



LINZ

Main station - productive hub!



EUROPAN A

competition brief by European Austria
Europan14 - productive cities

Welcome!

Dear participants,

**Welcome to the international competition
Europan 14 'Productive Cities'!**

**We like to thank you for choosing to participate
in Europan Austria!**

Since 1989—twenty-eight years now—Europan has acted as an international platform in Europe and one of the world's largest competitions, including follow-up implementation, which brings together European cities and young international professionals under the age of 40 in architectural, urban, and landscape design.

This time Europan Austria presents three Austrian sites: Graz, Linz and Vienna

We would like to thank all partners, actors, and organizations for having been open to travel with Europan to enter a sphere of productive uncertainty—the only starting point for honest and responsible innovation!

We are looking forward to your projects.
Good luck!

Best regards,
Europan Austria

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February 2017

BUNDESKANZLERAMT  ÖSTERREICH
KUNST

EUROPAN A

CALENDAR

>Mo. Feb. 13, 2017

Launch of the competition on the European website & opening date for registrations

>Fr. May 19, 2017

Deadline for submitting questions on sites and rules

>Fr. June 2, 2017

Deadline for answers on questions on sites and rules

>Mo. June 19, 2017

Deadline for registration

>Fr. June 30, 2017

Deadline for submitting documents

>Mo. July 3, 2017

Publication – on the European website – of a temporary list of submitted projects

>Fr. July 7, 2017

Deadline for controlling submissions & publication of the final list of submissions

>July-November 2017

Shortlisting of entries by the national juries

>October 2017

Comparative European analysis of the shortlisted ideas & Forum of Cities and Juries

>November 2017

Final selection of winning projects by the national juries

>Fr. Dec. 1, 2017

Results Announcement

>November 2018

Inter-Sessions Forum

EUROPAN 14 – productive cities

RULES

Please follow the European webpage
<http://europan-europe.eu>

QUESTIONS & ANSWERS UPDATE OF MATERIAL

Please use and check the forum online
<http://europan-europe.eu>

SITE VISIT

Thursday 06.04.2017 / 10:00-13:00

Meeting point:

Bahnhofstraße 3, 4020 Linz (OEBB)

Registration:

Please confirm your participation via email to
office@europan.at

(name, number of participants, mobile number)



NATIONAL OPENING EVENT

Wednesday 22.03.2017 / 19:00 / HDA Graz

will be announced online

<https://www.europan.at>

NATIONAL AWARD CEREMONY

Jan/Feb 2018 / Graz, Linz or Vienna

will be announced online

<https://www.europan.at>

Information

Site Representatives / Actors involved

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>Claudia Nutz

Head of Department of Real Estate Development,
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>Fritz Mihatsch

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>Gunter Amesberger

Director Urban planning, Technics and Environment,
City of Linz

>Gunter Kolouch

Department of Urban Planning, City of Linz



Team Representative

Architect, urbanist

Expected skills with regards to the site 's issues and characteristics

Teams participating in E14 are encouraged to form collaborations of architects, landscape architects and traffic planners.

Communication

Communication after the results announcement on the European website

Jury - 1st Evaluation

Local commission

with the participation of the site representatives:

>Johannes Karner

Director of OEGB-Real Estate Management GmbH

>Claudia Nutz

Head of Department of Real Estate Development,
OEGB-Real Estate Management GmbH

>Gunter Kolouch

Department of Urban Planning, City of Linz

>Max Nirnberger

Architect, Partner at X ARCHITEKTEN, Linz

>Peter Sapp

Architect, Partner at Querkraft, Vienna

>Member of the international Jury

>Member of the international Jury

Jury - 2nd Evaluation

International Jury:

>Katrin Jaggi (CH)

Architect, independent expert in urban development, architecture and monument preservation, former chief architect of the City of Zurich, former member of the parliament of the Canton of Zurich, Zurich
<https://katrinjaggi.com/>

>Robert Hahn (AT)

Architect, developer, founder of Caelum Development, head of project development Bauträger Austria Immobilien, Vienna

<http://www.caelum-development.at/>

>Jens Metz (DE)

Architect, urbanist, director at Plattform Berlin, member of the technical committee of European, Berlin
<http://www.plattformberlin.com/>

>Stéphanie Bru (FR)

Architect, partner at BRUTHER, Paris

<http://bruther.biz/>

>Verena Mörkl (AT)

Architect and urban planner, partner at SUPERBLOCK, member of the architectural advisory board for subsidized housing of the Municipality, Vienna

<http://www.superblock.at/>

>Ute Schneider (DE)

Architect, urban planner, partner at KCAP Zurich, teaching at the University of Liechtenstein, member of the advisory board of Campus Mainz, Zurich

<http://www.kcap.eu/en/>

>Dieter Läßle (DE)

Professor emeritus of international urban studies at the HafenCity University Hamburg, advisor and contributor of the "Urban Age Programme" of the London school of economics, member and co-chair of the scientific advisory board of the "Future Cities Laboratory" of the "Singapore-ETH Centre for Global Sustainability", co-initiator and executive member of „NesTown – New Ethiopian Sustainable Town" Ethiopia, award for urban culture of the architectural association (2007), Hamburg
<http://www.hcu-hamburg.de/master/stadtplanung/arbeitsgebiete/laepple/>

Prize selection

>Ranked selection: with Winner (€12.000), Runner-up (€6.000) and Special Mention (no reward)

>Equal Selection: maximum 3 runners-up without any hierarchy of reward

Post-competition intermediate procedure

Meeting to present the rewarded teams to the site representatives, followed by a discussion.

Mission given to the selected team(s) for the implementation

Strategic urban concept as base for further development steps

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A. Introduction



Overall task

To exploit the site's potential as a future link between the historical core and Linz-South will considerably change the identity and performance of the whole main-station area. Combining high accessibility with a productive mix of uses in dialogue with the station's potential will multiply the site's role as a future North-South-connector.

The site is already productive (workshops for maintaining and updating railway carriages). But it operates as a mono-functional enclave, reinforcing the station's barrier-effect. Its owner, the ÖBB (Austrian Federal Railways), intends to move the existing production outside the city in order to develop an urban neighbourhood with mixed uses. A key challenge is to integrate new forms of productive economies, preserving the site as a place for work and production to keep productive jobs within the city.

The project has to create an attractive high-density development with a high degree of mix, facing the challenge of considerable noise and strong barriers. Therefore, the way of distributing programs in dialogue with a special configuration of intelligent typologies is key for a successful new neighbourhood.

Aim of the competition

The expected goal of the competition is to produce an urban vision for the study site and a spatial framework for the project site. Neither a detailed masterplan nor an architectural project is expected.

Commission after competition

With the competition the starting point for the transformation process will be set.

Because of the different time perspectives the site will be developed step by step.

The client (ÖBB together with the City of Linz) intends to organize special development-processes (e.g. architectural competition, workshops, etc.), following the parameters of the winning project. The E14-winning teams shall be involved in these procedures.

B. Relation to E14 topic



B. Relation to the E14 topic

Site family #4: And Productive Again!

How to Reintroduce the Productive Economy into New Urban Districts?

Many formerly industrial places in and around cities are now out of use. Buildings were left in a derelict state, activities have been moved or stopped, sites became brownfields.

Obsolescence is the common feature of these sites and the future is uncertain. Mostly, we dream of turning them into new vibrant urban quarters.

But to avoid total gentrification as it has appeared many urban renewal projects in the past, we should perhaps try to put some productive activity in these sites... again? Because these sites were once industrial and linked to the city. Because there is a will for a really mixed city, and that mix includes productive economy as well.

With sites in the following cities Amsterdam (NL), Guebwiller (FR), Linz (AT), Pantin (FR), Šibenik (HR), Trelleborg (SE), Tubize (BE), Warszawa (PL), Zagreb (HR)...

