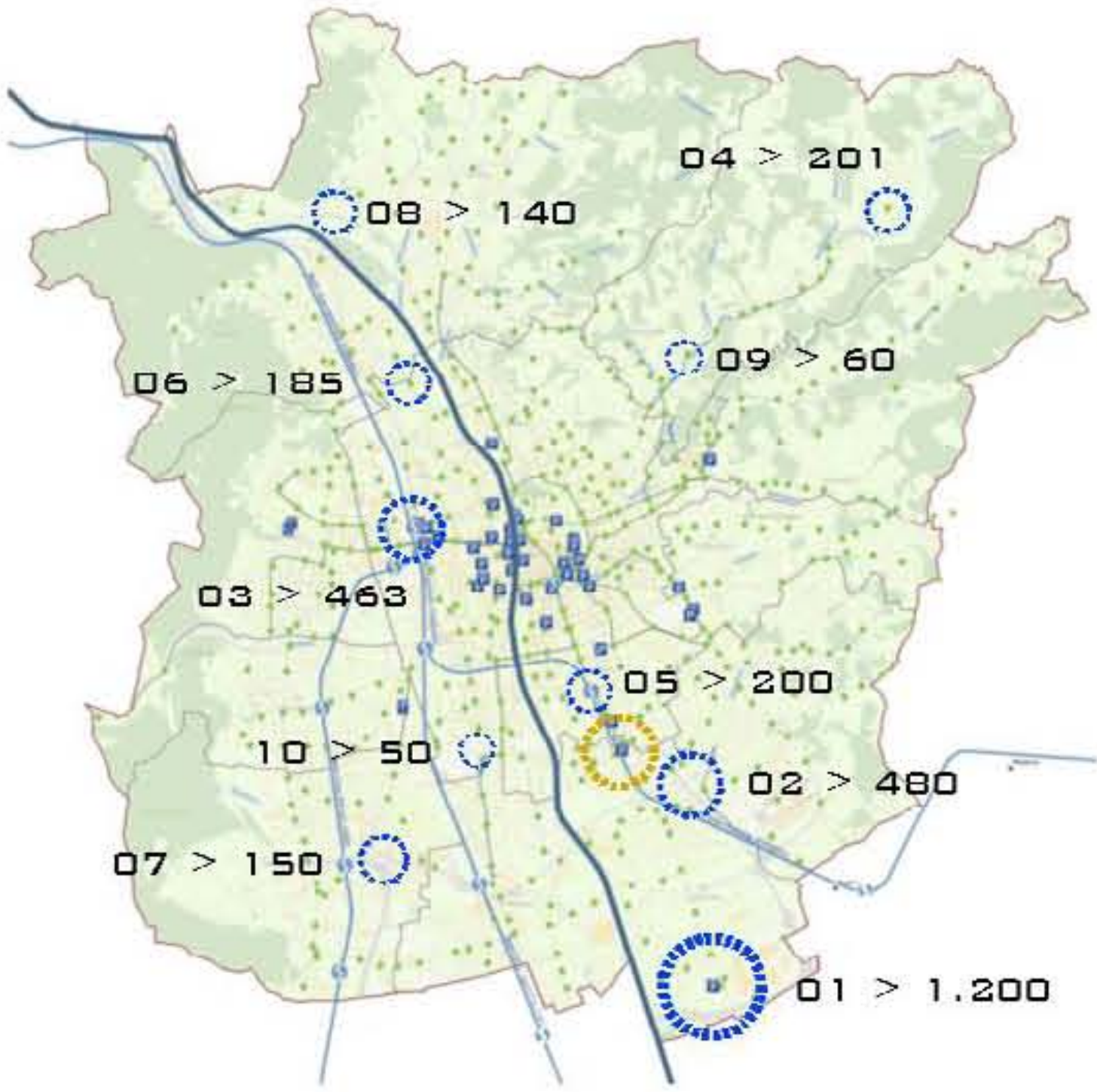


PARK & RIDE IN GRAZ: TOTAL 3.129 PLACES.



P&R

- 01.- THONDORF LINE 34/4
- 02.- MURKPARK TRAM 4
- 03.- GKS CENTER TRAM 1/7
- 04.- FOLLING LINE 211/BUS
- 05.- OSTBAHNHOF TRAM 4
- 06.- AUSTEING LINE 40/53/67
- 07.- WESLING LINE 32
- 08.- WEINZÖDL LINE 52
- 09.- MARIA TROST TRAM 1
- 10.- ZENTRAL TRAM 5 67/50

AROUND 130.000 PEOPLE IN 100.000 CARS ENTER GRAZ FROM THE SOUTH DISTRICT. BESIDES THE BUS, THE PUBLIC TRANSPORTATION COMPRISES 7 TRAM LINES COVERING 29,7 KM, ALL PASSING THROUGH A MAJOR CROSS AT JAKOMINIPLATZ. IN ORDER TO CONTROL THE INCIDENCE OF PRIVATE TRANSPORTATION A FEW PARKING & RIDE FACILITIES HAVE BEEN CREATED. ONE OF THE LATEST AND BIGGEST ONES BEING MURKPARK. THE CITY HAS MADE AN EFFORT TO MAKE PROFIT OF A FRUITFUL COLLABORATION BETWEEN PUBLIC/PRIVATE INVESTORS ATTRACTING PEOPLE WITH A HUGE COMMERCIAL CENTER. ONE OF THE MOST IMPORTANT FEATURES OF THIS COMPLEX IS THE P&R INCLUDED IN THIS AREA WHICH IS DIRECTLY LINKED TO THE CENTER BY TRAM NUMBER 4 (CONNECTING AS WELL LIEBENAU STADIUM). THE TOWN STRIVES TO FACILITATE THE PRIVATE/PUBLIC EXCHANGE IN TRANSPORTATION BY ALLOWING A SINGLE FARE OF 5 EUROS FOR THE WHOLE DAY, WHICH IS ALSO VALID TO BE USED AND EXTENDED INTO PUBLIC TRANSPORTATION. AN ATTRACTIVE DESIGN IS ALSO LONGED FOR, INSTEAD OF THOSE GREY AREAS FULL OF CARS.

