

Boulevard Anspach

canal of the carfree pentagon

Boulevard Anspach has been a stream of water, carriages, trams, bikes and motorized traffic. At to last big change, in preparation for the Expo 1958 in the time the car was the norm, Bruxelles gave the car the main position in the boulevard. Now is the time for the same boulevard to determine the norm of the future. The future of a livable city.

Banning the car is not a solution. It is the starting point for a complete network for people and goods.

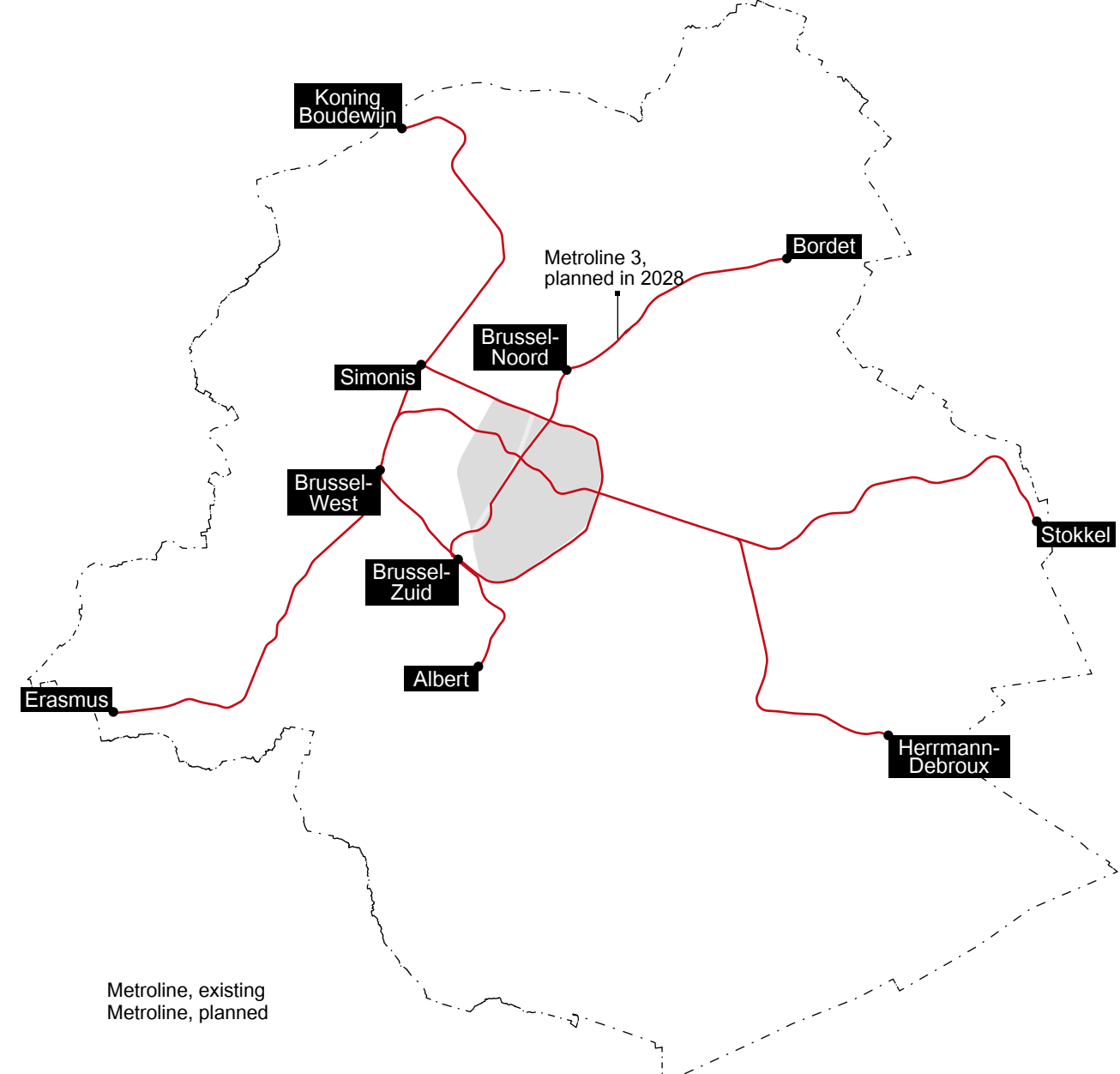


Many European cities, which are known for the Medieval centres with small streets not designed for cars, are trying to reduce the car in or even ban them out of the city centers. This map shows 7 cities which are known for future plans to slowly decrease car traffic by planning more bicycle lanes and pedestrian zones and upgrade public transport systems.

The globalization, where the EU is part of, has made the inner cities come under pressure.

