



EUROPAN  
AUSTRIA

E16 Living Cities

# Klagenfurt

Educating Inclusivity

# 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



### 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<<](http://www.europan.at)

### Site visit

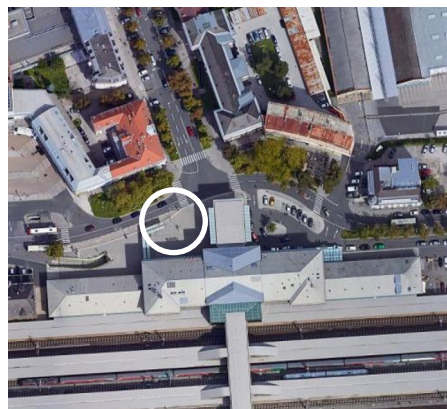
Friday 07.05.2021 / 12:00-14:00 (live digital & physical if health regulations permit)

Livestream link: announcement on website [www.europan.at](http://www.europan.at) and [instagram](https://www.instagram.com/europan_austria) europan\_austria

Meeting point: Outside main station

Registration: Please confirm your participation via email to [office@europan.at](mailto:office@europan.at)

(name, number of participants, mobile number)



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## General information

### Site Representatives / Actors Involved

Mayor, City of Klagenfurt

Robert Piechl, head of Planning Department, City of Klagenfurt

Erwin Smole, Stadtwerke Klagenfurt / Klagenfurt Mobility GmbH

Jürgen Mandl, Carinthian Chamber of Commerce

Folker Schabkar, FSF Real Estate (Autohaus Sintschnig GmbH)

### Team Representative

Architect, urbanist

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

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 - 1<sup>st</sup> stage evaluation: Local commission

with the participation of the site representatives

Mayor, City of Klagenfurt or representative

Robert Piechl, head of Planning Department, City of Klagenfurt

Erwin Smole Stadtwerke Klagenfurt & KMGmbH (in an advisory function Jürgen Mandel & Folker Schabkar)

Aglée Degros, Prof. Urbanism Department, Technical University of Graz

Reinhard Hohenwarter, architect, principal of Dreikant Architektur

Member of the international Jury

Member of the international Jury

### Jury - 2<sup>nd</sup> stage 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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- II Relation to E16 topic
- III The city
- IV Strategic site
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# I Introduction



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## Introduction

Klagenfurt would like to invite you to bring forward your project ideas for one of the most important sites in the city today. Within the next five years a new high-speed rail infrastructure will bring another dimension of connectivity to the city. The E16 site is at the core of this opportunity, located next to the main station. Proposals should explore the potential triggered by this new circumstance for an open and diverse place. Help us build a progressive city-mosaic, a starting point for a bigger development, determined to meet the human needs in a livable city.



### COMMISSION FOR WINNING TEAM

With the competition, the starting point for the transformation process will be set. The site will be developed in various stages due to the different ownerships (see graphic page 17). The E16-winning teams shall be involved in the urban development process, which will establish the base for later architectural competitions on the four plots of the site. Furthermore, some of the teams will be invited to participate in the architectural competition for these very plots.



# II Relation to E16 topic



## Relation to the E16 topic

### Revitalize

#### TRANSFORMING FROM INFRASTRUCTURE

When thinking about a coexisting future, public infrastructure is a central consideration. Not only in relation to a low carbon footprint, but also in terms of accessibility for all. Depending on scale and reach, it can connect regions with their urban areas and interlink major cities and countries. A robust and fast grid of connectivity allows action on a wider scale and provides new options of interaction. It is a powerful tool to make cities resilient and inclusive in the future, as it can stimulate exchanges, trigger new influences, and foster diversity. Klagenfurt will soon profit from new connectivity input. It is recognized as a great chance on many levels, its dimensions yet to be fully explored; in any case its underlining theme calls for an open, inclusive, and just city. The E16 site of Klagenfurt must be approached with this attitude in mind.

