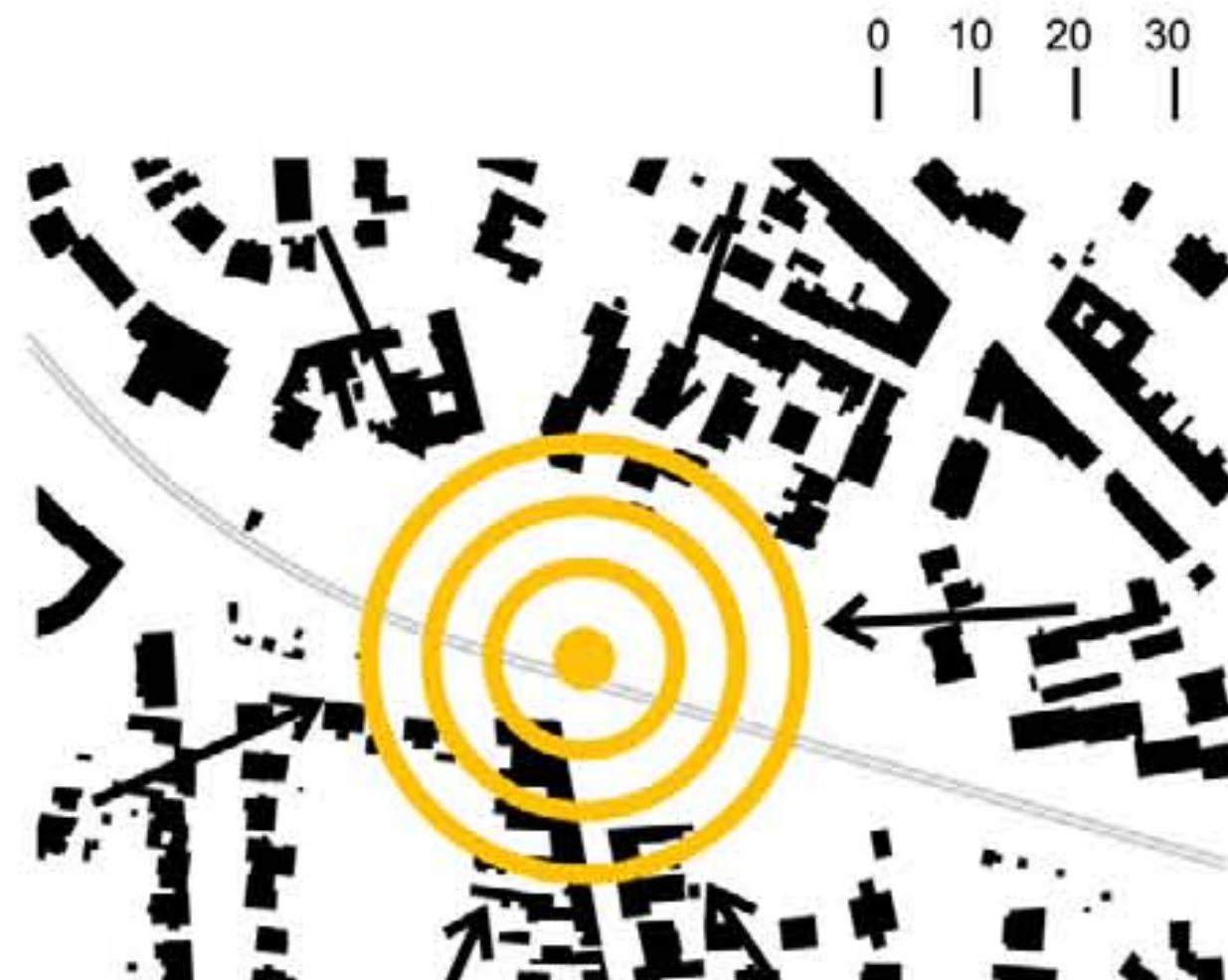


VO037

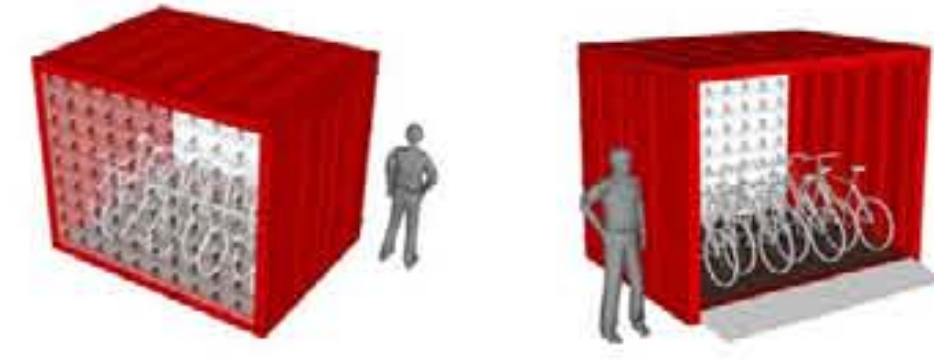


From the first walk around the neighborhood it is evident that the project site is situated in a very pleasant residential area. However, lack of accompanying services is apparent. This is even more emphasized by the fact that the nearby geriatric hospital with over 160 000 square

meters will be converted mostly to residential spaces. There is also a possibility that the broadcast company ORF will evict from its premises and since the space is atop the hill with vistas towards the city of Vienna, even that area could be converted to residential. In light of that it was concluded that this site which is

