Europan 16
Living Cities

Brief
Ettlingen

Launch Day
Monday, 5th of April 2021

Organiser
Europan – German Association for the Promotion of Architecture, Housing and Urban Planning in cooperation with the City of Ettlingen

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Site Representative
Wassili Meyer-Buck
Head of the Town Planning Office

Actors Involved
City of Ettlingen

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Tullastraße 71
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Team Representative
Architect, landscape architect, urban planner

Communication
Communication after the competition

Jury – First Evaluation
with the participation of the site representatives

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

Post Competition Intermediate Procedure
Dependent on the qualification a further assignment is intended.

Mission Given to the Selected Team(s) for the Implementation
Further commissioning depends on the outcome of the competition, next steps: participation workshop , revision of the framework plan, preparation of supplementary strategy concepts (e.g. energy, mobility and open space concept), preparation of the development plan, implementation of buildings

Schedule

2021

April 5	Official launch of the Europan 16 Competition
May 7	German launching event
May 20	Site visit and colloquium
June 18	Closing date for further requests on the sites
July 2	Responding to requests on the sites
Sept. 17	Registration deadline
Sept. 17	Submission of entries
Oct. 15	Prelimiary selection by the local jury
November	Forum of cities and juries
Nov. 26	Final selection by the national jury
Dec. 20	International publication of results
Dec./Jan.	German award ceremony

2022

Feb. till June	Time frame for workshops
November	Inter-Sessions-Forum Europan 16/17

National Jury

Client Representatives

- Dr. Timo Munzinger, German Association of Cities and Towns
- Prof. Dr. Iris Reuther, Senate Building Director of the Free Hanseatic City of Bremen
- Karin Sandeck, Board Europan Germany, Bavarian State Ministry of Housing, Building and Transport, Munich

Architects / Planners

- Stéphanie Bru, BRUTER
- Julia Dahlhaus, DMSW
- Prof. Dr. Agnes Förster, Chair for Planning Theory and Urban Development, RWTH Aachen
- Kyung-Ae Kim, Kim Nalleweg Architekten
- Anna Popelka, PPAG architects

Public Figure

- Kaye Geipel, Vice President Europan Germany, deputy editor-in-chief BAUWELT

Substitutes

- Dr. Saskia Hebert, Vice President Europan Germany, subsolar* architektur & stadtforschung
- Prof Dr. Thorsten Erl, Board Europan Germany, metris architects and urban planners, professor for Urban Planning Siegen/Heidelberg

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

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Part 1

General Conditions

1 Acceptance of the Rules of Europan 16

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

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

The organisers, competitors and anyone associated with the competition recognise the content of this launching text as binding. At the same time the competitors recognise the basic requirements, demands and general conditions of the Europan 16 competition.

2 Organiser

Europan, German Association for the Promotion of Architecture, Housing and Urban Planning in cooperation with the city of Ettlingen

3 Type of Competition

3.1 Object of Competition ...

The city's aim is to transform the derelict ELBA industrial site and the area around Ettlingen-West railway station – which together cover an area of around 65 hectares – into a new, lively and diverse urban space. To this end, an urban design is sought as part of the Europan 16 competition, with special focus on the open spaces that are so important for a new identity as well as on a future-oriented mobility concept.

The neighbourhood development is also intended to take up the loose ends of the adjacent neighbourhoods and uses and weave them into a coherent concept of use and structure. Innovative ideas are sought for how lively urban spaces can be created in an environment mainly characterised by new work-related uses. In the sense of a productive city, the goal is to develop a new urban narrative centred around commercial uses and housing – including factory housing. Important components of the future quarter include open-space planning as well as the intelligent conception of lively street-level zones. Participants are asked to draw on their design knowledge of dense, comprehensively mixed and socially inclusive urban structures while taking into account the parameters of climate change, the evolving aspects of mobility and use flexibility. The railway station as a point of arrival and gateway to the city should be redefined both functionally and atmospherically.

3.2 Procedure of Competition

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

4 Admission Zone

The competition is open to all the countries in Europe.

5 Entry Conditions

5.1 Entrants

Europan 16 is open to any team consisting of at least one graduated architect, who may be in association with one or more professionals of the same or related disciplines within the architectural, urban and landscape field (such as architects, urban planners, landscape architects, engineers, artists) or from

other relevant fields (such as sociology, geography, biology) and may further be associated with one or more students with a bachelor degree or equivalent (3 years of study) in architecture or related disciplines. The team may also have one or more contributors, who are not considered authors of the project. Every team member must be under the age of 40 years old on the closing date for submission of projects.

5.2 Composition of the Teams

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

A registered team can modify its composition on the European website until the closing date for submissions (17 September 2021). No further change shall be accepted after this date.

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

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

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

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

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

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

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

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

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

5.3 Non-Eligibility

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

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

6 Registration

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

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

6.1 Europan 16 Website

The European website for the fifteenth session of the competition is available, from the opening date of the competition, at the following URL:
www.europan-europe.eu

It includes: the complete European rules for the Europan 16 competition; the session theme; the synthetic and complete site files grouped geographically or by themes; the juries' compositions; and an organisational chart of all the Europan structures.

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

6.2 Team Registration

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

This fee includes one Complete Site Folder and the printing of the panels on a rigid support by the national secretariats. Payment is automatically confirmed on the website. The team can then access its personal area and download the Complete Site Folder for the selected site and the digital entry area.

Additional Complete Site Folders cost 50 Euro per site.

7 Information Available to Teams

7.1 Synthetic Site File (Available for Free)

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

The Synthetic Site Files provide: Good-quality iconographic documents: 1 map of the city or conurbation identifying the location of the study site and giving the graphic scale; 1aerial picture of the study site in its context identifying the location of the study site in red and the project site in yellow; 1 oblique aerial

picture (semi-aerial) of the study site; 1oblique aerial picture (semi-aerial) of the project site; 1 map of the area identifying the study site and the graphic scale; 1 map of the area identifying the project site and the graphic scale; at least 3 to 6 ground-level pictures showing the site's characteristic elements (topography, natural features, existing architecture);

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

7.2 Brief (Available for Free)

The Brief is a 20-to-25-pages illustrated document aiming at providing a better understanding of the main elements of the context through the existing elements as well as through the site's mutation issues and its environment. It is available for free on the site presentation pages of the European website in order to help the teams select their project sites. It includes the following elements:
A summary of the main elements of the site; the site specificities – site representative; other actors involved; profile of the team representative; expected skills among the team members; communication of the submissions; follow-up after competition;
A detailed analysis of the regional and urban context, putting in perspective the transformations of the city and the region and including all the elements on this scale that may have a current of future influence on the site: mobility networks, ecological elements, urban structure, landscape, etc., within the general framework of the theme "Living Cities"; A detailed analysis of the study site putting the transformation of the site (the site and its environment) in perspective and illustrating how the session topic is taken into account.

The following information is also provided: Role of the study site in the city policy, with details on the goals of the planning imagined by the municipality; Programmatic framework: planned transportation networks; public and private spaces to build and/or upgrade, with assumptions about planned functions and/or dimensions; goals for public spaces and infrastructures; and detailed explanations of the choices of the developers for each aspect of the programmes. A detailed analysis of the project site putting in perspective the site transformation and the way to make it again "liveable". The programmatic framework is also detailed, with: the spaces to build and/or regenerate, with functions and dimensions; the precise goals for public spaces and infrastructures; detailed explanations of the developers' intentions on the parts of the programmes to be included. The main elements linked to the europan 16 topic and their implication on uses and flexibility of spaces (built and public), natural elements and implementation processes of the mutation. A description of the sociocultural context of the site, the city and the region and its evolution to help participants better understand the local urban lifestyles and the citizens' rhythms.
A description of the economical context of the site, the city and the region and its evolution to help participants better understand the potential "Living Cities" to create.
This document is in English (and sometimes also in the site language).

7.3 Complete Site Folder

(Download Available Upon Registration)

The Complete Site Folders include detailed visual documents on the city, the site, its

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

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

b. Urban Scale – Study Site
1 aerial picture; at least 1 semi-aerial picture; at least 5 ground-level pictures showing the characteristic features of the study site: topography, natural features, existing architecture, etc.; plans with an appropriate scale; characteristic features: infrastructure, existing and future plans, etc.

c. Local Scale – Project Site

at least 3 semi-aerial pictures; at least 10 ground-level pictures showing the characteristic features of the project site: topography, natural features, existing architecture, etc.; plan(s) with an appropriate scale, showing: the project site's location within the study site and the plot divisions, constructions, natural elements, etc.; topographical map of the project site with an appropriate scale and, if necessary, characteristic features (buildings and natural features to be retained or not, etc.)

8 FAQ

8.1 Questions on the Sites

A meeting is organised on each site with the teams and the municipalities and/or developers to give a detailed picture of the issues related to the site. The national structure of the site then publishes a report in English in a maximum of two weeks after the meeting. This report is available online on the site presentation pages of the European website. In addition to this an FAQ section on sites is open on the European website for a limited period of time (see calendar). Only registered teams can submit questions.

8.2 Questions on the Rules

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

9 Submission of Entries

9.1 Digital Submission

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

The complete submissions shall be submitted before midnight (UTC+2) on September 17th, 2021, on the European website (Entry section). Failure to comply with the hereunder-mentioned requirements may, eventually, if the jury decides it, result in the disqualification of the team. The number of entries per site is available on the European website on the European map of the sites (column on the right).

9.2 Anonymity and Compulsory Content

The site name and the project title must be displayed on every document: panels,

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

9.3 Language

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

9.4 Items to Submit

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

9.4.1 Panels Vertical A1 Format

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

All graphic and descriptive documents must have a graphic scale.

Technical Specifications:
PDF format; Vertical A1 (W 594 mm × H 841 mm) Maximum 20 MB; One box (W 60 mm × H 40 mm) is left blank in the upper left corner for the automatic insertion of the code; the name of the city appears next to it
Panels numbered from 1 to 3 in the upper right corner; the team is free to decide on the positioning of the proposal title

9.4.2 Text

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

Technical specifications: 3 to 4 pages (maximum) with limited visuals; PDF format; Vertical A4 (W 210mm × H 297mm).

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

Personal information includes:

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

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

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

C. For each Contributor:
A copy of an ID document with a picture, providing evidence that they are under the

age of 40 at the closing date for submission of entries (see calendar.)

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

Attention: The personal documents must be uploaded individually for each team member. Only team members that correctly registered and submitted their eligibility documents separately shall be considered within the team final composition.

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

9.4.3 Documents for Communication

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

9.4.4 Communication Video

Winners and Runners-up of the E16 session will make a communication video presenting their proposal and will be sent, after the announcement of the results on Monday, December 20th, 2021, to the European Secretariat before January 16th, 2022.

- length: 3 minutes (maximum);
- Format : MP4 video with the codec H.264;
- Language for the voice and/or texts: English;
- Content: the main ideas of the project linked to the theme of the session and the possible implementation process.

9.5 Control of the Submissions

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

A period of 6 days is left open after the deadline for submissions (see Calendar) for the European secretariat to control the upload of each submission sent before the expiry of the deadline, as well as to correct the potential problems that might have appeared during the upload of the documents.

10 Results and Prizes

10.1 Results

All the results for Europan 16 (winners, runners-up, special mentions) are available online from December 20th, 2021, on the European website (Results section).

10.2 Winners' Prize

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

10.3 Runners-Up's Prize

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

10.4 Special Mentions

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

11 Communication of the Competition

11.1 Events

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

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

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

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

11.2 Publications

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

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

11.3 Websites

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

12 Rights and Obligations

12.1 Ownership

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

12.2 Exhibition and Publication Rights

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

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

12.3 Disputes

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

13 List of Europan 16 Competitions

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

14 Inter-Sessions Forum

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

This Forum, for Europan 15/16, took place as an online forum from January 18th to 22nd, 2021. The next Inter-Sessions Forum – presenting the Europan 16 results and the sites proposed for Europan 17 – is scheduled for November 2022.

15 Organization of the Juries

15.1 Technical Commissions

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

16 Juries

16.1 Composition

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

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

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

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

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

1 public figure.

