

Landscape and Urbanity

context - content - concept

Assignment Winter Term 05/06

**POLE
EUROPE
2K'6**

Organisation POLE Europe



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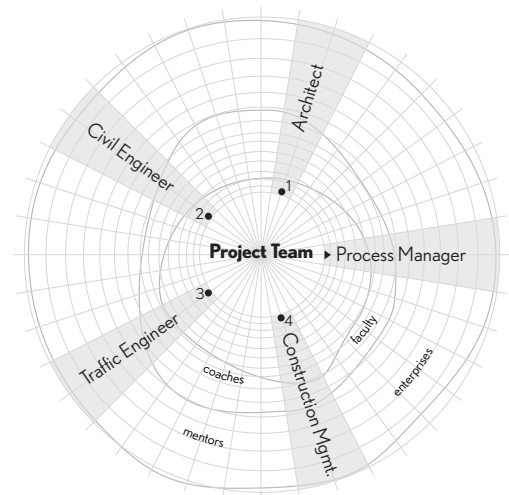
Table of Contents

1 POLE Europe Main Features: Introduction	4
2 Landscape and Urbanity	5
3 The Municipality of Davos	6
4 Project Task	
4.1 Initial Situation	8
4.2 Purpose of Contractors	8
4.3 Perimeter	8
4.4 Task Description	9
4.5 Procedure	9
4.6 Scenarios	9
4.7 General Conditions	10
5 Targets and Expectations	10
6 Work Methods and Requirements for Participants	
6.1 Winter Semester 2005/2006	10
6.2 Summer Semester 2006	11
6.3 POLE Europe Documentation	11
7 General Information	
7.1 Qualification Requirements	12
7.2 Course Language	12
7.3 Teams	12
7.4 ICT	12
7.5 Mentors and Faculty Support	13
7.6 Assessment and Grading	13
7.7 Assessment Criteria	13
7.8 Costs	13
7.9 Registration Procedure	13
8 Dates	14
9 Bibliography	15
Appendix 1 - 5	

1 POLE Europe Main Features: Introduction

University students are nowadays increasingly challenged within their specific core disciplines. In addition however, they are also supposed to develop skills in order to apply this particular knowledge in practice. This ideally goes hand in hand with a sense of maturity of the individuals' character vis-à-vis the social, cultural, and economical environment. The practical application of theoretical knowledge can thus only be implemented successfully if these three basic elements are taken into account.

In addition to university students' disciplinary knowledge, the ability to work efficiently within multicultural environments has become increasingly important. This realisation has led to a more proactive stance by universities with regards to networking and offering joint courses, which is where POLE Europe, i.e. Project Oriented Learning Environment, is actively involved in. In the course of this new collaboration, the complementary aspect has gained in importance. An example for this is the liaising between strongly research-oriented and more practically oriented universities with the common goal of being able to implement results effectively and time-specifically. In this process, the POLE Europe course puts particular emphasis on improved cultural know-how, which is reflected in the international composition of the POLE Europe teams.



POLE Europe sees itself as a learning system cooperating with foreign universities. It does so within a reflexive context that takes into account the various cultures involved. This results in the creation of new solutions regarding teaching and learning methods. The students are at the core of this concept, and are given the opportunity to develop process-oriented expert knowledge through interdisciplinary teamwork. Simultaneously, they learn how to work independently and deal with current problem cases through the use of modern information and communication tools.

Processes within POLE Europe are mainly organised by the teams themselves. The courses also increasingly tend to amalgamate various lines of work in order to give way to new, holistic, and interdisciplinary perspectives. This concept makes for a comprehensive platform, giving students the opportunity to develop their full potential.

The teamwork in the POLE Europe courses allows the students to further expand their specific professional skills, and gives them the opportunity to develop competencies that are necessary in order to adapt to a continuously changing work environment. The courses also provide students with means to evaluate and substantiate their team and communication skills.

Professionals from relevant industries form an essential part of POLE Europe. Their participation contributes a high degree of practical knowledge, linking professional practice and academic education. This exchange allows for a rapid transfer of knowledge and technology and acts as a motivating factor for the participating students. In remoulding the landscape of university teaching and learning, POLE Europe also intends to provide an impact concerning decision-making and creation of practical work processes. In association with university teaching staff, industry mentors are therefore instrumental in contributing expert knowledge and regular feedbacks to the teams. Through collaboration in interdisciplinary teams guided by process management students (see plate), students from various fields of expertise are given the opportunity to understand the individual processes involved and acknowledge their relation to the social, economical, and political dimensions.

2 Landscape and Urban Space

The POLE project Landscape and Urban Space explores the notion of urban space in the Alps. Davos refers to itself as the city located at the highest altitude in Europe, yet to a more attentive guest, the question arises whether Davos is more like an urbanised village than a real city. If one were to talk of a real city, then where do its boundaries begin? According to the Swiss Federal Statistical Office, Davos is designated a city; to be more precise it is an isolated city, as it lacks an urban agglomeration. What then provides the basis for this place to be perceived as a city, and how are these concepts linked to urban, functional, and socio-cultural issues? What is it that lends both visible and invisible characteristics to a city?

