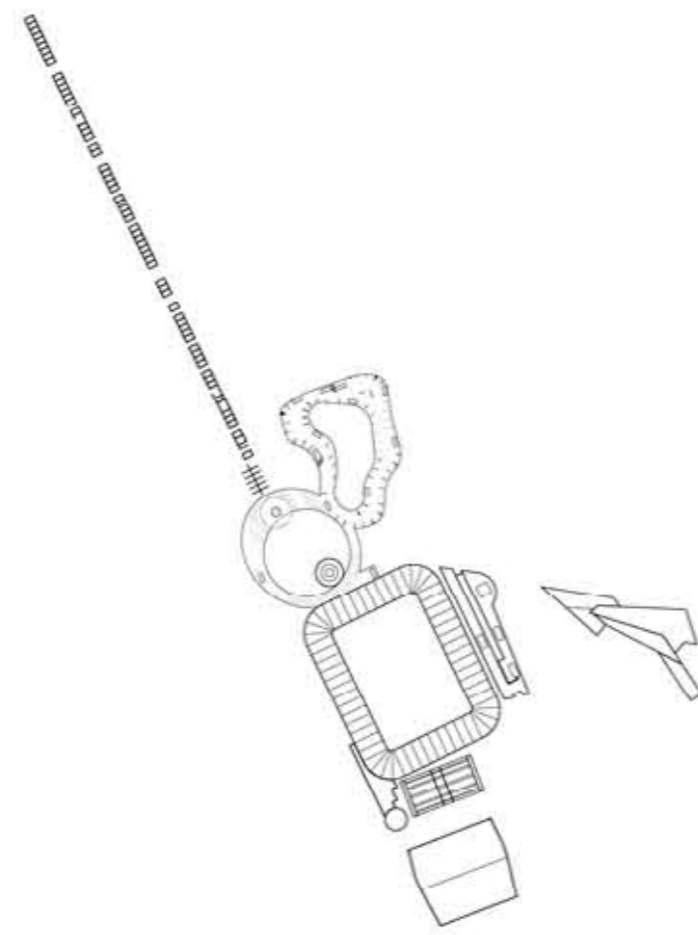




vertical permeability



horizontal permeability



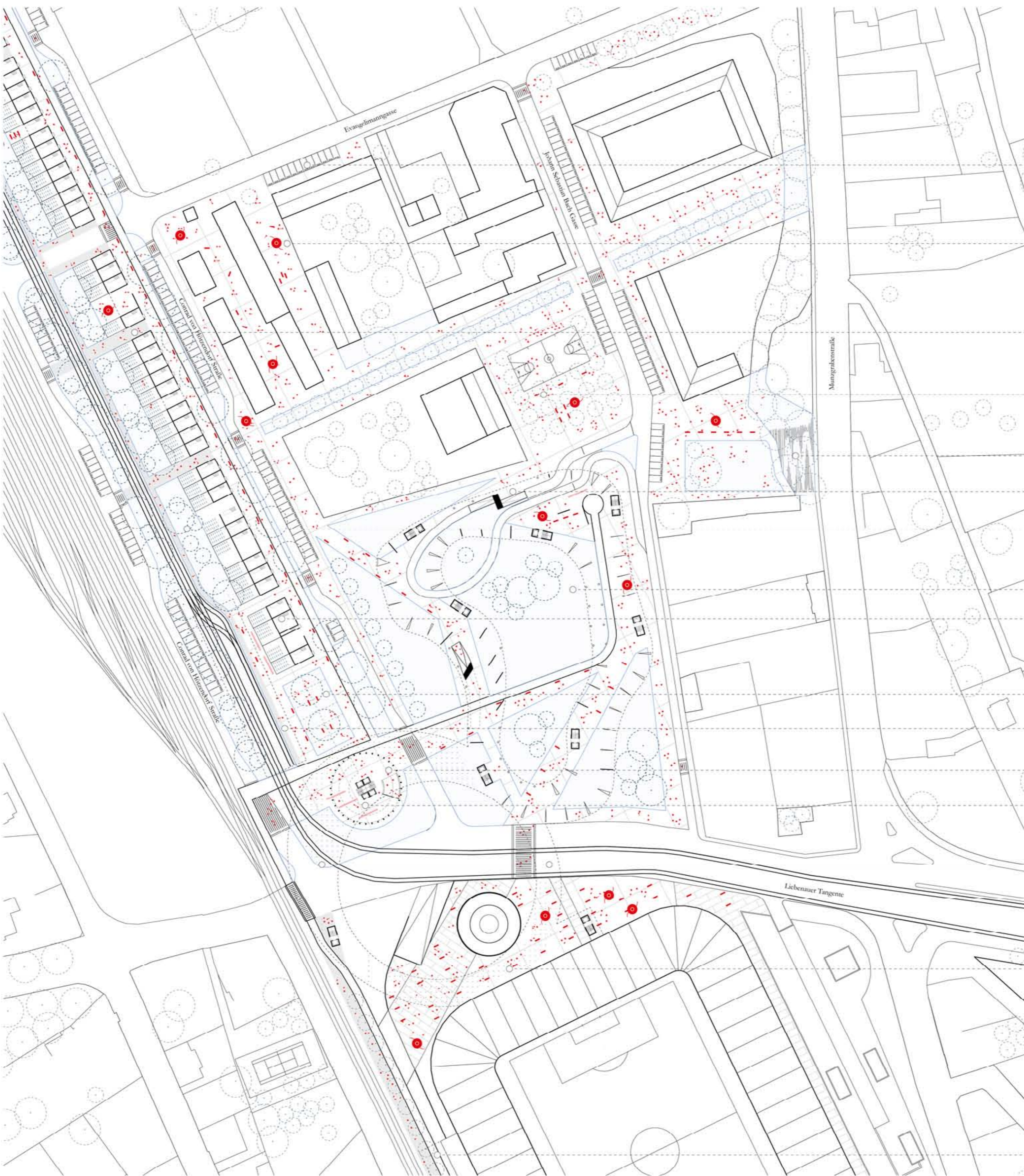
objects on a permeable support

Is Graz a permeable city?

The construction of a shared, porous urban landscape is a sum of many factors. First of all, we think it is crucial to consider the landscape design as a tool of porosity. In other words, we take into account horizontal porosity (the possibility for pedestrian and bikers to circulate without obstacle and limitation in urban space) and vertical porosity (the possibility for rainwater to permeate to the ground). We also think that landscape design is meant to create special conditions to improve the city's ecological quality, its economic growth, its social cohesion and the sustainability of its development through proximity.

The protagonist of this story, because for us, a project should be read as novel, is the public space. We are strongly convinced that a new dynamic for the southern suburban territory for Graz starts before all with a strong investment on public space: the creation of this public space with high performances being the first and most important event that can trigger new dynamics in the area and its surroundings. For this purpose, we think high-quality materials, spaces reflecting "users" diversity, high degree of biodiversity and a soft approach to manage rainwaters are the main elements to take into account. The urban objects we designed for this site are all inspired by the principles of mixed use and flexibility.

Plan 1:1000 - ground floor



The model of mobility must change: new buildings have no more private parking. Parking lots are now in public places. The main criteria for those parkings is that the ground must be permeable.

The new urban support of public spaces made by the stands will create the theater of a new soft urbanisation

The new linear building, designed like a low density extended housing concept, interrupts and opens in different places allowing the users to cross the building and reach the park-reservoir

We propose to offer new arrangements for property's disposal: a private owner can give a part of his parcel in exchange of an increase of volume. The part of parcel given must be transformed in a porous public area.

A part of topological slope that link the project area to Münzgrabenstraße must be transformed in a park.

Access ramp for park and ride (800 places)

A shaped valley park to stock rainwaters.

The park and ride is designed with a vacant ground floor: this new park stocks all rainwaters of the building's roof

Between the new linear park and the pedestrian and the bicycle trail there is the new mixed use building (3 floors plus a glasshouse on the roof). The value we consider most important for this linear building is the mixed use. Many types of housing (duplex and triplex with their own garden), commercial on the ground floor and offices.

On the new building's roof, a glasshouse is conceived like an hybrid space: cultivation of vegetables and public space for winter spare time.

New mobility hub. Tramway path is isolated as much as possible from the other transport systems. The public transportation service must have the highest performance.

