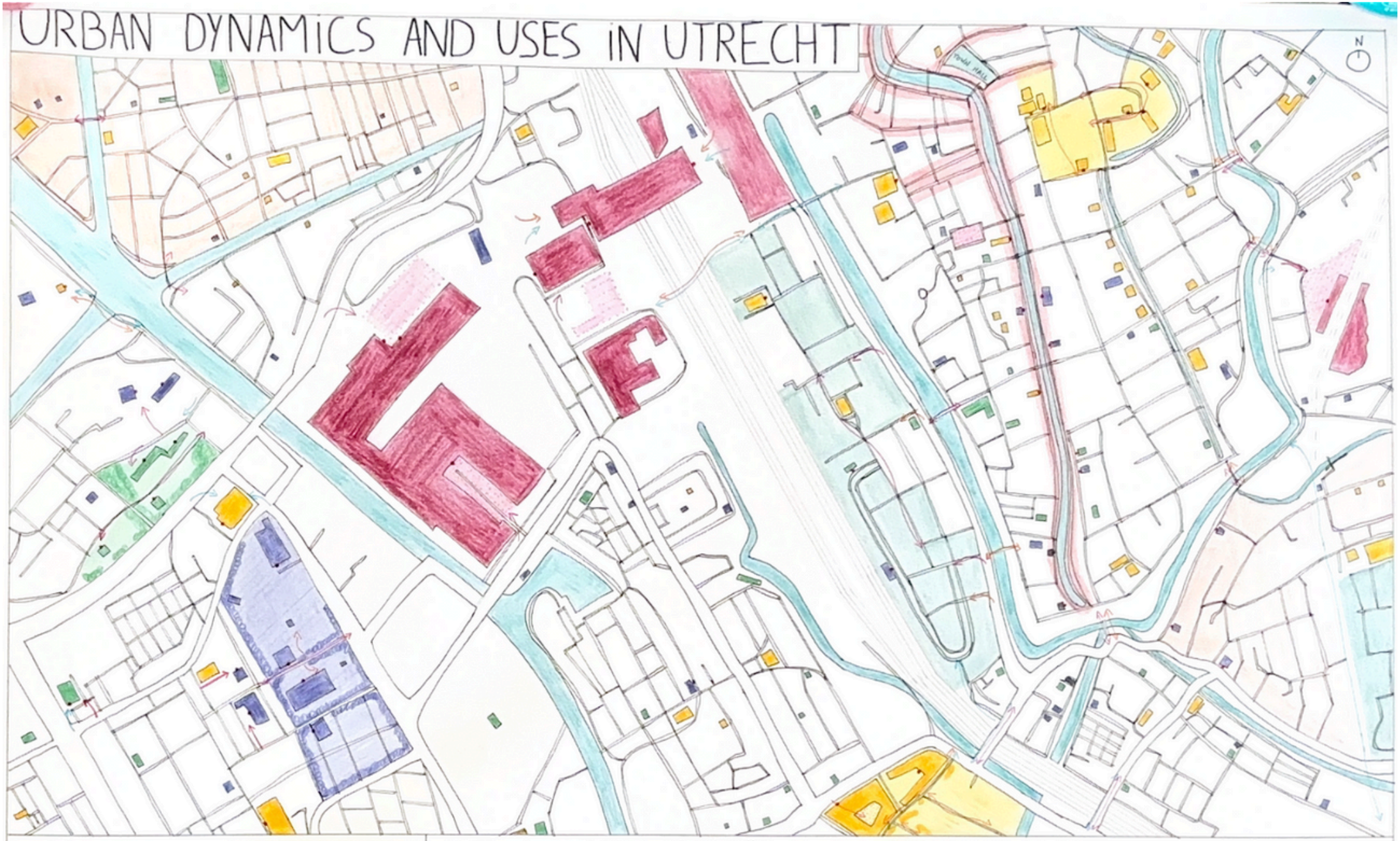
URBAN DYNAMICS AND USES IN UTRECHT



SPORTS AND ACTIVITIES

HEALTH

EDUCATION AND NURSERY

PUBLIC FACILITIES (LARGE BUILDINGS)

USES

ACCESS:

PEDESTRIAN

CAR

BICYCLE

PARKING

ENTRANCE

MOBILITY:

MAIN ROAD

SECONDARY ROAD

WATER

TRAIN (= = OLD RAILS)

AREAS:

