

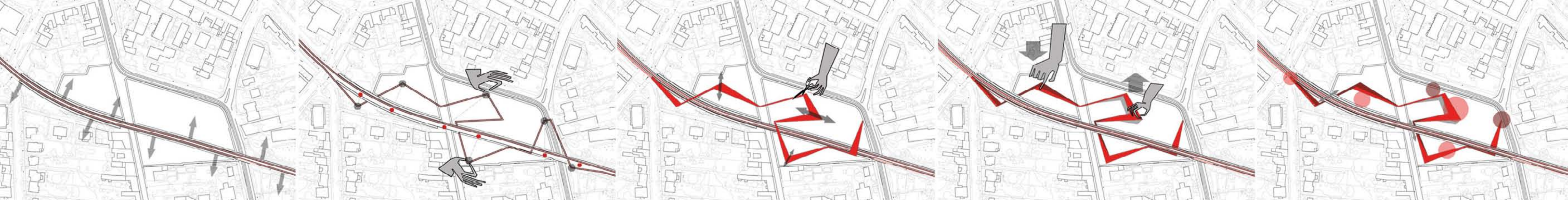
Railway is the central concept of this project. The challenge is to see the existing rails not as a physical barrier, but rather as a part of a connection net. Starting from the actual rails, another one will be created and distorted, blending itself to the need of the whole community. In this perspective the new "rail-path" will collect also the old one, the bus and tram stops, and the new facilities created for ennobling the whole area. In doing that the path will have a stronger meaning of connectivity than the usual one. In fact it will not only represent different ways of mobility at the same time, but also it will become itself facilities and places for users connection (e.g. shops, squares...). The project locates three main FACILITIES POLES: the ambulance centre, the pavilion of generation with commercial and social activities, and a social housing area. These poles are connected and defined thanks to a continuous broken line that represents also the main structural link of the area. This path allows three CONNECTIONS between the north and the south corner, passing under the railway and creating a safe link for pedestrians and bicycles.

The first passage in the west area links two sides of the train station, the second one, in the central part of the plot, it creates the missing connection between Lainser Straße and Speisinger Straße, and eventually, the third one, in the east, connects easily the housing building with bus and tram stops. A CO-HOUSING model for residence dominates the south area and proposes integration between elderly people residences and temporary living accommodation. The main aim is to create a 100% shared space (a community space) in the whole area, where, either people who live there either simple citizens can share part of their leisure time. For achieving that common spaces are made of private or half-private areas inside and outside the building. More in particular inside the building (one common room every 6 apartments) and outside with green areas and a common vegetable garden.