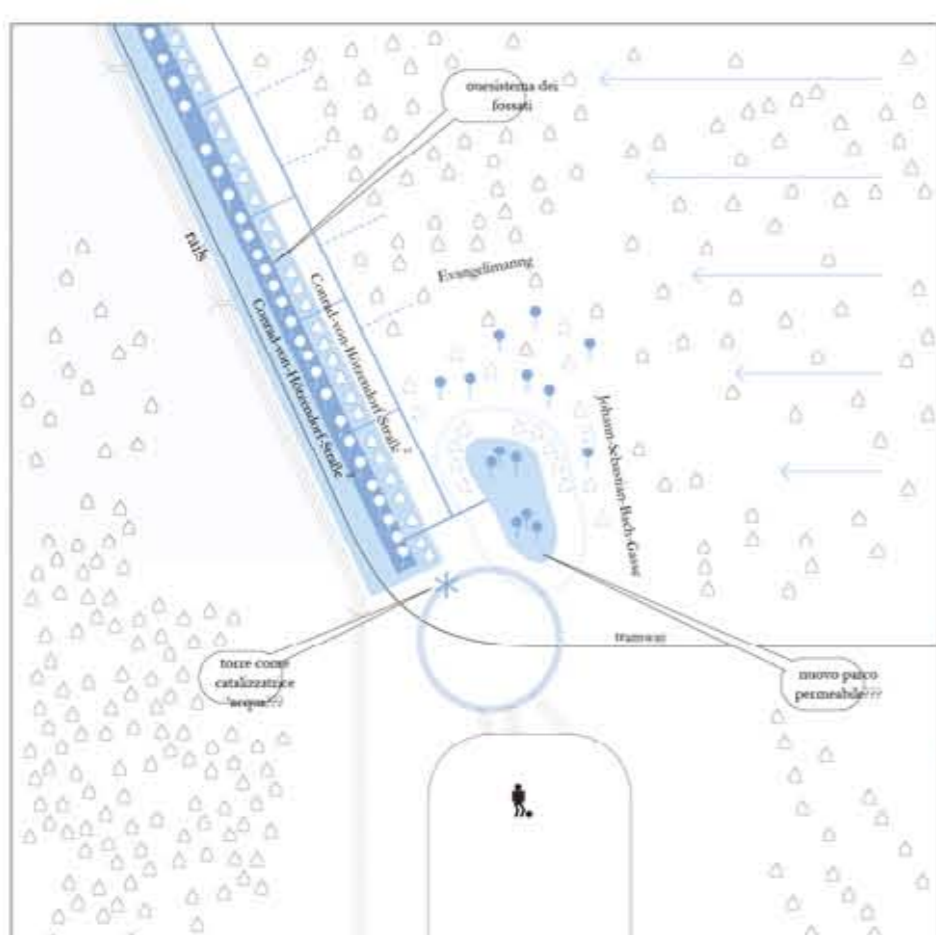
Wood tower

Micromobility stations: between public transport and pedestrian's speed, we propose to insert a system of bike sharing.

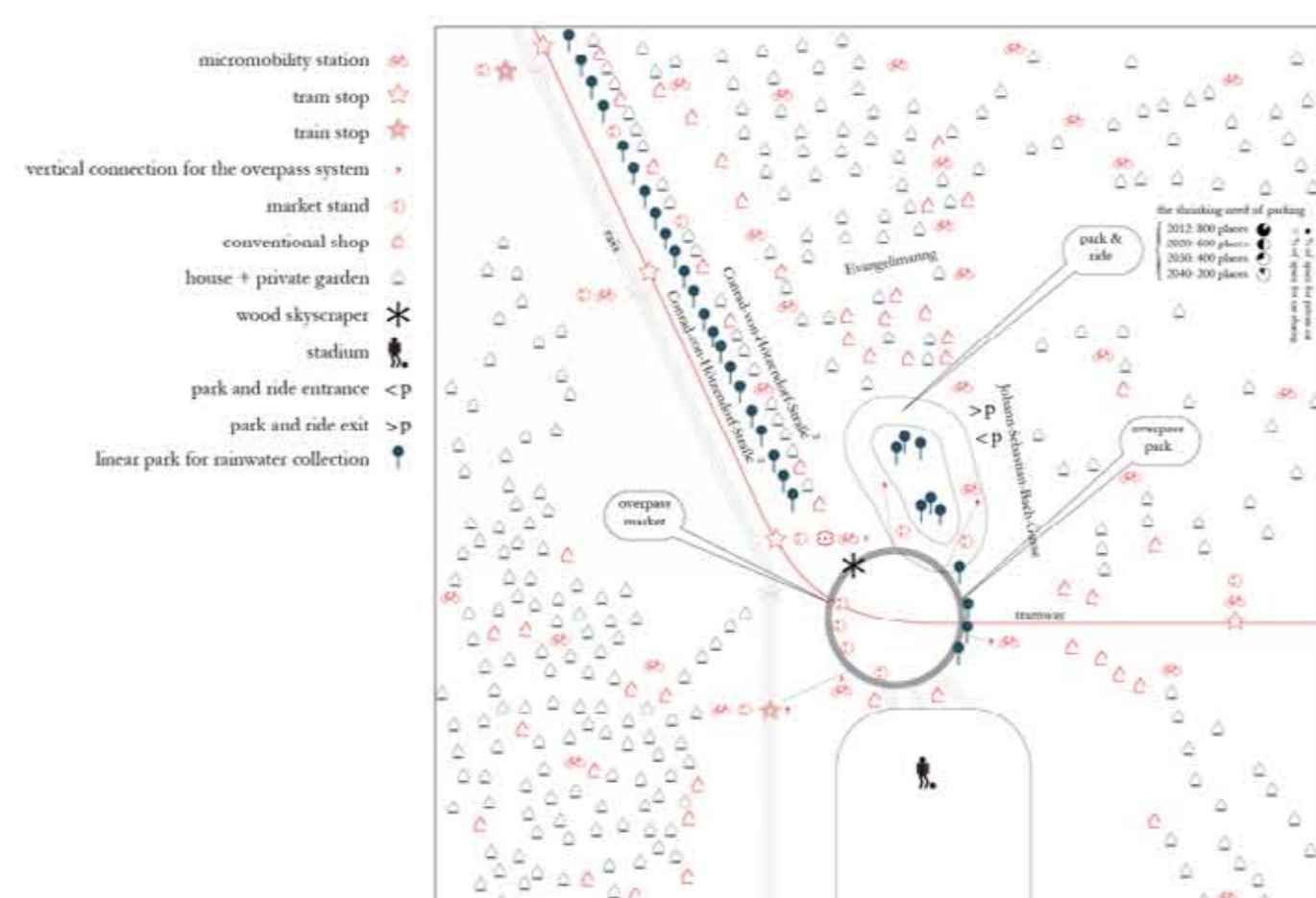
Pedestrian "Highline". On this shared space many activities, like a market of glasshouse's products, are conceived. This high support produce a hanging landscape made of shrubs creating shade. This circular system, 6 meters above the ground, links the stadium with the tower, the new train station, the tram station, the park and ride and 5 stations of micromobility.