LARGE SPORT COMPLEX FOR THE CITY

HOSPITAL WITH MEDICAL CENTERS

UNIVERSITIES INCLUDING MANY SCHOOLS

PRIMARILY RESIDENTIAL AREA: SMALL SHOPS AND PUBLIC BUILDINGS SCATTERED THROUGHOUT

ADMINISTRATIVE BUILDINGS / COMPANY HEADQUARTERS

TOURIST ATTRACTIONS: SHOPS / RESTAURANTS

GRAPHIC SCALE 1/5000:

0 200 500m

LECANNELLIER Camille / AFONSO Raphaël

SECTION OF UTRECHT STATION SQUARE

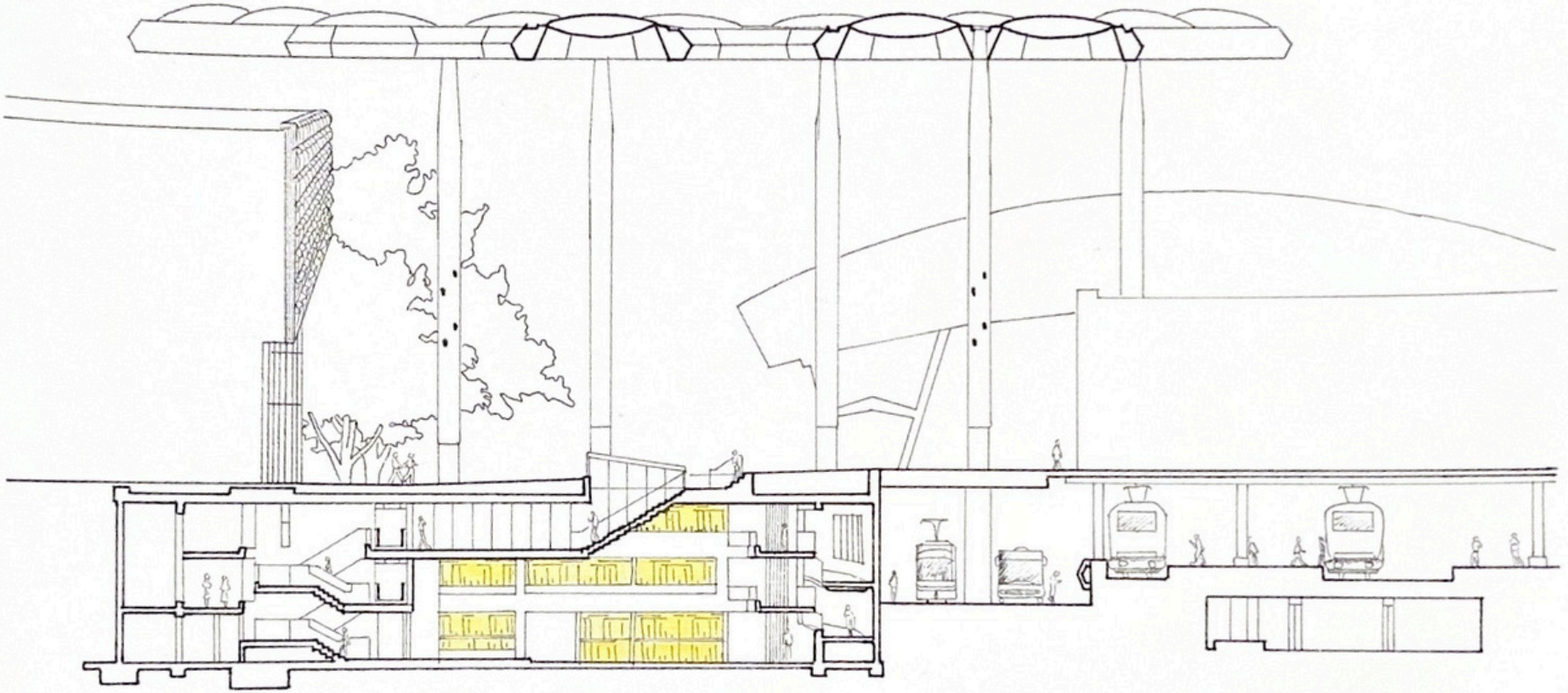
EXPLICATIONS :

The city of Utrecht is considered one of the most innovative cities in the field of soft mobility. In this exercise, we focused our analysis on this topic to better understand its urban strategies.
Below a section of the city's largest bicycle station illustrates how different modes of mobility are integrated.
UTRECHT features 420 km of cycling paths and provides 12,500 parking spaces within this facility.