AS MANY STUDIES HAVE SHOWN, THERE ARE A FEW MEASURES WHICH NEED TO BE FULLY IMPLEMENTED IN ORDER TO IMPROVE THIS SITUATION. INCREASING THE NUMBER OF P&R FACILITIES, LOOKING FOR BETTER PLACES FOR THEM WHERE A PERFECT CONNECTION CAN BE ACHIEVED BETWEEN CAR AND TRAM (ONLY 1/3 OF THE CURRENT P&R DOES SO), REDUCING TICKET FARES AND ALLOWING FOR A SHARED FARE BETWEEN BOTH SYSTEMS AND CREATING A BUFFER ZONE THAT WOULD CONNECT ALL P&R IN AN EFFECTIVE WAY (MIGHT IT BE FOR CARS OR A NEW TRAM LINE). OF COURSE, THIS NEW PROPOSED LIEBENAU P&R STRETCHES FORWARD IN THIS DIRECTION, IT INCORPORATES SOME OF THESE LAST MEASURES BUT BESIDES, IT ALSO EMERGES TO BECOME A SINGLE UNIT WITHIN THE CITY, GIVING NEW IDENTITY TO THIS SOUTHGATE. EVEN MORE IMPORTANT IT IS THE CHANGE WE ARE FACING IN ORDER TO PROPOSE A NEW RELATIONSHIP OF THE RESIDENTIAL AREAS TO THE WEST OF CONRAD VON HÖTZENDORF STRASSE. IN THIS STRIP, IN A PIECE OF LAND BELONGING TO A SINGLE INVESTOR, WE CAN DEVELOP A SINGLE STRATEGY WHICH CAN BE SPREAD IN THE FORM OF A BOULEVARD.

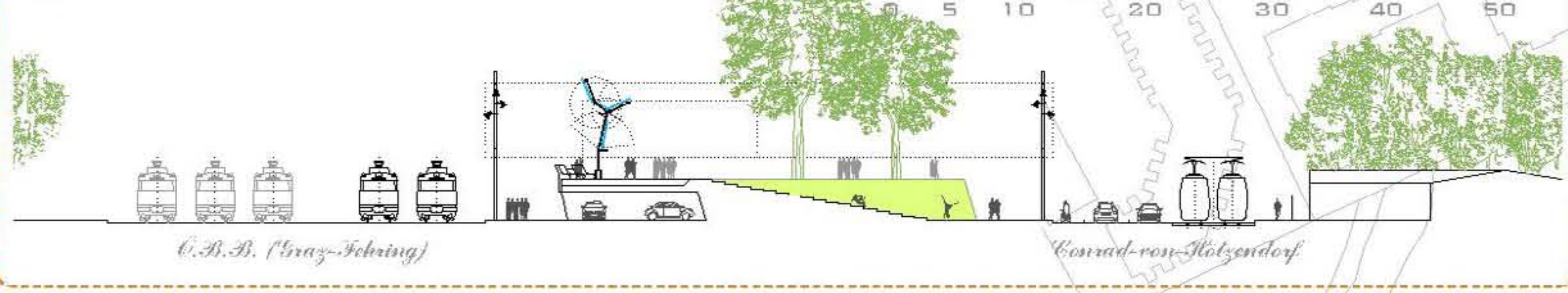
STRATEGIC SITE.

AS STATED IN THE GUIDELINES, THE CITY OF GRAZ WORKS TO TURN THE SOUTH-NORTH ACCESS AXIS INTO A RICHER, HEALTHIER AND ATTRACTIVE GATEWAY. BESIDES THE OPPORTUNITIES WE FACE IN REDESIGNING THE EXISTING LANDLOT WHICH WILL HOST A NEW P&R, WE CAN'T MISS THE OPPORTUNITY AS WELL TO WORK ON THE WHOLE LENGTH OF THE STRIP ALONG THE RAILWAY LINE, THAT IS, CONRAD-VON-HÖTZENDORF STRASSE. THIS STRIP MUST BE DEVELOPED BETWEEN THE TWO POLES AT ITS END, THE STADIUM AND THE NEW FAIRHALL ALONG WHICH TRAM NUMBER 4 RUNS. A FIRST PROPOSAL TALKS ABOUT ORGANISATION OF TRAFFIC ALLOWING FOR TREE LINING, PARKING SPACE PERPENDICULAR AND THE INTRODUCTION OF A BICYCLE LANE.

WE FEEL THIS MEASURES SHOULD BE EXTRAPOLATED IN ORDER TO MAKE A TRUE SPATIAL EXPERIENCE WHERE NATURE WOULD GO FURTHER THAN A SIMPLE LINE OF TREES WHICH ONLY WORK AS A FRAME FOR THE TRAFFIC. GREEN AREAS HAVE TO REGAIN SPACE AND HELP MEDIATE BETWEEN THE CITY AND THE TRAIN. THIS IS WHY THIS SMALL STRIP BY ITS LINEAR CHARACTER MUST BE RE-CONQUERED TO BE TRANSFORMED INTO A LINEAR PARK. THIS PARK COULD BE CONNECTED WITH THE NEW LIEBENAU P&R SO AS TO OFFER A PARADISE ARCHITECTURAL AT TWO DIFFERENT HEIGHTS: ONE AT STREET LEVEL AND ANOTHER ONE, ONE FLOOR ABOVE. THIS STRIP SHOULD BE PROTECTED FROM THE TRAIN LINES THROUGH BIG CLUSTERS OF TREES AND SMALL SCALE SIZED SQUARES. THIS COULD CONRAD VON HÖTZENDORF STRASSE, NOT INTO AN URBAN BOULEVARD, BUT INTO AN URBAN PARK WITH ENOUGH WIDTH AND SIZE. ALONG THIS NEW GREEN STRIP, A GOOD NUMBER OF DIFFERENT PROGRAM COULD BE ACCOMMODATED, REGARDLESS PUBLIC OR PRIVATE USES.

