



Schwarzplan 1: 15.000

Concept
Regensburger Nordstern creates an urban and green connection between the existing settlement of Witzlhofen and the northern commercial area. The green heart of the new neighborhood is a star-shaped park with blue-green radiations that connect the adjacent landscape with the new mixed used neighborhood islands. The center of the quarter is the lively area around the new S-Bahn stop. The principle of the building structure is based on three pillars: 1. residential towers to accentuate important landmarks, 2. loose building structures towards the edges with orchards and 3. commercial courtyards for flexible uses. A special feature is the cold district heating network, which makes it a climate-neutral showcase project for the whole of Regensburg in terms of energy production and consumption.

Urban design
The basic urban design motif is formed by the compact neighborhood islands with a small neighborhood space in the middle. Each island forms clear spatial edges to the outside - towards the park or the main development - with 4-7 storey multi-family houses, while they open up towards the blue-green corridors with 3-storey townhouses. Every island has a connection to public open space. To the east of the Pilsen Allee/railway line, commercial yards are integrated into the neighborhood islands, which also act as noise protection. In the northern part of the district, the typology changes to coarser commercial structures. Most of them have common commercial yards and form the transition to the existing commercial structures in the north. Framed by the neighborhood islands, the new center at the S-Bahn station and the new educational campus form a social backbone along the railroad line and the central Park am Stern. The solitary buildings in the new center form a square that acts as a social center for the entire district. The 8-storey residential tower in the new center also forms an important landmark in the alignment of Sandgasse.

Green and open space
The star-shaped green space forms the central framework and connects the new district with the adjacent landscape and recreational areas of Brandlberg/Schwarzholz and Mühlberg. The centrally located funnel-shaped Park am Stern has an urban character; the blue-green corridors leading away from it have more vegetation and form the transition to the landscape. The biotope area along the railroad line will be integrated into the green network as a green oasis between the new center and the school campus. Therefore it will create synergies with the school right next to it, e.g. for educational or recreational uses. At the edges of the settlement, existing orchard structures in the north of Regensburg will be incorporated. New orchards connect the open residential courtyards with the adjacent landscape.

A central element of the green and open space concept is the rainwater management across all plots. By integrating retention areas in the green corridors and in the park, rainwater from the neighborhood islands is diverted into the open space. Larger collection points are located at the lowest points in the central park and at the existing retention basin to the east of the railroad line. However, the retention basins should be conceived as technical infrastructure and as a design element of the open space. The rainwater management in the green network can therefore contribute to sufficient irrigation of the vegetation and help to cool down the neighbourhood through evaporation in hot months. In addition to the public green spaces, areas for allotment gardens are planned on the western edges.

