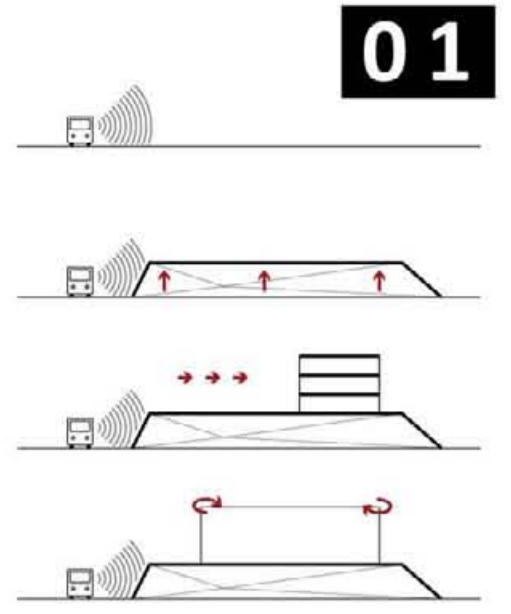


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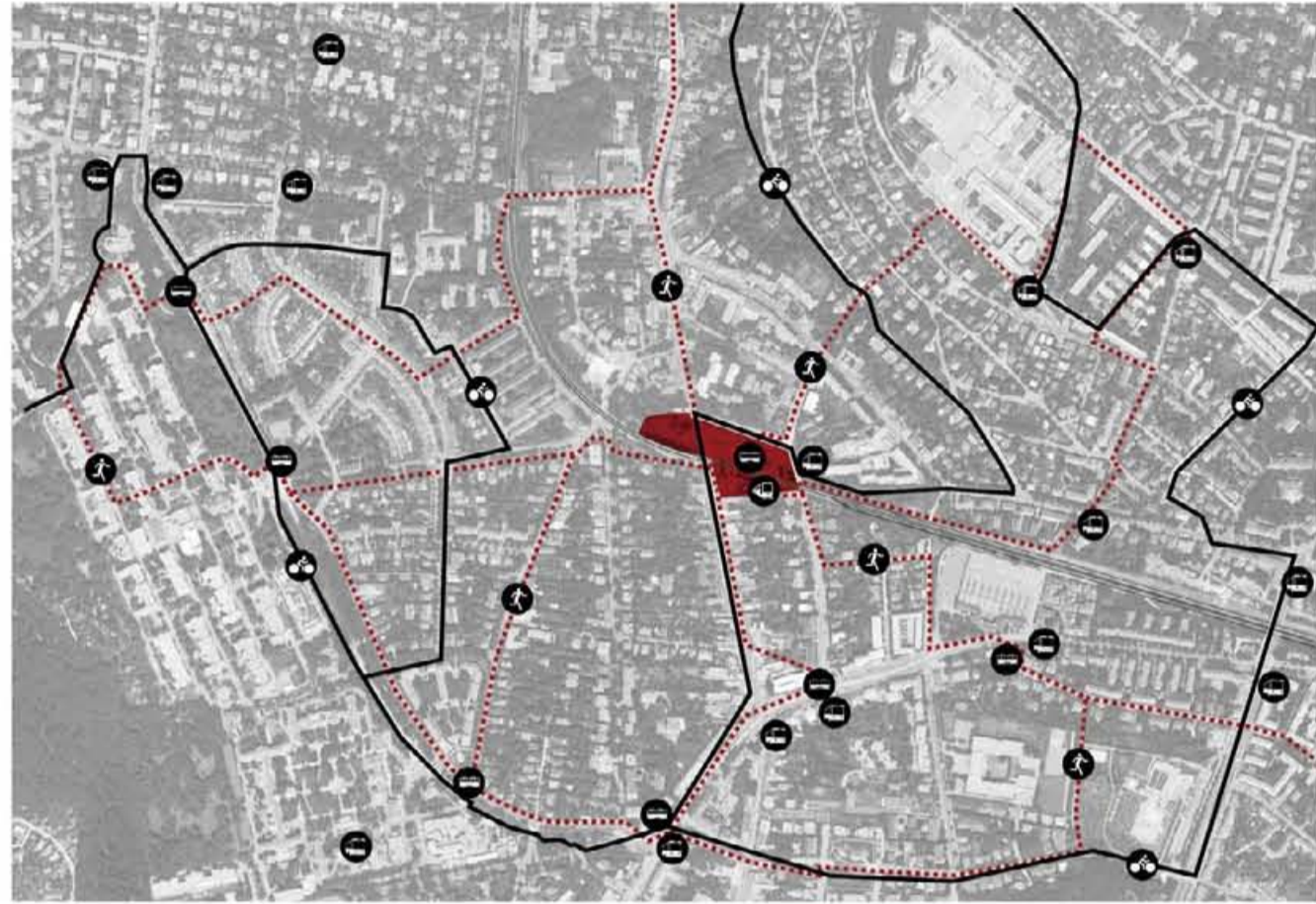
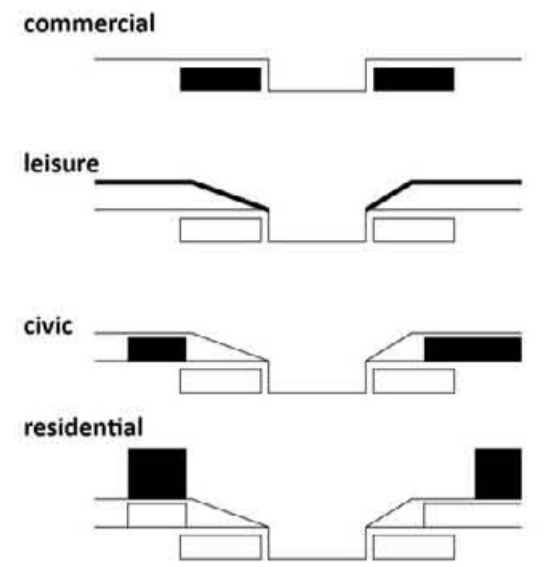
Noise Control