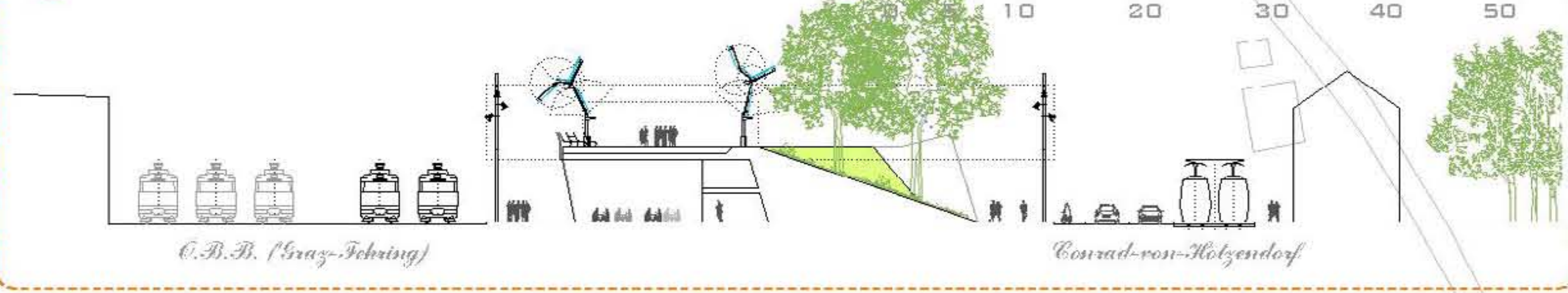
TRAIN FACILITIES COULD FIND A PLACE HERE AS WELL, BUT MAINLY LOCAL SHOPS, SPORT AND THREE NEW CLUSTERS OF PARKING, AVOIDING IN THIS WAY THE USUAL ALIGNMENT OF CARS, OR EVEN THE PARKING SQUARE OF THE OSTBAHNHOF P&R.

CROSS-SECTION 01. 1/500



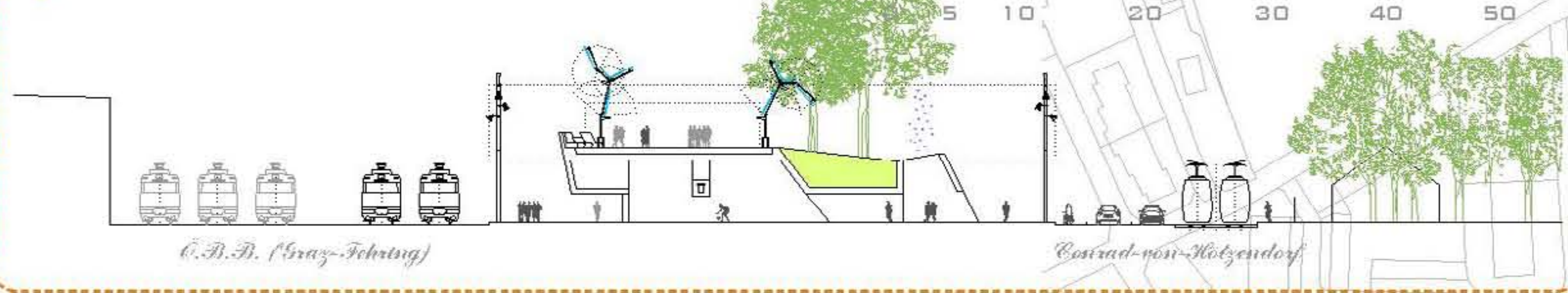
AT THE VERY BEGINNING, A RAMP FREELY HELPS TO DESCEND FROM THE RAILWAY PROMENADE, ONE FLOOR ABOVE AND REACH THE BOULEVARD PROMENADE WHICH RUNS ALONGSIDE CONRAD VON HÖTZENDORF STRASSE. THE RAMP WOULD HIDE THE OSTBAHNHOF P&R BELOW ITS SURFACE, OFFERING A BETTER VIEW FOR THE PASSES BY. SMALL OPEN AIR AUDITORIUMS COULD BE DESIGNED TO HOLD SPONTANEOUS OR ORGANISED EVENTS.

CROSS-SECTION 02. 1/500



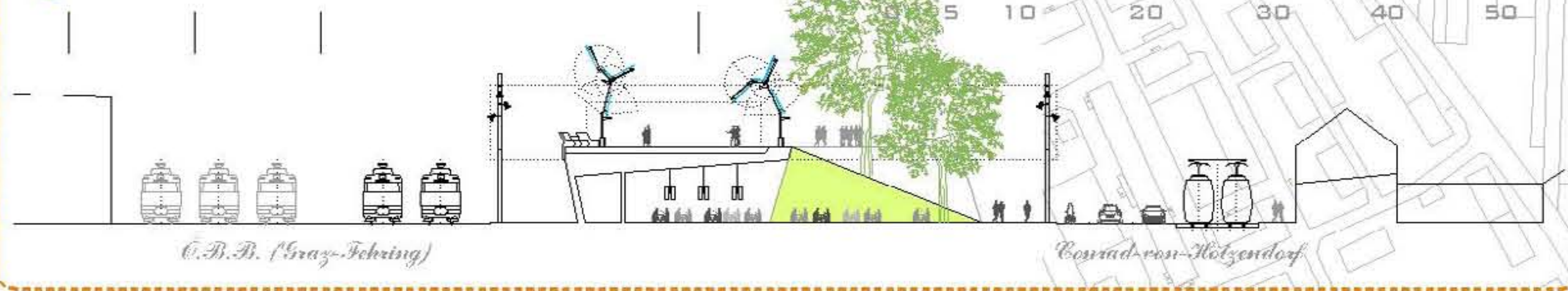
FURTHER UP THE STREET, THE OLD TRAIN STATION COULD BE KEPT OR COULD BE RENOVATED TO OFFER A NEW KIND OF ALTERNATIVE ARTISTIC OR SOCIAL PROGRAM. NEW TRAIN FACILITIES COULD THEN BE BUILT ACCESSIBLE FROM THE STREET OR EVEN FROM THE 'RAILWAY PROMENADE', OPENING ONTO THE STREET LEVEL. BIG CLUSTERS OF TREES AND GREEN AREAS COULD BE INTERWENED WITH OPEN PLAZAS AS DESCRIBED BEFORE, OFFERING A SOUND BUFFER.

