

ANNEX 1

PTCP BRIEF

INDEX

1	INTRODUCTION	4
2	OBJECTIVES	5
3	POLITICS AND GUIDELINES	6
3.1	CONSTRUCTION ASPECTS:.....	6
3.2	TERRITORIAL ASPECTS:.....	6
3.3	ECONOMICAL ASPECTS:.....	7
3.4	PUBLIC SERVICES ASPECTS:.....	7
3.5	MOBILITY AND TRANSPORT ASPECTS:.....	7
3.5.1	Bike-pedestrian ways:.....	8
3.5.2	Roadways traffic:.....	8
3.5.3	Train traffic:.....	11
3.6	LANDSCAPE & ENVIRONMENTAL ASPECTS:.....	12
4	STRATEGIC SCHEME	13
4.1	MAIN STRATEGIC PROJECTS.....	14
4.1.1	Regional nodal functions of the city of Lecco:.....	14
4.1.2	Eco-museum and cultural district of the mountains and lakes of Briantei.....	14
4.1.3	Cultural district of Valsassina.....	15
4.1.4	Activation of production of the Polo Oggionese environment area in the form of ecological production facilities.....	15
4.1.5	Expansion of railroad tracks Milano-Lecco-Sondrio & the requalification of the railway stations as nodes of trade.....	15
4.1.6	Integration of the new roadway network in the foothills provincial.....	17
4.2	MAIN ACTIONS.....	18
5	PROJECTS AND PROPOSALS OF THE TERRITORY	20
5.1	INFRASTRUCTURE / MOBILITY SYSTEM.....	20
5.1.1	Railway Network: Modification of the railway line of the Carnate Usmate - Airuno railway Milano - Lecco.....	20
5.1.2	Roads Network: feasibility of the project SS 342 Briantea (Varese – Como – Bergamo)21	
5.1.3	Roads Network: feasibility of the project SS 342 DiR Briantea.....	21
5.1.4	Cycling and pedestrian paths: Pedestrian link between Montevecchia park, Valle del Curone and Adda Nord park.....	22
5.2	LANDSCAPE / ENVIRONMENTAL SYSTEM.....	23
5.2.1	Ecological corridors: Connection between main ecological corridors.....	23
5.3	CULTURAL / TOURISTIC SYSTEM.....	24
5.3.1	Eco-Museum district of the mountains and lakes of Briantei.....	24
6	STUDIES AND STATISTICS	26
6.1	STATISTICS:.....	26
6.1.1	Demographic statistics:.....	26
6.1.2	Economic statistics:.....	26

6.1.3	Territorial statistics:	27
6.2	STUDIES:.....	28
6.2.1	Agricultural and paesagistic issues:	28
6.2.2	Technologic Corridors:	30
6.2.3	Arrangement of settlements:.....	30
6.2.4	Ecological network:	31
7	ANALYSIS / SWOT	34
7.1	Territorial structure:.....	34
7.2	SOCIO-ECONOMIC SYSTEM:	35
	BIBLIOGRAPHY	37

LIST OF ILLUSTRATIONS

Illustration 3.1	Current Configuration of the Lombardy Railway System.....	12
Illustration 4.1	Strategic scheme (extracted from Quadro strategico 2008)	13
Illustration 4.2	Provincial rail tracks system line Milano-Lecco- Sondrio (extracted from Quadro strategico 2008)	16
Illustration 4.3	Provincial rail tracks system line Milano-Lecco- Sondrio (extracted from Quadro strategico 2008)	17
Illustration 5.1	Railway trace (extracted from (Quadro strategico 2008).....	20
Illustration 5.2	Highway trace (extracted from (Quadro strategico 2008).....	21
Illustration 5.4	Ecological path (extracted from Quadro strategico 2008)	22
Illustration 5.3	Highway trace (extracted from (Quadro strategico 2008).....	22
Illustration 5.5	Pedestrian path (extracted from (Quadro strategico 2008)	22
Illustration 5.6	Ecological network (extracted from (Quadro strategico 2008).....	23
Illustration 5.7	Eco- museum path (extracted from (Quadro strategico 2008).....	24
Illustration 6.1	Residential settlement's Capacity in 10 years (inhb =5080) (extracted from provincial di Lecco 2008: Capacita insediativa residenziale)	28
Illustration 6.2	Urbanized area in 10 years (inhb =5080) (extracted from provincial di Lecco 2008: Suerficie urbanizzata).....	28
Illustration 6.3	Rural-paesagistic system (extracted from Quadro strategico 2008)	29
Illustration 6.4	Technological network (extracted from Quadro strategico 2008)	30
Illustration 6.5	Settlements (extracted from Quadro strategico 2008).....	31
Illustration 6.6	Rural-paesagistic system (extracted from Quadro strategico 2008)	32
Illustration 6.7	Localization Park Montevecchia (extracted from Centro turistico studentesco 2010)	33
Illustration 6.8	Localization Park Adda Nord (extracted from Centro turistico studentesco 2010)	33

1 INTRODUCTION

The Territorial Plan of Provincial Direction of the Lecco's province (PTCP -Piano Territoriale di Coordinamento Provinciale) is a legislative document elaborated by the territorial planning organism of the province of Lecco in the year 2004, with subsequent additions and final approval in 2009. This document contents a well structuralized analysis of the actual situation of the province in aspects such as urban and non urban areas morphology, socio-economical aspects, infrastructure development, energy sources, productive sectors, etc... Based on the actual situation of the province, the PTCP develops a series of strategies, policies and projects that will give a enhancement of the province in matter of territorial development and control in the following years.

The document presented hereafter is made as a tool for the development of this thesis project, being a source of clear information of the current strategies and projects promoted for the province of Lecco, and specifically the territory of Calco in matter of urban planning.

In the next 7 chapters, it is highlighted the most important issues, studies, strategies, policies and analysis proposed by the PTCP of the Lecco's province, towards the direction and implementation of schemes and projects, which guarantee the functions of territorial govern and direction of the urban planning of the province; for the sake of simplicity, the information contented in these chapters summarizes the most important points in which the territory of Calco and its surroundings are included in the scope of the PTCP; this is done with the aim to focus on the area of intervention selected by this thesis project.

2 OBJECTIVES

The most important and significant objectives disposed by the PTCP can be summarized, and individualized as follows:

- To enhance the landscape, cultural qualities, and local identity of the Lecco's province: the use of Eco-museum project and the conception of Lombardia's lakes as high touristic attractive.
- To confirm the manufacturing vocation and to support the processes of innovation trough the province in related to this aspect.
- To improve the integration of Lecco and Brianza Lechesse in the urban network and extra-urban network: improvement of railway tracks and roadways connections.
- To encourage the development of a more integrated and sustainable mobility: realization of Bike and pedestrian ways network.
- To improve the functionality of the road system, in relation to the different settlements' functions (production, residence): comfort improvement, safety and paesagistic values.
- To protect the landscape: preserve natural and cultural context.
- To preserve the open space and the agricultural landscape, minimizing the land consumption: agricultural safeguarding and use of abandoned or unused land.
- To preserve the biodiversity and of green areas: to decrease the connection leak between green zones and safeguarding of rural areas to be used in touristic, and recreational applications with compatibility to the biodiversity and agricultural needs.
- To qualify the building industry towards the use of new technologies for bio-compatibility and energy saving: new regalement, energetic standards application and innovation.
- To improve the living conditions of the territory: formative, recreational and social services network.
- To ensure the security of the region with particular reference to the mountain: risk-management and mitigation, safe conditions for living.
- *"To promote cooperation between local processes and the ability to self-representation and proposal of local systems."*¹

¹ PROVINCIA DI LECCO. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia A- Obiettivi del PTCP e dimensione strategica. 2008. p. 9-19.

3 POLITICS AND GUIDELINES

3.1 CONSTRUCTION ASPECTS:

The PTCP sets several and specific guidelines² according to the considerations that must be taken into account at the moment of the conception, design and realization of a new edification. It is also described the need of sustainable construction methods and the use of renewal energy according to the main regional plan of energy (PER-Piano Energetico Regionale)³; this document underlines at the same time, some aspects that have to be considered in the buildings in order to satisfy the policies in matter of energy saving promoted around the European union, and disposed at regional level. As a result, it is necessary to underline some important direct aspects and guidelines examples as follows:

- To avoid obstacles that can reduce the efficiency of a renewable energy sources. (Shading or buildings).
- To guarantee maximum solar absorption for all buildings even in the worst condition (December 21th).
- To allow the west facades of the buildings to be partially screened by other structures in the surroundings in summer condition.
- To provide adequate shielding in buildings and living areas for winter shafts.
- To avoid the “Heat island” effect providing an adequate design of vegetation.
- To provide District heating systems for new settlements, assisted by renewable energy sources such as biomass, solar panels, geothermic energy and so forth.

