

Three layers / concepts of intervention: gathering social space + green ecological enhancement + intelligent mobility

The site can work as a transport node, promoting connection between public transportation, bikers and pedestrians

The expansion of the green ecological network promotes a healthy city lifestyle, an inherent ecological responsibility and reduces city air pollution

DP825

Österreich urban platforms

Our design approach considers the Hietzing area as a potential strong urban "detonator" in the suburbs of Wien. Because of its characteristics and specific needs in city's metropolitan panorama, Hietzing will gain a new centrality, working as an activator of new urban dynamics around Wien's core. This idea can be expanded to other possible new poles working as a net of small nodes that assist this central core, thus generating a healthier organism.

The creation of this new pole in Hietzing is based on **three basic layers of intervention** that mingle and cannot work separately:

Social: create a sense of place physically and psychologically, meeting the specific needs of both young and older generations in terms of "space" and "program/facilities" and enhancing their role in the active life of the city.

Mobility: sustainable and intelligent mobility is the key. Discourage the use of conventional cars reduces the traffic, noise and pollution in the city. The site can work as a transports node (buses, trams and trains) promoting an easy connection between public transports (existing and development of future lines) and between these and bikers and pedestrians (being the project designed by pathways and riding ways and offering bike facilities).

Green: a public green area carries an inherent ecological responsibility, reducing the pollution but specially starting the basis for future city's green rings or green corridors (in this case, connecting to the outskirts' forests). On the other hand, designing a network of green public areas leads to an opportunity of a healthy city lifestyle, promoting fitness, riding and many other open air activities. In Hietzing, designing with landscape also helps to integrate the train line usually seen as a devastating cutting edge in urban contexts.

Formally, the project is perceived as a set of green platforms that, on one hand, design by subtraction a graceful public square and, on the other hand, work as podiums for the housing blocks, reaching an equilibrium between densification and low-rise public space.

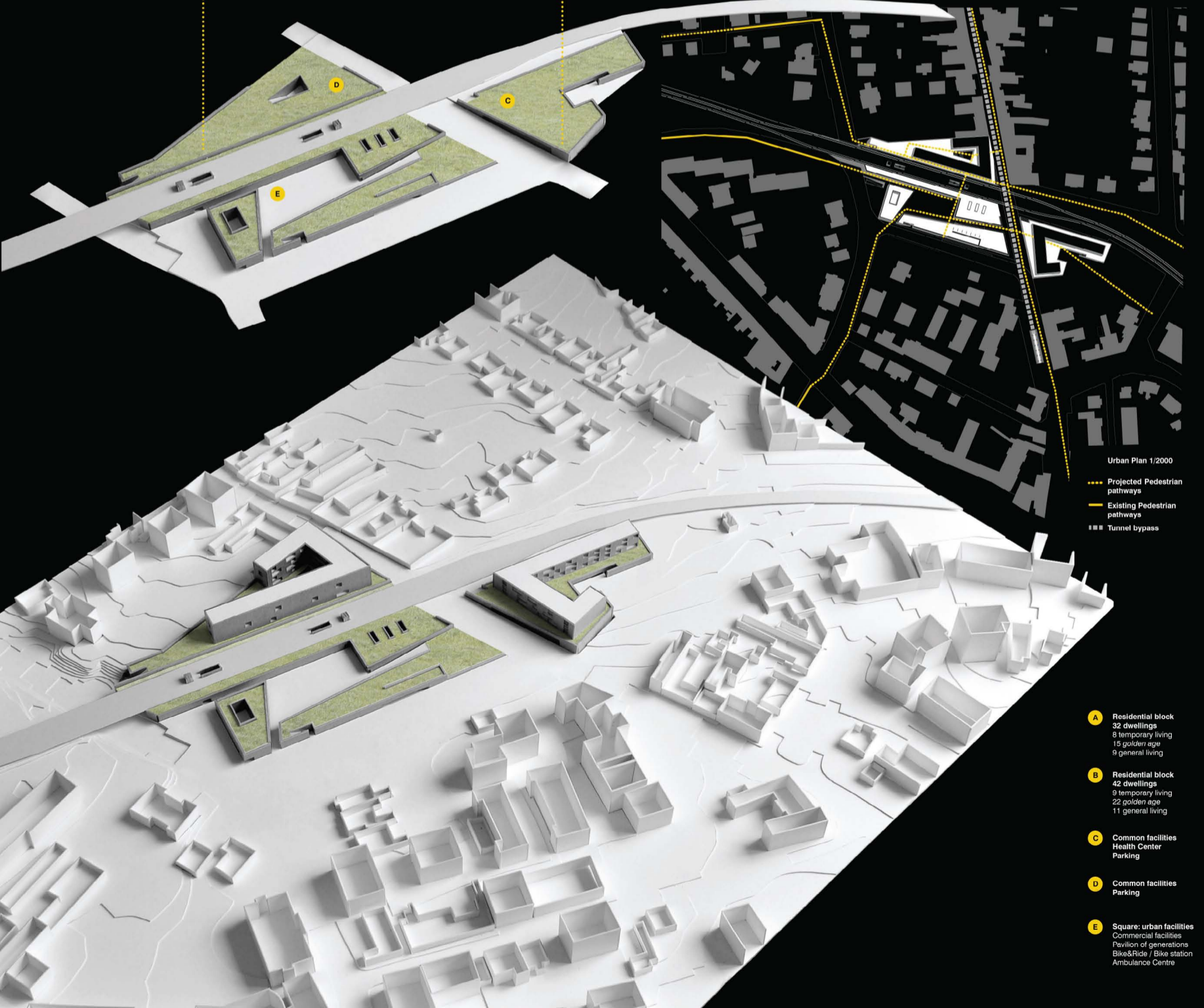
The idea of using platforms working out on different levels leads also to a specific sense of landscape which allows the integration of the train tracks and station within the green corridor linked with the surroundings. By extension, it also serves as smaller green spaces for the housing block and large programmatic green spaces over the square.

