

Markus Ubrig_loved / lived valley

It is time to give the urban spaces their identity back and thus counteract the urban monotonization.

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"The street leading east to the Isartor, which bears the descriptive name 'Tal' (meaning Valley), still shows all the ugliness that results when the traffic can flow unchecked through old town streets. The Tal is the most neglected place in the entire old town of Munich." *Gottfried Knapp*





The main idea is to make the history of the place tangible in a contemporary way.

When developing the project, I started from the following considerations:

The historical context of the Isartor

Built in the 14th century by Ludwig the Bavarian, it was saved from demolition by Ludwig I and renovated with private funds.

During his reign, King Ludwig II opposed another attempt to tear down the Isartor.

Of the three remaining city gates in Munich, the Isartor is the only one completely preserved.

Heinrich the Lion secured the income from the salt trade with a simple coup. Initially, collections were made at the **Talburgtor** (now the reconstructed old town hall tower), and later at the Ludwigstadt's counterpart: the Isartor.

The gate often offered the starting point for magnificent events, such as the wedding of Wilhelm V in 1530.

The current situation of the Isartor

Degenerated into a pure traffic island, nothing can be seen of this historical integration of the once most important of Munich's city gates.

After the city's redevelopment plans for the **Tal** were announced in 2011,

I began to work out a concept with the aim of restoring its dignity and identity to the historic place.

Lord Mayor Reiter's idea of converting the **Tal** into a pedestrian zone encouraged me to go ahead with my planning.

Proposal for a redesign of the Isartor and Tal area in Munich's old town

The old town ring will be diverted away from the Isartor towards the empty Isartorplatz, so that the city moat, which was filled in the 19th century, can re-emerge in front of the gate. To do this, it has to be dug 30 meters wide and four meters deep.

It is therefore on the same level as the barrier floor of the S-Bahn, which opens up wide to the green city moat.

The moat would then pass the Isartor on the left and right into the **Tal**.

Until the 18th century, two streams flowed from Marienplatz to the Isartor. Reactivating these two streams is another aspect of the concept.

The only remaining pair of towers, Talburgtor and Isartor, are visibly connected in this way.

The **Tal** probably owes the two streams, as a line of demarcation, the historical names **Tal Mariä** and **Tal Petri**.

These terms continued as far as Marienplatz as *Markt Mariä* (light vault) and *Markt Petri* (dark vault).

Halfway between Marienplatz and Isartor there used to be a small bridge over the Katzenbach stream. This could also arise again – in a modern form, rotated and with benches.

With the city streams as the architectural key structure of the **Tal**, a circular guided tour is being designed: from the Isartor to Marienplatz, past the Viktualienmarkt and via Westenriederstraße back to the Isartor. In addition to the humpback bridge, another eight bridges with bridge-seating balconies are to be built.

On the embankment of the moat, restaurants can set up that offer products that can be bought at the Viktualienmarkt.

The revitalization of the **Tal** – as a breathing system that lives through the people who contribute or stay there – can also take place on an artistic level. So, for example, visual artists will influence the design and atmosphere of the Tal with the winning entries of a sculpture competition. Light installations for Heinrich's **Talburgtor** and Ludwig's Isartor will also set further design highlights and enliven the **Tal's** identity.

- > Contrary to the usual hustle and bustle in the pedestrian zones, the varied design slows down the area.
- > Water and greenery help improve the microclimate.
- > A small recreational area is created: The lowering of the area compared to the street area contributes to this and a calmness emerges. What has been taken from the people by the car-centered city is given back to them here.



Heinrichstadt and Ludwigstadt, Munich, 16th century.

Historical photo of the Isartor from the 19th century.



Photo of the Isartor 2020.



Proposal for the
redesign of the
Isartor, 2020

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The city brooks

can be designed – like a blue thread – as a circular guided tour in the lively Tal: from the Isartor to Marienplatz, past the Viktualienmarkt over the Westenriederstraße and back to the Isartor.



Historical photo
of the humpback
bridge.

