

THE FLOWING BELT

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OBJECTIVE

The project deals with the southern part of Strasbourg green belt.

Main problem of this area consists in disunity and fragmentation of existing greenery, where almost no historical parks were preserved and where the space is occupied by extensive sport fields, factories and other private areas.

The presented design creates connections between the existing greenery, using river as a natural connector and biocorridor. In addition, it also deals with transportation and movement and it brings more activities to the forgotten city corner.



ABOUT THE AUTHOR

I have been studying landscape architecture since 2019 and I am currently in the 1st year of master degree. Apart from architecture I like hiking, climbing and exploring new places. That is also one of the reasons why I chose Strasbourg for my semestral project

ANALYSIS

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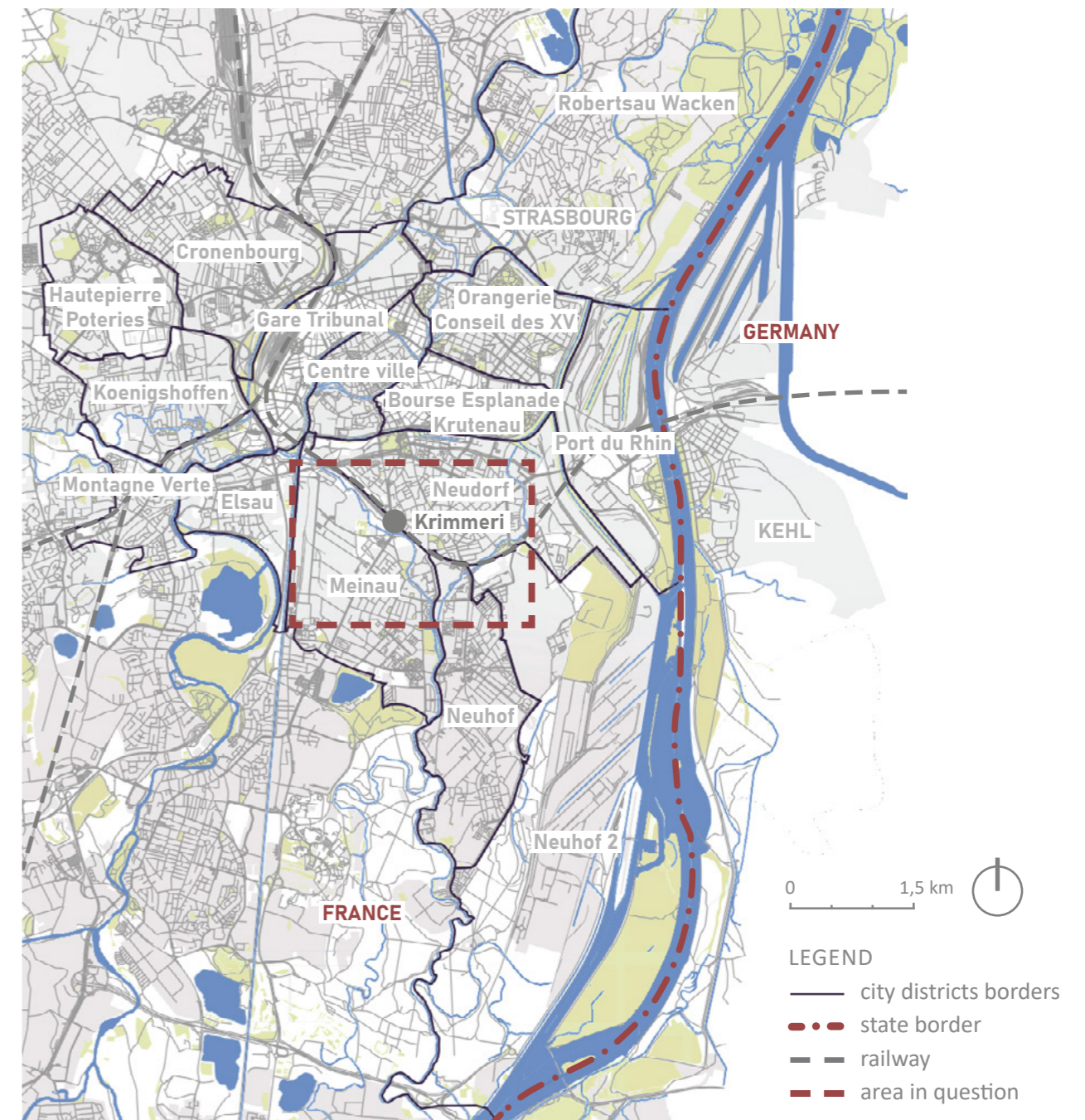
LOCATION

Strasbourg is located in eastern part of France, in the historic region of Alsace at the border with Germany.

The project deals with southern part of the city in today's Neudorf, Meinau and Neuhoof quarters. It focuses on the Krimmeri train station and its surroundings.



WIDER RELATIONS 1 : 75 000



VEGETATION

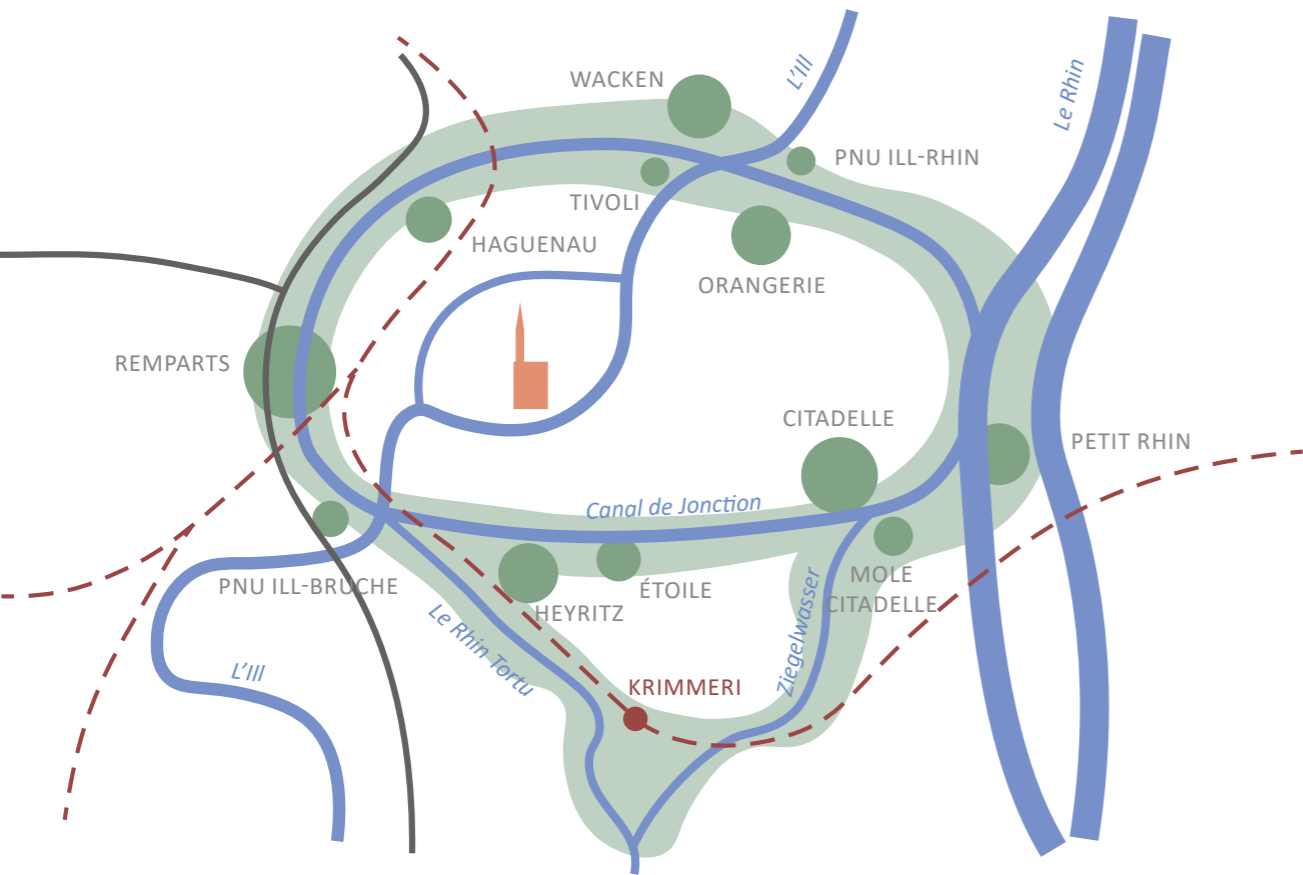
LA CEINTURE VERTE DE STRASBOURG (Strasbourg green belt)

The 1922 law promoted by Mayor Jacques Peirottes provides for the use „in the interest of hygiene and public health“ of the **former non-built zone of the fortification**.