LEGEND :

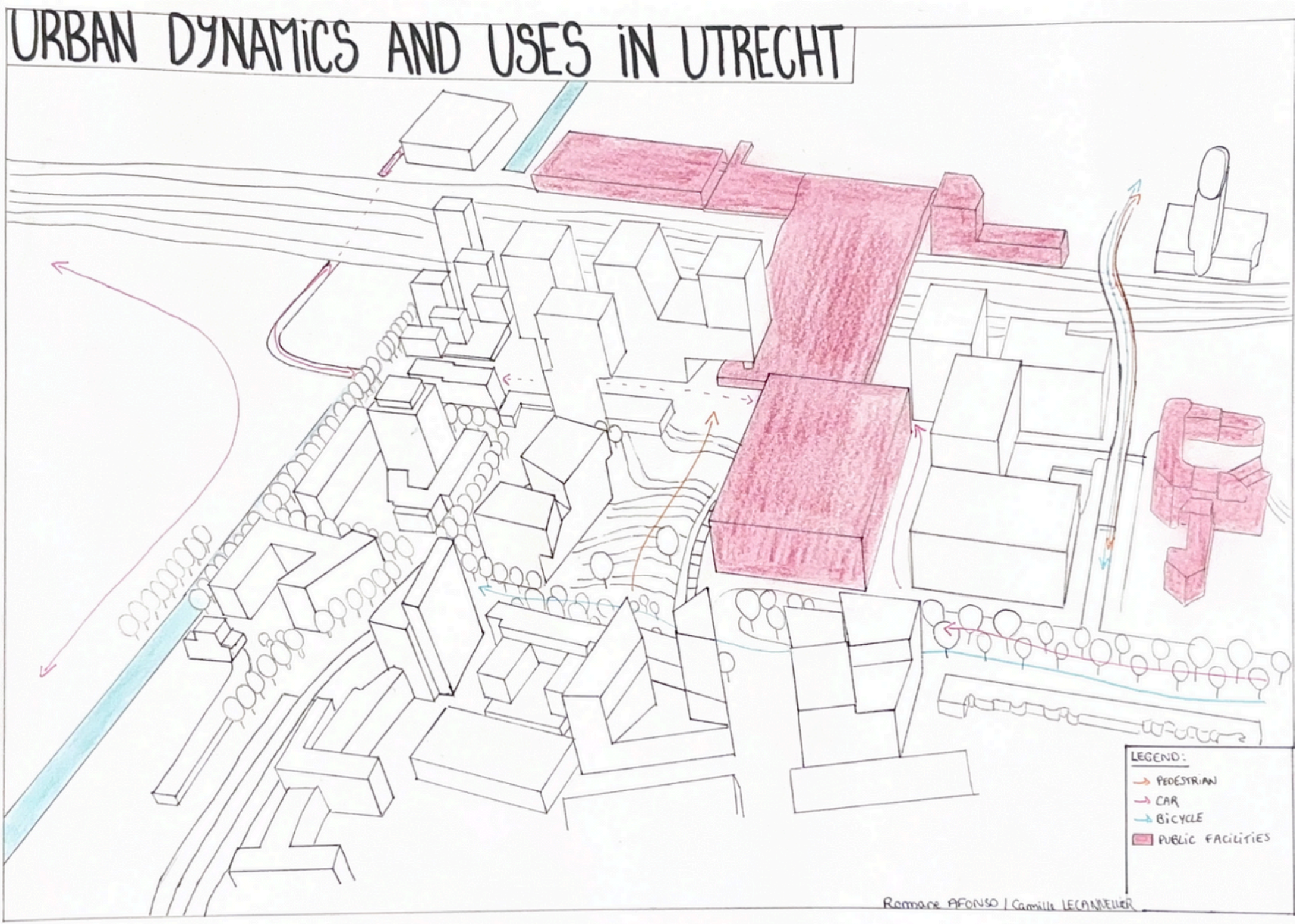
- RIVER
- Railway line
- UTRECHT STATION
- ROADS
- Bike local