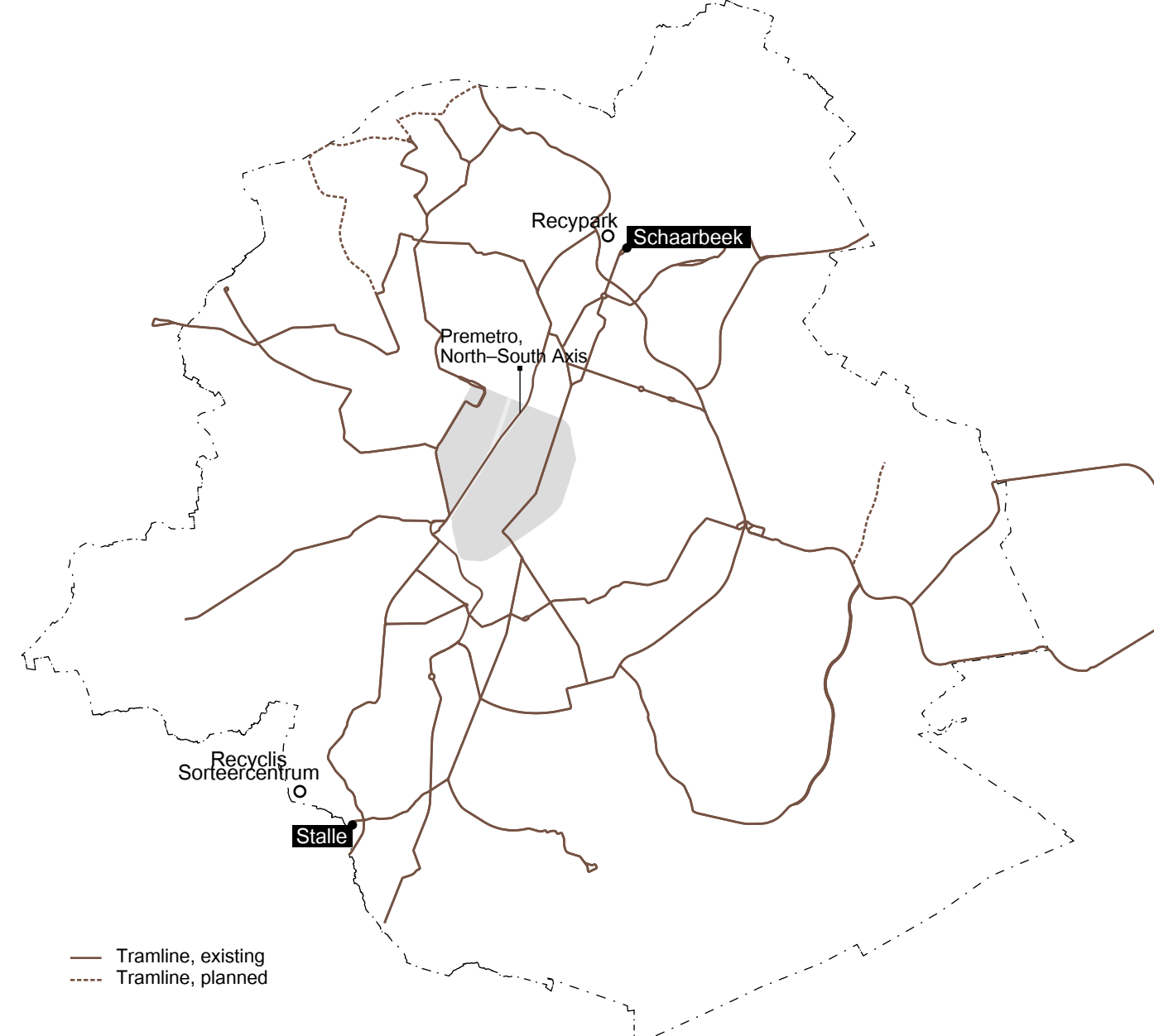


Rail transport network in Brussel Hoofdstedelijk Gewest



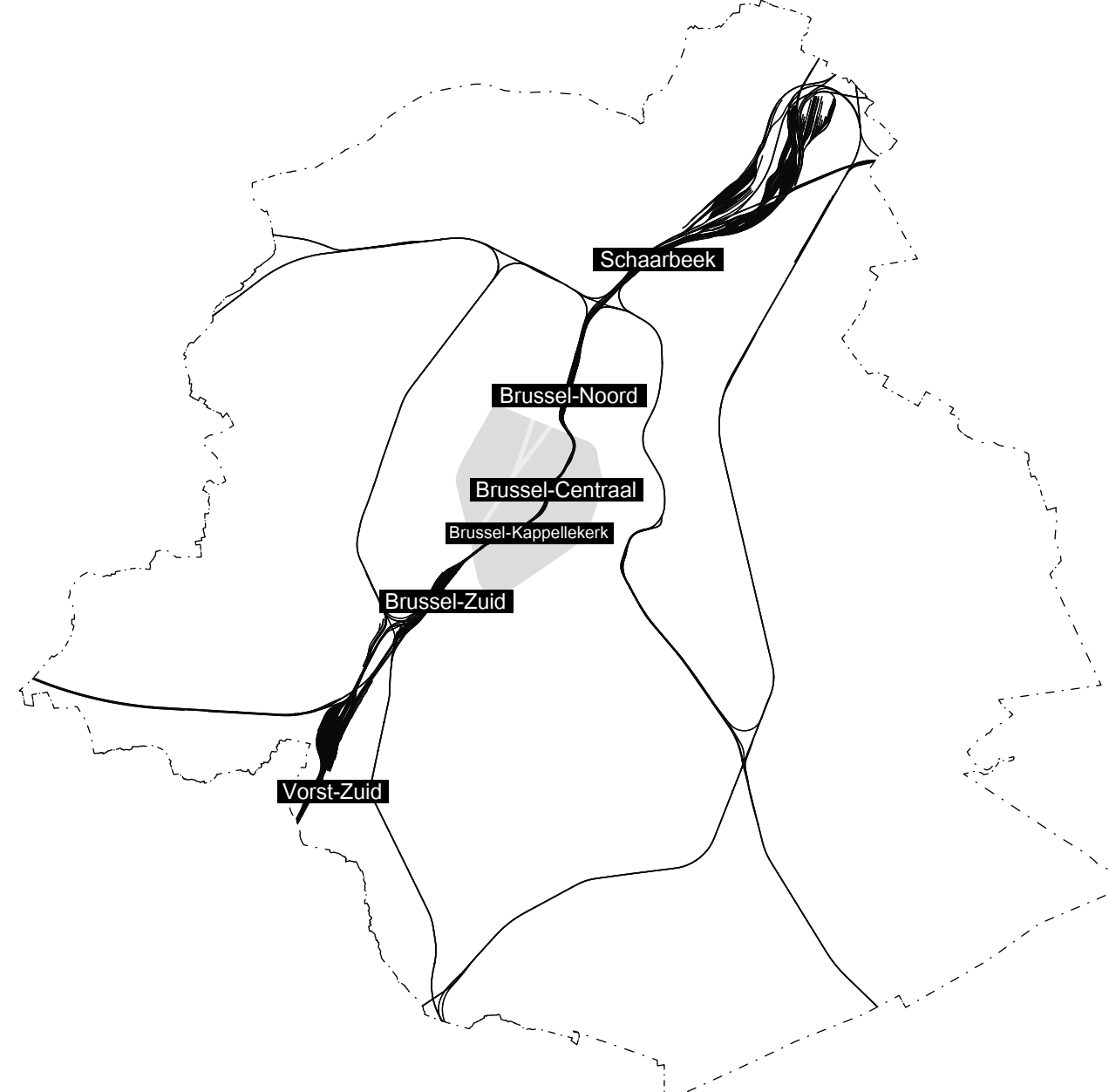
Metro network
The public transport in Brussel is comprehensive and still in development. The north-south metro line, planned in 2028 as

