Copenhagen

It is important that we create a focused and sensible framework at the same time as we support growth and development. The companies should see Copenhagen as a development-oriented and business-friendly city with focus on innovation. In connection with urban development it is important that the planning process and construction project management is targeted and efficient so that landowners, builders and developers do not experience the City of Copenhagen as an opponent but rather a partner. The City of Copenhagen will also support urban development where developers, companies and local players together can handle local and specific challenges.

### Strengthen sustainable tourism in the entire city

A significant and positive contribution to Copenhagen's economic growth comes from tourists and guests from all over the world. Copenhagen will remain an attractive destination when tourists select the destination of their next trip or when big events and conferences are deciding on a host city. The tourists are part of supporting retail commerce, restaurants,

culture institutions and thus the local urban environments around the city. This creates jobs across industries all over the city and contributes to a diverse range of jobs. Still more European big cities are experiencing challenges as a result of overtourism – a development that we in Copenhagen must avoid. We want, in accordance with the UN SDGs, to promote sustainable tourism that create jobs and promote local culture and products as well as a behaviour that is in harmony with the everyday lives of the Copenhageners. In line with ever-increasing tourism it is thus important that we create the framework of a development that takes into consideration the overall goals of the city for a diverse and sustainable city. Furthermore, new analyses show that the more neighbourhoods the tourists visit, the greater the satisfaction with Copenhagen as a destination. We need to show that Copenhagen's different neighbourhoods and urban environments offer different experiences all year round, not only for the Copenhageners, but also for the city's guests. This will contribute to ensuring more balanced tourism which would alleviate the pressure on the centre of the city and so other neighbourhoods and more Copenhageners can benefit from the tourism's positive contributions to the city.

The City of Copenhagen will, based on an analysis of development in hotel capacity, prepare an administration basis for how future hotel capacity should be placed. Sustainable transport should be part of the assessment in relation to getting the tourists to use the city's public transportation infrastructure. The examination of the hotel area should also look at hotel flats and development in Airbnb bookings.

## THE CITY OF COPENHAGEN'S EFFORTS

### This is what we do in Municipal Plan 2019:

- > We will create room for 2.8 million business square metres in the urban development areas.
- > We will ensure the framework of a diverse range of companies and jobs.
- > We will maintain nine creative zones and 38 areas for traditional businesses for the purposes of ensuring a diverse range of business possibilities and ensure affordable rental units.

### This is what the City of Copenhagen also does:

- > We will work on the Task Force 2018's recommendations to improve conditions for businesses in Copenhagen.
- > We will prepare a new business and growth policy.
- > We will implement the new student life policy.
- > We will work on promoting a sustainable behaviour among the city's guests and ensure easy access to experiencing the various neighbourhoods' attractions.
- > We will prepare an administrative basis for placement of hotels.

# An international urban region



Copenhagen Airport

## Select targets

### The City of Copenhagen has as goals:

- That the urban development in Copenhagen supports a relatively higher growth in the number of jobs in Greater Copenhagen than other urban regions (Stockholm, Amsterdam and Oslo).
- That Copenhagen remains Greater Copenhagen's overall shopping and experience centre.
- That urban development of regional significance is co-ordinated with the extension of Copenhagen's and the metropolitan area's overall infrastructure, including especially public transport.

See all city development goals in Chapter 2.

### Greater Copenhagen to the benefit of Copenhagen, the region and the rest of the country

Copenhagen is a part of the Greater Copenhagen co-operation which is a business policy co-operation between the Capital Region and Region Zealand of Denmark, Scania (Skåne) and Halland of Sweden and the belonging 85 municipalities. Together with the other parties, the capital region Greater Copenhagen is developed to ensure sustainable growth, a high degree of employment and quality of life for the region's 4.3 million inhabitants. A growth that is not just to the benefit of Copenhagen and Greater Copenhagen but the rest of the country. With a growing number of inhabitants, a well-functioning and cohesive traffic infrastructure becomes an increasingly important prerequisite for improving mobility in, to and from Copenhagen and thus creates a more competitive metropole region. Copenhagen and Greater Copenhagen will be a cohesive and well-functioning urban region where it is uncomplicated to live, work and study. The co-operation is about attracting talents, tourists and investments for the region. It also covers international marketing of Greater Copenhagen as well as continued integration of the entire region to the benefit of growth and employment.

