

# Municipality-led development with extensive user participation

The Tübingen development strategy by private building cooperatives



Trondheim june 2012

- I. The concept of the  
Südstadt development
- II. The elements of the  
urban structure
- III. Who builds the city ?  
The idea of private  
building cooperatives
- IV. Experiences and  
conclusions



## Tübingen



first mentioned in 1078



- 40 km south of Stuttgart
- appr. 86.000 inhabitants
- appr. 38.000 jobs
- High density, high prices
- High demand for ground
- Nearly no green field development since 1985

## Urban development area „Französisches Viertel / Stuttgarter Straße“

- Former army barracks, 65 ha total size
- City buys the ground and leads the development
- First new buildings 1996
- Today 4000 inhabitants and 1200 jobs
- 2001 German Urban Planning Award, 2002 European Planning Award





## Goals of the Südstadt development

- Renewal and improvement of the southern part of the city
- “Brown field” development instead of “Green field” development
- Urban neighbourhoods instead of monofunctional residential areas



## Masterplan from 1993





## **Französisches Viertel (Hindenburg-Kaserne) 1991**





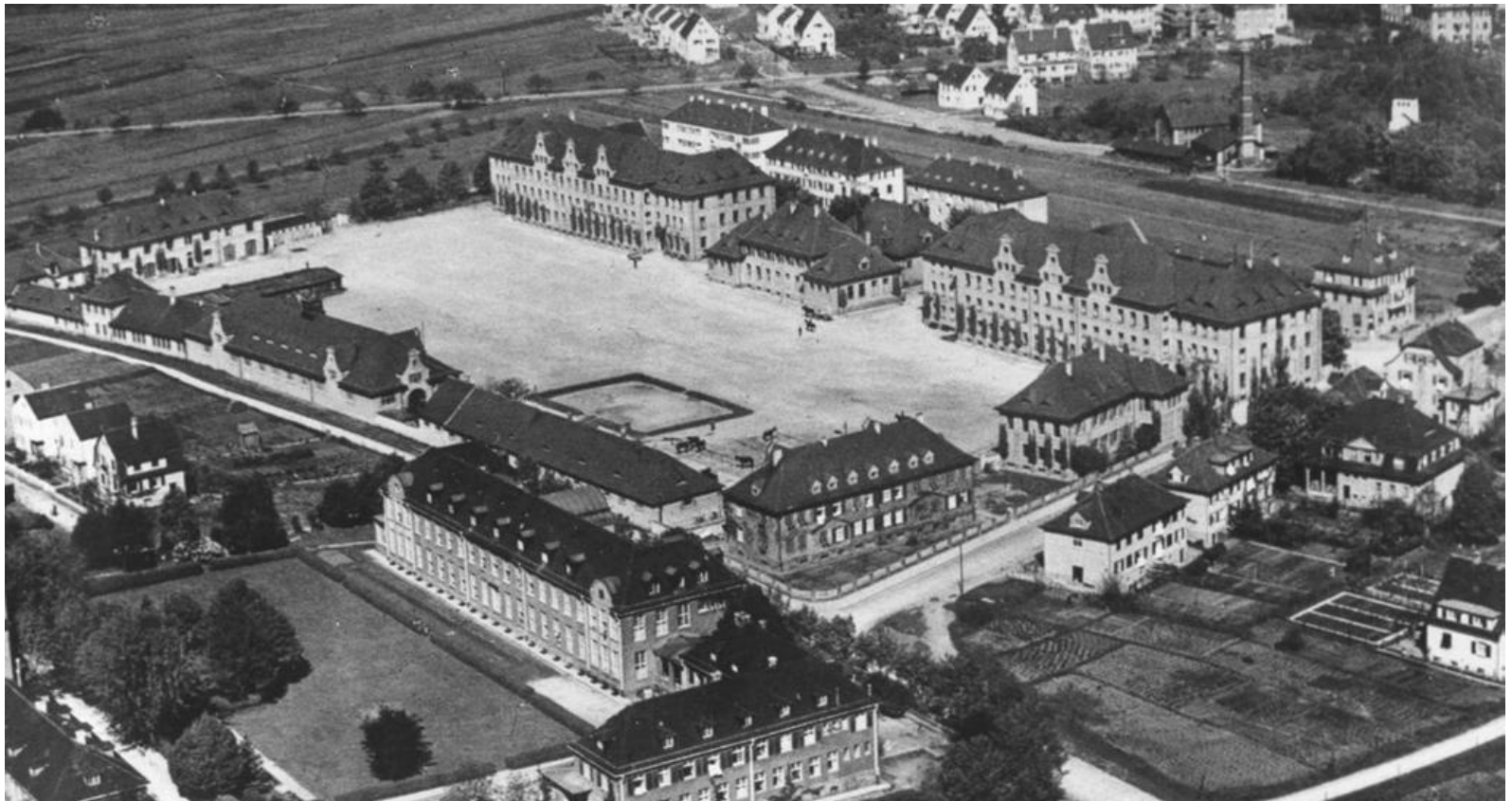


