

City Silhouette - Characteristic Buildings and Structures in Regensburg

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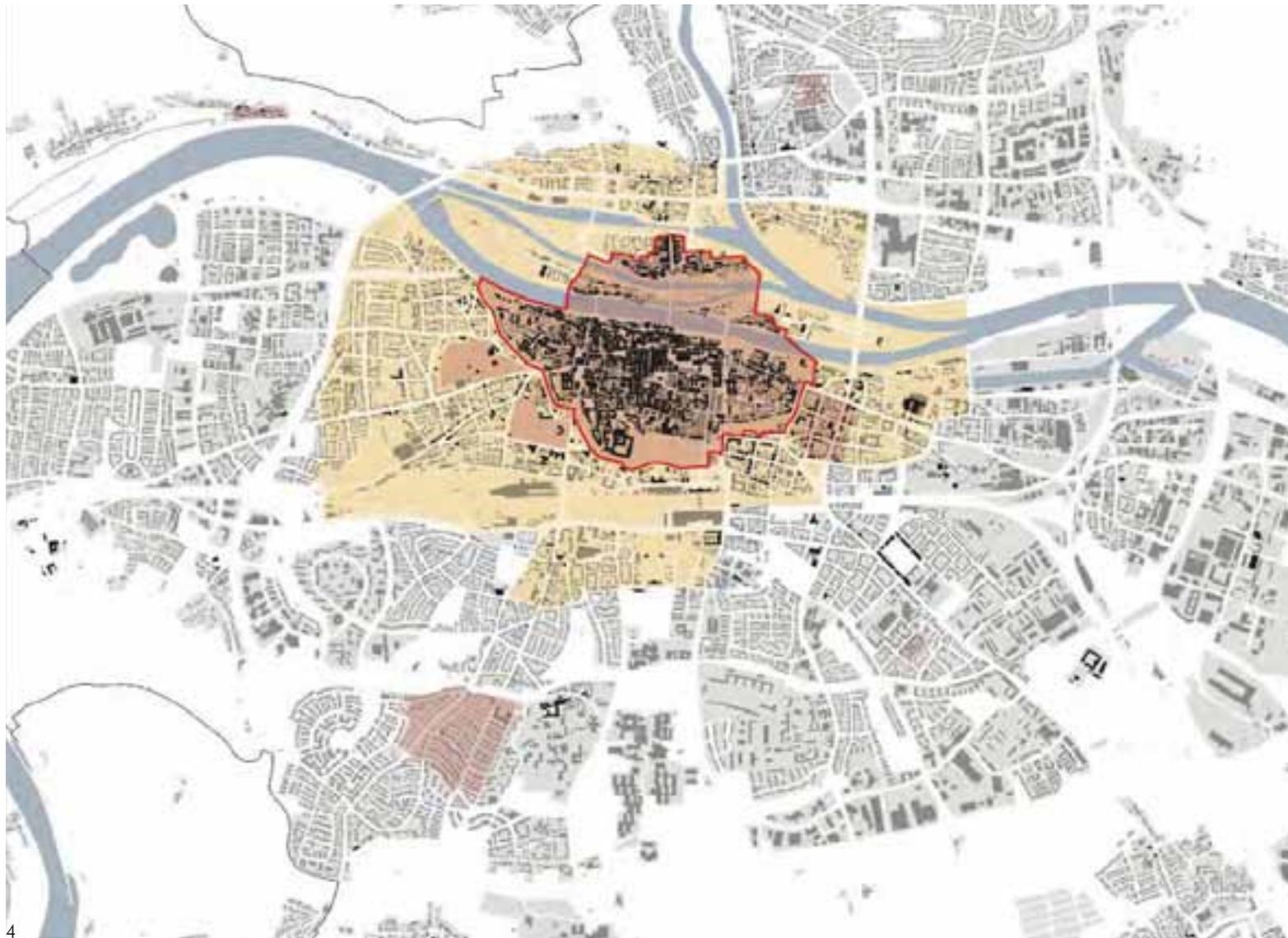
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Table of Content	Page	Page
1. Introduction	5	5. Urban Development Scenarios for characteristic Locations
2. Basics and Projects in Planning		5.1. Railway Lines and City Access West
2.1. Requirements for Urban Development Planning.....	6	5.2. Frankenstraße and Walhalla-Allee
2.2. Usage Distribution and Structuring of Open Spaces	8	5.3. Galgenbergstraße
3. Characteristic Buildings and the City's Silhouette		5.4. Landshuter Straße, City Access Burgweinting
3.1. The City in its Surroundings - City History and current Development	10	5.5. Straubinger Straße / Ostkreuz
3.2. City Emblems and Topography	14	5.6. Urban Development Concept for outer Straubinger Strasse and Ostkreuz .
3.3. Perceptions within the City Context	16	
- Panoramic Views		6. Summary and Result
- Lines of Sight		6.1. Model
- Profile Sections		6.2. Summarising Statements on Planning for characteristic Locations.....
4. Main Features of characteristic Locations and Structures on the Periphery ..	24	6.3. Characteristic Locations and Urban Development Context
		6.4. Recommendations.....

“Historical doesn’t mean to simply hold on to or repeat the old. To do so would kill off history. Acting in the interest of history means to embrace the new as a continuation of the old - and specifically because the aim is to build on history, much thought must be given to the decision of which new things to embrace, and how to incorporate these into the existing context.”

Karl Friedrich Schinkel, 1781-1841



World Heritage Site,
protection zone and listed buildings

-  World Heritage Site - core zone
-  World Heritage Site - protection zone
-  Listed buildings
-  Groups of listed buildings

1. Introduction

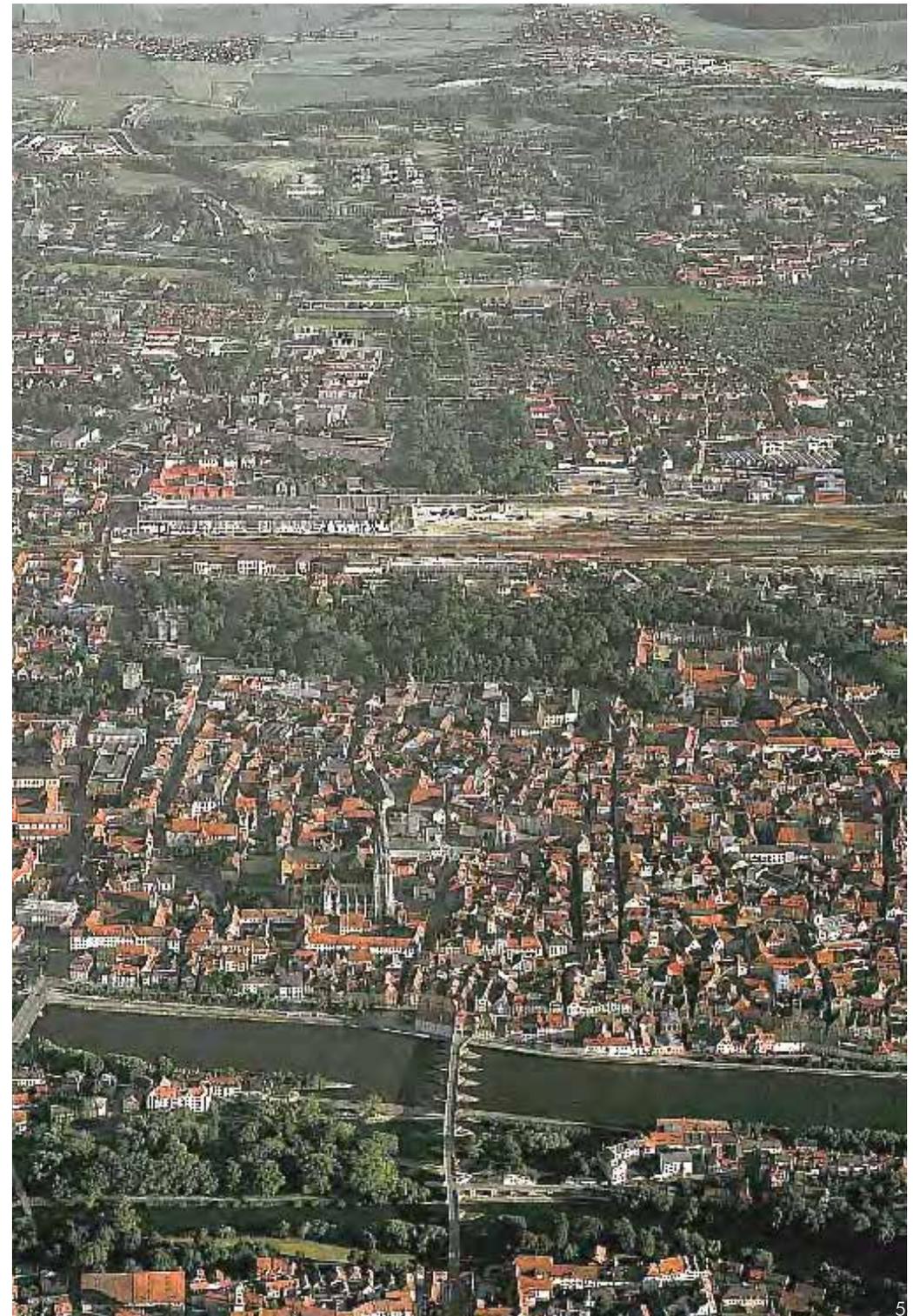
The question whether or not high-rise structures can fit into the cityscape in close proximity to historical city centres, raises much controversy in historical cities. Exhibitions like 'Dream of a Tower' (Der Traum vom Turm) on the other hand, highlights the fact that high-rises, which once were topics of bitter controversies before they were built, have long since become part of the historical cityscape of many ancient cities. Prime examples are the expressive tower structures by Wilhelm Kreis in Cologne and Duesseldorf, the university towers by Hermann Henselmann in Leipzig and Jena, or the new city towers nestled in the old city centre of Freiburg.

In Regensburg, once the northern-most city of the dynastic towers, the project 'Ostenturm' has raised the important question of how compatible a planned high-rise - albeit constructed a respectful distance from the historical city - would be with the cityscape protected as a World Heritage site. Discussions are also currently underway regarding the question of whether high-rises are symbolic for dynamic urban development, and, as a modern addition, are therefore a peripheral topic, contributing towards the shaping of cityscapes, while entering into an energetic dialog with the existing historical city centre.

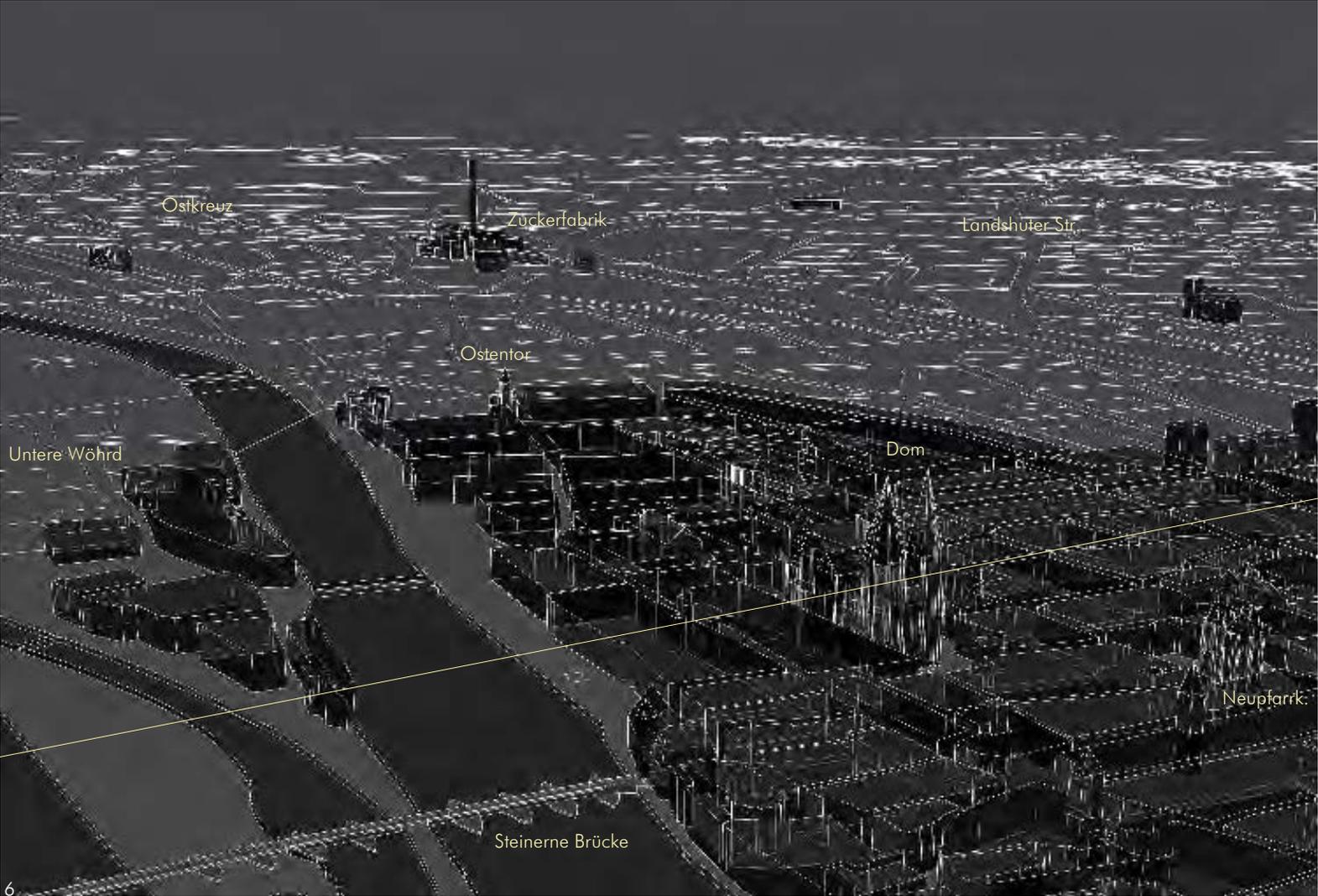
This topic was discussed as part of a discourse spanning several workshops, attended by representatives of the city's administration, public interest groups and other stakeholders in urban planning issues. As a result of these talks, a report with planning suggestions and a model was to be developed, which would act as the model for future peripheral city developments in harmony with the historical city centre.

Based on status analyses and the urban development plan 'Regensburg 2005', suitable locations in harmony with the cityscape were defined, and relevant scenarios developed, from which mission statements in terms of planning urban development could be derived. A comprehensive discussion of the history, morphology and structure of the cityscape and its spatial interrelationships play a central role.