At least 2 out of the 7 members must be foreigners – at least 3 in the case of a

9-member jury. The national structure also appoints at least 2 substitute jury members, representatives of the architectural and urban design. The jury members are identified when the competition is launched and their names are listed for each country on the Jurys section of the European website.

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

16.2 Working Methods and Evaluation Criteria

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

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

Local Jurys
At the beginning of this session, the jury appoints one of its members as chairman and agrees on its working method. Sites representatives can be integrated to this jury level and, in some countries, may participate to the selection of the shortlisted projects. The jury then studies the projects that do not comply with the rules and decide whether or not to disqualify them.

Later on, it assesses the projects on their conceptual content and the degree of innovation according to the Europan 16 topic and shortlists 20 % maximum of the submitted projects.

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

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

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

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

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

16.3 Disclosure of Names

The projects assessed by the experts and juries are anonymous.

Once the decision of results is taken, the jury reveals the names of the winners, runners-up and special mentions. This operation is done

through the European database, which automatically links the codes of the projects and composition of teams.

16.4 Results Announcement

After disclosure of the names of the winning teams and following any adjustments to rankings that may prove necessary, the national secretariats ratify the decisions and disclose the names of all the participants. The European secretariat publishes the complete list of results online on December 20th, 2021.

16.5 European Comparative Analysis

16.5.1 European Comparative Analysis Committee

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

16.5.2 Forum of Cities and Juries

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

17 Implementations

17.1 Activities to Promote Implementations

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

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

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

The operational follow-up consists of a series of stages: preliminary studies, workshops, urban studies, operational studies, construction and within a contractual agreement. If necessary, they may be implemented on another site than the competition site as long as the ideas of the prize-winning projects are maintained. The prize-winning teams must comply with the professional rules that apply in the country where they are engaged to work. After the competition, the prize-winning teams must appoint one of their architect members as a representative, who is the sole spokesperson for the team with the municipalities and/or developers. A summary of the countries' legislations on the rules of professional

practice is available in the Contact section of the European website (Complete Card).

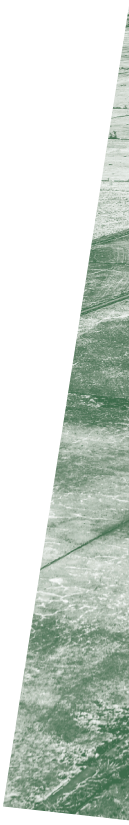
17.2 Websites

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

17.3 Implementation Books and Booklets

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

Part 2



Competition Task

Preamble

The today unused grounds of the former ELBA industrial site and the surroundings of the Ettlingen-West railway station – in accordance with its important situation/location in the urban layout – are supposed to be to be upgraded into an important urban development hinge and transformed into vibrant and liveable urban spaces. What should thus be elaborated in the Europan E16 competition is an urban development design whose specific focus also applies to the open spaces responsible for a new identity and a future-oriented mobility concept. The contents and general conditions of the urban development framework plan decided on the municipal council provide the basis for this design. The objective is to initiate a transformation of the entire urban area in line with the 'New Leipzig Charter' (NCL) for European cities by means of the urban development impulse and to give it a positive, new identity so that this crossover of uses is designed as a stepping stone between the town centre and the industrial area and allows the spatial framework of the town to continue to grow.

With the development of the district including the former ELBA site and the Ettlingen-West railway station, the up to now still 'loose ends' of the neighbouring districts and uses should also be addressed and interwoven so as to give rise to a coherent utilization and structural concept. Innovative ideas are sought for how vibrant urban spaces can also be created in surroundings that have predominantly new uses shaped by 'work', to be brought here by the owner, the Albstal-Verkehrs-Gesellschaft mbH (AVG). In line with the objective of a 'productive town', which is today being discussed in many places – here, commercial uses and newer housing construction, also including company-owned apartments – are to be interlinked to form a new urban narrative. The open space planning, but also an intelligent concept for lively ground-floor zones are regarded as important components of such a new narrative for the future urban district, which is among the largest areas that the town of Ettlingen has at its disposal. The participants are encouraged to apply their design-related knowledge about dense, extensively mixed-use urban structures and take account of the parameters of climate change, altered mobility behaviour, and utilization flexibility in doing so. The railway station as a place of arrival and as a 'gateway to the town' should also be redefined both functionally and atmospherically.

1 General Information About the Town

1.1 Location and Role in the Region

With over 39,000 inhabitants, the town of Ettlingen, the second largest one in the district of Karlsruhe, has the central location function of a medium-level centre for the surrounding municipalities. As a large district town, it is part of the Upper Rhine agglomeration area and the TechnologieRegion Karlsruhe.

1.2 Population Development

The development of the population of Ettlingen in the past ten years has been positive, with an increase of 2%, with 39,373 people living in Ettlingen on 31 December 2019. The inventory of housing units during the same period of time, by contrast, even increased by 5%. With 690 individuals per km2, the settlement density corresponds to that of metropolitan settlement areas.

As a historically evolved town, Ettlingen corresponds in many aspects with the image of a 'classic' European town. Situated on the alluvial fans of the conclusion of the Albtal in the Rhine valley, the river forms the spatial centre of the town, whose historical town centre is the central nucleus for the develop-

Fig. 1

Map of the Technologie-Region Karlsruhe

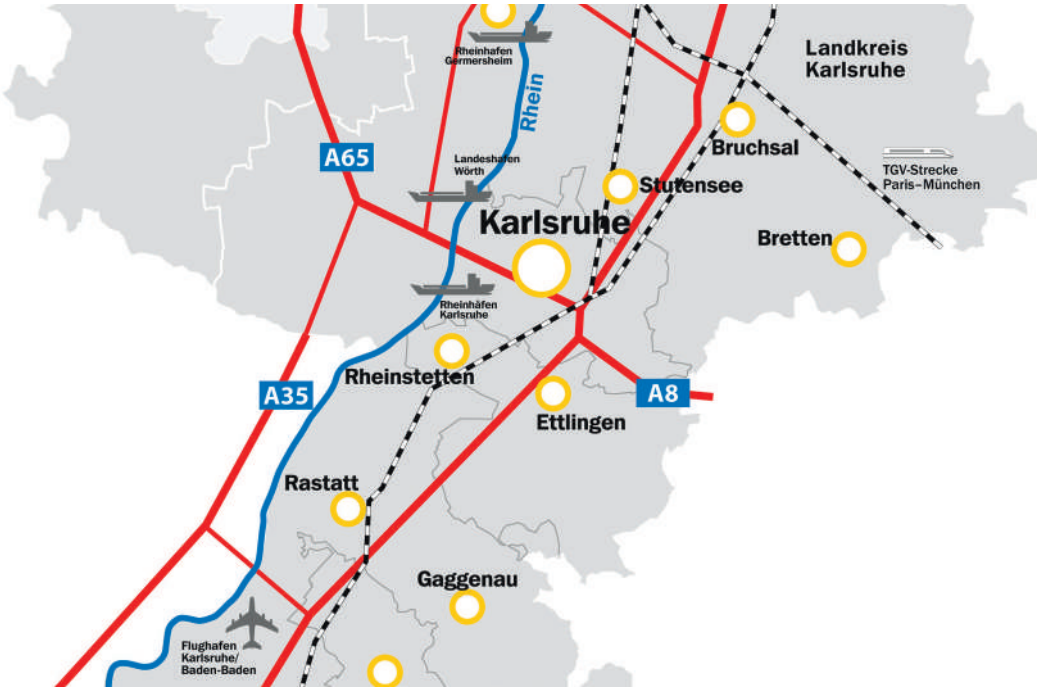


Fig. 2

Development of the residential population and number of housing units from 1950 to 2019

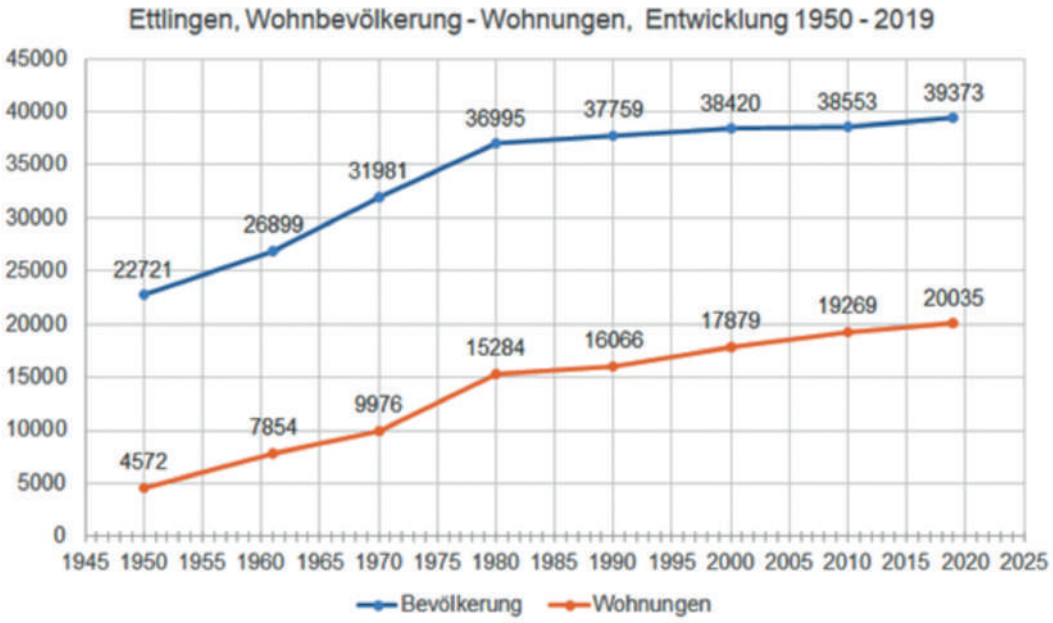


Fig. 3, Fig. 4

Fig. 5

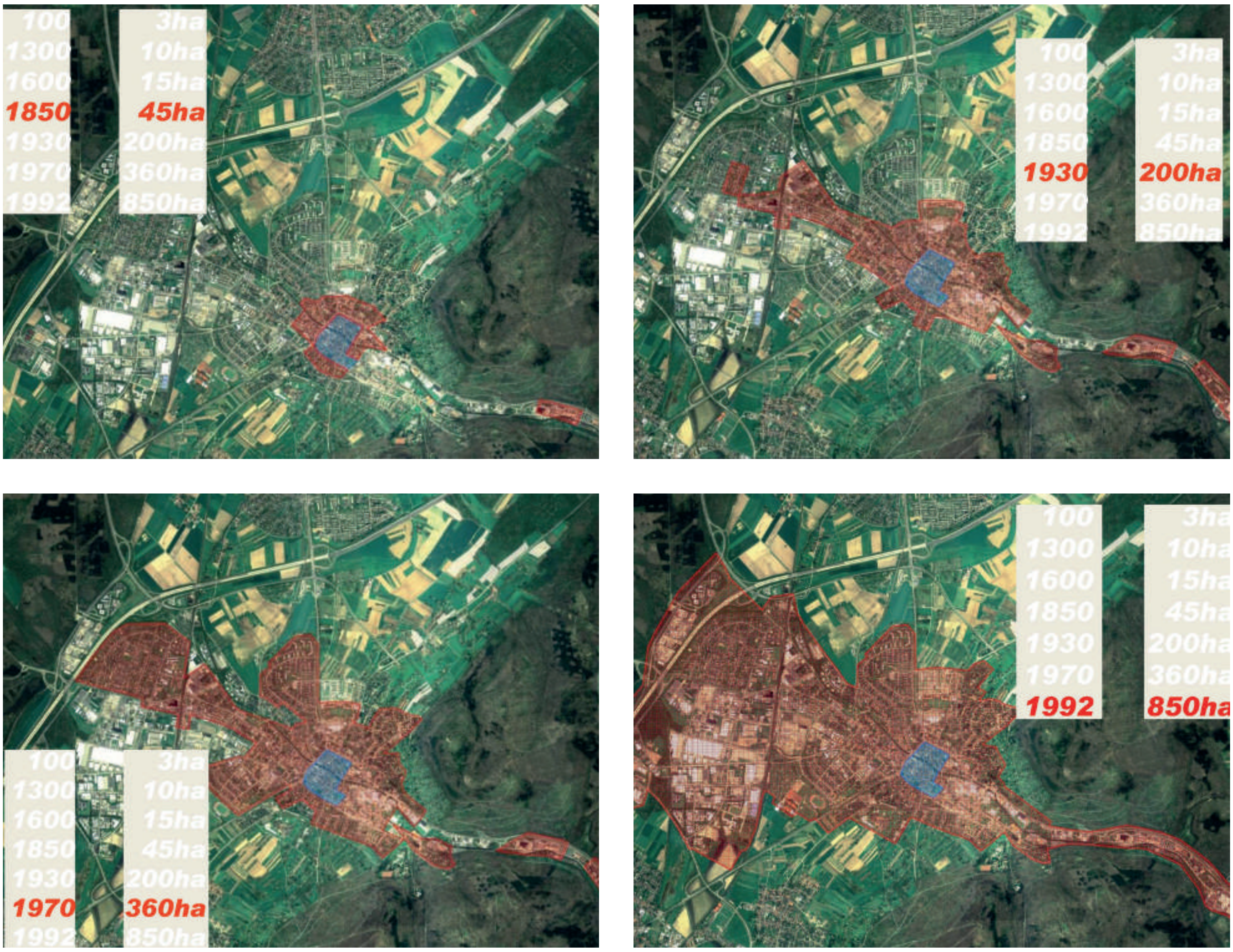


Fig. 3
Current figure-ground diagram

Fig. 4
Topographic map of the town

Fig. 5
Settlement development 1300–1992

ment of the urban core, which has expanded above all towards the west in various phases of expansion (also see point 1.4; Fig. 5). The project site is situated in the transition zone between the small-scale settlement structures of the town centre and the large forms of the West industrial area.