succession of the premetro, makes a well covered metro network in the pentagon of Bruxelles.



Tram network
The tram network, including the premetro, is covering the greatest west well, but in the pentagon it is just oriented north to south. The proximity

of the locations of waste process could be interesting for a connection with the pentagon.



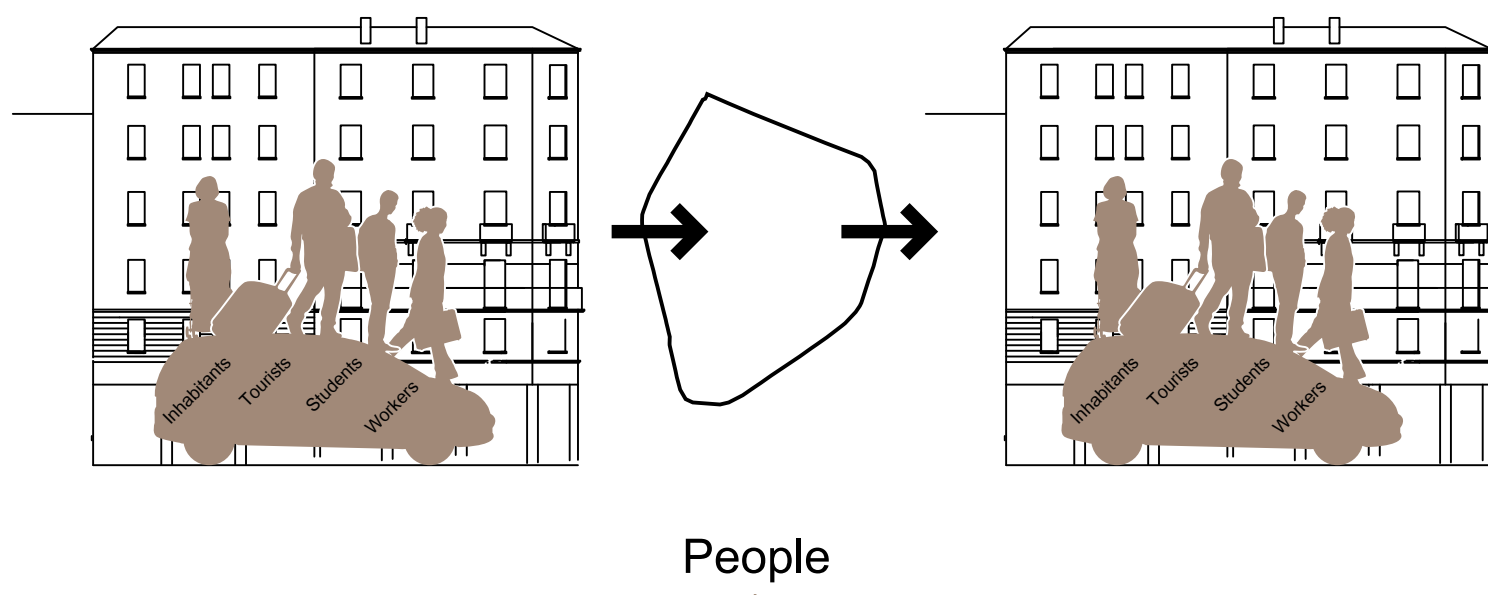
Train network
The train network in the pentagon is a very clear north-south direction with the station Brussel-Central in the centre.