BIRD VIEW PERSPECTIVE

PROJECTUAL STEPS



The railway as a barrier

Track modify

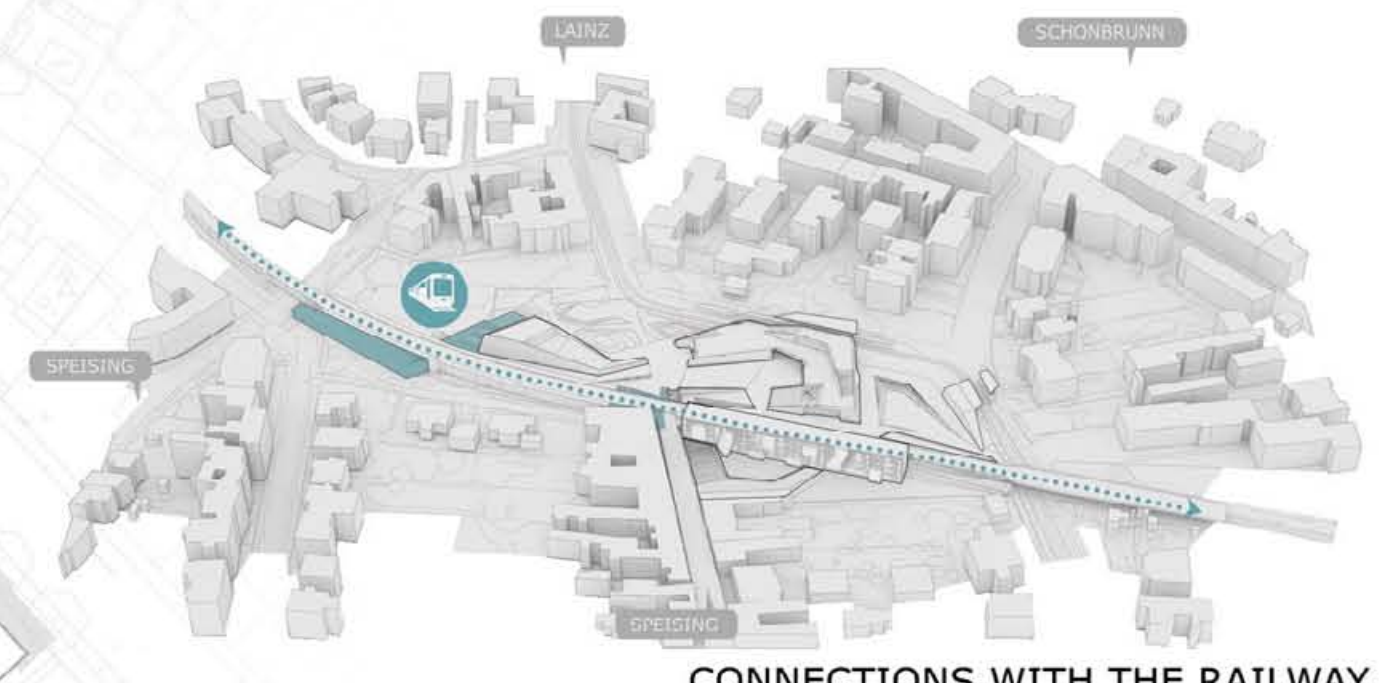
Track offset

Vertical stretch

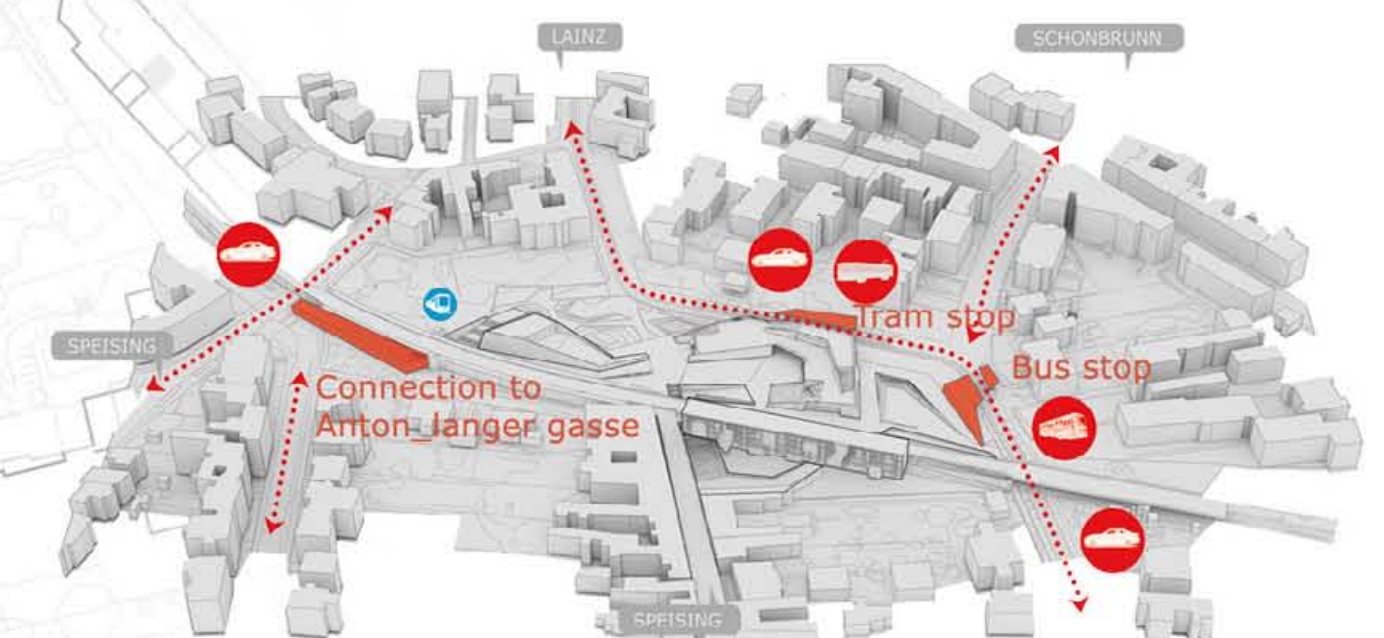
Connection between old and new functions



