



Launch Day

Monday March 27th, 2023

Organiser

European – German Association for the Promotion of Architecture, Housing and Urban Planning in cooperation with the City of Ingolstadt

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Site Representative

Referat für Stadtentwicklung und Baurecht
Frau Wittmann-Brand

Actors Involved

City of Ingolstadt

Team Representative

Architect, landscape architect, urban planner,
traffic planner

Communication

Communication after the competition publication

Jury – 1st Evaluation

With the participation of the site representative

Jury – Prize Selection

Ranked Selection: Winner (12.000 Euro),
Runner-up (6.000 Euro) and Special Mention (no reward).
The jury is autonomous in its decision.

Post Competition Intermediate Procedure

Dependent on the qualification a further assignment is intended.

Type of commission

It is planned to conduct further studies in a next step.
Depending on the results of the competition, participation of the winning teams is desirable.

Schedule

2023

March 27	Official launch of the European 17 Competition
April 21	German launching event
April 24	Site visit and colloquium
June 2	Closing date for further requests on the sites
June 16	Responding to requests on the sites
July 30	Registration deadline
July 30	Submission of entries
Oct. 13	Preliminary selection by the local jury
Nov.	Forum of cities and juries
Nov. 17 / 18	Final selection by the national jury
Dec. 4	International publication of the results
Dec./Jan.	German award ceremony

2024

Feb. until June	Time frame for workshops
Nov. / Dec.	Inter-Sessions-Forum European 17/18

National Jury

Client Representatives

- Andreas Hofer, Director of the International Building Exhibition 2027 StadtRegion Stuttgart, Stuttgart/ Zurich
- Dr. Timo Munzinger, Consultant for integrated urban development and urban planning at the Deutsche Städtetag, Board European Germany e.V., Cologne
- Susanne Wartzeck, Sturm und Wartzeck GmbH, President BDA Bund, Berlin/ Dipperz

Architects / Planners

- Ralf Fleckenstein, ff-architekten, Berlin
- Dr. Miriam García García, LandLab, Scientific Committee European Europe, Barcelona/ ES
- Prof. Melanie Humann, Professorship for Urbanism & Design, TU Dresden, Urban Catalysts GmbH, Scientific Committee European Germany e.V., Berlin/ Dresden
- Lina Streeruwitz, StudioVlayStreeruwitz, Vienna/ AT
- Sarah Wigglesworth, Sarah Wigglesworth Architects, London/ UK

Public Figure

- Prof. Jörg Stollmann, Chair for Urban Design and Urbanization, TU Berlin, Berlin/ Zurich

Substitutes

- Urs Kumberger, Teleinternetcafe Architecture and Urbansim, Scientific Committee European Germany e.V., Berlin
- Karin Sandeck, Ministerialrätin of the Bavarian State Ministry of Housing, Construction and Transport, Board of European Germany e.V., Munich
- Marika Schmidt, MRSCHMIDT ARCHITEKTEN, Scientific Committee European Germany e.V., Berlin
- Josef Weber, Head of Division, Planning and Construction City of Erlangen, Board European Germany e.V., Erlangen

The local juries will be presented on the European website in due time

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1 General Conditions





1 Acceptance of the Rules of European 17

The competition is implemented in conformity with the rules passed by the European European federation. The complete rules will be published under www.european-europe.eu on the European website.

The competition is held in accordance with the the Guidelines for Planning Competitions (RPW 2013) in the version published by the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) on 31.1.20013 (Federal Gazette of 22.2.2013).

The organisers, competitors and anyone associated with the competition recognise the content of this launching text as binding. At the same time the competitors recognise the basic requirements, demands and general conditions of the European 17 competition.

2 Organiser

European, German Association for the Promotion of Architecture, Housing and Urban Planning in cooperation with the City of Ingolstadt.

3 Type of Competition

3.1 Object of Competition

The European competition task is to develop forward-looking concepts and ideas for the redesign of the current "Audi-Ring" roundabout and its surroundings. In the process, the junction, which is heavily used by private motorised traffic, is to be transformed into a lively urban space.

The city of Ingolstadt is located in the south-east of Germany and is the second largest city in Upper Bavaria after Munich. Today, the north-western urban area is characterised by a heterogeneous settlement structure consisting of commercial, offices, residential buildings, grey infrastructure, brownfield sites, parks and agricultural land and shows high growth and development pressure. The task is to design a new, lively and mixed neighbourhood in the project area.

The large roundabout, the so-called Audi-Ring, can remain in its form or the entire area can be completely rethought - provided that a plausible other traffic solution is proposed.

We are looking for designs that show a future-oriented perspective for the north-western part of the city. The new quarter is to be an important development step towards the future as a mixed urban building block. What uses are necessary to create a lively quarter? What

do the ground floor uses and the connections to the public spaces look like? Which building typologies are suitable for multifunctional buildings? Where do meeting places take place and how can synergies be created through multi-coding (e.g. living, working, social infrastructures)? How can "community" be promoted through structural settings and offers? What private, public and semi-public spaces are there in the neighbourhood, in the buildings and in the open spaces? How can flexible, adaptable building typologies be created that do justice to many, also changing user groups and create a social mix? What does ecological urban development look like that does justice to climate protection and climate adaptation in particular? You can find a detailed description of the task in Part 2 of the competition announcement.

3.2 Procedure of competition

The competition is designed as an open, one-stage call for ideas. It is anonymous.

4 Admission Zone

The competition is open to all the countries in Europe.

5 Entry Conditions

5.1 Entrants

European 17 is open to any team consisting of at least one graduated architect, who may be in association with one or more professionals of the same or related disciplines within the architectural, urban and landscape field (such as architects, urban planners, landscape architects, engineers, artists) or from other relevant fields (such as sociology, geography, biology) and may further be associated with one or more students with a bachelor degree or equivalent (3 years of study) in architecture or related disciplines. The team may also have one or more contributors, who are not considered authors of the project. Every team member must be under the age of 40 years old on the closing date for submission of projects.

5.2 Composition of the Teams

There is no limit to the number of participants per team. Multidisciplinary teams are strongly recommended with regards to the sites issues.

A registered team can modify its composition on the European website until the closing date for submissions (30 July 2023). No further change shall be accepted after this date.

Each team member (associate and contributor) shall be registered as such on the European website before the closing date for submissions.

One team can submit a project on different sites in different countries with participation limited to one site in the same country and one person can be part of different teams provided that the projects are not submitted in the same country.

Associates

Associates are considered to be authors of the project and are credited as such in all national and European publications and exhibitions. Architects must have graduated with a degree from a university specified within the EU Directive 2005/36/EC, or with an equivalent degree from a university within the natural borders of Europe, recognized by the professional architects' organizations in the country of the competition site. Other professionals must have an applicable European university degree, regardless of nationality. The compulsory requirement is to hold such a degree.

Membership in a European professional body is optional, except for associates without a European degree.

Students accepted as associates must have a bachelor degree or equivalent (3 years of study) in architecture or related disciplines from a university as mentioned above.

Contributors

Teams may include additional members, called contributors. Contributors may be qualified or not but none of them shall be considered as an author of the project. Just like the associates, the contributors must be under the age of 40 years old on the closing date for submission of entries.

Team Representative

Each team names one Team Representative among the associates. The Team Representative is the sole contact with the national and European secretariats during the whole competition. Furthermore, every communication shall be done with one email address, which shall remain the same during the whole competition.

The Team Representative must be an architect or must have the architect status under the laws of a European country.

In specific cases and when mentioned on the site definition (see Synthetic Site File), the Team Representative can be an architecture, urban or landscape professional (architect, landscaper, urban planner, architect-engineer). In this case the team shall necessarily include at least one architect among the associates.

5.3 Non-Eligibility

No competition organizer and/or member of their families are eligible to take part in the competition on a site where he/ she is involved. Still, he/she can participate on another site in which he/she is not involved.

Are considered as organizers: members of the European structures and their employees; employees and contractors working for partners with sites proposed in the current session, members of technical committees, jury members and their employees.

For implementations, European follows EU law on public procurement and all EU sanctions that are in place at any given time. National sanctions may also apply differently in individual countries. Competitors are themselves solely responsible for evaluating if their eligibility to participate can be affected by these sanctions.

6 Registration

Registration is done through the European website (www.european-europe.eu) and implies the acceptance of the competition rules.

In compliance with French Act #78-17 of Jan. 6th, 1978, on Information Technology, Data Files and Civil Liberties the protection of personal data communicated during registration is guaranteed. With the General Data Protection Regulation (GDPR) introduced in May, 25th, 2018, you hold the right to access and modify the information regarding your participation, as well as the right to limit, transfer personal files and eliminate your personal data.

6.1 European 17 Website

The European website for the fifteenth session of the competition is available, from the launch of the competition at the following url: www.european-europe.eu

It includes: the complete European rules for the European 17 competition; the session theme; the synthetic and complete site files grouped geographically or by themes; the juries' compositions; and an organisational chart of all the European structures.

The registration of the teams and the complete digital sending of the projects must be done via the European website.

6.2 Team Registration

Registration to the competition is done through the European website (Registration section) and implies the payment of a 100 Euro fee. There shall be no refund of the registration fee.

This fee includes one Complete Site Folder and the printing of the panels on a rigid support by the national secretariats.

Payment is automatically confirmed on the website. The team can then access its personal area and download the Complete Site Folder for the selected site and the digital entry area.

Additional Complete Site Folders cost 50 Euro per site.

7 Information Available to Teams

7.1 Synthetic Site File (Available for Free)

The Synthetic Site Files present a summary vision of the site. They are available for free on the site presentation pages of the European website and help the teams to have a global view of the sites. This document is in English (and sometimes also in the site language).

The Synthetic Site Files provide: Good-quality iconographic documents: 1 map of the city or conurbation identifying the location of the study site and giving the graphic scale; 1 aerial picture of the study site in its context identifying the location of the study site in red and the project site in yellow; 1 oblique aerial picture (semi-aerial) of the study site; 1 oblique aerial picture (semi-aerial) of the project site; 1 map of the area identifying the study site and the graphic scale; 1 map of the area identifying the project site and the graphic scale; at least 3 to 6 ground-level pictures showing the site's characteristic elements (topography, natural features, existing architecture);

Written information: the site scale – location – category; the profile of the team representative: architect or professional of the urban design; names of the town and place; population of the town and conurbation; surface area of the study and project sites; site representative, actor(s) involved, site owner(s); expected follow-up after the competition; the developer's and the city's specific objectives; strategic issues of the site; relation the session topic: "Living Cities 2."

7.2 Brief (Available for Free)

The Brief is a 30-60-pages illustrated document aiming at providing a better understanding of the main elements of the context through the existing elements as

well as through the site's mutation issues and its environment. It is available for free on the site presentation pages of the European website in order to help the teams select their project sites. It includes the following elements: A summary of the main elements of the site; the site specificities – site representative; other actors involved; profile of the team representative; expected skills among the team members; communication of the submissions; follow-up after competition; A detailed analysis of the regional and urban context, putting in perspective the transformations of the city and the region and including all the elements on this scale that may have a current of future influence on the site: mobility networks, ecological elements, urban structure, landscape, etc., within the general framework of the theme "Living Cities 2"; A detailed analysis of the study site putting the transformation of the site (the site and its environment) in perspective and illustrating how the session topic is taken into account.