The countryside is what can be described as the opposite of the city, which in turn provides the viewing point from which one gazes at the countryside and recognizes it as such. How does one however properly define the nature of the countryside, and where do its boundaries lie? What is it exactly that takes place at the edge of a city, and what are the processes involved between the city and the countryside? ¹

The fact that Davos is located in the Alps also forces us to take a closer look at the alpine context of this location. The alpine terrain is home to a most versatile and unique natural and cultural environment. Unfortunately, the alpine population is nowadays confronted by a multitude of problems such as climate change, declining tourist numbers, an unprofitable local economy, and the fact that younger inhabitants are much more likely to be attracted to cities located at the periphery of the Alps; this to mention just a few of the more important examples. Whereas the more remote Alp valleys have been experiencing the process of migration for a substantial amount of time, the population figures on the other hand keep increasing in the more centrally located cities in the Alps.² Certain of the tourist areas are experiencing veritable building booms; this phenomenon can be observed particularly with second homes, the building of which however involves several problems. This particular issue in connection with the future perspectives of the alpine territories is the current subject of a number of projects that are being dealt with by several institutions. One of these is the Studio Basel of the Swiss Federal Institute of Technology, which deals with the question whether and how a permanent settlement of the higher alpine regions could still be viable from an economical and ecological perspective.

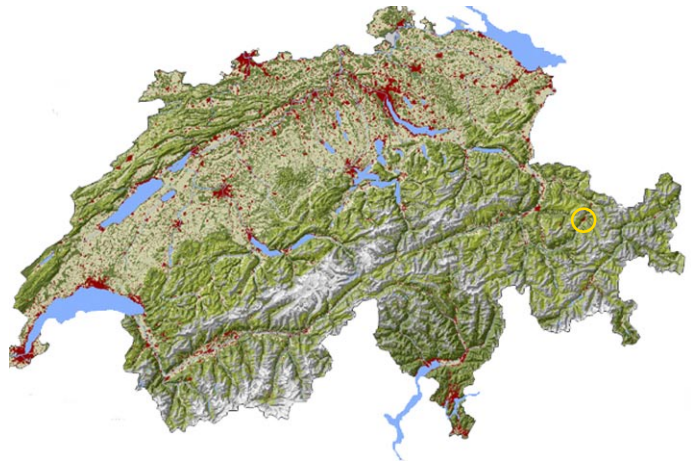


Urban topography of Switzerland: metropolitan zones are marked red, the central fallow ground ochre, the alpine resorts blue. Image by ETH studios Basel.

3 The Municipality of Davos

Davos is located in the canton of Graubünden in southeast Switzerland. The settlements are located mainly in the Landwassertal, which in turn is surrounded by the Alps.

The development of the Davos mountain territory began in the second half of the thirteenth century with the arrival of German speaking Walser. In 1289 Davos became an independent municipality, with the local populace making a living mainly through agriculture and ordinary trade. This situation would not change until the middle of the nineteenth century, when the German doctor Alexander Spengler fled his home country and settled in Davos. Spengler realized the potential of the location as a health centre and founded the first medical institution. The building of the railway line from Landquart to Davos allowed for further developments: hotels, pensions, sanatoria and villas were built, and together with more and more patients of health spas, the tourist industry also took off and attracted increasing numbers of guests keen on both Summer and Winter sports.



Topographical map of Switzerland showing land utilisation. Settlements marked red, Davos city with yellow border (Source: BFS).

As the percentage of patients at health spas keeps declining, many health institutions face enormous difficulties. This is reflected in the fact that some of them had to close down entirely in the last few years; in 2004 and 2005 alone three clinics had to close their doors. Whereas the 1950s saw twenty-four clinics open for business, this number has nowadays been reduced to a mere four, plus the general hospital.

In contrast to the developments just mentioned, the sanatoria have however also produced a most active medical and scientific research environment. Examples for this development in Davos include the presence of a physical-meteorological observatory referred to as the Weltstrahlenzentrum; the Swiss institute for allergy and asthma research, the Swiss institute for snow and avalanche research, and the AO Institute of Research, which is involved in the research and educational aspects pertaining to implants and treatment methods for fractures. In addition, the Swiss Text Academy, which intends to promote German as a language for media and economy, is also registered in Davos, which gives the location the aura of a knowledge centre.