3.2 TERRITORIAL ASPECTS:

In the territorial and the urban issues, the PTCP prevents conditions and general regalements for the preservation and innovation of the internal productive patrimony, with the commitment of a new generation of productive areas ecologically equipped and the assessment of requalification of the actual productive settlements in matter of sustainability. However; the PTCP considers strictly the idea of the requalification of productive zones at the maximum possible to be taken only in-situ, avoiding possible abandoned and

² *ibid.* Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 145-147.

³ *ibid.* Linee guida per la promozione dello sviluppo sostenibile negli strumenti di governo del territorio e nei regolamenti edilizi della Provincia di Lecco. 2006. p.16

resettlements areas, which is considered a problem in matter of new conception and new plans for the use of the territory.⁴

3.3 ECONOMICAL ASPECTS:

The PTCP looks for the immediate promotion of economic sources and strategies for the development of the productive sectors in attention to the EXPO 2015, which is considered the strategic resurrection of the Lecco province in terms of economy.⁵

3.4 PUBLIC SERVICES ASPECTS:

Basic education (pre-primary, primary and secondary schools) access must be an explicit requirement for any population or community all around the region; however, for populations equal or less than 5000 inhabitants (Calco case), this service can be provided by cooperation with surrounding municipalities. On another hand, the plan proposes that the *“Public services are usually localized within the scope of preferential concentration, with the exception of public green spaces that can also be located outside for 70% of the total area to be devoted to green areas.”*⁶

In matter of public services settlements of extra-communal interest (Universities, schools, Hospitals, administrative and justice centers), the plan suggest a preferential inclusion of this nodes of people concentration, close to the main train stations and public transport systems.⁷

3.5 MOBILITY AND TRANSPORT ASPECTS:

The high increase of levels of mobility within the area of the Province of Lecco plays a very important role in the evaluation for the PTCP due to the influence this may bring on the environment and the human health of the inhabitants. The high rates of traffic congestions resulting from the growth of car ownership is considered in the PTCP as a determining factor for environmental quality decline and the increase of the road accidents presented in recent years.

There is a clear need for a compromise between supply and demand for mobility infrastructure budgets aiming towards the drafting of a Provincial Territorial Coordination Plan. This is due to the reality that Lecco's mobility infrastructure is continuously being related to the Milan urban area and

⁴ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 10.

⁵ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 13.

⁶ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 65.

⁷ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 81,82.

gravitating into the orbit of the Milan subway system. This has as a result the formulation of diverse and complex strategic objectives:

- Ensuring the availability of new developed central areas of the territory;
- Ensuring safe and rapid movement, better than to those present;
- Improve the quality of courses;
- Ensure the sustainability of the forecasts against the settlement system mobility.⁸

As well as the PTCP introduced detailed policies and guidelines about construction and infrastructure processes; it states also, radical points which will influence drastically in the configuration of the transport and mobility network and its shape in the Lecco's province for urban and rural areas as follows⁹:

3.5.1 Bike-pedestrian ways:

The Province of Lecco has approved by resolution of the Provincial Council No. 6 on January 12, 1999 the Provincial Plan of bike paths. The objective of this plan is to enhance the whole province both through the upgrading of roads in case of disuse, through the implementation of appropriate works for the protection and preservation of pedestrian roads along the provincial road network.

At the end of a strengthening of the provincial network of cycling paths in the event of upgrading and construction of new roads or on particular public works, the feasibility of paths reserved for bicycles will be carefully assessed.¹⁰

According to the policies on sustainable mobility given by the PTCP¹¹, the bike-pedestrian ways should be created in order to connect the main public interest places such as public buildings, public transport systems, cultural, social and scholastic networks, but also, residential and productive areas.

3.5.2 Roadways traffic:

The current configuration of the Road system is greatly influenced by the proximity to Milan. Most of the traffic connections are linking the province to the Region's capital. Mainly the SS36 highway which has the "superstradali" ranking, is the main connection between the Province of Lecco and Milano.

⁸ Ibid. Piano Territoriale di Coordinamento Territoriale Provinciale (PTCTP). Relazione Illustrativa. 2004. P.70

⁹ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 50-59

¹⁰ Ibid. Piano Territoriale di Coordinamento Territoriale Provinciale (PTCTP). Relazione Illustrativa. 2004. P.91

¹¹ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 85.

Other axes are important such as the SP ex S.S. Bergamo 342, a branch that connects to the main highway and the Vimercate Sp ex S.S. 639 that connects directly Como- Lecco-Bergamo through the intersection on the Sp ex S.S. 342 Cisano Bergamasco.

It should be emphasized that there is no road access within the Province of Lecco. As for the connections with Milan (north-south), the links are organized in three Paths:

- The path of the S.S. 36, connecting Milan-Monza-Brianza Verano-Civate-Lecco. This path is the primary link between Milan and Lecco, with a roadmap for mostly dual carriageway with two lanes in each direction and controlled access.
- The path formed by the Sp ex S.S. 342 together with the Sp 72, on the route Milan-Usmate- Calco-Lecco. In terms of intensity this route flow preserves the role of primary link between Milan and Lecco.
- The path formed by the Sp 51 connecting Milan Casatenovo-today-Lecco, which is another strategic link on the same line, although lower hierarchical level than the other two paths.
- These paths are also linked to the historic coastal roads of the lake, which in the Province of Lecco were:
 - The stretch of S.S. 36, which insists on the east shore of the lake, on the route-LeccoColonic-Spluga.
 - The stretch of the Sp 72, Lecco-Colico. This is the only path that connects coastal settlements of the Lake on the old headquarters of the SS 36.
 - The stretch of Lecco SP ex S.S. 583 connecting Lario, Lecco and Bellagio. This route plays a similar role to that of SP 72 on the opposite side of the Lake, linking the coastal settlements. A lack of strong crossing in other directions characterizes the road network of the province, which is particularly criticized in Brianza.

The main paths in lateral direction in this part of the territory Lecco are:

- The Sp ex S.S. 342 "Briantea", covering the route Varese-Como-Bergamo. This is the primary road connecting East and West in Brianza. It has a one lane section in each, a number of urban crossings and a discontinuity of the circuit. The most serious of which is the overlap with the route of the Sp 72.
- The Sp ex S.S. 639 "Lakes and Pusiano Garlate", covering the route Como-Lecco-Cisano which is the primary road link from Bergamo to Como. This route has similar characteristics to those of Sp ex S.S. 342, except for the stretch between Civate and Lecco, where the section street is split by the recent construction of the tunnel Barro. The Lecco-tract Cisano Bergamasco is also particularly disadvantaged by path through dense urban settlements resulting in a very reduced section.

- The Sp Paderno 54. It's a much reduced secondary path, but important given the lack of cross-connections already underlined. It covers the route Besana-Monticello-Cernusco-Paderno. This path has the same problems of route of Sp ex S.S. 342 and the Sp ex S.S. 639, with a interruption in Cernusco Lombardone, where there is a superposition of flow at the intersection with the SP ex S.S. 342.

Despite these problems, these three road routes in the transversal sense (east-west) are of crucial importance for long-range displacements, continuing in the provinces of Como, Bergamo and Milan, even though discontinuities similar to those found in the Province of Lecco are also found in these provinces.¹²

From the analysis of available data on the existing network in the Province of Lecco it can be deduced that the network of roads is not adequate for the complexity and intensity of reports generated by its residential and production structure.

The inadequacy of the network with the structure of the settlements is mainly due to problems relating to the characteristics of the existing paths which are lower than the needs (small section, solutions continuously transported through residential areas, overlapping flows) and lack of transversal direction

For this chapter, the PTCP describes basically the adoption of some configurations, which are expected to promote the touristic, recreational and paesagistic nodes identified along the region, also giving importance to the sustainable mobility of the transit and inhabitants of the region. Some points can be underlined as follows:

- To release the inhabited centers from non-local and heavy traffic.
- To reduce the conflicts between the roads and the settlements disposed at its surroundings.
- To develop the touristic and recreational activities by means of bike-roads and secondary pathways and roads.
- To facilitate the public road traffic system.
- To conserve the low-traffic roads which give access to environmental, paesagistic and touristic nodes, including also these paths in the conception of a wide circuit of bike-roads and pathways network for touristic and recreational use.

On the other hand, the plan proposes the definition of guidelines about sustainable pedestrian accessibility access to public transports for new settlements, in which it is stated that the maximum distance from residential, industrial and services settlements to the closest road with public transport is 300 m, and 600m to the closest train station or stop; also, it is given the

¹² Ibid. Piano Territoriale di Coordinamento Territoriale Provinciale (PTCTP). Relazione Illustrativa. 2004. P.84-85

difference between these can be maximum of 50 meters. However, these limits can be accurately defined depending on the condition of the zone.

