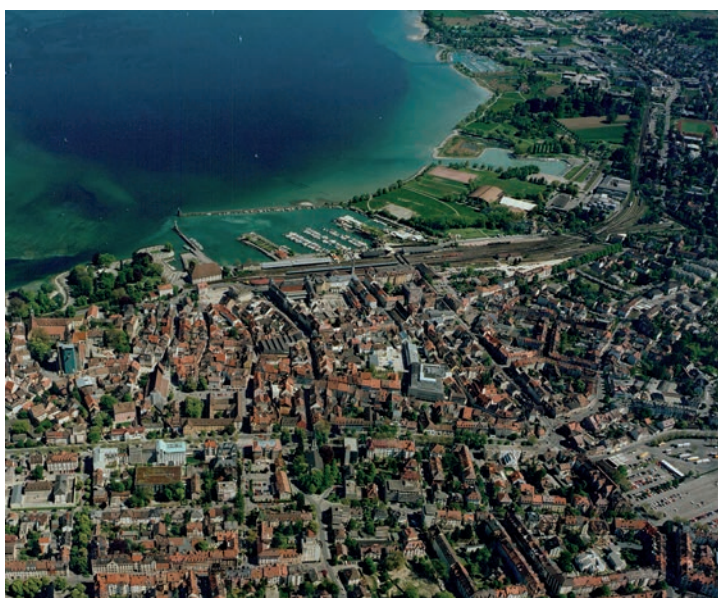




EUROPAN 12

ADAPTABLE CITY



REPORT OF THE FINAL JURY MEETING

KONSTANZ-KREUZLINGEN

KONSTANZ-KREUZLINGEN – KLEIN VENEDIG

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Co-ordination and management

Margarete von Lupin
Ulrike Pöeverlein

Report

of the final meeting of the jury on Sunday, 10 November 2013

Venue: Centre National de la Danse, Paris

Beginning: 9.00 a.m.

Welcome

Juerg Capol, President of the Jury, opens the meeting and welcomes the jury members (see list of participants). He hopes that the jury members have been inspired by the Forum of the Cities and Juries, and explains that the jury in its meeting today should decide about the ranking of the proposals and adopt recommendations for the future proceedings in the two cities. He, therefore, suggests that the jury embark on the discussion of the seven short-listed projects without further ado.

1 Constitution of the jury

Mr. Capol states that all seven jurors eligible to vote are present. The jury is, thus, constituted as follows:

Juerg Capol (President)

Claudia Meixner (Deputy President)

Raoul Bunschoten

Aglaée Degros

Paul Rambert

Karin Sandeck

Léonard Verest

2 Opening of the meeting of the local jury

Juerg Capol assumes the presidency of the meeting and briefly outlines its scheduled course. Today's meeting is meant to choose among the seven projects on the short-list a prize at 12,000 Euros and a runner-up at 6,000 Euros. The jury can, furthermore, award a special mention for projects that offer interesting and innovative approaches, without, however, being able to wholly convince in terms of the specific task to be solved at the respective site. The jury is independent in its decisions and can also decide by majority vote to award a different number of prizes and runners-up. Due to the uniform European statutes of the European competition, the overall amount available for prizes and runners-up cannot be changed.

3 Assessment round

Mr. Capol suggests beginning with a new assessment round, and asks one jury member each to open the debate by making a short statement to assess the respective proposal. The jury decides to first discuss all projects and to vote on them subsequently.

DO264 SlowFlow

The authors suggest three bridges in order to have both cities benefit from the triangular junction and to create new spaces along the tracks. The central junction is the tallest one, which imposes itself with its monumental gesture on the two smaller buildings that form the northern and southern poles of the site. An imaginary extension of the concept, however, implies doubts as to whether the joint building in the centre truly establishes a connection, because its visitors/users seem to be hauled inside and pushed out again as if it was a motorway service area. The bridge thus underlines the existing divisions, which cannot be overcome by the two other contact points at the Konstanz and Kreuzlingen side of the line, respectively. A massive intervention stops the flow of mobility. The intended button is nothing but a huge building. How the monument could be used remains an open question, and the construction typology is vague enough to conceal its very sense and purpose.

