



L'Agence  
de Développement  
et d'Urbanisme  
de l'Agglomération  
Strasbourgeoise

# Réaménagement des territoires autour de l'A35

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Cahier de diagnostic

Mars 2019



# INTRODUCTION

L'ADEUS a engagé de premières réflexions sur l'évolution des territoires autour de l'A35, visant à maximiser les effets du contournement ouest de Strasbourg (COS) et du réseau express métropolitain (REM) pour réaménager et reconquérir les friches automobiles.

Le système autoroutier strasbourgeois, en forme d'étoile, se décompose en quatre grands axes :

- **Au nord**, l'A4 en provenance du nord-ouest (Saverne et Paris) rejoint l'A35 en provenance du nord-est (Lauterbourg et Allemagne), à hauteur de Vendenheim ;
- **À l'ouest**, l'A351 en provenance de Wasselonne ;
- **Au sud**, l'A35 au sud-ouest (Molsheim, Colmar et Mulhouse) rejoint la RD1083 (Erstein, mais aussi une partie des flux en provenance de Colmar et Mulhouse) à hauteur de l'échangeur de la Vigie ;
- **À l'est**, la route du Rhin dans le prolongement de l'E52 en provenance de Kehl et la RN353 en provenance d'Offenbourg permettent de relier l'agglomération strasbourgeoise au réseau autoroutier allemand structurant (E35). Ces axes s'échangent au droit du centre-ville de Strasbourg, juste derrière la gare centrale.

L'opportunité de sa requalification ouvre de nouvelles perspectives, dont celles du réaménagement de territoires fragmentés, de la mise en interaction de territoires interstitiels, du renouvellement urbain et d'un nouveau modèle de mobilité.

L'ADEUS a réalisé une analyse territoriale qui a consisté à définir un référentiel organisé en 22 séquences, pour disposer de données qualitatives mais aussi quantitatives et objectives sur les interactions entre l'infrastructure et les territoires traversés.

Ce référentiel fait apparaître leurs caractéristiques, atouts, faiblesses et potentialités.

Chaque séquence a fait l'objet d'analyses spécifiques constituées d'un état de lieux, d'un diagnostic environnemental ainsi qu'une identification des enjeux, présentés sous forme de trois cahiers :

- \* Cahier d'état des lieux ;
- \* Cahier de diagnostic ;
- \* Cahier des enjeux.

Le choix des 22 séquences a été le fruit d'un travail « à dire d'experts », issu des regards partagés des équipes de l'ADEUS.

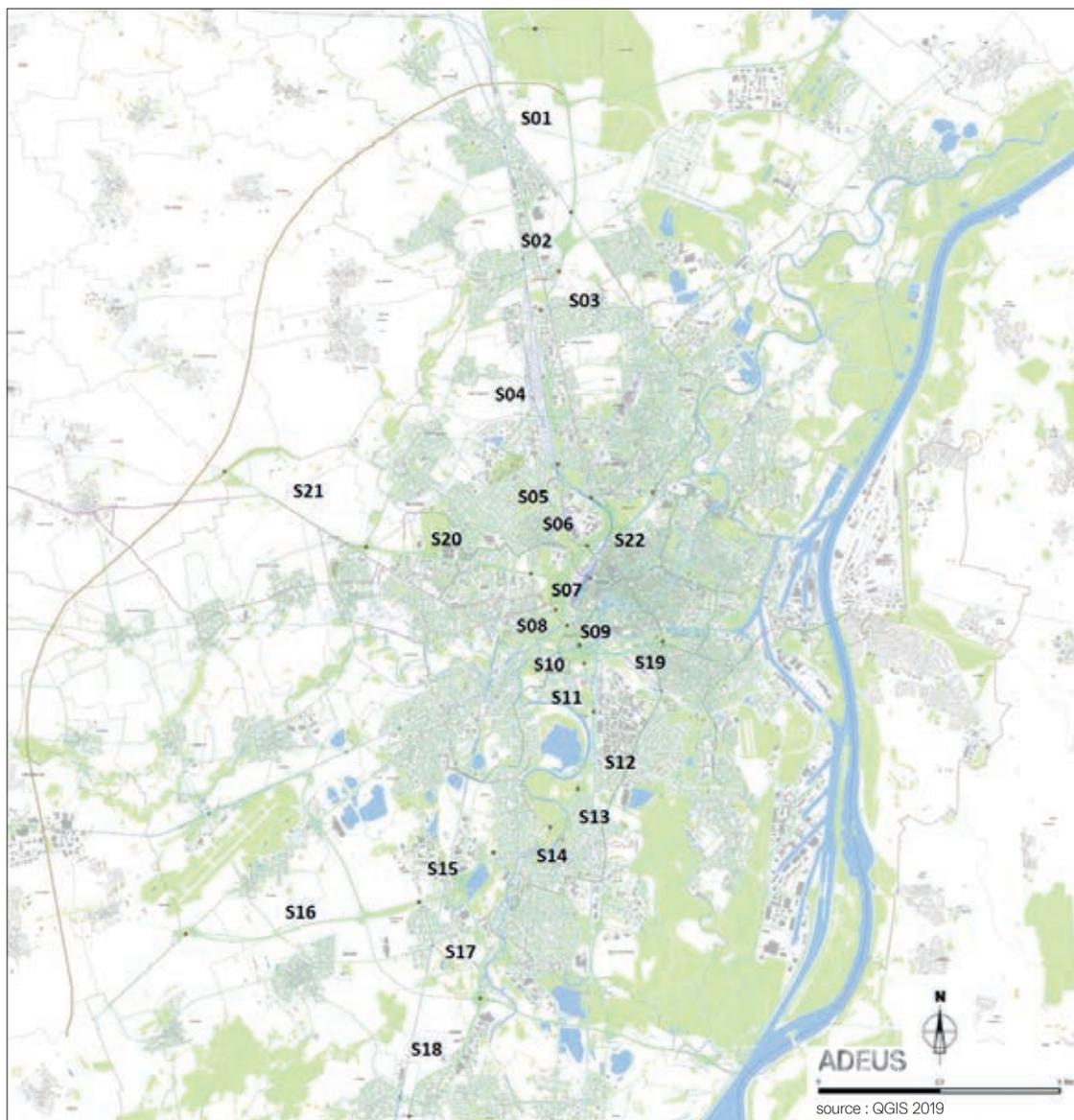
Ce référentiel a vocation à être un outil pédagogique qui facilite l'échange avec l'ensemble des partenaires en vue de faire émerger des grandes orientations de réaménagement.

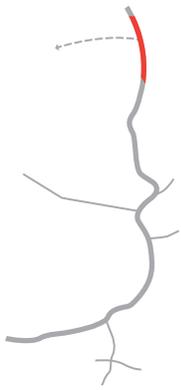
Le référentiel est accompagné de plans de synthèse qui restituent un diagnostic territorial à échelle métropolitaine (altimétrie, continuités écologiques et des bassins versants), ainsi que des plans d'enjeux (connexions multimodales et sites à enjeux urbains majeurs).



## CARTE REPÈRES

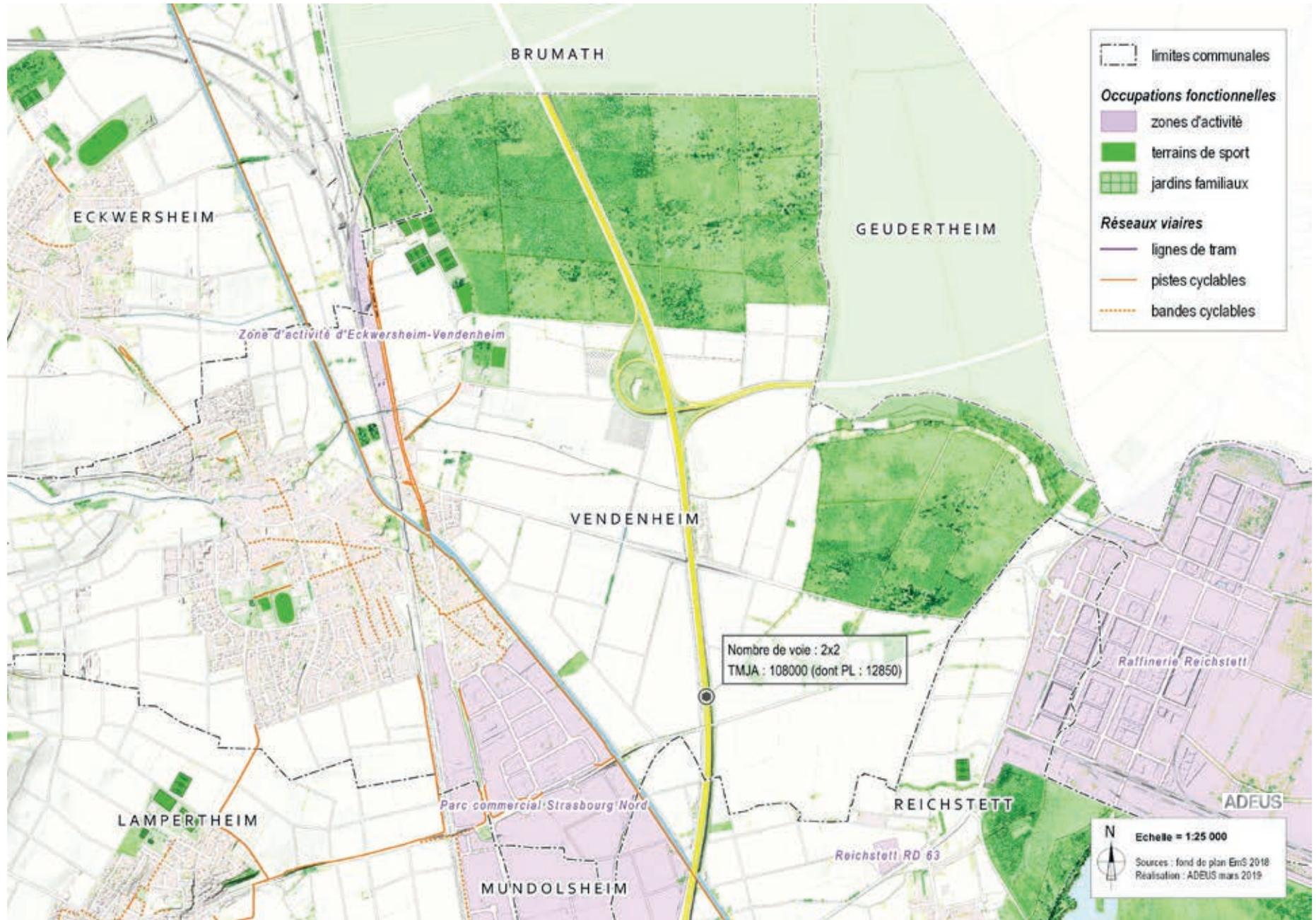
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S02	Pôle d'activité et commercial nord
S03	Vallée de la Souffel
S04	Gare de Hausbergen
S05	Cronenbourg-Schiltigheim
S06	MIN - Place de Haguenau
S07	Glacis
S08	Parc Naturel Urbain/Glacis
S09	Montagne Verte
S10	Vallée de l'III
S11	Elsau
S12	Pincement Canal-III
S13	Forêt de l'III
S14	Ostwald
S15	Vigie
S16	Plaine agricole sud
S17	Vallée alluviale Bruch de l'Andlau
S18	Terrasse agricole d'Erstein
S19	Fronts de Neudorf
S20	Quartiers Ouest
S21	Bellevue
S22	Canal de dérivation

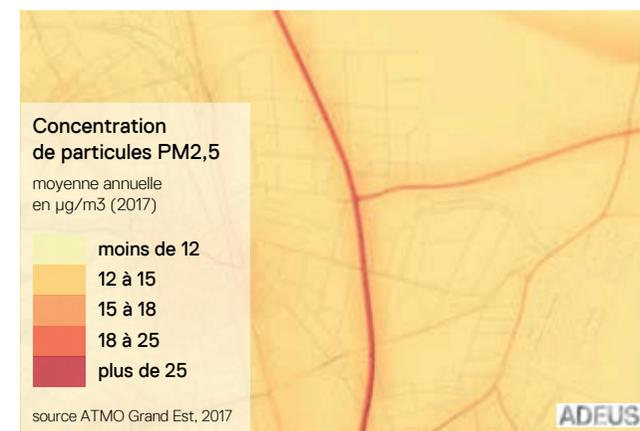
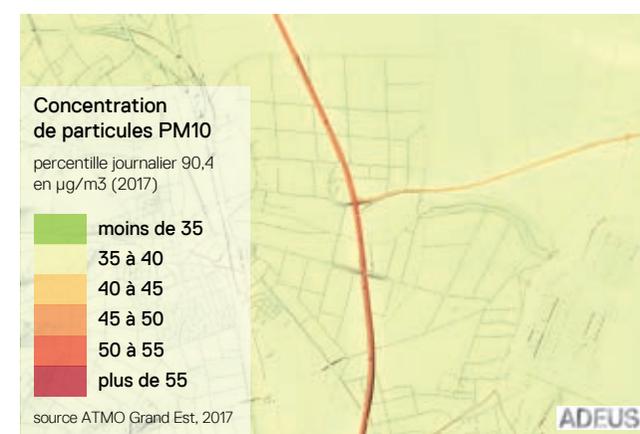
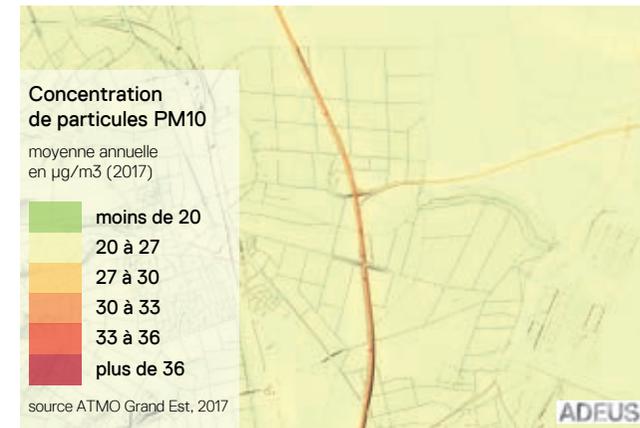
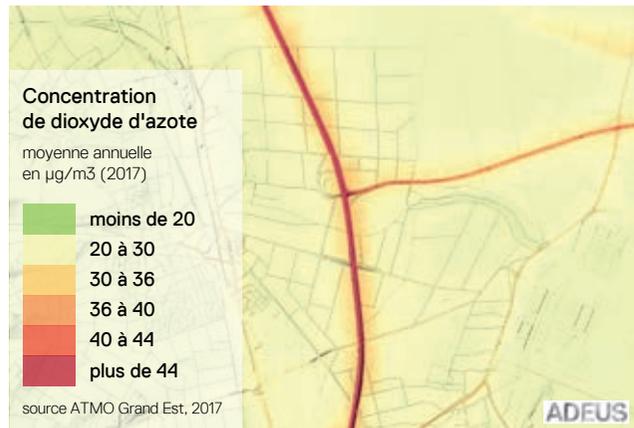
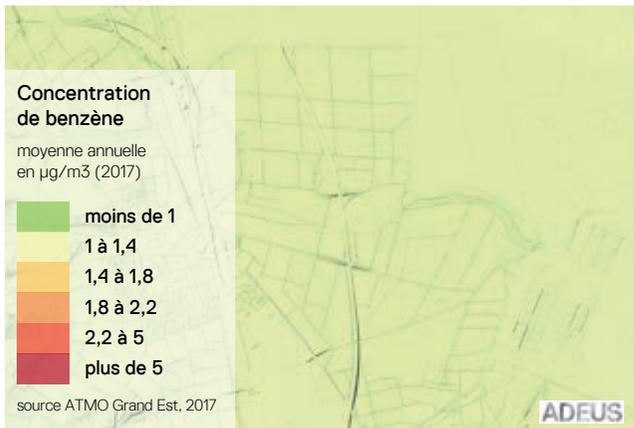




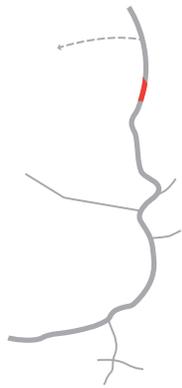
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TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST



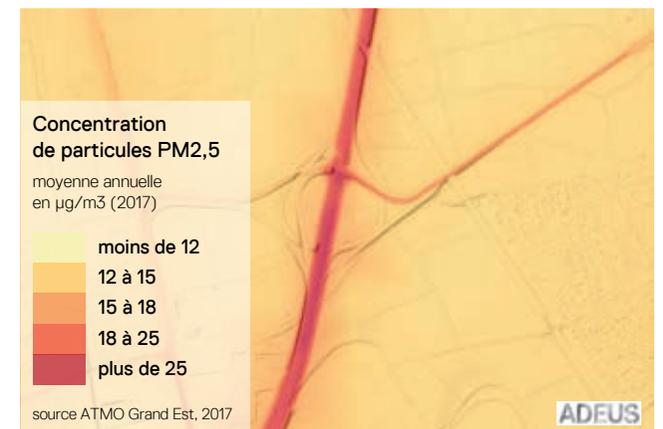
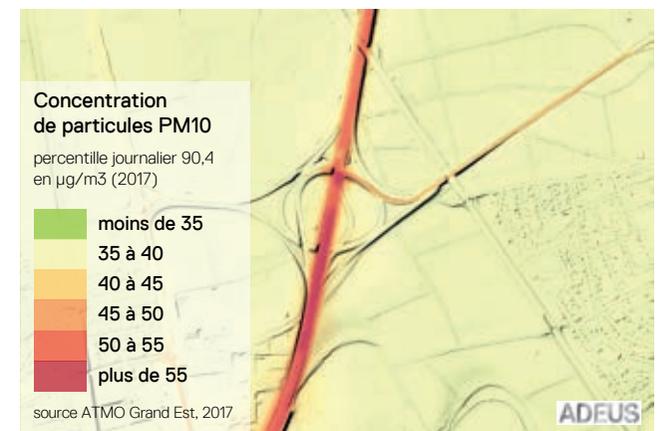
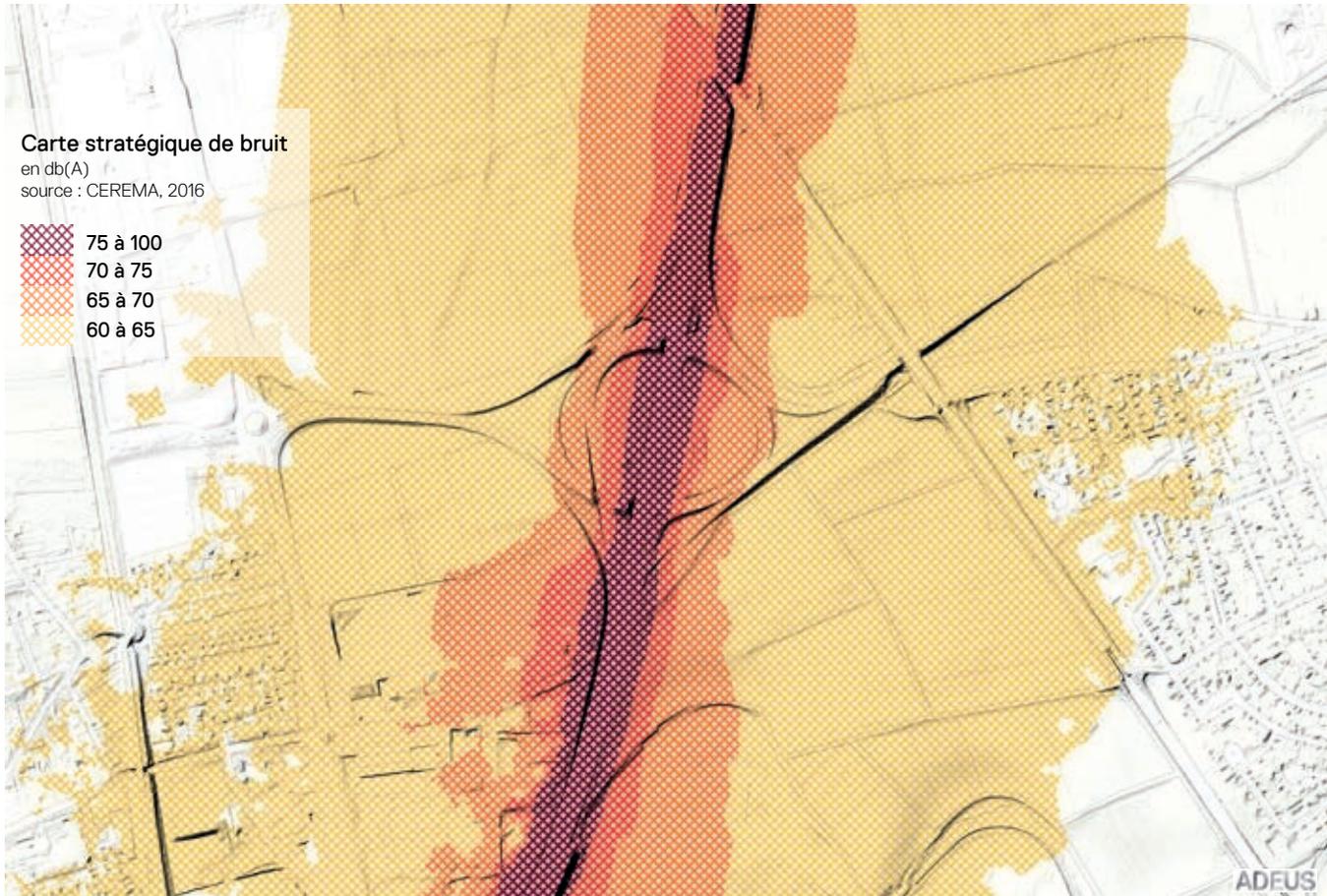
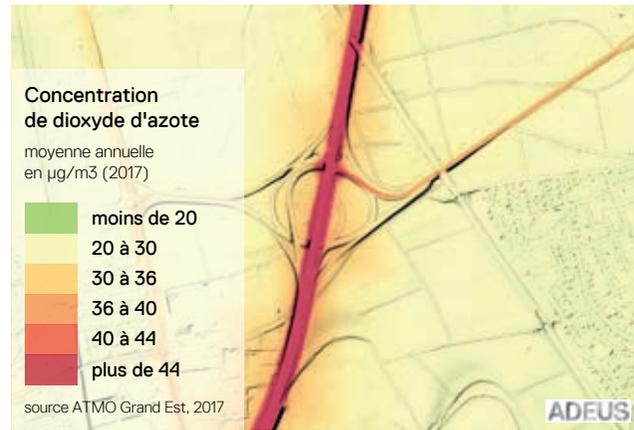


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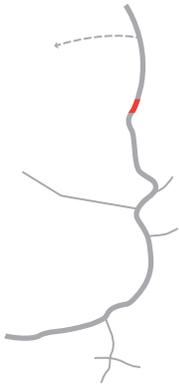


