

planning area

micro centers

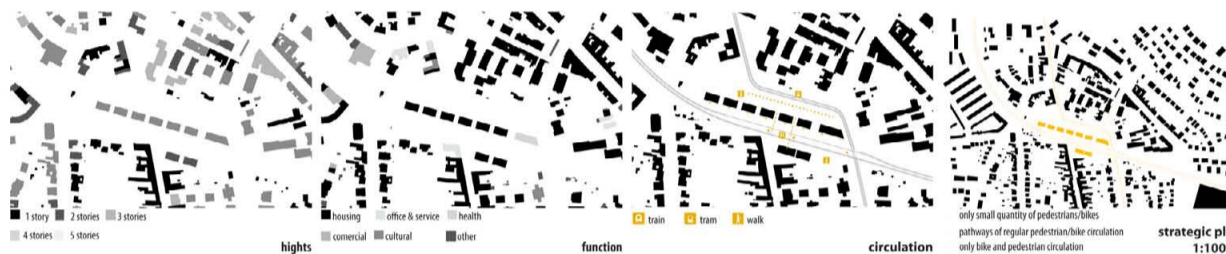


green area 1

green area 1

block structure

transport connection



heights

function

circulation

strategic plan 1:10000

European and Vienna
The questions of European 2011 are new urban mobility, new social life and new ecology within the city. The site chosen in Vienna is an important connection between types of transportation but lacks function and identity after long years of building the Lainzer tunnel. The newly defined micro-pole in Hietzing creates a new environment inside a living structure, only in a way a patch helps where the fabric was torn. A small intervention can promote to connect the separated sites around the location while this very connection is also a new, but not alien element.

Problems and Tasks
Even after the development of the Lainzer Tunnel the site is characterized by the railway station separating two sides. Instead of creating a merely infrastructural connection between two areas, it is possible to insert a coherent structure as a new element of the urban structure with opened ends on the edges to connect to the two sides. This very solution makes it possible to create sensible identity and a radically new, hosting atmosphere for the new inhabitants. Forming such a new area is inevitable to achieve real changes in the composition of Hietzing's resident population. Meanwhile the reinterpretation of the infrastructural junction offers outstanding opportunity to develop a new platform, where encounters and tolerance is unavoidable.

Identity and Inspiration
Compared to its surroundings the site is definitely a dense and complex infrastructural junction. The main inspiration of our proposal is the railway itself, which can be veneered, improved, but can not be hidden and denied. Instead of using other more tempting keywords, we decided to use the rich visual world of railways as inspiration: the view of blurred countryside from the window of the train, the sensitive rhythm of agricultural areas and backyards alongside the tracks, the endless line tracks, and the strict parallel zones of train stations. We believe that living by the train can provide a positive basis of identity for all inhabitants and can create a great possibility to connect people.

Site and Coherency
The site is treated as a coherent structure, the base of our solution is more like a complex rug or veil laid out on the site. This is the level of communication, connections, encounters and mobility. The problems of connections between the two levels and sides of the railway, all public transport transfers shall be solved and served here, while the edges are responsible for connecting to the existing urban structure with additional public spaces, and improved pedestrian connections. This layer is a striped veil indeed: the pattern is defined by the central line of the train station and the two tracks. The security zone of the tracks are utilized by a common public garden on the northern side and by a pedestrian street

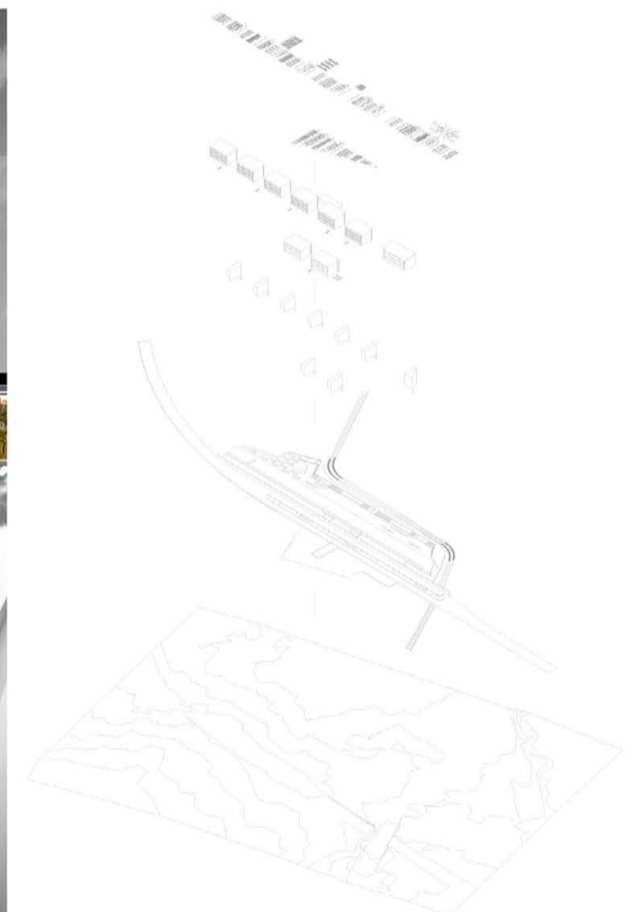
on the southern side. After this comes the stripe of the dwelling houses. The whole site is examined in a bigger context so a hole in the urban fabric is filled considering small and big scale observation as well.

