



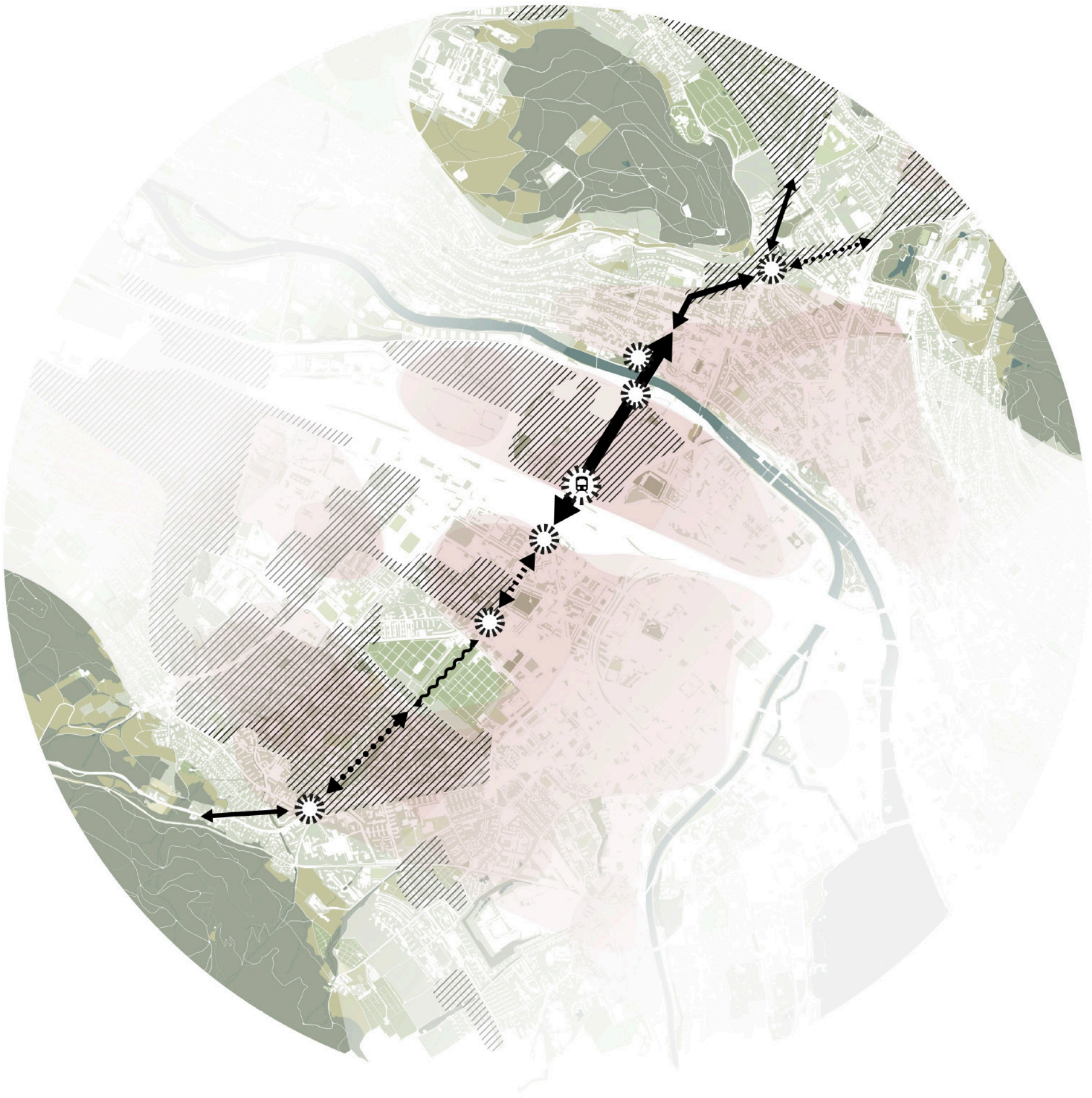
CLIMATE LINE

A NEW STREET TYPOLOGY FOR ZURICH

Project by Ekaterina Scholz
Master Thesis HS2021

Cooperation Partners:
Klumpner / Gret-Regamey / Kaufmann

ANALYSIS CLIMATE LINE



Analysis Description

The analysis of the lifeline addresses the surface sealing and densification as well as traffic congestion, causing climate issues such as bad air quality or overheating which are very present along the site.

First I am analysing the different open spaces along the site to show the challenges regarding surface sealing and which climate mitigation tools can be used here. The neighbourhood of Wipkingen has a large amount of mainly private green open spaces. The potential would be increasing the biodiversity, working with water retention and water in public space as well as further greening. In Escher-Wyss there is a large problem with surface sealing. The main priority would be unsealing surfaces and greening them, working with water and shading to mitigate the climate issues. In contrast Hard has a variety of private and public open spaces. Besides the potential of enhancing their quality there are still some areas that can be unsealed and included in the bioclimatic network. Lastly along the Triemlifussweg there are vast green areas. These can be made more climate active by introducing more biodiversity with green and blue elements.

Second I am analysing the different street types along the site to highlight the problem of asphalted and car oriented streetscapes while giving an impression of how the streets could change in the future. The Rosengartenstrasse is mainly a concrete corridor for cars at present. With the reduction of car lanes, the introduction of the tram of green buffer zones it could become a livable street and ground floors can be activated. The Hardbrücke nowadays is very much traffic oriented. In the future I can imagine both the ground level and upper deck to be partly car traffic free or reduced. This would give the opportunity to create an urban but also blue and green pedestrian area. Along the Hardstrasse there are a lot of green spaces and trees, yet it still suffers from a high amount of traffic. The approach here would be to favour the tram and slow traffic, but also upgrading the existing open spaces in a climate ecological way. Finally the Triemlifussweg is a semi-private path. Yet with the densification of the area it could become a stronger, more accessible connection. The path together with the transformed open spaces and ground floors could become more of an entity.

Hypothesis Climate Line Analysis

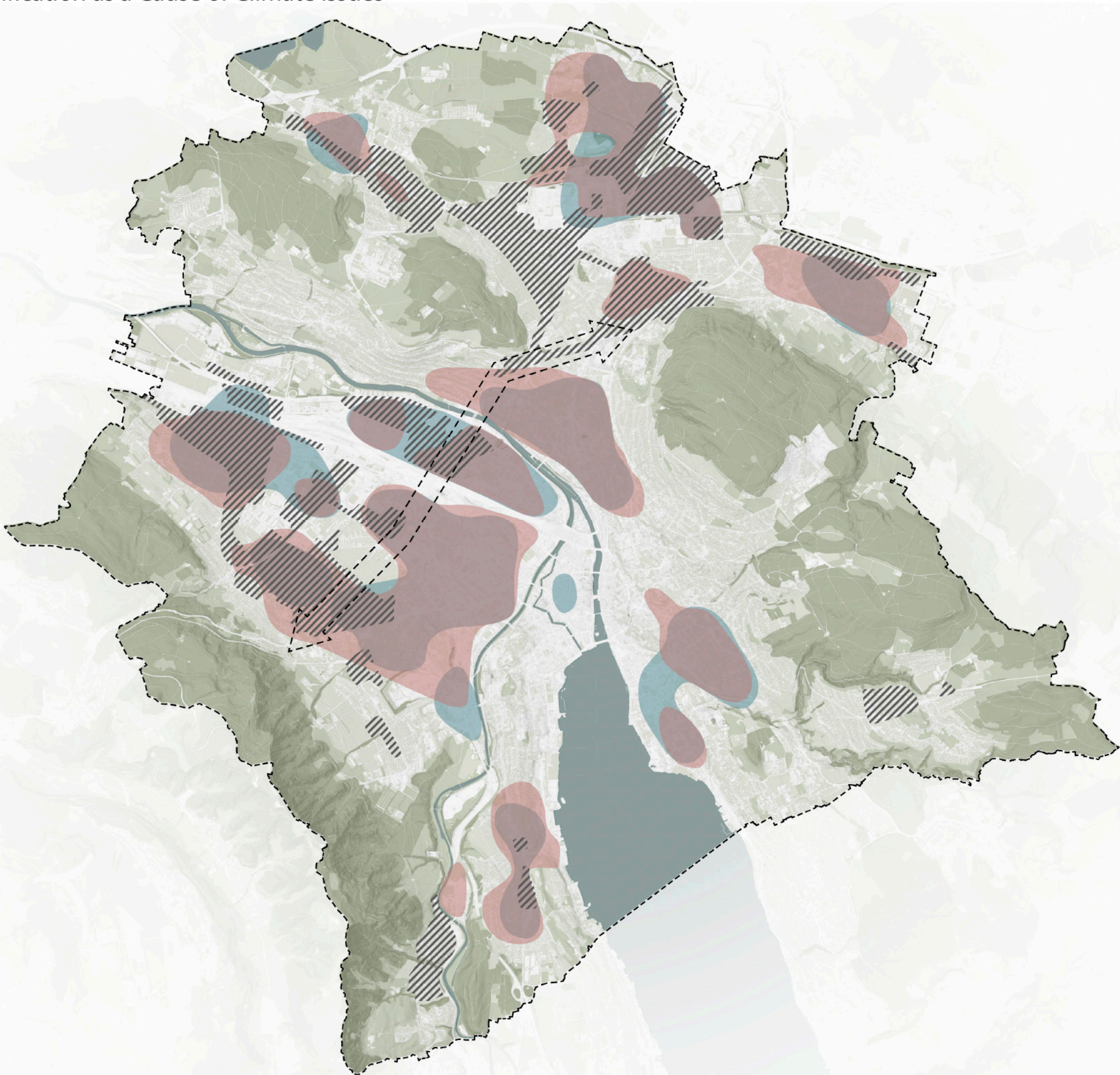
In the present the streetscape of the lifeline is car traffic oriented as well as sealed and is not prepared for future challenges such as climate change and densification. The transformation into a climate line has the potential to generate an axis which has its own identity and is sustainable.

Surface Sealement and Densification as a Cause of Climate Issues

Legend

Vulnerability (heat + socio-spatial factors)

- Day
- Night
- Forest
- Pasture and agriculture
- Other green spaces
- Climate vulnerability
- Densification planned
- Lifeline
- Municipal Border
- Lakes and rivers



Open Spaces along Climate Line



Bucheggplatz



Wipkingenplatz



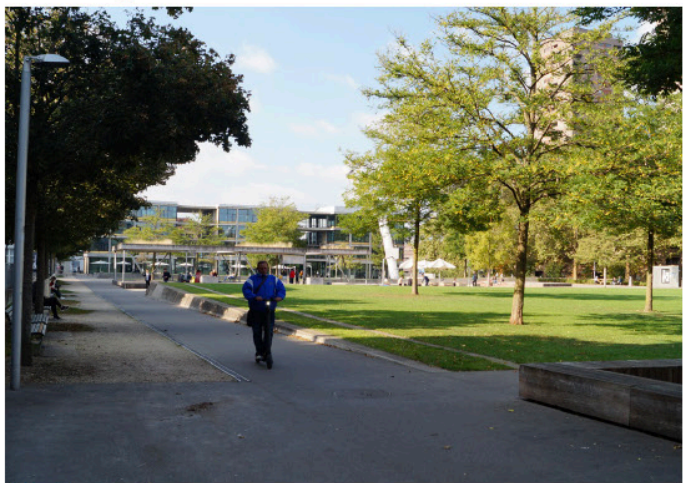
Schütze-Areal



Turbinenplatz



Pfingstweidpark



Hardaupark



Albisriederplatz



Sihlfriedhof

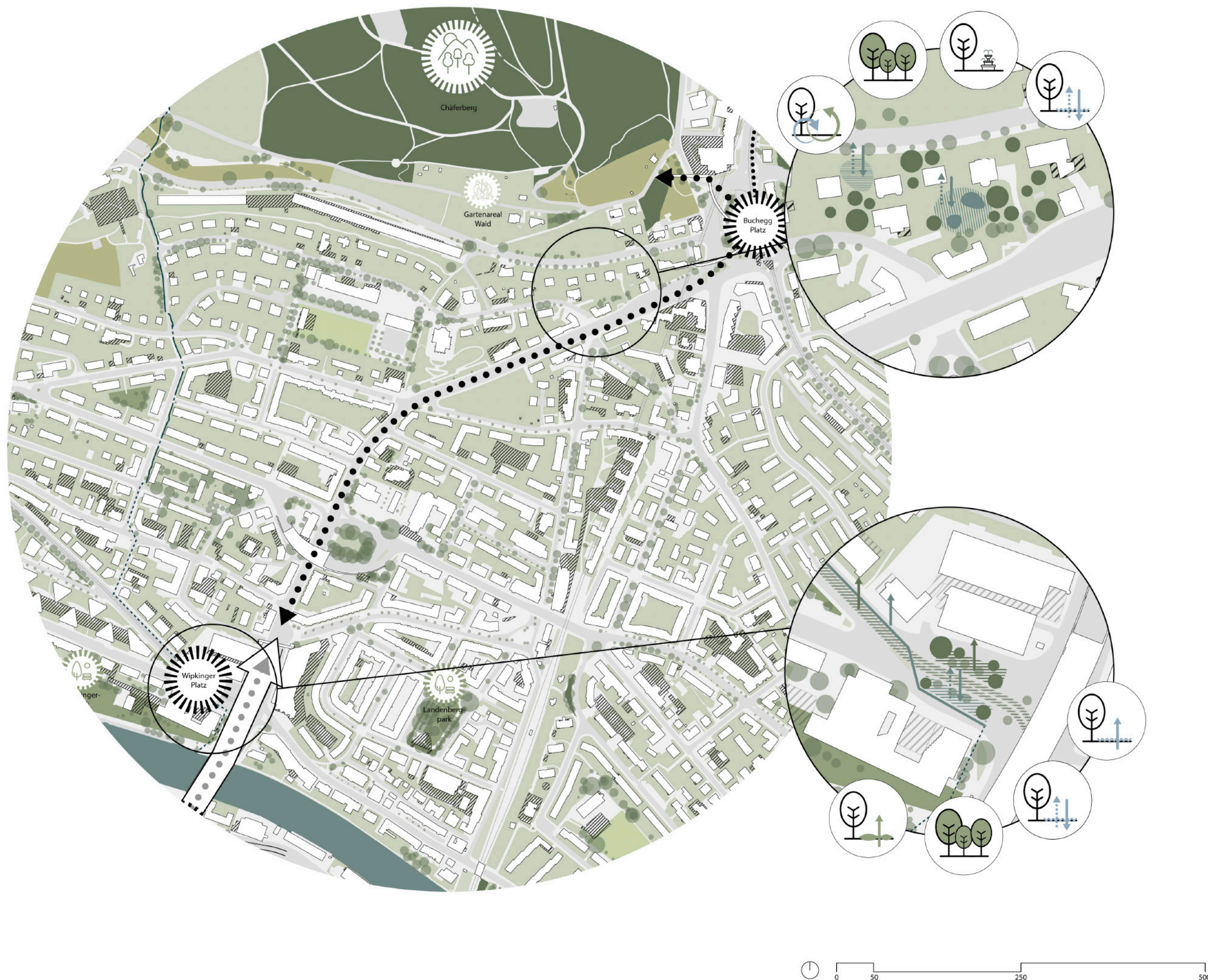
Potential of Open Spaces Wipkingen

Toolbox

- Unsealment
- Planting trees
- Climate ecology/
Biodiversity
- Water retention
- Water in urban
space
- Stream
revitalization

Legend

- Forest
- Pasture
- Garden
- Public green
- Private green
- Sports
- Cemetery
- Building OG
- Building UG
- Stream open
- Stream ditched
- Water



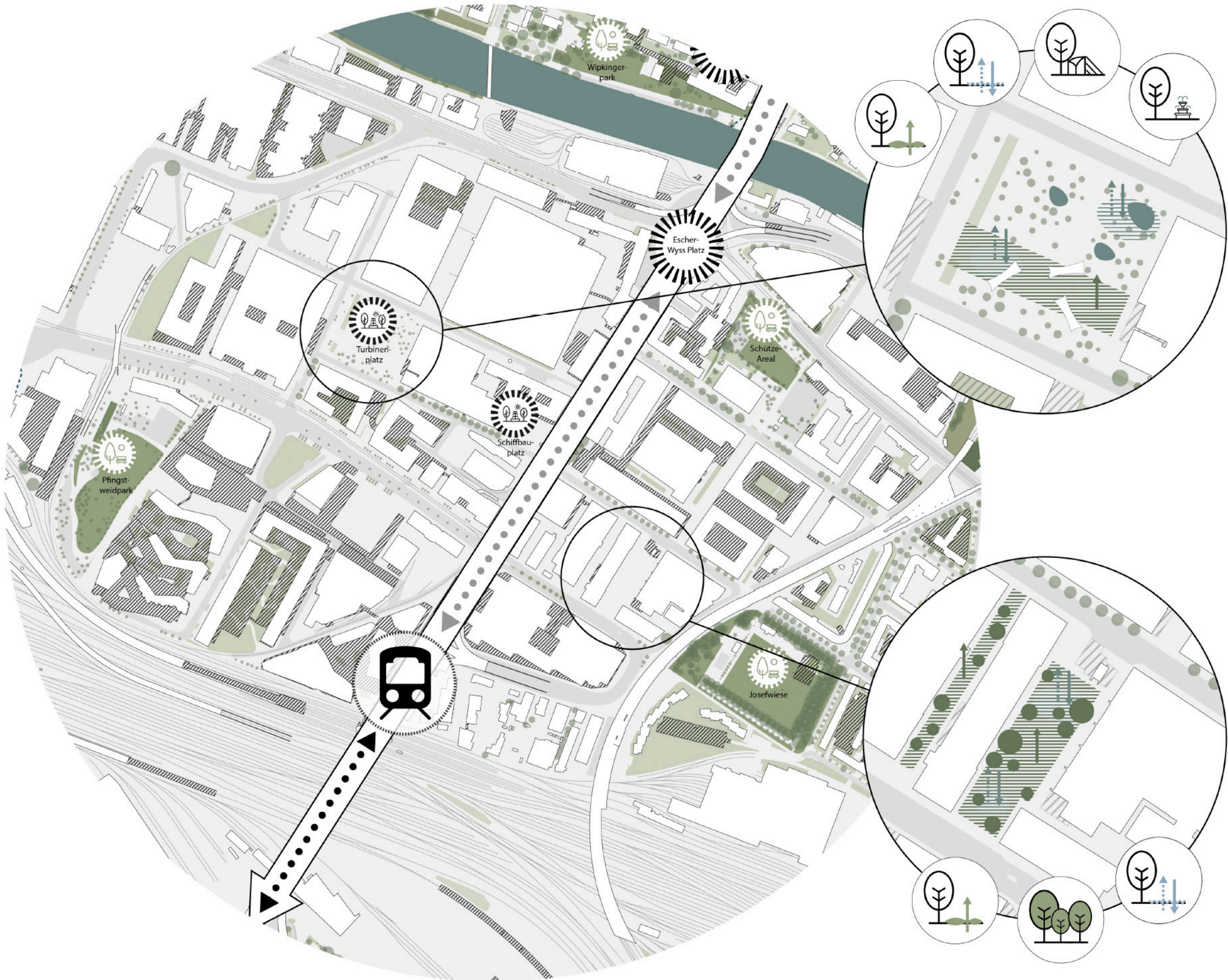
Potential of Open Spaces Escher-Wyss

Toolbox

- Unsealment
- Planting trees
- Water retention
- Water in urban space
- Shading

Legend

- Forest
- Pasture
- Garden
- Public green
- Private green
- Sports
- Cemetery
- Building OG
- Building UG
- Stream open
- Stream ditched
- Water



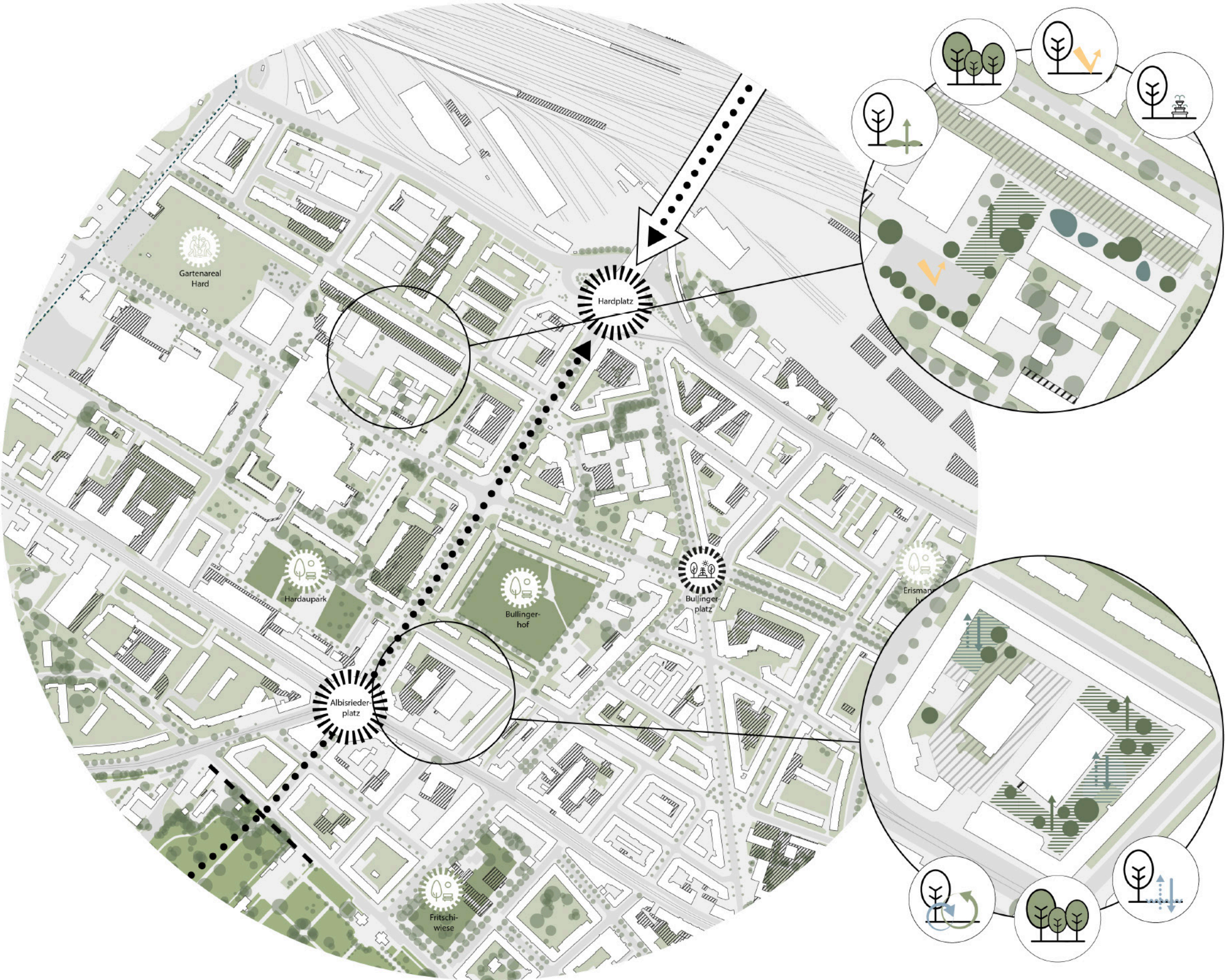
Potential of Open Spaces Hard

Toolbox

- Unsealment
- Planting trees
- Water retention
- Water in urban space
- High albedo

Legend

- Forest
- Pasture
- Garden
- Public green
- Private green
- Sports
- Cemetery
- Building OG
- Building UG
- Stream open
- Stream ditched
- Water



Potential of Open Spaces Triemli

Toolbox

- Unsealment
- Planting trees
- Climate ecology/
Biodiversity
- Water retention
- Water in urban
space

Legend

- Forest
- Pasture
- Garden
- Public green
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- Sports
- Cemetery
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Traffic as a Cause of Pollution

Legend

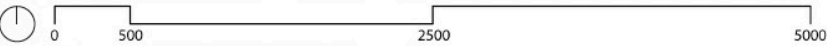
Road traffic noise day
Rating level Lr (dB(A)) (06:00-22:00)

