



Comunidad de Madrid
Oficina para Madrid Nuevo Norte



A NEW EUROPEAN SMART CITY

Madrid Nuevo Norte 2035



1. Project metrics

2. Urban sustainability:

- decarbonized and
- innovation showcase



José Luis Moreno, May 2.023

A BIG SCALE OPPORTUNITY



- **CITY-SCALE URBAN REGENERATION PROJECT**
- **PROLONGATION OF MADRID'S MAIN CITY AXIS**





BIG OPPORTUNITY

Land: 2.128.000 sqm

- 37 % urban road system
- 22 % green spaces
- 14 % public facilities
- 14 % residential
- 11 % commercial
- 2% other public services

Private use GFA:2.357.000 sqm

- 54 % offices
- 42% residential
- 4% retail

Housing: 1.049.000 sqm

- 80 % free market
- 20 % affordable price scheme



- Two studies by universities in Madrid region have analysed the expected impact of Madrid Nuevo Norte in the economy of Madrid and the entire country. Their conclusions show that **Madrid Nuevo Norte will be a major boost for the economy of Madrid (*)**:

- Expected impact 15.200 million euros (1.3% of national GDP)**
- 12,000 million euros impact in regional GDP of the Madrid region (5.2% of regional GDP)**
- 348,000 jobs be associated to the project,**
 - 202,000 during the construction phase**
 - 146,000 during its activity**
- Tax receipts are estimated at 5,900 million euros**

Total capital flows 25,200 million euros:

- 11,100 in infrastructure works (9,300 million private)**
- 14,100 million in commercial real estate**



LAND USES

➤ **RESIDENTIAL BUILDABLE DEVELOPMENT: 1.048.535 m²**

➤ **TERTIARY BUILDABILITY: 1.608.778 m²**

S — N



- Residential
- Commercial use (business, commercial, hospitality, recreational)
- Parks and green zones
- Sporting public facility
- Educational, healthcare and social public facilities
- Other public facilities and services
- Facilities (private use)
- Transportation services

➤ **10.500 HOUSEHOLDS (38% AFFORDABLE HOUSING)**

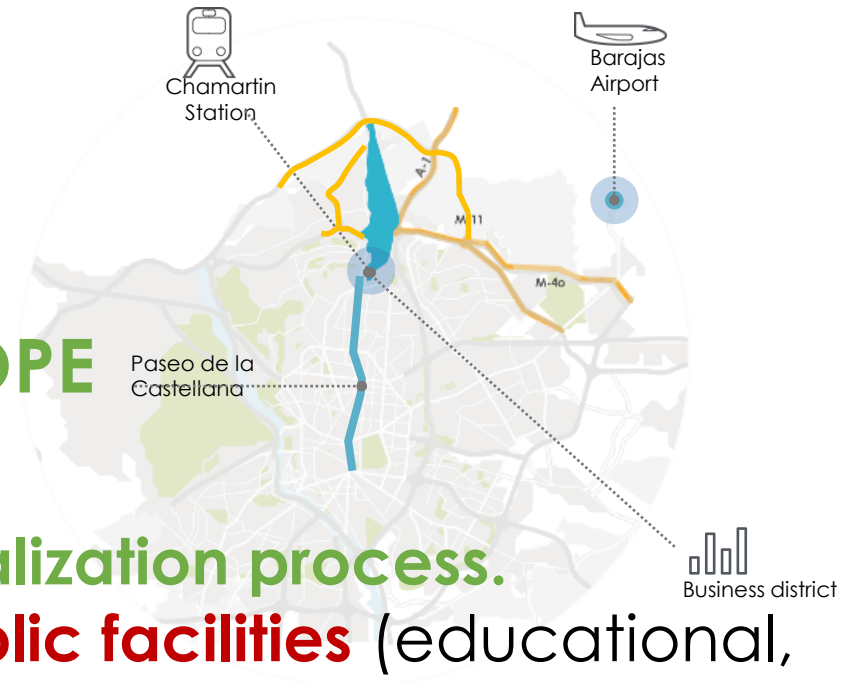
➤ **400.000 M² GREEN ZONES**

➤ **250.000 M² PUBLIC FACILITIES** (3/4 OF TOTAL LAND WILL BE DESTINATED TO PUBLIC USES)