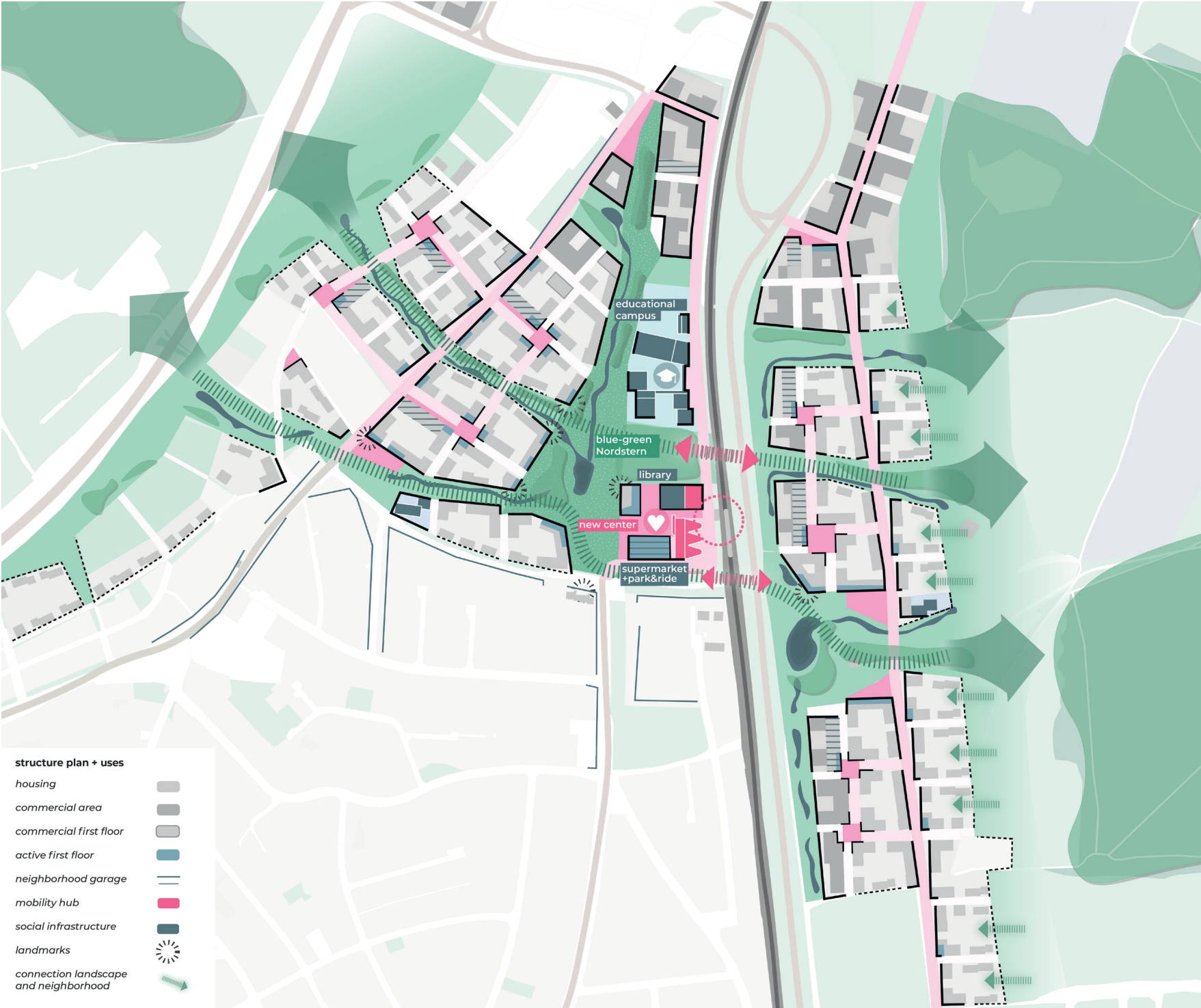
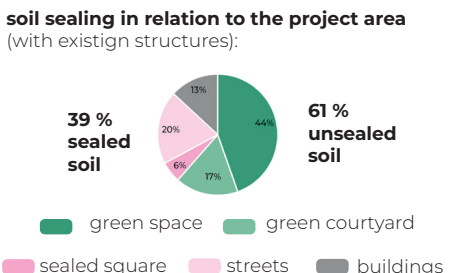
The areas in the streets and squares are provided with sufficient green beds and retention areas in order to keep surface sealing to a minimum. Overall, the high proportion of green spaces and the careful use of the soil results in a soil sealing area of 39 % in relation to the project area.

Mobility
The new district should offer a flexible basic structure for current mobility requirements and future mobility behavior. The main access roads, Chamer Straße and the extension of Haidhofweg will be the main routes for motorized traffic. The extension of Sandgasse along the railroad line is mainly used for bus traffic, but can be opened up to local residents. Motorized traffic can drive up to the turning circle at the underpass to the ParkRide quarter garage and to the S-Bahn station. The remaining areas of the new quarter are largely kept free by the 4-storey quarter garages. These are located at the neighborhood squares and intercept the MIV traffic from the main developments. This keeps the secondary developments largely free of stationary traffic, leaving more space for retention areas in the streets. The neighborhood garages are also used as decentral small mobility hubs with sharing infrastructure (bikes, cars etc.) for the citizens. With the regional bus station (ROB), which is located directly at the new S-Bahn station and the new center, Regensburg's Nordstern will become an important connection point between the district and the city of Regensburg in the future. The spatial linking of the ParkRide quarter garage, ROB, S-Bahn stop and bicycle garage thus forms an important mobility hub in the entire north of Regensburg. The existing bus route 4 could also continue via the Sandgasse extension and thus better connect the new educational campus to the public transport network. For pedestrians and cyclists, the new bridge over the train tracks and Pilsen Allee forms the heart of the new quarter. This also represents an important addition in an east-west direction to the existing cycle connection in a north-south direction.