The following information is also provided:

Role of the study site in the city policy, with details on the goals of the planning imagined by the municipality; Programmatic framework: planned transportation networks; public and private spaces to build and/or upgrade, with assumptions about planned functions and/or dimensions; goals for public spaces and infrastructures; and detailed explanations of the choices of the developers for each aspect of the programmes. A detailed analysis of the project site putting in perspective the site transformation and the way to make it again "liveable". The programmatic framework is also detailed, with: the spaces to build and/or regenerate, with functions and dimensions; the precise goals for public spaces and infrastructures; detailed explanations of the developers' intentions on the parts of the programmes to be included. The main elements linked to the European 17 topic and their implication on uses and flexibility of spaces (built and public), natural elements and implementation processes of the mutation. A description of the sociocultural context of the site, the city and the region and its evolution to help participants better understand the local urban lifestyles and the citizens' rhythms. A description of the economical context of the site, the city and the region and its evolution to help participants better understand the potential "Living Cities 2" to create.

This document is in English (and sometimes also in the language of the site).

7.3 Complete Site Folder (Download available upon registration.)

The Complete Site Folders include detailed visual documents on the city, the site, its context as well as plans, pictures and any graphic document required for

the design process. They can be downloaded on the site presentation pages (after registration on the site and logging in to the website) and help the teams design their project on the chosen site. They include plans, pictures, diagrams and graphics of the following scales:

A. Territorial Scale – Conurbation

1 aerial picture of the city; 1 map on regional (urban geography) or urban scale (conurbation) with an appropriate graphic scale showing the major features structuring the area (buildings, networks, natural features).

B. Urban Scale – Study Site

1 aerial picture; at least 1 semi-aerial picture;

at least 5 ground-level pictures showing the characteristic features of the study site: topography, natural features, existing architecture, etc.; plans with an appropriate scale; characteristic features: infrastructure, existing and future plans, etc.

C. Local Scale – Project Site

at least 3 semi-aerial pictures; at least 10 ground-level pictures showing the characteristic features of the project site: topography, natural features, existing architecture, etc.; plan(s) with an appropriate scale, showing:

the project site's location within the study site and the plot divisions, constructions, natural elements, etc.; topographical map of the project site with an appropriate scale and, if necessary, characteristic features (buildings and natural features to be retained or not, etc.)

8 FAQ

8.1 Questions on the Sites

A meeting is organised on each site with the teams and the municipalities and/or developers to give a detailed picture of the issues related to the site. The national structure of the site then publishes a report in English in a maximum of two weeks after the meeting. This report is available online on the site presentation pages of the European website.

In addition to this an FAQ section on sites is open on the European website for a limited period of time (see calendar). Only registered teams can submit questions.

8.2 Questions on the Rules

An FAQ section on rules is open on the European website for a limited period of time (see calendar).

9 Submission of Entries

9.1 Digital Submission

Digital submission is compulsory. It includes the 3 A1 panels (visual elements), 4 pages (max) illustrated text explaining the link between the project and the theme of the ongoing session as well as the implementation and building processes of the project, documents proving the eligibility of the team members and documents for the communication of the project.

The complete submissions shall be submitted before midnight (UTC+2) on July 30th, 2023, on the European website (Entry section).

Failure to comply with the hereunder-mentioned requirements may, eventually, if the jury decides it, result in the disqualification of the team. The number of entries per site is available on the European website on the European map of the sites (column on the right).

9.2 Anonymity and Compulsory Content

The site name and the project title must be displayed on every document: panels, illustrated text and communication documents. A specific code is automatically attributed to each project upon upload. The teams do not know this code, through which the jury members take note of the project. When anonymity is lifted, the teams' identities are revealed via an automatic link between the code and the team on the online projects database.

9.3 Language

The panels shall be either written in English or bilingual (English + the site language).

9.4 Items to Submit

Submissions include documents divided as follows: 3 vertical A1 project panels composed of visual elements of the project; 1 text presenting the ideas of the project (6 pages max.); Documents proving the eligibility of the team members; Documents for communication (3 images + a text of 800 signs, spaces included)

9.4.1 Panels Vertical A1 Format

Content: The 3 panels must: explain the urban ideas developed in the project with regards to the site issues and the thematic orientations of the session; develop the project as a whole, highlighting the architecture of the project, and particularly the relationship between the new developments and the site's existing context, including three-dimensional representations of the project; develop the method foreseen for the implementation process of the project.

All graphic and descriptive documents must have a graphic scale.

Technical Specifications:

PDF format; Vertical A1 (W 594 mm × H 841 mm)
Maximum 20 MB; One box (W 60 mm × H 40 mm) is left blank in the upper left corner for the automatic insertion of the code; the name of the city appears next to it

Panels numbered from 1 to 3 in the upper right corner; the team is free to decide on the positioning of the proposal title.

9.4.2 Text

Content: This text must present the ideas of the project and its links with the theme of the session but also the process and periods of implementation.

Technical specifications: 3 to 4 pages (maximum) with limited visuals; PDF format; Vertical A4 (W 210mm × H 297mm). One box (W 60 mm × H 40 mm) is left blank in the upper left corner for the automatic insertion of the code.

Documents to prove the eligibility of the team members
Documents for the disclosure of names and verification of the validity of the proposals shall be uploaded as PDF's on the European website.

Personal information includes:

A. For the Team:

The team form and the declaration of author- and partnership, and of acceptance of the competition rules available online on the team's personal area; to be filled out and signed;

B. For Each Associate:

A copy of an ID document with a picture, providing evidence that they are under the age of 40 at the closing date for submission of entries (see calendar).

A copy of their European degree as an architectural, urban or landscape professional (architect, landscaper, urban planner, or others...) or proof of such a status under the law of a European country.

C. For Each Contributor:

A copy of an ID document with a picture, providing evidence that they are under the age of 40 at the closing date for submission of entries (see calendar).

No other document than the ones above-listed is necessary.

Attention: The personal documents must be uploaded individually for each team member. Only team members

that correctly registered and submitted their eligibility documents separately shall be considered within the team final composition.

The upload of one sole document with all the required information (copies of the ID's and degrees) will not be accepted.

9.4.3 Documents for Communication

Each project must be summered up as follows: One short text of 800 signs (spaces included, to be typed in during submission) developing the project ideas; 3 separate JPG images that symbolize the project (max. 1 MB per image).

9.4.4 Communication Video

Winners and Runners-up of the E17 session will make a communication video presenting their proposal and will be sent, after the announcement of the results on Monday, December 4th, 2023, to the European Secretariat before January 7th 2023.

length: 3 minutes (maximum);

Format : MP4 video with the codec H.264;

Language for the voice and/or texts: English;

Content: the main ideas of the project linked to the theme of the session and the possible implementation process.

9.5 Control of the Submissions

Each team can check the upload of their projects on their online personal area on the European website. They can also –if needed– modify these documents until the deadline for submissions.

A period of 5 days is left open after the deadline for submissions (see Calendar) for the European secretariat to control the upload of each submission sent before the deadline of submission, as well as to correct the potential problems that might have appeared during the upload of the documents with supporting evidence. No disagreement will be considered without a screenshot of the page to check the reception of the project; date and time should appear clearly on this screenshot.

10 Results and Prizes

10.1 Results

All the results for European 17 (winners, runners-up, special mentions) are available online from December 4th, 2023, on the European website (Results section). This list includes the names of each member of the team (associates and contributors) as well as the unique email address of the team, the city and the country entered during registration.

10.2 Winners' Prize

Winners receive a reward of the equivalent of €12,000 (all taxes included) in the currency of the site's country (at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

10.3 Runners-Up's Prize

Runners-up receive a reward of the equivalent of €6,000 (all taxes included) in the currency of site's country (at the exchange rate on the date of the announcement of the results). The organizers undertake to abide by the decisions of the national juries and to pay the reward within 90 days of the announcement of the results.

10.4 Special Mentions

A Special Mention can be awarded to a project considered innovative although not completely adapted to the site. The authors of such proposals do not receive a reward.

11 Communication of the Competition

11.1 Events

At the National Scale of the Organizing and Associate Countries

Promotion is organized around the competition launch. After the first jury round, an exhibition or online publication of all the submissions on one site can be organised, provided that it respects the teams' anonymity and it is correctly communicated beforehand. This communication shall be specified in the site brief.

The results announcement is accompanied with results ceremonies and presentations and/or workshops creating a first contact between the winning teams and the site representatives.

At the European Scale

A European event called Inter-Sessions Forum is the link between a finishing session and the beginning of the new one. This forum gathers the winning teams and site representatives of the finishing session and the site representatives of the new one. Working-groups are organized around the results and first implementation steps of the projects awarded during the last session.

A €500 compensation is granted by the National Secretaries to each winning team (winners and runner-up) participating to the Forum to cover the journey and accommodation expenses.

11.2 Publications

The competition results can be the opportunity for publications in every organizing or associate country.

The European secretariat publishes a catalogue with the European results along with expert analyses. This catalogue is available either for free consultation or for sale on the European website. One exemplar is given for free to each winning teams (winner, runner-up, special mention).

11.3 Websites

Websites are open by the national and European structures to promote the current session, future events and archives (previous sessions, team portraits, etc.). At the European level, the European website allows participants to find information on all the sites, to register to the competition, to submit their projects and to know all the results of the current session on the European level.

12 Rights and Obligations

12.1 Ownership

All material submitted to the organizers becomes their property, including reproduction rights. The intellectual property rights remain the exclusive property of their author(s).

12.2 Exhibition and Publication Rights

Moratorium on Publication

Teams may not publish the documents submitted to the competition or disclose their names by using their project for any communication before the official announcement of the results. Any such publication may result in the disqualification of the team.

Publications

The organisers reserve the right to publish all the projects submitted to them after the official announcement of results. Projects are exhibited or published under the names of their authors.

12.3 Disputes

The Council of the European European Association, which is empowered to arbitrate, shall hear any dispute. In the event of jurisdiction, this will take place in the respective country.

13 List of European 17 Competitions

The Contact section of the European website shows the detailed national competition conditions country by country (number of sites and prizes, conditions and rules for implementation, etc.) as well as the composition of the National and European structures, (with names of the people involved).

The Jury section of the European website lists the members of the national juries.

14 Inter-Sessions Forum

Before the launch of the competition, the Inter-Sessions Forum represents the link between a finishing session and the beginning of the new one. This forum gathers the winning teams and site representatives of the finishing session and the site representatives of the new one.

This Forum, for European 16/17, took place from November 3rd to 5th, 2022. The next Inter-Sessions Forum – presenting the European 17 results and the sites proposed for European 18 – is scheduled for November 2024.

15 Organization of the Juries

15.1 Technical Commissions

Each country sets up a Technical Commission, which does not judge but examines all the projects submitted in the country to prepare the work for the jury. Its members are appointed by the national structures and the list of members is communicated to the European European Association. This committee may include city representatives and national experts.

16 Juries

16.1 Composition

Each country sets up a jury, whose members are appointed by the national structure and approved by the European European Association.

The jury considers all the projects that comply with the competition rules and is sovereign in its judgement. In the event of non-compliance with the rules, it has discretion whether or not to disqualify the entrant.

According to the country, the jury consists of 7 (or 9) members, that are independent and are not linked to a site proposed to the competition and is constituted as follows:

2 representatives of the urban order (public or private) – or 3 in case of a 9-member jury;

4 representatives of the architectural and urban design (architects, landscapers, urban planners) – or 5 in case of a 9-member jury –, among which at least 2 architects;

1 public figure.

At least 2 out of the 7 members must be foreigners – at least 3 in the case of a 9-member jury. The national structure also appoints at least 2 substitute jury members, representatives of the architectural and urban design. The jury members are identified when the competition is launched and their names are listed for each country on the Juries section of the European website.

