

Launch Day

Monday March 27th, 2023

Organiser

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

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Site Representative

Corinna Hey
Department of Urban Planning and Building Regulations of the City of Munich, Munich

Actors Involved

Landeshauptstadt München
Referat für Stadtplanung und Bauordnung
Ehret+Klein / Values.Real Estate

Team Representative

Architect, landscape architect, urban planner

Communication

Communication after the competition publication

Jury – 1st Evaluation

With the participation of the site representative

Jury – Prize Selection

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

Post Competition Intermediate Procedure

A further commissioning depends on the result of the competition.

Type of Commission

The planned steps after the competition include the transition of the results into urban land use planning and the constructional implementation for the project area. However, this requires the approval of local politics and the city council. Subsequently, the planning can be advanced in cooperation with the owner or developer as well as the team selected in the competition.

Schedule

2023

March 27	Official launch of the European 17 Competition
April 21	German launching event
May 2	Site visit and colloquium
June 2	Closing date for further requests on the sites
June 16	Responding to requests on the sites
July 30	Registration deadline
July 30	Submission of entries
Sept. 15	Preliminary selection by the local jury
Nov.	Forum of cities and juries
Nov. 17 / 18	Final selection by the national jury
Dec. 4	International publication of the results
Dec./Jan.	German award ceremony

2024

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

National Jury

Client Representatives

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

Architects / Planners

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

Public Figure

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

Substitutes

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

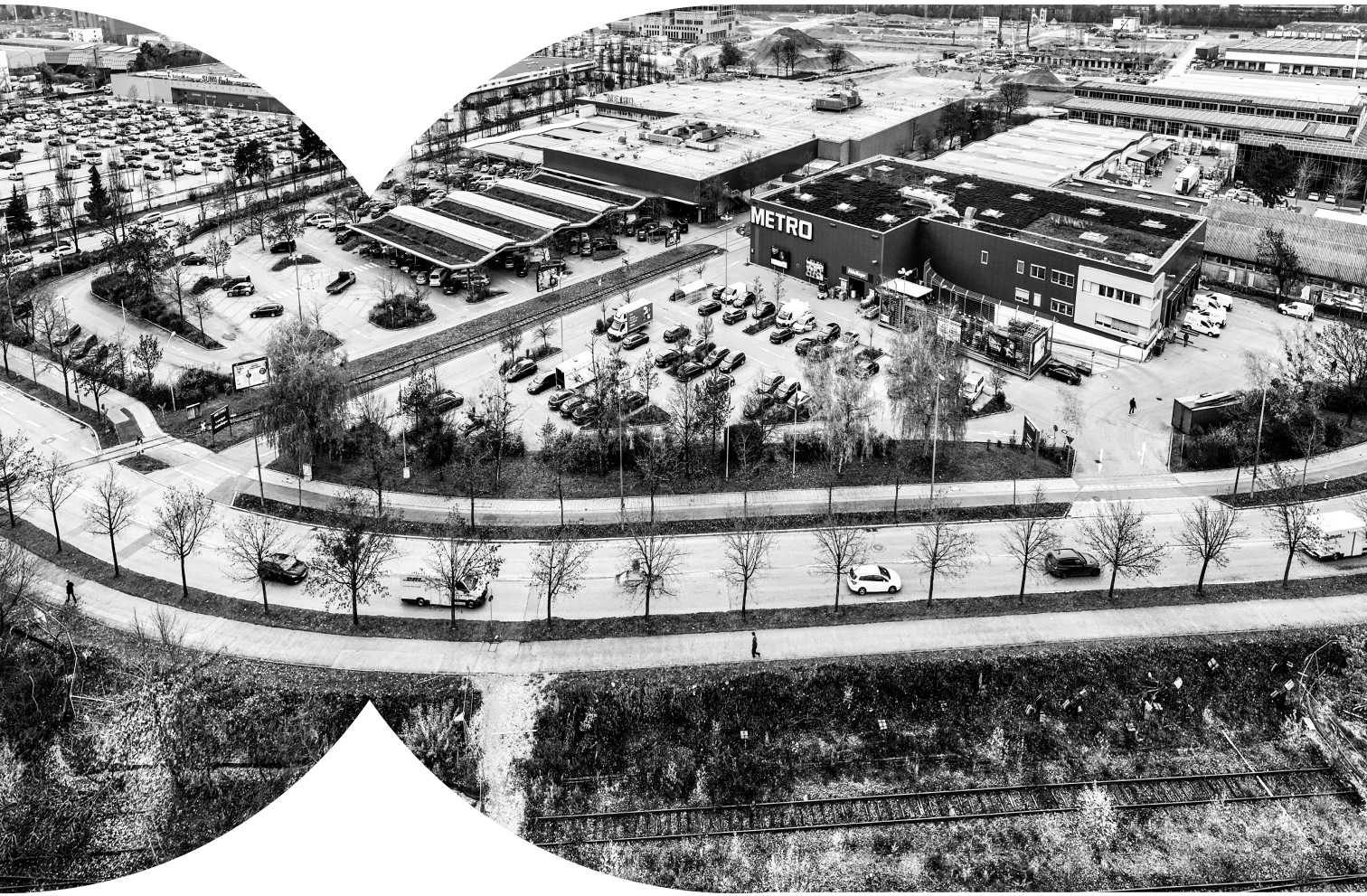
The local juries will be presented on the European website.

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1 General Conditions





1 Acceptance of the Rules of European 17

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

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

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

2 Organiser

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

3 Type of Competition

3.1 Object of Competition

Munich is looking for innovative solutions for a harmonious combination of residential and commercial development by transforming a commercial area into a new, dense, urban inner-city quarter. The novel quarter is intended to serve as a pilot project for hybrid, climate-sensitive urban development and to show new ways in urban development.

The metropolis of Munich, Germany's third largest city, is striving to become climate-neutral by 2035. A major challenge is to reconcile growth pressure and climate aspirations. Munich is trying to meet this goal through inner densification. One of the largest urban development areas in Germany, "Neufreimann", is located in the immediate vicinity of the European area.

The European competition task is to develop forward-looking ideas for redensifying or redeveloping the existing commercial area to make it a mixed-use, urban, productive and lively urban development. The site is to serve as a "resilient hybrid urbanism" pilot project for hybrid spaces. The aim is to create a mix of uses for different types of housing and commercial typologies: We are looking for innovative solutions for the coexistence or superimposition of commercial and residential uses.

The commercial and specialist market location is to be further developed in a space-efficient manner and additional mixed uses such as offices and flats. The aim is to achieve a high urban density with a simultaneous high quality of greening.

In line with the urban planning idea, a concise open space system is to be created that includes public, communal and private green spaces as well as pathways with a high quality of stay. The overarching goal is the development of a mixed, lively, sustainable and climate-sensitive neighbourhood.

3.2 Procedure of competition

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

4 Admission Zone

The competition is open to all the countries in Europe.

5 Entry Conditions

5.1 Entrants

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

5.2 Composition of the Teams

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

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

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

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

Associates

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

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

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

Contributors

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

Team Representative

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

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

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

5.3 Non-Eligibility

No competition organizer and/or member of their families are eligible to take part in the competition on a

site where he/ she is involved. Still, he/she can participate on another site in which he/she is not involved.

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

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

6 Registration

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

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

6.1 European 17 Website

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

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

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

6.2 Team Registration

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

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

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

Additional Complete Site Folders cost 50 Euro per site.

7 Information Available to Teams

7.1 Synthetic Site File (Available for Free)

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

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

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

7.2 Brief (Available for Free)

The Brief is a 30-60-pages illustrated document aiming at providing a better understanding of the main elements of the context through the existing elements as well as through the site's mutation issues and its environment. It is available for free on the site presentation pages of the European website in order to help the teams select their project sites. It includes the following elements: A summary of the main elements of the site; the site specificities – site representative; other actors involved; profile of the team representative; expected

skills among the team members; communication of the submissions; follow-up after competition; A detailed analysis of the regional and urban context, putting in perspective the transformations of the city and the region and including all the elements on this scale that may have a current of future influence on the site: mobility networks, ecological elements, urban structure, landscape, etc., within the general framework of the theme "Living Cities 2"; A detailed analysis of the study site putting the transformation of the site (the site and its environment) in perspective and illustrating how the session topic is taken into account.

The following information is also provided:

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

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

7.3 Complete Site Folder (Download available upon registration.)

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

A. Territorial Scale – Conurbation

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

B. Urban Scale – Study Site

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

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

C. Local Scale – Project Site

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

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

8 FAQ**8.1 Questions on the Sites**

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

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

8.2 Questions on the Rules

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

9 Submission of Entries**9.1 Digital Submission**

Digital submission is compulsory. It includes the 3 A1 panels (visual elements), 4 pages (max) illustrated text

explaining the link between the project and the theme of the ongoing session as well as the implementation and building processes of the project, documents proving the eligibility of the team members and documents for the communication of the project.

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

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

9.2 Anonymity and Compulsory Content

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

9.3 Language

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

9.4 Items to Submit

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

9.4.1 Panels Vertical A1 Format

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

All graphic and descriptive documents must have a graphic scale.

Technical Specifications:

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

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

9.4.2 Text

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

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

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

Personal information includes:

A. For the Team:

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

B. For Each Associate:

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

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

C. For Each Contributor:

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

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

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

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

9.4.3 Documents for Communication

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

9.4.4 Communication Video

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

length: 3 minutes (maximum);

Format: MP4 video with the codec H.264;

Language for the voice and/or texts: English;

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

9.5 Control of the Submissions

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

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

10 Results and Prizes**10.1 Results**

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

10.2 Winners' Prize

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

10.3 Runners-Up's Prize

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

10.4 Special Mentions

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

11 Communication of the Competition

11.1 Events

At the National Scale of the Organizing and Associate Countries

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

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

At the European Scale

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

A 500 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 European Association, which is empowered to arbitrate, shall hear any dispute. In the event of jurisdiction, this will take place in the respective country.

13 List of European 17 Competitions

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

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

14 Inter-Sessions Forum

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

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

15 Organization of the Juries

15.1 Technical Commissions

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

16 Juries

16.1 Composition

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

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

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

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

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

1 public figure.

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

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

16.2 Working Methods and Evaluation Criteria

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

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

Local Jury

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

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

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

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

National Jury

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

jury could assess the projects on basis of:

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

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

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

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

16.3 Disclosure of Names

The projects assessed by the experts and juries are anonymous.