The connection between Lainzer Strasse and Speisinger Strasse is meant to be for pedestrian and bike use only, as the public space flows from the square to the interior of the housing blocks - this also discourages the high-speed vehicle circulation in this area. According to this idea, we propose the integration of a tunnel in the city road network to bypass this area that can be seen in the general plan.

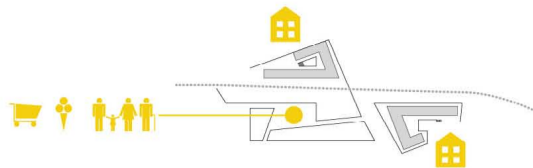
The square and the green platforms integrate the existing walking paths and create new connections. In fact the main square is designed by paths linking both the heart of the housing blocks and the surrounding landscapes. This central square is meant to be the social core of the place, providing recreation (shops & cafes) social activities (pavilion of the generations) and transport connections (train stop, tram, buses, bike facilities) and could even have different appropriations through time.

The housing blocks help to densify the inner city and therefore fixing population. Each block is composed by four typologies organised around a gallery which can be used as a common space, promoting interaction and giving extra space to the apartments, especially when the gallery opens to the facades becoming a room. The gallery and a "line of service rooms" separate the thought as a noise-buffer in the facades shearing the train lines. On the groundfloors complementary services can be found (common kitchen, laundries, etc) as well as some public facilities (kindergartens, health centre, etc) with direct connection to the square/city network of paths.

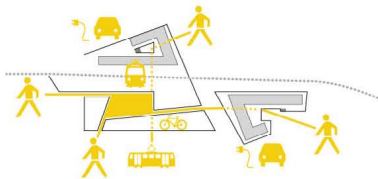
At the end the project aims to create an attractive pole both programmatically and ecologically and specially in terms of mobility and social life.



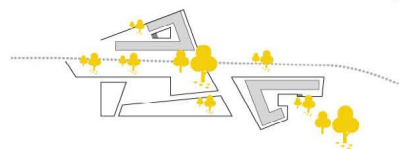
- Urban Plan 1/2000
- Projected Pedestrian pathways
- Existing Pedestrian pathways
- Tunnel bypass
- A** Residential block
32 dwellings
8 temporary living
15 golden age
9 general living
- B** Residential block
42 dwellings
9 temporary living
22 golden age
11 general living
- C** Common facilities
Health Center
Parking
- D** Common facilities
Parking
- E** Square: urban facilities
Commercial facilities
Pavilion of generations
Bike&Ride / Bike station
Ambulance Centre



1) Social: the square offers public commercial activities and leisure space for both young and old generations. It is meant to be appropriated by community, bringing them into active life and forming a shifting urban organism. Housing is placed at the North and East sides of the site.