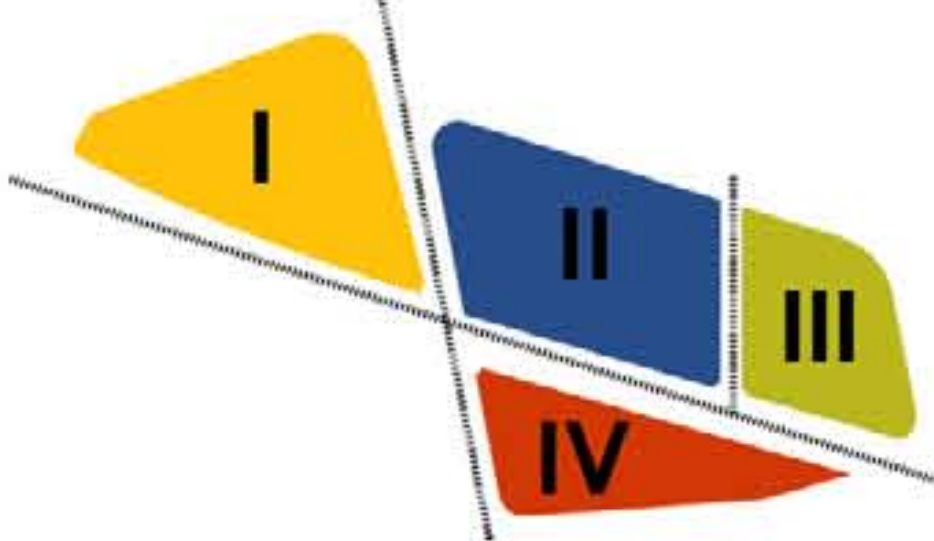
a focal transportation point of the area should be considered primarily for complementary services for residential areas. To intertwine this site even more with the surrounding area a bike route that circles around the neighboring area and touches most of the points of interest was envisioned. The route also skims most of the buss and tram stations in the area.

Small bicycle park & ride containers are placed near those stations. The soon to be converted geriatric hospital is connected to the site with an experimental electricway (segway usage primarily) and a cableway is placed that connects the ORF site, which is on hill, with the project site. The cableway can also be used as a park & ride mediator.



One of the main traffic problems on the site itself is a connection of the railway line, tram line and surrounding roads at a relatively narrow surface. That is where emerged the idea that the railway shouldn't be a thing that divides but to create a compact public space making the railway its central part. That unique central space is emphasized by the surrounding roads. Connection of the roads on the west of the plot answered to a problem of dead-end road coming from the south. A connection between the east and the west road was enabled by placing a new road on the south that opened the possibility of access to the adjacent lot on the south and possible future development.

Such road placement divides the project site on LEINZERLINES square in the east and triangular portion on the west of the site.

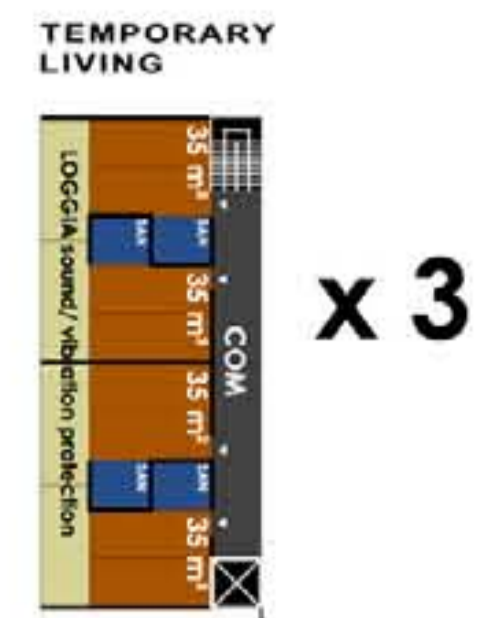
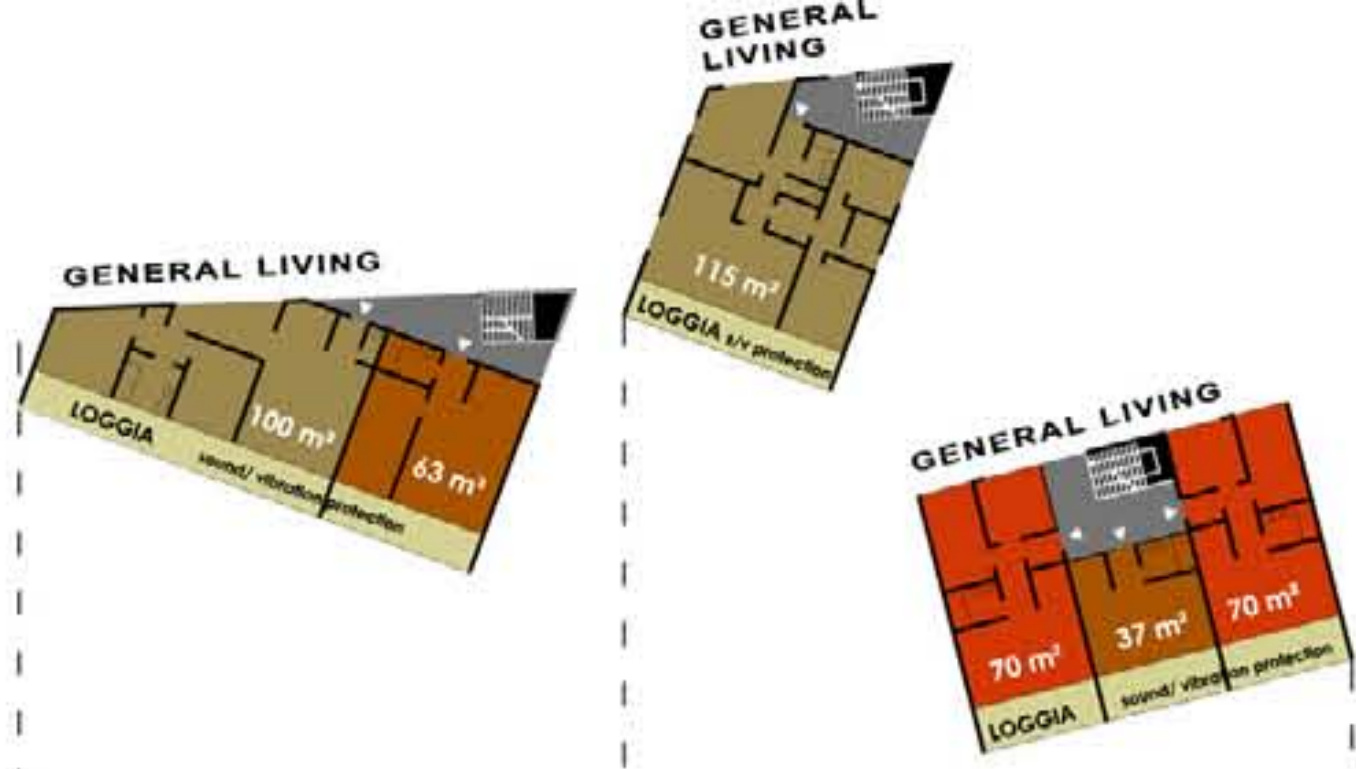