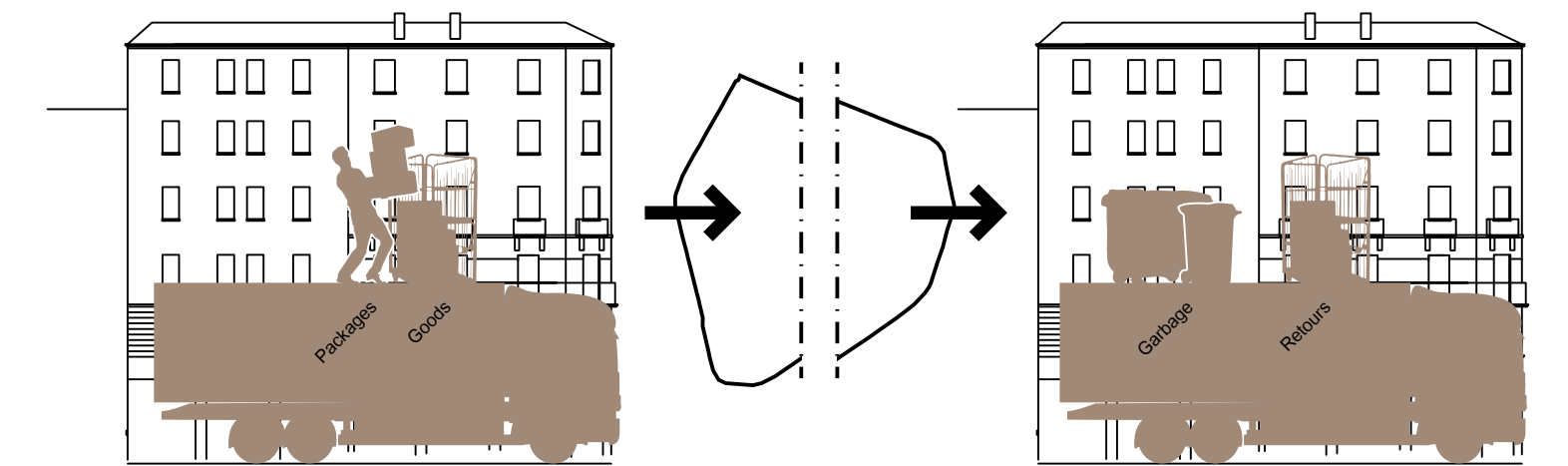
Public Transport
For the transport of people and goods from and into the pentagon, the tram network could be used as an important connector. The proximity of

waste processing sites and storage locations for loading and unloading trucks must be seized.

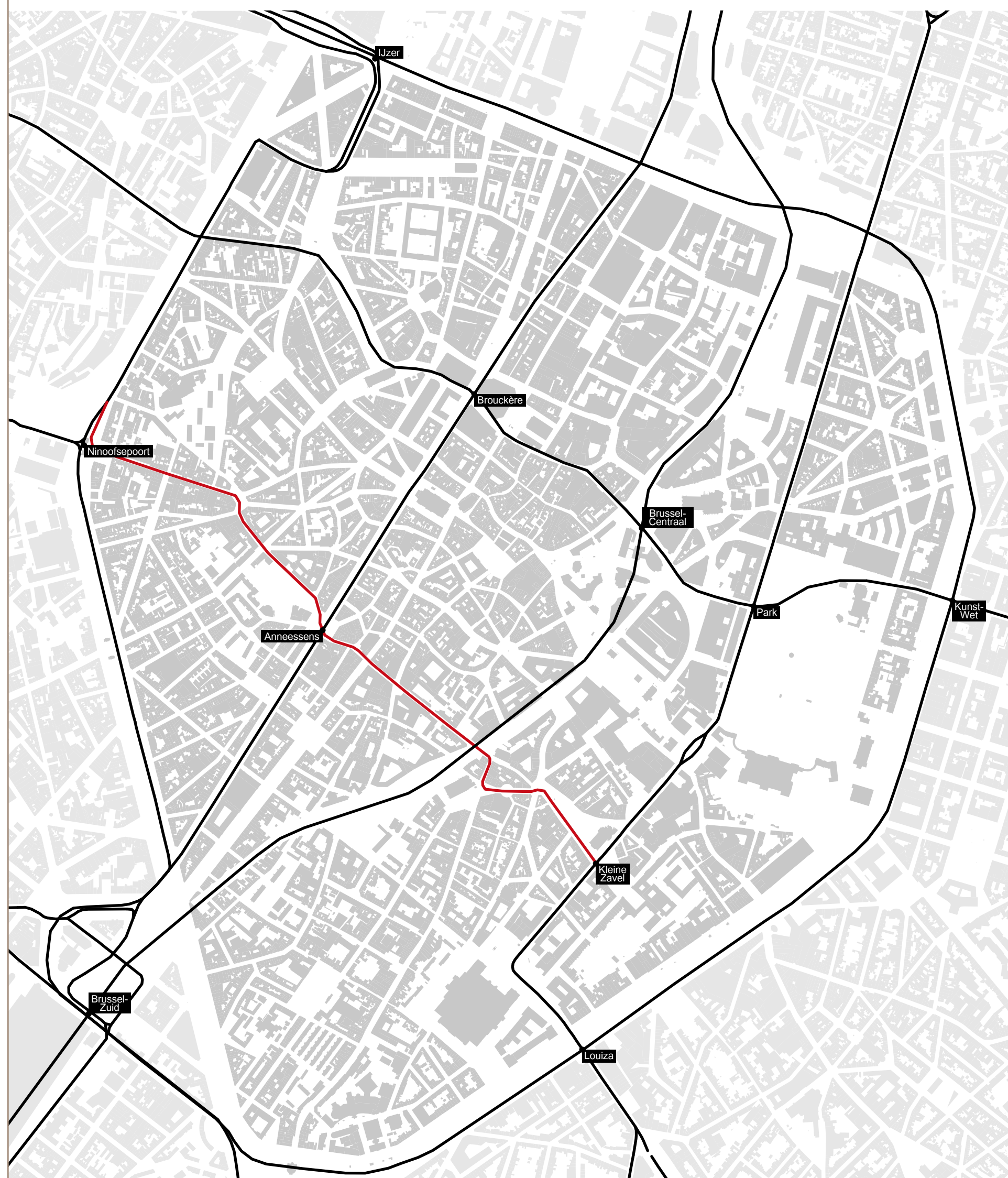
Suggestion: Distribution of people and goods



