

# Land use and transport planning

## Tübingen Stuttgarter Straße / Französisches Viertel

Socialdata /  
Gabi Ferber

1. Context	2
1.1 Presentation of the case study	2
1.2 Objectives and policies	2
2. How does it rules	3
2.1 Planning process of Tübingen Französisches Viertel	2
2.2 Financing and Implementation of Tübingen Französisches Viertel	3
2.3 Transport concept	3
2.4 Specific points in the case	4
3. Evaluation aspects of the results achieved	5
4. Conclusion – lessons to be learned from the case study	5
Bibliography	6
Contacts	6
Annex	7

## **1. Context**

### **1.1 Presentation of the case study**

Tübingen, an university town, is located in the south-east of Germany (about 25 kilometres crow fly distance to Stuttgart), region Baden-Württemberg. The number of inhabitants is 85.000.

In 1991 the City Council of Tübingen decided to re-use the military residential area in the South of Tübingen which was left by the French Garrison in June 1990 as a new city integrated district: The Städtebaulicher Entwicklungsbereich (City development area) “Stuttgarter Straße / Französisches Viertel” was proclaimed, being integrated in the district Tübingen Südstadt. The re-used area “Stuttgarter Straße / Französisches Viertel” is located in a distance of 5 kilometres to the city centre of Tübingen, it extends over about 60 ha.

### **1.2 Objectives and policies**

The city development area was planned to cope with the need of accommodation units in the next years in Tübingen. Development time of the area is planned for 15 to 20 years, it will be divided in 4 development stages, each of them including the development of important infrastructure. “Stuttgarter Straße / Französisches Viertel” will offer 2.000 – 2.500 working places for 6.000 to 7.000 inhabitants, considering the 1992 Tübinger average relation of working places to inhabitants 38 : 100.

Main aim in re-using this area was to build an example for a mixed-used area, not only a district but a small “town” with urban flair. Tübingen “Stuttgarter Straße” is planned to be an example for the renaissance of the mixed-used traditional European city. Housing, working, supply and infrastructure are mixed in an area of high density, in order to realise a district of short distances. Another objective for re-using an area already built is to save unsealed ground.

In July 1999 about 2.000 inhabitants are already living in Tübingen “Stuttgarter Straße / Französisches Viertel”.

## **2. How Does it rules**

### **2.1 Planning process of Tübingen Französisches Viertel**

In 1991 a so-called “Städtebaulicher Ideenwettbewerb” (competition of ideas for town planning) took place, 52 proposals for re-using “Stuttgarter Straße / Französisches Viertel” were submitted to Tübingen City Administration.

#### **▪ Tools used**

According to the results of the competition “Städtebaulicher Ideenwettbewerb”, in the following planning stage the “Städtebaulicher Rahmenplan” (framework for town planning) was drawn up by the District Council. The “Städtebaulicher Rahmenplan” is not legally binding for third parties but is used to be the background for creating development plans as well as building measures. The

“Städtebaulicher Rahmenplan” for Tübingen Südstadt consists of two parts: “objectives and principles in planning” and the “draft for town building”.

Planning process of Tübingen “Stuttgarter Straße / Französisches Viertel” includes another, innovative planning tool which is mainly suitable for re-using former military and industrial districts in towns, the so-called “Städtebauliche Entwicklungsmaßnahme” (development measure in town planning) (Paragraphs 165 ff German building laws). This planning tool offers the possibility for trying innovative procedures in town planning, especially for re-using areas.

“Stuttgarter Straße / Französisches Viertel” was revealed as so-called “Mischgebiet” (German BauNVO: MI-Gebiete) (mixed area) in the development plan in order to ensure the legality of mixed-use (mixed areas are the only kind of areas in German building law where intensive mixed-use is permitted). Innovative planners postulate to reveal “Mischgebiete” as often as possible in future development plans in order to avoid continuation of dividing of functions.

#### ▪ Responsibilities for planning procedure

The “Stadtsanierungsamt Tübingen” (Department for Redevelopment / Tübingen City Council) as well as Landesentwicklungsgesellschaft BaWü (short name LEG) (Regional development department Baden-Württemberg) are responsible for planning and implementation of the area “Stuttgarter Straße / Französisches Viertel”. Besides these institutions private investors are involved in planning and implementation procedure, too.

## 2.2 Financing and Implementation of Tübingen Französisches Viertel

The real estate of the area is firstly acquired step by step by the City Administration, while re-using the area it is denationalised to private owners. Denationalisation enables to finance the implementation of new infrastructure for the re-used district.

Another exceptional feature is implemented in planning “Stuttgarter Straße / Französisches Viertel”: private persons being interested in housing and working in this area are preferred when offering options for real estate. According to this fact, the district will be planned and build by citizens who are going to use the real estate on their own or in partnership with another private user. Private building partnerships are signed in a GbR (private company).

Financing of several institutions was enabled by Public-Private-Partnership between private investors and Tübingen City Council.

## 2.3 Transport concept

“Stuttgarter Straße / Französisches Viertel” is not planned to be a car free district, but a district with less dependency on motorised modes.

Main aim in planning the district was to offer the citizens and employees short distances for their daily mobility as well as public areas of high quality. The non-motorised mode walking is given priority in the district.

Transport development concept of “Stuttgarter Straße / Französisches Viertel” will be reduced on motorised freight distribution as well as on non-motorised modes.

### **2.3.1 Concept for non-motorised modes**

In order to promote cycling in the district “Stuttgarter Straße / Französisches Viertel” a cycle network was implemented in traffic calming zones. Cycling was not only promoted inside the district but Tübingen Südstadt was connected with the Tübinger cycle network in order to give cyclists the possibility to reach the city centre by bike.

