

MAKING GENTLE USE OF THE HARDT FOREST



Hardtwald, the near-urban forest, Image: Monika Müller-Gmelin, Urban Planning Department

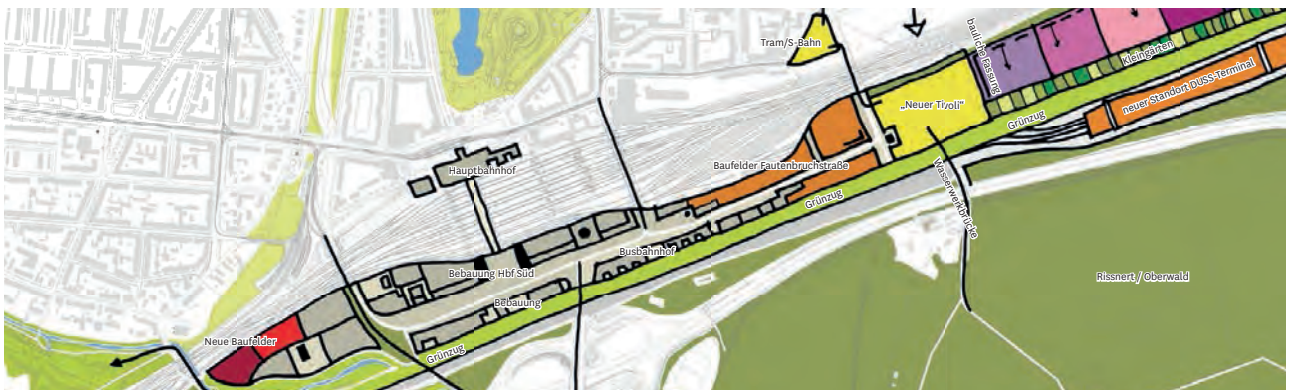
BRIEF AND RATIONALE

The Hardt forest is the most extensive contiguous forest in Karlsruhe. As a place of identification and as a near-urban natural space, it should be developed for recreational, environmental and sustainable use. Mounting demands and expectations for recreational space, quality of place, and “more light” in the Hardt forest pose new challenges to its maintenance and development. Simultaneously, the forest has to protect nature, wildlife, drinking water and the climate, as well as producing timber and providing a space of recovery.

OBJECTIVES

Against the backdrop of climate change, preserving the forest and retaining its vitality is the most important goal. The process of developing the forestry strategy includes giving consideration to designated priority areas for recreation, nature conservation and wildlife, and cultivating timber. Further goals include developing clearings and lightly wooded areas, improving the quality of place, facilitating better orientation and improving footpaths and cycle routes crossing the forest.

DEVELOPING THE STATION QUARTER



Station quarter focus district, Source: berchtoldkrass, URBAN CATALYST STUDIO: Urban design concept „Karlsruhe dynamic cordon“

BRIEF AND RATIONALE

The station area is an important urban gateway and sets the tone for how Karlsruhe is perceived. At the same time, the southern area is home to some of the city’s most important development sites. The “station precinct” should see the area transformed into a central, dense new urban district. This new district is an important building block between the railway, the southern tangential, and Oberwald forest, extending north to provide a new urban access route to the northern centre.

OBJECTIVES

The overall plan establishes an urban design strategy for the urban gateway as a place generating identity and lays the foundation for a dynamic, high-density inner city development area. A framework plan for the entire area explores and coordinates relevant uses and requirements. Integral elements of the overall plan include the marketing of sites owned by the city, negotiations with land owners, and future-proof infrastructure development.

EMBARKING ON THE FUTURE INNER CITY

BRIEF AND RATIONALE

Karlsruhe's city centre is a location of identity and attracts visitors from the entire metropolitan region. It is also facing a step-change. An integrated, interdepartmental plan for the future of the inner city will be developed to seize the opportunities presented by the "Kombilösung" combined rail and road tunnel project and master the tasks and challenges ahead. This process will involve intensive public consultation.

Completion of the Kombilösung will fundamentally shift the inner city's main axes. Sections of Kaiserstraße and Ettlinger Straße will be free of tram traffic. The severance caused by the Kriegsstraße will be reduced between Mendelssohnplatz and Karlstor. At the same time, the shopping precinct will need new solutions to counter an expected further decline in retail. The results of the planning workshop reveal the long-term need for the inner city to expand in order to be able to meet all future requirements. Further trends to consider include climate change adaptation and the growing engagement between Karlsruhe Institute of Technology and the city.

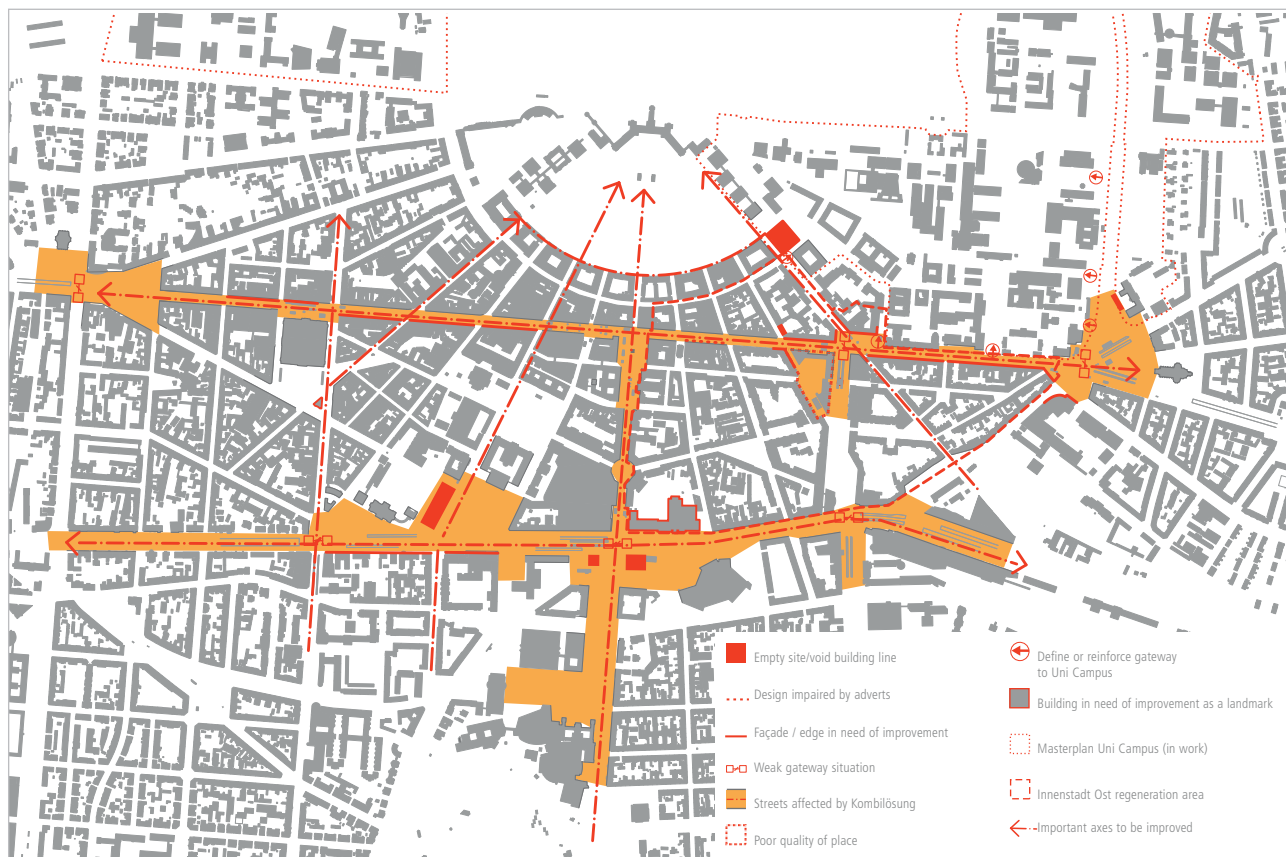
An integrated approach, specifically focussing on spatial aspects, is essential in order to explore suitable development options.