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#### Reaching out

Within the next five years, Klagenfurt will be linked to a superior mobility system. With the soon to be completed high-speed southern railway line, the city will enter a new dimension of connectivity. A missing link – long awaited – will close a gap in the Baltic-Adriatic Corridor in Europe. Stretching from north to south, from the Baltic Sea to the Adriatic Sea, it covers 1 700 kilometres<sup>1</sup> of infrastructure. Klagenfurt is one of the stops along this route and will be plugged into an expansive rail network. On a more local level, it will connect two regional capital cities which had previously been three and a half hours apart, now reachable within 45 minutes.

#### Open & diverse

Accessible and just infrastructure is a key element to enhance exchange and to join a network of broadening (personal) choices. The new high-speed infrastructure serves as the trigger for these developments, attracting different groups of people both from the town and from further afield. It bears the potential of becoming a melting pot of ideas with the driving force being exchange with openness. The global trend of moving back to cities is also perceptible amongst Carinthian people. Provided with an agreeable place to live and/or work within easy reach, Klagenfurt will enhance its attraction. But it will only thrive, if people's different motives, needs and backgrounds are recognised and seen as valuable sources to be included in a development aiming to arrive at a shared togetherness – a stimulating place to live.

#### Dynamic & lively

Infrastructure hubs in themselves are already highly dynamic places in a city. The E16 site is located directly in the vicinity of the train station and on the route towards the city centre. Numerous schools, trainee facilities and semi-public institutions can be found in the neighbourhood, many of them in need of additional room. Large scale volumes on site are prone to stimulate uses that provide a nurturing ground for a mixed liveliness. Valorizing the buzz from the nearby infrastructure, the proximity to the centre and the potential for a unique use-combination, will lay another set of opportunities upon the site.

#### Porous & green

Embedded in this particular context where, within walking distance, excellent public transport and main city features are at hand, it is unquestionably a place that prioritizes pedestrians and slow traffic, in tune with the city's [smart strategy concept](#). Porosity as a key objective will encourage movement through the site. A green strategy will also play a crucial role on today's 100% sealed surface, inviting nature to root. Infrastructures are mostly accompanied by leftover spaces, a paradise for ruderal vegetation. This and the city's substantial green network can be drawn on here.

# III The city in its context





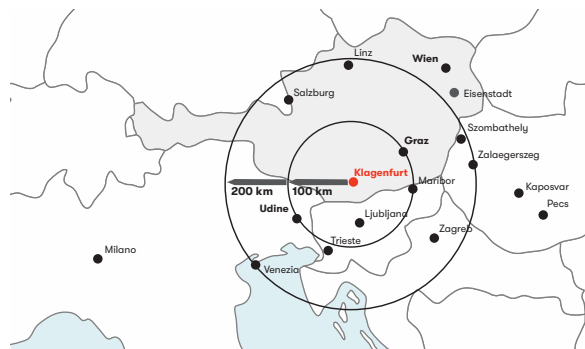
## The city

### The city in its context

#### REGIONAL CONTEXT

Klagenfurt is the southernmost regional capital of Austria, on the shores of a large lake. Paired with a continental climate – hot summers and cold winters – it is a popular destination for sports and tourism. Klagenfurt is part of the Alpine-Adriatic region which is changing from a political-administrative conglomerate to a collaborative all while competing for intercultural and economic space. The importance of state borders is receding in favour of cities known for their individual atmospheres. The following five cities are located within a radius of 100 kilometers: Graz, Maribor, Ljubljana, Trieste, and Udine. All are university cities, Klagenfurt being the smallest with 100 000 inhabitants. Its central location within the Alpine-Adriatic region already provides special potential. With the imminent prospect of being part of the high-speed European Baltic-Adriatic Corridor, the chances for the city will soon multiply.