Below the new "Highline" there is a system of covered public spaces.

New train station



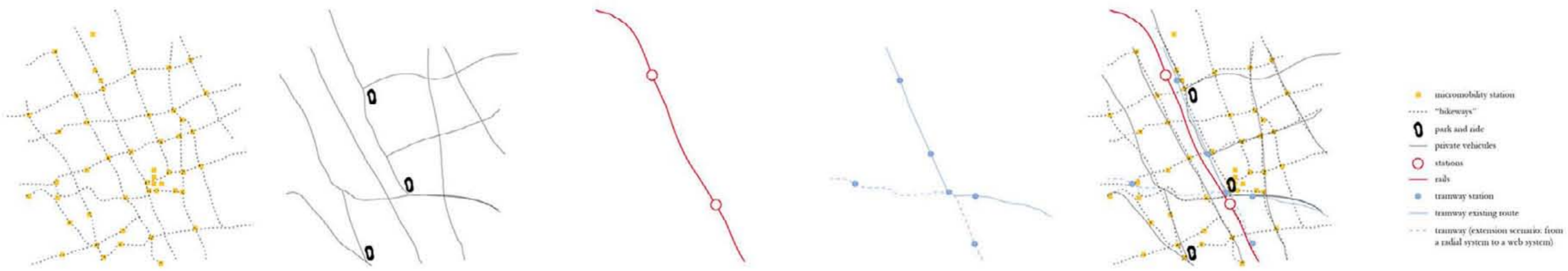
- Rainwaters' direction
- Course of von Hotzenlocher Straße parkway for rainwaters' management
- Shaped valley to stock rainwater
- Secondary ditch
- Primary ditch
- Agricultural field
- New incentive policy for a highest ground permeability
- Wood skyscraper
- Stadium



- micromobility station
- train stop
- train stop
- vertical connection for the overpass system
- market stand
- conventional shop
- house + private garden
- wood skyscraper
- stadium
- park and ride entrance
- park and ride exit
- linear park for rainwater collection

1. Hydraulic system diagram.
2. Project's mixed used functions diagram.

The mobility model of Graz, considering reflections after Kyoto protocol:



Micromobility: supplementing the existing system
The bike's trails are designed like infrastructures: they should guarantee the bikers a sure and fast way to make short distances.
The stations provide all the benefits linked to the bike's world: you can rent a public bike using your transport title or you can fix, wash, sell or buy bikes or bike parts. You can also use this station of micromobility to park your own bike.

