

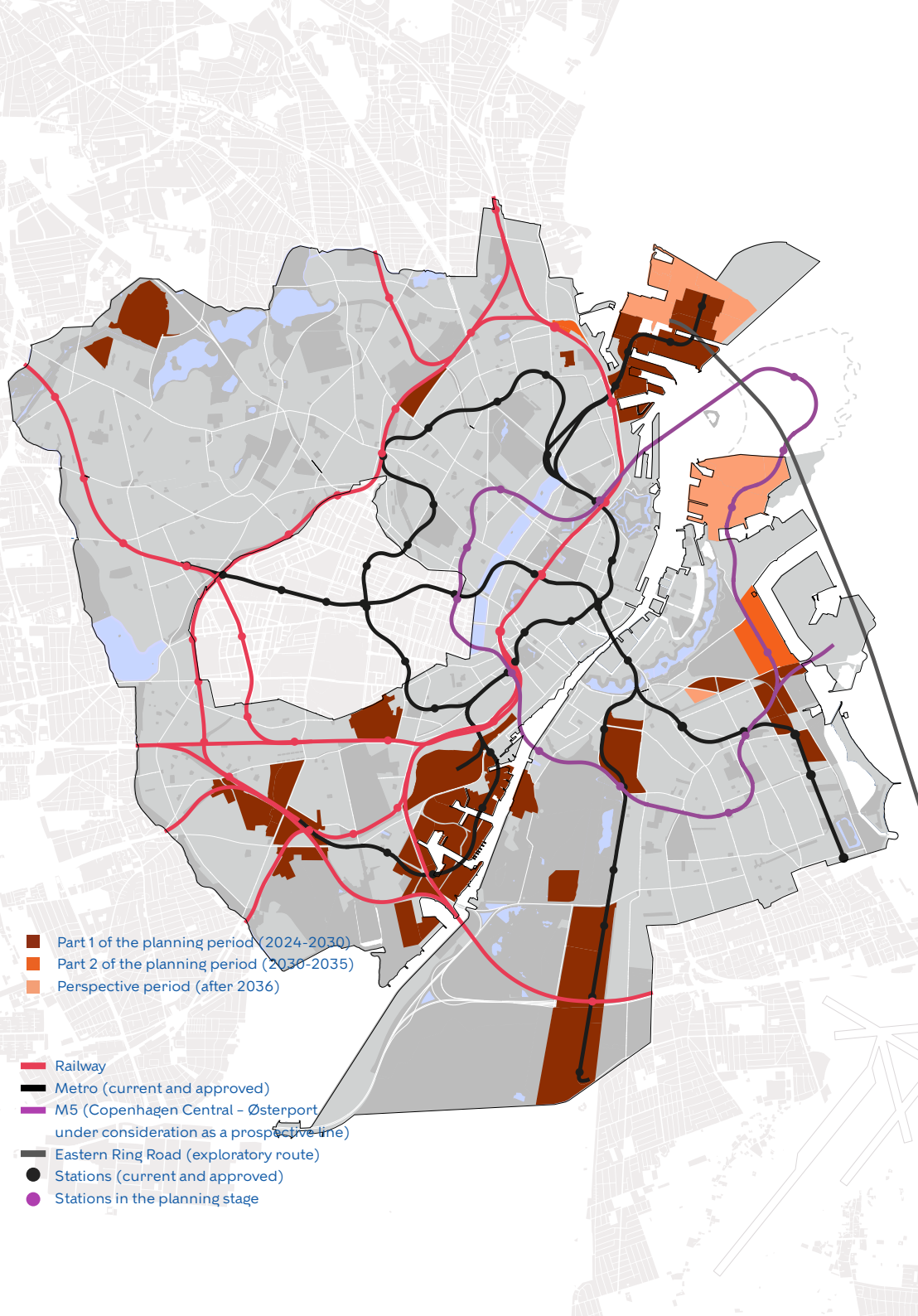
The climate-friendly capital of the future

Municipal Plan, abridged version

2024



Municipal Plan 2024 aims to ensure that Copenhagen of the future will be a city for everyone



■ Part 1 of the planning period (2024-2030)
■ Part 2 of the planning period (2030-2035)
■ Perspective period (after 2036)

— Railway
— Metro (current and approved)
— M5 (Copenhagen Central - Østerport under consideration as a prospective line)
— Eastern Ring Road (exploratory route)
● Stations (current and approved)
● Stations in the planning stage

Copenhagen's Municipal Plan 2024 was adopted by the Copenhagen City Council on 12 December 2024 and sets the direction for the development of Copenhagen in the years up to 2036.

This abridged version of the Municipal Plan provides an introduction to the plan, which is available in full at kp24.kk.dk. (in danish)

The content of the abridged version was selected based on the five chapters of the strategy and goals for the development of Copenhagen. It is the Finance Administration's editorial summary of the new planning opportunities in the Municipal Plan.

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Development with respect for
the soul of the city

Preface

Responsible development of Copenhagen — Copenhagen is an amazing city! It has repeatedly been ranked the most livable city in the world renowned internationally for its cycling culture, pristine swimming water in the harbour, vibrant urban life with cultural attractions, and world-class restaurants. The city is well-connected with a state-of-the-art metro system, electric buses, harbour buses, extensive bicycle lanes, and bridges.

Copenhagen has become both yours and mine because previous generations made timely and bold decisions for the future. It is essential that we always look ahead to make our city better each day. Responsible development of Copenhagen means developing the city when necessary. But it also means taking care of the city we already have.

The population continues to grow. Copenhagen is projected to increase by nearly 120,000 new residents by 2060. One of the city's biggest challenges is to create space for these many new citizens while ensuring that Copenhagen remains a city where people can live their entire lives – even as their circumstances change. The housing market is already under pressure today. We need to create the framework for an accessible housing market, so that children of citizens in the future can continue to move out in their own city, with family homes for both large and small families, student housing for students, senior housing communities, and affordable homes for the city's most vulnerable. There is competition for every single square metre in Copenhagen.

We already live close together, and that's a good thing. Because a dense city is also the most climate-friendly city. Here, we use less energy, water, and heating, we share important infrastructure. We own fewer cars and drive fewer kilometres. We cycle to work and travel more frequently by public transport.

But living close together is not without its challenges. We need to use every single square metre in the city wisely. We must optimise space, and make the most of the space we have.

As we develop Copenhagen, we need to take care of the buildings, areas, and environments that matter to citizens. It's not just buildings that tell the story of Copenhagen as it is written in the history books. It is also buildings that tell the citizens' story of Copenhagen.

Municipal Plan 2024 will provide the framework for responsible development of our city. It intends to ensure that Copenhagen of the future will be a city for everyone. Therefore, it also means that if you want to build in Copenhagen, you must also take responsibility for the city. We want Copenhagen to be a green and climate-friendly city with mixed housing, exciting districts, and good connections. A city that works in everyday life, and a city that forms the framework for a good Copenhagen life.

We need to create all this together: politicians, businesses, and citizens.



Lars Weiss
Lord Mayor of Copenhagen

Urban vision for Copenhagen —



The climate-friendly capital of the future should be developed with a focus on the characteristics that make Copenhagen a green and health-promoting city. This should support the development of Copenhagen as a city where many people want to live, visit, study, work and thrive.

Urban vision for Copenhagen —

A metropolis for people — Copenhagen should be a city that fosters a high quality of life and has space for everyone.

We want Copenhagen to be a “15-minute city” where the physical framework for everyday life provides the best conditions for daily needs such as work, shopping, education, cultural and recreational activities, and health facilities, all within 15 minutes by bicycle or on foot. It should be a city where sustainable urban development, quality of life, art and culture, health, wellbeing and safety continue to make it one of the best places in the world to live, work, and visit. The development of the city should be based on universal design, ensuring the city is accessible to everyone – including people with disabilities.

It is important that Copenhagen has a balanced housing market with opportunities to both own and rent a home, with a focus on meeting the needs of the most vulnerable citizens for affordable housing.

The city's business community and educational institutions are important for Denmark and the capital region. Together, they should ensure the diverse and balanced development of new jobs and competences for the city's residents. At the same time, they can attract new residents who come to work, research, or study. They contribute to the vibrant urban life, which is the result of the many demographic groups who live, study, or work in the city on a daily basis.