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

16.4 Results Announcement

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

16.5 European Comparative Analysis

16.5.1 European Comparative Analysis Committee

Between the two jury meetings the members of the

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

16.5.2 Forum of Cities and Juries

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

17 Implementations

17.1 Activities to Promote Implementations

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

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

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

The operational follow-up consists of a series of stages: preliminary studies, workshops, urban studies, operational studies, construction and within a contractual agreement. If necessary, they may be implemented on another site than the competition site as long as the ideas of the prize-winning projects are maintained. The prize-winning teams must comply with the professional rules that apply in the country where they are engaged to work. After the competition, the prize-winning teams

must appoint one of their architect members as a representative, who is the sole spokesperson for the team with the municipalities and/or developers. A summary of the countries' legislations on the rules of professional practice is available in the Contact section of the European website (Complete Card).

17.2 Websites

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

17.3 Implementation Books and Booklets

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



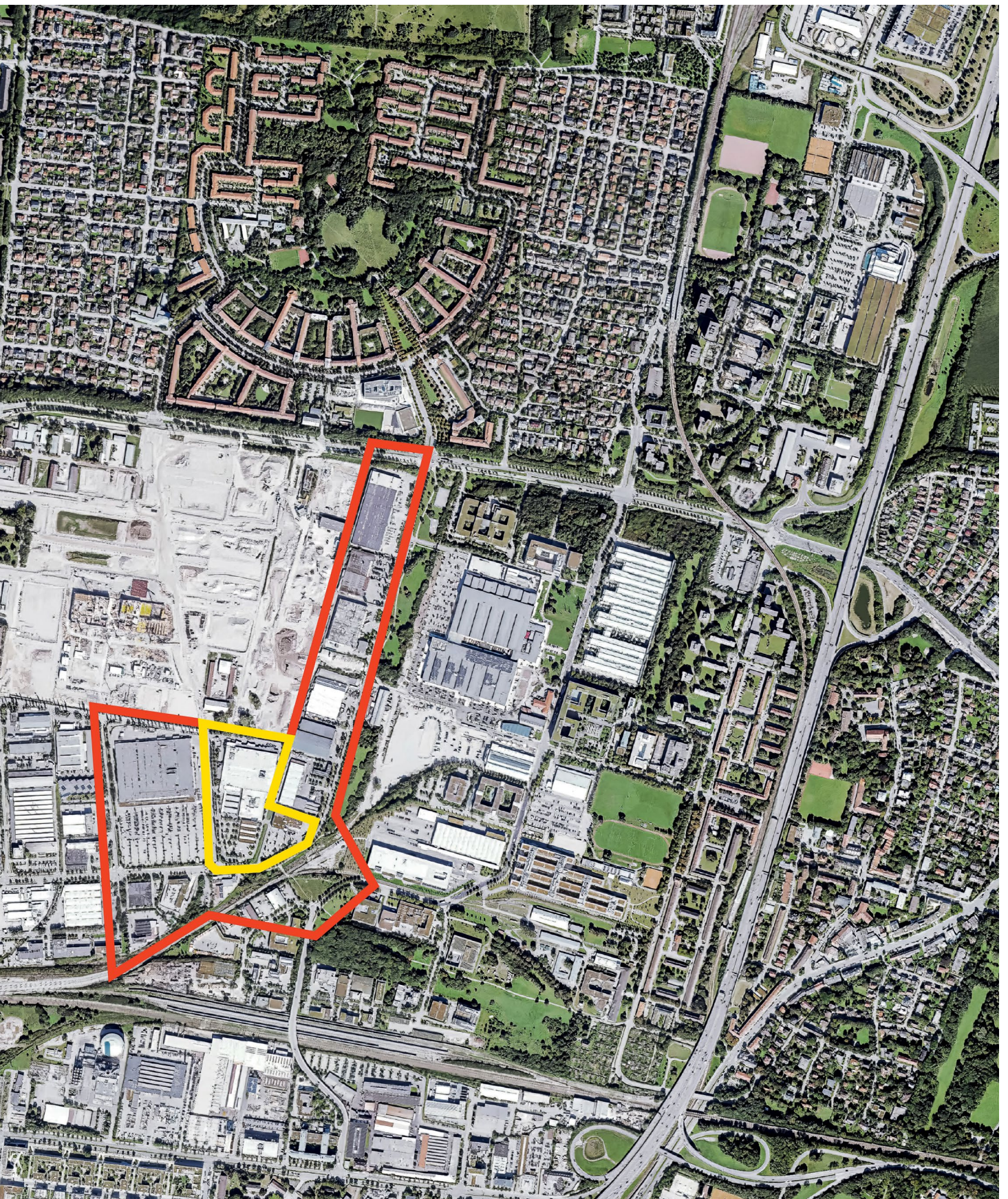


2 Competition Task



0
Aerial view with study site
(red) and project site (yellow)

Fig. 0



1 Brief description of the task and objectives

1.1 Occasion and objective

Munich is a lively, densely built-up, and attractive city with a great deal of dynamism in urban planning and projects due to the consistently high demand for development areas. Many current concepts and developments are located in the north of the city. Here, the City of Munich envisages a sustainable transformation of the Europark commercial area, in which the European project site is located, due to future improvements in public transport access and the adjacent developments (Neufreimann residential neighbourhood and Frankfurter Ring framework planning).

By taking into account and further developing the existing uses, Europark represents great potential for transformation, retroactive densification and the development of an innovative and future-oriented urban building block. The goal is to transform the currently monofunctional commercial area, which has little green space and is thus problematic from the perspective of the urban climate, into a high-quality, resilient, lively, productive, and urban area of the city.

One overarching goal is for the area to achieve climate neutrality in future. Use of the location by production and specialist markets should be retained in a space-efficient form and supplemented with additional uses. Equally essential is improving the green and open space structures through unsealing, greening, and interconnections with respect to climate adaptation and creating amenity qualities. Central functions are to be created in the Helene-Wessel-Bogen area, which along with the Neufreimann neighbourhood centre, will form a joint district centre.

An integrated structural concept is currently being developed for the Europark as a whole. A sub-area of the Europark is being handled as a study site within the framework of this European competition. Within this area are areas for which the owners of the project site have specific development intentions.

These areas constitute the project site. Within the framework of the competition, innovative and sustainable ideas and concepts should be identified for the entire perimeter of this competition area. The goals formulated in the course of the development of the structural concept have been incorporated into the present task for the European competition. The ideas and concepts from the European competition are then supposed to flow back into the structural concept process. The project site plays a special role in this process: on the one hand, due to its central location on Helene-Wessel-Bogen, and, on the other, because of the concrete realisation intentions that already exist. After

the conclusion of the competition, the results will be presented to the municipal council and transferred to the urban land-use planning for the areas with the intention of their being realised.

1.2 Reference to European E17

In accordance with the contents and objectives of European Living Cities 2 – Lebendige Städte 2, the competition area should be transformed into a lively, dense, green, and, above all, sustainable urban development. As 'resilient hybrid urbanism', it is intended to be a pilot project for thoughts and ideas regarding hybrid spaces, which are being reconceived here. The mixing of commercial and residential uses and the development of synergies between ecological, social, economic, and cultural aspects are relevant here.

2 General information about the city

2.1 City, structures and growth

The city of Munich is the capital of Bavaria, is located in the south of Germany, and with a population of approx. 1.5 million, is the third largest city in Germany. As a metropolis, Munich takes on central functions in the region, is an important business location, and is an appealing place to live. Munich benefits from its proximity to attractive and varied landscapes (Alps, lakes), which are popular destinations for both residents and tourists.

Munich, 310.7 km² in size, has a great variety of different urban and settlement structures. The representative Altstadt with the Church of Our Lady and the Viktualienmarkt, the Isar River and large parks such as the Englischer Garten or the Olympic Park are identity-forming for Munich. The Altstadt, the historic medieval city centre within the Altstadtring, shapes the character of Munich's city centre.

The city centre incl. the Altstadt is a central focal point in the urban area for education, culture, shopping, and recreation, among other things, and fulfils just as many supply-related functions. The Isar River, with the Flaucher, Maximiliansanlagen, and Englischer Garten, runs through the entire city from south to north as an important recreational area. In addition to the city centre, there are many different districts with their own identity and function. For example, the identity of the pretty Altstadt is very different from that of the Schlachthofareal or the Werksviertel.