An important work and demonstration tool for the assessment is a 1:5,000 structured scale model, in which Regensburg's cityscape is depicted in relief, and the various suggested projects are shown in abstract, but with accurate spatial constellation and shape, and in their actual relation to the core city.



Birds-eye view of the old city and the eastern urban area



2. Basics and Projects in Planning

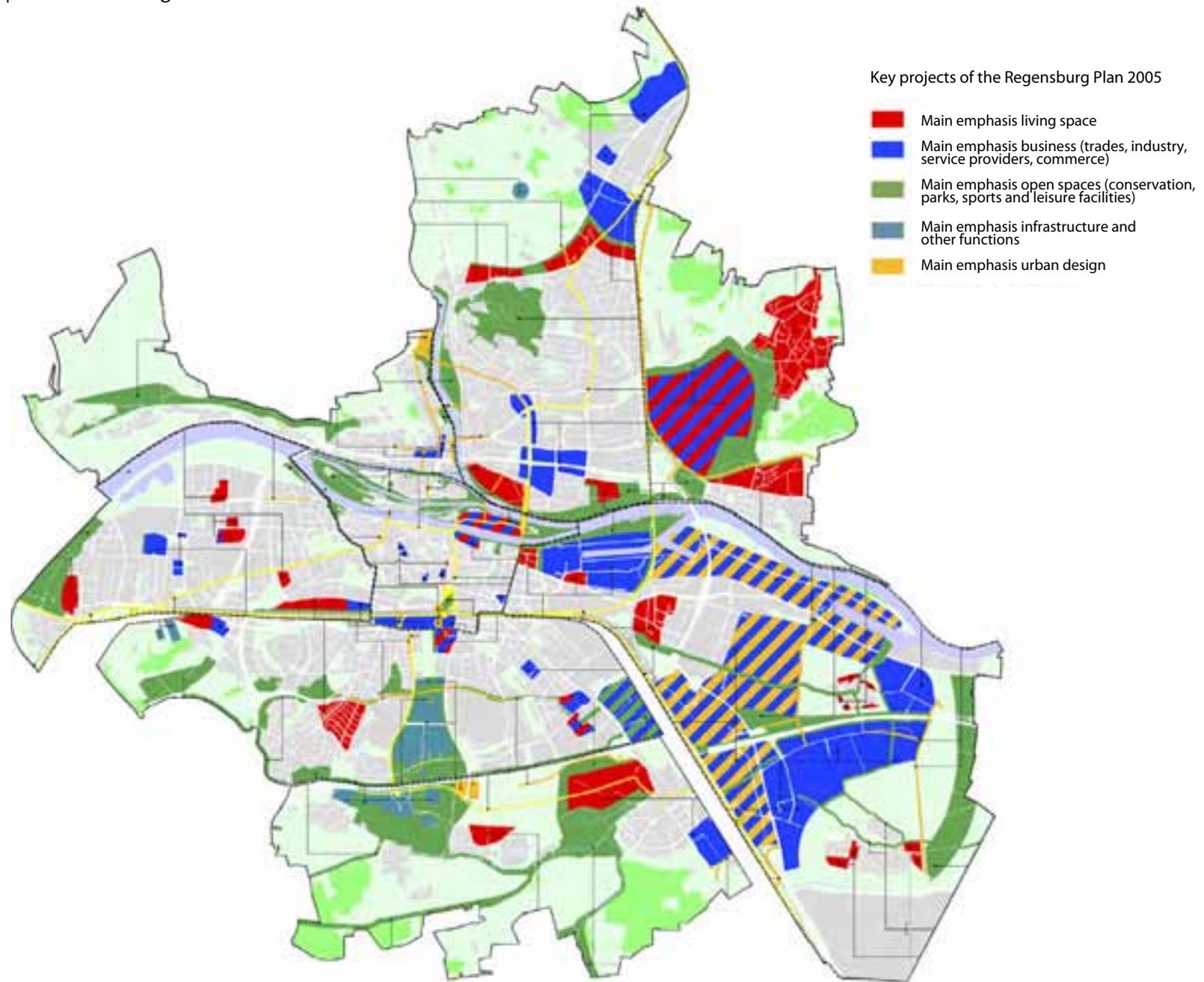
2.1. Requirements for Urban Development Planning

Basic data is provided in the development plans supplied by the City of Regensburg for the core city and the overall urban area:

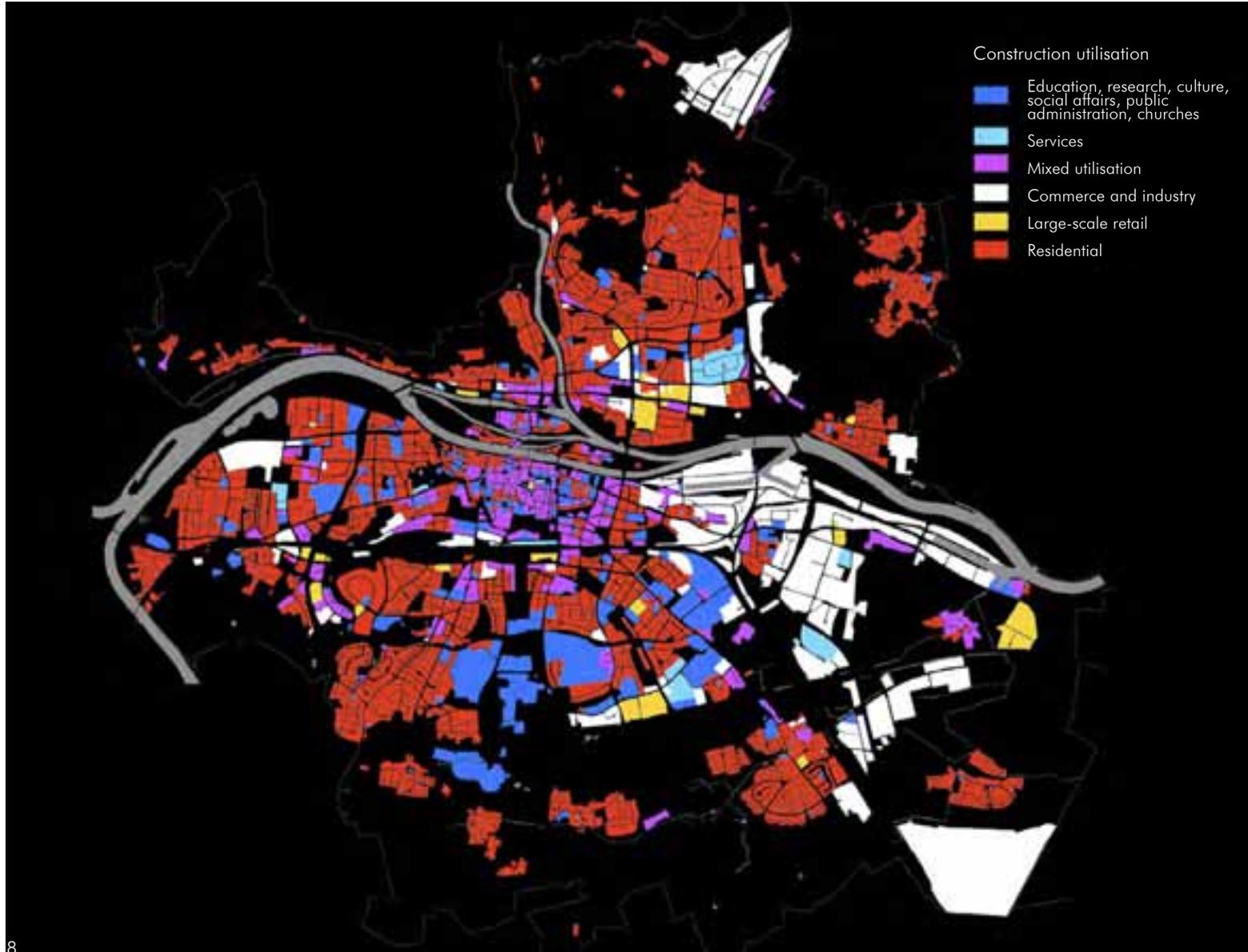
- Current and future focal points for planning within the World Heritage site, core and buffer zone, 2006
- Regensburg Plan 2005, Mission statements for urban development

The document 'Current and future focal points for planning within the World Heritage site, core and buffer zone' provides details on a number of renovation, restoration, reutilisation and new development measures in the city centre, combined with tasks for technical infrastructure and flood water protection measures. It becomes apparent that the core city as a high-capacity city centre is subject to an ongoing change and development process, which does not significantly impact on the overall structure and cityscape.

New development tasks, on the other hand, planned for the large industrial and commercial districts of the harbour and in the eastern part of the city, as well as the reassignment of the former barracks facilities on Galgenberg and Landshuter Strasse, which have not yet been included in the current urban development plan, will have a long-term impact on both cityscape and structure. In particular, new development measures planned for the railway plots west and south of the main train station and in the area of Walthalla-Allee and Frankenstrasse, which are all situated close to the core city, will directly impact the silhouette of the core city.



2.2. Usage Distribution and Structuring of Open Spaces



The current usage distribution highlights future task areas for urban development. It should be noted that the closely knit structure of the historical city centre and its immediate impact area remains a well-functioning base framework for the manifold functions and tasks of an urban city centre today.

However, some large-scale, centrally located facilities have been established outside the core city along the periphery as well. The university campus with its axial spatial relationship to the core city has had the greatest impact here in terms of city silhouette.

While the southern and western urban districts have been consolidated mainly for residential purposes, and have in the process set some characteristic accents in the city's silhouette, the topographically flat south-east of the city is used overwhelmingly by industry and commerce, for which, according to the urban development plan, some larger expansion and comprehensive redevelopments are due. These planned restructuring measures offer an opportunity to set new accents for the cityscape and for functional aspects of the city.

OPEN SPACES AND DEVELOPMENT

The open space representation highlights the fact that nature and topographical characteristics have significantly contributed to the city proper and the urban structure.

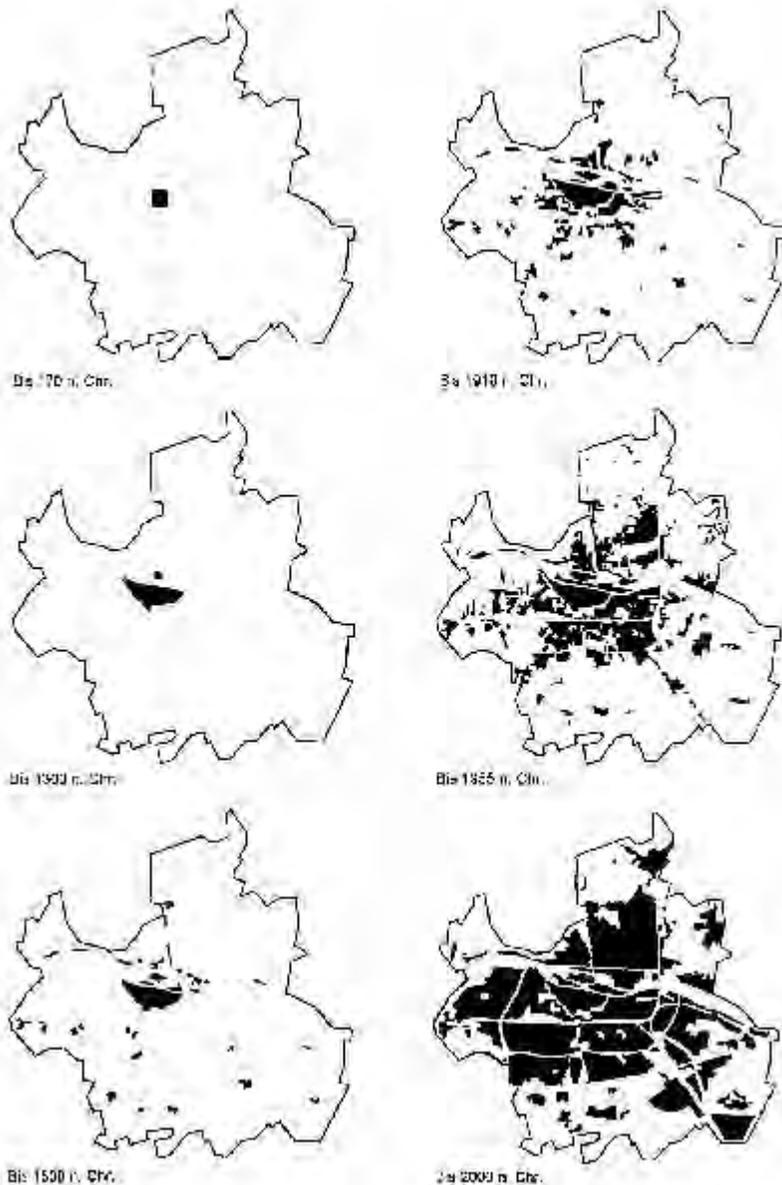
In line with the usage distribution, the southern and western city districts are dotted with small parks and green spaces, which all follow the topographical contours. The eastern city districts facing the Danube plains, on the other hand, display only very little green spaces based on their more commercial usage. The exception here is the Pürkelgut Estate, a coherent area facing Burgweinting, which, however, is cut off from surrounding urban areas with motorway-type roads and extensive railway lines.

The report will adopt the development objectives defined in the green space concept of 'Regensburg 2005'. In its outward development, the landscape structure of the urban area is to be reinforced with 'green fingers', i.e. green spaces are to be brought closer to the core city. In terms of inward development, the existing principle of 'green rooms', i.e. small city parks within the various districts is to be continued and intensified by way of 'green corridors' as interconnections. Green corridors are also planned to accompany main thoroughfares in order to interconnect the core city, peripheral districts and finally the surrounding countryside.