OBJECTIVES

The inner city is attractive within and outside the city boundaries. A future-proof retail offer, a balanced mix of uses, a great quality of place, and a well-designed urban appearance further contribute to this strength. At the same time, "second tier" spaces away from Kaiserstraße also need improvement.

- Strive for a varied mix of uses and highlight key focal spaces.
- Ensure that the retail mix is future-proof.
- Retain and develop a dense, mixed-use urban structure which includes housing.
- Foster a quality of place which lends the inner city a liveable, experiential character.
- Reinforce links between the inner city and the Karlsruhe Institute of Technology.
- Extend the inner city to the south (breaching Kaiserstraße), reduce severance and improve quality of place for services, housing and culture on both sides of the road.

KEY FOCAL SPACES IN THE FUTURE INNER CITY



Spatial embrace and possible inner-city questions, Source: Urban Planning Department, Dr. Antonella Sgobba

DEVELOP ESTABLISHED NEIGHBOURHOODS

BRIEF AND RATIONALE

Established districts should be developed and improved by creating new housing, reinforcing strengths as part of inward development and regeneration. The planning impetus should be administered by exploring housing potential, identifying buildings in need of refurbishment and highlighting scope for infill development.

Karlsruhe's existing fabric is expected to absorb much of its population growth. This challenge presents an opportunity to develop established neighbourhoods and improve or replace housing types which no longer meet current requirements, e.g. in terms of flat size, condition and energy efficiency or urban layout.

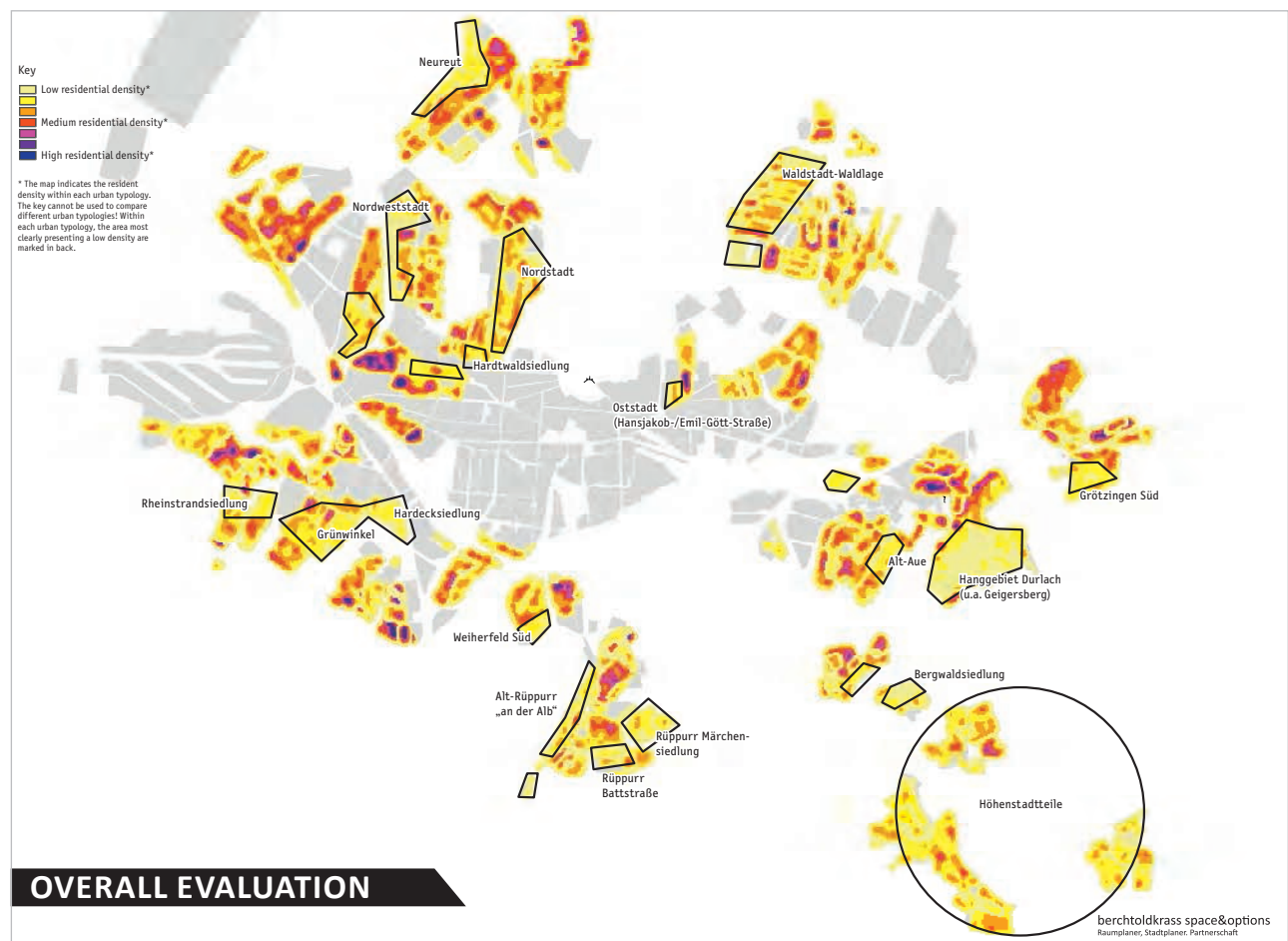
OBJECTIVES

Established neighbourhoods are improved, especially with regard to housing stock, reinforcing local identity and further improving urban design quality. New housing areas and alternative housing models for a wide range of life phases and styles are gently integrated into the

existing built environment. The quality of the residential environment in existing neighbourhoods is improved by reinforcing local facilities and transport. By the same token, consideration is given to the quality of the built environment, climate adaptation, improving open space and integrating an adequately varied mix of uses. This requires the development and testing of suitable processes:

- Safeguard and improve housing stock(refurbishments) and urban design.
- Gently integrate new residential development into the existing built environment.
- Integrate alternative housing models for all life styles and phases.
- Retain and develop local identity and established neighbourhoods.
- Improve the quality of the residential environment (open space, transport)

INWARD DEVELOPMENT SCOPE FOR URBAN INFILL SCOPE



DEVELOPING NEW NEIGHBOURHOODS

BRIEF AND RATIONALE

Karlsruhe's growing population prompts the need to search for new development sites. Enjoying good access, these should also set new standards for innovative and livable neighbourhoods. The continuous management of development, model neighbourhoods and innovative solutions for climate adaptation, access, facilities and social integration should help create attractive residential districts.

