

Minutes

Project:	EUROPAN 12 AMSTETTEN	
Topic:	SITE VISIT AMSTETTEN	
Location:	AMSTETTEN	
Date:	April 26th, 2013	
Time:	10am – 2pm	
Participants from part of organization and site partners:	<p>Manfred Heigl Valerie Freinberger Günter Sterlike Kurt Willhelm Thomas Klausner Brigitte Hatvan Bernd Vlay Pia Spiesberger</p>	<p>Director of urban planning Urban planning department ÖBB-Real Estate Management GmbH Architect ÖBB-Real Estate Management GmbH ÖBB-Real Estate Management GmbH ConPlusUltra – marketing research General secretary of Europän Austria Documentation/Europän Austria</p>
TOUR		
<p>The site visit started at the railway station hall in Amstetten. Europän Austria, the city of Amstetten and representatives of the Austrian Railway company ÖBB and approximately 12 young participants were attending, more than half of them coming from other European countries than Austria.</p>		
<p>Project site 3: Following the pedestrian tunnel from the railway station hall to the south, we started our tour at project site 3. The tunnel is the passage for the train passengers and moreover an important cross-connection within the city. The passage will remain and stays as it is, so there cannot be an intervention within the competition. We entered project site 3 at the parking lot in the west of the site, north of the watertower, where – as written in the competition brief – the future access/infrastructural “entrée” of project site 3 should be located. The watertower: is – as written in the competition brief – a private property and currently not in use. We enjoyed the atmosphere at the underused area around the rail tracks in the east of the engine shed which is now only partly used; most of the area is rented out as a storage place. We were discussing the issue of destroying/preserving/integrating the engine shed and the unused rail tracks within the E12 competition.</p>		
<p>Project site 3a: After passing the electric power transformation substations, we reached project site 3a. Thanks to the sunny, summerlike weather we enjoyed the green housing area and on the other hand we got an impression of the highly frequented federal road B1 with its emissions. So the long-term change of the programmatic use of the site is an issue; and also - as written in the competition brief - the connection between 3 and 3a. Next to the federal road B1 we followed for a short time the Mühlbach-bicycle path which leads to the inner-city.</p>		
<p>Project site 2: We turned and walked next to the B1 to Project site 2 to get an impression of the high frequentation. As described in the brief, project site 2 is located in the first row at the federal highway and next to the housing units which are highly affected by the emission of the federal road B1. Then we crossed the rail tracks by using the old pedestrian bridge which will be definitely destroyed in</p>		