The biggest advantage and disadvantage that the project site has is transportation system, such as tram line and railway, runs through the site. Therefore, one of the most important elements in design is dealing with the noise caused by trams and trains. The first step is to lift up the site to create a buffer between the level of origin of noise and the level of residential units. The second step is to push the residential mass further from the tram line and railways. The last step is to rotate the mass 90 degrees and make it perpendicular to tram line and railways so that main rooms of residential units are not facing to origin of noise.

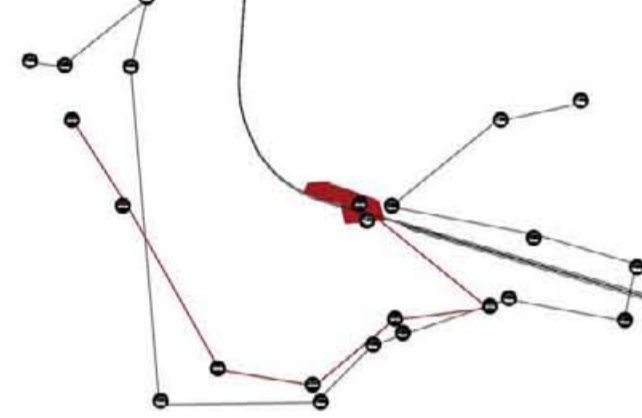


Programming

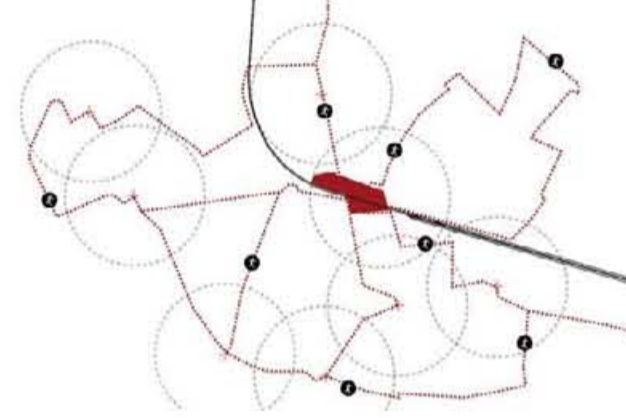
Because of various transportation link around the site, it has a strong potential to be developed as focal point of the neighborhood. Therefore, having civic functions and commercial use are as important as having residential programs. The underground passage to railway platform can be used as access to commercial zone, and surface of podium to reduce the noise effect can be used as leisure space that attracts public on to the site. Also, space of the podium is for civic programs that link between neighborhood and tenants in upper level.