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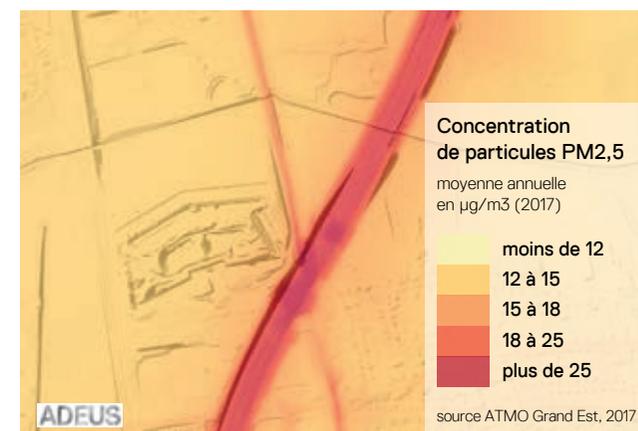
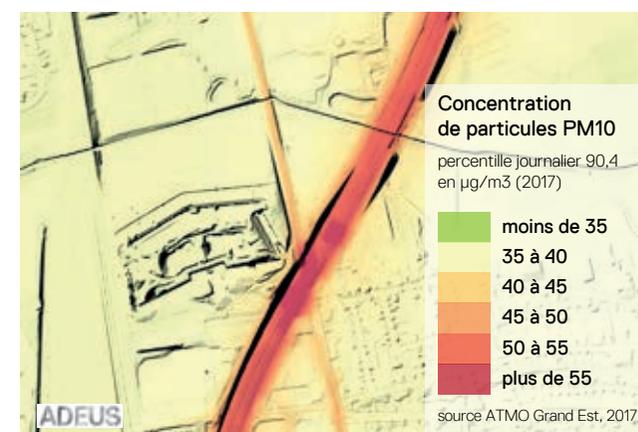
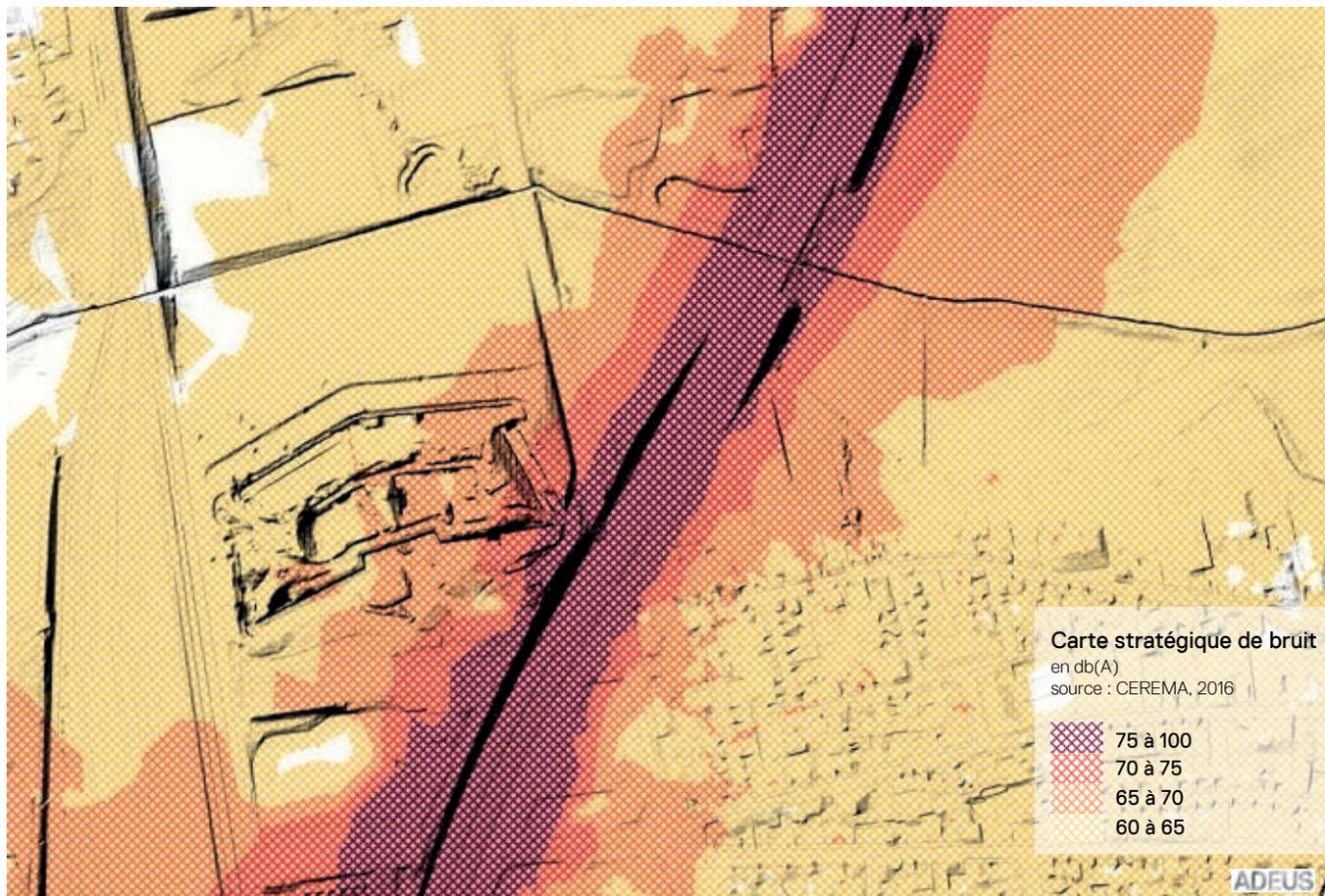
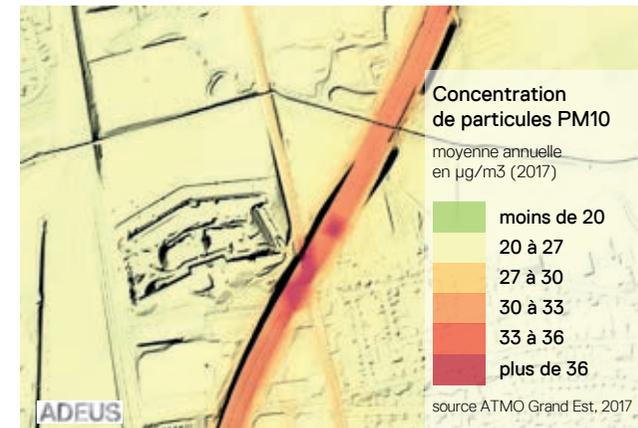
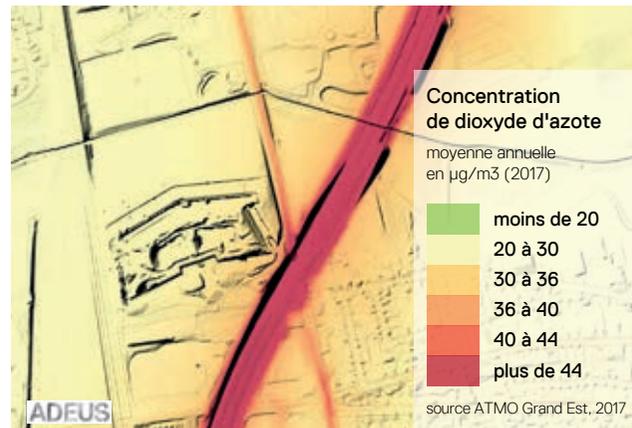
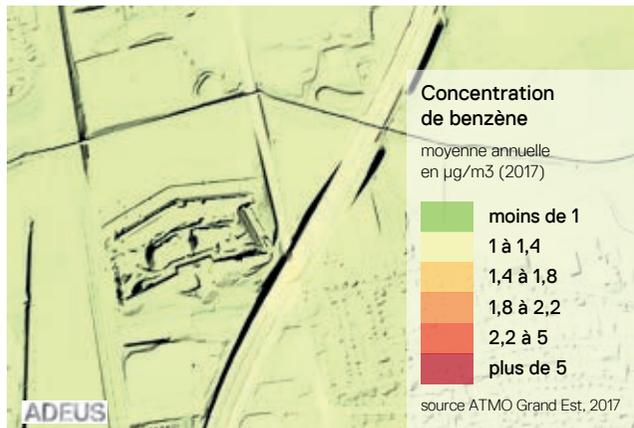


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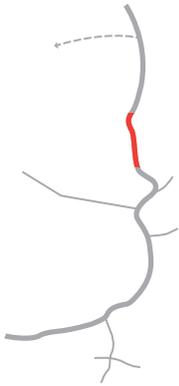


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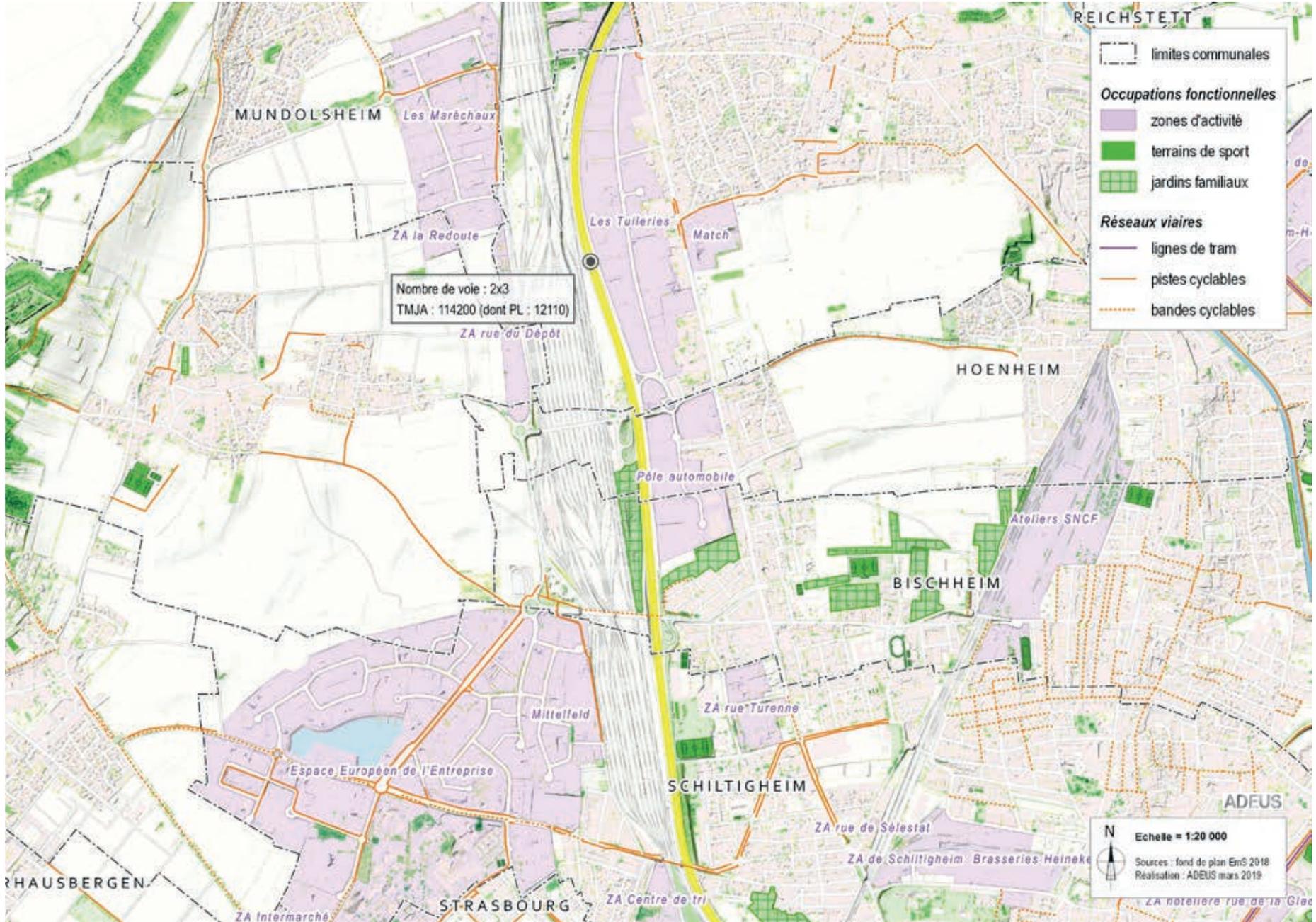


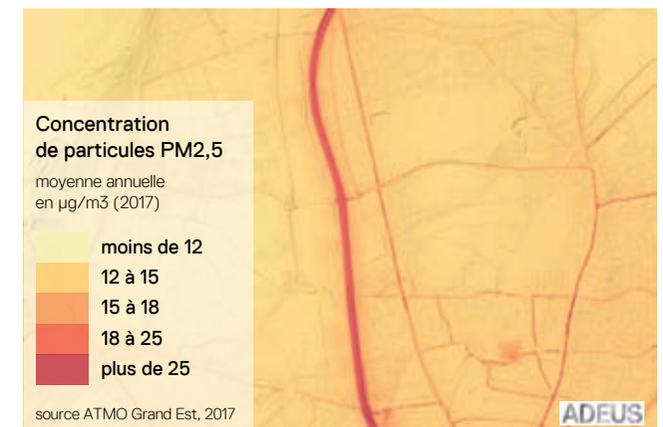
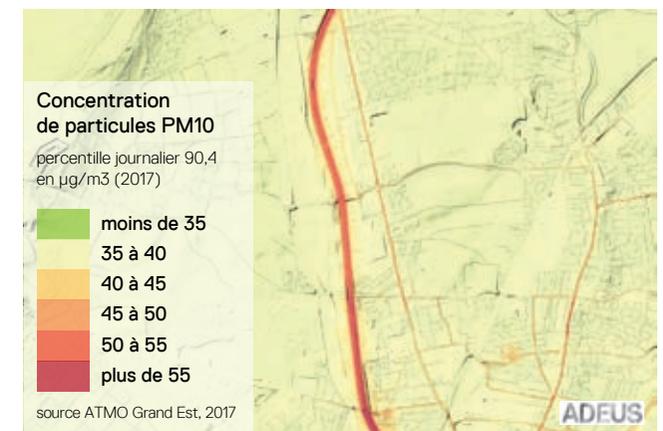
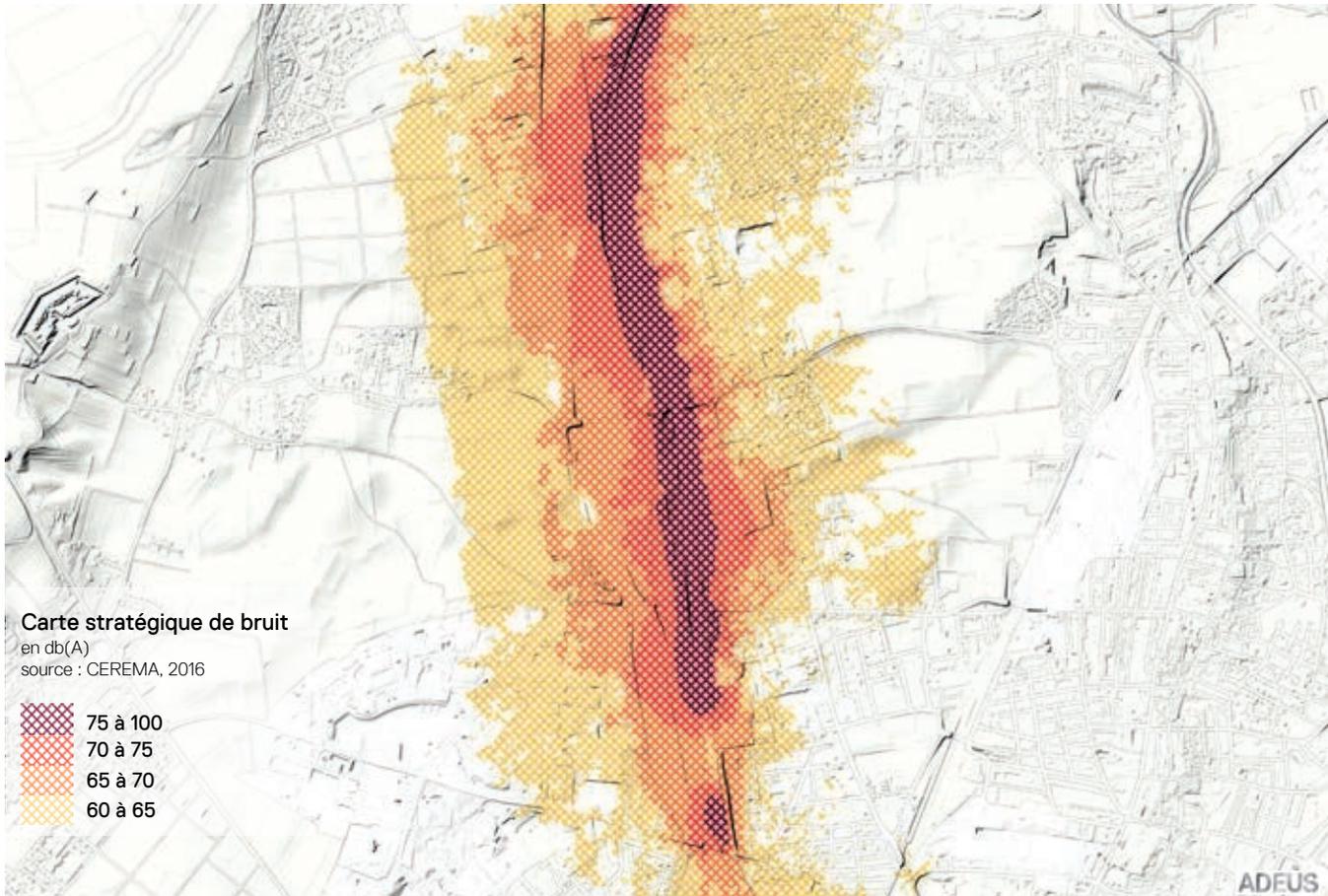
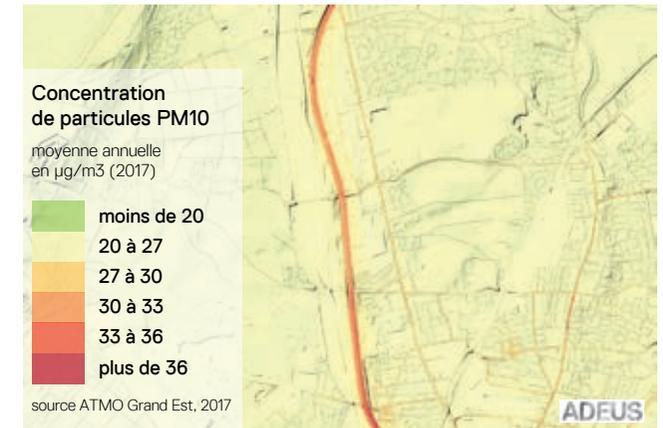
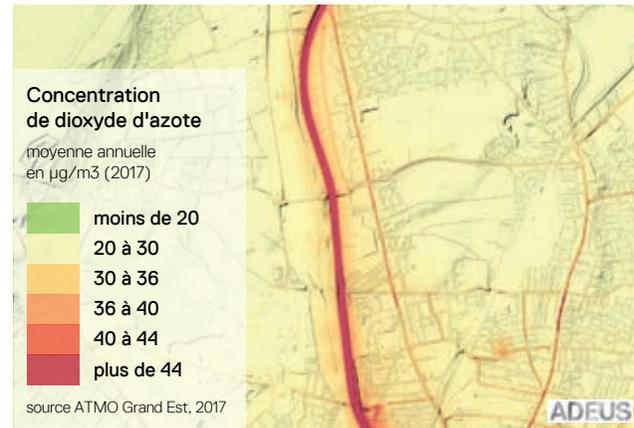


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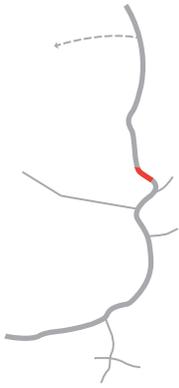


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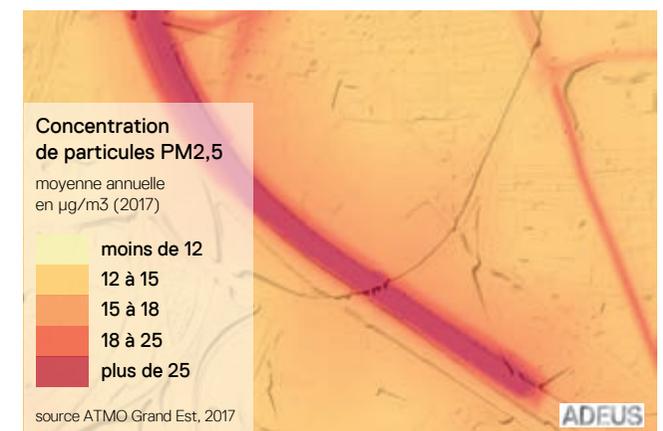
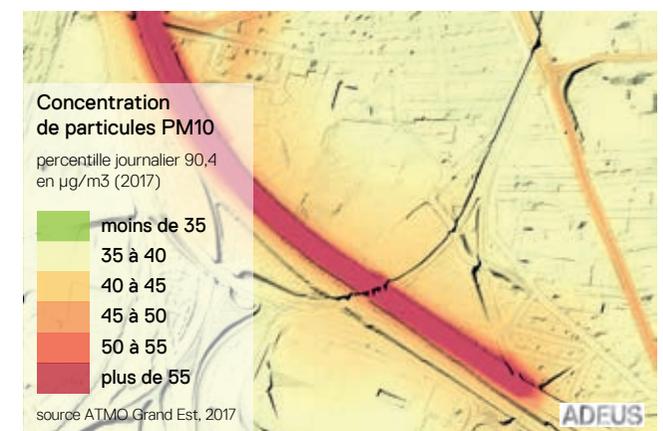
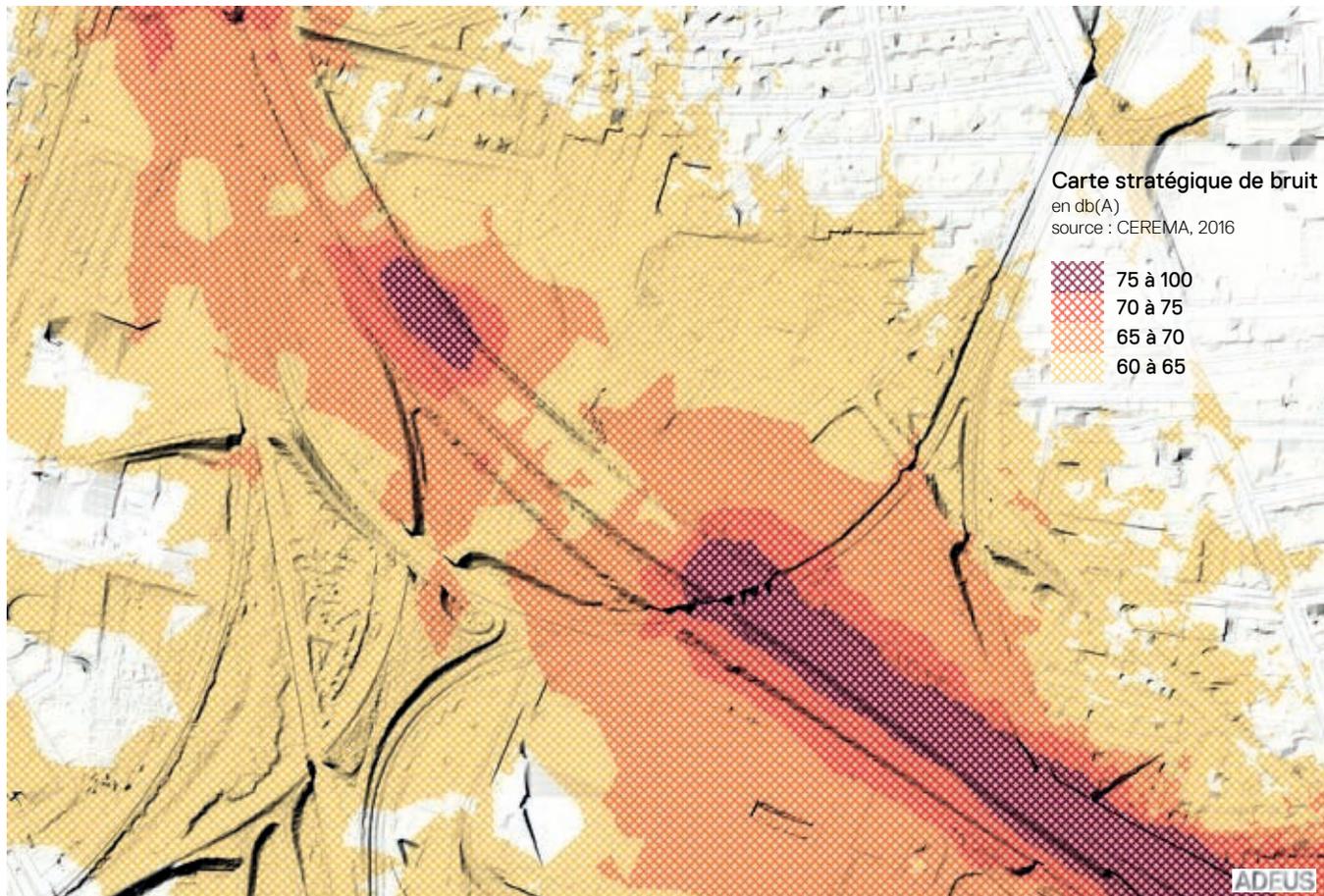
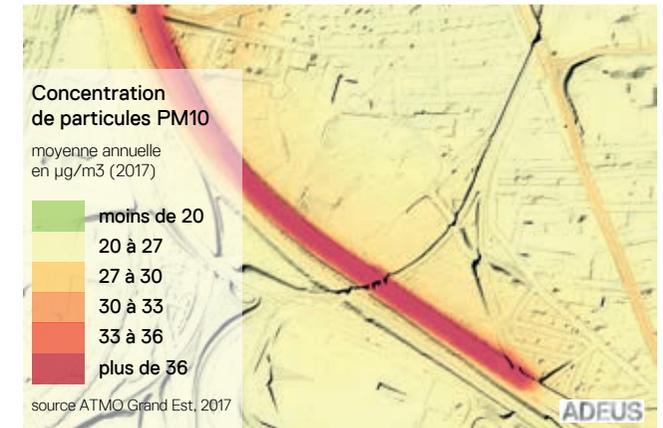
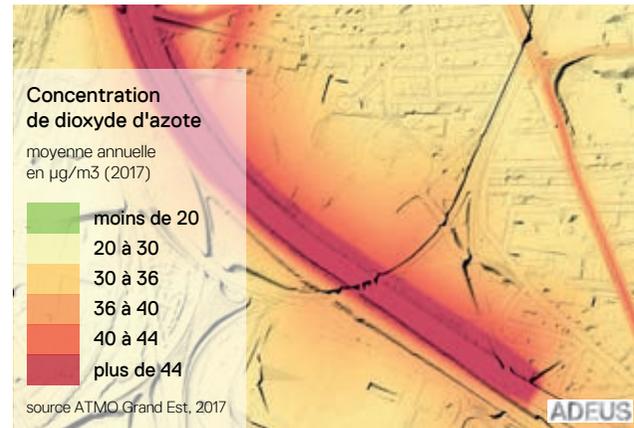
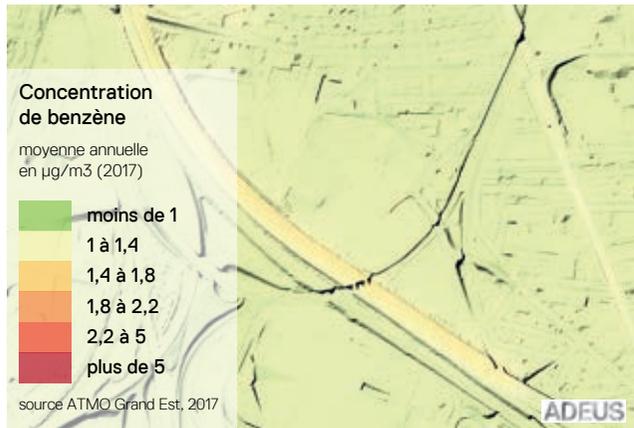


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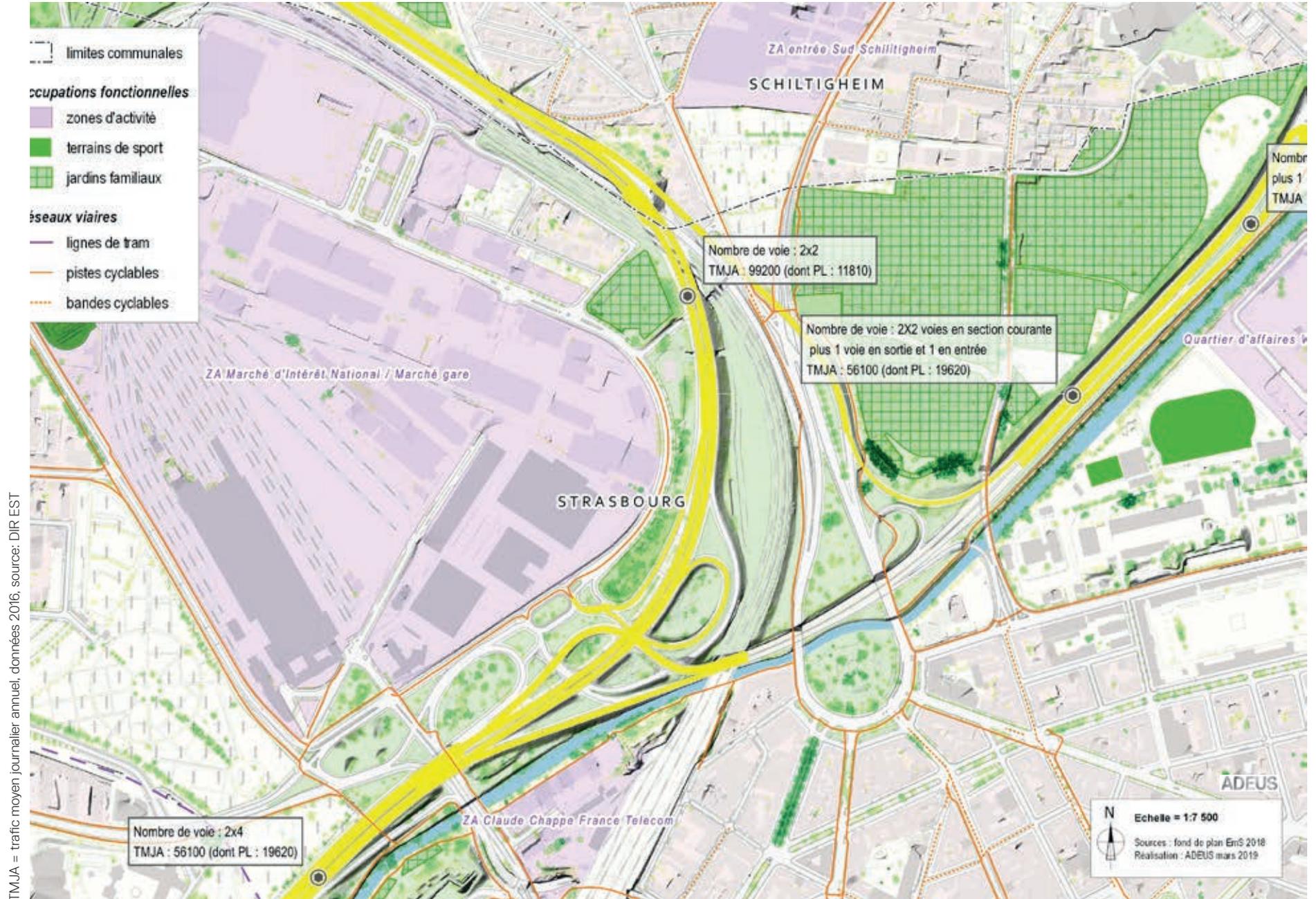
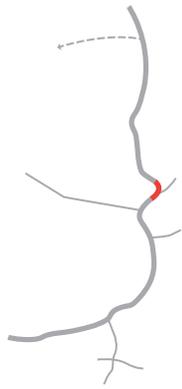