The need for new residential space is steadily growing. The development potential currently identified in land use planning is not sufficient to meet this demand. As a result, Karlsruhe needs 85 hectares of development land within the city boundaries. This equates to more than 4,000 homes and around 10,000 residents. The need to find potential development sites within the city boundaries was determined during the process of generating the Spatial Agenda.

districts and open spaces. Demanding good design quality in new buildings helps gain community support for development and identification with new neighbourhoods. Other aspects, such as climate adaptation, protecting nature, transport planning, and efficient use of the new neighbourhoods infrastructure capacity must also be taken into account.

- Mobilise development sites already identified in the land-use plan.
- Locate and safeguard an additional 85 hectares of easily accessible land within the city boundary.
- Ensure and promote quality in design and construction, and socially equitable, diverse development.
- Achieve compact and dense development, balancing open space and built mass.
- Aspire to integrated transport and the efficient use of local infrastructure capacity.
- Deliver benefits for surrounding areas and create a local sense of identity.

OBJECTIVES

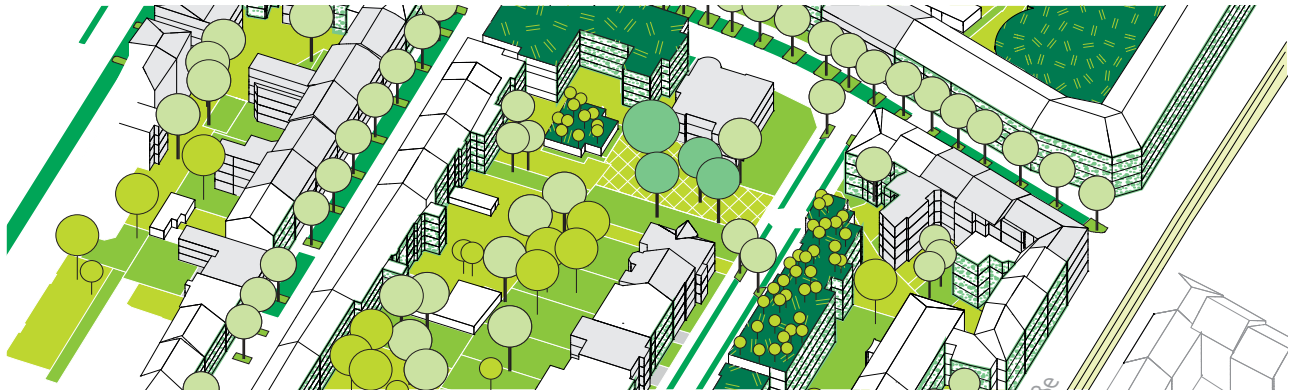
Resource-efficient settlement ties new neighbourhoods in to their surroundings in order to enhance adjoining

85 HECTARES OF NEW RESIDENTIAL DEVELOPMENT (NORTH SECTOR)



Overview of possible housing development sites (north sector) Source: MESS, after Urban Planning Department/Machleidt

IMPLEMENT CLIMATE ADAPTATION LOCALLY



Hotspot neighbourhood „Closed perimeter block“, Situation 2050 including measures, Urban planning framework for climate adaptation, Source: berchtoldkrass, GEO-NET

BRIEF AND RATIONALE

Adaptation to climate change is one of the 21 century's more daunting tasks. The Urban planning framework for climate adaptation adopted by the city council lists measures to prevent overheating in neighbourhoods, sets out a coherent relief system and identifies the scope for climate adapted development of buildings or open spaces. These measures require exemplary implementation in order to embed climate adaptation in the city's planning culture and in its residents life style alike.

OBJECTIVES

Sustainable principles for climate adaptation must be embedded in planning practice. Design quality in the public realm is an important building block for integrating climate adaptation. A portfolio of possible measures, exemplar projects and community engagement reinforces public and political support for the necessary measures.

MIXING USES



„Mixed Zone“, Source: berchtoldkrass, UC STUDIO, S.US (Part of planning workshop)

BRIEF AND RATIONALE

The strict segregation of uses has long dominated urban planning. The outcomes are now well known: heavy traffic loads, supply shortages and challenges to the urban climate. The search for possibilities to combine work, living, leisure and recreation is an essential step towards the improved use of Karlsruhe's land resources and the maintenance of lively neighbourhoods. This includes exploring innovative solutions for neighbourhood improvement, identifying possible mixed use locations, and which mixes of use should be avoided in which locations.

OBJECTIVES

Karlsruhe gains recognition as the address for attractive places to work and live. Further growth potential is pursued despite the limited available space. Innovative options for mixing uses and functions are explored and implemented.

IMPROVING EXISTING INDUSTRIAL ESTATES

BRIEF AND RATIONALE

Karlsruhe's industrial estates have to grow inwards. Master concepts demonstrate ways for existing estates to provide attractive scope for new and established commercial enterprises. This involves raising owners' and users' awareness. Models for high density production plants and business cooperation should be tested at the same time.

As a growing city and a future-proof business location, it is essential that Karlsruhe safeguards its scope to attract production and service industries and foster their growth. Given the lack of sites for new industrial estates, the city aims to meet projected growth by improving the efficiency of existing industrial estates. Karlsruhe has captured the potential for further development in an unprecedented systematic study of industrial estates.

A practical handbook on the future-proof development of business locations offers further information and advice to businesses. The planning workshop demonstrated ways in which the existing potential can be used.

OBJECTIVES

Industrial estates are prioritised for development, and strategies for transforming and increasing their density explored. These improve links between local facilities, encourage users' and owners' cooperation, and create attractive locations for future-proof businesses. This approach also addresses the challenge of reconciling objectives of raising density and adapting for climate change.

- Explore strategies to transform and increase density.
- Create attractive business addresses.
- Improve links between local facilities and with other neighbourhoods.
- Raise awareness and encourage user cooperation.