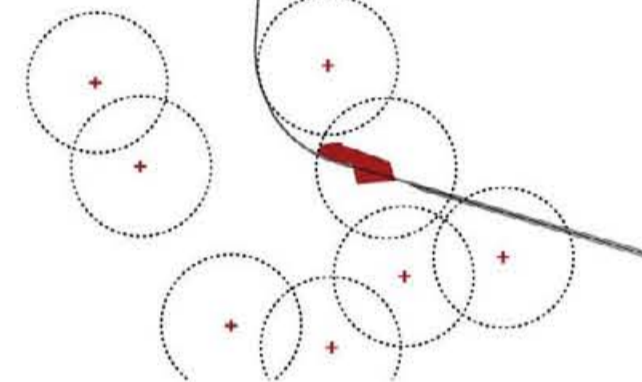
transportation network



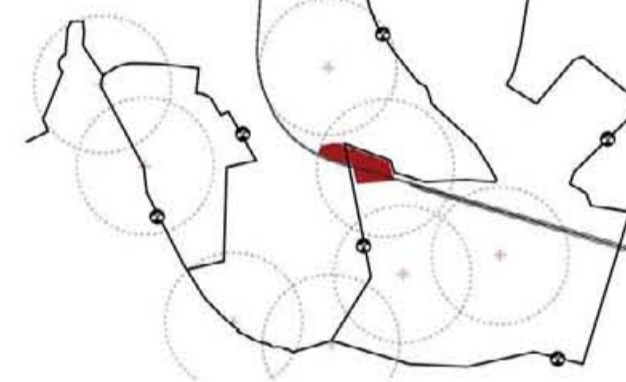
pedestrian route



psychological boundary



bike route



Strategic Site Study

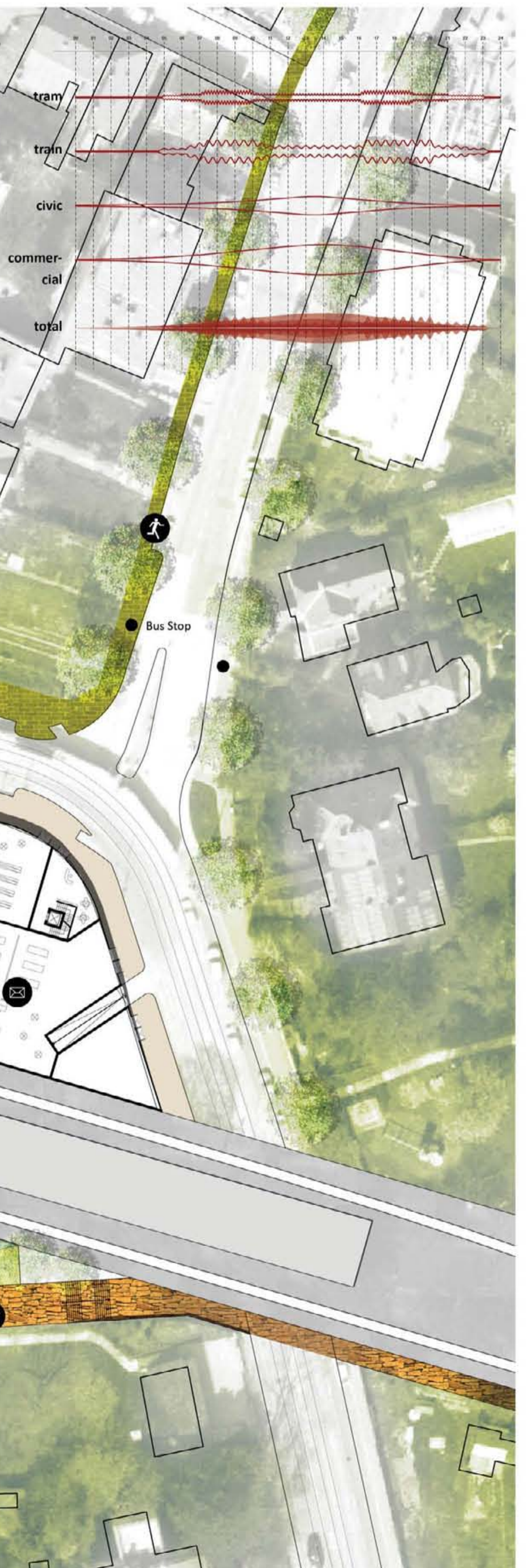
Considering its locational advantages in accordance with various transportation system, it is very important to structure a system of interconnection between mobilities as well as proposing a new program on to the site. Despite of well structured first transportation system, such as bus, tram, and rail, second or third means of transportation connections are occurring spontaneously on the strategic site. Therefore, the goal of the regional study is to re-connect mobility structures so that the inter-connection can play a role of bonding the community in larger scale and creating a new social culture. New routes for pedestrians, bikers, or other means users are implemented on to the strategic site in regards to the duration of travel of 10-20 minutes. This is a psychological boundary that a human recognizes as social boundary. And since these routes are inter-connected with existing means of transportation, people can expand their social boundary in larger scale, and eventually this expansion will bring a new recognition of society and neighborhood.

Site Plan (1:500)



Timeline of Usage

Currently, major visitor of the site is tram and train passengers. Therefore, there are very limited usage of the site for now. However, when the project includes civic and commercial functions, not only more people will visit the site but also usage time of the site will extend throughout a day. Eventually, this increase of visitors and time will make the site more viable and focal.



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Residential Program



There are total 130 residential units including 35 units for golden-age-living. Instead of vertical separation of unit types, different unit types are sharing common space on the same floor.

Leisure Feild



Roof surface of podium is folded to give an artificial landscape for leisure purpose. Instead of using green space as private court only for residents, this folded plane is open to public for the sake of community activities.