Davos is home to several museums, the Kirchner Museum being the most famous of all. It was the first large-scale contract for the architects Gigon and Guyer and opened in 1992. Its design was regarded as groundbreaking in that it stood for an entirely new



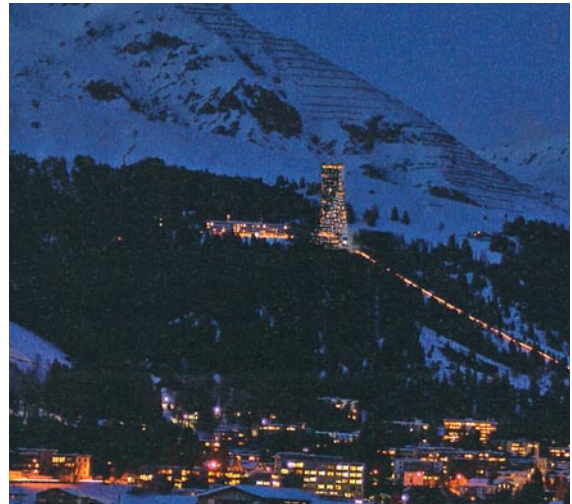
Kirchner Museum. Architects: Gigon+Guyer.

concept of museum architecture that managed to combine functionality and aesthetics, architectural individuality and a simultaneous sensible reflection of the art collection housed within.

The construction of the convention centre in 1969 expanded the location's profile further, making it a prominent destination for important meetings and congresses such as the annual meeting of the World Economic Forum or WEF.

In order to complement the old hotel on the Schatzalp, a tower with holiday flats is to be designed with the intention to create a new landmark for Davos, which would also allow for fresh funds to support both the Schatzalp railways as well as the existing hotel. This project has been designed by Herzog & de Meuron; the modification of the local planning specifications has already been voted on and been approved by the local population.

Due to the fact that the number of overnight stays of both tourists and patients at health spas is continuously diminishing, it is imperative that Davos look for new ways to profile itself on the market.



Project Schatzalp, Architects: Herzog & de Meuron

Numbers

Davos has 12'500 permanent residents and 5'600 hotel beds; a further 16'100 beds in holiday homes and private accommodation, 2'100 beds in group accommodation, and 550 beds in clinics. The yearly number of overnight stays comes to 2.1 million guests. The surface area of the municipality measures 253.8 square kilometers, which makes it the second largest municipality in Switzerland according to surface area. The highest spot is the Flüela Schwarzhorn (altitude 3'146 meters above sea level), with the lowest spot to be found in Brombenz (altitude 1'260 meters above sea level); the local centre in Davos is located at 1'660 meters above sea level.³

Davos in Summer, Painting by Ernst Ludwig Kirchner, 1925.

„The painting shows the Davos health resort, the appearance of which is here already characterised by the modern flat roof architecture which had been introduced by the Davos architect Rudolf Gabarel. The harmonic colours of the mountain ridges in the background delineating the Landwassertal and the more contrast-rich colouration of the parks in the foreground manage to illustrate the urban architecture as a barrier separating two areas of nature.“⁴



4 Project Task

4.1 Initial Situation

The Davos Klosters Mountain Railways PLC owns an area of about 10'994 m² located in Davos Dorf between the Landwasser and the RhB railway line. At the moment this area is being used as a car park for the tourists using the Parsenn mountain railways.

Nowadays this perimeter still forms an integral part of the mountain railways building perimeter. According to article 170 of the Davos building law this means that in this particular area it is the zone distributions according to the old zone plan and the old building law from 1979 that are still valid. In other words, the situation is rather difficult from a legal point of view, and a motion for revision has been withdrawn. In order to get around this problem, the general framework needs redefining (for section of zone plan, see appendix 1). A privately owned undeveloped plot of land measuring 11'687 m² is also located within the Mountain Railways perimeter. The car park is accessed via this plot of land, which is guaranteed through right of way (regarding ownership structure, see appendix 2).



Map of Davos with highlighted perimeter

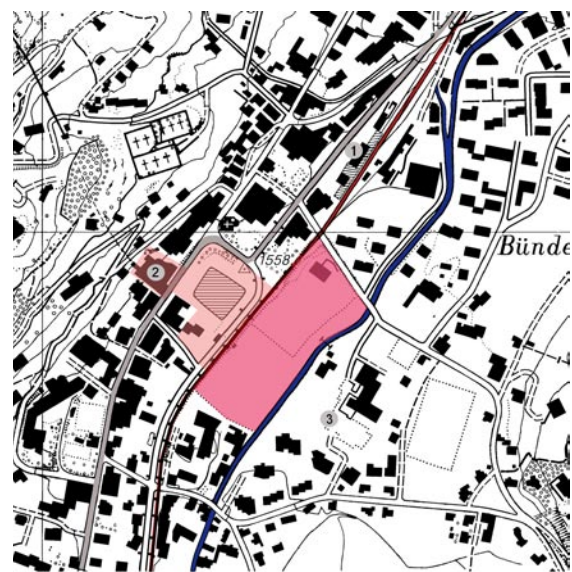
4.2 Purpose of Contractors

The Davos Klosters Mountain Railways PLC and the Municipality of Davos intend to design preliminary strategies in order to get a grasp of how the issues at hand could be dealt with in a realistic and professional manner. These issues involve questions regarding urban concentration, allocation of utilisation and the development of the mountain railway area. The preliminary strategies are intended to accelerate the process of determining the general framework regarding planning, as well as lending the project credibility for further approval. This is important as the mountain railways depend upon a swift clarification of the general framework for planning (i.e. urban concentration, utilisation, and development of the area) within their perimeter.