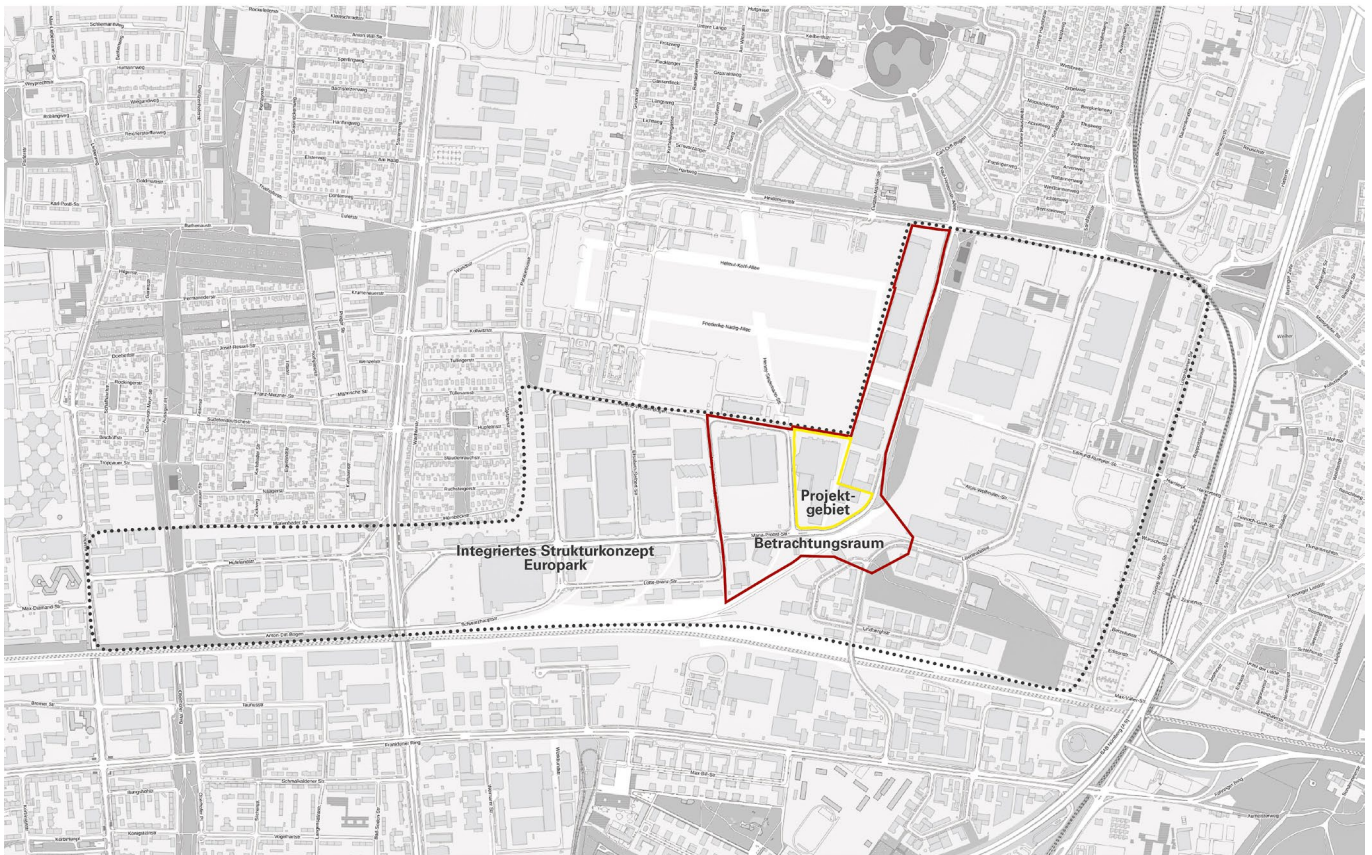


Fig. 1

1
Plan with study and
project site



Fig. 2

2
Plan entire city with
study site

Population growth

Due to its location, functions, and attractiveness, Munich has experienced steady (population) growth over the past 15 years. The results of the new population forecast show that the state capital Munich continues to be in a growth phase. In 2040, 1.845 million people are expected to live in Munich.

<https://stadt.muenchen.de/infos/bevoelkerungsprognose.html>

Economic development

The pandemic and the war in Ukraine have had or are having an impact on the economic situation of the city of Munich, which is, however, consolidating again. For many years now, the biggest increases in employment have been in the information and communications sector; an industry whose importance for Munich's economic structure continues to expand.

An important reason for the robustness and strength of the business location lies in Munich's strong position in the high-tech, digitisation, and innovation industries (e.g. BMW, Apple, Google). Along with the broad and balanced sector mix in the economy and the dynamic start-up scene, this forms the basis of the economic success of the Bavarian capital.

The growth of around 10,500 jobs and the robustness and strength of Munich as a business location owing to its diversified economic structure underscore the necessity and the need for the commercial space available to meet demand.

(cf. 'Munich Annual Economic Report' 2022
<https://www.wirtschaft-muenchen.de/produkt/der-muenchner-jahreswirtschaftsbericht-2022/>)

Development needs

The rising population figures and importance as a metropolis and business location are accompanied by a consistently high demand for new development, retroactive densification, and conversion areas. This is reflected, among other things, in Munich's tight housing market as well as in the great demand for commercial space to meet current needs. At the same time, other utilisations such as social infrastructures, cultural offerings, and green spaces need to be created. In order to respond to these needs, many different developments, some of them large-scale, are being pursued and implemented. Many of these important planning areas are located in the direct vicinity of the European competition area.

2.2 Current challenges for urban development and overriding goals, studies, and concepts

Strategic urban development

The urban development concept 'Perspective Munich' forms the basis for a sustainable development of the city of Munich that is oriented towards the common good in the sense of a city in balance (cf. Session Paper Nos. 20–26 / V 04420 of 02.02.2022). In addition, the 'Urban Development Plan STEP 2040' (currently in a draft version, Session Paper Nos. 20–26 / V 03346 of 28 July 2021), as a central and programmatic component of the Munich perspective, bundles, concretises, and visualises the goals and strategies for spatial development on a citywide level.

With regard to the implementation of the strategies and the generation of larger housing construction potentials, it is becoming apparent that after the development of the former barracks and railway areas, barely any larger contiguous areas are still available for internal development.

Targeted retroactive densification in suitable residential areas should contribute to the development of urban and climate-neutral neighbourhoods. Particular attention will therefore be given to the compatibility of retroactive densification and climate-sensitive structures in the neighbourhood.

Potential for conversion has been identified for parts of commercially used areas. Transformation here does not mean replacing commercial use entirely, but instead mixing it with other functions – in suitable locations, such as parts of Europark, also with housing – to a greater extent and developing the areas into urban and at the same time climate-adapted neighbourhoods. This should also be the topic of this competition.

Climate change in Munich

Climate change poses great challenges for the City of Munich and all the residents of Munich. At the Munich City station of the German Meteorological Service, an increase of about 2.6°C in average summer temperature has been measured since 1955, while precipitation has decreased by about 12% in the same period. This trend will continue until at least the midcentury, and an increase in the frequency and intensity of extreme weather events is very likely. In order to best prepare for the advancing climate change and its already unavoidable impacts, Munich needs to increase and improve green amenities as well as reduce sealing in accordance with the sponge city principle and ensure sufficient ventilation of settlement areas in the medium term. Furthermore, Munich has set itself the goal of climate neutrality by 2035. This makes new construction in particular an important lever in climate protection. New buildings must have high energy standards, be economical in operation, generate renewable energy on site, and have a low carbon footprint over their entire life cycle. This also includes the issues of grey energy and the climate relevance of building materials.

Climate function map: <https://stadt.muenchen.de/infos/stadtklima-klimaanpassung.html>

Mobility strategy

By 2025, at least 80% of traffic in the Munich urban area is supposed to take place by means of local emission-free motor vehicles, local public transport (ÖPNV), and walking and cycling. By 2035, all traffic is intended to be climate-neutral. For new urban neighbourhoods and the redevelopment of existing settlement areas, for example, innovative mobility concepts that enable people to live without their own cars and nevertheless with full mobility are to be developed. Future-oriented planning should therefore give priority to the objectives described and the criterion of space efficiency of means of transport, i.e. in favour of offers of the environmental network (pedestrian traffic, cycling, public transport, and, in addition, shared mobility), in order to ensure mobility for all people in the still strongly growing city, so as to achieve the concrete climate objectives and be able to keep additional areas free for quality of life, housing, and green infrastructure.

'Mobility Strategy 2035' (meeting documents nos. 20–26 / V 03507) as an appendix to the brief documents

High-rise building study (draft)

An update of the high-rise building study for Munich is currently being prepared; it is available in a draft version (Session Paper Nos. 14–20 / V 17706). One of the basic ideas formulated here is linking the planning of high-rise buildings to specific quality requirements. To this end, a catalogue of criteria that a new high-rise building must meet – with regard to the urban setting, architecture, and integration into public space, and sustainability and the generation of social added value – is being introduced. Going through a binding planning process is also a prerequisite.

A spatial master plan (zone plan) for the classification of locations in the overall urban context is another building block of the high-rise study. The master plan identifies four different spatial categories (zones) in the urban area, for which statements on the possible height profile, reference scale, and development potential are being formulated. The competition area is predominantly assigned to the category 'Design height profile', which describes the further development of a corresponding, heterogeneous height profile with an impact on the neighbourhood. This means that symbols for the neighbourhood with an elevation of up to 150% above the surrounding eaves can be developed. The Neufreimann and Viertel FOUR development plans can be used as a guide for surrounding eaves. The effect and compatibility must always be illustrated or examined on a case-by-case basis. The individual examination of the site provides information on the suitability of the site for a high-rise building and possible heights.

<https://stadt.muenchen.de/infos/umgang-hochhaeuser-stadtgebiet.html>

Socially appropriate land use (SoBoN)

An important existing urban planning instrument in Munich is 'Socially Equitable Land Use' (SoBoN, City Council resolution of 28 July 2021, Session Paper Nos. 20–26 /). It is applied in development planning procedures and ensures or establishes social equity and balance. New housing developments must include a proportion of affordable and social housing. Since these requirements are applied in all development planning procedures, a balanced mix of various types of housing can be ensured across the entire urban area. The SoBoN also includes requirements for social infrastructures or open and green spaces.

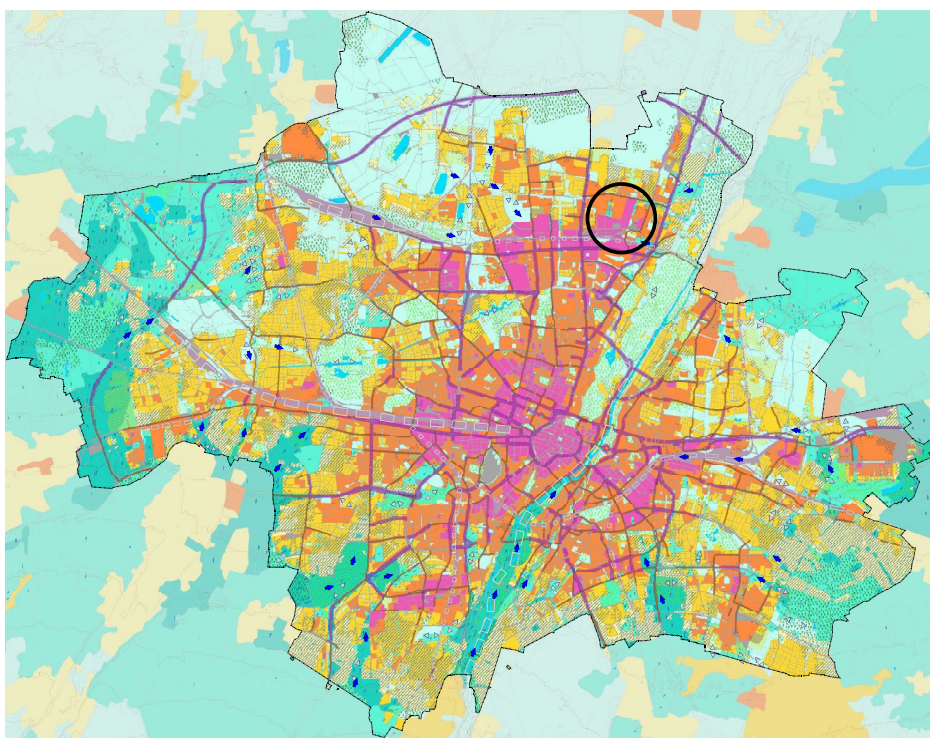


Fig. 3

Stadtklimaanalyse
Landeshauptstadt München
Karte 10:
Klima- und immissionsökologische
Funktionen für das Stadtgebiet