Urban Facility (Civic)

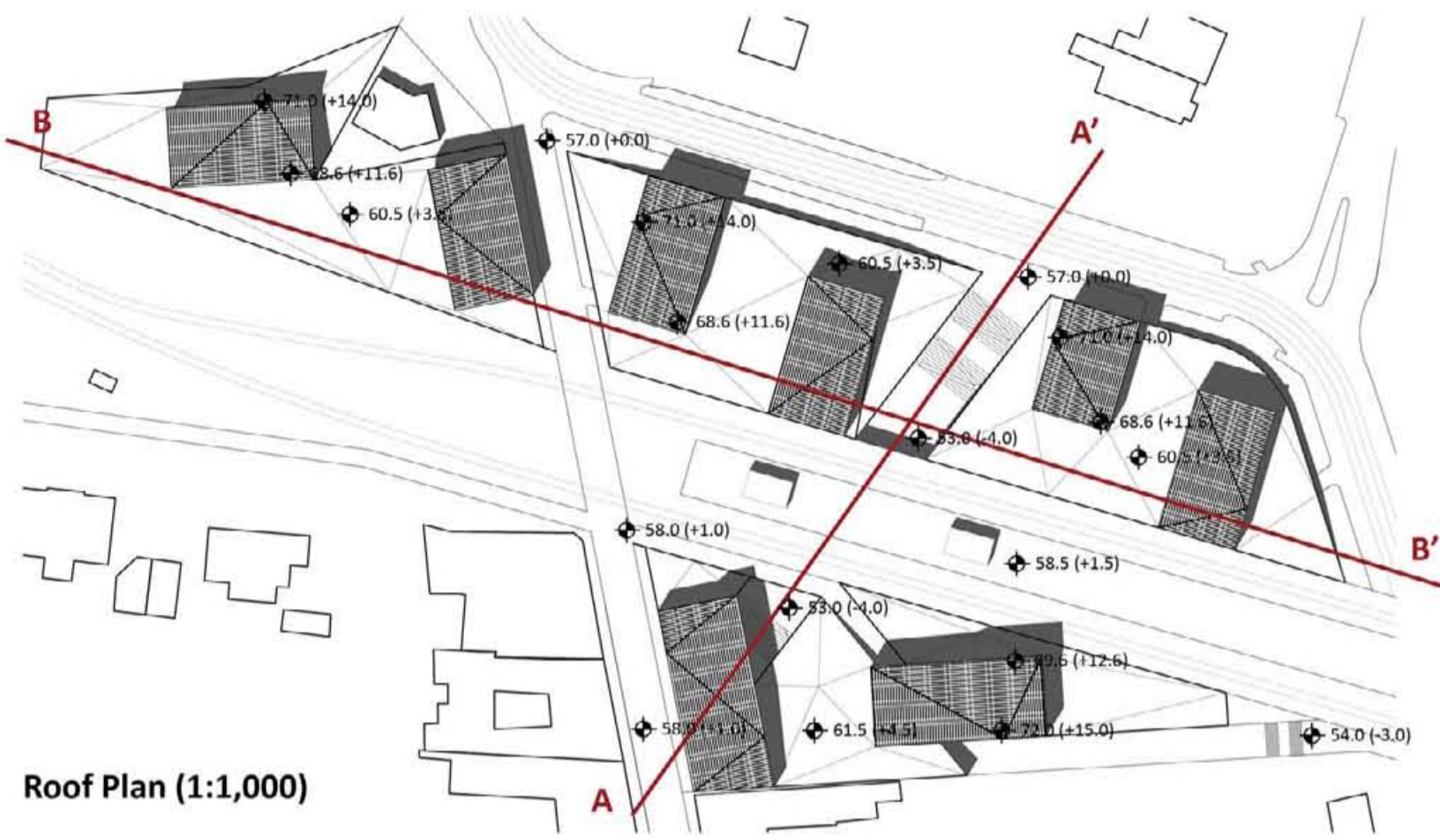


The project includes numbers of urban facilities and the program that is more related to civic function will be located on the ground floor so that both residents and neighborhoods can access easily.

Urban Facility (Commercial)