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Alps-Adriatic region, Klagenfurt in a centre position



Baltic-Adriatic corridor, with new link in red

#### HISTORIC CONTEXT

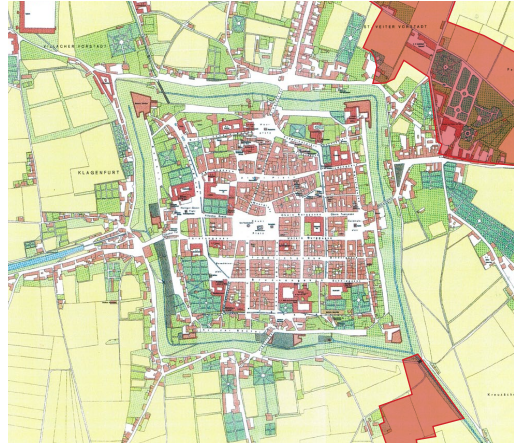
Klagenfurt was first mentioned in 1199 as a small settlement on the river Glan. Due to regular flooding the settlement was moved to the place where today's historic centre can be found. In 1514 a large fire left Klagenfurt in ruins. The impoverished emperor, Maximilian gave the city to the local nobility and the high clergy with the order to rebuild it. A new settlement was designed on the drawing board by Domenico dell'Allio and within a few generations great building achievements were made: the canal to the lake was dug, massive fortifications erected, the cathedral and Landhaus (the state Parliament) were built, representative buildings which still shape the city's appearance. The canal was important for freight shipping and trading goods in the entire lake region. The fortifications were destroyed during the Napoleonic wars and never restored, although they are still traceable today. In 1863 the city was connected to the network of the Southern Railway, and the resulting economic impetus made Klagenfurt the real centre of Carinthia.

#### URBAN CONTEXT

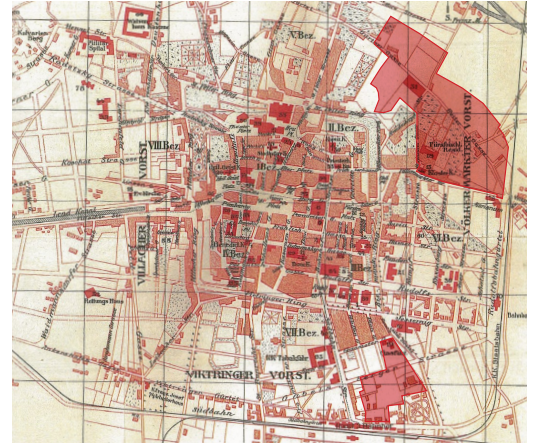
In historical maps the contrast between a dense, still partly walled, city structure and a sporadically developed area in a natural setting can be seen (see map from 1827, page 12). During the 19th century the urban extension kept a coherent and homogeneous density. In the first half of the 20th century, Klagenfurt grew considerably with developments still of a high urban quality

(see map from 1910). In the second half of the century urban sprawl tendencies began to spread which led to a dissolution of the peripheral urban structure.

Today the historic inner-city fabric is rimmed by the ring road, the area of the former city walls. Parks and nature accompany this gap-space, which serves as the main traffic distribution system, where regional arteries join in. In comparison to other cities in Austria the urban area is relatively large in relation to the number of inhabitants. This areal expansion allows nature to weave in. Many village-like settlements can be found in the urban fabric of today, making Klagenfurt a polycentric city, which is shaped by the distinctive green belts along the two rivers and the canal.



Klagenfurt 1827 © City of Klagenfurt



Klagenfurt 1910 © City of Klagenfurt



Klagenfurt today, with green structure and peripheral dissolution © schwarzplan.eu

## SOCIO-CULTURAL CONTEXT

Klagenfurt has a constant population growth of 5.8%<sup>3</sup>. 35 000 commuters a day come into the capital, 8 000 of whom are pupils and students. The city houses two universities, a wide range of educational institutions and has an active cultural agenda. Notably the installation “For Forest”<sup>4</sup> made an impact, and not only on the international art scene, when 300 trees were planted in a football arena to send a message about the Anthropocene, deforestation, and climate change. Projects like these send a signal, showing the city’s intention to go beyond its image of being perceived mainly as a tourist and sports destination.