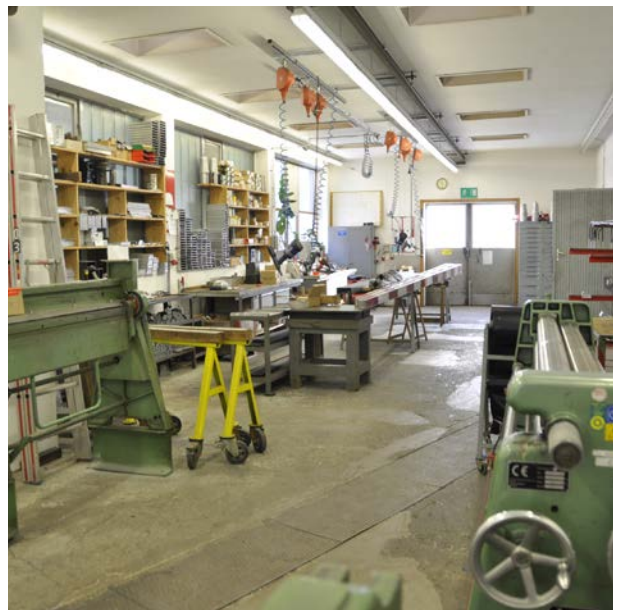
*How can the site contribute to the productive city?

The site in the heart of the city is already productive. Owned by the ÖBB it is in charge of several technical services. Basis for developing a new vision for the site is a scenario of relocating the existing facilities and to clear the inner city area from its current programme. A new framework plan shall provide the basis for the start of an urban transformation. Although factories and workers will leave, the site should keep the potential to offer spaces for work within the city, for new industries as well as for other forms of industrial production (e.g. industry 4.0, emission - free).

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workshop north zone; screen printing + montage



workshop north zone; production of bars

***Sustainable city by structural alliances**

To provoke the settlement of new productions: How to establish synergies with the surrounding and with regional actors? What effect would alliances have on the local and spatial level? Would they create short distances within the environment or even within the city? The question is how can the idea of a productive and also sustainable city be translated best in this context?

***Open city contra enclosed zone**

To generate urbanity with the program of production: How to turn the enclosed factory site into an outside oriented vivid quarter? Focus will be the strategical linking of the site to its environment. How to make it visible within the urban fabric and how to reach it? To which extent is it interwoven with public space? How generous and open does it have to be to invite people not only from the direct neighbourhood?

***Mixed use building typologies**

To house the invented formats of production within new types of architecture: How do contemporary inner-city productive zones look like? What is needed to gain a functional and social mixture? What are the basics of co-habitation and co-working? How and in which forms can housing be implemented?



metal workshop north zone



storage along the tracks

C. The city



Proposals for productive cities

C. The city

The traditionally industrial city aims at strengthening its profile as innovative town in the productive and cultural sectors. In addition to the implementation of large infrastructural projects the gradual conversion of the industrial heritage is of main concern for the city development. Large-scale industrial areas such as the harbour and the tobacco factory (Europaplan11) are currently under heavy transformations. This competition is a continuation and strengthening of this attitude in the urban realm.

The winning team of Europaplan13 is commissioned and currently working on the implementation of a housing project in Linz-Oed.



EUROPAN 14 – productive cities

View to the main station and the urban structure north and south

A. The Role of the city

1. Analysis of the regional and urban context

Linz is the capital of the province of Upper Austria. Situated in the northeast along the Danube River it represents the centre of a bigger urban agglomeration of about 760.000 inhabitants. Linz itself has about 201.595 inhabitants (1st of January 2016), after Vienna and Graz, it is the 3rd largest city in Austria.

The city is located in the flat Linz Basin, where the course of the Danube follows a curve and generates the basis for the development of the urban fabric. It expands to both sides of the river though the hilly area of the Mühlviertel limits its growth to the north. The eastern boarder is marked by the Danube itself whereas the Kürnberger Forest and the fertile Eferdinger Basin (an important agricultural area) define the western boundary. In the south the Alpine Foothills start to unroll.

Linz is the economical centre of the province, which evolved to Austria's second largest economic region. This region also belongs to one of the strongest and fastest growing in Europe. Main factor is the city's position along the route from central to eastern and southern European countries which in the course of the expansion of the EU gained and still gains importance. A lot of known companies and businesses have settled because of its excellent position within an international infrastructural network of highways, train- and shipping traffic. Whereas in the south the western highway A1 Wien - Salzburg is passing, the Mühlkreis-highway A7 together with the federal street S10 go through the city and offer an important connection to the Czech Republic in the north. In the southwest the highway A25 leads via A8 to the border of Passau in Germany.



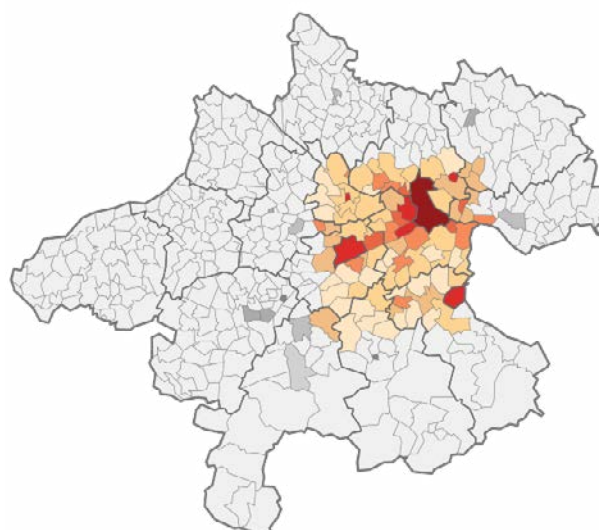
Linz in Austria

http://www.goruma.de/export/sites/www.goruma.de/Globale_Inhalte/Bilder/Content/L/landkarte_europa_Oesterreich_gross_Oberoesterreich.jpg



Linz in Upper Austria

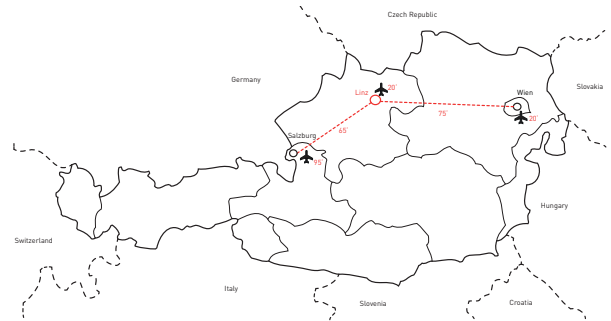
http://de.wikipedia.org/wiki/Linz#mediaviewer/File:Linz_und_Nachbarbezirke.PNG



Linz population density

[https://de.wikipedia.org/wiki/Obersterreichischer_Zentralraum#/media/File:Obersterreichischer_Zentralraum_\(Bevölkerungsdichte\).svg](https://de.wikipedia.org/wiki/Obersterreichischer_Zentralraum#/media/File:Obersterreichischer_Zentralraum_(Bevölkerungsdichte).svg)

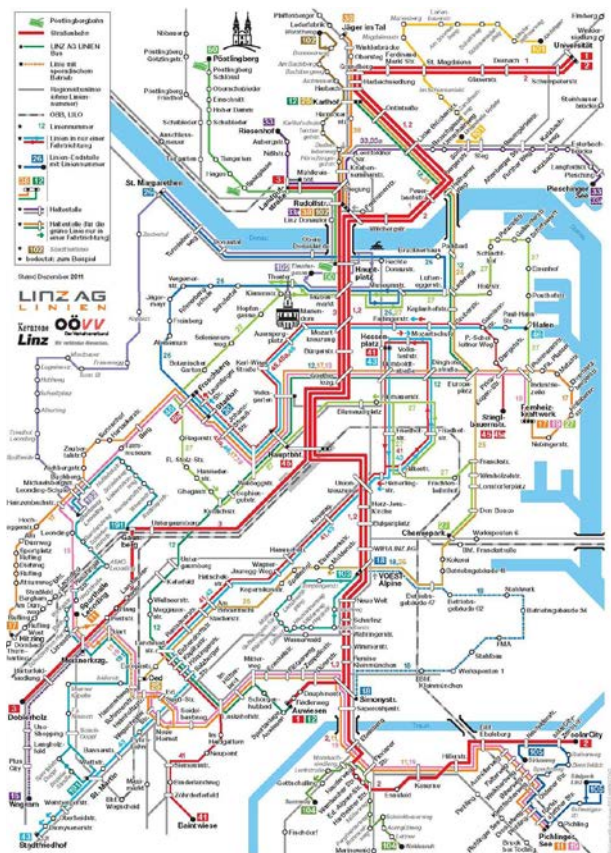
In 1832 the horse-drawn railway from Gmunden via Linz to Budweis (first railway connection on the mainland in Europe!) – connecting the Danube with the Moldau - converted Linz into an essential railway hub; then in 1852 Linz was attached to the Kaiserin-Elisabeth-Railway that linked the city with Salzburg and Bavaria in the west. With its new main train station opened in the year 2004 and the new & faster train connections (based on a track extension) Linz is nowadays an important pole between Salzburg (64min) and Wien (76min).