EXISTING INDUSTRIAL ESTATES (SOUTH SECTOR)



Overview of existing industrial estates, Source: MESS, after Urban Planning Department/berchtoldkrass, UC STUDIO, S.US

PROMOTE CLUSTERS



Existing technology park and Rhine dock cluster, Image: Roland Fränkle, Press and Information Office

BRIEF AND RATIONALE

As a city of science and a high-tech location, Karlsruhe benefits from dynamic growth and urbanisation. The location criteria and spatial development scenarios for technology businesses are subject to further review, due to the changing requirements of a post-industrial service economy. Business and technology clusters present undoubted benefits, both for established businesses and for the location as a whole. With this in mind, locations for new clusters and scope to adapt existing clusters in Karlsruhe must be further explored. This process

must also address the question as to how many urban functions these clusters should fulfill for businesses and the surrounding neighbourhoods.

OBJECTIVES

The case for or against new clusters has to be made. Improved parameters and complementary policies for developing existing clusters promote exchange and facilitate economic and urban design stimuli.

THINKING OF THE LONG-TERM OUTLOOK



Freight station, Image: Roland Fränkle, Press and Information Office

BRIEF AND RATIONALE

The docks and the freight station are key contributors to Karlsruhe's standing as a location for business and logistics. Refineries and, in part, businesses in the Rhine docks are central to the energy supply locally and far beyond the immediate region. A post-fossil-fuel age could ring the changes here too. The proposal is to explore long-term options for the development of these areas.

OBJECTIVES

The long-term use of sizable currently monostructural areas presents Karlsruhe with enduring leeway for development. This potential is maintained by engaging with owners and active stakeholders and tying in with supra-regional strategies. The city pursues further potential by giving consideration to relocating the freight station's remaining functions; and converting areas no longer needed.

DEVELOPING LOCAL TRANSPORT PLANS



Low-car neighbourhoods, Source: Urban planning department

BRIEF AND RATIONALE

The Transport development plan sets out a mobility strategy for promoting car-free movement. This starts in neighbourhoods: demonstrating new ways of getting around plants the idea of sustainable transport behaviour in residents' hearts and minds. Enhancing the public realm is central to reinforcing Karlsruhe's neighbourhoods as the bedrock of community cohesion. Developing compatible urban transport plans in new and in established neighbourhoods promotes car-free movement and thus helps deliver the intended improvements to quality of place and quality of life.

OBJECTIVES

The proposal identifies and implements measures to deliver low-traffic neighbourhoods and public spaces with a high quality of place. Alternative means of transport for pedestrians, cyclists, public transport and car and bike sharing are further developed.

REVIVING NEIGHBOURHOOD CENTRES



Neighbourhood centre in the 5 minute city, Source: berchtoldkrass, UC STUDIO, S.US (From planning workshop)

BRIEF AND RATIONALE

Attractive, vibrant neighbourhood centres act as anchor points for everyday life and catalysts for urban development. To reinforce this effect, links between daily facilities and integrated transport options should be improved to create great places to spend quality time and satisfy daily needs. Depending on demand, access to key facilities and locations and the connectivity between them and the city as a whole should be embedded in the guiding principle of integrated transport and urban development.

OBJECTIVES

Neighbourhood centres gain strength from regular public transport and high density and mix of uses. Connecting integrated transport planning with good quality public space and architectural design is an essential pre-requisite.

DEVELOPING MOBILITY POINTS

BRIEF AND RATIONALE

Karlsruhe's railway stations are key to its Transport plan, offering access to national and regional transport. But it is the interchanges they provide with the city's transport networks which makes them starting points for integrating urban and transport development. Reinforcing their role as mobility points helps railway stations drive transport behaviour and surrounding development.

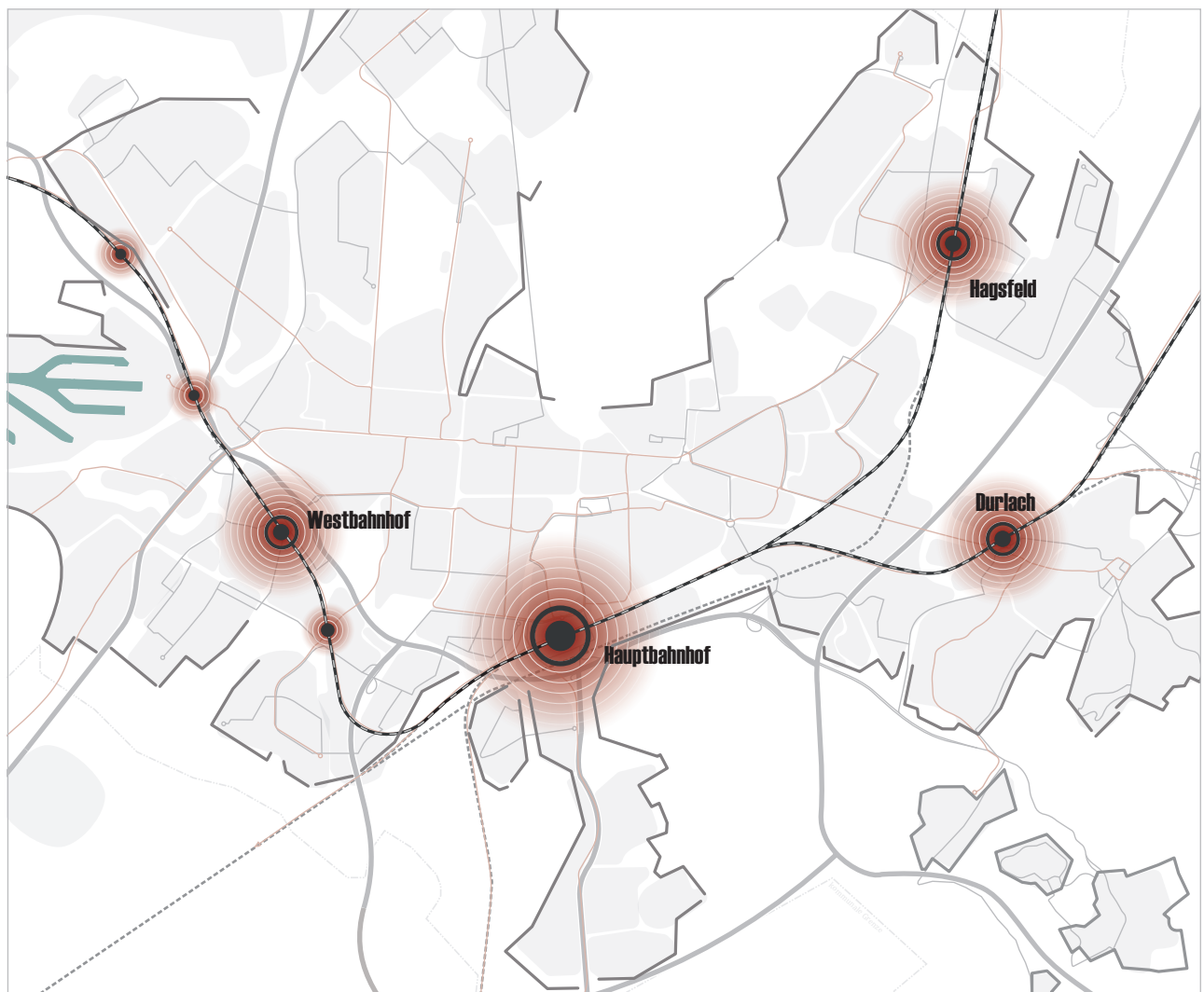
Karlsruhe's transport development plan is dedicated to promoting sustainable transport modes. The tie-in with railway stations helps established high levels of public transport provision, car and bike sharing, unfold their full potential as mobility points. This requires stations to evolve into places to stay, to meet and to change between transport modes. Their evolution can – and should – drive surrounding urban development.