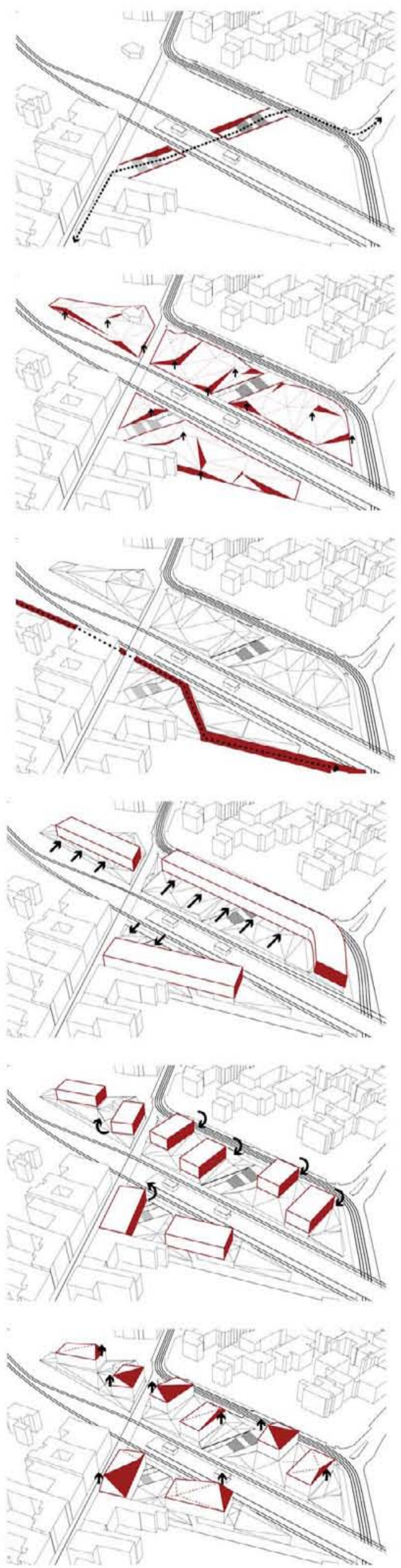
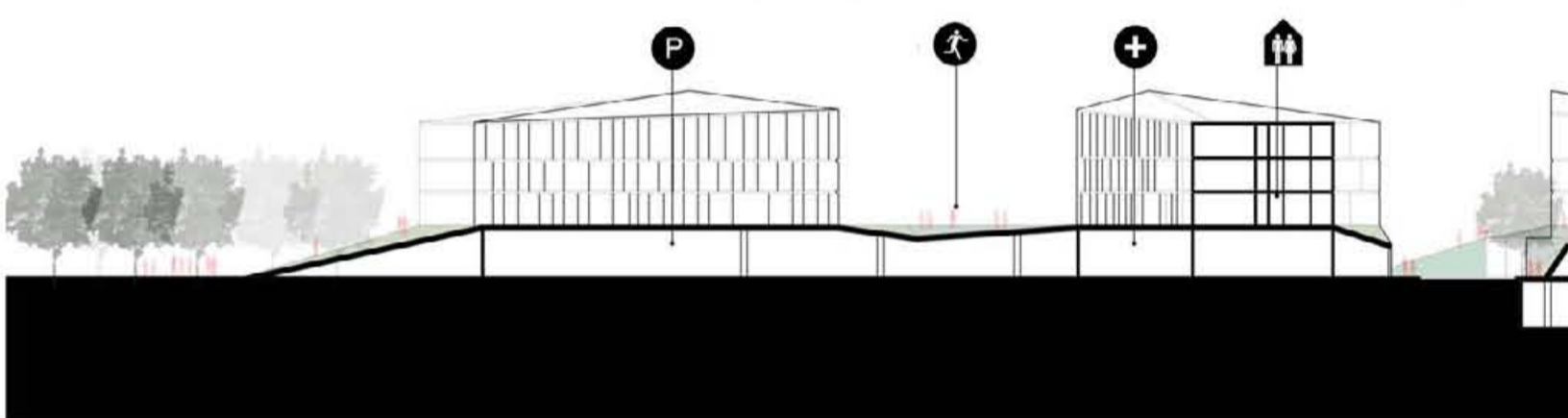
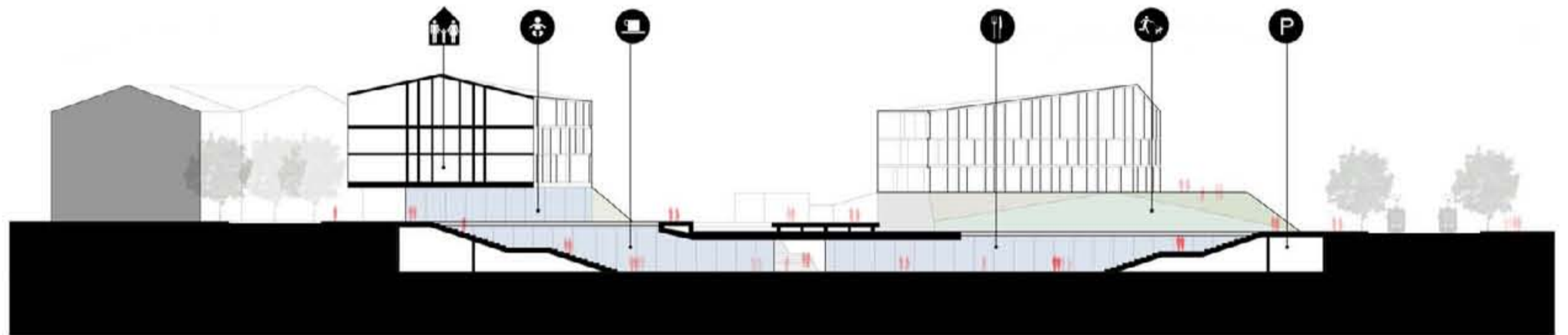


The main access in the middle of the site to the train platform will also function as an access to commercial programs. This is to make the site more viable throughout time and, eventually, as focal point of the city.