3.5.3 Train traffic:

The current configuration of the railway network is characterized by the presence of Lecco links longitudinal and cross-linking the province with Milan, Monza, Como, Bergamo and, to the north, with the Valtellina and Val Chiavenna.

In particular, the radial directions are represented by:

- Line FS180 (Milan-Monza-Lecco-Meat-Colico-Chiavenna-Sondrio-Tirano) at the regional level, important links between Brianza and Valtellina, along the towns bordering the shore of the lake from Lecco. This line is single tracked, except the section between the stations of Lecco and Calolziocorte which are very important in an urban and metropolitan scale for the domestic areas.
- Line FS171 (Sesto S. Giovanni Monza-Molteno-Lecco-Present) level Brianza, the line is entirely single-track.

The lack of infrastructure is a problem that plagues much of the Lombard Station network, due to the apparent lack of investment and, consequently, technological adaptation that characterized the past decades. Over the years, the railways have become increasingly unable to meet all potential demand for mobility, which in fact continues to grow. On the other hand, the growth of the physical limits of the infrastructure has led to a progressive loss of competitiveness of the rail system, with a modal shift towards the car, resulting in a charge of the road network, which is in fact already congested.¹³

In this aspect, the PTCP proposes an increment in the efficiency of the intermodal traffic, facilitating the change between public and private modes by means of parking slots for road-traffic next to the main train stations. Also, the plan promotes the accessibility of pedestrian and bike-roads to the main train stations and the improvement of the aesthetic and functional elements of the train stations in the urban scene.

¹³ Ibid. Piano Territoriale di Coordinamento Territoriale Provinciale (PTCTP). Relazione Illustrativa. 2004. P.92-94

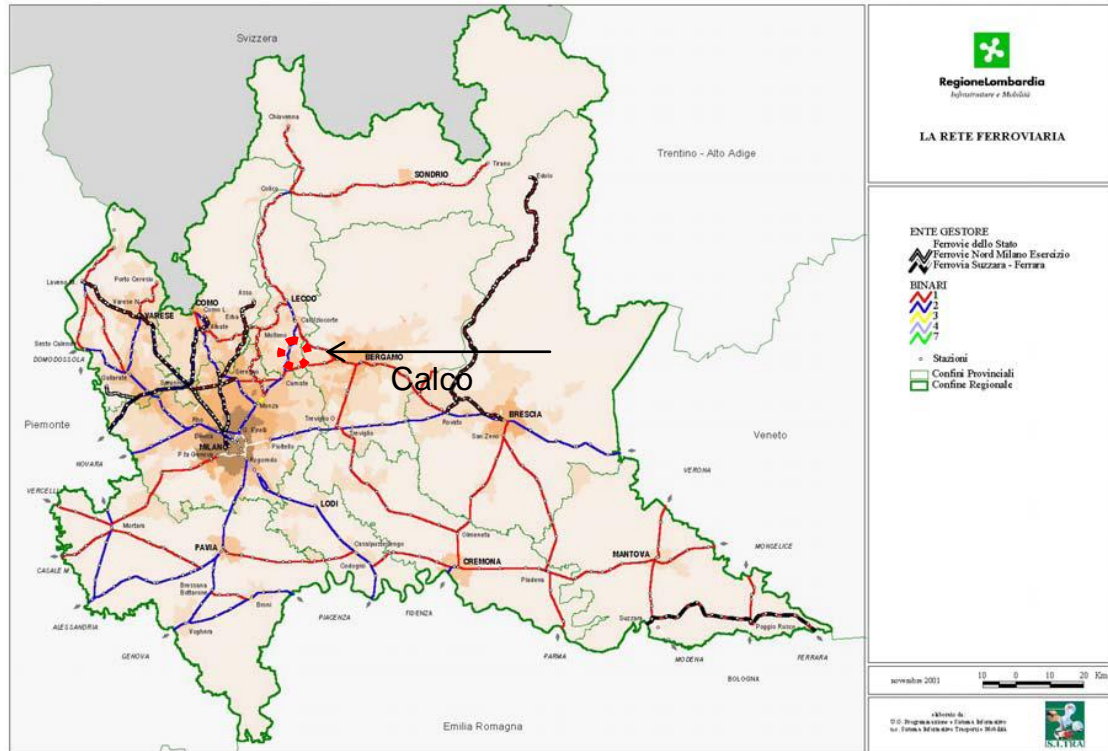


Illustration 3.1 Current Configuration of the Lombardy Railway System.¹⁴

3.6 LANDSCAPE & ENVIRONMENTAL ASPECTS:

According to the conservation of natural landscape profile and skylines, the PTCP In general, tends to avoid building ridges or rises above the upper limit of the existing building. As a result, the new edifications line can at the maximum join the top of the existing buildings immediately below and above. This aspect is related to the conservation of paesagistic and natural landscapes with inclusion of edifications.

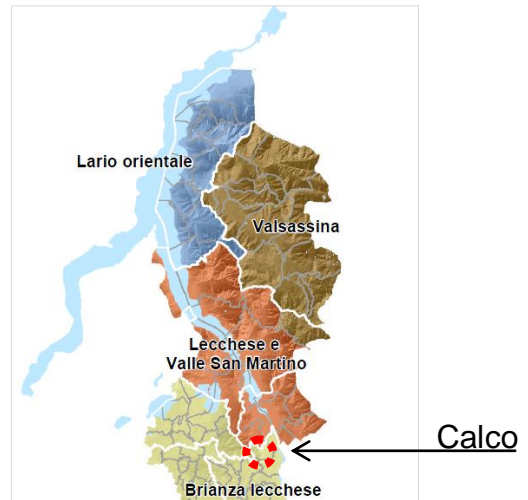
The PCTP proposes certain ways to compensate the environmental impact due to new infrastructure, and rehabilitation of the existing one (if it is strictly necessary); As a result, the territorial plan provides some criteria in order to safeguard and guarantee the sustainability of each process and territorial modification as follows:

- Compensation of not less than 2 times the area utilized in a new construction, which must guarantee the same or more of the ecologic functionalities, that the area used to contain.
- The interventions will be located inside the areas of particular strategic interest, described in the paesagistic study realized by the PCTP.¹⁵

¹⁴ Ibid. Piano Territoriale di Coordinamento Territoriale Provinciale (PTCTP): Configurazione attuale delle linee ferroviarie lombarde. Relazione Illustrativa. 2004. P.80

4 STRATEGIC SCHEME

The PTCP divides in 4 main territories (regions) the Lecco's province in order to provide a more detailed formulation of strategies and projects related to the main territorial plan, in accordance to the needs, and the actual situation of each one of these regions, as it can be seen in the illustration¹⁶. (Brianza lecchese, Lecchese e Valle San Martino, Valsassina and Lario orientale.)



According to the distribution stated above, a set of 10 projects have been proposed as a first instance of the strategies to be realized in matter of territory development and urban requalification. Some of these projects

mentioned are part of the policy of the PTCP, which promotes the realization and inclusion of Projects of Urban Requalification and Territorial Innovation (PRINT-Progetti di Riquilificazione Urbana e Innovazione Territoriale) as follows:¹⁷

Illustration 4.1 Strategic scheme (extracted from Quadro strategico 2008)

- “...1. *Regional nodal functions of the city of Lecco.*
2. *Eco-museum and cultural district of the Mountains and Lakes Briantei.*
3. *Cultural District of Valsassina.*
4. *Activation of the production division of Environment in the form Oggionese Ecologically Productive Area Equipped.*
5. *Expansion of the railway line Milan-Lecco-Sondrio and redevelopment of train stations with interchanging nodes.*
6. *Redevelopment and upgrading of the railway line Lecco-Molteno, Molteno- Monza and Lecco-Como: sector Carante to Airuno (14km) upgrading to double rail tracks*
7. *Integration of the foothill in the new Provincial roadway network.*
8. *Redevelopment, safety and protection of the scenic State Road 36 (Stretch-Nibionno-Civate).*
9. *Accessibility and redevelopment of the eastern shores of Como's Lake.*

¹⁵ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Quadro strategico territoriale- Sistema paesagistico rurale ambientale – Tavola 3-C. Scale 1:25000. 2008. p .1

¹⁶ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Quadro strategico territoriale. Scale 1:100000. 2008. p

¹⁷ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 42.

10. Upgrading of Meratese productive system and the fair-node of Osnago....”

These projects listed above, mainly have the aim to innovate the territorial settlements and infrastructure in the Lecco's province, with an interest on:

- The realization of new highway and railway connections and a requalification of high traffic conflict roads and rail tracks.
- The realization of infrastructure to promote the touristic offer of the territory.
- Requalification and new system of productive nodes.
- The organization and system set up of heritage and environmental context.