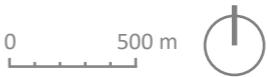
With this concept the historical heart of the city gained a green belt made up from gardens, parks and other green areas.

Unfortunately, for a time, this concept was forgotten and the grounds were seen as open spaces and an opportunity to set up roads and motorways there.

The year 2022 corresponds to the centenary of the law of protection of ancient glacis of the fortification of Strasbourg. On this occasion, the City of Strasbourg and its partners propose different events and animations allowing the discovery of natural heritage and buildings.



CONTEXT OF CITY GREENERY

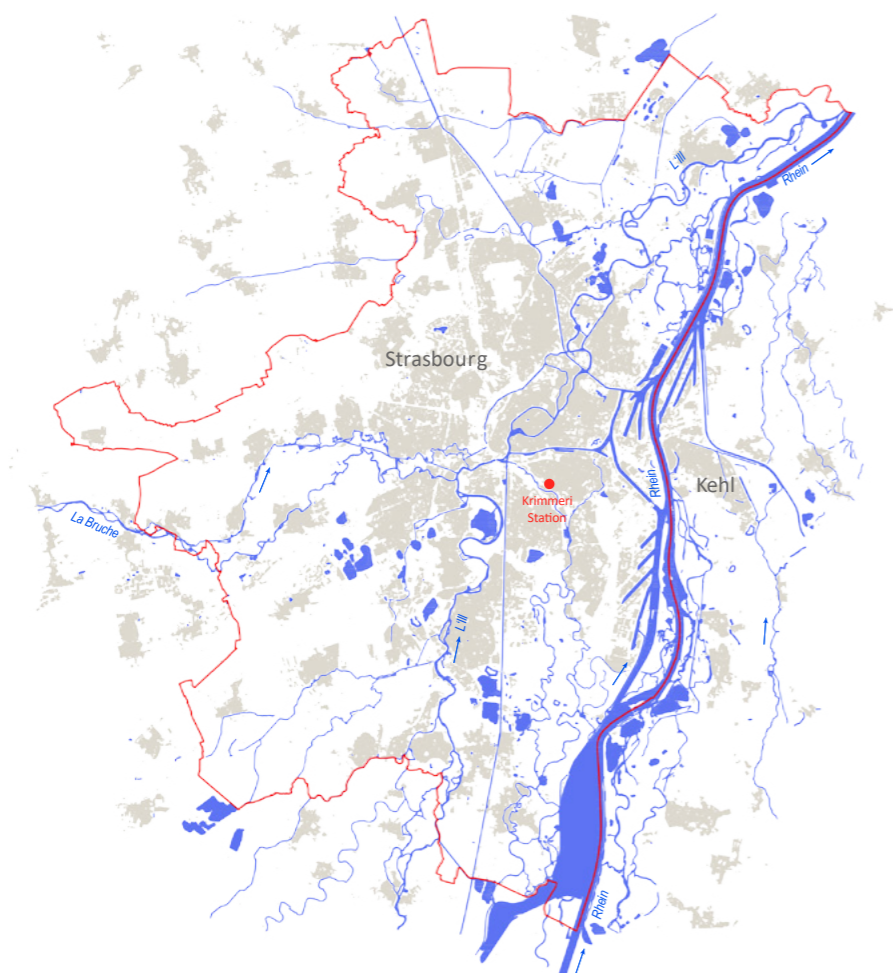


LEGEND

- agricultural greenery
- airport greenery
- gardening colonies
- other greenery
- city parks
- cementeries
- forests
- greenery of Strasbourg's Green Belt system

- 1 Parc de la Citadelle
- 2 Parc Henri Will
- 3 Parc de l'Extenwoerthfeld
- 4 Parc Schulmeister
- 5 Kurgarten
- 6 Parc de l'Étoile
- 7 Parc du Heyritz
- 8 Jardin des Senteurs et du Toucher
- 9 Jardin botanique de l'Université de Strasbourg

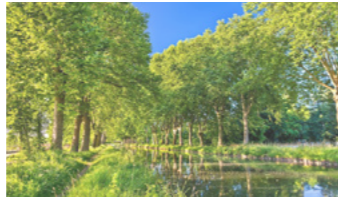
HYDROGRAPHY



The Rhine river



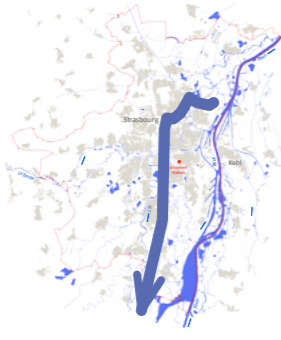
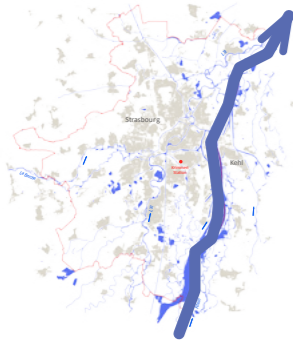
The Rhine-Rhone canal



The Ill river



The Marne-Rhone canal



CLIMA

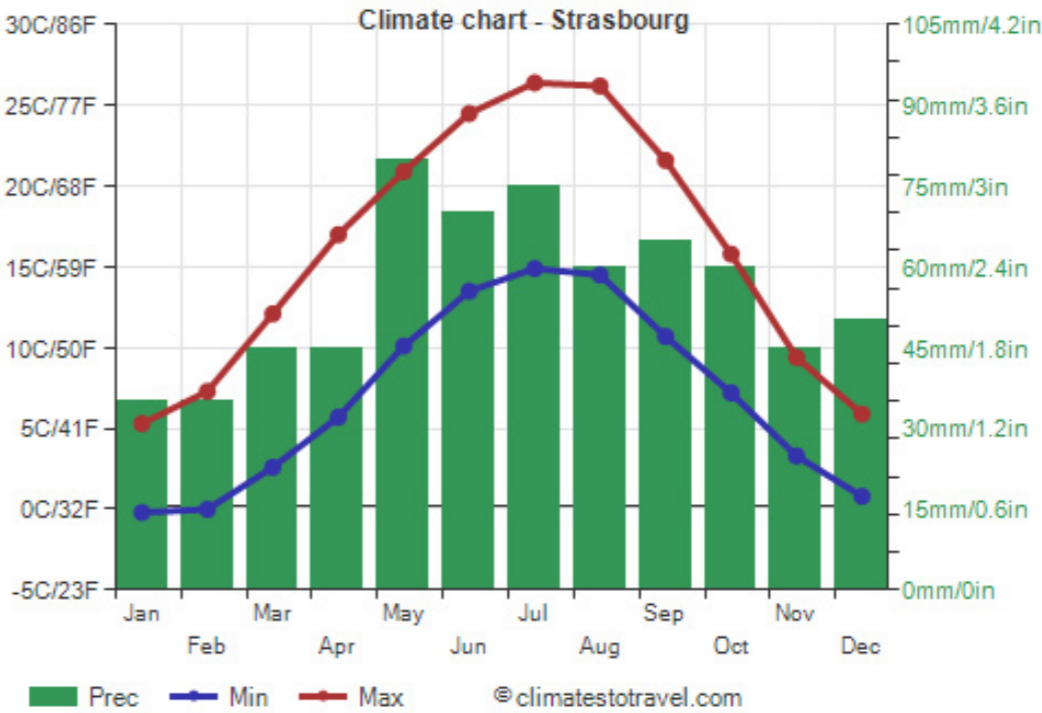
Because of its eastern position, Strasbourg belongs to the „German“ climate, that is, that of the Rhine Valley.

Precipitation amounts to 660 millimeters per year and it's well distributed over the seasons, since Atlantic depressions can affect this area all year round. However, the rains are more abundant between May and September because of afternoon thunderstorms, which can erupt in the warm season.