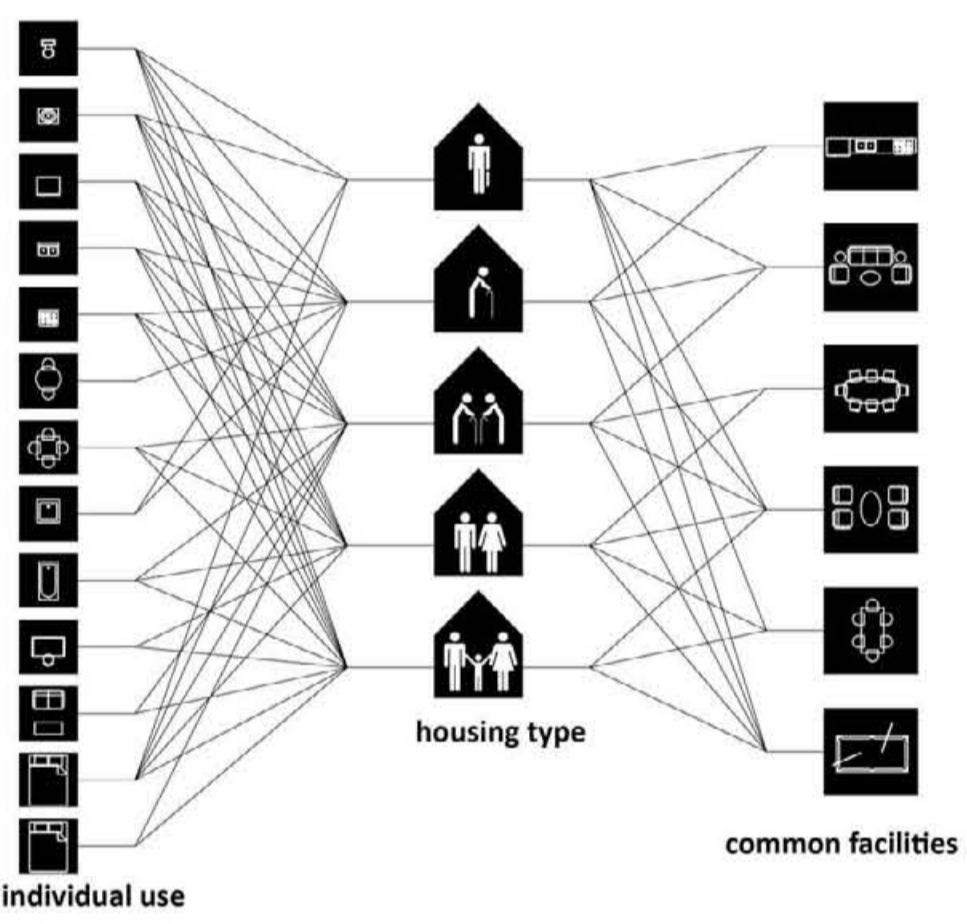
Development Strategy

Public transportation is the key word in sustainable city these days. Despite of increase of individual cars, people are relying on public transportation more and more for commuting to work everyday. Therefore, densifying an area around transportation hub became a sustainable solution these days. The project site has very strong potential to be a focal point of the city because of its various urban mobility. Hence, both densifying of the site and introducing various urban programs in it are proposed to realize the potential possibilities. Underground level can be used very actively in a relation to the access to train platform. It is not only for train passengers but also for general public in the city because the area can be accessed very easily from any part of the city thanks to tram and bus networks.