>75
70 - 74
65 - 69
60 - 64
55 - 59
50 - 54
45 - 49
<45

↔ Lifeline

----- Municipal Border

■ Lakes and rivers



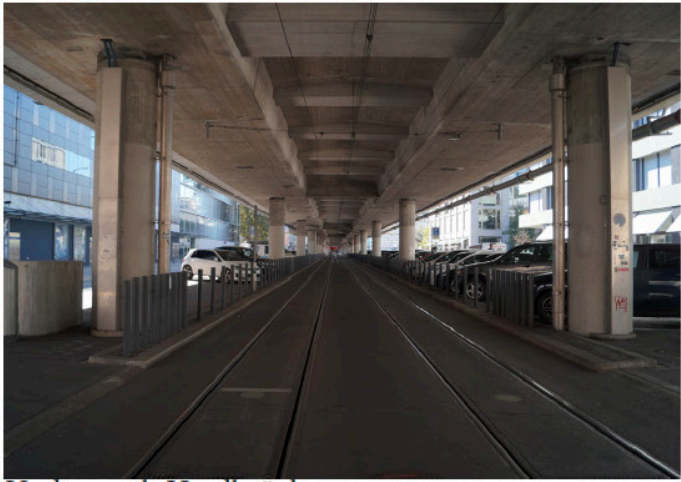
Street Typologies along Climate Line



Rosengartenstrasse



Wipkingerbrücke



Underneath Hardbrücke



On Hardbrücke



On Hardbrücke



Hardstrasse

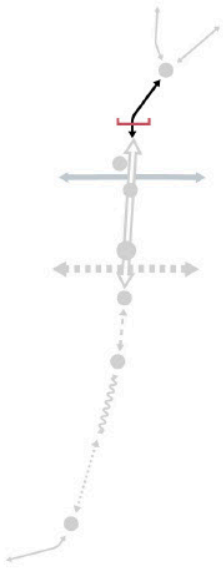
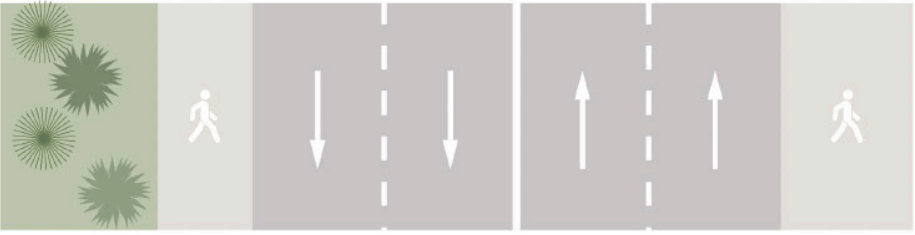
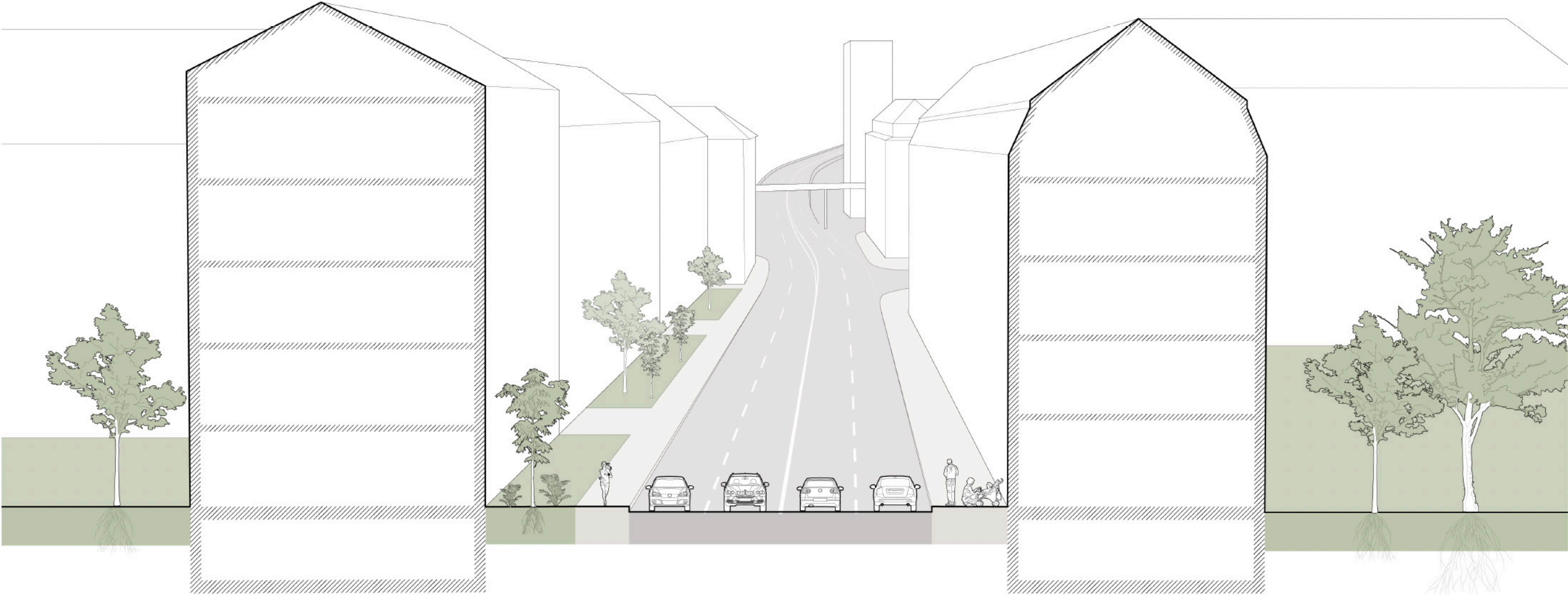


Sihlfriedhof



Triemlifussweg

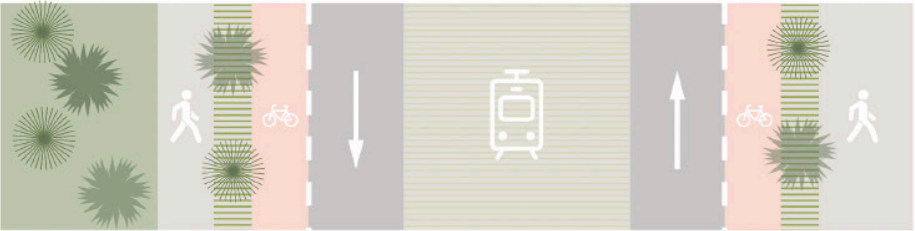
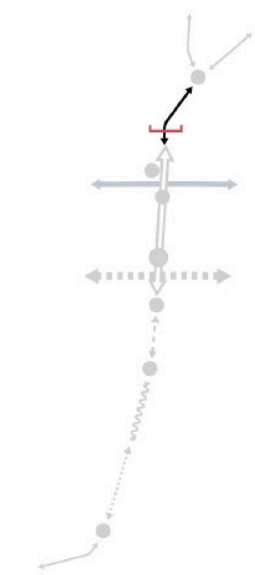
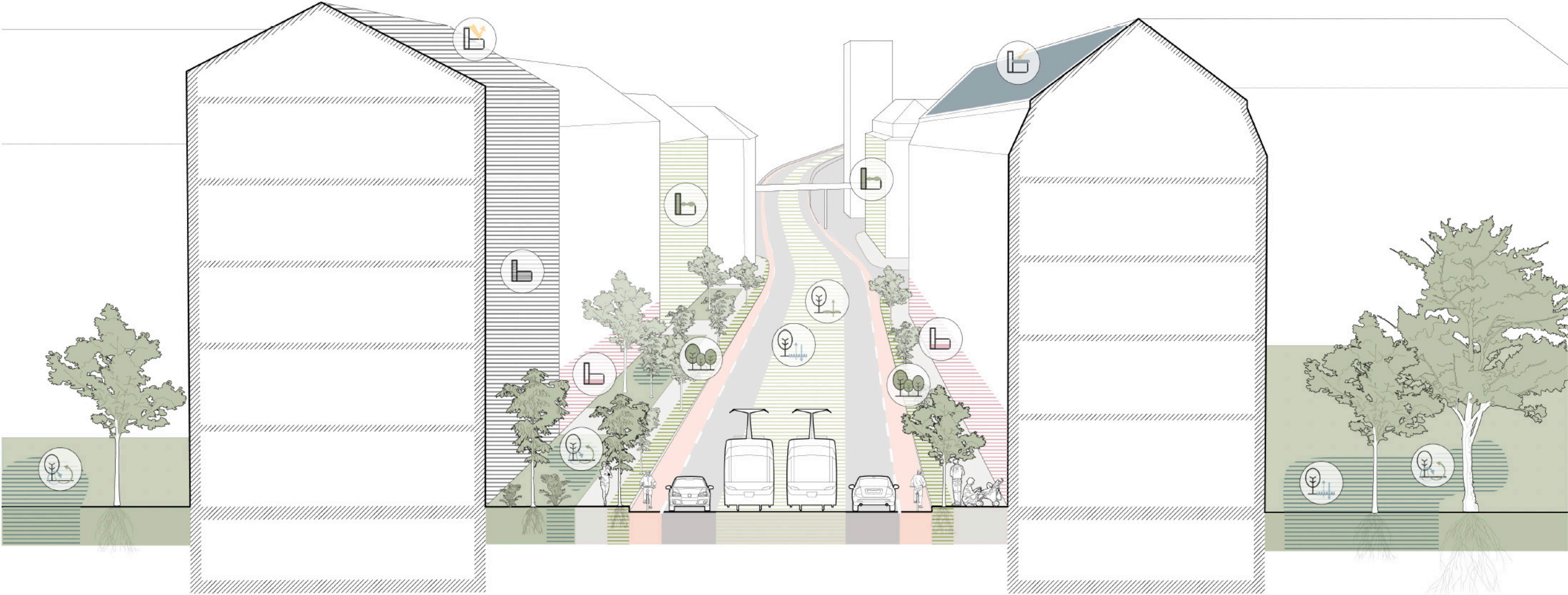
Section Rosengartenstrasse Present



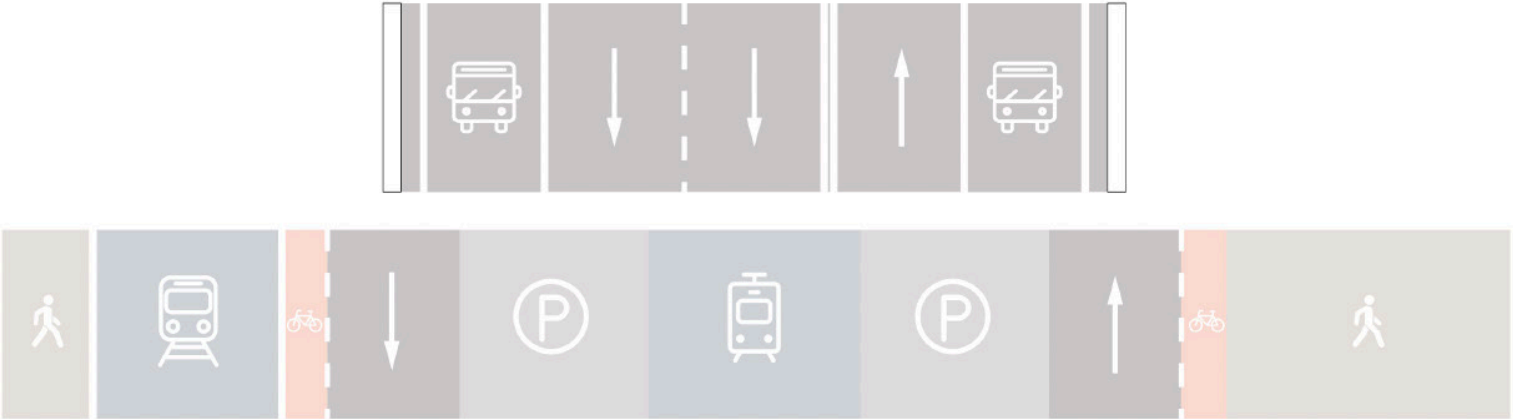
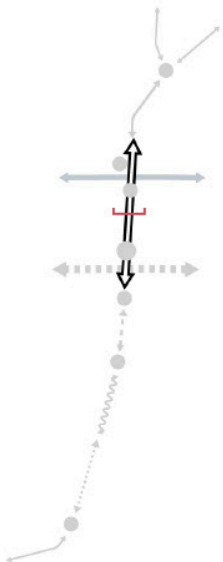
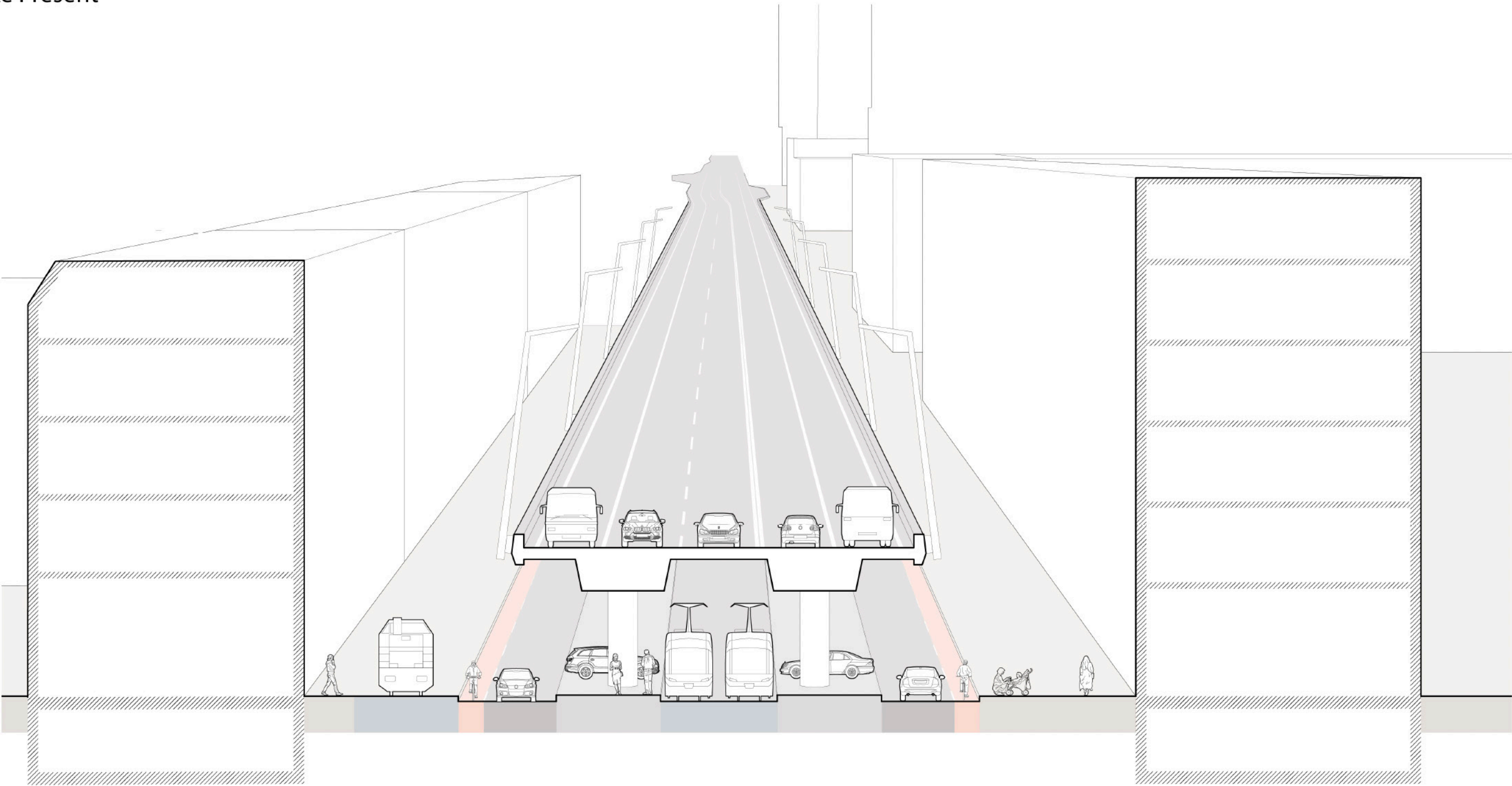
Section Rosengartenstrasse Future Potential

Toolbox

- Unsealment
- Planting trees
- Climate ecology/
Biodiversity
- Water retention
- Green roof/facade
- Clean energy
- High albedo
- Renovation
- Activation
Ground Floor









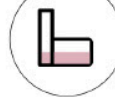


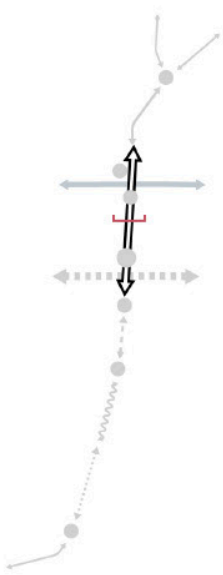
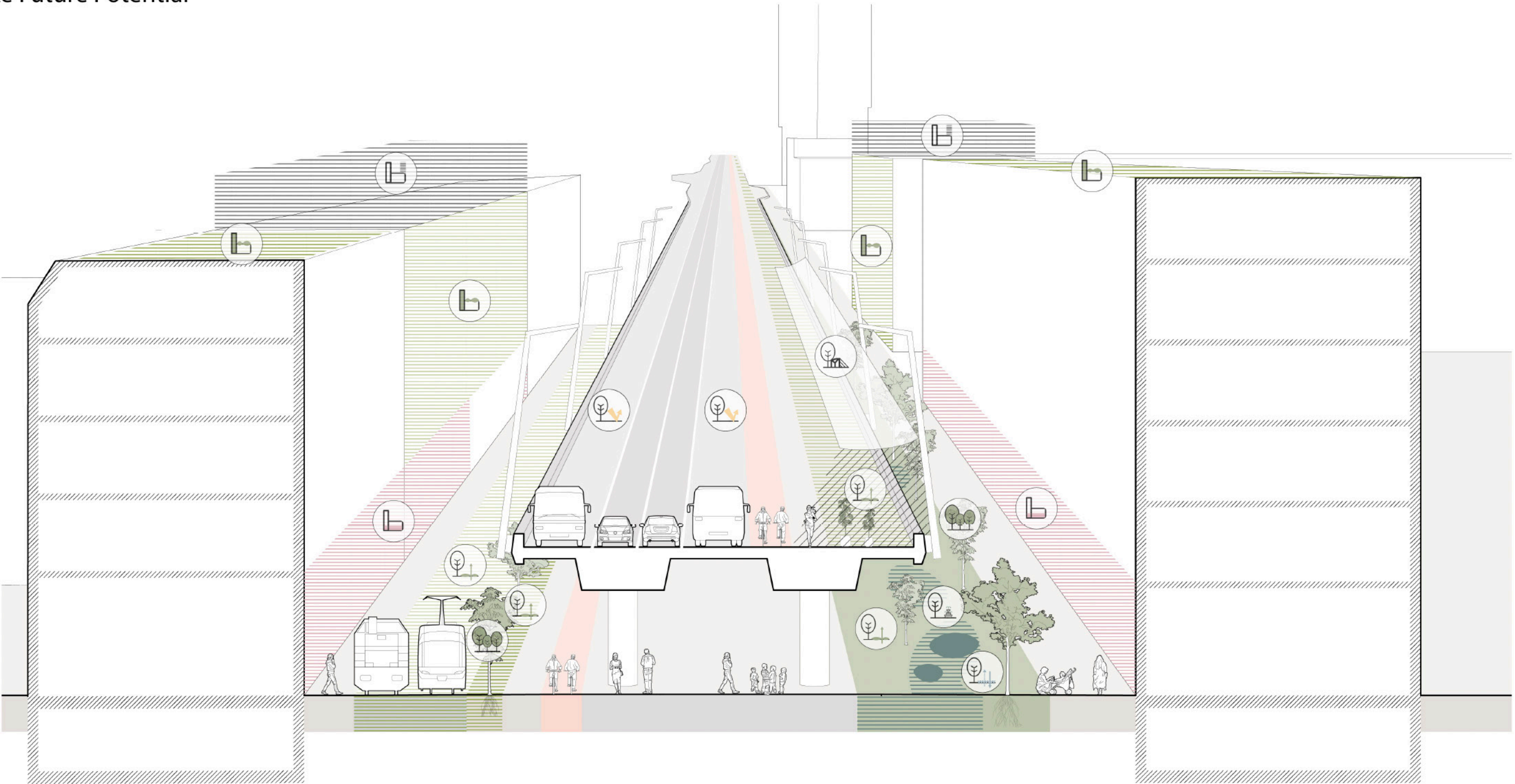
Section Hardbrücke Present



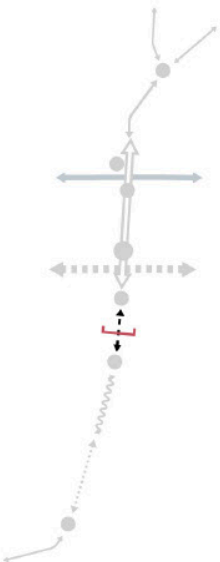
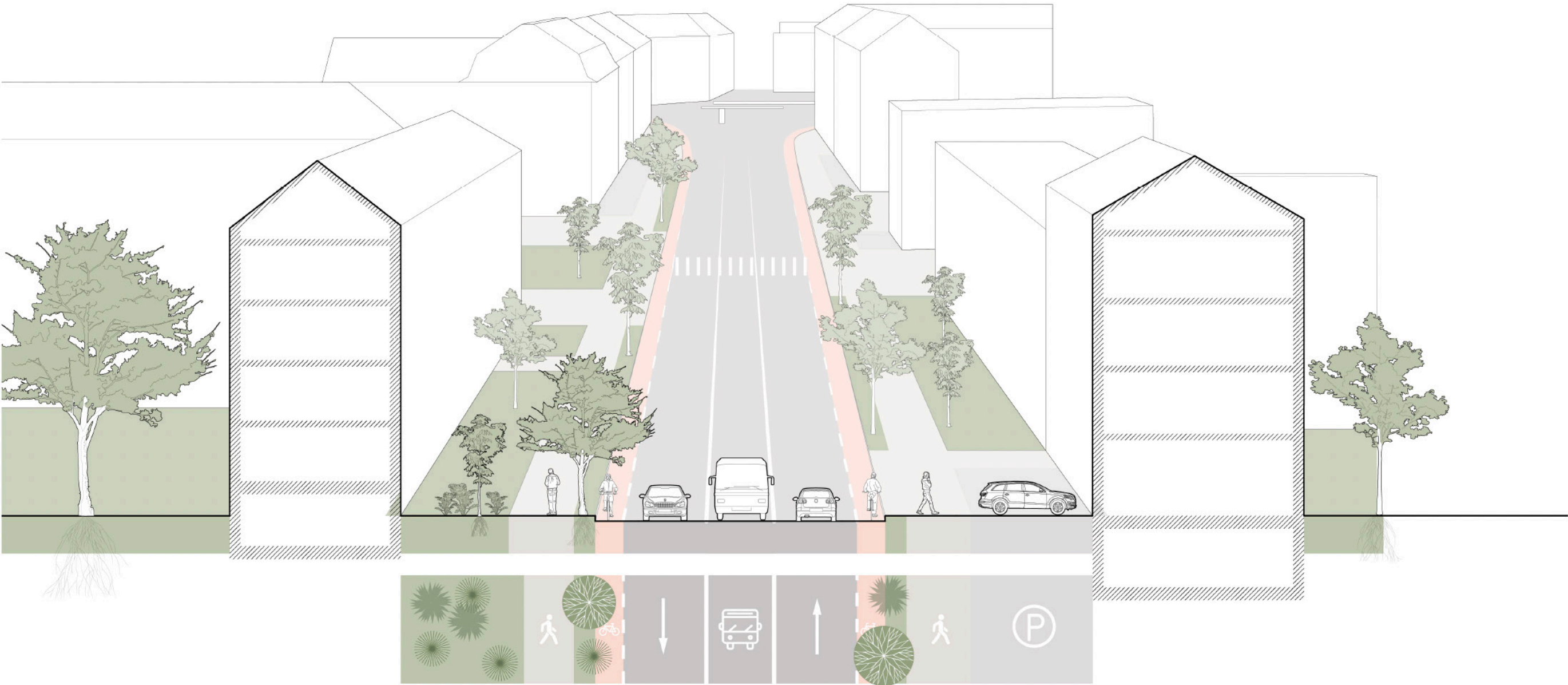
Section Hardbrücke Future Potential

Toolbox

-  Unsealment
-  Planting trees
-  Water in public space
-  Water retention
-  Green roof/facade
-  Shading
-  High albedo
-  Vertical densification
-  Activation Ground Floor


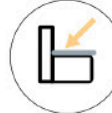


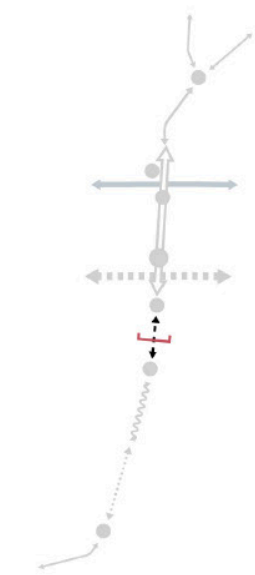
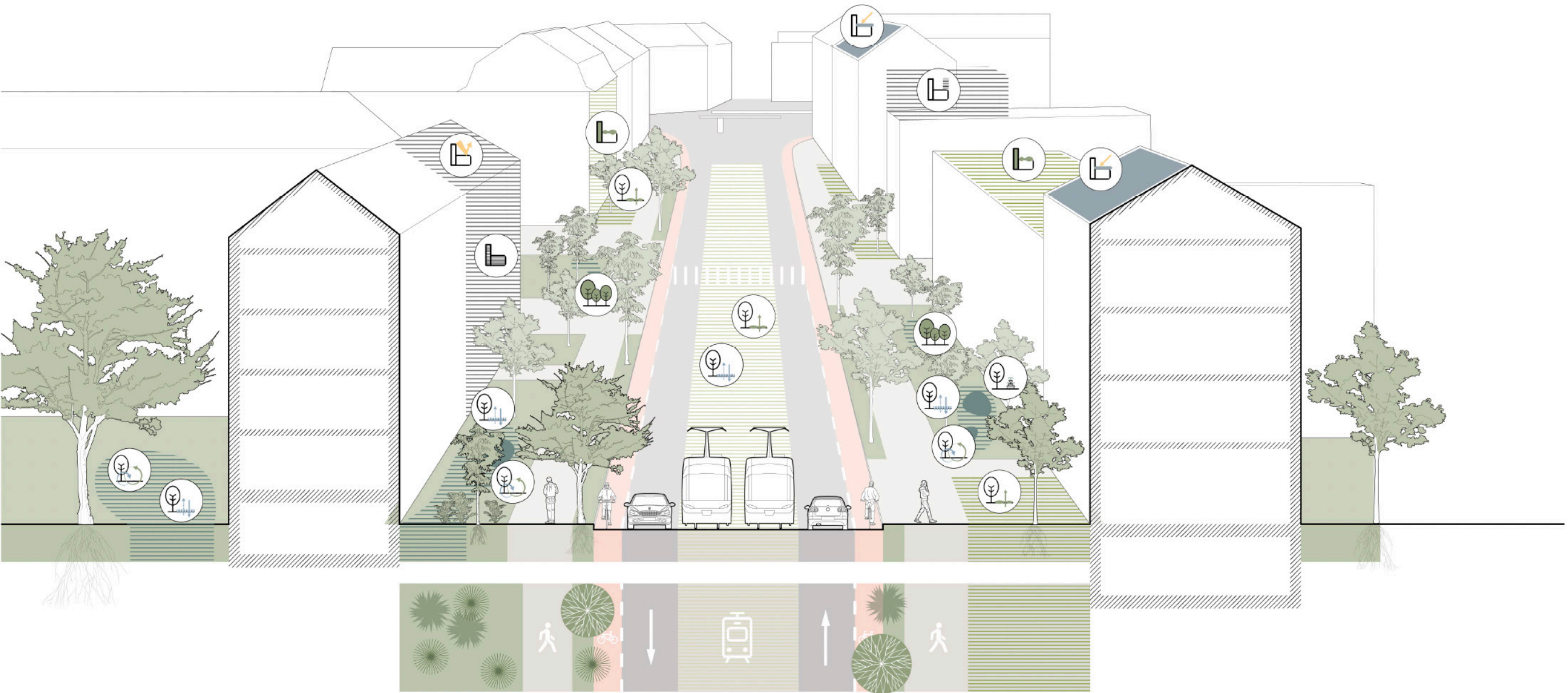
Section Hardstrasse Present



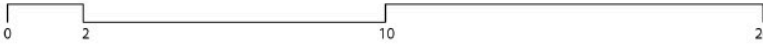
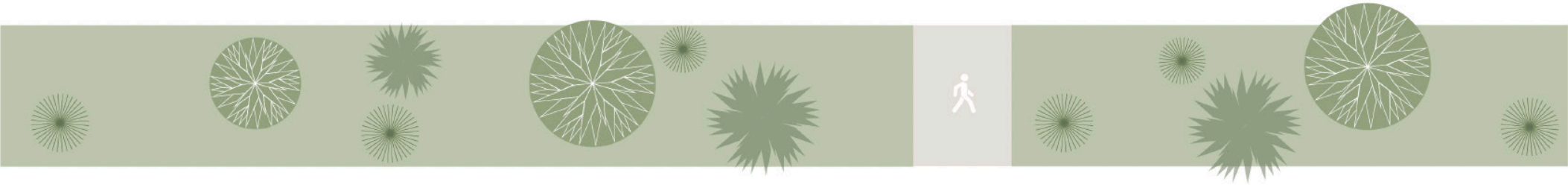
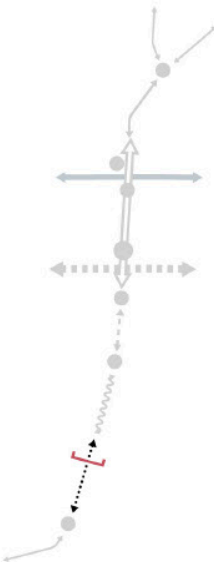
Section Hardstrasse Future Potential

Toolbox

-  Unsealment
-  Planting trees
-  Water in public space
-  Water retention
-  Green roof/facade
-  High albedo
-  Vertical densification
-  Renovation
-  Clean energy




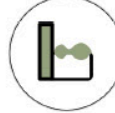

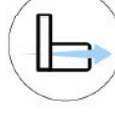

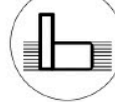


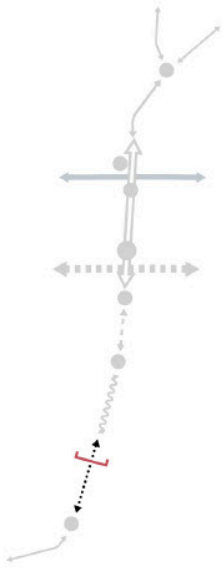
Section Triemlifussweg Present



Section Triemlifussweg Future Potential

Toolbox

-  Planting trees
-  Water in public space
-  Water retention
-  Green roof/facade
-  Climate ecology/ Biodiversity
-  Air circulation
-  Shading
-  Horizontal densification





Analysis Hardbrücke Description

Based on the analysis of the climate line I decided to focus on the Hardbrücke as my project site as the challenge of surface sealment and traffic congestion is most present in this area.