## ECONOMIC CONTEXT

The city is home to many workplaces, especially in the tertiary (service) and quaternary (information) sectors. With the Lakeside Science & Technology Park, Carinthia’s economic policy has for years intended to facilitate close cooperation between business and research. The lighting industry, medium-sized trade and commercial enterprises have settled in town as well as international companies such as Philips and Siemens. The inclusion in the trans-European Baltic-Adriatic connection will ensure Klagenfurt’s optimal access to emerging economic areas and to the most important seaports for Austria. Klagenfurt is becoming a hub of the supra-regional economic axes, which is particularly important for securing business locations and as a decision criterion when companies and corporations choose a location.



# IV Strategic site





## Strategic site Interface

The strategic area has approximately 72ha and is located between the railway station and the inner city; we could say between the buzz of arriving & departing and the buzz of a centre inviting to stay. Wedged between these particularities, the strategic site can be interpreted as an interface that takes advantage of these dynamic places: Which potential can be arrived at by negotiating this unique position in town with its existing parameters and its future prospects?



### EXISTING FRAMEWORK

#### Proximities

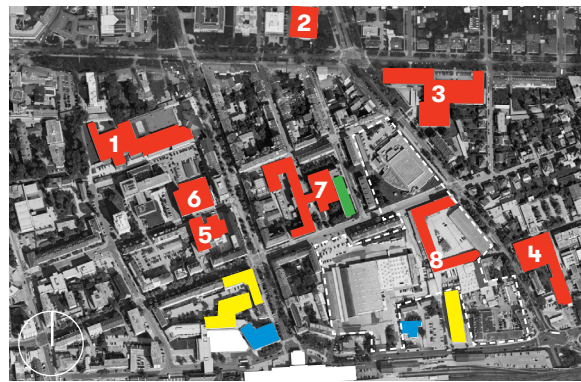
The close proximity – walking from the city to the station takes about 10 minutes – clearly supports the options that can be generated here. Many functions are within easy reach and walking is an appropriate manner to move around town, meaning the site is prone to have a big audience crossing it. Currently the Bahnhofstraße is the most direct and most frequented connection, a pleasant street with trees and shops. Diverting your path doesn't seem necessary, unless you're heading to a specific location in the surrounding area. > *Create spaces off the beaten track, worth being discovered.*

#### Uses

Speaking of specific locations, an accumulation of educational institutions can be found: several schools, trainee facilities, administrative functions and a music university are situated in this area. A mix of youth, students and adults are "at home" in these streets. Amongst them, people who are about to finish education or to be re-trained and might be thinking about which future path to take. Is there anything interesting for them to connect to? > *Make them stay!*

#### Identity

The strategic area is located within the urban character of the Gründerzeit. It has grown in the classic block grid structure from the inner city towards the railway station, becoming dissolved towards the south. Here, compact commercial and industrial areas can be found. Some have generous undeveloped land reserves, where the city has since long envisaged development. A mere decade ago, such industrial sites would have been demolished without a blink upon



- Education
  - 1 Economic secondary education school
  - 2 University for music
  - 3 Technical training academy
  - 4 WIFI Carinthia Technical Centre
  - 5 WIFI Carinthia - adult education
  - 6 Retraining centre
  - 7 Training college
  - 8 Maker space
- Administration
  - 4
  - 5
- Culture
  - 6
- Social Institution
  - 7
- Infrastructure
  - 8

Functions in context © Google Earth images: data SIO, NOAA, U.S. Navy, NGA, GEBCO Landsat/Copernicus)

development. That has changed in favour of a raised awareness, in which these structures are seen as having a potential in terms of identity, atmosphere and spatial quality. Fragments of such structures can be found on site; are they worth keeping? > *Unmask the identity of the place.*