In its urbanistic approach, the project suggests a promenade, which is framed here and there by structures in large formats. It is not clear, however, whether these are meant to establish a surrounding, or whether they imply that the delta moves into the territory. The situation is neither definitely closed, nor does it remain open. The large joint establishes an axis, yet, the initial idea remains indecisive and rudimentary. In addition to the junction corpus in the centre, the buildings planned for the peninsula seem to lack sensitivity. In comparison to the existing urban buildings, they are much

too big. New natural quality is missing. The use of the land is only depicted formally, and remains vague in view of the massive construction volumes.

This project lacks the profoundness that would be needed in order to lead the project into the future. It also lacks the desired impulses for the shipyard. The proposal does not contribute anything in terms of the major issues raised in the competition brief. The jury also misses answers to the general topic of "Adaptability".

EG 635 Die Grosse Freiheit

The strengths of this work lie in the proposal of making accessible an attractive cleared landscaped area as completely open free space. With the help of the following four measures, the geographically central free space at the waterside is acknowledged:

- 1.) The entire peninsula is freed of all building structures and (now existing) misutilisations.
- 2.) There are no fixed pathways on the meadow, the visitors can move around as they please.
- 3.) The entry does without large compositions and gestures; apart from the definition as a green area, the programme for the surface is not rigidly defined.
- 4.) The utilisations that cause noise are allocated towards the railway, and the festival grounds as part of the promenade are directly adjacent to the railway tracks.

In terms of urban development, the work coincides with the local standard, reacts correctly and relates to the existing situation and the interventions are well-positioned. A pedestrian promenade connects the urban area and the lakeside grounds as well as the two city districts of Kreuzlingen und Konstanz. From this backbone, pedestrians can reach the peninsula from every location and cross through it.

A row positioned vertically towards the promenade, which is characterised by parallel positioned five-storey volumes gives the area structure and allows for the creation of permeability at the site with many pathway connections. However, in doing so, the buildings also reject the conditions needed to set the densely populated city districts apart from the empty area of land. The proposal for the triangular junction is incomprehensible, the connections are located at the wrong places and the pivot situation remains problematic.

While the work comes across as respectable and appropriate on the one hand, it is just as ambivalent on the other. In terms of urban design, this entry fails the courage to set a signal. A clear city edge is missing vis-à-vis the open space opposite and the building frays out into the empty meadow. The green surface could be anything and does not allow for the identification of an elaborated landscape concept. This indecisiveness is also interpreted as an avoidance strategy in order to get away from the task of creating frictional moments to establish a local identity. The work reveals other weaknesses through its negation of the traffic and infrastructure problem and camouflaging the railway. The proposal for the shipyard is limited to a generally kept volume.

With respect to the superordinate theme of "adaptability", the proposal is open for changes in a quiet and subtle way through the generosity of the open ground; the free space can be temporally graduated or created in one go. First of all a promenade will be cleared, and then further buildings and the Bodensee Arena will be demolished until the area has been cleared. In this way, a meadow will gradually emerge, which adapts to all stages because it can be everything and can be used as many things. Thanks to this approach, work on location can be introduced and started at short notice.

IN 503 Manege frei!

This work follows the trend and the fashion of urban marketing, the green area is interpreted as a product in the sense of a supraregional leisure destination. This proposal structures the peninsula, plans to create an underpass beneath the railway tracks and gives the open space a fixed functional programme. This approach assumes that funding will come from an event company, which in turn presupposes a privatized organization of the open space in the sense of a playground for the region. An intention of this kind to bring the local people together to eat and play, watch concerts, visit small exhibitions and to party and, in addition to that, attract visitors from the surrounding areas and further afield entails a constant use of the grounds with events on offer all year round. These activities not only aim to serve consumption, but also work in favour of a local identity via shared community ceremonies, for example, and call to life a sense of community that crosses boundaries. The two cities would be obliged to define the necessary attributes for this with the operators and to control them in the long term.