People

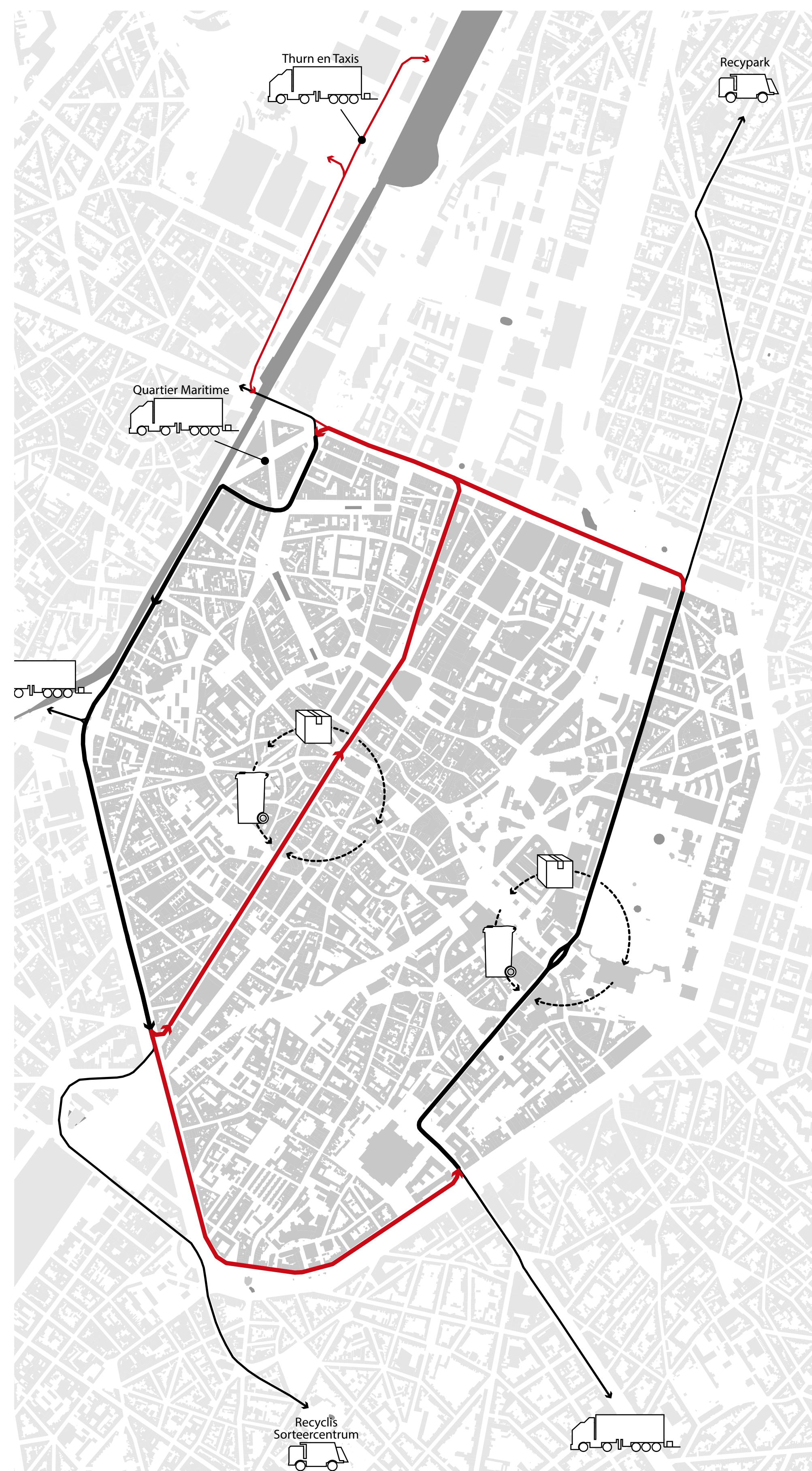


Goods



The tram and metro network are fine-meshed, but the main directions lead from north to south and vice versa. A new tram connection for passenger transport will make a new connection