## Französisches Viertel 2008





## Loretto-Kaserne 1921



## Loretto-Areal 2008

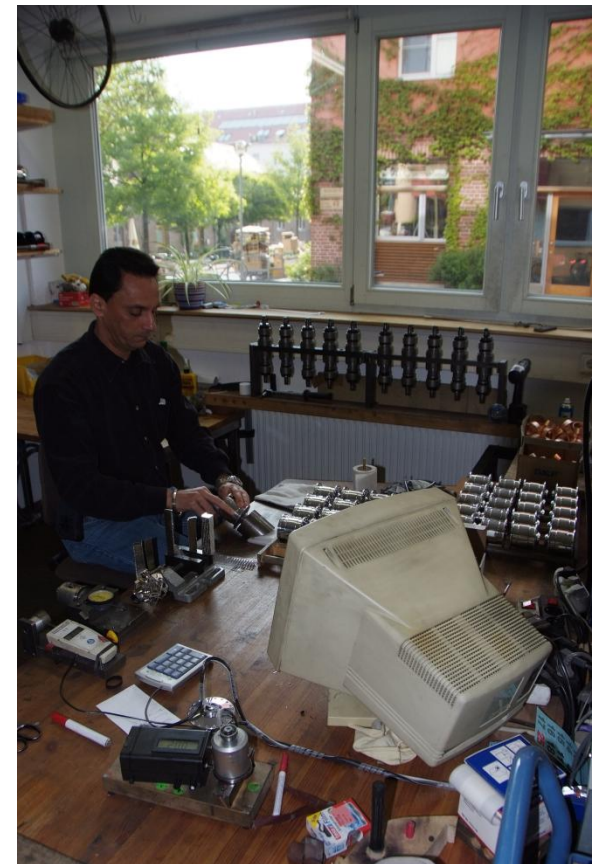




## II. Elements of the urban structure



# 1. Small-scaled mixed use developing



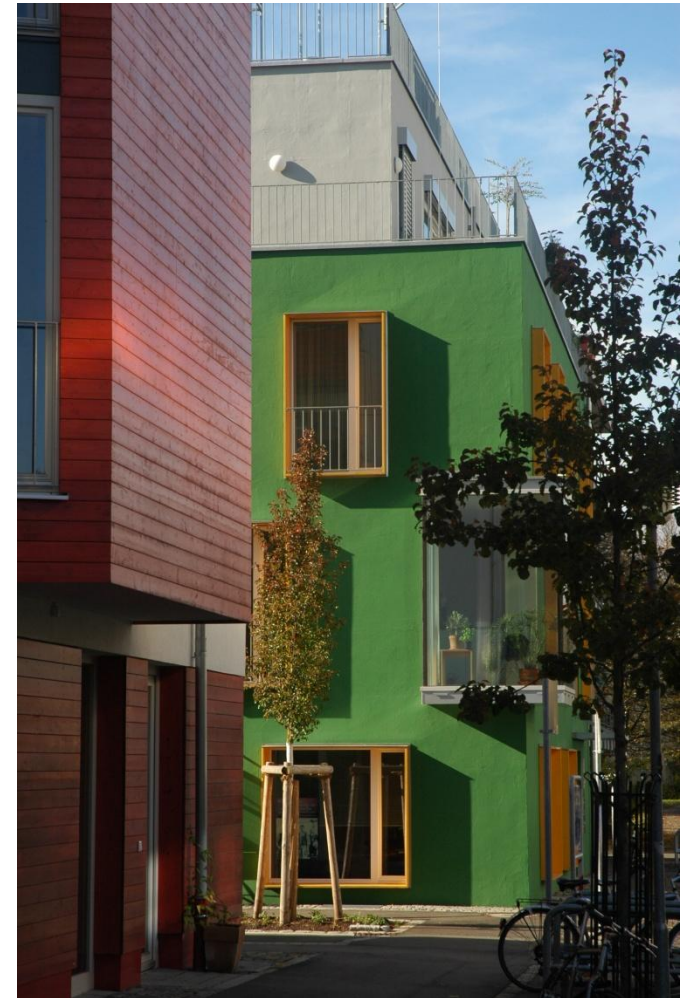


## 1. Small-scaled mixed use developing

- Ground floor has to be used for shops, workshops, offices ...
- Today appr. 200 units
- Creating a lively and urban atmosphere, activity on streets
- Allowing a „city of short distances“
- Supporting the local economy



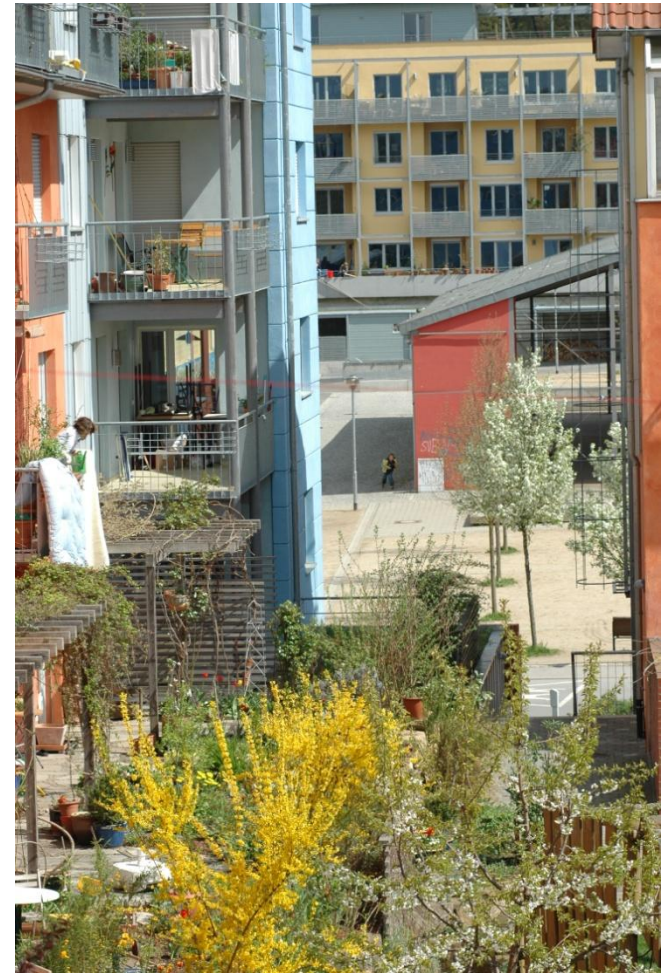
## 2. High urban density + integration of old buildings