In terms of urban development, a new city edge is created and the open space is structured into clearly outlined zones. However, upon closer inspection, the proposed underpass process to be a modest solution. There are no strong connections and an interlocking with the density of the city remains unresolved; it appears as if the port strip is merely continued. Utilisations and buildings are not taken into consideration and there are no concepts whatsoever for the shipyard.

At first glance, the drawing of the emblematic circle is immediately attractive, it is simple and can be marketed fast. From the bird's eye view, it is seen to be the centre of urban activities. And yet, when one takes a closer look, only a suggestion of the circle remains; the circus is built up and reduced again, like on another random coloured surface, on another field, when a space becomes empty and has to be filled up again. One cannot expect either a generosity for the structure or a new idea for the building.

However, whether marketing ephemeral events should replace a built-up urban development is doubted in many points. With respect to the superordinate competition theme “adaptability”, the proposal to turn the area into an event location, which can slowly get underway, offers a good approach. Nevertheless, continuous events must be maintained, also at the beginning, if to a smaller extent. Without constant efforts to provide events, this proposal remains ineffective for the cities and might quickly become a burden, if the area is not to fall into neglect.

JP 171 Der Weg ist das Ziel

The jury members are unanimous in their evaluation that the presentations of this work are to be interpreted not literally, but rather as an urban development concept with place markers and in the sense of a design idea. This is what the following commentary aims at, which places in the background the building types, the edgy architectural concept that is presented with large gestures as well as the concrete building proposals. This type of interpretation understands the work as a revision and as the development of a sensitive architectural language of form that aims to provide the site with new meaning.

In urban development terms, this work points the way for future changes.

It takes today's utilisations sensibly towards new proportions. The area is clearly structured and arranged. The five architectural proposals that are effective in terms of urban space are seen by the jury as identity-forming:

- 1.) The pivotal structure which joins up two volumes and which has different utilisation offers is a bridging structure that integrates a space thus creating missing connections: in an east-west direction, it overcomes the railway tracks and brings the urban areas together with the waterside area, while in a north-south direction it connects the two towns of Konstanz and Kreuzlingen. The pivotal building is located at the correct place giving it public utilisations allowing a space of encounter to emerge for the first time. Clear building edges identify more clearly the different areas of utilisation.
- 2.) By separating the open area from the mainland, like a floe that has drifted away due to tectonic movements and which allows the water to flood into the opening crevice, an impressive new marine comes into being before the island. In terms of boat transport, it connects the port in Konstanz with the port in Kreuzling. The west bank of the island, which can be accessed at three points, is framed by generous open stairways towards the marina. Used as seating areas, these allow the observer to enjoy a view of the skyline of both towns with new qualities of perception.
- 3.) A *promenade aérienne* plays along the entire boundary area to the banks. It creates a pathway between the bridge structure, the island and the lake as a kind of pedestrian double-storey arcade walkway that celebrates the view.
- 4.) The formation of the quarter makes sense dimensionally and allows for a mixture of public, residential and commercial buildings.
- 5.) With the fairground at the railway and an overhead walkway leading to the town, the island is kept at a distance from the market and the hustle and bustle.

The project provides a robust concept that can be developed in phases and thus renders a contribution to the “adaptability” theme.

LR 145 Joint Promenade

In this work, which dedicates itself exclusively to the concept of an energy-efficient infrastructure, the jury sees important, forward-looking innovations. Mobility, exterior spaces and macro-structures are intended to work together to create a fourth quality. The work represents a substantial contribution to urban and mobility development, remedying the neuralgic traffic problems, which are a major issue for both cities as they tie up too much energy in the everyday life of the cities. The authors display a great diversity of ideas in the spirit of urban development.