3. Characteristic Buildings and the City's Silhouette

3.1. The City and its Surroundings - City History and current Development

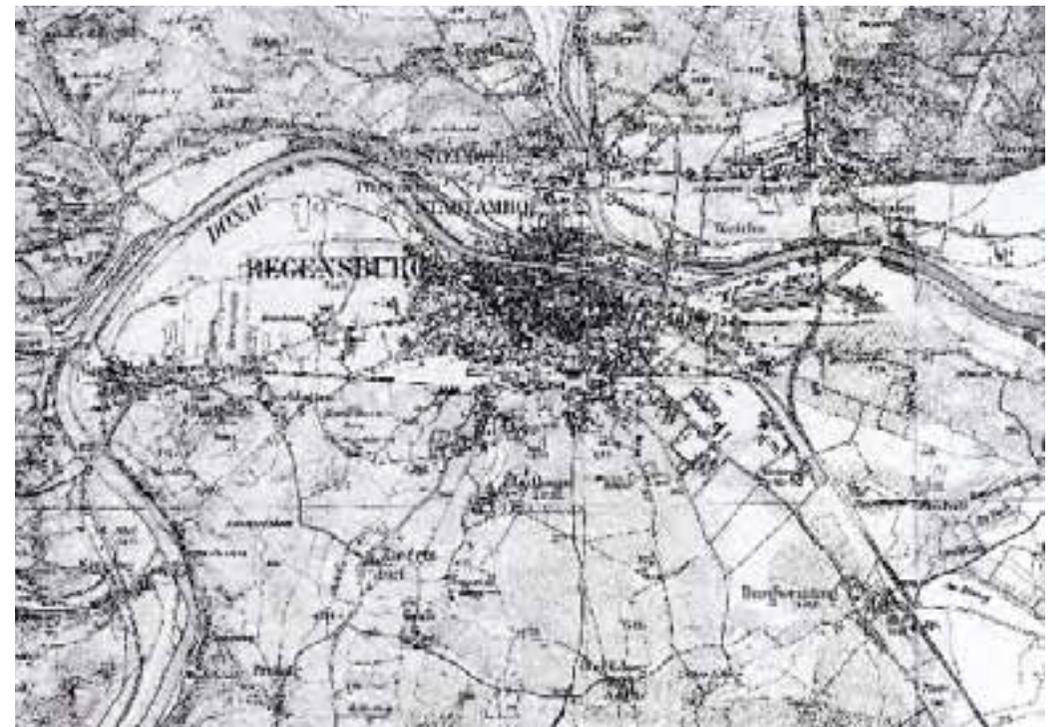


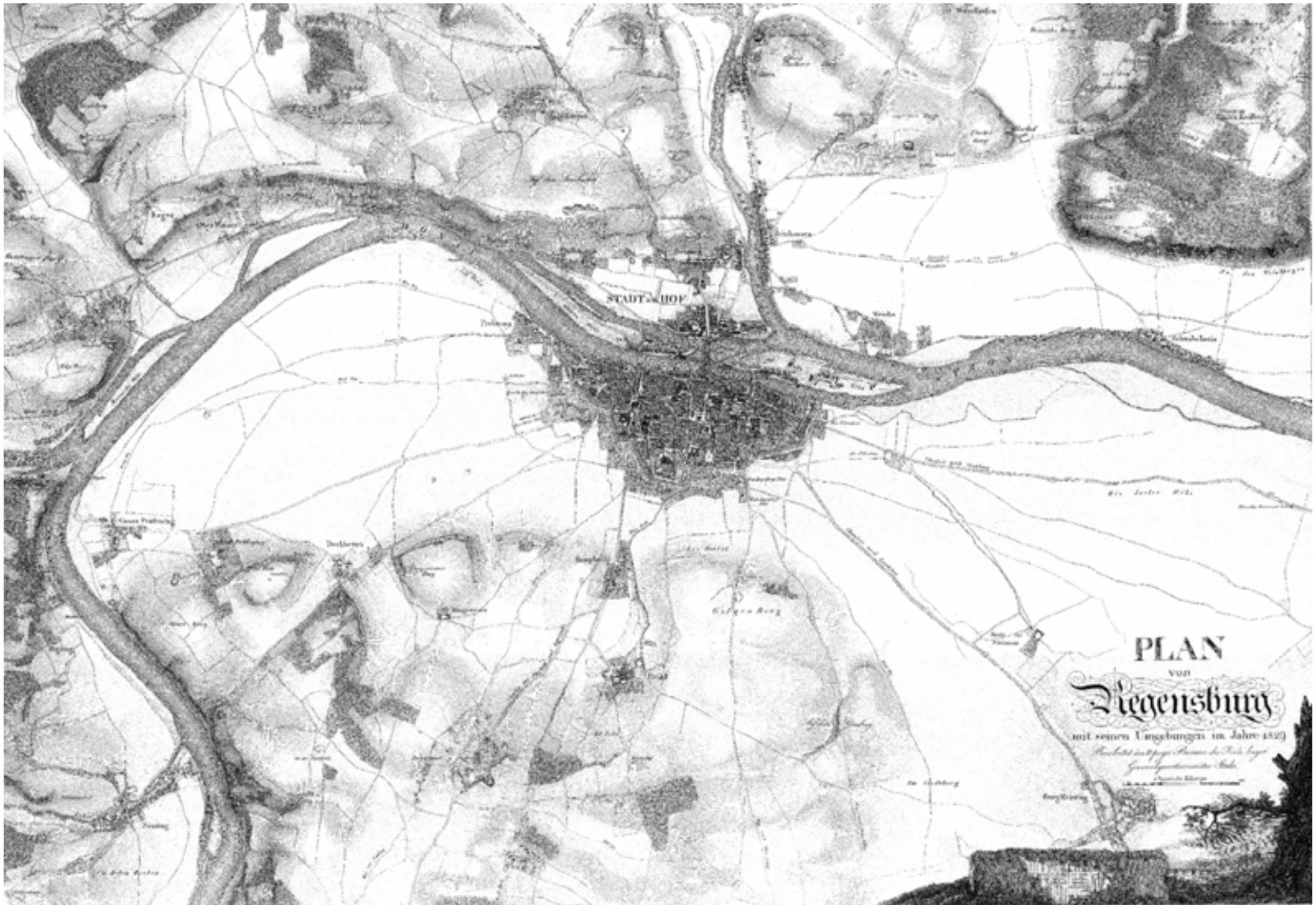
Development of the settlement area
Source: Regensburg Plan 2005

In 1892, Regensburg had become a closed-in settlement area, protected by defending walls, which was focussed entirely on the Danube River, the two river islands and the bridge head across the river, the 'Stadtamhof'. Towards the south, radially arranged lanes and avenues connected the city with its outpost in the open field, as well as other cities.

With the industrialisation and the construction of railway and harbour areas, the concentric development structure, formerly focussed on the centre of the city and on the stone bridge, is now overlaid with traffic arteries running parallel to the river. The resulting radially and tangentially influenced network of streets and railway lines develops into the framework for all urban development to come towards the south.

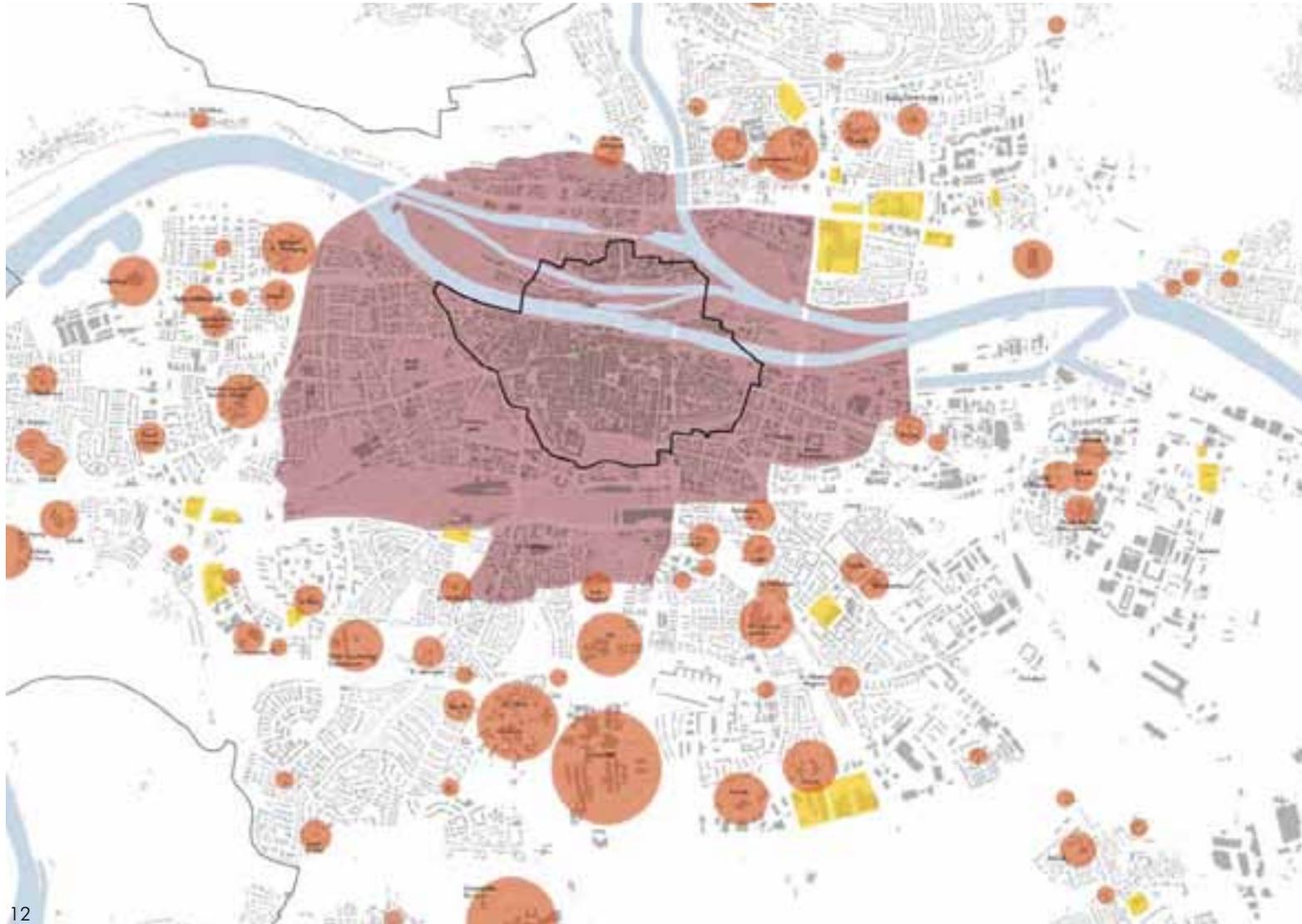
Status: 1872 - (Additions until 1948)





Cultural and social locations, main shopping locations on the periphery

-  World Heritage Site - core zone
-  World Heritage Site - protection zone
-  Cultural and social locations outside the protection zone
-  Large-scale retail



CULTURAL AND SOCIAL LOCATIONS

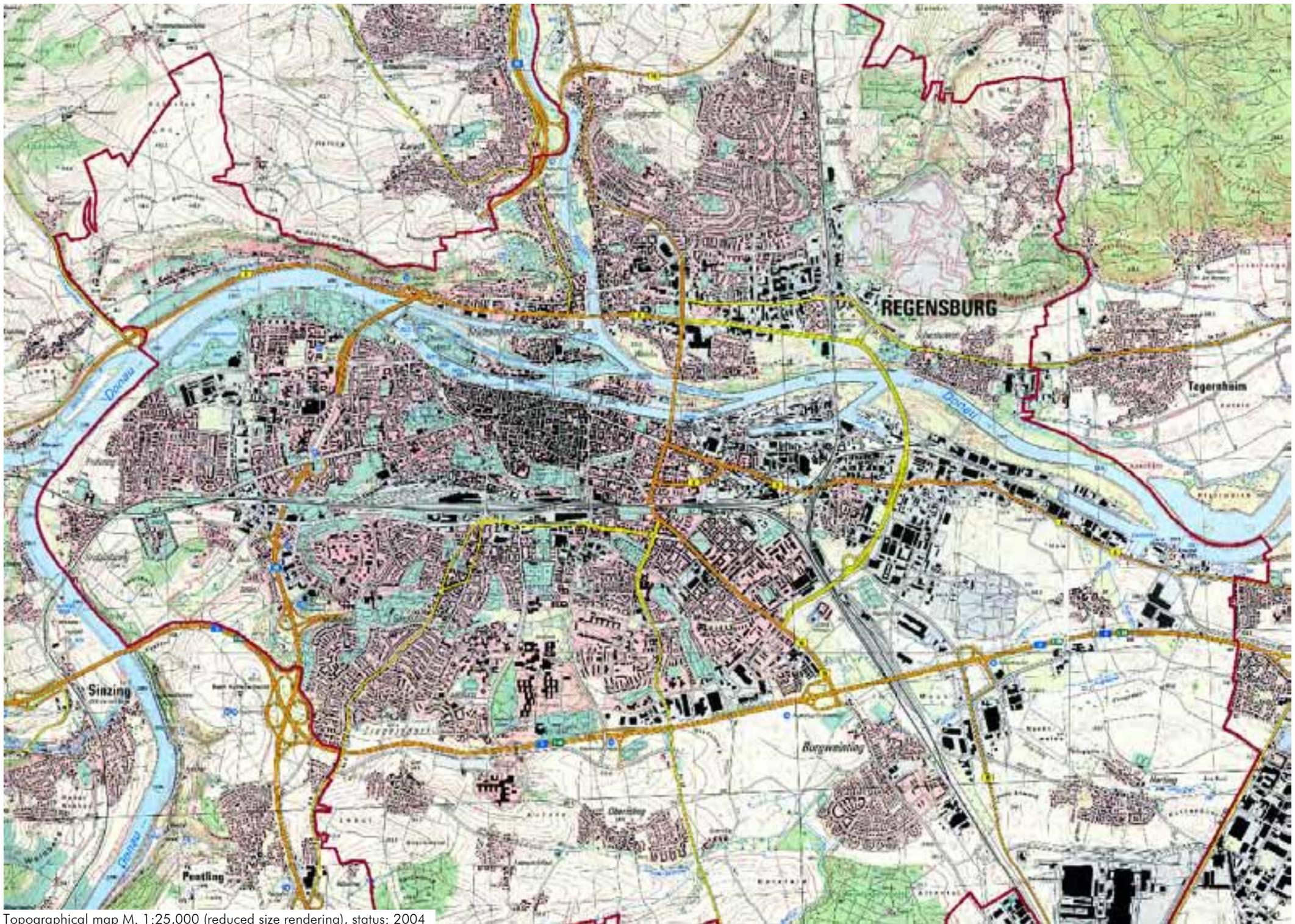
Cultural locations and outposts, like Dechbettener Church, Castle Prüfening, Karthaus-Prüll Monastery (today used as a hospital), and the now commercially used Nicolaus Chapel that were formerly external locations, have become part of the interconnected city development. They are no longer set apart in terms of the cityscape, and they must be located on a map to find them. Schools, municipal buildings and hospitals, as well as supply facilities, on the other hand, have long since become cultural focal points of the new city districts.

The eastern urban area, with the exception of the Hohes Kreuz quarter, is undersupplied in comparison. Focal points, which would contribute to providing an identity to the industrial and commercial quarters, do not exist for the most part. Only the Pürkelgut Estate remains as a last historical outpost in its solitary location, but presents itself today as a quite hidden, almost secretive place, which, despite its surrounding open space, no longer figures as part of the cityscape.

TOPOGRAPHICAL CITY MAP

The 2004 topographical map M. 1:25,000 shows a settlement structure that fills the entire southern valley area, bordered by the motorway A3, which runs along the natural ridge.