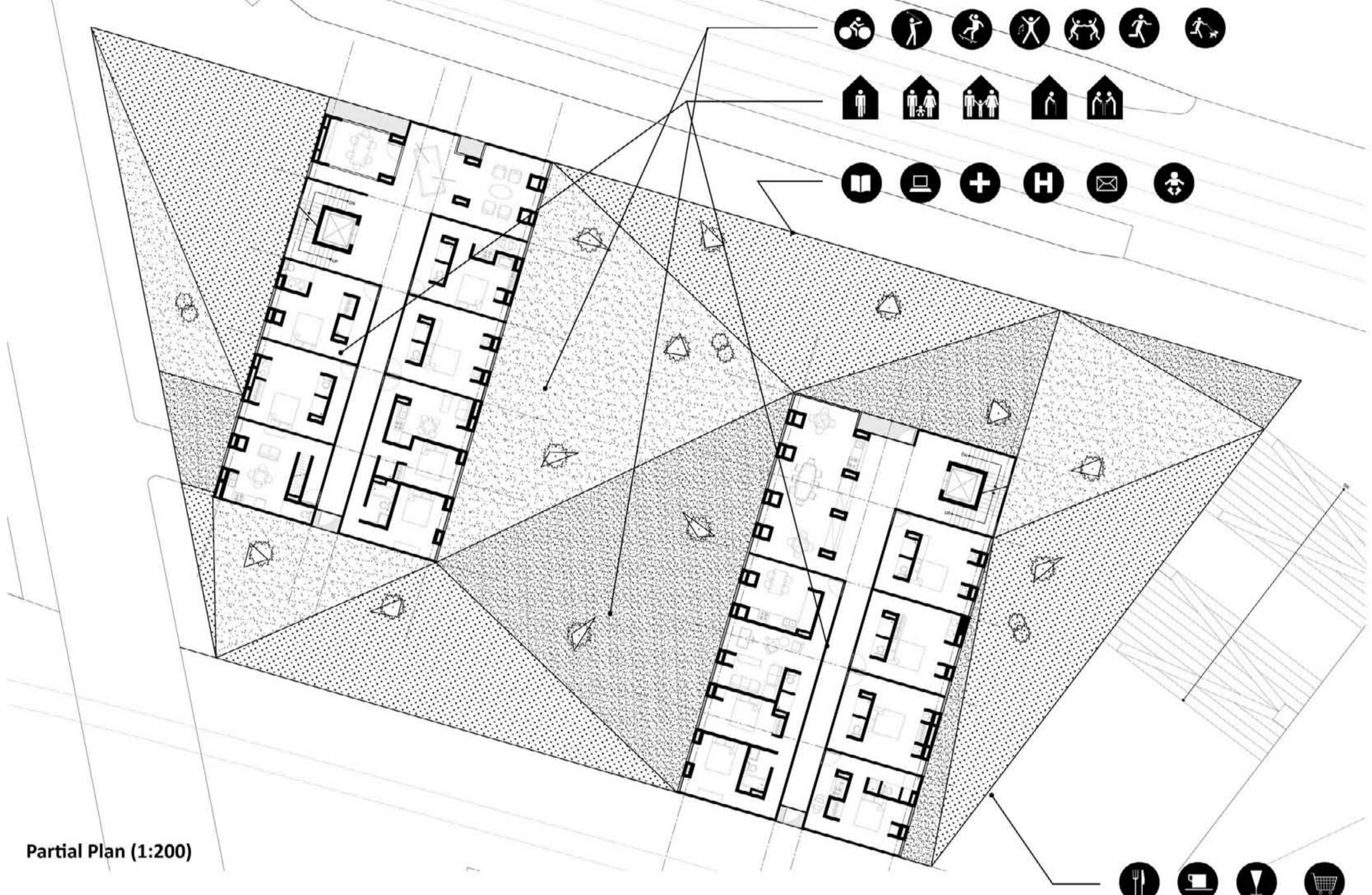
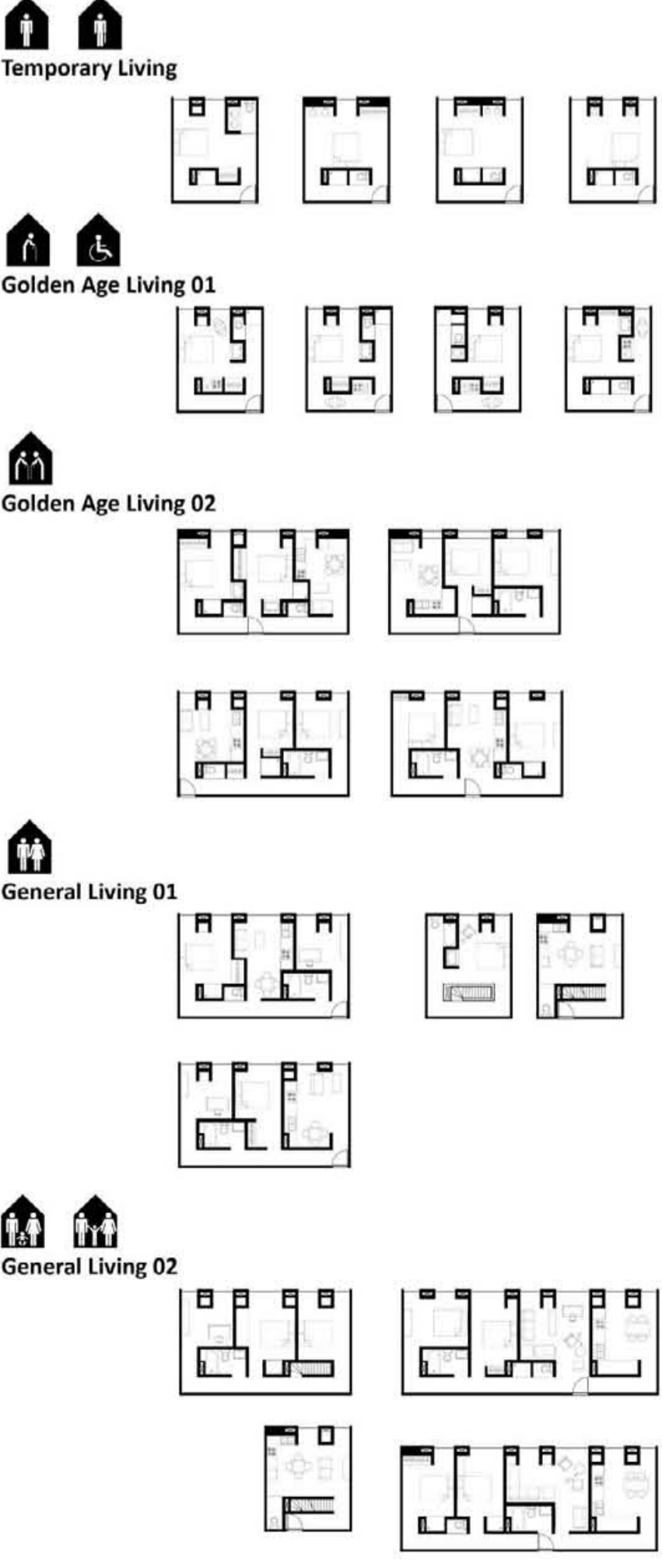