The site can be developed in several stages. The SUBURBATOR (general living neighbourhood) in the north west can be erected separately and LEINZERLINES square can also be divided into several phases. For example, the ambulance with its facilities can be built separately from the rest.

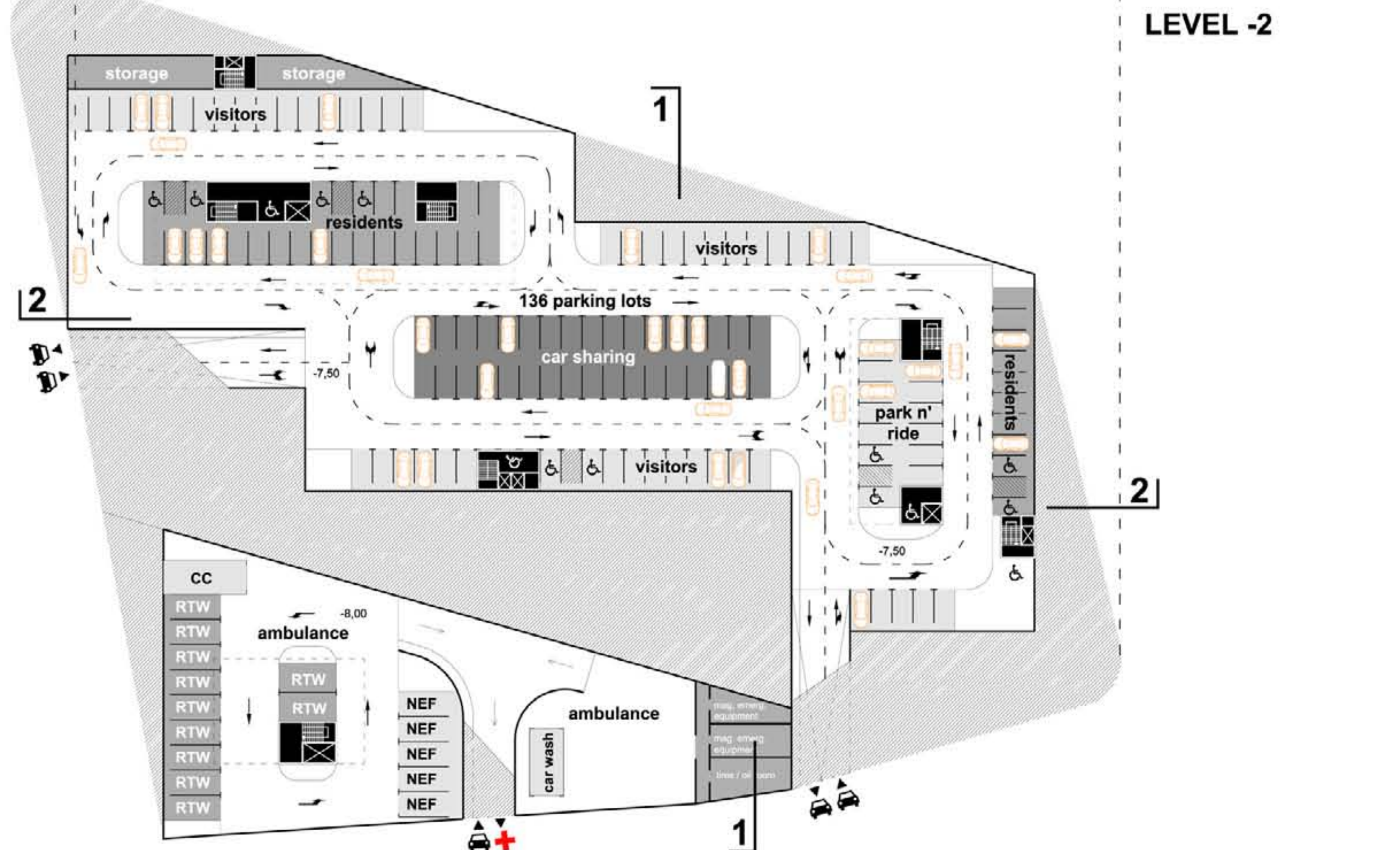