OBJECTIVES

Karlsruhe's railway stations and their immediate environment are examined and improved with regard to their function within the entire transport concept. Additional transport offers, innovative information technology and attractive design reinforce their driving role for sustainable transport. Railway stations thereby help develop attractive places to live and work.

- Improve stations as urban gateways and mobility points.
- Network with other transport and mobility offers, especially sustainable transport modes.
- Improve digital aids for sustainable transport behaviour.
- Enhance public realm design and place urban design highlights near railway stations.

RAILWAY STATIONS IN KARLSRUHE



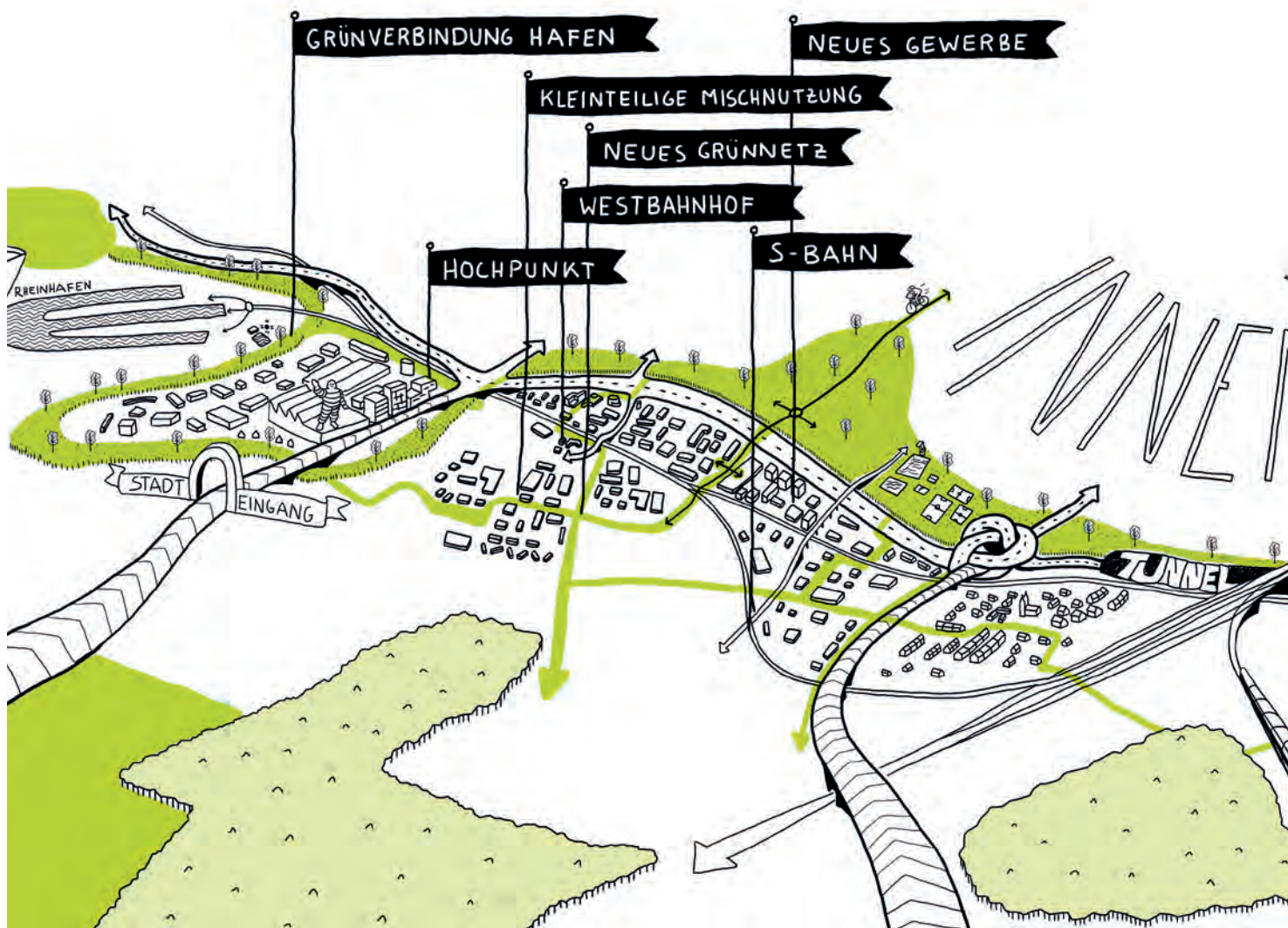
Overview of existing and possible future mobility stations, Source: MESS, after Urban Planning Department/berchtoldkrass, UC STUDIO, S.US

FOCUS AREAS

TWO PROFESSIONAL TEAMS LOOKED AT DEVELOPMENT POTENTIAL IN THE NORTH AND THE SOUTH

Focus areas link drivers and plans. They serve as testing grounds for plans and help play out the city's spatial development in three selected areas with major development potential. Work on focus areas is a first tentative step towards an analysis of spatial development hotspots, pursued alongside the work on plans. Teams were tasked with developing concepts to address the following aims:

- Visualise drivers and formulate them out in further detail.
- Check plans' sustained viability and resolve conflicts in illustrative spatial manifestations.
- Elaborate various scenarios for the development of urban areas hitherto neglected by planning.