Residential Program



Unit Plan

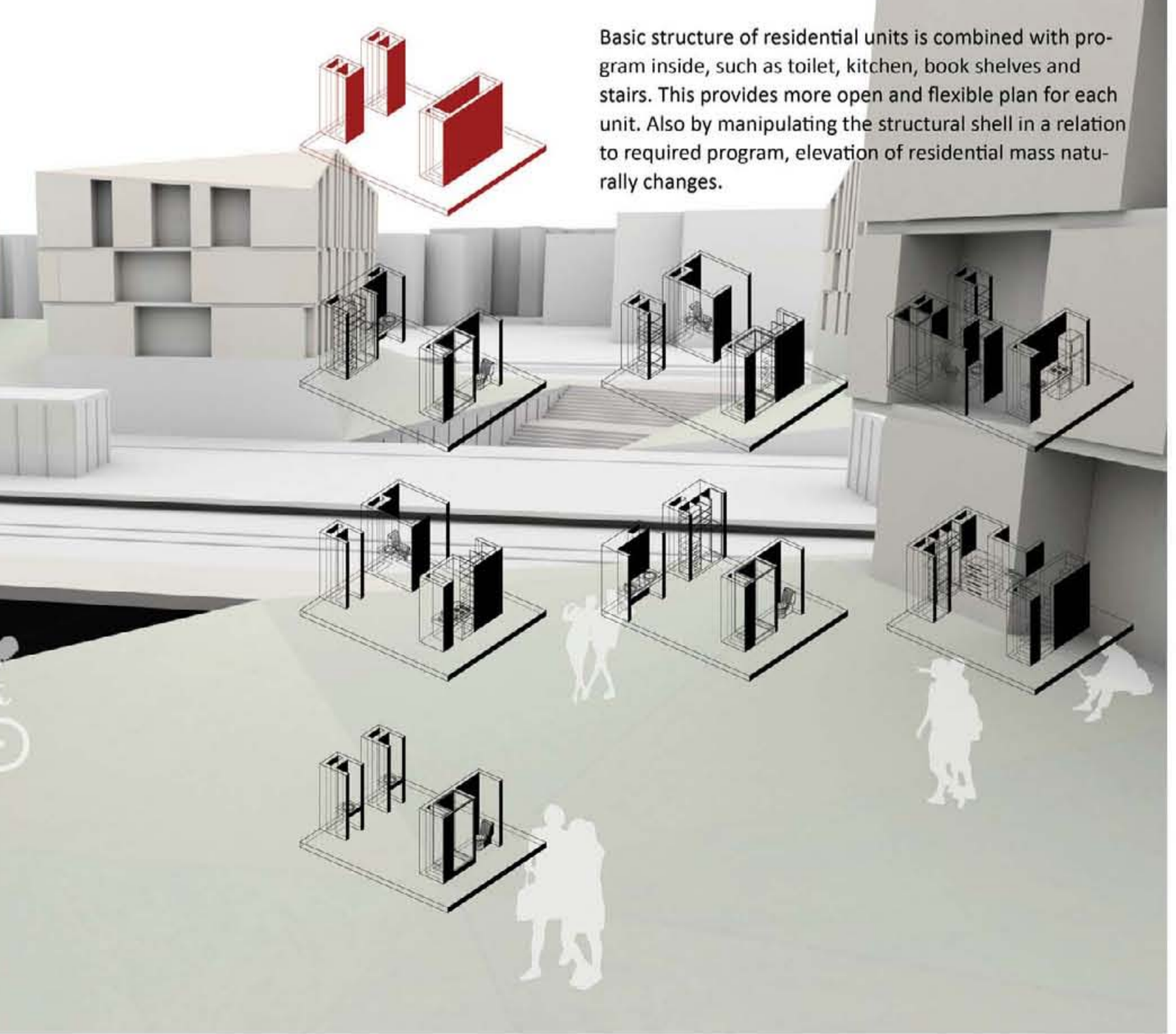


Partial Plan (1:200)

Common Space Sharing



Structural Diagram



Basic structure of residential units is combined with program inside, such as toilet, kitchen, bookshelves and stairs. This provides more open and flexible plan for each unit. Also by manipulating the structural shell in a relation to required program, elevation of residential mass naturally changes.