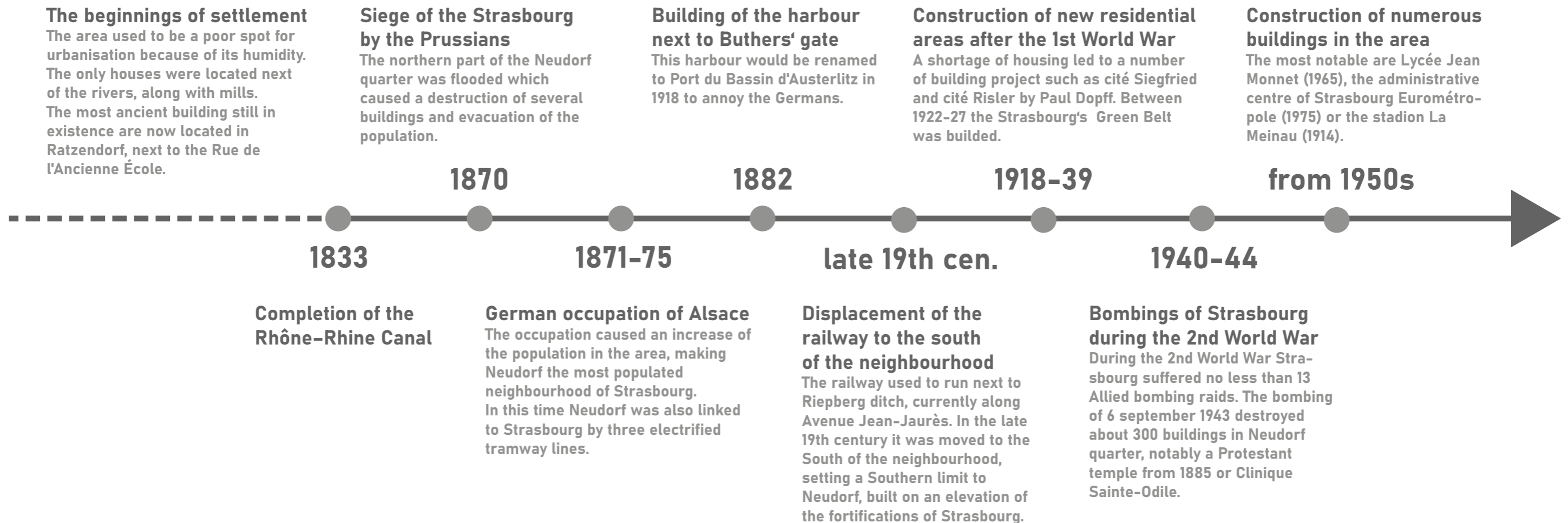
The amount of sunshine in Strasbourg is scarce in winter, when the days are usually dull and cloudy, while it is acceptable from May to August, when the sun shines for 7 hours per day on average.

Strasbourg - Sunshine hours		
Month	Average	Total
January	2	60
February	3	85
March	4.5	135
April	6	180
May	6.5	200
June	7.5	225
July	7.5	230
August	7	220
September	5.5	165
October	3	100
November	2	55
December	1.5	45
Year	4.6	1695

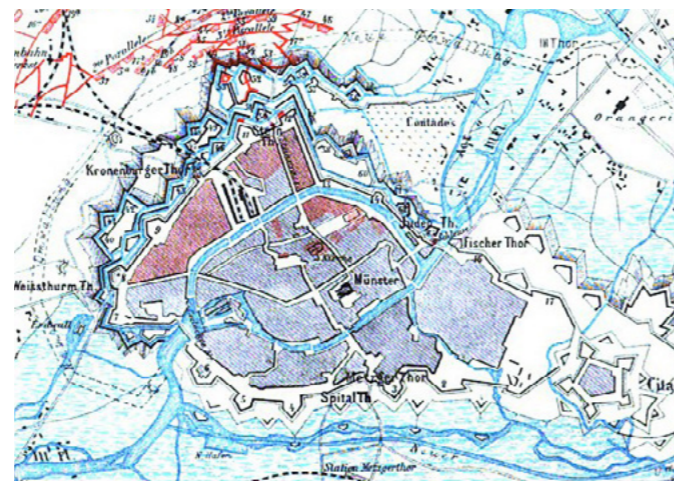
Strasbourg - Average precipitation			
Month	Millimeters	Inches	Days
January	35	1.4	8
February	35	1.4	8
March	45	1.8	9
April	45	1.8	9
May	80	3.1	12
June	70	2.8	11
July	75	3	11
August	60	2.4	10
September	65	2.6	9
October	60	2.4	10
November	45	1.8	9
December	50	2	10
Year	665	26.2	116



HISTORY OF THE SURROUNDINGS



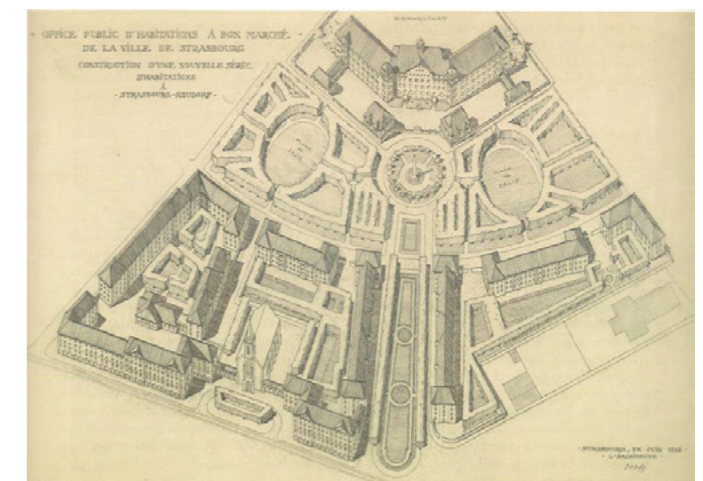
Relief plan of Strasbourg dating from 1863. The picture shows the south of the fortifications.



Map of the Strasbourg siege. The flooded zones of Neudorf are hatched at the bottom of the picture.



Strasbourg-Neudorf station in the early 20th century.



The urban plan of cité Siegfried signed by the architect Dopff.

HISTORICAL MAPS

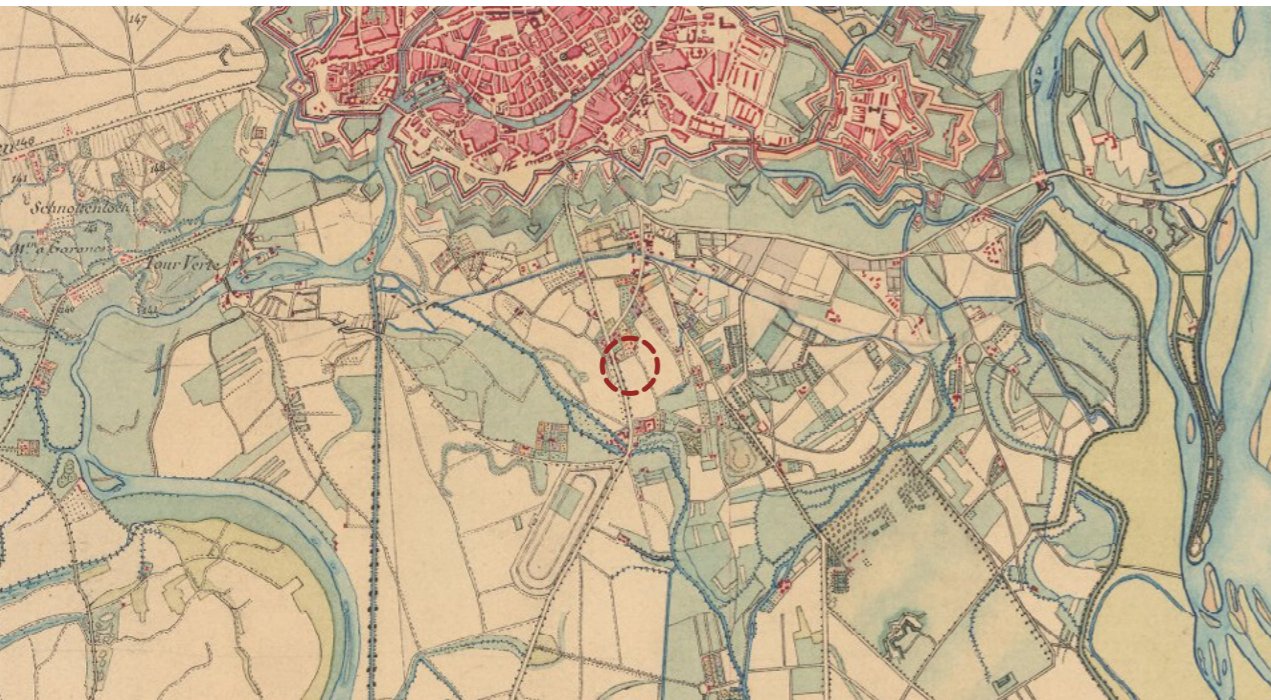
Carte de Cassini 1740

The map shows the original form of the city’s fortifications. Multiple roads from those days which remain to the presence, such as Avenue de Colmar, had already been settled. The map also shows the tangled network of watercourses around the city of Strasbourg.