Legende

Grün- und Freiflächen
Kaltluftlieferung der Grün- und Freiflächen^{1,2}
Mittlerer Kaltluftvolumenstrom/Rasterzelle (m³/s)

Stadt	Umland
Sehr hoch > 1500	
Hoch 900 bis 1500	
Mäßig < 900	

Grün- und Parkflächen mit Bedeutung für den Aufenthalt am Tage
Waldflächen

Siedlungsräume
Bioklimatische Situation in den Siedlungsräumen³

Stadt	Umland
Sehr günstig	
Günstig	
Weniger günstig	
Ungünstig	

Wirkungsbereich der lokal entstehenden Strömungssysteme innerhalb der Bebauung
Verkehrsbedingte Luftbelastung der Siedlungsräume⁴ entlang von Hauptverkehrsstraßen

Hoch	
Mittel	

Luftaustausch
Kaltluftleitbahn
Modelliertes Kaltluftströmungsfeld⁵
Hauptströmungsrichtung der Flurwinde in den Grün- und Freiflächen (Flächengröße > 1,5 ha)
Volumenstrom Hoch / Sehr hoch

Flächen mit Luftaustauschpotential
Wirkung übergeordneter Ventilationsbahnen

Hoch	
Mittel	
Lokale Wirkung	

Sonstiges
Stadtentwicklungsgebiet mit absehbarer Bebauung
Gewässer
Höhenlinie (10 m-Abstand)
Gleisfläche
Straßen- und Kiesfläche
Stadtgebiet München

1. Die Analyse der immissionsökologischen Funktionen bezieht sich auf die Hochbelastung während einer ausdehnungsrechnerischen Höchstbelastungsphase, die durch einen geringen Luftaustausch gekennzeichnet ist. Dabei tritt häufig eine überörtlich weitläufige Hochbelastungssituation in den Siedlungsräumen auf. Die Anzahl und Luftaustauschleistungen dieser Hochbelastungsphasen sind durch die immissionsökologischen Funktionen im Stadtgebiet zu ermitteln. Diese Funktionen sind durch die immissionsökologischen Funktionen im Stadtgebiet zu ermitteln. Diese Funktionen sind durch die immissionsökologischen Funktionen im Stadtgebiet zu ermitteln.

2. Die Kaltluftlieferungen charakterisiert das Zentrum von München, wobei für die Bewertung der Grünflächen ein mittlerer Wert auf Grundlage der 2-Terminformel berechnet wurde. In Abhängigkeit von der Größe der Grünfläche (Fläche) und der Größe der Grünfläche (Fläche) wird der Volumenstrom berechnet. Die immissionsökologischen Funktionen im Stadtgebiet sind durch die immissionsökologischen Funktionen im Stadtgebiet zu ermitteln.

3. Grundlage für die Bewertung der bioklimatischen Belastung ist die Bewertung der Lufttemperatur (PMV) und die Bewertung der Lufttemperatur (PMV). Die Bewertung der Lufttemperatur (PMV) ist durch die Bewertung der Lufttemperatur (PMV) und die Bewertung der Lufttemperatur (PMV) zu ermitteln.

4. Die Bewertung der Verkehrsbedingten Luftbelastung ist durch die Bewertung der Verkehrsbedingten Luftbelastung (VBL) zu ermitteln. Die Bewertung der Verkehrsbedingten Luftbelastung (VBL) ist durch die Bewertung der Verkehrsbedingten Luftbelastung (VBL) zu ermitteln.

5. Grundlage für die Bewertung der Kaltluftströmungsfelder ist die Bewertung der Kaltluftströmungsfelder (KLS) und die Bewertung der Kaltluftströmungsfelder (KLS). Die Bewertung der Kaltluftströmungsfelder (KLS) ist durch die Bewertung der Kaltluftströmungsfelder (KLS) zu ermitteln.

6. Die Bewertung der Luftaustauschleistungen ist durch die Bewertung der Luftaustauschleistungen (LAL) zu ermitteln. Die Bewertung der Luftaustauschleistungen (LAL) ist durch die Bewertung der Luftaustauschleistungen (LAL) zu ermitteln.

M Maßstab: 1 : 30 000

0 1 2 3 Kilometer

Auftraggeber: Landeshauptstadt München, Referat für Gesundheit und Umwelt, Bayernstraße 28a, 80335 München

Auftragnehmer: G E O N E T Umweltberatung GmbH, Große Pfahlsbrade 5 a, 38101 Hannover, Tel. (0511) 388 72 00, Fax (0511) 388 72 01, Email: info@geonet.de, Internet: www.geonet.de

Hannover, Juni 2014

3. Munich North and Europark

3.1 Location, structure, and uses

The present competition area is located in the north of the city, in District 12 Schwabing-Freimann, about 20 to 30 minutes from the city centre and the airport. In terms of area, this is Munich's third-largest urban district. The two neighbourhoods that give the district its name have different characters. Schwabing is characterised by an urban flair with Wilhelminian-style townhouses and villas. There is a stark contrast between it and the cityscape of the northern district of Freimann, with extensive single-family housing estates around an old village centre. This is also where important municipal functions are located, e.g. the sewage treatment plant. The old mountain of rubbish on the outskirts of the city, which had grown to 75 m, has been closed and renatured. Munich's first wind turbine has stood on its top since 1998. In the immediate vicinity, on the edge of the Fröttmaninger Heide, is Munich's football stadium, the Allianz Arena.

The competition area is part of the Munich North commercial belt, which extends in an east-west direction – from the former Knorr-Bremse site at Oberwiesenfeld to the 'Tatzelwurm' in Freimann and the city entrance to the A9 motorway towards Nuremberg, north and south of the tracks. North of the Frankfurter Ring, between the A9 and Ingolstädter Straße, almost exclusively commercial and industrial uses have developed. The recent overplanning and development of disused industrial and commercial sites as well as abandoned barracks (Bayernkaserne, Funkkaserne) and other publicly used areas have meanwhile initiated a change in urban structure and design in this part of the district. These are mainly located in the northern part of the district near the competition area. This northern commercial area is crossed from east to west by the DB Nordring (tracks for freight transport).

In the immediate vicinity of the competition area, there are heterogeneous structures and various uses, large-scale commercial structures as well as small-scale residential neighbourhoods with single-family houses. Larger structures in the wider area include the BMW Group Research and the Innovation Centre FIZ approx. 2 km to the west, the Olympic Park approx. 4 km to the southwest, or the Allianz Arena approx. 3 km to the north-east of the competition area. Some larger residential areas are located north of Heidemannstraße on the Carl-Orff-Bogen. With the Europark commercial area, large commercial structures abut adjacent small-scale residential estates.

The competition area is located in the area of the Euro-Industriepark. The Europark is a large-scale industrial estate that is primarily characterised by trade and retail, in particular by cash-and-carry wholesale markets and wholesale chains. The area is situated on both sides of Ingolstädter Straße between Lilienthalallee and Knorrstraße, north of the DB-Nordring or Frankfurter Ring and south of the former Bayernkaserne. The area is mainly used for commercial purposes, e.g. parts of the BMW plant to the west and east of Lilienthalallee, or the Freimanner Hölzl industrial estate. However, cultural uses and event venues of city-wide importance are also located here, such as the MOC event centre, the Zenith Kulturhalle, and the Kesselhaus. These are located to the east of Maria-Probst-Strasse along Lilienthalallee.

Due to its convenient location (motorway, railway siding), the Europark to the south of the former Bayernkaserne and the areas along Lilienthalallee are an attractive location for commercial uses.

Europark is in part a specialist retail location where two hypermarkets dominate the retail trade, but is not integrated into the wider settlement context. These hypermarkets are mainly aimed at a car-oriented clientele due to the variety of product ranges. Extensive car parks, owing to the high number of wholesale and retail outlets, form large, sealed open spaces. The local supply in the Europark has enormous appeal and also supplies the neighbouring districts. A structural concept is currently being drawn up for the Europark with considerations regarding transformation processes (see point 3.5.).

3.2 Open space and recreation

The Isar valley, one of Munich's most important recreational areas, is about 2.5 km away. On the northern edge of the urban area, at a distance of approx. 2 to 3 km (as the crow flies) from the competition area, are the nature conservation areas Südliche Fröttmaninger Heide and Panzerwiese and Hartelholz, which are also designated as FFH area no. 7735-371 "Heideflächen und Lohwälder nördlich von München". They are part of Munich's green belt landscapes (see Freiraum 2030) and serve as quiet recreational areas.

In the immediate vicinity of the competition area is a public green space along Maria-Probst-Strasse, which provides a connection to Carl-Orff-Bogen-Park to the north (interrupted by Heidemannstrasse) and to the south, via another green space/woodland, to the open space network up to the Isar River. To the west of the competition area are smaller green spaces close to the residential areas. With the development of Neufreimann, additional public green spaces will be created in the immediate vicinity. Large parks are planned respectively to the north and south of the future neighbourhood.

3.3 Species and biotope protection

According to the Species and Biotope Protection Program of the City of Munich of 2004 (ABSP), the planning area is situated within a regional development focus for the preservation of dry sites in the north of Munich. As linear connectivity axes, the railway tracks of the DB-Nordring and the railway tracks directly south of Maria-Probst-Strasse also represent dry sites. In this area there are also compensation areas and mapped biotopes, some of which are located in the study site.

To the north of the project site, within the public green space of the new Neufreimann neighbourhood, an area with special development measures is defined in the development plan with Green Regulation No. 1989 (Neufreimann neighbourhood), which is to be established as a base-rich, nutrient-poor grassland, and also as a habitat for wild bees.

3.4 Current developments in the district

The competition site and its surroundings are in the midst of a far-reaching transformation process that was triggered, among other things, by the redevelopment of a former barracks area (Neufreimann neighbourhood). Many important concepts and projects are located in the immediate or broader urban context. In the wider area, a good 2 km west of the competition area, there is, for example, the restructuring of the existing BMW Research and Innovation Centre. There are plans to implement the 'FIZ Future Master Plan' by 2050. A selection of the plans is explained below.