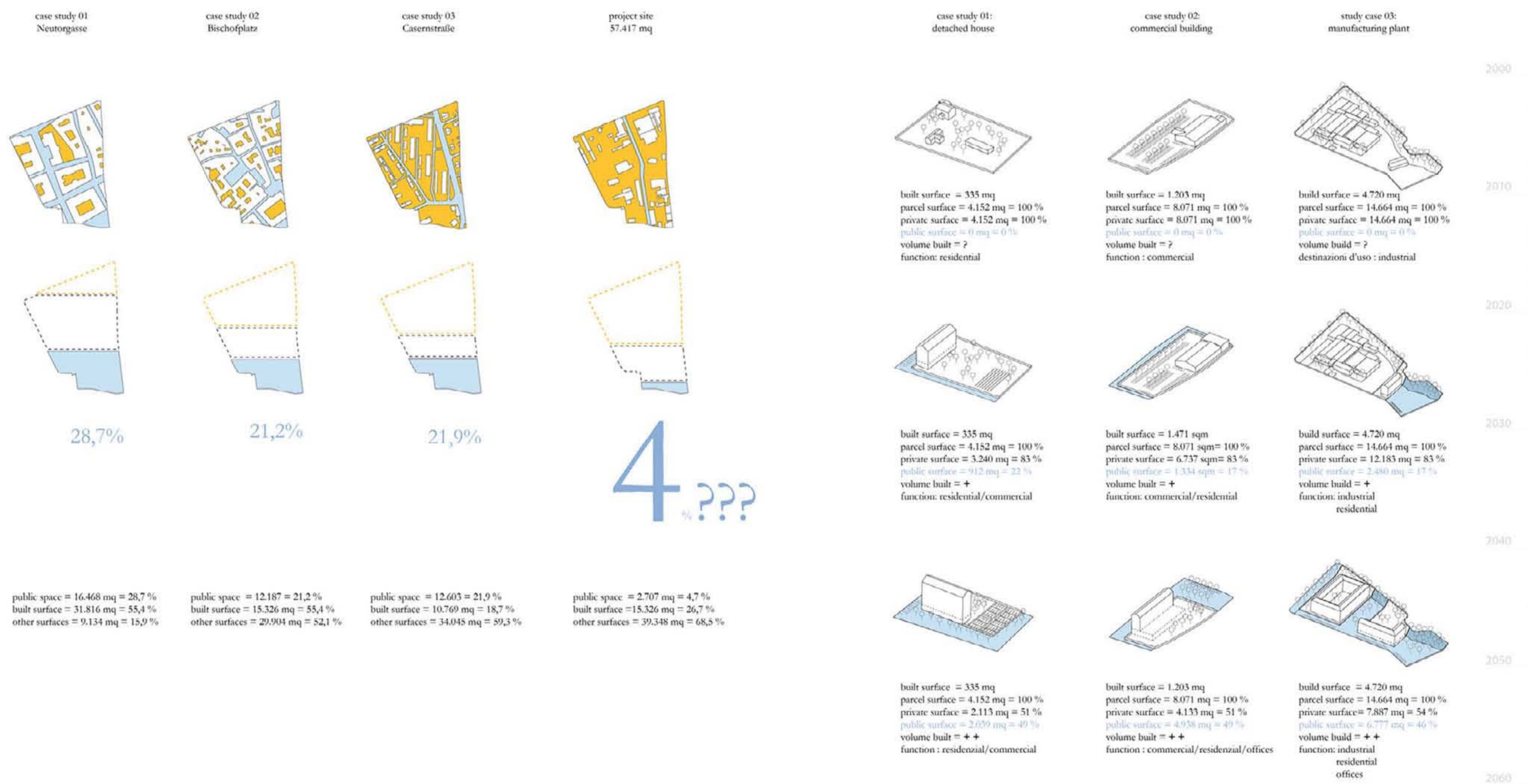
Between macro and micro mobility: private transport:
In order to implement the projected transition from individual transportation to more eco-friendly public mobility solutions, the park and ride must be viewed as a friendly place. This is the reason why we designed it not just like a parking, but like a complete building, with patios houses on the roof and with all the characteristics needed to be considered a mixed use building.

Macromobility net: the regional trains
To see the railtrack not just like a barrier but like a chance to serve better the territory, a train station near the stadium is necessary.
Moreover the train stop is a necessary condition for the urban renewal wished. It is also a condition to attract investors.