<p>the near future/summer 2013. The alternative bridge is the new bridge/Wiener Straße in the east, offering besides roads, also pedestrian and bicycle paths to cross.</p>
<p><u>Project site 1:</u> From the bridge we had a great view to project site 1 and its main character of having two facades: one to the railway tracks and one to the city/Wiener Straße. The view also shows its triangular form, allowing the two facades to meet at the end in the east. According to the ÖBB there are approximately 60.000 passengers of fast trains (120 trains with 500 passengers per train per day) passing Amstetten daily. It takes approximately 2-3 minutes to pass through Amstetten: What kind of memory/identity to create of Amstetten?</p>
<p><u>Project site 4:</u> After passing the city's main busstation, we used the pedestrian tunnel ("Graben" / Mühlbachstraße), to the south, passing the southern P&R and entering project site 4. We walked through the site following the Mühlbach-bicycle-path and discussing the qualities of this site. As written in the competition brief, an alternative proposal for Roseggerstraße needs to be developed and proved in order to provide convincing alternatives to the project 'Mühlbachspange' which would cover the brook Mühlbach. Therefore Europän Austria strongly advises to the participants to work together with traffic planner!</p>
<p>We walked to the inner city, passing the shopping mall in the west and arriving in the city hall.</p>
<p>PRESENTATION AND COFFEE</p>
<p>After welcoming snacks and coffee in the city hall, the city and the ÖBB gave a short presentation about the goals of Amstetten.</p>
<p><u>Project site 1:</u> *programmatically magnet (existing shopping mall in the west, project site 1 in the east) *possible program: social usage related to health; temporary living (eg: hotel and providing a service for working places), working places of high quality, services, offices, business meeting facilities, research facilities, etc... usage of the well infrastructural accessibility. Specific rhythm of commuting *no competition with the existing uses! So do not mirror existing program! *exploit positive pedestrian mobility! *urban statement as the eastern Welcome/Farewell-Gate of the city Amstetten *Europän12 can implement new ideas of uses; this will be inspiration for further discussions *existing companies (eg Umdasch Doka) are international companies with clients, train as a tool to attract companies.</p>
<p><u>Project site 2:</u> *non-housing program! *how to deal with the housing- enclave in the east next to project site 2? *interesting for companies, direct interface of loading *first row at federal road B1.</p>
<p><u>Project site 3:</u> *infrastructural entrée in the west (next to the watertower) *possible relation in program to education/research (ultimate nearness to the school campus) *possible program: working places of high quality! *housing & noise issue: train is not loud anymore! *area below electric power transformation substations could be considered as landscape areas *offering attractive living/commuting/working. Integrating the potential of commuting! *strategic urban strategy!</p>
<p><u>Project site 4:</u> *alternative solution for 'Mühlbachspange' - Europän advises cooperation with traffic planner! *how to deal with the existing housing?</p>
<p>All project sites: all project sites are very well connected and reachable within the public transport system (bus). The main bus-station is located in the north of the passage (see plan).</p>

QUESTIONS AND ANSWERS
Project site 4
Q1: Participant: Is there an interest in remaining the residential building in the south of project site 4? A1: ÖBB: There are long term-contracts with the people who are living there, so it is not easy to change. But if there are new project proposals within the European competition, we are open to start a strategy to work with these proposals.
Q2: European: What if a long term-contract stays constant but will be in a different, new building on the same site? A2: ÖBB: It is all about having a project – if there is a convincing E12 project, there will be a discussion. But it is also an economic issue: a new 1:1 building with the same density is not economic; therefore a strategy for densification is needed. What kind of density fits in this surrounding and does not destroy nature? What kind of typological densification is possible?! These questions can be answered within the European competition. The social responsibility of the ÖBB to the city of Amstetten is also an issue (people who are living there are related somehow to the ÖBB)... If an investor would buy it, it is easier for him to change it. So there is the need to create a strategy how to deal with those old buildings and a strategy for options to integrate those people who are living there right now...(consideration of integrating them in a new building at the same site or on another project site, etc)
Q3: European: How many flats are there right now? A3: ÖBB: 40-50 housing units, each size of the flat is approximately 50m ² .
Q4: Participant: Are all people living there retired? A4: ÖBB: Yes, a high amount!
Project site 3
Q5: Participant: How/Where is the Lagerhaus accessible? A5: City: The Lagerhaus has two accesses: One from the west and one from the south. Two cul-de-sacs.
Q6: Participant: There is only one access (in the west, next to the watertower) planned to site 3. Is it possible to create another option of access in the east of the site? A6: ÖBB: No, first there is an electricity plant in the east of project site 3, so you cannot cross here because of the infrastructural barrier. Second, there are rail tracks which are still used for the Lagerhaus, so it is not legal to cross them. A6: European: All the same, as written in the competition brief, do not exclude thinking about connections between project site 3 and 3a! Once it is liveable there, people will cross anyway. So the task is to define a long-term strategy to link! ... a link can also be soft for pedestrians... In general it is essential that it is not possible to build above or below rail-tracks!
Q7: Participant: The Watertower is private...what is the future intention of the owner? A7: City: The Watertower is important for the city, it is listed as a historical monument but it was sold to a private person. In former times the railway company ÖBB was offering it to the city to buy it for 50 cents. But because of the high costs of investment to maintain it, the city did not buy it. Maybe the Watertower can be reactivated in future time. It demonstrates an interesting problem: a private owner cannot be forced to be integrated within a development process, but European 12 could initiate a dynamic for an activity or to sell it.
Q8: Participant: What is the use of the flat building directly in the east of the Watertower? A8: City: It is a sports club linked to the railway company, among others it is a skiing and shooting club. So members are preparing their ski there and they are doing exercise in shooting. It is not part of the intervention area. But if there are alternatives/suggestions within the European competition, it might be possible to change/improve it.
In general
Q9: Participant: What are the social layers of the city? Is there for example a lot of migration? A9: City: The social mix is typical for a small town in Austria. There is no super-rich or super-poor layer. There are migrants, but not especially; the level of income is broad and stable, the majority is middle