The urban development objective is to steer the development of the population in the long term until 2035, with a dependence on the development of housing construction in a relatively constant corridor from 39,000 to 40,000 residents, so that a balanced utilization of the social and technical infrastructures is achieved (see 'WIE 2035 update' and 'Wohnbauflächenatlas 2030').

1.3 Economic Development

The number of employees subject to social insurance contributions has been growing steadily for the past ten years and with 570 per 1,000 residents in 2019 was significantly higher than the average in the federal state (428). Though 26% of workplaces are still provided by the production industry sector, they no longer occupy a dominant position. At 49%, the focus of employment is found in the sector of other services. The economic situation of the population, as measured by taxation, is over the state average and the debt level of the municipality is under the state average.

1.4 Urban and Settlement Structure

Ettlingen can look back at a long settlement history and was already an important crossroads in Roman times. The old town with its medieval urban structure, which was rebuilt on the burnt-down foundation walls after being destroyed in the Palatine war of succession in 1689 and was spared from plans for a car-friendly town in the 1970s, continues to shape the identity of Ettlingen today.

In particular with the beginning of the industrialization of the local paper and textile industry, Ettlingen grew beyond the previous old town wall and – very much in the style of the Wilhelmine era – developed new urban areas. Ettlingen experienced its biggest urbanistic growth spurt in the post-war period, when new residential areas in a contemporary settlement style (in the form of both areas of single-family houses and also large housing estates) and the large industrial area in the west of the town were developed between the 1960s and the 1980s.

1.5 Landscape Structure

Ettlingen is located in the der Rhine valley at the foot of the northern Black Forest and is part of the Albtal. The town centre and the competition area are located in the transition area of the foothills zone and the Kinzig-Murg-Rinne. Especially the Kinzig-Murg-Rinne is at a significant disadvantage as a result of motorways and industrial areas. The open landscape areas of the foothills zone, by contrast, are at little disadvantage and have a very diverse and (e.g. as a result of orchards) structured landscape.

The cultural landscape of the Kinzig-Murg-Rinne and in particular that of the foothills zone are shaped visually to a great extent by the backdrop of the wooded slopes of offshoots of the Black Forest.

1.6 Mobility/Transport Infrastructure

The choice of means of transport in Ettlingen should be considered in a differentiated way. While the town centre and the districts of the town in the Rhine valley have a modal split that – also due to the direct proximity to Karlsruhe – is comparable with metropolitan areas. The mobility behaviour in the districts of the town at higher elevations has a more suburban character due to the topography and the more rural structures.

Fig. 6 Nature spaces

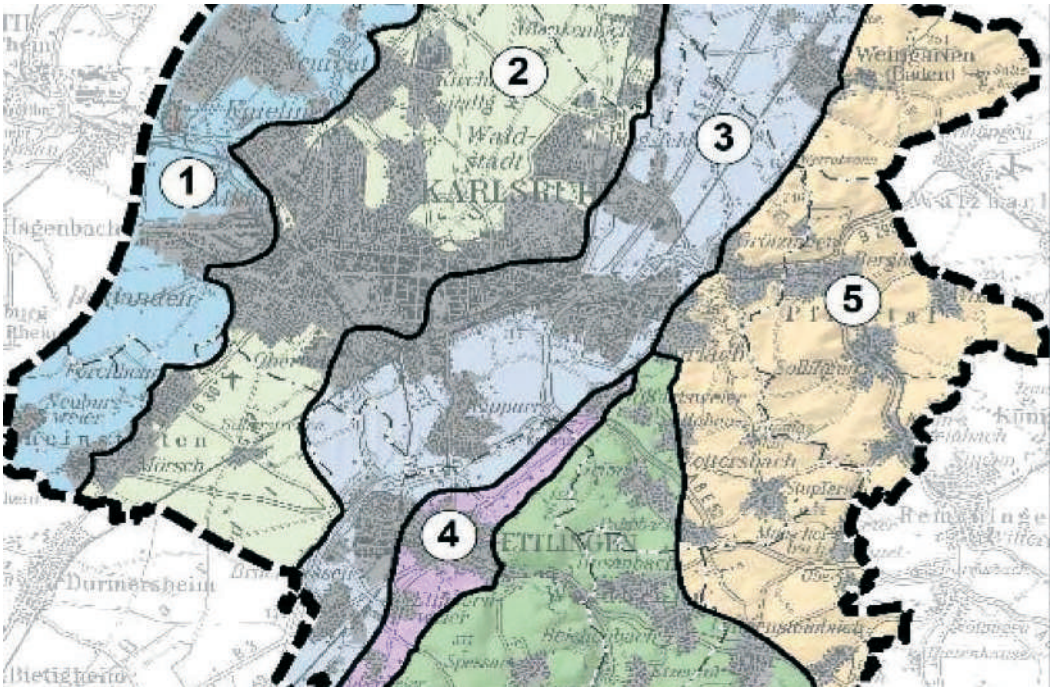
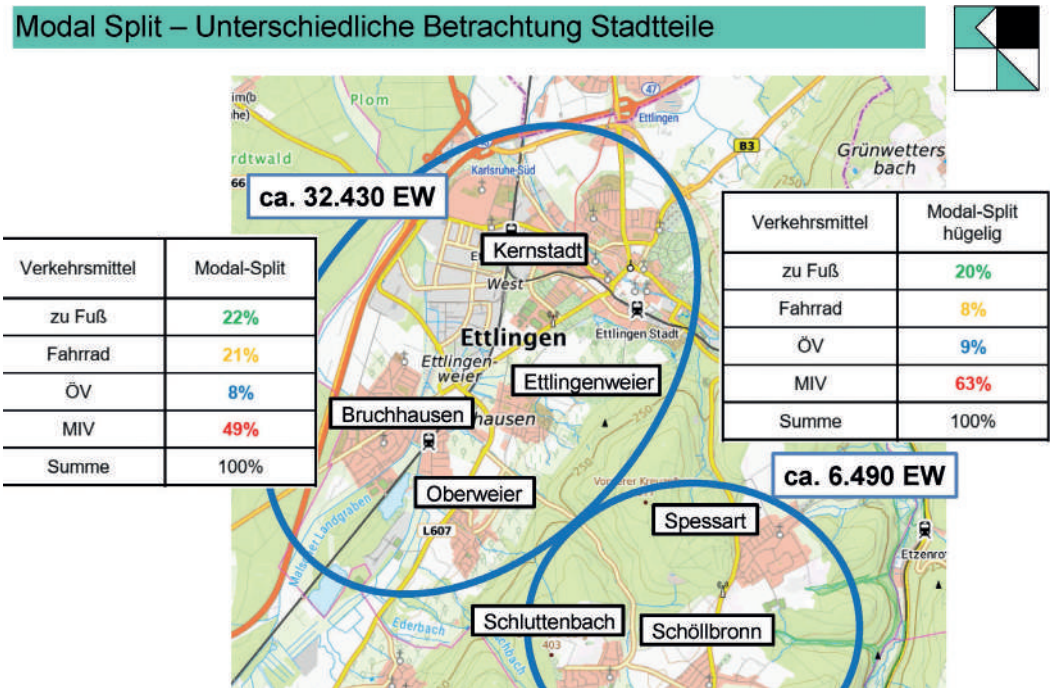


Fig. 7 Modal split distribution



Verkehrsmittel	Modal-Split
zu Fuß	22%
Fahrrad	21%
ÖV	8%
MIV	49%
Summe	100%

Verkehrsmittel	Modal-Split hügelig
zu Fuß	20%
Fahrrad	8%
ÖV	9%
MIV	63%
Summe	100%

Fig. 8 Transport network around Ettlingen

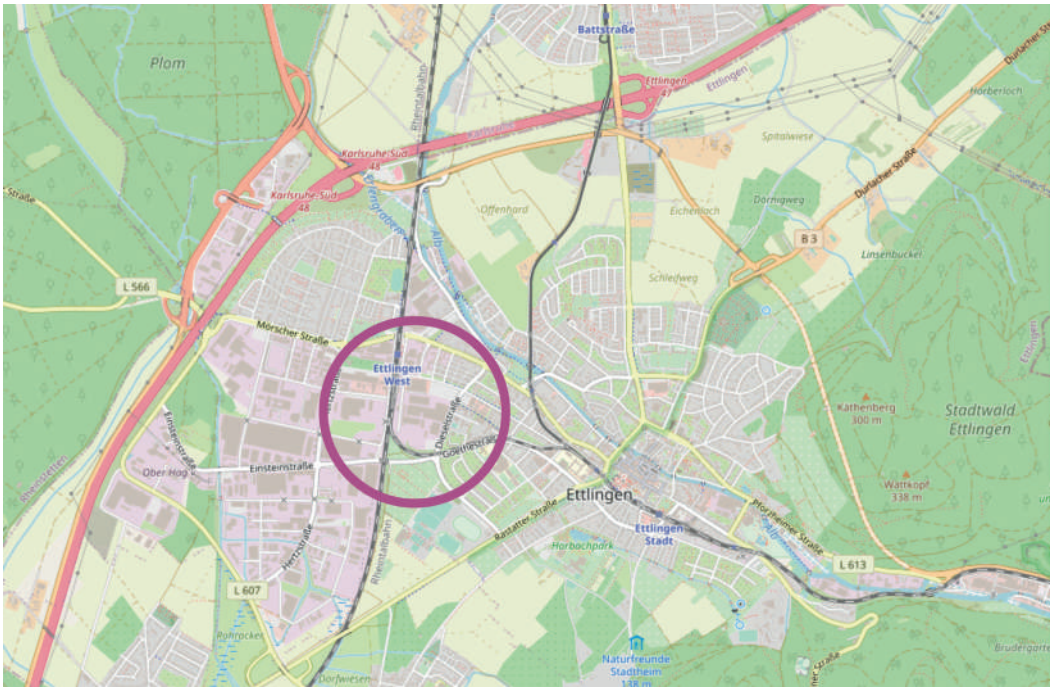
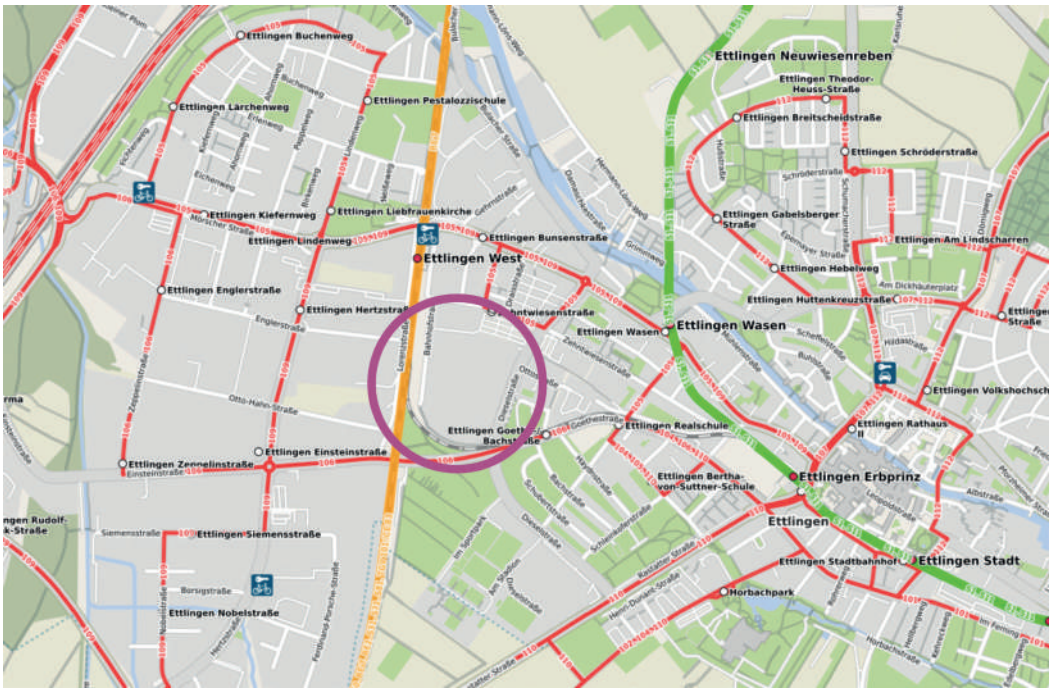