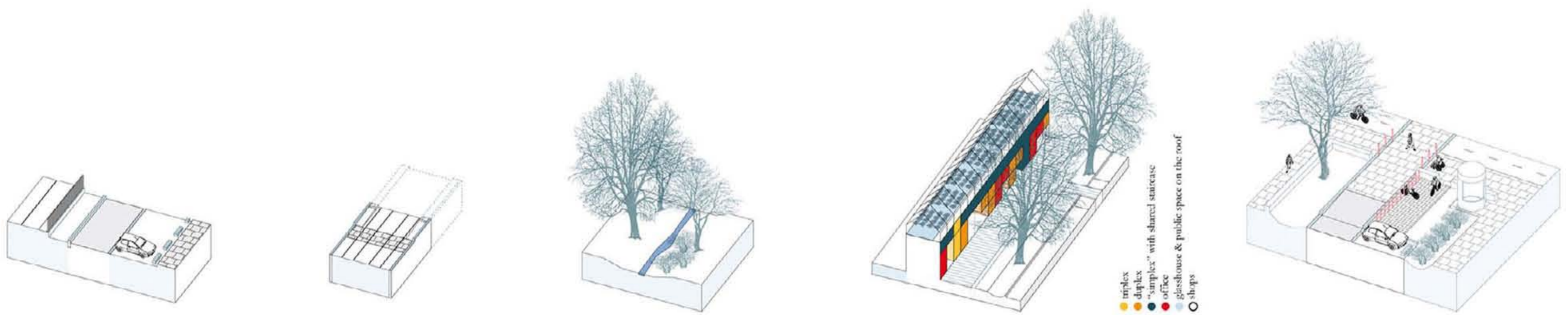
The tram's system of Graz has a big problem: all the lines pass through the city center. Therefore, this model has no possibility to grow, and the city center is like a cork. The best scenario to consider is to think that the future choices of the city will transform the radiocentric shape of Graz in a web, the best shape for a non isolated urbanism.

The result of all these mobility scenarios is a system capable of integrating all territories' parts.

Tools for building permeability



The elements taking part in the Conrad-von-Hötzendorf-Strasse's renewal process: from a commercial street to a parkway



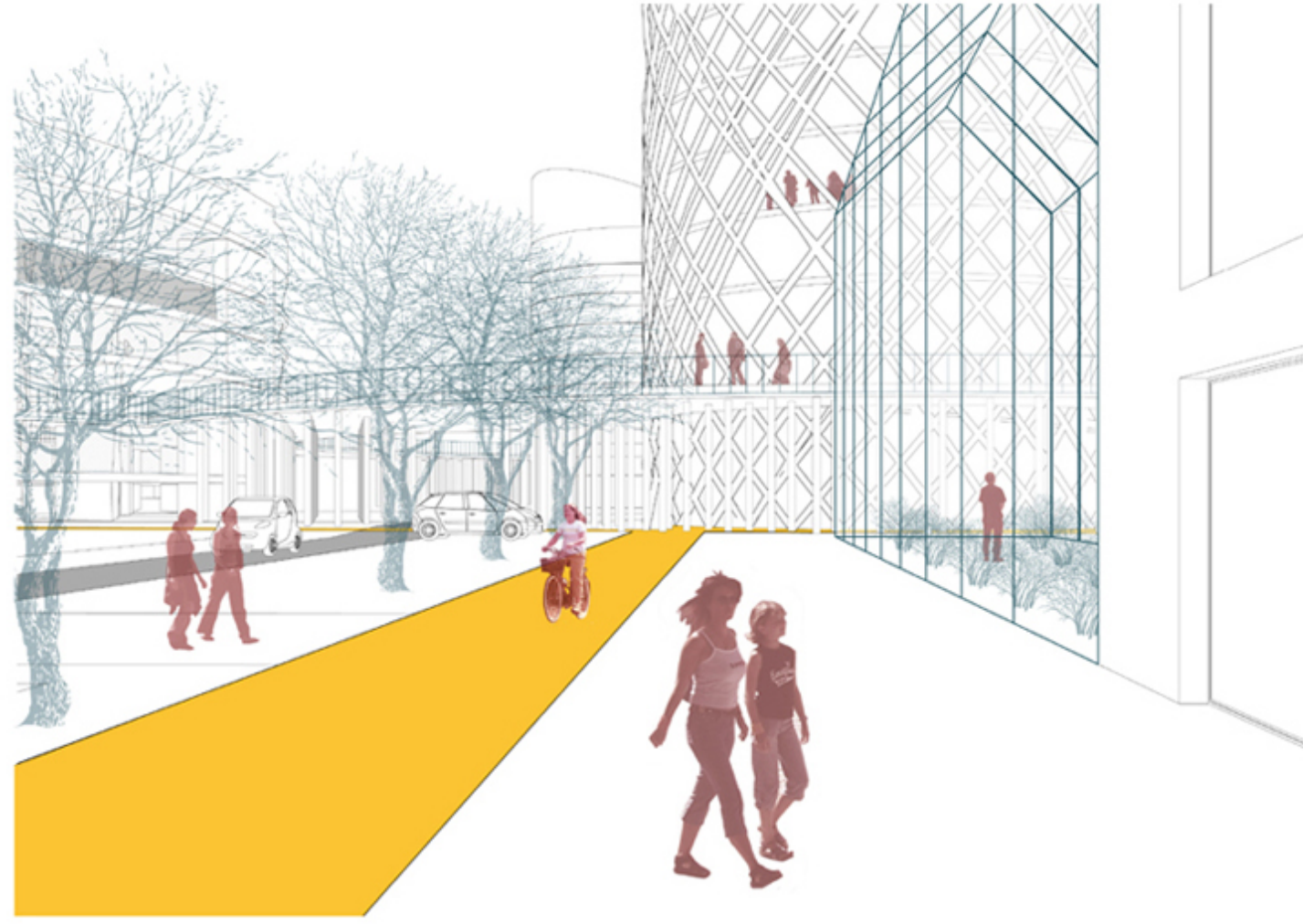
The lane coming from Graz's city center is on the east side of the rail. On this lane, a policy of traffic regulation is used. Driving out from Graz, we can appreciate the linear park's vegetation. Alongside all the road parking lots are provided.