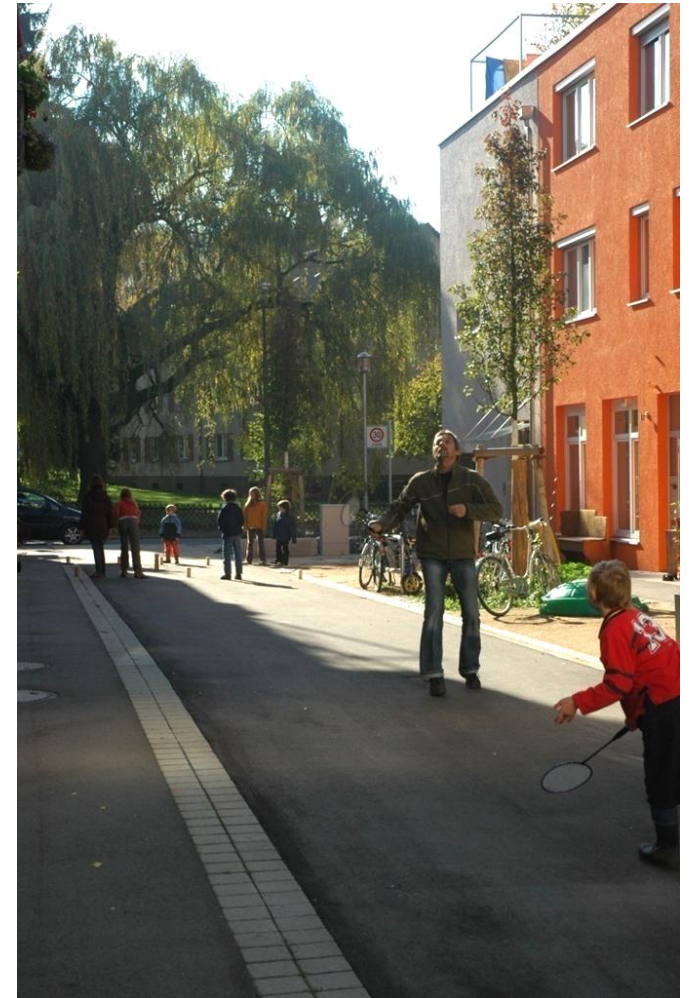


## 2. High urban density + integration of old buildings

- Increasing density to reduce impact on green field land
- Supporting affordable housing
- Creating an urban atmosphere
- Sustainable urban infrastructure, good energy balance, less traffic



### 3. Public space and traffic strategy





### 3. Public space and traffic strategy



- Streets and squares as the „shared urban living-room“
- Peripheral Car Parking
- Bike, public transport, Car-Sharing-System
- Consultation and participation in design of the public space
- „Round Tabel“ and „Neighbourhood forum“

## 4. Plot division





## 4. Plot division (parcelization)



- No fixed plots, individual division by concept
- Fixed price
- Choice from quality and concept: what does the single project bring for the quality and diversity of the whole neighbourhood ?
- Priority for private building cooperatives



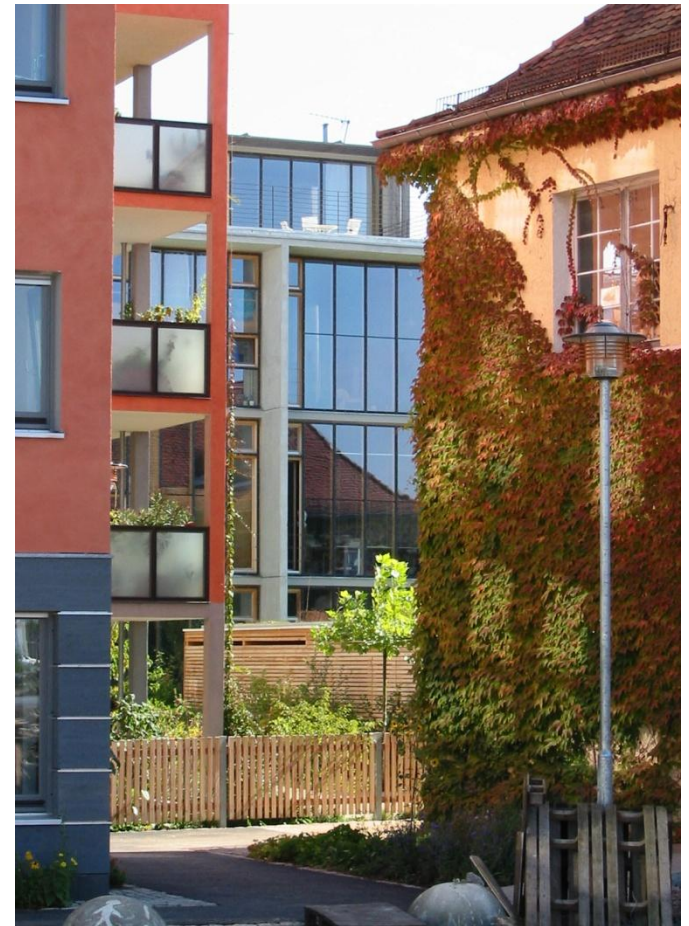


### **III. Who builds the city ? The idea of private building cooperatives**



## Private building cooperatives

- Families, single persons and small companies incorporate to a group
- They plan and build in own responsibility, supported by architects and project managers
- Wide range from small to big, from low-budget to high-class, from totally self-organized to prestructured
- Private building groups do not end in themselves, they are instruments: high quality, low costs, special qualities