Looking at the different users of the streetscape and traffic flows the car dominates the space both under and over the bridge with a lot of lanes and a high amount of parking areas. The tram lanes and cargo lane create complex and chaotic intersections with the motorized traffic. While there are a lot of dedicated spaces for motorized and rail traffic bikers and pedestrians have to deal with the chaotic flow as there is an inconsistent network for slow traffic. People need to cross the streets numerous times to get from place to place and bikers often do not know where to drive. Additionally the upper deck is not accessible for pedestrians and bikers at all, except for the bus and tram stops and the part above the trainfield. Interestingly there are some very large pedestrian areas but these are mostly unused.

Besides the different flows the streetscape also consists of places. Large areas especially underneath the bridge are parking lots thus there is more parking and traffic than places of stay and interaction. The large linear parking space underneath the bridge also separates the streetscape into two unrelated sides. The public spaces along the Hardbrücke differ in their quality. As an example the Schiffbauplatz is lively mainly due to the Schiffbau building itself which is a general quality that the neighbourhood still has with its industrial heritage. Yet there are also spaces such as the Maag-Platz or the backyard of the Industriehalle which are rather in-between areas. Additionally a square such as the Escher-Wyss-Platz is an archipelago of traffic islands and thus cannot be really considered a square. Some building frontyards are lively due to ground floor uses but these outdoor spaces are mostly very narrow and in direct proximity of traffic. Another challenge is the lack of green or natural areas. Besides some distance green the surface of the Hardstrasse is entirely asphalt and there are only a few trees on the larger squares. There are some high quality green spaces in the neighbourhood such as the Schütze-Areal yet the Hardbrücke is not connected to these in any way.

Hypothesis Site Analysis

The space underneath and above the bridge are an extreme example of a car oriented, asphalted street typical for Zurich. In order to be able to face the climate and traffic issues in the future the streetscape has to be radically transformed under the aspects of sustainable mobility, open space quality and climate mitigation.

Hardbrücke Flows

CAR TRAFFIC

- high number of adjacent lanes, especially on bridge
- linear dedicated lanes
- vertical and horizontal flows

TRAM/ RAIL

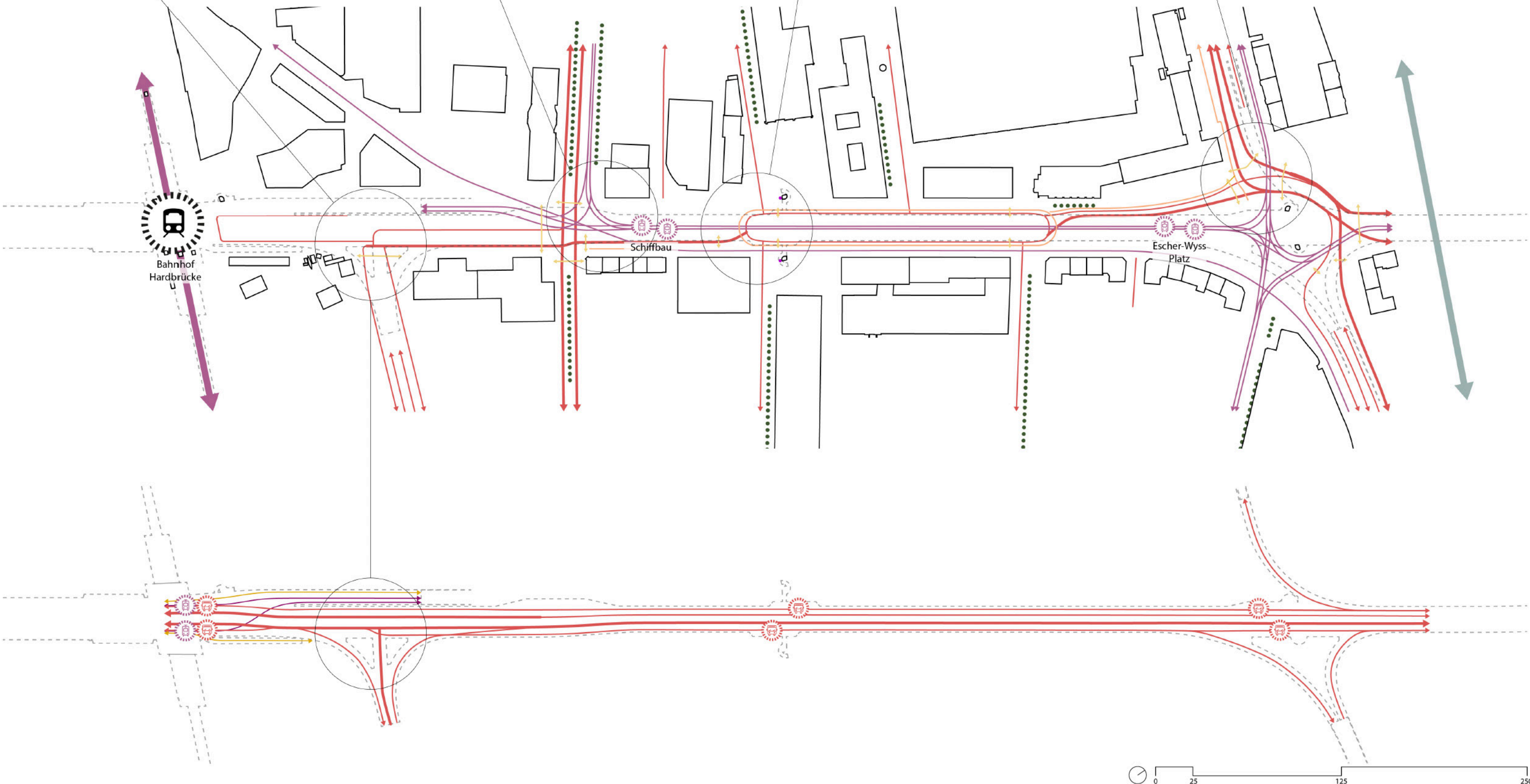
- complex crossings of tram way with other transport modes
- cargo and passenger transport
- very linear and straight flow underneath bridge

BIKE

- inconsistent network with only partial dedicated lanes
- no special identification e.g. with specific colour
- chaotic flow

PEDESTRIAN

- need for numerous crossings to get from place to place
- very narrow sidewalks vs large unused spaces
- chaotic flow on sequences without crossings

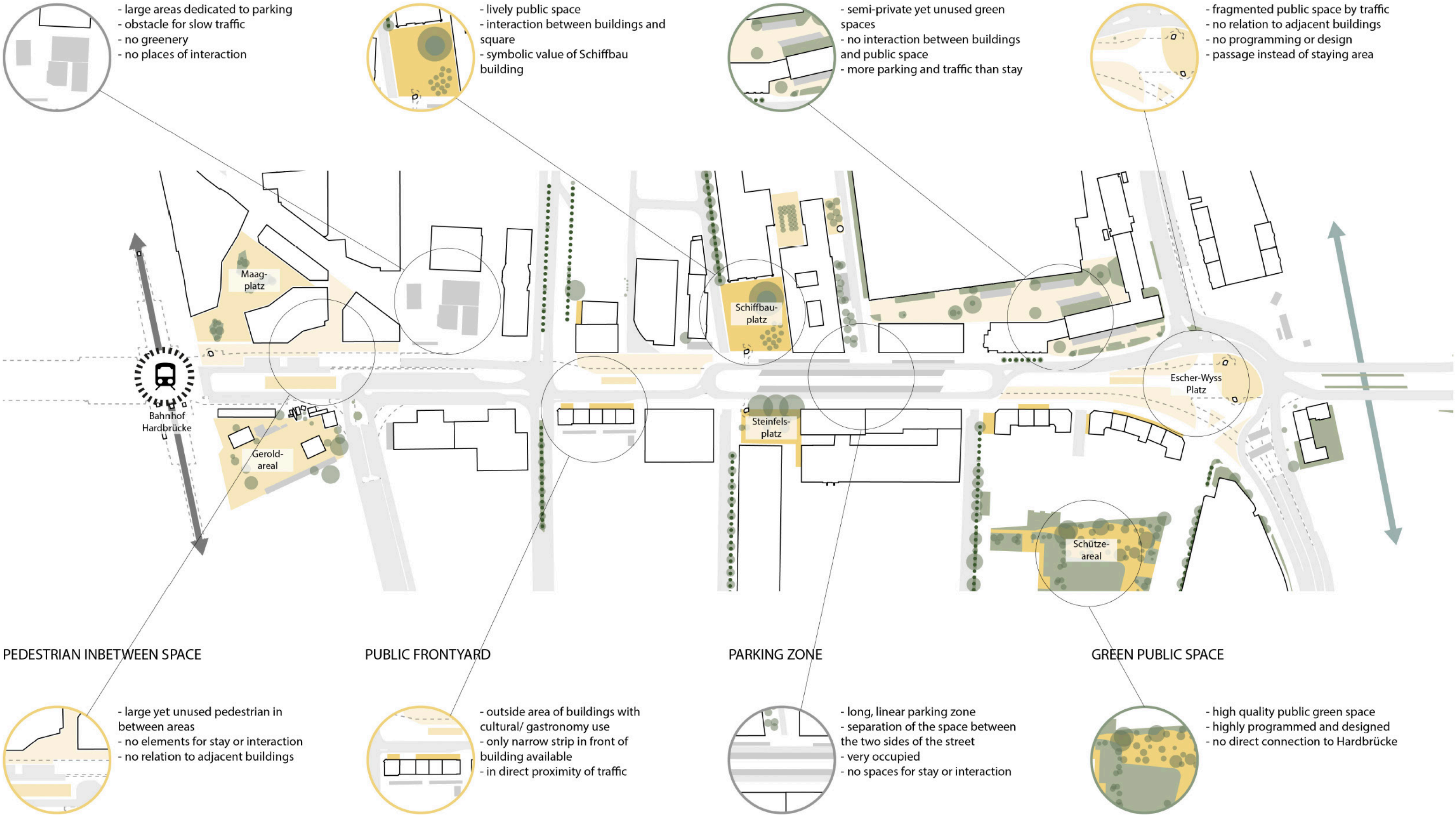


Busy rail traffic at Escher-Wyss-Platz



Hardbrücke Places

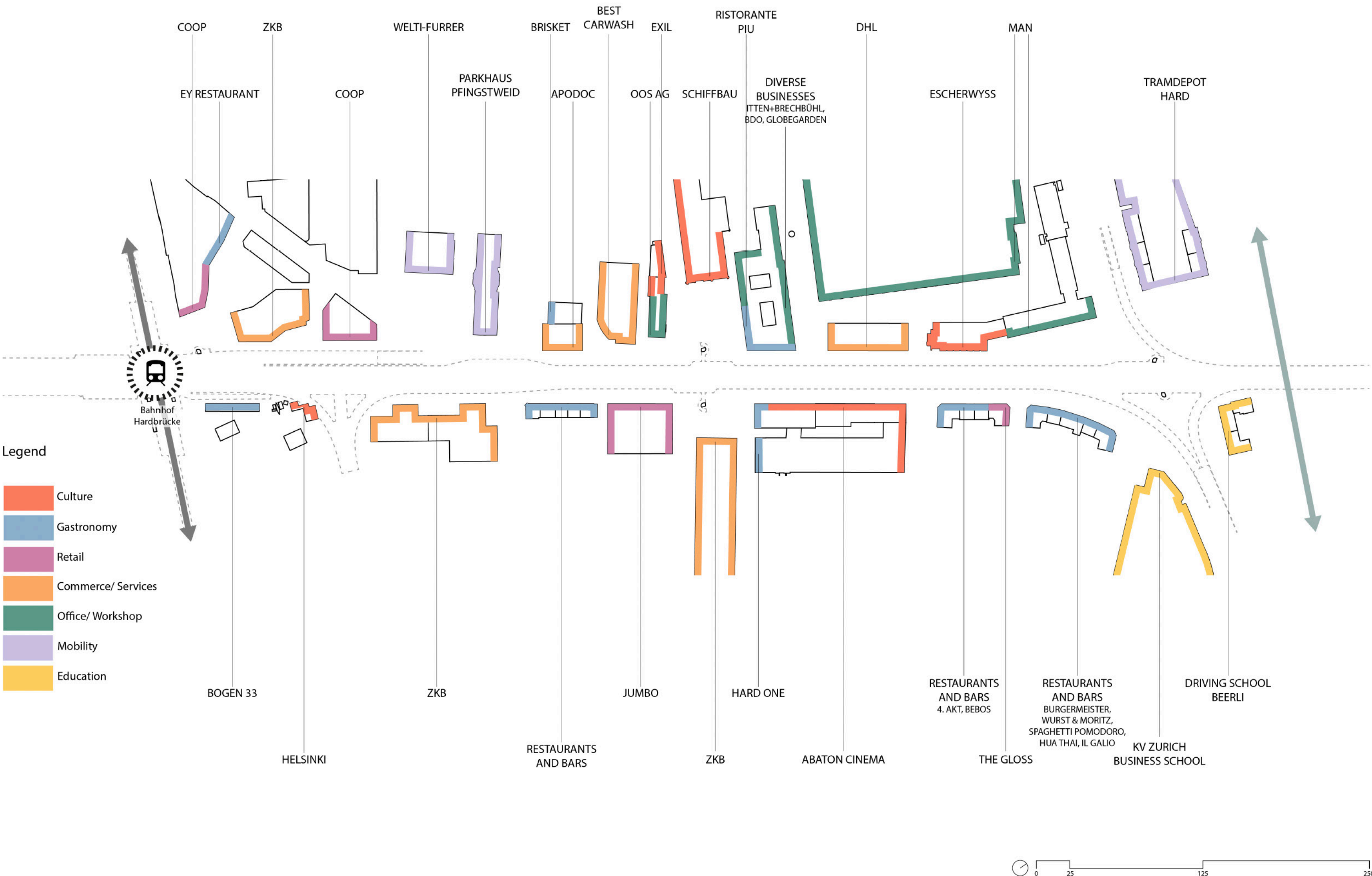
PARKING AREA PUBLIC SQUARE DISTANCE GREEN TRAFFIC SQUARE



Large but unused pedestrian space along Hardbrücke



Hardbrücke Ground Floor Uses



Lively ground floor uses next to car road



Hardbrücke Building Ages and Symbolic Elements



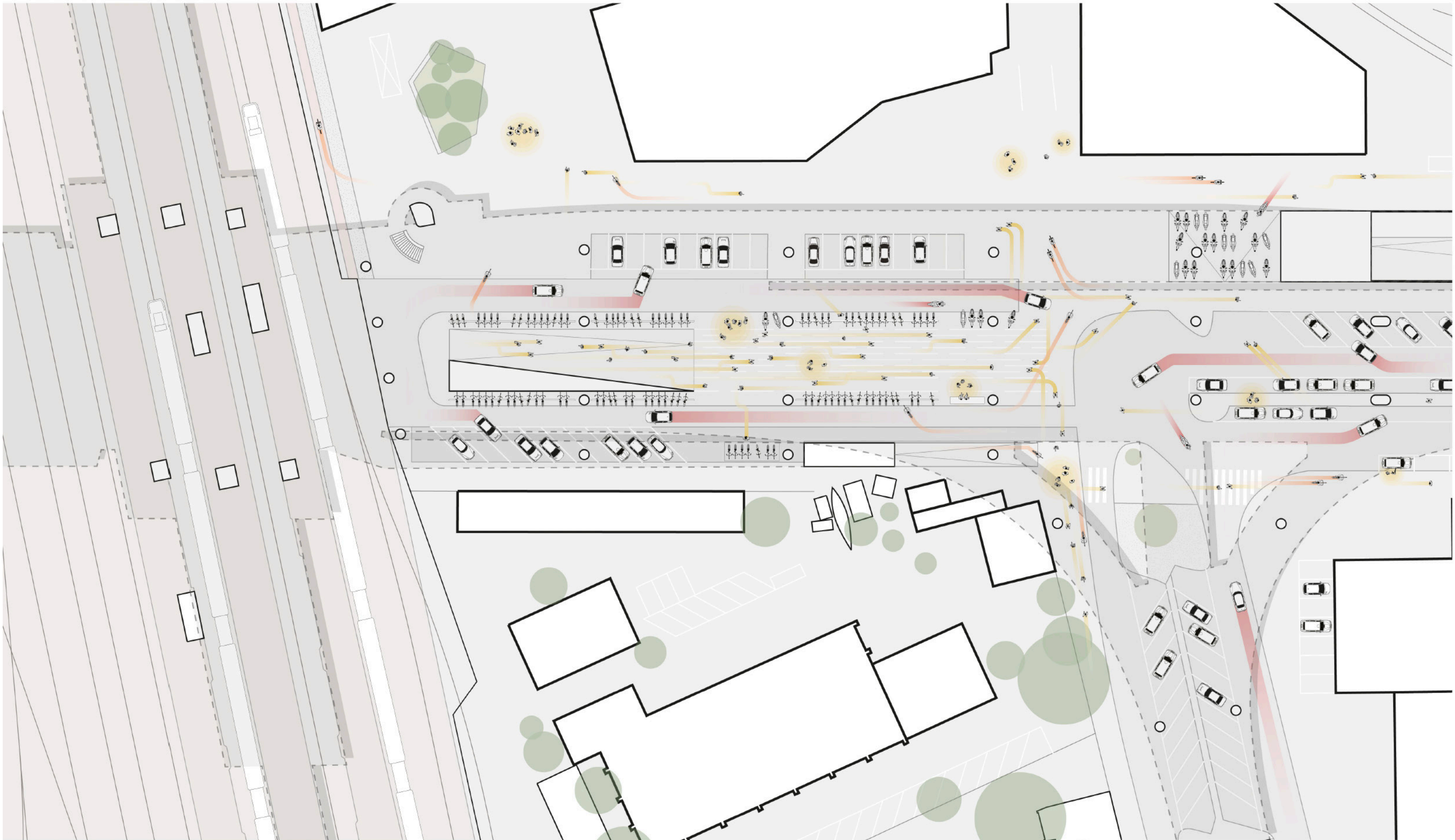
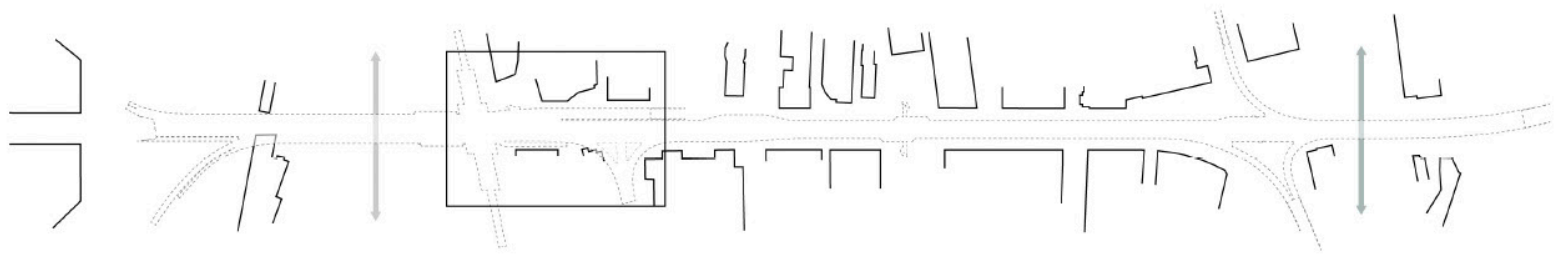
Lively but asphalted Schiffbauplatz





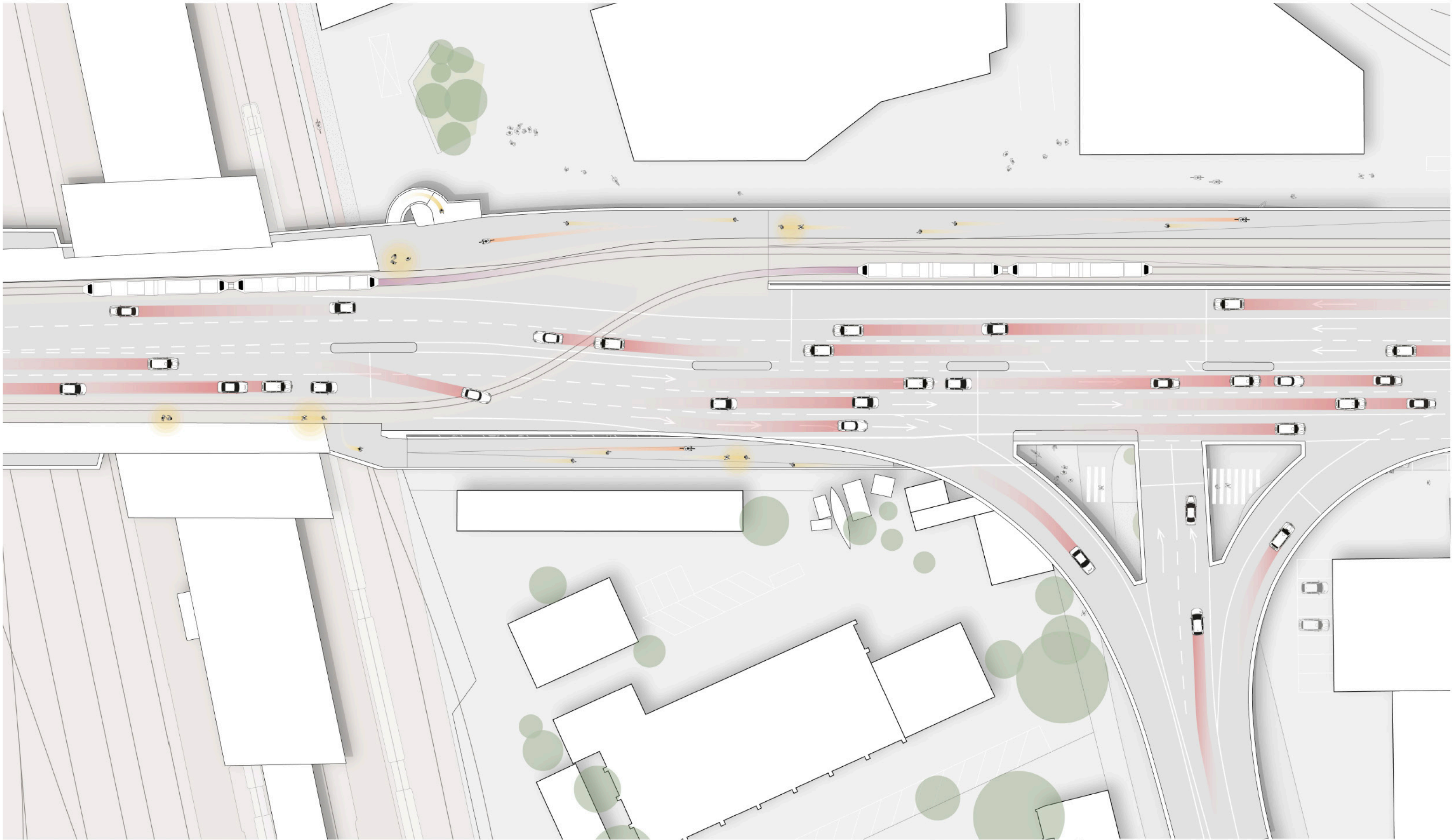
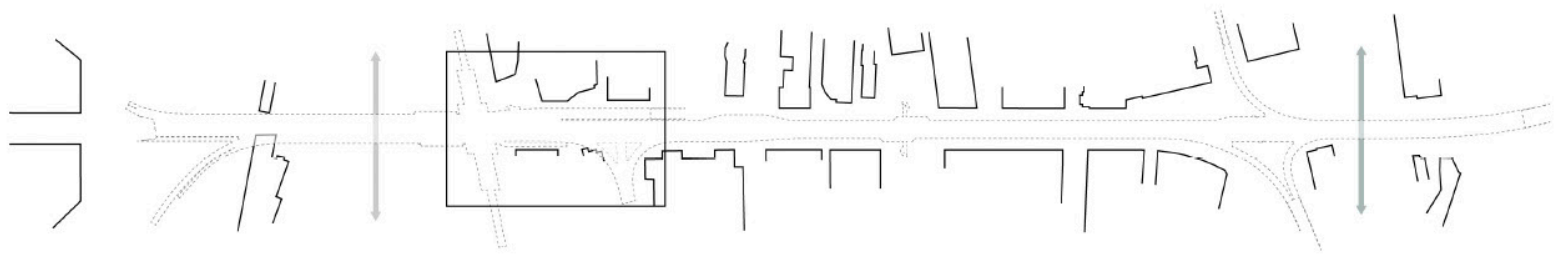
Hardbrücke Station Area

The Station area is characterized by a linear flow of pedestrians coming up the ramp and further dissolving into the neighbourhood in a chaotic way as they have to get through traffic and parking areas. Many of them are heading towards the Gerold- or Maag area which are lively, yet other than that there is no direct relationship between buildings and their frontyards. In addition attractive green open spaces are very limited as a lot of space is taken for parking or simply not designed. The upper deck is mainly a public transportation hub extending into a narrow pedestrian and bike path to Hard.