4.1 MAIN STRATEGIC PROJECTS

Following is a brief summary of the most important 6 strategic projects mentioned above (*in relation with the Calco region*):

4.1.1 Regional nodal functions of the city of Lecco:

The project promotes the centrality of Lecco as "City of Lakes and Mountains"; a link between Milan metropolitan area and the mountain area of Valtellina and Switzerland (among the Moreniche Briantee hills, the Valsassina & Il Lario Orientale). The main aspects to be developed include:

The POLIMI University & its residences; The Lecco railway station and link to the Balicco road; The Lecco Exhibition Centre museum; The Lecco Campus Training for tourism; The Manzoni Places.

4.1.2 Eco-museum and cultural district of the mountains and lakes of Briantei

The Project aims to promote initiatives and synergies for the social, economic development and structural region and for the enhancement of cultural and environmental issues which characterize the area of the District of the mountains and lakes of Briantei.

Within the project it is expected that the definition of a communication plan, the Eco-museum, the formulation of a plan for updating and training of cultural workers of the area, developing a plan of cultural activities to be carried out in the Eco-museum.¹⁸

¹⁸ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.11

4.1.3 Cultural district of Valsassina

The project promotes cultural and environmental development in the entire valley through the establishment of strategic projects, due to the following seven themes:¹⁹

- Theme 1 - Hiking, climbing, and caving.
- Theme 2 - The food industry: an eco-museum of cheese
- Theme 3 - The system of fortifications and historic streets
- Theme 4 - The Way of the iron and mining
- Theme 5 - The engineering for the territory and cultural heritage: renewable energy and civil protection
- Theme 6 - human activities and cultural and environmental tourism
- Theme 7 - anthropological and intangible heritage

4.1.4 Activation of production of the Polo Oggionese environment area in the form of ecological production facilities

The PTCP confirms the objective of promoting the localization of the major production of the extra-communal areas, giving particular attention to the reorganization of the road so that the settlements are not subject to the servitude of tough traffic, especially heavy traffic, but increasingly only receive the local traffic.

The Province of Lecco involves the construction of a manufacturing hub in the extra-communal area of Bosisio Parini - Molteno, called the "Pole of maize," likely to constitute an offer production with high standards of environmental quality and infrastructure. The pole, about 39 hectares, will cover almost entirely within the City of Bosisio Parini, and only a small part in the town of Molteno.²⁰

4.1.5 Expansion of railroad tracks Milano-Lecco-Sondrio & the requalification of the railway stations as nodes of trade

The project of doubling the railway tracks Carnate-Airuno, on two tracks, for a length of 14 km, from which 2.6km in be underground. The service came into operation on 29.07.2008. The aim of the intervention, in the spirit of integration and connection of transport networks is:

¹⁹ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.14-16

²⁰ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.17

- Designed to transfer a large proportion of traffic from the roadways to railways systems, improving accessibility, first to the Valtellina (Sondrio, and in particular with Chiavenna) and on the other hand, seen as the functional connection to Malpensa airport, along the Carnate-Seregno-Saronno.
- Strategic to the activation of the suburban train service, consisting of the S8 Milan-Carnate-Lecco with a potential increase in supply from the current 56 trains about 72 trains per day, of which it can assist an additional 36 trains per day, in practice one hour from Milan to the Valtellina, and vice versa.
- Improving service to users, both in terms of quantity and quality.
- Providing a higher frequency of trains, punctuality, speed and level of commercial railway traffic safety, and at the same time, increasing the system's ability to absorb disruptions (delays).

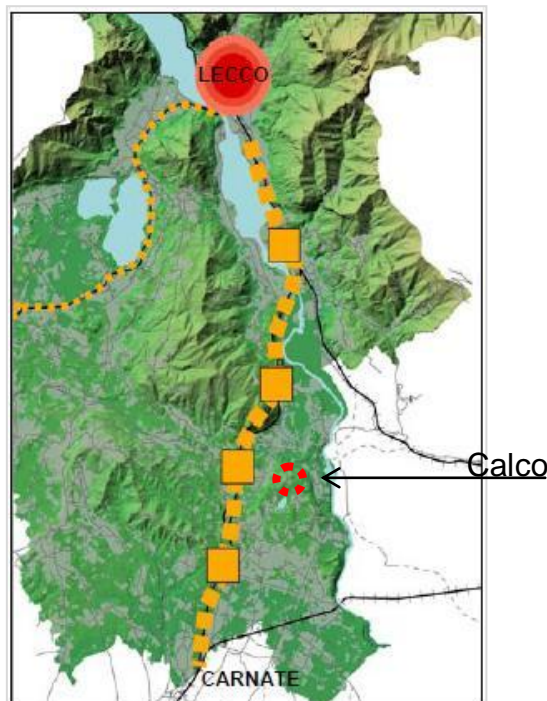


Illustration 4.2 Provincial rail tracks system line Milano-Lecco- Sondrio (extracted from Quadro strategico 2008)²¹

In this context, the Province of Lecco, on 21.02.2003, has signed a Memorandum of Understanding with the City of Calco, the City of Olgiate and RFI S.p.A. agreed that some additional work to the final project, aimed to obtain an improvement of urban and environmental regeneration of the area, will concern to an optimal placement of the doubling of the railway line into the surrounding environment and to promote the Ferro-Gomma at the interchange station with a Olgiate Molgora new road link service.²²

²¹ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.18

²² Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.20-21

4.1.6 Integration of the new roadway network in the foothills provincial

The Province of Lecco, although not directly crossed by the planned route for the highway foothills, will be strongly affected by the increase in traffic roadway, especially within the territory of Lecco; in what is planned, the construction of several interchanges (seven in nineteen kilometers) will determine the conditions to totally new accesses to the whole road network.

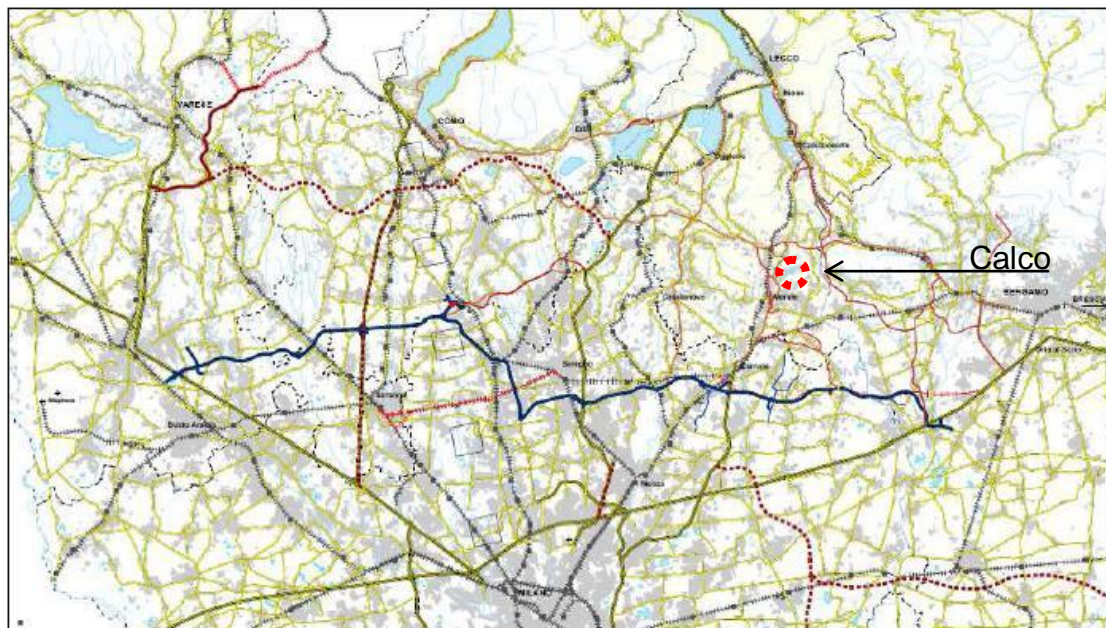


Illustration 4.3 Provincial rail tracks system line Milano-Lecco- Sondrio (extracted from Quadro strategico 2008)²³

For this reason, the Province is committed to identify additional work that they know to act as liaison between the foothills and the main roadways that cut, with a north-south orientation, the entire Province: State Route 36, Strada Provinciale 51, Regional Road dir 342, Provincial Road 56, and State Road 639 Lecco - Bergamo.²⁴

From the environmental point of view, the common feature in the redevelopment of an existing road is to be designed and accompanied by measures consistent with the indication of PTCP which identifies this area as of strategic interest to the continuity of the ecological network.