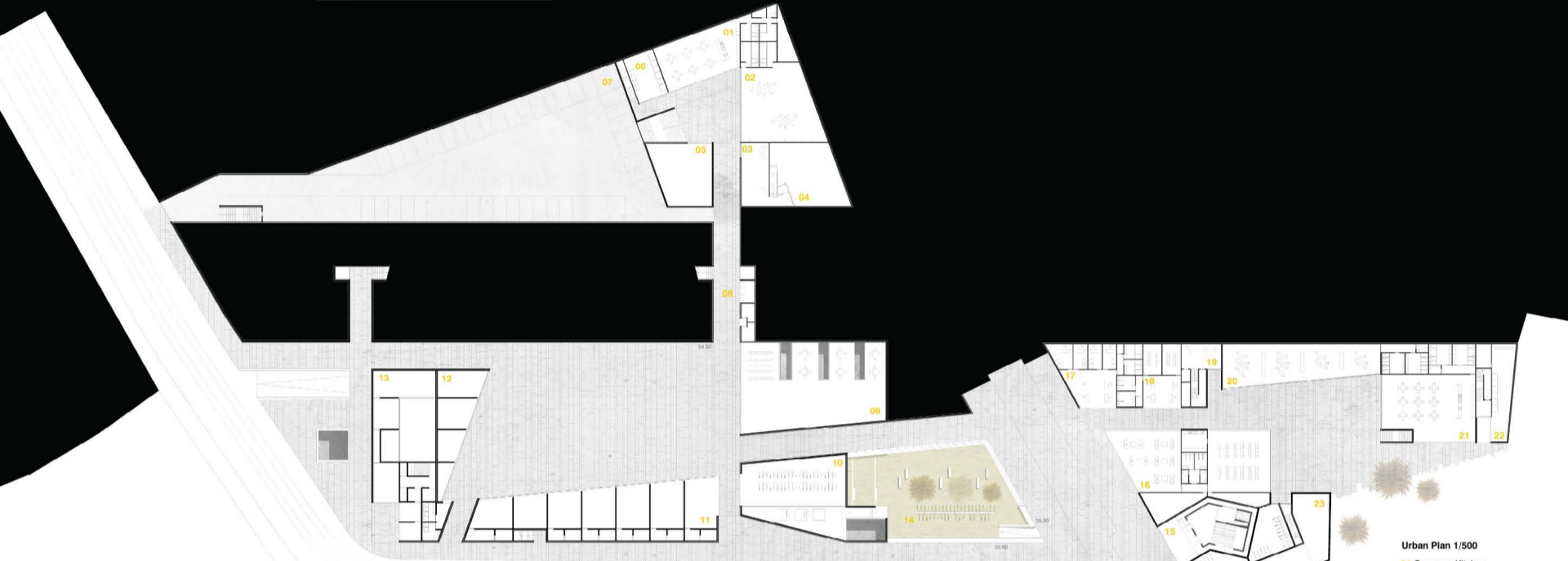
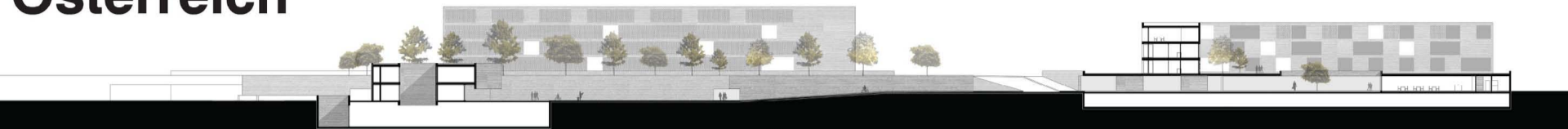


2) Mobility: "trasperts node" is a key for the intervention, discouraging the using of conventional cars and enhancing easy connection between public transports, pedestrians and bikers.