Copenhagen should be a city that fosters a high quality of life and has space for everyone.

Copenhagen must continue to be a green and climate-friendly capital, leading the way in the green transition and setting ambitious goals for the future that can inspire other major cities. This must be supported by investments that promote sustainable mobility and the creation of new green and blue spaces and parks, contributing to the health and recreation of citizens.

Copenhagen should be a green and blue city and work to enhance biodiversity in the city for the benefit of citizens.

The city's historic buildings and cultural environments are important to its identity and hold significance for citizens, Danes, and visitors from abroad. Urban development should involve both the preservation and development of cultural, historical landmarks and heritage buildings.

Copenhagen should be the capital that everyone in the country can be proud of and make use of. Copenhagen aims to be the climate-friendly capital of the future.

Chapter 1 — Urban development and mobility in the capital



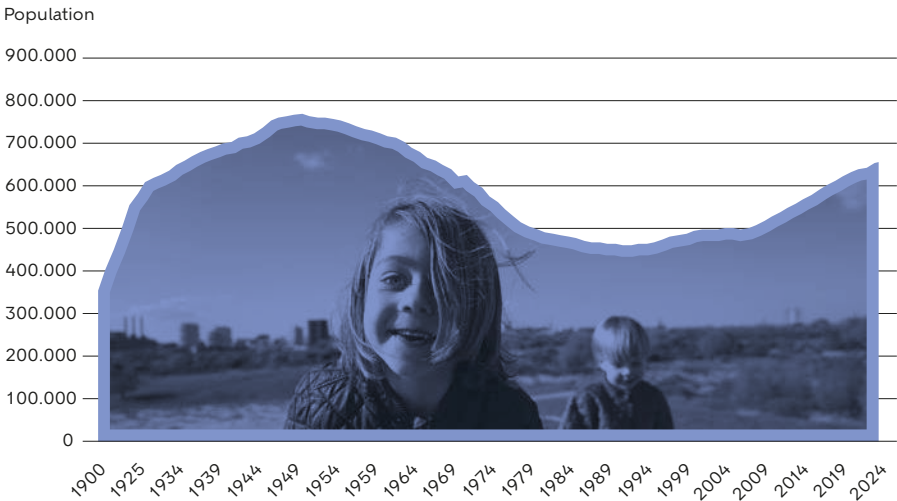
When planning the city's development in the coming years, it is essential to consider the overall context in which Copenhagen exists as a metropolis and capital. The entire capital region has been experiencing significant population growth in recent years and continues to do so. With population growth comes the need to ensure a well-connected and green infrastructure, as well as close collaboration within the metropolitan area known as Greater Copenhagen.

The capital region is growing —

Goals for Copenhagen's development

- To ensure that urban development in Copenhagen meets local demand for housing and jobs and contributes to climate-friendly urban growth in the capital region.
- To coordinate urban development of regional significance with the expansion of Copenhagen's and the capital region's overall infrastructure, particularly public transport.
- To ensure that projects near the municipal boundaries of Copenhagen maintain cohesion and coordination with neighbouring municipalities, for example, in relation to cloudburst and storm surge protection, utilities and green spaces.

The capital region and Greater Copenhagen must be a well-connected and well-functioning metropolitan area where it is easy to relocate, live, work, and study. Where administrative boundaries matter less, and a coherent housing and labour market matter more.



The capital region is growing — For decades, Copenhagen experienced a declining population, as especially families with children moved away. That trend has reversed, and many wish to make a home in Copenhagen, which has repeatedly been ranked the most livable city in the world.

Although the population within the city's boundaries is still lower than in 1950, the city has gained about 90,000 new citizens over the past ten years.

However, Copenhagen is not the only city experiencing population growth. The increasing urbanisation is a global trend, and it does not stop at the municipal boundaries. Copenhagen's

surrounding municipalities have also seen significant population growth over the past decade, with about 183,000 more residents across the capital region. This means that about 50 percent of the population growth in the capital region has occurred within the City of Copenhagen, while the other capital-area municipalities have accounted for the remaining 50 percent of the growth.

Figure — Population development in the city of Copenhagen, 1900-2024. Copenhagen's population peaked in 1950 at 768,000 residents. Today, there are 659,000 residents.

Figure — Stay or move?

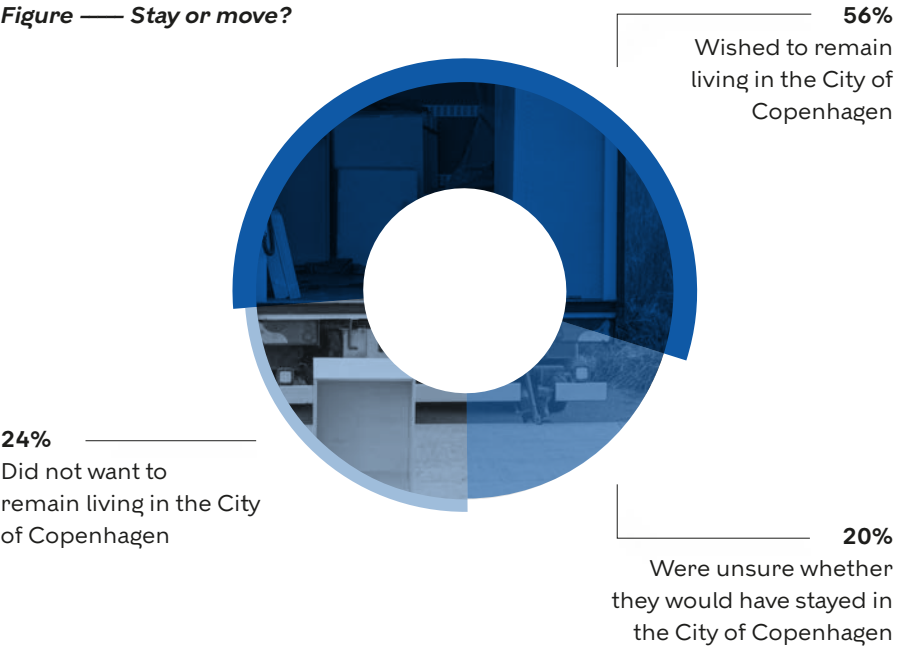
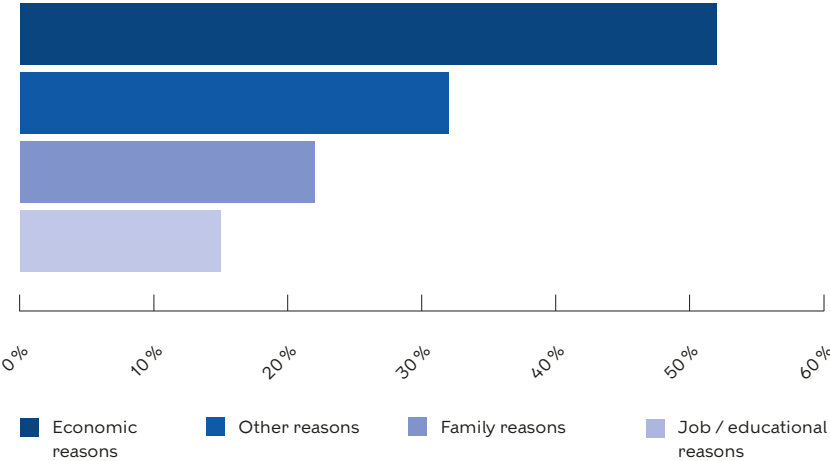


Figure — Reason for not staying



Status on the construction of Lynetteholm —

Lynetteholm could become an entirely new district in the future, helping to protect the city from storm surges from the north while creating space for about 35,000 residents and an equal number of jobs.

The construction of Lynetteholm also includes several green initiatives. A coastal landscape will be created along the Øresund strait. Twice as much eel-grass will be planted as is lost during the construction of Lynetteholm. A marine harbour park will be established. This will create new habitats for marine animals and plants, thereby strengthening biodiversity.