CROSS-SECTION 03. 1/500

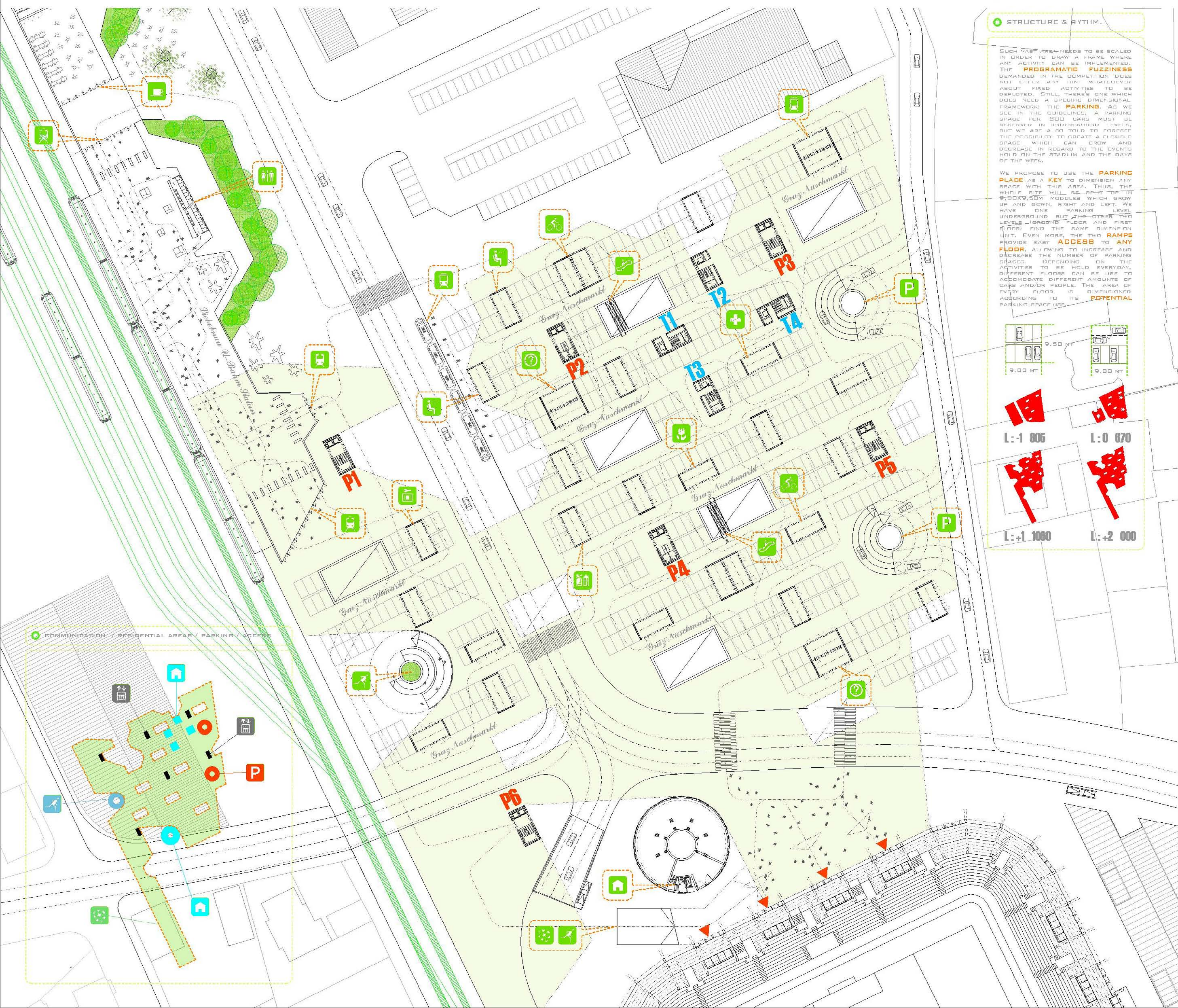
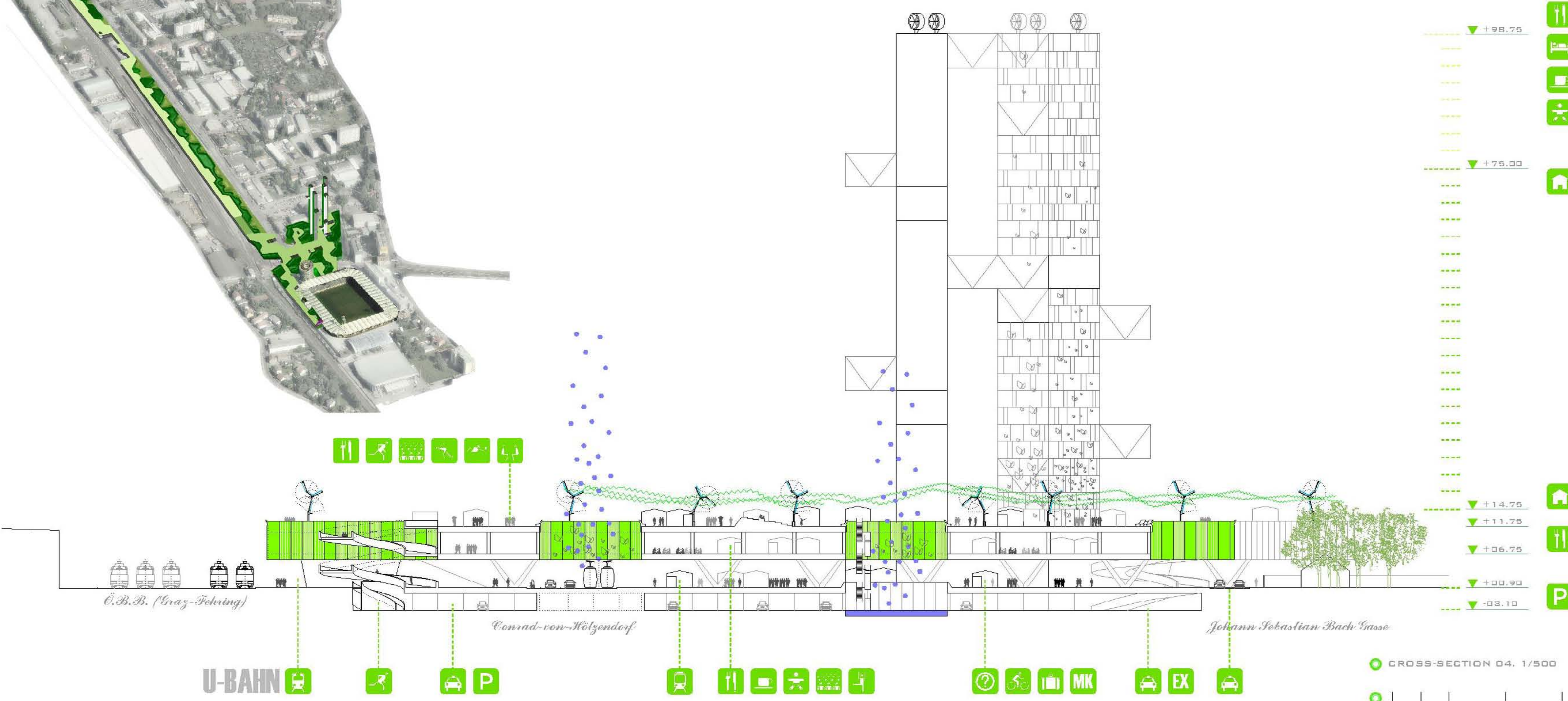
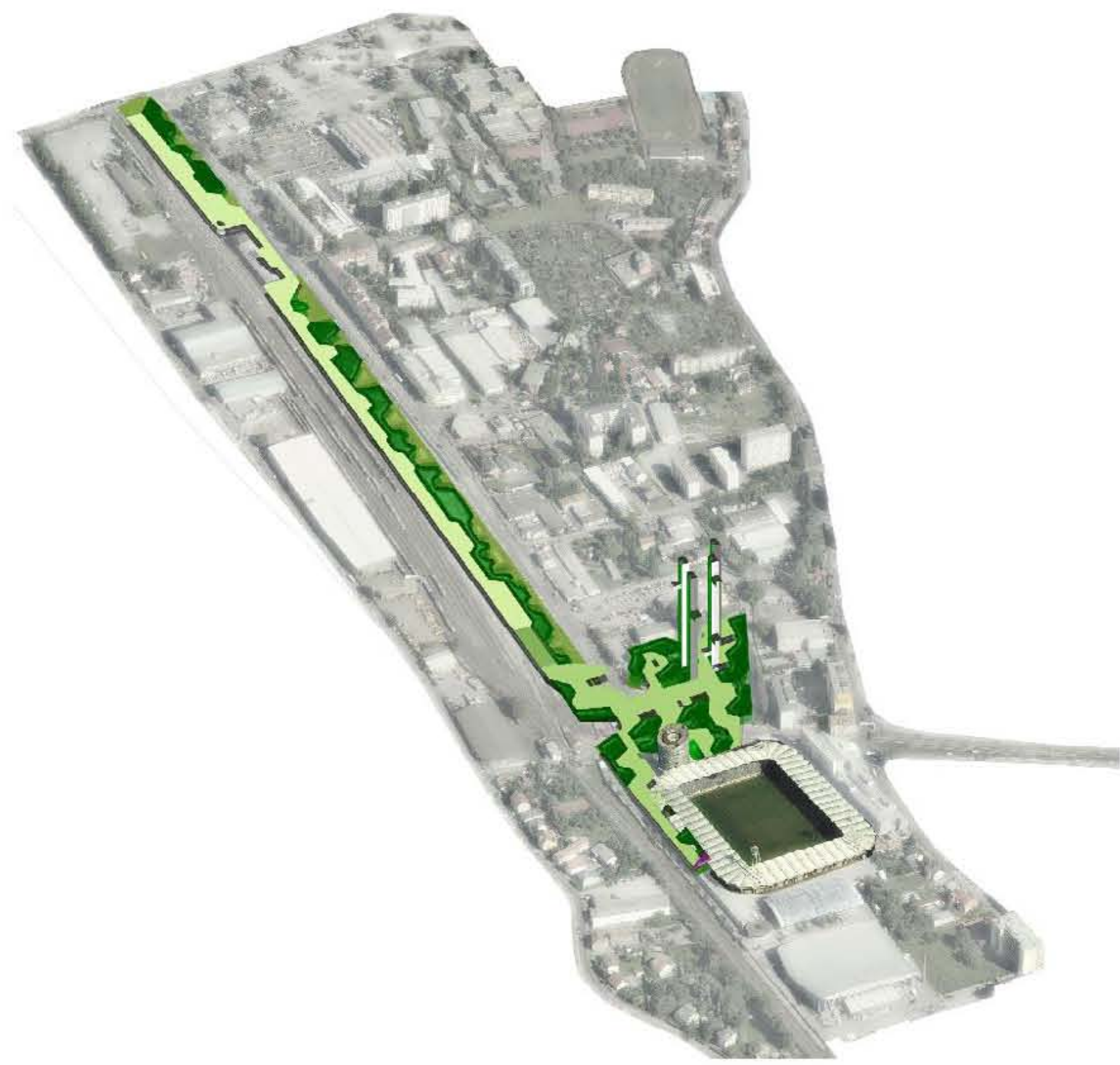