Linz - the pole between Salzburg and Wien

The international airport is located in the west, outside the city boundaries, in the neighbouring municipality of Hörsching.

The public transport system of the city consists of a network of buses, trams and local trains as well as the newly inserted S-Bahn-lines which use the existing train tracks bringing the commuters from the regions more frequently to the main station; In Linz there is no metro line, instead of focusing on one special means of city-transport, the mobility concept of the municipality consists of three equal parts: public buses/trams, pedestrian and individual traffic - therefore also the car plays an important role within the city. This can be experienced by the daily traffic jams. Reason for that is the fact that the city offers approx. 205.000 jobs, double the amount of inhabitants being employed within. Therefore nearly the same number of people living outside the city is daily commuting to work in the centre. The city is doubling during the day and shrinking again in the evening.



Network of public transport in Linz
http://www.linzner-city.at/linzner-city.at/index.jsp?company=linzner-city.at&lang=de&state=wysiwyg_tpl&menul=21

To relieve the centre of Linz from the increasingly growing traffic and to regulate traffic flows from North of the Danube (which are currently limited to cross via the inner-city "Nibelungen"-bridge or the highway-bridge A7), the infrastructure project of "Westring" had been developed. Starting at the "Westbrücke" (where the distribution road of the city-highway crosses the Westbahn and connects with the A7) the planned route leads further to the station and from there via a 3 km tunnel directly to the Danube where a new bridge is proposed. Until now it is not confirmed if, when and which part of the whole project will be realized.



<http://diepresse.com/home/panorama/oesterreich/4625245/Positiver-UVPBescheid-fuer-Linzer-WestringAutobahn>

A. The Role of the city

2. Urban structure

The urban configuration of Linz is typical of Central Europe. The core of the inner city is formed by small-scaled mediaeval structures surrounded by late nineteenth-century housing blocks. Its main square has a direct connection to the riverbanks of the Danube.

The districts north of the Danube show a heterogeneous urban layout. Except the historical core of Alturfahr and the main street where a lot of shopping and social facilities are located they are mainly composed of diverse residential neighbourhoods grown during the 1960 and 70`s. The east of the city is taken by the harbour area and by industrial zones largely owned by the VOEST Alpine corporation. The structure of the southern districts (Bindermichl, Spallerhof, Keferfeld, Neue Heimat) is also defined by housing. A common typology found here is the „Wohnhof“, a complex arranged around a courtyard that dates back to National Socialist times, when a lot of accommodations for the workers of the formerly called Herman Göring Werke (now VOEST Alpine) were built. In the west the city starts to interweave with the surrounding green belt, an area of low density indicated by settlements of single-family houses and luxurious villas.

In the 2000s the issue of urban renewal started to play a key role in city planning. Inner city areas formerly occupied by industries were turned into larger housing developments (e.g. Grüne Mitte Linz). The end of the 1990s was characterized by a big housing offensive at the southern periphery of the city (Solar City, realised in 2001-2005).

Today this area is again in focus of urban extension and densification (several housing projects in Pichling/Ebelsberg started).



Aerial view
https://de.wikipedia.org/wiki/Datei:Linz_Luft_C.jpg



A. The Role of the city

3. Economical and socio-cultural context

Traditionally, the region is an important location for manual production. In the twentieth century, Linz became Austria's industrial city par excellence, with the Danube port, the VOEST Alpine steelworks as well as the chemical and paper industries. After the Second World War, Linz's industry experienced a strong upturn and the city grew rapidly during this period. It was the time when Linz started to gain the reputation of being a dusty steel city. Since the 1970`s the city tries to overcome this image. By putting strict environmental requirements for industrial facilities the air quality had improved tremendously and Linz turned into one of the cleanest cities in Austria.

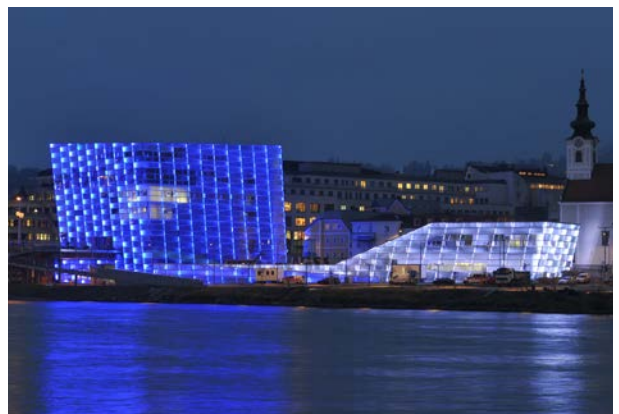
Along with environmental changes Linz launched the process of transforming from a city of industry into a city of culture. New institutions, like the Brucknerhaus (1974), the Anton Bruckner Institute (1978), as well as the Ars Electronica (1979), an international media art festival, were established. The AEC (opened in 1996) is the architectural expression of what Ars Electronica is all about: a museum as well as a place of inquiry and discovery, experimentation and exploration linking the fields of art, technology and society. Together with the LENTOS (2003), the city's art museum, the OK – "offenes Kulturhaus" and the Stifterhaus (museum of literature), the cultural sector was enriched and effected amongst activities of the so-called "Freien Szene", the city's nomination as Cultural Capital of Europe in 2009. This brought a fresh impetus and triggered building activities. The enlargement of the Ars Electronica Centre (2009), the extension of the Schlossmuseum (2009) and the newly constructed Musiktheater (completed in 2013) are anchor points of the image transformation.

The growing number of cultural facilities also increased the number of creative workers in the city and effects the changing of the population structure towards a knowledge and creative society. Therefore culture is gaining economical importance in the region. Focus of the next decade is to maintain the cultural diversity and to support the development of creative businesses in order to guarantee jobs within the city.



VOEST ALPINE

<https://pepinlinz.wordpress.com/2015/11/14/fotospazieren-in-st-magdalenalinz/>



AEC

http://www.linz.at/presse/2009/200903_44795.asp



LENTOS

<https://commons.wikimedia.org/wiki/File:Linz-lentos-museum.JPG>



Musiktheater - foyer opening to Volksgarten

D. Strategic site



D. Strategic site

The area of investigation is located in the direct neighbourhood of the central railway station of Linz. The station itself is situated in the south of the city centre, directly at the edge of the inner district and the district of Bulgariplatz.

1. ÖBB factory

The industrial site is placed south of the central railway station, opposite to the main departure and arrival hall.

The whole territory has a size of 110.000 m² and is owned and used by the ÖBB (Austrian Federal Railways). The northern part of the area (project site with 36.000 m²) provides technical infrastructures in form of smaller workshops, whereas the neighbouring part in the south is used by ÖBB's Technical Service (TS Werk) for maintaining and updating railway carriages and equipment as well as for the production of several components.

The current location of the TS Werk might change in the future. Regulatory, administrative and political demands could (but do not have to) cause the relocation of the technical service site to a more suitable, peripheral location in the long run.