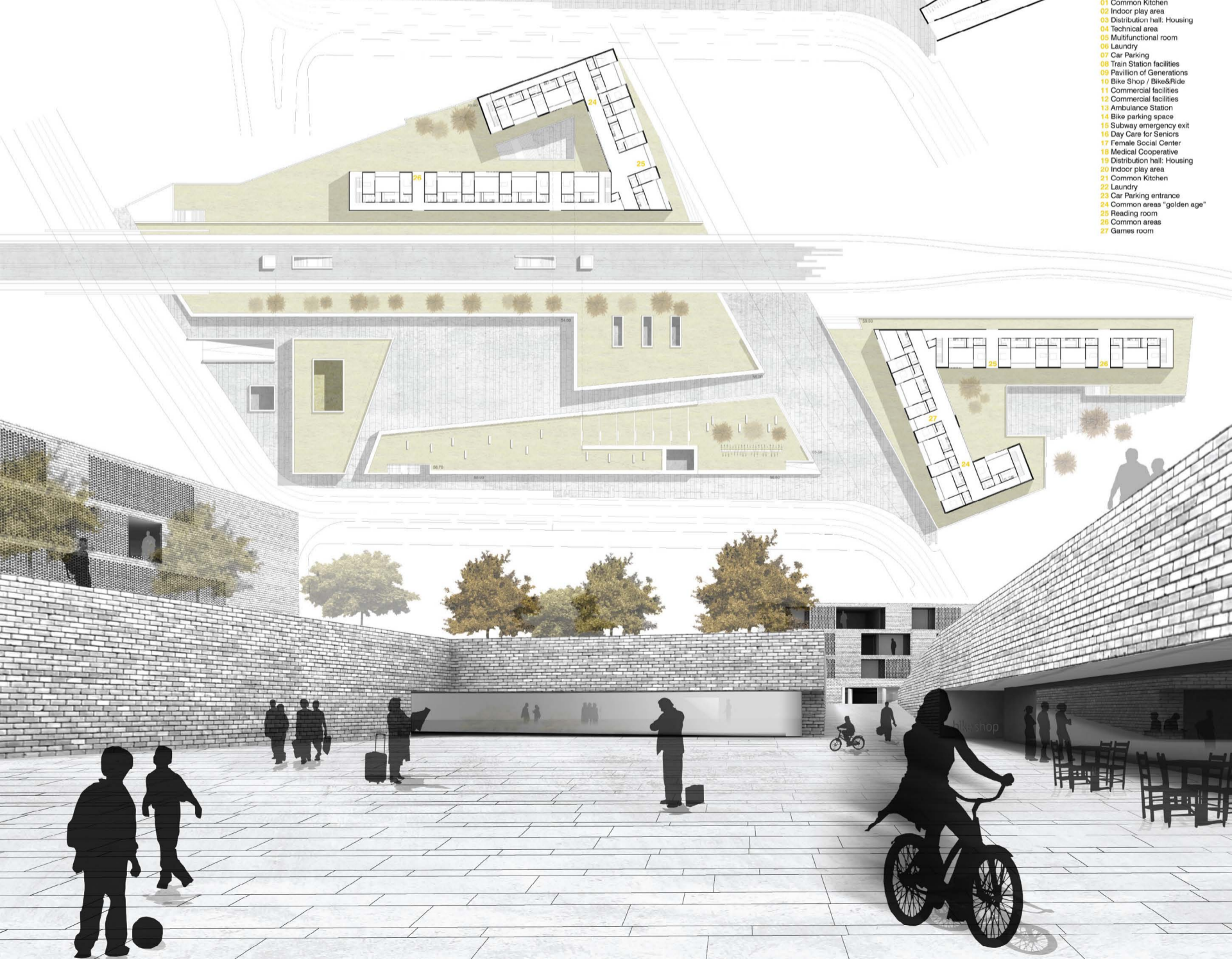
3) Green: the green spaces that shape the public work as gathering places for the community and are linked with the surrounding environmental network. An idea of landscape, also integrating the train tracks, is clearly work out.