AT CERTAIN POINTS, PRIVATE ENTERPRISES COULD FIND THE RIGHT SPOT TO OPEN SMALL BICYCLE SHOPS, RESTAURANTS, FITNESS CENTERS AND ANY KIND OF PROGRAM WHICH CAN REALLY HELP ACTIVATE THE AREA EVEN OFFERING EDUCATIONAL PROGRAM. THEY WILL ALL BENEFIT FROM THE FACT THAT THIS BOULEVARD SHOULD BE HIGHLY POPULATED. THE DIFFERENT LANES ON THE RIGHT SHOULD PROVIDE SPACE FOR BICYCLES, CARS AND TRAM NUMBER 4.

CROSS-SECTION 04. 1/500



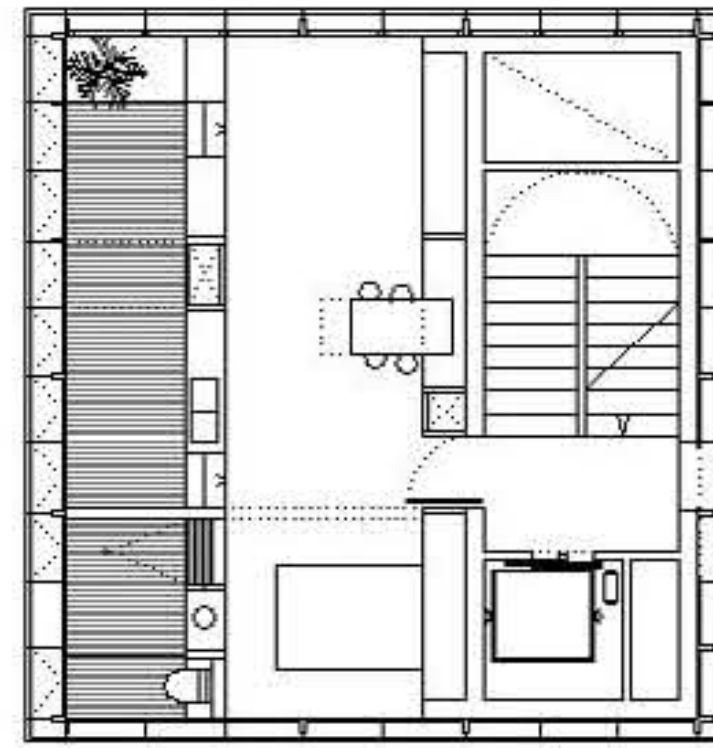
PUBLIC SPACE AND URBAN PARK ALONG CONRAD VON HÖTZENDORF STRASSE
 0 25 50 100 200
 GENERAL PLAN 1/2000