Neufreimann and tram planning

One of the largest projects in the north of Munich is the development of the Neufreimann neighbourhood on the site of the former Bayernkaserne. Here, directly adjacent to the competition area, a new urban and mixed district with a high portion of housing (for approx. 15,000 inhabitants) and corresponding infrastructure will be created in the coming years.

With this development, the predominantly commercial use in the vicinity of the competition area will be supplemented with further uses, primarily residential, and thus increase the overall mix of uses in this area of the city. A neighbourhood centre with a local supplier will be built in a central location.

Neufreimann is to be densely developed in its centre and given an urban and community-oriented flair. Facilities for daily needs are to be within easy reach. Two large parks/public green spaces are being created in the north and south of the new neighbourhood, which, supplemented by communal and private open spaces, will form a coherent open space network. With this development

of an urban, mixed-use neighbourhood, the directly adjacent competition area is given a new significance as a transitional space to commercial sector.

Improving the accessibility of the area is also planned. To this end, major infrastructure measures are being planned for both public transport and motorised traffic (see 4.3).

Viertel FOUR (Campus for Innovation and Research according to Development Plan No. 1942a)

In the immediate vicinity, within the Europark industrial estate, is the Ausbesserungswerk Freimann (AW-Freimann). During the development of the former railway site with a size of approx. 20 ha, the listed locomotive hall was preserved and occupied with new uses (DIY market and classic car and sports car centre). To the south of the hall, a campus for innovation and research will be built in a compact design in the coming years. In particular, companies with a connection to the topics of cars and mobility are supposed to settle here as a complement to the classic car and sports car centre. In order to be able to design the adjacent open spaces in a high-quality manner, a large-scale underground carpark will be built to provide the parking spaces and, as far as possible, also facilitate the deliveries required. The listed Zenith Hall will be retained as a cultural hall.

DB-Nordring

The so-called DB-Nordring is to be opened for passenger traffic, in a first step between Dachau and a first stop west of the planning area, between Schleißheimer Straße and Knorrstraße. A next stop is planned in the Europark area at the intersection with the extended tramline 23. Here, a transfer between the tram and the S-Bahn will be made possible.