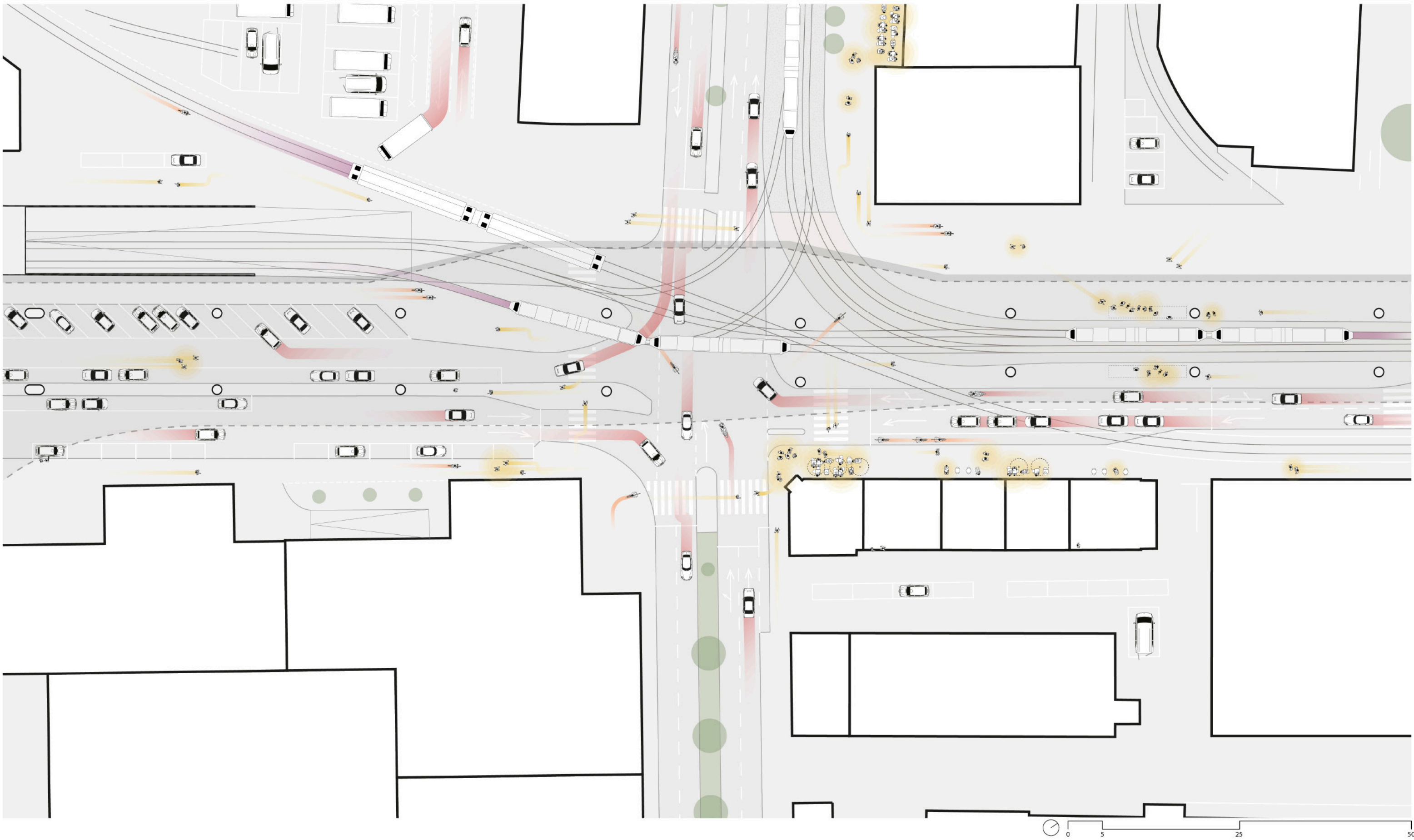
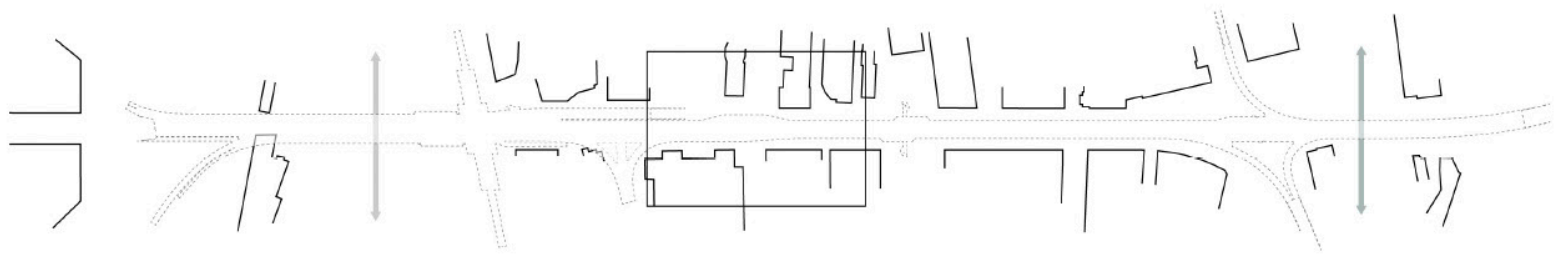
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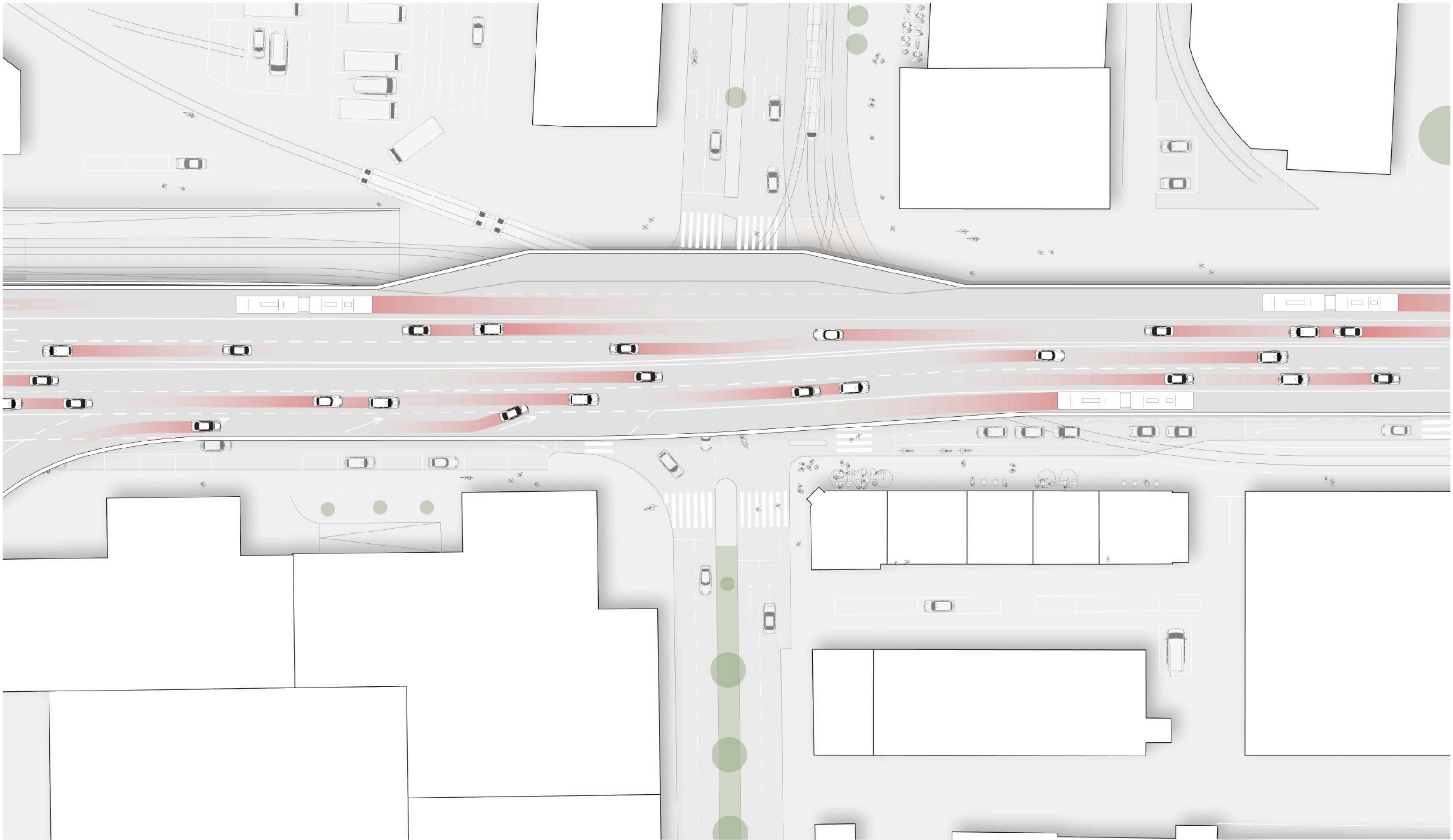
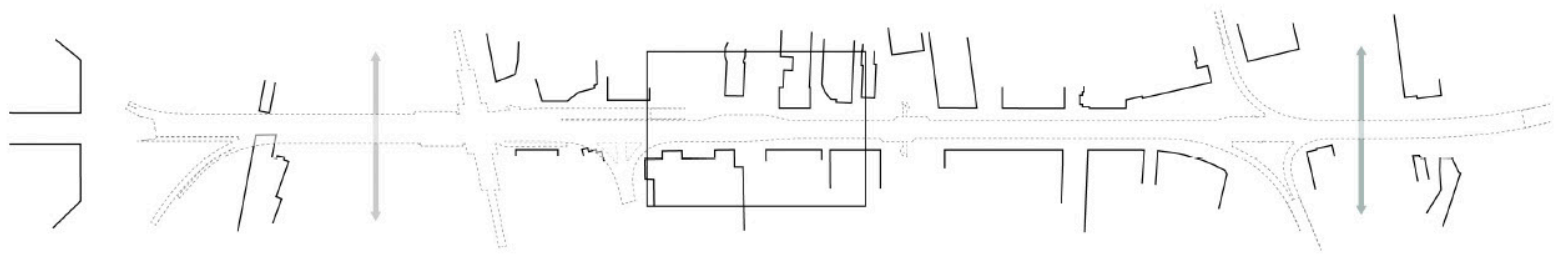
Hardbrücke Intersection Pfingstweidstrasse

The intersection between Hard- and Pfingstweidstrasse is very chaotic as many different modes of transportation come together. While the cars, tram and cargo train have their own dedicated lanes, bikers have to navigate through the traffic without a continuous path and pedestrians have to pass several roads and traffic islands to get across. In certain parts the pedestrian zone is very large yet unused due to non-activated ground floors. In other parts where gastronomy creates a lively frontyard the pedestrian zone is very narrow and close to the motorized traffic lanes. The upper deck is solely dedicated to car traffic.



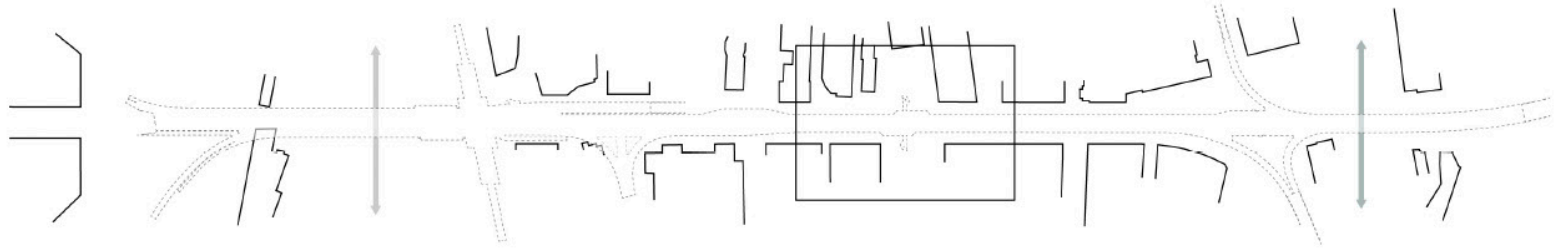
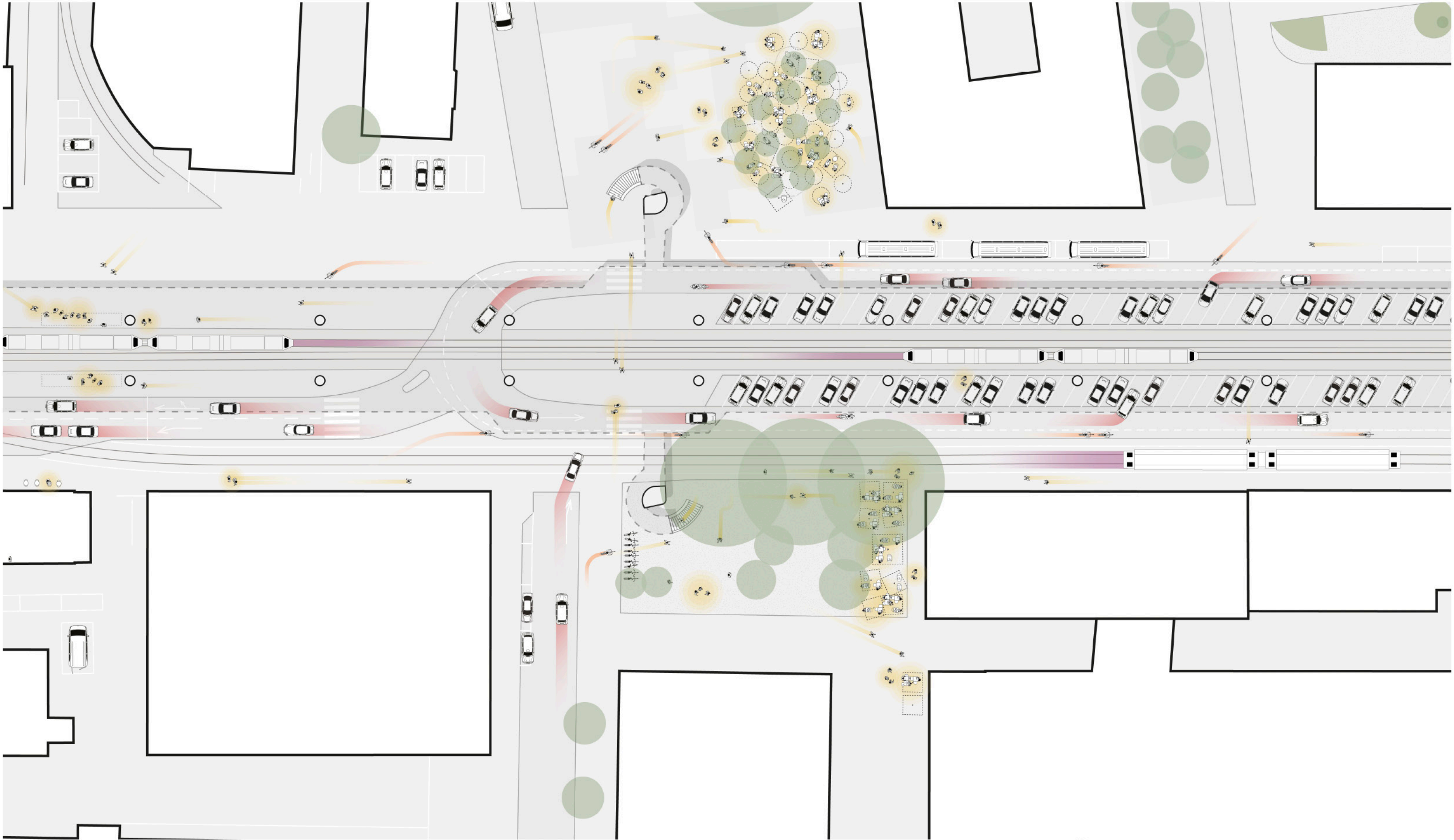
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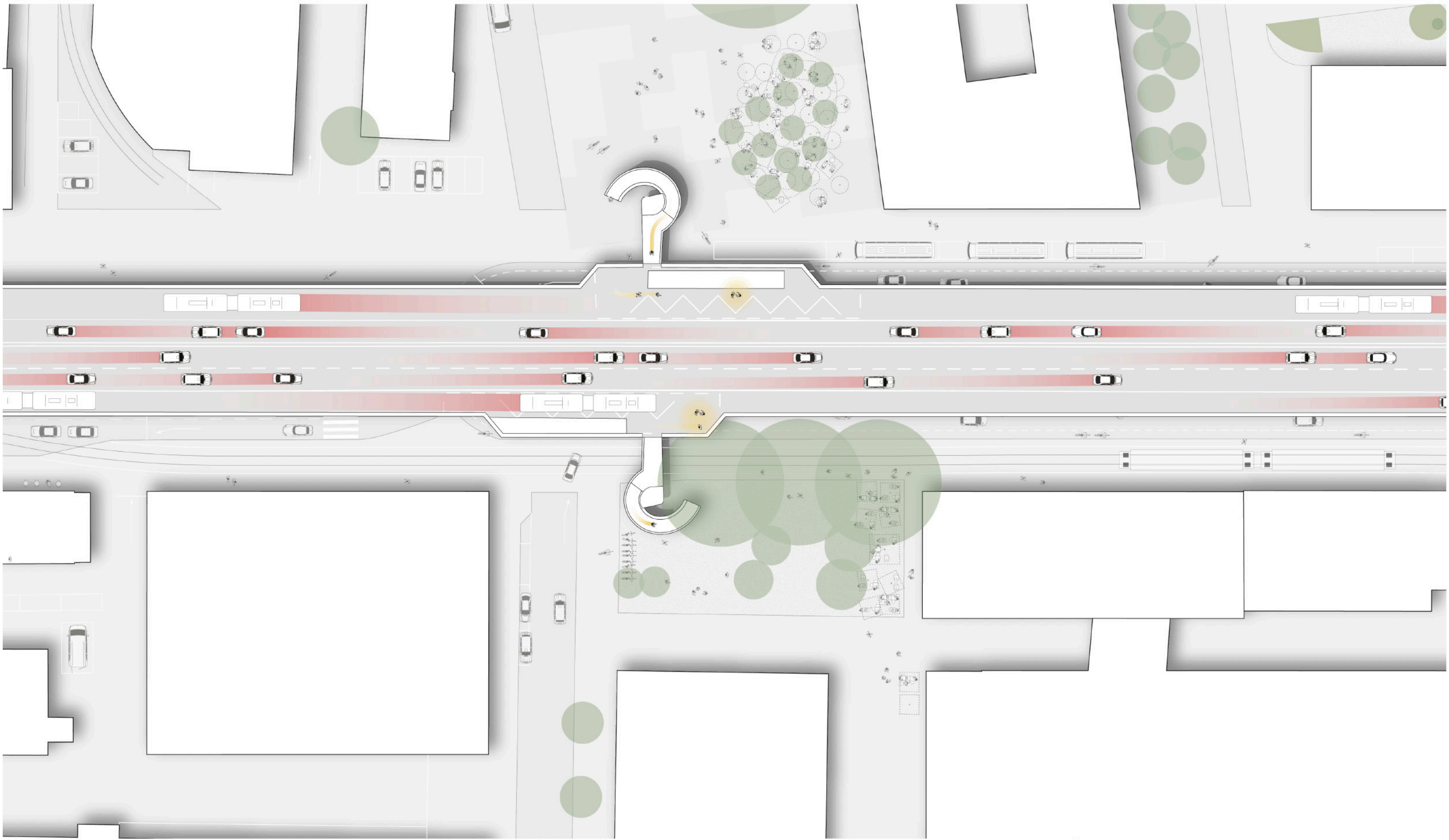
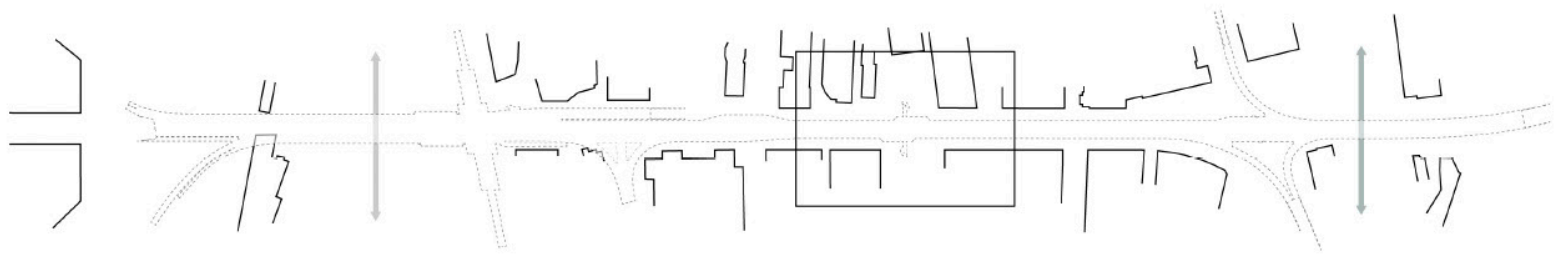
Hardbrücke Schiffbau

The area around Schiffbau is the most lively one along the Hardbrücke with the Schiffbau- and Steinfelsplatz being actively used public squares that offer terraces and are greened by trees. The Schiffbau building itself is an industrial monument which gives the area a distinct character. Nevertheless the zone underneath the bridge is dedicated to car traffic and parking, thereby it functions as an obstacle and separator of the two squares and street in general. In addition the bus stops on the upper deck and the tram stops underneath make Schiffbau an important public transportation node.