### A cohesive and functional urban region

Copenhagen needs a cohesive region where administrative boundaries mean less and a cohesive housing and job market mean more. It should be possible for the Copenhageners to move outside the city limits without this affecting the possibility of keeping a job in the centre of Copenhagen. Copenhagen cannot resolve the problem with rising housing prices alone. Thus, we need dialogue with suburban and surrounding municipalities about an appropriate housing extension plan as regards all types of housing, location and extent. According to Copenhagen Economics the housing extension in Copenhagen's surroundings will generally have a limited effect on housing prices in the centre of Copenhagen. It is, among other things, therefore important that a regional housing extension happens based on cohesive and strategic planning where densification of areas in the proximity of stations is combined with efforts to improve public transport in the entire region.

"Copenhagen is famous both nationally and internationally for green solutions and an urban development where green solutions go hand in hand with economic growth, job creation and improved quality of life."



The bicycle is the Copenhageners preferred mode of transport

#### More traffic connections in the entire region and to the rest of the world

It is important that existing connections are strengthened and new ones are added if Greater Copenhagen is to work as a cohesive urban region. Copenhagen stands with the municipalities in the capital area behind the wish for automation of S-trains so that it will operate without a driver as the metro when existing material is to be replaced with new. It will ensure better punctuality and thus reliability when commuters travel in the region. The City of Copenhagen will work on strengthening the railway infrastructure in and about Copenhagen, among other things, by extending the train station by the airport. Furthermore, it is important to increase accessibility to the Copenhagen Airport and working on better train connections from Copenhagen to the rest of Europe. A strong airport and good train connections are an important parameter in increasing the capital region's international appeal. International companies and employees place great emphasis on accessibility when they choose their location. A development of the Copenhagen Airport with many direct connections to the rest of Europe and the world is also central for the many export-oriented companies, for the tourist industry and for the Copenhageners' connections to friends and family in other countries.

In co-operation with 22 municipalities and the Capital Region we are building super bicycle paths to get more people to choose the bike to work and school and place of education, not only in Copenhagen but also when crossing into

other municipalities. The super bicycle paths are regional, high-class bicycling commuter routes, and assessments of the established routes show increases in bicycling traffic by up to 60%, as well as commuting over long distances.

Good connections to the rest of the world will contribute to ensuring a strong labour market; for example to Sweden with a new Oresund metro, to Germany with Fehmarn Belt Fixed Link and to the rest of Denmark with frequent and fast train connections between areas of the country as well as international high-speed trains.

#### Copenhagen as green pioneering city

Copenhagen is both nationally as well as internationally known for green solutions and an urban development where green solutions go hand in hand with economic growth, job creation and improved quality of life. The sustainable urban solutions will not only contribute to an improved positive development in Copenhagen – they will also contribute to a sustainable development of the cities of the world and promote the realisation of the UN SDGs. In order to handle the climate challenges, it is essential that the cities of the world learn from one another so that we don't all have to reinvent the wheel. Copenhagen willingly shares solutions and experiences in international co-operations and networks such as e.g. C40, Eurocities and the urban co-operation with Beijing. This means that Copenhagen also learns from other cities that are facing the same challenges as regards climate and sustainability like Copenhagen.

## THE CITY OF COPENHAGEN'S EFFORTS

### What we are doing in Municipal Plan 2019:

- > We will work on a densification of areas in the proximity of stations that supports extending public transport.
- > We will maintain the retail structure and focus on the development of the existing centre areas.

### What the City of Copenhagen is also doing:

- > We will work on increasing the international knowledge of Greater Copenhagen so that we become even better at attracting foreign investments and talents.
- > We will work on greater integration of the labour market in all of Greater Copenhagen.
- > We will work on ensuring more investments for infrastructure in Greater Copenhagen.
- > We will work on the 17 UN SDGs through the City of Copenhagen's action plan for the SDGs.

## Chapter 2

# Development goals for Copenhagen

The municipal plan will be part of ensuring that the overall political visions for Copenhagen play a role when the city is developed.

This chapter includes the City of Copenhagen's goals based on the vision for Copenhagen. The goals are the framework of the municipal plan's guidelines and thus the area usage in the City of Copenhagen. You can find the guidelines in their entirety at the municipal plan's website.