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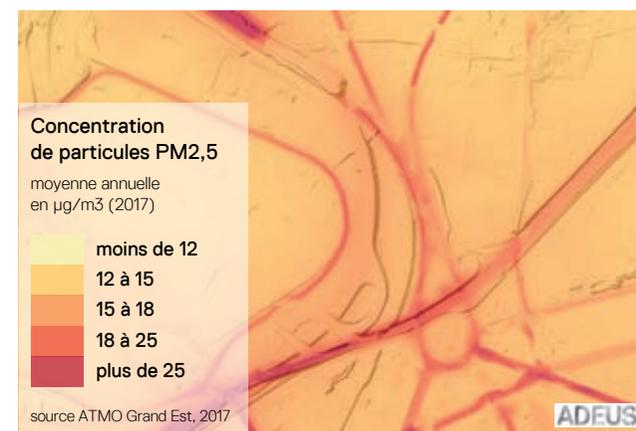
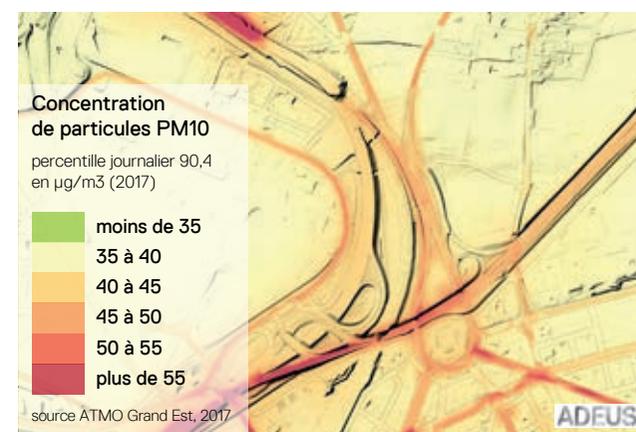
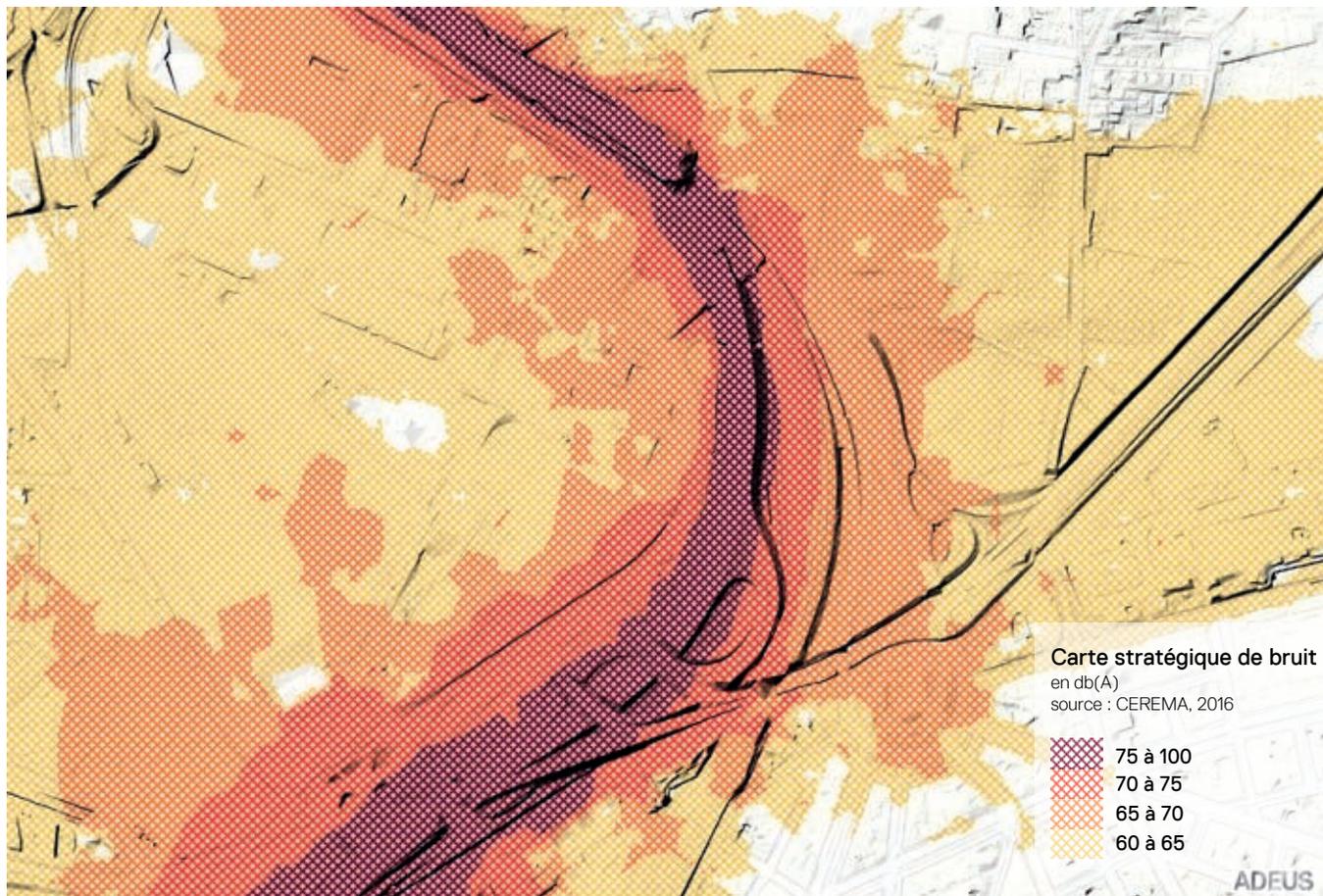
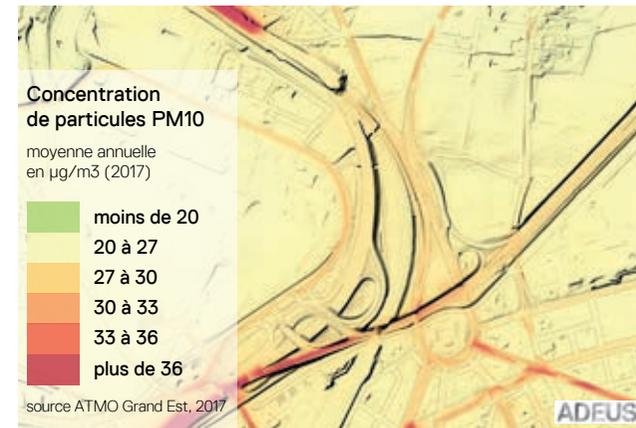
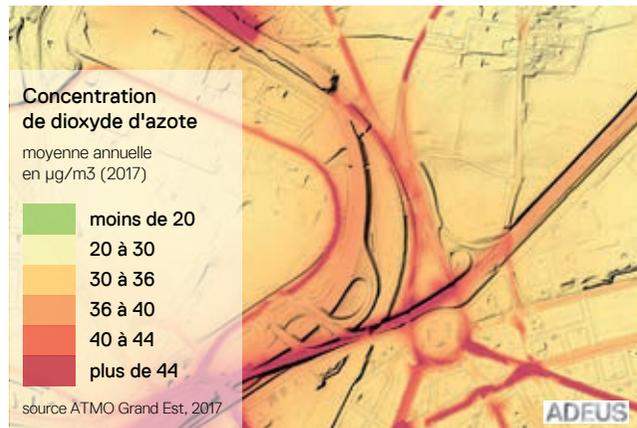
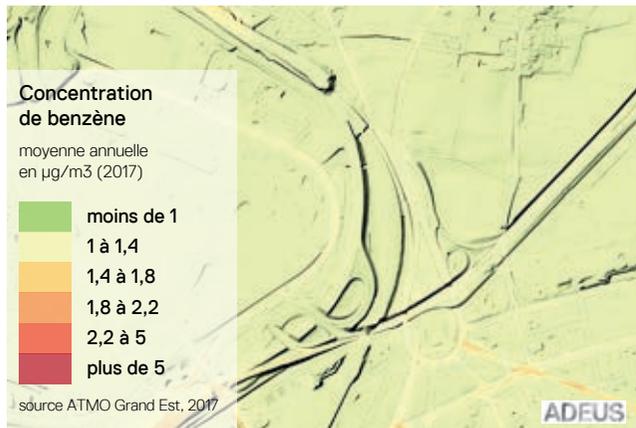




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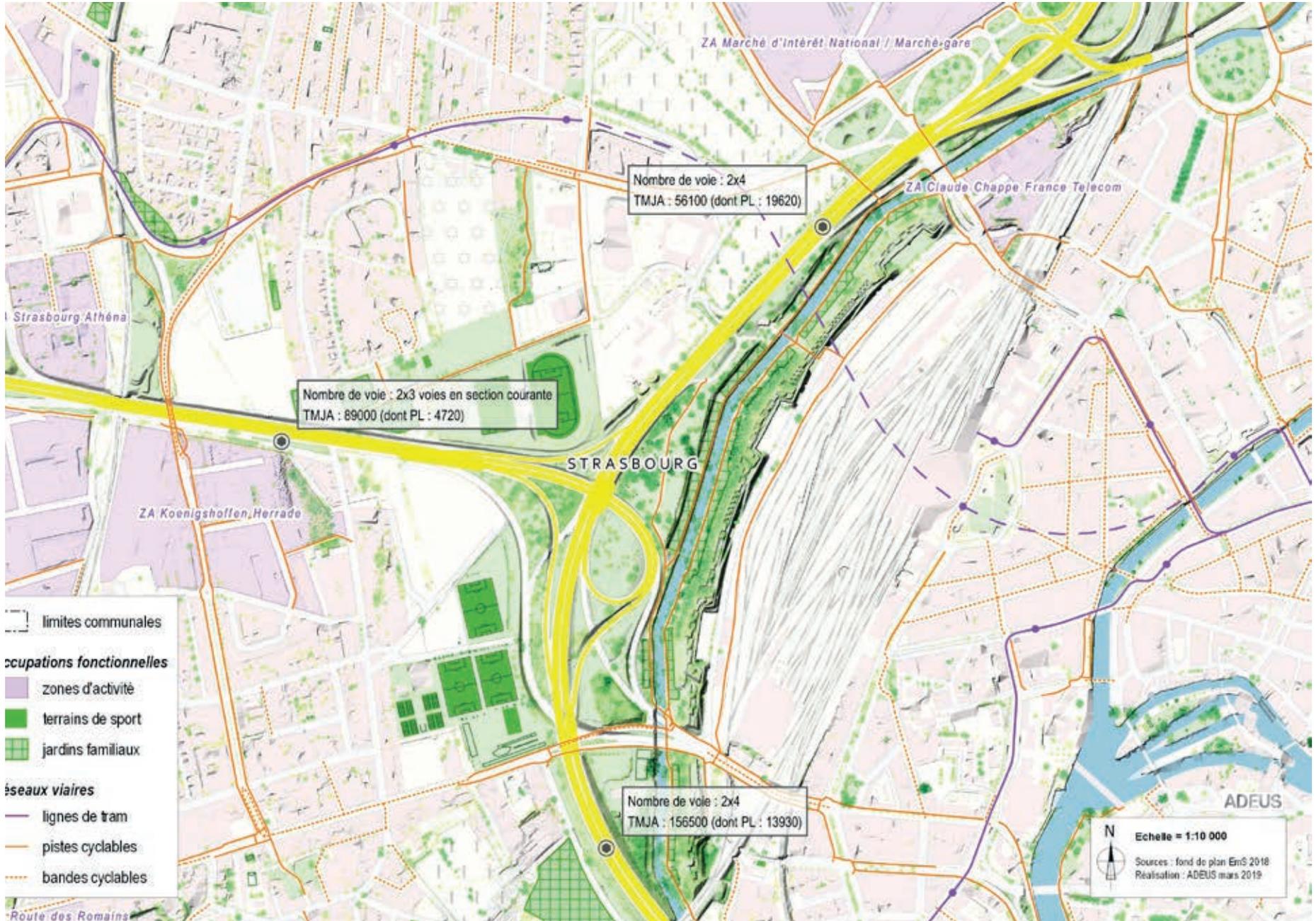
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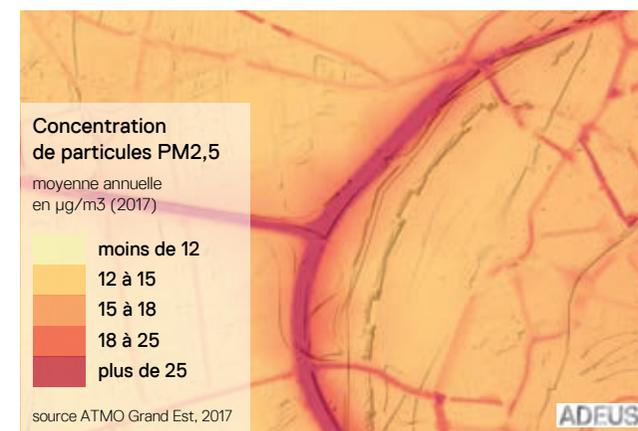
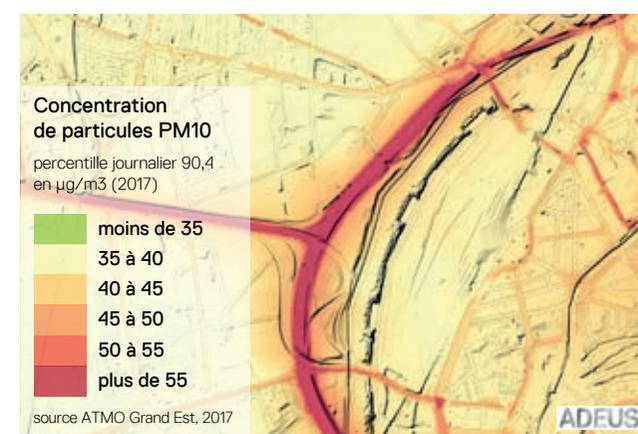
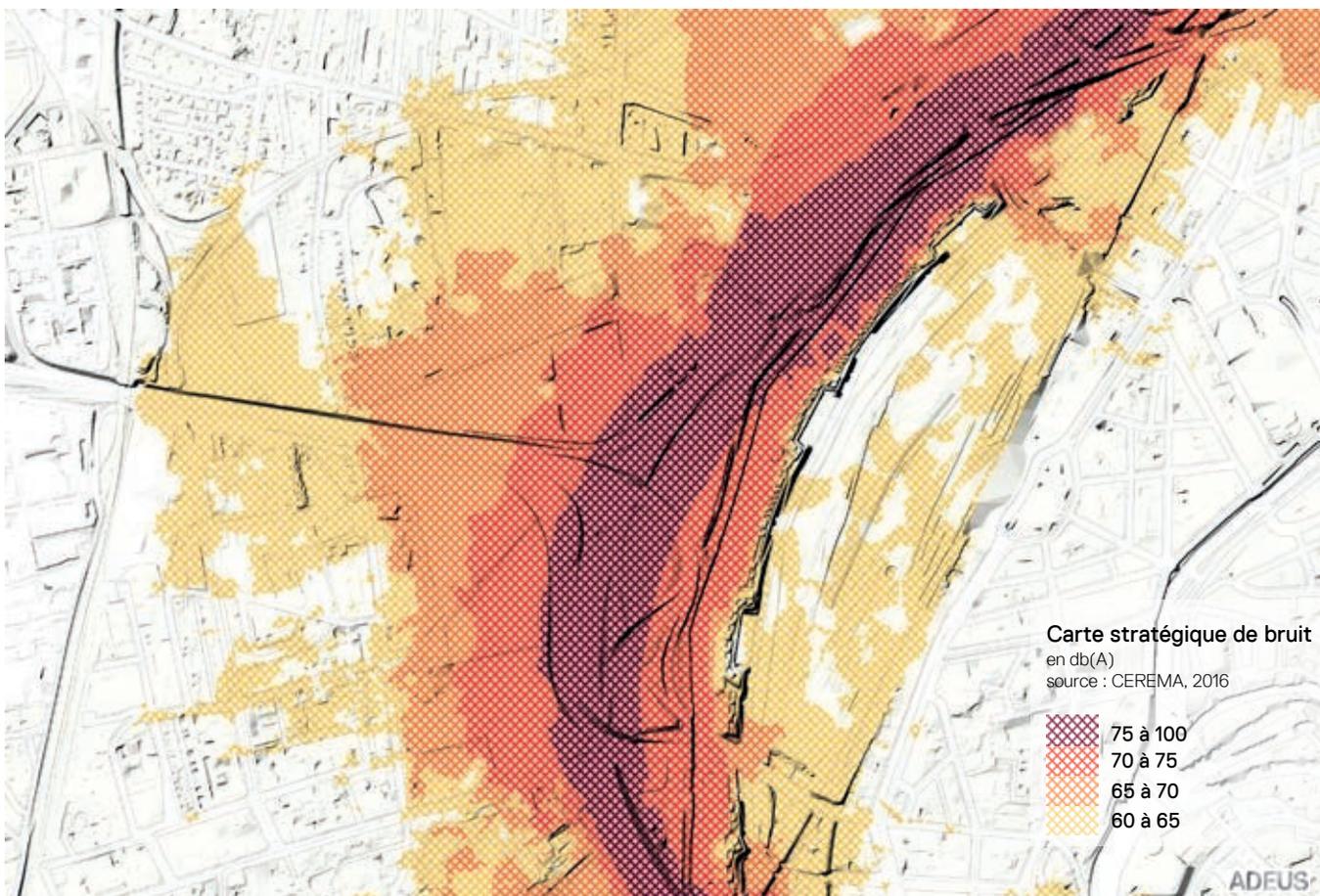
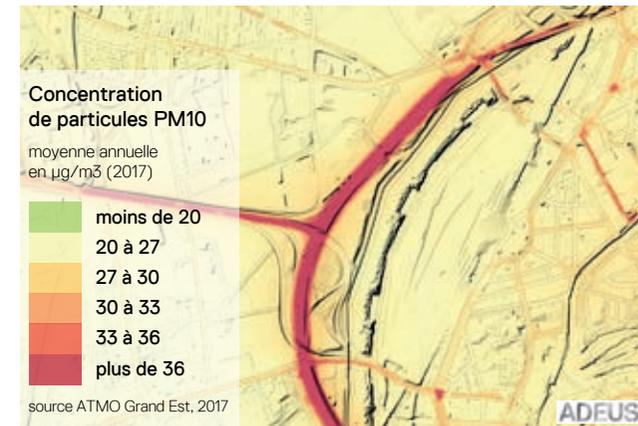
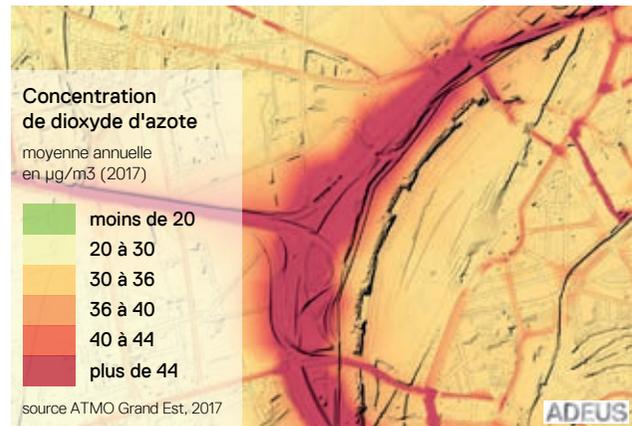


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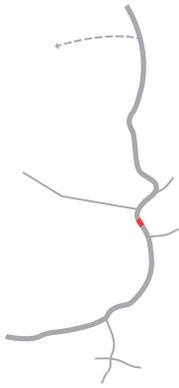


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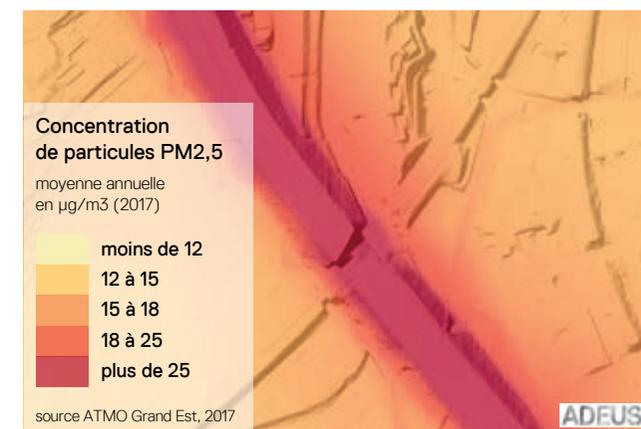
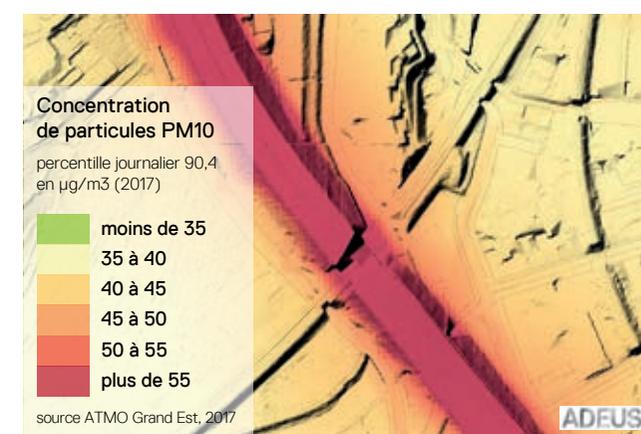
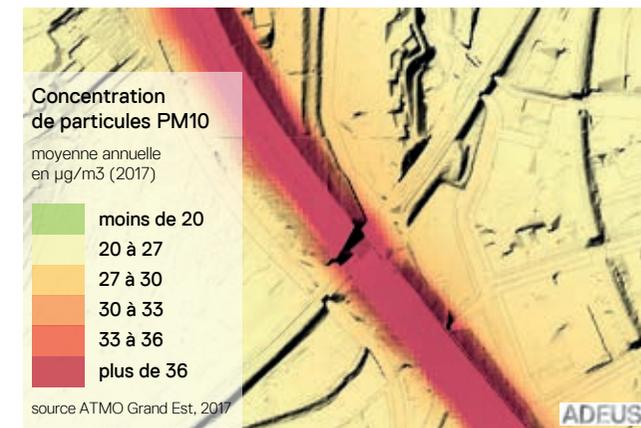
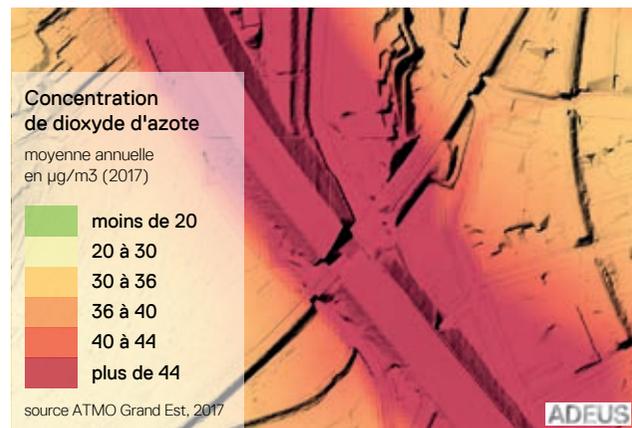
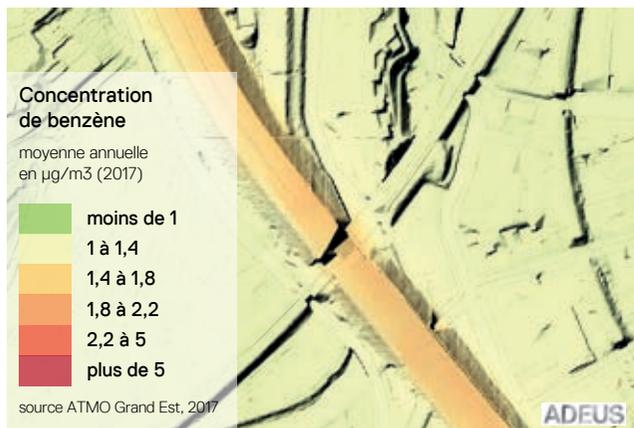