4.3 Perimeter

The central part of the perimeter in question is located at the city entrance (i.e. access from Chur city). It is situated in immediate vicinity to the so-called Davos Dorf railway station and the valley station of the Parsenn railway; to the North, it borders on the RhB railway line, while the South is delineated by the Landwasser brook. Most of the area is nowadays being used as a car park for both cars and buses (daily fee 5 Swiss Francs), access being granted via the Mühlestrasse. Space is provided for about five hundred cars and thirty buses; the car park is mainly used during Winter when tourists make use of it during daytime in particular. During about thirty days per year all spaces are permanently taken, during a further seventy to eighty days about half are being used, and for the rest of the year there are practically no cars at all. A school including sports field is located to the East of the perimeter.

A pedestrian link to the valley station as well as the

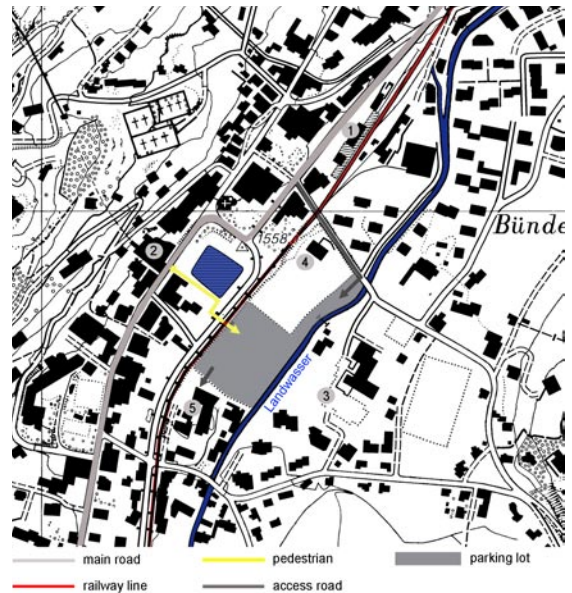


Central Perimeter Extended Perimeter
1) railway station „Davos Dorf“ 2) valley station Parsenn railway 3) school

station itself form part of the extended perimeter. On one of the premises a pond can be found which is being used as a natural skating rink in Winter. A pedestrian underpass exists in order to reach the other side of both the road and the railway line.

4.4 Task Description

The location and size of the plot demand a sophisticated and specific approach in order to design an ideal framework for future planning. The perimeter provides a space for expansion right in the middle of the Davos Dorf district, and as such it is also the last plot of undeveloped land within the urban space. An opportunity presents itself to Davos to create a new and distinctive location, while at the same time concentrating the settlement area as opposed to letting areas of construction fray any further, therefore curbing the risk of urban sprawl. Contrary to normal competitions in architecture or tasks normally given for university projects, the current idea is not to purport a particular programme, but instead the very encouragement of actually designing a programme based on the analysis is seen as a core aspect of the task at hand.



The current call progress state is problematic as there frequently are traffic holdups. Therefore, the traffic routing including individual traffic and slow traffic in the Davos Dorf district, as well as access to the perimeter, are to be planned. The municipality has worked out a concept including a multi-storey car park, a roundabout and a subway passage in order to access the perimeter; this concept is however currently not being pursued any further (decision based on the UVP report; these documents may be examined at the POLE offices).

4.5 Procedure

The first stage will involve students of architecture working out an urban survey that will serve as the foundation for the spatial master plans, calculations regarding population density, the allocation of utilisation and the development of the land for building. The POLE jury will then choose a number of master plans which will be the foundation for the projects in the Summer semester of 2006, where interdisciplinary and international teams will continue with another project. This second stage will include test projects in order to verify the validity of the master plans developed in the first stage of the project.

4.6 Scenarios

Two scenarios are given concerning the layout of the car park:

- 1st scenario: the same number of parking spaces as already existing today need to be built within the space of the central perimeter. In addition, parking spaces are to be provided for the use of the extended perimeter as well.
- 2nd scenario: the car park for the mountain railways will be built in the area of the pond/natural ice rink; the area of the central perimeter is strictly reserved for parking spaces which are linked to the use of the perimeter.

The minimum number of additional new parking spaces that can be built for supplementary purposes is regulated by article 38 of the Davos building law (see appendix 3).

4.7 General Conditions

The following conditions must be adhered to:

- Parking spaces according to the scenarios described above.
- Working in stages: based on the fact that the individual land owners have different requirements, the possibility of working in various stages must be guaranteed.
- Pedestrian link to the Parsenn Railway Station.
- Access to the industrial building on Dischmattstrasse must be guaranteed, but not necessarily be realised via the perimeter.
- Various modes of utilisation have to be defined by the teams.
- Prove of economic efficiency.
- Hazardous zone 1: No edifices may be built for either humans or animals within a belt (measuring) four meters wide and situated parallel to the Landwasser bank. The exact location is marked on the digital basic plans provided.
- Compliance with Swiss norms and laws (except planning regulations, which are contained in the local Davos building law).