The economic rationale is founded on an infrastructure scheme in which selected areas are open only to public transportation with green buses and zero-emission vehicles, including solar cars and non-motorised traffic of all sorts; the green-mobility backbone also includes surface rail transport. Various smaller and larger appendages interlink the infrastructure with the urban and natural spaces. A stark border emerges along the railway.

Although it's not clear which programmes will be realised in which locations, the presentation of the traffic infrastructure in this work also deals with new technologies with which cities today must grapple with an innovative spirit and new perspectives. The mobility problem is also a problem of access points, which, once created, remain in place for long periods; they give the city structure and thereby define it. This work makes a case for regarding these contact points, network nodes and intersections between the two countries and cities from a positive viewpoint. A controlled environmentally sound transportation structure is no longer a necessary evil but a well-designed, desired and celebrated structural element of the city.

On this energy boulevard, denizens of the cities with the proper green cars can display their environmental bona fides. A forward-looking environmental policy activates the public space, creating an intermediate space with a special function. The central traffic artery is given a special symbolic value; it ties together not only both cities, not only the heretofore

separated areas on all sides of the tracks, but also the past with a new mobility-consciousness of the future, to be enriched with smart control devices. The cul-de-sac of the southern Lago Centre feeds into the traffic flow; all encompassed axes, including the Kreuzlinger high-rise, are a part of independent, slowed-down traffic spaces with new welcoming qualities. The Lake Constance region commuter railway agglomeration area will be integrated and strengthened. As convincing as the fundamental infrastructure considerations are, development plans for the fields and quadrants are decidedly unconvincing. The dimensions of the traffic platform are likewise overblown and would create new vacuums. On the Kreuzling side, apart from the ice rink there are no spatially compelling impulses, while the small-scale triangular junction is given a non-distinct form. The strength of this proposal is that it transforms the street space into a purpose in itself. Urban spatial qualities are lacking; the answers are limited to connections in the second dimension. The project leaves open the rules and the principle whereby the urban spaces will be organised and what will happen with the connection points. It is limited to a single axis. This openness could have a positive effect with regard to adaptability.

TH 826 Konstanz/Kreuzlingen 2K24

This landscape proposal demonstrates how the peninsula can be converted into a destination in its own right through landscape design. The work brings colour into the landscape; it paints with nature. In impressively fine-detailed pictures, this proposal illustrates the connection between the land and the water. This is done through a forceful structuring in bands and green bridges. In moderate density the work proposes sensible connections, links and interactions with the surrounding countryside. In a small-scale and bold manner, the city is circumscribed in the rear and before the delta. 2K24 expands the conversation to the municipalities to approach open spaces with a landscaping inclination and presents a variety of connections with the natural environment. However, the work cannot stand on its own. The urban development proposals are not compelling. The spatial concepts do not suffice for the three-dimensional tasks at hand. The building proposals are likewise beset by great weaknesses. The convention square, the market, all lorries serving the shops – everything will be placed, as now, on the prime real estate and first address of available free space on the waterfront. The sensibility remains theoretical and fails to live up to practicable use objectives. In this spirit, the jury is focused on the presented sub-aspect of open-space planning.

In contrast to a homogeneous large space, the authors employ narrow strips to open the possibility of a temporally and spatially staggered realisation. On the other hand, this approach defines and structures the open space to such an extent that the allotment garden-style parcelling of the space significantly reduces the plan’s adaptability, in spite of the highly attractive presentation. A further limitation derives from the corridor system which, with narrow parcels, difficult colours and plants, is not designed for adaptability. Of less import is the question as to whether the fashionable trend of garden cultivation will persist: such parcels can easily be re-purposed.