<p>class, a lot of working people with average income.</p>
<p>Q10: Participant: We have seen a connection in a lot of historical plans, what is this? (Enlargement of Fabrikstrasse, crossing the railtracks to project site1)</p>
<p>A10: City: This is the historical connection Vienna-Salzburg, it got destroyed in 1850. So it is historical, not existing anymore, not important for the competition.</p>
<p>Q11: Participant: How often does a train run through Amstetten?</p>
<p>A11: ÖBB: Every 30 minutes a train is passing and stopping in Amstetten. It is important to know that we have two railway companies in Austria: First the state´s railway company ÖBB, second the private developer: Westbahn. The ÖBB offers three categories of speed: first: the superfast railjet which links international cities (eg: Zürich-Budapest) and does not stop in Amstetten. Second: the national intercity train (eg: Bregenz – Wien) which stops every hour in Amstetten. Third: regional express, the slowest train which connects smaller towns and also stops in Amstetten. Westbahn also stops every hour; within the overall time schedule every 30 minutes a train (ÖBB or Westbahn) stops in Amstetten. All in all people are satisfied with the quality: Linz and St. Pölten are reachable in 30 min, Vienna in 50 min.</p>
<p>A11: City: We want to add, that if Amstetten wants to gain more international attractiveness, we also need to communicate with international trains, we would welcome international trains to stop in Amstetten.</p>
<p>Q12: Participant: Where to find the garbage centre?</p>
<p>A12: City: There are two garbage centres: One is located in the east of the city and one in the south. In general there the garbage gets collected and then brought to lower Austria.</p>
<p>Q13: Participant: How to handle the issue of noise for all project sites?</p>
<p>A13: City: In general the south of the railtracks will be totally fenced with a noise barrier wall whereas in the north of the railtracks it will be partly fenced. [project site 1: from the eastern end until the beginning of the railway station in the west] In general it is essential to emphasize that according to new research developments the noise of trains is not that high anymore! The highest noise is caused by the federal street B1.</p>
<p>A13: ÖBB: It is important to consider that noise barrier walls are flexible and can be removed in case of different strategies or project proposals!!...Moreover it is essential that it is not possible to build above or below the rail-tracks!</p>
<p>A13: Europän: As written in the competition brief, the noise condition has to be respected and addressed in a smart way (orientation, construction, type, use, etc)</p>
<p>Q14: Participant: Is the technical pool for infiltration of water (Versitzbecken) public accessible? (in the east of project site 1)</p>
<p>A14: ÖBB: The technical pool has to be surrounded by a fence. (Europän A got this information by the ÖBB after the site visit)</p>
<p>Q15: Is it possible to integrate it in landscape design?</p>
<p>A15: ÖBB: The technical pool has to be surrounded by a fence. (Europän A got this information by the ÖBB after the site visit) It is important to know that normally the pool is dry because its usage is to collect rain water.</p>
<p>ÖBB: In general, for all project sites it is essential that it is not possible to build above or below rail-tracks in order to create connections!</p>
<p>Europän: A marketing research about Amstetten will be done; relevant information of this study will be accessible for participants at May 31 at the latest.</p>