Our proposal is to transform all the tramway's lane all the Conrad-von-Hötzendorf-Strasse's length in a linear meadow.

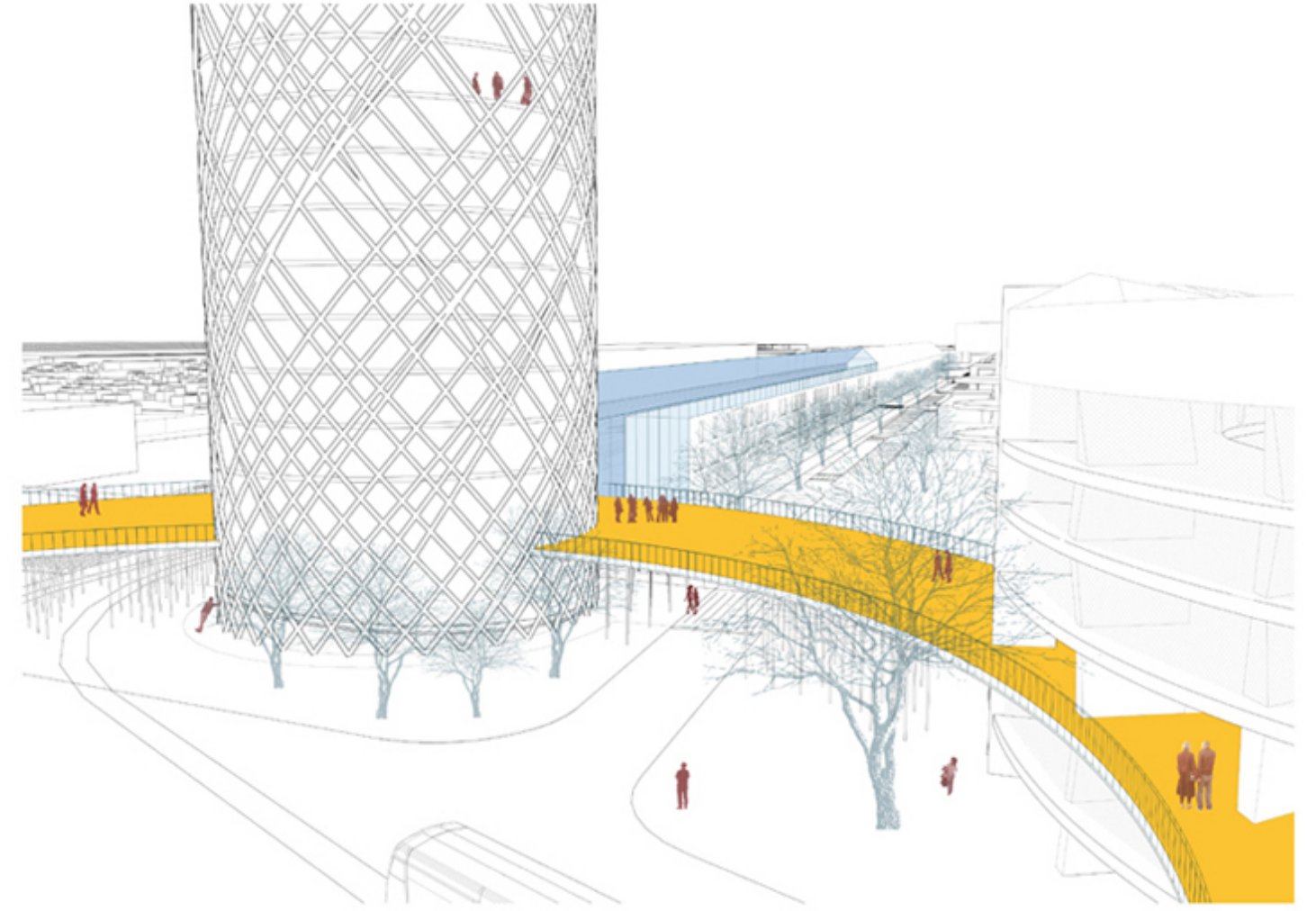
The linear park has a valley shape. It has a hydraulic function: in fact it must retain the rainwater coming from Conrad-von-Hötzendorf-Strasse, in case the water on Mur river reaches a dangerous level. The policy in all the flooding disaster zone must be that every parcel manage his own water.