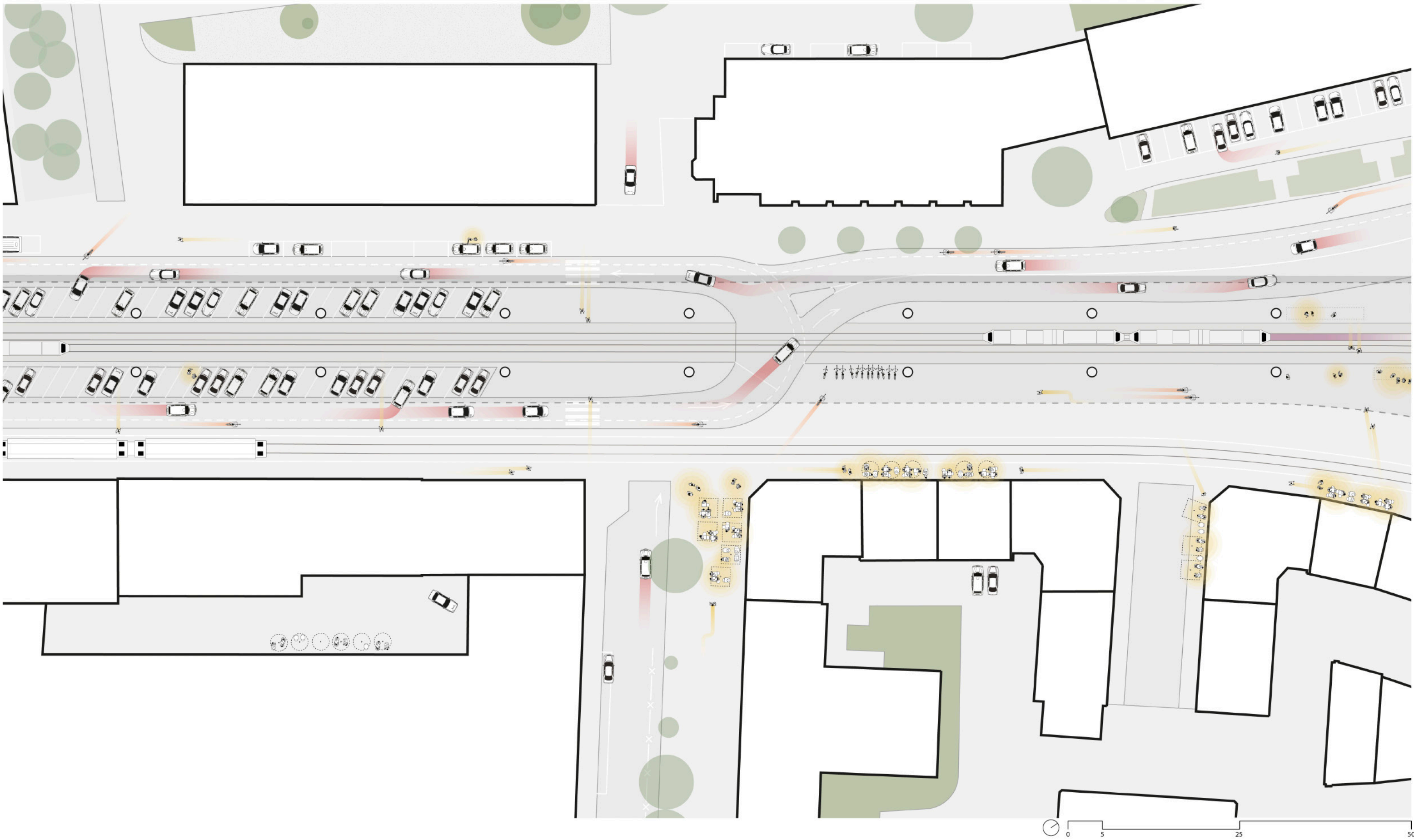
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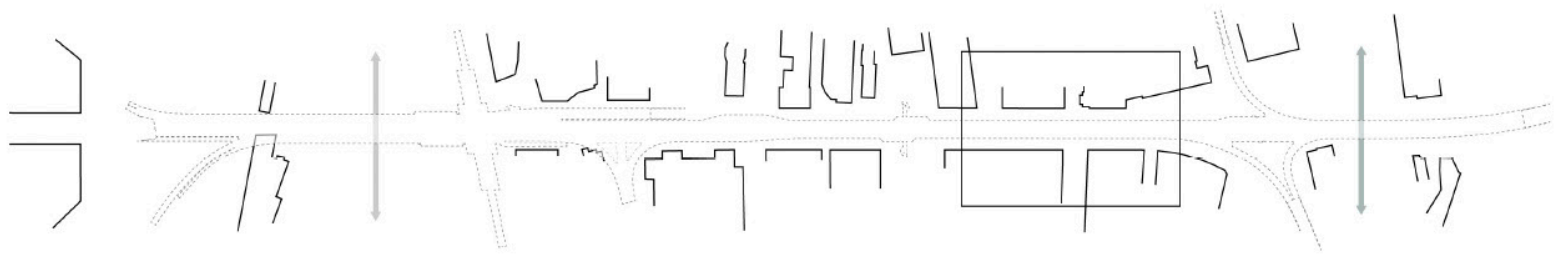
Hardbrücke Abaton and Escher-Wyss-Areal

The area between Schiffbau and Escher-Wyss is a transitional zone as there is a lack of public spaces and uses or elements which would create an identity for the area. The only building it is known for is the cinema Abaton which does not offer an active ground floor. The area underneath the bridge is mainly occupied by parking and traffic creating a space which is not used by pedestrians. Being one of the only areas with a biking path it is still only a fragment and does not continue further. Along some of the ground floors there are lively terraces yet they have to be limited to a narrow pedestrian area. The upper deck continues to be solely used by cars and busses.



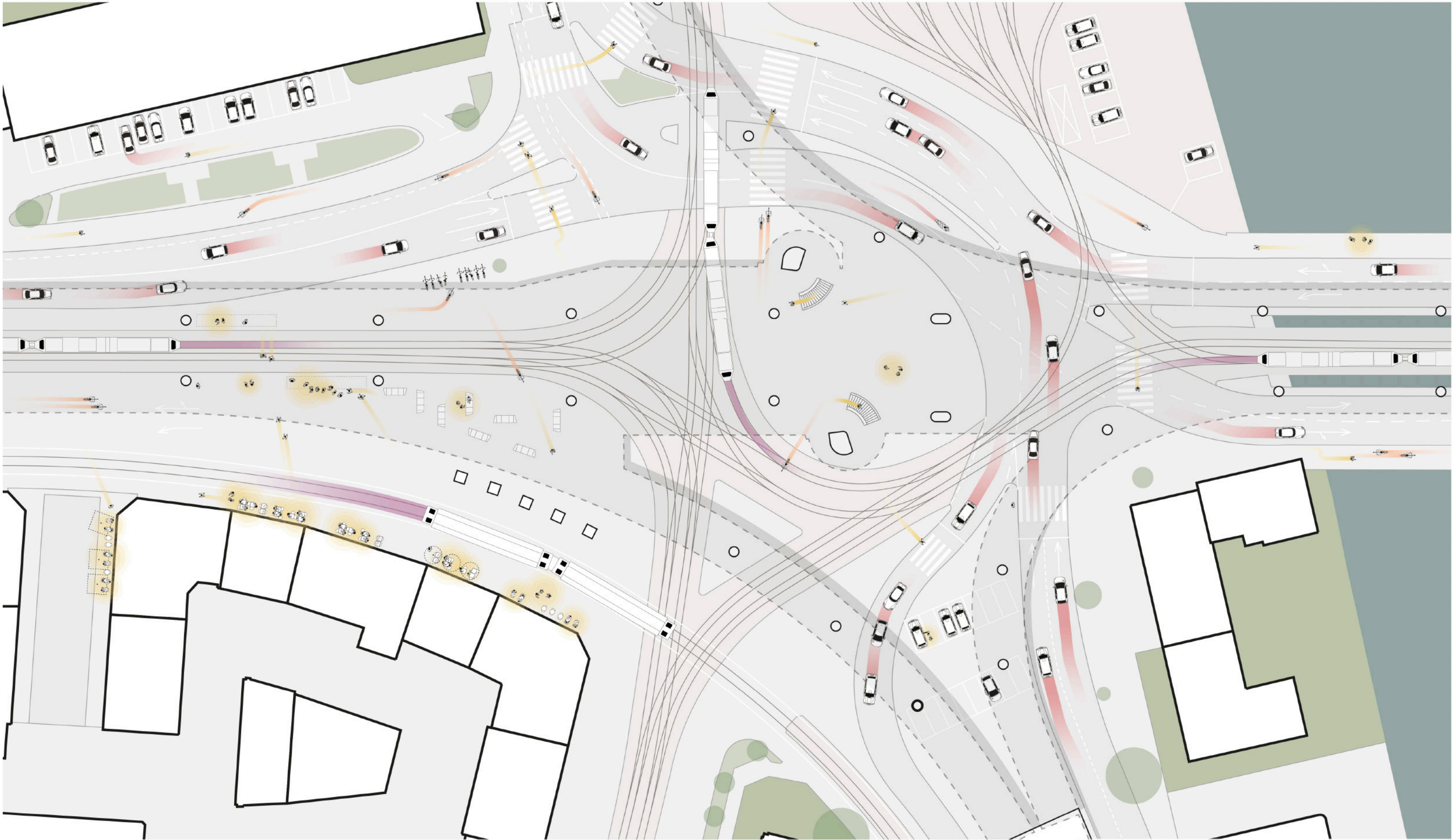
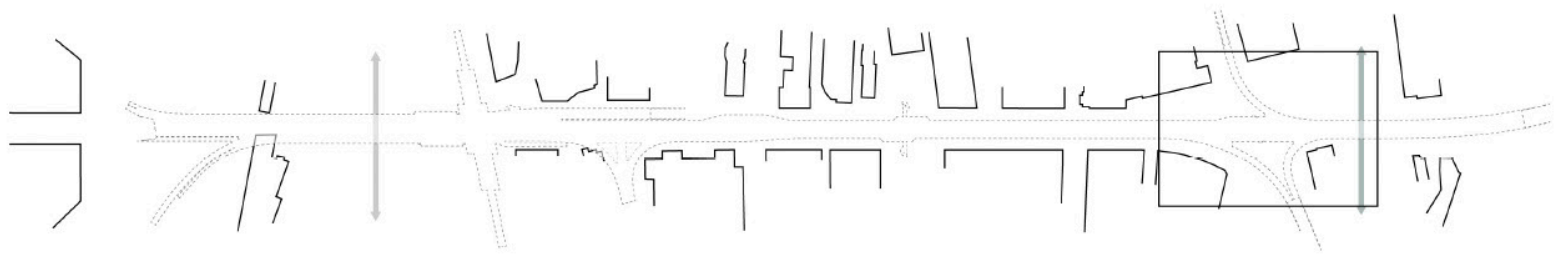
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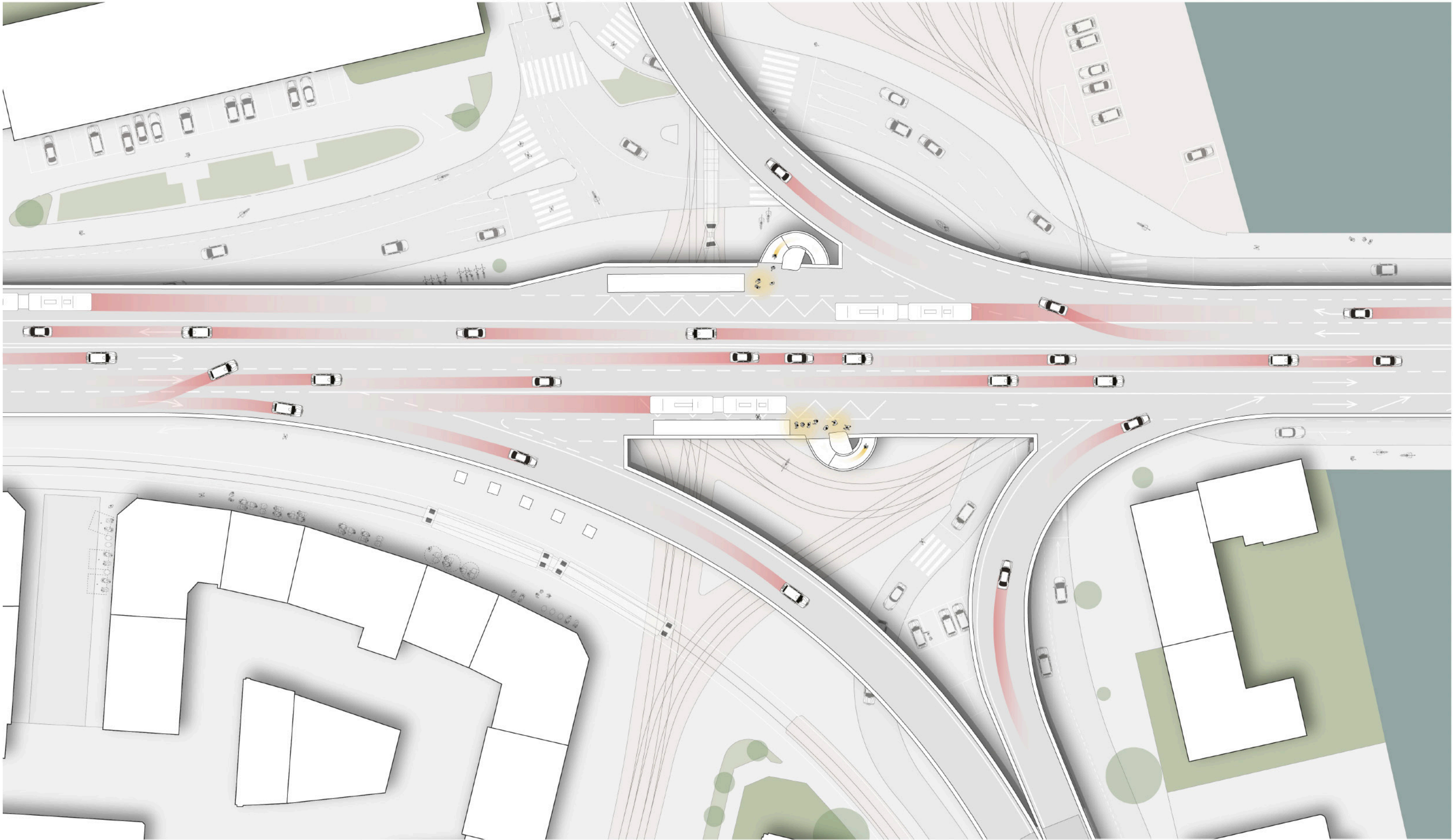
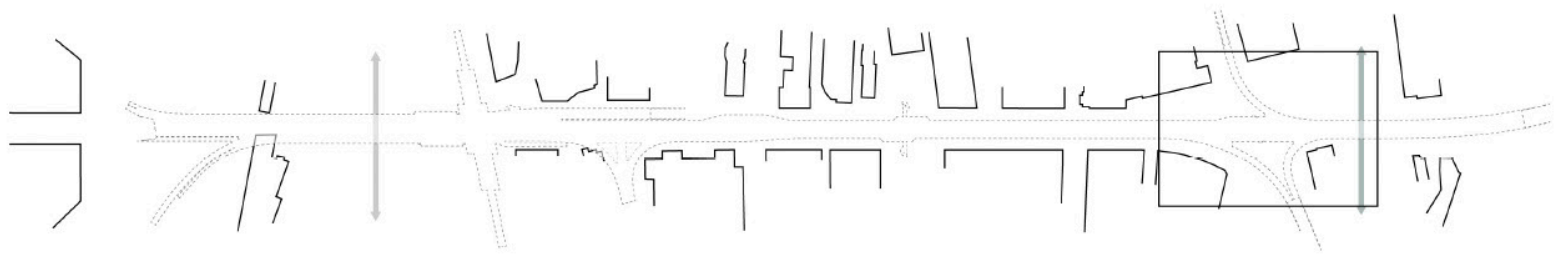
Hardbrücke Escher-Wyss Platz

The Escher-Wyss Platz is more a traffic intersection than a square which shows in how poorly it is used by people as a place to stay with even the urban furniture remaining unused most of the time. Tram lines and congested wide car lanes divide the square into separate islands making it difficult for pedestrians and bikers to move around. On one side the building frontyards are actively used as terraces, yet on the other the frontyard of the building consists of distance green and parking spaces. Just as Schiffbau the Escher-Wyss Platz is a public transport node connecting the space underneath and above the bridge.



Hardbrücke Escher-Wyss Platz

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PROJECT CLIMATE LINE HARDBRÜCKE



Project Description

Based on the analysis of the Hardbrücke and the climate, traffic as well as quality of space challenges it faces I am proposing to transform the streetscape into a unique street typology for Zurich.

The transformation of the street is based on a future outlook that car traffic and parking spaces will be reduced but also on the introduction of a park and ride system that brings a shift towards public transport use.

The new design of the area underneath the Hardbrücke has a continuous pedestrian zone as its core element. In order to create it the motorized and rail traffic have to be adjusted. The main orthogonal street axes are kept but reduced in the number of lanes. The large inefficient parking areas underneath the bridge as well as the roads leading to them are removed altogether. The tramlines running underneath the bridge are moved to the more shaded side of the street while the ones at Escher-Wyss-Platz are rearranged to free the square. Further a bike network along the main axis is introduced. On the bridge the car traffic is reduced, rapid bus lanes are introduced and a green pedestrian and bike area is created on one side covered by a pergola.

The new entrance squares at the station connect the Maag to the Gerold area, the Schiffbau- and Steinfelsplatz are joined to form the urban heart of the street and the Escher-Wyss-Platz becomes an active park with spaces for arts exhibitions. Along the main pedestrian zone there is a dedicated space for temporary pavillions. The more sunny side of the street is characterized by a strip with green and blue elements and lush vegetation. The more shaded side is reserved for mobility such as the tram and main bike lane. Overall green connections to neighbouring important open spaces and parks are strengthened.

The shift in thinking about streets in Zurich my project tries to achieve is based a lot on replacing asphalt with more permeable but also diverse and aesthetically interesting materials. I am also proposing a water collection system for plants irrigation, cooling during hot periods and open space quality. The water system is based on the rainwater being collected on the Hardbrücke as well as on unpermeable sidewalks flowing into a collection swale in the middle of the green strip. Further the specific types of trees chosen are ones that are estimated to be more robust in face of harshening climate conditions.

Hypothesis Proposition

The project transforms a streetscape typical for Zurich, challenged by climate and traffic issues into a prototypical new street typology which is ecologically, functionally and socially durable. The climate line Hardbrücke becomes a unique urban destination but also a nature informed, climate-friendly streetscape.

Mobility Concept Car Traffic

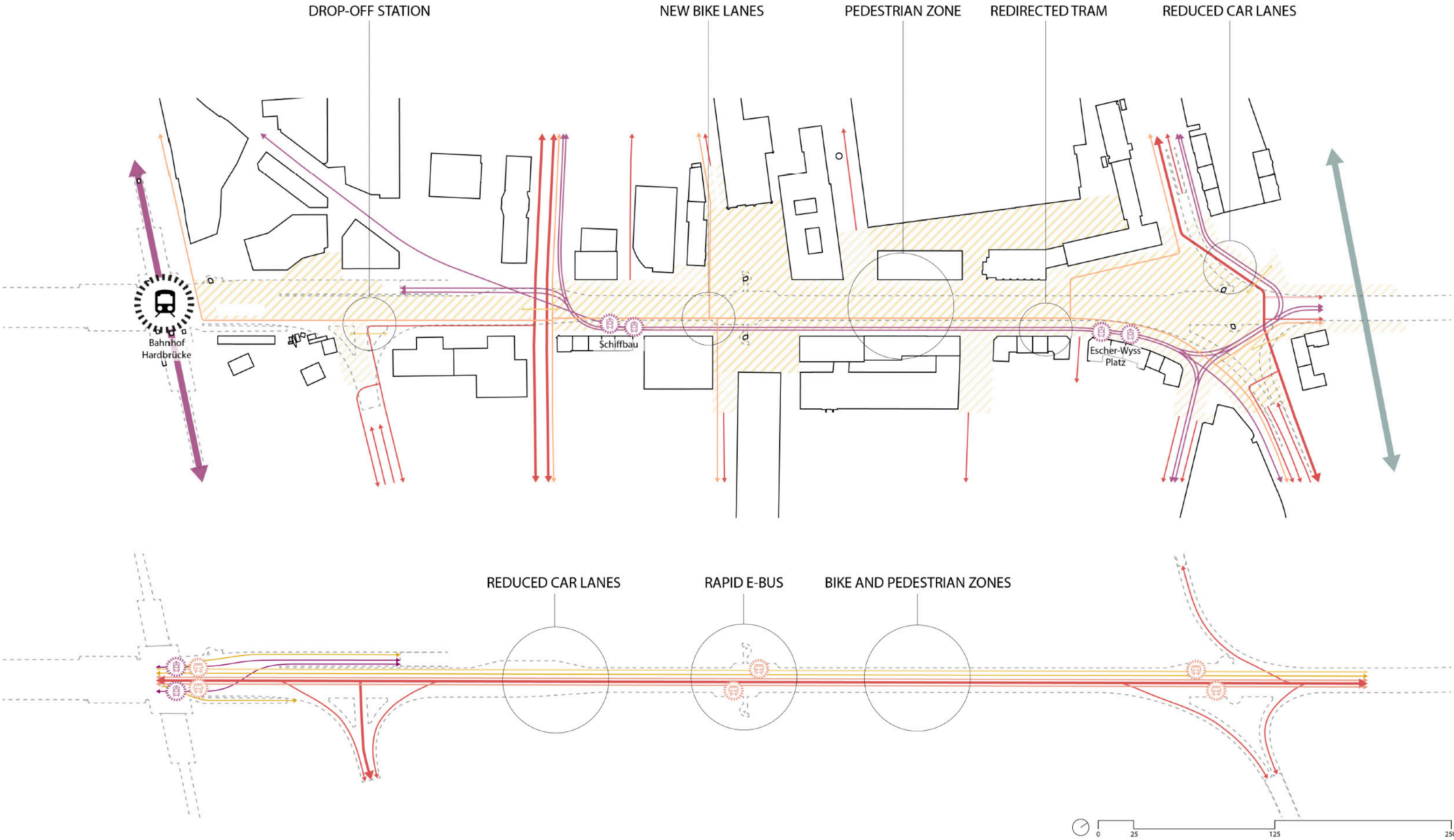


Mobility Concept Rail Traffic



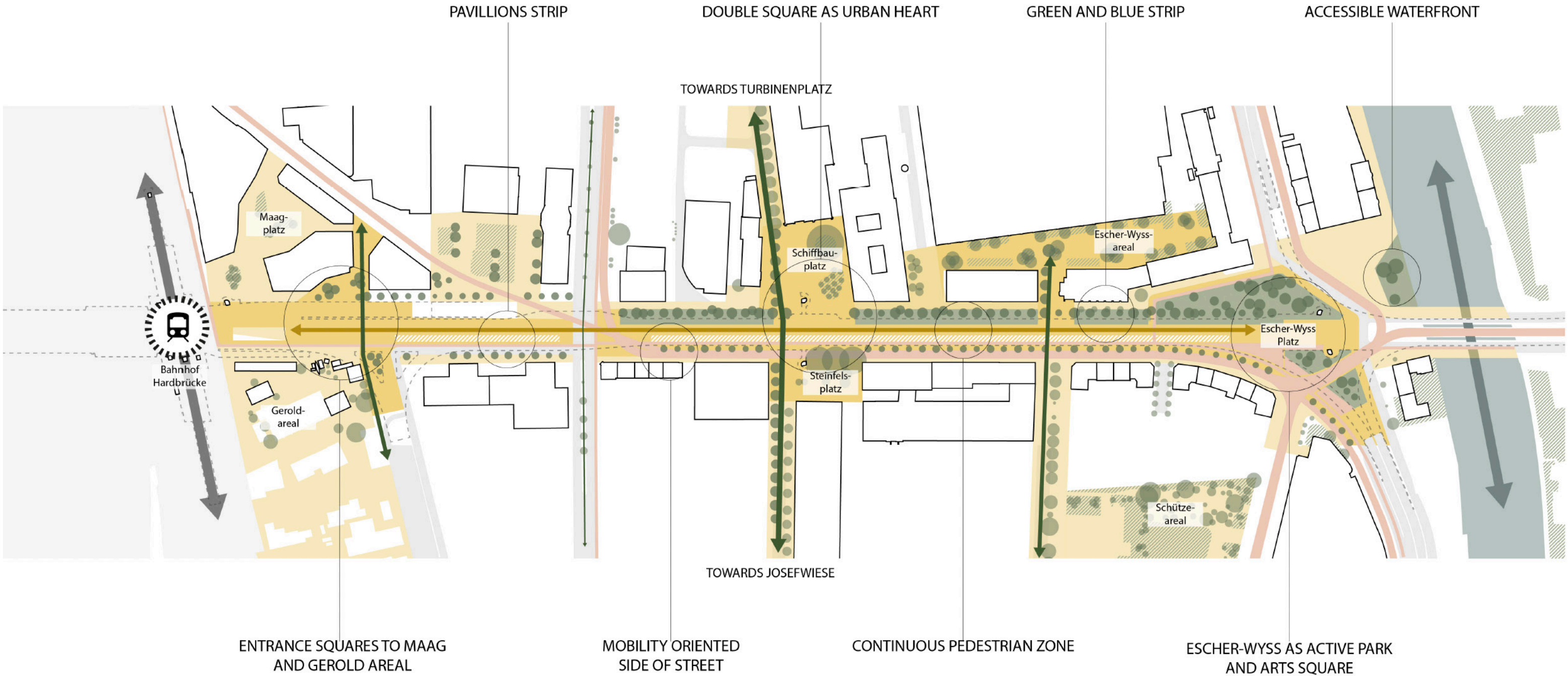
Hardbrücke Flows

In order to create a continuous pedestrian area along the Hardstrasse the motorized and rail traffic have to be adjusted. The main orthogonal axis of the Pfingstweidstrasse and Hardturmstrasse are kept but reduced in the number of lanes. The large inefficient parking areas underneath the bridge as well as the roads leading to them are removed altogether. The tramlines running underneath the bridge are moved to the more shaded side of the street while the ones at Escher-Wyss-Platz are rearranged to free the square. Further a bike network along the main axis is introduced. On the bridge the car traffic is reduced, rapid bus lanes are introduced and a green pedestrian and bike area is created on one side.



Hardbrücke Places

The new design of the area underneath the Hardbrücke has a continous pedestrian zone as its core element. The new entrance squares at the station connect the Maag to the Gerold area, the Schiffbau- and Steinfelsplatz are joined to form the urban heart of the street and the Escher-Wyss-Platz becomes an active park with spaces for arts exhibitions. Along the main pedestrian zone there is a dedicated space for temporary pavillions. The North-Western, more sunny side of the street is characterized by a strip with green and blue elements. The South-Eastern side is more reserved for mobility such as the tram and main bike lane. Overall green connections to neighbouring important open spaces and parks are strenghtened.



Hardbrücke Water System

Water is an essential element for the new street design as it fulfills many functions being used for plants irrigation, cooling during hot periods but also has an aesthetical quality. The water system is based on the rainwater being collected on the Hardbrücke as well as on the unpermeable sidewalks flowing into the swale which is placed in the middle of the green and blue strip. From the swale the water seeps into a pipe which can have additional water storage entities underground. Depending on the season the water can be simply stored or used to create water features such as fountains or spraying fountains on squares and along the strip or it can be used to create larger waterbodies in the Escher-Wyss-Park.



