

# [Quartier Vauban]

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## VAUBAN DISTRICT AS A MODEL PROJECT OF GREEN CITY FREIBURG

Vauban district is a shining example of Green City Freiburg: thanks to an ambitious environmental policy and its citizens' commitment to renewable energy and excellent neighbourly relations, the district is paving the way towards achieving sustainable urban development and ecological goals.



## VAUBAN BY NUMBERS

- Total area: ..... 41 ha
- Residential area: ..... 16.4 ha
- Industrial area: ..... 1.6 ha
- Green areas: ..... 2.6 ha
- Traffic areas: ..... 12.4 ha
- Public spaces: ..... 2 ha
- Population: ..... approx. 5,500 residents in 2,472 households
- Average age: ..... approx. 28.7
- Population density: ..... 134.9 residents per hectare of populated area
- Number of cars: ..... 172 per 1,000 residents in Vauban

### Legend:

- Road
- Residential street with traffic calming
- Pedestrianzone measures
- Private road
- Cycle path and/or footpath
- Public green areas
- Other green areas
- Residential building
- Public building
- Commercial building
- Car park, parking space
- Bus stop, tram stop
- Rainwater infiltration pit
- Playground / day nursery
- Youth centre / Monument
- Restaurant, bistro, café

**Vauban as a residential area**  
Please remember that Vauban is a residential area and trespassing on private property is prohibited.

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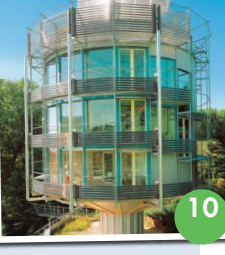
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## 01 House No. 037

Together with Alfred-Döblin-Platz, the user-managed community centre is the social and cultural hub of Vauban and is home to clubs like the Stadtteilverein Vauban (Vauban district association), Quartiersarbeit (neighbourhood work) and the Kinderabenteuerhof (children's adventure centre), providing excellent accessibility for all.

## 02 Alfred-Döblin-Platz

Thanks to the efforts of residents in bringing about changes to the initial plans, the large square has now become the lively hub of the district and plays host to the market on Wednesdays.



## 03 Passive house "Working and Living"

Built in 1999, this building represents Germany's first passive apartment block. The aim of the people building it was to harmoniously combine living and working under one roof. Initiatives led by residents have now resulted in a total of over 30 passive houses.

## 04 Vauban combined heat and power (CHP) plant

Supported by heat pumps and a heat storage system, the CHP plant uses natural gas and wood, a renewable fuel, to supply Vauban's residents with district heating and electricity.

## 07 Sun Ship

As the first PlusEnergy commercial building in the world, the Sun Ship is a shining example of the multiple use concept, combining housing, workplaces and shops in one location.

## 08 Vauban car parks

As part of the district's mobility concept, the Solargarage and Glasgarage have been built to provide parking spaces for guests and residents who live on car-free play streets but who own a car. Solar plants are installed on both parking complexes.

## 05 Green area with willow tree igloo

Financed by the "car-free" residents, the green area has been reserved for an additional car park if the need arises. Until then, it will serve as a public recreational area featuring a "Weidenpalast" (a tree igloo) and the community garden of the "Wandelgarten" initiative.

## 06 Green City Hotel Vauban

The hotel boasts modern architecture that meets ecological and social requirements. More than half of its employees are people with mental or physical disabilities.

## 09 Solar Settlement

The world-famous terraced house complex is the very first PlusEnergy housing community; together with the Sun Ship, it provides over 7,850m<sup>2</sup> of living space.

## 10 Heliotrope®

The Heliotrope®, the world's first PlusEnergy house, produces three times more energy than it consumes. It employs a rotating mechanism enabling it to capture sunlight or retreat into the shade as required.



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## Urban development boasting ecological awareness and excellent citizen commitment

Covering an area of 41 hectares, Vauban was built on a former barracks site that was occupied by the French military up until 1991. Committed residents played a significant role in driving forward this vision, which resulted in the founding of the Forum Vauban in 1994. The Stadtteilverein Vauban e.V. has been supporting citizen participation and neighbourhood work since 2005.

Both associations have been and continue to be influential in shaping the sustainable district. As a result, the planning process was expanded to include important ecological and social topics, such as reduced-traffic areas, creating a district with everything nearby as well as prioritising private building groups and cooperative residential projects over developers and investors. The forum and district association also campaigned to preserve a central building which, after much dedication and effort, was finally developed into House No. 037 – Freiburg's first selfmanaged community centre.

## Active neighbourhood with a diverse range of living accommodation

The residents possess remarkable community spirit and social commitment. Good neighbourly and urban relations help to shape the district's open culture, which is further promoted by social and cultural activities. Vauban's planning process, which scrapped design regulations in the land-use plan and provided a wide range of different plot sizes, played a particularly important role in achieving the active neighbourly relations and district we see today. The planning process created a diverse mix of individual building projects, groups of building owners, rented and owner-occupied flats, cooperative models as well as inclusive accommodation projects that promote social integration such as Genova, the Green City Hotel and VAUBANaise. Ten former barrack buildings have been converted into affordable housing by the City of Freiburg Student Union and the S.U.S.I.-project, or „self-organized, independent neighborhood initiative“. Thanks to the social infrastructure, it's possible to locate workplaces and housing within short distances of one another. The district boasts a community centre, nurseries, a primary school, cafés and restaurants, shops to cover day-to-day needs as well as innovative projects, such as VillaBan and DIVA, which unite service providers, arts and crafts under one roof.



## Energy and the environment for a high quality of life

In addition to fulfilling Freiburg's low energy building standard (65 kWh/m<sup>2</sup>), the majority of passive houses have a maximum energy consumption of 15 kWh/m<sup>2</sup>. The Kleehäuser zero-energy houses as well as the PlusEnergy Solar Settlement and Sun Ship are all unique, as they produce more energy than they use. The district's heat is supplied by a combined heat and power plant, which also joins forces with numerous photovoltaic installations to supply electricity to households. As Vauban is a densely built-up district, incorporating green areas for relaxation and recreation into the planning was particularly important. This allowed most of the existing trees to be preserved and new plants to be added. Residents played a key role in planning the five green areas with different themes, which have been designed to use slope wind to help circulate air around the district. The high quality of life that the district offers can also be attributed to the green roofs stipulated in the land-use plan, the nature reserve in neighbouring Dorfbach, St. Georgen, and the Schönberg and Schlierberg hills.

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## A district with a sustainable environmental policy where everything is nearby

The concept of a district with reduced-traffic areas has been proven successful by the extremely low number of 172 cars per 1,000 residents – considerably lower than everywhere else! This low number is due to the variety of shopping possibilities and services on offer within walking distance. Car ownership is made redundant for many people thanks to the tram and bus links, good cycle paths and abundant numbers of car sharing vehicles, and has prompted 430 households to seize the opportunity of car-free living. As partners of the Verein für autofreies Wohnen e.V. (association for car-free living), each of these households has made a one-off contribution to finance an area reserved for a car park. Those living in car-free play streets but who do not wish to be entirely "car-free" can use the reduced-traffic area for loading and unloading purposes and then park in one of the district's car parks. This ensures that the residential streets are used as meeting places and remain safe for children to play on. Visitors can make use of the 200 public parking spaces located in access roads, while car sharing users can park in one of 30 dedicated spaces located around the district.

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