²³ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.18

²⁴ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.24-25

4.2 MAIN ACTIONS

The actions related to the projects described in the last chapter, underlying a general strategy to enhance the landscape of the province, include:

- Enhancement of cultural heritage and environment through the promotion of tourist routes of environmental and historical / cultural sites (eg Eco-museum of the Mountains and Lakes Briantei).
- Promoting cultural and eco-tourism in the mountain area to promote a diverse set of actions related to the topics: hiking, climbing, caving, and fortifications of the historic streets; man-made landscapes and tourism, cultural & environmental heritage and non-anthropological, etc.
- The redevelopment and enhancement of existing trails, primarily from the path of the Vandante, one of the main routes of the Lecco area with high potential in landscape, a hillside, along the shores of Como allowing full enjoyment of a unique landscape.
- The implementation of numerous pedestrian paths and related development system with the existing routes (as stipulated in the Provincial Plan of the pedestrian). *It also provides for the rehabilitation of some disused railway lines for the purpose of use.*
- Enhancement of the local economy by promoting local products and the activation of eco-museums with its enhancement of production space available to the public (e.g. eco-museum of cheese with redevelopment of Casere in May).
- Improving the Naviglio Lake by enhancing the supply of public transport and the activation of the Adda river transport, by which promote a different use of visual perceptual area.
- Support for the creation of local and extra-communal parks, and in general to overcome environmental problems in the area (eg plis San Genesio, Belt Mount Cornizzolo).
- The protection of the existing road infrastructure with a focus on roads with a high degree of urbanization and relative risk of occlusion and / or welding, to ensure the preservation of visual free of significant size (eg SS 36).
- Development of promotional activities to enhance functional of the province (fairs, exhibitions, cultural events).

Projects related to land improvement and upgrading of rail infrastructure, will be not strictly related to the theme of landscape improvement, they always should meet the needs for improvement in service provision and contribution to promote an area more usable and sustainable environmental perspective.

...”The strategy of the Lecco area landscape is therefore not strictly attributable to a single idea-force, but in the awareness of the diversity of the types of landscapes from Lecco (lake, hills and mountains), are offered a series of actions and cross-cutting tools, which can offer various opportunities for tourism development to the protection of the environmental landscape”...²⁵

²⁵ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.37-38

5 PROJECTS AND PROPOSALS OF THE TERRITORY

We can divide the Projects & Proposals of the PTCP into 4 main systems:

- Settlements system
- Infrastructure / mobility system
- Landscape / environmental system
- Cultural / touristic system

5.1 INFRASTRUCTURE / MOBILITY SYSTEM

5.1.1 Railway Network: Modification of the railway line of the Carnate Usmate - Airuno railway Milano - Lecco

Project: Doubling the railway tracks of Carnate – Usmate - Airuno (from 1 track only to 2); the general agreement framework of this project has been signed in 2003. Part of this project is finished now, but work is still in progress. Some of the important points to be taken into consideration are: while demolition & construction work are in process, the surrounding environment (Buildings & Spaces) & efficiency of the existing railway tracks shouldn't be affected by it.

The work is high level priority & is considered of "major national interest", According to the PTCP.

The main aim of this project is to transfer some of the traffic from roads to railway tracks. Also aims at improving the accessibility to Malpensa.

This service is expected to improve increase the frequency of trains & improve them in terms of punctuality, speed and level of commercial railway traffic safety by increasing the system's ability to absorb delays.

Related communities: Comuni di Airuno, Calco, Cernusco Lombardone, Merate, Montevicchia, Olgiate Molgora, Parco Regionale di Montevicchia e Valle del

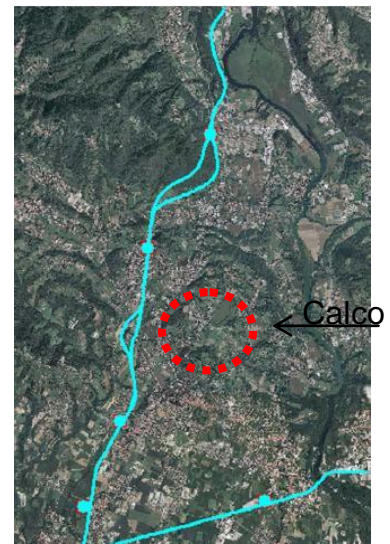


Illustration 5.1 Railway trace
(extracted from (Quadro strategico
2008)

Curone, P.L.I.S del Molgora, Provincia di Lecco, Provincia di Milano, Carnate (MI), Usmate Velate (MI)²⁶

5.1.2 Roads Network: feasibility of the project SS 342 Briantea (Varese – Como – Bergamo)

Project: This Project aims at redefining the route Sp ex S.S. 342 to be the primary road which carries away all kinds of traffic through it, downgrading towards the city centers of Calco & Brivio.

However, the project needs to have many studies for the sake of the preliminary design, which needs to take into consideration:

- The visual impact & landscape placement;
- The levels of noises it will cause & avoiding brightness effects;
- Interference with the hydraulic system;
- The project is a high level priority.

Related Municipalities: Calco, Olgiate Molgora, Brivio, Perego (*), Rovagnate (*) and Santa Maria Hoe (*)²⁷

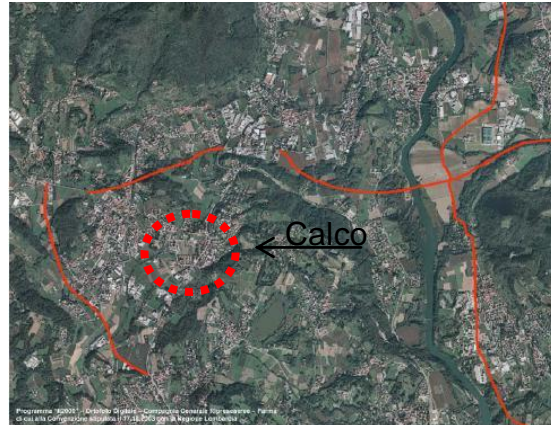


Illustration 5.2 Highway trace (extracted from (Quadro strategico 2008))

5.1.3 Roads Network: feasibility of the project SS 342 DiR Briantea²⁸

Project: The aim of this project is to improve the links from north to south & drain all the traffic from the residential areas towards the zone of Milano. It's expected to reduce the travel times (North - South) & improve the quality of life in various towns. The project is of high priority.



²⁶ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.146-142
²⁷ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.166-167
²⁸ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.168-169

Related municipalities: Calco, Cernusco Lombardone, Merate, and Osnago Lomagna.²⁹

**5.1.4 Cycling and pedestrian paths:
Pedestrian link between Montevecchia park, Valle del Curone and Adda Nord park.³⁰**

Illustration 5.3 Highway trace (extracted from (Quadro strategico 2008)

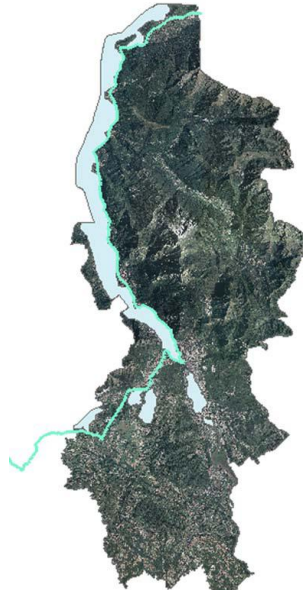


Illustration 5.4 Ecological path (extracted from Quadro strategico 2008)³¹

Project: This project (the realization of an ecological-environmental path, & pedestrian path) aims at constructing a Bike/Pedestrian connection between the Montevecchia park, Valle del Curone and Adda Nord park in order to enhance the system of protected areas, historical and cultural heritage and landscape; that would be through the creation of a network of paths, starting from the train stations Osnago, Cernusco Lombardone, and Olgiate Molgora.



Illustration 5.5 Pedestrian path (extracted from (Quadro strategico 2008)

The link is supposed to ensure the connection between school buildings of the involved municipalities, the urban center of Merate, and the existing paths in the Montevecchia Park & Valle Del Curone. The link also connects to the

²⁹ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.168-169

³⁰ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.179-180

³¹ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.179

areas with natural interest such as the Adda Nord Park & the Biotope of the Sartirana Lake.

The idea of using the railway stations is to provide a center for environmental information or bicycle rental spots, in order to facilitate the use of the areas with environmental concerns.

This project is expected to ensure the possibility of reaching places of Educational, Social & touristic interests through riding bikes (mainly) or walking & rediscover the hiking pleasures.

Special attention should be paid for this specific project since it's located in the heart of Brianza & it constitutes one of the last natural areas of great interest not attacked by the urban sprawl of previous decades.

Related Communities: Calco, Cernusco Lombardone, Merate, Olgiate Molgora, Osnago, Robbiate, Rovagnate, Santa Maria Hoè, Verderio Superiore, Paderno d'Adda.³²

5.2 LANDSCAPE / ENVIRONMENTAL SYSTEM

5.2.1 Ecological corridors: Connection between main ecological corridors

Project: The Ecological network project aims at connecting (functionally) the most interesting natural areas through the upgrading of the environments affected by the urban development.