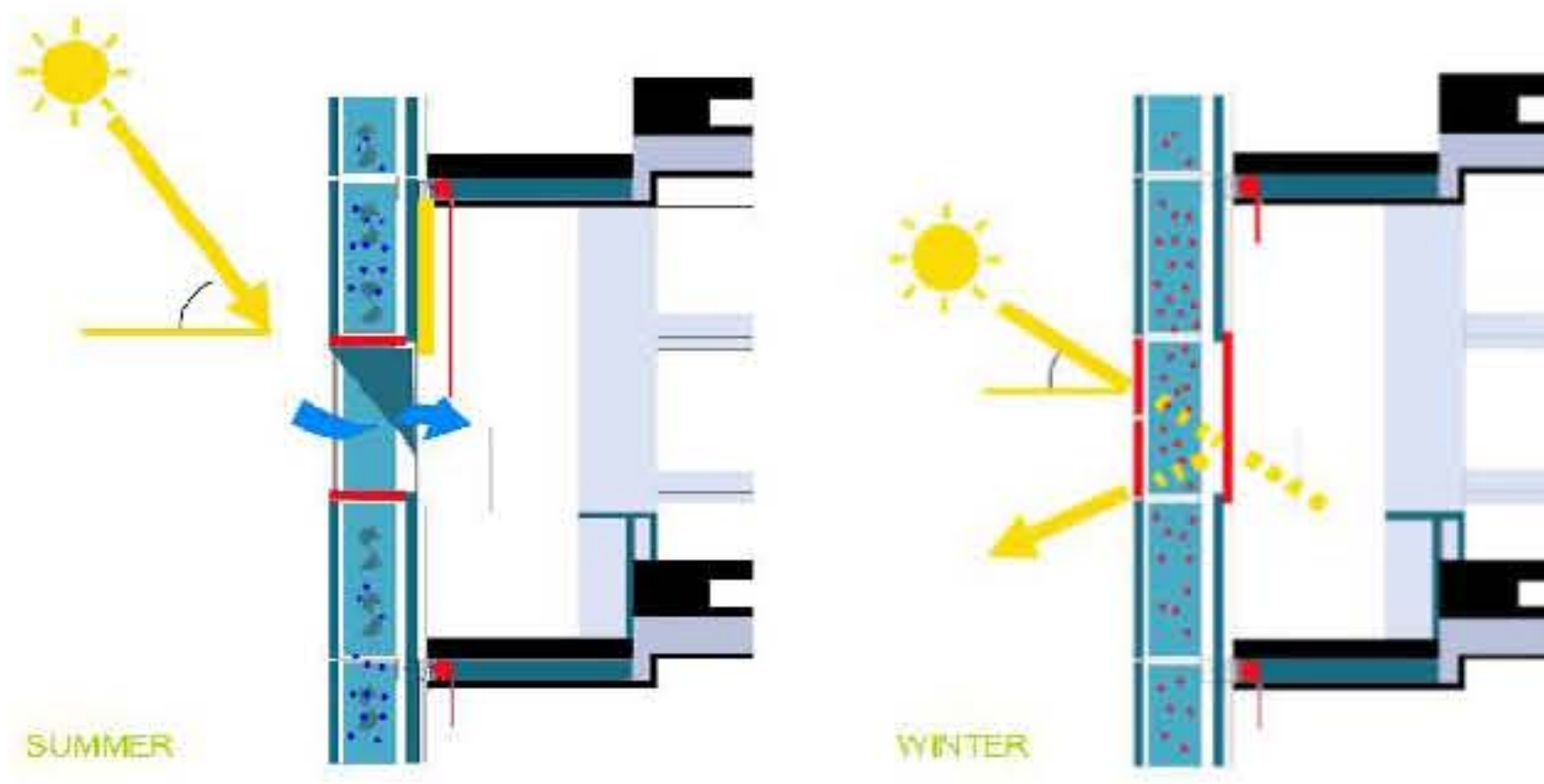
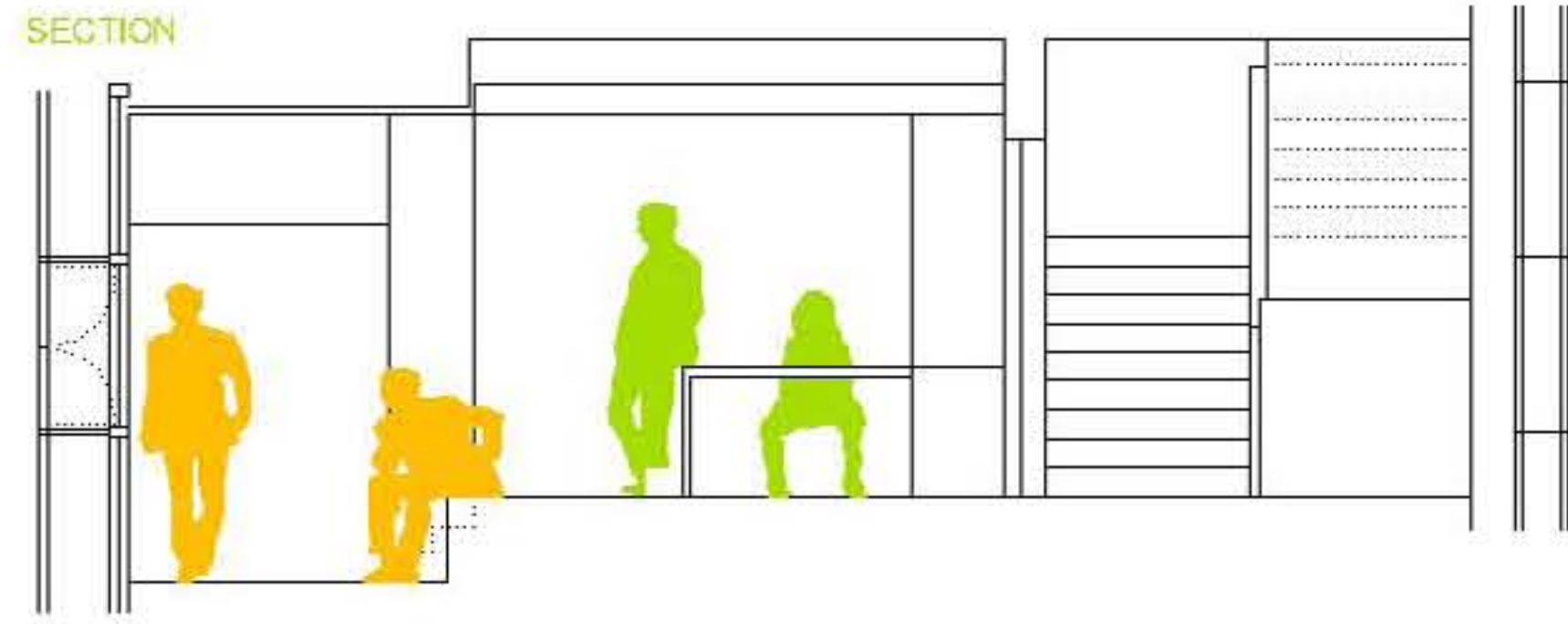