No decisions have yet been made regarding urban development on Lynetteholm, but planning is expected to take place in the coming years. CPH City & Port Development is expected to develop a structural plan for the urban development of Lynetteholm after 2026. Based on this, the Municipal Planning framework, and local plans for individual neighbourhoods will be prepared.

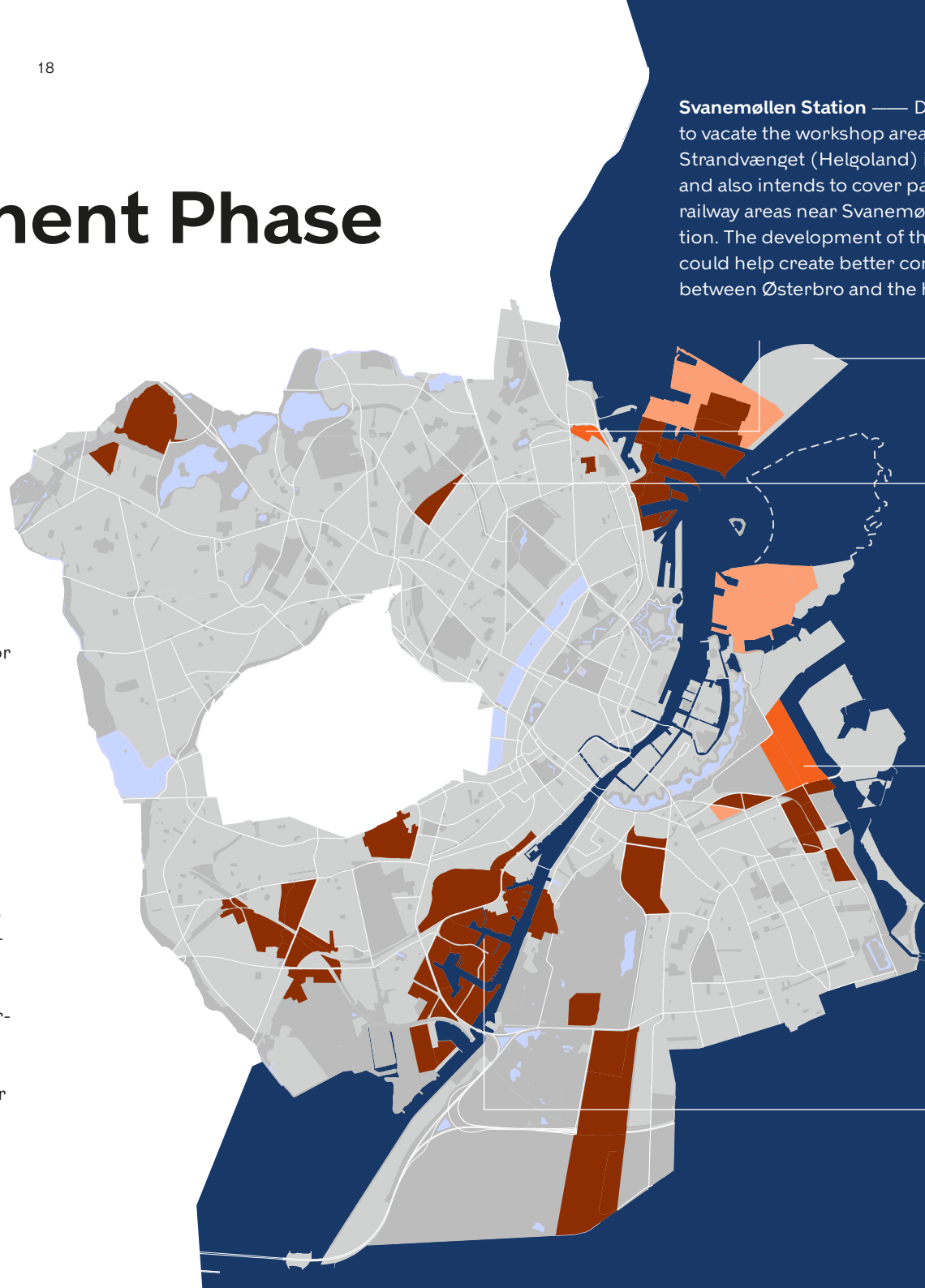
Lynetteholm cannot yet be designed for urban development under City Plan 2024, as the area is still classified as maritime territory.

Development Phase plan

The City of Copenhagen decides when larger areas can be developed, a process known as the Development Phase plan. Expectations for population growth and business development form the basis for determining how much land should be allocated for urban development. The sequencing plan ensures a sufficient supply of building opportunities while coordinating development with infrastructure expansion, public transport improvements, and municipal investments in public services.

The new urban development areas also aim to counteract price increases caused by a limited land supply. Additionally, they ensure that Copenhagen remains a diverse metropolis with a varied supply of housing and commercial spaces.

For all urban development areas, refer to the map on the cover of this publication. The new urban development areas in Municipal Plan 2024 are as follows:



Svanemøllen Station — DSB plans to vacate the workshop areas at Strandvænget (Helgoland) in 2030 and also intends to cover part of the railway areas near Svanemøllen Station. The development of this area could help create better connectivity between Østerbro and the harbour.

Nordhavn — CPH City & Port Development has updated the structural plan for Nordhavn, partly based on the decision regarding routing of the future metro line in the area. As a result, the order of urban development in the areas in Nordhavn is being adjusted.

Vingelodden — The transformation of former industrial areas between the streets of Rovsingsgade, Tagensvej and Lersø Park Allé and the railway will help upgrade and renew the housing supply while enhancing the urban qualities of the area.

Kløverparken — The planning and development of the area should be viewed in the context of studies on improving access to the Østhavnen harbour by car, public transport, bicycle, and on foot. Full development of the area is contingent on the establishment of a new metro line to the area and an eastern ring road. However, the first phase of urban development can be initiated with the adoption of a local plan if a decision is made for a new metro line and an eastern ring road to open in 2035. The planning also assumes that environmental and risk factors will be clarified, as planning should not limit the operational and development opportunities of existing industries.

Teglhølmens Vestkaj — MAN Energy Solutions expects to relocate its operations to Roskilde Municipality in the second half of the 2020s. The property will be incorporated into the first phase of the planning period by adjusting the boundaries of the urban development area at Teglhølm.

Mobility

Goals for Copenhagen's development

— To ensure that, by 2030, car traffic makes up no more than 25 percent of all trips in Copenhagen, with the remaining trips distributed across at least 25 percent walking, 25 percent cycling, and 25 percent public transport.

— To improve air quality in Copenhagen to meet the World Health Organisation's (WHO) guidelines for good air quality and reduce the health impacts of air pollution.

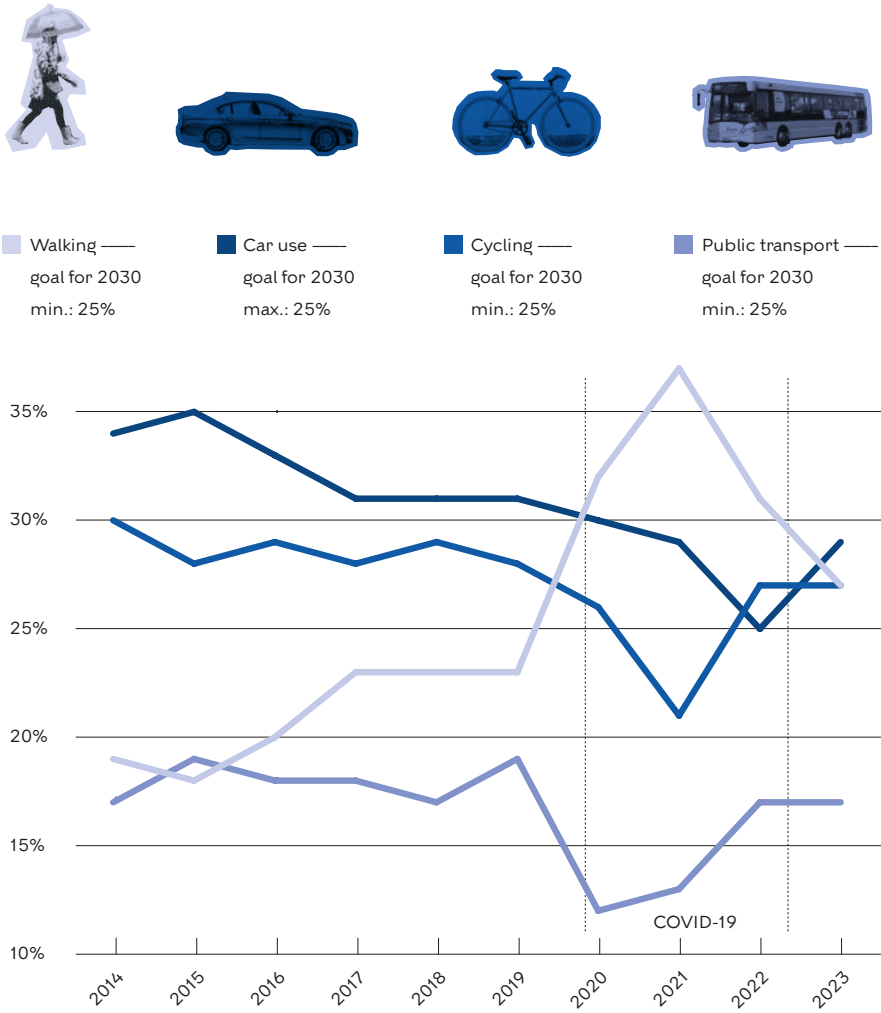
— To reduce car traffic by two percent annually.