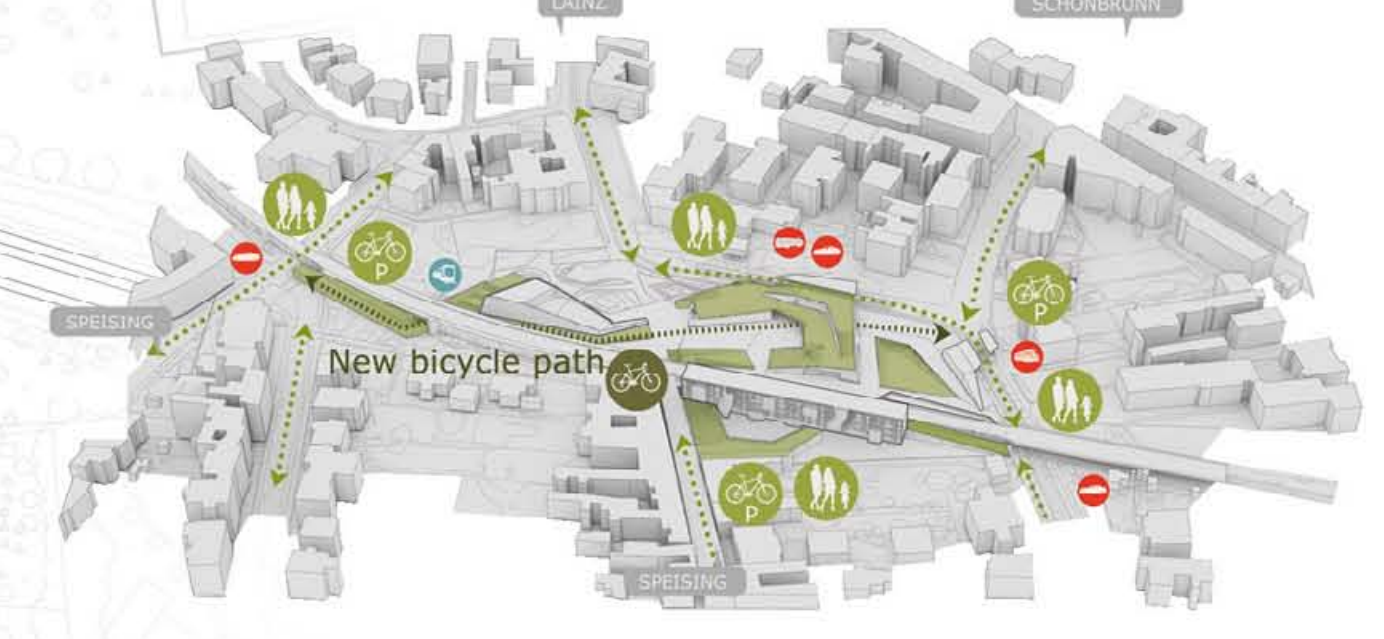
SITE PLAN SCALE 1:1000



CONNECTIONS WITH THE RAILWAY

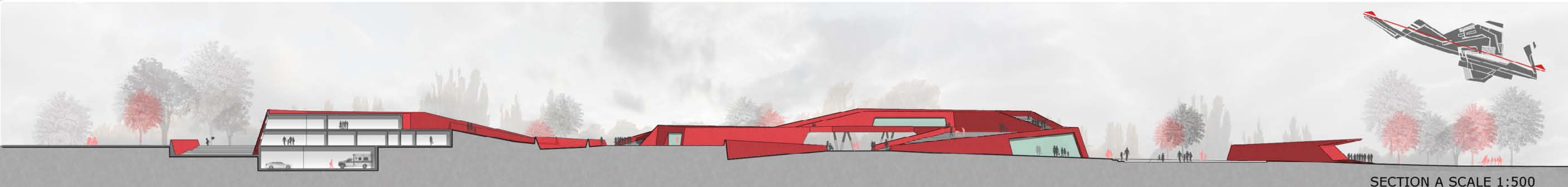
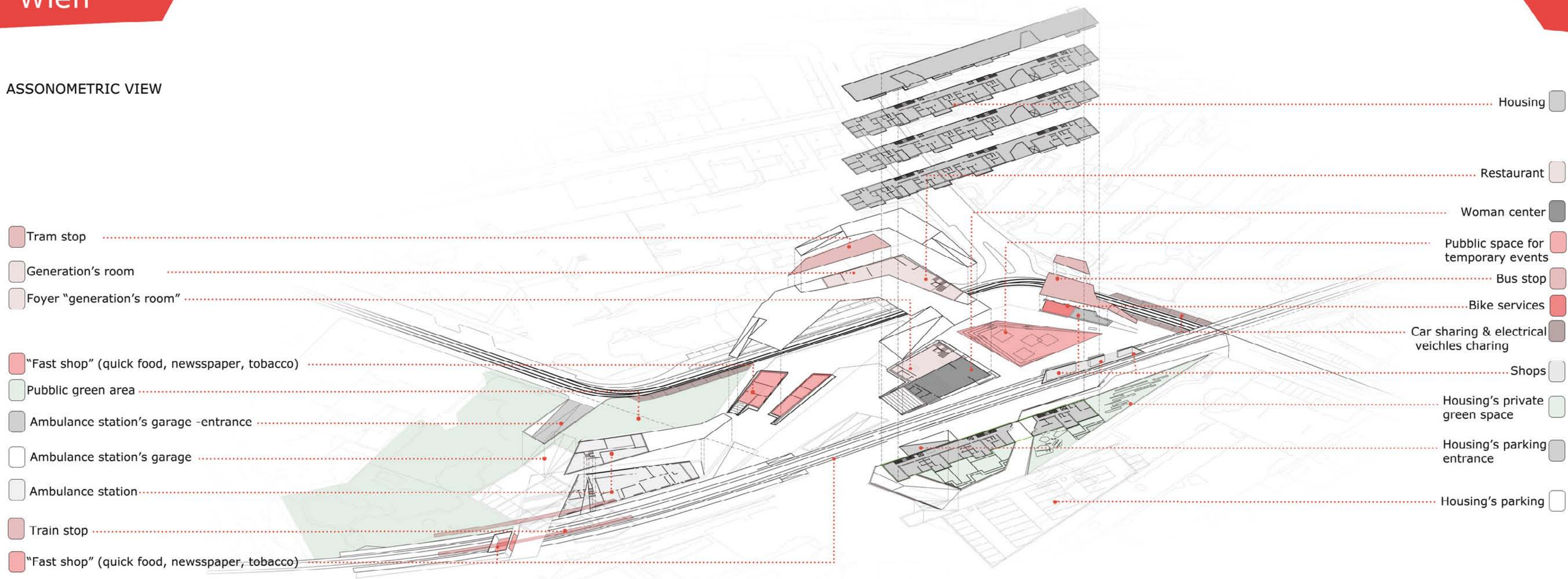