5 Targets and Expectations

The results will be in the form of preliminary strategies, with the intention of illustrating possible spatial concepts for the sustainable use of the area and the context involved; they must also reflect the effects that the new perimeter will have on the urban structure of Davos:

- Demonstration of urban quality.
- Contribution towards the identity of Davos
- Realisation concerning density levels (utilisation figures, building development figures, free spaces).
- Formulation of allocation of various uses.
- Clarification of development process.
- Evidence of possibility to realise project in stages, as well as guaranteeing the continued use of the tourist facilities while building is in progress (in particular with regards to the car park of the mountain railway).
- Calculation of economic efficiency must be provided.
- Creation of a procedure regarding special usages.

6 Work Methods and Requirements for Participants

6.1 Winter Semester 2005/06

During the Winter Semester, the students of architecture are expected to provide the following:

Urban quality, suggestions for possible use, design of access concept.

Requirements: Analysis, master plan 1:2000 and 1:500 (situation and section), access concept, detailed description, use of model according to handout of basic model 1:500, evidence/verification of surface and volume figures, calculation of construction and utilisation figures, evidence of utilisation.

6.2 Summer Semester 2006

All students will meet in Windisch/Switzerland both for the kick-off meeting (including a trip to Davos) and the final presentation. The team work during term time, including reviews, will take place via internet and telephone conferences.

Whereas the tasks will have to be dealt with by the team as a whole, a focus on certain disciplinary aspects must also be implemented. These focal points on the other hand need to be networked and interwoven with the requirements as described above. The client wishes to see a comprehensive result in which the individual disciplines are networked and fulfil the following requirements (these requirements for the Summer Semester 2006 are intended as guidelines; the final mandatory requirements will be handed out at the beginning of the 2006 Summer Semester):

Architecture:

Urban planning concepts, density – free space, relation between usage and space, artistic expression, flexibility, functionality, sustainability.

Requirements: conceptual diagram, site sketch 1:500, ground plans/sectional drawings/facades 1:200, plates, 4D-representation (spatial changes with time factor taken into consideration), model 1:500 to insert in the delivered basic model, model (cardboard or wood) 1:200, functional schemes, area calculations, description.

Civil Engineering:

Statical concept, constructive wording, relation between usage and engineering, safety, sustainability.

Requirements: analysis, conceptual schemes, ground plans/sectional drawings 1:200, 4D-representation (dynamic model), functional diagrams, dynamic calculations, proof regarding safety and usage, choice of details.

Construction Management:

Course of action regarding construction, calculation and supervision of costs, construction, 4D-presentation.

Requirements: specification including functional specification of services, rough cost report, adjustment of changes regarding cost structure of the overall process of development, building site construction layout, construction flowchart, 4D-model of building shell, visualisation of development of costs (beginning, reviews, end), presentation of major issues pertaining to the construction of the structure with emphasis on costs and construction method, choice and presentation of the construction method as pertaining to two specific issues.

Architecture Process Management:

Team Level: Process supervision, team management, quality management, achievement of objectives, networking.

Requirements: process manual, dynamic process planning, methodological project lead, conflict management, PQM including risk management, web presentation, presentations. Co-ordination of the following tasks: building of a model, creating and printing of a brochure for documentation, collecting all project-related computer generated information on CD.

With regards to contents level: procedure for the implementation of the preliminary project results towards the planning of utilisation.

6.3 POLE Europe Documentation

The project results will be summarised in a documentation. In addition, each team must provide a description of their project in writing (German or English), the full number of plans used (PDF, best quality), and a choice of five pictures (JPEG, best quality); a complete set of these items is to be handed to the jury on CD-ROM on the day of the final presentation.

7 General Information

7.1 Qualification Requirements

The requirements for participation in POLE Europe projects are of a high standard. Only students with good or excellent qualifications in their fields of expertise are considered. In addition, students must have finished four terms. In order to participate in POLE Europe projects, members should be able to integrate their personalities into the teams, deepen their expertise, communicate and deal with students from other fields and other cultures.

7.2 Course Language

Course language is English. Any documentation or presentation is to be prepared in English.

7.3 Teams

The POLE Landscape and Urbanity course is organised in cooperation with the University of Applied Sciences Aargau, ETSAB Barcelona, HSB Burgdorf, Bauhaus-University Weimar, Stanford University, Aalborg University, University of Brno, FH Trier and HTA Luzern. There will be 6-8 teams, comprised of architects, construction managers, civil engineers, traffic engineers and process managers; certain positions may overlap.