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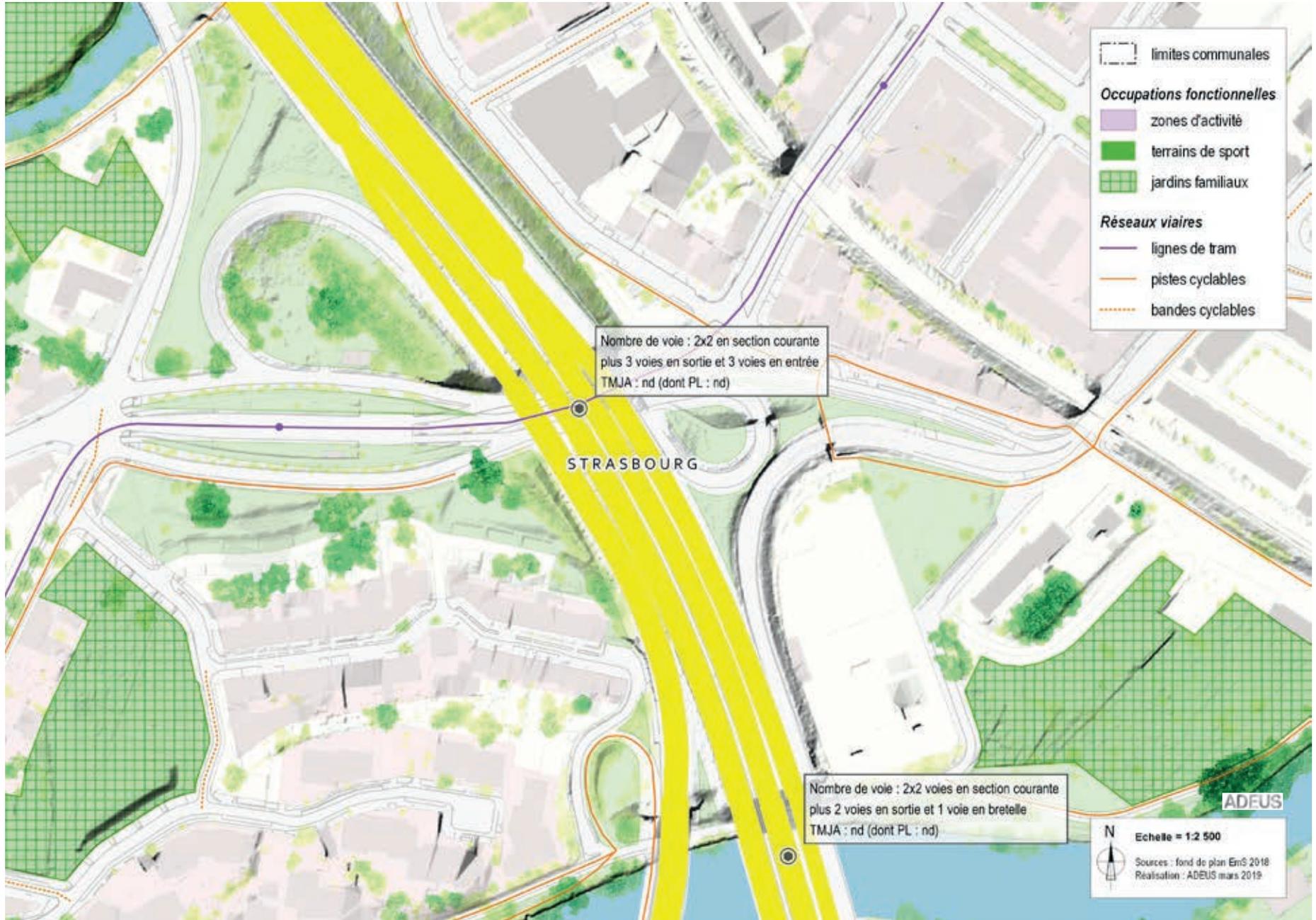


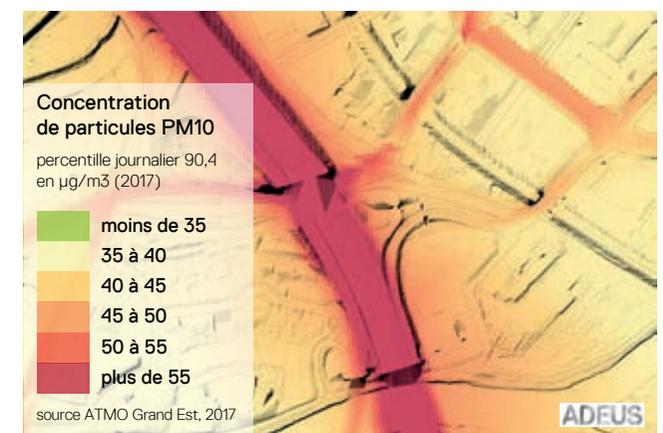
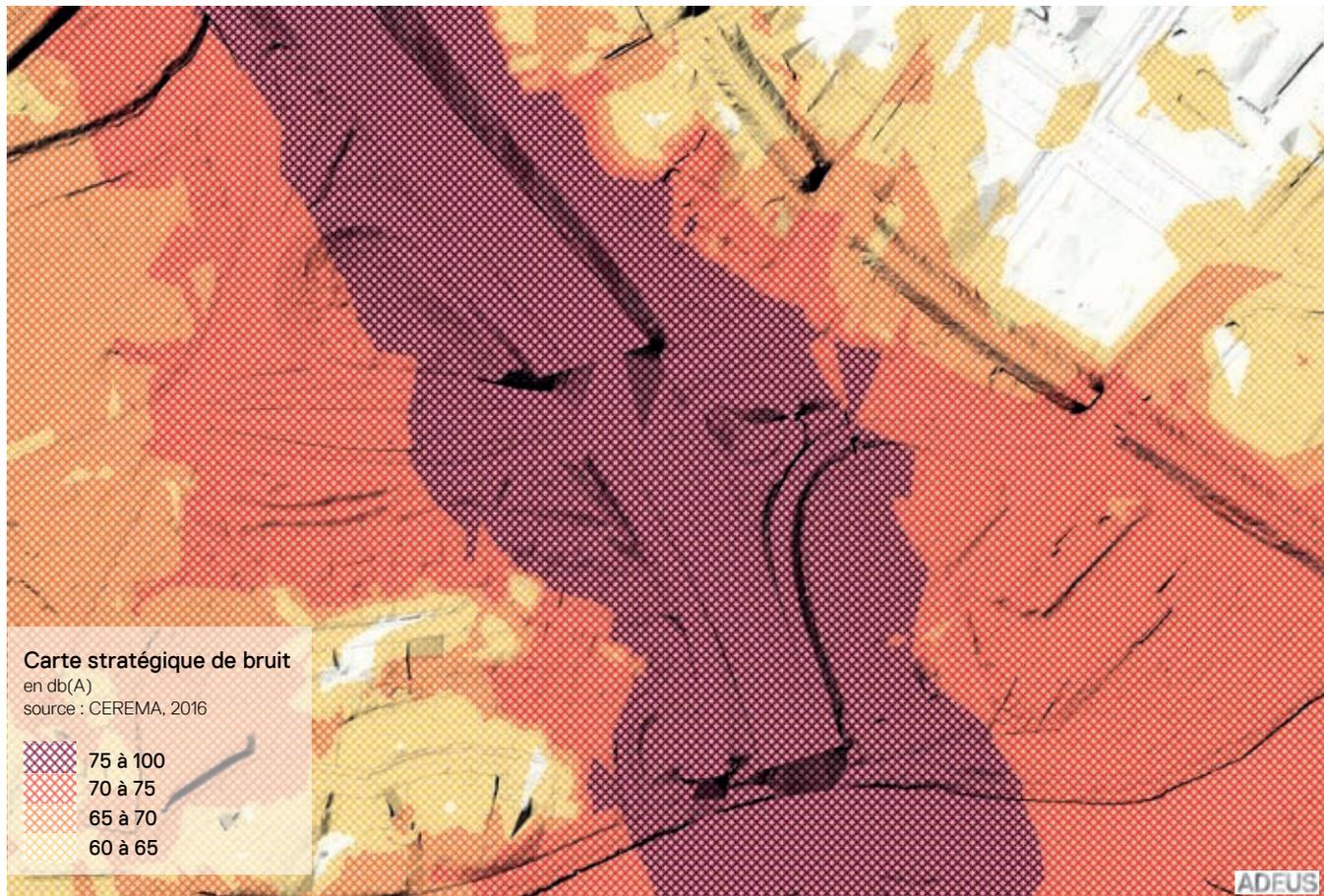
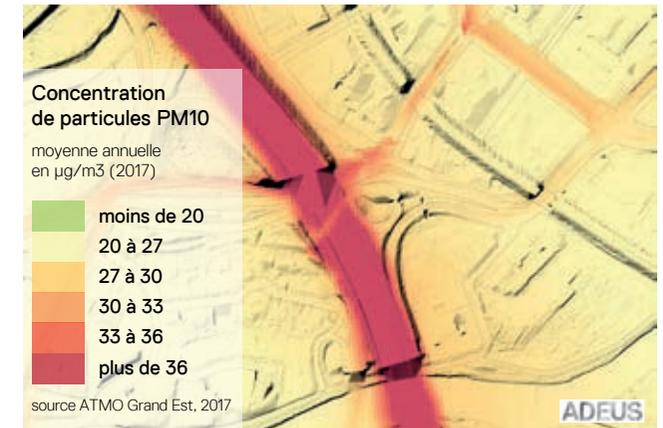
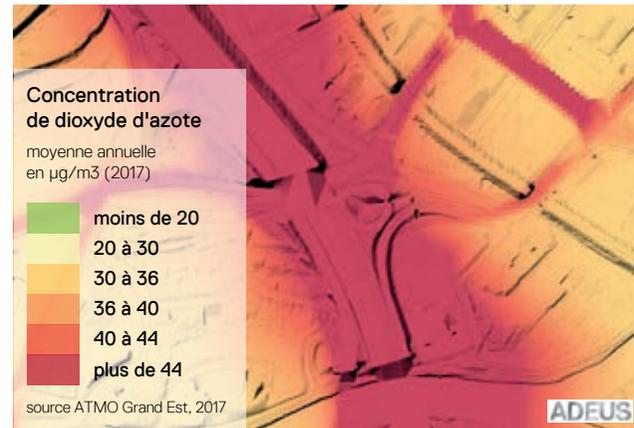
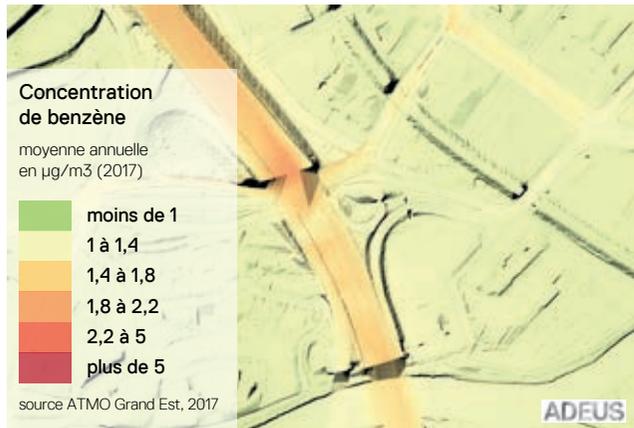


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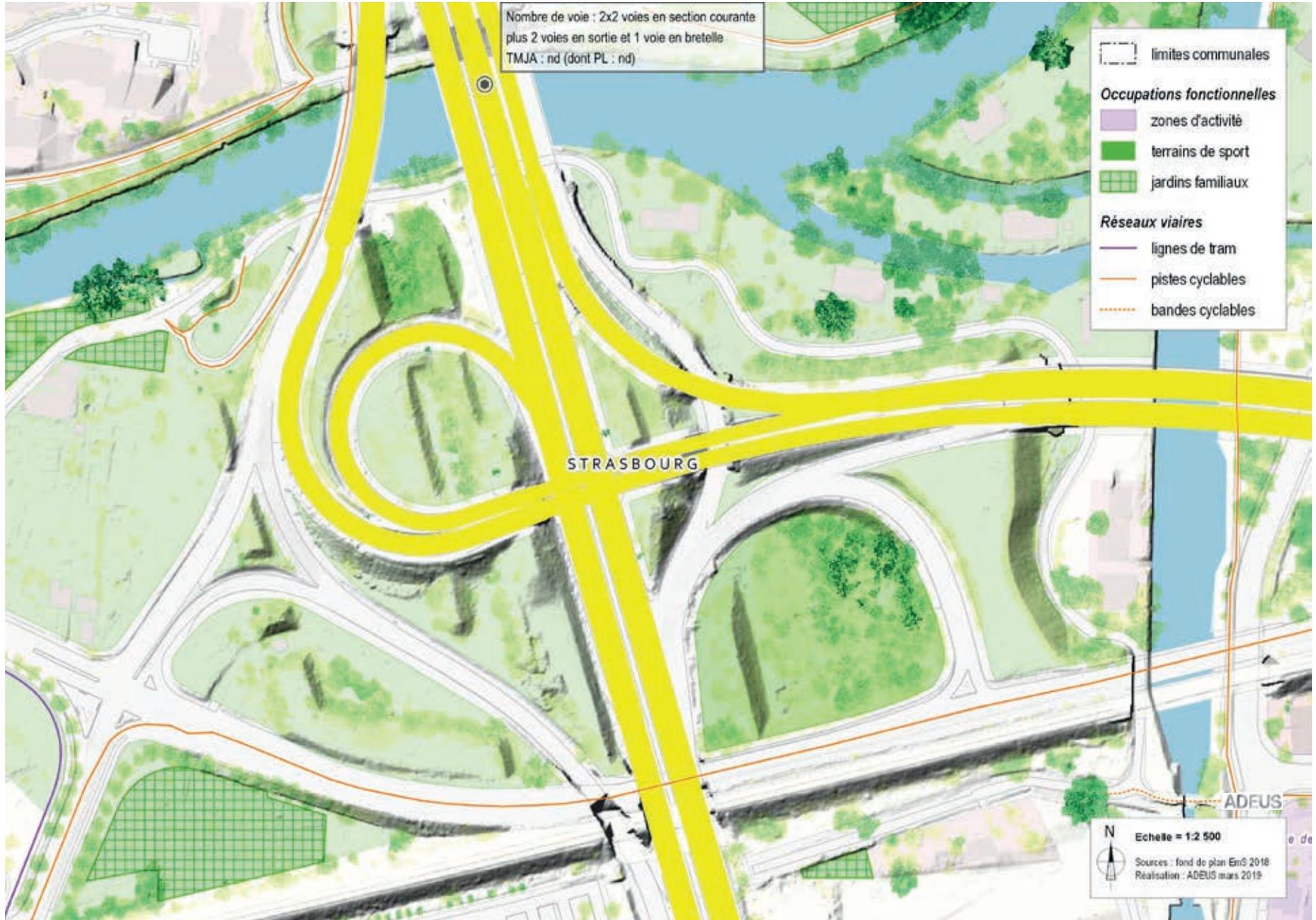
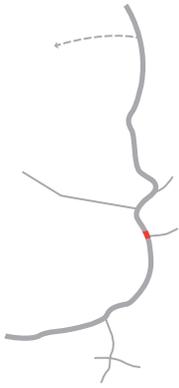


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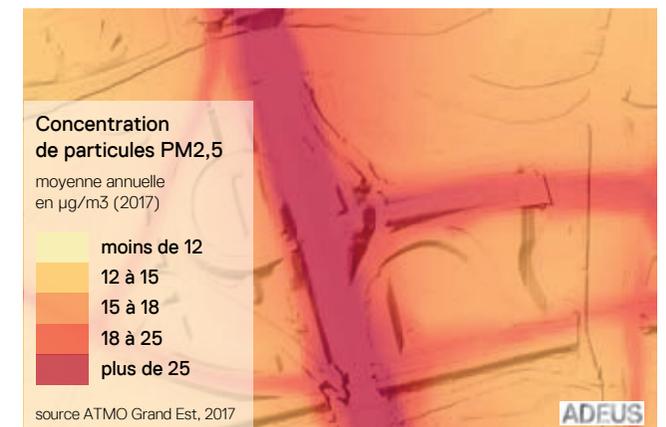
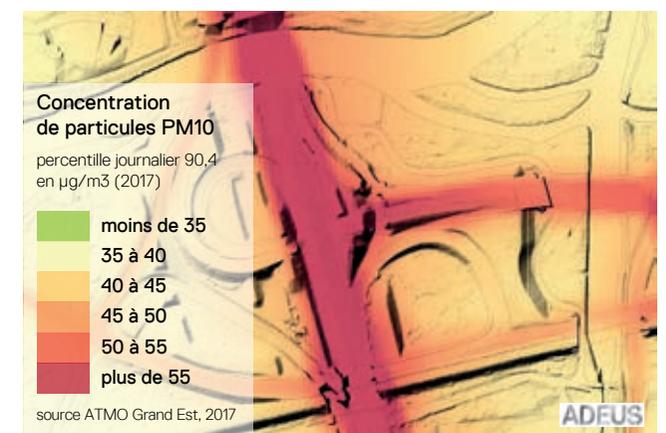
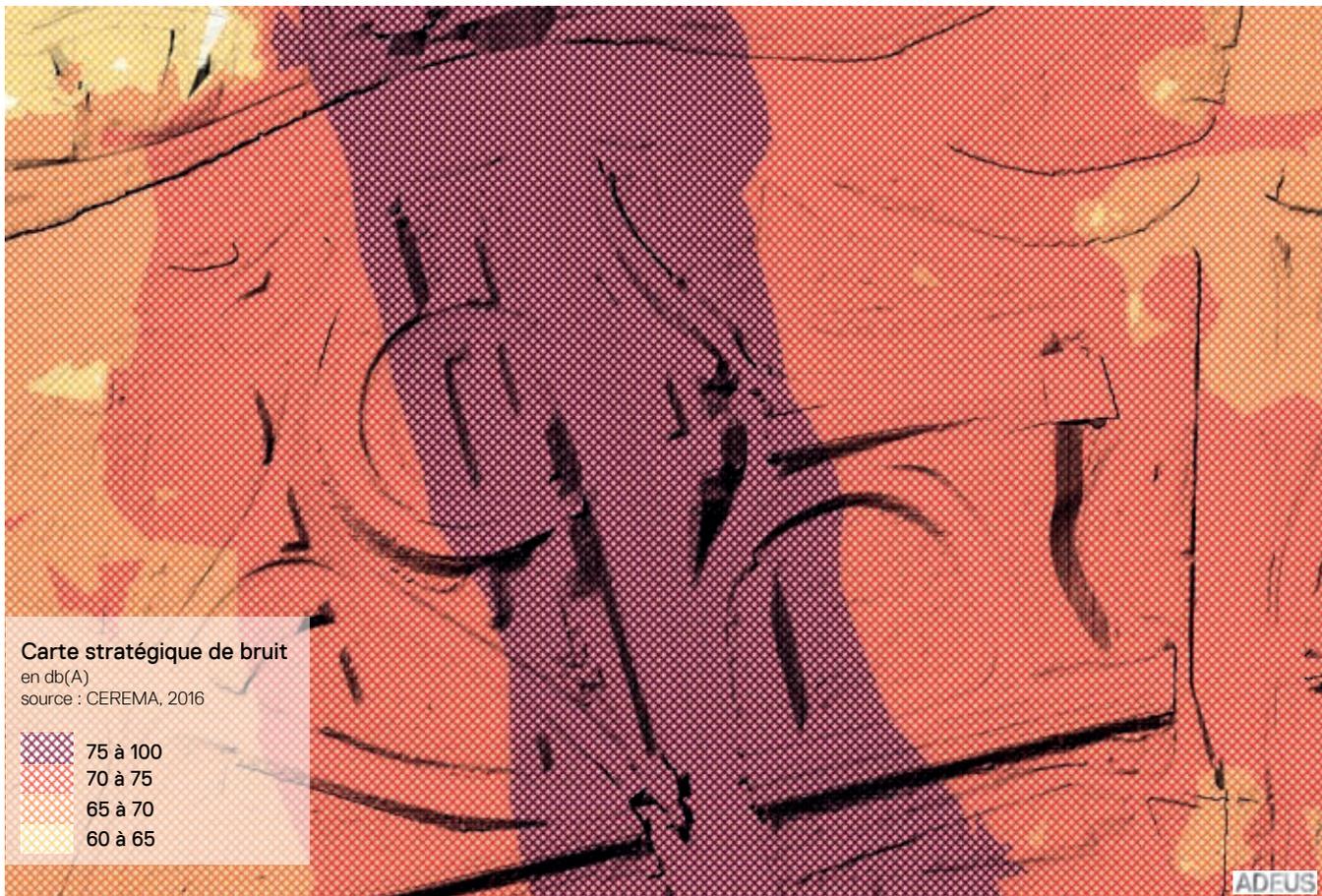
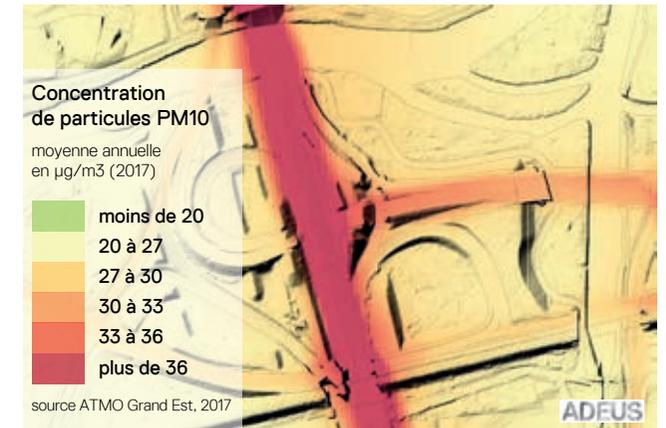
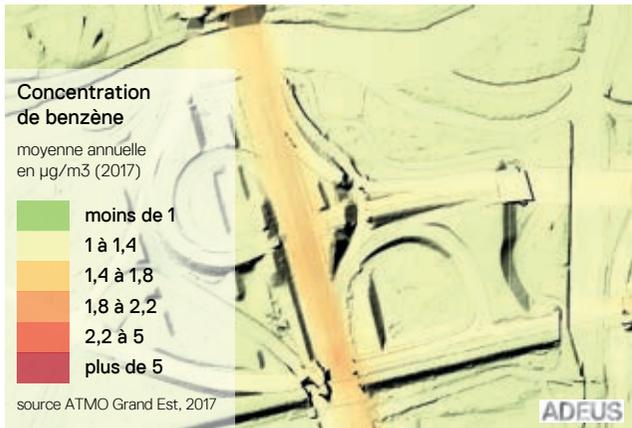