Carte de l'état major 1864

In the middle of 19th century the southern parts of today’s Strasbourg served mostly as agricultural areas with sparse population. The map shows the very beginnings of urban sprawl outside of the fortifications.



Krimmeri station - aerial photos 1932-2022



1932



1946



1974



1958



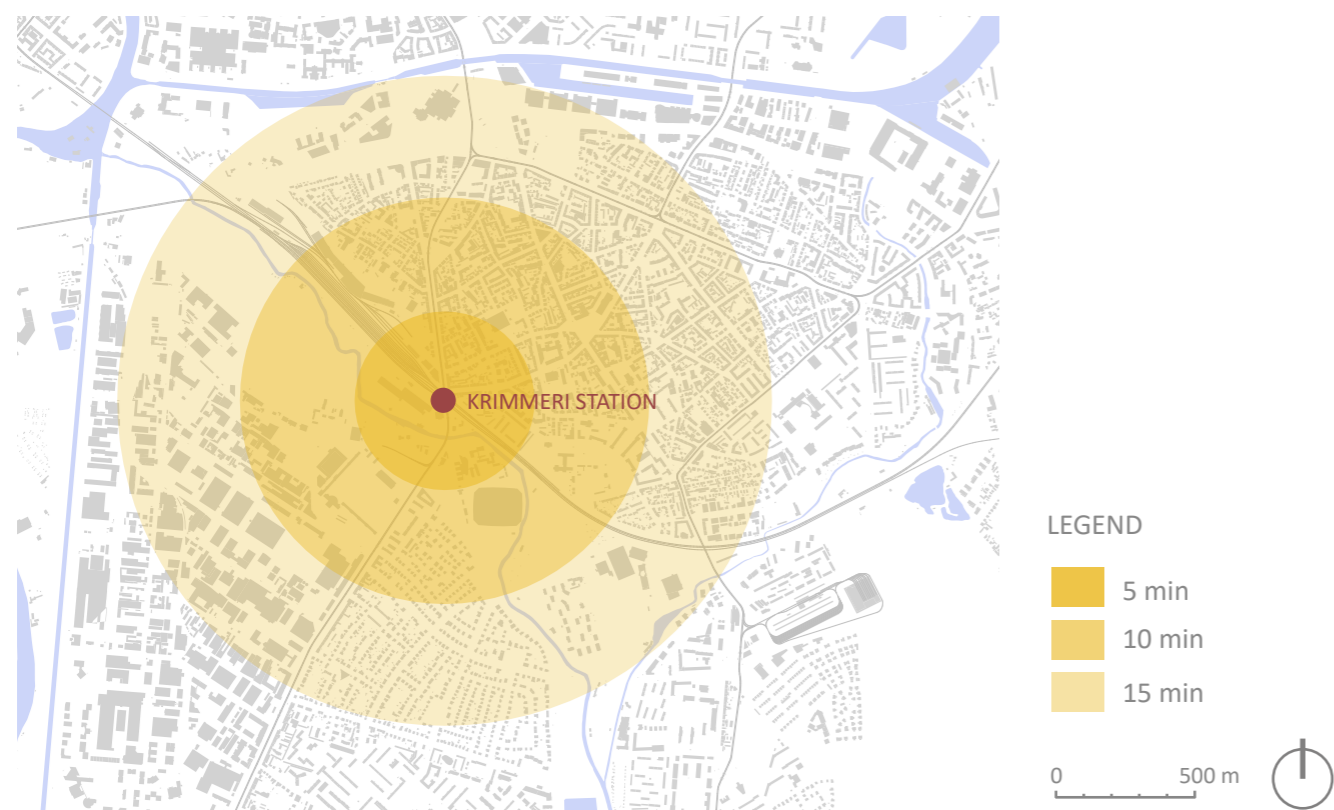
1999



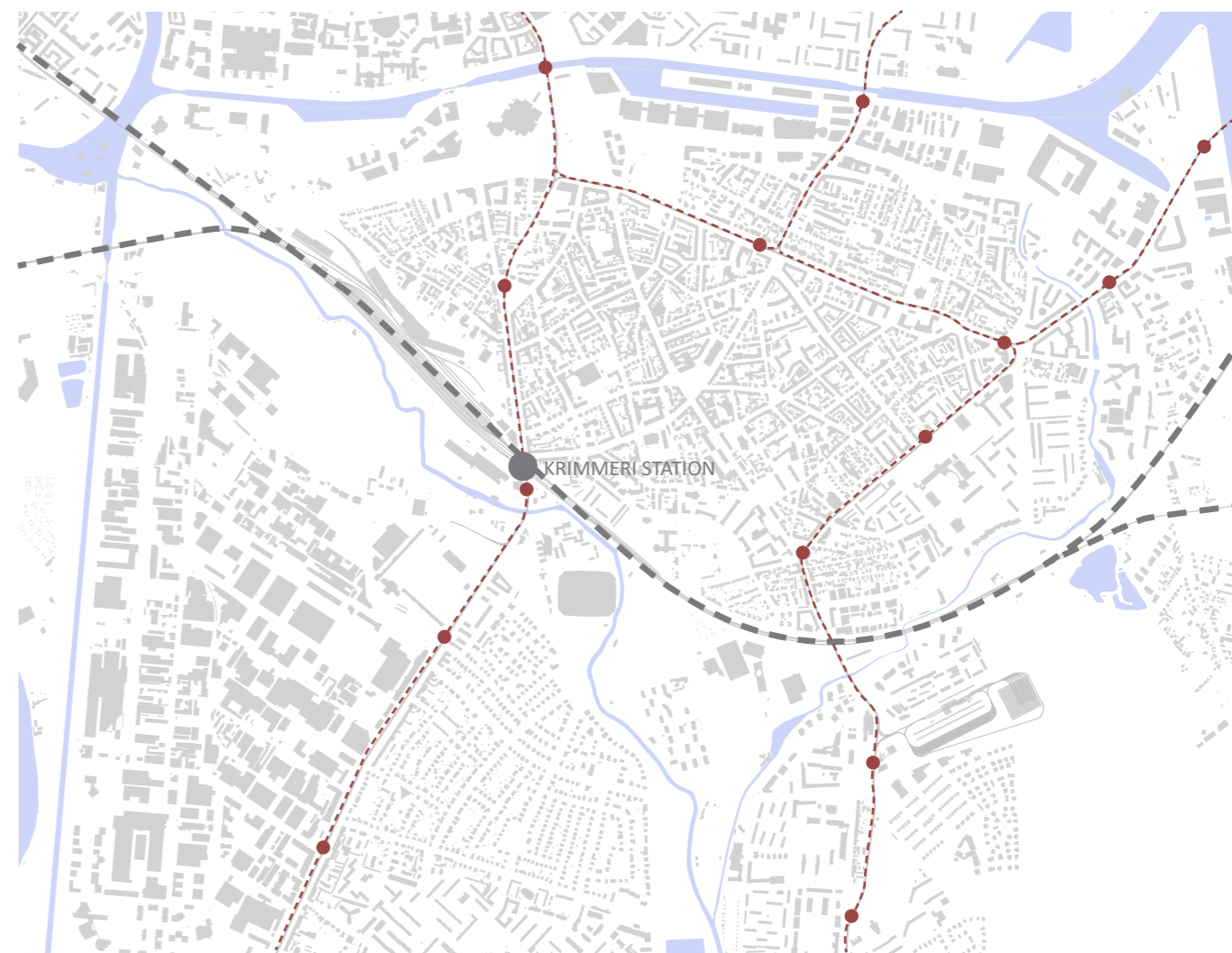
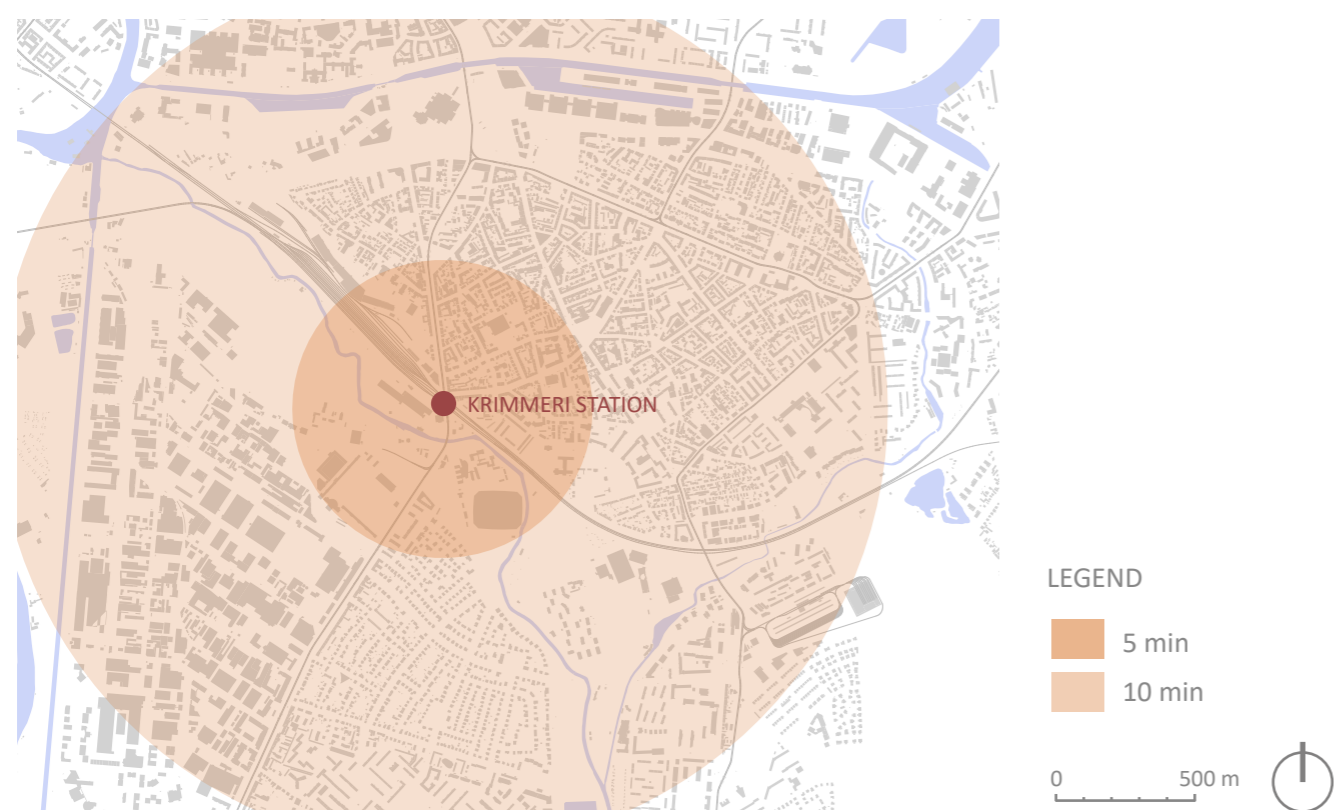
2022