— To develop Copenhagen into an international hub for train routes.

— To collaborate with the surrounding municipalities and the Capital Region of Denmark to establish a comprehensive network of cycle super highways, aimed at ensuring good accessibility and safety for cyclists over longer distances.

Figure — Trip distribution 2014-2023. The share of car traffic has been gradually declining over the past ten years. In 2022, there was a larger decline than in the previous years, while the figures for 2023 show an increase in the share of car traffic.

Source:
The Technical University of Denmark's (DTU) Travel Behaviour



Car parking

The Municipal Plan sets parking standards for cars divided by function, such as residential, commercial, primary schools, youth housing, care homes/ assisted living facilities, hospitals, etc. For some functions, there is a fixed parking standard, while for others, a specific assessment is made.

In the development of new districts, focus is on consolidating parking spaces for new construction in parking facilities, so that public spaces are freed up for recreation, nature, etc. Additionally, emphasis is on the establishment of parking spaces for work-related parking and for residents and visitors with disabilities. There is also a need for parking for electric vehicles near charging stations.

Focus of Municipal Plan 2024:

Partially car-free urban areas — A partially car-free urban area refers to an area with fewer parking spaces. The option for partially car-free areas can be applied in the designated urban

development areas in the Municipal Plan. With Municipal Plan 2024 it is an option to reduce the parking standard by 20 percent in these areas. The area should be supported by public transport services, shared facilities, cycling infrastructure, and arrangements for easily accessible car-sharing parking, etc.

Parking can be concentrated in facilities, but always with a limited number of spaces for drop-off and disabled parking at ground level. There must still be necessary road access to the area for fire rescue and firefighting, ambulance services, deliveries, short-term parking, taxis, waste collection, etc.

Electric and car-sharing vehicles

Car-sharing contributes to lowering- CO₂ emissions from transport and reducing the number of cars and trips in the city. It is also an ambition to promote charging infrastructure and parking spaces for electric vehicles to make it attractive to choose an electric vehicle over a petrol or diesel car.



Figure —
Parking standards for cars
in Municipal Plan 2024

| Function / urban area | City centre | Dense city and urban development areas | Remaining city |
|---|----------------------|--|----------------------|
| Housing | 1:357 m ² | 1:250 m ² | 1:214 m ² |
| Commercial | 1:214 m ² | 1:214 m ² | 1:143 m ² |
| Schools | 1:714 m ² | 1:607 m ² | 1:464 m ² |
| Daycare centres | 1:286 m ² | 1:286 m ² | 1:179 m ² |
| Student housing | 1:857 m ² | 1:857 m ² | 1:857 m ² |
| Care homes / assisted living facilities | 1:714 m ² | 1:714 m ² | 1:714 m ² |
| Retail | 1:143 m ² | 1:143 m ² | 1:143 m ² |

Special notes and explanations are available at kp24.kk.dk (in danish).

Bicycle parking

Copenhagen has, over the past many years, developed into one of the world's best cycling cities, and it should continue to be. Cycling is an efficient, green, inexpensive, and healthy mode of transport, and it is the preferred means of transport for citizens when commuting to work and education.

Bicycle parking — Since Municipal Plan 2009, the plan has included requirements for bicycle parking in new construction, extensions, and changes in the use of existing buildings. The number of bicycle parking spaces is determined by parking standards.

The standard for housing is 4 spaces per 100m², which is maintained from Municipal Plan 2009. The requirement that at least 50 percent of all bicycle parking spaces must be covered is maintained.

Cargo bikes — While the development of bicycle ownership for regular

bicycles has remained stable in recent years, the number of cargo bikes has increased. The number of cargo bikes has risen from 0.4 per 500m² in 2016 to 0.7 in 2022. Many families with children have invested in a cargo bike either to delay purchasing a car or to avoid purchasing one altogether.

The current standard of 1 per 500m² allows for an increase of about 30 percent. Therefore, the current standard is maintained.

Quality of bicycle parking — In addition to the formal requirements for the number and coverage of bicycle parking spaces, the Municipal Plan stipulates that bicycle parking spaces must be easily accessible. It is generally recommended that bicycle parking, regardless of design or location, be arranged with the users' needs in mind. This ensures a high utilisation rate, preventing unused bicycle parking facilities and bicycles placed in inappropriate locations.



Chapter 2 — Housing and urban cohesion



There is a need to build more housing in Copenhagen to alleviate the pressure on the housing market and ensure that the ambitions to be a diverse city are successful. Urban development must be carried out in a way that ensures Copenhagen offers housing and housing types for all generations, life situations, in all price ranges. The city's socially vulnerable urban and residential areas must be improved to give all equal opportunities for a good life.

A city for all

Goals for Copenhagen's development

- To ensure that Copenhagen is a diverse and inclusive city that can accommodate those who wish to live here, while ensuring space for marginalised individuals, etc.
- To create space for the construction of 40,000 new homes, of which at least 10,000 should be non-profit housing, with at least half of them being family homes, by 2036.
- To create the framework for 6,000 student housing units.

Copenhagen is growing – in population and in the number of homes. In the past ten years, there has been a historically high level of housing construction, not seen since the 1930s.

Copenhagen should be a city where it is possible to find housing, whether you are pursuing an education, enjoying life as a retiree, have just had your second child, or would like to live with several families or generations together. It should be a city that promotes integration and employment, and therefore a city that connects districts across the city. It should accommodate a variety of ownership types, housing types, living arrangements, and residents from different backgrounds, at different stages of life. It should be



a city without involuntary homelessness, where everyone can be offered housing.

A prerequisite to ensuring a Copenhagen for all is that the city can grow. The City of Copenhagen is expected to grow by about 59,000 people by 2036. If the population increases without the number of homes keeping pace, prices will rise, and waiting lists for non-profit housing will grow. Therefore, space should be made for the construction of 40,000 new homes by 2036. Of these, 10,000 homes should be non-profit housing, ensuring that Copenhagen does not exclude the less fortunate or privileged.

Figure — There is a backlog in housing construction. Copenhagen has grown by about 140,000 residents, or about 80,000 families, including families with children, singles, and childless couples, in the past 15 years. During the same period, the housing stock has increased by 43,000 homes. This means that only homes for about half of the new families have been built, putting pressure on the housing market.

The figure shows the development in the housing stock (number of homes) and the number of families, 2006-2023.

Source: The City of Copenhagen's Statistics Bank, tables KKBEP9, KKBOL1, KKFAM1. Note: Families include all family types, where singles form their own family.