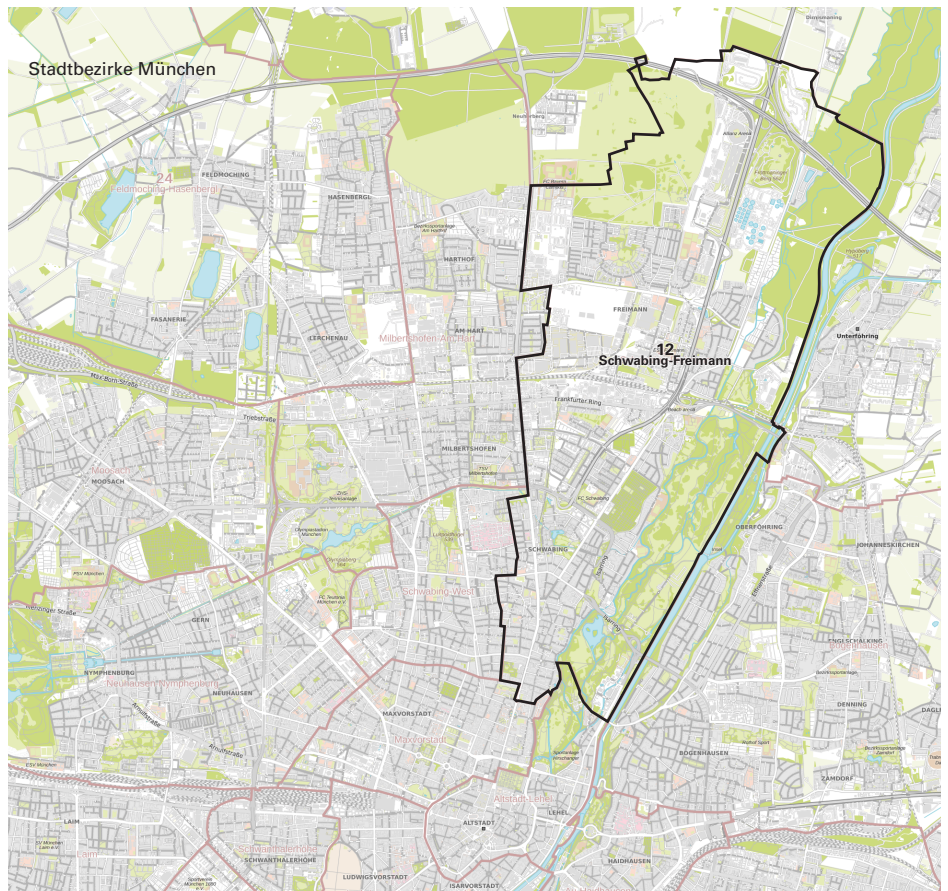


Abb. 4

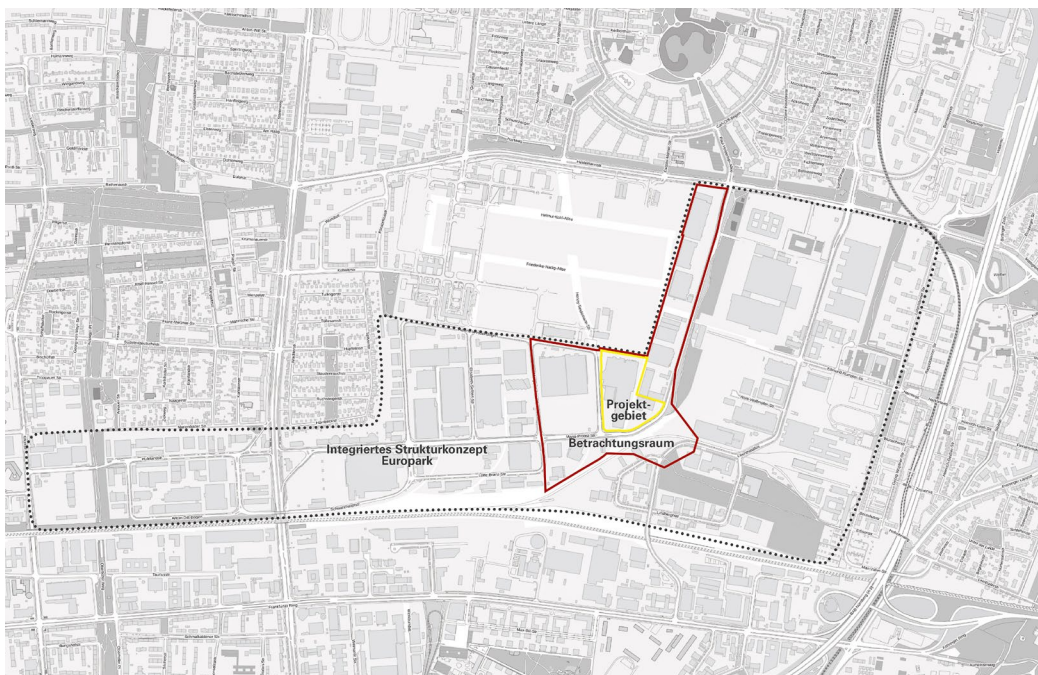


Abb. 5

4
City district 12

5
Plan with study and
project site



Abb. 6

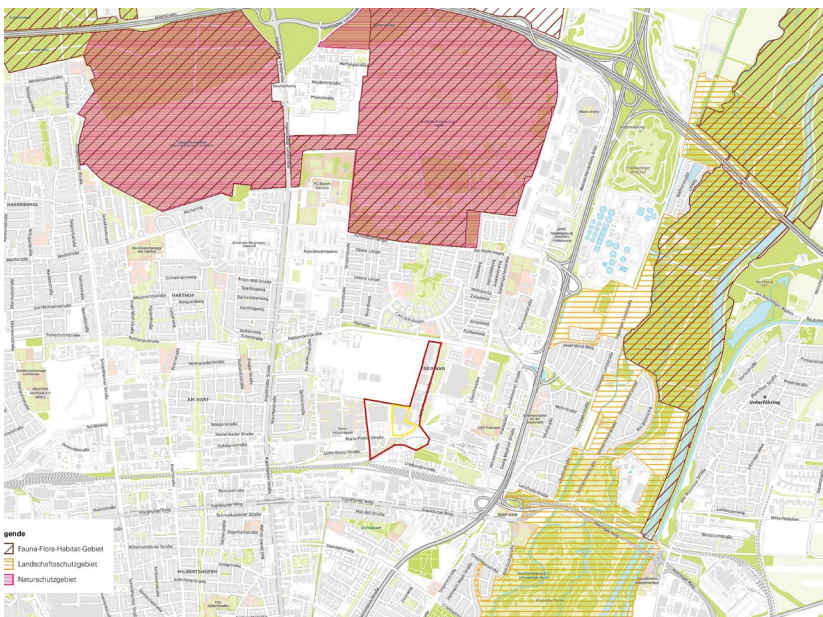


Abb. 7



Abb. 8



Abb. 9a

8
Protected areas, compensation area and biotopes

9a
BP-No-1942a QuarterFOUR
Plan Part



Abb. 9b

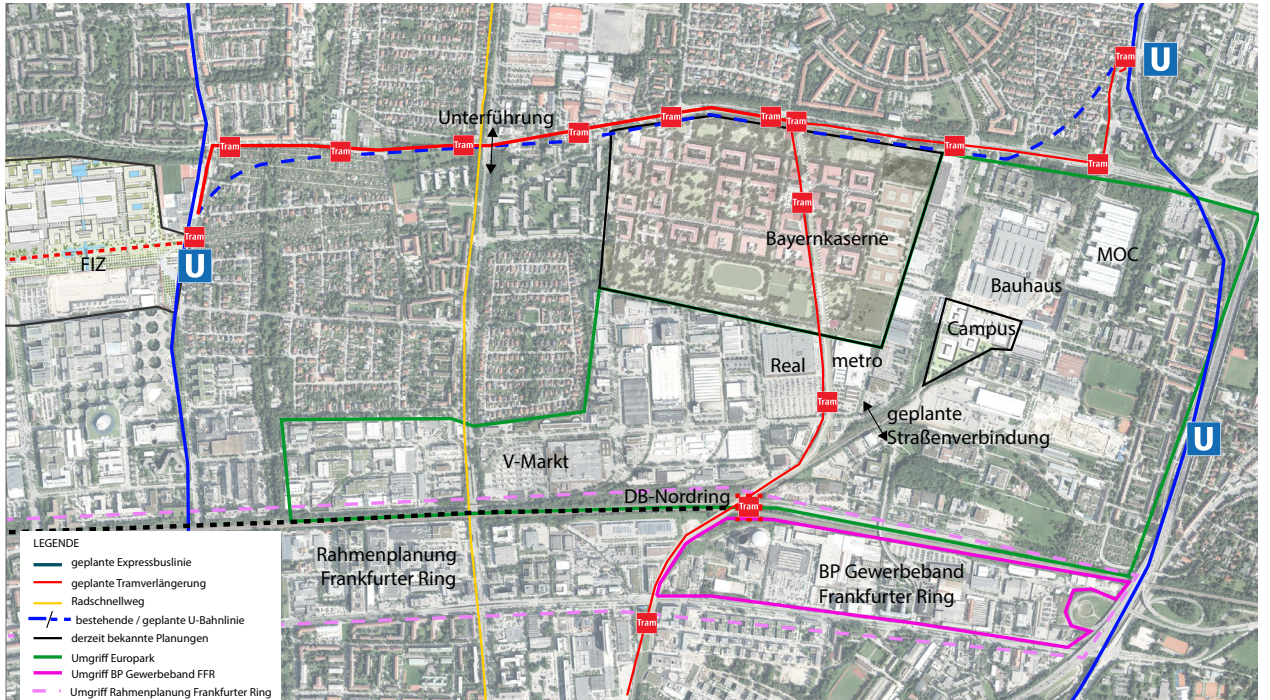


Abb. 10

9b
BP-No-1989 Neufreimann
Plan

10
Overview of existing plans

3.5 Higher-level concepts of the City of Munich for the north of Munich

In addition to the existing overarching goals and applicable ordinances for the city as a whole (see point 2.2.), the goals from the basic decision on the structural concept for the Europark and the district open space concept must also be taken into account when working on the competition task.

Objectives of the Urban Development Plan 2040 for Europark

The Urban Development Plan 2040 envisages a sustainable transformation in the area of the Europark resulting from the improvement of public transport access and the adjacent developments (esp. the new Neufreimann residential neighbourhood and the Frankfurter Ring framework planning). In the area of the new Maria-Probst-Strasse tram stop and in the area of Helene-Wessel-Bogen, a district centre is to be created with offers for supply, leisure, culture, and spending time without consumption. The uses are to complement the planned uses in the Neufreimann neighbourhood centre.

https://geoportal.muenchen.de/portal/stadtentwicklungsplan/?layerIDs=gsm:g_luftbild,plan:stadtentwicklungsplan_legende_c7,plan:g_stadtentwicklungsplan_c7_gesamt&visibility=true,true&transparency=0,0,0¢er=688947,5337402&zoomlevel=5

Europark structural concept

The City of Munich is currently working on an integrated structural concept for the Europark that includes the competition area. This process has not yet been completed. However, goals have already been developed.

The structural concept for the development of the Europark addresses the existing shortage and need for suitable commercial space, and defines the preservation and qualitative further development of the commercial and specialist market location as a significant action point. With the aim of qualitative further development, possibilities for increasing land efficiency, unsealing, increasing building rights, developing and implementing modern commercial typologies and hybrid commercial uses from A and B areas are examined. (Commercial A-areas: production and industry, logistics, small-scale classic commercial; commercial B-areas: offices, dense commerce, district centres, and events).

Within the structural concept, the competition area forms an important interface between the commercial uses and the new urban neighbourhood development of Neufreimann and residential space potentials of it to be examined.

The following planning objectives are pursued in preparing the integrated structural concept for Europark:

- Preservation and qualitative further development of the commercial/specialist market location that takes into account climate-change-related requirements.
- An urban district with a balanced mix of uses, including commercial uses, the preservation and development of prospects for commercial use, including manufacturing, processing industries (no displacement)
- Development of urban planning and construction concepts for a low-conflict mix of office uses (so-called GE-B areas) and manufacturing and processing industries (so-called GE-A areas) as well as other uses, e.g. housing, social infrastructure; sustainable, land-conserving further development of manufacturing and processing industries and crafts (higher densities, vertical arrangement, mix of uses, e.g. craftsmen's yards)
- Implementation of measures for climate adaptation and optimisation of urban climate conditions: examination of possibilities for unsealing and improved greenery, greening, consideration of cold air flows, examination of possibilities for reducing the number of parking spaces relevant to housing with a simultaneous innovative mobility concept, areas for rainwater management in accordance with the sponge city principle
- Implementation of climate protection and sustainable building requirements: examination of a climate-friendly heat and energy supply, review of decentralised energy supply with the use of waste heat from existing commercial production facilities, consideration of the urban building configuration with respect to the requirements for sustainable building
- Review of building potentials, especially on sites with a high proportion of sealed parking areas
- Integration and interlinking in the urban context
- Further development of the Europark as a mixed-use location with a presentation of possible residential development potential in the transition to the future housing in Neufreimann
- Review of the integration of hybrid buildings with mixed commercial uses.

- Upgrading as a modern workplace location
- Improvement of transport connections
- Upgrading of the public space, in particular by improving the greenery and amenity qualities.

4 The site (study site and project site)

4.1 Structures and use

Study site

The study site (see fig. 11, red border) has a size of 25.7 ha and is dominated by commercial use. Two large structures are located in the southern area. To the west of the Helene-Wessel-Bogen there is a shopping centre (SUMA Centre) with a large supermarket (Kaufland) and smaller complementary shopping facilities. To the east of the Helene-Wessel-Bogen is a large-scale retailer (Metro). Towards the north, between the Neufreimann development and Maria-Probst-Strasse with adjacent green space, a number of other medium-sized retail and service uses extend to Heidemannstrasse. To the south, there is a pedestrian and cycling route towards the Isar River and the Englischer Garten.

The building structure in the study site consists mainly of hall buildings with a maximum of two storeys. The outdoor areas are used as parking spaces and are mostly sparsely landscaped. The degree of sealing is very high, and the land use inefficient.

Project site

The project site (see Fig. 11 yellow border) is currently occupied by a wholesale market (Metro), with the main building in the western area and the depot in the eastern section. To the south of the two building halls, a total of approx. 345 parking spaces are situated, partially roofed over and structurally connected to the main building. A disused railway track lies between the two sections. The existing use as a wholesale market seals the planning area almost entirely. Along the Helene-Wessel-Bogen and Maria-Probst-Strasse, there are roadside tree plantings. There are also trees in the area of the parking spaces. The disused railway track in the middle of the planning area is planted with vegetation and lined with trees and shrubs in the northern area.

4.2 Open space and urban climate

There are no large-scale green structures in the competition area itself. The disused railway tracks, starting in a northerly direction from Maria-Probst-Strasse, are greened to varying degrees. Towards Maria-Probst-Strasse, the commercial areas are predominantly greened and lined with trees. The parking spaces are landscaped with trees in accordance with the

parking space statutes. There are currently no public green spaces or other recreational areas in the competition area (study site and project site). The green spaces on Maria-Probst-Strasse and Lindberghstrasse in the vicinity of the competition area represent important open spatial connections to the higher-level open space scenery.

The urban climate analysis by the City of Munich identifies the competition area as a settlement area with high bioclimatic stress, which corresponds to the most unfavourable climate-related assessment citywide. This is primarily caused by the high degree of sealing, insufficient ventilation, and lack of or merely minimal greening.

4.3 Traffic and access

The competition area is connected to the Mittlerer Ring by two tangents, the A9 motorway in the east and the B13 federal road (Ingolstädter Straße) in the west. Between these tangents runs Heidemannstrasse, via which the competition area is accessed from the north. Due to the railway line to the south, there is no access to the competition area from the south, from the main road Frankfurter Ring between the tangents. The planned construction of a connecting road with a railway crossing between Maria-Probst-Strasse and Lilienthalallee is intended to improve access to the Europark from Frankfurter Ring. An approx. 100 m long new road connection and the construction of a new level crossing are planned.

The northern urban area and the broader surroundings of the competition area are connected to the public transport network by the U2 Feldmoching and U8 Harthof underground lines and the U6 Garching-Forschungszentrum underground line, as well as by supplementary buses. It is planned to continue the existing tramline 23 to Schwabing Nord through the competition area and Neufreimann along Heidemannstraße to the underground stops Am Hart in the west and Kieferngarten in the east. Within the competition area, the tram will run across the Helene-Wessel-Bogen and be given a stop here near Maria-Probst-Strasse. The tram extension from Schwabing Nord to Kieferngarten is scheduled to go into operation at the end of 2027.

The competition area is connected via Maria-Probst-Strasse and Heidemannstrasse with cycling paths in the street area to the higher-level cycling path network, including to Ingolstädter Strasse in the west. On Maria-Probst-Strasse, there is an additional two-directional cycling path in the green space. In accordance with the 2019 cycling decision, it is planned to upgrade Ingolstädter Straße, which lies approx. 1 km to the west of the competition area, to a cycling expressway, which will improve connections overall. The connection to the higher-level path network along the Isar River will also improve significantly in the future with the planned railway crossing between Maria-Probst-Strasse and Lilienthalallee.

Munich bike city map:

<https://geoportal.muenchen.de/portal/radlstadtplan/>

4.4 Topography

The study site and the project site are (nearly) flat.

4.5 Groundwater

According to the groundwater table of the City of Munich, the groundwater in the study site and the project site is on average 4 to 6 m below the ground surface.

4.6 Railway powerline

Along Heidemannstrasse in the southern area runs a Deutsche Bahn powerline that will remain in place in the long term and must therefore be taken into account. No-building and restricted building zones exist in this area. Within a distance of 30 m from the powerline, structures or plantings may not exceed a height of 3.5 m. Positioning structures in this area should also be avoided. The situating of sensitive uses (e.g. children's playgrounds) in this area should also be avoided.

The no-building and restricted building zones are shown in the development plan with green space regulation No. 1989 (Neufreimann, former Bayernkaserne).

4.7 Planning and legal situation

With the development of the area, the existing building law (development plan) must be modified or drafted anew. The currently valid planning law requirements can therefore be ignored when working on the competition task.