The main traffic network, which has over time been consolidated into a circular ring system, continues to dominate the spatial and settlement structures and the radial streets leading towards the core city, whereby the junctions of the main elements (ring radials, tangents, ring) highlight the characteristic locations along the periphery.



Topographical map M. 1:25,000 (reduced size rendering), status: 2004

3.2. City Emblems and Topography

Cityscape and City Emblems



In addition to the natural and topographical characteristics, some modern age structures, specifically industrial and traffic-related structures, have helped shape Regensburg's cityscape and historical silhouette.

Of particular importance for the cityscape and the overall perception of the city, are the large-scale bridges across the River Danube, which, because of their height and open views of the wide flood plains as well as the panoramic views of the city, provide an ideal vantage point of the surrounding landscape, the city and city emblems, particularly for motorists.

The dominant feature of the old city centre and visible at a great distance, is the cathedral with its double spires at a height of 105 m, followed by churches and battlements, as well as individual residential high-rises, which stand out individually from the city silhouette. The imposing city panorama is best experienced from the northern bank of the Danube River and from the Dreifaltigkeitsberg Mountain, located close to the city.

Within the close confines of the old city, only churches, the town hall and some battlements stand out across city squares and narrow visual corridors.

Even in the extended urban settlement areas, the majority of high buildings there are less visible from close up than from a more distant vantage point.

The sugar factory, a structure that stands out significantly from the city silhouette, has been gradually demolished since 2009, which means that in the foreseeable future, the inner part of the eastern city will eventually remain without this distinctive high point in the flat Danube River landscape.

City Emblems and Topography

M. 1:20.000

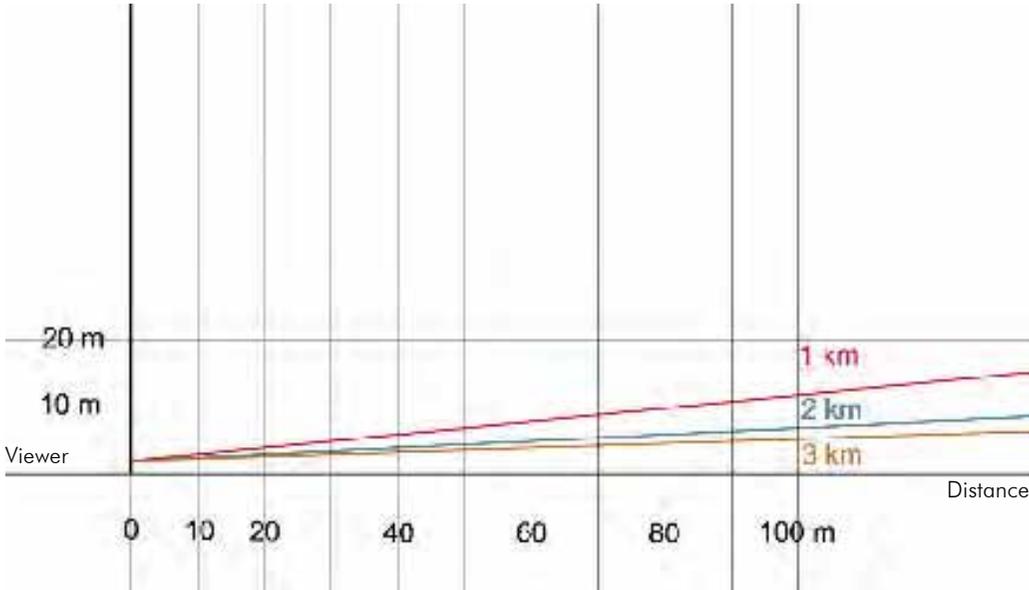
0 200 500 m 1 km



3.3. Perceptions within the City Context

The perceptibility of the cathedral's spires diminishes with distance but remains - because of the lack of other characteristic high points - a distinctive feature and emblem of the city even at a distance of several kilometres, and will also continue to be an orientation point and scale marker for any future height developments in the entire urban area.

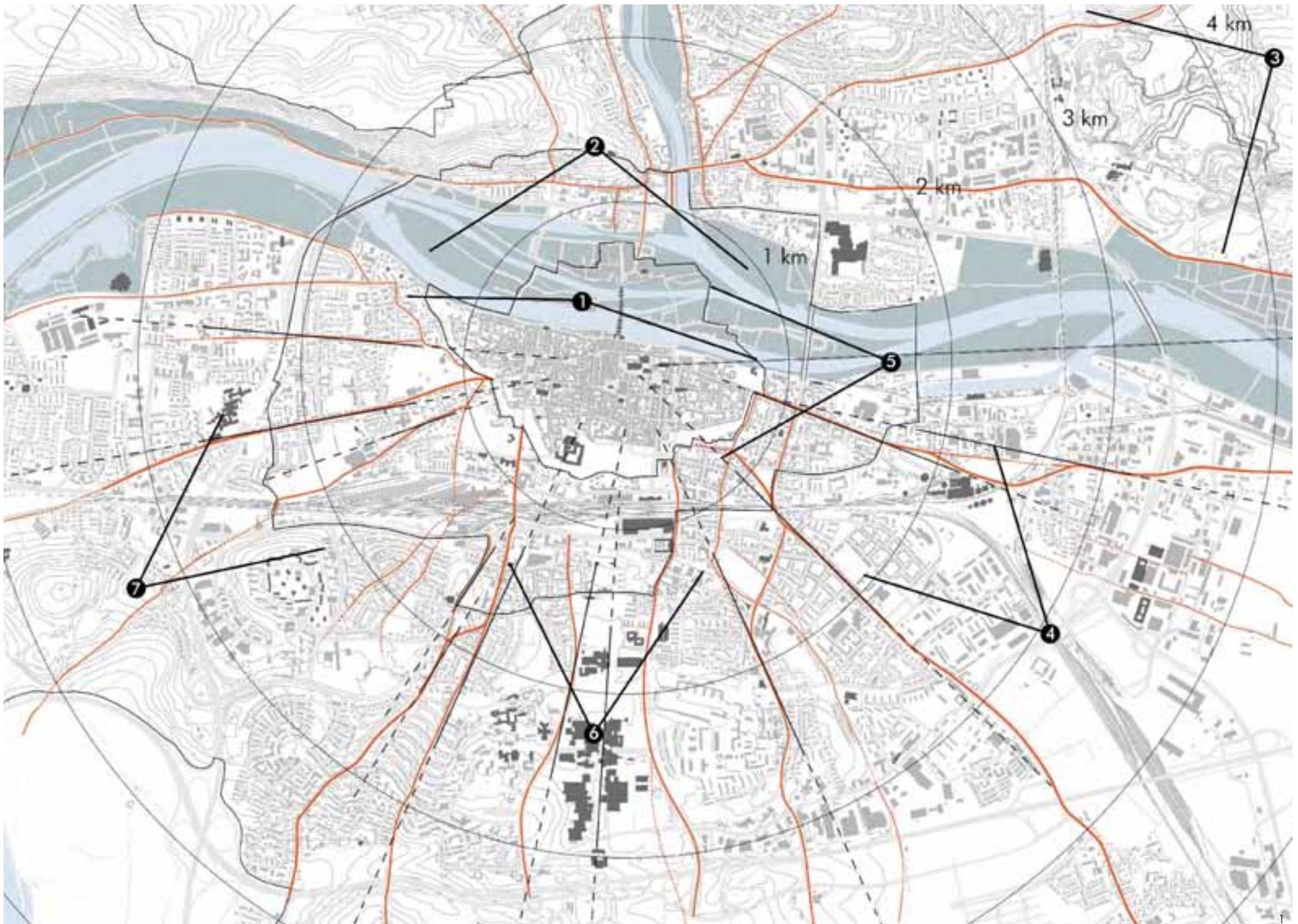
Unobstructed views and view relationships are created mainly from the view point of the city's periphery, and from topographical high-points and elevated points, e.g. Dreifaltigkeitsberg Mountain, Keilberg Mountain, and Galgenberg Mountain. The actual visual angle for the perception of a structure depends strongly on the actual location of the building and its viewer.



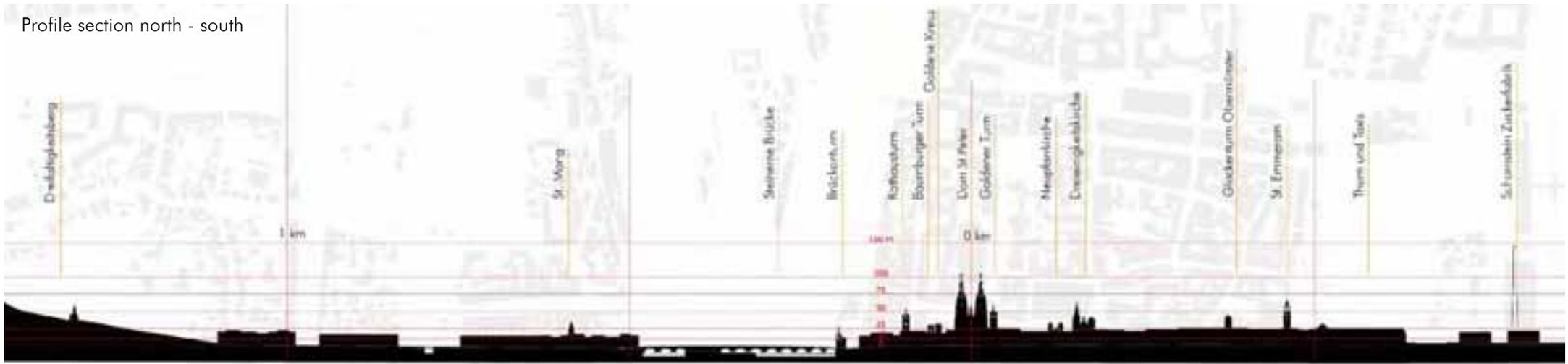
Visual angle of a 100 m high structure at a distance of 1 km, 2 km and 3 km from the viewer



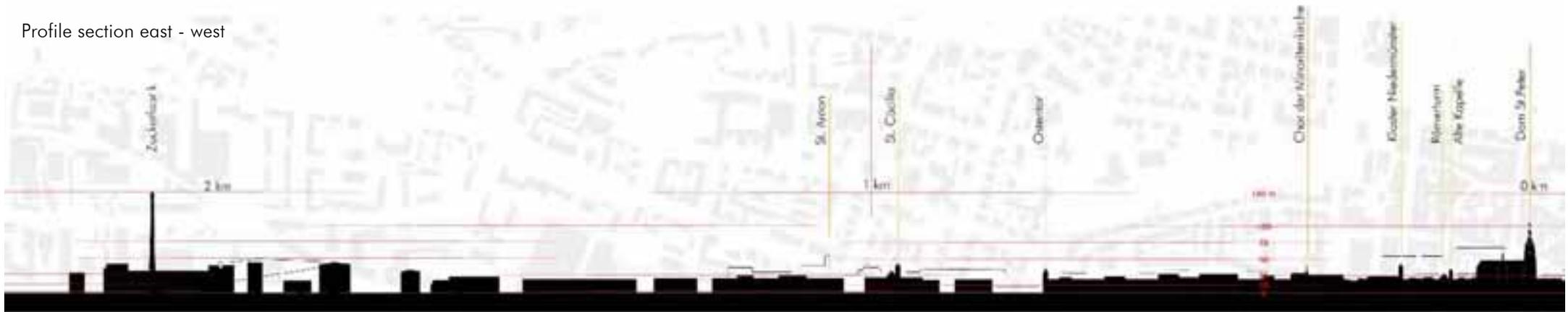




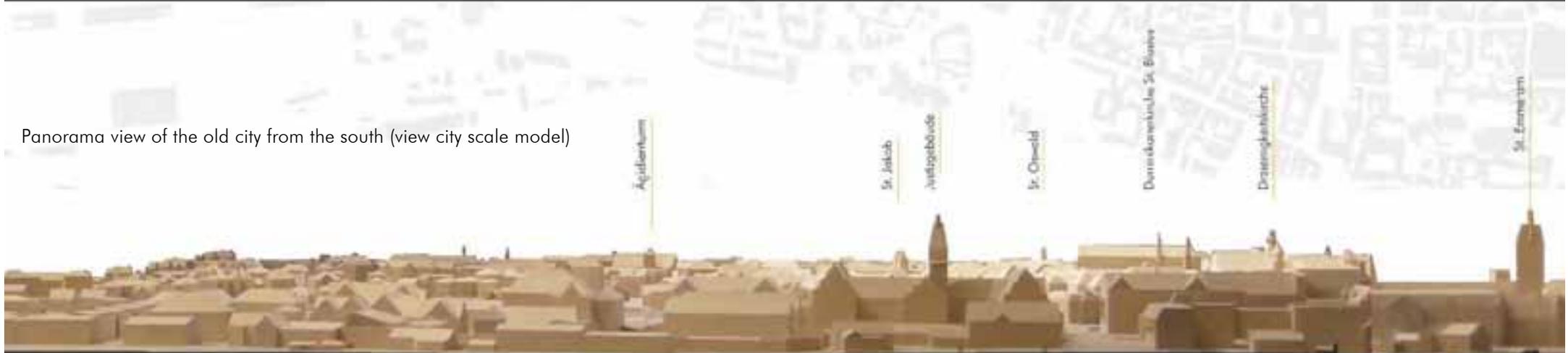
Profile section north - south

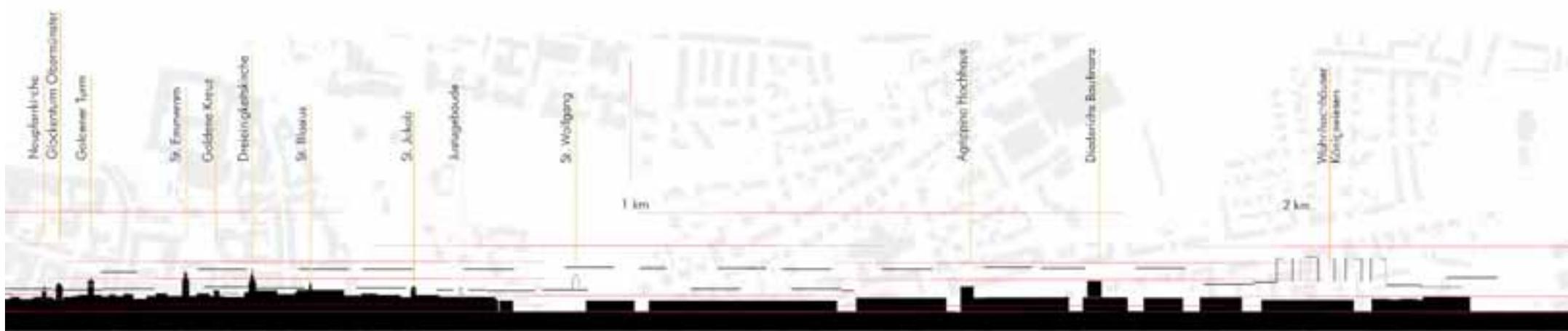
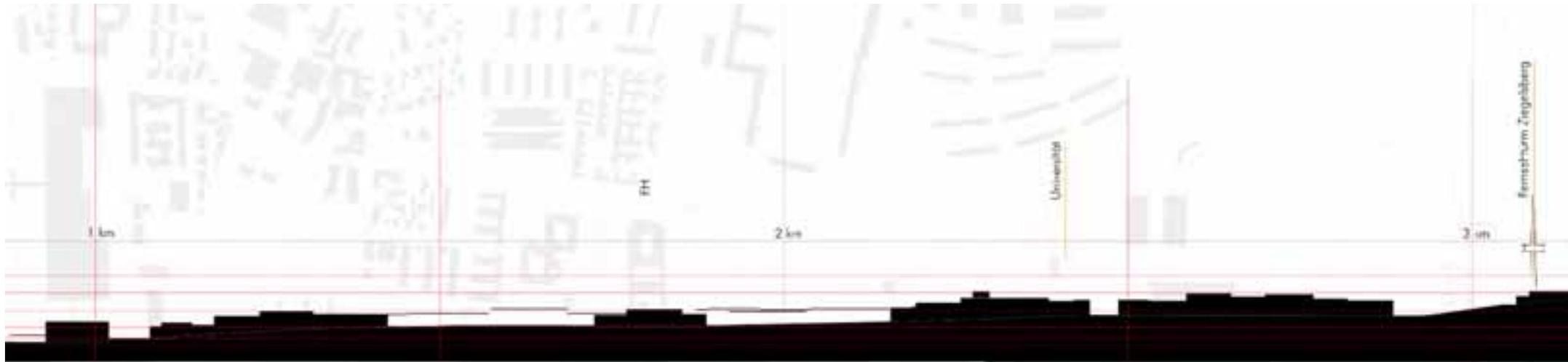