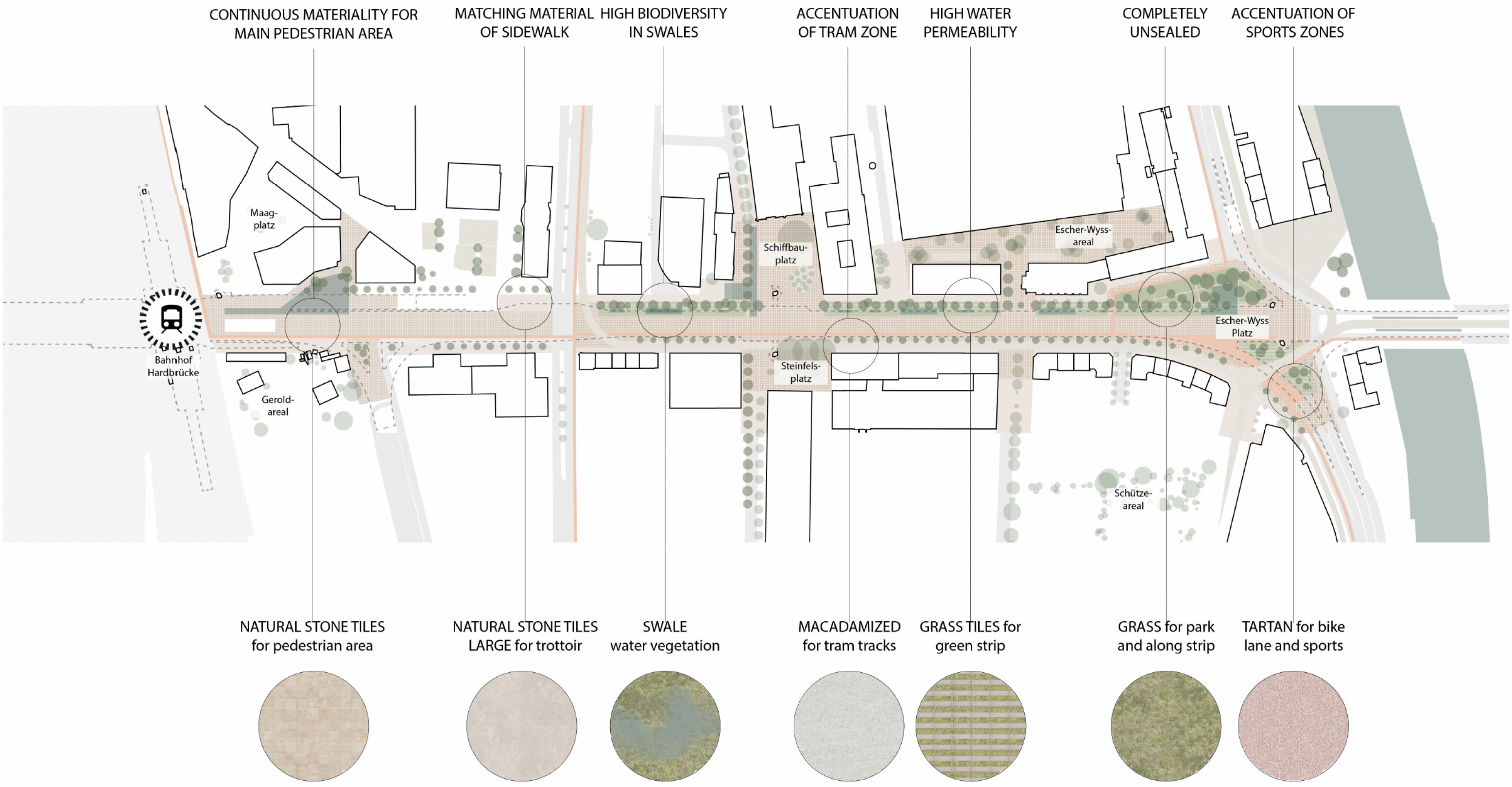
Hardbrücke New Tree Species

Planting trees along the new pedestrian zone is a very important measure in both mitigating the climate issues the neighbourhood faces but also an incredibly attractive natural element to enhance the streetscape. The specific types of ash, linden and maple trees chosen as street trees are ones that are estimated to be more robust in face of harshening climate conditions such as very dry summers or cold winters. The smaller growing trees will be placed on the more shaded side of the street while taller ones can grow on the sunnier side. The specific types of elm and oak trees chosen for situations like in the park or on squares where there is more space and sunlight have also been proven to be resistant.



Hardbrücke Surfaces

The large shift in thinking about streetscapes in Zurich my project tries to achieve is based a lot on replacing asphalt with more permeable but also diverse and aesthetically interesting materials which can reflect the atmosphere of a certain neighbourhood. The tiles chosen for the pedestrian area and sidewalks reflect on the colours of the industrial buildings of Escher-Wyss. Further surfaces for mobility such as bike lanes, sports areas and the tram tracks receive a special material so that these zones can become more recognizable and the overall picture more diverse. Yet the most important part is creating more permeable or semi-permeable surfaces such as grass tiles for walking on or actual green areas that create biodiversity.

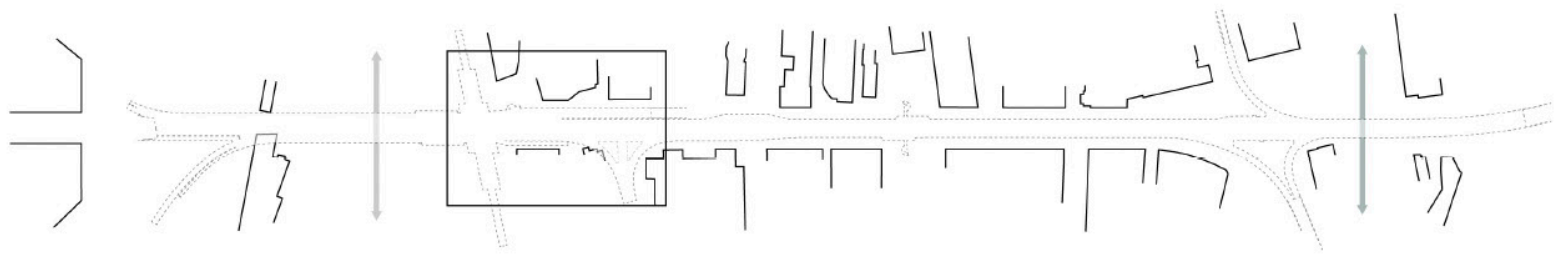
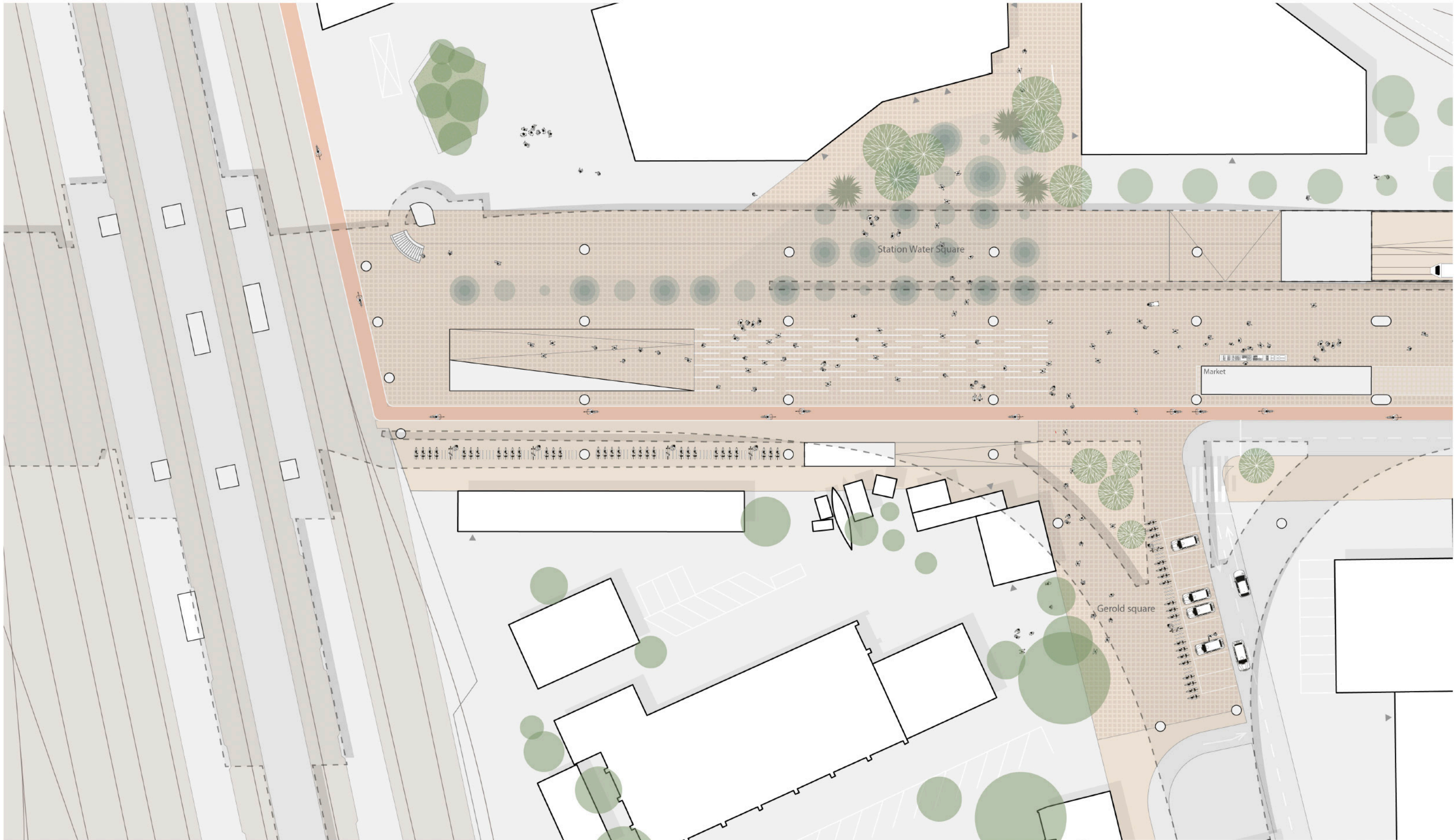


Project Axonometric



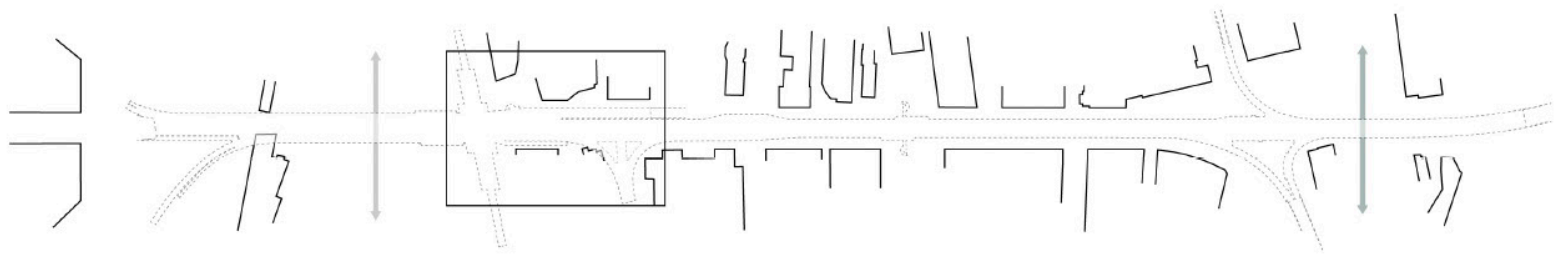
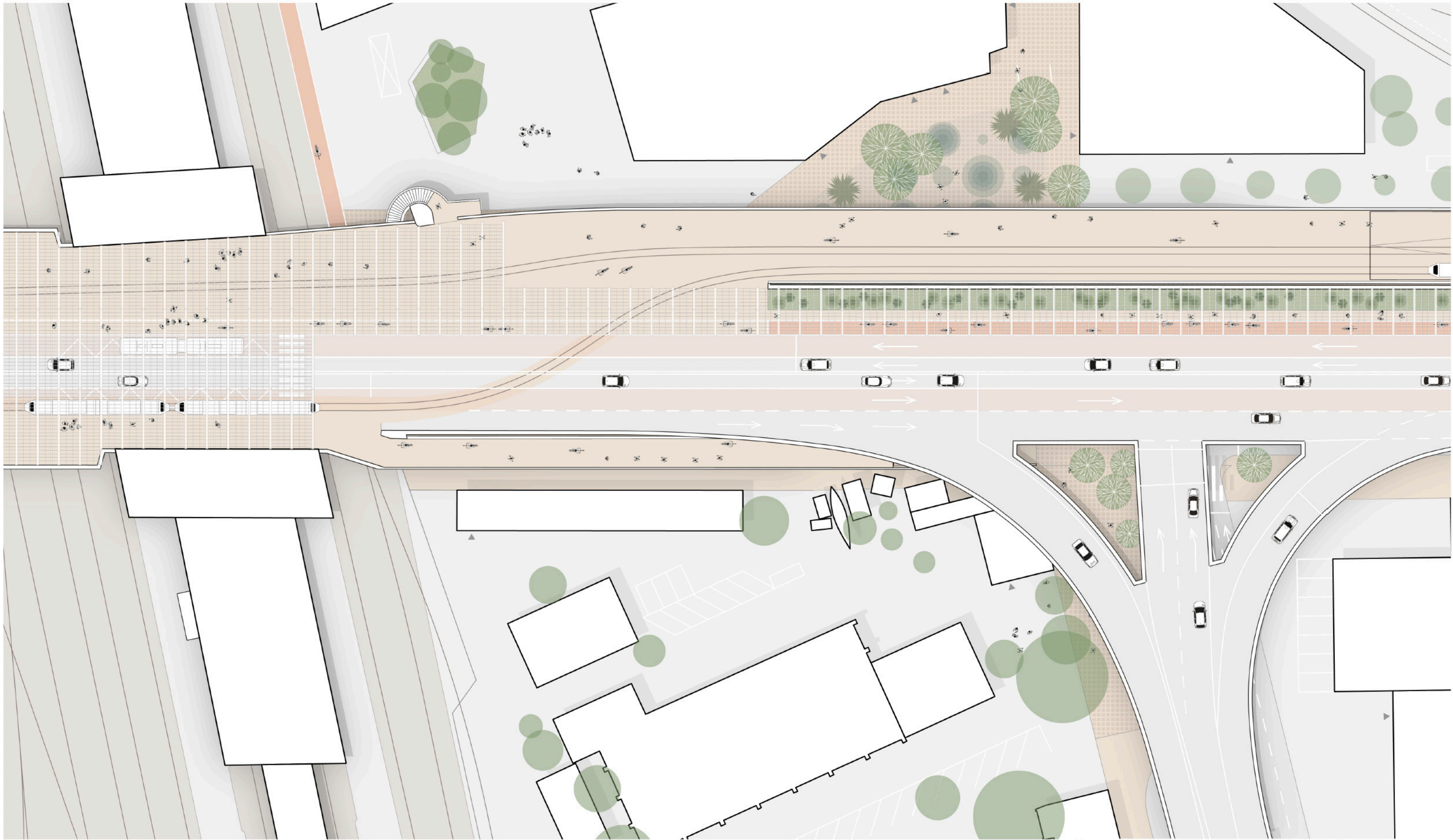
Hardbrücke Station Area

The new Hardbrücke station area is meant to function as a gateway to the Maag-Areal as well as the Gerold-Areal. Therefore a water square is introduced next to the prime tower upgrading the once empty space. On the other side a small square widens the nowadays very narrow access to the Gerold-Areal simultaneously functioning as a mobility station. Further, as the amount of parking and with it roads is reduced the people coming out of station can continiously walk along the pedestrian area underneath the Hardbrücke towards Schiffbau with temporary pavillions mainly functioning as market stalls. On the Hardbrücke the station as well as a green slow traffic zone is covered by a pergola.



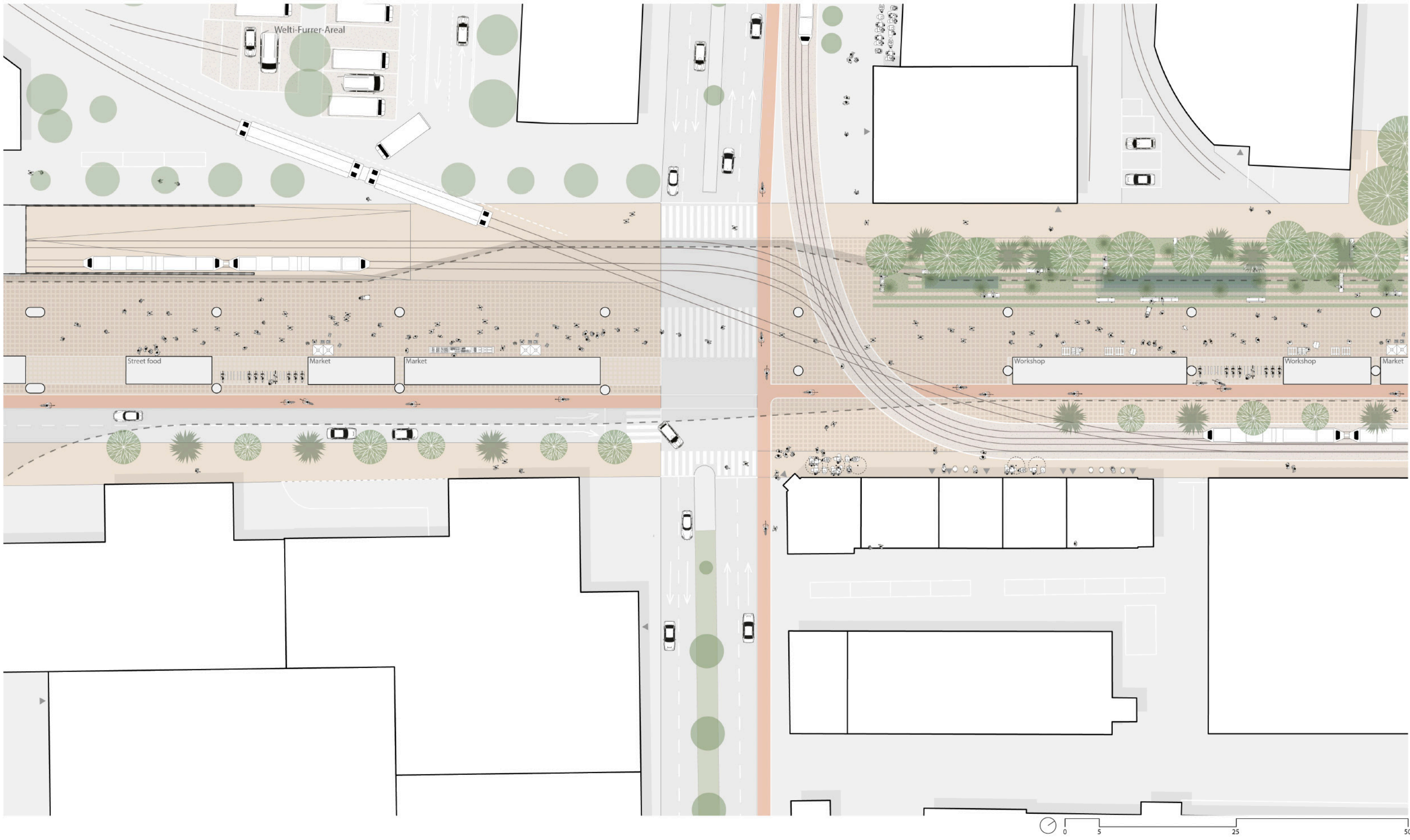
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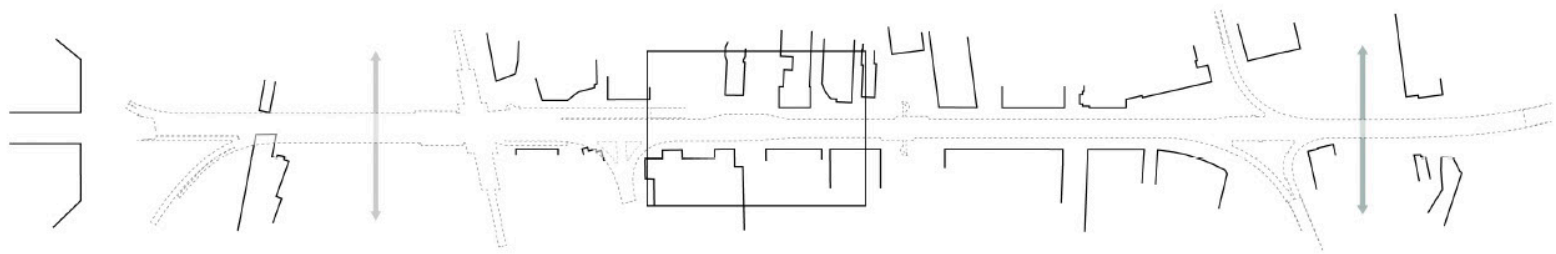
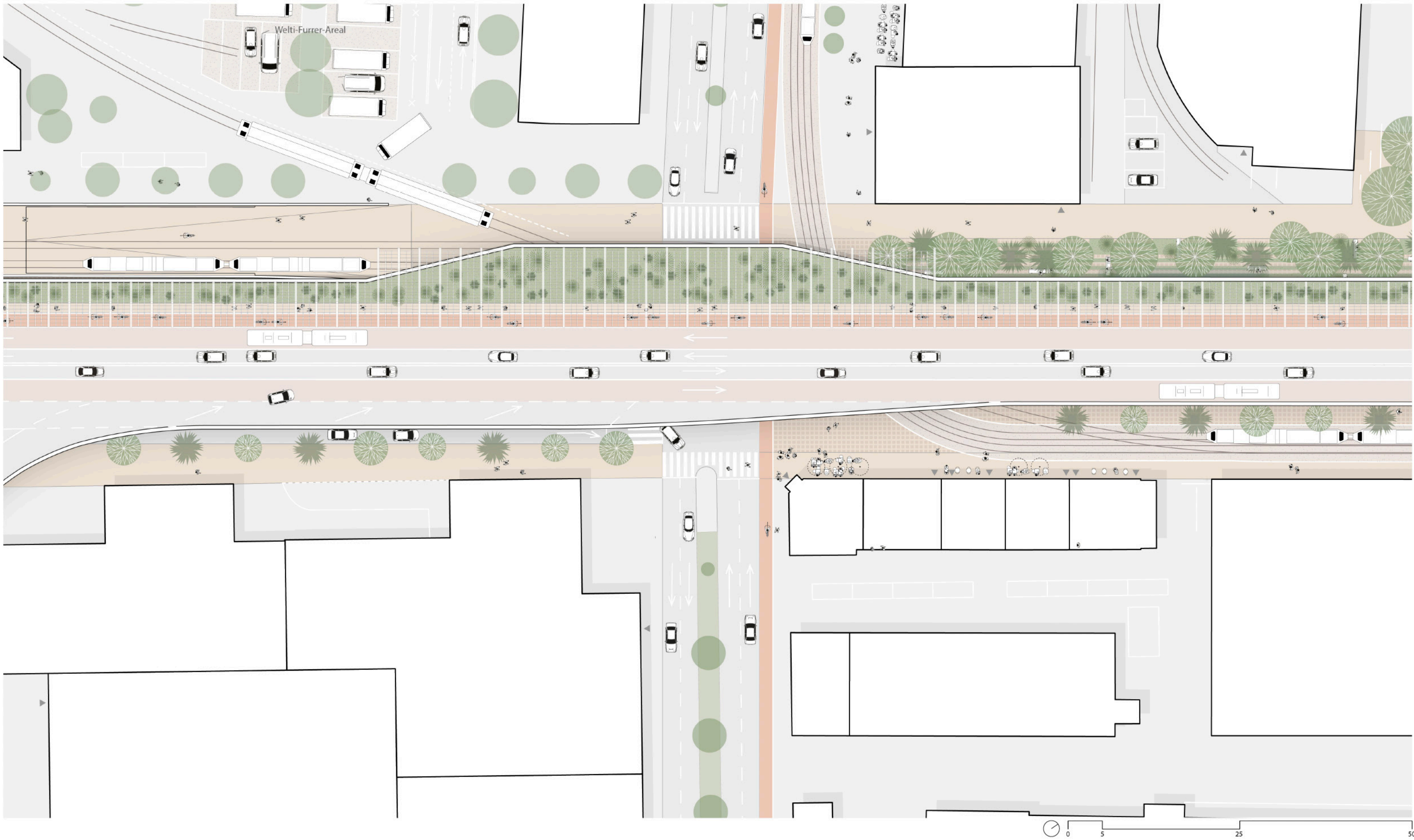
Hardbrücke Intersection Pfingstweidstrasse

The intersection between Hard- and Pfingstweidstrasse becomes a more pedestrian friendly zone where people can continously walk along the pedestrian area. That is made possible as the tramline which was once underneath the bridge is moved and joined with the Cargo track. That also means that latter side of the street becomes a zone of movement also with the introduction of the new bike lane that runs along the pedestrian area and connects to existing bike connections. The Welte-Furrer-Areal is transformed by unsealing surfaces and additional greening. On the Hardbrücke the green slow traffic zone continues covered by a green pergola.



