EUROPAN AUSTRIA

E16 Living Cities

Linz

Expansion from within

Welcome!

Dear participant(s),

Welcome to the international competition EUROPAN16 “Living Cities”.

We would like to thank you for choosing to participate in EUROPAN Austria.

Since 1989, thirty-two years ago, EUROPAN has acted as an international platform in Europe and is one of the world‘s largest competitions including follow-up implementation. It 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 Klagenfurt.
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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Calendar 2021

April 05	Launch of the competition on the European website & opening date for registration
April 08	“Kick-off” of interactive Austrian opening event (digital format)
June 18	Deadline for submitting questions on sites and rules
July 02	Deadline for answers to questions on sites and rules
Sep 17	Deadline for the online submission of the projects
Sep 18	Publication – on the European website – of a temporary list of submitted projects
Sep 23	Deadline for controlling submissions & publication of the final list of submissions
Sep 23 - Oct.	Shortlisting of entries by the national juries (25% - 30% max.)
November	Comparative European analysis of the shortlisted ideas & Forum of Cities and Juries
November	Final selection of winning projects by the juries
Dec 20	Announcement of results on the European and national EUROPAN website

Questions & Answers / Update of Material
Please use and check the forum online
http://europan-europe.eu

National opening event
April 08.04.2021 / 19:00 >>to join the Kick-Off event klick here<<

National award ceremony
Jan/Feb 2022
will be announced online >>www.europan.at<<

Site visit
Monday 06.05.2021 / 12:00-14:00 (live digital & physical if health regulations permit)
Livestream link: announcement on website www.europan.at and instagram europan_austria
Meeting point: Outside the main station in front of the two lions
Registration: Please confirm your participation via email to office@europan.at
(name, number of participants, mobile number)

Meeting point: Outside the main station in front of the two lions © google 2021 CNES

General information

Site Representatives / Actors involved
Gerald Aichhorn, managing director, EBS Wohnen Linz
Horst Irsiegler, managing director, EBS Wohnen Linz
Manuel Gattermayr, project manager Froschberg, EBS Wohnen Linz
Gunther Kolouch, head of Planning Department, City of Linz
David Schwab, project manager, ÖBB Infra
Judith Grüblinger, project manager, ÖBB Immo

Team Representative
Architect, urbanist

Expected skills with regards to the site's issues and characteristics
Urban planning and housing. Teams are encouraged to form collaboration of architects, urbanists, landscape architects and traffic planners.

Communication
Communication after the announcement of results on the European website

Jury - 1st Evaluation: Local commission
with the participation of the site representatives
Gerald Aichhorn, managing director, EBS Wohnen Linz (substitute: Horst Irsiegler, managing director, EBS Wohnen Linz)
Manuel Gattermayr, project manager Froschberg, EBS Wohnen Linz
Gunther Kolouch, head of Planning Department, City of Linz
Evelyn Rudnicki, architect, principal of pool
Gerhard Sailer, architect, principal of Halle 1
Member of the international jury
Member of the international jury

Jury - 2nd Evaluation: International Jury
Elisabeth Merz (DE), head of Planning Department Munich, honorary Prof. at the TU Munich
Andreas Hofer (CH), architect, director of IBA'27 Stuttgart
Paola Vigano (IT), urbanist, principal of Studio Paola Vigano
Bernd Vlay (AT), architect, principal of StudioVlayStreeruwitz
Akil Scafe-Smith (UK), architect, founding member of RESOLVE
Susanne Eliasson (FR), architect, principal of GRAU
Elke Krasny (AT), theorist and curator, Prof. at the Academy of Fine Arts Vienna

Daniela Herold (AT), architect and former EUROPAN winner (substitute)
Benni Eder (AT), architect and former EUROPAN winner (substitute)

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
Presentation of the rewarded teams to the site representative(s), followed by a discussion.

Content

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1 Introduction

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I Introduction

The participating actors EBS (building owner), ÖBB (site owner), and the City of Linz would like to invite you to engage in the formulation of projects and concepts for the centrally located E16 site “Froschberg” in Linz. By means of working on specific prototypical objects at project level, the competition aims to serve as an impulse and cornerstone for a long-term urban development process. The sensitive and inclusive concepts developed within the framework of the competition will subsequently provide the basis for a resilient urban district that strives to coexist with our planet. The seemingly paradoxical ambition is to enable a densification of (open) space qualities through an “expansion from within” while simultaneously ensuring a close integration of the current residents and their various living demands - not only at human level.

Strategic site and vicinity © Pertlwieser / PTU

Strategic site

COMMISSION FOR WINNING TEAM

The City of Linz, ÖBB and EBS’ sister company WAG have already successfully initiated urban development projects on the basis of EUROPAN - for example, in Linz-Oed. The current EUROPAN16 competition now sets the starting point for the long-term transformation process of the Froschberg site in Linz. A follow-up commission for the further development of the resulting building prototypes and their implementation is intended if the design is feasible.