YK310 Sediments

This project focuses on a structural concept based on the movement of the lake and water on the shore, of sediments washed ashore and flotsam. Since societies permanently change, architecture must absorb its sediments and incorporate them in the urban image. The structure is seen as a grid of pathways. The structure along the shore and the tracks are filled layer by layer with architectural elements. The main theme – “Adaptability” – is, thus, brought on to the agenda. In order to allow the access to and the use of the area, the authors suggest a functional structure, a promenade and other crossways on the peninsula, which is, thus, so to speak urbanized. Surfaces and different heights render the zone more interesting. However, adaptability in this project becomes a negative feature; the plan reveals neither the architectural inventory, nor the urban space or the intended programmatic use. Whether and how the user can benefit and/or experience space in this project remains unanswered. Systematic guidance in the production of a toolkit can make sense, true. However, what are the right tools in this context, in view of the result, the architectural interchangeability of which for the site has not been explained in detail. The project in its formalism is much too rigid to visibly focus on themes that can be identified. The project ignores the infrastructural problems of the brief. There is no way to check whether the urban spaces promised will actually be an outcome of the project. The overall impression is one of being unfinished.

The project focuses on the theme of “Adaptability”. The chosen metaphor of the sediments washed ashore or drifting into the lake, however, does not seem to work.

After extensive and comparative discussions, the jury votes on the qualification/disqualification of the projects as follows:

Code	Titel	yes	no
DO 264	SlowFlow	0	7
EG 635	Die Grosse Freiheit	4	3
IN 503	Manege frei!	3	4
JP 171	Der Weg ist das Ziel	6	1

LR 145	Joint Promenade	5	2
TH 826	Konstanz/Kreuzlingen 2K24	6	1
YK310	Sediments	0	7

Thus, three projects have been eliminated, and four remain on the shortlist.

4 Decision about prizes, runners-up and special mentions

The jury agrees to discuss the four qualified projects again and decide about their ranking afterwards. The President of the Jury reminds the members that the jury may award a prize of 12,000 Euros and a runner-up prize of 6,000 Euros. In addition, projects may be awarded special mentions.

Rodolphe Luscher explains that European Switzerland awards a sum of 1,000 Euros for special mentions.

After a new discussion of the remaining four entries, a motion is made not to include the project EG 635 Die Grosse Freiheit in the group of winners and to eliminate it from the further procedure. The motion is accepted by a 7: 0 vote.

Thus the project **EG 635 Die Grosse Freiheit** has been eliminated.

The jury then discusses the ranking of the remaining entries on the short-list. In view of the different focuses of the projects the jury ponders the possibility of deviating from the granting of the awards as proposed by the organizers of the competition.

The motion to award two runners-up at equal ranks (Mentionées) and one special mention (Cité) is rejected by a 6: 1 vote. The motion to award three runners-up at equal ranks (Mentionées) is rejected by a 5: 2 vote.

By a 4: 3 vote the jury decides to award a prize (Lauréat), a runner-up (Mentionée) and a special mention (Cité).

WINNER (LAURÉAT)

JP 171 Der Weg ist das Ziel 4:3

RUNNER-UP (MENTIONÉE)

TH 826 Konstanz/Kreuzlingen 2K24 4:3

SPECIAL MENTION (CITÉ)

LR 145 Joint Promenade 4:3

5 Recommendation of the jury

The jury understands the winning project JP 171 “Der Weg ist das Ziel” as a concept. It is not a formal architectural proposal. The structure of the cubatures requires further revisions and its details a translation into a differentiated architectural code. The project lacks important aspects of the competition brief, which are, however, to be seen in the two other winning proposals. The jury, therefore, invites the two cities to benefit from the competence and skills of all three winning teams, in order to think about the different contents and focuses in a joint approach. The winning project “Der Weg ist das Ziel” has to be combined with the aspect of sensitive landscaping (TH 826 “Konstanz/Kreuzlingen 2K24”) and the aspect of ecological traffic infrastructures (LR 145 “Joint Promenade”). A workshop should be organized with the three winning teams, in order to combine the competence fields described above with thematic perspectives in the competition.