Jury members may consult city and site representatives, but on no account may the latter have voting rights for the final selection of winners, runners-up and special mentions.

16.2 Working Methods and Evaluation Criteria

The jury's decisions are final in compliance with European rules. Before beginning to work, the jury receives recommendations from the European Association.

The jury meets in 2 separate sessions at different periods of the competition:

Local Jury

At the beginning of this session, the jury appoints one of its members as chairman and agrees on its working method. Sites representatives can be integrated to this jury level and, in some countries, may participate to the selection of the shortlisted projects.

The jury then studies the projects that do not comply with the rules and decide whether or not to disqualify them.

Later on, it assesses the projects on their conceptual content and the degree of innovation according to the European 17 topic and shortlists maximum 25 % of the submitted projects.

Still, each entry is judged on its sole merits and the winning teams are not chosen on basis of an equal distribution between sites – the jury can therefore distribute prizes among entries up to its will or decide not to award all the prizes.

National Jury

During the second round, the jury examines –on its own and independently– the shortlisted projects and points out the winners, runners-up and special mentions. The jury could assess the projects on basis of:

- the relationship between concept and site;
- the relevance to the questions raised by the topic and in particular to the issues of sustainable development and adaptability;
- the relevance of their programme to the general brief for their specific site
- the potential for integration into an urban process adapted to the site's issue;
- the innovative nature of the proposed public spaces;
- the consideration given to the connection between different functions;
- the architectural and technical qualities

The jury finally writes a report giving the reasons for the choice made in relation to the requirements of the competition and the concerned sites.

Each country budget includes the equivalent of a Winner's and a Runner-Up's prize per site. Still, each entry is judged on its sole merits – the jury can therefore decide not to award all the prizes. In this case, the reasons shall be made public. The jury may single out projects for Special Mention. These projects are recognised by the jury as presenting innovative ideas or insights, yet not sufficiently suitable for the site. The authors of such projects do not receive any reward.

The jury can decide to replace a prize-winning project, if disqualified after the validation of competition participation, by another project if the quality is satisfactory.

16.3 Disclosure of Names

The projects assessed by the experts and juries are anonymous.

Once the decision of results is taken, the jury reveals the names of the winners, runners-up and special mentions. This operation is done through the European database, which automatically links the codes of the projects and composition of teams.

16.4 Results Announcement

After disclosure of the names of the winning teams and following any adjustments to rankings that may prove necessary, the national secretariats ratify the decisions and disclose the names of all the participants. The European secretariat is expected to publish the complete list of results online on December 4th, 2023.

16.5 European Comparative Analysis

16.5.1 European Comparative Analysis Committee

Between the two jury meetings the members of the European Scientific Committee meet to familiarize with the anonymous projects shortlisted by the different national juries. They compare the projects and classify them by theme on basis of the problems raised by the site categories and the proposed ideas. Under no circumstances does the European comparative analysis committee express a judgement – it simply proceeds to a classification of the projects. Its role is purely thematic and comparative.

16.5.2 Forum of Cities and Juries

Between the two national jury sessions a Forum gathers the national juries and site representatives to discuss the conclusions of the European comparative analysis committee. It aims at ensuring that the different experts participating in the evaluation process share a common culture. Projects remain anonymous throughout the procedures and are only identified by their code.

17 Implementations

17.1 Activities to Promote Implementations

The European Association and the national structures under- take to do what is required to encourage cities and/or developers (or their nominated promoters.) that have provided sites for the competition to engage the prize-winning teams for the operational phase.

The national structures undertake to organize a first meeting with the prize-winning teams within 90 days after the official announcement of results, between the partners of the cities and the clients. This meeting may take various forms and is the starting point for the site representatives to initiate implementation processes with the prize-winning teams on the ideas developed in the projects.

In some countries – and provided this step falls under public market regulations – a maximum of 3 winning teams can be involved in a study and/or workshop organised in partnership with the European national structure and the site's representatives, after which the latter – the city or another public official – chooses the team(s) for implementation. This new consultation work is paid.

The operational follow-up consists of a series of stages: preliminary studies, workshops, urban studies, operational studies, construction and within a contractual

agreement. If necessary, they may be implemented on another site than the competition site as long as the ideas of the prize-winning projects are maintained. The prize-winning teams must comply with the professional rules that apply in the country where they are engaged to work. After the competition, the prize-winning teams must appoint one of their architect members as a representative, who is the sole spokesperson for the team with the municipalities and/or developers. A summary of the countries' legislations on the rules of professional practice is available in the Contact section of the European website (Complete Card).

17.2 Websites

The European national structures present the implementations at the national level. The European secretariat presents completed or ongoing implementation processes on the European website (Exploration section).

17.3 Implementation Books and Booklets

The European secretariat coordinates European publications on implementations, showing winning and runner-up projects from previous sessions that were implemented or are still in progress.





2 Competition Task

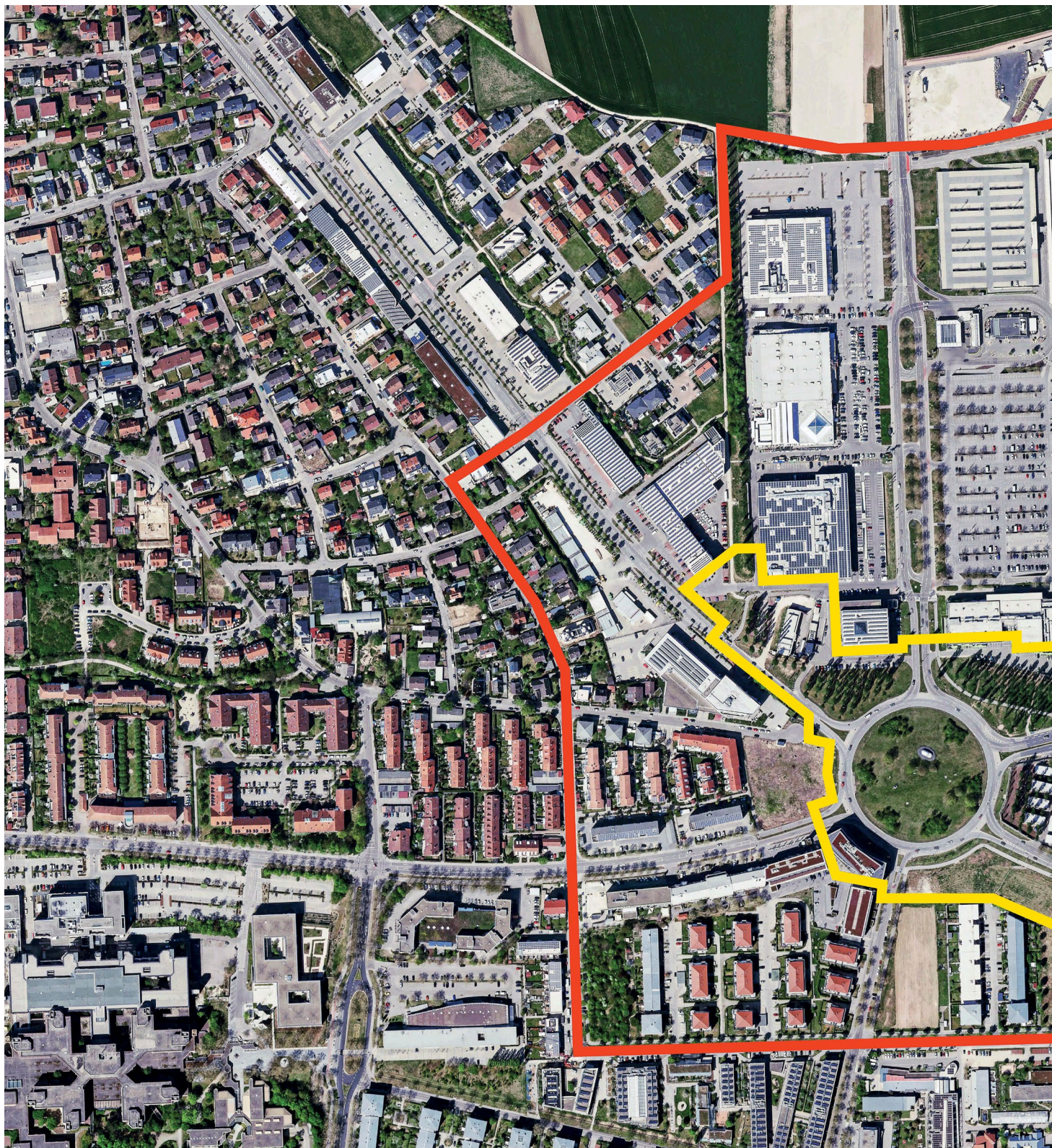
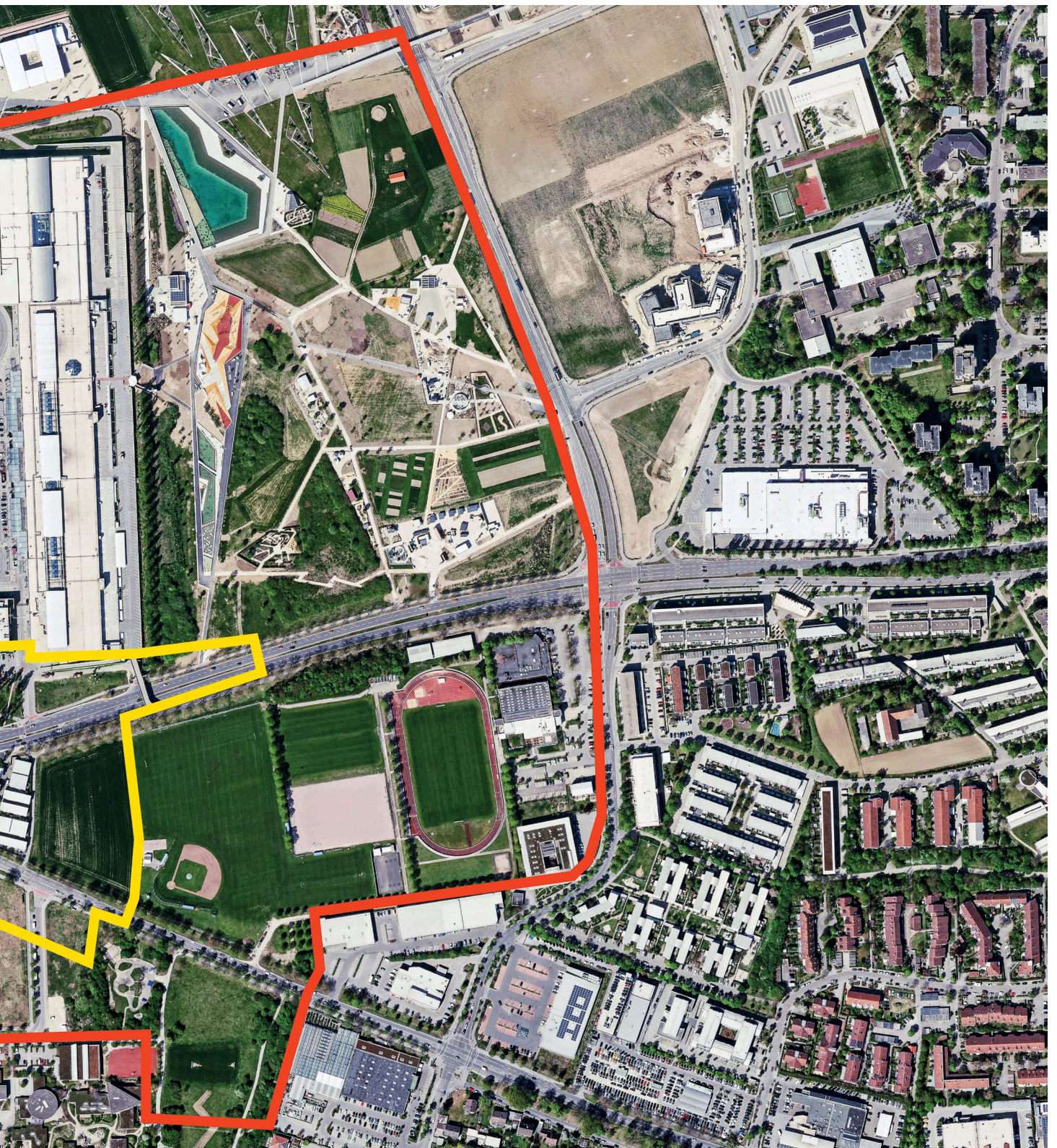


Fig. 0

0
Aerial photograph with
reflection site (red) and
project site (yellow)



1 Task and Goals

1.1 Conditions and Goal of the Competition

The City of Ingolstadt is marked by high population growth, which is due to its major economic expansion. The northwest of Ingolstadt is subject to a particular urban development dynamic. The area on the outskirts of the city, which was still used for agriculture until the 1990s, is now dominated by large-scale industrial buildings, a shopping center, schools, large housing developments from the 1970s and more recent single-family homes.