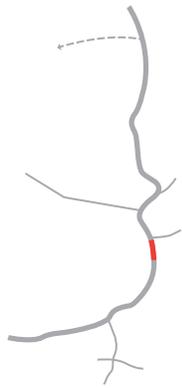
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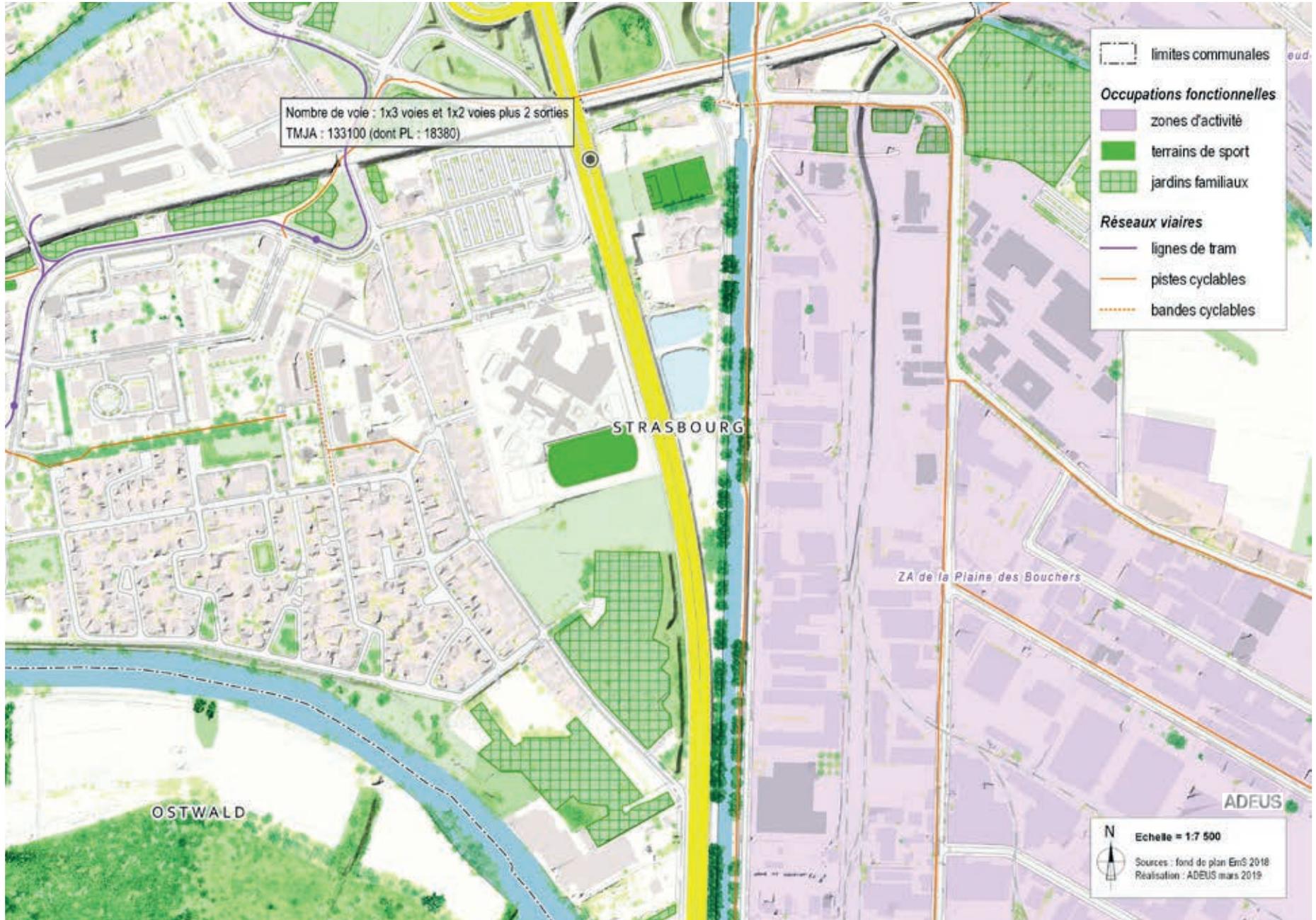
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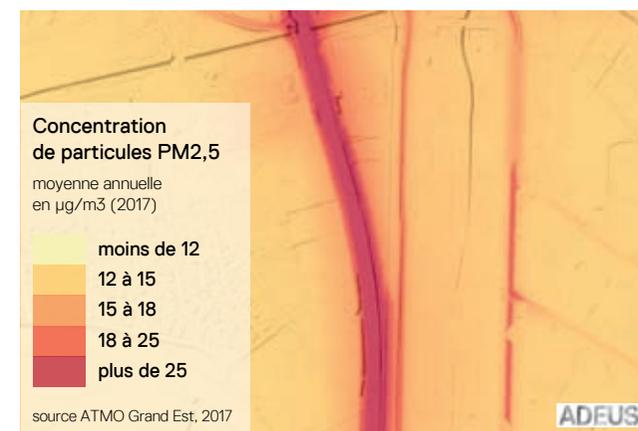
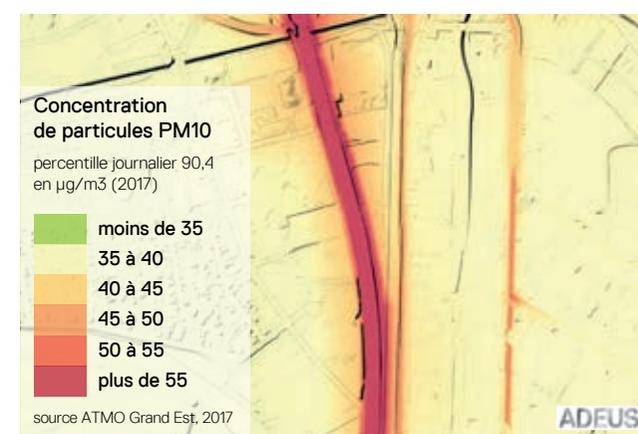
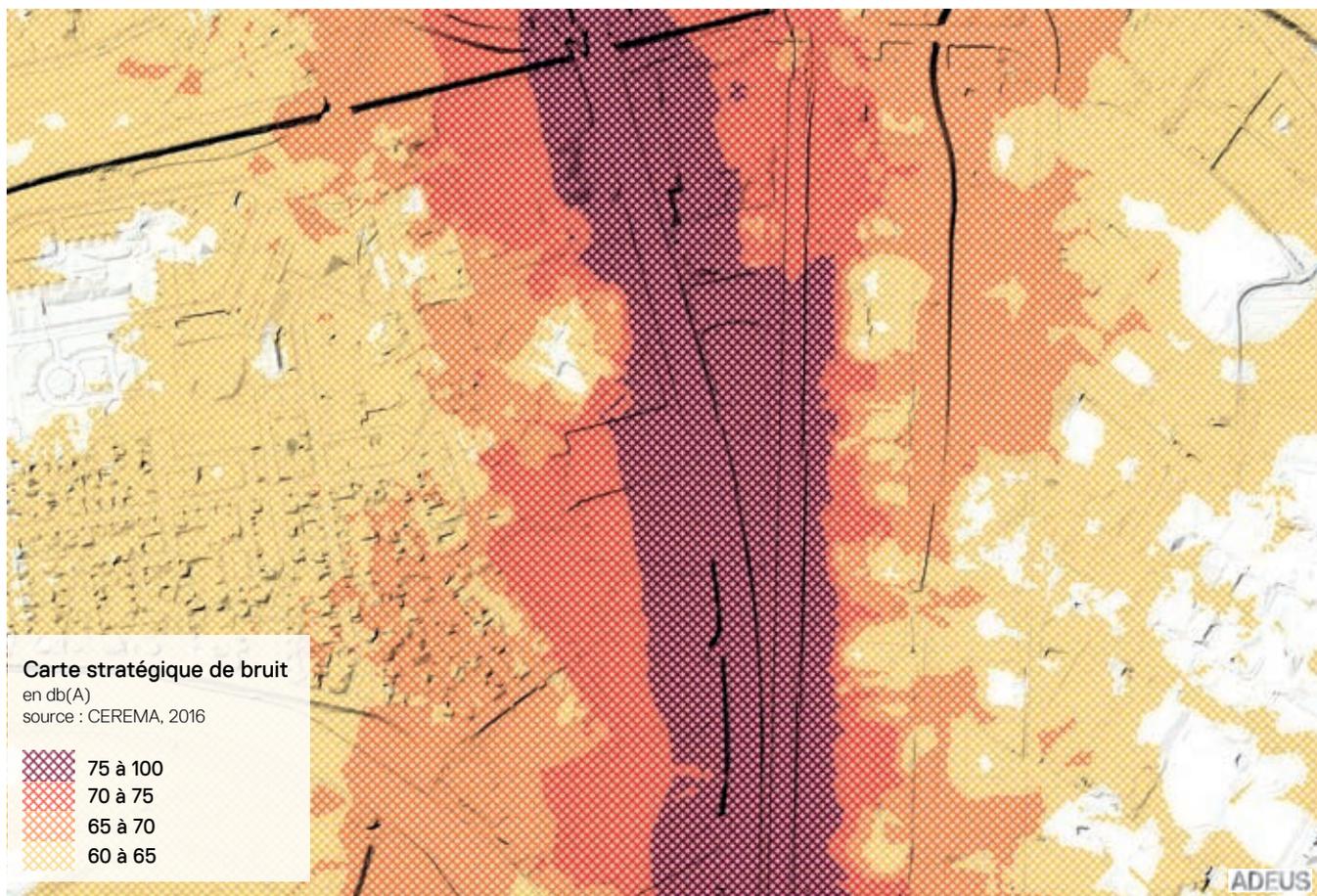
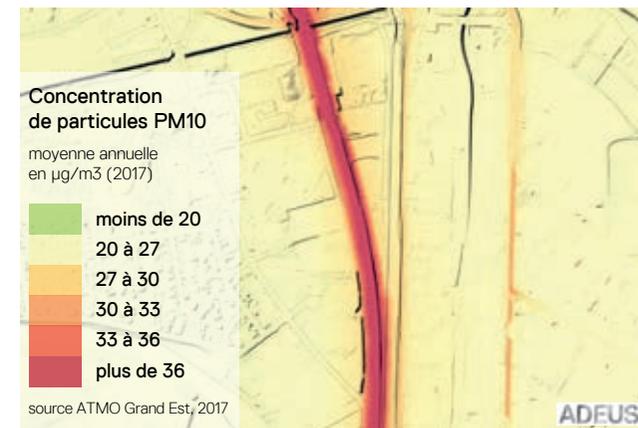
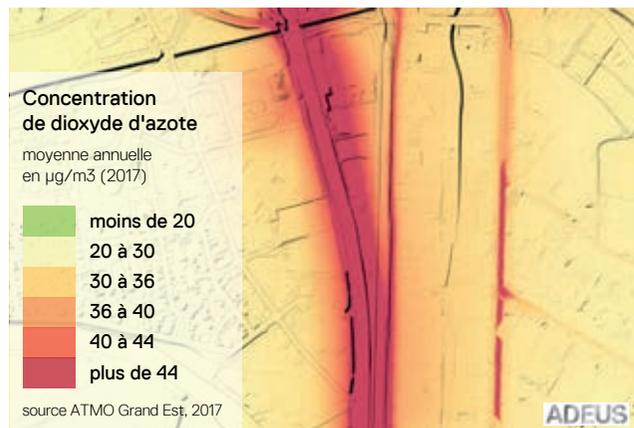


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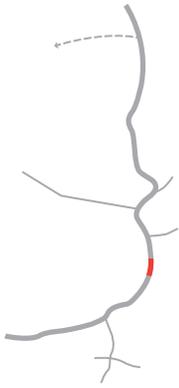


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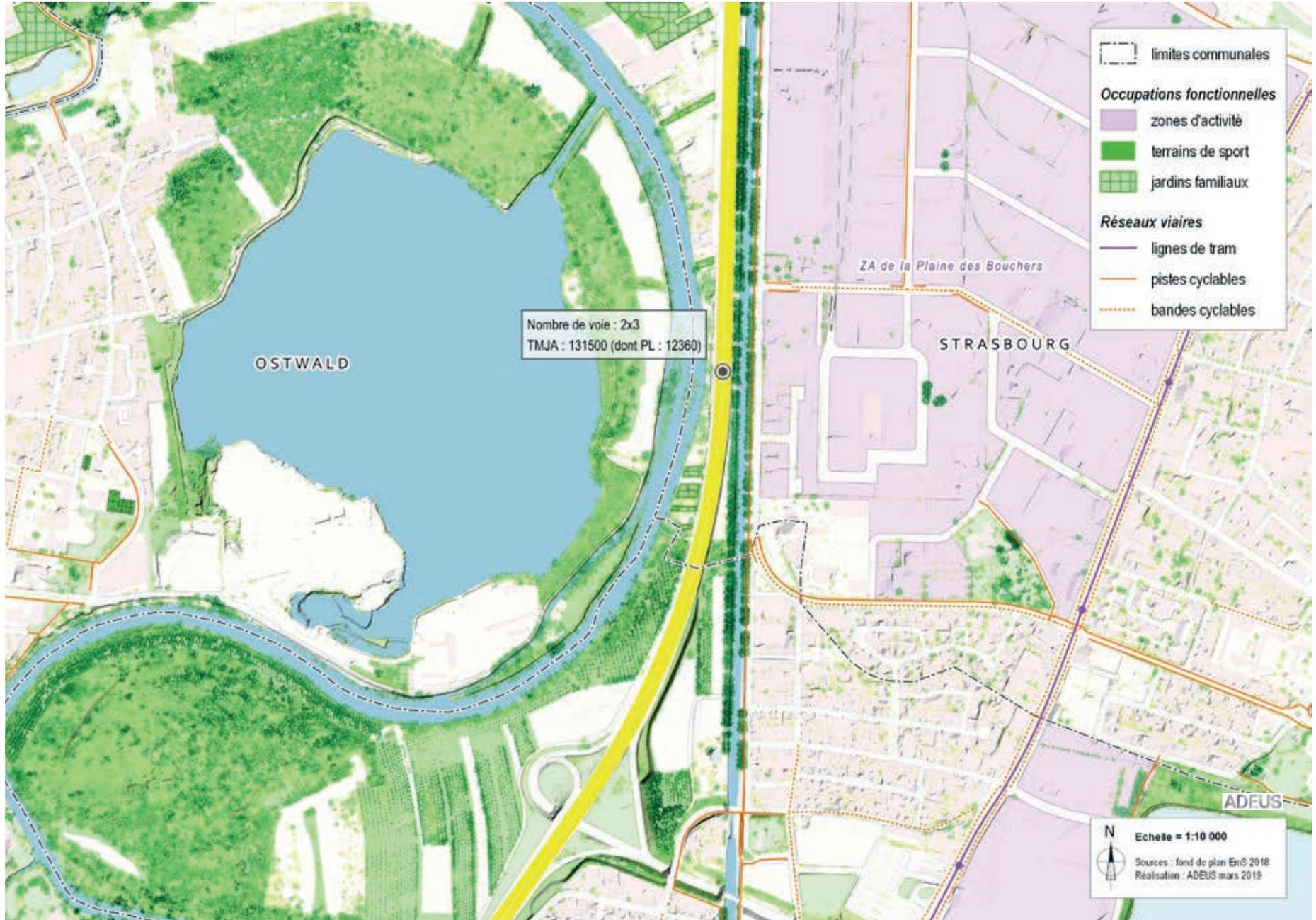


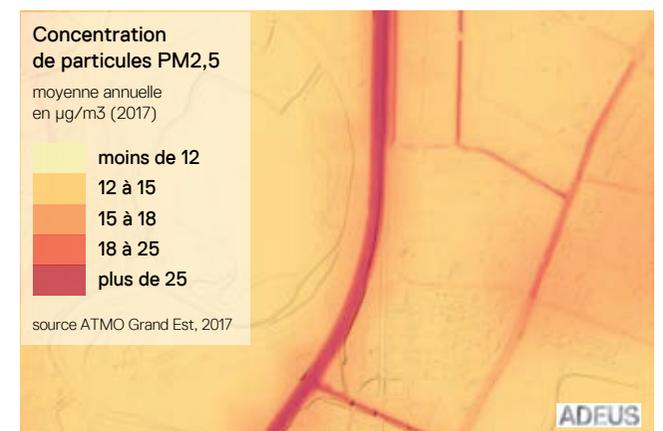
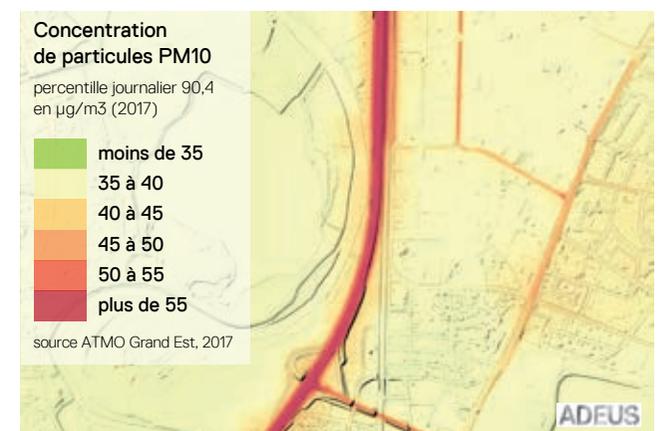
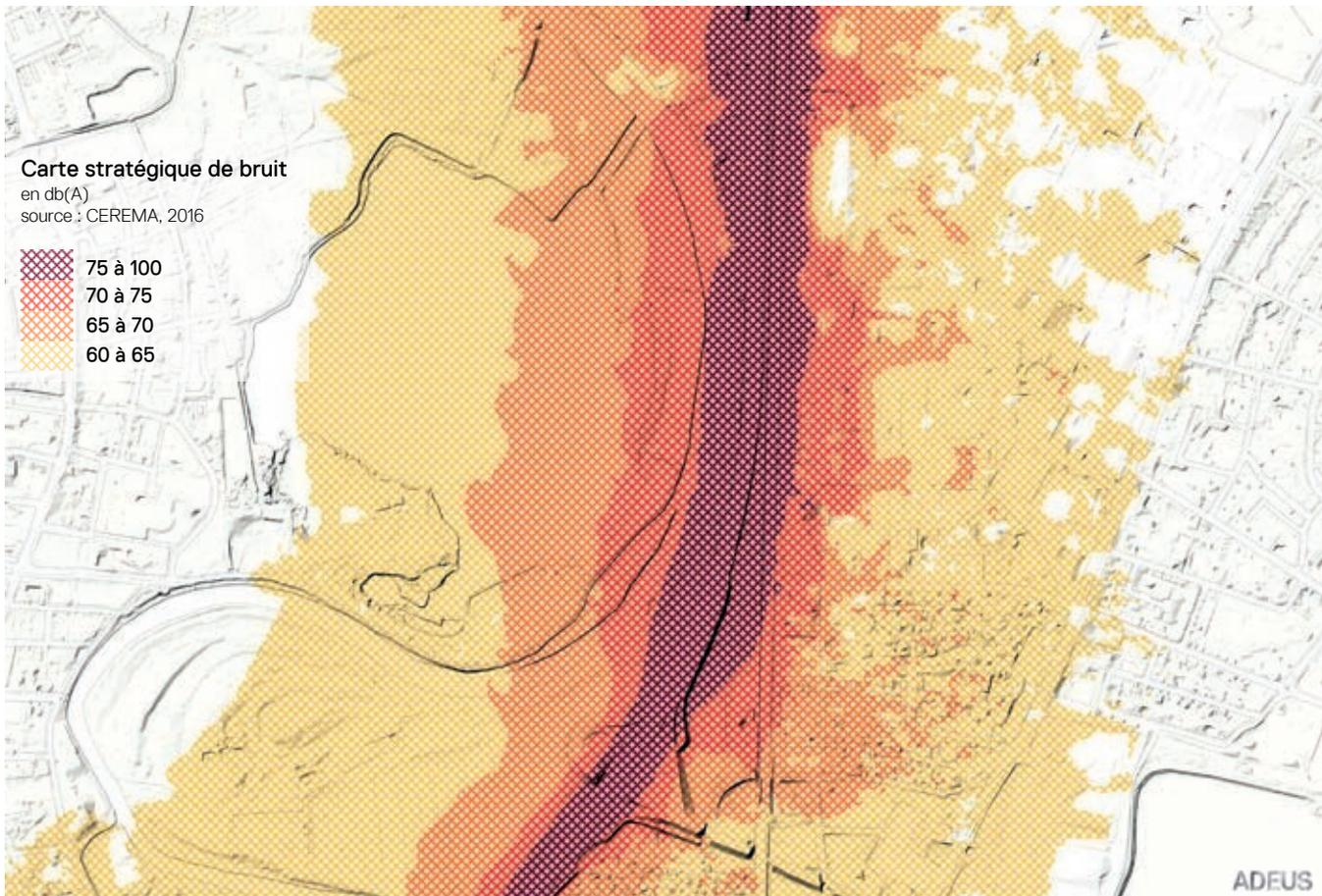
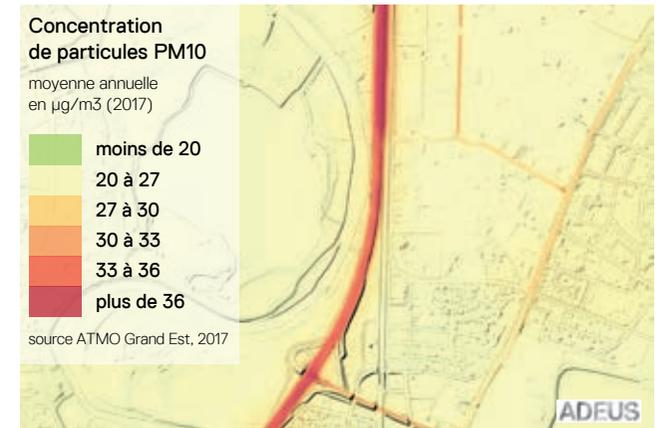
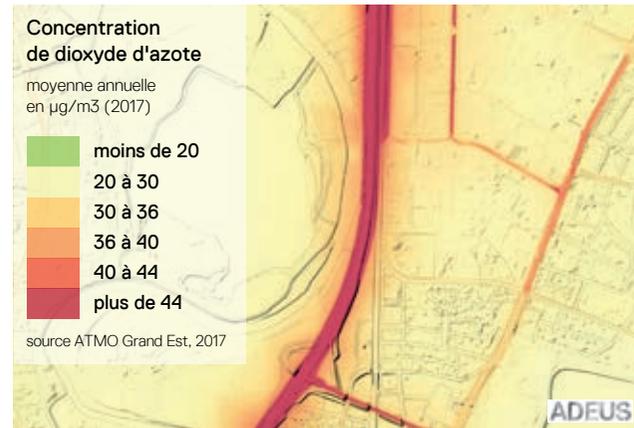
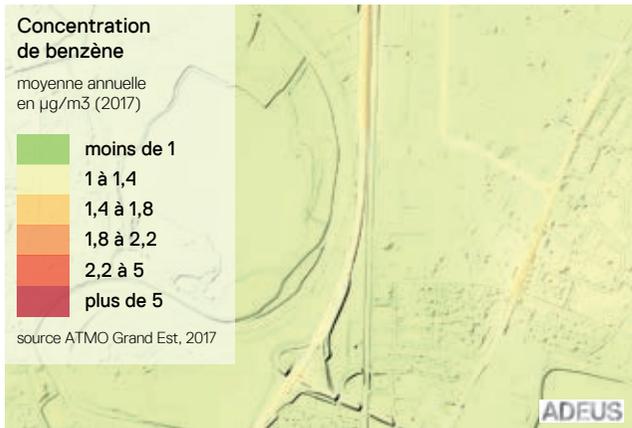


# S12 PINCEMENT CANAL-ILL

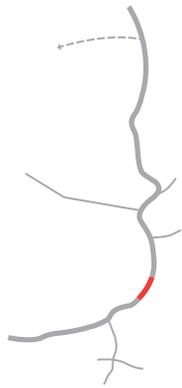


TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST



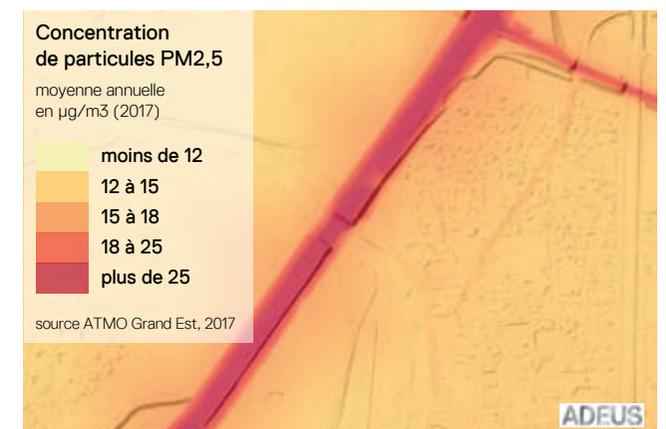
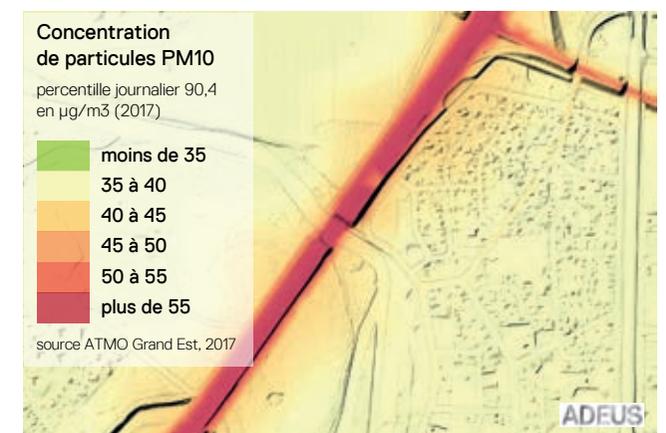
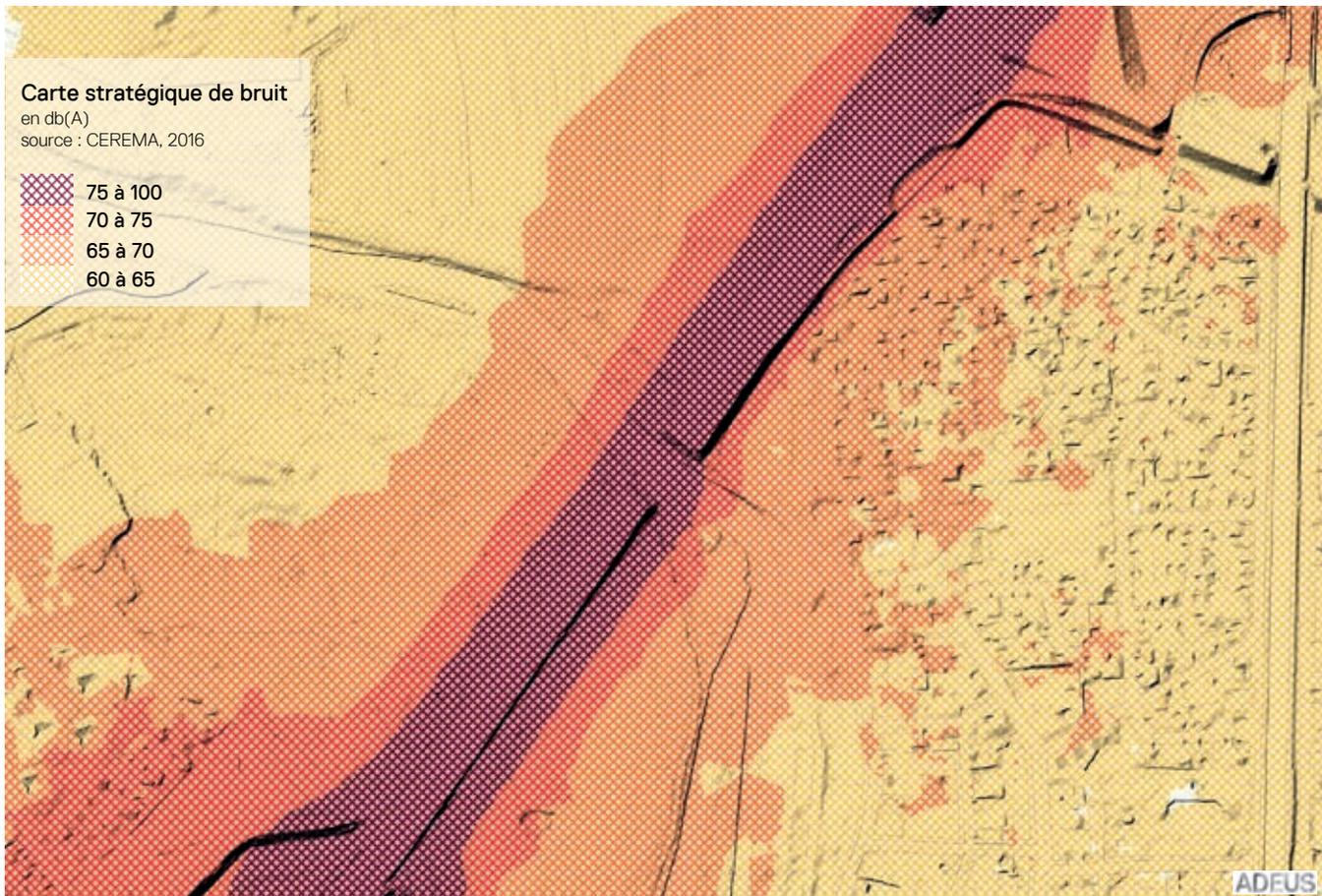
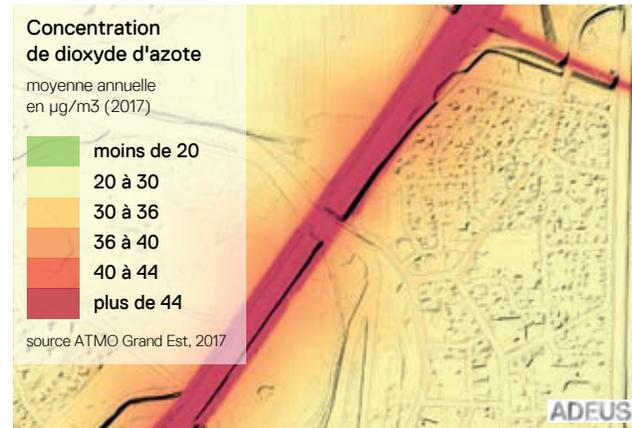