## FUTURE POTENTIALS

### Global and local

The site has to be understood in a wider context, bringing the idea of connectivity to the place. In Austria alone, 3.5 million people live in the catchment area of this southern train route. Fact is that travel time to other cities will be reduced dramatically. What was 3.5h before will shrink to 45min (Graz) and 4h will be reduced to 2.5h (Vienna). The access to this high-speed network will boost the economy and will put Klagenfurt on the map for people who value living in healthy surroundings with nature, education, and culture and, at the same time, see the chance of having interesting work close by. Commuting to neighbouring capitals will be a reasonable option, as well as starting new businesses since networks are close. > *Generate a place where this mind set can anchor and thrive.*

### Slow mobility

Klagenfurt has a lot of green areas and a layer of plants and trees span evenly over the entire city. Not so much though on the strategic site. Here the area comprises of some housing, but mainly of administration buildings, schools, industrial and commercial sites with big, sealed surfaces. Cars are still very dominant in the city and a substantial part is dedicated to parking. Walking and biking could be much more attractive. The city, comitted to a [smart city strategy](#), is planning to combine the green zones with a close-knit network of slow mobility (pedestrian paths & bike lanes). Key to the development of the strategic area will be its connection to and expansion of the green infrastructure, supporting a contemporary use of mobility. Next to the train station there is also the bus terminal, making this area the entrance to the city for a big user group. It will be relevant to guarantee easy access to the green infrastructure straight from there. > *Make it worthwhile to choose slow mobility.*



strategic site (dashed) and project site (continous) in urban context © Google Earth (images: data SIO, NOAA, U.S. Navy, NGA, GEBCO Landsat/Copernicus)



# V Project site





## Project site

The project site has 6.1ha and is a composition of 4 plots, which will be developed in stages. Each plot has to function on its own, however, it is essential that the entire project site is treated as a whole. The various owners of the site form a working group and will be involved in the project from the very beginning.

### FOUR PLOTS - ONE PROJECT

#### Plot I

is the remise for buses with large scale buildings. It might be interesting to evaluate their relevance regarding their identity for the site and whether or not to include them in the new proposal. The remise will move to a new location within the next five years.

#### Plot II

comprises of a small park and of Klagenfurt's public indoor pool. Plans for its replacement have been allocated a site near the lake. The current building will become vacant within five years.

#### Plot III

houses old garages, which have been adapted for training facilities for tradespeople such as carpenters, electricians, painters, etc. A recently established maker space is also part of this compound, which surrounds an open communal area. The programmatic focus should be kept and understood as an "activating agent". The existing buildings need to be integrated in a new proposal, thus adapted in such a way that openings enable connections and porosity within the site. The historic hall serves as exhibition space for prototypes and is programmed by the maker space, sometimes cars park there.

#### Plot IV

is taken up by a car dealer about to move to a new location and a residential building from the 1950s. No building is worth preserving. People living here should find a new home on the site.



© Google Earth (images: data SIO, NOAA, U.S. Navy, NGA, GEBCO Landsat/Copernicus)

## Other

The project site's boundary has recesses from the block's natural structure – this is where buildings belong to different owners:

A. On the southern border a listed building by Margarete Schütte-Lihotzky, called the “Volxhaus” (house of the people), can be found. It is used as a theatre and owned by the Austrian Communist Party.

B. Next to that is the administrative building of a retirement pension insurance company, bringing a frequent flow of people during office hours to that address.