II Relation to E16 topic

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II Relation to the E16 topic
Recover

INTENSIFIED QUARTIERS

The amenities of living in and within nature are primarily associated with decentralised locations on the outskirts of the city with massive urban sprawl and sealing of the non-renewable resource of soil. The E16 site “Froschberg” in Linz, in contrast, combines scattered living in the green in a central location at affordable prices. In order to preserve this rare combination of urban qualities, it is necessary to transform the settlement into a contemporary living environment by means of sensitive urban planning and prototypical architectural interventions. As a producer of cold air for itself and the adjacent areas, the settlement is considered of high climatic value, which must be taken into account in further development measures. The city has an interest in an appropriate and moderate redensification to improve the connection to the settlement’s wider surroundings, to link the existing green spaces, and to strengthen slow mobility concepts as well as sustainable energy supply measures. On the individual objects, questions of public space configurations, programmatic flexibility and microclimates are to be negotiated.

Unlocking the commons
The perception of the settlement is currently dominated by cars parked in the street, which take up a large part of the public space. How could this common space in the future be given back (in some parts) to the residents of Froschberg and which new and sustainable mobility concepts can contribute to further improving the residents’ mobility while simultaneously reducing their ecological footprint and increasing the overall qualities of shared public spaces? The settlement’s central location favours the possibilities of striving for a mobility change, improving the connection to the urban fabric and at the same time generating additional value for the public space as well as for its users.

Synergies, cycles & community
Today the neighbourhood’s focus is largely on residential use. While this focus should exist in the future, we have to ask ourselves how the coming cohabitation of different generations of residents and users can ultimately be shaped to ensure a sustainable and caring coexistence, regardless of their social status and economic background. How can a mono-functional residential area be transformed into a multi-faceted environment? How will changes in the work environment, such as increasingly working from home and more flexible schedules, affect the configuration of floor plans? How can everyday culture expand and interconnect beyond its usual means? How can the interweaving of different requirements for use and rhythms be spatially formulated into a thoughtful coexistence? Which particular functions enable exchange and encounters and how should (in particular) the ground floor areas be formulated in order to generate an overarching synergy and thus promote a lively community?

Regenerative planning
The neighbourhood should by no means be regarded as a tabula rasa - on the contrary, the existing settlement structure of Froschberg provides great potential to be constantly reflected in the planning process. The intervention here is a regenerative planning approach that recognises existing resources, such as the scattered building structure or the high proportion of green spaces, reformulates them sensitively and unfolds their inherent qualities in a contemporary manner. The potential of the topography and surrounding nature serves as a canvas for the renegotiation of density with spatial quality. Weaving the notion of sharing, layering and co-existing into a new spatial understanding, an inclusive environment could be generated.

III The city in its context

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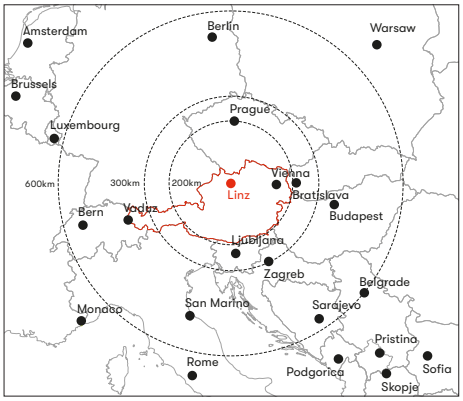
III

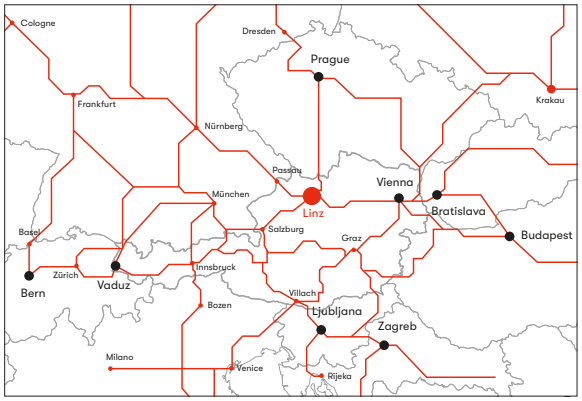
The city
The city in its context

REGIONAL 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 207 812 inhabitants (1st January 2021), it is the 3rd largest city in Austria after Vienna and Graz. Linz is the economic centre of the province, which has evolved to become Austria's second largest economic region. This region is also one of the strongest and fastest growing in Europe. The 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 have continually gained importance. A lot of well-known companies and businesses have settled here because of the excellent position within an international infrastructural network of highways, rail and shipping traffic. The international airport is located in the west, outside the city boundaries, in the neighbouring municipality of Hörsching.