In the northern part, on the project site, some factory workshops are already vacant, while others are still in use. The ÖBB considers to resettle these workshops to another location in the medium-term.



History of engineering and service

1856 was the start of the construction of the railway connection between Vienna–Linz–Salzburg, the so-called “Kaiserin Elisabeth Westbahn”. In 1858 the first train stopped in Linz.

At the same time the central factory for servicing and maintaining the steam engines and passenger carriages was built. The factory consisted of an engine mounting hall, an iron and copper wrought, a power house, a metal and a carpenter`s workshop. The lesser developed technology at that time caused enormous time spans and effort inside the productive processes. 1922 the factory became the main location for repairing electric railway engines. During bombing raids in 1945 95 % of the premises were destroyed, but soon after the end of the war the production was restarted.

Today the TS Werk is the centre for repairing and modernisation of electric railway engines. Here the mounting of locomotives and the combination (the production) of carriages and engines take place. Also Europe`s strongest locomotive (the Taurus) is mounted in those workshops. It is one of 5 construction locations of the ÖBB in Austria. Today 600 employees still work for the service company on site.



TS Werk, historical water tower, south of the tracks



TS Werk, view from south, Unionstrasse



TS Werk, workshop today
<https://ts.oebb.at>

2.Urban Key Role

It is apparent that the whole area will experience strong transformations if the factory will leave. Because of its dimensions as well as of the proximity to the railway station the site will gain importance within the existing urban fabric. It will turn into a link, a physical communicator between a public transport facility in the north and the grown block structure with mixed use in the south (Unionstrasse + Andreas Hofer Viertel) and the east (Wiener Strasse). There are essential urban situations in the surrounding that will have an impact, which should be taken into consideration. These are described within the following paragraphs:



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Railway Station

The newly constructed central station (opened in 2004) replaced the old station of the post war era. The station operates as an important hub within the international as well as the regional infrastructure network. Here the Westbahn links to the Pyhrnbahn (heading to Graz and further to the south of Austria) and the Summerauerbahn (leading to the north to the borders of the Czech republic and further to Praha). It connects the international trains with the recently installed S-Bahn trains (dec. 2016) coming from 5 different regions, bringing commuters from the countryside to the city centre as fast as possible. The station also links to the public transport system of the city, on one hand all the tramlines and busses running within the centre as well as the busses heading towards to the region (Postbus). With 30.000 travellers each day the train station Linz is on of the most frequented of Austria.

The spatial concept of the station works on 3 levels. The main access is on the top level, it is the public level of the city. Via a park and a square you enter the hall from the north. The bus terminal is situated on the same floor. The platforms are reached via the middle level on which also counter and service facilities of the ÖBB, shops and restaurants are placed. The lowest level leads to the tramlines and to the parking garage. An interesting point for the conception of the urban strategy might be that there is an underground connection existing that links the middle level of the station with the area of the technical service (TS Werk) south of the tracks. That connection originates in the western corridor, which leads to the platforms. Right after the last platform the connection is closed for the public, only the employees of ÖBB's Technical Service are allowed to enter. The eastern corridor leading to the platforms is currently not linking to the other side of the rails.

This description shows that the rail tracks run on the same level as the ground of the surrounding city. Streets leading from north to south to connect the inner city with the districts south (Bulgariplatz) are sloped to run underneath. These interventions have an impact on the transition between districts which is often experienced as a spatial, even as an atmospherical break.

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Main station with Terminal Tower, entrance and park



Foyer, connection between entrance and middle level
http://www.oebb-immobilien.at/de/Modernisierung_OeBB-Bahnhoeefe/Neue_Bahnhoeefe/Linz_Hauptbahnhof/index.jsp



Wiener Strasse, heading to the south



Wiener Strasse, view to the north (centre)

North of the station – office district

During the last 15 years the area north of the station changed a lot. Step by step it was turned into an office district with several high-rise buildings. Start of the transformation was the new construction of the station itself followed by the implementation of an administrative building next to it used as a service centre of the regional government. Afterwards the 1st high rise was built in the area, the so-called “Wissensturm”. The tower accommodates the adult education centre, the public library of the city and a learning centre, plus a media studio and care taking facilities for children. Next to the foyer of the station the Terminal Tower, the 2nd high-rise is located, housing offices of the fiscal authority. The whole urban ensemble was completed by the headquarter of the “Energie AG” corporation, the biggest energy provider of the country. This high-rise was at the time of its implementation one of the most energy efficient office buildings in the world.

In order to break the mono-functional character and to foster a mixed city, residential buildings were added more recently. The transformative process is still in progress, another residential high-rise is in consideration to be implemented adjacent to the “Energie AG Tower”.

Another building complex that is important to mention and which belongs to the station area is the main post office of the city. Together with the logistic centre it is positioned at the west side of the station square. Whereas the building in the front (constructed in 1947/48) is still active, the logistic centre behind was closed 2014. Since then the centre with a surface area of 70.00 m² stayed vacant except for the summer/autumn in 2015 and 2016 when it hosted the Ars Electronic Festival. The building also played a significant role during the refugee crisis in 2015. It was used as an emergency accommodation. In spring 2016 refugees were able to move to regular facilities. Since then the process of developing the site started, the usage is not fixed yet.

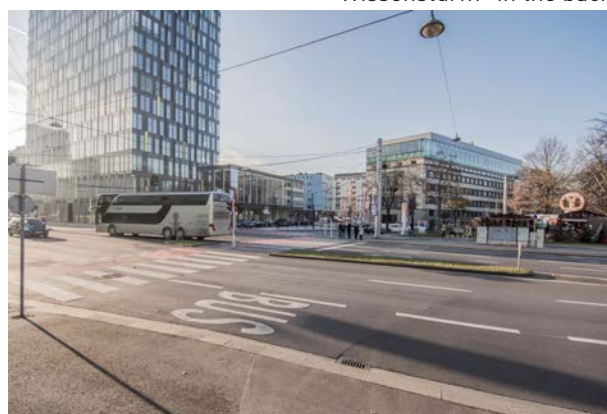
The district surrounding the main station is an important and multi-layered spot. First, it stands for its enormous spatial renewal within the last de-



Aerial view station towards the north



Station square west with post office entrance and the “Wissensturm” in the back



Energie AG Tower on the left, looking towards Volksgarten



- 1_WISSENSTURM
- 2_TERMINAL TOWER
- 3_RESIDENTIAL HIGH-RISE
- 4_ENERGIE AG
- 5_PLANNED RESIDENTIAL HIGH-RISE
- 6_LENAAUHOCHHAUS
- 7_BLUMAU TOWER

map of high-rise development around station area

cade and the shifting of its image and atmosphere that goes along with it. Second, the whole ensemble operates on a visual level, it is the entrance to the city whether coming from the highway or by train. Especially the high-rises work as landmarks and give orientation to the arrivals. Third the area will be a hub within the highly discussed infrastructure project of “Westring” (as described in the paragraph of urban and regional analysis).

Volksgarten-Blumau

Due to the nomination of the city being the cultural capital of 2009, a new “Musiktheater” was realized adjacent to the office district, northeast of the station. It was placed at the most southern spot of Landstrasse, which is the main street of the city. The Landstrasse formerly led straight to the south underneath the rail tracks and directed towards Wiener Strasse, which in fact was a prolongation of Landstrasse. By placing the huge volume of the Musiktheater the connectivity and transition between the districts (which were already separated by the tracks) was eliminated at all. The tramlines formerly running along this line were removed and displaced when the new infrastructure hub at the station was built.

Now Landstrasse ends up in the foyer of the Musiktheater, which is opening towards the neighbouring Volksgarten, a public park west of Landstrasse. Once the area south of Volksgarten was part of a bigger recreational area. Now it belongs to the ÖBB and the historical building on it accommodates parts of the management and the real estate department.

The Volksgarten has a size of 3 ha and is an important and popular public space within the dense built area. It offers playgrounds and the installation of markets.

