

NEW GREEN BOULEVARD

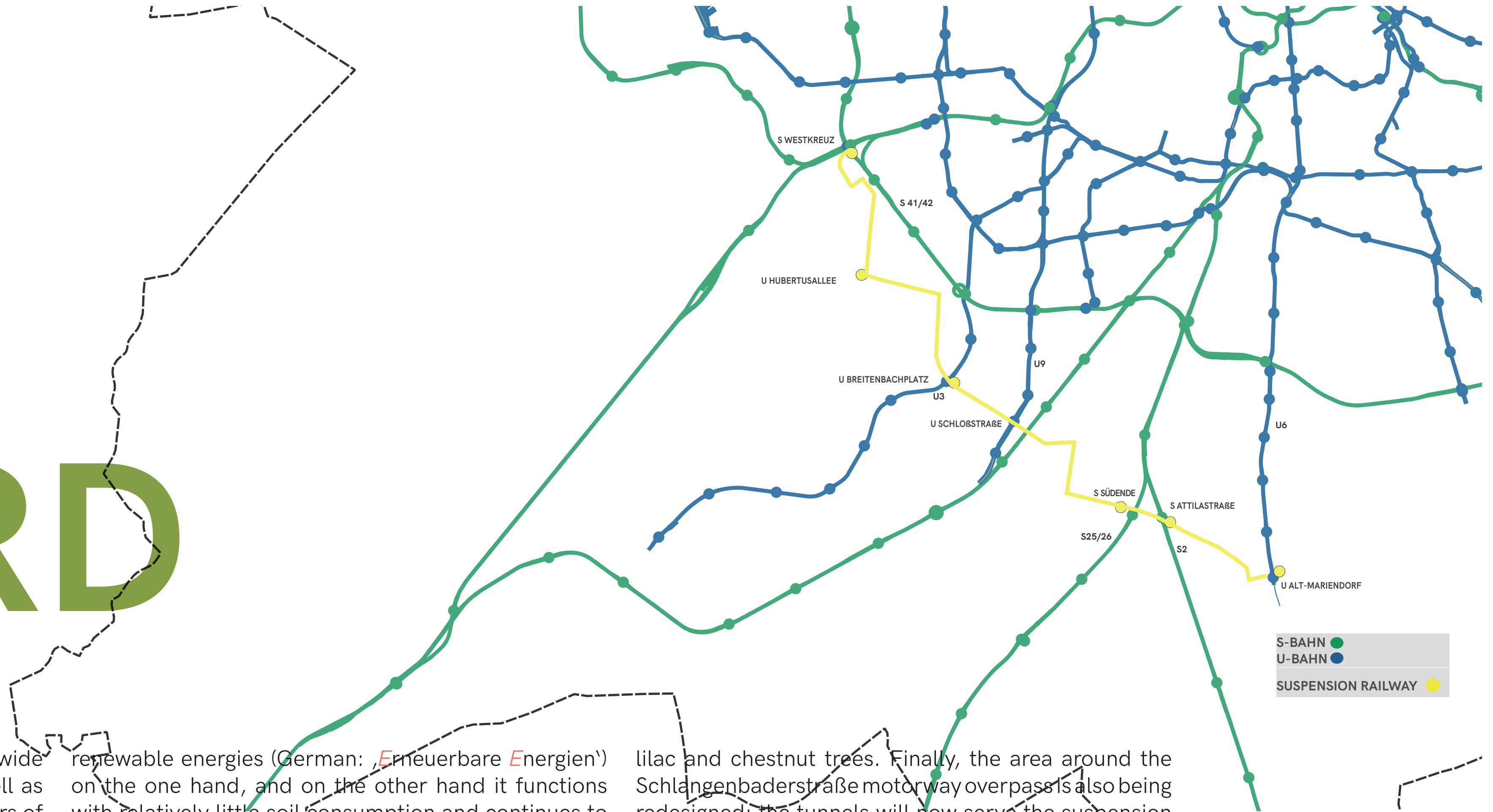
Berlin is facing manifold transformations. The city faces the major challenge of achieving climate neutrality within the next few decades and developing equal living conditions in a liveable and resilient city, one that is prepared to deal with the consequences of climate change. Besides the energy transition, the ecological transformation of the transport sector plays a central role in this. It is not only a matter of reducing private motorised transport, but also of dismantling the infrastructures of the car-oriented city and redistributing the newly created spaces so that they can be used for different purposes and functions. The **NEW GREEN BOULEVARD** project therefore proposes to transform the urban space freed up by the deconstruction of the