Localization of Linz within Europe



National and international railway connections

The public transport system of the city consists of a network of buses, trams, and local trains as well as high-speed regional trains. There is no metro line in Linz, instead of focusing on one special means of city transport, the mobility concept of the municipality consists of three equal parts: public buses/trams, pedestrians, and individual traffic - therefore the car plays an important role within the city. The city offers approx. 205 000 jobs, double the number of inhabitants. Therefore, about the same number of people as those who live in the city are commuting daily from outside the city to work in the centre. The city is doubling its numbers during the day and shrinking again in the evening. While the population of Linz has increased by a total of 9.5% over the last ten years, the curve has flattened recently. In 2021, 74.3% of the inhabitants of Linz are Austrians, 10% EU citizens and 15.2% non-EU citizens. The largest non-Austrian communities originate from Romania (5582), Bosnia and Herzegovina (5489), Germany (3727), Turkey (3580) and Croatia (3249).

HISTORIC CONTEXT

The first Celtic settlements and fortifications within the present-day urban area named "Lentos" - meaning "flexible" or "curved" - date back to 400 BC. Linz is first mentioned as "Lentia" in antiquity in the Roman state register. Despite the destruction of various settlements over time,

evidence indicates continuous habitation throughout Late Antiquity. In the early Middle Ages, Linz became increasingly important and was first mentioned in documents in 799 with the German name “Linze”. In the 13th century the settlement gradually developed into a town and in 1240 was given a municipal judge and a seal; in 1490 Linz became the capital of Upper Austria. In 1497 the city received permission from the Holy Roman Emperor Maximilian I to construct what was then only the third bridge over the Danube after those in Vienna and Krems. In 1672 Austria’s first textile factory was founded, the Wollzeugfabrik, which at times employed over 50 000 people until its closure in 1850. The Tabakfabrik Linz was later built on the site, which is a centre of the creative industries today and indicates Linz’s transition from a purely industrial city to (amongst other qualities) a city of culture.

URBAN CONTEXT

The 19th century brought technical innovations when steam navigation was introduced on the Danube (1837) and the horse-drawn railway was built as the first railway on the European mainland from Linz to Budweis and Gmunden. With the construction of the Empress Elisabeth Railway Vienna - Linz - Salzburg - Passau (1856-61), Linz was connected to the Bavarian railway network and advanced to a major transport hub. With the new main station opened in 2004 and the new & faster train connections, Linz today is an important pole between Salzburg and Vienna. The industrialisation process starting in the second half of the 19th century (shipyard, locomotive factory, textile industry and food industry) progressed away from the city centre. The increasing population was met by incorporating the surrounding areas. With the renewed expansion of the city in 1938, Adolf Hitler pursued the plan to further strengthen Linz as an industrial, administrative and cultural centre. However, the progressing Second World War prevented most of the projects from being carried out, restricting the expansion to industrial facilities and residential buildings. As a centre of the armaments industry, Linz experienced increased air raids by the Allies in 1944/45 and thus extensive destruction.

Aerial view of the Linz shipyard around 1934
© schlot.at - Industrie-Dokumentation

Aerial view of the settlement “Neue Heimat“ under construction, 1940
© WAG Archive

The urban configuration of Linz is typical of Central Europe. The core of the inner city is formed by small-scale medieval 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 and are mainly composed of diverse residential neighbourhoods grown during the 1960s and 70s unlike the historical core of Alturfahr and the main street, where a lot of shopping and social facilities are located. The east of the city is taken up by the harbour area and by industrial zones largely owned by the VOEST Alpine corporation. The structure of the southern districts 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 accommodation for the workers of the former Hermann Göring Werke (now VOEST Alpine) was built. In the west the city starts to interweave with the surrounding green belt, an area of low density characterized 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). Today this area is again in the process of urban extension and densification as several housing projects have started in Pichling/Ebelsberg.

SOCIO-CULTURAL CONTEXT

Along with environmental changes Linz launched the process of transforming from a city of industry into a city of culture and knowledge. New institutions were established, like the Johannes Kepler University (1966), the Art University (1973) and the Faculty of Theology, the Brucknerhaus (1974), the Anton Bruckner Institute (1978), as well as the Ars Electronica (1979), an international media art festival. The AEC (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 together with the activities of the so-called "Freien Szene" effected the city's nomination as Cultural Capital of Europe in 2009. This brought a fresh impetus, which triggered building initiatives. 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 city's redefined image.