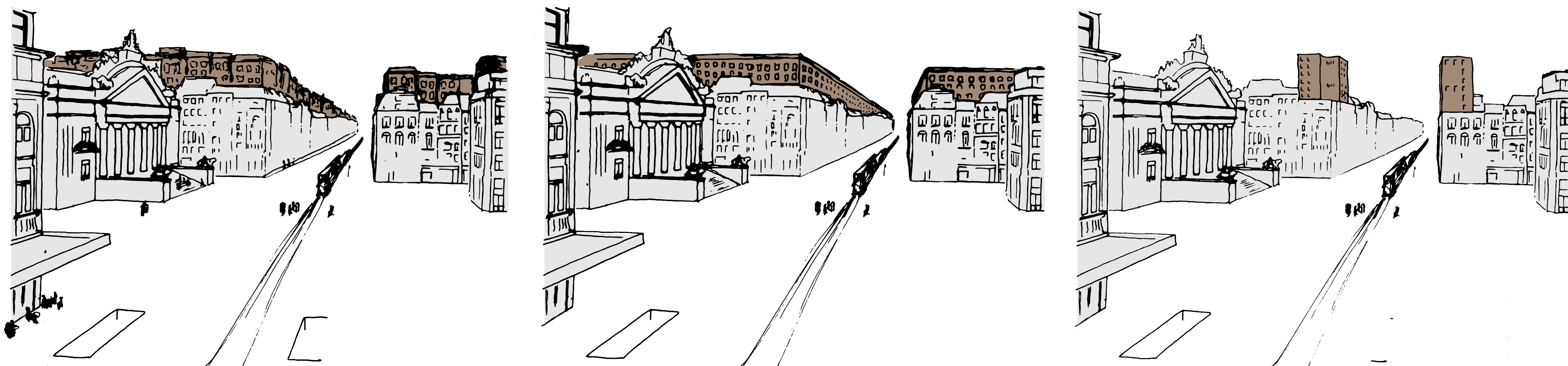
between the lower city and the higher city; a grid of passenger transport is born.



The cargo tram will bring the packages and goods right in the city centres. After that, cargo bikes will take it further to the shops and offices. On strategic places, buildings

could be transformed to pick-up points where tram and bike can meet.

New possibilities: a higher density



Medieval
Boulevard Anspach is built rigorously on the site of a medieval part of the city. A more compact city could be reached by building, less rigorous, a

medieval city on top of the boulevard.

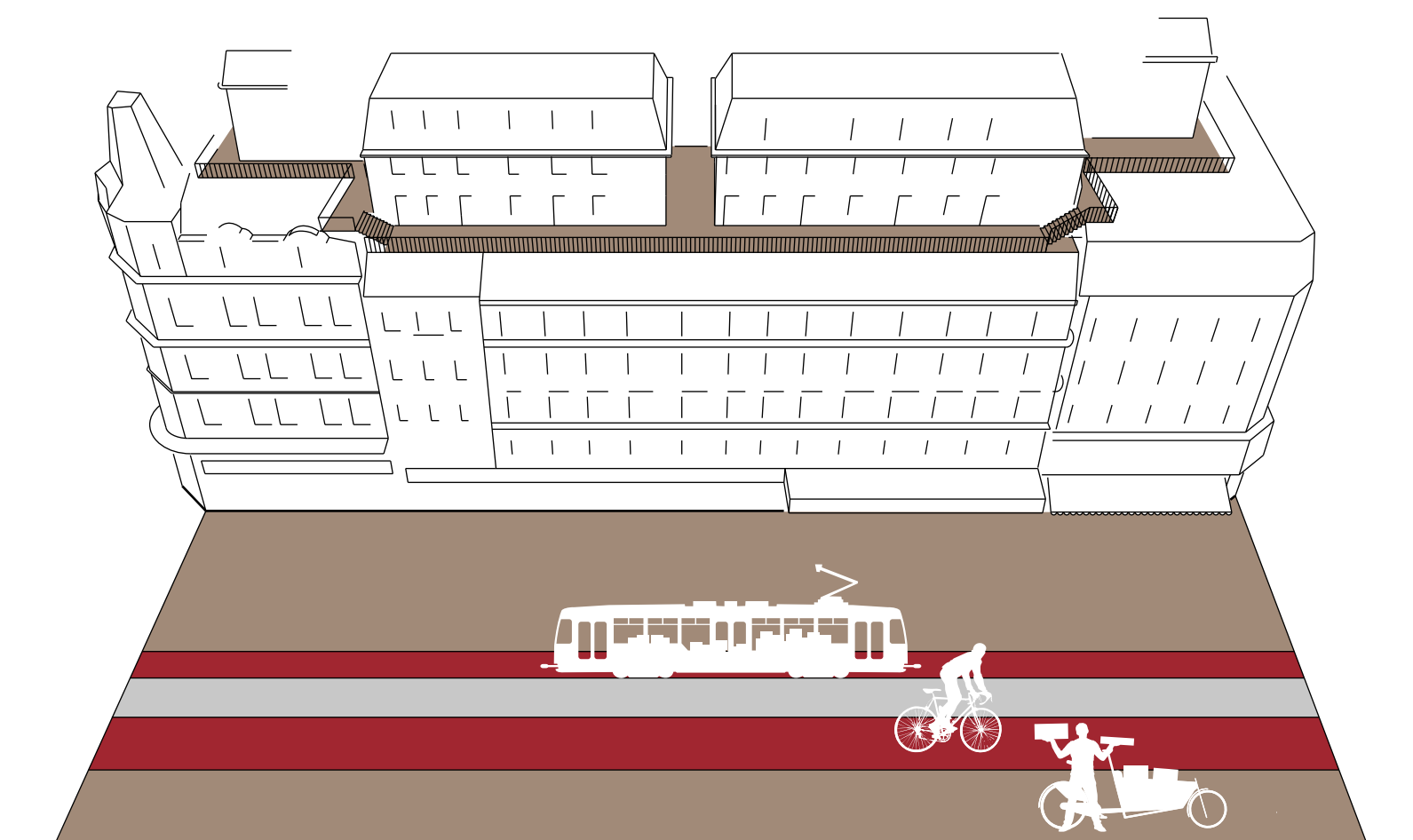
Hasmanian
Boulevard Anspach is created as an hasmanian boulevard; inspired by the boulevards of Paris. The lack of uniformity of the buildings could

be rectified by placing uniform city blocks on top of the existing building blocks.