SITUATION PLAN



LECANNELLIER Camille / AFONSO Romane

URBAN DYNAMICS AND USES IN UTRECHT



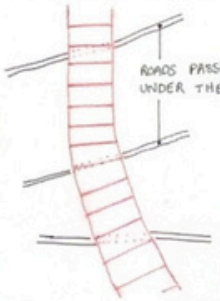
Romane AFONSO / Camille LECANUELLER

A UTOPIAN MOBILITY IN UTRECHT

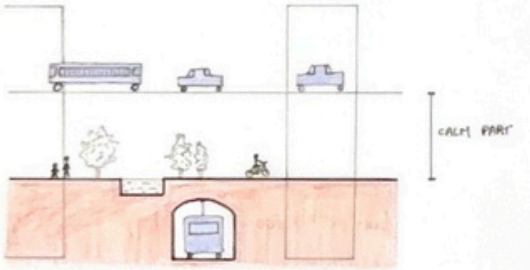
Romane AFONSO
Camille LECANUELLIER

PROBLEMATIC

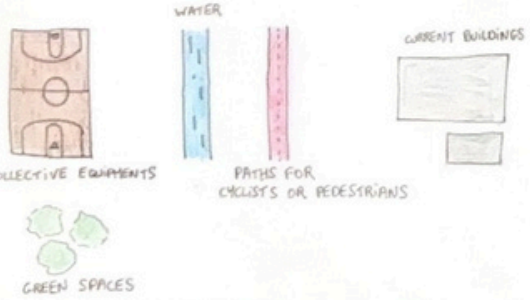
UTRECHT IS TODAY A VERY LIVELY AND MOBILE CITY. IT IS PARTICULARLY RENOWNED FOR ITS NUMEROUS CYCLE PATHS AND CANALS IN ADDITION TO ITS EXTENSIVE TRAFFIC NETWORK. THIS MAKES IT A VERY DYNAMIC PLACE BUT WHICH POSES MANY CHALLENGES, ESPECIALLY IN TERMS OF TRAFFIC, IN A DENSE FABRIC.
THE IDEA, IN THIS CONCEPT OF A UTOPIAN CITY, WOULD BE TO PROPOSE SOLUTIONS THAT CHANGE THE USUAL WAY USERS TRAVEL



CURRENT ROADS AND RAIL



PLAYING ON HEIGHTS



ELEMENTS ON THE GROUND

WHAT ?

- DIFFERENCIATE / SEPARATE SOFT AND MOTORIZED MOBILITY (CURRENTLY MIXED).

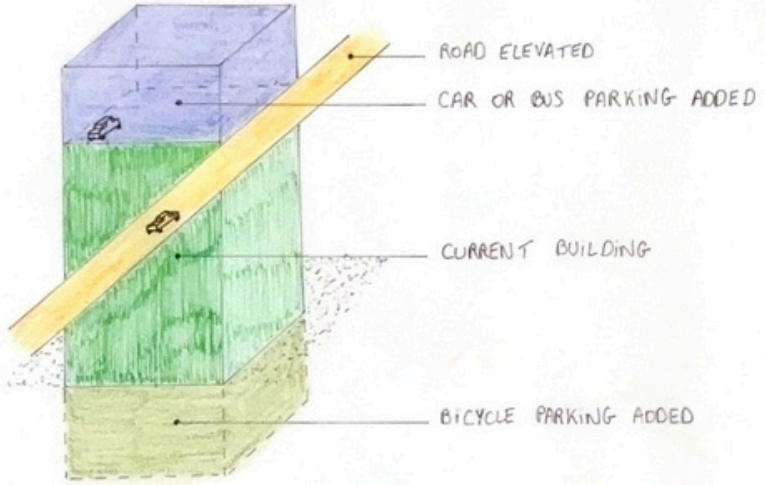
HOW ?

- MOTORIZED VEHICLES ARE PUT UNDERGROUND OR IN THE AIR.
- SOME BUILDINGS ARE RAISED TO ALLOW THIS.

WHY ?

- REDUCE DENSIFICATION
- PROVIDE MORE GREEN SPACES TO THE PUBLIC
- REDUCE NOISE POLLUTION ON THE GROUND
- FREE UP LAND FOR COLLECTIVE USES

FRAME FOR FUTURE GROWTH



THE EXTENSION AT THE TOP AND BOTTOM OF BUILDINGS IS A SOLUTION THAT ALLOWS THE CREATION OF STORAGE SPACES, SUCH AS PARKING LOTS, WHICH HELP TO HAVE MORE FLOOR SPACE.

EXAMPLE OF THE CONCEPT IN UTRECHT

MAIN ROADS (ELEVATED)
BUILDINGS THAT HAVE BEEN ENLARGED
TRIP FOR A RESIDENT

APPROXIMATELY EVERY 500 METERS NEAR A MAIN ROAD, PART OF A BUILDING IS RAISED UP TO ROADS ABOVE. AND BY WALKING 3 MINUTES MAXIMUM, EACH RESIDENT CAN REACH HIS HOME ON FOOT.

500m