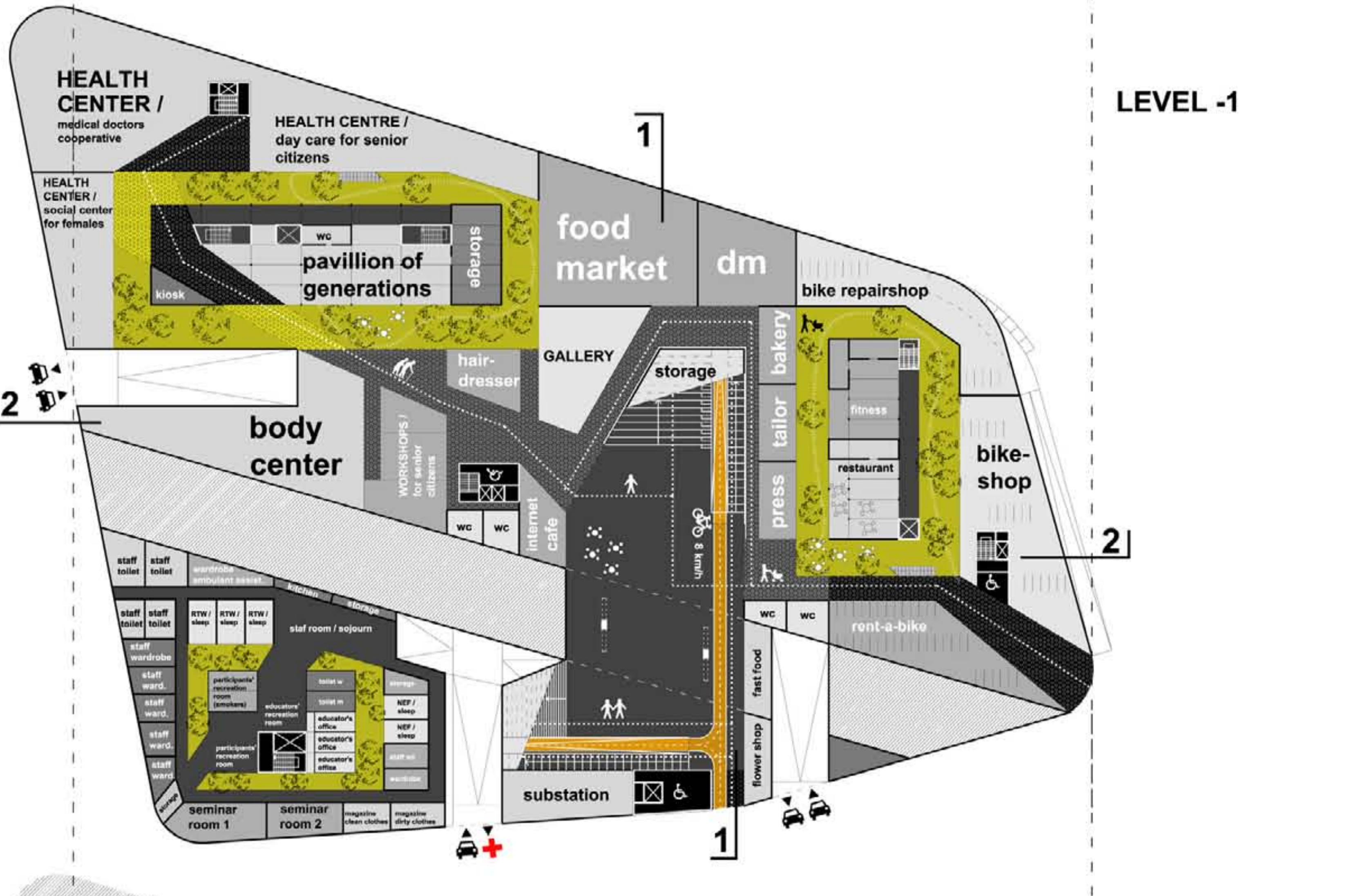
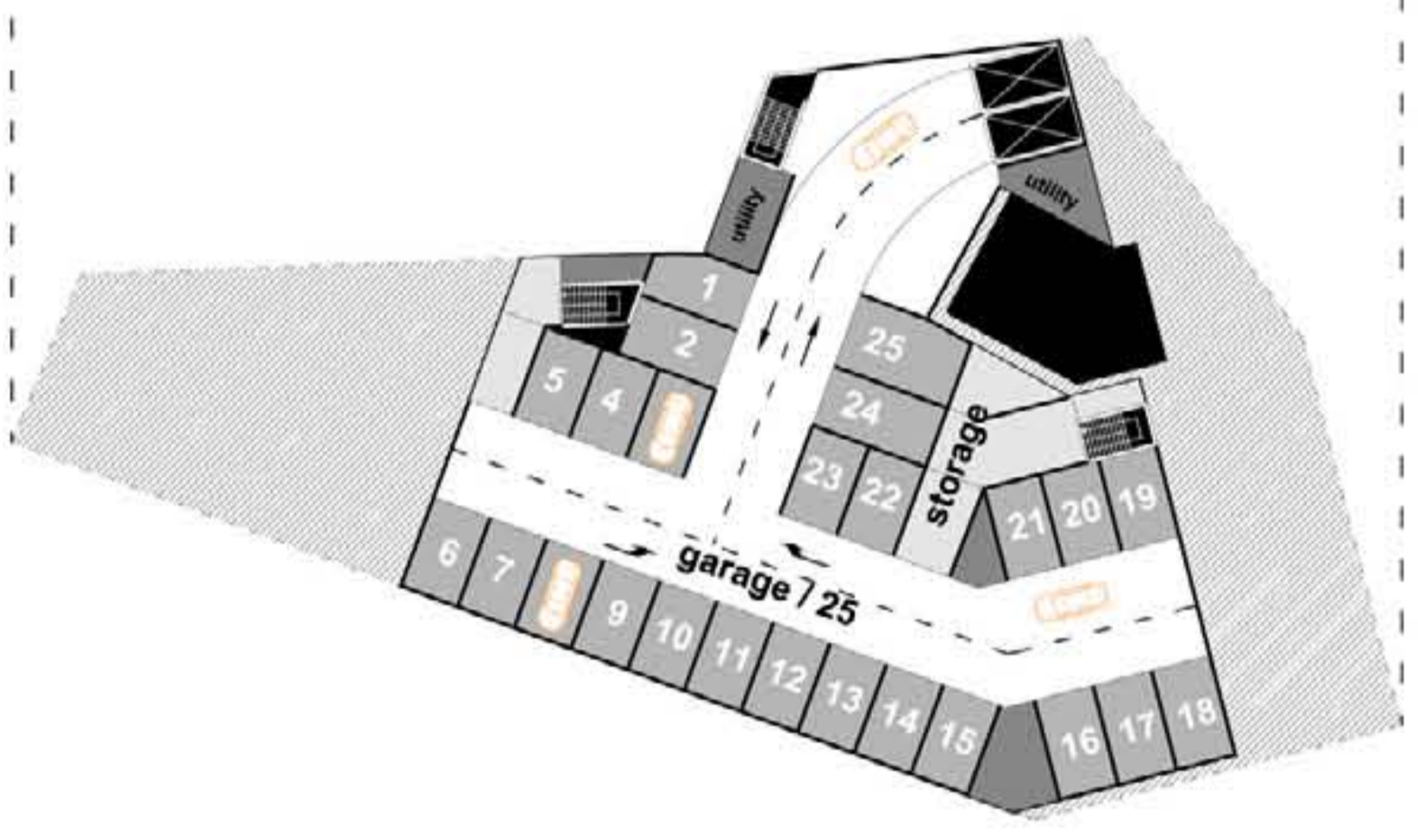
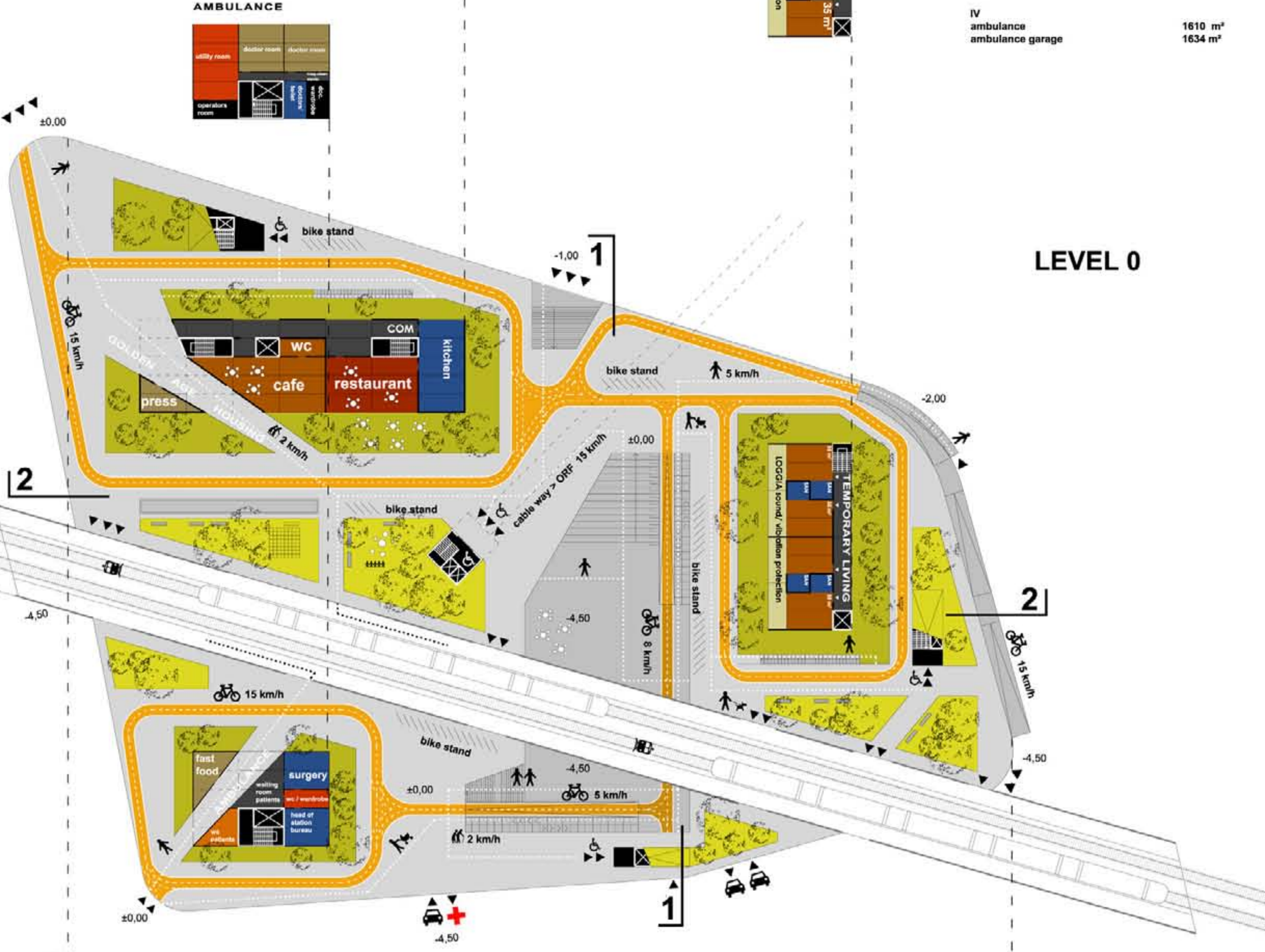
# LAINZERLINES