The conversion of the Landstrasse into a dead end caused the rearrangement of traffic flow. The disconnection from north to south led to a strengthening of the east – west connection which turned into a heavy frequented street (Bahnhofstrasse) not very inviting to walk and cross.



Aerial view showing urban context Musiktheater /Blumau
<http://www.linz.at/futurelinz/40097.asp>



Musiktheater-Beginning of Wiener Strasse; view to north



Musiktheater - foyer opening to Volksgarten



Bahnhofstrasse, view from Musiktheater to the south;
 main office building ÖBB on the right;

Wienerstrasse

The Musiktheater, turning its back to the starting point of Wienerstrasse, marks the end of the urban centre. From there the arterial road is running 12 km south until the boundaries of the city. Its northern part is running parallel to the northeastern border of the European 14 site.

The tramlines formerly running above ground along the connecting line of “Landstrasse” and “Wiener Strasse” were removed and put one level lower, now crossing the station and the project site on underground level. The tram lines are reaching ground level in the segment between Unionstrasse and Bulgariplatz.

This intervention of clearing the street from tramlines (beside interrupting the urban fabric by building huge infrastructures and buildings) changed the flow of people and turned the district into a regional neighborhood.

This intervention also transformed the spatial setting of the street. By suddenly experiencing a generous but untypical width, the street gained more surfaces for public uses. Because of a missing strategy for the further development of the property west (the European 14 site), the upper part of Wienerstrasse (until Unionstrasse) was modified only in the sense of parking whereas the southern section (from Unionstrasse to Bulgariplatz) was rearranged more profoundly (shifting parking lots along pathways to the middle of the street, widening of sidewalks, planting trees).

Along with traffic and spatial changes also the population structure altered. People of different nationalities moved there and turned it into a multicultural quarter. Always it has been a busy shopping street, providing basic supply for the closer environment, the shops and restaurants settled on both sides along the street also reflect the demographic shifts and have turned into facilities offering a broader mix for the diverse local population.

Focus of the upper part of Wienerstrasse is the Phönix theatre, an independent stage founded in 1989. In the east the so-called Markartviertel starts. It is defined by a coherent grid of blocks that dissolves in detached commercial facilities and left over spaces further to the east. 33% of the inhabitants of Markartviertel are migrants.

Andreas-Hofer Neighbourhood

Positioned west of “Wiener Strasse” and south of the ÖBB-areal, it is a triangle shaped quarter, built in the 1890`s. Its streets giving the layout for the block structure, directly leading towards the European 14 site. Centre of the neighbourhood is the Andreas-Hofer-Square with a public park of about 6000m² in the middle. The south eastern edge is occupied by a bunker which was constructed in 1940 during 2nd World War and which was planned for hosting 1.000 people. During the last decade the houses were renovated and adapted to current standards. Also the facilities of the park were improved. Thus today the quarter is characterized by high living standards, a well-balanced social structure and a programmatic mix.



Aerial view-Andreas -Hofer neighbourhood south of the site



Junction Wienerstrasse / Unionstrasse; view towards north

E. Project site



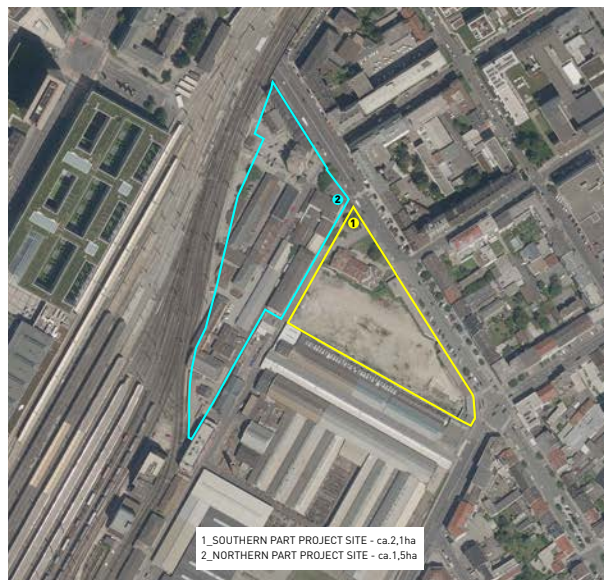
E. Project site

1. Site specifications

Being part of the ÖBB (strategic-) site it is positioned in the northeast along the Wienerstrasse. It is the head of the development. Whereas the south-western part of the strategic site is still used by the ÖBB Technical Service in the long term (for the next 30 years at least), the project site is partially left vacant and has already undergone a process of dismantling.

The project site has about 36.000 m². As already mentioned the south-western border adjoins to the area of the Technical Service, the north-western is defined by the railway lines. The north-eastern boarder is marked by the Wienerstrasse, whereas the Unionstrasse in the southeast touches the site only in the area of its crossing. This junction is an important hub within the city transport network. Here one can change from a bus stop (line nr. 43) to the underground station of the trams which are running underneath the site and heading towards the centre as well as to the south of the city. It is one of the most frequented pedestrian crossroads of Linz.

The site is currently accessible only from the “Wiener Strasse” in the north east. From there an internal road is running parallel to the tracks. This connection has to be kept because it serves as an emergency access to the southern railtracks. Furthermore it also connects the Technical Service area that additionally can be reached from Unionstrasse in the south.



Main zones of the site; north workshops still used - south partly vacant



Area of access from Wienerstrasse



Internal road



Spaces between workshops, north zone of site

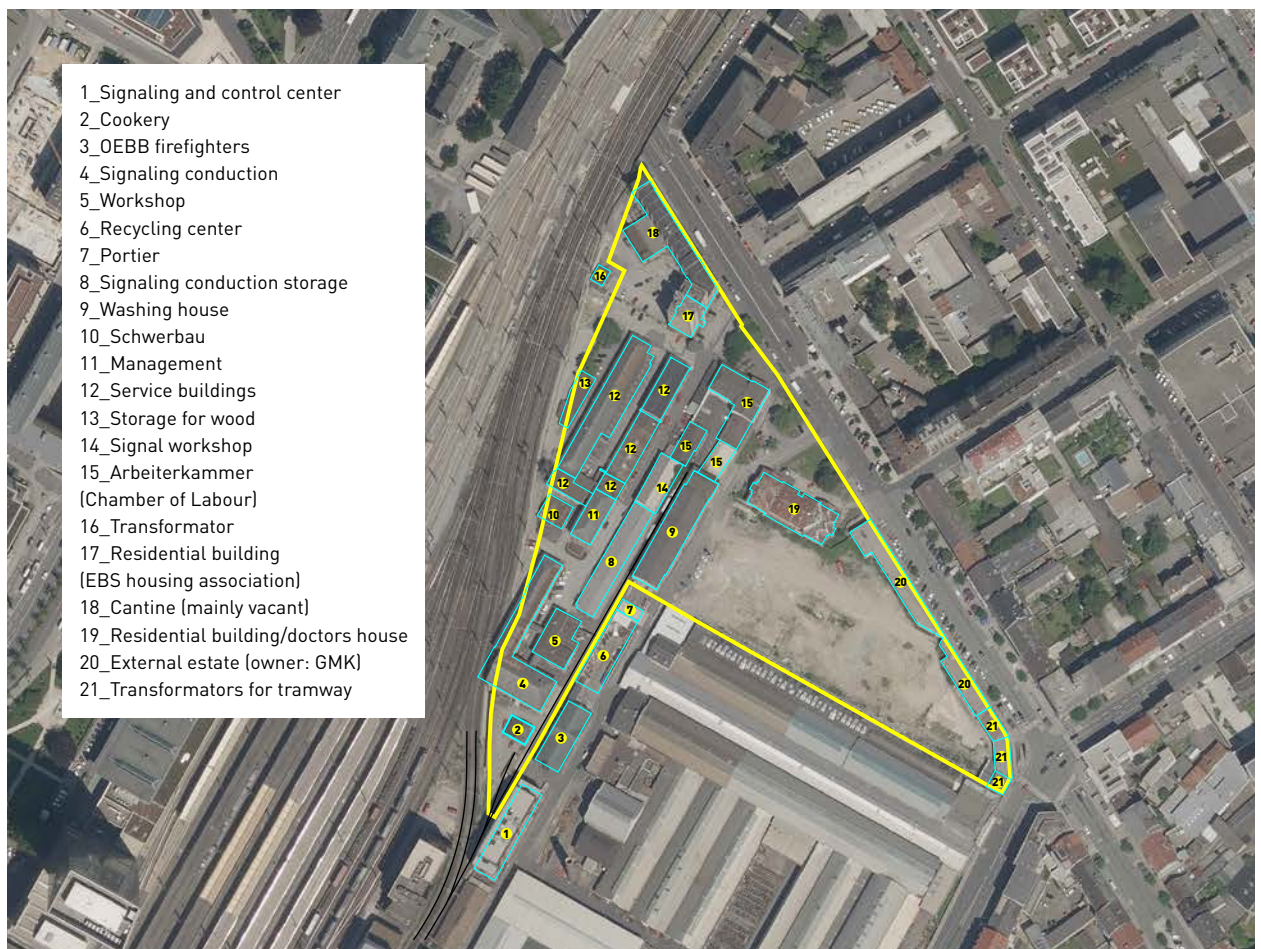
This internal road is dividing the project site into a northern and a southern zone:

1. The northern zone: is occupied by several workshop buildings positioned along the tracks; Interconnected with each other they fulfill different technical functions (map of use). The removal of one function would have an impact on the working process of the others. Therefore only a common relocation of workshops is possible. As soon as the ÖBB will establish a new factory cluster on a different plot, the buildings are open to temporary uses or will be removed; the so called “Waschhaus”(washing house (9)) is already vacant. Two of the buildings are not held by the ÖBB. One is a property of the “Arbeiterkammer”(Chamber of Labour(15)) the other one belongs to the EBS (Eisenbahnersiedlergenossenschaft), a housing cooperative that originates from the Federal Railway Company being an independent developer since 2004. It is an apartment building situated in the north. The contracts for using the building and renting out the 18 apartments will last until 2054.

2. The southern zone: is widely cleared. Reason for that is the demolition of a large workshop cluster which was out of use; only some buildings remained. The already depleted „Ärztelhaus“(doctor’s house (19)) and a construction hosting the LINZ AG transformer, that activates the tramstation nearby are still on site. Both are owned by the ÖBB. Only one building belongs to an external estate agency – GMK (20). It is situated along the Wienerstrasse and currently been taken by a fitness studio and some smaller shops. The aim of the ÖBB is either to acquire the property or to start a common development.

Based on the different situations of the 2 zones, there will be 2 or even more phases of urbanizing the site. According to its availability and to its built resources there should be the possibility to develop the zones separately. It is the intention to launch the southern zone earlier (in 3-5 years) than the

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Map of use

northern (in 10 years).

2. Programmatic framework - strategies of use

The project site is dedicated as „Kerngebiet“ which means it allows buildings like in city centres, namely a mixture of administrative, commercial and service facilities (small- and midscale types, not disturbing the surrounding) and housing. Within a distance of 50 m to the border of the Technical Service centre and along the tracks housing is not allowed (see map). Buildings are generally forbidden within a zone of 12 m parallel to the tracks and of 6 m to the Technical Service (emergency corridor).

In general the ÖBB together with the city of Linz agreed on the vision for establishing a contemporary city quarter where new forms of productive economies will be placed. In future the site should still serve as a place for work and production to keep jobs within the city. One of the main challenges will be to frame innovative concepts and to evoke programmatic synergies with external stakeholders and neighbouring actors.

The ÖBB also frames the possibility to use parts of the area for its own needs. Due to internal rearrangements there is the option to build a new ÖBB headquarter. In this sense all the departments placed in the current main building south of Volksgarten (Bahnhofstrasse 3) as well as other ÖBB offices settled in Linz will be joined within one cluster. All together the new construction has to provide offices for 800-1000 employees, a space of about 25.000m² GFA (gross floor area). Because of the zoning assignment and its visual proximity to the station it is the intention to position the cluster in the northwest zone along the tracks (map).

The other option is that the ÖBB will keep the main office building (south of Volksgarten) and renovate it according to changing needs including some extensions. Based on that decision the buildings in the north zone will be demolished to provide space for the implementation of new structures.

Taking these possible directions into account the task is to propose 2 scenarios: A) for the north and B) for the south zone. It is recommended to layout a structure of several plots/areas for each zone, so that in regard to the unstable conditions of how and when the properties are available, the plots/areas can be developed independently.



Scenarios:

***north: demolition of workshop buildings + creation of ÖBB office cluster**

A design for the office cluster is not required. Only its position in the northwest and its coherent volume have to be translated visually. More important is how the cluster reacts towards the remaining built structures, especially in the direction of the high-rise apartment building (17). How can it be integrated temporarily (until 2054)? Is the strategy of temporary use a possible tool of transforming? What if the property of the “Arbeiterkammer”(Chamber of Labour(15)) stays? What concepts can be applied to open or to adapt it? And what if the building gets replaced by a new one because of its prominent location? What dimensions and programmes in the context of the productive city are feasible? What additional facilities are possible in that area?

***north: demolition of workshop buildings + new constructions without ÖBB office cluster**

How can the site be turned into an inner-city place of employment or a centre of work, crafts and production? The task is to design a framework of zoning in which several facilities can be placed. In parallel a concept of programming has to be developed. What mixture is needed to provoke an active and vivid environment? How does a contemporary combination of manufacturing workspaces, start-ups, silent working spaces, offices, studios, smaller workshops and bigger trades can look like? Do the spaces have to be programmatically specified or can it be planned as an open system? Can we arrange them vertically? What is their relation to the existing housing?

***south: implementation of retail, housing etc.**

With the north-eastern border along the Wiener Strasse this zone is easily accessible and highly visible from the surrounding. It will be an attractor for the people passing by therefore it is the intention to settle shopping facilities in the dimension of 12.000 m² GFA. It should not be conceived as one closed volume rather as an open structure interweaving and altering with public spaces. Also residential buildings can be integrated to a certain

extent. Therefore it will be important to define what kind of housing is appropriate in relation to production. What kind of typology is needed to join these different programs? What solutions can be identified for a living-working combination? There should also be a statement about the “Ärztehaus”(19), whether to integrate or to demolish. The external estate (GMK)(20) has to be part of the concept as well.



High-rise apartment building owned by EBS



Property of Arbeiterkammer (Chamber of Labour)



The external estate GMK; seen from “Wiener Strasse”



Zone south; area of demolished workshop; view to south

3. Opening and Interweaving

***on urban level:**

It is about generating a vision of transforming the overall site by introducing uses and programs as well as connections linking to the neighborhood. It is about inner city growing, opening up of unknown and hidden properties and their integration into the urban fabric in long term.

New connections from the north, crossing the railway would enhance not only the site's qualities, but also the surrounding's. In the long run it is important to interrelate to the main station, the station district and further upon to the area of the "Postgebäude" (the former post distribution centre). In the medium term it will be essential to establish an attractive route towards the city centre.

It is expected to deliver visionary concepts of bridging and tunnelling. Other functions can be added along the way to make the crossing a spatial experience. In terms of bridges the height of the power cable (8m above the tracklevel) has to be kept to guarantee the flow of trains.