Pedestrians are offered a network of streets without or reduced car traffic. An important objective when building the streets in the district was to give the pedestrians an area where they are feeling secure as well as considering aesthetic aspects.

### **2.3.2 Concept for parking spaces**

In order to avoid building of huge parking space inside the district, another innovative planning tool being part of German BauNVO (Baunutzungsverordnung) was used: §12 BauNVO, chapter 6. According to this paragraph the prohibition of parking spaces in building areas could be integrated in the development plan.

At the edge of the district, in about 300 metres distance to building areas, automatic multi-storey car parks at the surface are planned to be built. In the district there is a little number of parking places for handicapped people as well as parking places for some retailers being dependent on their own car.

### **2.3.3 Concept for public transportation**

Basic concept for extending public transportation in the district was to offer the same distances, not more than 300 metres, to public transport users in order to reach the bus stop as to car drivers in order to reach their car.

Two bus lines will be extended in the district in order to improve the accessibility to public modes of transport as well as offering short service frequencies. An express line with short service frequency will be opened in addition, connecting Tübingen Südstadt with Tübingen city centre.

### **2.3.4 “Rent a car” concept**

In order to reduce private car ownership a “rent a car project” will be fostered by Tübingen City Council for “Stuttgarter Straße / Französisches Viertel”. The “rent a car project” is not profit oriented, offering car usage for hourly rates.

## **2.4 Specific points in the case**

### **▪ Building a mixed-used district**

In “Stuttgarter Straße / Französisches Viertel” a densely mixed-used district is going to be built. Most of the buildings are consisting of business units, extending over 400 qm to 550 qm on average, as well as housing units. Business units are mostly implemented in the ground floor, housing areas in the first floor and the second floor. In order to avoid disturbance main businesses being located in the district are services as well as several trades.

The mixed-used concept includes complete infrastructure as well as innovative ideas for using the public area. The integration of infrastructure depends on the building stages – there is no building

stage without development of infrastructure at the same time in order to ensure reduced mobility needs for the first inhabitants of the district, too. The public area is planned to be meeting point for citizens, not for motorised modes of transport.

#### ▪ **Citizens participation**

According to the innovative planning procedure of “Stuttgarter Straße / Französisches Viertel” citizens are intensively involved in planning their district, especially planning and building the public area. Citizens are responsible for creating structures ensuring high quality of life in the whole district, including the implementation of traffic avoiding measures.

In order to formulate their demands on public area of “Stuttgarter Straße / Französisches Viertel” citizens are integrated in different interest groups. One representative of each interest group is involved in a working team being in charge of drawing up plans for developing the public area of the district. The working team is supported by planning experts in order to ensure the feasibility of citizens ideas. Plans being developed by the working team are tuned with the city departments and realised in the following planning stages. Citizens are participating in realisation, too. (please find attached the framework of citizens participation in the annex).

### **3 . Evaluation of the results achieved / problems in implementation**

According to the experience of “Stadtsanierungsamt Tübingen” important problems in implementation did not take place. Some of the new inhabitants did not accept the automatic multi-storey car parks at the edge of the building area at first. An information campaign about the public area concept in the district – meeting places for citizens instead of parking places – succeeded in improving the attitude of inhabitants towards the concept.

### **4 . Conclusion – lessons to be learned from the case study**

#### **4.1 Success factors of implemented policies**

According to the figure of traditional European cities it is postulated that mixed-used areas are notable to be planned in detail – mixed-use is considered as a result of development. According to this, self organisation and citizens participation in developing these districts (not only in the planning and building stage) is one of the preconditions for creating a mixed-used area being accepted by inhabitants for a long time.

The presented Tübinger project strongly relates to special users: users being interested in working for their district; users accepting disturbance which can't be absolutely avoided in densely mixed used areas; users being prepared to reduce travelling by car... Investors in this district are mostly innovative oriented, they are interested in living experiments and in an ecological way of life.

Re-using the former military area “Stuttgarter Straße / Französisches Viertel” in a mixed-used way was very well accepted by private investors: most of the real estate is already sold, there are still interested investors.

Another lesson to be learned is to give the inhabitants as well as the retailers the responsibility for the district they are living in / working in. The project is supported by Tübingen City Council but the main actors are private investors. They are responsible for creating a public area of high quality, accepting that it is the environment they are living in.

“Stuttgarter Straße / Französisches Viertel” is considered as an interesting and successful pilot project for mixed-used areas, using innovative planning aspects and innovative planning tools. The success of this project could encourage planners being in charge of re-using areas to act in an innovative way of planning.

## **4.2 Failure factors of implemented policies**

Until now there are no important failure factors of implemented policies in Tübingen « Stuttgarter Straße / Französisches Viertel ».

## **Bibliography**

*Stadt Tübingen / Stadtsanierungsamt (Hrsg.): Stadt mit Eigenschaften / Tübingen – Städtebaulicher Entwicklungsbereich “Stuttgarter Straße / Französisches Viertel”*; 1998

*Stadt Tübingen / Stadtsanierungsamt (Hrsg.): Städtebaulicher Rahmenplan “Stuttgarter Straße / Französisches Viertel”*; 1994

*Stadt Tübingen / Stadtsanierungsamt (Hrsg.): Private Baugemeinschaften – Kostengünstig und individuell*; 1998

*Andreas Feldtkeller: Tübingen - Neue Wege der Planung und der Bürgeraktivität beim Städtebau*; in: *Aus Politik und Zeitgeschichte*, Heft B17, 1997

*Hanno Rauterberg: Stopp der Verinselung - Zurück zur bunten Mischung (wie Andreas Feldtkeller eine neue Stadt plante, die so lebendig ist wie eine alte)*; in: *Die Zeit*, 2.6.1999

# CITIZENS PARTICIPATION



- Tübingen "Stuttgarter Straße/Französisches Viertel" -