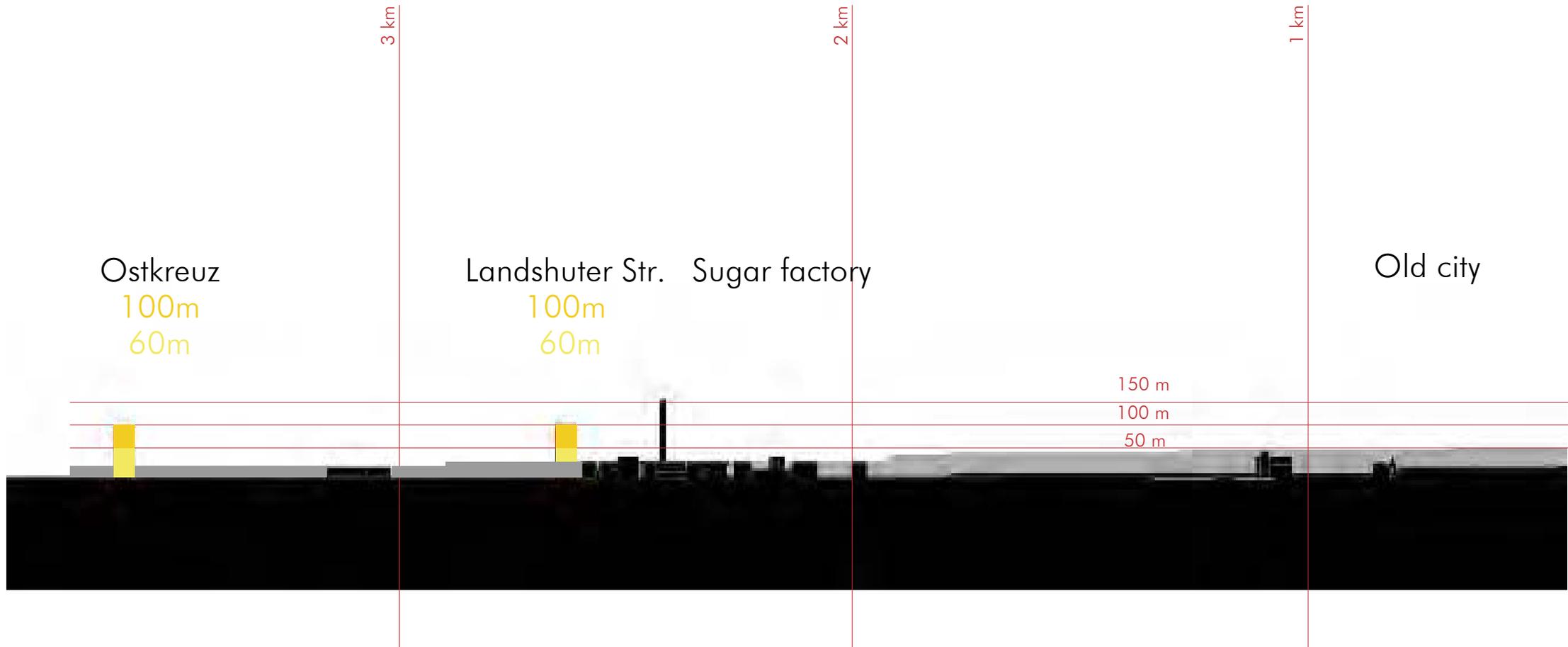
Profile section east - west

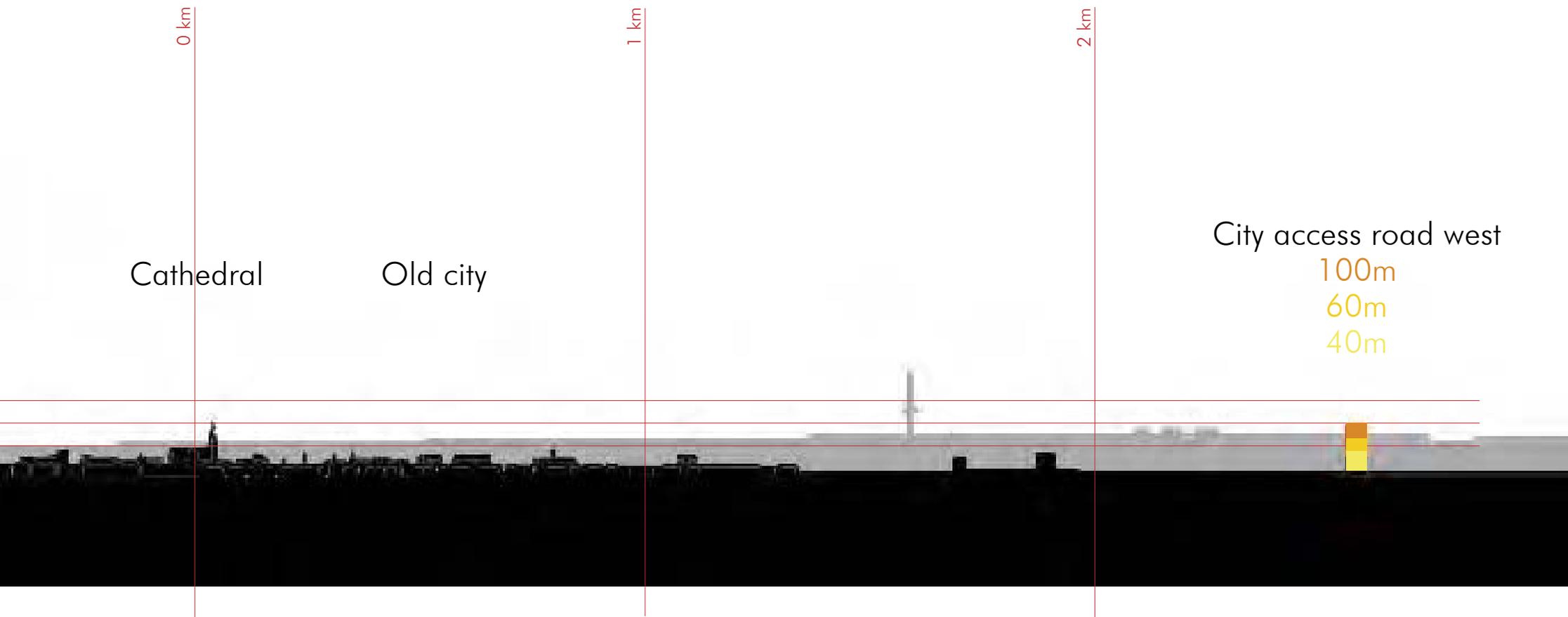


Panorama view of the old city from the south (view city scale model)









Elevation profile and perception

The city's silhouette is closely related to its topography. Regensburg is oriented in east to west direction on a slightly sloped plain, which rises by around 10 m from east to west.

The western part of the city's topography is also strongly influenced by the surrounding hills bordering along the north-western edge (Winzerer Höhen, Dreifaltigkeitsberg Mountain) and the south-west (Deichbetter Platte, Ziegetsberg Mountain, Galgenberg Mountain). In order to determine a compatible structural height for a new building within the cityscape, it is therefore important to evaluate the specific location. A high-rise constructed in

the plain of the valley in the eastern part of the city will have less visual impact than at one of the more elevated locations in the west.

The profile sections of the city on this and the previous pages (20 and 21) clearly highlight the cathedral of St. Peter as the most important city emblem in the middle of the old city. The main part of its structural presence from a lateral view point does, however, not originate from its two spires with their filigree tracery, but rather from its nave with a ridge height of approx. 50 - 60 m. This height is representative of the horizon of all the other towers and listed buildings in the old city.

The inner city silhouette can only be kept to scale if that elevation horizon of 60 m is respected, and if characteristic new structures will be located at a distance of approx. 3 km from the cathedral. At a lesser distance, elevation height will have to be adjusted accordingly, depending on the relevant topographical situation. The two parameters 'perceptible height' and 'distance' must be assessed in mutual dependence of each other.

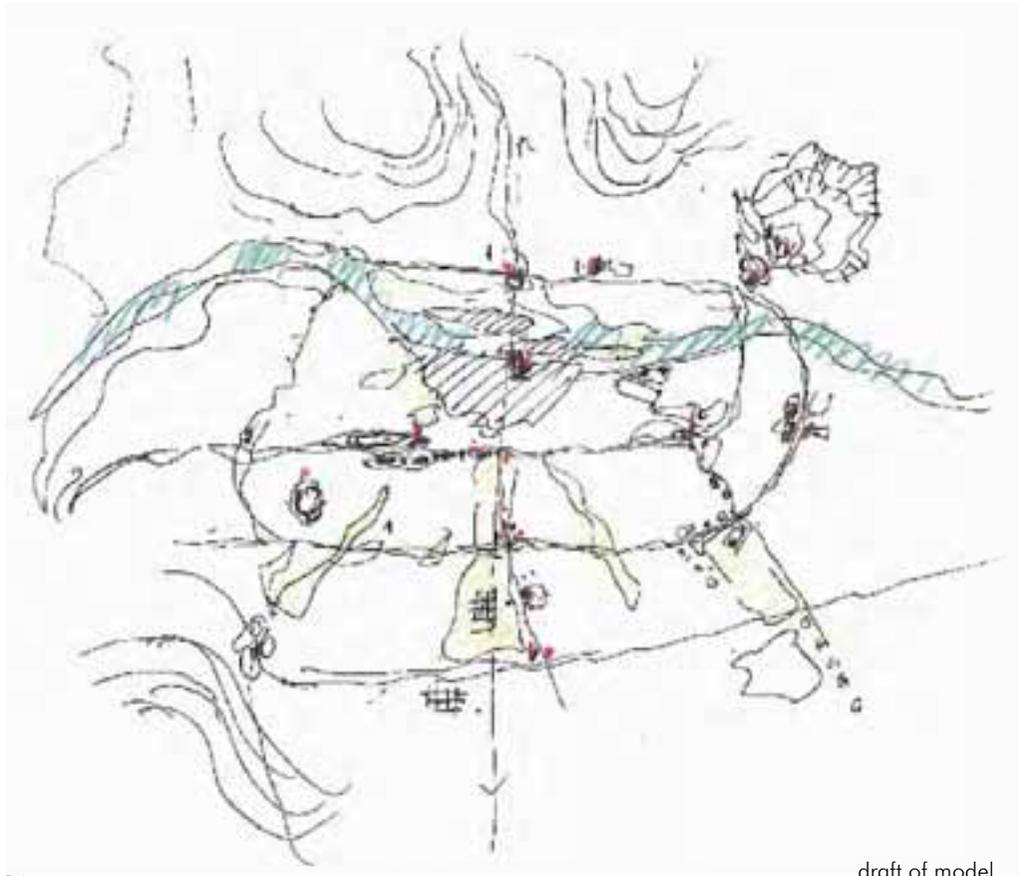
4. Main Features of characteristic Locations and Structures on the Periphery

Preliminary investigation showed that the junctions of radial streets, tangents and circular roads that are important in terms of impact on the cityscape, may well be high-profile locations of the future, when overlaid with potential areas for restructuring in the periphery of the city.

Key agenda points currently in discussion will be applied in terms of the functional allocation of the defined locations (e.g. scientific, cultural and supply as well as sports facilities), and supplemented with other relevant usage modules.

In the following, urban planning scenarios will be developed for the selected high-profile locations, which will provide these areas with an individual profile and identity, upgrade their surroundings, and are compatible with the requirements set out for the World Heritage site.

We will thus provide the old city core and the protection zone of the World Heritage site with a 'qualitative mantle' of high-profile locations, which will highlight the cityscape-relevant development potential along the city's periphery in a coherent system.



Model as a radial system, in which high-profile locations are placed along peripheral rings like satellites around the old city





5. Urban Development Scenarios for characteristic Locations

5.1. Railway Lines and City Access West

In the immediate vicinity of the core city, some open railway operation areas at Ladehofstrasse and the border areas along Kirchmeier Strasse and Friedensstrasse, which will become available in the long term, offer a development potential which will functionally complement and relieve the core city. Here, quality requirements for additional urban and architectural developments are high because of the location bordering on the protection zone.

A moderate height development will take into account the line of vision from more elevated railway terraces onto the silhouette of the old city.

RAILWAY TERRACES

The elevated terrain across from the railway tracks along Friedensstrasse and Kirchmeierstrasse is segmented after the train station gallery by an orderly series of compact building blocks and terrace-like open spaces, which offer sight corridors in direction of the core city.



With this space concept, and functionally complemented by supply facilities and representative services, an opportunity arises to upgrade this formerly traffic dominated city tangent to an urban boulevard, and to connect it with the inner city by way of existing and new railway bridges.