The competition site is characterized on the one hand by an oversized roundabout – the Audi-Ring – and on the other hand by stand-alone large buildings. The traffic area is flanked by a heterogeneous structure of office and commercial buildings, a combined heat and power plant, a temporary container building and several plots of land that have not yet been developed. The container facility, which was erected on short notice in 2016 due to the political situation, is to be dismantled in the medium term.

The situation around the Audi-Ring is to be reassessed, as it poses obstacles to ongoing sustainable urban development. There is a lack of a structural frame and clear urban edges. Moreover, the footpaths and cycle paths between the grounds of the State Horticultural Show and Fort Haslang Park as well as Neuburger Straße and Friedrichshofener Straße are inadequate. Although the existing green structures create a sense of space, they are not in harmony with nature and provide no recreational opportunities for those living or working nearby.

Visionary ideas are sought for the area including the roundabout and its surroundings. In the future, the location is to function as a green hinge between the grounds of the State Horticultural Show and Fort Haslang Park and connect to the existing park structures of the second green ring.

1.2 Reference to the Theme of European E17

Against this background, the European 17 competition “Living Cities 2” is seeking a creative concept that proposes innovative solutions for further development in terms of construction, transport and open-space planning.

Creating an adaptable living space that reacts to the new and ever-changing social conditions is one of the great challenges. Sustainable answers must be found to the questions of mobility, structural design and sustainability. What visionary, forward-looking concepts can be found to better manage traffic of all kinds, but especially private transport?

2 The City of Ingolstadt

2.1 Location and Role of the City Within the Region

Ingolstadt on the Danube (Fig. 1a) is located in the geographic center of the Free State of Bavaria between the conurbations of Munich, Augsburg, Regensburg and the Nuremberg-Fürth-Erlangen city network. This independent city is the second largest city in Upper Bavaria after Munich and has been Germany's youngest large city since 1989. Ingolstadt is the center of planning region 10, which includes the districts of Eichstätt, Pfaffenhofen an der Ilm and Neuburg-Schrobenhausen. It is classified in the regional development program as a regional center. As a result, Ingolstadt is of particular importance in terms of specialized supply and its abundance of high-quality and qualified jobs; it is also a sought-after business location. With respect to functionality, the city is closely intertwined with its neighboring districts.

As part of the European Metropolitan Region of Munich, Ingolstadt is an important growth region. The city currently has around 140,000 inhabitants (as of autumn 2022) and has shown above-average population growth in recent years. This trend is forecast to continue in the coming years.

In terms of proximity to nature, Ingolstadt lies on the Danube, in a landscape of widened floodplains between the hilly landscape of the Hallertau in the south and the foothills of the Franconian Jura in the north. The northern part of the city lies on a high terrace dating from the Riss Ice Age.

2.2 Historical Development

Ingolstadt was first mentioned in a document in 806. Ingolstadt evolved from a settlement near the Danube at the crossroads of important east-west and north-south trade routes, which can still be felt today in the layout of the old town.

The first town boundaries can be traced back to around 1280. The trapezoidal, brick city fortification dating to when the settlement expanded to become a city is still intact today.

In 1537, Ingolstadt expanded further to become a Bavarian state fortress. A Renaissance fortress was built replete with bastions, whereby the medieval city wall was preserved. Ingolstadt Fortress was not captured in the Schmalkaldic War or the Thirty Years' War.



Fig. 1a



Fig. 1b

1a
City of Ingolstadt with
Location "Audi-Ring"

1b
Aerial view with
project site (yellow) and
reflection site (red)

Shortly after the completion of the state fortress, the installations became obsolete due to the further development of military technology, but it was not until 1918 that the field of fire, which until then had to remain unbuilt, was opened up for development. The glacis (the field of fire plus fortification ring) was then developed into a spacious green belt circling the old town. In the early 1800s, Ingolstadt's population was halved by the French Revolution and the first Bavarian university, founded in the city in 1472, was relocated elsewhere.

From 1828 to 1848 (Fig. 2), the Royal Bavarian Mainland Fortress was extended with five fronts and six cavaliers. However, it was not only the fortress ring around the old town that was refortified. Until about 1870 (Fig. 3), two rings were also built at the outskirts of the city, each about 2.5 and 5 km from the center, with intermediate works and outer fortification towers.

Many of these fortifications have been lost, but the installations as such have been preserved in the landscape. While the glacis and its fortifications from various centuries are already unique among other cities in terms of their high degree of preservation, this quality is only further enhanced by the outer facilities (Fig. 4).

Ingolstadt was connected to the railway in 1867, but its station was located far outside the city for military reasons.

Ingolstadt's status as a fortress, which had since become meaningless, was revoked in 1937. After World War I and the demilitarization of the post-war period, the overall situation in Ingolstadt became very challenging; the city did not expand again until the 1930s. The urban expansions of the late 1800s, which were common in other Central European cities, were largely absent in Ingolstadt. In the south and east, new settlements with micro-houses and large supply gardens were built between the fortress belts.

After the end of World War II in 1945, the opportunity arose to attract new industry, for example Audi AG. At the same time, Ingolstadt was established as a petrochemical site with originally three refineries. The refineries still mark the image of Ingolstadt today, even though their economic importance has long since declined.

The boundaries of today's urban area are the result of the 1972 district reform, in which the city was expanded by absorbing surrounding municipalities. The urban area expanded considerably as a result of these incorporations. At the same time, the economic upswing triggered a large population influx and the settlement area grew at an above-average rate. In the 1960s, a large housing estate was built in the vicinity of Audi AG in the north, while in the city center and in the districts south of the Danube, more single-family homes were built. In 1989,

Ingolstadt once again became a university town while achieving the official status of "large city" (a city with a population greater than 100,000).

Overall, the urban area has grown only modestly in terms of density, yet recent years have seen an increase in inner-city development and the city has become more compact.

More information on the development of fortress rings: <https://experience.arcgis.com/experience/23b8378855334db893a71d0e331599de/>

2.3 Economic Development

For centuries, Ingolstadt played an important role as a fortress city and center for science. Compared to other cities, it developed into a significant business location rather late, after World War I. Due to its very good transportation network and an increasingly diversified commercial structure, today's Ingolstadt can be characterized as an economically stable and prosperous city. Since 1945, economic development has been dominated by Audi AG, which has both its headquarters and its largest production site in Ingolstadt. Numerous supplier companies in the fields of development and production have therefore established themselves in Ingolstadt.

In addition to a wide range of medium-sized companies, Audi AG and especially its suppliers, together with the city, invest in the city as a center for production and logistics. Audi AG employs a total of around 40,000 people, while another 5,500 work in the affiliated freight transport center (GVZ).

A good half of the city's gross value added comes from its manufacturing sector. The strength of the manufacturing industry is reflected in very high levels of local investment. In addition to the larger industrial companies, the skilled trades play a major role in the economy with around 1,300 companies and over 7,000 employees.

The Ingolstadt Clinic, the Department of Economics at the Catholic University of Eichstätt-Ingolstadt, the Technical University Ingolstadt of Applied Sciences and the Bundeswehr's Pioneer School are other major employers in the region. Neighboring Manching also plays an important role in headquartering Cassidian Air Systems. In addition, there has been an increase in craft businesses and service providers in the tertiary sector (banks, insurance companies, agencies, etc.).

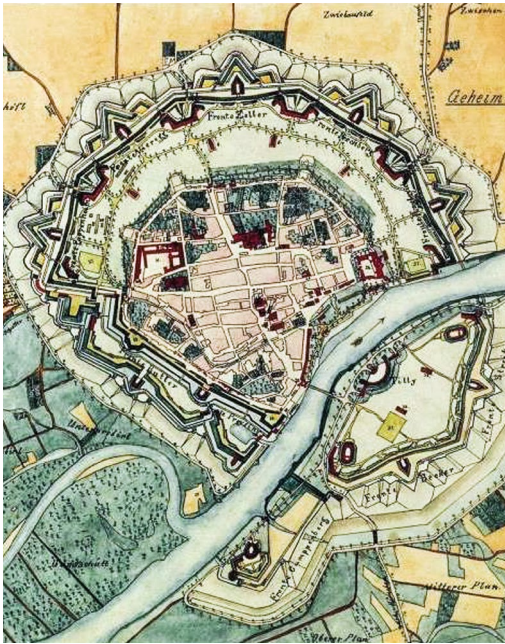


Fig. 2

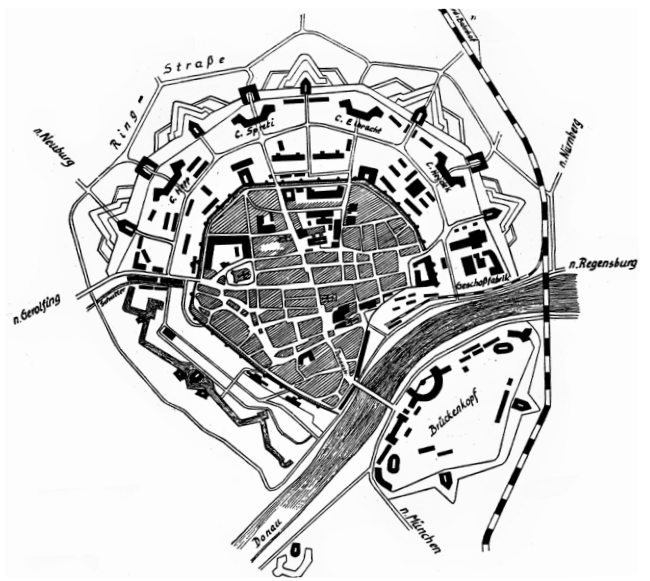


Fig. 3



Fig. 4

2
Bavarian state fortress
Ingolstadt around 1850

3
Bavarian state fortress
Ingolstadt around 1870

4
Green rings with fortress belt

2.4 Demographic Development

Ingolstadt is among the growth regions in Bavaria and Germany with above-average population growth. The current population is around 140,000. The increase can be particularly attributed to immigration, but also to natural population development. The city has a high proportion of individuals in the 25-to-40 age range. Overall, Ingolstadt possesses a good starting point for further development due to its relatively young population and its very good economic situation.