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Urban Plan 1/500

- 01 Common Kitchen
- 02 Indoor play area
- 03 Distribution hall: Housing
- 04 Technical area
- 05 Multifunctional room
- 06 Laundry
- 07 Car Parking
- 08 Train Station facilities
- 09 Pavillion of Generations
- 10 Bike Shop / Bike&Ride
- 11 Commercial facilities
- 12 Commercial facilities
- 13 Ambulance Station
- 14 Bike parking space
- 15 Subway emergency exit
- 16 Day Care for Seniors
- 17 Female Social Center
- 18 Medical Cooperative
- 19 Distribution hall: Housing
- 20 Indoor play area
- 21 Common Kitchen
- 22 Laundry
- 23 Car Parking entrance
- 24 Common areas "golden age"
- 25 Reading room
- 26 Common areas
- 27 Games room





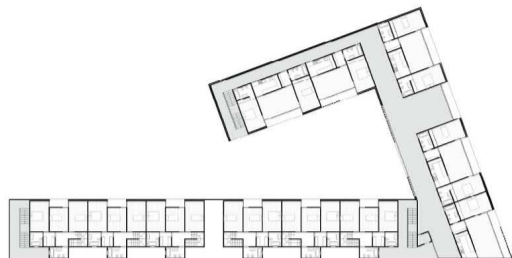
Housing blocks are perforated by public pathways at the platform level



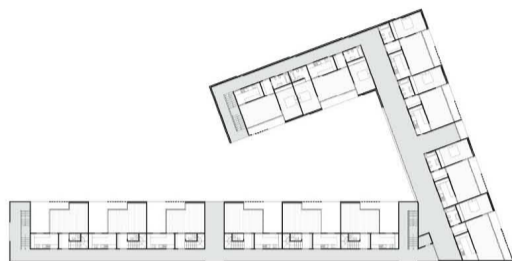
Housing typologies are organized around a gallery which can be used as common spaces



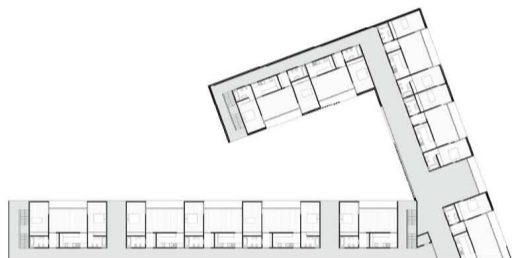
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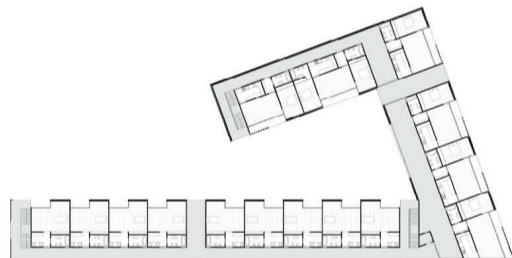
4th floor plan



3th floor plan

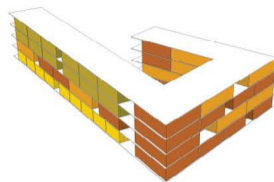


2nd floor plan

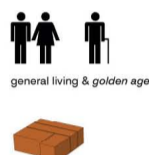


1st floor plan

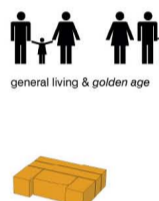
Residential Block 1/500



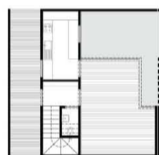
temporary living



general living & golden age



general living & golden age



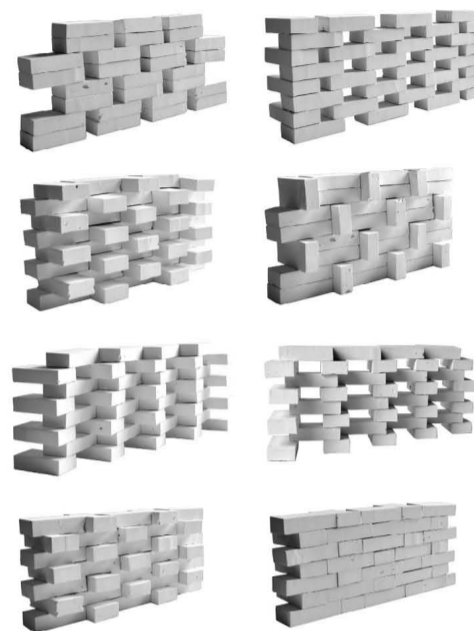
general living



Typologies 1/200



Galleries and facilities provide a "buffer" in the facades shearing the train lines



The use of the brick in the project area creates a strong identity. This material, highly common in Wien's traditional building techniques, is seen as a durable and sustainable option. With its unique versatility it can be combined in order to create patterns and textures. This system plays an important role in the buildings: open meshes can be used to ventilate the galleries and different widths and textures react to the noise issues in the site area.