MOBILITY

WALKING DISTANCES



BIKING DISTANCES



Krimmeri train station



Krimmeri tram stop



PUBLIC TRANSPORT

Krimmeri station is an important central hub not only for the residents of nearby quarters, but also for commuters living outside of the city, using the Park & Ride spots close to the station.

It takes only 5 minutes to get from Krimmeri to Strasbourg central station by train. Moreover taking the opposite direction will allow you to get to Germany in less than 10 minutes.

USERS

COMMUTERS

- living outside Strasbourg
- parking in front of the stadium and commuting to and from the city by train every day
- feeling not safe at the train station
- thinking that the parking situation is not visually appealing



FACTORY WORKERS

- living in the city
- working in the industrial area near Krimmeri Station
- going to work by car because the tram is crowded in the morning
- want a fast connection to work and home



FOOTBALL FANS

- coming to almost all the games of RC Strasbourg
- think that the way from the stadium to the train stop is too confusing
- wanting more security to avoid hooligans
- generating traffic jam in front of the stadium after the matches



NEUDORF RESIDENTS

- living in Neudorf
- riding their bikes a lot
- using the bus stops in the neighborhood rather than the streetcar
- want more recreational opportunities and faster connection to the city center



MEINAU RESIDENTS

- living in Meinau
- prefer to use the car with their children
- wish for more beautiful parks for weekend activities
- safe routes with less traffic are important to them



INTERESTING PLACES



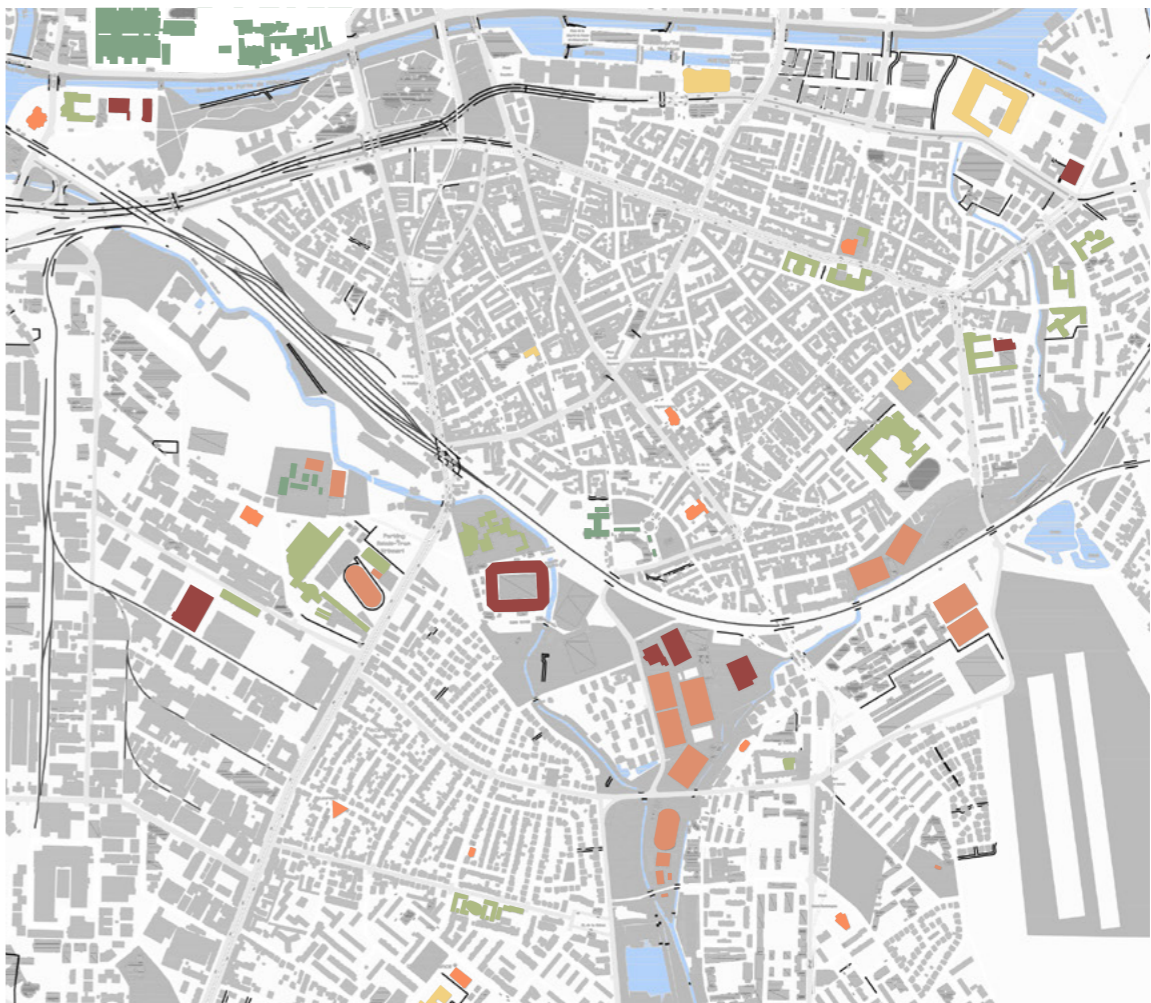
Youth foyer and orphanage Charles Frey



Mosque Turque Eyyub-Sultan



Monastery - Institution Saint-Joseph



- LEGEND
- culture
 - religious buildings
 - sport facilities - openaired
 - sport facilities - covered
 - school facilities
 - hospital and charity organizations