## Private building cooperatives

Idea / Concept

First step ↓ in marketing

Interested cooperative

option ↓ for plot

Design + planning cooperative

Buying ↓ of plot

Private building cooperative

Completion ↓ of building

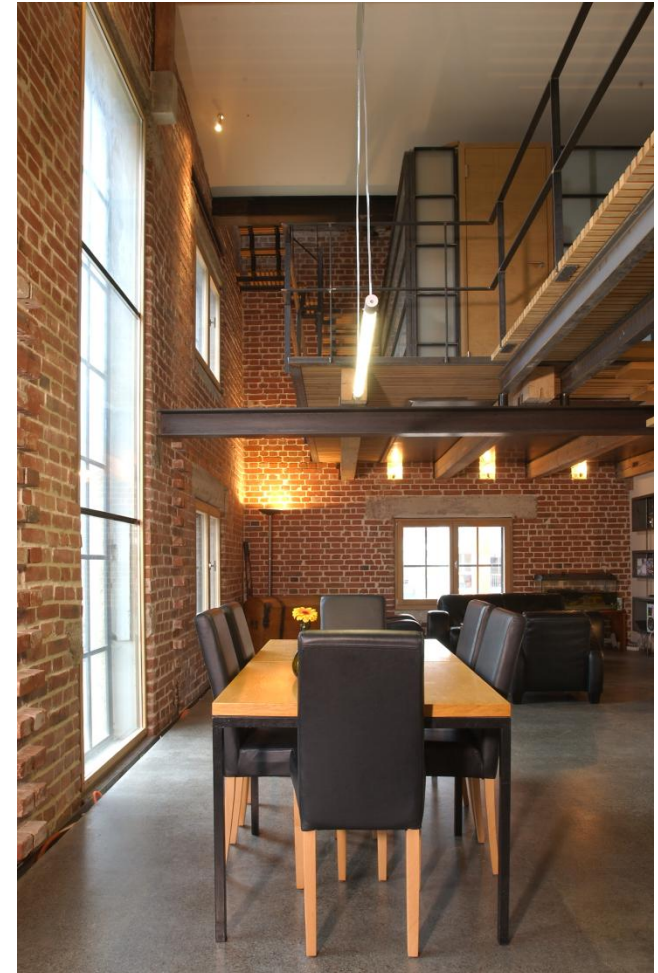
Home owners community



## Private building cooperatives have 4 advantages:

### 1. Comparatively low costs

- 15 – 20% less than buying from a developer
- High average standards
- Good resell prices





## 2. Early involvement & good sense of identification

- Creating your own “piece of town”
- Very individual solutions
- Knowing your neighbours
- Being actor, not “victim” of the development



### 3. Great diversity of design and structural approach

- Very different concepts
- Archetypes:
  - “Low-Budget-Project”
  - “Zero-Energy-Building”
  - “Small House”
  - “Multi-Generation-Building”
  - “Design-House”
  - “Workshop-House”
- ....





## 4. High social mix

- Payable for people with low income
- Interesting for people with high income
- Broad mix of social groups, generations, ethnic groups, education



## IV. Experiences and conclusions

- Lively urban neighbourhoods
- Attractive and accessible for a variety of income and age groups, increasing inclusivity
- Diversity as „main theme“ of urban development
- Private building cooperatives as main instrument to realize diversity and urban atmosphere