6 Lifting the anonymity

The digital envelopes of the authors are opened in the internet and the names of the authors are read:

WINNER

JP 171 Der Weg ist das Ziel

David Vogel (DE), architect

RUNNER-UP

TH 826 Konstanz/Kreuzlingen 2K24

Thibaut Muller (FR) Architect, Charles Mannenc (FR) architect, Anaïs Godefroy-Rieb (FR) architect, Hugo Alzingre (FR) architect/urbanist, Arthur Poiret (FR) architect/urbanist

SPECIAL MENTION

LR 145 Joint Promenade

Joan Solà Font (ES) architect, Carles Crosas Armengol (ES) architect, Javi Barriuso Domingo (ES) artist

7 Closure of the jury meeting

Mr. Capol thanks the jurors for their dedicated deliberations. He hopes that the spectrum of strategic approaches and ideas will trigger further, concrete measures in Konstanz and Kreuzlingen. He stresses that the results must not be made known to third parties before the official European announcement on 13 December 2013. He thanks all participants for their valuable contributions to the competitions and congratulates the winners.

Mr. Capol then returns the chair to the organizer of the competition and closes the meeting towards 1 o'clock p.m.

The minutes were approved by the President of the Jury, Mr. Capol.

For the minutes:

Margarete von Lupin

Ulrike Pöeverlein

The report of the technical committee and the first jury meeting is published under <http://www.euopan.de/europan12/pdf/Konstanz-Kreuzlingen-FK-Protokoll.pdf>



ATTENDANCE LIST

Final jury meeting on Sunday, 10 November 2013 in Paris

Preisrichter	Unterschrift
Raoul Bunschoten	
Juerg Capol	
Aglaée Degros	
Claudia Meixner	
Paul Rambert	
Karin Sandeck	
Léonard Verest	

Stellvertretende Preisrichter

Sabine Müller	entschuldigt
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Beobachter

Rodolphe Luscher	
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Organisation

Margarete von Lupin	
Ulrike Poverlein	

KONSTANZ-KREUZLINGEN – KLEIN VENEDIG

WINNER

JP 171 DER WEG IST DAS ZIEL!

David Vogel (DE) architect

RUNNER-UP

TH 826 KONSTANZ/KREUZLINGEN 2K24

Thibaut Muller (FR) architect, Charles Mannenc (FR) architect, Anaïs Godefroy-Rieb (FR) architect,
Hugo Alzingre (FR) architect/urbanist, Arthur Poiret (FR) architect/urbanist

SPECIAL MENTION

LR 145 JOINT PROMENADE

Joan Solà Font (ES) architect, Carles Crosas Armengol (ES) architect, Javi Barriuso Domingo (ES) artist

SHORT LIST

DO 264 SLOWFLOW

Jun Ho Chen (IT) architect, Igor Noev (MK) architect, Stefanie Leontiadis (US) architect/urbanist;
Contributors: Kim Sungmi (KR) student in architecture, Sungwon Hyun (KR) student in architecture,
Jee Won Lim (KR) graphic designer, Eun Kim (KR) architect, Hemi Lee (KR) student in architecture

EG 635 DIE GROSSE FREIHEIT

Alexander Wäsch (DE) urban planner, Daniel Schönle (DE) urban planner, Jakob Rauscher (DE) architect;
Contributors: Markus Wiesneth (DE) student in architecture

IN 503 MANEGE FREI!