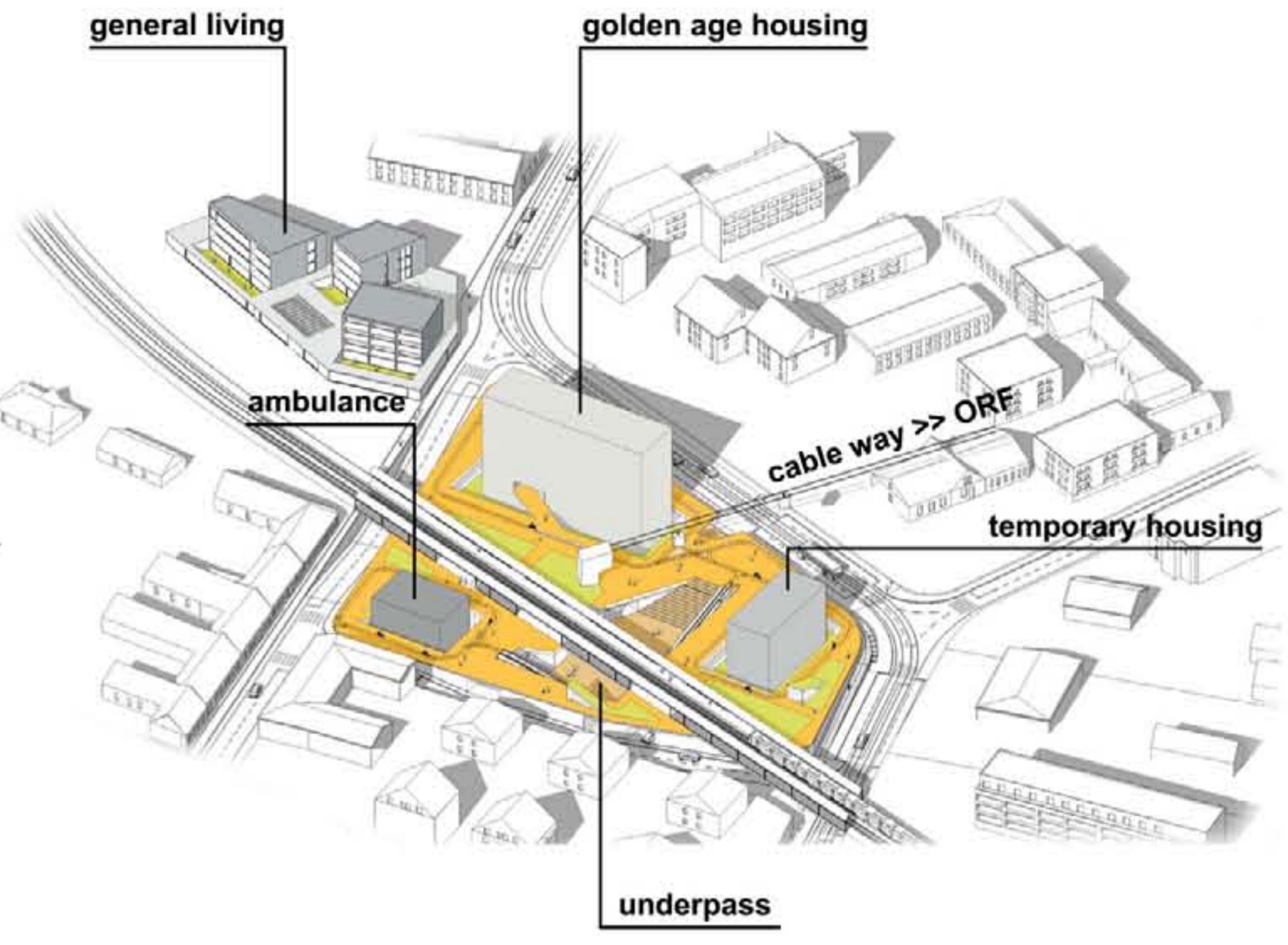


I	general living	3423 m²
	general living garage	1275 m²
II	golden age	4725 m²
	health center	889 m²
	workshops for elderly	132 m²
III	temporary living	1350 m²
	commercial space	754 m²
	bike facilities	666 m²
	garage	4729 m²
IV	ambulance	1610 m²
	ambulance garage	1634 m²



# LAINZERLINES

LAINZERLINES was designed to boost the pulse of the Hietzing calm residential area. It interlinks the existing urban tissue offering the way to bind broken connections. LEINZERLINES treats connection of the railway line, tram line and surrounding roads at a relatively narrow surface as a positive condition not as a problem. It becomes a cumulative point of sustainable mobility orchestrating different movements and their speed. Heterogeneous content of base mixed with residential areas of different kind stimulates activity as a key factor for improving the public space. Neutral orientation of the base affirms approach from all key directions. Color coding gives identity to the surrounding homogeneous area and becomes a starting/ending point for different kinds of transportation (biking, "segwaying", driving, "training" or walking).



Surrounding area small scale was respected by placing micro ambients that divide/connect the surface of the base offering pleasant scenarios for different users. Railway tracks were kept close to save space and to avoid unnecessary infrastructural cost so the station platforms stand on the outside of the lines. Connection of the north and south "bank" of the railway is designed by denting the base and creating a wide underpass that becomes a busy square that connects all the public content on the level -1. Public spaces encourage interconnections of elderly and young providing wide range of services (like fitness, health center, small shops and workshops, restaurants...). The fields of use embed various activities and uses reintegrating the elderly into daily urban life.