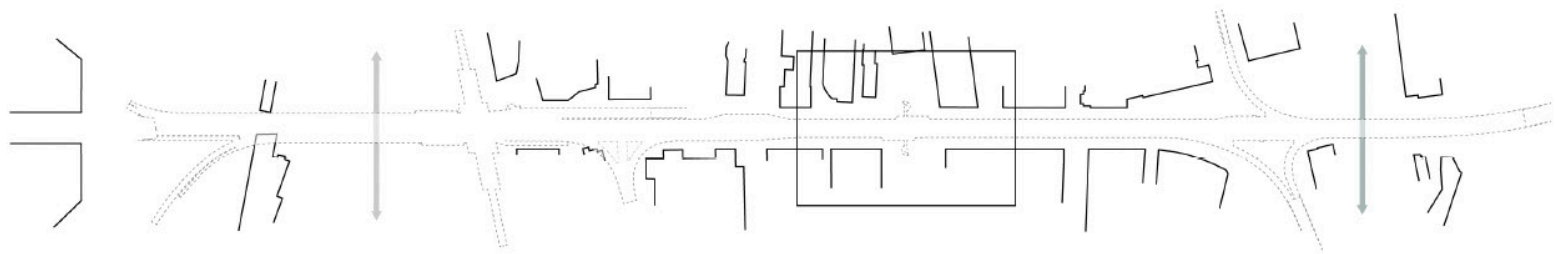
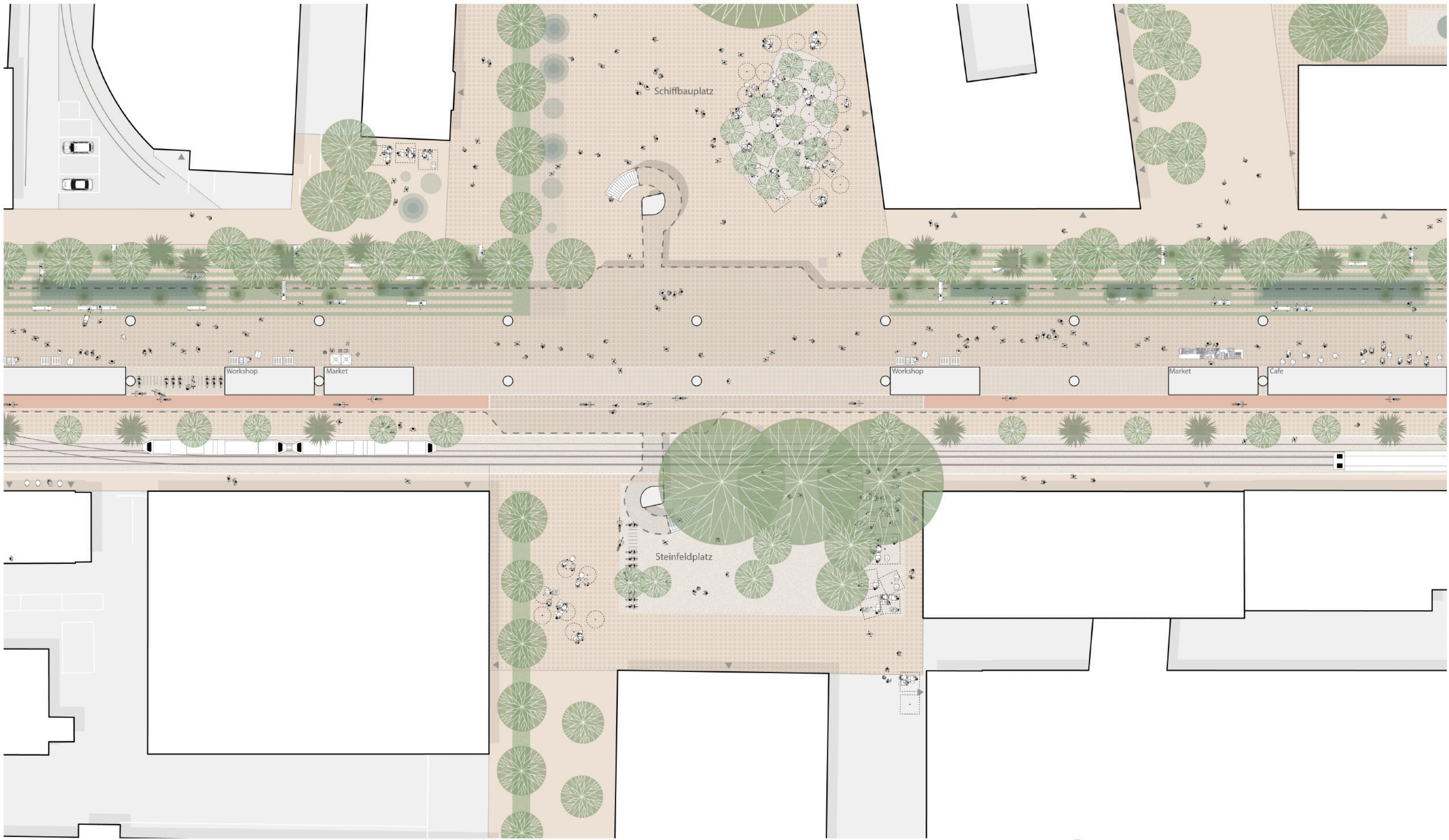
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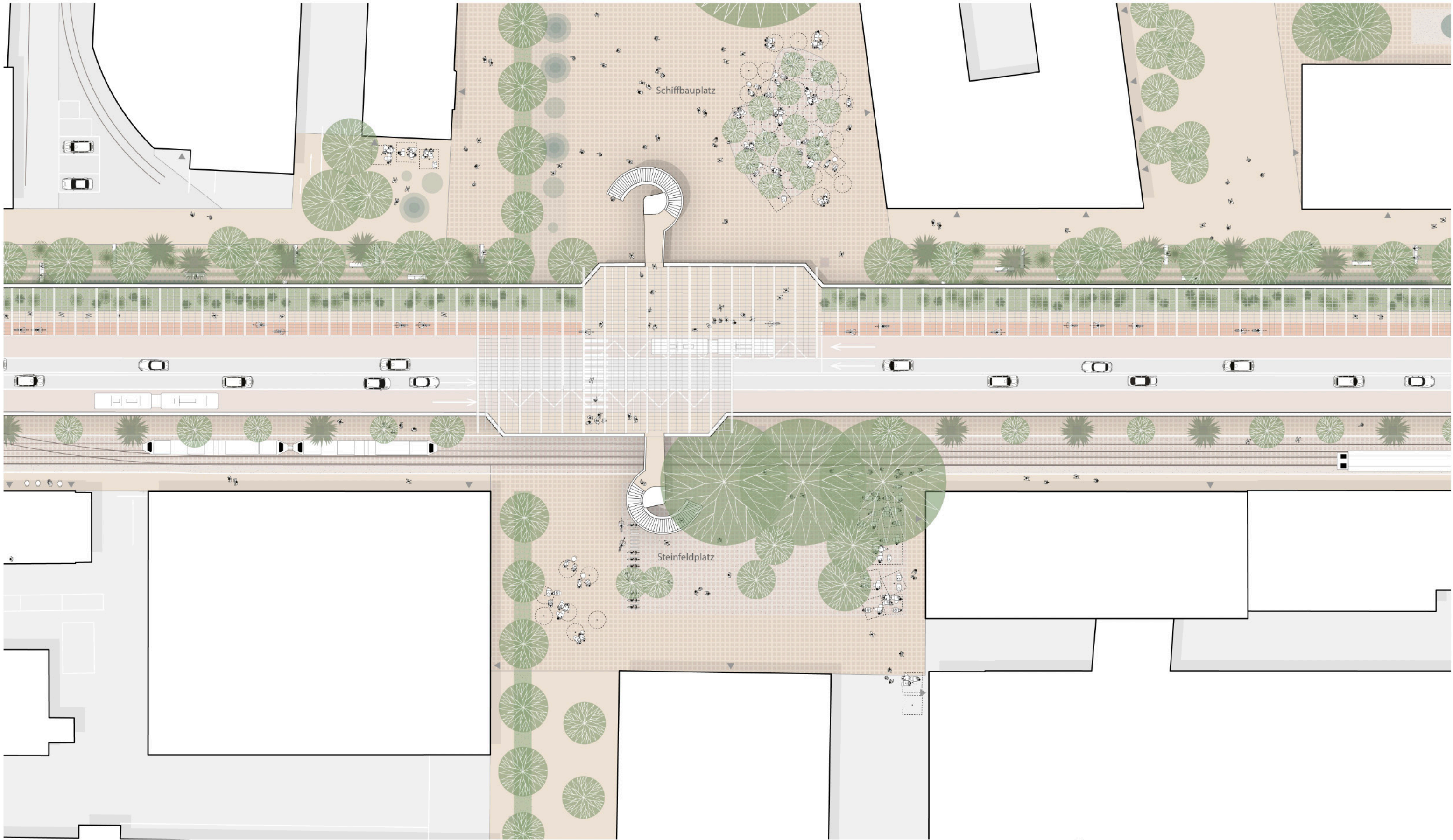
Hardbrücke Schiffbau

While the zone being more in the shadow becomes a place of movement the opposite side is transformed into a green and blue area that provides green and blue places of stay. The water is collected on the Hardbrücke to facilitate different water elements. Nevertheless at Schiffbau there is an exceptional situation where it is now made possible to join the Schiffbauplatz and Steinfeldplatz. These industrially informed squares become the urban heart of the pedestrian zone. The pavilions in this area are mainly workshops reflecting the industrial heritage of the area. Additionally an important green axis is introduced connecting Turbinenplatz and Josefweise. The upper deck once again has a covered bus stop area.



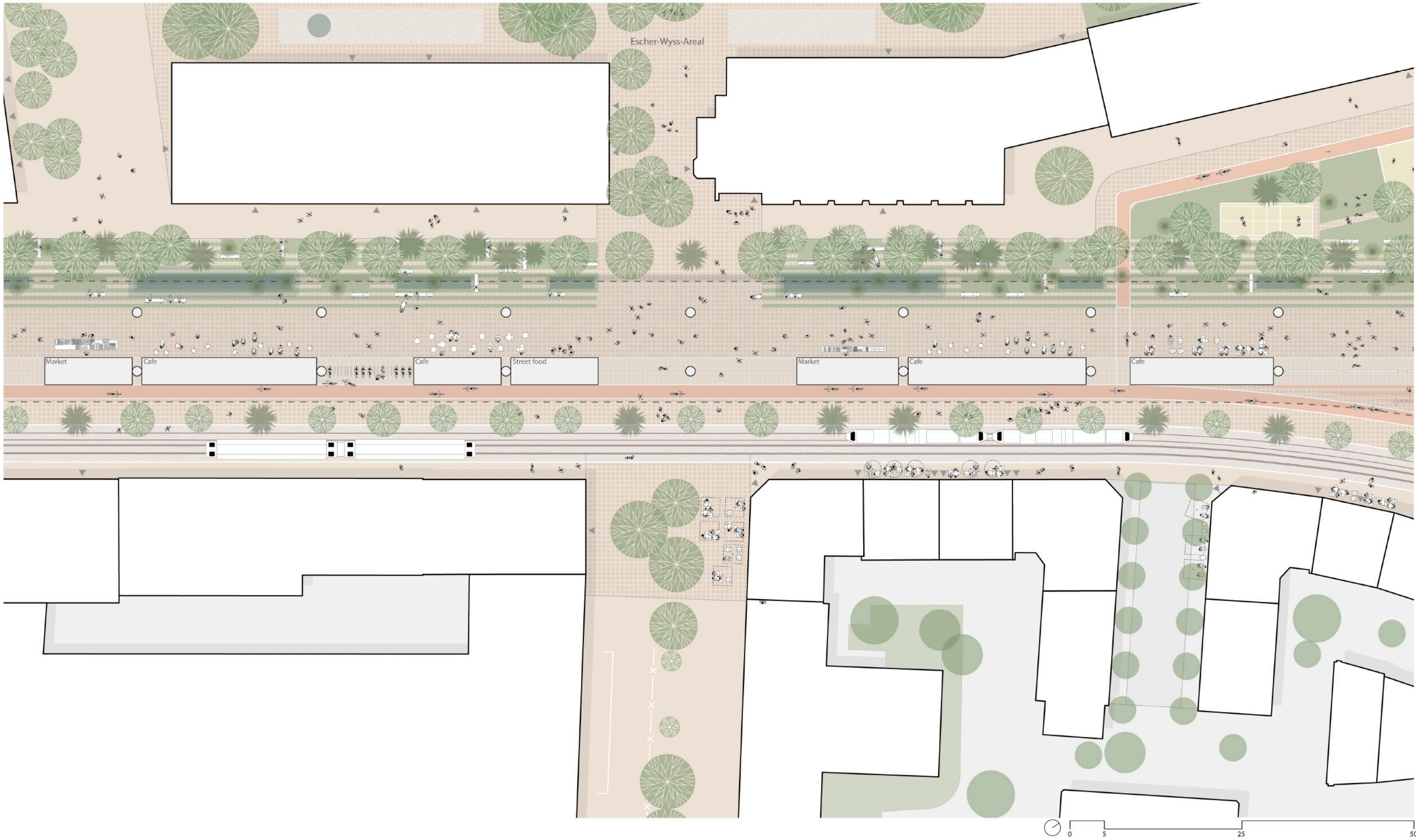
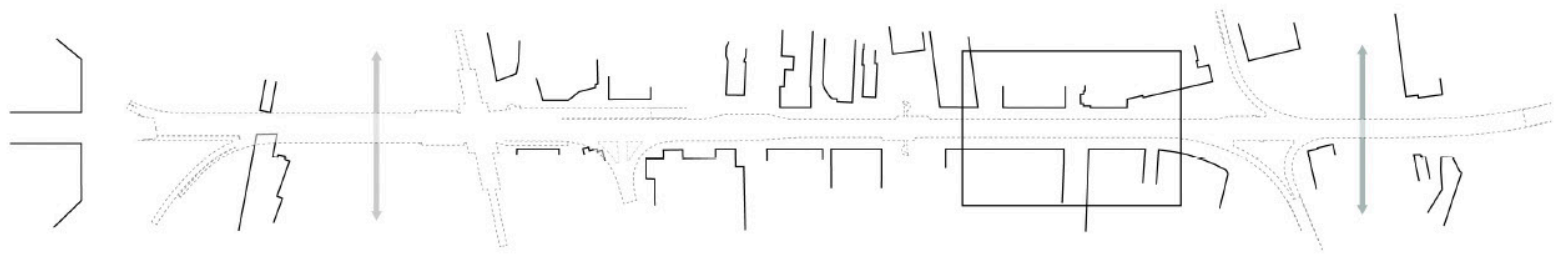
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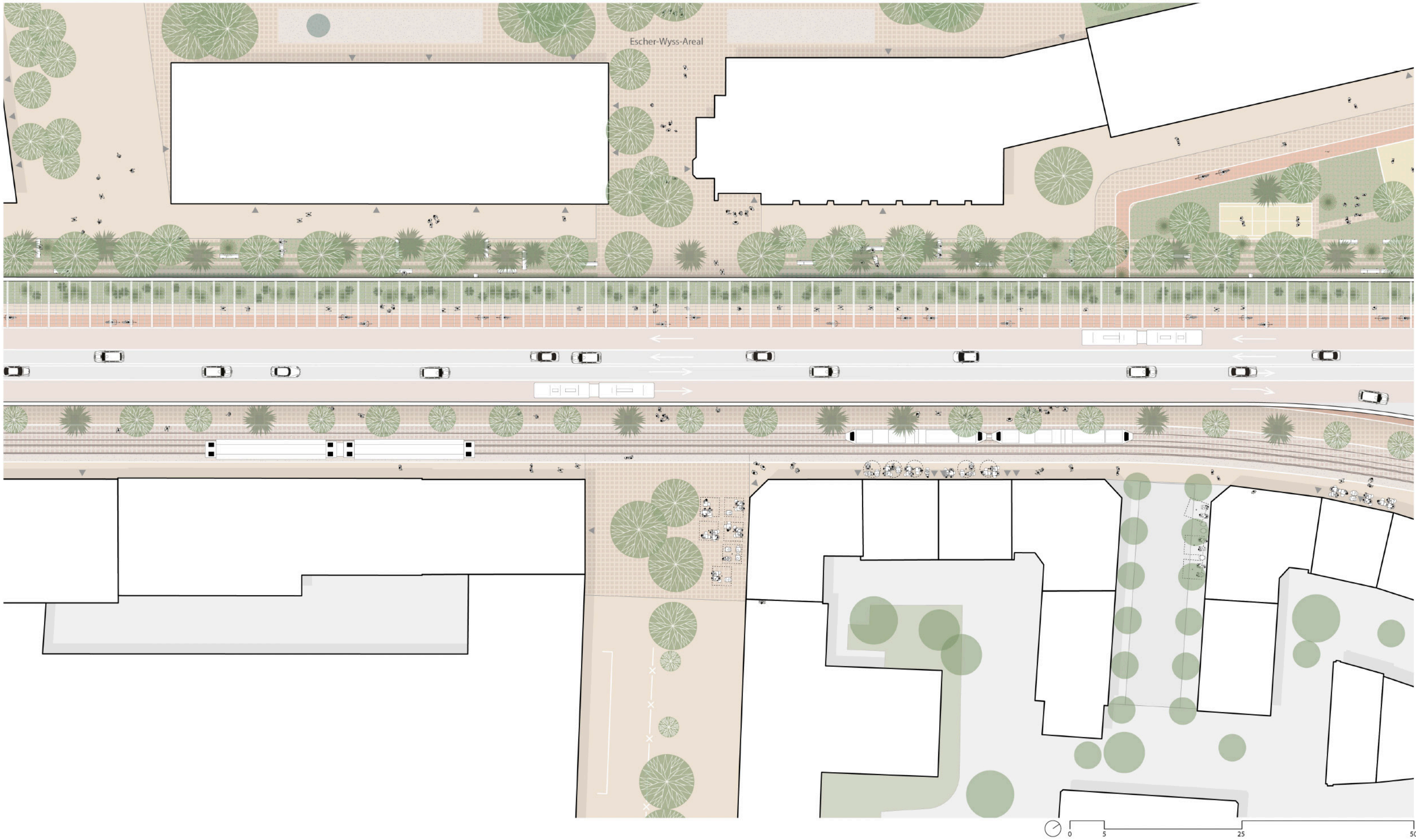
Hardbrücke Abaton and Escher-Wyss-Areal

The area at the Abaton cinema and Escher-Wyss-Areal is characterized by the spatial relation of the pedestrian zone with the backyard of the Escher-Wyss-Areal. A green axis is introduced connecting the backyard with the Schütze Areal as it is one of the most lively parks in the neighbourhood. The street profile in this section mainly stays the same with pavilions offering gastronomy and street food as this area is expected to become more lively. This part of the pedestrian area links the Schiffbauplatz with the transformed Escher-Wyss-Platz bringing more street life and places of interaction. On the Hardbrücke the covered slow traffic zone continues.



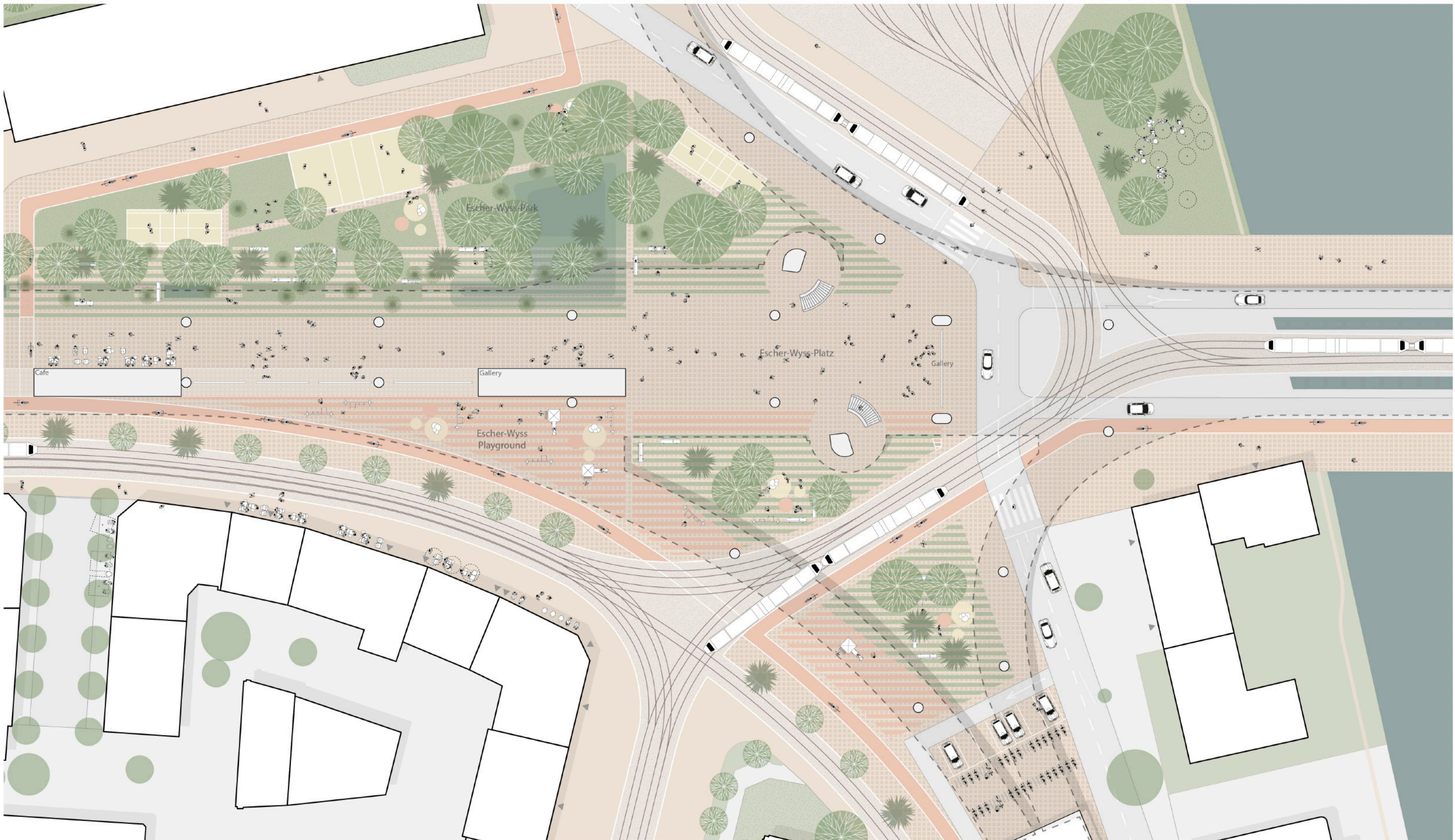
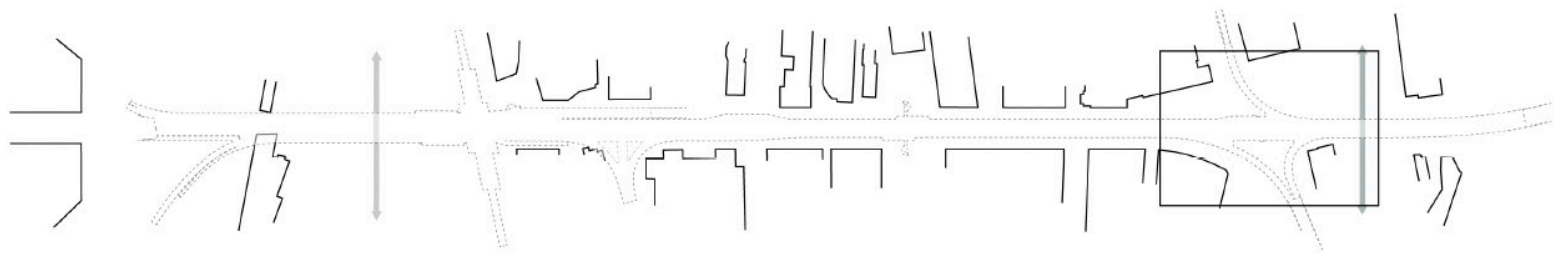
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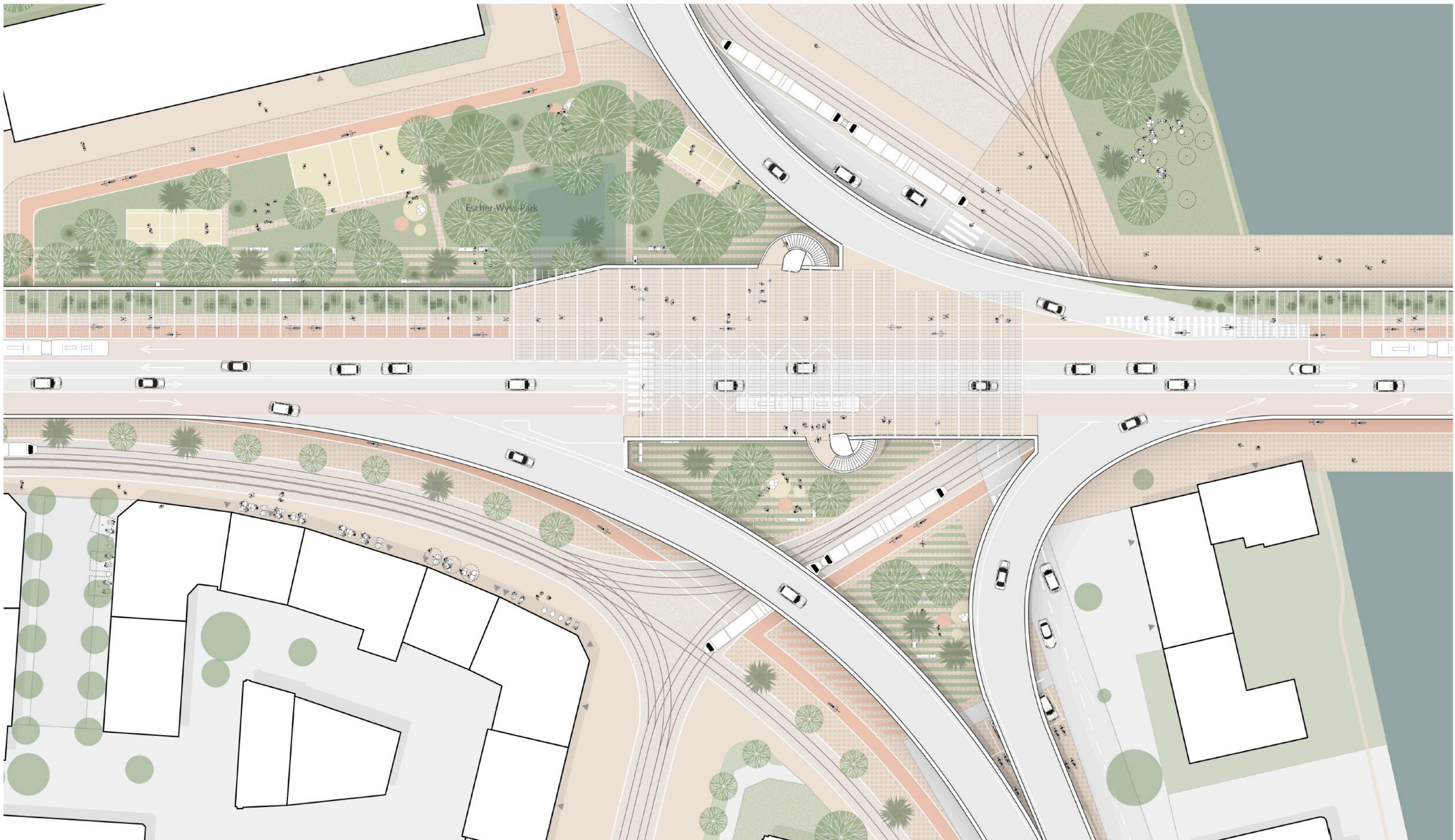
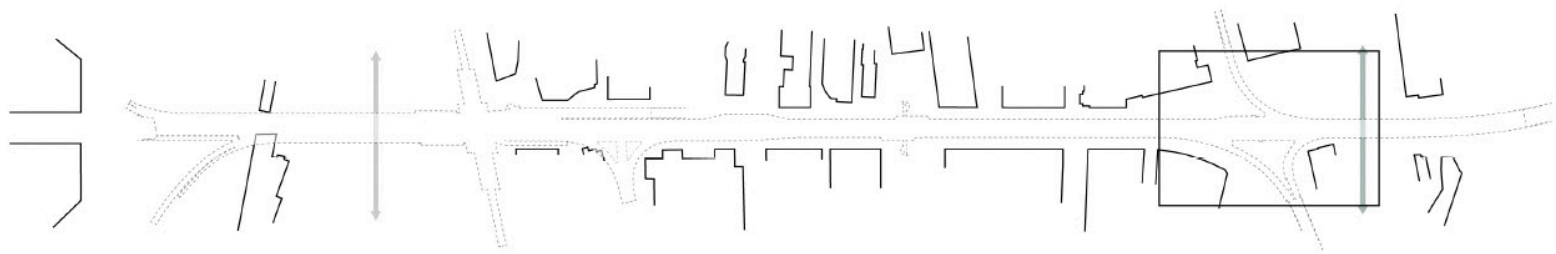
Hardbrücke Escher-Wyss Platz

By redirecting the existing tram lines and reducing traffic it is possible for the Escher-Wyss-Platz to be completely transformed from a traffic island into an active park. On one side there is a green area hosting small sports fields, vegetation and water elements. The other side becomes a playground using the opening of the bridge to introduce vegetation. The pedestrian area as well as installations on the Escher-Wyss-Platz provide a space for temporary art installations. Additionally a wider pedestrian area on the bridge as well as a connection and transformation of the Limmat shore is envisioned. On the Hardbrücke once again the bus stop area is covered by a pergola.