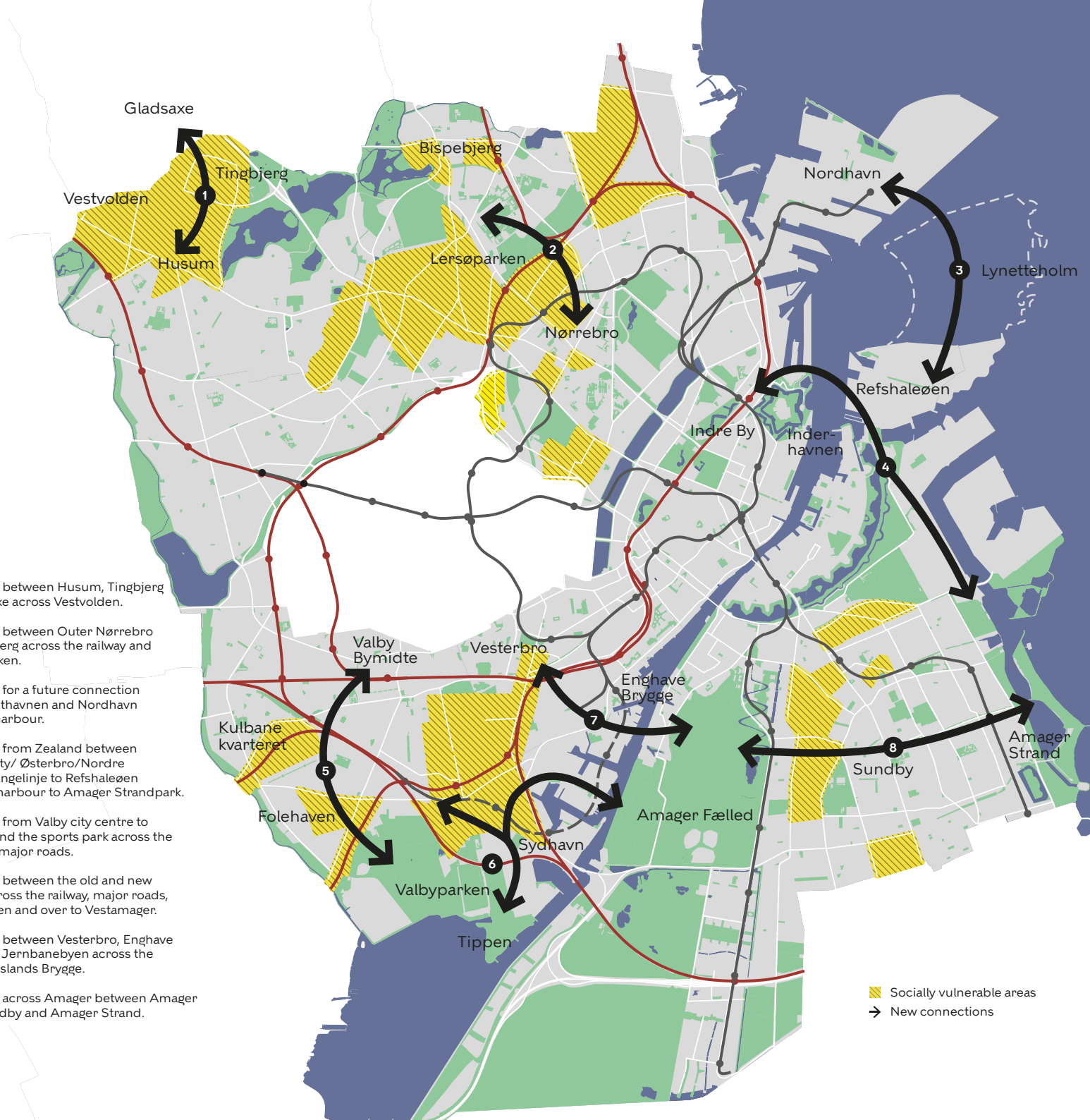


| Housing type | Housing size |
|--|--|
| Family housing | For new housing developments, 50 percent of the total floor space must be designated for homes that have an average size of at least 95 m ² . The remaining 50 percent of the total floor space can be freely allocated. In urban development areas, at least 20 percent of the total housing area must be designated for homes with a size of at least 110 m ² . Homes built in accordance with the Danish Non-profit Housing Act are exempt from this requirement. No homes, including those created by subdividing existing homes, may have a size smaller than 50 m ² . |
| Youth housing | Student and youth housing must have a living space between 25 and 50 m ² . |
| Co-housing | Co-housing refers to homes with larger shared areas available to residents. The homes must have a minimum average living space of 55 m ² . No homes may have a living space smaller than 40 m ² . Shared areas are rooms and facilities available for residents' joint activities and must be located in close proximity to the homes. Shared areas must make up at least 10 percent of the total housing area. |
| Housing and accommodation for individuals with physical and mental disabilities and marginalised individuals | Housing and accommodation intended to meet needs arising from physical or mental disabilities, or socially conditioned needs, are exempt from the established requirements for housing sizes. |

Urban connections

How can Copenhagen become a more connected city across barriers, and improve access to green spaces and the water? The Municipal Plan highlights certain areas in the city where new connections could strengthen the cohesion in the city, which is currently divided by physical barriers. This can help create better connections between different residential areas, contributing to opening up areas that are currently isolated. This is part of the city's efforts to socially vulnerable urban areas.

- 1 Connection between Husum, Tingbjerg and Gladsaxe across Vestvolden.
- 2 Connection between Outer Nørrebro and Bispebjerg across the railway and to Lersøparken.
- 3 Perspective for a future connection between Østhavnen and Nordhavn across the harbour.
- 4 Connection from Zealand between the Inner City/ Østerbro/Nordre Toldbod/Langelinje to Refshaleøen across the harbour to Amager Strandpark.
- 5 Connection from Valby city centre to Folehaven and the sports park across the railway and major roads.
- 6 Connection between the old and new Sydhavn across the railway, major roads, and to Tippetten and over to Vestamager.
- 7 Connection between Vesterbro, Enghave Brygge, and Jernbanebyen across the harbour to Islands Brygge.
- 8 Connection across Amager between Amager Fælled, Sundby and Amager Strand.



■ Socially vulnerable areas
➔ New connections

Mixed city

Goals for Copenhagen's development

- To ensure that social housing accounts for 20-25 percent of the housing in Copenhagen.
- To make Copenhagen a social, healthy, and safe city that is interconnected across the city.
- To ensure housing in various sizes for different life stages, living arrangements, family structures, and incomes across all districts.
- To ensure that Copenhagen is a city without socially vulnerable urban and residential areas.
- To ensure that Copenhagen is a city without (involuntary) homelessness, where everyone can be offered housing, regardless of where they are in life.

The goal for housing development in Copenhagen is to offer a balanced supply of housing with different types each contributing to a mixed and diverse city.

Differences in ownership types, housing types, and sizes should help meet the varied housing needs of citizens as they change. Therefore, the City of Copenhagen is working towards a varied housing mix and aims to provide opportunities for building experimental and innovative housing formats that include new solutions in living arrangements, community, and sustainability.

Non-profit housing requirement — Municipalities have the opportunity under the Planning Act to set requirements for up to 25 percent non-profit housing in local planning for new residential areas. The City of Copenhagen aims to use this opportunity to promote development with mixed owner-

ship forms, in both urban development areas and in new housing development in existing parts of the city.

Regulation of other housing types — The City of Copenhagen does not have the authority to regulate other forms of ownership beyond non-profit housing. Similarly, the city cannot regulate specific organisational forms, such as co-housing or building communities, through planning.

Micro-homes — The growth in the number of single-person households and an increasing focus on homes with a low carbon footprint means that the new proposals for compact housing types – sometimes called micro-homes – are continuously being developed. These homes are smaller than the city's plan requirements for family homes. For these compact homes, a particular focus is ensuring housing quality.

The City of Copenhagen will, after a concrete assessment, prepare a Municipal Plan amendment for trial and pilot projects with low CO₂ consumption and good housing quality. During development, emphasis will be placed on ensuring functional and attractive homes through the building plan, housing layout, and light exposure.

Chapter 3 — A city for business and student life



Copenhagen should be a city of knowledge with innovative businesses and educational programmes. There is also a particular need to ensure space for the city's creative industries and craft businesses. Business development should lay the foundation for a wide range of local jobs, shops, and other services to benefit the daily lives of citizens. The same applies to tourism, which should be developed sustainably.