The linear building is designed to host the best mixed use possible.

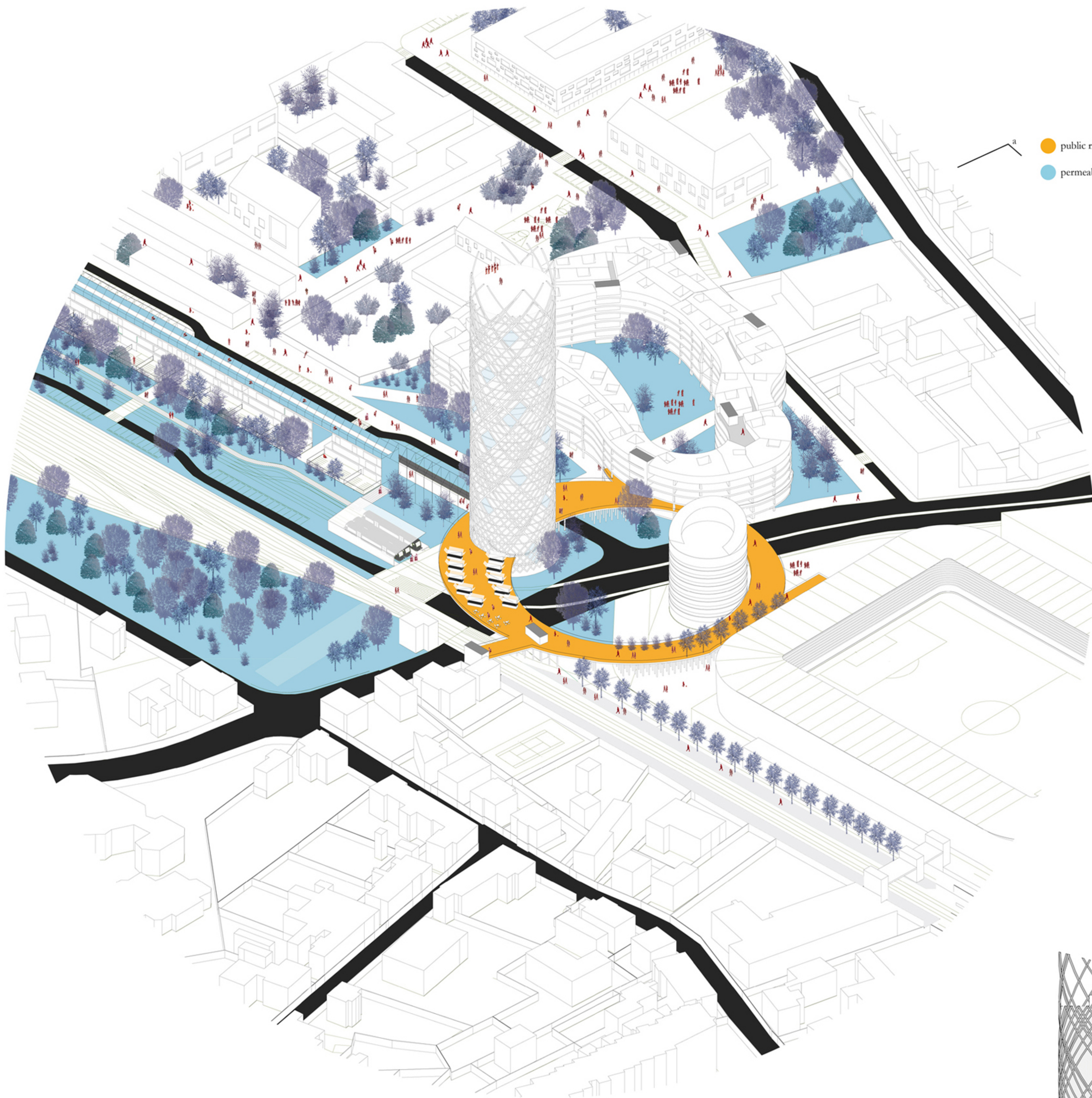
The carriageway in direction of the city center is slowed down. The intersection with the pedestrian and bike path are designed to calm the traffic in those intersections where the micromobility stations will find place.



view on Conrad von Hötzendorf Straße in stadium direction



view from the stadium on the city center



- public ring
- permeable ground

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