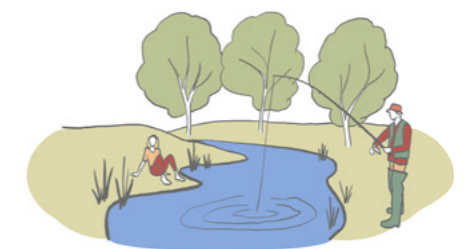
DESIGN

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DESIGN PRINCIPLES



PEDESTRIAN AND CYCLING CONNECTIONS
THROUGH AND INTO THE BELT



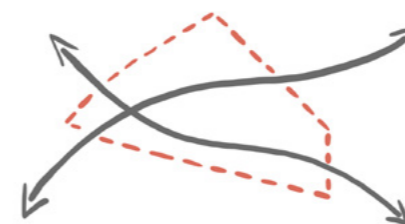
REINFORCING THE IMPORTANCE
AND ATTRACTIVENESS OF EXISTING
WATERCOURSES



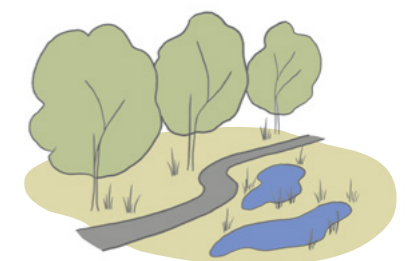
STRENGTHENING OF PUBLIC TRANSPORT
CONNECTIONS AND DISPLACEMENT OF
EXISTING PARKING AREAS