Fields of potential in the dynamic cordon, Source: berchtoldkrass, UC STUDIO, S.US

SOUTHERN FOCUS AREA

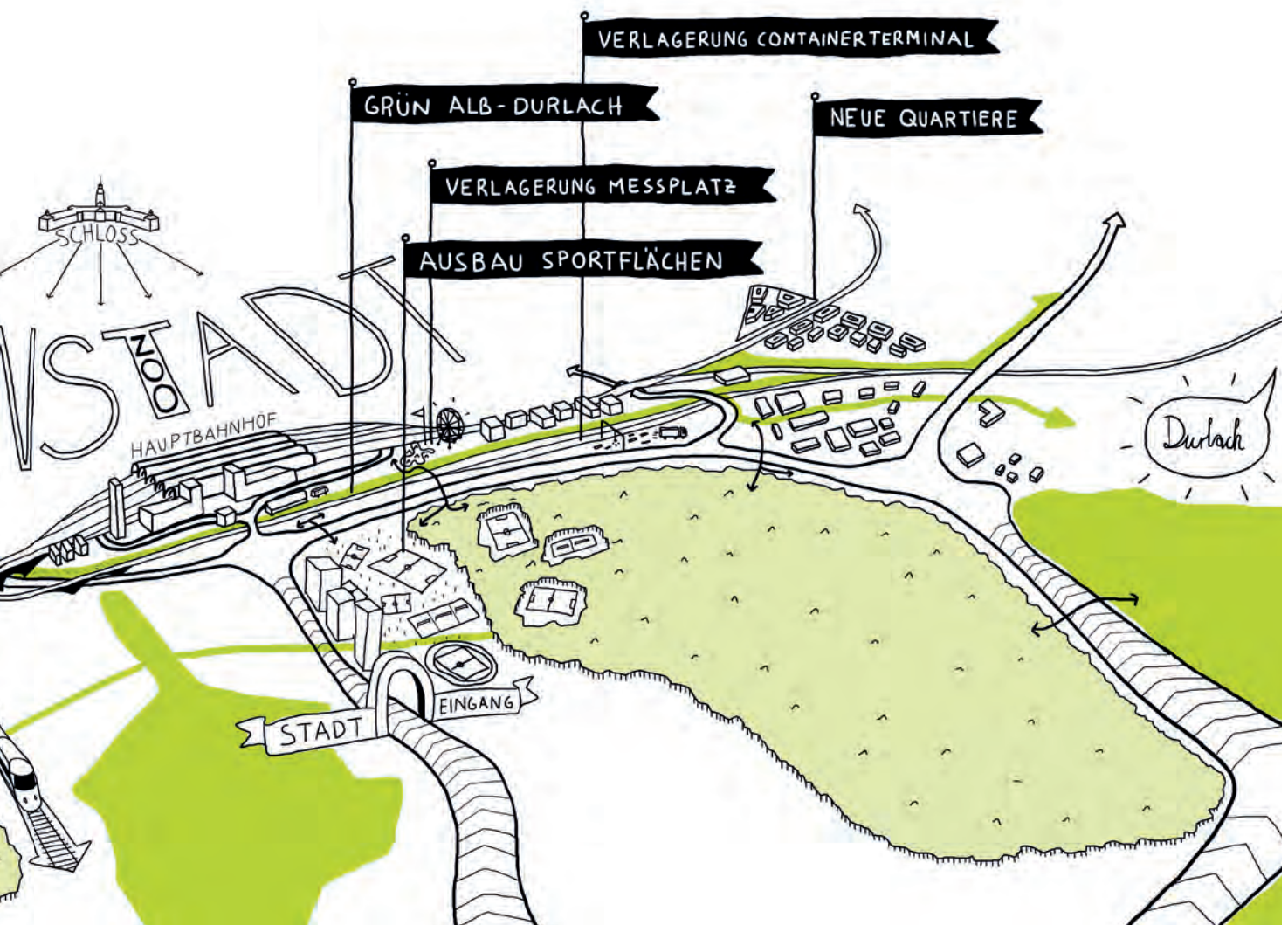
By berchtoldkrass, UC STUDIO, S.US

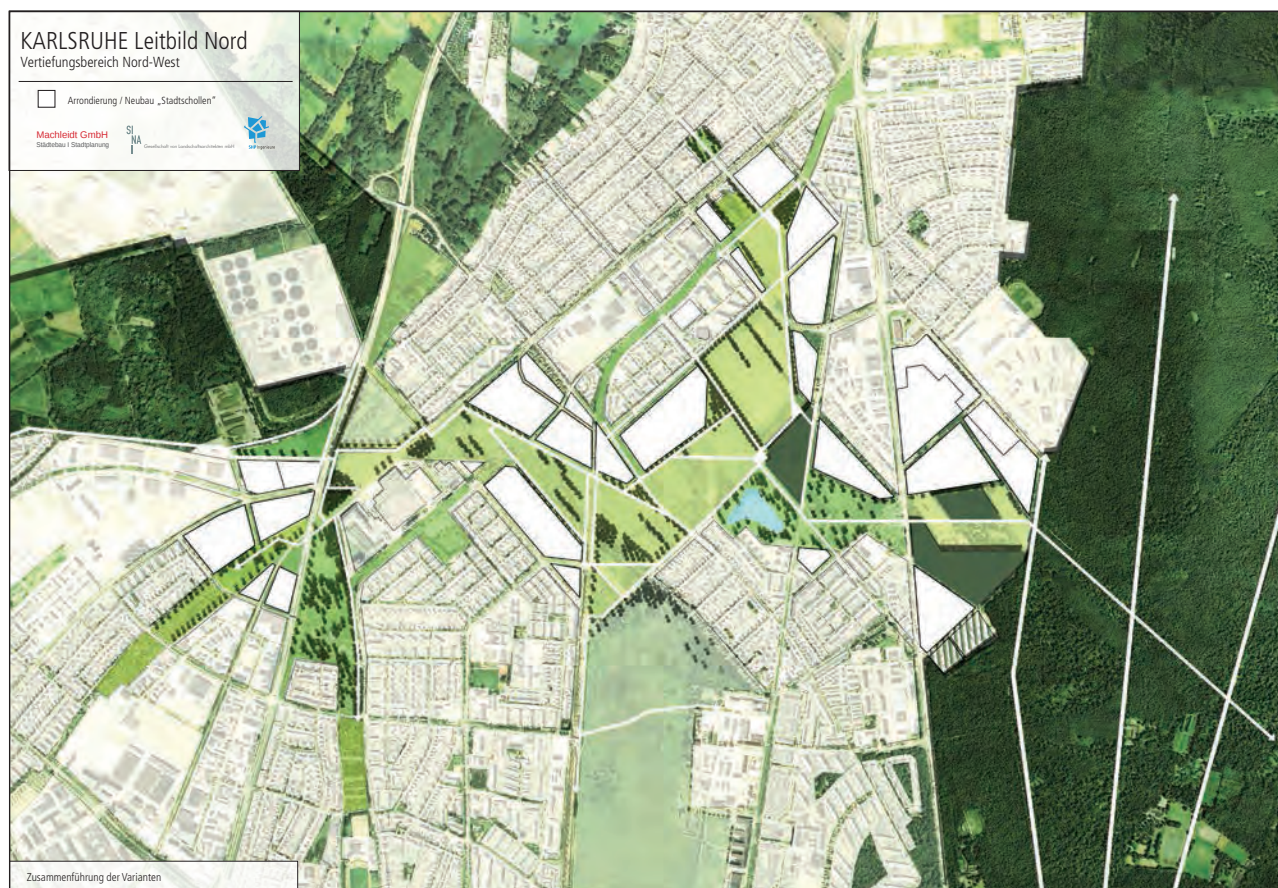
The “dynamic cordon” framework sets out objectives for the area along the southern by-pass, rail tracks and the Alb and Oberwald green spaces. This includes an initial analysis of key parameters. This reveals an area dominated by trade and rich in varied spatial types and structures, but lacking green space and lacerated by a plethora of tracks, barriers and ancillary open space.