ECONOMIC 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 at this time that Linz gained the reputation of being a dusty steel city. Since the 1970s the city has tried to overcome this image. By putting in place strict environmental requirements for industrial facilities, the air quality has improved tremendously and Linz is now one of the cleanest cities in Austria. Emissions of the air pollutants sulphur dioxide (SO_2), particulate matter and nitrogen dioxide (NO_2) were reduced from about 47 000 tonnes in 1985 to about 14 000 tonnes in 2003. The most significant reduction was for sulphur dioxide, about 80% of which was achieved by VOEST Alpine, still the city's largest industrial enterprise.

The growing number of cultural facilities also increased the number of creative workers in the city, effecting changes within the population leading to a knowledgeable and innovative society. Therefore, culture is also gaining economic importance in the region. The 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.

IV Strategic site

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IV

Strategic site
A stratified settlement

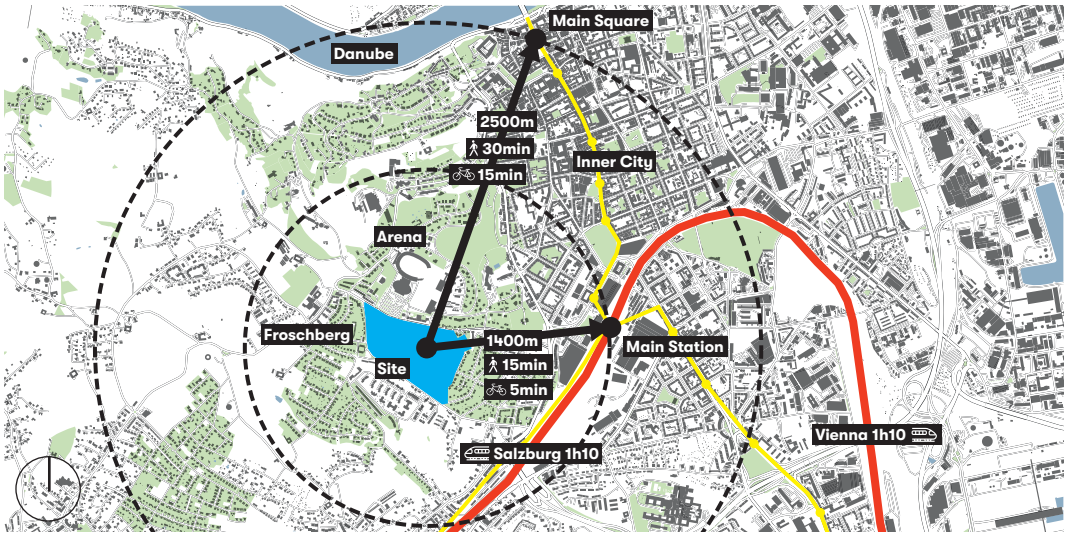
The strategic site “Froschberg” is centrally located on a geological elevation west of the Linz main railway station. On an area of 19.2 hectares, 56 buildings with 880 apartments contained therein are currently located with a total gross floor area (GFA) of 74 000m2. Compared to similarly centrally located districts, the area is characterized by an above-average proportion of green space and offers a view over the city due to its elevated position, making Froschberg one of Linz’s most sought-after residential districts. While the northern part of the district is one of the most expensive residential areas in the city, the strategic site to the south is largely occupied by residential buildings belonging to the EBS on properties belonging to the Austrian Federal Railways (ÖBB).

The name “Froschberg” (Frog Mountain) goes back to the clay mines and brickworks that were originally located on the site where frogs settled in the groundwater of the clay pits. The names of some streets, such as Ziegeleistraße (Brickyard Street), still refer to the former uses. The underlying structure of the settlement dates back to the years 1938-1941 and is characterized by a reduced building density and a considerable amount of green space between the individual buildings. As a result of the rise of Linz to the industrial centre of the German Reich and the founding of the Hermann Göring Werke (today VOEST-Alpine) as well as the settlement of armament and industrial companies, an explosive increase in the population of Linz occurred. In 1880, the population was still 56 000, but by 1939 it had risen to 128 000 and by 1945 to 194 000 inhabitants. In order to counteract the resulting housing shortage, about 11 000 apartments were built between the end of the 1930s and 1945 which included the Froschberg settlement.
Today, the strategic site, which was continuously enhanced by new typologies after 1945, represents a palimpsest-like conglomerate of a wide variety of building densities and typologies. This heterogeneous structure of detached, semi-detached and terraced houses, as well as a high-rise building, form an urban ensemble that is distinguished by many existing potentials and resources, some of which need to be rediscovered and re-programmed in order to ensure a lasting, inclusive and diverse range of uses.