Fig. 9 Public transport map



The main traffic arteries of streets and rails that utilize the corridor of the Upper Rhine valley as a large-scale north-south connection are bundled in the west of the town. In addition to the considerable noise emissions, the barrier effect of these routes is another large conflict for urban development. In contrast to this, the east-west axis from the Rhine to the Black Forest (Albtal) has a subordinate, large-scale significance. For regional transport in and around Ettlingen, however, this spatial relationship plays a role that is that much more important. The streets tangent to the competition area in the north (Rheinstrasse) and the south (Goethestrasse) are thus the two most important cross-connections between the town centre and the West industrial area.

The map (Fig. 9) shows the existing public transport connections: yellow – the route of the Rheintalbahn (Rhine valley railway); green – the route of the Albtalbahn (Alb valley railway); red – bus transport lines.
What is striking is the lack of a direct connection between bus and rail transport at the Ettlingen-West railway station. This defect should be remedied in the course of work on the competition.

The bicycle transport network in and around Ettlingen is already well developed. To support sustainable mobility, a specific bicycle traffic concept that improves the existing network of routes and, in particular, provides a continuous and comfortable east-west route for bicycle traffic is supposed to be developed as part of the integrated urban development/mobility concept. In addition, planning for a fast cycling connection that is supposed to link Ettlingen and Karlsruhe is currently being carried out (see point 2.7).

2 Situation and Planning Requirements

2.1 Urban Development Objective

Ettlingen is currently developing an integrated urban development concept in cooperation with the 'metris architekten+stadtplaner, Plan:Kooperativ and Köhler&Leutwein' working group. This process has, however, not been concluded and is currently delayed by the pandemic.

For an interface between the town centre and the West industrial area, where the competition area is located, a framework plan that considers the numerous development areas within the overall concept was developed in advance in cooperation with the berchtold-krass planning office, the AVG, and the town of Ettlingen.

Development areas in the surroundings
The urban area in the transition area between the western town centre and the Ettlingen-West railway station is – currently, but also above all in future – characterized by great dynamics of change. To the east of the Rheintalbahn, a number of the development areas have a direct connection with the possibilities for converting the former ELBA site:

The 'Stahl site', which is underused from a commercial perspective, is supposed to be given greater density based on an initial feasibility study and converted in a high-quality way within the context of the 'Erlengraben IT Cluster'. The offer of open space and recreational uses for citizens – as well as being an attractive site factor for high-quality commerce – is supposed to be improved by improving the accessibility of the River Alb and the quality of time spent.

The grounds of the 'Papyrus' paper wholesaler, which is gradually withdrawing from the site, are primarily supposed to be preserved

Fig. 10

Ettlingen bicycle transport networks

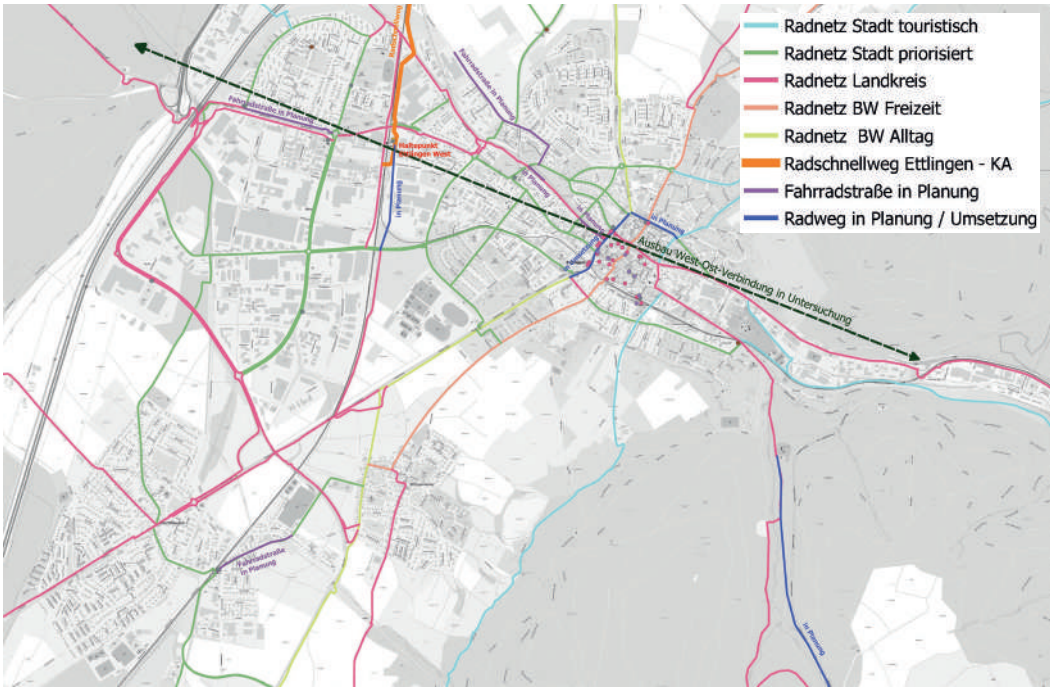


Fig. 11

Development principles for the conversions of 'Papyrus', the 'Erlengraben', and the 'Stahl Site'

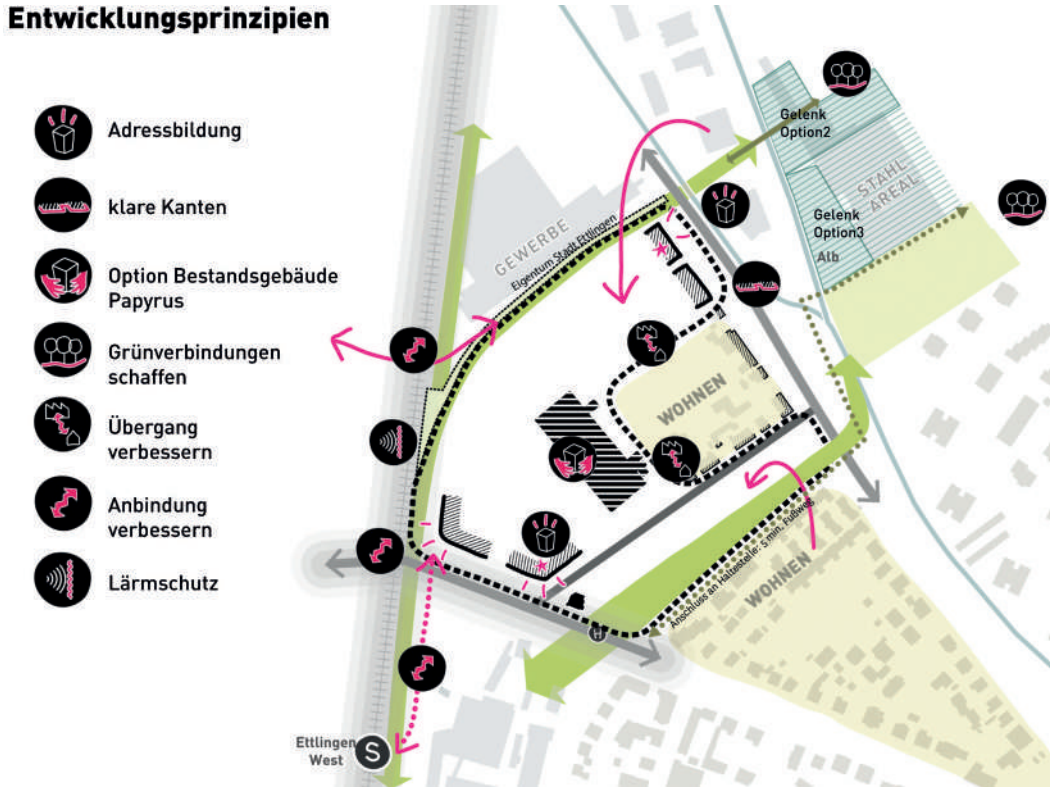


Fig. 12, Fig. 13

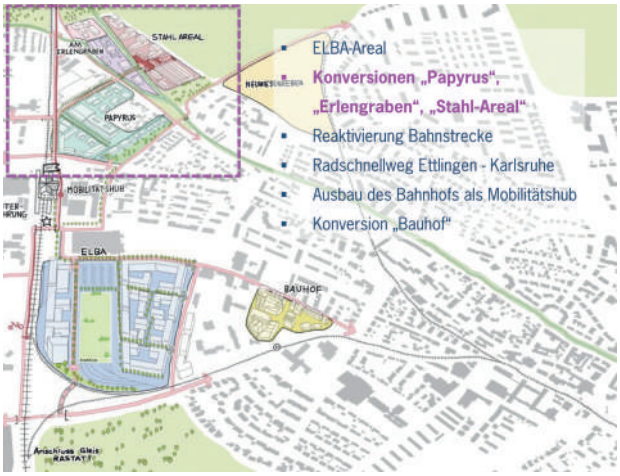


Fig. 14, Fig. 15

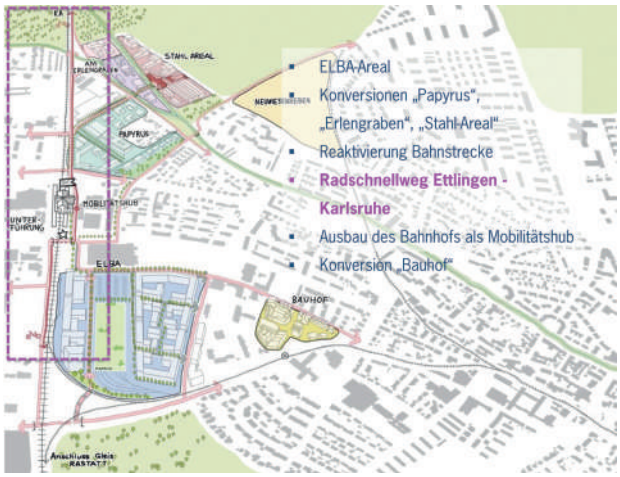


Fig. 16, Fig. 17

Fig. 12
Framework plan within the overall context

Fig. 13
Conversions

Fig. 14
Railway station as a mobility hub

Fig. 15
Fast cycling line

Fig. 16
Reactivation of railway line

Fig. 17
Bauhof

as a commercial site, whereby the density of jobs on the site should be increased. Supplementary uses such as housing, services, and social infrastructure should supplement the mixture of uses in the sense of urban repair. The existing green corridor to the southeast of Gehrnstrasse should be developed as a green link so as to strengthen the 'Green Ring' planning concept around Ettlingen in this area.