APARTMENTS - DOMESTIC SKYWALK

EVEN THOUGH THE EUROPEAN GUIDELINES DID NOT ASK FOR THE INTERNAL LAYOUT OF THE MIXED-USED TOWER, WE FEEL IT'S EXTREMELY IMPORTANT TO DEVELOP A TYPOLGY WHICH CAN PROFIT FROM THE EXCELLENT SITUATION OF ITS SETTING. WE SHALL CALL IT THE **SKYWALK** RESIDENTIAL UNITS. THE BASIC APARTMENT PROVIDES SPACE FOR A COUPLE, WHICH CAN BE COMPLEMENTED WITH AN EXTRA "FLYING" ROOM PROTRUDING TO ONE SIDE. EACH TOWER LOOKS TO A DIFFERENT ORIENTATION THIS LEAVING A COMPLETELY **UNINTERRUPTED VIEW** OF THE CITY OF GRAZ. FOR THAT PURPOSE, THE APARTMENT IS BOUND TO DIFFERENT **STRIPS** PARALLEL TO THE MAIN FACADE. TWO EQUIPMENT STRIPS LEAVE THE WHOLE SPACE COMPLETELY FREE, AVOIDING ANY FIXED PARTITIONS. AN OUTER SKIN IN **POLYCARBONATE** ENVELOPS THE VOLUME, CREATING A DOUBLE LAYER WHICH ACT AS THERMAL SUSHION, THIS CONTRIBUTING TO REDUCE SOLAR HEAT GAINING AND INCREASING ISOLATION.