EXISTING FRAMEWORK

Proximities / Calm but central
Not only the visual connection to the surroundings is at hand, but the accessibility by public transport is also provided by a multitude of bus stations. Linz’s main railway station can be reached by bike, bus, or car in only about 5 minutes or in 15 minutes by foot. Inner-city destinations such as Linz’s main square can usually be reached more quickly by bike or public transport than by car. The bicycle is competitive with the car and public transport, although the sometimes-steep inclines due to the topography are not to be forgotten. Due to the proximity of the railway station, supraregional destinations such as Salzburg can be reached faster by train than by car. Despite this excellent public transportation network, there is a consistent demand and noticeable need for more parking spaces among the residents. How could a mobility concept be configured that addresses the residents’ demands, but also evaluates alternatives to individual car traffic and poses questions regarding co-occupied spaces and climate issues?

The site’s facilities include two kindergartens, an elementary school, a church, and a park, although none of these are owned by ÖBB or EBS. While there are sufficient supply facilities for daily needs in the immediate surroundings, the Post-City, a new district on the land of the former postal distribution centre at the main train station, will serve as a working and living space for 5500 people in the future and will provide another focal point of supply for the residents of Froschberg.



Localization and vicinity of the strategic site
© schwarzplan.eu

Strategic site Train Tram

Program / tenants

The settlement is dominated by the mono-function of housing, which derives from the historical separation of working (in the factory) and living (in the green). The main group of tenants is composed of employees of the Austrian Federal Railways (ÖBB), which has the right to assign its personnel to the apartments. The income groups range from apprentices to executives, and the net rent is comparatively very low at an average of €5/m2. Household sizes range from one to four-persons, the age of current residents is slightly above the average for the population of Linz and includes a high proportion of people who are 60+. How can different lifestyles find a home within this residential use, in the sense of generational living? How can different rhythms of life (shift work) co-exist and how will the continuing transformation of work environments (working from home, flexibilization) influence housing and thus the quarter at large?

Green network

The neighbourhood is characterized by an above-average amount of green space compared to similar centrally located areas. However, the space between the houses is dominated by a large number of boundaries and terrassing of different elevations, making the large-scale green space difficult to navigate and lacking in communal qualities. How could this urban green become a spatial potential for a broad variety of inhabitants and their particular interests and needs by means of substantial transformations? A future network as well as different types of transitions from individual to communal open space can play an important role in enhancing the quality of open space - for humans and non-humans alike. What kinds of landscapes may emerge and how will they be shared and organised among the inhabitants - who will care for them? How might the site's special topography serve to structure these areas and their connections to one another, and what role does the area's visual porosity play in shaping (already existing) visual relations?

Cattle pasture around 1930 on today's ground of the stadium parking lot. In the background a brick shed, in front the Ziegeleistraße. From: HAMANN, Erika: Der Froschberg. Eine Linzer Stadtteilgeschichte.

Functions in context © Federal Office of Metrology and Surveying (BEV)

Education
1 Kindergarten
2 Elementary school
Church
Healthcare
3 Doctor
4 Pharmacy
Supermarket
Gastronomy
Bus stop

V Project site

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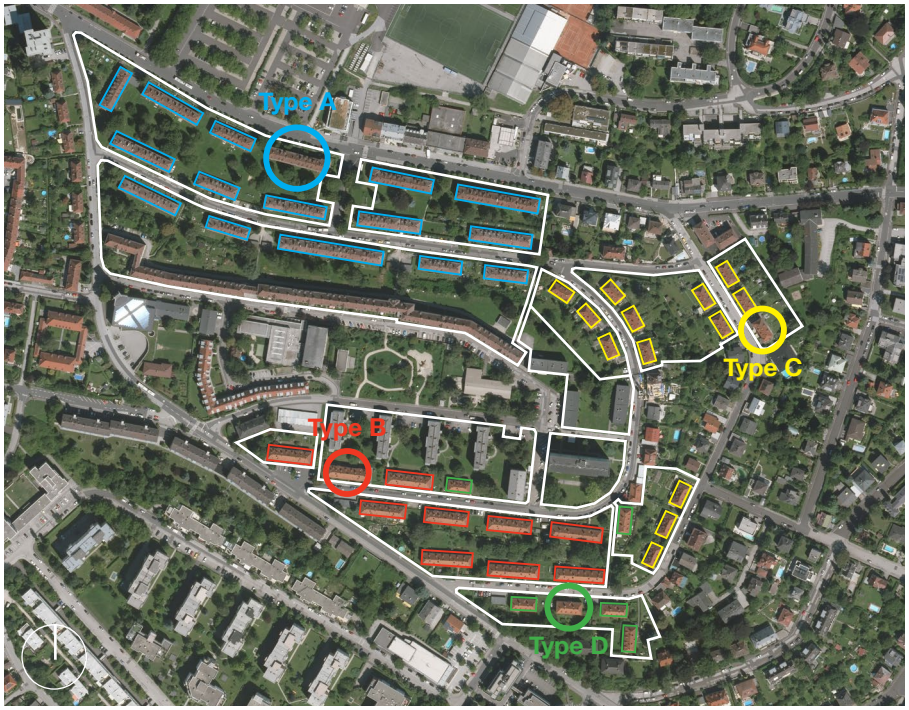
V

Project site

The E16 Project site is not composed of a delimited section of the strategic site but of several carefully chosen fragments, each of which is representative of a larger number of buildings within the Froschberg settlement. Within the framework of a prototypical approach, four different building typologies that occur repeatedly within the strategic site will be used to demonstrate how these buildings can be transformed, supplemented, reconstructed, and renewed in order to endow the neighbourhood with a contemporary and inclusive character. The credo applied here is building the quarter from the object!