The regional railway connections – including from Karlsruhe in the direction of Achern and Freudenstadt – are supposed to be given a greater frequency. In December 2019, the railway station was also accepted in the federal state's railway modernization program II, the aim of which, in particular, is the barrier-free development of the railway station. Considerations regarding the accessibility of the station platforms with a linking of urban districts between Zehntwiesenstrasse and Lorenzstrasse that also facilitates a crossing for the fast cycling connection between the eastern and western sides Rheintalbahn, bundled in a large-scale underpass underneath the Rheintalbahn, are currently taking place.

The railway station is to be developed as an intermodal hub in line with the 'Regiomove' project in the medium term and made more attractive for the transport operations of the environmental alliance. The objective in particular is a related, improved connection between the large West industrial area at this central interchange hub. Based on statement by the Karlsruher Verkehrsverbund (KVV, transport association) it will, however, then be necessary to improve the routes for bus transport. A direct linking of the railway station via the ELBA site at Goethestrasse, and/or a direct link between Bahnhofstrasse and Rheinstrasse is necessary for this. In future, the Ettlingen-West railway station is also supposed to become a hub for the planned fast cycling route between Karlsruhe and Ettlingen (see the feasibility study). In a first step, an additional, access-controlled (and thus secure bicycle parking facility) is supposed to be constructed by the 'Bike&Ride' funding project. Four 'Nextbike rental bicycles' are currently available at the Ettlingen-West railway station. The offer is supposed to be developed successively into a 'free-floating system' in 2021.

The route parallel to Goethestrasse and Rohrackerweg is supposed to be reactivated for passenger transport (see the Potenzialstudie des Landes Baden-Württemberg). The route already exists, is electrified, and also has a system changeover at the transition to the Rhine valley route, which means that it can be used by various light rail vehicles (Karlsruhe Model).

The route is tangent to the two conversion areas, the 'former ELBA site' and the 'Bauhof' (building yard), and will thus considerably improve the public connection and significance of the sites. For the link to the Rheintalbahn towards the south, the new construction of a corresponding track curve at the Rheintalbahn ('southern junction') is necessary.

The relocating of the municipal 'Bauhof' to the commercial area on Hertzstrasse on the grounds of the Ettlingen municipal utilities in the industrial area and the move of the administration units to the town centre create conversion possibilities for at least 120 housing units on the site. The objective is to develop an innovative – also in terms of urban development/design – urban district that retains and incorporates the existing historical sandstone buildings. The roughly two-hectare-large site is included in the residential housing construction atlas and was a subject of the 'Werkstatt Wohnen' (housing workshop) urban development symposium in 2017.

Fig. 18 Reactivation of the railway line – network connections

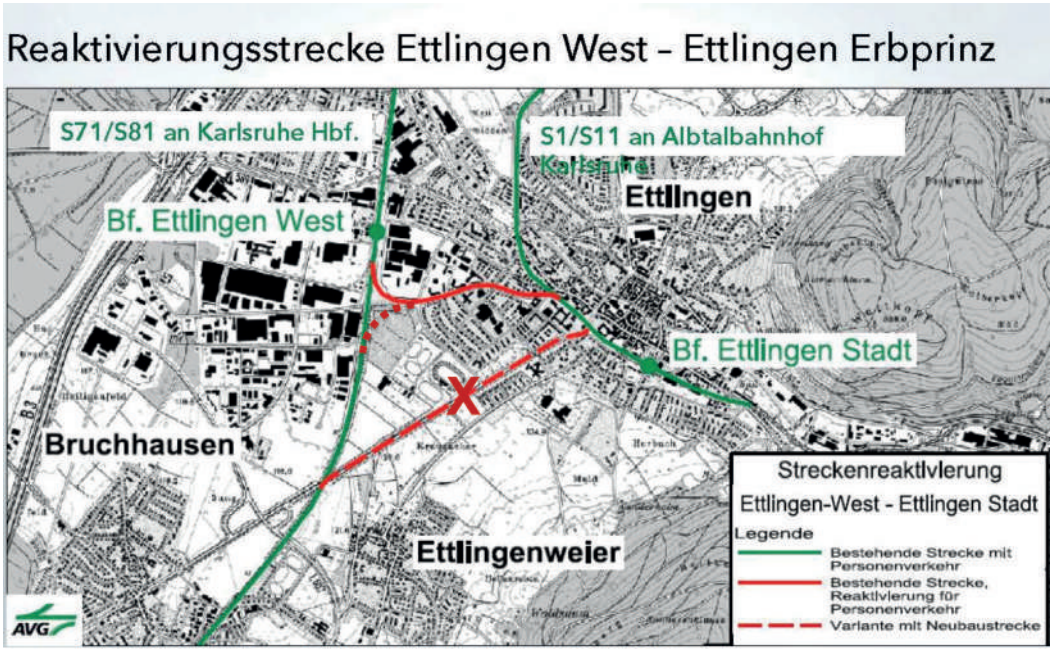


Fig. 19 Aerial view with the study site

Fig. 20 Distribution of uses

Fig. 21 Structural high points in Ettlingen

Fig. 22, Fig. 23

Fig. 24, Fig. 25

Fig. 22
Ettlingen-West railway station

Fig. 23
Railway station building

Fig. 24
Cathedral of Labour

Fig. 25
Station building entrance

2.2 Study Site

The western part of the town of Ettlingen is characterized today as a transition area between the compact town centre and the more diffuse structures of the West industrial area. In this transition, the density of uses of the mixed-use town centre decreases and merges with the mono-functional areas of the commercial and industrial area.

The small-scale urban structures change to large urban spaces shaped by infrastructure. The public (street) spaces thus offer barely any quality for spending time and are essentially reduced to their function for car traffic. In this transition area, the large scale of commercial and functional buildings dominates the appearance of the town today.

The favourable situation in direct proximity to the centre of the town of Ettlingen on the one hand, and the good transport connection on the other increase the pressure to transform this urban space. The area-intensive commercial uses located there are decreasing as a result of economic restructurings and thus free up areas for conversions and subsequent uses.

The main railway route of the Rheintalbahn, via which freight is transported on the European corridor between Genoa and Rotterdam, is the most striking infrastructure element, and marks the boundary between the town centre and the West industrial area with an extensive separation effect. The related Ettlingen-West railway station is still a less frequented, partially deserted transport hub with usage deficits today. This access point for public transport is, however, supposed to developed in future as an intermodal hub by means of a greater frequency of connections in regional railway transport, improved barrier-free accessibility, direct interchanges to bus transport, and a connection to the fast cycling route between Karlsruhe and Ettlingen.

The imposing building with its striking façade, which was designed by Hermann Billing in 1896/97 and is situated directly opposite the railway station, makes it possible to imagine what urban development aspirations might emerge from the function of a railway station. As a result of its heightened pseudo-sacred aesthetic, after its completion, the building was also called the 'Kathedrale der Arbeit' (Cathedral of Labour) in common parlance. The three-storey administration building of the former Lorenz company, which is designed in a neo-Gothic style, has a very urban, representative character and strikingly asserts itself at the western spatial edge of the railway station. With this atmosphere, it, however, stands alone in the otherwise mostly industrial area and correspondingly seems lost.

It would be desirable if the urban context that the building actually demands were to be produced by the reactivation of the railway station and the former ELBA site as a place of arrival (in the sense of an entrance to the town) and could find its effect as an 'ally' of the set piece of the Billing building.

2.3 Project Site

History of the former ELBA site
ELBA, a machine building company, was established in Ettlingen in 1984 and produced in particular machines for mixing concrete on the company grounds. Production was relocated and the production site between Bahnhofstrasse and Dieselstrasse closed in 2016.

The town of Ettlingen subsequently fought to ensure that the site did not become an object of property speculation, but instead remains available as an option as a new location for the AVG depot so as to remedy long-term urban-development defects and be able to achieve urban development policy objectives.

The project site has a size of 16.44 hectares. The by far largest portion of the area, with nearly 10 hectares, is owned by the AVG. The town of Ettlingen and the Deutsche Bahn own the rest of the areas are owned.

2.4 Use and Development of the Former ELBA Site

The former grounds of the ELBA company are today still partially occupied with simple halls for offices and commerce, which – independent of the planned subsequent utilization – are for the most part not in a state that makes them worth preserving. No monument protection concerns apply to the former ELBA site itself. The company grounds can thus be regarded as an undeveloped area.

In the project site, the station building of the Ettlingen-West railway station and the former express freight hall, which is situated in the area of the railway tracks of the Rheintalbahn, are landmarked and must thus be preserved. For the urban development design, the context of the Billing building on Lorenzstrasse should be taken into consideration (on this, see point 2.2 and Fig. 24).

Since the former express freight hall building seems to collide inevitably with the planned used as a depot (connection for the 'railway' area to the Rheintalbahn) based on the current state of knowledge, planning ideas for moving and reutilizing the landmarked building at another location are initially not precluded. If relocating it were also to be financially acceptable, this would naturally be welcomed. From an economic perspective, however, demolition will probably be necessary. The steel framework with an infilling with light-coloured bricks and a widely projecting roof is characteristic. The building was erected prior to the First World War; the related service building no longer exists.

2.5 Green and Open Space/ Environmental Concerns

Following the rehabilitation of the old town, the State Garden Show of 1988 was the second most extensive urban development measure, which has continued to shape Ettlingen in the south of the town centre with high-quality open spaces until today. The concept, which was thus realized as the first building block of the 'Green Belt' around Ettlingen, inevitably required a logical complement in the north as well as closing the gap in the east and west of the urban area. The development areas depicted in the framework plan now offer the possibility to thus link the system of green and open spaces – if also surely not continuously – with green 'stepping stones' and to promote a connection with areas in the town centre by means of an upgrading of existing paths. There are no significant green structures in the project site itself, with the exception of the small gardens in the south.

Climate
As a result of Ettlingen's location in the Upper Rhine Graben, the town centre and the West industrial area are already today exposed to considerable thermal stress (heat islands) in summer. The route of the Rheintalbahn in the western urban area functions as a favourably situated ventilation corridor in the town, which guides cold air flows coming from the foothills at night into the extensively sealed commercial areas. These ventilation corridors must therefore be kept free of structural barriers and afforestation. An urban structure oriented towards the ventilation corridor, with corresponding subordinate ventilation corridors can make a substantial contribution to reducing the thermal load in the summer by means of cooling at night.