Individual high points up to 25 m will set interesting urban accents on open air terraces and on railway bridges.

LADEHOF AREA

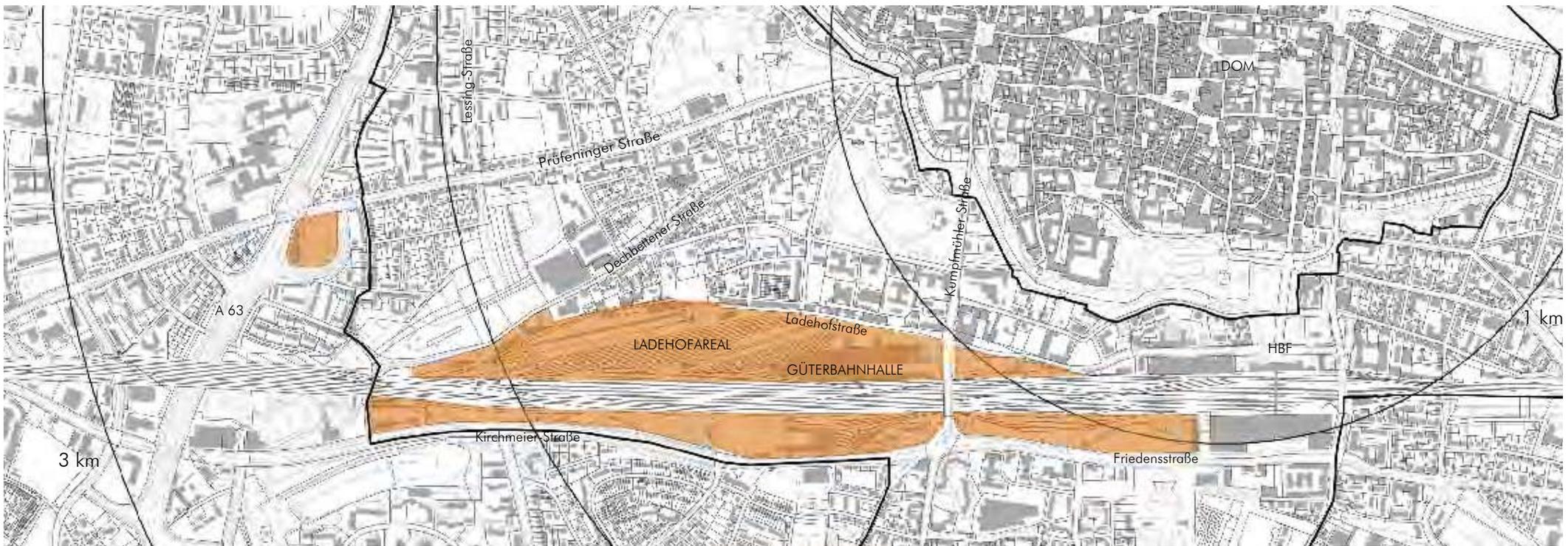
The former railway operation area along the Ladehofstrasse could be redeveloped into a new urban quarter for living and working.

By translating the layout of rail tracks and operational buildings into a specific layout plan for the quarter with linear space distribution and spindle-like construction fields, a high-profile address will be created for Regensburg, which will also reflect its railway-related history. In that context, it should be considered to keep the historical freight train hall intact, and reutilise it for cultural or commercial purposes with high footfall rates.

CITY ACCESS WEST

In order to upgrade the visual aspects of the western city access, where the motorway dips down, this urban traffic location could be the site for a representative cityscape-forming structure, which would make the intersection of the peripheral ring road (A3) and Prüfeninger Strasse an orientation marker.

1. Ladehof area
2. Freight train hall
3. Railway terraces
4. City access road west



Current status map with markers for potential new development

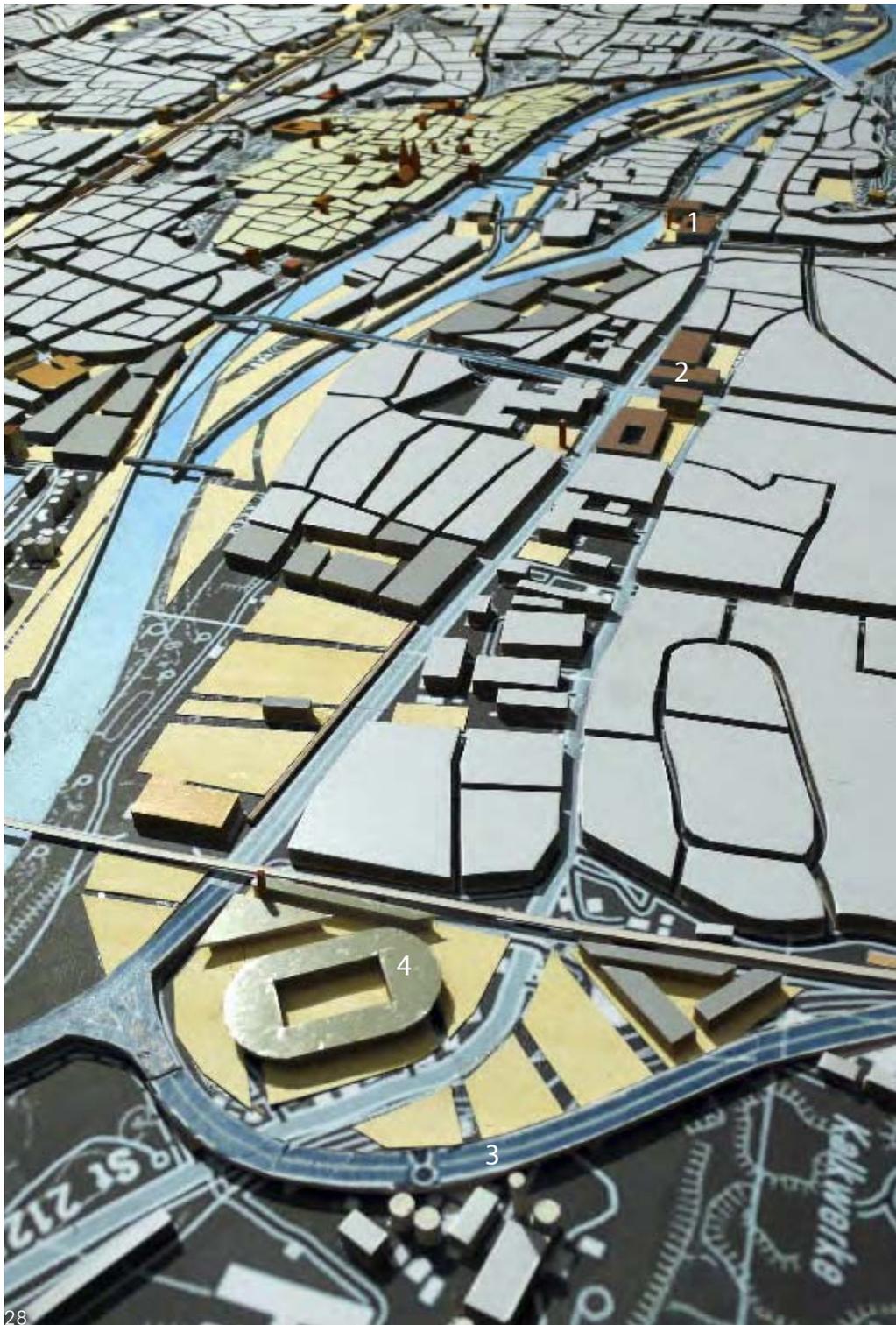
2 km

M. 1:10.000



Planning suggestion

5.2. Frankenstraße and Walhalla Allee



With the planned extension of the eastern tangent towards the north, Frankenstrasse and Walhalla-Allee will experience a long-term traffic relief and could therefore potentially be developed into an urban boulevard. Individual, currently underused new development areas could be used for additional cultural, supply and leisure facilities to complement existing centrally located functions, and therefore form 'characteristic' focal points outside the inner city.

The plot on the estuary of the Regen River into the Danube waterway, which is at the same time bridge head of the core city and also a predestined, characteristic endpoint of the historical north - south axis of the old city, is a high-profile, cityscape-influencing location. This highly visible urban location should therefore be reserved for a public access building for cultural use.

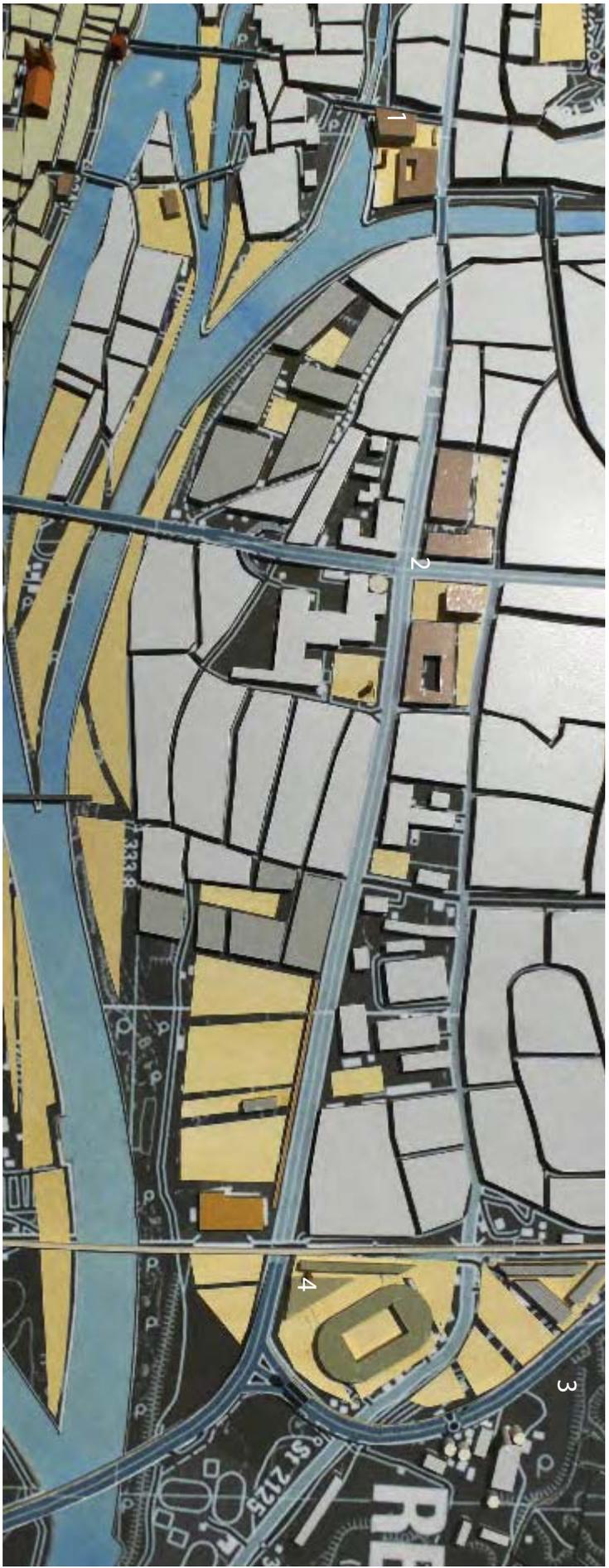
The area around the junction of Nordgaustrasse, which is currently a solely utilitarian, large-scale retail location, could be redeveloped into an attractive supply centre by adding design oriented modules of varying heights, and a representative frontal area facing the main street.

Across from the access from Walhalla-Allee to Schwabelweiser Bridge, the planned extension of the eastern tangent will create a highly attractive, cityscape-influencing construction location. Currently existing sports facilities and the ice rink will be supplemented with a sports arena and additional service buildings to create a multi-functional location. With the background of the quarry, new and old sports buildings will create in conjunction with the Danube Bridge a characteristic ensemble for the north-eastern city access.

1. Estuary bastion of the Regen/ Danube waterway
2. Intersection area Nord-Gaustrasse
3. Extension of the eastern tangent towards the north
4. Sports stadium



Current status map with markers for potential new development locations



Planning suggestion

5.3. Galgenbergstraße

Following its new access to the motorway, Galgenbergstrasse, originally a rather obscure exit road from the city, has become one of the major radial roads in Regensburg. Lower Galgenstrasse, with its access to the university and lines with new college and administrative buildings and a new residential quarter at the Eiskeller, has become a highly representative city access road.

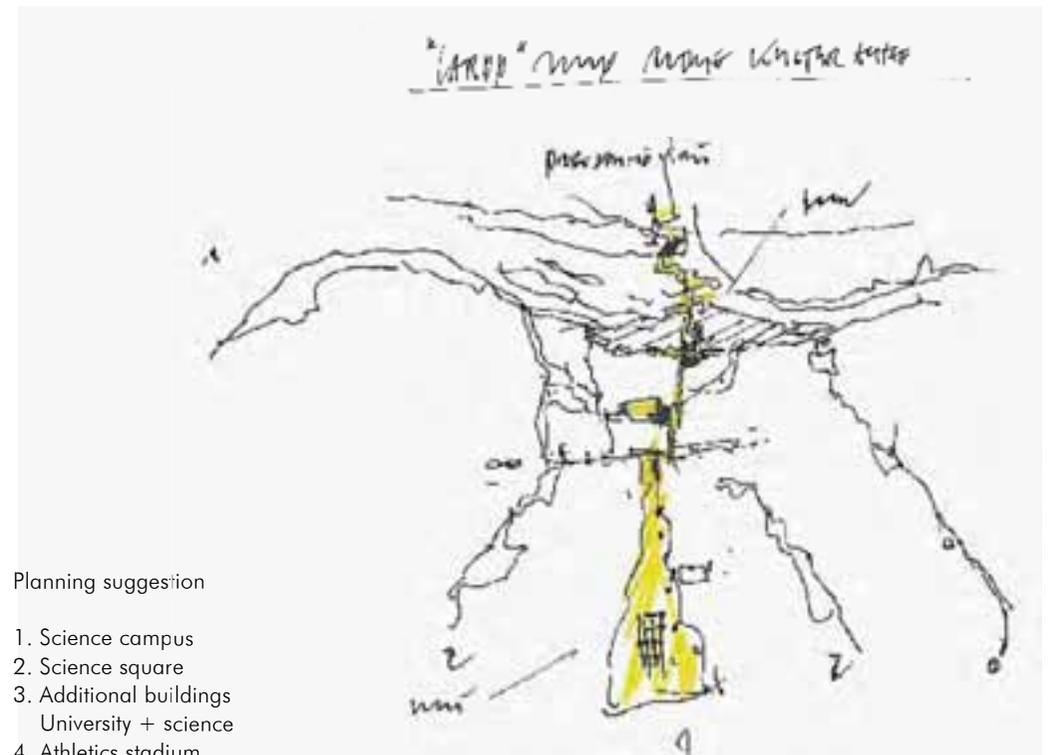
Upper Galgenbergstrasse could further expand its importance as a 'public facility avenue' with the construction of further university facilities and by way of a redevelopment of the Nibelungenkaserne barracks into a new science campus. The typical topological campus model for a science quarter is a central structure offset with open spaces. These

open spaces will be modelled after the typical motif of Regensburg's small park areas ('green rooms') and interconnected 'green corridors', providing the quarter with identity and making it a desirable address.