By means of an interplay between scales, between the consideration of particular buildings at the project level and their parallel investigation on the urban planning level, it should be further examined in which ways the ensemble changes in its conceptuality through systematic interventions. Although these operations are to be shown as examples according to the respective typologies, they are to be understood as a modular system that always has to be thought of and function as a whole. The existing, relatively open structure, which is similar to a garden city typology, including its temporal stratification, asks for a dialogue between the overall urban planning idea and the individual object: relevant questions concern mobility, open spaces, climate issues, and the embedding of the neighbourhood in the urban fabric.



Building lease plots of EBS (white line) and arrangement of the 4 typologies (A, B, C, D) of the project sites © Federal Office of Metrology and Surveying (BEV)

The prototypes

The different building typologies, which should be prototypically extended, modified, raised or even demolished and replaced by new structures, range from single houses (D) and semi-detached houses of different sizes (B, C) to terraced housing (A). These buildings were all erected in the years 1938-1942 and were already assigned to specific users at the time of their development. The

rather small-scale, lower, detached and semi-detached houses as well as villas of the Froschberg settlement were primarily reserved for the higher-ranking employees of Linz's steel industry. Their substance is consistently older than 80 years, the condition of some of the apartments is inadequate, and the layout of the floor plans no longer meets the residents' ever-changing demands. The buildings are currently not barrier-free, categorically excluding some members of our society. How could a democratisation of accessibility be implemented that goes beyond a mere technical addition and recognises an inherent value for society?

The city is interested in a moderate densification, thereby enhancing connections to its wider surroundings and strengthening the nearby green network for pedestrians and slow mobility. The current floor space index of the buildings and plots to be investigated varies between 0.65-0.77 (A), 0.43 (B), 0.26-0.39 (C) and 0.35 (D). The aim of the competition is to evaluate a compatible and agreeable intensity of redensification that is appropriate to the particular locality, which carefully and considerately preserves the existing environment and integrates the current residents into the process in order to unlock new qualities of (open) space. In order to preserve the extensive green within the settlement, measures for roof and plot greenery as well as the replanting of trees are intended when new buildings are constructed.

Building type A
The building type A consists of three floors plus an attic that has been developed from the initial stage. Six 70m2 apartments per floor are accessed via three staircases. The attic consists of three 45m2 apartments which makes 21 apartments in total.

Building type B
The building type B consists of two floors plus an undeveloped attic. The six 45m2 apartments per floor are accessed via two staircases. In total, this type currently consists of 12 apartments.

Building type C
This building type is a two-storey building plus an undeveloped attic with two staircases and two 60m2 apartments per floor, thus four apartments in total.

Building type D
The building type D consists of two floors plus an undeveloped attic with two 80m2 apartments per floor. The total of four apartments are accessed via one common staircase.

More detailed information, floor plans, sections and site plans can be found in the appendix.

Ziegeleistraße 63, 65, 67

Hugo-Wolf-Straße 44, 46

Johann-Strauss-Straße 9, 11

Johann-Strauss-Straße 39

Social composition
The integration of the current residents, who continue to represent the core focus group for further developments, is of central importance in any form of intervention and modification in the existing structures. Many employees of the Austrian Federal Railways (ÖBB) work in alternating shifts, therefore the demand for a quiet living environment has been identified. Important aspects are therefore tranquility, heat (sleeping during daytime in summer), sound and light. The increased noise pollution from road traffic along Ziegeleistraße, Kudlichstraße and Johann-Sebastian-Bach-Straße must also be taken into account here. In order to maintain spatial equity, it is essential to preserve the inhabitant's social diversity on the basis of the current affordable housing and to counteract social segregation based on economic differences. How can housing be conceived to cover different interests and needs and simultaneously create synergies between the individual residents? How can a sustainable diversity of functions be ensured, and which structures are required to initiate a thriving environment that can continuously prosper from within?