Business development —

Goals for Copenhagen's development

— To ensure space for commercial buildings that create the framework for new jobs and meet the need of businesses for modern and efficient properties.

— To ensure good location opportunities for businesses with many employees near the city's major stations, so that the mixed city and green mobility are supported alongside the development of Greater Copenhagen.

— To promote the development of the city's commercial areas, ensuring a wide range of location options for different types of businesses, such as offices, crafts, small manufacturing, warehousing and logistics, as well as creative industries.

— To ensure space for creative industries and craft businesses in new urban areas and existing mixed-use districts.

— To maintain Copenhagen as the capital region's primary retail and experience centre.

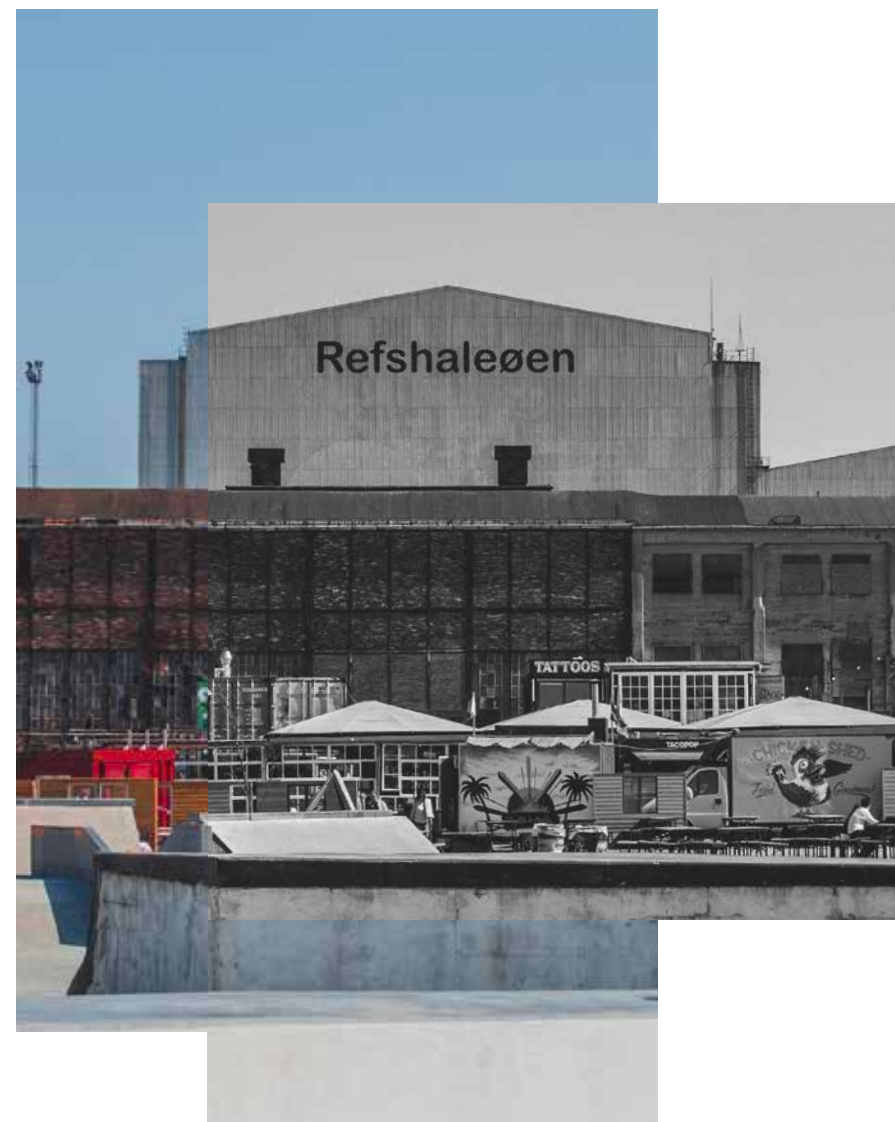
— To ensure versatile shopping opportunities in all districts.

— To promote sustainable tourism that considers local environments and is distributed throughout the city and the broader capital region.

— To create the framework for strategic areas for institutions that support knowledge development and international headquarters.

— To support the spread of tourism throughout the city by developing dense and mixed-use districts that are attractive to visit for both Danish and international tourists, and which can attract investments in hotels.

— To create space for 2.4 million-square metres of commercial space by 2036.



Business development —

The City of Copenhagen should be home to a wide range of businesses across many different industries – from large corporate headquarters to small craft businesses. Everyday life of the city should be supported by attractive retail with good supply in all districts, and the regional centres should ensure that Copenhagen remains the capital region's most significant shopping destination.

Continued space for large office buildings — There should be good opportunities to build large office buildings for regional and international companies, particularly in urban development areas with good public transport access.

Better conditions for craft and creative businesses — Space should be ensured for small craft businesses and creative industries in both existing mixed-use urban areas and new urban areas. With Municipal Plan 2024, several

Everyday life of the city should be supported by attractive retail with good supply in all districts, and the regional centres should ensure that Copenhagen remains the capital region's most significant shopping destination.

initiatives are introduced to support the retention of existing businesses and the establishment of new ones. In the planning of urban areas and urban development zones, it will be explored in dialogues with property owners whether craft and workshop businesses can be integrated. This initiative also

applies in case of a possible transformation of a mixed-use or industrial area.

In parking garages, areas can be designated for light production, workshop, and craft businesses without requirements for outdoor recreational space, and beyond the max. building density. The max. building density may be exceeded at street level if the areas are used for these purposes.

The City of Copenhagen wants the new opportunities for workshops and crafts to also support businesses within the creative industries and the cultural sector.

Development opportunities for retail in all districts — There should be diverse retail in all districts, and Copenhagen should remain the region's primary retail and experience centre. The continued possibility for retail development is supported in Municipal Plan 2024.

In the planning of new urban development areas, decisions will be made about how to create neighbourhoods with good local supply of everyday necessities and a variety of specialty stores, which supports variation in local urban life.

Sustainable tourism — Copenhagen should be an attractive tourism destination that attracts holidaymakers, business and conference tourism, cultural tourism, and events. Copenhagen is already a desirable destination, with ambitions to attract even more tourists and create more good jobs within the industry. Growth should occur with sustainability in mind and focus on developing Copenhagen into a yearround destination. Therefore, efforts are being made to encourage more tourists to travel by train, in consideration of climate impact and air pollution.

Innovation District Copenhagen —

Strategic development of a world-leading innovation district for life sciences and quantum technology.

Innovation District Copenhagen is a collaboration between the Ministry of Industry, Business and Financial Affairs, the Ministry of Higher Education and Science, the University of Copenhagen, and the City of Copenhagen. The vision is to create a world-class innovation district within life sciences and quantum technology in the area surrounding the University of Copenhagen's North Campus, the Haraldsgade District, De Gamles By and Rigshospitalet in Nørrebro and Østerbro.

The area already has a number of key components to build on - a strong university environment, internationally recognised research environments and several startups and SMEs. The involved actors have

established five key principles for the development of the area:

- 1 — Build an epicentre for life sciences and quantum technology that will bridge out to research and startup environments across Denmark and the world.
- 2 — Develop a coherent and vibrant district with attractive opportunities for new construction tailored to the area's unique identity and distinct character, ensuring that the building mass supports the transition from research to commercialisation, and that both new and established businesses are able to set up in the area.
- 3 — Work to attract international talent, businesses, and investments.
- 4 — Create attractive, identity-building public spaces and better



connections for pedestrians and cyclist, strengthening the urban life and cohesion of the area, and supporting the interaction between the district's parties and users.

- 5 — Establish an organisation of stakeholders to support the implementation of the vision and lay the foundation for the area's long-term and sustainable development.

To support the realisation of the vision for a world-leading innovation district, the City of Copenhagen will collaborate with the Ministry of Industry, Business and Financial Af-

fairs to develop a masterplan for the area. It must ensure that the physical development of Innovation District Copenhagen is based on a coherent approach with strategic and urban qualities and that concrete development potentials are addressed while considering the area's distinct character and heritage values.

The masterplan should be developed with close involvement and in collaboration with other partners and landowners in the area. The masterplan can serve as the basis for future municipal and local planning.