C. Private buildings (offices and housing), Gabelsbergerstraße, the street between plot II & III must be kept as such.



Plot 1 - remise South side. 180° view from left to right: North/East/South

## KEY OBJECTIVES

### Social composition

The social composition of the place will be vital. With the maker space and the training centre, active and open functions have already settled in. Embedded in a context of educational institutions the topics of “new learning” and “new apprenticeship” are at hand. How can learning become multi-dimensional, including pupils, teachers, professionals, start-ups, and apprentices? In a synergetic mode, as “living cities” is proclaiming, working, living, making, and learning would naturally interweave and ideally profit from each other. Which user groups could interact with each other in order to create a truly mixed place? Which functions or mere acupuncture can be brought in, in order to stimulate liveliness? What more does it need to introduce a welcoming diversity? > *Be inspired by the existing neighbourhood and by the future territorial potential.*

### Porosity

Even with the block grid structure dissolved and large open spaces available, the site currently conveys a “closed” impression. It isn't welcoming. Pupils whose school could be reached more directly via the site, choose the Bahnhofstraße over the shortcut. Therefore, thinking about how to bring porosity to the place will be key. The site should invite people to cross, to stay, but essentially to “use” the space. With its unique location it is predestined to become a place ‘en route’ for many people in the area. > *Make people notice, stay a while and enjoy the place.*

### Nature

One would describe Klagenfurt as a green city, embedded in a beautiful landscape on a large lake. Its generous green spread might lull you into a sense of security, however climate issues such as heavy weather and hot temperatures don't stop at the gates of the city. The E16 site is almost fully sealed, and concrete determines its appearance. Talking about porosity and making a living city just, nature needs to play a vital role. The vision of a close-knit green network, being the city's capillary system, which helps to regulate its climate, provide recreational space, and stimulate the use of slow mobility, still encounters holes to be plugged. The E16 site being one of them. > *Transform the site into a resilient example for others to imitate.*



Plot IV park & indoor pool



Plot III parking area, car dealer



# VI Task



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## Task

### Role model

In Klagenfurt's Urban Development Concept 2020+ the E16 site is one of five potential urban zones to be developed. With the high-speed trans-European connection to be finished soon, the area south of the city centre and next to the train station – our strategic site – becomes a main priority. New chances will be generated, and an urban transformation process is prone to happen here. The relatively large E16 site will be its first module with the ambition to ground this unique opportunity. It will serve as a pilot project and will set the frame for the future development of the larger area. – The expectations are high!

#### STRATEGIC SITE

The competition will focus mainly on the E16 project site, however its influence on the strategic site has to be well thought out – as described above. On the strategic site, two things are especially important: 1) the slow mobility connection and 2) the green network. How can both be anchored in the area, how can they intertwine and support each other and also, how can they be knitted to what is already there: station, bus terminal and bike lanes? Where are suitable places to expand the green infrastructure? Develop a plan that can be implemented in stages. Scanning for leftover spaces might help to nudge the idea of open soil and greenery for the first step. How do you envisage the ideal scenario? How will a sustainable mobility concept reducing the ecological footprint become part of a livable quarter and which parameters have to change in order to achieve that? Design a vision where the aspiration of arriving at a breathable city-environment for humans, animals and plants alike, has the chance of coming true.

#### PROJECT SITE

The task will be to set an example for an urbanism in harmony with our planet. Nothing less is being asked! The project site is large enough to show a convincing proposal for a resilient city-mosaic, which is diverse, just and open. That means:

- welcoming different interests and backgrounds, attractive to people from town/further afield
- fostering encounter through a mix of living, working, making, and learning
- stimulating liveliness through public spaces that invite to stay or stroll
- caring for nature to root and making it a necessary part of the equation
- embedding a sustainable mobility concept
- introducing a social layer, as a parameter to be adapted in all decisions.

The quarter should comprise of affordable housing for young and old, for families and singles, for starter homes and established ones. Think in typologies where work and life can happen simultaneously, where generations can take care of each other, where spaces can be shared according to current needs, where mentors and mentees can interact. Which uses and spatial expressions can be found on ground level in order to make the quarter inclusive? How to ensure easy access and a welcoming appearance? Which “spin-offs” could emerge from the uses settling in (learning, working, making, and living) that would stimulate people to visit and join? How could existing potentials be strengthened and the identity of the place be secured? What are the spatial implications in order to guarantee togetherness, rather than a mere “next to each other”? How to ingrain the social and just into this place? Explain which spatial and temporal methods you are suggesting. And how can nature not only be part of the place but an activating agent for the surroundings. Can it be a role model showing how a microclimate could secure agreeable living conditions? How can nature be a constant and not an added extra?