7.4 ICT (Information and Collaboration Technologies)

Participating universities are responsible for providing their students with the necessary technical infrastructure. Organisational matters have to be discussed and fixed before the start of the course. The following is a list of ICT tools that need to be provided:

- 24 hours per day access to work stations, so students can work on their tasks and are able to communicate at all times (Windows 2000 Pro, Windows XP)
- 24 hours per day access to telephones with international access for conference calls
- Suitable IT support (firewalls, basic support)
- Internet access with at least 256 kBits/s
- MS-Office inclusive Powerpoint and Frontpage, Acrobat Reader, ZIP and FTP programmes

FH Aargau, the local school in Windisch, provides the following applications and services for the duration of the project:

- Interactive platform for data exchange and communication
- Platform support
- Conference calls
- Smart boards for presentations and communication in Windisch
- Software: Allplan, Allplot, Allright, Cinema 4D
- IT terminals for the duration of the kick-off week and the preparation of the final presentation

The CH cost accounting package 2005 is a programme based on Allplan/Allplot, which allows the graphical analysis of CAD data files. The files are automatically inserted into progress charts including quantity calculation, which can be used either for cost calculation or a call for bids. The students will be provided with a version that is tailored to the POLE needs.

Students are asked to bring their own notebook computers.

7.5 Mentors and Faculty Support

Assistance and guidance during the project will also be provided by industry mentors, who will provide expertise from first-hand experience. Questions can be forwarded either by email or via telephone. The overall responsibility for each individual student's educational guidance however remains with the respective university's faculty members.

7.6 Assessment and Grading

An international jury composed of one representative per discipline, plus two representatives in charge of POLE Europe, will assess the performance and team work, providing a written statement. The home universities are exclusively responsible for the grading of their students' performances and the awarding of ECTS credit points. A final certificate will be awarded to every student.

7.7 Assessment Criteria

The projects will be assessed by a jury composed of one member of each discipline, and two members of the POLE Europe management. Each team will be given an assessment in writing. The criteria will be distributed during the kick-off week.

POLE Europe strives to continuously improve its learning and teaching platform. One way of doing this is by integrating external experts into the process, and having them participate in as many POLE Europe stages of the overall process as possible. In the field of evaluation and assessment, POLE has cooperated with Stanford University/California since the very beginning of the concept in the year 2000.

The participatory assessment will focus on the efficiency of the design processes and the adequate use of collaborative communication technologies.

7.8 Costs

Course participants pay a one-time fee of 300 Euros during the kick-off week. This amount comprises accommodation during the kick-off week and the final presentation and documentation costs. Travel costs and meals are to be paid by the participants, or the participating universities. Participants are also responsible for insurance matters.

7.9 Registration Procedure

- Contact your tutor or academic advisor
- Register via internet: www.pole-europe.ch; click on "announcement" in the main menu, and fill out the registration form
- Send a confirmation, co-signed by your tutor, to

POLE Europe
Prof. Daniel Kündig
Technopark
Dorfstrasse 69
CH-5210 Windisch

Upon receipt of your application, the school will send you a confirmation letter and more detailed information about the course about three weeks before the kick-off.

For further enquiries, please visit
www.pole-europe.ch or send an email to c.graf@pole-project.ch

Responsible for POLE Europe 2K'6 Landscape and Urbanity
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8 Dates

Date	Windisch / Davos	Barcelona	Participants
19.11.05 Saturday to 23.11.05 Wednesday	Kick-Off		Students POLE Lead (Faculty Members)
19.01.06 Thursday		Review I 09.00 - 17.00	Faculty Members Mentors, POLE Lead
22.02.06 Wednesday		Review II 09.00 - 17.00	Faculty Members Mentors, POLE Lead

Final presentation winter term 05/06 is a part of the kick-off week

Date	Windisch / Davos	Home University	Participants
06.03.06 Monday to 11.03.06 Saturday	Kick-Off		Students POLE Lead (Faculty Members)
06.04.06 Thursday	Review I 09.00 - 17.00 Participation via internet	Team 1 - 4	Faculty Members Mentors, POLE Lead
07.04.06 Friday	Review I 09.00 - 17.00 Participation via internet	Team 5 - 8	
11.05.06 Thursday	Review II 09.00 - 17.00 Participation via internet	Team 1 - 4	Faculty Members Mentors, POLE Lead
12.05.06 Friday	Review II 09.00 - 17.00 Participation via internet	Team 5 - 8	
22.06.05 Thursday	Final Presentation Team 1 - 4		Faculty Members, Mentors, POLE Lead, visitors
23.06.05 Friday	Final Presentation Team 5 - 8		

In order to prepare the final presentation, the teams are invited to use the infrastructure provided by POLE Europe. Accommodation will be provided from June 18 to June 24, 2006. The journey from the students' home universities to Windisch/Switzerland has to be organised by the students themselves.