The PTCP promotes the development of this project for the following objectives:

- To counteract the process of environmental fragmentation of natural & semi-natural areas caused by the urban sprawl within these areas, & enhance the ecosystem in order to improve the ecological quality in the territory.
- Promote the preservation of native species & the prevention of any compromise to them or to the widespread ecological connection area.
- Promote opportunities for sustainable development & highlighting the importance of the natural & semi-natural areas & the proposed network; especially in the agricultural, forestry, tourism & environmental services.



Illustration 5.6 Ecological network (extracted from (Quadro strategico 2008)

³² Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.181-183

- Reduce environmental discontinuity caused by infrastructural systems.
- Strengthen the role of streams (rivers & canals) in the ecological network, as well as recognizing the vital role of the rivers in the hydraulic & natural qualified landscaping systems.
- Promote the renewal of the ecological landscape for future urban projects in the area in order to control the impact of urban form, morphology & spatial distribution. Also support projects, initiatives & animation tools which aim at the association with the ecological network & its environmental function.

Related Municipalities: Circondario di Lecco, Oggiono, Merate, Casatenovo, Valle San Martino.³³

Elements of environmental sensitivity and attention:

- The slopes of Mount Cornizzolo with Lake and Pusiano Hanno;
- The slopes of Monte Barro with Lake Hanno;- Lake Hanno; Of the Monte Brianza with Marsh Brivio and sides of the Valle San Martino; Of the Monte Brianza with the Park and the Valley of Montevecchia Curone;
- The Park and the Valley of Montevecchia Curone the river Adda.³⁴

5.3 CULTURAL / TOURISTIC SYSTEM

5.3.1 Eco-Museum district of the mountains and lakes of Briantei

Project: The eco-museum aims at providing awareness & rediscovery of the Brianza territories, its wealth of memories, tangible & intangible cultural & touristic assets, and of course its natural assets (Natural Parks & reserves...etc.)

It also studies the different approaches to market through different methods such as:

- Media animation sources in the municipalities & libraries - for didactic & informative reasons.
- The use of various technological tools such as websites.



Illustration 5.7 Eco- museum path (extracted from (Quadro strategico 2008)

³³ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.90-92

³⁴ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.90-92

This project also involves the construction of several pedestrian paths & the redevelopment of disused railway lines for the purpose of enjoyment and enhancement of the cultural heritage.

It promotes the development of the territory & its uniform identity in order to recover a sense of belonging, providing a model for dealing with cultural heritage of such interest.

The main projects related to this area are: The Pariniani Places, Manzoni Places, PLIS San Genesio, Centura de Monte Cornizzolo, & the Pedestrian & Bikes Paths.

Related Municipalities: Mandello del Lario, Civate, Valmadrera, Malgrate, Cesana Brianza, Suello, Annone Brianza, Oggiono, Galbiate, Garlate, Olginate, Dolzago, Castello Brianza, Pescate, Ello, Sirone, Molteno, Colle Brianza, Bosisio Parini, Suello, Rogeno.³⁵

³⁵ Ibid. Piano Territoriale di Coordinamento Provinciale. Quadro Strategico, Progettualita', 2008. P.113-115

6 STUDIES AND STATISTICS

6.1 STATISTICS:

6.1.1 Demographic statistics:

The PTCP introduces demographic and social dynamic aspects summarized as follows:³⁶

- The endogenous/exogenous growth of the population is constituted by the natural component (birth– death), and the immigration component (subscribed-cancelled residents). As a result of the analysis realized by the PTCP, most of the municipalities growth is 90% constituted of immigrants rather than local residents. Lecco city presents a negative natural component.³⁷
- In terms of family growth, 50% of the families are local.
- The Brianza constitutes the 50% of the population of the entire province, Lecchese region 40%, and the Valsassina & Lario 10%, out of 327.510 inhb.³⁸
- 19% of the population of the province is over 65 years old, 22% of the population in Brianza, and 18.5% in Lecchese and the Valsassina & Lario regions.
- The Brianza region had the highest demographic increment in the last ten years +8.5%, Valsassina & Lario +5.5% and Lechesse 1.6%.

6.1.2 Economic statistics:

The PTCP introduces some economical aspects summarized as follows:³⁹

- The Valsassina is the region with the highest touristic vocation, 50% of hotel-rooms, 37% in Lecchese and 13% in Brianza region.
- The Brianza is the most industrialized territory (52.6% of the employees), The Lechesse is the territory with most employees dedicated to services (50.7% of the employees),

³⁶ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia A- Obiettivi del PTCP e dimensione strategica. 2008. p.50 .

³⁷ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia D- Politiche insediativi. 2008. p.24 .

³⁸ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia D- Politiche insediativi. 2008. p.15 .

³⁹ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia A- Obiettivi del PTCP e dimensione strategica. 2008. p.50 .

- The Lecchese is the region with more employees/100 inhb equal to 43, 39 for Brianza and 32 for Valsassina.
- The Brianza registered the highest increment in employees in the last 10 years +11%, +5.5% in the Lechesse region, and +2.2% in the Valsassina region.

6.1.3 Territorial statistics:

In terms of regional territorial description, the PTCP introduces some statistical aspects, which compare the real state of each one of the regions underlined in the strategic scheme. Some of those aspects are underlined as follows: ⁴⁰

- The Brianza is the most relevant territory of the Lecco's province, constituted by 42 towns (46% of the entire province.)
- The Brianza region constitutes the 25% of the entire territory, the Valsassina 47%, and Lecchese region 28% out of 825 km² from the entire province.
- The Brianza region presents the highest inhabitants density with 787 inhb/km², Lecchese, Valsassina & Lario regions 563 inhb/ km².
- The territories of Valsassina & Lario, and Lecchese are mainly mountainous while Brianza and Valsassina & Lario are the territories with the highest agricultural vocation with 29% and 13% respectively of the own surface designated to this aim, vs. the 5% of the Lecchese region.
- The Brianza has the highest protected areas equal to 18% of its surface, compared with the Lecchese region that has around 3% and no one in the Valsassina.

6.1.3.1 *Estimated territorial growth:*

The PTCP submits the studies of maximum residential settlement area capacity rate, and the study of maximum urbanized area, according to the inhabitant's growth proportion (both endogenous and exogenous) in the last years, discriminated by the size of the population and the region, which are aspects directly correlated to these rates. In the same way, those rates are proposed to be used as an approximation of the areas to be considered for the future urban plans in each community. As an example and taking into account this statistical behavior, it is proceed to calculate the maximum capacity and the urbanized area of Calco in ten years.

⁴⁰ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia A- Obiettivi del PTCP e dimensione strategica. 2008. p.49 .

Region	Endogenous growth (m ³ /inhb*year)	Exogenous growth (m ³ /inhb*year)	Calculus for Calco in 10 years projection (m ²)	Calculus for Calco in 10 years projection (m ²)
Valsassina	2.25	4.50	-	
Lario Orientale	1.80	3.60	-	
Leccese e V.S.M	2.25	4.50	-	
<u>Brianza</u> <u>Lechesse</u>	2.70	5.40	137.160	274.320

Illustration 6.1 Residential settlement's Capacity in 10 years (inhb =5080)⁴¹ (extracted from provincial di Lecco 2008: Capacita insediativa residenziale⁴²)

Number of Inhabitants	Endogenous growth (m ² /inhb*year)	Exogenous growth (m ² /inhb*year)	Calculus for Calco in 10 years projection (m ²)	Calculus for Calco in 10 years projection (m ²)
Below 1000	2.88	4.30	-	
Between 1001 and 3000	2.20	3.30	-	
Between 3001 and 6000	1.72	2.60	-	
Between 6001 and 40000	1.52	2.30	77.216	116.840
More than 40000	0.86	1.30		

Illustration 6.2 Urbanized area in 10 years (inhb =5080) (extracted from provincial di Lecco 2008: Suerficie urbanizzata⁴³)

6.2 STUDIES:

In the next chapter, it will be considered the most important studies realized in the PTCP as part of the main description of the territory, and in particular as part of the territory of Calco actual condition.

6.2.1 Agricultural and paesagistic issues: ⁴⁴

⁴¹ COMUN-ITALIANI.IT. Comune di calco. 2010. [available on-line]: <http://www.comuni-italiani.it/097/012/>.

⁴² PROVINCIA DI LECCO. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 137.

⁴³ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 138.