Noise
Sources of noise that impact the project site are, on the one hand, the main railway line of

Fig. 26 Oblique aerial view of the former ELBA site from the south

Fig. 27 Overview of the existing buildings

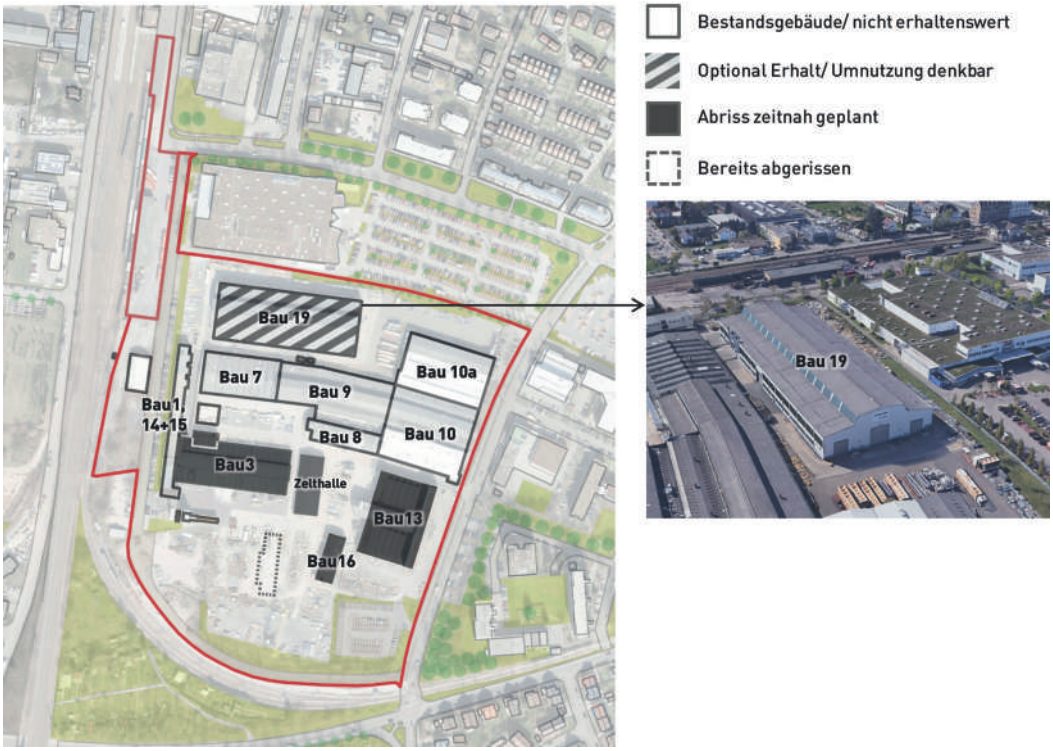
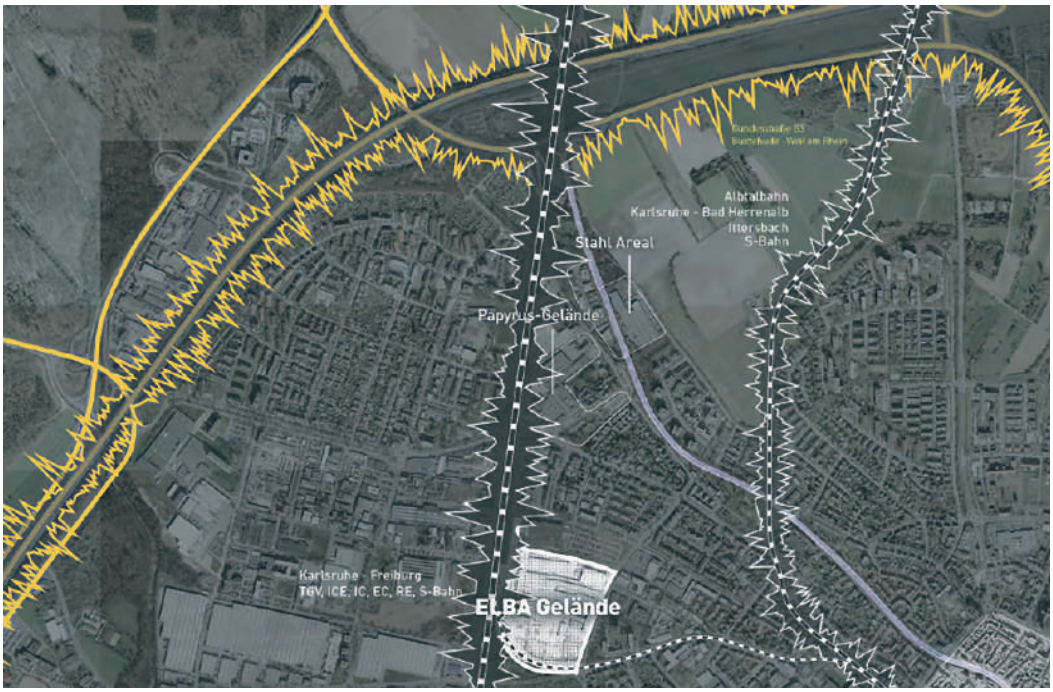


Fig. 28 Station building

Fig. 29 Former express freight hall

Fig. 30 Detail of the Landschaftsplan 2030 – Lupe Ettlingen

Fig. 31 Traffic noise – streets and rails



the Rheintalbahn. On the other, the relocation of the AVG depot to the site will itself also represent a substantial source of commercial noise emissions.

2.6 Planning Law Situation and Binding Specifications

With the development of the former ELBA site, the existing planning law (development plan) must be reframed. The creation of a new planning law (planning approval process) is also necessary for the new construction of the AVG depot. Planning law specifications that still apply today can thus be disregarded when working on the task.

Binding specifications
One binding planning specification is, however, partitioning and space requirements for the AVG's new depot. The dependencies of this infrastructure installation on corresponding track radii, line-up distances, internal operating procedures, et cetera are so great that a different partitioning and allocation of areas cannot be realized. The specifications for the depot in the framework planning must necessarily be taken over. The unalterable space needs of the future AVG depot are presented in the following figure (red area):
The AVG depot can essentially be divided up into three larger thematic areas—the space requirements for full trains (railway vehicles), for light rail vehicles, and for bus transport—which each have to fulfil specific requirements.

Along with the space requirements from other sites and for later expansions, a total space requirement for the utilization as the AVG depot of 4.9 ha/net and/or 7.0 ha/gross arises. As a result of the dimensions of the areas for installations, the necessary radii for the railway infrastructure, and the necessity of an uninterrupted connection with the existing rail network, the planning variants have been severely limited from the outset. Based on the first examination step, only the arrangement of full trains with a direct connection to the Rhine valley route and the arrangement of the light rail area in the central field of the former ELBA site are realistic and achievable. The planning should therefore be taken up 1:1 in the Europan E16 competition.

2.7 Traffic and Access

The project site can be accessed today via Dieselstrasse in the east and Bahnhofstrasse (a dead-end road) in the west. Due to the existing rail tracks, there is no entrance to the former ELBA site from Goethestrasse.
Due to the short distance to the crossing rail track, the Goethe-/Dieselstrasse node today already has no good traffic quality or safety. When the future traffic generated by the project site (on workdays, respectively ca. 2.400 cars in incoming and outgoing traffic) and the planned reactivation of the railway route parallel to Goethestrasse are taken into consideration, the traffic management at this node has to be adapted.

So as to also be able to offer areas to the east of Dieselstrasse for residential construction on the current parking areas for the residential high-rise buildings and to be able to design the connection to the node at Goethestrasse more optimally, shifting Dieselstrasse towards the west is logical and possible. This shift and the development opportunity to the east of Dieselstrasse is already depicted in the framework plan. A shifted management of northern Dieselstrasse suggests itself for the node at Goethe-/Dieselstrasse itself, with a crossing under the railway tracks, via which Bahnhofstrasse can then also be connected with Goethestrasse in future. Pedestrian and bicycle traffic can continue to cross the railway tracks at ground level, as today.
In order to not burden the adjacent residen-

Fig. 32

Binding space requirements of the AVG depot

Fig. 33

Binding localization of the space requirements for the AVG depot

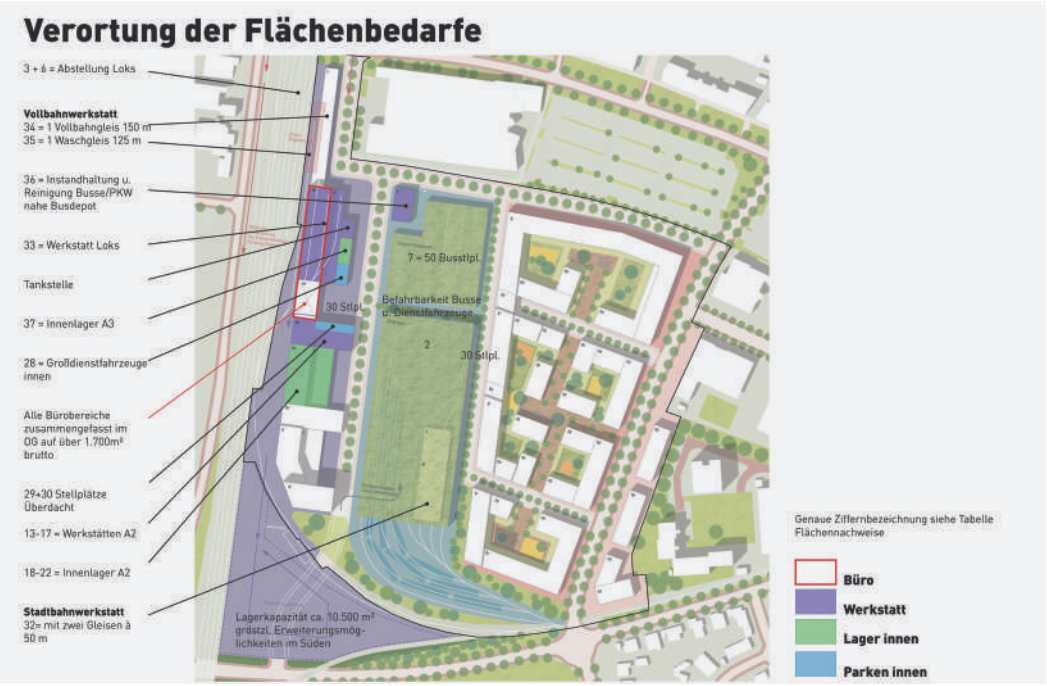


Fig. 34, Fig. 35

Fig. 36

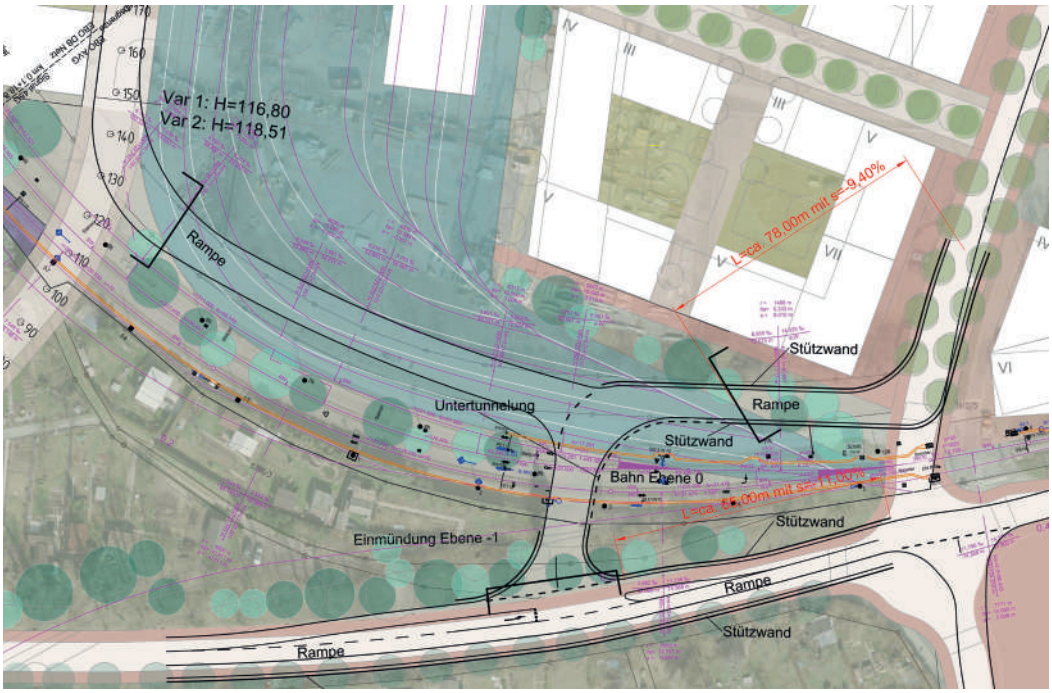


Fig. 34
Motorized individual transport

Fig. 35
Possible motorized individual transport connection

Fig. 36
Sketch for the future redesign of the Goethe-/ Dieselstrasse node

tial area with substantially more traffic, extending Bahnhofstrasse up to Goethestrasse makes sense so that traffic can be connected with the regional network directly via Goethe- and Hertzstrasse.

Goethestrasse lies ca. 4.5 metres lower than the current Bahnhofstrasse. The leap in levels can be utilized to cross under the track connecting the Ettlingen-West railway station and 'Erbprinz' without a junction. The lower situation of the street also offers the opportunity to develop possible parking facilities – e.g. under the parking area for light rail – directly on the sublevel.

Public Transport
The extension of Bahnhofstrasse up to Goethestrasse as envisioned in the framework plan can considerably improve the connection between the Ettlingen-West railway station and the large West industrial and commercial area. Today, the station can only be reached from there via circuitous routes. Particularly for bus transport, a direct link via an elongated Bahnhofstrasse would denote a considerable reduction in travel time.