9 Bibliography

References:

- 1) Compare Prof Wolfgang Haber: The Cultural Landscape between Image and Reality.
Article located at www.nfp48.ch
- 2) International Commission for the Protection of the Alps CIPRA: www.cipra.org
- 3) Compare Municipality Davos: www.davos.ch
- 4) Compare Kirchner museum Davos: www.kirchnermuseum.ch

Internet:

Municipality Davos: www.davos.ch
National Research Project No. 48: www.nfp48.ch
Inter-academic commission for alpine research: www.alpinestudies.ch
Swiss Federal Statistical Office: www.bfs.admin.ch
International Commission for the Protection of the Alps CIPRA: www.cipra.org

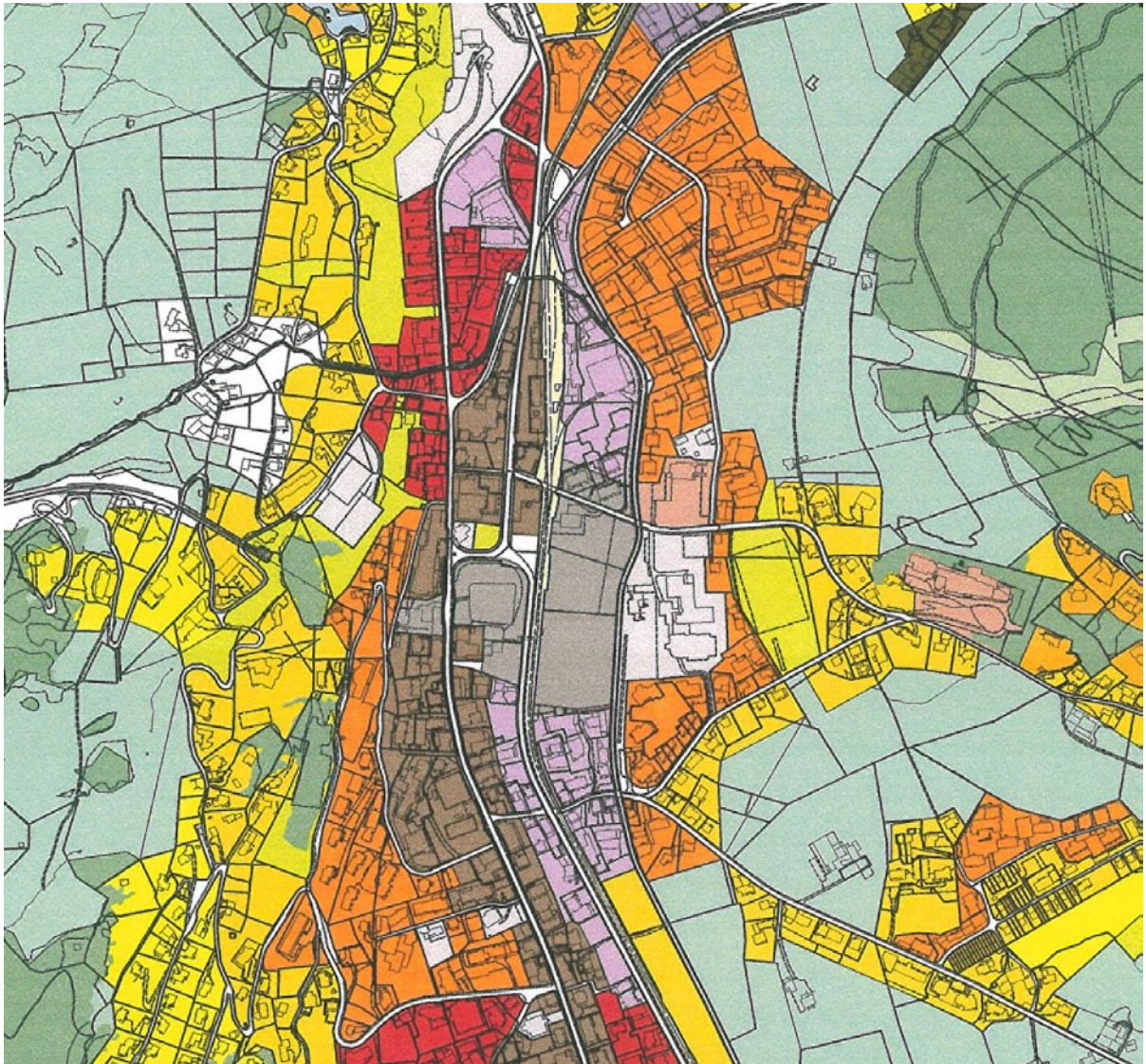
Journals:

Archithese No. 3/2005: „Bauen in den Alpen“
Werk, Bauen und Wohnen No. 10/2004: „Schwund“



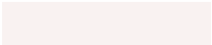





List of Illustrations:

- p. 5: Werk, Bauen und Wohnen No. 10/2004: „Schwund“
p. 6 above: Swiss Federal Statistical Office: www.bfs.admin.ch
p. 6 below: Kirchner Museum Davos
p. 7 above: Archithese No. 3/2005: „Bauen in den Alpen“
p. 7 below: Kirchner Museum Davos
p. 8: Swisstopo: Landeskarte der Schweiz 1:25'000, Blatt 1197, 2005