CONNECTIONS WITH THE TRANSPORT NET



PEDESTRIANS AND BICYCLE PATHS

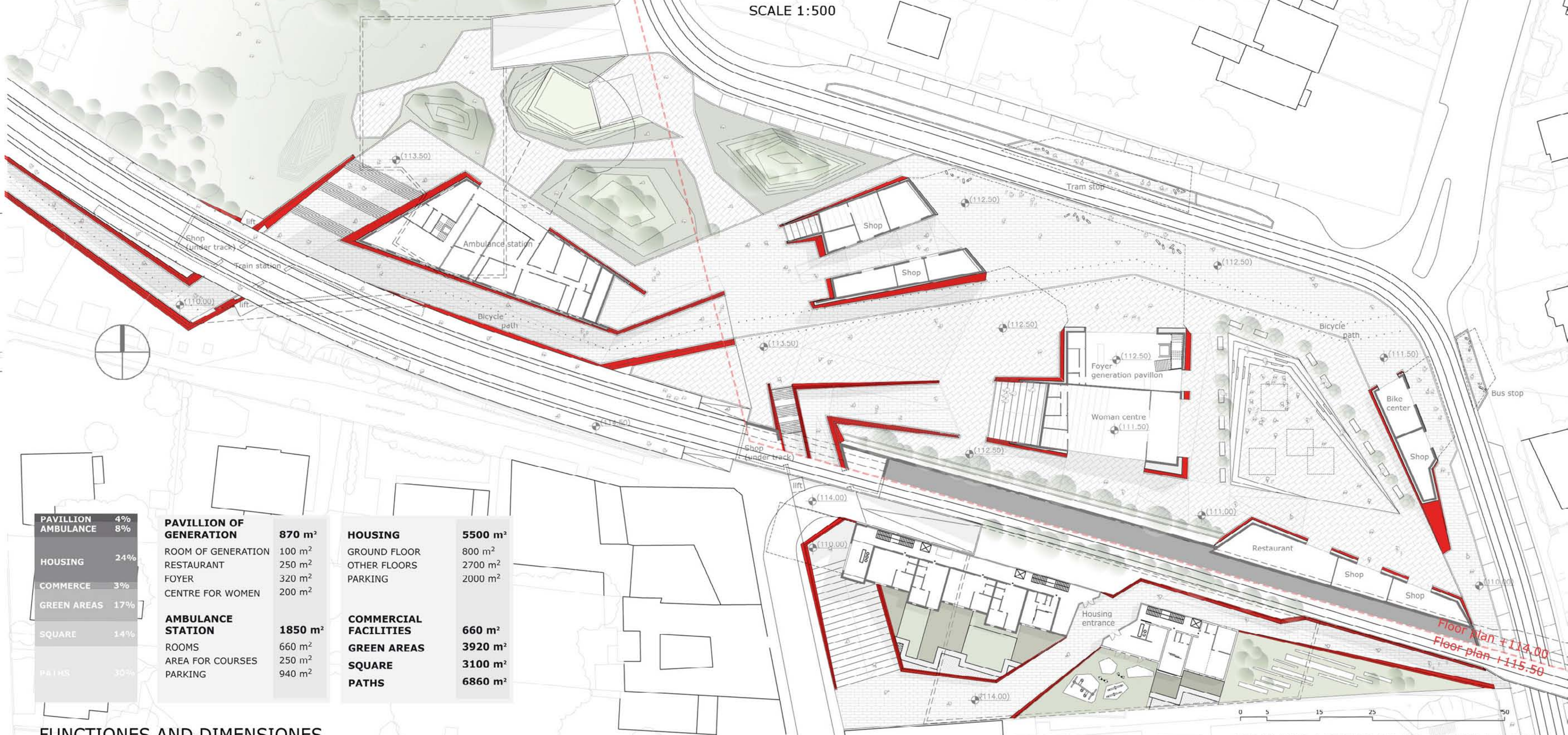
ASSONOMETRIC VIEW



SECTION A SCALE 1:500



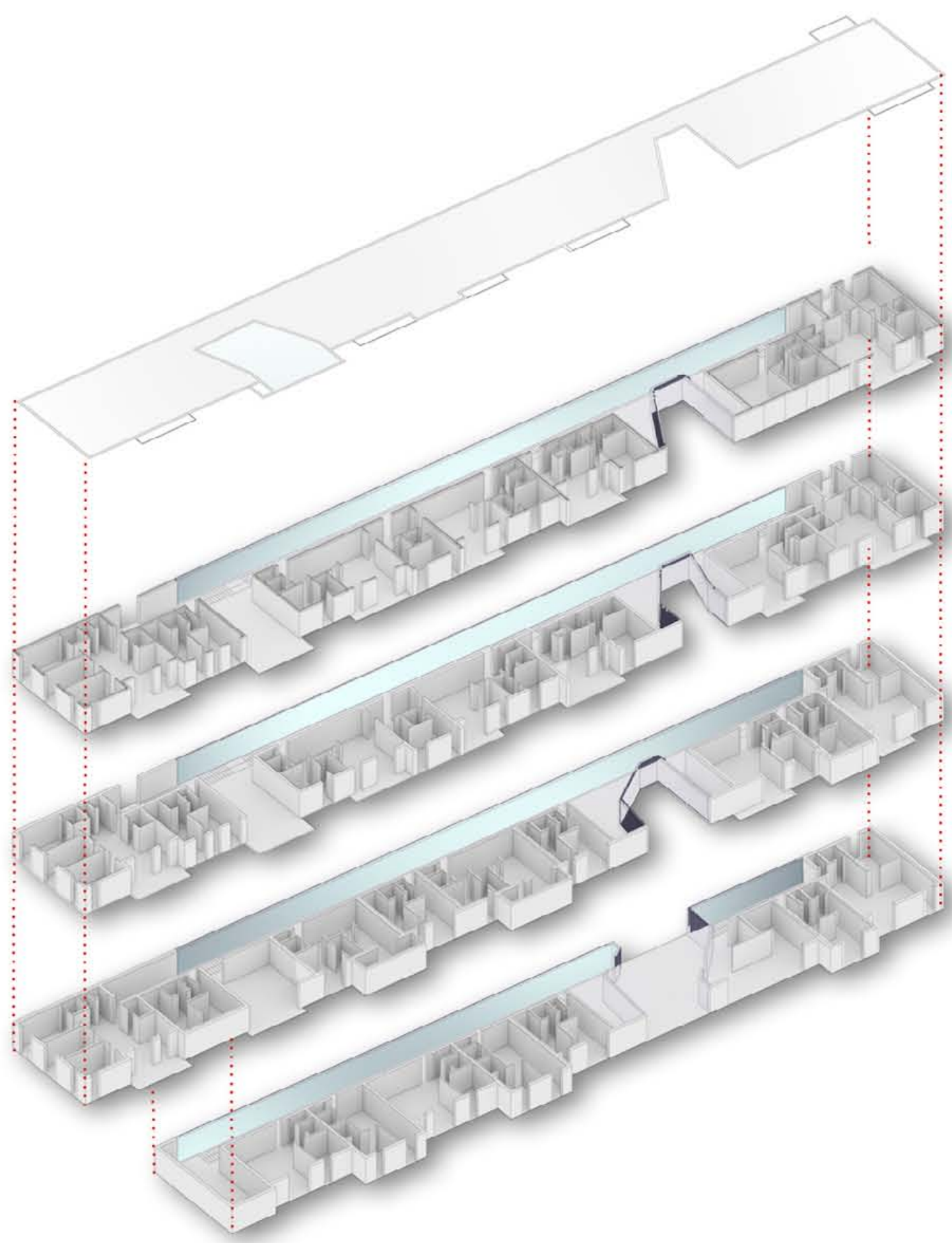