The Ettlingen-West railway station should be developed further as an intermodal node. The frequency of regional train traffic should be increased, the barrier-free accessibility of the platforms and the link with bus transport improved, and a connection to the future fast cycling path between Karlsruhe and Ettlingen created. These measures should be bundled in a spacious underpass for the Rheintalbahn to the south of the railway station, which positions the fast cycling path on the west side of the tracks (Lorenzstrasse), facilities access to the central platforms, and should also serve as a link between urban districts for pedestrians and cyclists.

Bicycle and Pedestrian Traffic
Regional bicycle traffic should be routed in future in a north-south direction via the fast cycling path between Karlsruhe and Ettlingen, which could conceivably be extended towards the south up to Rastatt. The Ettlingen-West railway station offers itself as a point of access to the fast cycling connection.

The planned link between urban districts under the Rheintalbahn is of crucial importance for the connection of the Ettlingen-West railway station from the West industrial area.

The main cycling route in east–west traffic, which is to link the Black Forest with the Rhine, is supposed to be routed over Rheinstrasse in future. The exact elaboration of the routing, with the corresponding cross-sectional alterations is, however, still pending.

2.8 Topography

The grounds of the former ELBA site can be regarded as flat. The only leap in the terrain, of four to five metres, is situated towards Goethestrasse as a result of the underpass under the Rheintalbahn.

3 Planning Task

3.1 Urban Development Objectives

As part of the planning of the relocation of the depot of the Albtal-Verkehrs-Gesellschaft, additional planning objectives have been formulated for the ELBA site:

For the adjacent areas that are supposed to be connected with the project site, is it possible to define further development objectives within the framework of the work on the competition and independently of the specific design idea. These objectives should, however – due to the town's lack of rights of intervention on and ownership of the private areas – be understood in the sense of an 'idea section' whose implementation might represent a longer-term objective. The urban

Fig. 37

Schematic sketch of the possible supplementation and distribution of transport offers

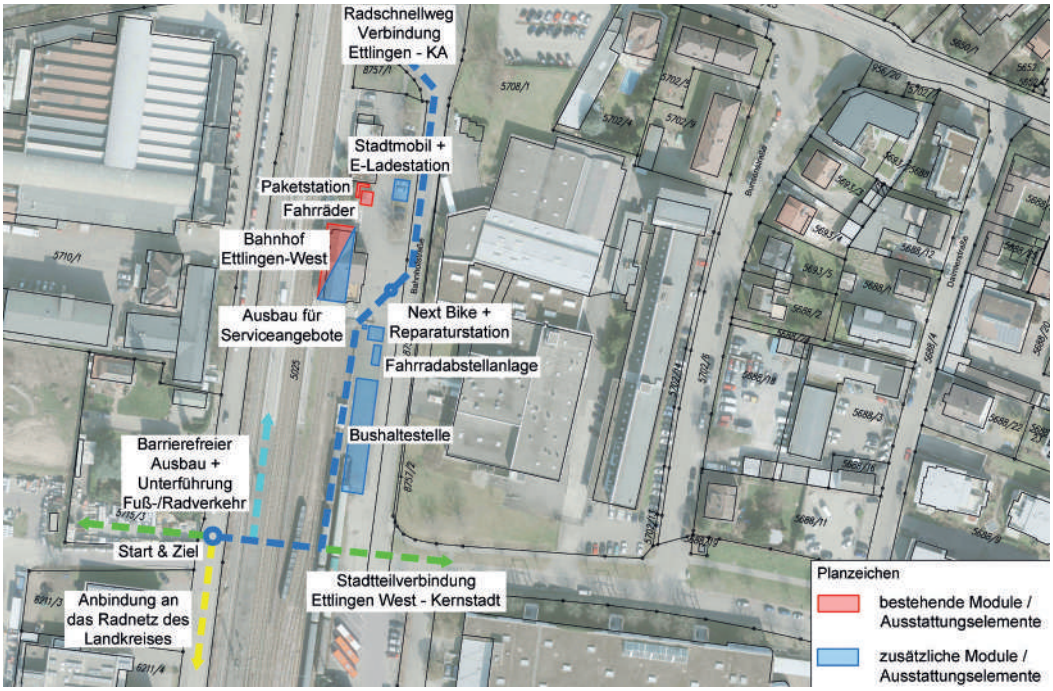


Fig. 38

Planned route of the fast cycling connection between Ettlingen and Karlsruhe

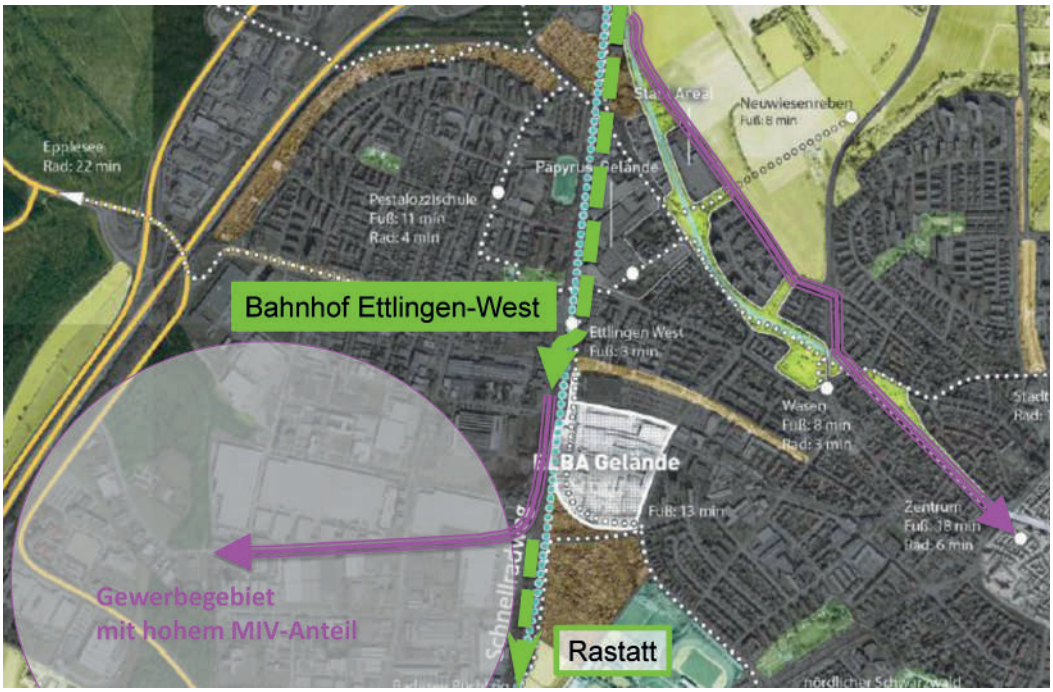
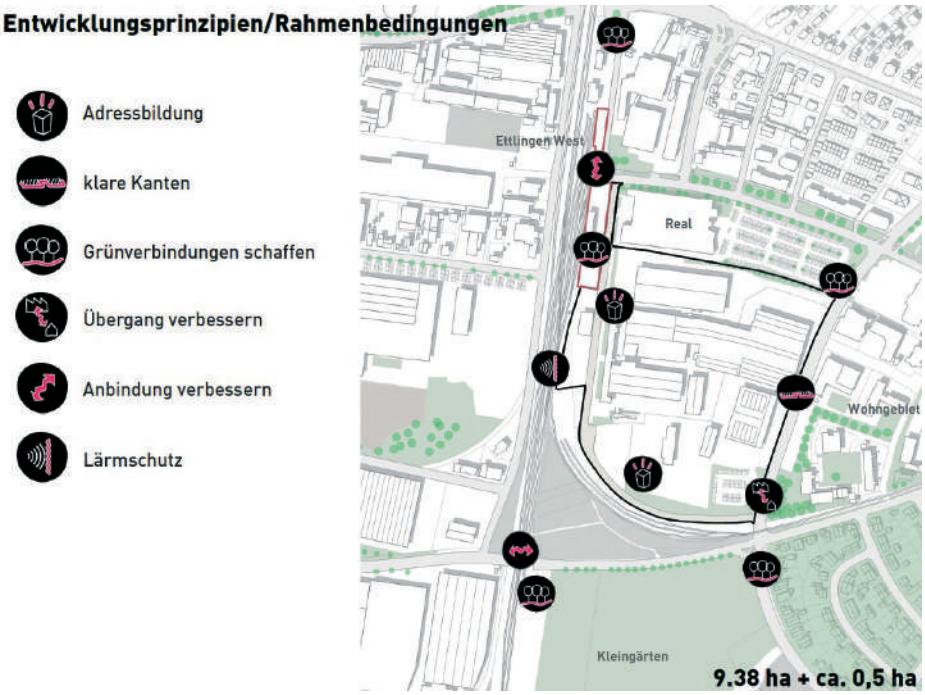


Fig. 39 Bicycle traffic connection with the future east–west route

Fig. 40 Development principles



development design to be found for the former ELBA site and the railway station must, however, also be realizable and functional without these additions. Proposals for consolidating the generous parking areas of the supermarkets that adjoin the site in the north or adaptation measures for the commercial and residential areas located in the east, for instance, would therefore be welcomed.

3.2 Utilizations and Codes for Areas

In addition to the specified use for the AVG depot, the focus of the new utilizations should continue to be put on the area of 'work', because commercial areas are scarcer in Ettlingen than areas for residential construction. Only two-thirds of the need for new commercial areas (in contrast to areas for residential construction) could thus be covered by a forward projection of the FNP (land-use plan) 2030. The unused commercial areas should therefore also continue to be retained for the settlement of workplaces in line with internal development and should not be supplanted by (financially more attractive) residential use. At the same time, a compatible mixture of work and housing uses is expressly desired. This can also succeed as a result of the fact that the area-specific density of workplaces will be increased by means of compatible office and service utilizations.

Within the context of the mixture of uses, affordable (rental) housing units are also desired. The AVG would like to take up the tradition of 'company-owned apartments' in order to be attractive as an employer and to be able to offer employees affordable living space. Not least, the housing element is necessary in the overall concept so as to ensure the overall cost-effectiveness of the project (incl. new construction and the relocation of the depot). In the west of the area along the Rheintalbahn, the framework plan envisions a closed development that earmarks the areas on the ground floor level for railway vehicles and has possible commercial uses for the AVG on the upper floors. This area has a total area potential of roughly 39,000 m² gross floor area (BGF) for commercial uses.

The parking areas and maintenance hall for light rail are arranged in the central area of the site, which can be built over with a parking platform as a collective parking facility. What can be achieved as a result are a twofold utilization of the area, a reduction of costs in comparison with underground garage utilization, and a reduction of industrial noise for the adjacent utilizations as a result of being enclosed. The entire roof area of the parking platform could be used for photovoltaic cells.