former A104 in Steglitz into a natural space for a wide variety of uses. There are urban wet fields as well as greening by trees and other plants. The bridge piers of the former megastructure remain partly as relicts of the car-oriented city and are now used for recreational purposes by people: climbing on them, resting on them, painting them. The **NEW GREEN BOULEVARD** project, however, does not just leave it at a redesign of the former superstructure, but replaces it with a new infrastructure: a suspension railway that connects Alt-Mariendorf to Westkreuz, leading via AttilasträÙe, Südende, Breitenbachplatz and Schmargendorf. The new transport mode has the advantage that it can be operated electrically and therefore be run by

renewable energies (German: *Erneuerbare Energien*) on the one hand, and on the other hand it functions with relatively little soil consumption and continues to enable the uses described above. In this sense, the new infrastructure does not act as a division of the area, but as a permeable structure. Finally, the project also addresses the new heart of the area: Breitenbachplatz. Here, the traffic that has been flowing on both sides of the square up to now will be reduced to the south side and slowed down by rest bays to enable gastronomic establishments located on the north side of the square to make greater use of the square. But it is not only commercial uses that are given space here: recreational opportunities are also being created amid planting of

lilac and chestnut trees. Finally, the area around the Schlangenhaderstraße motorway overpass is also being redesigned: the tunnels will now serve the suspension railway on the one hand, and new uses (urban gardening, food production, sports) on the other. New allotment gardens are being created around the former ramp. **NEW GREEN BOULEVARD** is presented to you by:

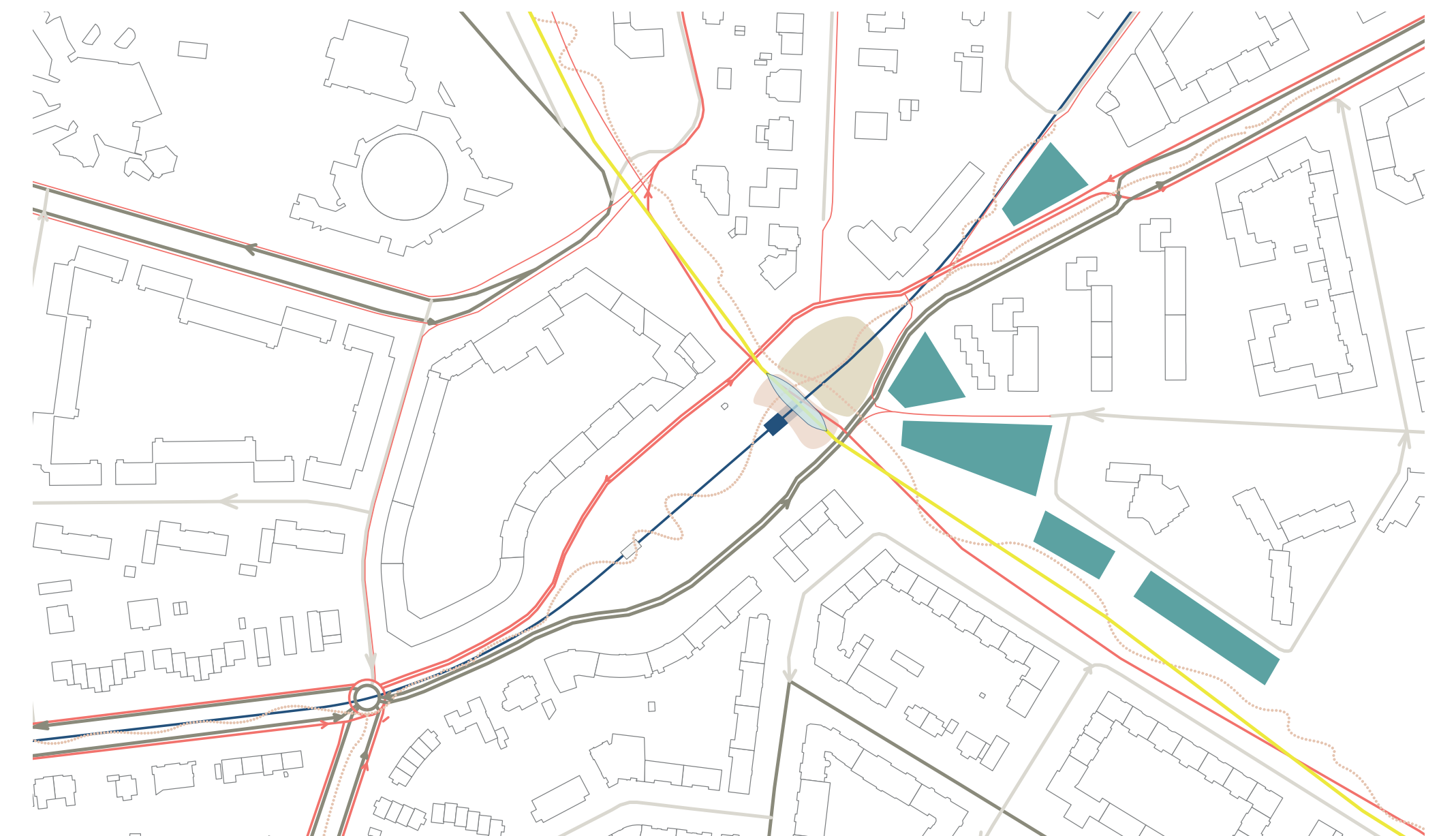
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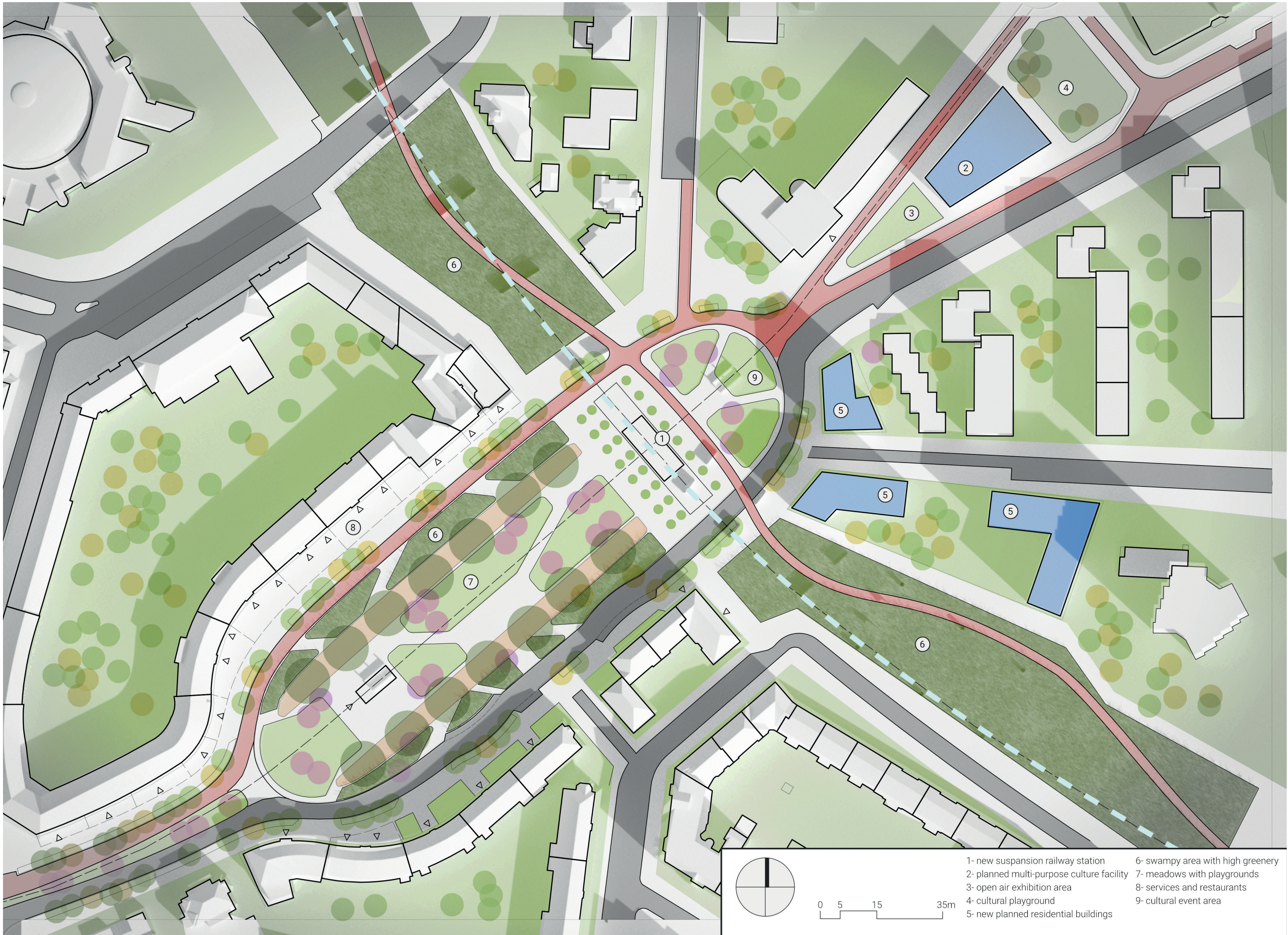
↑ overarching green connections