SECTION B SCALE 1:500



GROUND FLOOR PLAN SCALE 1:500

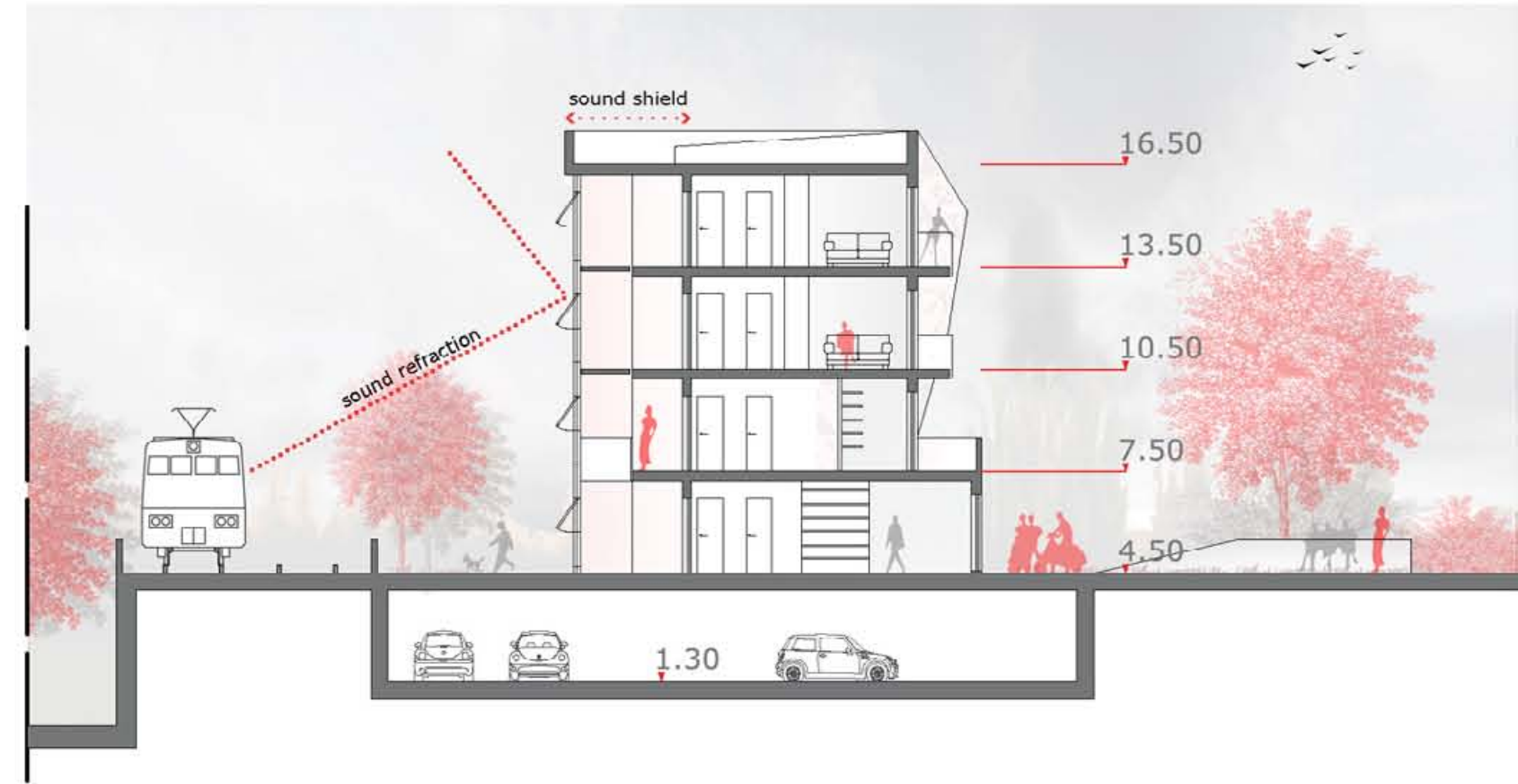
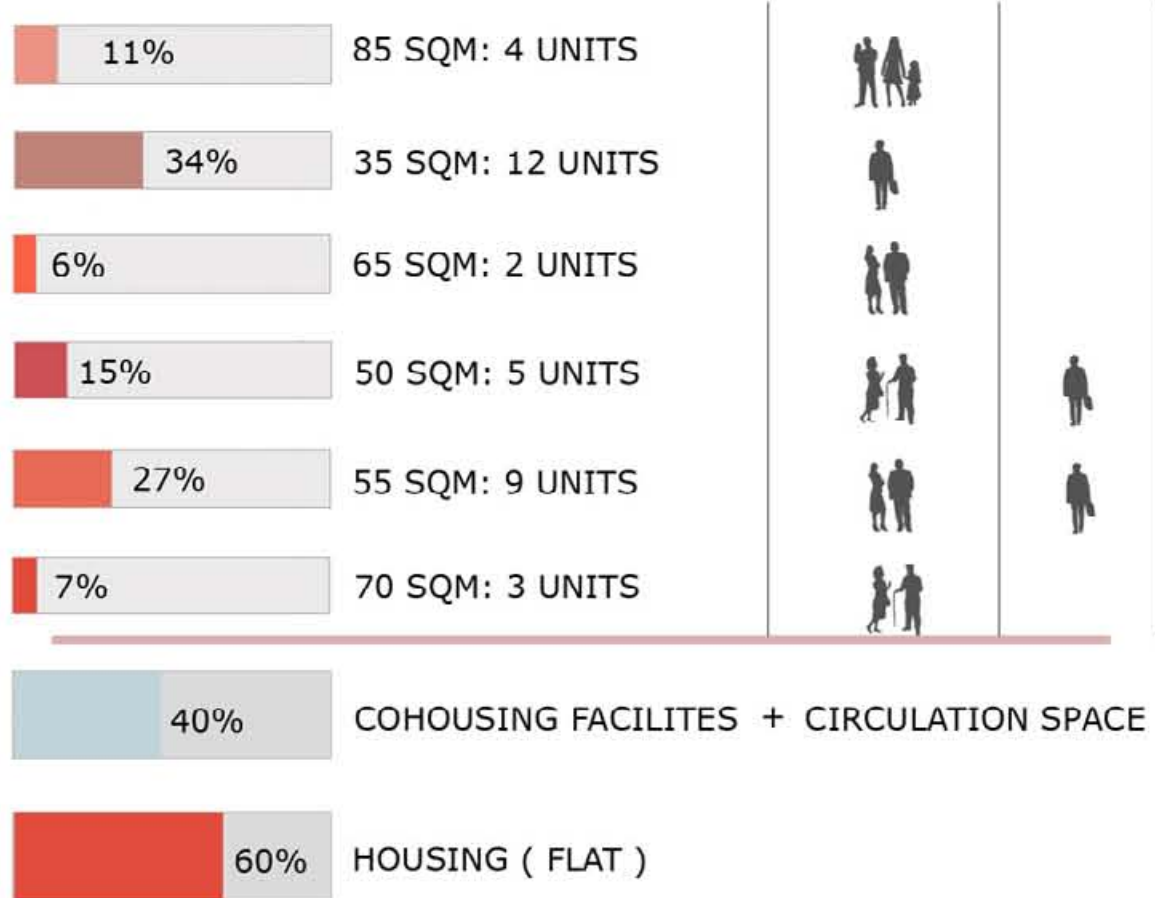
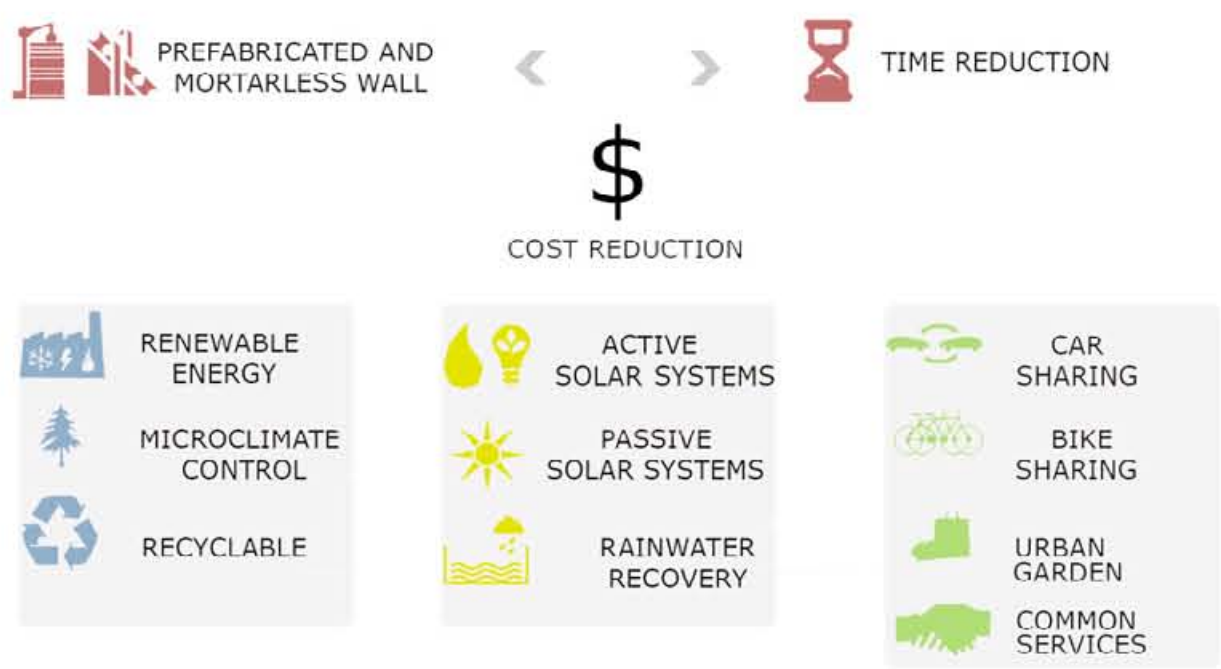
PAVILLION AMBULANCE	4%	PAVILLION OF GENERATION	870 m ²	HOUSING	5500 m ²
	8%	ROOM OF GENERATION	100 m ²	GROUND FLOOR	800 m ²
HOUSING	24%	RESTAURANT	250 m ²	OTHER FLOORS	2700 m ²
		FOYER	320 m ²	PARKING	2000 m ²
COMMERCE	3%	CENTRE FOR WOMEN	200 m ²		
GREEN AREAS	17%			COMMERCIAL FACILITIES	660 m ²
SQUARE	14%	AMBULANCE STATION	1850 m ²	GREEN AREAS	3920 m ²
		ROOMS	660 m ²	SQUARE	3100 m ²
PATHS	10%	AREA FOR COURSES	250 m ²	PATHS	6860 m ²
		PARKING	940 m ²		