The latest forecasts show Ingolstadt's population increasing to between 145,000 and 156,600 by 2040. The population is then expected to stabilize.

2.5 Mobility / Accessibility to Transportation

Ingolstadt has very good supra-local transportation network and is a good starting point for local and long-distance commuters. Its location directly at the A9 motorway provides fast access to Nuremberg and Munich and their airports. The motorway system is supplemented by the B13, B16 and B300 federal motorways. Two railway stations with regional train connections and an ICE stop at the main railway station connect Ingolstadt with other major cities quickly without relying on a car. The Airport Express bus line ensures good accessibility to Munich's major airport.

2.6 Urban Structure, Settlement Patterns and Landscape

The urban planning model of 1996 (Fig. 5), on which the city's current urban development is based, takes into account the historical, natural and traffic-related features of the settlement area.

The former fortress city of Ingolstadt is marked by a particularly well-preserved and continuously developed high-quality green system. This is essentially based on the former fortifications and defenses as they were laid out in a ring around the city. The Danube floodplain, including its oxbow lakes (Lohen), as well as smaller brook meadows, which contribute to a further spatial interconnection of the various green systems, represent an important natural complement.

Of particular importance here is the glacis, to which the first inner green ring harkens back. For military reasons, this former field of fire was forbidden to be developed and was devoid of even planted vegetation until around 1900. In the 20th century, this wide green belt became so important to the people of Ingolstadt that it has been largely preserved to this day. This glacis thus surrounds the entire old town, functioning as a green lung over an area of approx. 150 ha.

The second green ring also includes former military areas such as forts and outworks. In recent years, district parks with playgrounds and sports facilities have been created here. Examples include the green spaces in the study site, Fort Haslang Park (Fig. 10) and the grounds of the State Horticultural Show (Figs. 6–9). The majority of the second green ring is still used for agricultural purposes.

The third green ring includes recreational areas farther away from the settlement area, such as former gravel lakes. This lays the foundation for an expanded, high-quality network of green areas and paths in a settlement system that continues to grow.

In connection with this development, Ingolstadt's green area network system (Fig. 11) gains outsized importance in terms of urban and landscape planning for further urban development, district structuring, inner-city nature conservation and recreational provisioning.

In terms of the quality of urban space, the current settlement areas can essentially be divided into three areas:

- The historic old town with its surrounding 1st green ring (glacis) is structurally and functionally the center of Ingolstadt.
- The adjoining residential areas marked by their industrial history are considered to be the urban core and are mixed with commercial use in the north, northeast and in the south by the railway station.
- Adjacent to the urban core with its 2nd green ring are former village districts that have since developed into residential areas with predominantly single-family or duplex houses.

The 3rd green ring runs along the edge or partly outside the urban area.

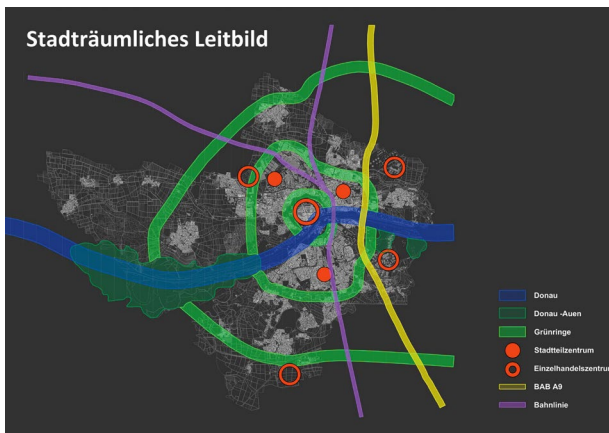


Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10

5
City Spatial Concept

6
State horticultural show
area – view to the north

7
State horticultural show –
View towards west

8
State horticultural show –
View towards north

9
State horticultural show –
Water areas

10
Fort Haslang Park

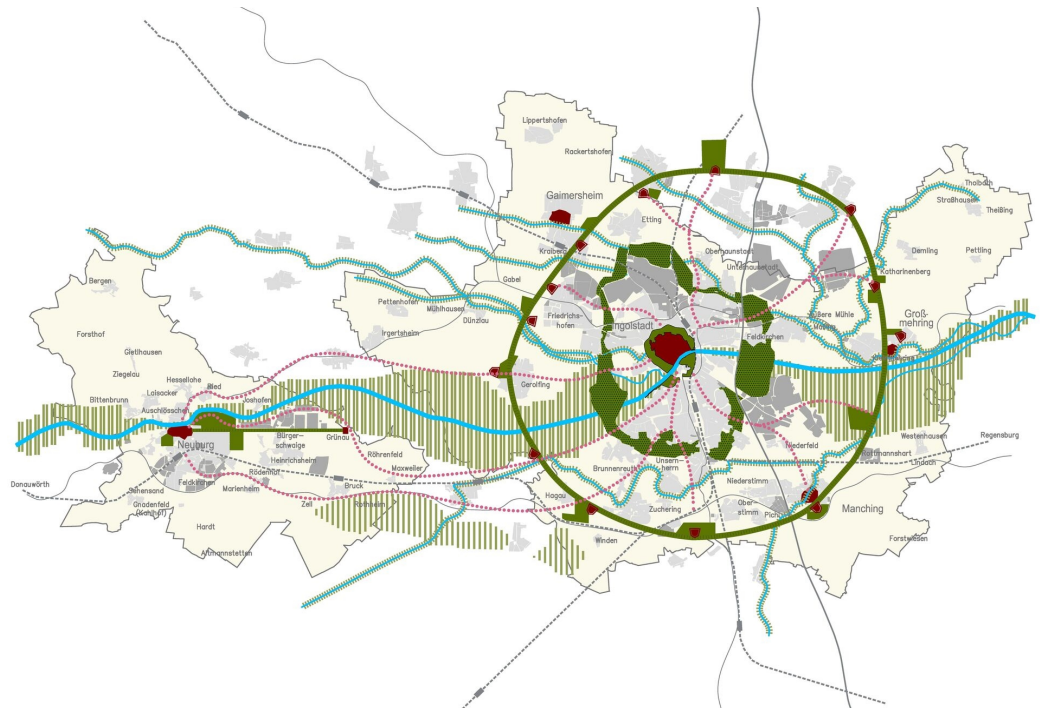


Fig. 11

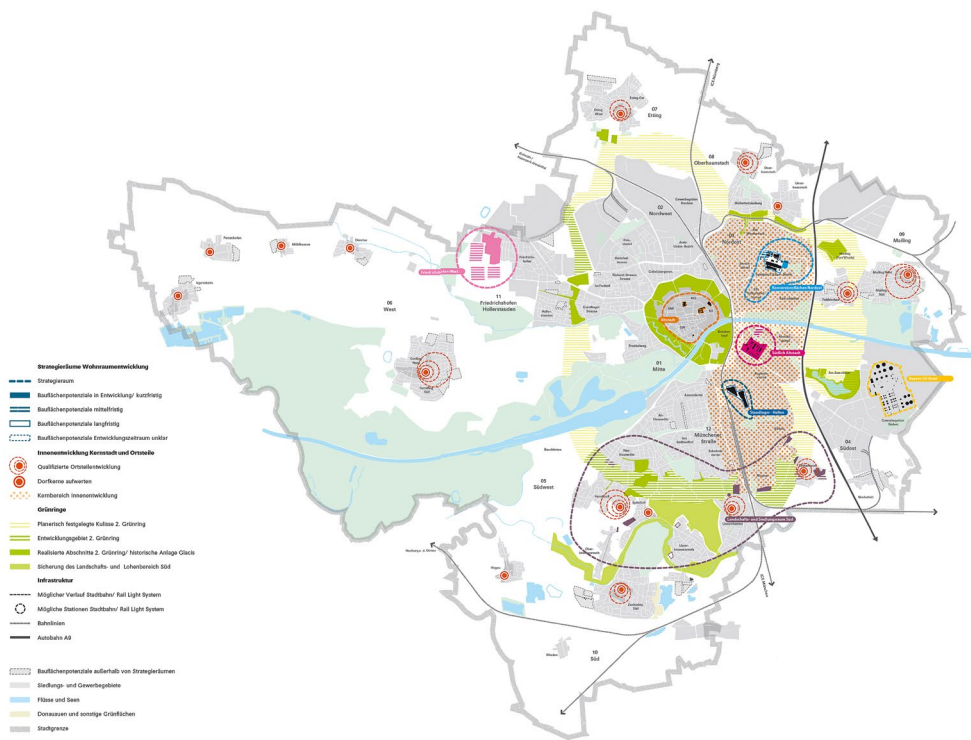


Fig. 12

11
Integrated spatial
development concept 2014

12
Urban Development Plan

2.7 Current Challenges facing Urban Development

In February 2013, the city council adopted the urban development plan "Ingolstadt lebenswert 2025 – Basic Concept for Housing" (Fig. 12). Included in this urban development plan for housing is a concept for strategically oriented, resource-saving housing and settlement development reaching to 2025. Ingolstadt continues to enjoy an ever-increasing population.

In terms of sustainable urban development, it is important to offer forms of future housing that address the different needs of urban society as a whole. Due to the city's increasing number of residents and households, more attention must be paid to housing for single households, urban living for families, housing models for senior citizens and the balance between living and working. Despite the individualization of society, the need for community and neighborhood cohesion is regaining in importance.

In order to raise the profile of Ingolstadt's urban structure, strengthen the identification of individual urban and local districts and predict and consider future trends, the basic concept of housing includes the following planning components:

- Interior development as a principle
- Strategic areas for the differentiation of city districts with strong identities (Old Town, Old Town South, Northeast conversion areas, Staudinger Halls, Friedrichshofen-West, Landscape and Settlement Area South).
- Construction in existing buildings / activation of gaps between buildings
- Districts and town centers as cores of identification
- Securing and qualifying the 2nd green ring and the Danube area
- Expansion of local public transport

3 The District – Friedrichshofen

3.1 Location and Role Within the City

Friedrichshofen (Fig. 13) borders the western area of the city and lies in the northwest of the Friedrichshofen-Hollerstauden district. It was an independent political municipality until its incorporation into Ingolstadt in 1969 and, now as a district, covers an area of approx. 330 ha and houses about 5,500 individuals. To the west, the B13 runs through this district. Although the district forms a single structural and economic unit, it is divided into two territories by the municipal boundary of Gaimersheim, which runs north of and parallel to the motorway. Friedrichshofen functions as the western entrance to the city of Ingolstadt.

Its development in the north directly abuts that of the Gaimersheim district of Mittlere Heide.

3.2 Historical Development

Today's Friedrichshofen has been developed since 1832 on a large area in the so-called Gaimersheimer Heide, an uncultivated, partly marshy heath south of Gaimersheim. This area had been acquired by a joint-stock company from Ingolstadt, founded specifically for the settlement of a colony for Protestant immigrants, and designated for colonization and cultivation.

The colony was initially referred to simply as "Settlement near Ingolstadt"; it was not until 1835 that it received its present name, which honors Friedrich August Schultheiß, the founder and chairman of the Responsible Society, Ingolstadt's regimental quartermaster and later its chief war commissioner.

Originally, the settlement was located on Gaimersheim's municipal territory. However, Friedrichshofen's relationship with the mother municipality was strained from the start. In 1847, the colony was separated from the market town of Gaimersheim and Friedrichshofen became an independent municipality. In 1969, economic problems forced its voluntarily incorporation into Ingolstadt.