Chapter 4 — A healthy climate city with room for nature, culture, and recreation



Copenhagen should be the climate-friendly and health-promoting city of the future. At the same time, there should be room for recreational and cultural offerings that support a coherent cultural and recreational life for citizens. This requires urban planning, as multiple aspects must be integrated within the same space. This includes space for climate transition, climate adaptation, health promotion, cultural and recreational facilities, and the general development of the city.

Climate and energy solutions —

Goals for Copenhagen's development

— To base heat supply on district heating with the possibility of incorporating new, sustainable technologies such as heat pumps, electric boilers, geothermal energy, electricity from solar panels, wind turbines, etc.

— To ensure that climate-neutral energy systems can be integrated into the city's development.

— To effectively integrate climate adaptation with the city's development and transformation, preventing damage and utilising climate adaptation installations for recreation, health, and experiences.

— To involve the roofs of municipal buildings more actively in Copenhagen's climate solutions through either 1) green roofing to counteract the urban heat island effect, or 2) installing solar panels to generate green energy, or 3) a combination of solar panels

and green roofing. The goal is for at least 25 percent of the roofs on municipal buildings to be either green roofed, equipped with solar panels, or feature a combination of both by 2030. 4) And finally, consider possible recreational purposes in the use of rooftops, which can provide more square metres for cultural and physical activities within the city.

A healthy climate city — Climate change affects how future urban development is planned. Copenhagen is taking responsibility in the process of transitioning the city to reduce CO₂ emissions while also adapting the existing city to cope with cloudbursts and storm surges. This transformation into a climate city must be considered alongside the city's goals for space for nature and biodiversity, as well as health, culture, and recreation. Urban planning must ensure a balance, where the green transition and the

city's green, social, and cultural infrastructure, along with public health, are all taken into account.

Copenhagen needs to adapt to climate change — Efforts to adapt the city to the expected impacts of climate change include managing increasing rainfall, sudden cloudbursts, and preventing and protecting against coastal flooding during storm surges. At the same time, there is a need for a plan to address the urban heat island effect in Copenhagen, which affects both health and well-being and can, in extreme cases, lead to fatalities during heatwaves. This can be addressed both when planning new urban development areas and through modifications to the existing city, similar to the actions that have been implemented over time to avoid damage from cloudbursts and increasing rainfall.

Better framework for decentralised heat supply with Municipal Plan 2024 — Municipal Plan 2024 promotes opportunities for integrating decentral-

Climate change has implications for how future urban development is planned.

ised energy supply solutions, including thermal storage systems, to supplement large central production facilities. Specifically, this includes expanding and clarifying possibilities for energy facilities in residential areas, service industries, and mixed-used zones, including the placement of large energy facilities in areas designated for technical installations and harbour purposes. Additionally, the max. building density or floor area can be exceeded to integrate energy facilities into the city. The goal is to create better planning conditions for establishing energy facilities in Copenhagen. The Municipal Plan takes into account developing technologies to ensure flexibility and openness to various types of energy systems.

Green and blue Copenhagen

Goals for the development of Copenhagen

— To establish new, larger green spaces in new districts within a max. walking distance of 500 m. from new housing.

— To ensure that in the existing city, the max. walking distance from residential areas to a green or blue space is 300 m.

— To develop existing green and blue spaces, and establish new green and open spaces, to enhance residents' quality of life, biodiversity, and the city's adaptation to future climate change.

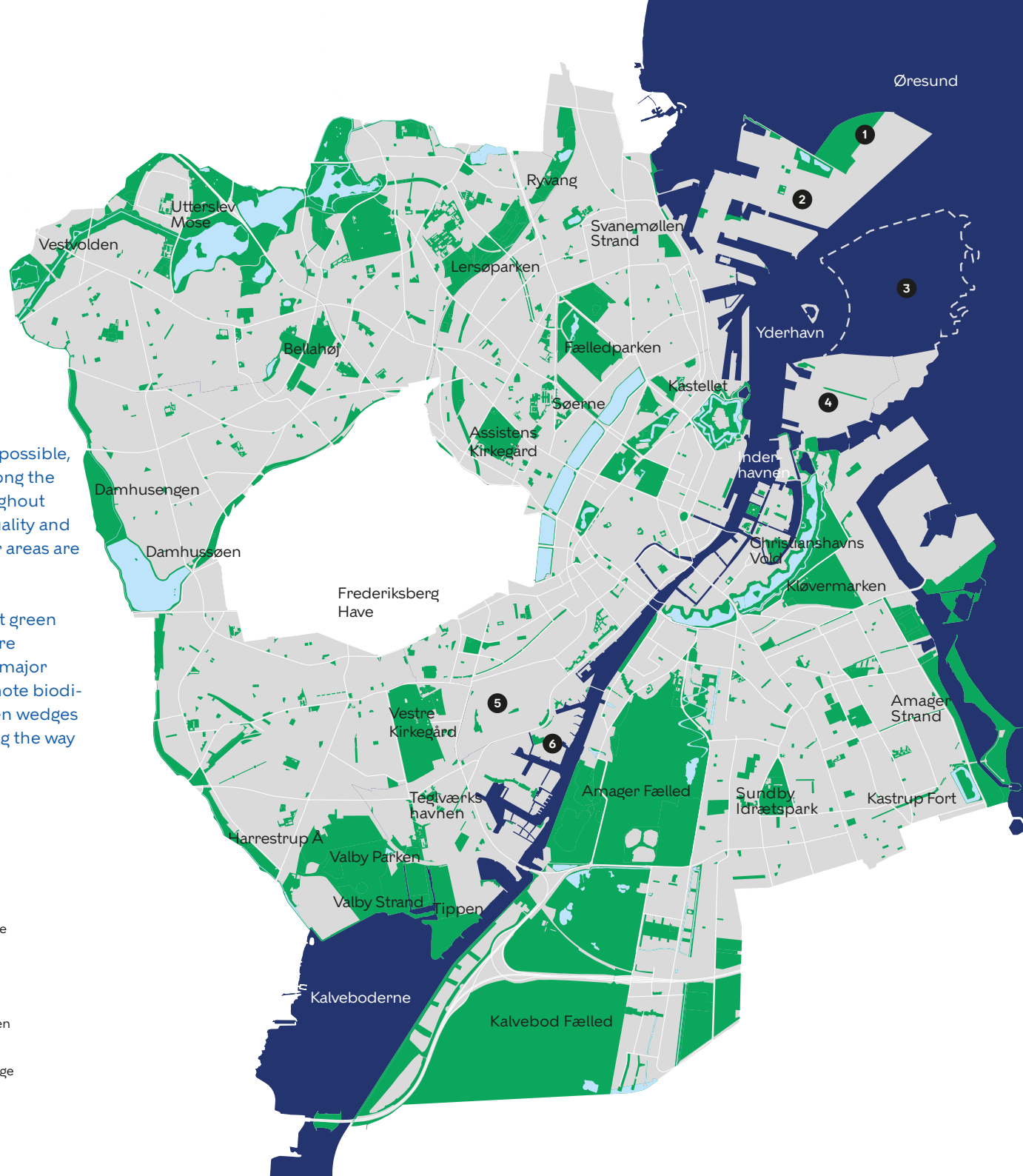
— To develop the city's recreational facilities and green/blue spaces in accordance with population growth and composition.

— To ensure investments in green spaces, buildings, facades, and urban areas contribute to increasing biodiversity in Copenhagen.

— To ensure, to the extent possible, that free and equal access along the waterfront is provided throughout Copenhagen, and that the quality and experience of the city's water areas are improved.

— To create more coherent green corridors to give citizens more attractive access to the city's major green and blue spaces, promote biodiversity, and create more green wedges with nature experiences along the way between the areas.