At the intersection of Galgenbergstrasse and the east - west green space corridor, the new forecourt with a high reception building and supply facilities will become a common focus and spatial orientation point for the university, college and science campus.

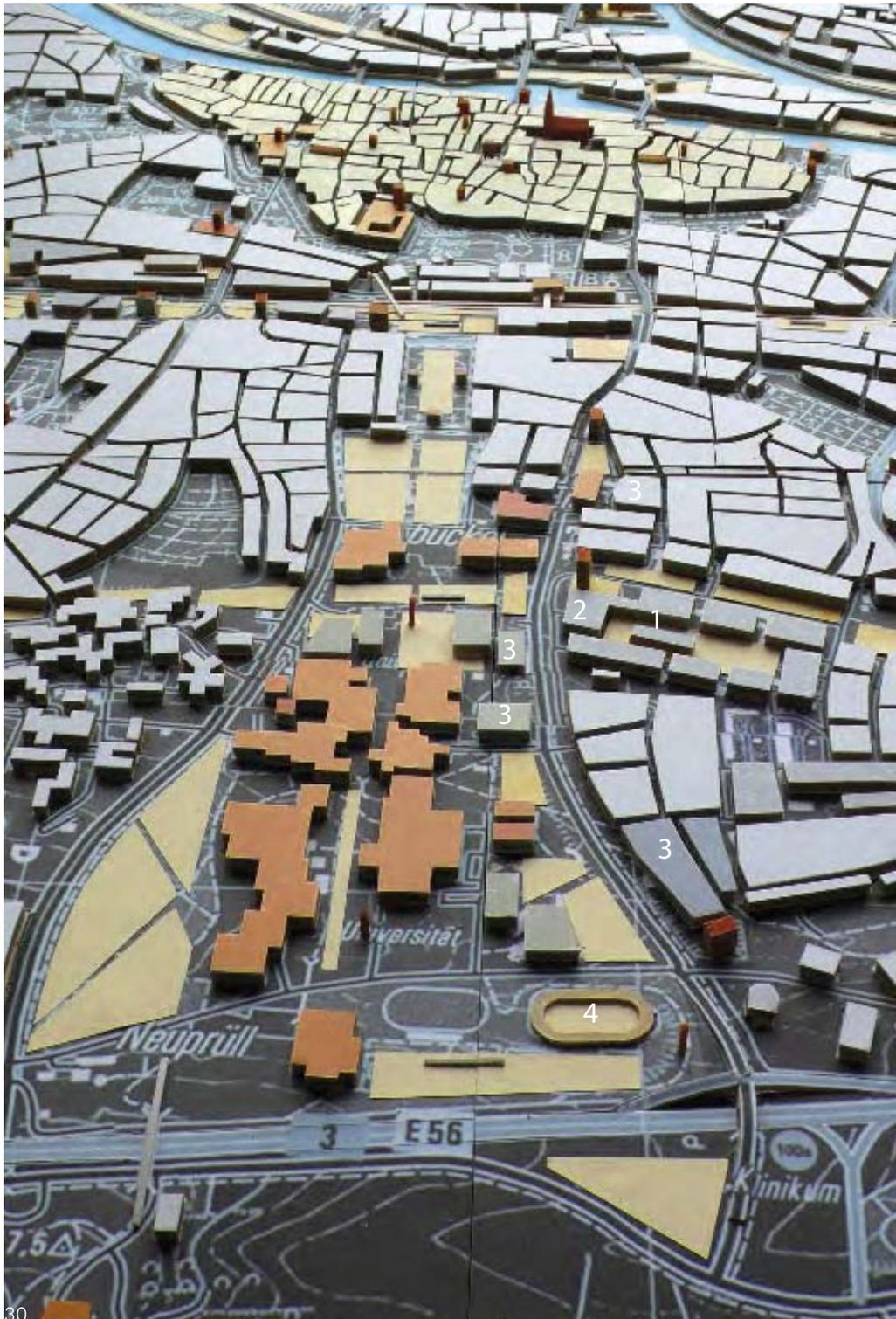
Along the transition stretch leading into the motorway, the southern city access will receive a cityscape-forming accent in the form of an athletics stadium on university grounds, which will at the same time provide a visual border of the city.

Cultural Axis University - old city



Planning suggestion

1. Science campus
2. Science square
3. Additional buildings
University + science
4. Athletics stadium



5.4. Landshuter Straße, City Access Burgweinting



With its connection to the motorway and the eastern tangent, and as the connecting route to Burgweinting, Landshuter Strasse will take on an important traffic function as a radial city access road. It runs along the edge of the historical Pürklgut Estate, which, with its unique character as a closed off landscape between railway lines and motorway-type roads, has become almost imperceptible. A restructuring of the Leopoldkaserne Barracks offers an opportunity to reorganise and redesign the currently undefined city limits north of the eastern tangent.

In city centre direction, a spatial expansion along Landshuter Strasse could be developed into a supply and retail focus for the neighbouring new city quarter on the former grounds of Leopoldkaserne Barracks.

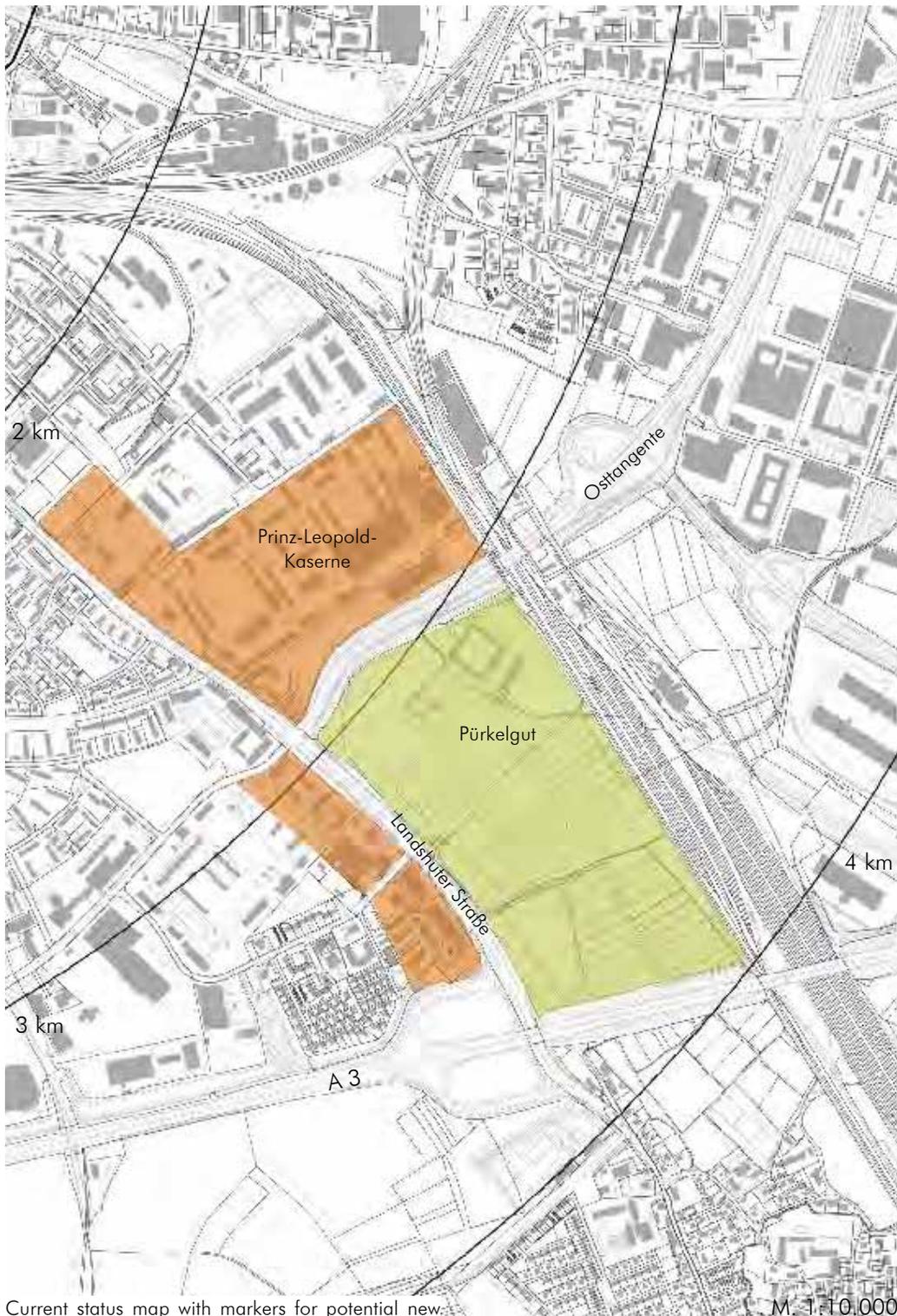
The narrow east - west 'green line', which currently ends at Landshuter Strasse, can be continued on as a green space along the eastern tangent to meet up with the 'green corridor' along the railway tracks, and connected with the inner city by way of Burgweinting along the Pürklgut Estate.

In the junction angle between eastern tangent and Landshuter Strasse, a symbolic structure and city emblem marks the redirection of the main traffic flow and the access towards the inner city. On the western side of Landshuter Strasse, new commercial developments define the city limits.

The interplay of green spaces alongside roadways, space-defining and accenting structures with the far-reaching landscape park around the historical Pürklgut Estate, creates a unique and memorable location for the important south - east city access.

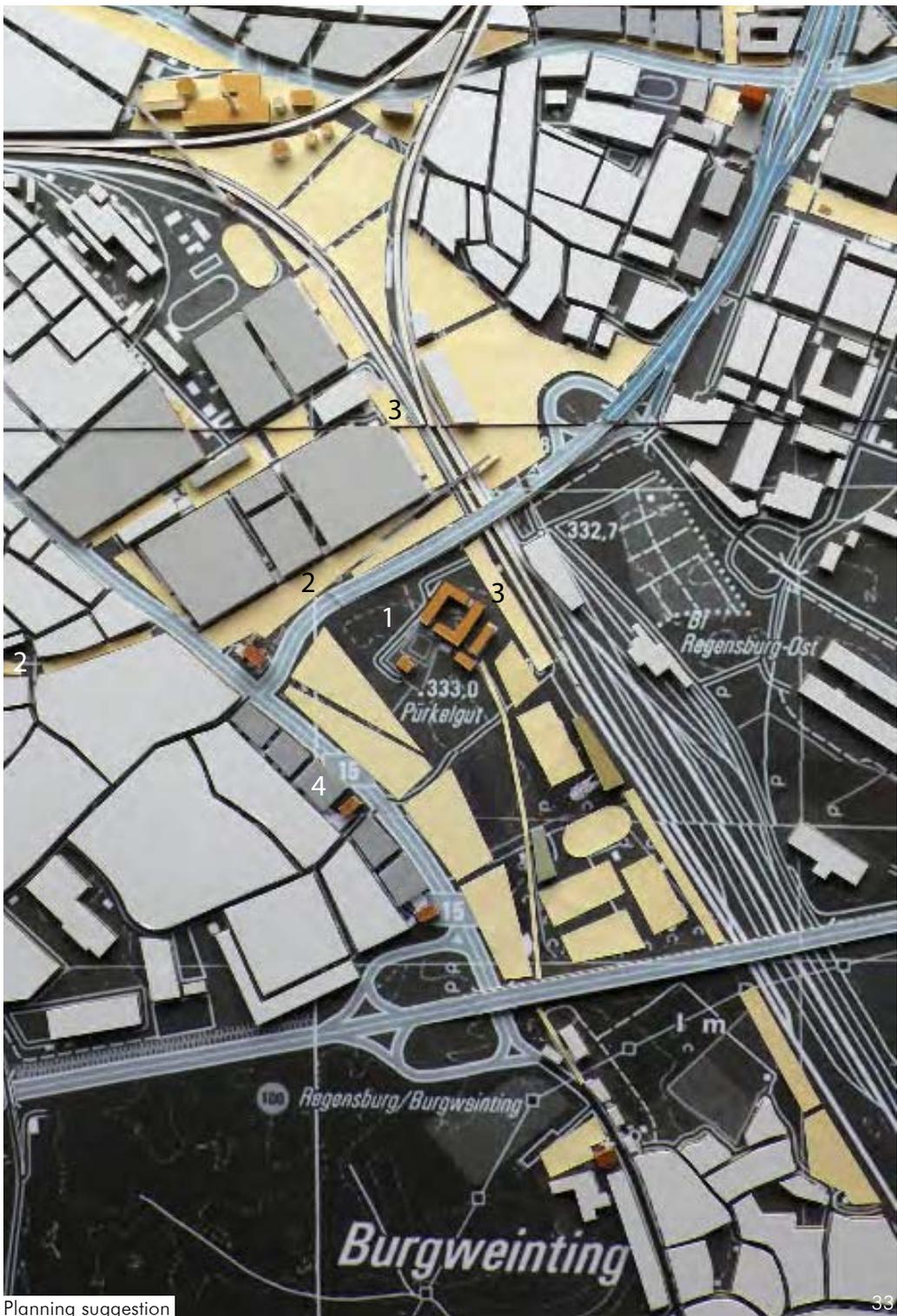
1. Pürklgut Estate
2. Extension of east - west 'green line'
3. 'Green corridor' along the railway tracks
4. New service building development
5. City emblem (office building)

Planning suggestion



Current status map with markers for potential new

M 1:10.000



Planning suggestion

5.5. Straubinger Straße



The reorganisation of neighbouring commercial areas can provide Straubinger Strasse with a much needed urban 'facelift'. Some large structures and silos, which are emblematic for the cityscape, remain on the grounds of the former sugar factory even after the planned demolition work.

The elongated operations area on the north side of Straubinger Strasse, which was previously part of the sugar factory, provides space for a new service quarter and an urbanised setting along the route.

The rail triangle immediately to the south, which was previously utilised in part for operational purposes, will become a sport and leisure area, and

thus a focal point for the surrounding city quarters along Straubinger Strasse and Landshuter Strasse. The spatial interlinking of a 'green corridor' along the railway tracks as proposed in the urban development plan 'Regensburg 2005' can therefore also be realised.