## OVERALL URBAN DEVELOPMENT

**The City of Copenhagen has the following goals:**

- > To ensure room for building of up to 60,000 homes and 2.4 million square metres for business by 2031.
- > That urban development primarily happens through conversion and densification of run-down industry and harbour areas turning them into modern neighbourhoods and urban areas with mixed functions.
- > That urban development of regional importance is co-ordinated with the extension of Copenhagen's and the capital area's overall infrastructure, including especially public transport.
- > To ensure diversity and quality in the urban development by applying a holistic approach that, among other things, includes urban spaces, activities, institutions, culture and leisure facilities, public transport, etc.
- > That the historic and architectural values are used actively to create identity and quality in existing neighbourhoods and in urban development areas.
- > To ensure sustainable urban development by a holistic approach that includes a long-term environmental, social and economic society development.
- > That new tower blocks are placed in proximity of stations where they can support the city's and the place's qualities and contribute to the area's urban life and identity.

## HOUSING AND CITY LIVING

**The City of Copenhagen has the following goals:**

- > To create room for 100,000 new Copenhageners by 2031.
- > That non-profit housing makes up a minimum of 20% of housing in Copenhagen and that a minimum of 25% of the new housing in the city is non-profit.
- > To create the framework for 12,000 new youth housing of which 7,500 will be non-profit youth housing by 2031.
- > That an action plan will be prepared for student housing with annual part goals.
- > That the City of Copenhagen takes the initiative to ensure a student housing guarantee in co-operation with suburban municipalities/municipalities.
- > That new housing for families, couples without children, singles and seniors and at-risk citizens is built and that variation in the housing sizes and types is ensured in the various urban areas.
- > To create the framework for 1,800 new housing units for special-needs citizens by 2031.
- > To create mixed and diverse housing areas with housing for all Copenhageners.
- > That new urban development areas include a wide range of types of housing.
- > To create safe urban areas with meeting places and outdoor areas that make up the framework for a healthy and active life.
- > That the city is designed so that the healthy choice becomes the easy choice in everyday living by buildings and urban spaces encouraging movement, interaction and recreational experiences to the benefit of both physical and mental health.
- > That the City of Copenhagen works to exploit new roof areas even more to make the city greener.
- > To develop varied urban spaces that encourage people to relax or be active and provide experiences for all groups of citizens.
- > That institutions and facilities are placed in and adjacent to housing areas and that new urban areas get the correct service extension in line with the demographic development.
- > That the city's culture and sports facilities are extended on a level with the population development.
- > That noise pollution of existing and new housing is reduced.
- > That Copenhagen's cultural heritage is used and made visible as part of the foundation of understanding and developing the city.
- > That the quality of the city's preservation-worthy buildings is maintained.

## BUSINESS

### The City of Copenhagen has the following goals:

- > To create the foundation of 50,000 new private jobs by 2031.
- > That urban development in Copenhagen supports a relative higher growth in the number of jobs in Greater Copenhagen than other city regions (Stockholm, Amsterdam and Oslo).
- > That the share of highly qualified employees is increased by at least 0.5 percentage points annually.
- > To promote a development of the city's business areas to ensure a wide range of possibilities as regards location for different types of companies such as offices, tradesmen, small manufacturing, warehouses and logistics as well as creative businesses.
- > That the City of Copenhagen works on ensuring that we will create the framework of different and creative businesses in old industrial areas.
- > To promote business development in and around the city's campuses and create a solid foundation for private entrepreneurial environments.
- > To ensure good location options for companies with many employees near the larger stations in the city.
- > To promote sustainable tourism that takes the local environment into consideration and disperses out into the entire city and the surrounding capital region.
- > To create the possibility of temporary usage and activities in existing buildings and surrounding areas in districts not undergoing urban development in the first part of the plan period.
- > To maintain Copenhagen as Greater Copenhagen's overall shopping and experience centre.
- > To ensure the possibility of versatile shopping possibilities in all neighbourhoods.
- > To limit transport distances in connection with shopping and ensure great access for all, especially for pedestrians, cyclists and public transport.
- > That the City of Copenhagen works to support a local, sustainable and climate-friendly food supply.