Modernistic
The big office buildings in the modernistic time changed the boulevard; but just at one place. Modernistic buildings on top of

the boulevard buildings can mark squares and crossings and involve the modernistic buildings more to the rest of the boulevard.

Birdseye front view

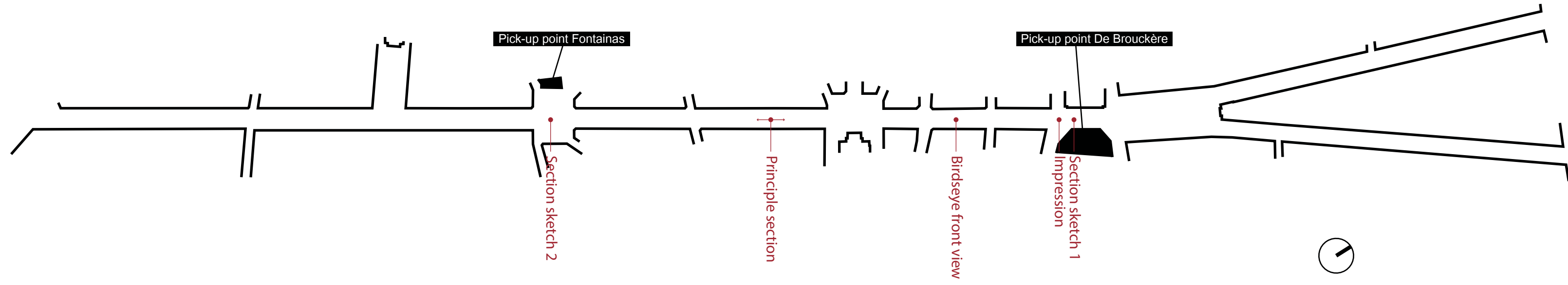


Principle
Public space on top of the buildings will create a pleasant and intimate residential climate for a variety of households, which makes it even

possible to create family houses in the city centre.

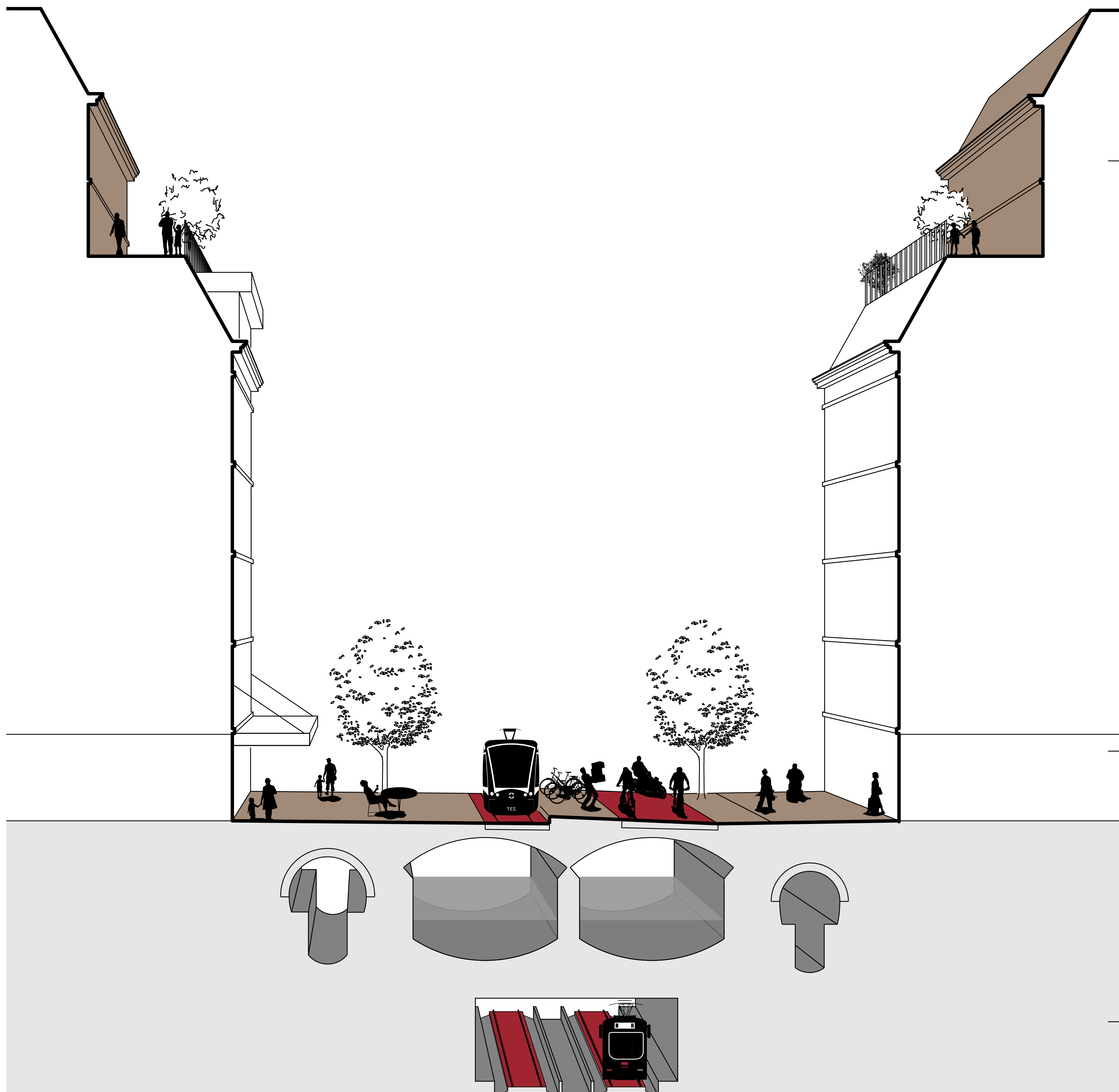


Overview



Impression

Principle section



New houses, in various types, on top of the existing building blocks. A public space in front of the houses will give access to the houses, but gives also a very special quality of a 'quay' of the boulevard. Plants and little trees could make a very intimate and open space simultaneously.