The importance of the agricultural areas of the plains for the protection of landscape and biodiversity in the province led to a deeper investigation on them in order to identify those with the highest natural value can play a role of primary importance to ecological network functionality. For agricultural areas with high nature value areas in which the agricultural land use is prevalent (usually dominant) and where agriculture maintains or is associated with a variety of species and habitats of European interest (Andersen et al. 2003). These areas are, in fact, characterized by specific biodiversity that has evolved over time based on the original features of land and agricultural practices.

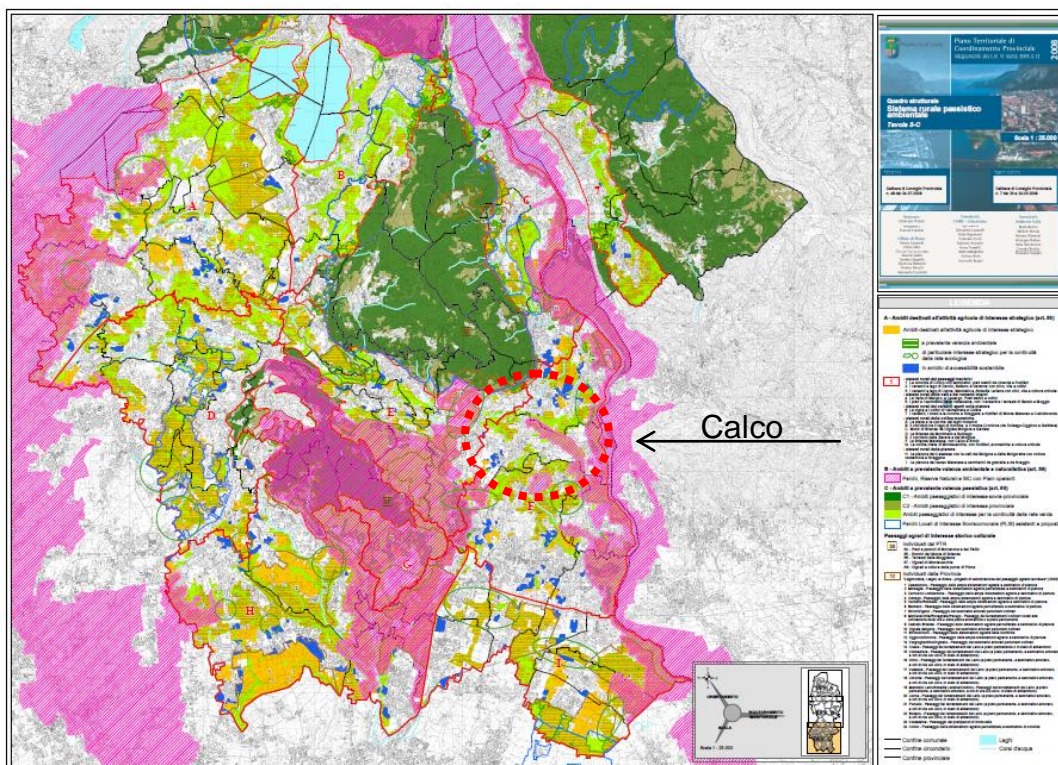


Illustration 6.3 Rural-paesagistic system (extracted from Quadro strategico 2008)⁴⁵

Considering the agriculture aspects in the region of Brianza and the rural-hill systems⁴⁶, the PTCP throughout the strategic scheme defined, describes the agricultural and paesagistic open spaces that must be preserved due to its importance, both at local level and regional level, and due to its condition of field's fertility (strategic agricultural zones). The PTCP also defines the most relevant zones as part of the valorizzazione of the agricultural industry, the biodiversity, and the natural shape of the terrain. The fields defined as "*prevailing environmental value*"⁴⁷ and those designated for agricultural

⁴⁴ Ibid. Piano Territoriale di Coordinamento Provinciale. F Rete Ecologica, 2008. P.9

⁴⁵ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Quadro strategico territoriale- Sistema paesagistico rurale ambientale – Tavola 3-C. Scale 1:25000. 2008. p.1

⁴⁶ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 122-124.

⁴⁷ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 126.

industry use cannot be occupied by any activity (urbanism, residential, industrial, services) other than agricultural; however, for the zone in which the city of Calco is located, where the agricultural space represents less than 20% of the total area, a maximum reduction in the agricultural space of 5% can be considered in a period of not less than 20 years.

6.2.2 Technologic Corridors: ⁴⁸

The PTCP identifies the main existing services networks in the territory, (Electrical, Sewage, Hydraulic lines, gas lines, etc...) and the possible natural sources of services supply available throughout the province.

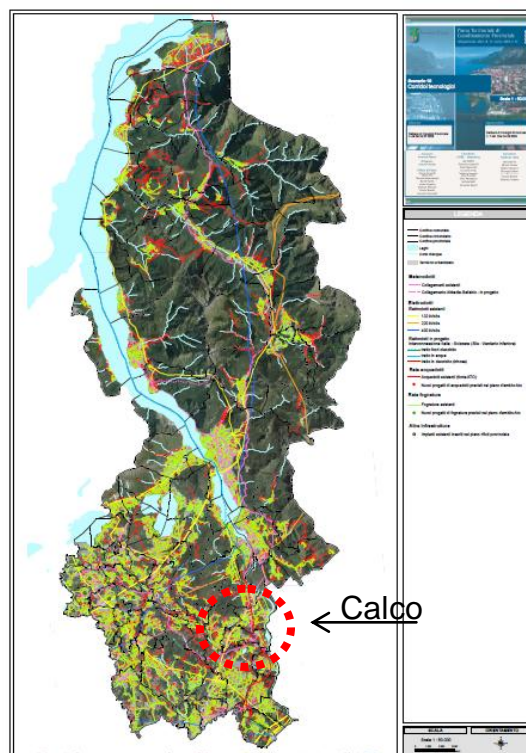


Illustration 6.4 Technological network (extracted from Quadro strategico 2008) ⁴⁹

According to the PTCP policies, the renewal or imposition of the technological network must in any case complement and safeguard the paesagistic and landscape principles of the territory, it is advised to locate new lines underground. In the case of the city of Calco, a main Electrical High-tension line is passing through the city center and it presents a high influence in the landscape conditions of the town.

6.2.3 Arrangement of settlements: ⁵⁰

⁴⁸ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 63

⁴⁹ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Quadro strategico territoriale- Corridoi tecnologici – Tavola 10. Scale 1:50000. 2008. p. 1

⁵⁰ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 203-205

The PTCP provides in this study, the identification of the main productive and residential settlements in the province of Lecco, and the description of main Roadways and Railways systems. This is aimed to provide the basic layout of the productive settlements and sources, and their connection one to another throughout all the province

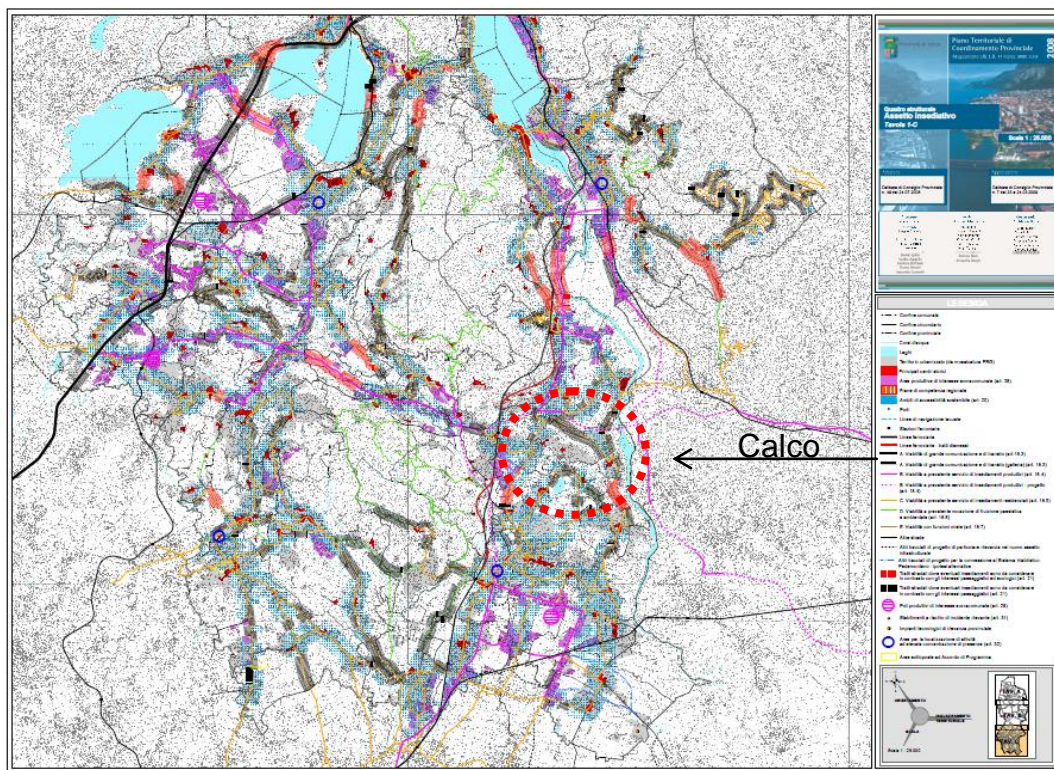


Illustration 6.5 Settlements (extracted from Quadro strategico 2008)⁵¹

6.2.4 Ecological network:⁵²

Among the objectives and policies stated by the PTCP is the aim to preserve and maintain an increment in the biodiversity and valorization of the different ecosystems inside the Lecco's province; as a result, the PCTP promotes the development of the ecological network thought out all the territory; safeguarding the integrity and the continuity of the green disconnected by urban areas and infrastructure already built. Although the main aim is to safeguard, and to preserve the nature; the plan also states the realization of new infrastructure clearly justified, and declared as of public interest, having the corresponding

⁵¹ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Quadro strategico territoriale-Assetto insediativo. TAV 1-C. Scale 1:25000. 2008. p .1

⁵² Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Norme di attuazione. 2008. p. 132-133.

mitigation rules which were referenced in the point “*Environmental Issues*” of the present document.