VI Task

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Task
Unlocking potentials

The task of the competition is divided into two differing scales of consideration, both of which are equally important to contemplate. The gross floor area on the E16 site “Froschberg” shall be increased, although not merely on the basis of single buildings, but on the strategic scale. An overall urban concept needs to be developed, into which the prototypical designs will be implemented. These two spheres are closely interrelated: a dialogue must be conducted between the overall urban scheme of the ensemble and the individual objects. In which ways could the densification of existing structures be followed by a densification of (open) space qualities while integrating the current residents and already existing resources? The task is to achieve an agreeable level of density that ensures an inclusive, enduring diversity within the given framework, the opening up of shared spaces and the consideration of different living demands.

STRATEGIC SITE

The competition asks for a coherent, urban scenario of how the area of Froschberg can be transformed over a time period of several years and decades by (re-)activating existing potentials and by carefully and sustainably adapting existing structures to contemporary demands, as well as by providing additional buildings on open spaces. We ask for the formulation of a programmatic concept for sustainable forms of co-existence within the built environment that recognises existing resources such as public and green spaces, opens them for access and (re) programmes them through sensitive redensification, thus generating a resilient basis for a new and thriving neighbourhood.

What kinds of centres, such as the church and the central park, already exist and what will be their role in the future transformation of the district? How can a social and inclusive network of varying density and intensity extend throughout the neighbourhood and beyond? Investigations should be made on how the neighbourhood can be interconnected with its immediate surroundings as well as the city at large and how networks of green urban spaces and the strengthening of slow mobility (pedestrians, cyclists) can improve the quality of everyday life.

PROJECT SITE

Working from the single unit thereby influencing and modifying the whole. Building a piece of the city on the very object, is essentially what we ask you to think about on this site. In an exemplary approach, four building typologies located on the strategic site shall be examined and upgraded by means of detailed architectural proposals. From extensions and additions of storeys to demolition and new construction, everything is possible. The density and height of such transformations are not predetermined - the challenge of this competition is to explore a sustainable and agreeable degree of redensification and to further develop concepts for the activation of the public space. Therefore, the green spaces surrounding the buildings need always to be thought of as an integral part of the ensemble.

Among the detailed designs on the building level, the emphasis is on questions of contemporary floor plans, barrier-free access and, above all, the formulation of the ground floor zones, which can serve as a public-oriented interface for the new ensemble. The ambition is to establish an inclusive multi-functional environment where living and housing co-exist, where care is taken, and spaces can cyclically shift from public to private to respond to the changing demands of residents. The competition seeks strategies for a contemporary interpretation of the site’s complex identity and character in terms of urban-integrated living which reinforces amenities and reprogrammes existing resources.

VII Submission

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AUSTRIA

VII Submission

DELIVERABLES

IMPORTANT: The following list of documents is a proposal by EUROPAN Austria, your submission documents need to comply with point 4.4 “Items to submit” of the EUROPAN16 rules, available online www.europan-europe.eu.
All plans, sections and elevations shall be provided with a scale bar. Diagrams and concept drawings should correspond to the necessary scale of information and do not have to be to any particular scale. The detail of the drawings and illustrations should thoroughly express and match the focus of the concept.

STRATEGIC SITE

1:2000 overall site plan (urban scale) explaining the distribution of building masses in terms of significant characteristics such as heights, accesses, orientations, infrastructure and the layout of public and green space

Urban context diagrams
- show how the redensification measures will change the strategic site, through two figure-ground diagrams showing the before and after situation (extensions, new buildings)
- show the principles of the green areas and open spaces and how they are paired with slow mobility (exterior spaces, courtyards, streetscape, public space, cycling & pedestrian paths)
- show mobility concepts, also for motorized individual transport including possible sharing concepts

Illustration
1 perspective or axonometric view that illustrates the vision for the E16 Site focusing on the overall area.

PROJECT SITES

1:200 floor plans for each of the 4 different prototypes
- ground floor plan, showing the structure of the ground floor (access, orientation of buildings, relation to outside space, contemporary adaption)
- standard level floor plan, showing the structure of one standard floor level

1:200 drawings for each of the 4 different prototypes
- sections and elevations that are central to the competition proposal

Diagrams and concept schemes
- type and distribution of uses (synergies with existing program in the neighbourhood, rhythms day/night)
- building typologies and combinatory principles (occupation principles with different programs and scales)
- exemplary street and open space design (courtyards, green areas)

Illustration
1 perspective or axonometric view that illustrates the design solution focusing on the prototype (building and related spaces).

REGULATORY EXPLANATIONS

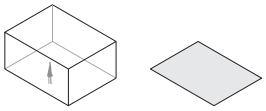
The following explanations are intended to provide assistance. They are an excerpt from the supposedly most important passages. They make no claim to detail, accuracy or completeness.

density (FAR) = GFA / plot area
0.5 = 300m2 / 600m2
(3x100m²)

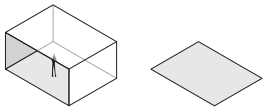
Building density, gross floor area
Building density or floor area ratio (FAR) is the ratio of a building's total gross floor area (GFA) to the size of the piece of land upon which it is built.