Buildings are placed on both sides of the railway tracks, residential on the north and the Ambulance center on the south. Building volumes emerge from the base by spreading it and making place for the green zones that create buffer zones to the surrounding public areas. They are connected with the base to open public contents and with a LAINZERLINES surface.

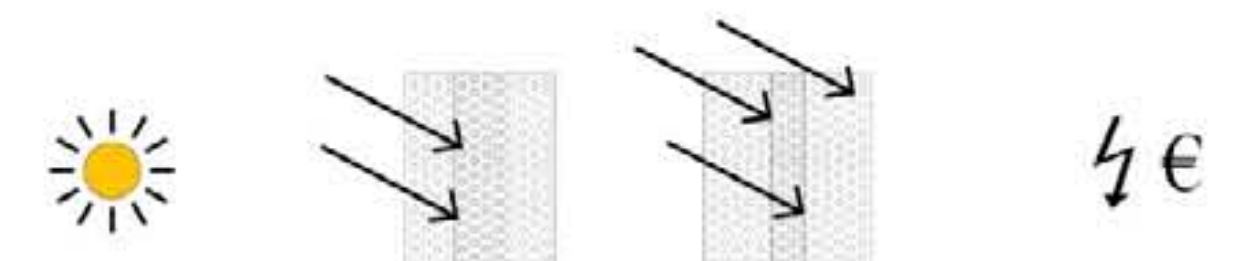
Since the Hietzing district has a very distinctive image, a SUBURBATOR housing typology that resembles that image was placed on the north-west part of the site finishing the existing urban fabric of that area. The building is distanced from the railline with a treeline. The building itself creates a sort of micro urbanism. The base of the building is for specific common facilities (child care, library, laundry room, gym...) and apartments are grouped in three clusters that rise above the base. Each apartment has an opening to the south façade and since the railway is situated south of the building apartments have gardens or loggias with greenery in front to dampen the sound.





**ENERGY CONCEPT** :: The system is based on the photovoltaic process turning the sun radiation into electric energy. These panels are placed on loggias of the apartment buildings and are also used as a sound insulation.

**Photovoltaic slinding panels**



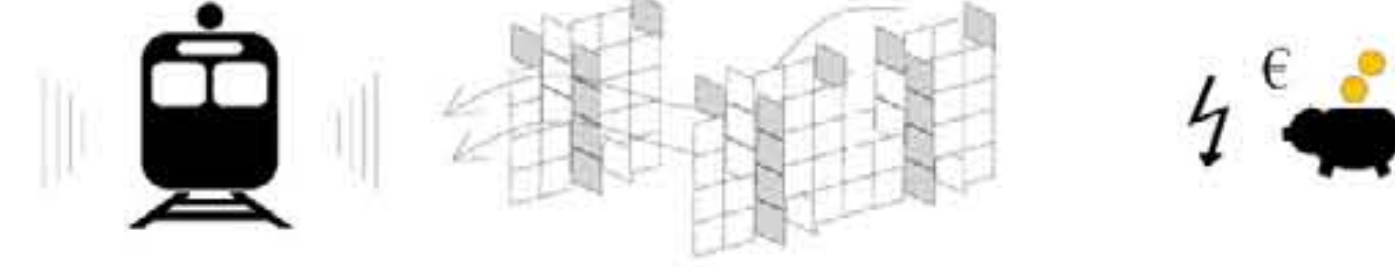
**Piezometric technology** generates energy from pressure and stress on certain surfaces. Piezometric pads are placed between rails and sleepers and connected to a local station feeding any possible railway related equipment. A heavy railway traffic could harvest considerable amounts of energy.

**Piezometric technology**

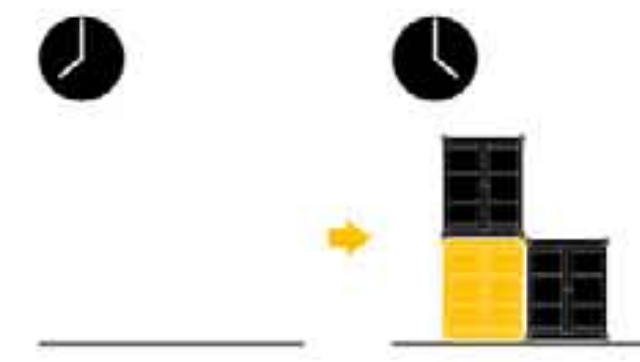


**Wind panels**, placed on each side of the tracks, use speeding trains that generate quite a bit of wind as they whoosh past. The design consists of a series of pads attached to piezoelectric cells that generate current when the pads flutter in the wind. Piezoelectric materials produce electricity from each vibration and functions in variable wind speeds and generates little noise, making it ideally suited for urban spaces. The panels are also used as a sound insulation towards the rest of the space.