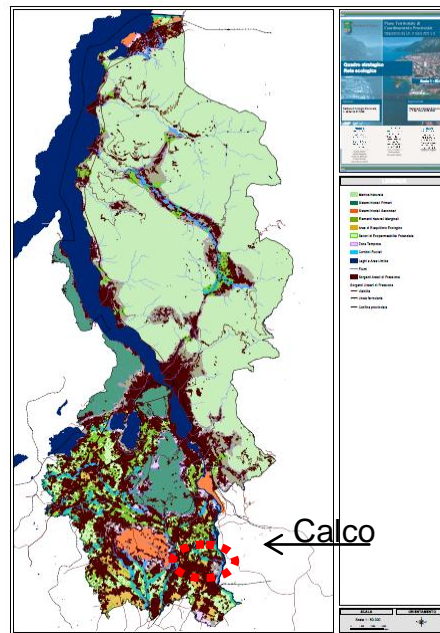


Illustration 6.6 Rural-paesagistic system (extracted from Quadro strategico 2008)⁵³

According to the localization of the city of Calco, two of the most important parks in the Lecco province (which conforms part of the ecological network in the Lecco’s province) are located right in the borders of this city; On the Westside the Parco regionale Montevicchia e della valle del curone, and on the Eastside the Parco regionale Adda Nord, which both are described briefly as follows

⁵³ Ibid. Piano Territoriale di Coordinamento Provinciale (PTCP): Quadro strategico territoriale- Rete Ecologica. Scale 1:50000. 2008. p .1

6.2.4.1 Parco regionale Montevecchia e della valle del curone:⁵⁴

Natural park constituted in 1983 is located in the towns of Cernusco Lombardone, Lomagna, Missaglia, Montevecchia, Olgiate Molgora, Osnago, Perego, Rovagnate, Sirtori, Viganò, and bordering the cities of Calco and Merate.

The forest covers most of the part of the territory, other than the small water reservoirs which form the rivers Curone and Margaretta.

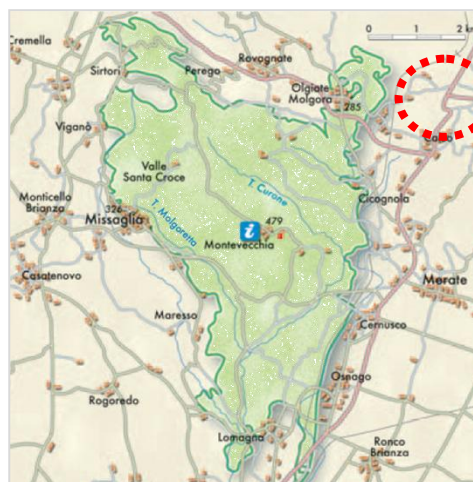


Illustration 6.7 Localization Park Montevecchia (extracted from Centro turistico studentesco 2010)

6.2.4.2 Parco regionale Adda Nord:⁵⁵

Natural park constituted in 1983 is located in the towns of Airuno, Bottanuco, Brivio, Calco, Calolziocorte, Calusco d'Adda, Canonica d'Adda, Capriate San Gervasio, Casirate d'Adda, Cassano d'Adda, Cisano Bergamasco, Cornate d'Adda, Fara Gera d'Adda, Galbiate, Garlate, Imbersago, Lecco, Malgrate, Medolago, Merate, Monte Marenzo, Olginate, Paderno d'Adda, Pescate, Pontida, Robbiate, Solza, Suisio, Trezzo Sull'Adda, Truccazzano, Vaprio d'Adda, Vercurago, Verderio Superiore, Villa d'Adda. Unique environmental characteristics are involved in this park, which includes the waterfront and an alternation between forest and plain valleys.



Illustration 6.8 Localization Park Adda Nord (extracted from Centro turistico studentesco 2010)

⁵⁴CENTRO TURISTICO STUDENTESCO. Guida parchicard Lombardia: Informazione generale Montevecchia e valle del curone. 2010. p. 102-107.

⁵⁵Ibid. Guida parchicard Lombardia: Informazione generale parco dell'Adda Nord. 2010. p. 20-25.

7 ANALYSIS / SWOT

The PTCP realizes an analysis of region's conditions in three (3) aspects; a. Territorial structure, b. socio-economic system, and c. the government model, by means of the strategic planning tool called SWOT analysis (Strengths, Weaknesses, Opportunities and Treats), which method attempts to identify the main advantages and disadvantages of the Lecco's province in those aspects described above, and, that are necessary to the knowledge of the actual situation and the future formulation of strategies disposed to solve the already identified province's needs.⁵⁶

For the sake of simplicity and according to the scope of this project, the analysis realized for the PTCP of the province conditions will be showed only in terms of the Brianza Lechesse region, those parts which concerns the city of Calco and its closest surroundings, and the first two conditions mentioned above as follows:

7.1 Territorial structure:

Strengths:

- High accessibility and integrated regional system.
- Significant railway network.
- Big open spaces to preserve.
- Integration between residential and productive areas.
- Residential settlement attractiveness.
- presence of natural parks.
- Good hydraulic sources.

Weaknesses:

- A Non accurate offer vs. demand model in terms of mobility.
- High traffic congestion.
- Road public transport mainly.
- High dispersion in the settlements (high consume of territory)
- Low quality of settlements and constructions.

⁵⁶ PROVINCIA DI LECCO. Piano Territoriale di Coordinamento Provinciale (PTCP): Monografia A- Obiettivi del PTCP e dimensione strategica. 2008. p. 36-39.

- High levels of pollution.
- Presence of industrial factories and high safety- risk.
- Low preservation of landscape, and use of private patrimony as primary
- Fragmentation of natural areas.

Opportunities:

- Possible boosting of the regional train system.
- Realization of the V highway.
- Requalification of roadways.
- Integration of cultural offer through the Eco-museum project.
- Valorization of touristic areas of natural, paesagistic and cultural use.
- Improvement of sustainability through the introduction of technology of energy-saving and use of renewable sources.

Threats:

- Peripheral characterization system.
- Further spreading of sprawl and land consumption in relation to relocation of production centers not controlled.
- Further growth of private-vehicle mobility model and its effects in terms of sprawl.
- Reduction of accessibility in the absence of rehabilitation of infrastructure projects.
- Careless of landscape.
- Reduction of biodiversity.
- Further fragmentation of ecosystems due to new infrastructure.
- Environmental crisis due to weak environmental sustainability policies.
- Hydraulic risk pressure (in the absence of rehabilitation policies of watercourses)
- Failure to maintain the territory.

7.2 SOCIO-ECONOMIC SYSTEM:

Strengths:

- Diversified production system, widespread and sometimes advanced.
- Presence of skilled workforce.

- High propensity for entrepreneurship.
- Traditional and cultural industry.
- Overall good school system, and also in terms of spreading throughout the territory.

Weaknesses:

- Low level of outsourcing.
- Small industrial companies.
- Limited relieve of agricultural economics, but also, it is as a factor governing the area.

Opportunities:

- To restructure the traditional production sectors, and its internationalization.
- Strengthening of the link between research and business.
- Attraction of economic flows capable of activating innovation processes.
- Contribution to the research of sustainability.
- Establishment of recreational, sports, and social services matrix metro government as an opportunity to open space, and/or to recover the cultural heritage.
- First role of the farm as a multifunctional growth factor and as a garrison.

Threats:

- Problems of integration of new immigrants.
- Trouble of managing by means of appropriate policies scale of the high integration between local labor markets.

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