3.3 Urban Context, Settlement Patterns, Public Areas and Open Spaces

The special feature of this area today is its membership in several municipal jurisdictions. Although economically, socially and above all geographically heterogeneous, this area has always seen itself as a single unit.

Friedrichshofen-West is identified in the "Urban Development Plan – Basic Housing Concept" as an important strategic area for the urban development of Ingolstadt.

This makes it all the more important to secure and design the second green ring in the northwest of Ingolstadt as a compensatory and local recreation area for the residents of the existing settlements as well as for those of the newly developing neighborhoods. One important task is the spatial and functional connection of the neighboring districts to the second green ring.



Fig. 13



Fig. 14

13
Friedrichshofen -
view in west direction

14
Friedrichshofen -
view in north-west direction

4 The Location – Study Site

The study site, with an area of approx. 82 ha, includes the majority of the newly laid out grounds of the State Horticultural Show, the northern entrance to Fort Haslang Park, the Westpark shopping center and commercial uses along Friedrichshofener Straße. To the southwest and west lie settlement structures with residential development. The east, between the State Horticultural Show and Fort Haslang Park, is still home to agricultural areas and sports facilities.

4.1 Current Challenges Facing Urban Development

A large part of the area was subsequently over-planned in terms of urban land-use planning, but the building rights created for the area south of the roundabout were not exercised for the most part. Of the planned urban development concepts, nothing has thus far been realized since 2010 except for the poplar areas and a circular development between Levelingstraße and Bei der Hollerstaude. Undeveloped plots exist in the majority of the overall area, while on the north side the CineStar building, the Medi-In-Center and the container facility (2016) have encroached on the poplar grove and compromised the green-space concept.

There is also a general lack of green spaces. While an important district park was developed on the grounds of the State Horticultural Show, which comprises part of the 2nd green ring (Fig. 16). There is still a deficit of continuous, attractive footpaths and cycle paths to Fort Haslang Park and the Friedrichshofen district (Figs. 17–18).

In the outer northern part of the city, Fort Haslang Park, the northwest district sports facility and the grounds of the State Horticultural Show offer play and sports facilities for the more densely populated neighboring areas. One particular problem is the lack of interconnectedness between the open spaces. Both the large-scale industrial and commercial areas and the busy roads act as strong barriers. The public open spaces are relatively difficult and unattractive to reach from most neighborhoods. There is a general deficit in connections that lead to leisure facilities in a safe, direct and appealing way.

4.2 Settlement Patterns, Open Public Spaces, Traffic and Development

The area around the Audi-Ring is marked by uses that are of great relevance to the population of Ingolstadt – in the context of the city as a whole – as well as to surrounding communities. Examples of this are the large commercial facilities around the Westpark shopping center and the Ingolstadt Clinic.

Piuspark, which emerged from the grounds of the State Horticultural Show, is of great importance citywide as a district park.

These diverse, large-scale infrastructural measures are integrated by the surrounding residential areas of the Friedrichshofen district with schools and sports facilities as well as commercial areas along the B 13 motorway and adjacent to the Audi-Ring.

4.3 Uses

The analysis of the established businesses shows the concentration of infrastructure along B13 motorway with a focus on the Westpark shopping center on the Audi-Ring. This area, in addition to having extensive retail and leisure facilities (event hall, cinema), with a catchment area extending into the surrounding area, also features semi-public facilities such as doctors' offices, hotels and office space with greater relevance to everyday urban life (Fig. 19 to 19e).



Fig. 15



Fig. 16

15
Surroundings Audi Ring

16
State Garden Show (north) and
Fort-Haslang Park (south-west)



Fig. 17



Fig. 18



Fig. 17a



Fig. 17b



Fig. 17d



Fig. 17e

17
Existing footpaths
and green connections

18
Lack of pedestrian and
Bike path connection

17a
Business on the right at
Friedrichshofener Straße –
view in north-west direction

17b
Pedestrian and bicycle path
between asylum containers
and agricultural land

17d
Pedestrian and bicycle path
south of the traffic traffic
circle (view to the east)

17e
Pedestrian and bicycle path
west of the traffic traffic
circle



Fig. 17c

17c
Pedestrian and bicycle path
south of the traffic circle
(view to the west)

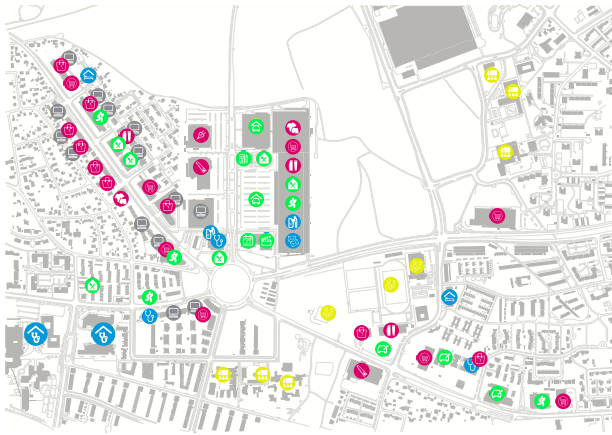


Fig. 19



Fig. 19a



Fig. 19b



Fig. 19c



Fig. 19d

19
Uses around the Audi Ring

19a
Business left side of the street "Am Westpark" – view in north direction

19b
Sports facilities east of the Audi Ring

19c
Commercial and residential buildings Levelingstr. – view in west direction

19d
Office and commercial building between Levelingstraße and Hollerstaude



Fig. 19e

19e
Pedestrian and bicycle
path between poplars

5 The Location – Project Site

The project site covers an area of approx. 10 ha and concentrates on areas around the Audi-Ring that are to be reworked in terms of urban development. In the immediate vicinity are the newly laid-out grounds of the State Horticultural Show (Fig. 20), Fort Haslang Park (Fig. 21), the Westpark shopping center (Fig. 26) and commercial uses along Friedrichshofener Straße (Fig. 22). The roundabout currently presents itself as the dominant traffic area in terms of urban development; the inner area is separated like an island and is partially covered with woody plants and a sculpture of a vehicle (Fig. 22a). The traffic area is flanked by a heterogeneous structure of office and commercial buildings, a combined heat and power plant (Fig. 23, 23a), temporary container buildings for asylum seekers (Fig. 25, 25a), fallow land (Fig. 25b), farmland and poplar groves (Fig. 27). Within the perimeter there are both municipal and privately owned properties (Fig. 24).

5.1 Urban Development

5.1.1 Urban Development Concept “Bei der Hollerstaude”

The urban development design of the Bei der Hollerstaude building area (Fig. 28) formed the basis for the development of the area around the Audi-Ring at the beginning of the 1980s. The attached development concept shows that the roundabout was to be further developed as a theme for radially arranged building plots to the north. This design also contained a large-scale, highly symmetrical structure intended to give the new district its own character, in deviation from the development of single-family homes. In retrospect, this design can be classified as part of the planning of large housing estates that occurred in the late 1970s and early 1980s.

5.1.2 1993 Ideas and Realization Competition

In 1993, an ideas and realization competition was held with six invited participants. The aim was to develop an architectural solution for the construction of the so-called “Schwinge” to the south of the Audi-Ring. In addition, an urban planning approach was to be developed for the surrounding areas of the roundabout.

First prize was awarded to the Wimmer architectural office from Salzburg (Fig. 29), whose design is based on a large-scale form. The Audi-Ring is bordered on the southwestern side by a circular building, creating a sort of gateway for the junction area at Levelingstraße by building over the street. In terms of design, the elongated structure leads towards Neuburger Straße and thus towards the city center. The northern area of the Audi-Ring remains undeveloped in the design. Here, the

architects proposed a geometrically aligned grove of trees as a counterpart to the strong architectural gesture.

The realization of the urban design has been largely secured under planning law and, first and foremost, the green structures with the conceived groves of trees have been planted. However, the building structures that will define the urban development have only scarcely been implemented. The green concept has already been compromised by building interventions in the poplar groves.

5.2 Current Challenges Facing Urban Development

As far as urban development deficiencies are concerned, it should first be noted that the conceived structural framing of the Audi-Ring can no longer be realized by means of a large-scale form. A new concept must be developed for the remaining vacant plots, which – in the case of a proposed structural development – reconsiders building heights, distance from roads and uses on the ground floor. In this context, it should also be re-evaluated whether the area of the roundabout should continue to dominate the area – the fact that the inside of the circle is undeveloped is also a factor – or whether a structural framing could rather bring about a more scaled urban design. The green center of the Audi-Ring appears unformed and neither spatially contained nor in harmony with nature (Fig. 30).

The existing poplar groves are quite distinctive but do not offer an urban and usable spatial structure. The trees were predominantly classified by the garden department as possessing a vitality of “medium to good” (Fig. 31). Neither do they form a screen between the traffic area and the buildings behind it nor are they relevant to nature conservation or local recreation.

The construction of the container facility required the removal of some poplars, thus compromising the basic concept. The task will be to examine the potential of these areas in terms of improving the urban space, climate adaptation measures, connectivity and biodiversity.

The Audi-Ring (Fig. 32–34a) is one of the intersections in the urban area with the highest traffic volume. In recent years, in view of ever-increasing traffic volumes, various measures have been undertaken to maintain performance and safety for private transport. Above all, the footpaths and cycle paths around the Audi-Ring are unpopular for their detoured routing. At present, these paths proceed unattractively alongside busy roads. Unsatisfactory situations arise for all road users at the pedestrian lights. The original barrier-free design of the Audi-Ring in the 1990s was never realized due to cost.



Fig. 20



Fig. 21

20
State Horticultural Show
(GVZ upper edge of picture)

21
Fort Haslang Park
(View direction south)



Fig. 22



Fig. 22a

22
Audi-Ring-view in north-
west direction (business at
Friedrichshofener Straße at
the top of the picture)

22a
Audi sculpture
on the Audi-Ring



Fig. 23



Fig. 23a



Fig. 24



Fig. 25



Fig. 25a



Fig. 25b

23
Combined heat and power
plant (north side)

24
Embankment between
Friedrichshofener Straße
and "Am Westpark"

25a
Container buildings for
Asylum seekers on the right
side of Neuburger Straße

23a
Combined heat and power
plant (south side)