**Oscillating wind panels**



## WHY USE CARGO CONTAINERS? M 1:200



**Fast building**



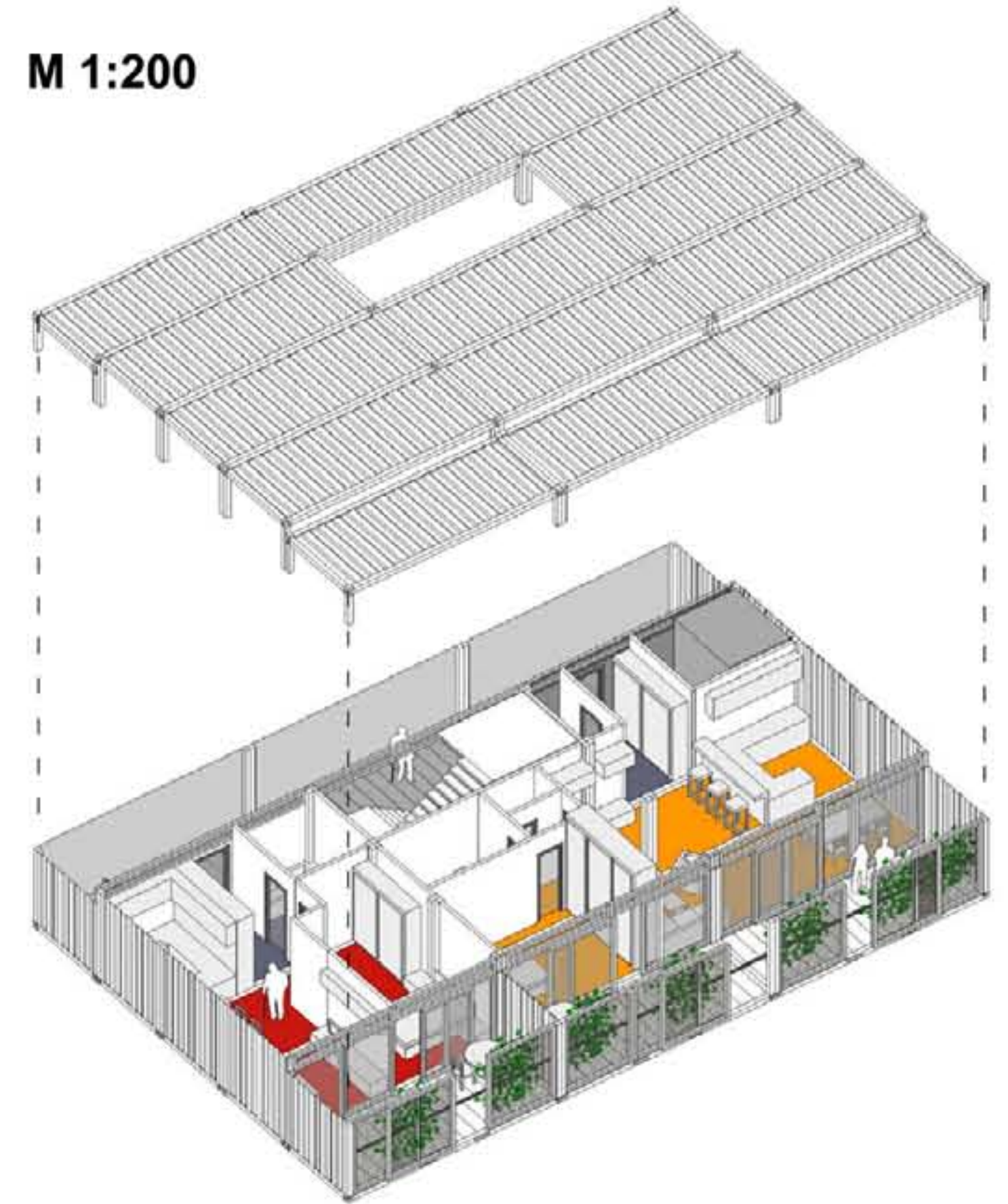
**Weather conditions resistant**



**Easy transportation**

**CARGO CONTAINERS** :: Today it is impossible to imagine a global exchange of goods without transport containers, be it by sea, road or rails. It is often cheaper to order full new containers from eastern countries than to send back the empty ones so that they can be filled again a large surplus of transport containers is piling up on western depots. That makes containers available and very affordable. Of course, this way of building can be viewed as a way of recycling because we are basically using discarded material and giving it a new purpose. Aside from the affordability and responsible way of building, containers are suitable modular elements that are very durable and easy to assemble.

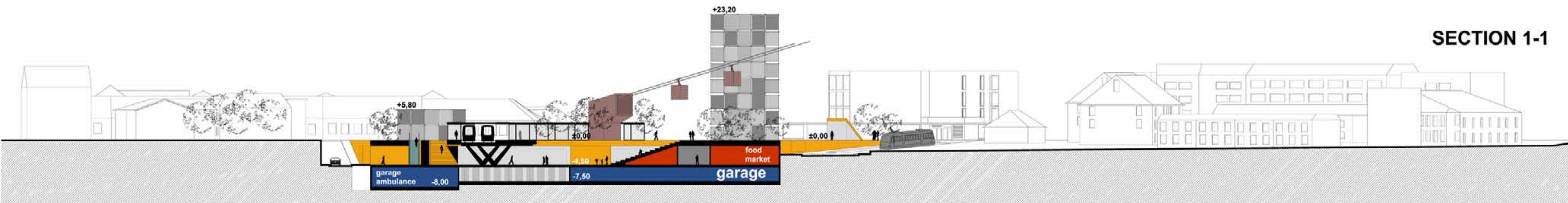
**RAIL NOISE REDUCTION** :: Relatively high exposure to the adjacent railway is compensated with noise reducing terraces. With width of 2.5 meters and see through glass panel they accommodate enough space for small garden and daily relax area with quality orientation (south). View at the square and station ensures that residents are always up-to-date with current events. Same time they are an effective noise buffer and thermal insulation thus enabling comfortable and fulfilled living.



The basic concept of Mediamesh® is a stainless steel mesh fabric with interwoven LED profiles and with connected media controls installed behind it. The LEDs render the images onto the facade, providing the ability to display a wide spectrum of graphics, animated text and video.



# LAINZER LINES



0 5 10 20 30 M 1:500



0 5 10 20 30 M 1:500