# S13 ❖ FORÊT DE L'ILL

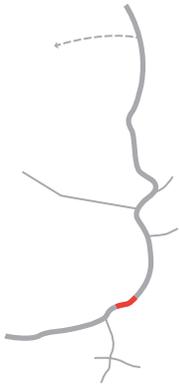


TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST

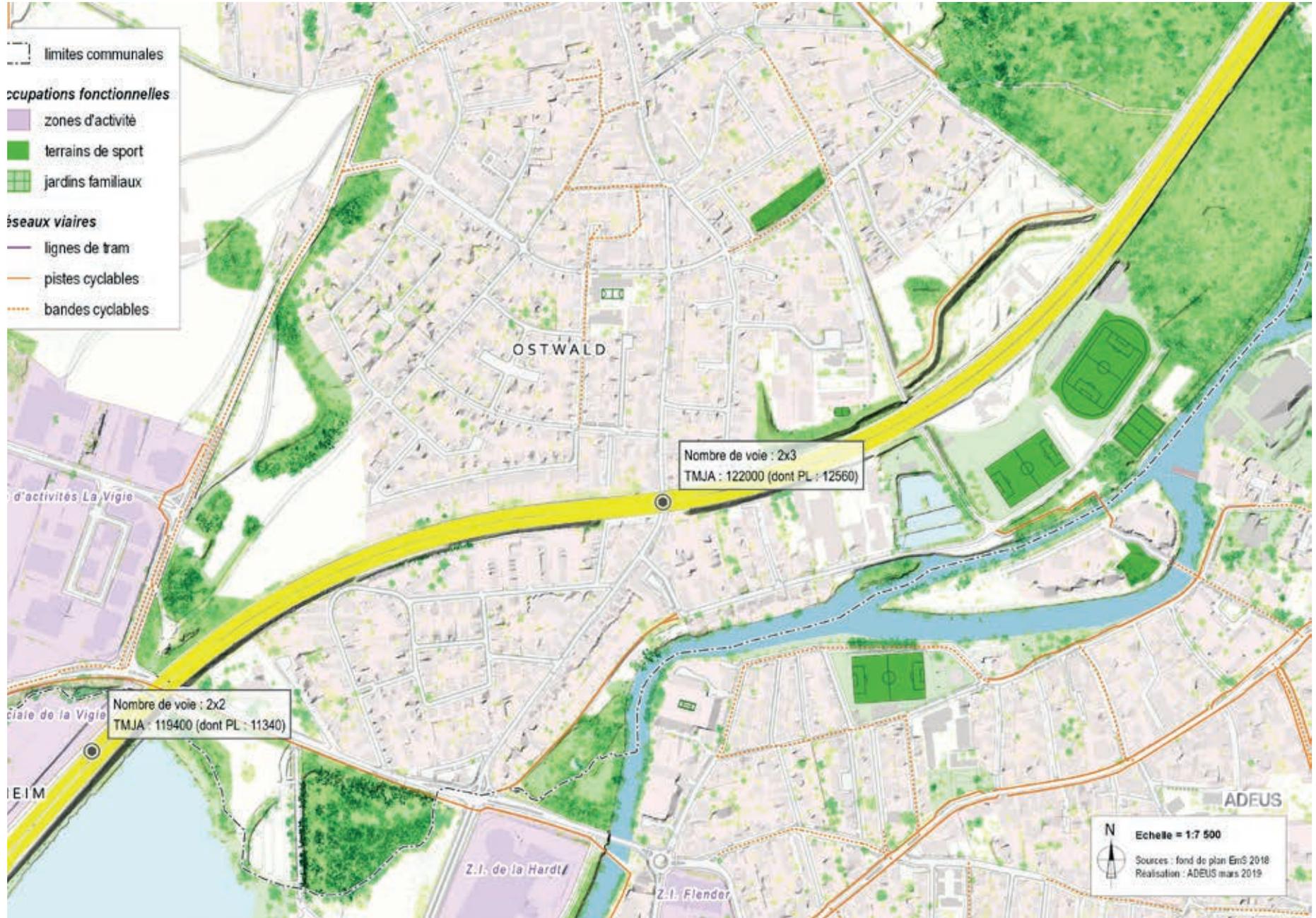


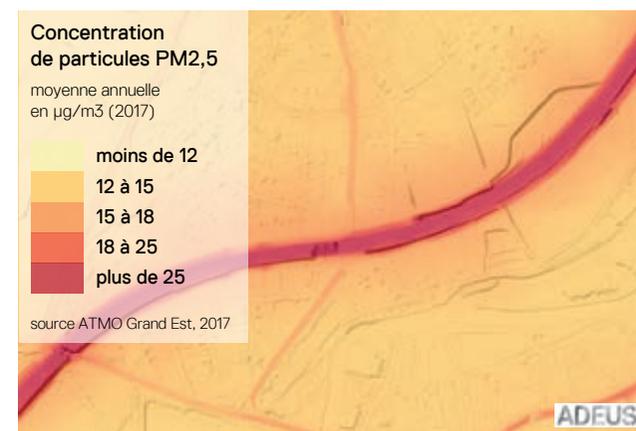
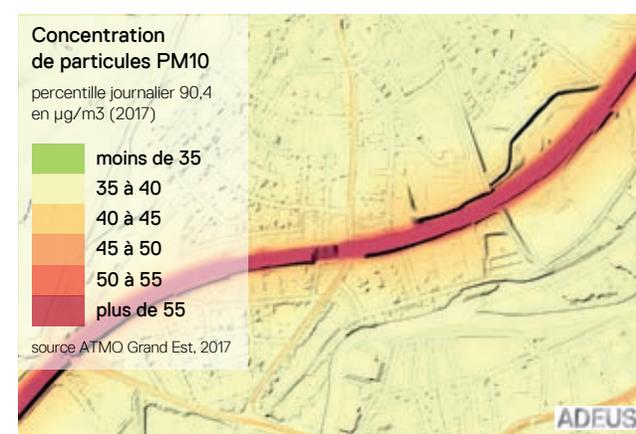
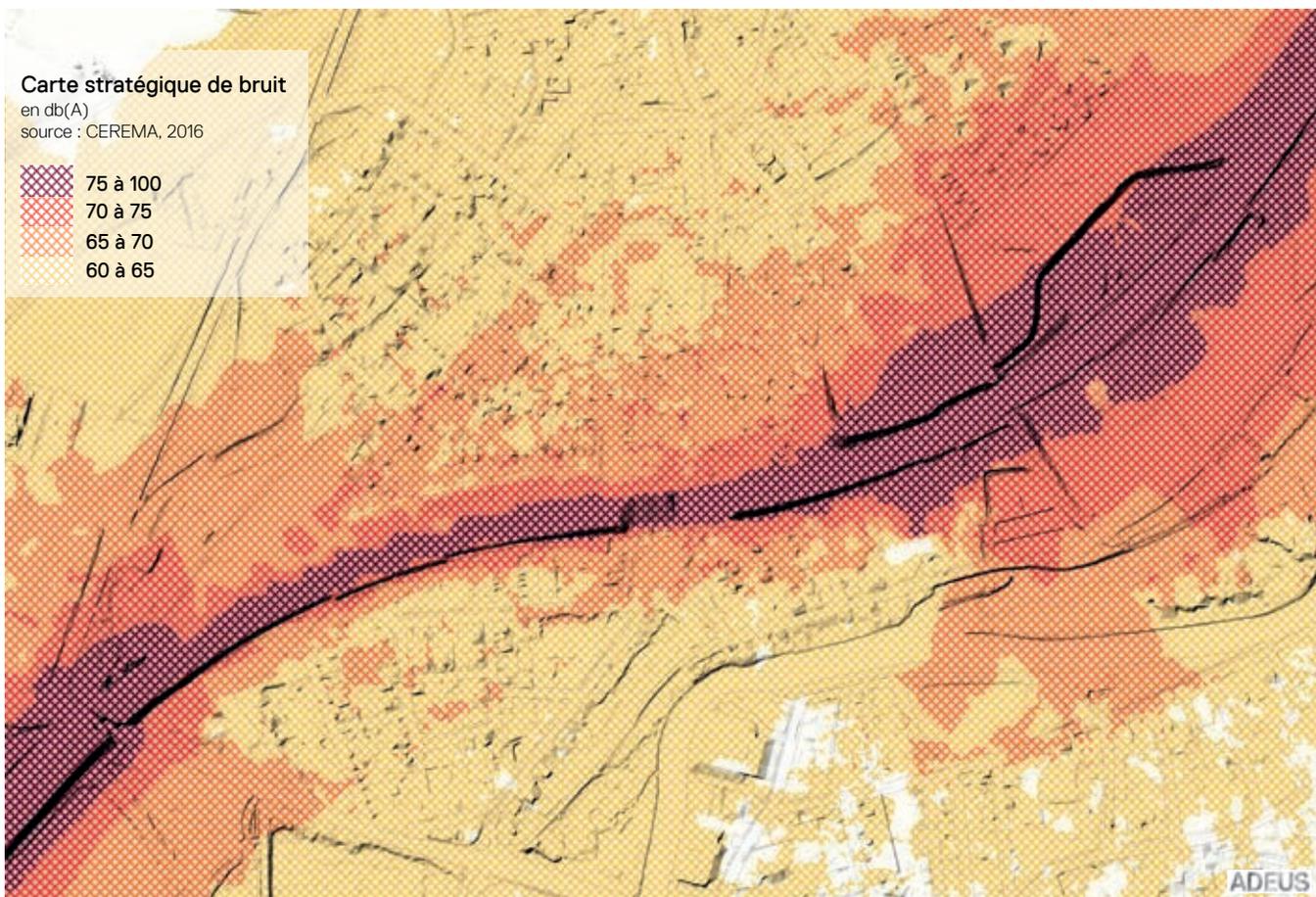
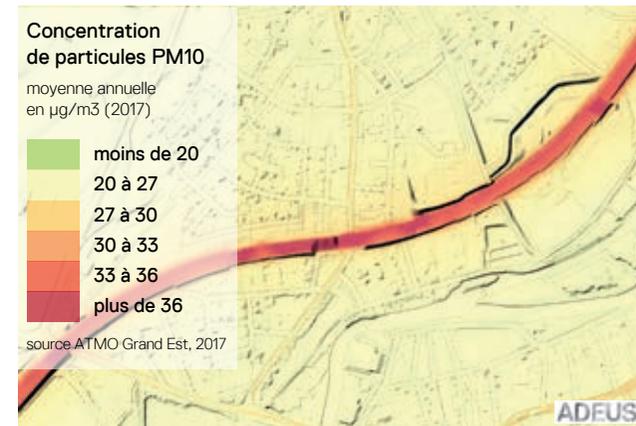
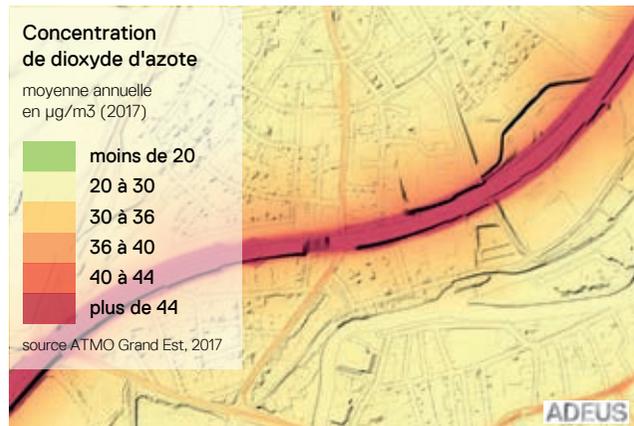
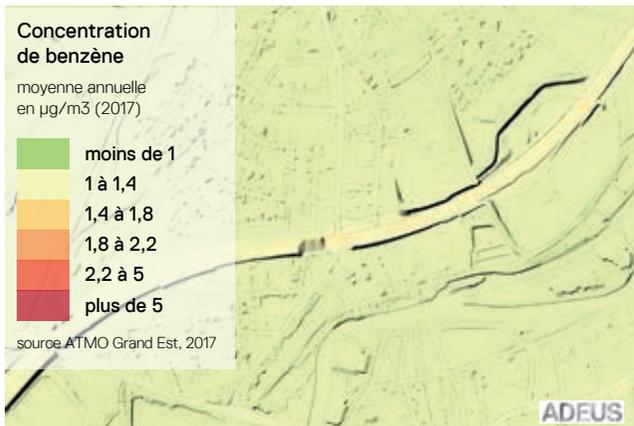


# S14 OSTWALD



TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST

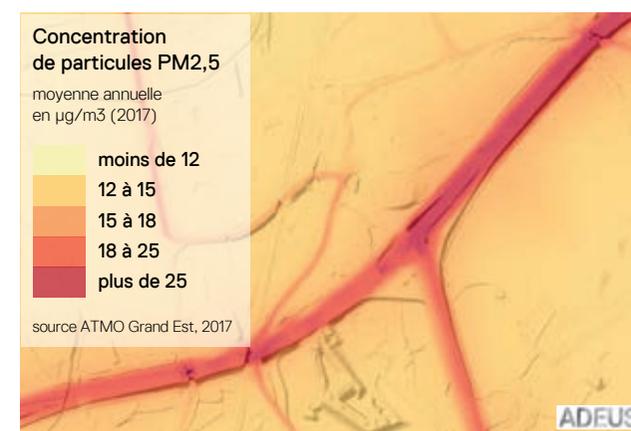
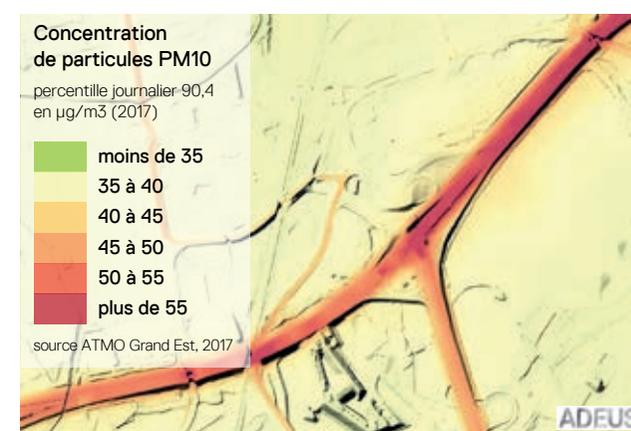
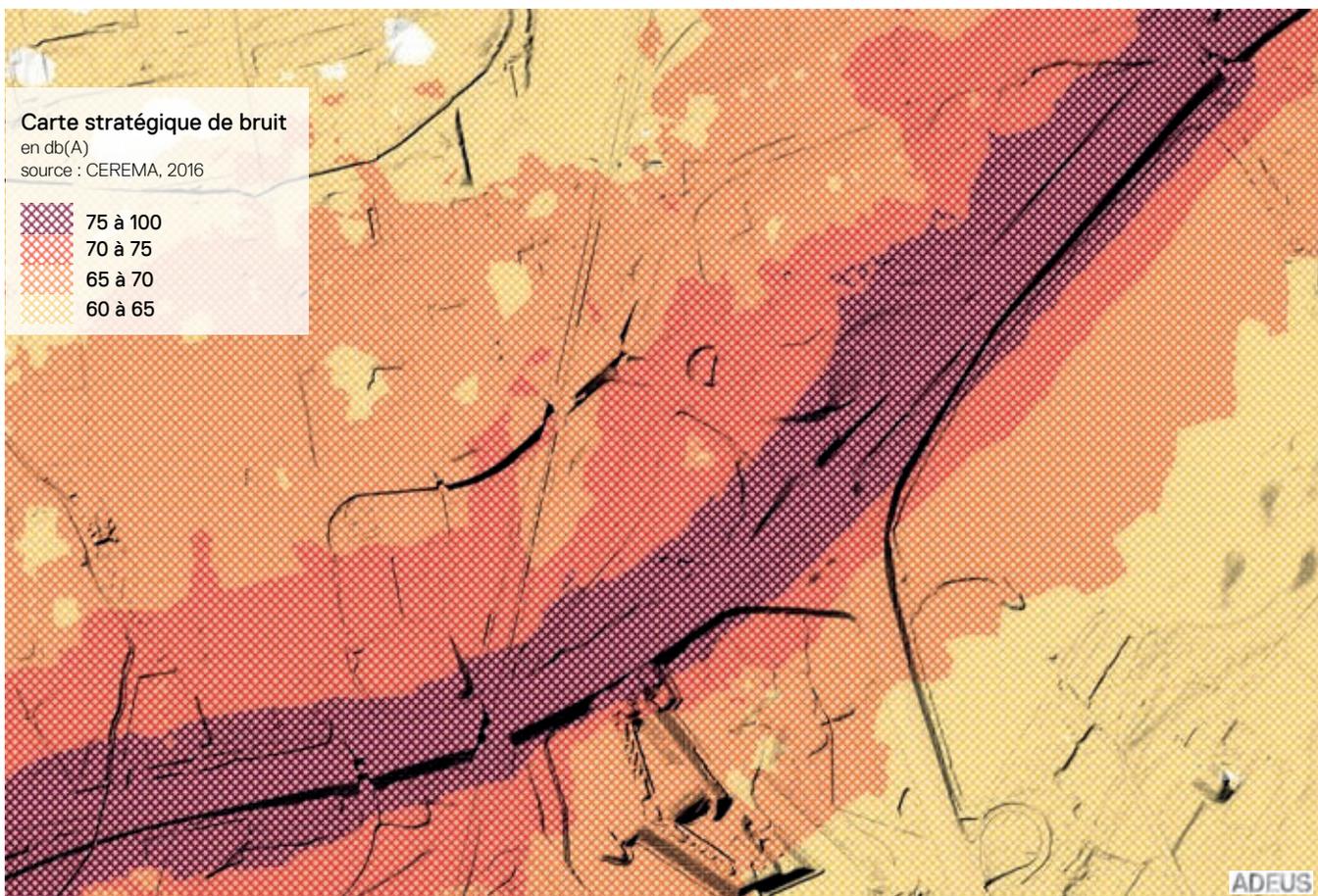
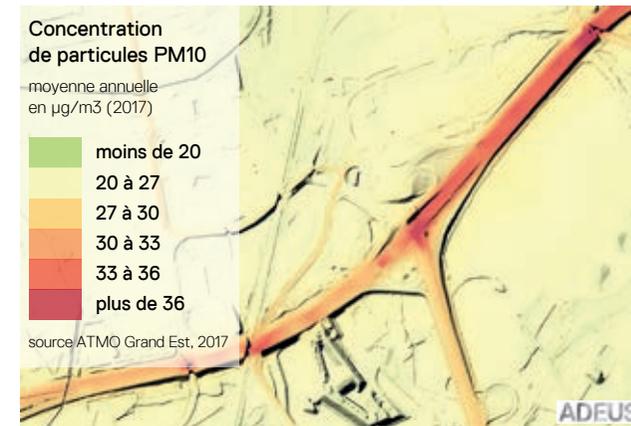
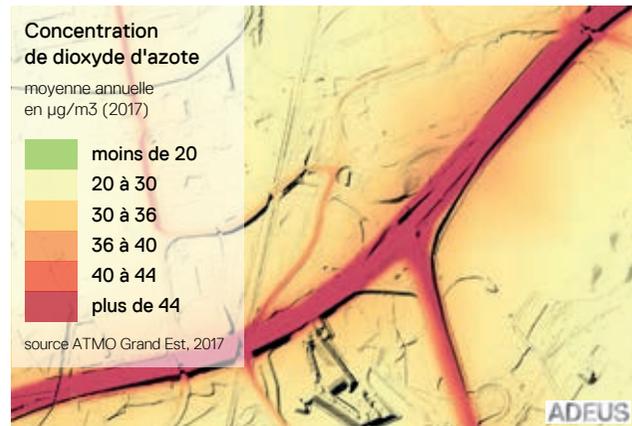
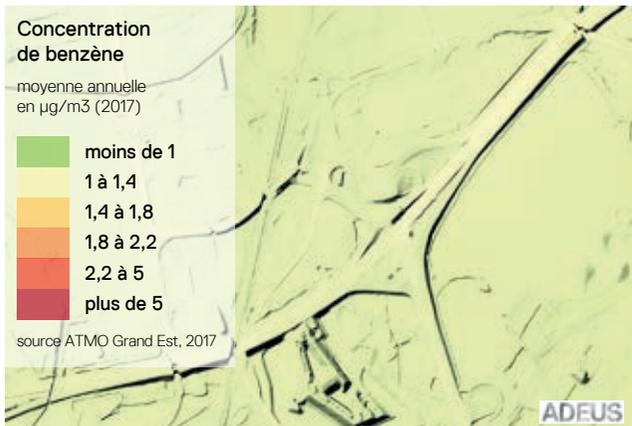




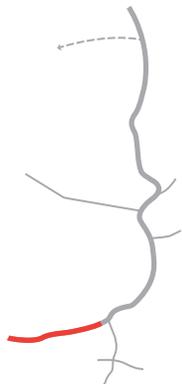
# S15 LA VIGIE



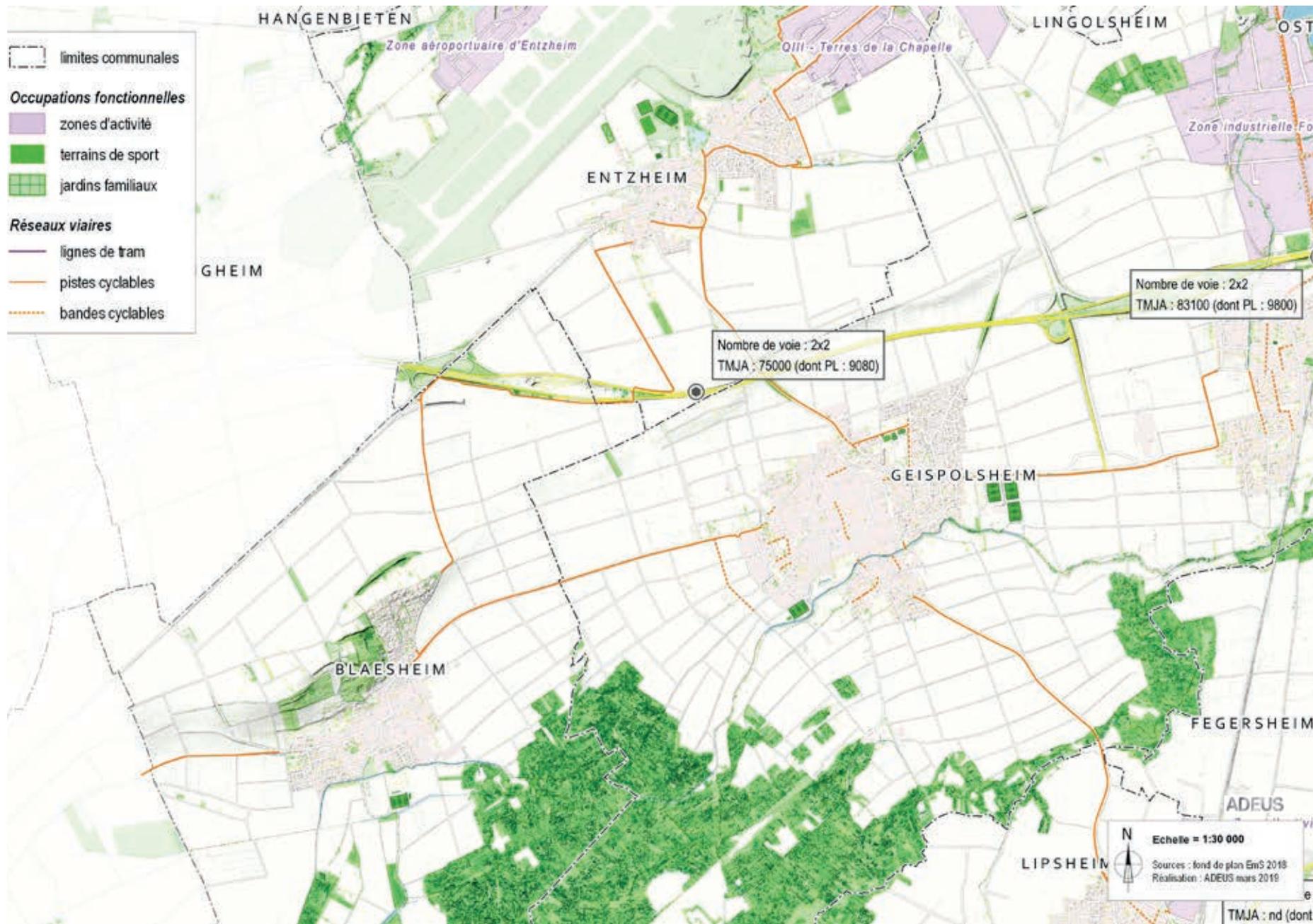
TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST

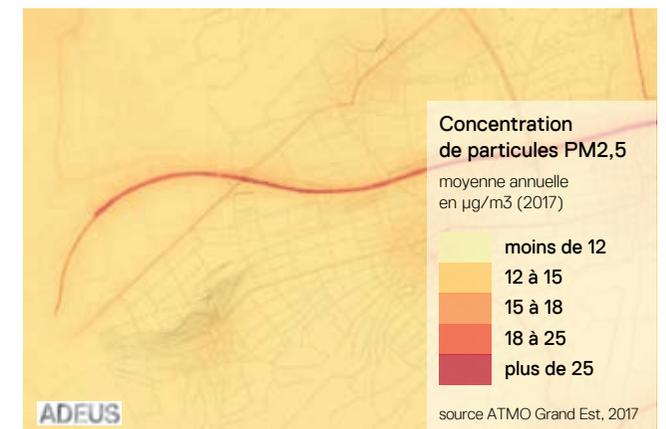
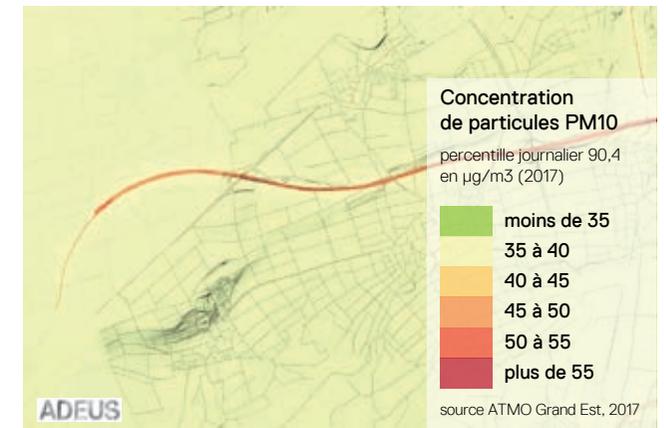
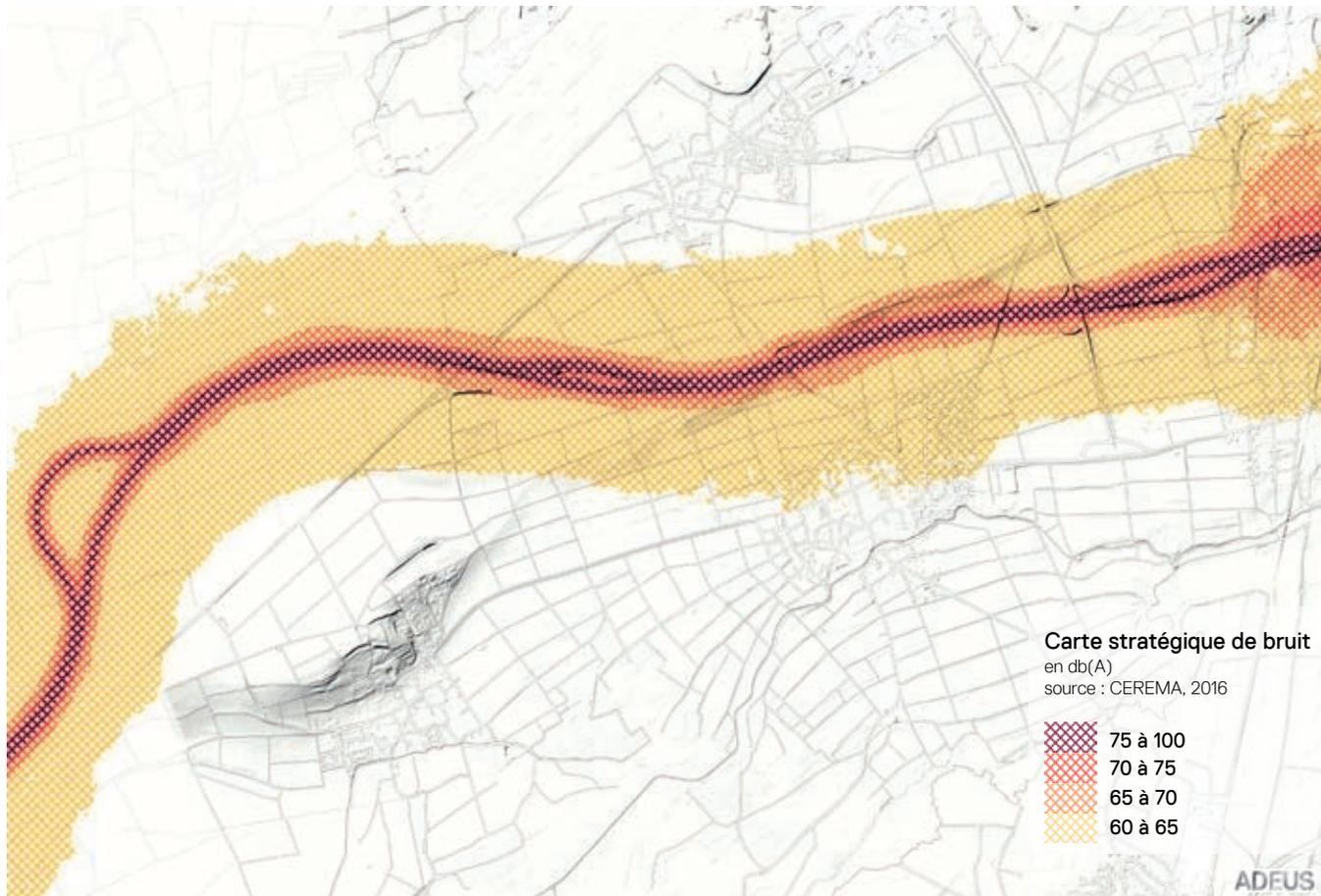
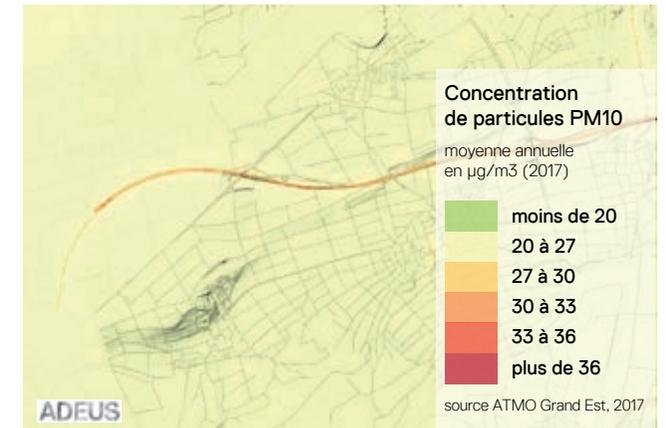
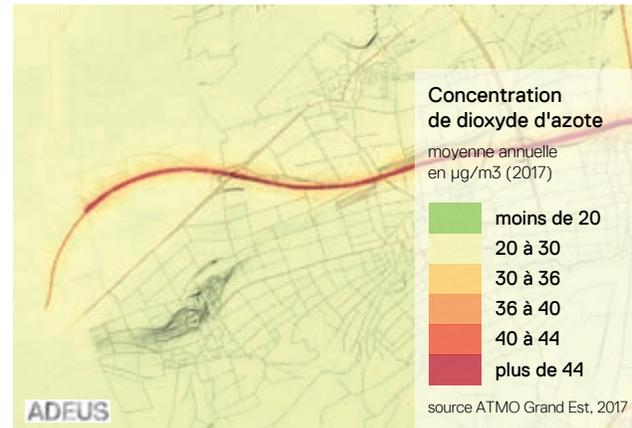
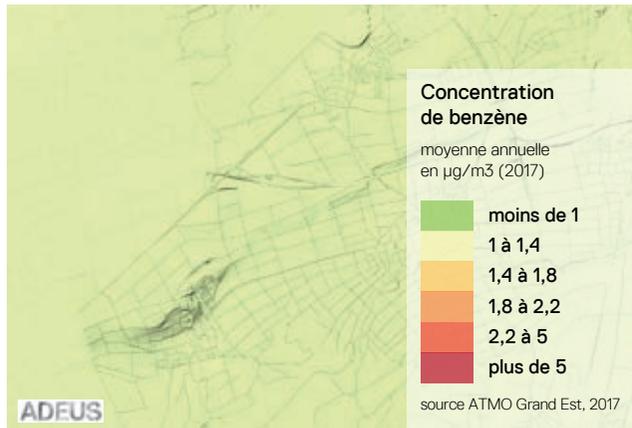


# S16 PLaine Agricole Sud

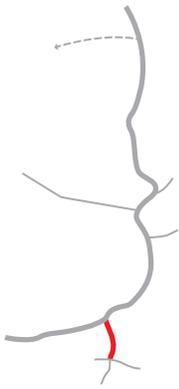


TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST



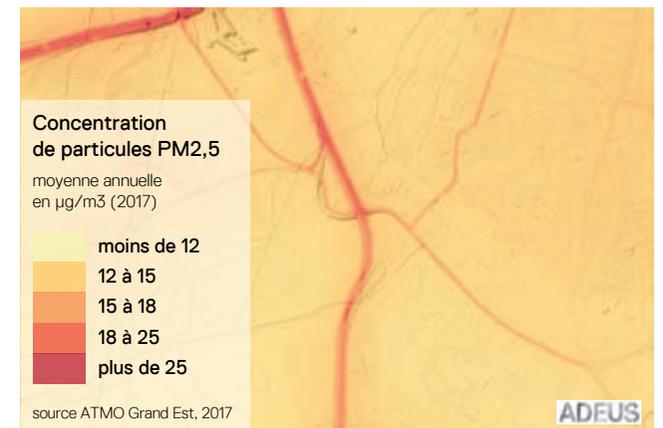
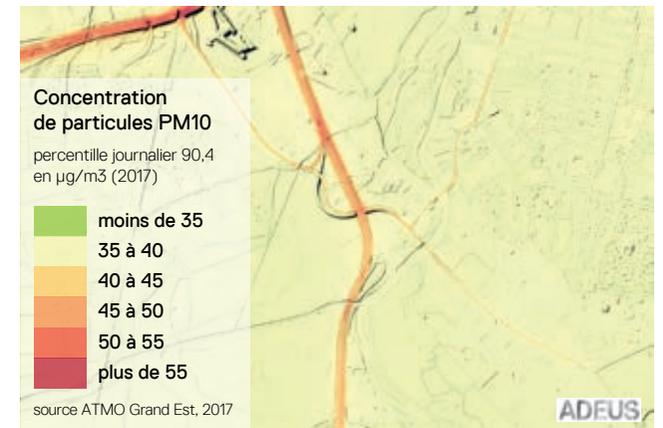
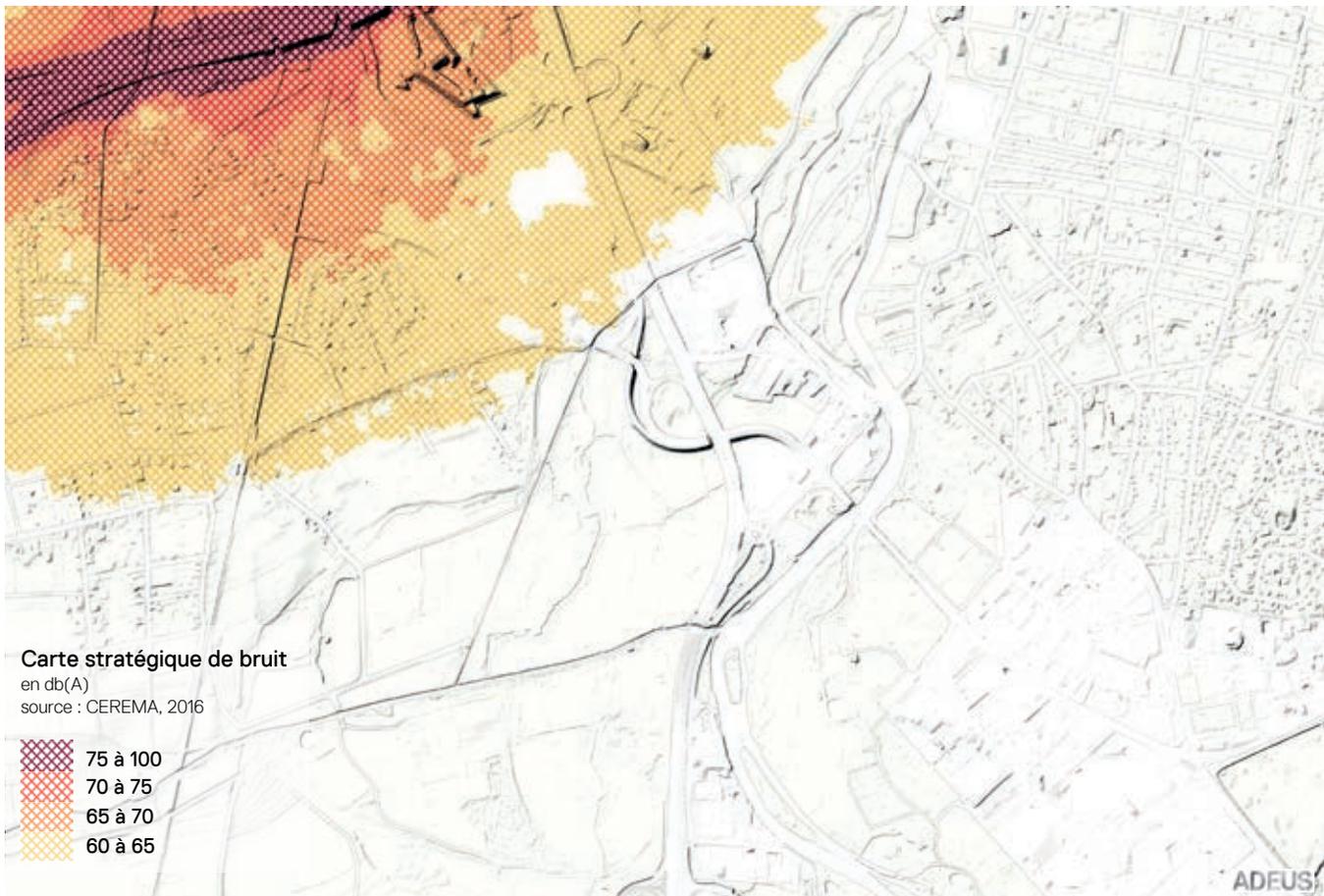
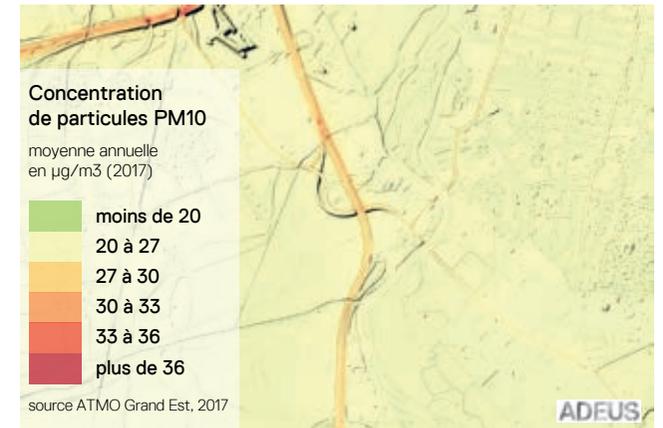
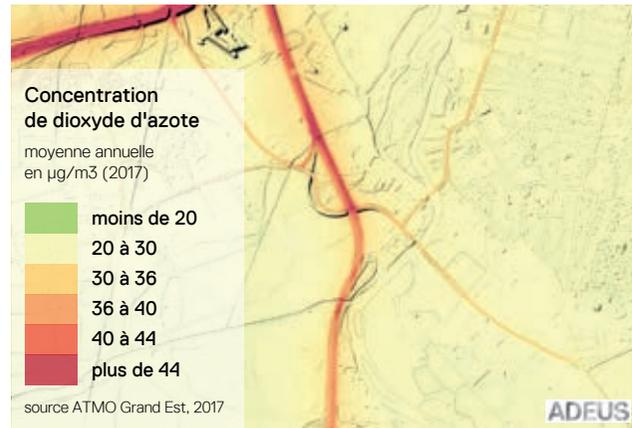
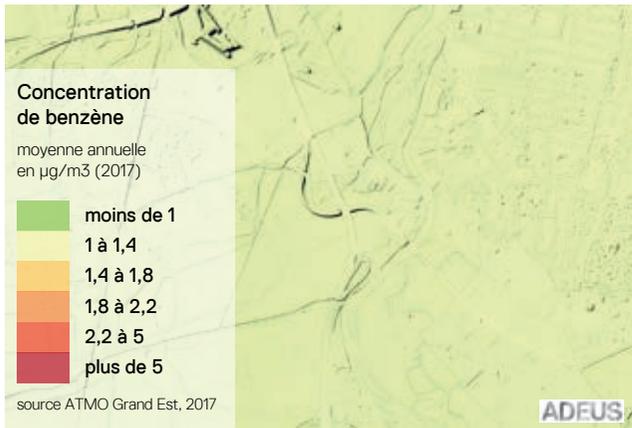


# S17 VALLÉE ALLUVIALE BRUCH DE L'ANDLAU

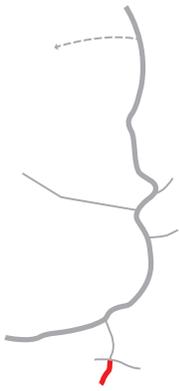


TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST



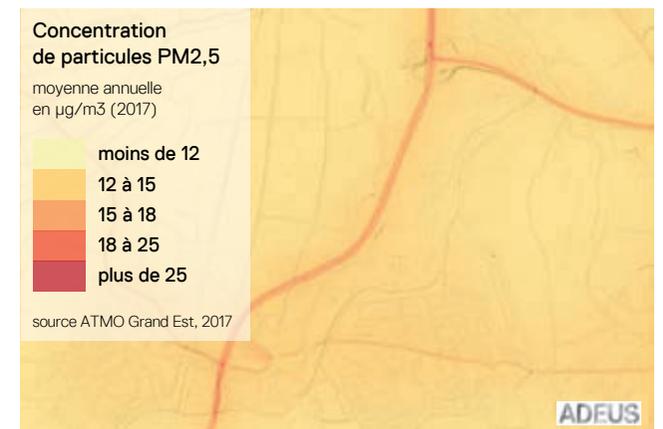
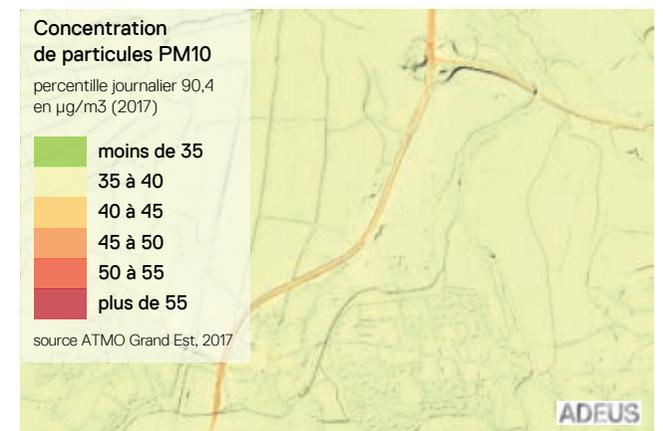
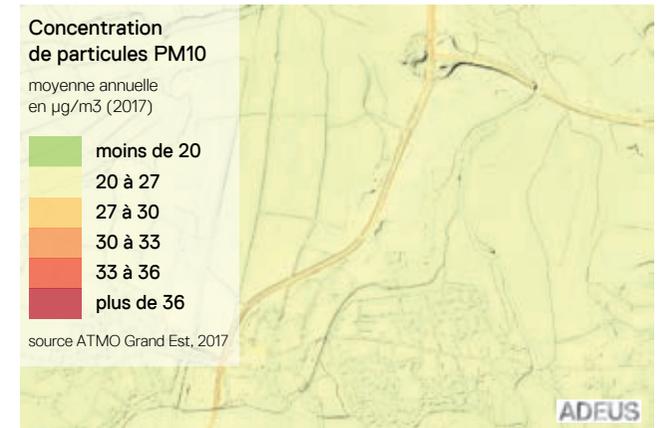
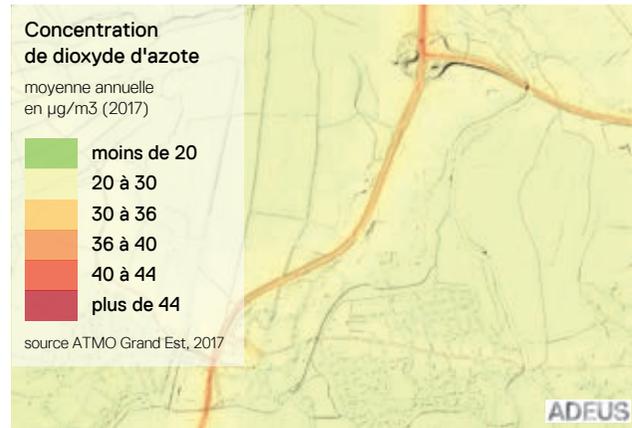
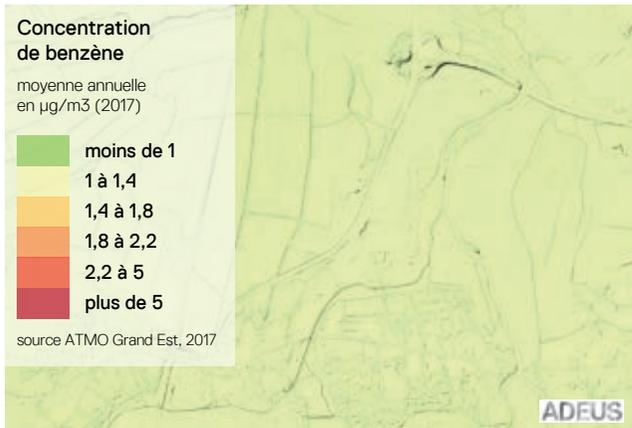


# S18 ❖ TERRASSE AGRICOLE D'ERSTEIN

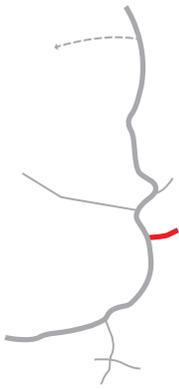


TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST



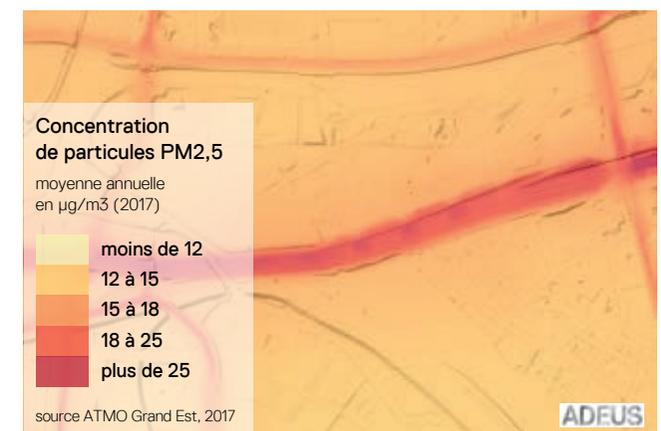
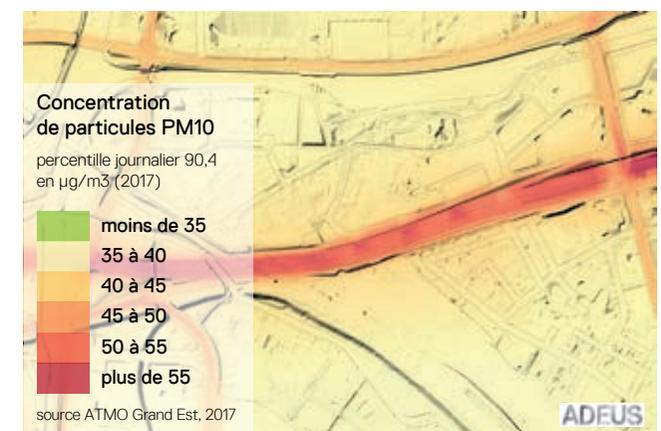
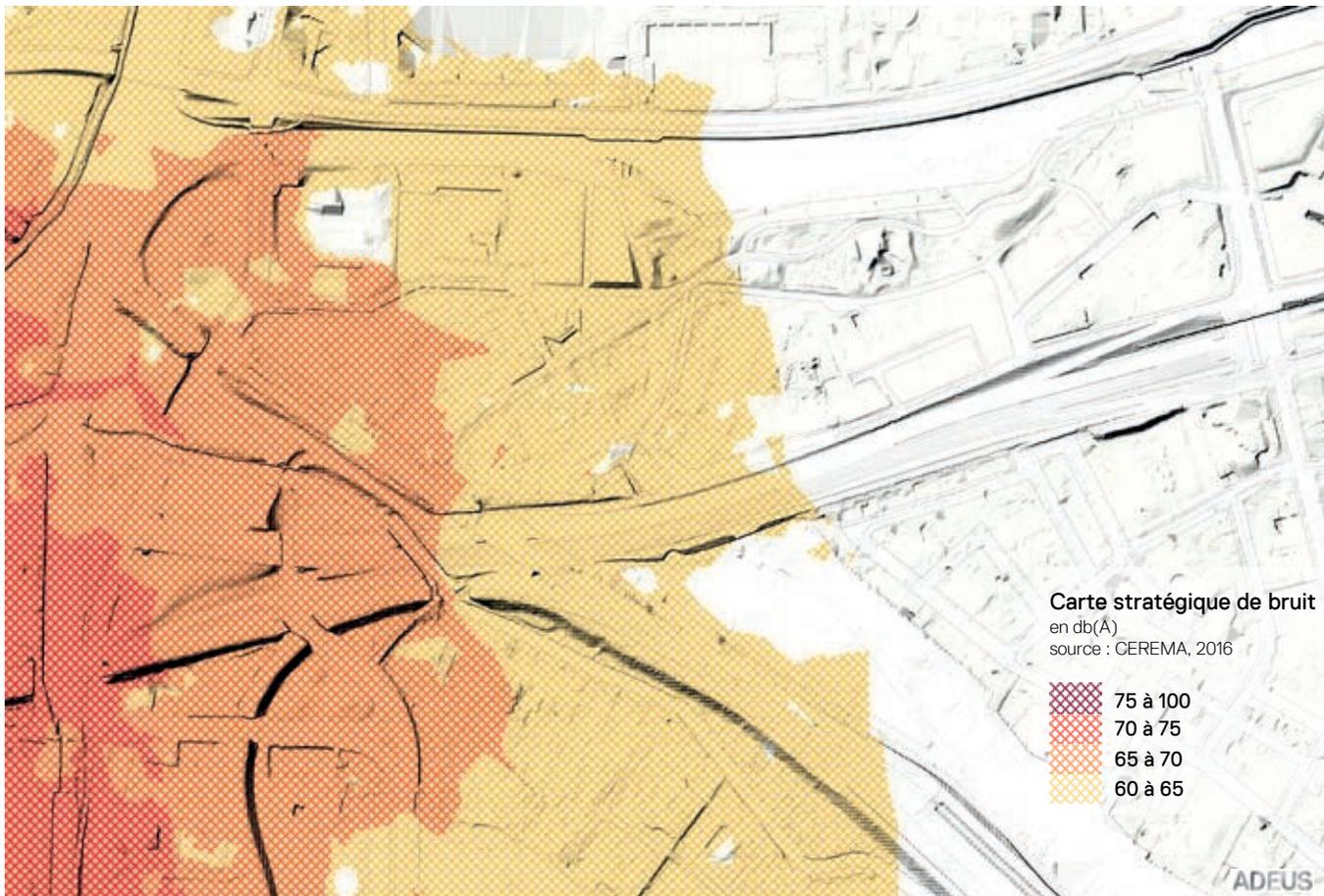
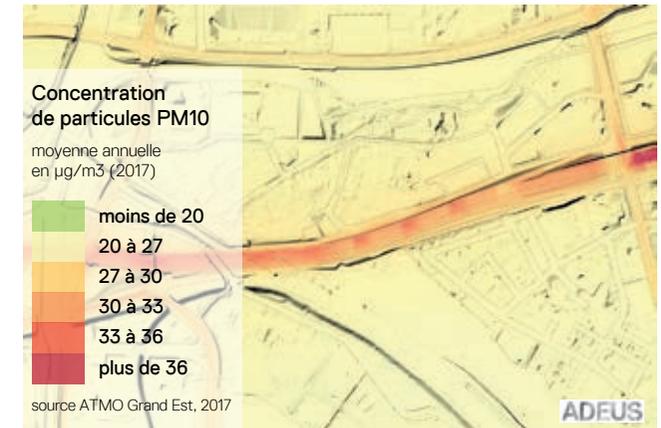
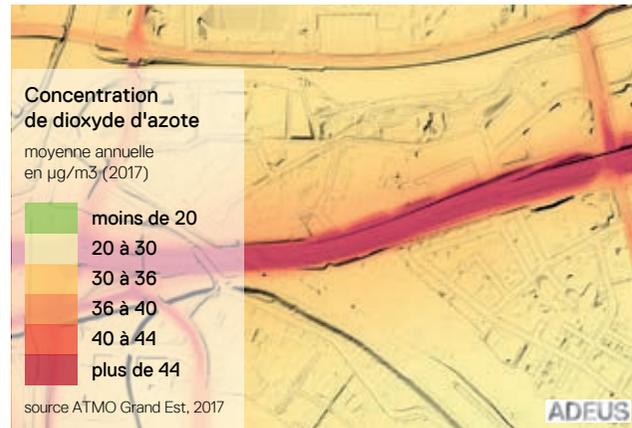
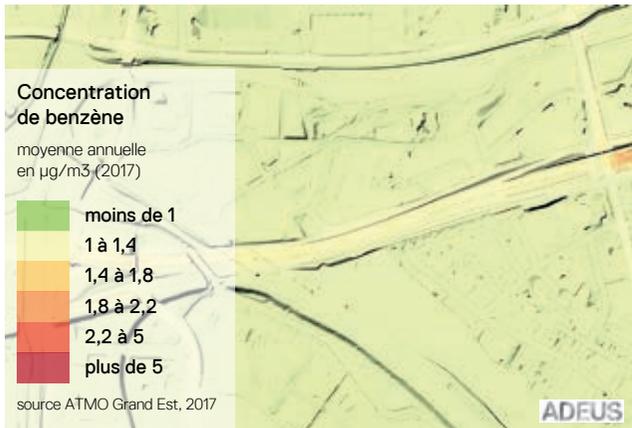