➤ **OVER 300 BUILDINGS**



THE LARGEST SUSTAINABLE PROJECT OF URBAN REGENERATION IN SOUTHERN EUROPE

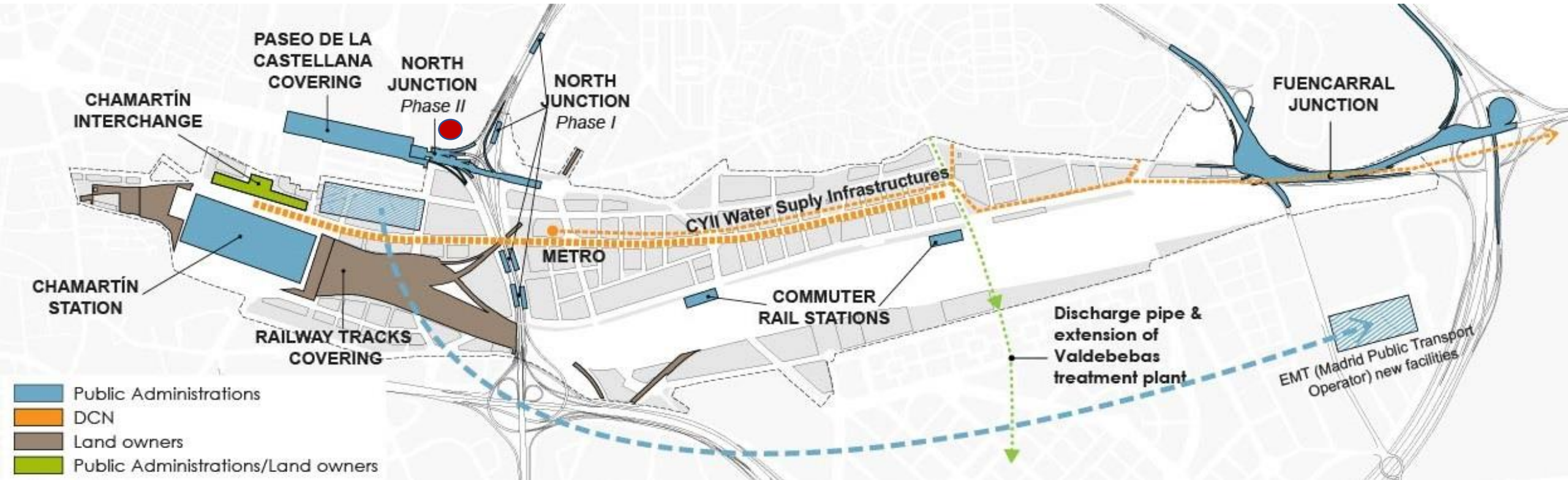


- **400.000 square mts of new green zones by naturalization process.**
- More than 300 new buildings, **250.000 sqm of public facilities** (educational, healthcare, cultural and sporting).
- 3 new **subway stations**, 1 **Commuter train line**, 1 **Rapid Transit Bus line (BRT)**, 1 new **transportation hub**.
- A **new railway station** Clara Campoamor – Chamartín, 200 trains per day.
- **900.000 Tons of demolition debris (2024-26)**, 80% of which will be reclaimed through a new **Circular Economy plant**.





BIG INVESTMENT in infrastructures



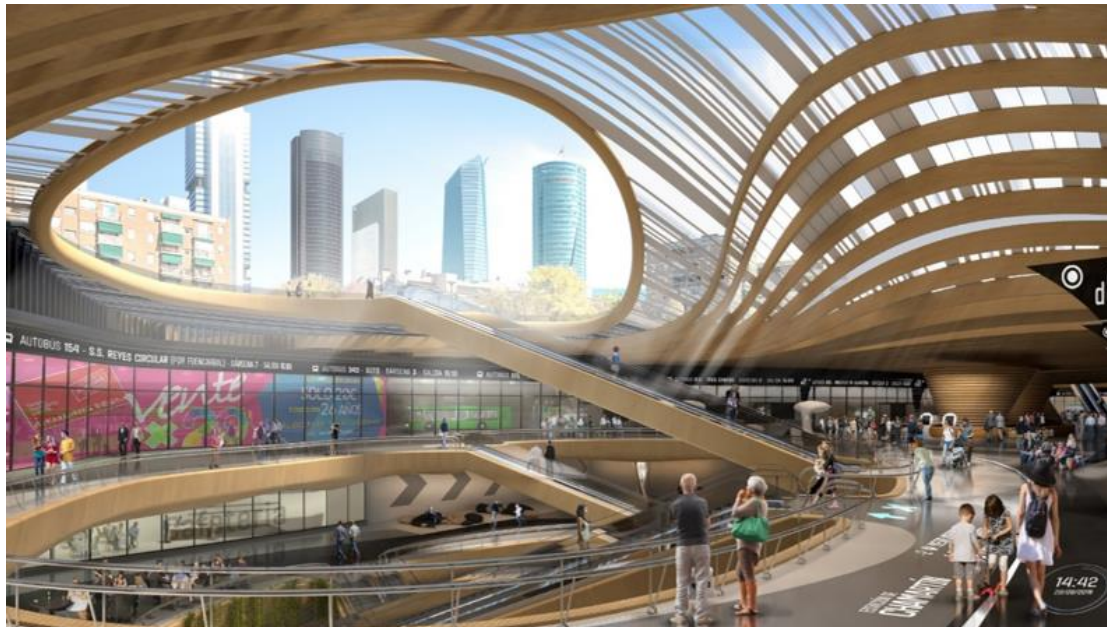
**KEY ENGINEERING WORKS:
11.000 million euros of investment**



Landmark: Chamartín station



- The investment at the new station will be 1 billion euros to be financed by the national train infrastructure authority Adif.
- The new station will serve traffic from long distance, regional and commuter train lines. It will be the main station for High Speed Train lines in Spain.
- It will fit 31 railway tracks and will accommodate 200 arrivals or departures by 2040.
- A new intermodal transport hub will ensure connectivity for all daily traffic at the station.