#### Framework:

density between 1.5 - 2.0  
(max) on each plot

maximum building height  
of 33 metres

space for about 800-1000  
people to live/work/learn

50% housing (of which  
50% must be affordable  
housing)

30% open soil of overall  
ground floor surface area

natural green (vertical  
green, roof gardens, open  
soil, ...) to the extent of  
50% of usable floor area

20% of communal  
functions on ground floor

no residential use on  
ground floor



# 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 EUROPAN 16 rules, available online.

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 and the layout of urban-, public- and green space

**Urban context diagrams**

- Show how the site is connected to the train station and the urban structure of the area
- Show the principles of the green areas and how they are paired with slow mobility
- Show cycling and pedestrian paths, routes bisecting the area

**PROJECT SITE**

**1:500 ground floor plan** of the whole Project Site

- structure of ground floor (access, orientation of building - open/closed facade, back/front)
- public space, showing connectivity and porosity

**1:500 drawings**

- sections and elevations that are central to the competition proposal (at least one section and one elevation)

**Sketches and diagrams** explaining the type of connection, use-mix, distribution of uses with a special focus on ground-level-uses, connectivity within the site / specific character of the public space (atmosphere, program, uses, rhythms day & night), phasing / each individual phase or plot can act autonomously but is part of one development

**3D drawings / visualizations**

At least 2 perspectives that illustrate the design solution.

**Tables of numbers & graphic overview**

show compliance with key regulatory requirements, density (FAR), and distribution of total ground floor area GFA in a schematics overview. List the achieved GFA per floor. (key regulatory requirements see attachment)



## REGULATORY EXPLANATIONS

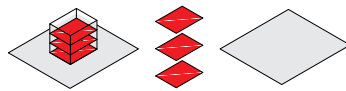
The following explanations are intended to provide assistance. They are an excerpt from the supposedly most important passages of the Carinthian Building Law (Kärntner Baugesetz) and the Austrian regulative (ÖNORM B 1800). They make no claim to detail, accuracy or completeness.

### Building density

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 300m<sup>2</sup> GFA on a plot of 600m<sup>2</sup>, FAR is 0,5

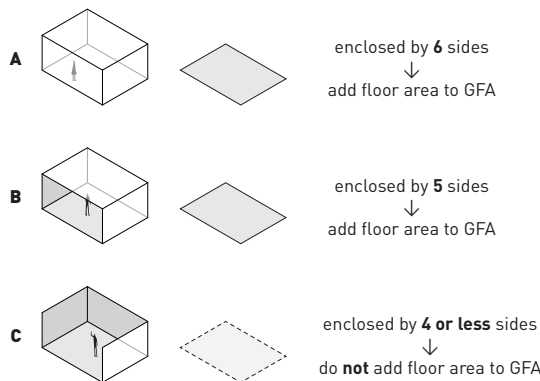
**density (FAR) = 300/600 = 0.5**



$$\begin{aligned} \text{density (FAR)} &= \text{GFA} / \text{plot area} \\ 0,5 &= 300\text{m}^2 / 600\text{m}^2 \\ &\quad (3 \times 100\text{m}^2) \end{aligned}$$

### Gross floor area

According to ÖNORM B1800 regulations, 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.





# 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](http://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.

#### 1<sup>st</sup> 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 1<sup>st</sup> stage evaluation on the level of each site: the seven-member jury is composed of

- two members of the international jury of the 2<sup>nd</sup> 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.

#### 2<sup>nd</sup> 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 1<sup>st</sup> stage and 2<sup>nd</sup> 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.