# S19 FRONTS DE NEUDORF



TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST

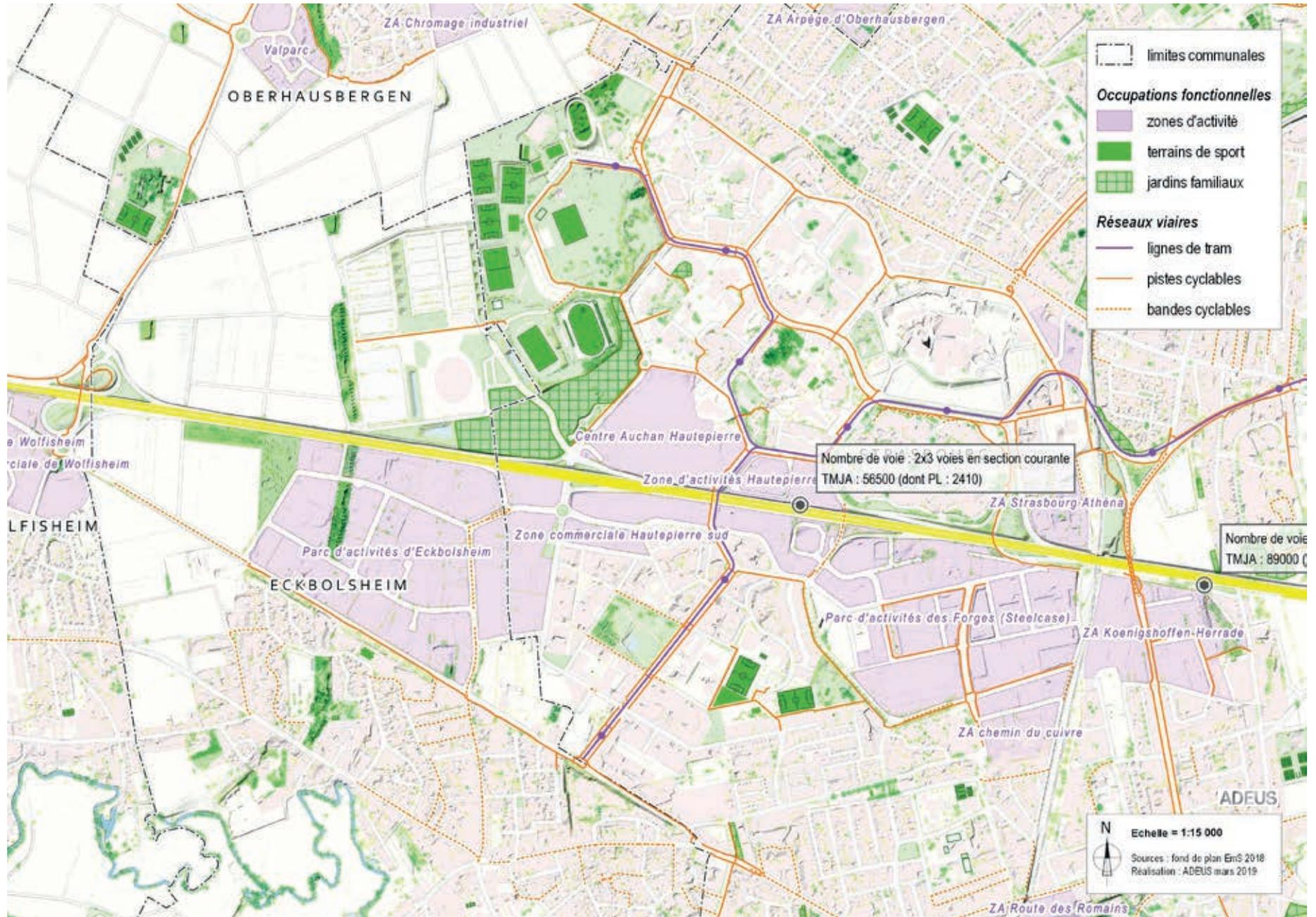


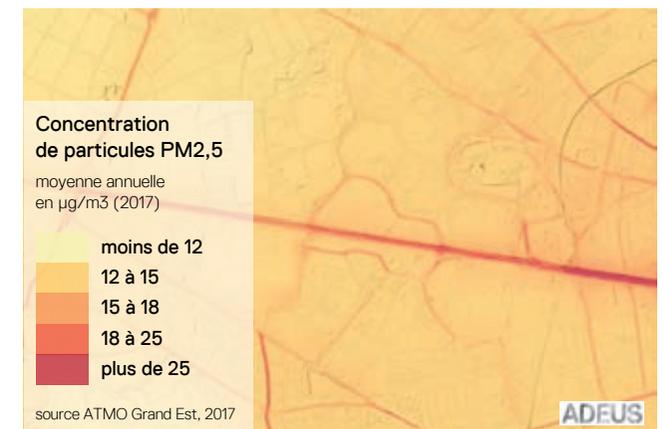
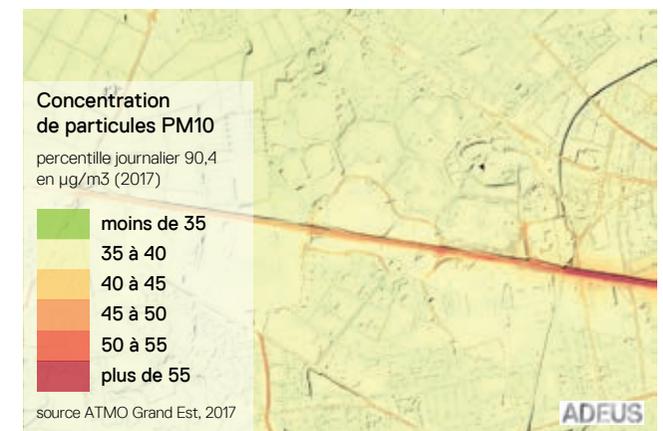
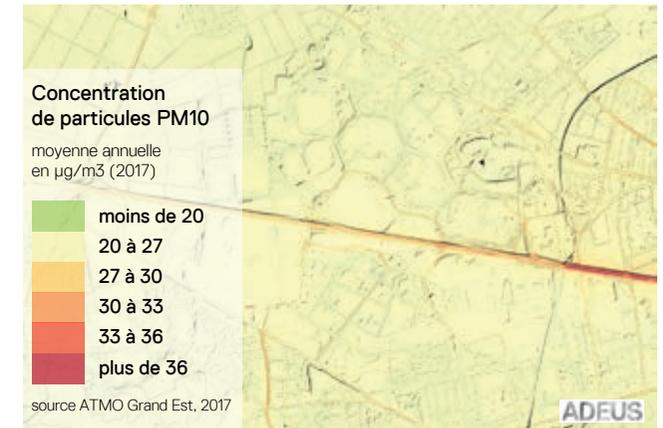
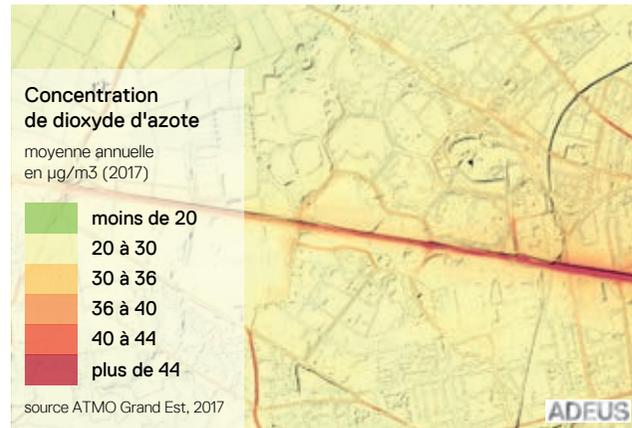
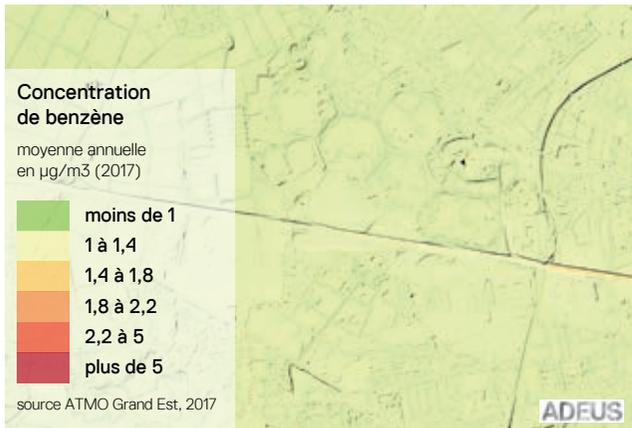


# S20 QUARTIERS OUEST



TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST

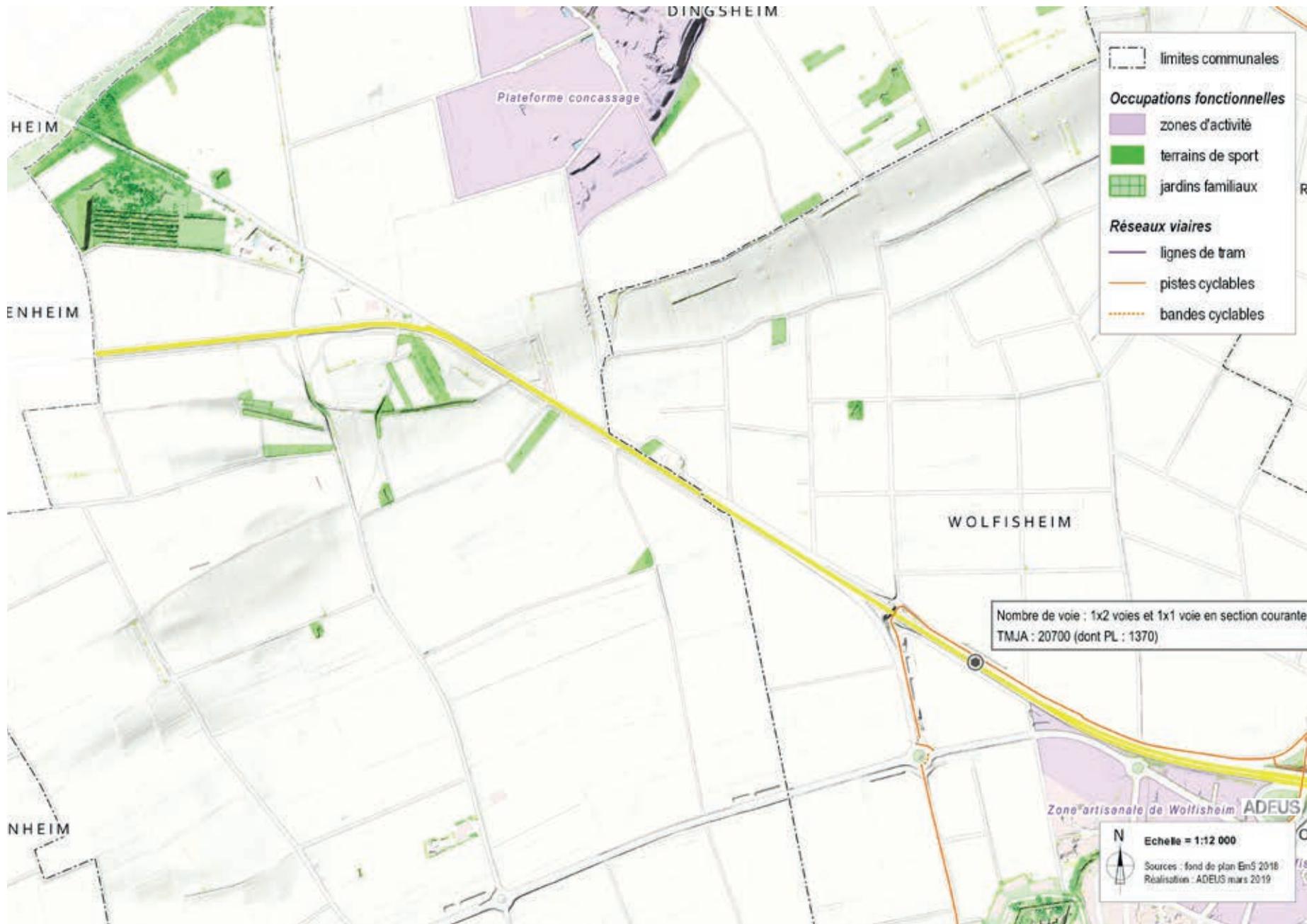


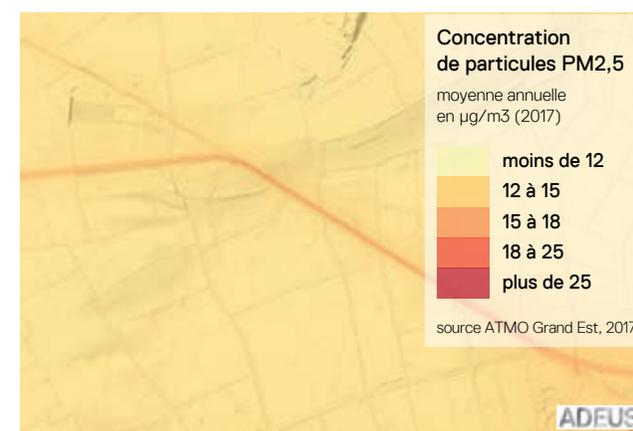
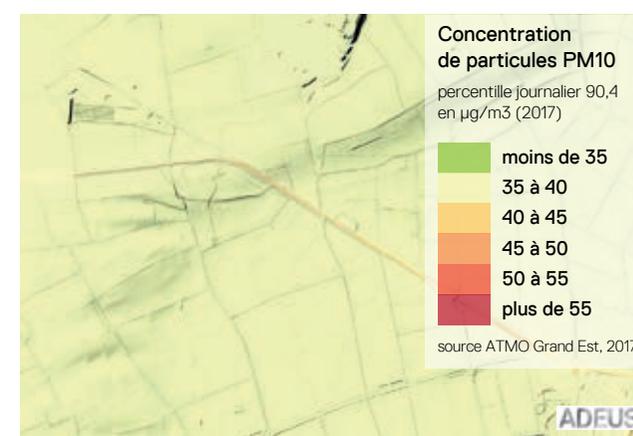
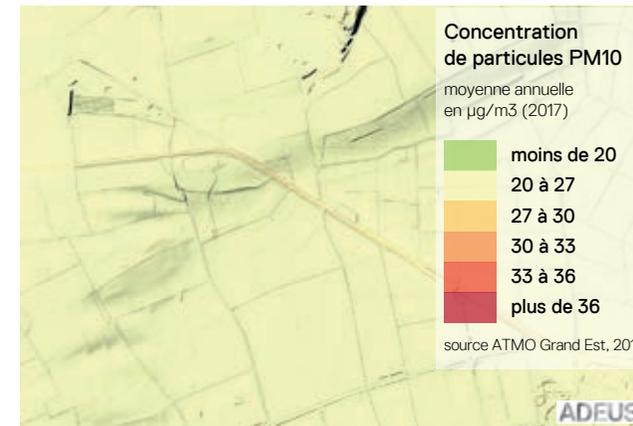
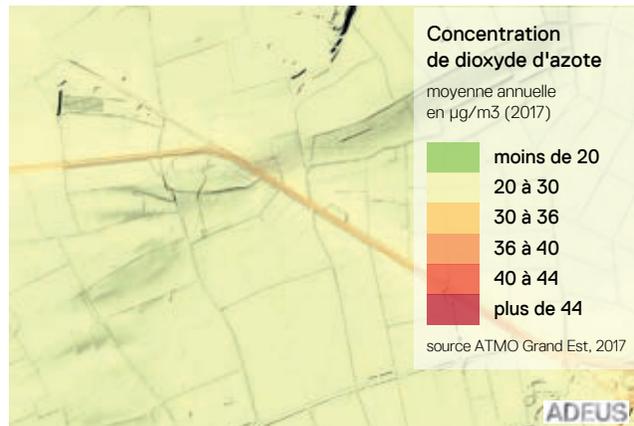
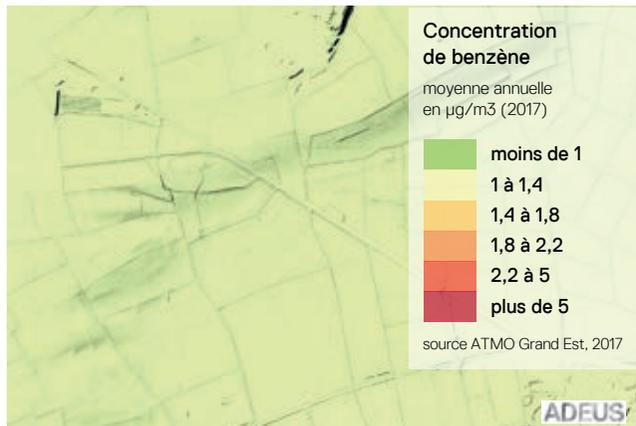


# S21 ✪ BELLEVUE

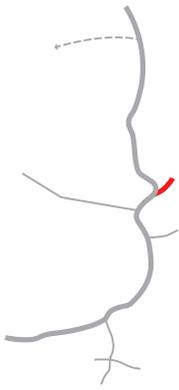


TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST

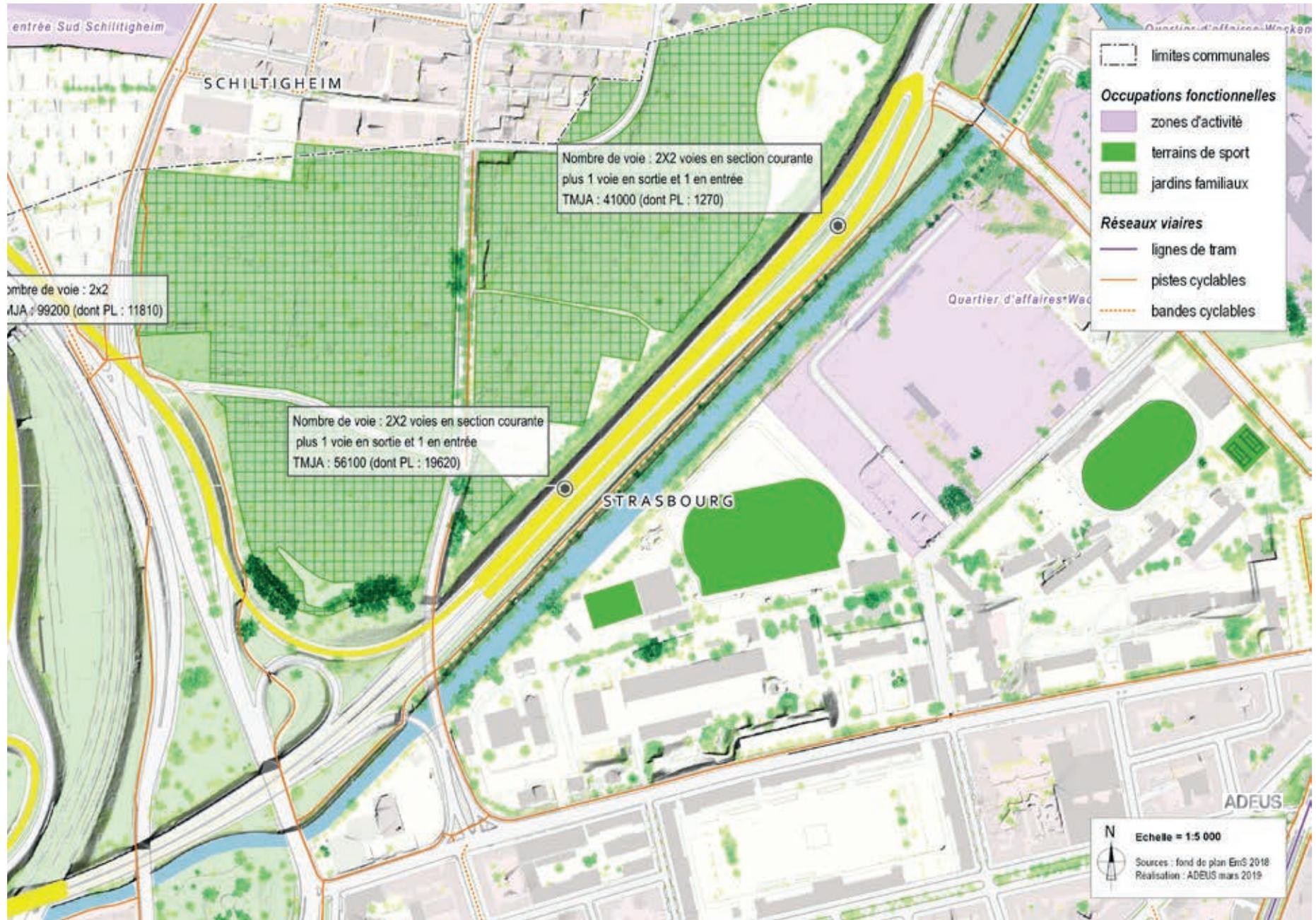


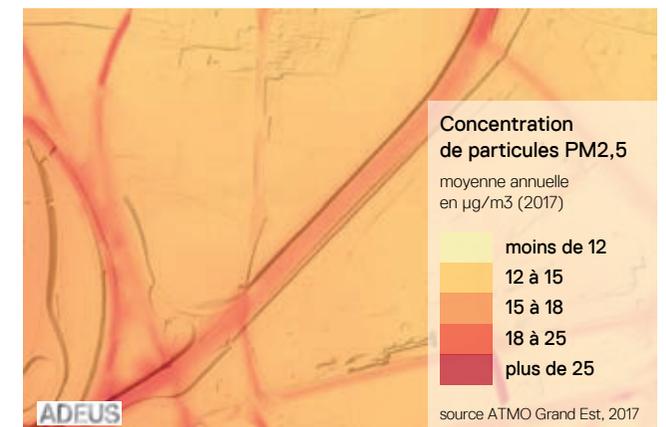
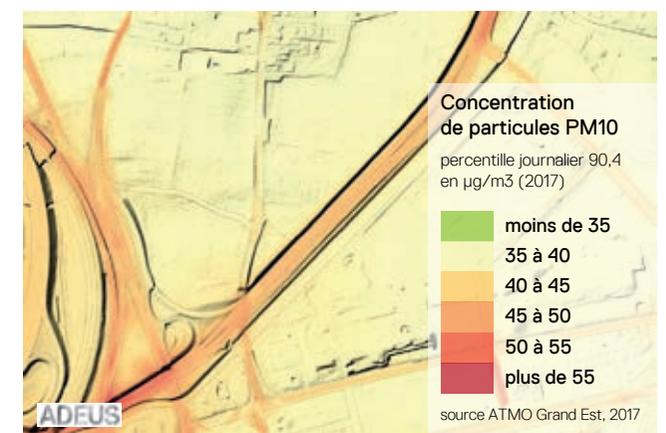
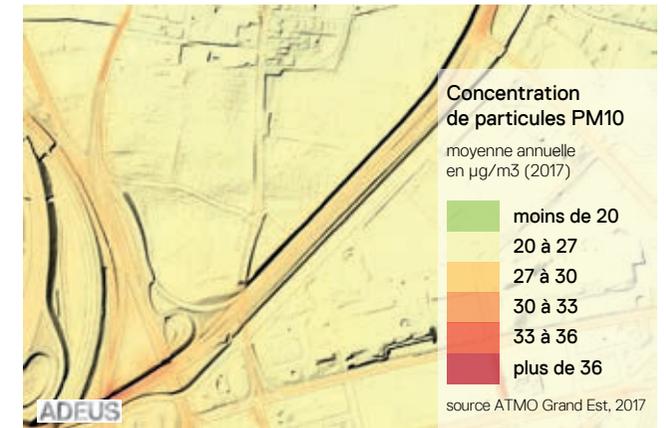
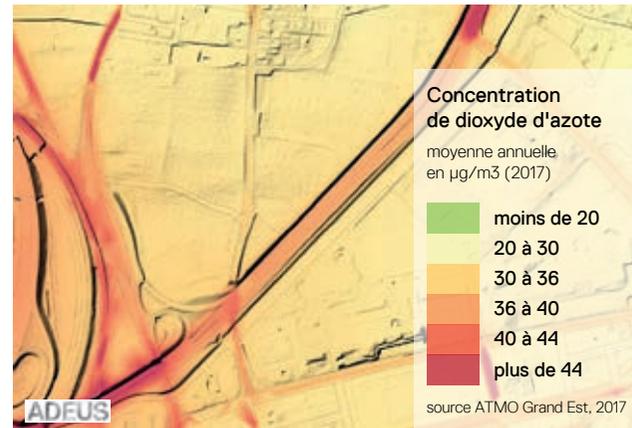
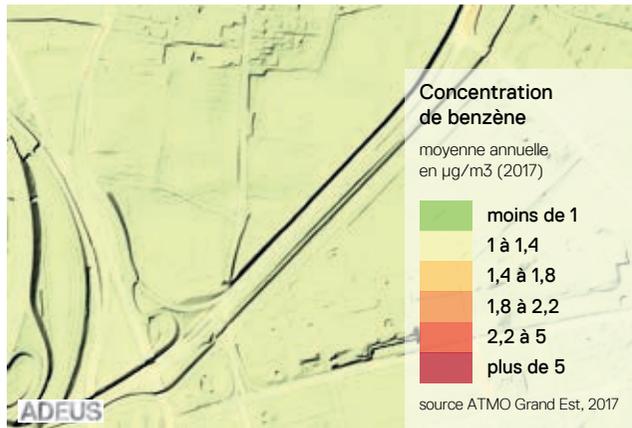


# S22 CANAL DE DÉRIVATION



TMJA = trafic moyen journalier annuel, données 2016, source: DIR EST







L'Agence  
de Développement  
et d'Urbanisme  
de l'Agglomération  
Strasbourgeoise

Équipe projet : **Anna Trentini** (chef de projet), **Fabienne Commessie**,  
**Stéphane Hamm**, **Sophie Monnin**, **Jean-Yves Sauter**, **Benoît Vimbert**

PTP 2019 - N° projet : 3.1.1.3

ADEUS - Mars 2019

Notes et actualités de l'urbanisme sont consultables  
sur le site de l'ADEUS [www.adeus.org](http://www.adeus.org)