Elements such as the southern by-pass, the railway tracks and their associated open space cut across the entire area. Within this setting, individual spaces of very variable character resemble scattered islands engaging with their surroundings only by linear access corridors and bridges.

Twelve such spaces share certain similar features and possibilities. The focus area work unfolds a bespoke scenario matching the development objectives for the future of each of these spaces, starting from its current situation. This includes visualising development goals, describing use, open space, transport and urban space. This builds up a vibrant picture of a dynamic cordon comprising spaces conforming to their own rules and principles. Certain aspects are fixed, but this leaves ample scope for further specification.

Whilst each space gains a distinctive image and unmistakeable identity, the concert of open space measures orchestrates the Green Network which effectively enhances existing spaces and provides connectivity for footpaths and cycle routes. A new light rail line, extensions to the Westbahnhof station, and several new tram lines complete the public transport network in the southern belt.





Source: Machleidt GmbH Städtebau | Stadtplanung, sinai Gesellschaft von Landschaftsarchitekten mbH, SHP Ingenieure Verkehrsplanung

The Urban Design Framework lends the dynamic cordon comprehensive development potential, which will strengthen the entire area's identity and sharpen its profile as a special and important place within the city as whole. Many of the proposals outlined in the Spatial Agenda reappear in the different themes developed by the various subsidiary areas.

NORTHERN FOCUS AREAS

By Machleidt GmbH Städtebau | Stadtplanung, sinai Gesellschaft von Landschaftsarchitekten mbH, SHP Ingenieure Verkehrsplanung

The northern focus areas explore the idea of a northern green belt as a new and attractive open space. This idea ties in with the aspiration to strengthen east-west footpaths and cycle routes and turn peripheral interstitial space into a high-value inner landscape. An overall conceptual approach transforms space earmarked for the northern by-pass to create a potential continuous northern landscape park "from the Rhine to the Pfalz". The conscious re-evaluation significantly improves the chances for these spaces to be included in high-quality urban extensions or infill.

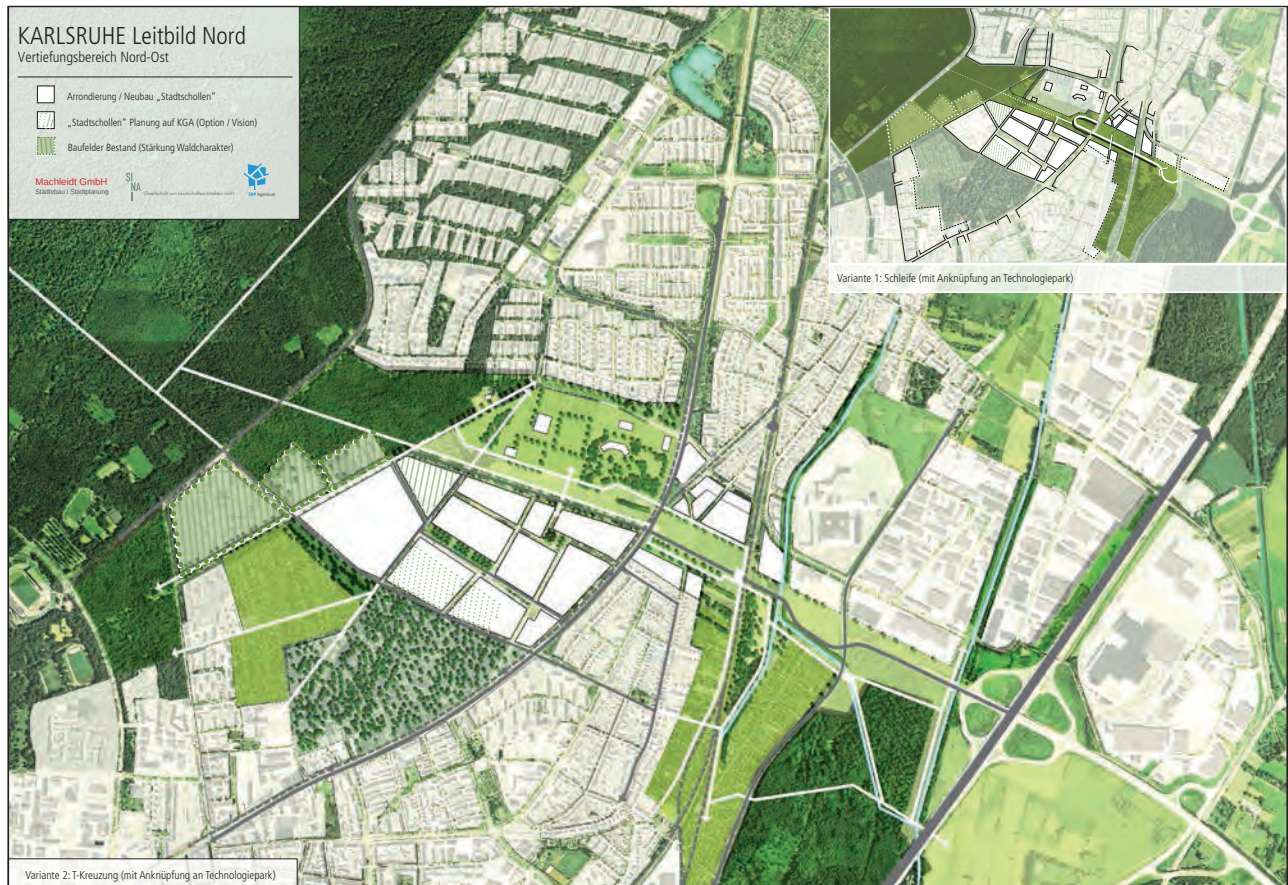
NORTH-WESTERN FOCUS AREA

The north-western focus area is concentrated on the area north of the Nordweststadt and south of Neureut, and north of the Nordstadt between the B36 federal road and

the Hardt forest. The area is dominated by open space of variable quality. Instead of a road, the northern by-pass will now be developed as a green belt. At the same time, a measured extension is recommended for the adjoining neighbourhoods. This could address demand for (mainly residential) development sites in good locations.

Urban extensions must not diminish the area's spatial generosity or the legibility of individual neighbourhoods. For this reason, great value is placed on the broad east-west connection and on retaining the defining north-south open space link extending from the old airfield through Heidesee, Düne and Drachenwiese to the northern biospheres at the Alte Bach. Development areas hug close to established neighbourhoods and follow the outline of the existing grain, such as field patterns and paths, tree groupings and neighbourhood links. They should achieve as high a density as possible. New "inside" urban edges should form a clear building line to open space and offer as many residents as possible a parkside address.