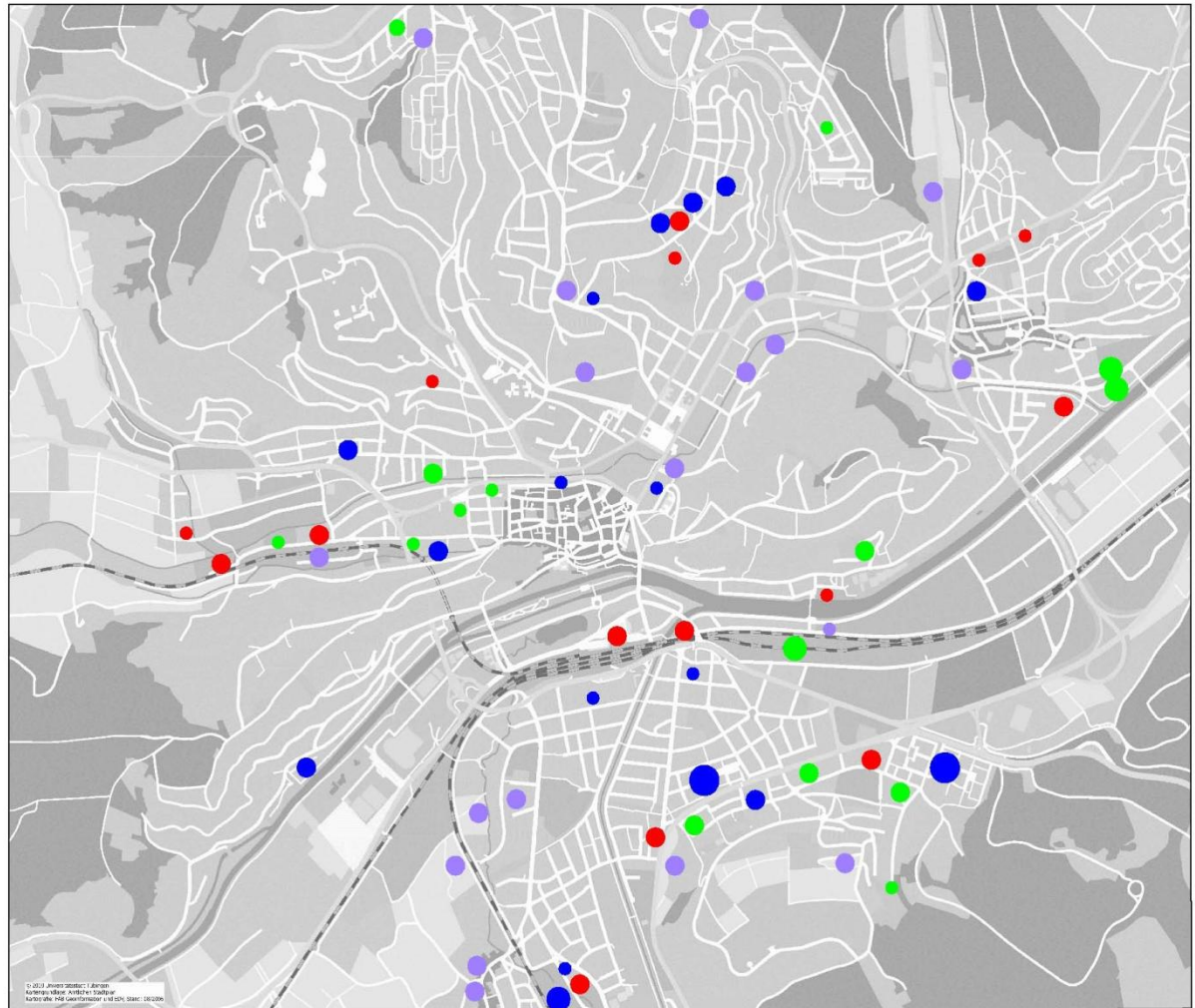


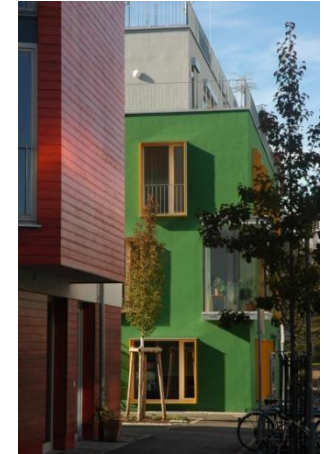


# Projects of „Brown field development“ in Tübingen

## Legende

- |   |                 |           |
|---|-----------------|-----------|
| ○ | 40 - 100        | Einwohner |
| ○ | 100 - 500       | Einwohner |
| ○ | 500 - 1000      | Einwohner |
| ○ | über 1000       | Einwohner |
| ● | umgesetzt       |           |
| ● | in Planung      |           |
| ● | in Vorbereitung |           |
| ● | möglich         |           |





**Thank you for your attention !**







**Tübingen**  
Universitätsstadt

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# Tübingen Development Company WIT



- Communal but private company
- Buys waste land areas and sells after development
- Priority for structural, not for economical goals
- Private building cooperatives as significant element



## Wurster+Dietz-Areal um 1920



Alte Weberei



Mühlenviertel

## City of Tübingen:



## Private building groups, small developers, architects:

- buys brown field areas:  
former barracks, industrial sites
  - prepares concept, urban planning,  
legal plans, decontamination
  - cares for social and technical  
infrastructure, public space
  - sells the plots
  - manages the whole development  
and finances it by the planning  
gains
- get options for plots and develop  
their buildings
  - have structural requirements, but  
high architectural freedom
  - care for common tasks: green  
courtyard, basement parking
  - participate in the design of the  
urban space
  - change the deserted brown field  
areas in lively neighbourhoods





**Thank you for your attention !**



## Plot division & communal underground parking