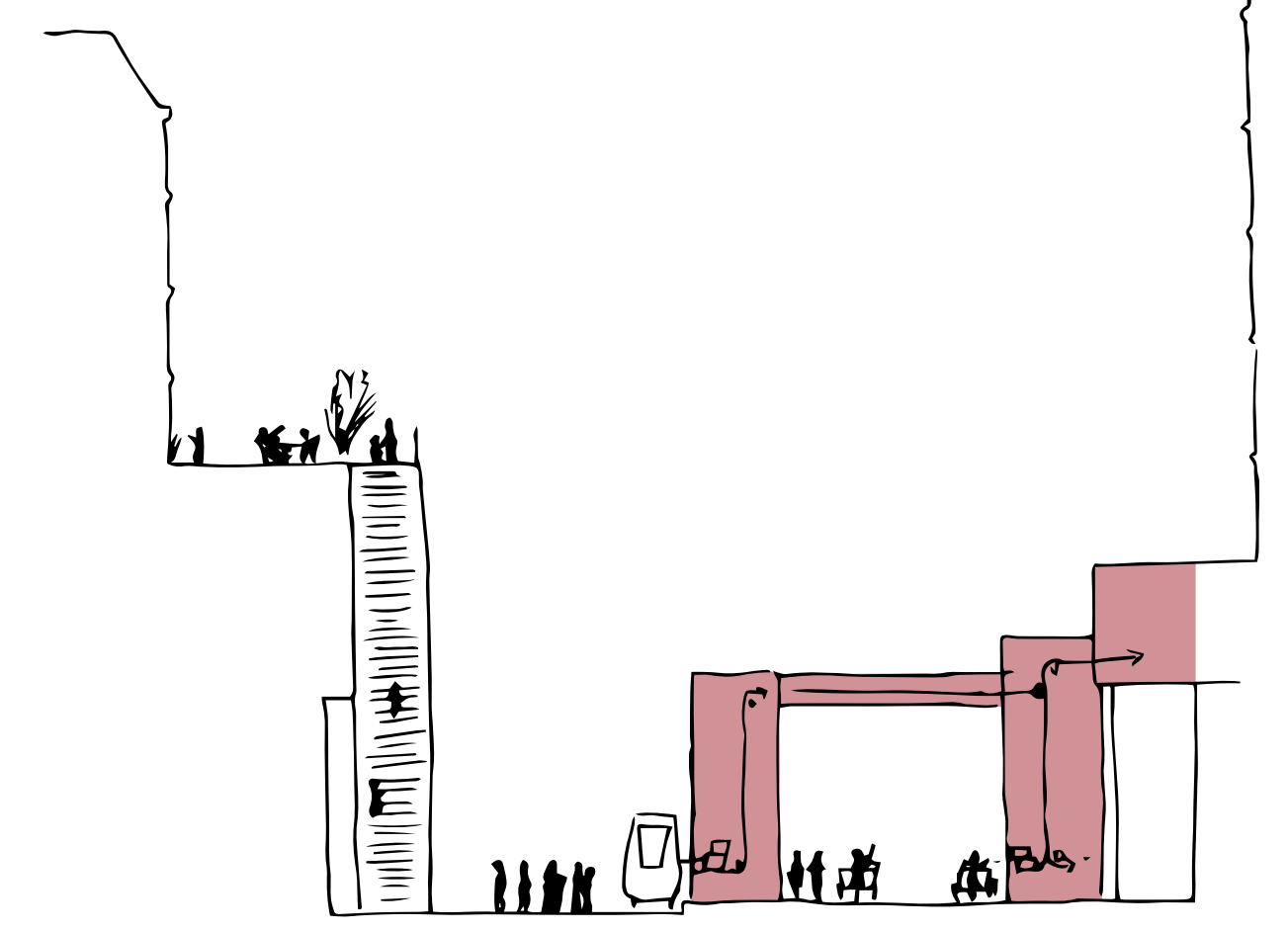
From left to right:
The north-west side of the boulevard is the most interesting space for leisure and terraces. The trottoir of 10,5m makes it possible to create places for people to stay, watching the streams of urban life.
The cargo tram will pass as much as needed. Besides a strip of 3 meter could be used for parking bikes.
The 4 meters wide bike lane makes a fast connection for all kinds of people in the city, including the cargo bike drivers.
On the north-east side the existing trottoir of 7,5m, including a strip with trees will be preserved.

The existing premetro, the North-Southline, will be transformed to a rail metroline in the year of 2028, which will increase the frequency of this underground system.

Section sketch 1

Pick-up point De Brouckère
The cross shaped office building above metrostation The Brouckère has a central position in the boulevard. The movement of the city

administration, gives the opportunity to transform the building to, probably the most important, pick-up point in the boulevard.



Section sketch 2

Pick-up point Fontainas
The office building at the Fontainas Square has an out-dated appearance. In the light of the development of this area and the

central position, this building is a good opportunity to transform to transform as the second pick-up point on the boulevard.