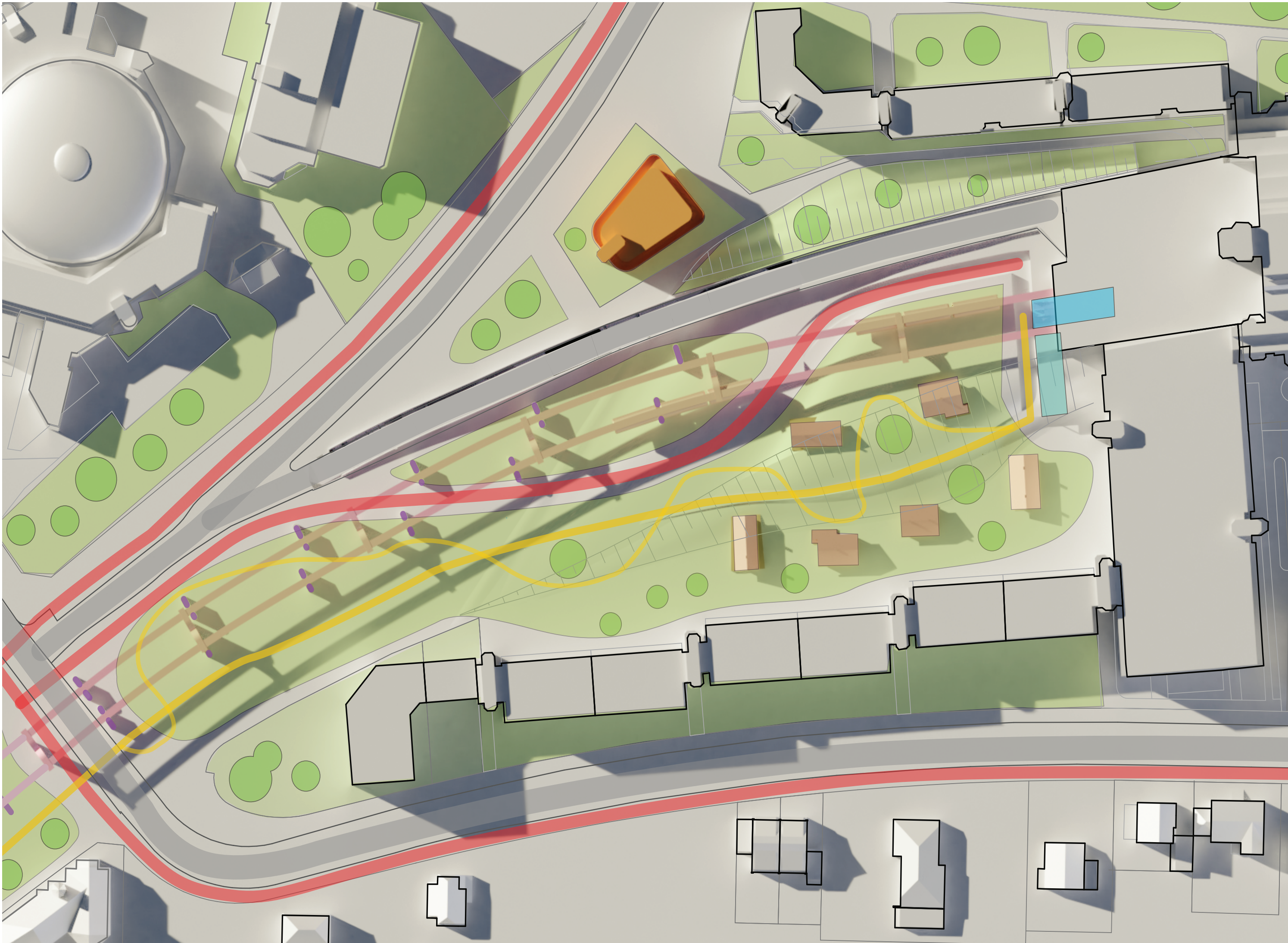
↑ The green belt



↑ Modes of transport, hierarchy of the streets and possible building fields



^ Detailed Plan of the Breitenbachplatz: greening, slower traffic, new and old usages for a new and old place in West Berlin.



^ Intergration of the suspension railway into the Schlangenbaderstraße complex. Next to it, new allotment gardens are created.

Zoom-Ins: The **NEW GREEN BOULEVARD** with wet lands, a new suspension railway and different usages for animals and humans (left). Design of the Breitenbachplatz containing a light glass structure as new station for Under- and Overground.

Suspension railway enters the tunnel, allotment gardens form the new neighbourhood of the ‚Schlange‘.