Fig. 11



Fig. 12

Ausschnitt der Klimafunktionskarte der LHM, 2014

Grün- und Freiflächen

Bioklimatische Bedeutung

- Sehr hohe bioklimatische Bedeutung
- Hohe bioklimatische Bedeutung
- Mittlere bioklimatische Bedeutung

Siedlungsräume

Bioklimatische Situation in den Siedlungsräumen

- Sehr günstige bioklimatische Situation
vorwiegend offene Siedlungsstrukturen mit guter Durchlüftung.
- Günstige bioklimatische Situation
Siedlungsstruktur mit geringer bioklimatischer Belastung und günstigen Bedingungen.
- Weniger günstige bioklimatische Situation
Siedlungsräume mit mäßiger bioklimatischer Belastung.
- Ungünstige bioklimatische Situation
Siedlungsräume mit hoher bioklimatischer Belastung.
- Wirkungsbereich der lokal entstehenden
Strömungssysteme innerhalb der Bebauung

Verkehrsbedingte Luftbelastung der Siedlungsräume
entlang von Hauptverkehrsstraßen

- Hoch
- Mittel

Luftaustausch

- ↑ Kaltluftleitbahn
Modelliertes Kaltluftströmungsfeld

Flächen mit Luftaustauschpotenzial
Wirkung übergeordneter Ventilationsbahnen

- hoch
- mittel
- ◄► Lokale Wirkung

Umgriffe European

- Betrachtungsraum
- Projektgebiet

12
Climate function map



Fig. 13

13
Information on the Lindberghstrasse railroad crossing resolution via the Council Information System:
<https://risi.muenchen.de/risi/sitzungsvorlage/detail/5609754?dokument=v5682464>

5. Planning task (for the study site and the project site)

5.1 Urban planning objective

The objective is a sensible and forward-looking retroactive densification or redevelopment of the existing commercial area into a mixed, urban, productive, and lively urban component. A mixture of uses for different types of housing and various commercial typologies should be presented in a compatible ratio. The aim is to achieve a high urban density with a high quality of greenery. The overarching goal is the development of a sustainable, climate-neutral and climate-sensitive neighbourhood.

The area, which is currently used purely for commercial purposes, has a low density and a very high degree of sealing with little greenery. A mixed-use, urban, sustainable, innovative, and climate-sensitive urban component should be developed through a sensible retroactive densification or reorganisation of the structures in line with the objective of a productive urban quarter, and with a correspondingly high density.

Various forms of housing and innovative solutions for the coexistence of housing and commerce should be proposed. In line with the idea of twofold inner development, diverse open spaces with a high proportion of greenery and high open space and amenity qualities are aimed for in addition to the structural development.

The study site should be sensibly integrated into the urban context – between the future Neufreimann neighbourhood, the commercial areas with cultural uses to the east, and the purely commercial uses to the west and south. It is intended to function as an important hinge and transitional area between these heterogeneous areas and to strengthen interconnections in the district as a whole.

The existing large building structures, which can only be used monofunctionally, should be broken up and arranged in a new and future-oriented concept. The new or, in the case of restructuring, existing building structures should include both flexible use and hybrid building forms. Various building typologies can be considered for the retroactive densification. The project site is also conceivable as a high-rise location. The new neighbourhood should have its own identity, especially in the project site.

In terms of sustainability, the existing buildings can be retained and integrated into the overall concept. Sensible use and retroactive densification should, however, be achieved. Ideas in the sense of cradle-to-cradle or circular building are conceivable. It should be noted that the existing buildings, especially in

the project site, are in part at the end of their technical and economic lifecycle. The existing buildings in the project site are not solidly built.

In summary, the following goals are pursued:

- Development of a sustainable, climate-neutral, and climate-sensitive urban neighbourhood
- Development of a productive urban neighbourhood
- Creation of an attractive residential location
- Mix of housing and commerce (as innovative solutions for coexistence and/or as hybrid construction)
- A high quality of open space and a high proportion of greening
- Unsealing
- Strengthening of interconnections in the district area

5.2 Sustainability and climate concept

The City of Munich has set itself the goal of being climate neutral by 2035. One overarching goal is therefore developing a climate-neutral neighbourhood – both during construction and in subsequent operation. Against the backdrop of climate change and the increasingly frequent heat stress in cities, a sustainable and climate-resilient overall development is indispensable. To this end, innovative and forward-looking solutions should be developed within the framework of the European competition. These solutions should include measures to adapt to the climate and optimise the urban climate situation.

Relevant aspects are, for example, unsealing, improving greenery or additional greening, areas for rainwater management according to the sponge city principle, consideration of cold air flows (see the climate function map of the LHM and under point 5.4.), or innovative ideas for sustainable and future-oriented mobility. Urban farming concepts are also conceivable as a contribution to sustainable consumption behaviour.



Fig. 14

Measures and innovative ideas for active climate protection and sustainable building should be considered. In this context, the urban configuration as well as building materials can contribute to sustainable construction. Examples of this could be optimised building configurations (compactness, A/V ratio), avoiding cold consumption, construction methods with as little technology as possible, an optimal shading situation, or the integration of solar energy generation.

It is important to minimise all the energy requirements of the existing and future buildings. The energy demand for heating should be reduced by implementing high-efficiency standards in new buildings (at least KfW 40) and increased renovation efforts in existing buildings (KfW 55). A climate-friendly heat and energy supply or a decentralised energy supply with the use of waste heat from commercial production facilities will also play an important role in the future development of the neighbourhood. Most of the required annual energy demand should be generated on site.

5.3 Uses and density

The existing commercial uses in the study site should also be possible in the future. The function as a wholesale and specialist market location should be taken into account and developed further in a condensed form; existing building structures for this use do not have to be taken into account. Instead, what should be developed is a land-efficient and sustainable concept in the sense of an 'urban area' in which a mix of uses is envisaged for existing and new structures, such as modern workplaces in a variety of sectors, and housing with corresponding social infrastructures.

In order to create a functional link between the Europark and Neufreimann, the Neufreimann neighbourhood centre and a neighbourhood centre in the competition area at Helene-Wessel-Bogen should form a coherent district centre in the future. The selected uses in the Helene-Wessel-Bogen area should complement those of the Neufreimann neighbourhood centre and accommodate uses that cannot be accommodated in the Neufreimann settlement area itself.

The Neufreimann neighbourhood centre accommodates commerce, in particular large-scale retail, housing, and social, cultural, and other facilities that do not significantly interfere with residential use. To the east of the town square, a building will be constructed that integrates social and cultural offerings in addition to housing, including a centre for the elderly and services, a district library, a neighbourhood meeting place, and a Munich adult education centre.

The complementary offers in the areas of leisure, culture and supply, as well as space for spending time free of consumption can give rise to synergies that contribute decisively to the attractiveness and revitalisation of both neighbourhoods. The future tram stop in the southern area at Helene-Wessel-Bogen should also be spatially integrated. (See Appendix 14_MUC_Overview-Existing Plans)

Due to the consistent demand for residential space in Munich and in order to mix uses and revitalise the area, residential development potential should be identified in addition to retroactive commercial densification. The development of various forms of housing and the sensible integration of them into the overall concept or into hybrid construction is desired. The compatible coexistence of existing and new commercial uses as well as new sensitive uses (residential or childcare facilities) must be taken into account. In general, noise protection in urban development (e.g. by means of building placement) should be given priority. When positioning residential uses, the very high pre-exposure to traffic and commercial noise caused by noise sources both inside and outside the competition area must be taken into account.

Noise pollution does not need to be examined definitively within the context of the competition. Innovative ideas regarding this conflict should, however, be proposed within the framework of the competition. When developing new housing, the necessary social infrastructures, especially childcare facilities, must be provided for. To this end, one day-care centre should be provided for every 150 to 200 inhabitants.

For public infrastructure (e.g. a school location), a location that with at least 3,000 m² of floor space can be used more flexibly should be provided in the study site.

The integration of hybrid buildings with mixed commercial uses (offices, administration, services, production, processing, and crafts) or in combination with residential use should be examined. A specialist retail location, for example, might also be situated in this context. Conflicts with regard to noise and air emissions are to be expected. Immission protection for sensitive uses (e.g. residential) must be guaranteed. Innovative solutions to such potential conflicts must be shown in the hybrid building. Mathematical proof of immission protection is, however, not required in the context of the competition.

The density and height of the structural development of the planning area can be based on the density of the new Neufreimann neighbourhood (see Appendix 15_MUC_BP-Nr-1989_Neufreimann) and the Viertel FOUR development (Campus for Innovation and Research, see Appendix 16_MUC_BP-Nr-1942a_ViertelFOUR).



Fig. 15



Fig. 16



Fig. 17



Fig. 18



Fig. 19



Fig. 20a

15
Study site
Maria-Probst-Str. 37

16
Study site Maria-
Probst-Straße towards north

17
Project site Parking lots

18
Project site Ecke
Helene-Wessel-Bogen
Maria-Probst-Straße

19
Project site Ecke He-
lene-Wessel-Bogen Maria-
Probst-Straße

20a
Project site / View towards
south

What is aimed for in particular is an efficient use of space. In this context, buildings that rise above the profile can also be part of the restructuring, serve as a means of accentuating and densifying in transformation areas, and, if necessary, contribute to a varied design. The possible inclusion and positioning of buildings with overhanging profiles should be examined in the competition. They are particularly conceivable in the southern part of the planning area and, if used, should be developed based on an urban planning concept for the overall area and be predicated on the criteria in the high-rise building study (see 2.2.).

5.4 Green and open spaces, recreation and connections

A concise green and open space system with public, communal, and private green spaces, including pathway connections, should be created in interplay with the urban planning idea. This green space and path system should be connected with existing paths and green spaces in the immediate and wider surroundings. The existing plans (Neufreimann, open space district concept, Lindberghstrasse crossing) and higher-level city-wide concepts (including Freiraum 2030, STEP 2040, ABSP), as well as the concerns of species and biotope protection should be taken into account (see Appendices 13-1_MUC_protected areas-01_mgk.jpg, 13-2_MUC_protected areas-compensation-biotopes.pdf).

The creation of new green spaces is intended to strengthen the provision of recreational offers and the microclimate and biodiversity as well as the biotope network (e.g. dry habitats along the railway line). Due to the existing commercial use, there is currently no public space with recreational use in the competition area.