25
Audi-Ring with container
buildings for asylum seek-
ers (view to the west)

25b
Fallow land at the
Audi-Ring



Fig. 26



Fig. 27

26
Richard-Wagner-Strasse
(east) towards Audi-Ring
(shopping center on the
right)

27
Poplar grove – northeast of
Audi-Ring and south of
Westpark shopping center

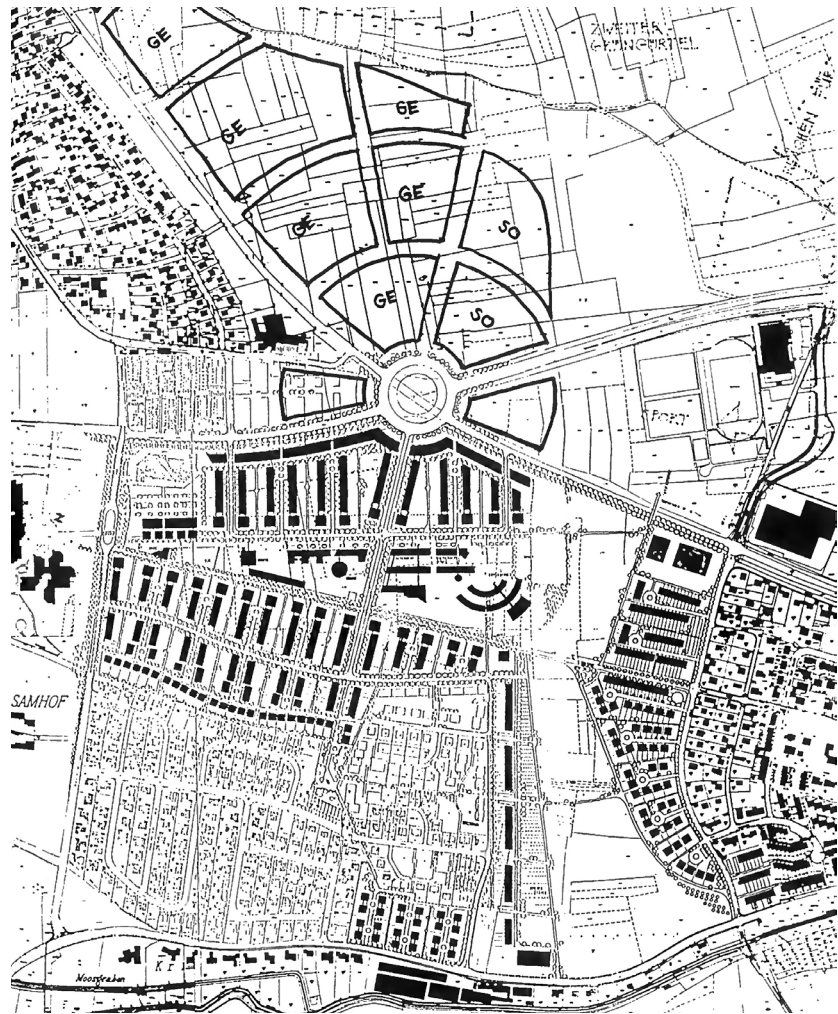


Fig. 28

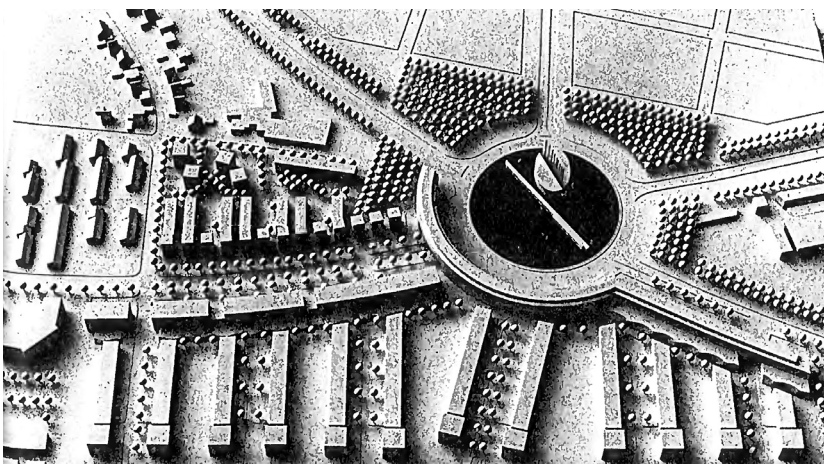


Fig. 29

28
Urban planning design
"Bei der Hollerstaude"

29
First prize, architect's office
Wimmer, Salzburg



Fig. 30



Fig. 31

Fläche A:
 Parkplatz mit Baumbestand
 Bestand: Populus nigra 'Italica'
 Vitalität: mittel bis gut
 Kompensationsfaktor (KF): 0,3 - 1,0
 Flächengröße: 1.250 m²

Fläche B:
 Parkplatz mit Baumbestand
 Bestand: Populus nigra 'Italica'
 Vitalität: mittel bis gut
 Kompensationsfaktor (KF): 0,3 - 1,0
 Flächengröße: 743 m²

Fläche C:
 Grünfläche mit Baumbestand
 Bestand: Populus nigra 'Italica'
 Vitalität: gut
 Kompensationsfaktor (KF): 1,0
 Flächengröße: 3.610 m²

Fläche D:
 Grünfläche mit Baumbestand
 Bestand: Populus nigra 'Italica'
 Vitalität: gering bis gut
 Kompensationsfaktor (KF): 1,0
 Flächengröße: 5.814 m² (ohne Wege)

Fläche E:
 Straßenbaumallee
 Bestand: Platanus x acerifolia
 Vitalität: gut
 Kompensationsfaktor (KF): 0,8
 Flächengröße: 1.121 m²

Fläche F:
 Straßenbaumallee
 Bestand: Linde
 Vitalität: mittel bis gut
 Kompensationsfaktor (KF): 0,8
 Flächengröße: 820 m²

Fläche G:
 Grünfläche mit Gehölzbestand
 Bestand: Linde, Ahorn, Wildobst, Schliehe, Hartriegel
 Vitalität: mittel bis gut
 Kompensationsfaktor (KF): 1,0
 Flächengröße: 11.875 m²

Fläche H:
 versiegelte Fläche mit Baumbestand
 Bestand: Populus nigra 'Italica'
 Vitalität: offen
 Kompensationsfaktor (KF): 0,3 - 1,0
 Flächengröße: 3.290 m²

30
 Audi Ring Bird's Eye View

31
 Tree and woody plant
 assessment (see appen-
 dices for more detailed
 information)



Fig. 32



Fig. 33



Fig. 34a



Fig. 34b

32
Richard-Wagner-Straße
(north-east) direction
Audi-Ring

33
Richard-Wagner-Straße
(north-east) direction
Audi-Ring – Ring entrance

34a
Neuburger Straße
(south-east) direction
Audi-Ring – entrance Ring

34b
b. d. Hollerstaude (south) –
view towards south

5.3 Traffic, Transport and Development

The project site in the Ingolstadt Northwest district is located directly at the main traffic junction in front of the city core. Here, the Audi-Ring traffic distributor provides access to the adjacent residential areas of the Friedrichshofen, Gaimersheimer Heide and Hollerstauden districts as well as the Westpark shopping center and the heavily commercial areas along Friedrichshofener Straße.

Of supra-regional importance is the B13 motorway, which runs along Friedrichshofener Straße and Neuburger Straße.

The area is now spatially, visually and acoustically characterized to a high degree by the vast traffic circle, which connects to six busy roads. During peak hours, the junction often reaches the limits of its capacity. With the exception of Bei der Hollerstaude (approx. 5,000 vehicles per 24 hours), these roads currently have average traffic volumes of approx. 15,000 to 20,000 vehicles per 24 hours, whereby there are no clearly superordinate traffic relationships between the branches of the junction. Due to several urban development sites in the neighborhood, the area under consideration will become even more important in terms of future traffic. The Audi-Ring is a hotspot for accidents; it records the highest number of traffic accidents in the entire urban area. The existing routes for cycling and walking around the Audi-Ring are conflictual and far from ideal from a user's perspective.

While reorganizing the traffic, existing driving routes must be taken into account – also for heavy traffic, in order to avoid displacement into other streets with lower traffic intensity. Moreover, access to the hospital (emergency services) must be guaranteed from all directions.

The local public transport system connects the area with bus lines, as is customary in the area. In the catchment area within walking distance (radius up to 500 m), there are stops for five bus lines that connect the city center with the urban periphery while also providing access to the neighboring municipality of Eichstätt as a commuter destination (Figs. 35, 35a).

6 The Task

6.1 Conditions and Goal

Ingolstadt is looking for forward-looking concepts and ideas for the redesign of the current Audi-Ring and its surroundings. The junction, which is highly trafficked with motorized private transport, is to be transformed into a lively urban space.

6.2 Task – Study Site

The study site includes the roundabout, the adjacent commercial area to the north with large-scale retail trade and the adjoining areas to the east, consisting of green spaces and gray infrastructure. These include the adjacent grounds of the State Horticultural Show (a recently built, intensively maintained park), a green space with sports fields and agricultural land south of Richard-Wagner-Straße, and Fort Haslang Park. In the European design, these currently fragmented green spaces are to be conceptually combined into a single unit, thus forming a building block for the city's future 2nd green ring.

The Audi-Ring is located in the center of the study site. It is currently designed as a roundabout and, as a junction, regulates the traffic connections in the area, especially motorized private transport. A new vision is sought for this urban component – this may also call into question the roundabout itself and reorganize the area and its traffic, but a plausible traffic solution should be proposed.

6.3 Task – Project Site

At present, some areas around the Audi-Ring (Figs. 37–41) have already been developed. Due to the high use pressure in the city, further buildings are to be constructed in the project site, which should be designed compactly and with as little surface sealing as possible in accordance with climate protection requirements. The task is to develop a lively neighborhood, e.g., through mixed uses, hybrid and multifunctional buildings and attractive public spaces that are conceived in unison with the architecture. In particular, the ground-floor zones should be considered and included in the concept and design. Which uses, e.g., commercial or public, can contribute to a “vibrant city”?

6.3.1 Urban Development Concept

How can a vibrant urban space be created in the project site – one that is ecologically and socially sustainable and offers attractive habitats for people, flora and fauna? Social aspects, among other features, should find expression in the proposed spatial program and in the formulation of the building structures: Where do people come together? Where can synergies be created, e.g., through multi-coding (e.g. living, working, social infrastructures)? How can community be promoted through structural settings and offerings? What private, public or semi-public spaces exist in the neighborhood, in the buildings or in the open spaces? How can flexible, adaptable building typologies be created that meet the needs of many – including changing user groups – while creating a social mix?

6.3.2 Sustainability (Climate Protection, Climate Adaptation, Biodiversity)

For ecological urban development, particular attention must be paid to climate protection and climate adaptation. Land consumption must be minimized, as must the sealing of surfaces. Special attention must be paid to the issue of water – keywords: sponge city, heavy rainfall events, drought, graywater. Aspects of biodiversity and animal-aided design should be taken into account; site-appropriate, climate-tolerant plants should be selected. Fresh-air corridors and measures to cool the microclimate in the summer months should be provided.

6.3.3 Mobility

Furthermore, innovative ideas for the mobility of tomorrow are to be highlighted. Guiding questions could include: How can changed mobility contribute to urban development in the study site? Can a mobility hub with on-demand services be integrated? How can walking and cycling be improved in the district and at the junction?

It is recommended to form mixed teams including landscape architects and transport planners.

7 Submission Requirements

The plan submission is uniformly set at 3 plans, DIN A1, portrait format. The following specifications are required from the participants:

- Figure-ground diagram, scale 1:7500
- Site plan study site (north-oriented), scale 1:2500
- In addition, where possible, ideas should be illustrated using schematic drawings, idea sketches or pictograms and described by way of explanations.
- Site plan project site (north-oriented), scale 1:1000
- 2 Perspectives, collages or renderings

In addition, floor plans on an appropriate scale, sketches, isometrics, etc. can be used for further explanation.

In the explanatory text, make sure that you write 3 to 4 sentences on each of the following points.

Concept

What is the main idea?

Thematic focus E17

Where are the European E17 themes reflected in your design?

- Sustainable urban design
- Social urbanism

Study site

Which measures are planned for the extended perimeter – shown in red?

Project site

Which ideas and measures are planned for the project area with regard to urban design, architecture, open space, mobility and which planned uses should there be there?

- Urban design, for example: urban typologies, building typologies, density, ...
- Architecture, for example: what kind of buildings, construction methods, materials, etc. do you foresee?
- Green and open space concept, for example: statements about private open spaces, public open spaces, gradations of public spaces, open space typologies like parks, gardens, promenades, up to balconies or roof terraces, plantings etc.
- Mobility concept, for example: how is traffic organized, where does which type of traffic take place – MIV, bicycle and pedestrian traffic, public transport, etc.
- Uses, for example: what kind of uses do you foresee where, what are the first floor uses, where are there mixed uses, etc.