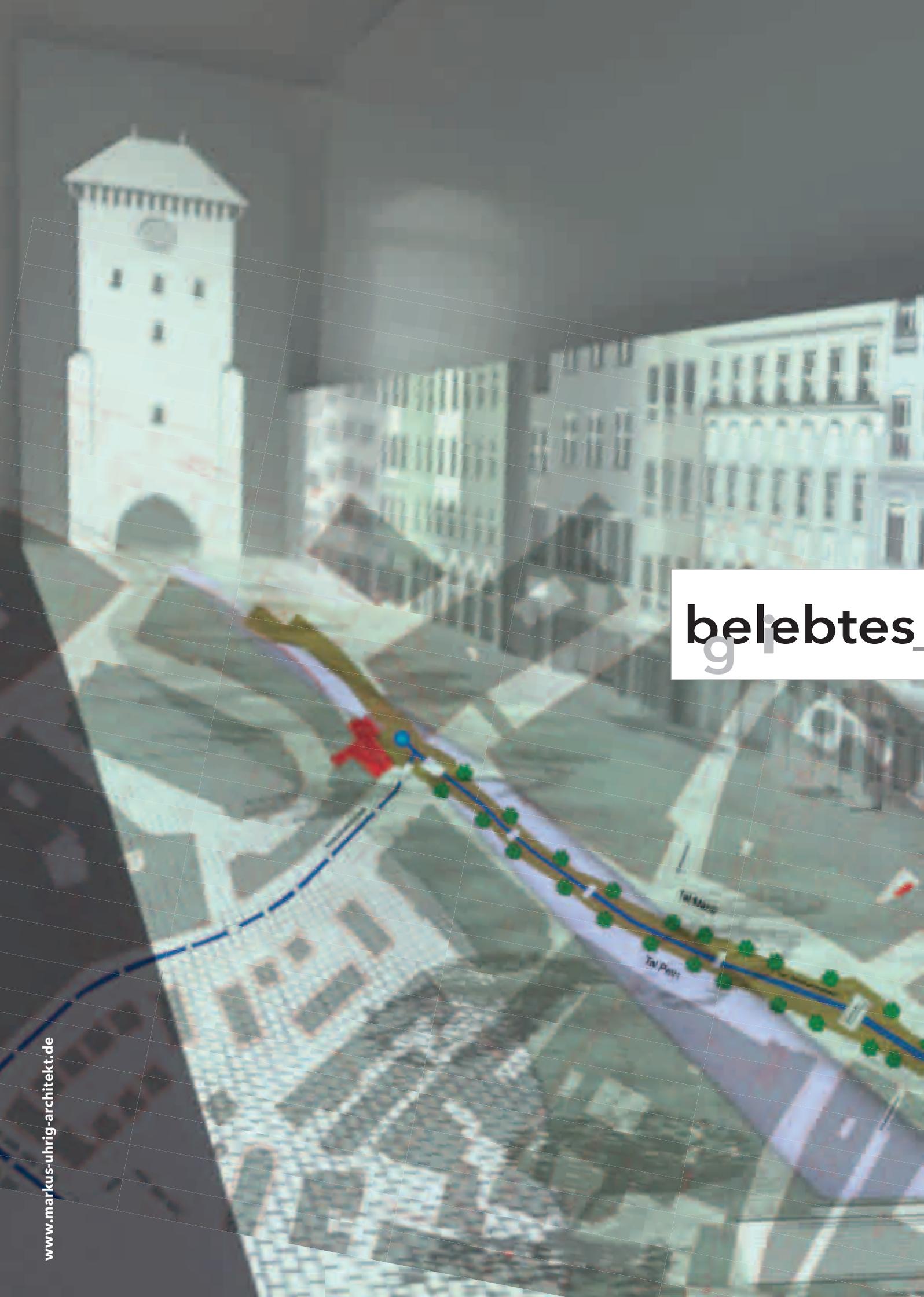


Impression
2020, without
a humpback
bridge





Proposal for the redesign of the **Tal** and that of the humpback bridge, 2020



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