A public open space and path system with public squares and green spaces should thus be created, complemented by communal and private open spaces. Provisions for utilizing and greening the roof areas should also be proposed. Areas with a varying intensity of use and quiet areas with high amenity qualities should hence be created.

Recreationally relevant open space provision
In the city of Munich, orientation values for the provision of open space apply, and should be taken into account in new developments. These orientation values serve as a guide in the present competition. A detailed proof of concept for the project site will be provided in the subsequent development plan procedure. The orientation values provide for 20 m² of open space per inhabitant for new residential development, half of which should be created as public green space. For example, with a new floor area of 40,000 m² for residential use, a total of approx. 21,900 m² of open space for recreation and leisure must be provided. A small amount of private

open space (2 m² per resident) can also be created on the roof surfaces. Likewise, for purely commercial use, 2 m² per workplace and for childcare facilities 10 m² of outdoor play space per child must be provided.

– Example calculation for residential use:

40,000 m² GF residential/95 m² (average flat size) = 421 flats

421 flats à 2.6 inhabitants (average number per flat) = 1,095 inhabitants in total

1,095 inhabitants à 20 m² open space = 21,900 m² open space (of which 10,950 m² private open space and 10,950 m² public green space) of which 2,190 m² private open space on the roof (as a common area of a residential use) is possible

– Example calculation for commercial use:

40,000 m² GF commercial/40 m² (average workplace size) = 1000 workplaces.

1000 workplaces à 2 m² open space = 2000 m² open space

In the case of manufacturing industry, an average workplace size of approx. 60 m² is to be assumed.

– Example calculation for a childcare facility:

4-room childcare facility (approx. 860 m² GF) with approx. 48 children:

48 à 10 m² = 480 m² outdoor play area (directly accessible).



Fig. 20b



Fig. 21



Fig. 22



Fig. 23

20b
Study site
Green corridor

21
Study site
Green corridor

22
Study site
Railroad tracks view
to the east

23
Study site
Railroad tracks

Green and blue infrastructure

In the competition area, there is potential for unsealing and creating infiltration and evaporation areas as well as areas for rainwater retention and thus creating a pleasant microclimate in general. Overall, the green space should be significantly expanded. New and suitably dimensioned tree locations that allow for extensive tree plantings should be provided, as well as green roofs and façades, the reuse of rainwater and decentralised rainwater management, and the application of the sponge city principle.

In order to develop the neighbourhood in accordance with the sponge city principle, large-scale construction underneath open spaces is not desired. The underbuilding of public green spaces is not permitted. It is imperative to take into account the low average distance to the groundwater table of 5 m. Structural encroachment on groundwater is not permitted, which is why structures below ground level may have a maximum of one storey.

Green link and air exchange corridor

Within the urban development and open space idea, a green link and an air exchange corridor with a width of at least 50 m should be integrated at a suitable location between the planned southern green space of Neufreimann and the existing green spaces on Maria-Probst-Strasse and Lilienthalallee. An overlay of an air exchange corridor and a green connection is possible if high-quality recreational areas or green connecting corridors for pathways and the interlinking of nature spaces, as well as climate resilience with appropriate greenery, can be created on areas that are not built under. Areas with substructures that overlap with other uses such as transport infrastructure (e.g. a tramway) cannot be counted as green space. In order to achieve the open space-related orientation values (according to the above example calculation), creative ideas for a sufficient provision of green spaces should be proposed.

A central connection and interlinkage with the Englischer Garten can assist in aerating the new urban neighbourhood by being connected to existing cold air, fresh air, and ventilation ducts or a continuation of them as well as by means of open and green spaces. In addition, a strong network of paths and open spaces should be created between the green connection between Lilienthalallee and the A9 motorway to the south-east of the competition area via the planned road crossing at Lindberghstrasse and the Neufreimann neighbourhood. The connection does not have to be straight or direct. A functionally sensible and suitable location and arrangement must be worked out.

To promote ventilation, an opening up of the planning area to the ventilation area along the railway tracks to the south should be made possible, provided this is

compatible with noise protection. To ensure that air movement is not impeded, trees should be planted in a loose arrangement. Grove-like structures or dense groups of trees have an obstructive impact on air movements in the air exchange corridor to be kept free. For the microclimate and climate resilience, sealed surfaces should be assessed as being fundamentally negative with respect to infiltration capacity and the cooling of the neighbourhood. In this regard, attention should be given to surfacing with the greatest possible permeability, e.g. in the form of percolating pavements and greenery, as well as a generally good provision of green infrastructure in the ventilation corridor. In any case, the tram line should be routed in a green track bed.

Connection planning for the tram stop

The future tram stop at Helene-Wessel-Bogen should be taken into account in the open space planning. The stop should be well connected to the existing and planned system of pedestrian and cycling paths. The location of a neighbourhood public square with supply uses and attractive recreational areas in the spatial context of the tram stop is appropriate. Non-consumption areas should also be created here.

A central connection for pedestrian and bicycle traffic should be implemented in the open space system between the public green spaces of Neufreimann and Maria-Probst-Strasse in the area of the planned road crossing at Lindberghstrasse. Starting from this future road crossing, there is a good pedestrian and cycle connection to the Isar River/Englischer Garten.

5.5 Development and mobility

In order to achieve the City of Munich's goal of being climate-neutral by 2035, innovative ideas in the field of mobility are essential. Transport is currently responsible for one third of carbon dioxide emissions. This must be reduced. Ideas for sustainable and future-oriented mobility must therefore be developed. This includes, for example, strengthening local mobility, creating new possibilities for shared mobility, or new concepts for stationary traffic in neighbourhood garages. In addition, a safe, comfortable, and barrier-free network of cycle paths and footpaths with connections to the Neufreimann neighbourhood centre, to the underground, tram, and bus stops as well as to the higher-level cycle path network is a prerequisite for future-oriented mobility.

Due to the competition area's good connection to the road traffic system and the shallow depth of the plots, the area itself should be developed in a car-reduced manner or as free as possible from motorised individual traffic, and no additional access roads should be built. Nevertheless, the provision of parking spaces is necessary. The parking space regulations of the City of Munich <https://stadt.muenchen.de/rathaus/stadtrecht/>

vorschritt/958.html generally apply here. If a mobility concept is drawn up, the requirements in the parking space statutes can be reduced. As an orientation for the European competition, a reduction of the required car parking spaces for residential use to 0.8 parking spaces per residential unit can be assumed. In this case, the bicycle parking spaces should be increased to 1 bicycle parking space per 30 m². Depending on the overall concept, particularly with regard to innovative mobility solutions and general mobility trends, a further reduction could be made for residential as well as commercial use in the course of subsequent planning.

The planning area is not located along a main road, but traffic noise emissions can still be assumed at Helene-Wessel-Bogen and Maria-Probst-Strasse. Further noise emissions will be added by the planned extension of Helene-Wessel-Bogen. In this context, the effects of vibration and secondary airborne noise must also be considered. Attention must therefore be given to the positioning and orientation of uses that require protection, particularly residential use, but also ground-level open space and outdoor living areas.

5.6 Phased development

An overall urban development and open space concept that takes into account the objectives for the integrated Europark structural concept should be developed for the study site. In this context, the study site (outside the project site) is to be understood as a field for ideas, the implementation of which is a longer-term goal, also due to the differentiated ownership structures. A medium-term implementation and realisation of the results for the project site is planned. The project site – especially the Helene-Wessel-Bogen axis with the future tram to the Neufreimann neighbourhood – represents the first development phase. The temporally staggered development intentions for the project site and the other areas in the study site must be taken into account in particular when working on the project site.

Due to the planned realisation of the project site ahead of time, it must function independently in terms of open space provision, social infrastructure provision, or mobility issues, among other things. Further different development sections for the study site can be proposed depending on the design submitted to the competition. Sensible development sections can also result, for example, from the need for immission control. Sensitive uses (e.g. housing, childcare facilities) are adjacent to commercial uses in the existing and new development.

By means of gradual development, it can be ensured on the one hand that existing commercial enterprises are not restricted in their commercial use by nearby sensitive uses, and on the other hand that new sensitive uses are sufficiently protected from emissions.

6. Submission

The competition is intended to present innovative ideas for the future development of the study site and the project site in particular. These two sites correspond to the scale levels S/M in the European Europe statutes. The urban development and open space concept for the study site should be presented on a scale of 1 : 2,500. A design on a scale of 1 : 500 should be prepared for the project site.

The following topics should be presented for the study site:

- Urban development and open space planning concept (scale 1 : 2,500)
- Land-use plan for the entire study site with a planned mix of uses (scale 1 : 5,000)
- Connections to existing buildings
- Open space structures and greening measures
- Sustainability aspects
- Development sections and/or phases, if applicable

The following topics should be presented for the project site:

- Urban planning and open space design (scale 1 : 500)
 - Intended mix of uses
 - Functionality of hybrid buildings (a schematic representation [e.g. ground plan or isometry] is sufficient)
 - Building density and typology (details of total GFA and per use),
 - Building heights/number of storeys
 - Degree of sealing
 - Open space structures, green area measures and ratio (area at ground level and roof, facades if applicable)
 - An approach to dealing with existing trees, the number of new tree locations, and an identification of locations for a larger number of trees
 - Ideas for sustainable and future-oriented mobility
 - Sustainability aspects
 - Development phases, if applicable
- Unless otherwise stated, the scale, type, and extent of the presentation are not prescribed, but should be

chosen according to the respective scale or the depth of presentation required for the topic. In some cases, a text statement is also possible.

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

Concept

What is the main idea?

Thematic focus E17

Where are the European E17 themes reflected in your design?

- Sustainable urban design
- Social urbanism

Study site

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

Project site

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

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

Process-oriented development

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

7. Further steps

The planned steps after the competition include the preparation of a development plan and the structural implementation for the project area. However, this requires the approval of local politics or the city council. Afterwards, the planning can be advanced in cooperation with the owner or developer and the team selected in the competition.



Fig. 24

24
Oblique aerial view with
study site (red) and project
site (yellow)



Image credits

- Fig. 0
Aerial view with study site and project site
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General plan bypasses
LHM 2022, bearbeitet durch mahl gebhard konzepte
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Refelction site Railroad tracks view to the east
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Oblique aerial view with reflection site and project site
Photographer: Marcus Hassler

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