- 1 Nordhavn Nature Park
- 2 Outer Nordhavn
- 3 Lynetteholm, Coastal Landscape
- 4 New green space, Refshaleøen
- 5 New green space, Jernbanebyen
- 6 New green space, Enghavebrygge



Culture and recreation —

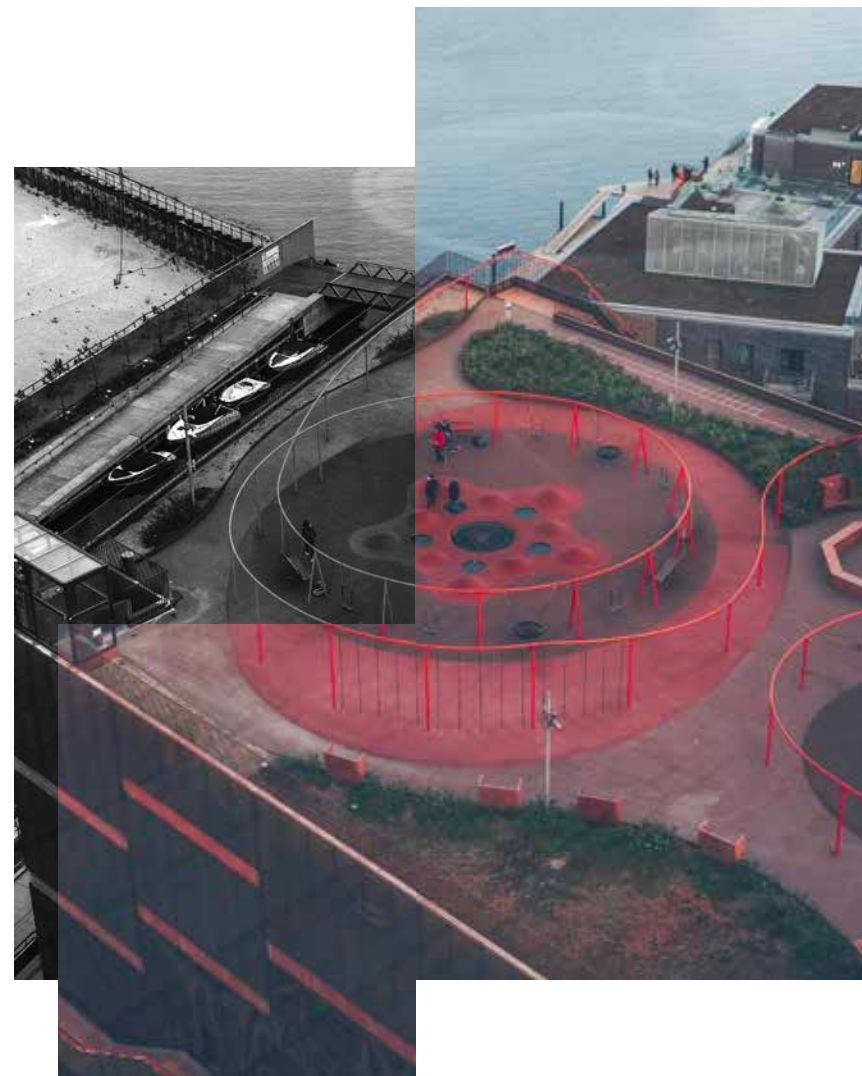
Goals for the development of Copenhagen

— To create the framework to accommodate facilities for health-promoting activities, as well as cultural and recreational activities in both new and existing urban areas.

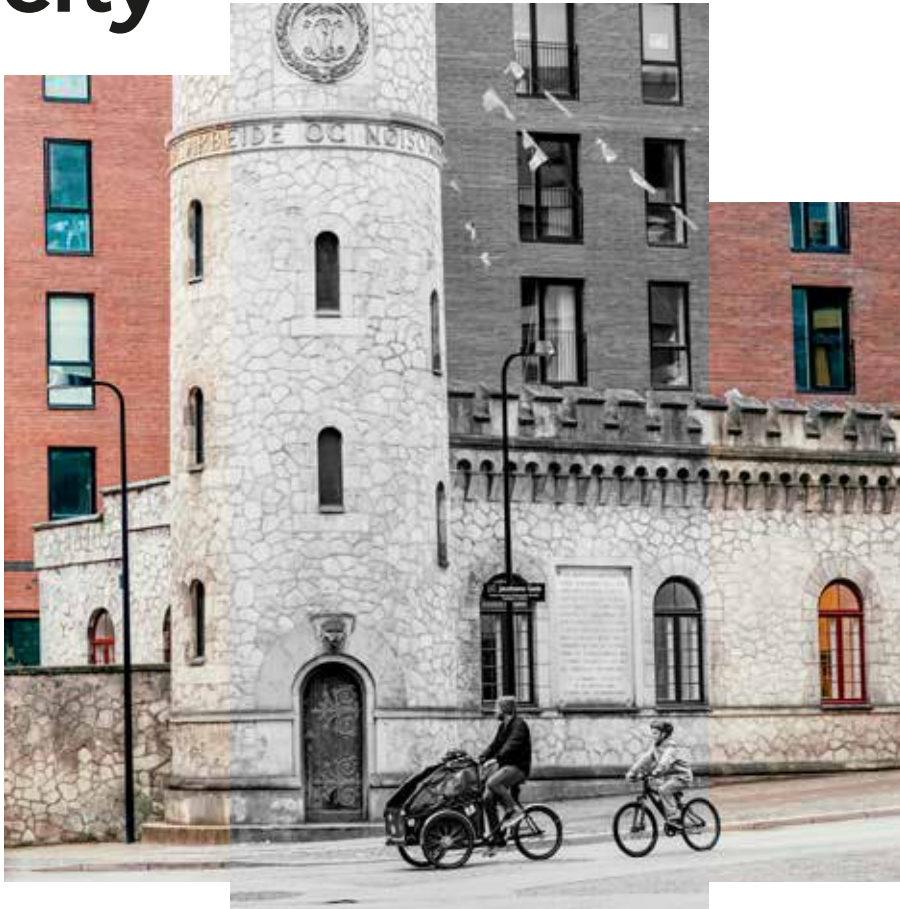
— To develop the city's spaces and recreational facilities to support good mental health and well-being for all citizens.

— To include the possibility of art and culture in public spaces as part of the City of Copenhagen's dialogue with developers about urban development and specific projects.

A vibrant city with culture and recreation — We must work to create abundant cultural and recreational opportunities, in line with population growth, ensuring that all citizens have access to cultural and recreational facilities and offerings that meet their needs. This should provide spaces where citizens can meet in communities ranging from local associations to large, unifying events. This also supports healthy living and inspires citizens to actively engage with the city. It is especially important for the children and youth, who should also be able to use the city in their free time in ways that stimulate their curiosity and development.



Chapter 5 — Development with respect for the soul of the city



Copenhagen's physical cultural heritage is a living testament to the capital's historical development, holding great value for the city's soul, identity, and distinct character. Therefore, the municipal plan designates heritage buildings and cultural environments that are particularly significant to the many small and large stories in Copenhagen's history, to develop the city in a balance between preservation, transformation, and new construction.

The city's cultural heritage —

Goals for the development of Copenhagen

— To develop the existing city in balance between preservation, transformation, and new construction, so that the city's architectural and landscape identity and distinct character are maintained and strengthened.

— To secure the essential cultural, historical and architectural values in urban development areas through preservation and transformation, making the identity of the new districts is historically rooted.

— To develop the city with attention to the values in soulful places with particular local significance, reflecting the city's diversity and history.

Heritage buildings with history and soul — The backbone of Copenhagen's physical cultural heritage is the many buildings that stand out in the urban landscape with their architec-

tural and historical qualities. To protect this, Municipal Plan 2024 redesignates more than 8,000 buildings as heritage buildings that generally may not be demolished without a public hearing prior to permission. Additionally, 49 heritage buildings are designated, selected during the "Soul of the City" campaign of 2022.

Valuable cultural environments — Valuable cultural environments are collections of structures, sites, buildings, and more, that collectively connect to and communicate the shared stories about the development of Copenhagen. They help define the city's identity and create a historical awareness of four main narratives: Copenhagen as a capital, a port city, an industrial city, and a welfare city. The goal of the designations is not to designate everything, but to illustrate the city's development through selected, as intact as possible, understandable examples.



Copenhagen
should be the
capital that every-
one in the country
can be proud of
and make use of.
Copenhagen
wants to be the
climate-friendly
capital of the
future

For more information about the process,
consultations, and background analyses:
kp24.kk.dk (in danish)

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