Also the commercial and industrial areas in the vicinity of Ostkreuz, which currently have a mostly heterogeneous appearance, are due for reorganisation. The objective is to upgrade this highly important traffic hub to the focal point of a sophisticated, self-organising service and commercial city quarter, which will emphasise the eastern main access to the inner city within the cityscape.

1. Sugar factory
2. New service building development
3. Rail triangle - sports facility
4. New service and commercial focus around Ostkreuz
5. City emblem Ostkreuz (office building)

Planning suggestion



Current status map with markers for potential new development

2 km

3 km

M. 1:10.000



Planning suggestion

5.6. Urban Development Concept for outer Straubinger Straße and Ostkreuz



After the planned construction of an office tower at the eastern tangent became the trigger for this report, the conception of a general urban development upgrade of the Ostkreuz is now presented in detail as its conclusion.

A reorganisation concept is needed, which will show the spatial and functional overall development of the commercial and industrial city quarters with regard to the traffic hub. Important components here are the development of public areas and the capacity of the border plots, which will have to be reorganised in part.

Straubinger Strasse will become a green city space between Ostkreuz and the railway tracks, and its slightly curved route in direction of the city centre will be marked with a new structural component, which will refer back to the original route connections into the city.

With green spaces along alternating sides, an overall space theme and street image is created, which continues on along the eastern part of Straubinger Straße. An elongated, adjacent open space serves as centre point of the commercial quarter along

Ditthornstrasse, providing and improved traffic development and access to the northern part of the harbour.

A prismatic structure beyond the Ostkreuz marks the edge of the quarter, and provides a transition into the industrial quarter Siemensstraße. A parking lot with mature trees along the eastern tangent becomes the green filter before the adjacent industrial area.

A high-profile, representative space (Osterhofener Square), framed by newly constructed buildings, will be created south of Straubinger Straße, marking the entrance to the commercial quarter Osterhofener Straße and the adjacent Kreuzkirchen quarter. It will promote the introduction of supply facilities, and will therefore become a characteristic focal point and desirable address for the commercial and service industry quarter around Ostkreuz.

The office tower originally planned for construction on a free site along the eastern tangent, will be reassigned to a cityscape-relevant location, and is set to become a city emblem along Straubinger Strasse, pointing towards the inner city.



6. Summary and Result

6.1. Model

In order to on the one hand protect Regensburg's World Heritage site, and on the other answer the current development demands of a large city, future-proof measures must be developed to relieve the strain on the immediate and wider surroundings of the core city, which will leave their mark on the cityscape depending on their functional requirements and importance ('dual strategy').

Characteristic and high-profile locations on the intersections of historical infrastructure and current

structural routes - overlaid with the new development areas listed in 'Regensburg 2005' - are set to become important cityscape coordinates within the city's silhouette.

Diagram and model represent a radial system, in which the characteristic locations are placed along peripheral rings like satellites around the old city ('qualitative mantle'), and which provide connections by way of historical space relationships and newly created 'green corridors'.

City in relief



6.2. Summarising Statements on Planning for characteristic Locations

Railway terrace Friedensstraße/Kirchmeierstraße

- Friedensstraße and Kirchmeierstraße as city boulevards with a new development interspersed with terrace-like open spaces (representative service industry and supply facilities).

- The location on a topographical map on the edge of the World Heritage protection zone, and the distance of 1 km from the cathedral require a height limitation of max. 25 m.

City access Prüfeninger Straße

- Accenting the western access to the city by way of a characteristic structure within the cityscape that marks the area of the hospital within the city's silhouette.

- In relation to neighbouring residential high-rises

and the city emblems visible in the east, a max. height development of up to 40 m would be feasible.

Frankenstraße/Walhalla-Allee

- Stage-setting of the northern boulevard with high-visibility, large-scale structural modules for culture, relaxation and leisure, as well as sophisticated city spaces and locations characterised by landscape and topography.

- Structural and spatial emphasis on the area around the intersection of Nordgaustraße by way of high-rise buildings, for which a overall height limitation of 30 m will have to be applied at a distance of 800 m from the cathedral.

Galgenbergstraße

- Highlighting Galgenbergstraße as the 'avenue of public service and representative structures' and easterly limit of the university campus.

- Expansion of the university grounds with a new science campus on the grounds of the former Nibelungenkaserne Barracks, which asserts itself with a high-profile structure facing Galgenbergstraße.

- The hillside location and 2 km distance to the cathedral will require an overall height limitation of max. 30 m.

Landshuter Straße

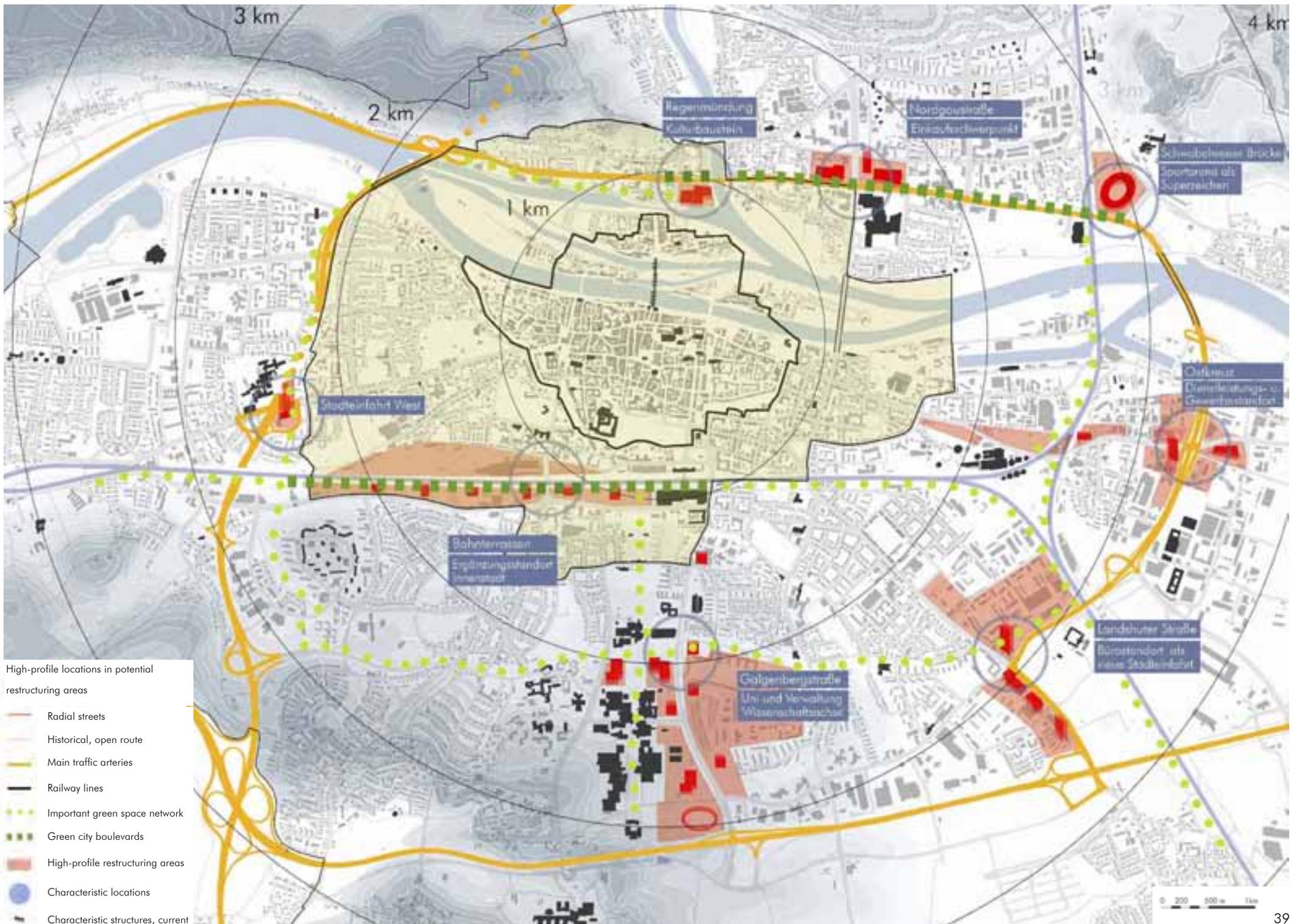
- Accenting the city access Landshuter Straße by way of a space-forming structure as a route marker towards the city centre.

- Based on the 3 km distance to the cathedral, the city emblem on Landshuter Straße must have an overall height limitation of max. 60 m; for peripheral developments on the south-westerly side of Landshuter Strasse, the height limitation will be max. 25 m.

Straubinger Straße / Ostkreuz

- Accenting the service location, reorganised in terms of space and function, as a focal point for the surrounding commercial and industrial area with a high-profile, characteristic structure oriented towards the city centre, with impact on the cityscape.

- The location in the plains of the Danube River, and its distance of 3.3 km from the cathedral, will allow an overall height of max. 60 m for the city emblem.



High-profile locations in potential restructuring areas

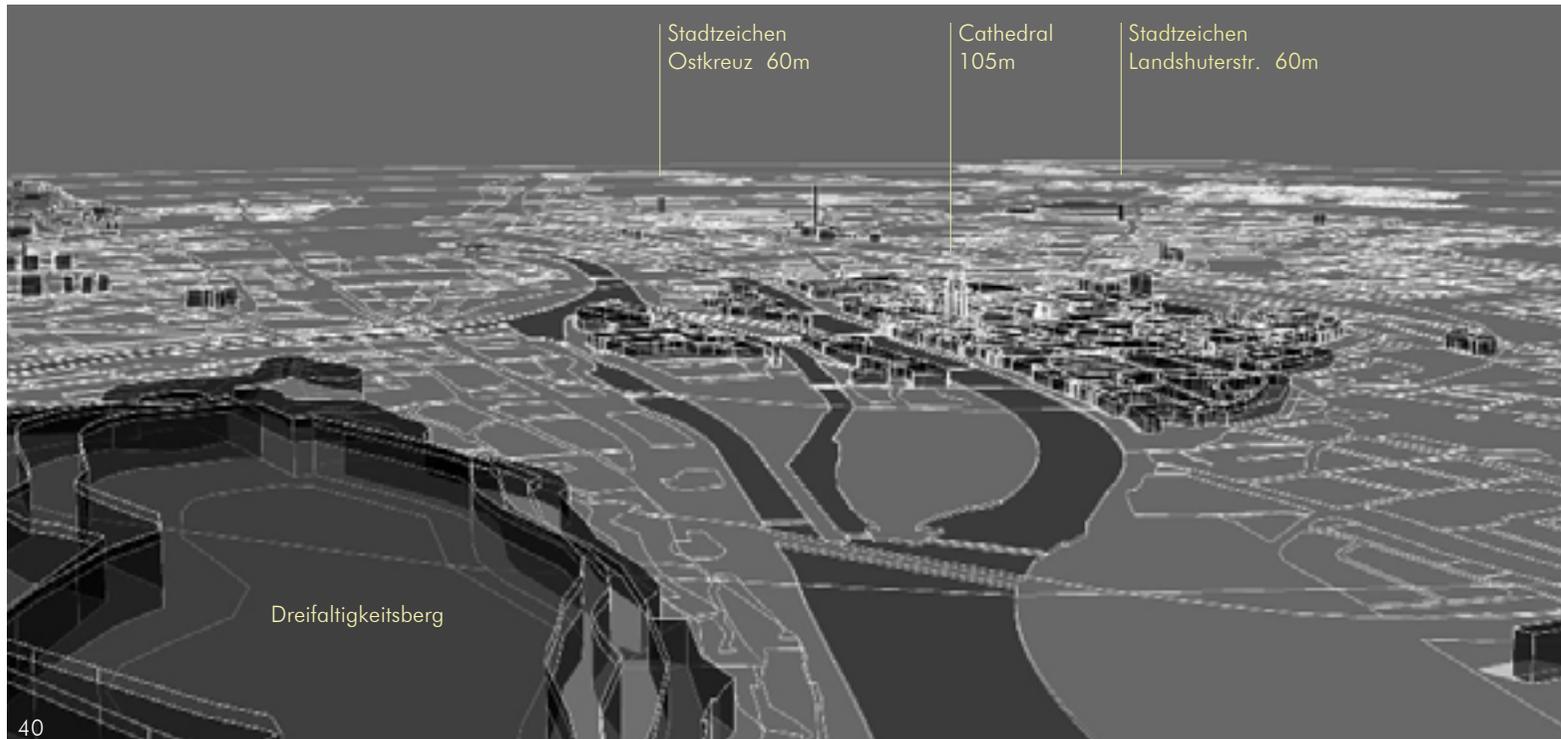
-  Radial streets
-  Historical, open route
-  Main traffic arteries
-  Railway lines
-  Important green space network
-  Green city boulevards
-  High-profile restructuring areas
-  Characteristic locations
-  Characteristic structures, current

6.3. Characteristic Locations and Urban Development Context

In conclusion, the following statements and theses can be derived from the preliminary studies and planning suggestions:

- Scene-setting and upgrade for the World Heritage site by way of reorganisation of individual peripheral areas of the core city in terms of space and design.
- Enhancement of the cityscape by way of a system of high-profile locations along the periphery.
- Reservation of particularly prominent locations with a strong effect on the city's silhouette for public access structures and specialised usage.
- Highlighting and further development of the university campus as a core city-oriented central city corridor with high impact on the cityscape.

- Restructuring of former barracks facilities in close proximity to the city centre for use as mixed-use and residential areas, with the addition of identity-forming and high-impact focal points for the city quarter.
- Restructuring of former industry locations in close proximity to the inner city into new commercial and service focal points, upgrading the locations of main traffic arteries.
- Development and integration of river bank areas as leisure spaces for the entire city, with integration of the harbour facilities in a development complementing the existing city silhouette.
- Enhancement of cityscape-relevant green and open spaces including a restructuring as way stations within a comprehensive footpath and bicycle route network, as well as landscape integration.



6.4. Recommendations

Prerequisite for a quality-assuring and World Heritage site-relevant urban development is a holistic planning approach, in which individual aspects and complex projects are assessed within a comprehensive urban development context. Statements and theses derived from the study should therefore be translated into tools and processes for urban development, and tested in terms of their impact and feasibility. The following process steps are recommended in particular:

- Structural and functional program discussions and framework concepts as part of a detailed land development plan.
- Urban development feasibility studies, in which a scope for actions and statements for individual areas of change is investigated and specified.
- City quarter relevant master plans with urban development and action-relevant as well as future-oriented statements as basis for urban land-use planning specifications.
- Translation of framework conditions for urban planning measures into typological and architectural concepts by way of calls for tender and other selection processes.
- Debates and discussions regarding the individual planning steps in municipal committees and design boards.
- Intensive public relations effort starting as early as the initial concept phase.



City in relief