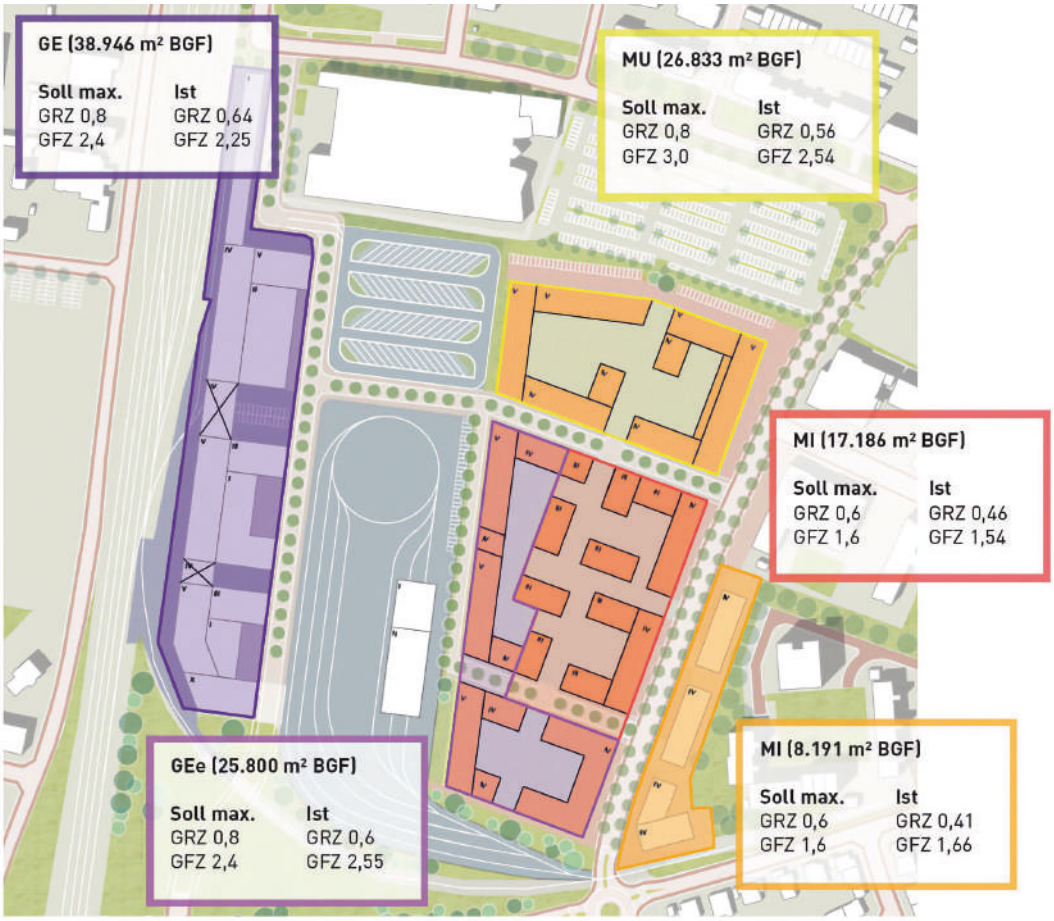
Parking areas for roughly fifty buses border in the north. The areas should correspondingly be equipped with a charging infrastructure for electric buses.

In the middle area of the site, what is foreseen is a mixed-use district that offers areas for non-disruptive commercial operations, services, trade that is not relevant to the centre, and housing. Corresponding to the requirements for sound insulation from the noise of traffic and businesses, the areas facing the noise are to be occupied with commerce and the calmer interior areas with residential use. For the future construction areas, the following utilizations and codes for areas are envisioned: a limited commercial area (GEe) with a gross ground area (BGF) of 25,800 m²; a mixed area (MI = 70 % commerce / 30 % housing) with roughly 17,000 m²; an urban area (MU = 50% commerce, 30% housing, 20% trade and other uses) with roughly 26,800 m².

The node at Diesel-/Goethestrasse has to be reconceived for reasons of traffic safety and efficiency (see fig. 37). In the traffic-related

Fig. 41

Types of utilization and utilization codes



planning, a shifting of northern Dieselstrasse is thus probably necessary. This shift could be used to move Dieselstrasse slightly to the west along a length of roughly 200 metres so as to also position a development with mixed use (MI = 30 % commerce/ 70 % housing) on the parking areas on the eastern side of Dieselstrasse. A gross ground area of roughly 8,000 m² could be achieved here.

A total of roughly 116,600 m² BGF that should be substantiated with planning within the framework of the competition arises from the individual utilization areas. This corresponds to a potential of somewhat more than 2,000 workplaces and roughly 200 housing units. While the spatial distribution can by all means be altered depending on the urban development design, at least the total utilization figures given have to be achieved.

3.3 Green and Open Spaces

The gap in the 'Green Ring' in the west of the town centre should be closed by means of 'stepping stones' and the upgrading of existing streetscapes. The system of open spaces should thus be developed on both the urbanistic and local district level. For the small gardens in the south of the project site, which will probably be removed, it will likely not be possible to create a suitable replacement, which means that external compensation for the small gardens will be necessary. In the course of processing the competition task, it should, however, be checked whether at least some compensation possibilities (e.g. 'urban gardening') in the district can be provided as part of the planning of green and open spaces.

3.4 Traffic Development and New Mobility

In line with a 'compact city', the existing network of pedestrian and cycling paths should be supplemented in a finely woven manner. As a mobility hub, the Ettlingen-West railway station in particular should be integrated within this network of paths as optimally as possible. The network of paths for pedestrians and cyclists also requires special points of orientation again and again (e.g. by means of a special use or a special public space, et cetera), so that they become easily remembered locations as 'milestones' and design the route in an attractive way.

In the dimensioning of traffic volume, approaches of a mobility concept to reduce car traffic have not yet been taken into account. The reduction in traffic by means of a mobility concept should take effect in the further development of the area. It is thus necessary to create the urban development prerequisites for this in the urban development design, so that a subsequent implementation of a mobility concept is possible.

The linking of bus traffic at the Ettlingen-West railway station should be improved in the development planning.

4 Program

Based on the framework planning available, the participants are asked to propose attractive solutions for a future-oriented district development and to integrate them within the context of the existing surrounding districts. The described location and distribution of areas for the new AVG depot should be taken over.

What should be elaborated is an urban development design that puts the objectives of the framework plan in concrete terms, includes statements on the urban development structure (granulation, height development, et cetera), provides proposals for building typologies, and further formulates the green and open spaces. The aim is to achieve an urban structure that can give the location a new identity and imprint and enable it to become a germ cell for an urban transforma-

tion at the interface between the centre of the town of Ettlingen and the West industrial area. The urban development structure should be robust for various use requirements and be able to react flexibly to future changes. In the past, small-scale structures have been able to do this considerably better than complex large structures.

The urban area should also continue to be shaped extensively by 'work'. One declared objective, however, is increasing the job density in the area and thus also creating space for complementary uses so that vibrant urban life can be achieved. Since the quality of the surroundings, local supply, social amenities, and green open spaces for encounters are also locational advantages and at times criteria for the attractiveness of an employer for office and service utilizations, streets and public squares should therefore be planned not only with respect to their development function, but also with corresponding qualities for time spent and as open spaces. In the urban development design, the three fundamental principles of the New Leipzig Charter – the 'just city', the 'green city', and the 'productive city' – should be applied concretely as guiding principles of Europan 16 'living cities – lebendige Städte'.

The 'just city' is defined, among other things, by universal access to infrastructure and appropriate, secure, and affordable living space and, not least, by green open spaces and recreation areas. Socially balanced, mixed, and safe urban districts contribute to good surroundings for housing and living.

The 'green city' adheres to the ideal of a compact and dense city with efficient mobility systems and reduces the risks of climate change with a diverse blue and green infrastructure. The utilization of renewable energies and the promotion of biodiversity are integral elements of urban development.

The 'productive city' creates secure workplaces with a diverse economy and a solid financial basis for prospering urban development. In addition to the digitized and service-oriented knowledge-based and cultural economy, on-site production that is compatible with an urban area should also be promoted. New forms of mixed-use urban districts support vibrant urban development.

The Ettlingen-West railway station should be developed as an intermodal node (mobility hub) and as a valuable location for people arriving. The address generation of the urban space around the railway station must also be improved. It will be welcomed when ideas and urban landscapes that are oriented towards the 'everyday quality' of the listed building by Herrmann Billing on Lorenzstrasse can be developed. In the planning, the listed railway station entrance building should be preserved and incorporated into the development and utilization concept. The railway station areas can thus become an urban hinge for a range of spatial relationships that do justice to its function and importance as an entrance to the town from the railway.

To activate the project site as a future attractive urban building block, a connection to the neighbouring areas in terms of contents and structure is absolutely essential. The participants are therefore expected to provide a precise embedding of the urban development design in the surroundings. The 'loose ends' of the adjacent areas that exist today should be taken up and interwoven with the design for the former ELBA site. Ideas for adapting the 'edges' of the project site are thus welcome. Beyond the path relationships themselves, consideration should also be given to the existing uses and how existing areas can benefit from the new urban building block should also be shown.

Fig. 42 View from Bahnhofstraße

Fig. 43 View from Dieselstraße

Fig. 44 Building Dieselstraße

Fig. 45 Entrance Bahnhofstraße

Fig. 46 Situation at the former ELBA site

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Fig. 48 View from Bahnhofstraße on former ELBA site

Fig. 49 Former ELBA site property

Fig. 50 Aerial view of the project site and study site

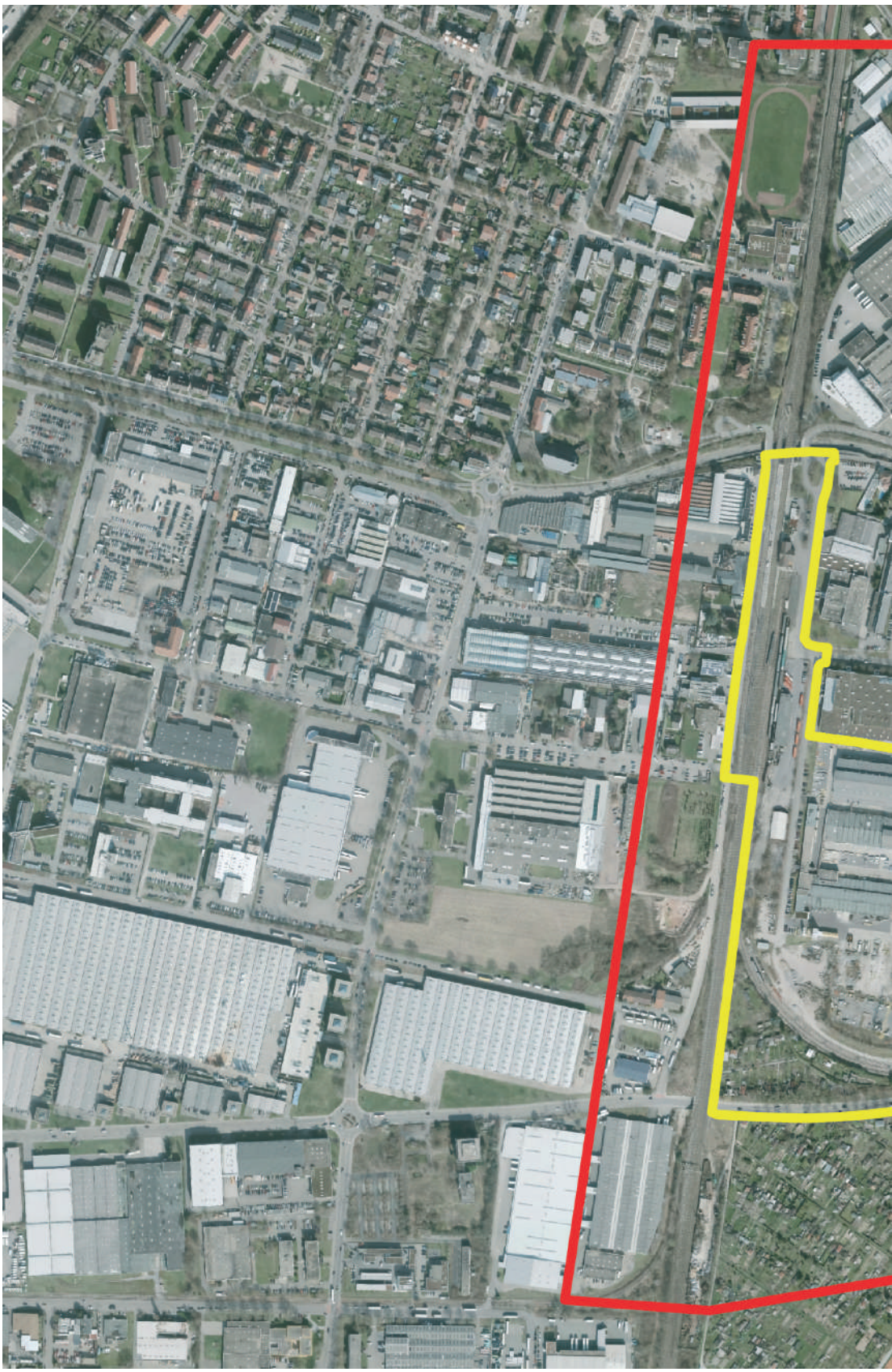

Fig. 51 Inclined aerial view of ELBA site

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TechnologieRegion Karlsruhe

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