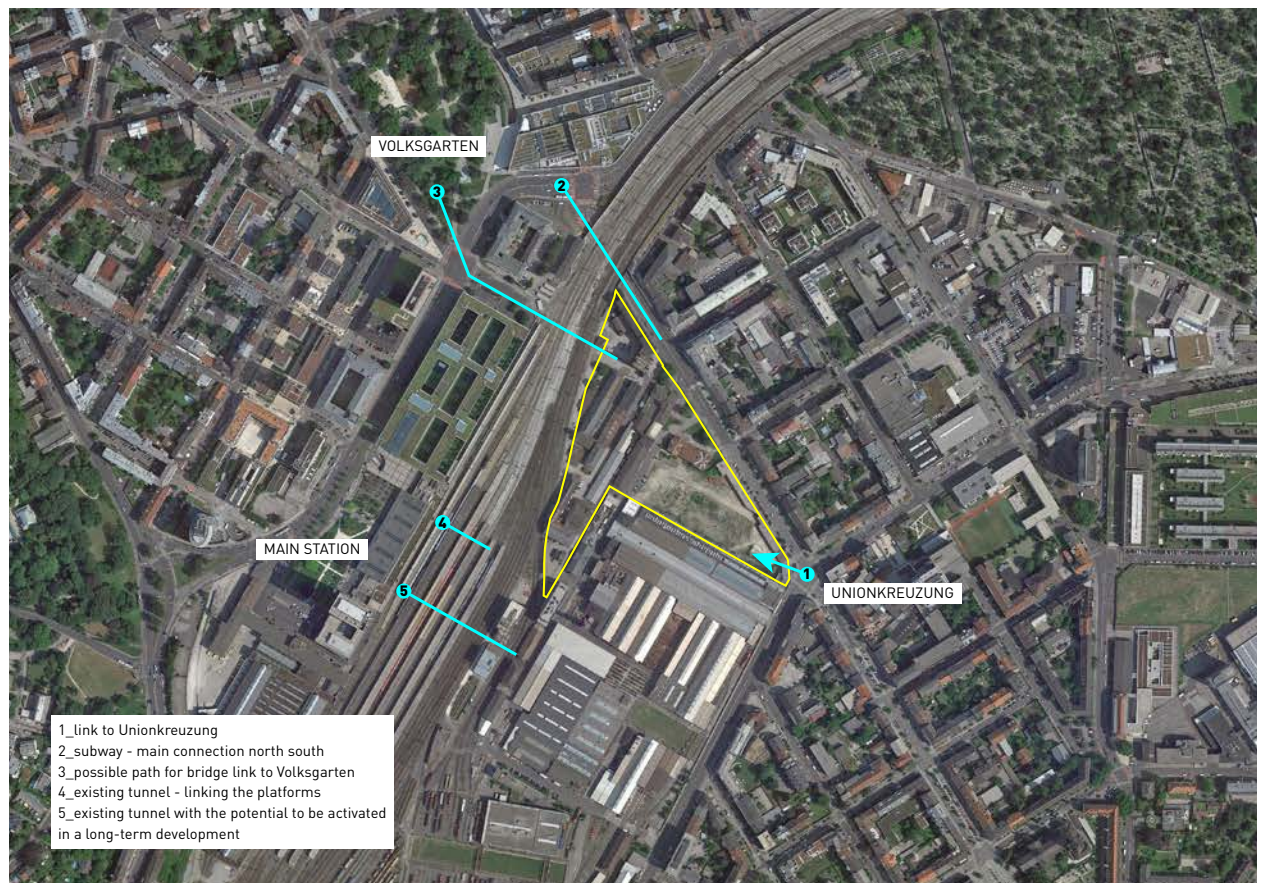
Its form and materialisation has to respond to essential safety regulations considering the important train infrastructure beneath, vulnerable of parts falling down.

For the tunnel approach the activation of the existing connection departing from the western platform corridor can be taken into consideration (long term vision).

However, the functioning of the overall site's concept should not only be depending on these connections, as the permission of bridges or tunneling via the railway is uncertain.

The connection to the south-eastern neighborhood shall unfold within an long-term scenario. How will the entire study site once the factory will move in the next 30 years react towards the Andreas-Hofer-quarter? How can a backside of a station be turned into a second front side? In which terms can a sensible transition been made? How can a new circulation be fluently incorporated into the existing?

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***site specific**

The aim is to reach a high level of permeability. As already mentioned the project site is seen as the head – the start of the new urban development south of the tracks. In this sense it is important to address possible areas from where connections could spread. Their exact definition is part of the task.

One focus point could be at Unionkreuzung. Because of the high frequency of people a new entrance from the south east followed by a rearrangement of the public area/square is expected. Another starting could be in the public park of Volksgarten. From there a bridge crossing the busy Bahnhofstrasse (as mentioned in the paragraph before) could lead to the northern zone of the site. One could imagine the landing integrated within a building. To connect to the station it is recommended to explore an extension of the already existing eastern corridor that is at the moment only leading to the platforms. Adaptions in width will be required to match the increase of fluctuation.

Further possibilities of access can be suggested, for example in the north where the “Wiener Strasse” is running underneath the tracks. This could go along with a spatial improvement of the passage. Be aware that there is a height difference between the level of the street and the site.

Because of the tramlines running underneath only one underground level is possible in the area of the tramcorridor.

For the individual traffic the main accessibility will still be from the Wienerstrasse. In regard of the site`s transformation a new junction will be installed in the crossing of “Anzengruberstrasse”/“Wiener Strasse” (=regulation of the traffic department of the city). The existing internal road serving as an entrance to the TS Werk and as an emergency access, has to be integrated and linked to the new crossing. It is not decided yet and therefore left open to the participants if the current access will still be used as a secondary connection or if it will be completely replaced by the new main access.



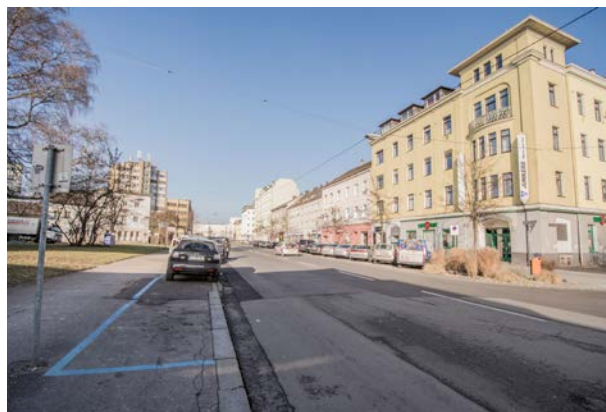
“Unionkreuzung”; access to underground station of the tram



View from Volksgarten towards the site in the south; between ÖBB office left and the service centre in front



Western corridor leading form the middel level of the station underneath the tracks to the site of the “TS Werk”



Area of planned crossing “Wiener Strasse”/“Anzengruberstrasse”

***circulation and public space**

A layout for the internal circulation as well as a network of paths (pedestrian/bicycle) has to be projected. This should give information about how much traffic is allowed on the site. Due to the various phases of implementation it is important to guide major roads along the intersections of different phases. Otherwise this would provoke a doubling of surface and an effort to connect the zones afterwards.

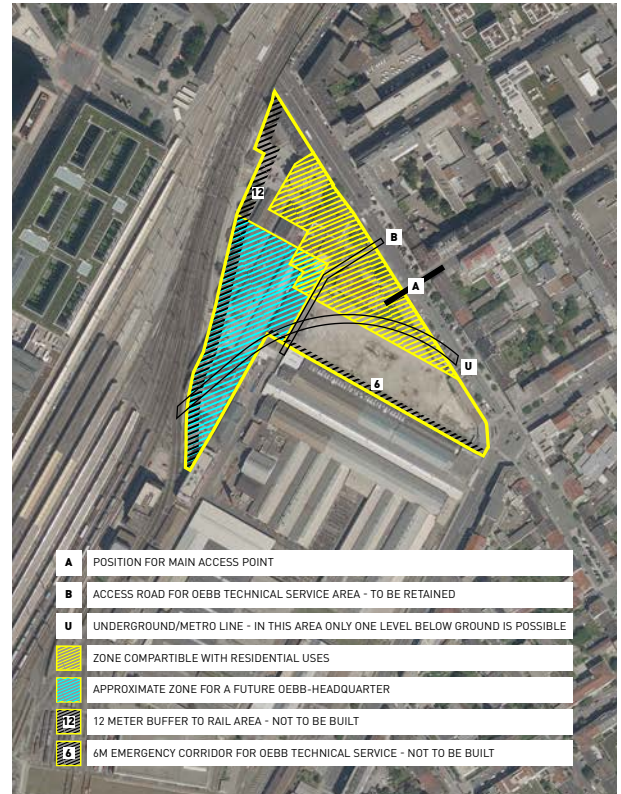
It is essential to guarantee an optimal circulation while the Technical Service centre and the northern workshops are still on site.