Process-oriented development

Proposals for the participation of residents or the urban community, ideas for a possible step-by-step implementation such as different building sites, pioneer projects / interim uses, etc.

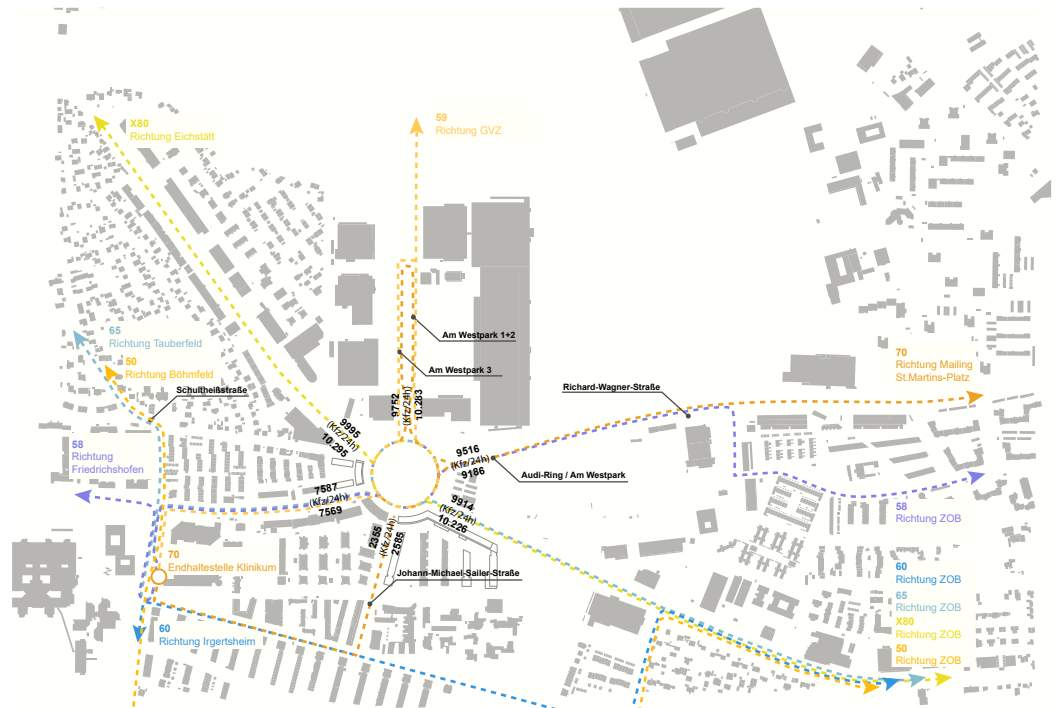


Fig. 35a



Fig. 35b

35a
Traffic load (Kfz/24h;
as of 2018) and bus routes

35b
Richard-Wagner-Str.
(towards the city)



Fig. 36

36
Audi-Ring – view towards
north



Fig. 37

37
Audi-Ring – view in west
direction



Fig. 38



Fig. 39

38
Panorama photo with
Poplar grove

39
Panorama photo with path



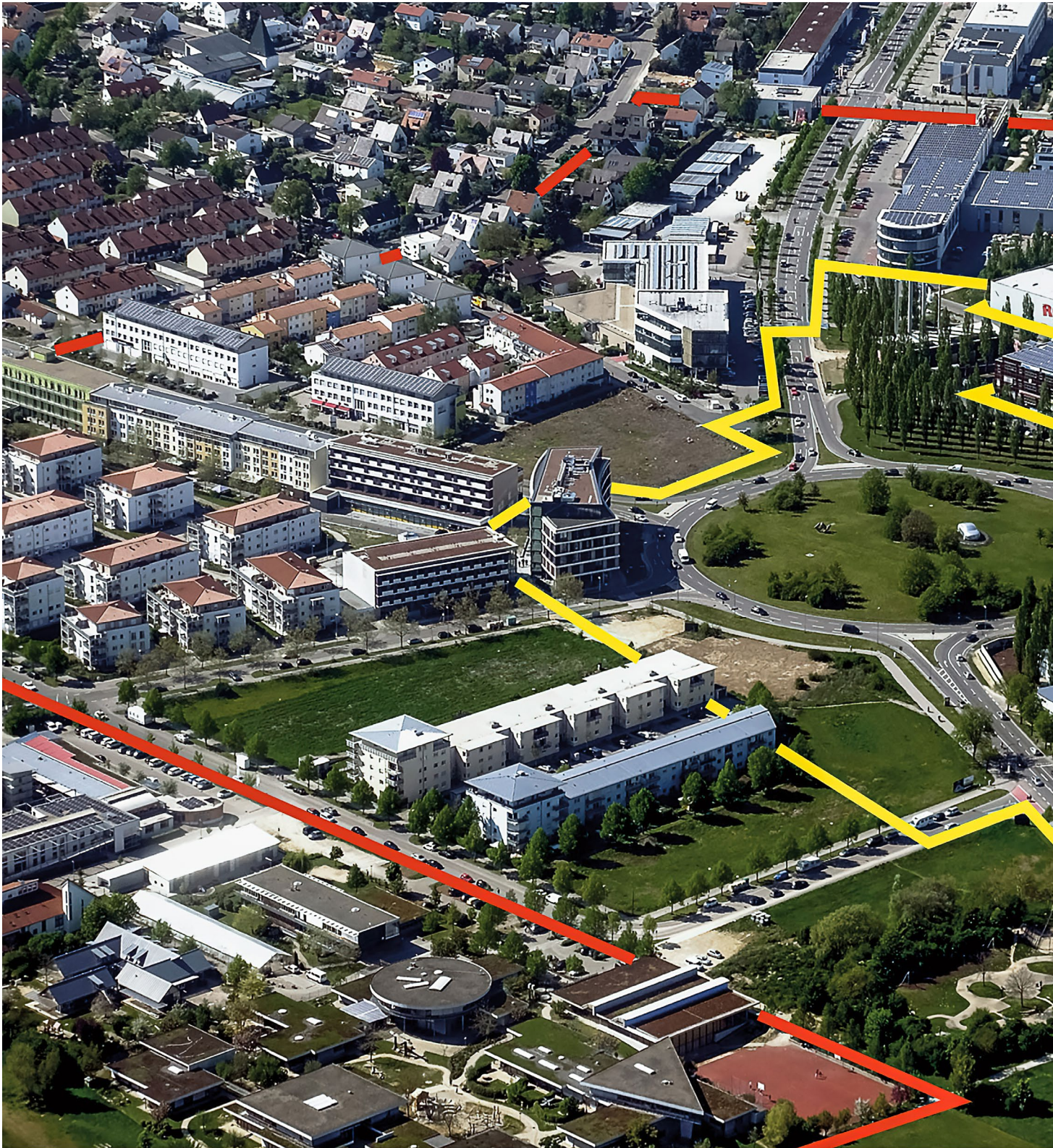


Fig. 40

40
Oblique aerial view with
project area (yellow) and
aeration area (red)



Image credits

- Fig. 0
Aerial photograph with observation area
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 1a
City of Ingolstadt with Location "Audi-Ring"
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 1b
Aerial view with project site and reflection site
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 2
Bavarian state fortress Ingolstadt around 1850
Stadt Ingolstadt
- Fig. 3
Bavarian state fortress Ingolstadt around 1870
Stadt Ingolstadt
- Fig. 4
Green rings with fortress belt
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 5
City Spatial Concept
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 6
State horticultural show area - view to the north
Photographer Horst Schalles
- Fig. 7
State horticultural show - View towards west
Stadt Ingolstadt – Gartenamt; Photographer Ulli Rössle
- Fig. 8
State horticultural show - View towards north
Stadt Ingolstadt – Gartenamt; Photographer Ulli Rössle
- Fig. 9
State horticultural show - Water areas
Stadt Ingolstadt – Gartenamt; Photographer Ulli Rössle
- Fig. 10
Fort Haslang Park
Photographer Horst Schalles
- Fig. 11
Integrated spatial development concept 2014
Stadt Ingolstadt
- Fig. 12
Urban Development Plan; Stadt Ingolstadt
- Fig. 13
Friedrichshofen – view in west direction
Photographer Horst Schalles
- Fig. 14
Friedrichshofen – view in north-west direction
Photographer Horst Schalles
- Fig. 15
Surroundings Audi-Ring
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 16
State Garden Show (north) and Fort-Haslang Park
Photographer Horst Schalles
- Fig. 17
Existing footpaths and green connections
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 17a
Business on the right at Friedrichshofener Str.
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann
- Fig. 17b
Pedestrian and bicycle path between asylum containers
and agricultural land
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann
- Fig. 17c
Pedestrian and bicycle path south of the traffic traffic
circle (view to the west)
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann
- Fig. 17d
Pedestrian and bicycle path south of the traffic traffic
circle (view to the east)
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann
- Fig. 17e
Pedestrian and bicycle path west of the traffic traffic circle
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann
- Fig. 18
Lack of pedestrian and Bike path connection
Stadt Ingolstadt – Stadtplanungsamt
- Fig. 19
Uses around the Audi-Ring
Stadt Ingolstadt – Stadtplanungsamt

Fig. 19a
Business left side of the street "Am Westpark"
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 19b
Sports facilities east of the Audi-Ring
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 19c
Commercial and residential buildings Levelingstr. –
view in west direction
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 19d
Office and commercial building
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 19e
Pedestrian and bicycle path between poplars
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 20
State Horticultural Show (GVZ upper edge of picture)
Photographer Horst Schalles

Fig. 21
Fort Haslang Park (View direction south)
Stadt Ingolstadt – Gartenamt

Fig. 22
Audi-Ring-view in north-west direction (business at
Friedrichshofener Straße at the top of the picture)
Photographer Horst Schalles

Fig. 22a
Audi sculpture on the traffic island
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 23
Combined heat and power plant (north side)
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 23a
Combined heat and power plant (south side)
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 24
Embankment; Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 25
Audi-Ring with container buildings for asylum seekers
Photographer Horst Schalles

Fig. 25a
Container buildings for Asylum seekers;
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 25b
Fallow land at Audi-Ring
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 26
Richard-Wagner-Straße
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 27
Poplar grove
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 28
Urban planning design "Bei der Hollerstaude"
Stadt Ingolstadt - Stadtplanungsamt

Fig. 29
First prize, architect's office Wimmer, Salzburg
Stadt Ingolstadt - Stadtplanungsamt

Fig. 30
Audi-Ring Bird's Eye View
Photographer Horst Schalles

Fig. 31
Tree and woody plant assessment
Stadt Ingolstadt – Gartenamt

Fig. 32
Richard-Wagner-Straße
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 33
Richard-Wagner-Straße
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 34a
Neuburger Straße
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 34b
Hollerstaude (south) – view towards south
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 35a
Traffic load (Kfz/24h; as of 2018) and bus routes
Stadt Ingolstadt – Stadtplanungsamt

Fig. 35ab
Richard-Wagner-Str. (towards the city)
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 36
Audi-Ring – view towards north
Photographer Horst Schalles

Fig. 37
Audi-Ring – view towards south
Photographer Horst Schalles

Fig. 38
Panorama photo with Poplar grove
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 39
Panorama photo with path
Stadt Ingolstadt – Stadtplanungsamt
Photographer Barbara Hermann

Fig. 40
Oblique aerial view with project area
Photographer Horst Schalles

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