The development of the northern green belt as a modern landscape park recognises the diversity and variation of landscape types. Natural habitats, such as Düne and at Heidesee, group together with parks and cultivated green belts against the backdrop of extensive forests to the east and west. In place of a coherently designed park landscape, the northern green belt resembles a lively patchwork of diverse spaces, united by a renewed and enhanced system of paths, accessories and signposting.



Source: Machleidt GmbH Städtebau | Stadtplanung, sinai Gesellschaft von Landschaftsarchitekten mbH, SHP Ingenieure Verkehrsplanung

NORTH-EASTERN FOCUS AREA

The north-eastern focus area includes areas in and surrounding the Karlsruhe technology park between Waldstadt and Hagsfeld, and between Oststadt and Rintheim east of the Hardt forest and west of the motorway. The focus is on the development of the technology park. This involves related uses and the route and the connection point for the by-pass south of Hagsfeld. The latter is set to transform the area because it provides a direct link to the motorway. This change should be seen as an opportunity to carve out a new urban gateway around the defining presence of the technology park. Traffic on the northern by-pass should proceed no further than the Haid-und-Neu-Straße, its trajectory continuing from there to the Hardt forest as a belt of open space.

The general idea for the north-eastern focus area is to strengthen the spatial disposition and provide addresses near the technology park. To this end, it is suggested that buildings and uses should be concentrated on a core area near the technology park and the Mackensen barracks. On the other hand, the zone of transition to the Hard forest should be more clearly reinstated as a wooded area. This recommendation includes the part of the allotment space. The use of the Mackensen barracks is dominated by the technology park and the Karlsruhe Institute of Technology, which share enlivening facilities such as the canteen, the library, retail space and cafés or the like.

The northern landscape belt is defined by a slim, linear agricultural core, which branches out to meet the varied

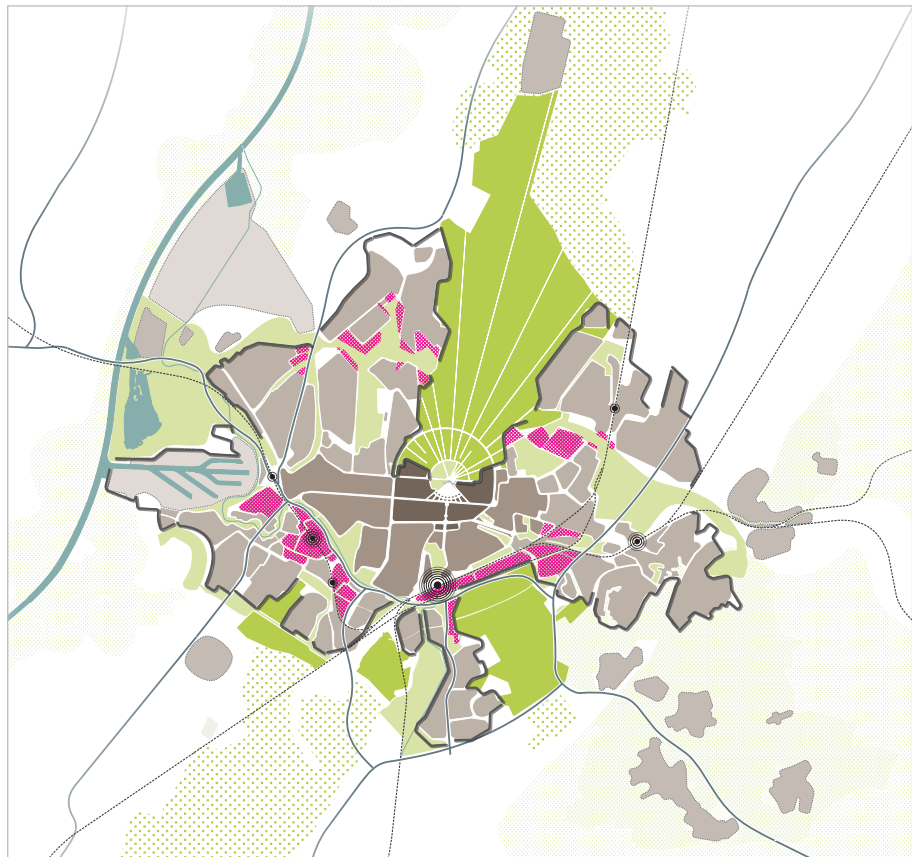
landscape typologies to the north and south. They include the open space corridors along the Alte Bach and Pfinz drainage ditches, the Hardt and Elfmorgenbruch woodlands, urban spaces such as the Fächerbad playing fields or the Hauptfriedhof cemetery, and extensive trackside allotments at Hagsfeld and Rintheim. Specific improvement potential includes reconfiguring the playing fields to create a compact sports park, and forming a distinctive urban edge along the margins of the Hardt forest west of the Büchiger Allee.

The same principles of access apply to the east, with promenades along the edges of the parks defining the transition between settlement and open space. The spinal main route ties the landscape park in with the Rintheimer Querallee and the technology park promenade up to the Elfmorgenbruch, and follows the Pfinz to the conduit under the motorway for a new crossing over the A5.

NEXT STEPS

THE SPATIAL AGENDA AS A FIXTURE OF KARLSRUHE'S PLANNING CULTURE

The Spatial Agenda's intensive gestation concluded with the adoption of its final report. In order to fully take effect, the Spatial Agenda must be embedded in ongoing processes and become a fixture of Karlsruhe's planning culture. And yet the Agenda remains a living document: Periodical amendments, adjustments and monitoring in defined intervals allow for changing conditions and new challenges to be taken into account. Following the city council's resolution in December 2016, the Spatial Agenda has a life expectancy of around 20 years, extending well beyond the land use plan.



Spatial Agenda, Source: MESS

Implementation of the Spatial Agenda will be successful if:

- work on proposals is begun as soon as possible;
- specific pilot projects deliver key aspects of the spatial framework;
- the debate around conflicting goals remains open, and resolved in suitable planning processes both locally and in the city as a whole;
- elected members, administration and the general public maintain the dialogue begun during the spatial framework's gestation;
- subsequent urban planning processes establish linkages to the spatial framework; and
- the appropriateness of proposals, key projects and objectives in response to prevailing conditions is reassessed and, where necessary, refined every five years.

CONTRIBUTORS

The Spatial Agenda is the result of close collaboration between professionals in a wide range of design and planning disciplines. Thanks are due to all those who took part in and helped shape this lengthy process. Their efforts ensured that the challenges could be met with great professional competence. The outcomes which are part of the spatial framework were generated in many constructive and engaged discussions and events providing the possibility of exchange. Tried and tested collaboration has proved its value and will be continued.

Particular thanks are due to Karlsruhe city council and to the previous Head of the Urban Planning Department, Dr. Harald Ringler. All of the involved embarked on the unknown journey to complete this process.

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