CREATING SPACES
FOR NEW ACTIVITIES

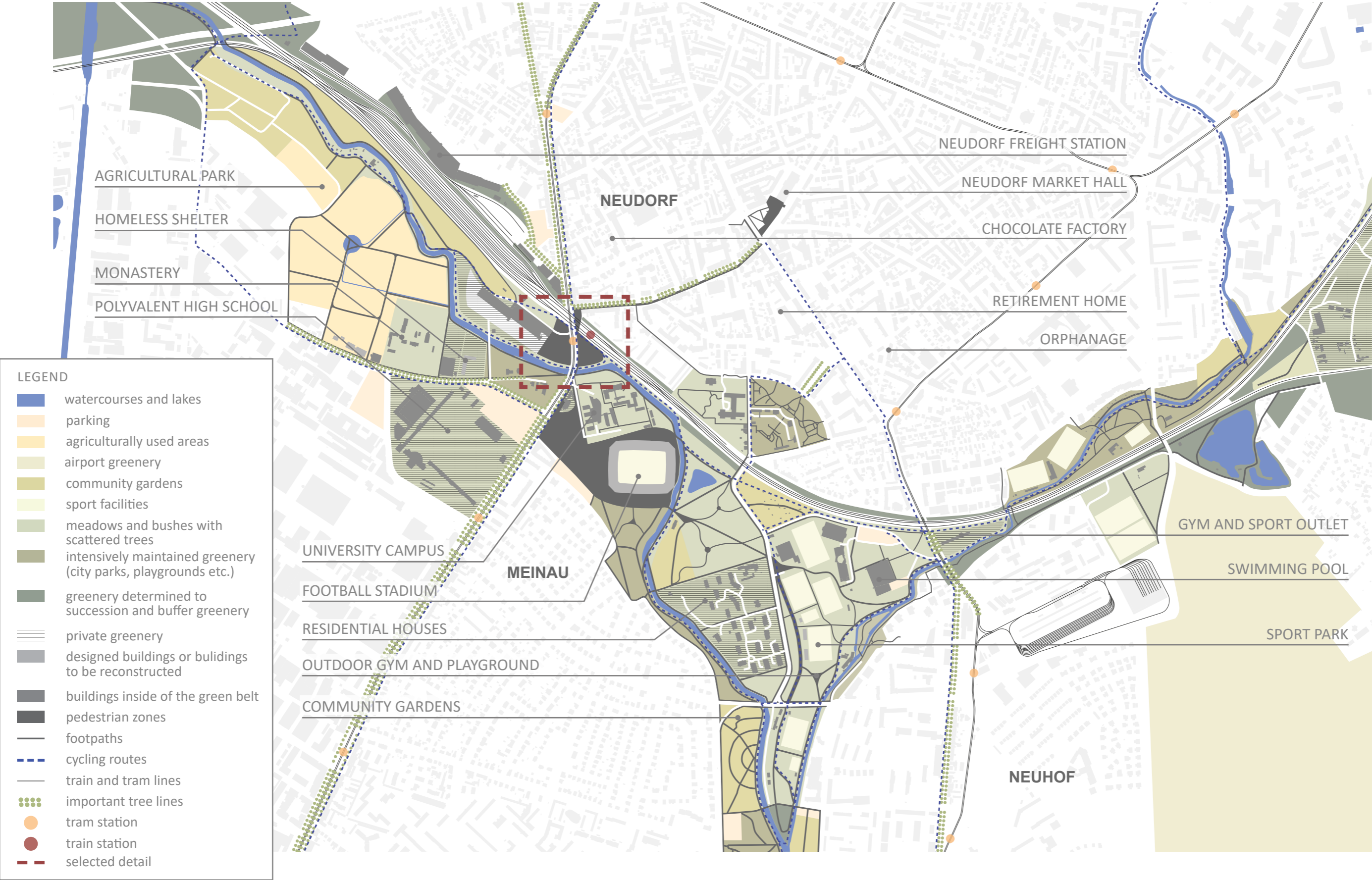


REMOVING BORDERS AND INCREASING
PERMEABILITY IN THE AREA



ADDITION OF BLUE-GREEN
INFRASTRUCTURE ELEMENTS

MASTERPLAN 1 : 10 000



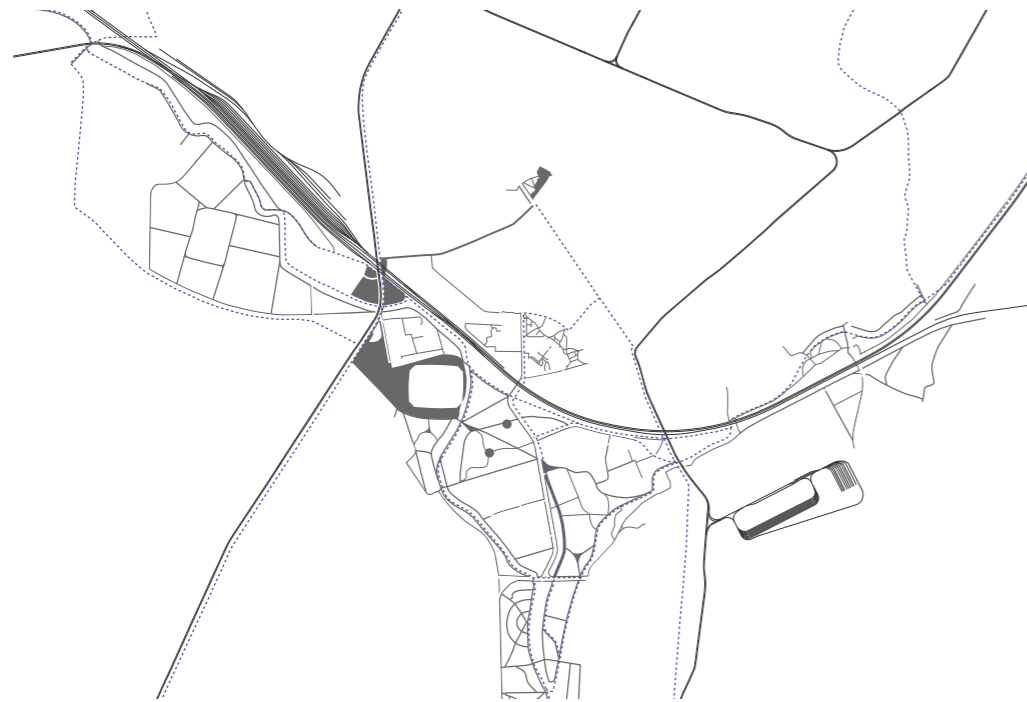
SCHEMES

ROADS AND PATHS 1 : 25 000

EXISTING



DESIGN



- cycling routes
- train and tram lines
- footpaths
- pedestrian zones

WATER AND VEGETATION 1 : 25 000

EXISTING

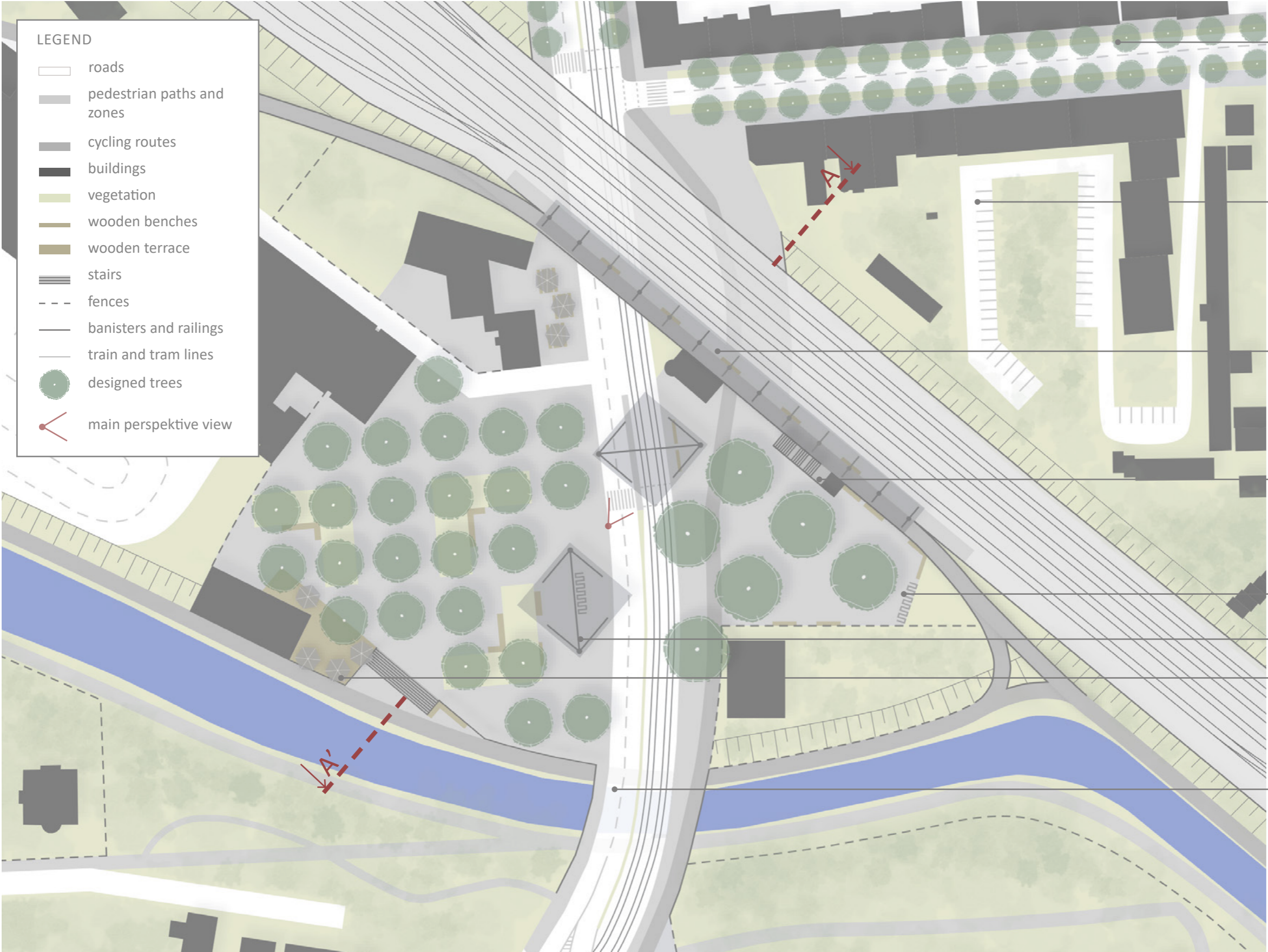


DESIGN



- watercourses
- agriculture
- airport greenery
- community gardens
- sport facilities
- meadows and bushes with scattered trees
- intensively maintained greenery
- greenery determined to succession and buffer greenery

DETAIL - KRIMMERI STATION 1 : 1000



RUE DU LAZARET

More space for pedestrian movement in the street will be created, so that people could easily get from the station to Neudorf Market Hall. Two tree lines and strips of vegetation will be added for environmental reasons.

PARKING

The parking lot will be designed according to the needs of local residents. It should replace the removed parking stands in the street Rue du Lazaret.

TRAIN STATION

The platform will be moved from the middle of the railway to the side closer to the tram stop. The four railway tracks have to be maintained.

STAIRS AND LIFT TO THE PLATFORM

The cycling route will be brought up to the level of the platform which will provide easier traveling with bikes.

BIKE RACKS

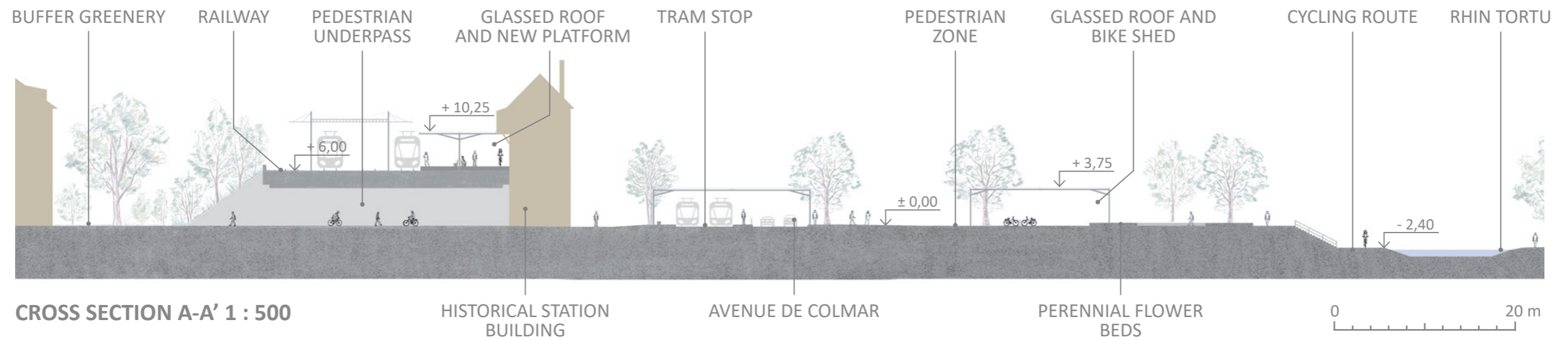
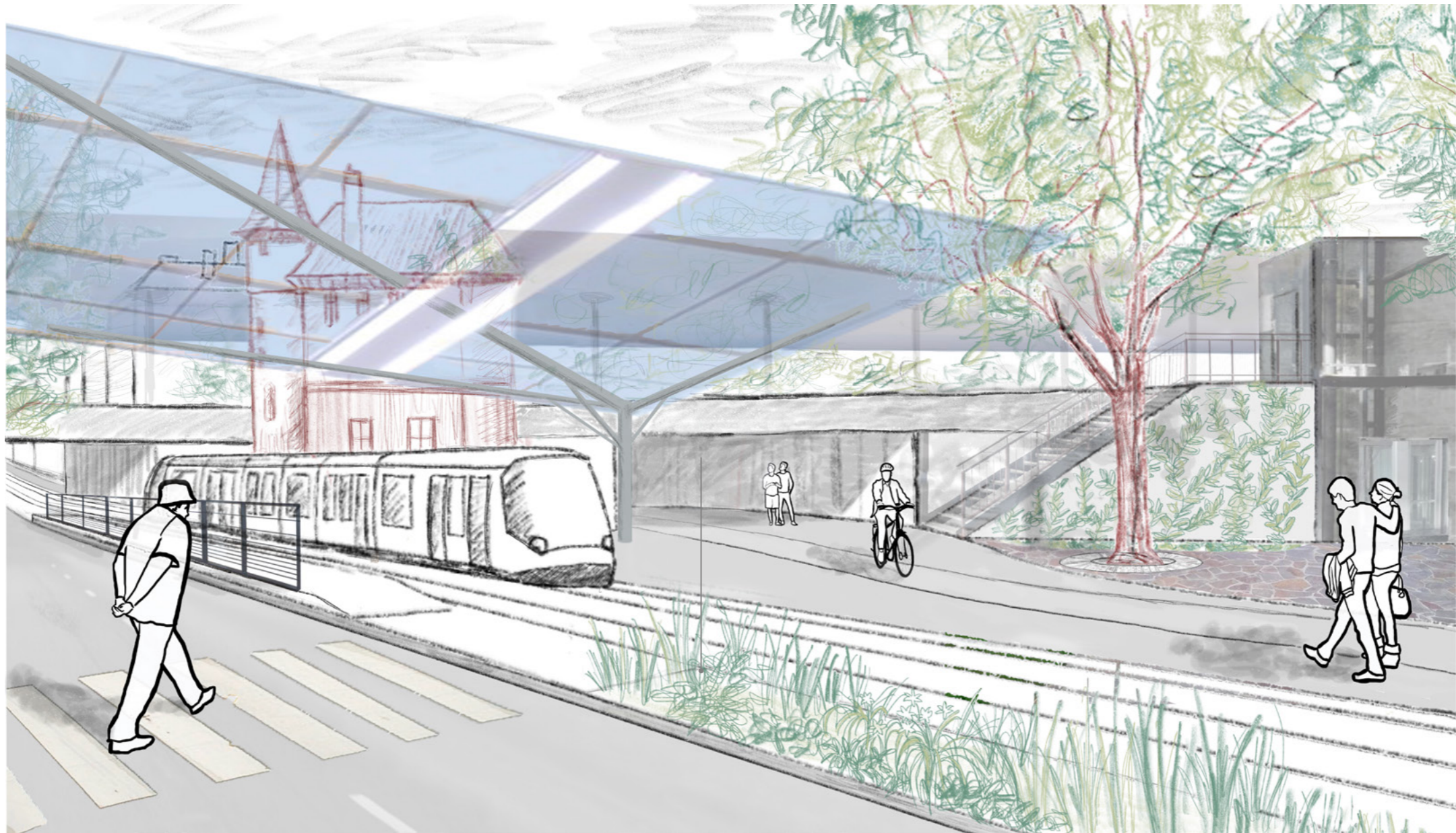
GLASSED ROOF