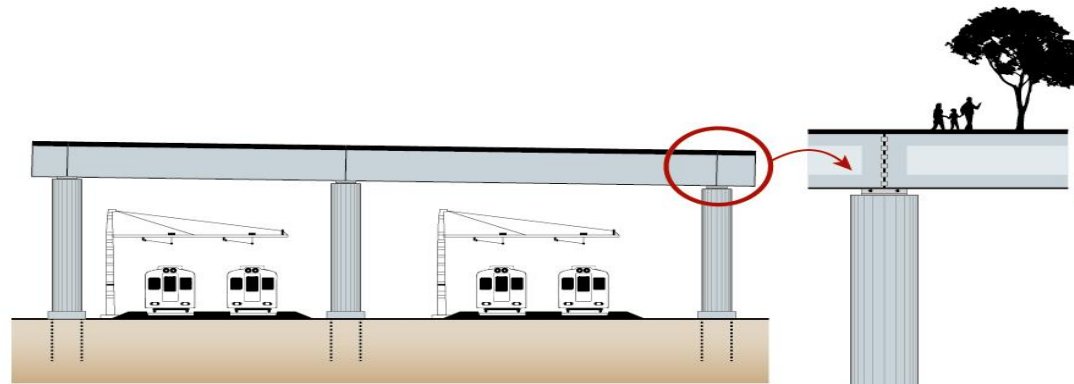
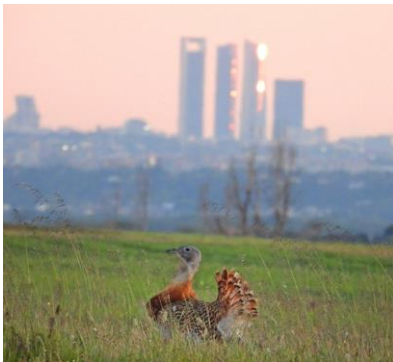


UNStudio
b720
Esteyco



Landmark: Urban forest

- The railyard tracks immediately North of the Chamartín station will be covered by a concrete slab to create an urban forest with an extension of 145.000 sqm over the current railyard. This will be a mayor feature following the previous example in Madrid of the Madrid Rio park.
 - *1.800 pillars almost 10 m. high and 2 m. in diameter and beams up to 40 m. long will be needed to complete the slab.*
 - *A layer of soil one meter thick will support the vegetal cover above it.*
- Madrid Nuevo Norte will have its green areas connected through a linear park running from North to South and themselves connected with the Madrid regional forest and El Pardo National Heritage and Nature Reserve that hosts outstanding wildlife just a few km North of Madrid.





West8
Porras
Guadiana



Cross- section showing the great engineering work of covering the train tracks 1. 10

Landmark: Central Business District

- The **Central Business District, 1,5 million sqm office premium spaces**, has been conceived as a mixed-use area in which modern offices will co-exist with residential and commercial development.
 - There will be no shopping malls to foster local retail and ensure a lively urban community active 24/24.
 - Transportation needs will be reduced in this manner as proximity commerce will be available at all places.
- It will also be a futuristic smart city taking advantage of the most modern technologies in mobility, logistics, energy or communications.



Entities participating at Madrid Nuevo Norte

- Madrid Nuevo Norte is a public-private initiative; the main **entities involved in its construction are:**



- Government of Spain through Adif**, owner of Spain's railway infrastructure including the Chamartín station (<https://www.adif.es/inicio>)

- Madrid city Council**, owner and recipient of land and ultimate grantor of building permits (<https://www.madrid.es/portal/site/munimadrid>)



MADRID



- Metro de Madrid**, operator of Madrid's underground transport system (<https://www.metromadrid.es/en>)

- Canal de Isabel II**, public water supplier in the Madrid region (<https://www.canaldeisabelsegunda.es/en/home>)



- Comunidad de Madrid** (Regional government), responsible for public health, educational, cultural and sports facilities (<https://www.comunidad.madrid/>)

- Private developers (*)**



- Each entity will carry out specific projects following their applicable tendering and procurement procedures.**

- First construction is expected to start in 2024 at the Las Tablas Oeste planning zone; work will last until 2035.

(*) **CreaMNN** (<https://creamadridnuevonorte.com/en/home-en/>) is the Company set up by the main private sector interest-holders at Madrid Nuevo Norte to accelerate its development. Other developers are expected to join at a later stage.