## TRAFFIC

### The City of Copenhagen has the following goals:

- > That car traffic by 2025 at a maximum makes up 25% of all trips made in Copenhagen as well as that the number of trips are distributed between at least 25% by foot, 25% by bike and 25% by public transport by 2025.
- > That at least 75% of growth in the number of individual trips is made up by cycling and public transport.
- > That cycling makes up at least half of the trips to work or school in the municipality.
- > That comfort, accessibility and safety for pedestrians is improved so that the average number of daily walks per Copenhagener in Copenhagen is increased by 20% as opposed to 2017.
- > That no road users are killed or seriously injured in traffic.
- > To ensure the best possible connections between all types of transport, including in public transport, between public transport and cyclists as well as improving the users' perception of the connections.
- > That the city's street spaces and road areas are exploited in interaction between mobility and pauses.
- > That we will work on clearing roads from private drivers for new usages as well as recreational areas, public transport and climate adaptation.
- > That mobility and infrastructure contribute to the social inclusion in Copenhagen.
- > That cyclist and pedestrian access along and across the harbour connect the city and that the harbour is used actively for both daily transport and for transport and as a place to relax after work.
- > That air quality in Copenhagen is improved so that it lives up to the World Health Organisation's guidelines for good air quality.
- > That the City of Copenhagen works on banning diesel cars in the city by 2030.
- > That the City of Copenhagen works on introducing a form of intelligent road pricing to reduce fossil-fuelled private cars to the benefit of the Copenhageners' health and climate.

## ENERGY AND ENVIRONMENT

### The City of Copenhagen has the following goals:

- > That Copenhagen is carbon neutral by 2025.
- > That heating supply is based on district heating with the possibility of adapting socio-economic appropriate renewable energy technologies.
- > To promote use of alternative forms of energy manufacturing such as geothermal energy, solar panels, windmills, heating pumps and immersion heaters. As a transitional technology biomass can be used to phase out the use of fossil fuel energy sources.
- > To ensure energy optimisation by exploiting low temperature district heating and heat storage and establishing remote cooling.
- > That the city's energy consumption is reduced on an ongoing basis through energy optimisation and improvements of both construction as well as operation of buildings, infrastructure and other installations.
- > That climate adjustment is integrated in the city's development and conversion so that damages are prevented efficiently and derived possibilities for innovation, green growth, recreation, etc., are exploited.
- > To ensure establishment of an efficient infrastructure for rainwater handling that will reduce pressures on the sewers and as a total system drain off water from cloudbursts and torrential rain storms out to the sea.
- > That based on the city's flood plan solutions will be prepared for how the city most efficiently and with the greatest possible value can be safeguarded against high tide.
- > That waste is sorted at the source to increase reuse and exploitation of resources therein and thus reduce the environmental impact and resource consumption.
- > That we work towards a waste-free Copenhagen where all waste is recycled or reused and work on a plan to phase out the incineration plants over time.
- > To remove or minimise the effects of polluted soil to the benefit of the citizens' health, groundwater and the environment in general.

## RECREATION AND NATURE

### The City of Copenhagen has the following goals:

- > That the city's recreational offers and areas accommodate the needs of the population.
- > That the framework and citizens' interests in using the city as a whole for cultural and leisure activities are strengthened.
- > That a framework is created to fit in facilities for cultural and leisure activities in both new and existing urban areas.
- > That the City of Copenhagen enters into a dialogue with builders about the possibility of multifunctional design supporting usage of buildings and/or outside areas for culture and leisure facilities where relevant.
- > That access to the harbour, the coast and water areas is improved, especially as part of the urban conversion.
- > That the development of the city's recreational facilities and areas is seen in the context of the population development and composition.
- > That new recreational areas and free spaces for new construction contribute to making the city greener to the benefit of the citizens' quality of life and biodiversity and to adapt the city to the climate of the future.
- > That more green roofs are established that can support rainwater handling, carbon uptake, beehives, vegetable growing, relaxation, social events, livestock, restaurants, etc.
- > That access to physical and social activities both such as peace and quiet and nature experiences are developed in the city's recreational areas.
- > That the quality of the city's existing recreational areas is improved to the benefit of the citizens' quality of life and biodiversity and to adapt the city to the climate of the future.
- > That 100,000 new trees are planted by the end of 2025.
- > That the quality of the city's water areas and access to using them is improved.