CAFE WITH TERRACE

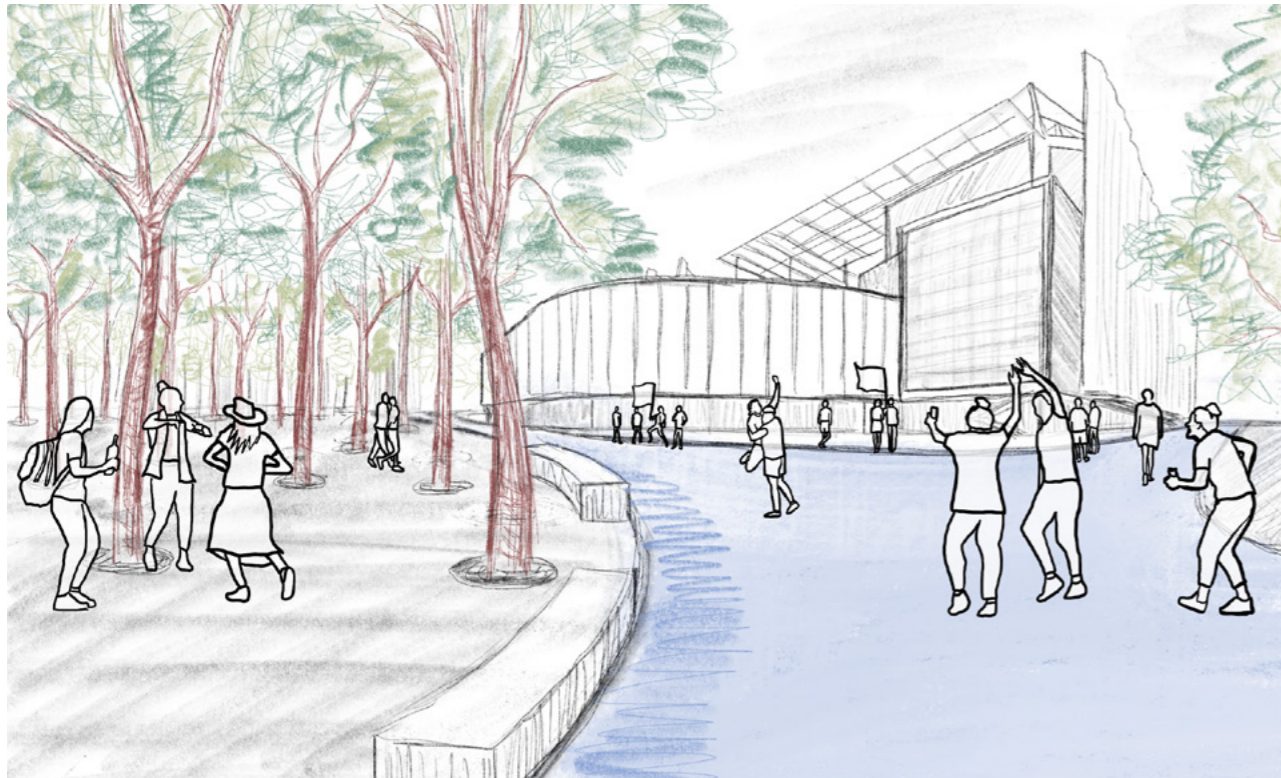
First floor of the existing house will be used. The terrace will stand at the level of the square with a view to the river.

AVENUE DE COLMAR

Southbound lane of the avenue will be maintained. The northbound lane will be diverted to the same underpass with the southbound line and the eastern underpass will be used by pedestrians and cyclists only.



FOOTBALL STADIUM



The “Stade de la Meinau” stadium will be renovated and expanded according to the design of Rey + de Crécy Atelier. The capacity of the stadium will increase up to 32 000 spectators. The area in front of the stadium will become strictly pedestrian in behalf of the football matches and other big events. In the park next to it, an infiltration pond for rainwater is designed. Parking is provided by an underground parking lot under the stadium itself.



AGRICULTURAL PARK



The purpose of preserving the agriculturally used area near the city center is to support local producers and give them the opportunity to stay close to its costumers. The area will be open to the public and it will get a new design for the needs of its users. A new water channel will be created to facilitate fields watering.



SPORT PARK



The sport park consists of sport fields, outdoor gyms and playgrounds which are spread out in greenery. The area is open to the public so anyone can get in and exercise or just watch other people playing football. The place also has stands with refreshments and indoor changing rooms.



BY THE RIVER



A significant area by the Rhin Tortu river is covered by community gardens. This function will be maintained for facilitating the care of city greenery. However, the main features of the community gardens will be designed by a landscape architect and a guide will be created for users of the gardens to maintain the designed visual style. Main paths through the gardens will be accessible all the time, while gardens themselves will stay private.



BY THE RESIDENTIAL AREAS



The parks near Meinau and Neudorf serve primarily for the daily recreation of the residents. Therefore it is important to design playgrounds and functional mobiliar. Parks must provide enough shade and must be well-aranged without many visual barriers at eye level, so people could feel safe there.



PARK WITH OPEN LAWN



Park with open lawn next to the stadium can be used for daily walks and dog walking. The open lawn offers a space to play frisbee or badminton. Flowering meadows are also an important article of ecological stability in the city.



VEGETATION

Due to the large scale, the appearance of the vegetation on different places varies a lot. For the design it is important to preserve the existing trees as much as possible and for new planting it is recommended in the first place to follow the natural biocorridor by the river.

DESIGNED TREES

BY THE RIVER



Betula pendula



*Acer
platanoides*



Salix alba



*Populus
tremula*



*Fraxinus
excelsior*

PARK WITH OPEN LAWN, SPORT PARK, BY THE RESIDENTIAL AREAS



*Acer
pseudoplatanus*



*Acer
platanoides*



*Platanus
x acerifolia*



Acer rubrum



*Prunus avium
'Plena'*

KRIMMERI STATION



*Celtis
occidentalis*



*Platanus
x acerifolia*



*Gleditsia
triacanthos
'Skyline'*