Silke Volkert (DE) architect

YK 310 SEDIMENTS – URBAN DEVELOPMENT AS A TEMPORAL PROCESS

Daniele Marcotulli (IT) architect, Gabriel Enrique Nariño (CO) architect, Arianna Nobile (IT) architect,
Laura Crialesi (IT) architect, Riccardo Magnisi (IT) architect, Giorgio Marchese (IT) architect,
Andrea Ottaviani (IT) architect

PARTICIPANTS

AE 039 URBAN DELTA

Sebastian Rübenacker (DE) landscape architect, Victor Garcia Segarra (ES) architect;
Contributors: Christian Rübenacker (DE) student in architecture, Fiora Gülker (DE) graphic designer,
Peter Rathmann (DE) student in landscape

CB 686 HYPHEN

Alexandre Culot (BE) architect, Aurélien Phisel (FR) architect, Sébastien Ghier (FR) architect/urbanist,
François Claye (FR) architect

DL 580 KROMOSOME

Antoine Dubois (BE) architect, François Limol (FR) architect

EU 716 REVITALISATING GROUNDS

Jean-François Pflumio (FR) architect/urbanist

FQ 367 GREEN_T

Stefano Gambacciani (IT) architect, Locandro Cosimo (IT) architect,
Luca di Figlia (IT) urban planner, Sandro de Marzi (IT) spatial planner;
Contributors: Claudia Magri (IT), Raffaella Fucile (IT) students in architecture,
Stefano Fusi (IT) student in computer graphic design

FS 849 REDESIGN THE BORDERS THE «KLEIN VENEDIG»

Arnaud Cesar (FR) architect, Camille Pinet (FR) architect;
Contributor: Aude Ragouilliaux (FR) architect

GI 503 TIME-TABLE

Vincent Gillot (FR) architect, Eleonore Givry (FR) architect

LF 454 SHIFTING CITY

Leo Urli (FR) architect, Julie Meigneux (FR) architect

LV 531 BODENSEE CONNECTED

Reinout Lindemans (NL) landscape architect, Joram Plantenga (NL) landscape architect,
Sabine Bodingius (NL) architect;
Contributor: Edgar van Heerde (NL) traffic engineer

MA 650 I AM WHAT I AM

Lise Barbry (FR) architect, Débora Ferotin (FR) architect

ML 713 TWO CITIES ONE GARDEN

Ingrid Boutet (FR) architect

NY 197 THE BEATING HEART

Sarah Abitbol (FR) architect/urbanist, Pierre-Henri Bélières (FR) landscape engineer,
Paul Valton (FR) urbanist, Eva Peynot (FR) urbanist

NZ 878 WUNDERGARTEN

Dennis van de Rijdt (NL) architect, Peter Verschuren (NL) architect;
Contributors: Janneke Earl (GB), Zuzanna Kurzawa (PL), Geert Verschuren (NL), students in architecture

OD 584 DIE SEEPROMENADE: HÜBEN MIT DRÜBEN

Heike Biechteler (CH) architect, Monika Steiner (CH) architect;
Contributor: Jang Hyunsung (KR) student in architecture

KONSTANZ-KREUZLINGEN – KLEIN VENEDIG

OU 656 THE GENTREEFICATED LINK

Mona Nad (DE) architect

PQ 403 CONNECTING SPACES – KONSTANZ-KREUZLINGEN

Johannes Milz (DE) ;

Contributors: Nicolai Schwendemann (DE), Katharina Kneipp (DE) students in architecture

QD 364 THE LAKESCAPE

Laurent Sanz (FR) architect, Benoit Fagnou (FR) landscape architect

TG 023 GEMEINSAM GRENZENLOS

Agnes Heller (CH) architect/urbanist, Pia Kialuweit (DE) interior architect, Erika Heller (CH) historian

XR 647 SKYWALKER

Ingrid Sabatier (FR) architect, Stephan Schwarz (AT) architect, Raimund Binder (DE) architect,
Oliver Wildpaner (AT) architect, Magnus Griesbeck (AT) architect;

Contributor: Marius Langenhanenberg (DE) artist

YB 291 WALK THE LINE

William Florenza (FR) architect, Marie Ota (FR) architect, Carl Cantin (FR) architect