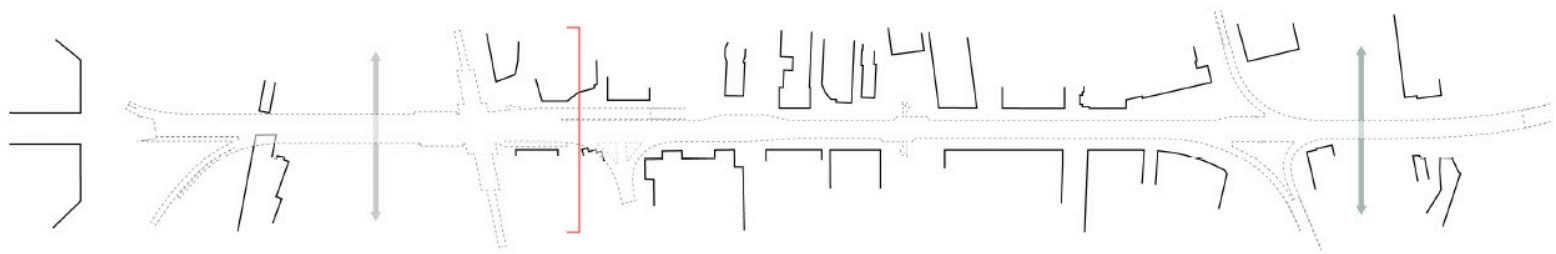
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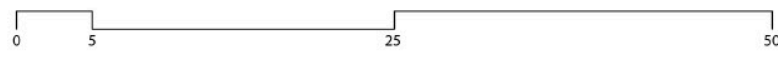


Section Bahnhof Hardbrücke - Summer

The section through the redeveloped station square shows its connection to the Maag-Areal as well as the Gerold-Areal. The summers in Zurich have a high amount of rainfall, at the same time periodically it can get very hot and dry. Therefore the rainwater collected on the bridge and street surfaces on one hand can be directly used to water plants and trees, at the same time excess water can be stored in order to facilitate watering during dry periods but also create water features in the public space for cooling. In the case of the station square this element is a fountain providing cooling but also being a playful element. The pergola on the Hardbrücke provides for shading additionally.

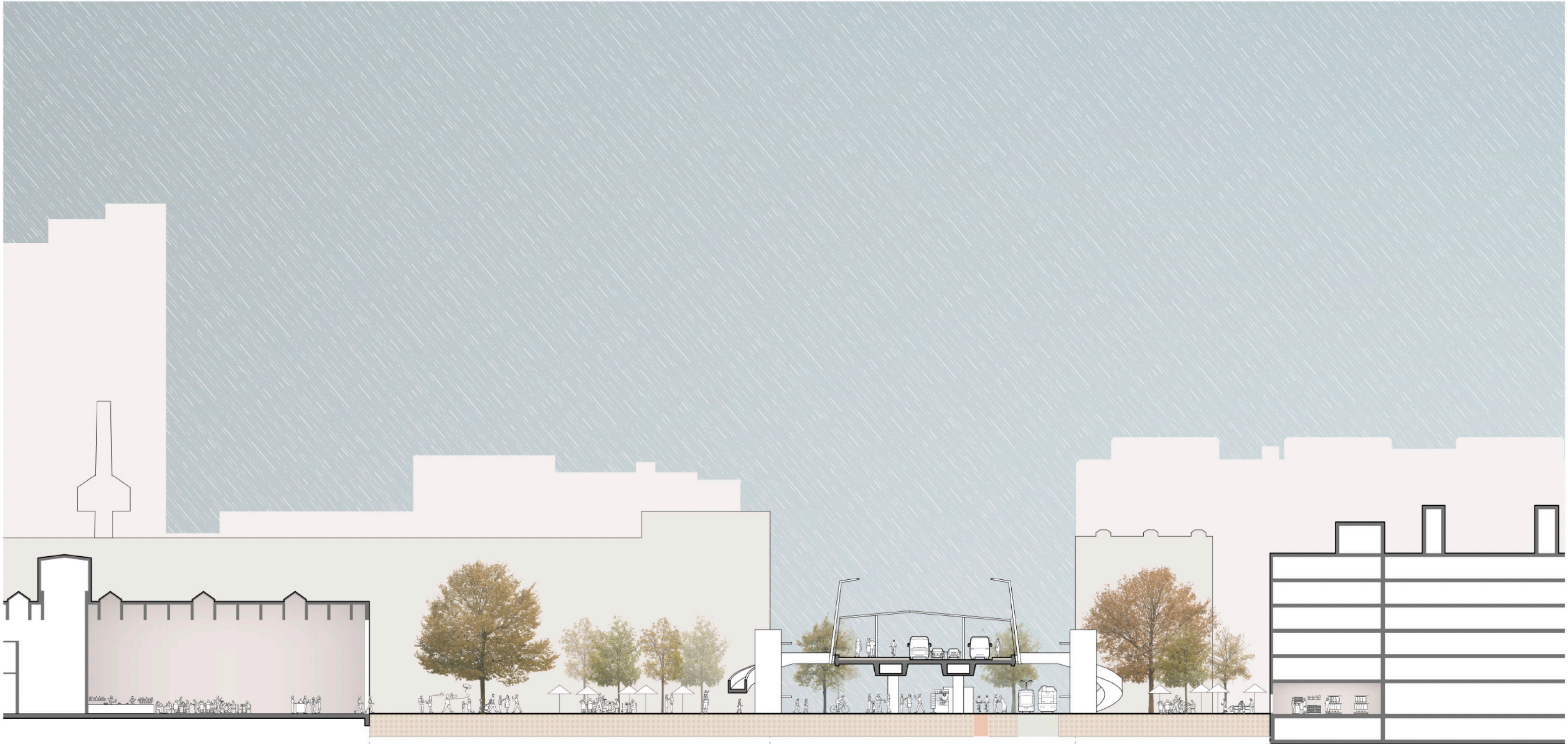
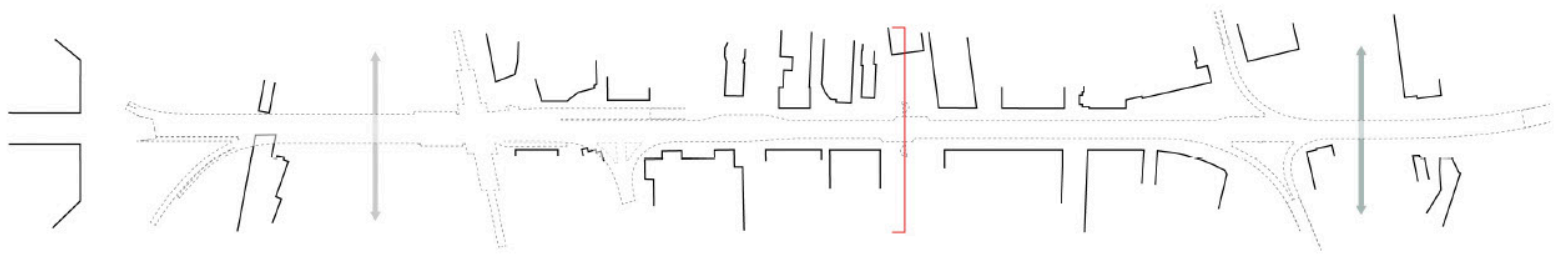


Maag-Areal Station Water Square Pedestrian Zone Gerold-Areal

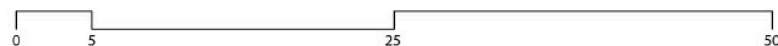


Section Schiffbau - Autumn

The section through the Schiffbau area shows how the Schiffbauplatz and Steinfelsplatz are connected by the new pedestrian area but also the relationship of the squares towards the ground floors of the surrounding buildings, most remarkably the Schiffbau. As all seasons in Zurich have a large amount of rainfall autumn is no exception. As the first months are still mild water elements can be pleasing in terms of cooling. Later on the water becomes a landscape element trough its retention and irrigation. In autumn public spaces such as the squares are used differently depending on the weather, on rainy days roofs, pergolas and the bridge itself provide for shelter. The Schiffbau bus stop is interely covered by the pergola.

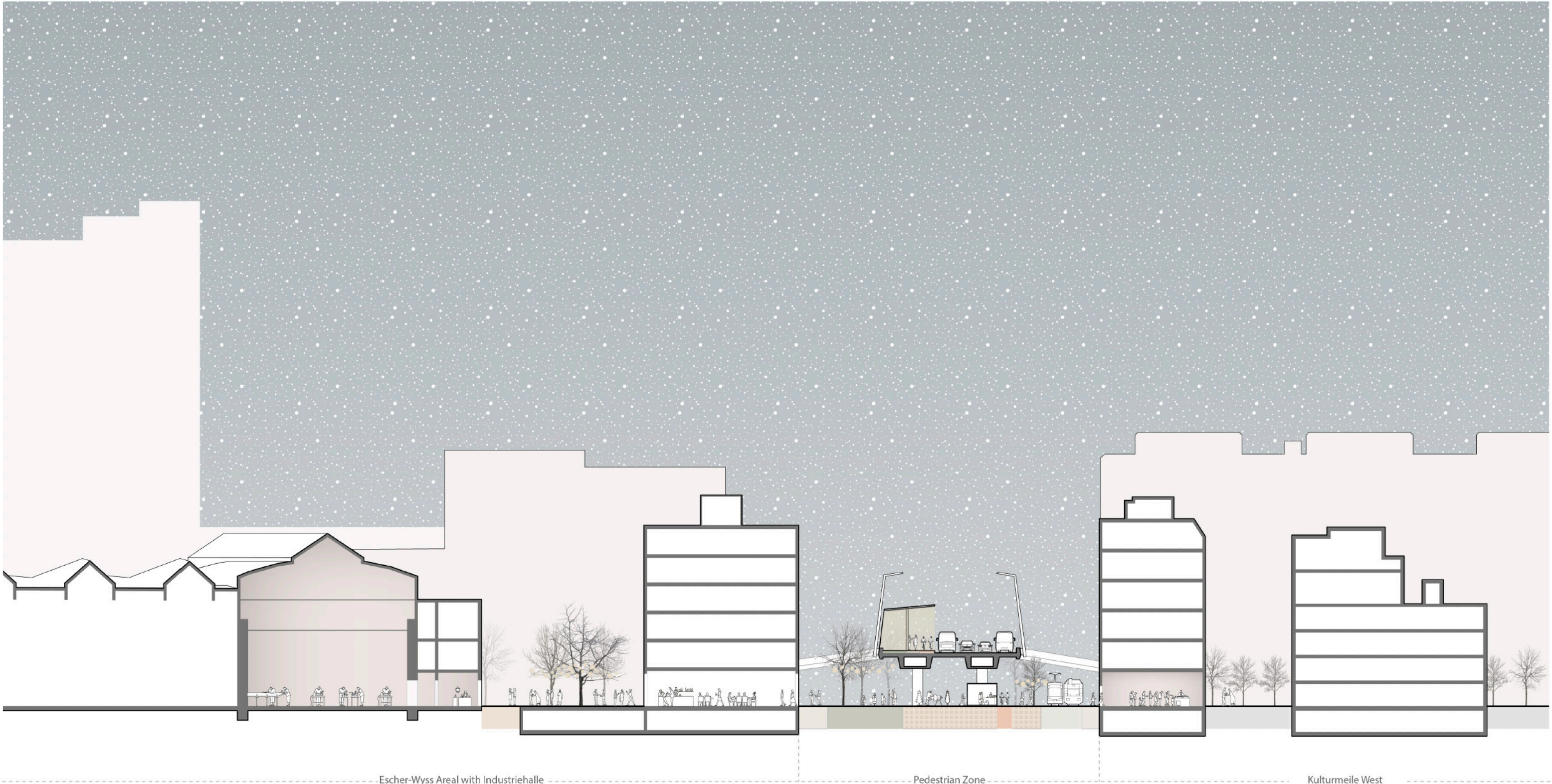
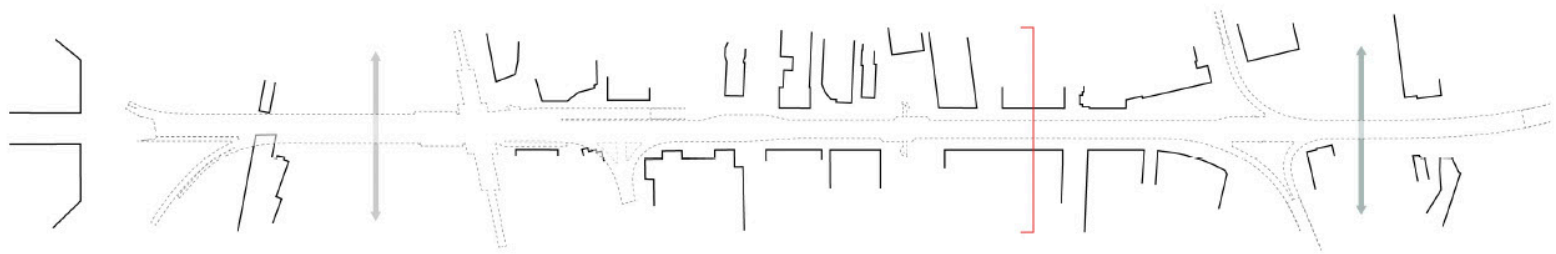


Schiffbau Schiffbauplatz Pedestrian Zone Steinfelsplatz Geschäftshaus Steinfels



Section Abaton and Escher-Wyss-Areal - Winter

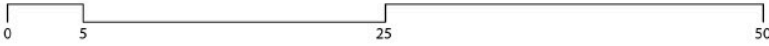
The section through the redeveloped area at the Escher-Wyss-Areal shows the relationship of the new pedestrian zone to the industrial backyard of the Industriehalle as well as its groundfloors. In winter time the high amount of rainfall can either mean rain or snowfall. Both are stored through surface irrigation. During winter time the space underneath the bridge and courtyards can become spaces themed around winter activities such as christmas markets. An important aspect during the winter months is also the illumination as it gets dark very quickly and people are prone to feel less comfortable. Therefore even simple lighting elements such as lanterns can be helpful.



Escher-Wyss Areal with Industriehalle

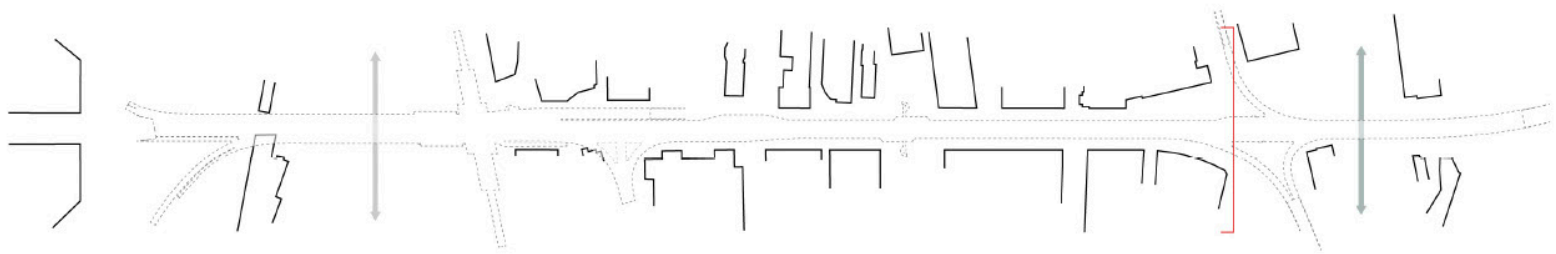
Pedestrian Zone

Kulturmeile West



Section Escher-Wyss-Platz - Spring

The section through the Escher-Wyss-Platz shows the new different zones introduced making the square an active park instead of a traffic island it once was. Similar to autumn spring in Zurich can be both mild and rainy. In the case of the Escher-Wyss-Park excess water is stored in a large pond and helps to irrigate the green park that hosts places of stay and sports activities. On the other side the active park becomes a space where people can do sports outdoors beeing covered by the bridge in case of rainfall. The sqaure itself is dedicated to art functions. Just like at Schiffbau the pergola on the bridge covers the bus stop.



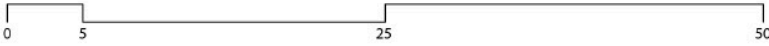
Tramdepot

Escher-Wyss Park

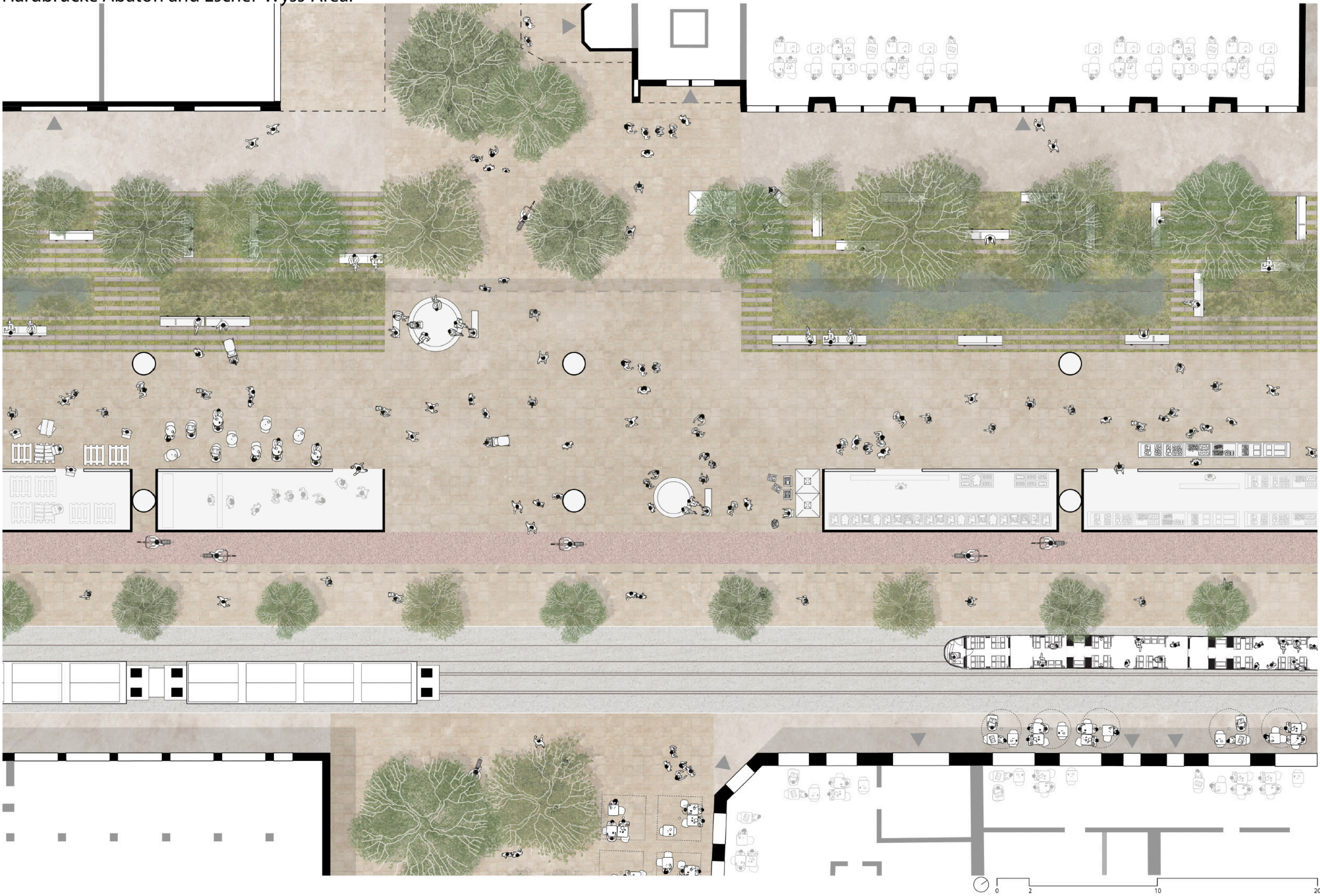
Escher-Wyss Platz

Escher-Wyss Active Park

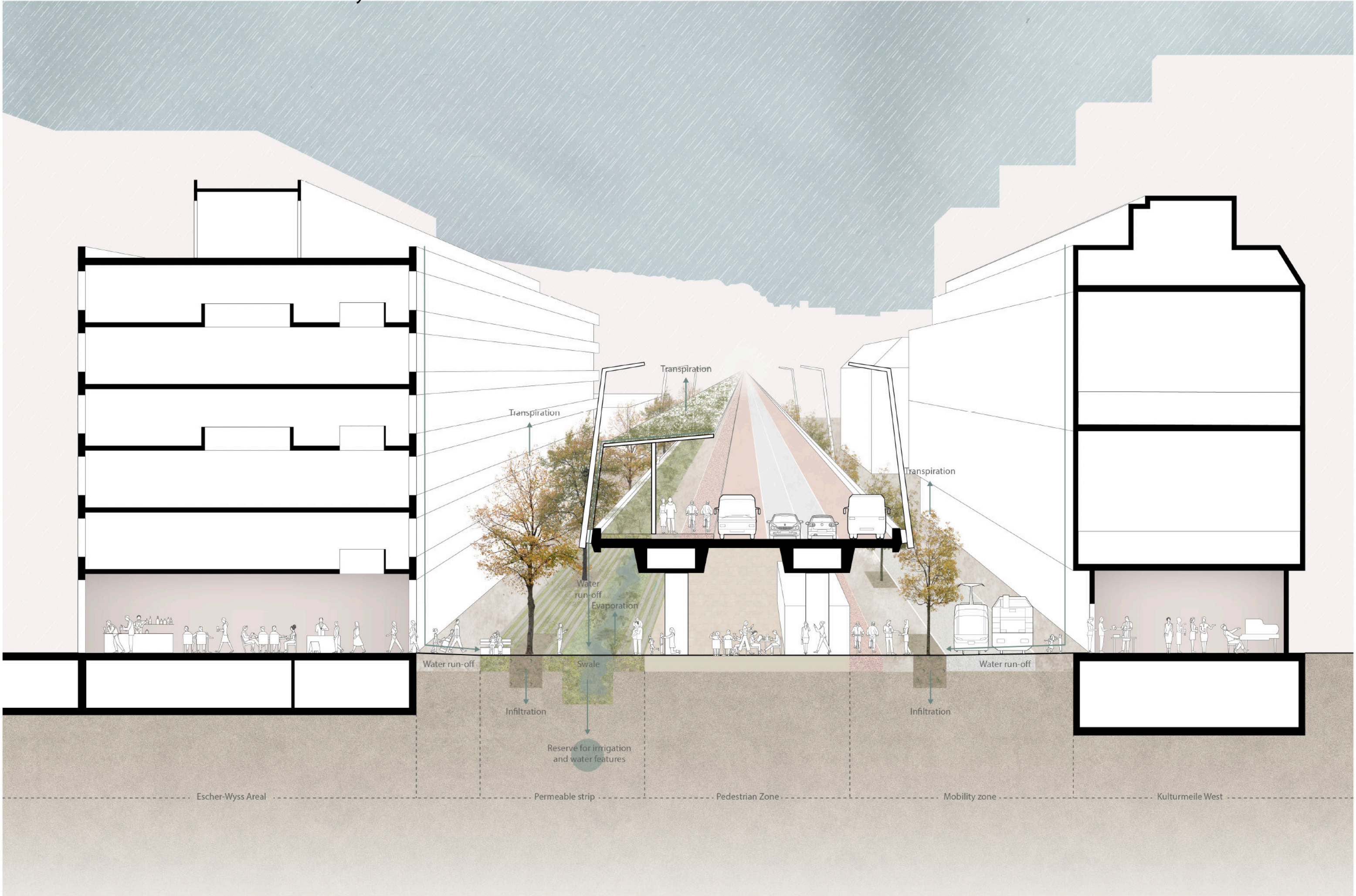
Streetscape Limmatstrasse



Hardbrücke Abaton and Escher-Wyss-Areal



Section Hardbrücke Abaton and Escher-Wyss-Areal



In Front of Schiffbauplatz in Summer