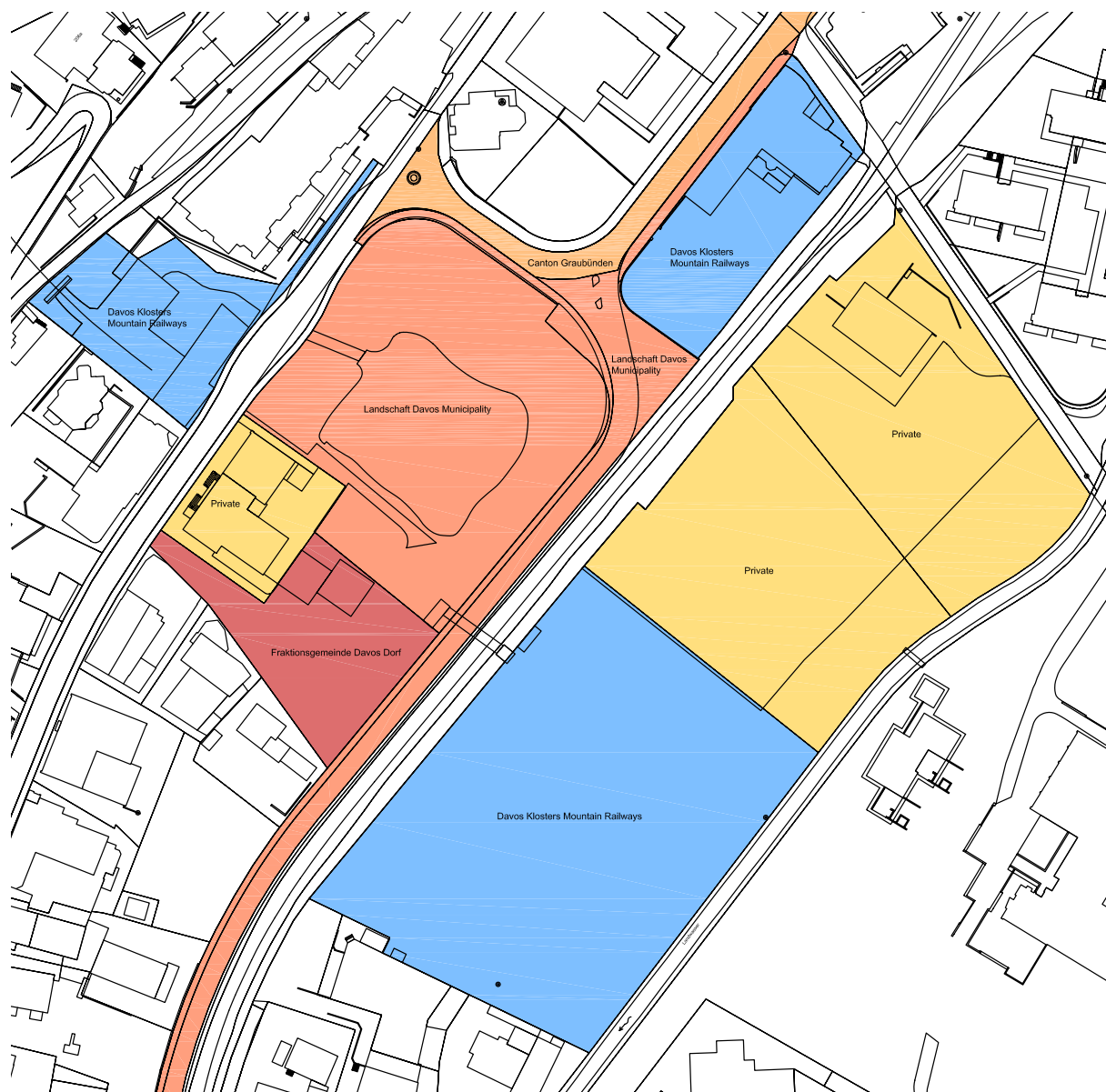
Appendix 1: Sector of Zone Plan



Legend:

	Mountain Railway Perimeter		Residential area „Dorf Platz“
	Zone for public buildings and facilities		Outskirts zone
	Center zone		Zone for health spas
	Zone for living and working		Zone for urban living

Appendix 2: Ownership Structure



Appendix 3: Car Park Regulation

Summary of Davos Building Law Article No. 38

As an additional volume of traffic is expected with the construction of new buildings, building conversions, as well as building extensions, additional parking spaces for motor vehicles need to be provided either directly on the parcel of land in question, or on private ground in the immediate vicinity; constant access for motor vehicles to these spaces needs to be guaranteed. Two thirds of the required parking spaces need to be covered and, if possible, built below ground.

The following guidelines must be followed:

- For residential buildings: one parking space per flat with up to four rooms; two spaces per flat with more than four rooms, plus one visitor parking space for up to six flats; in case of more than six flats, two visitor parking spaces need to be provided.
- For business buildings: one parking space per three working places.
- For office buildings: one parking space per 25 square meters office space.
- For salesrooms: one parking space per 20 square meters salesroom space.
- For hotels, restaurants and pensions: one parking space per four guest beds, as well as one space per 15 square meters restaurant space.

Apendix 4: Plan 1:1000



Appendix 5: Data CD-ROM

Content:

- 1) Project task (PDF)
- 2) General arrangement drawing of Davos
- 3) Land register plan of Davos (including plan of hazardous areas, both as separate layers)
- 4) 3-D data of Davos