FUNCIONES AND DIMENSIONES



ROOF GARDEN

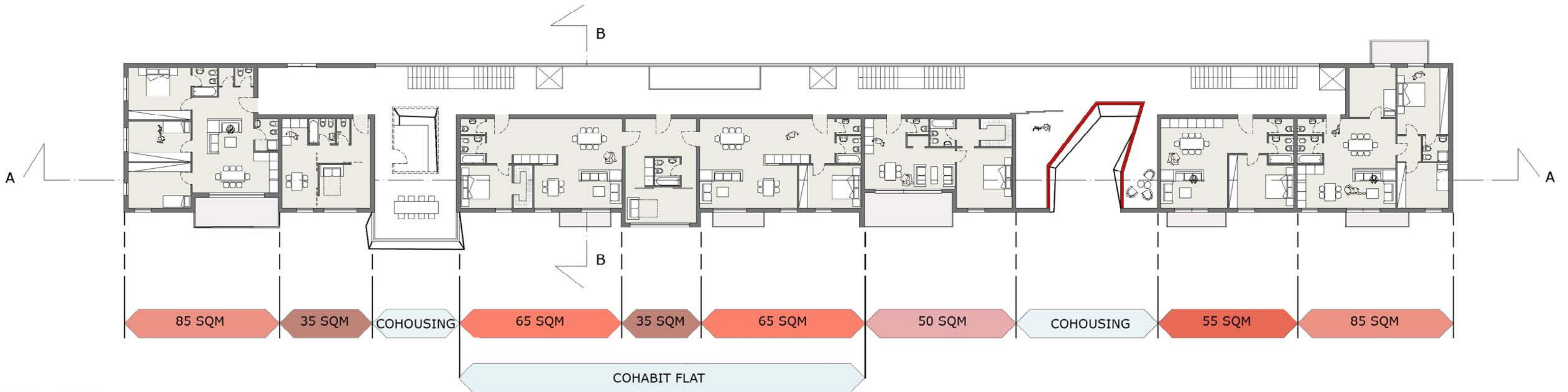
3°
2°
1°
0



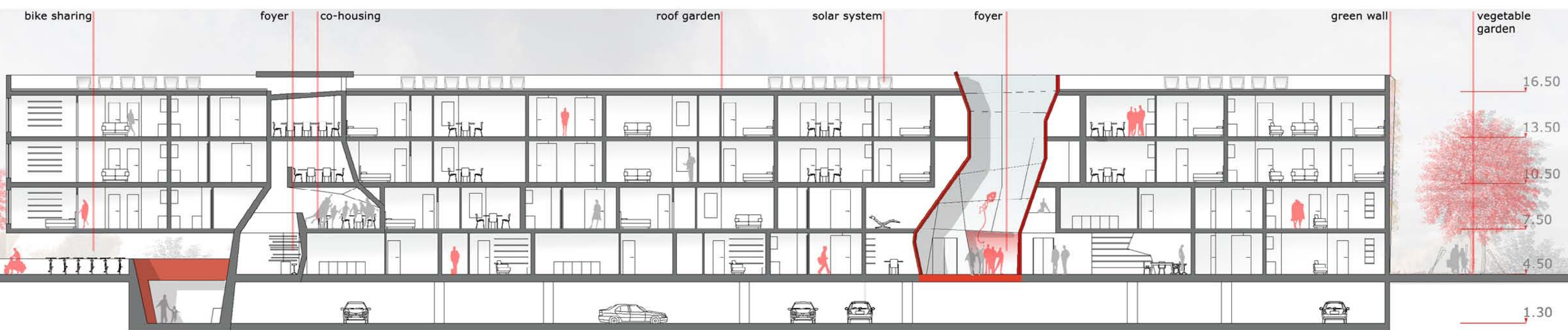
GREEN ECONOMIC STRATEGY

DIMENSION DIVERSIFY STRATEGY

SECTION BB SCALE 1:200



THIRD FLOOR PLAN SCALE 1:200



SECTION AA SCALE 1:200



FACADE SOUTH SCALE 1:200