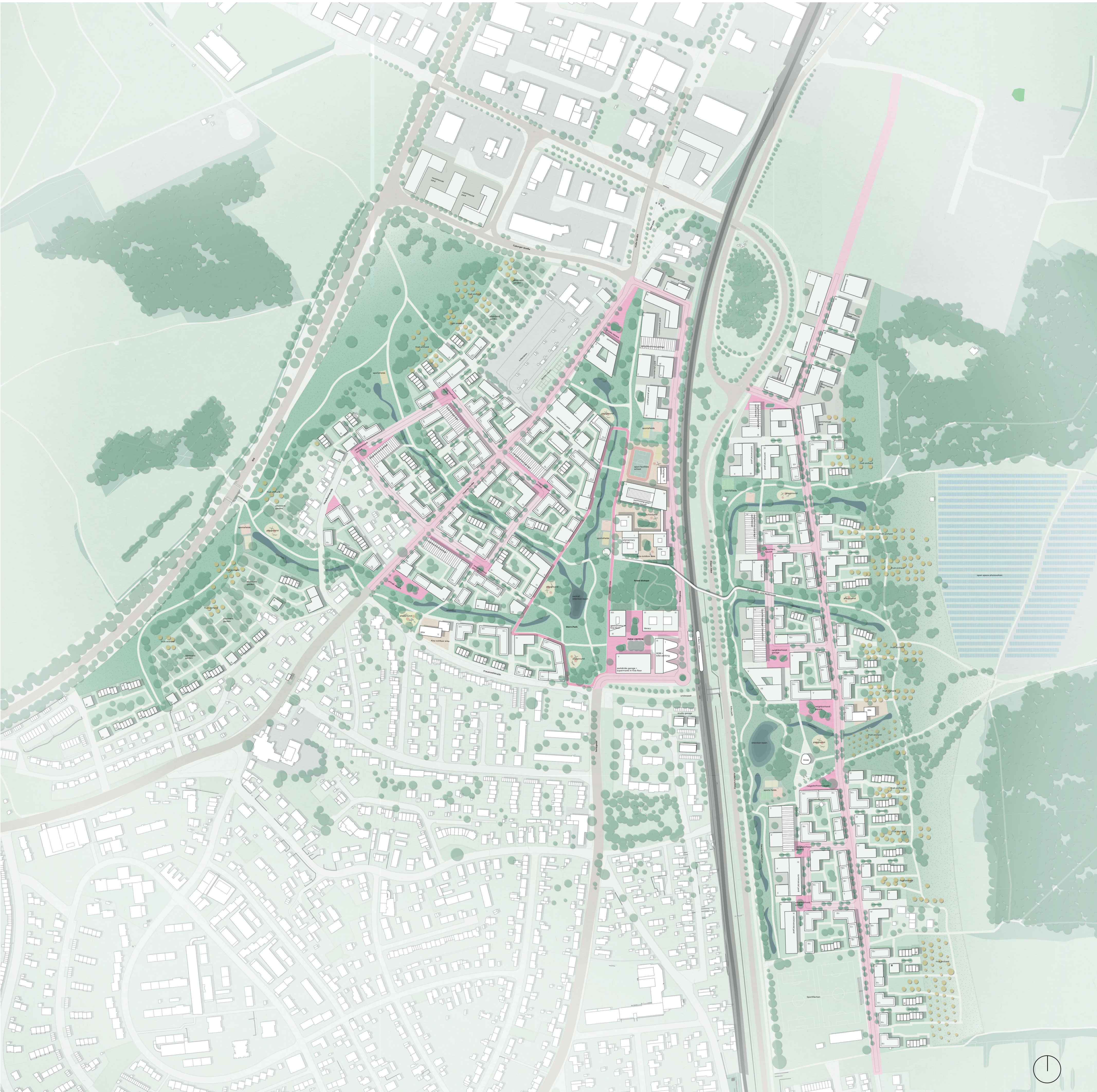
Uses
With the new center and the school campus, important new uses for the entire north of Regensburg will be placed directly in the center of the district. In addition to the infrastructure for mobility, a new location for the Regensburg City Library is to be created in the new center. A supermarket will be built on the first floor of the ParkRide parking garage and the base of the 13-storey residential tower will provide space for gastronomic uses. The new school campus with a 4-stream elementary school with adjoining sports areas, a day nursery and the new Nordbad swimming pool forms the other building block in the social axis along the railroad line. In the neighborhood islands themselves, active first floor areas for smaller stores are planned at the neighborhood pockets, along the main development and at the edge of the park. In the transition to the commercial use, there are also partial areas for small businesses such as crafts due to the greater depth of the buildings on the first floor of the residential buildings. To the east of the railroad line, the commercial courtyards are even more strongly integrated into the neighborhood islands and also act as noise protection. In the northern part of the district, the mixed use changes to purely commercial use. The commercial yards offer space for various sizes of smaller commercial enterprises.

Step-by-step development
The new district can be easily divided into different development steps thanks to the concept of the district islands. The first building block to be developed should be the central area between Chamer Straße and the railroad line, whereby important infrastructure such as the new center, the school campus and the central park can already be established. The area west of Chamer Straße could follow in the second phase. In the next two phases, the areas to the east of the Pilsen Allee and the south-western extension along the BfB could be developed. The commercial redensification can be implemented simultaneously to the other phases.

total housing units: 3.238
BCF housing: 285.162 sqm
BCF commercial: 177.325 sqm (84.366 sqm in the project site + 87.159 sqm redensification)



structure plan without scale



site plan 1: 3.000