Besides this it is expected to define further street connections (width 7m) that link to the projected tunnel and bridge that are going to be installed in the long term vision. They should guarantee a good accessibility to the station from the south (e.g. with the bus, taxi, pedestrian or bicycle) and to a possibly built bus station located in the TS Werk (long term scenario). In the future these streets can be extended to the Unionstrasse and to the Andreas-Hofer-Viertel.

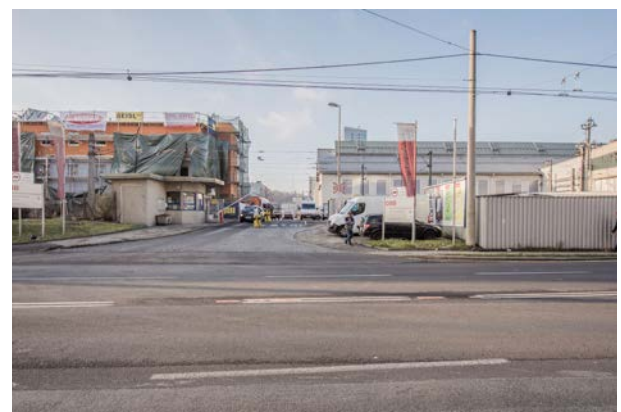
In terms of opening the site it is necessary to identify zones and dimensions for public spaces and to describe their characteristics in relation to the proposed production facilities. The public spaces should be robust in terms of different uses as well as attractive to invite people also in times when all facilities are closed. A public space with high quality to stay and walk through for people working, living and passing by is expected to be proposed.

Based upon the city`s masterplan for green areas, the "Grünflächenplan" (2001), a qualitative presentation of the outdoor area has to be guaranteed. Planting concepts for facades and roofs should be conceived as well.

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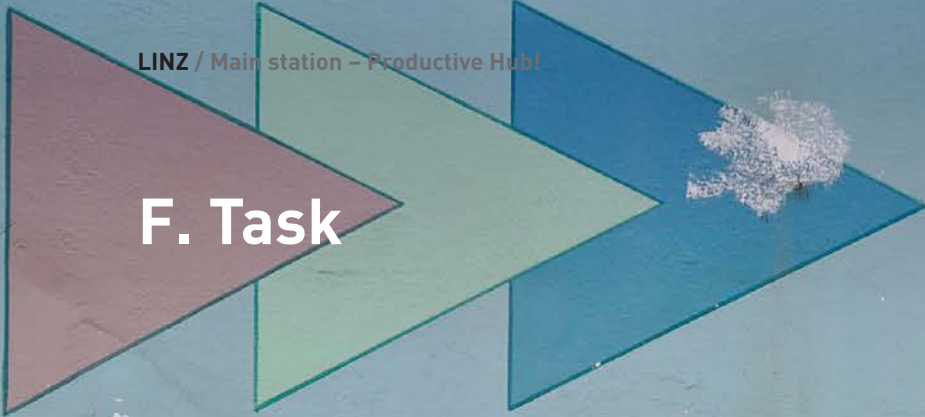


Border between project site and station; south of the tracks view to Terminal Tower and Wissensturm



2nd entrance to TS Werk from Unionstrasse

F. Task



D. Task

***Design of a long term vision:**

Illustrate the transformation of the study site together with the project site within the next 30 years for a scenario when the Technical Service has left. Show how the area will be converted into an appealing urban district open to its surrounding; it is seen as a kind of collage more than a specified masterplan;

***Framing of new formats of production:**

What is the future of labour and craftsmanship? How will our work environments look like? Develop a programmatic concept for the site and generate ideas of how different kinds of small-scaled productions can be linked with each other, similar to the systematics of the workshops right now. Research possibilities of synergies with the services and actors in the neighbourhood, e.g. start-ups relating to mobility, training schools,....

***Flexible building structures:**

New typologies of production have to be invented. Introduce a basic model that is able to host the newly defined spaces of production. Imagine it as an open and flexible structure that can be occupied by different programs and adapted according to changes. A variety of combinations should be elaborated as well as different stages of expansion. Define the dimensions of the structures and the requirements for height.

In this context it is important to mention the „Tabakfabrik“, a former industrial site near the Danube river that was turned into centre of creative industries within the last years (see paragraph of socio cultural analysis);

***Time based urbanism:**

Flexibility is not only required in terms of spatial adjustments. Flexibility also means developing the site within different time periods; depending on the availability of certain areas, the competition asks for a clear zoning concept. Various scenarios of the progress should be sketched. They should give an idea about the relation of timespans and the areas of activation.

***Density and heights:**

There is no clear definition of density or floor ratio for the site. The quantitative parameters need to be developed along with spatial qualities. Therefore the question of density should be answered together with the typological approach as well as the height conception. It will be necessary to test certain heights and their integration into the existing context in order to create urban concentration as well as to mark particular zones of importance. In context of the zoning concept detailed data of density, floor area and ratio have to be indicated.

For the southern part, the draft should be more specific and can include parts of a (building-) structure.

G. Submission



F. Submission

IMPORTANT: The following list of documents is a proposal by EUROPAN Austria, your submissions documents need to comply with point 4.4 “Items to submit” of the EUROPAN 14 rules, also available online.

STUDY SITE:

Draft of a vision for an urban development representing the district in 30 years

*Structural site plan, Scale: 1:2000 (including North arrow)

>Showing the study site in its territorial context; connections to main station/inner-city/Wienerstrasse/Andreas-Hofer-Viertel; circulation concepts, layout of open spaces, building masses (figure-ground) and uses;

*sections (fragments), Scale: 1:500

>Showing the linking with the neighbourhood (tunnel/bridge etc.)

*additional schematic axonometric views or diagrams to explain the concept and the connections

PROJECT SITE:

Design of a framework/scheme including a layout of plots:

>Showing different scenarios for the north and south zone; description of uses, connection points, circulation, plots structure, chronology of implementation

Design of a programmatic concept:

>Illustrating the concept of zoning/stacking of diverse programs; production/commercial facilities /housing /further urban programs (offices/public services/culture)

Design of access areas and conception of public space:

> Visualizing the main connections in the medium term and the additional connections in the long run; arrangement of public spaces, circulation areas and green areas;

SCENARIOS:

Site plan always showing both zones, Scale: 1:2000 (including North arrow)

*Scenario southern zone: urban scheme; north zone in the current condition

*Scenario north zone: urban scheme with ÖBB office cluster; together with the proposal of the southern zone

*Scenario north zone: urban scheme without ÖBB office cluster; together with the proposal of the south zone

*additional material: 3-D visualisation, collages, diagrams to explain the programmatic and spatial concepts within the different scenarios

SOUTHERN ZONE:

Urban scheme more detailed; can include parts of a building-structure showing production spaces, shopping facilities (max. 12.000 m² not as one compact volume), housing (regarding the restricted area), circulation, public space and green areas;

*Ground floor plan, Scale: 1:500 (including North arrow)

*Floor plans, Scale: 1:500

>Showing exemplary upper floor plans of the typological organization (1:200 in fragments also possible)

*Sections Scale: 1:500

>2x sections minimum of the southern zone; showing the height development and the relation to the surrounding (1:200 in fragments also possible)

*additional material: 3-D visualisation, collages, diagrams to explain the spatial concept

DECLARATION OF NUMBERS:

in relation to the zoning plan: total floor area (GFA), density (FAR), number of floors, the numbers of units, car/bike parking lots (approx.)