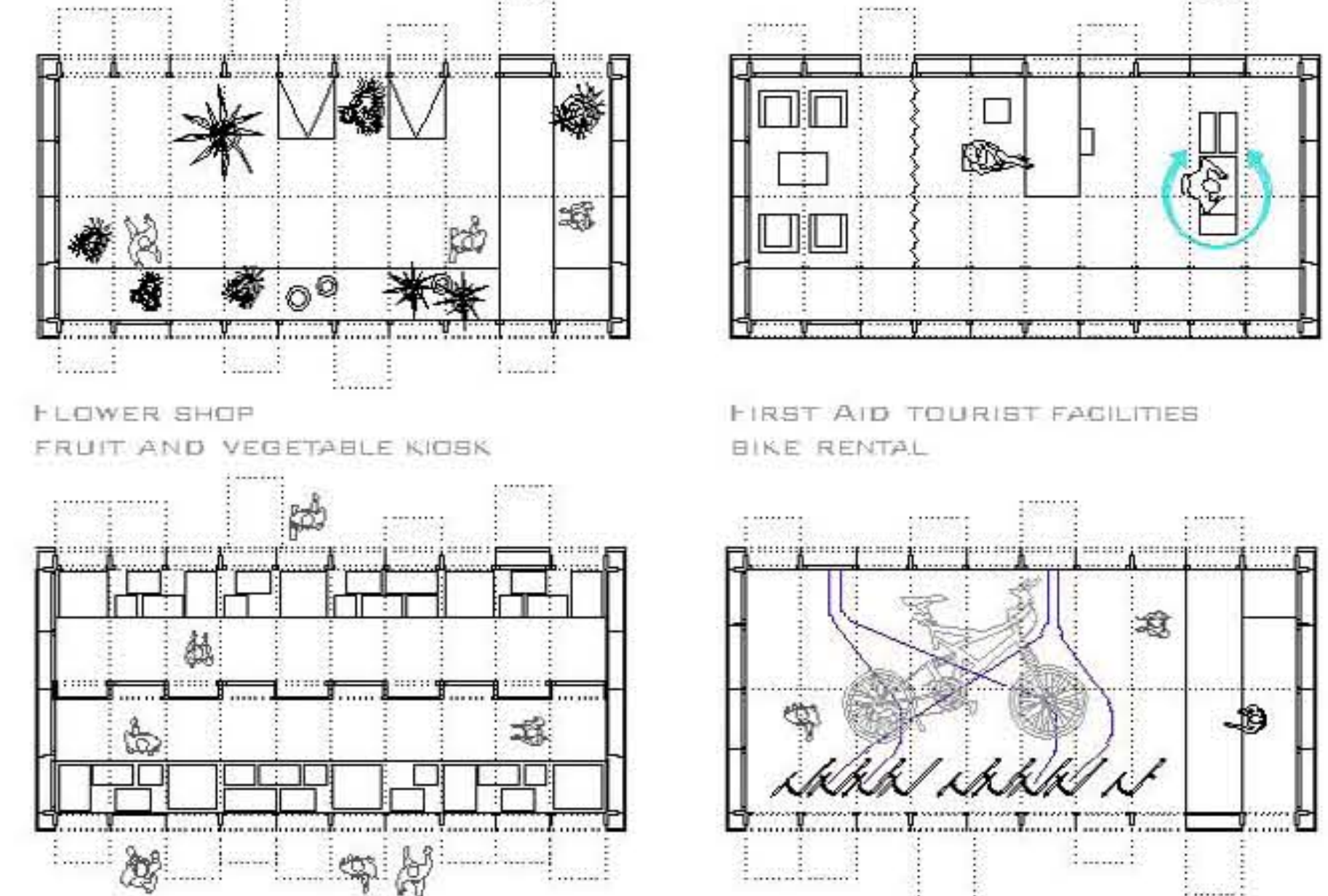


SECTION



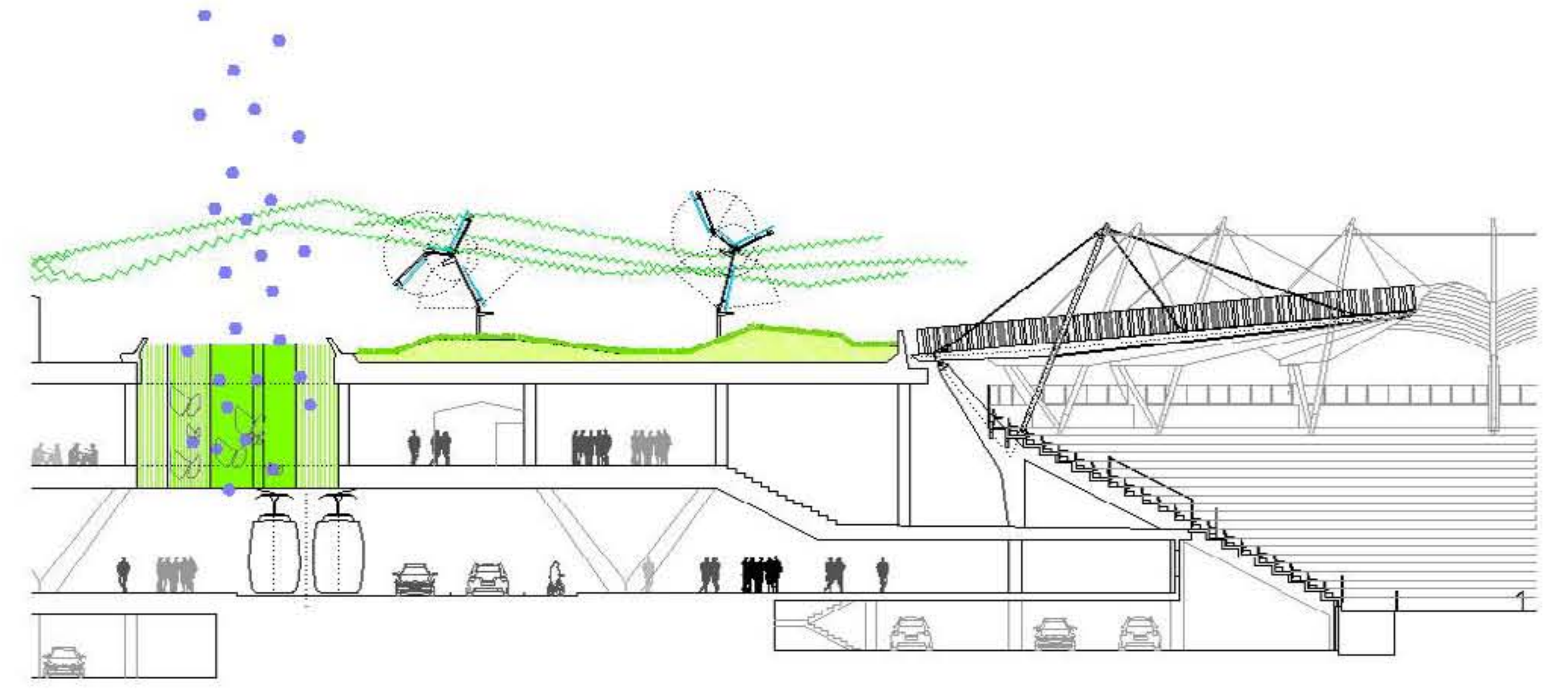
VIEW FROM THE SOUTH ENTRANCE TO GRAZ, LIEBENAUER TANGENTE

GRAZ NASCHMARKT



NASCHMARKT WIEN, 1900

THIS MARKET IS ONE OF THE MOST FAMOUS TOURIST ATTRACTIONS. FRUITS, VEGETABLES AND OTHER ITEMS ARE IN SALE ALONG A 1,5 KM STRIP. GRAZ WANTS TO DEVELOP ITS OWN MARKET WHICH WILL BE **INTEGRATED** ALONG WITH OTHER SERVICES AVAILABLE FOR TRANSPORT CONNECTIONS AND TOURIST FACILITIES. GIVEN THE **PARKING MODULE** (ALREADY STATED 9,00x9,50M) WE ARE ABLE TO SUBDIVIDE IT INTO A HALF TO STUDY A **COMMERCIAL UNIT** WHICH CAN POTENTIALLY ADMIT ANY USE. THIS UNITS ARE FULLY **PREFABRICATED** AND CAN BE EARLY ASSEMBLED AND DISMANTLED **ON SITE**. THUS, THE NUMBER OF UNITS CAN GROW DEPENDING ON THE SPECIFIC NEEDS OF THE COMMUNITY, EVEN DECREASING WHEN SPECIFIC ACTIVITIES (FOOTBALL, CINEMA, CONCERTS...) ARE TO HAPPEN DURING THE WEEK.



NORTH-SOUTH SECTION. 1/350

FIRST FLOOR PLAN. 1/500

RESIDENTIAL + MIXED USE TOWER

EUROPEAN CONSUMERS CLEARLY STATE TO HAVE A SINGLE ELEMENT 100M HIGH, MADE IN **TIMBER**. WE WOULD LIKE TO DISOLVE THIS TOWER IN ORDER TO DO SO, WE SHOULD TRY TO LOOK FOR THE MOST SLENDER PROPORTION. INSTEAD OF HAVING A SINGLE TOWER WE WILL **SPLIT** THE ORIGINAL VOLUME INTO **FOUR** EQUAL PIECES, CONNECTED TO EACH OTHER TO STAND WIND PRESSURE. EACH ONE WILL FOLLOW THE **PARKING MODULE** 9,00x9,50.

THE STRUCTURAL SCHEME WILL BE MADE UP OF **3** DIFFERENT ELEMENTS WHICH COMBINED, WILL BE ABLE TO WORK AS A SINGLE STRUCTURAL **TUBE**.

- 1.- HOLLOW CORE, MADE OF **CROSS LAMINATED TIMBER PANELS**, WHICH CARRY MOST OF THE VERTICAL LOAD TO THE GROUND.
- 2.- HORIZONTAL SLABS, MADE OF **SHELL TIMBER ELEMENTS**, WHICH TRANSFER HORIZONTAL LOADS FROM THE FACADE ONTO THE HOLLOW CORE. THEY INTEGRATE INSTALLATIONS, PIPES AND ISOLATION.
- 3.- STRUCTURAL FACADE, MADE OF **BALLOON FRAME LATTICE**, WHICH CREATES AN OUTER RING ABLE TO DEAL WITH HORIZONTAL WIND LOAD.