E.g.: If a building has 300m² GFA on a plot of 600m², FAR is 0,5
density (FAR) = 300/600 = **0.5**

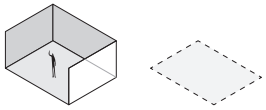
Definition of gross floor area (GFA)
According to Austrian building regulations (ÖNORM B1800), the gross floor area (GFA) is defined as the total floor area contained within the building, measured to the external face of the external walls. Yet, if a space is enclosed on less than 5 sides, its floor area of that space is not included in the GFA.



enclosed by **6** sides
(e.g. interiors)
→ add floor area to GFA

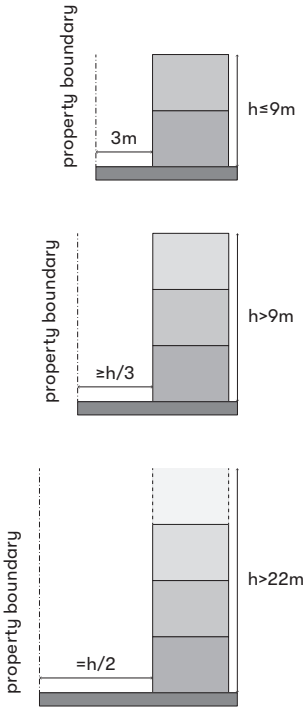


enclosed by **5** sides
(e.g. loggia)
→ add floor area to GFA



enclosed by **4 or less** sides
(e.g. balcony, terrace)
→ do **not** add floor area to GFA

Distances
The Upper Austrian Building Technology Law (Oberösterreichisches Bautechnikgesetz) defines as follows:



The distance is measured from the property boundary.

• For new buildings and additions to buildings, a minimum distance of 3m, measured from the finished exterior wall, has to be maintained from the building site or neighboring property lines.

• For buildings higher than 9m, the distance has to be at least one third of their height.

• For buildings with an escape level of more than 22m or an eaves height on all sides of more than 25m above the adjacent future ground, the distance must be half of their height.

• The above mentioned regulations do not apply for facades facing public recreational areas.

• The minimum distances can be reduced with balconies, terraces, outdoor staircases, porches and protective roofs; however, a minimum distance of 2m from the neighboring property lines cannot be reduced.

The complete regulations regarding building distances are available here (only in German); see § 40 and § 41.

VIII Legal framework

EUROPAN AUSTRIA

VIII Legal framework

Disclaimer: Since rules are still subject to change at the time of publication of this document, please see the complete and updated rules for EUROPAN16 on the European website: www.europan-europe.eu/en/session/europan-16/rules

ADMINISTRATION OF THE JURY AT THE AUSTRIAN LEVEL

In accordance with the requirements of EUROPAN Europe, the judging will be carried out in two evaluation stages. Minor deviations from international regulations within the process are described below.

Technical commission
A nationally designated technical committee determines the technical conformity of each project submitted.

1st stage evaluation: Jury on local level
Due to the experience of the positive influence on further project implementation, local experts are integrated in the decision-making process of the 1st stage evaluation on the level of each site the seven-member jury is composed of:
• two members of the international jury of the 2nd and final evaluation,
• two national experts of architectural and urban design in knowledge of the local specifics, and
• three site representatives.
As defined in the international EUROPAN guidelines the commission appoints one of the two international members for the Chair and agrees on the evaluation procedure.
The jury then decides on the projects that do not comply with the rules and whether they are to be disqualified or not. The projects remaining in the evaluation are evaluated according to their conceptual content and their degree of innovation in relation to the EUROPAN16 topic. As a result, the commission selects 25% (or a minimum of 5 entries) of the submitted projects for the final evaluation.

2nd stage evaluation: International jury
The international jury commission, appointed by EUROPAN Austria and approved by EUROPAN Europe, consists of seven votes:
• two experts of the urban order representing the clients‘ view,
• four experts from the urban and architectural field, and
• one outstanding professional (in an associated field of the topic.)
By appointing two of the four international experts to the local jury the transfer of information between 1st stage and 2nd stage is guaranteed.

The jury examines, without consultants and independently of local liabilities, the shortlisted projects and selects the Winners, Runners-Up, and Special Mentions according to the assessment criteria formulated by EUROPAN Europe (see international competition description).
Each country budget includes the equivalent of a Winner’s and a Runner‘s-Up prize per site. However, each project is judged on its sole merits and the winning teams are not chosen on the basis of an equal distribution between sites. Therefore, the jury may distribute the prizes among entries of its choice or decide not to award all the prizes. In this case, the reasons have to be published. The jury may single out projects for a 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’s decisions are final in compliance with the rules of EUROPAN Europe.