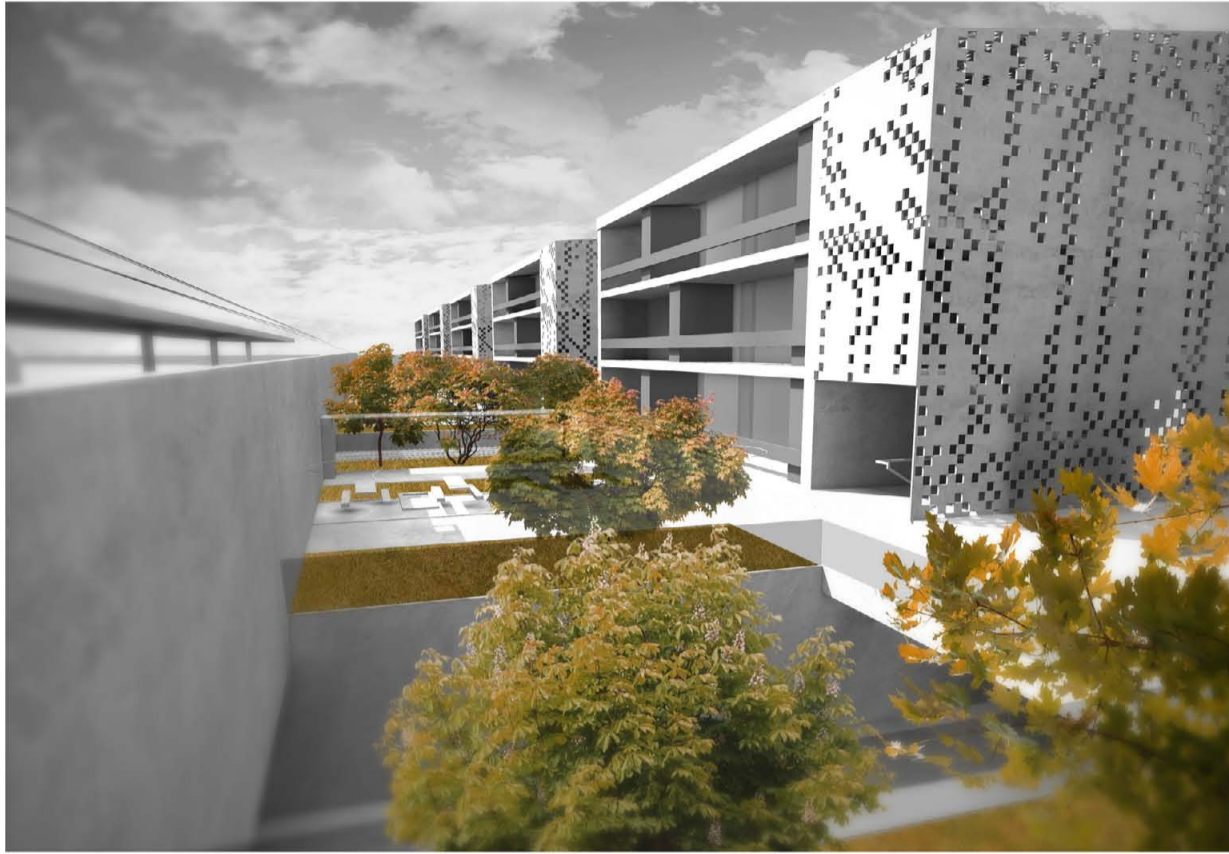
Public Spaces and Squares
Since the level crossing of the tracks on the northern-southern axis of Lainzer Strasse seems not to be preferred, the direct connection of the two levels and two sides are replaced by several smaller channels. The two separated dead ends of the axis are however enriched by two well defined public spaces on both sides: one narrow place on the northern side, which is more like a widened extension of the winding street, and a pedestrian alley ending in a small urban square on the southern side. The dimensions of these public spaces define them as small micro-centres of the area, while the real centres are respected and preserved.

These squares are very much like platforms on train stations, where there is no difference between traveller and local people, first class passenger and backpacker. A place where you can not avoid meeting people. The junction of public transport, the wide range of inhabitants and public facilities provide a great scene for this, and guarantee the intense use and density of people as well. This square creates a traffic free area within the net of streets an70d creates a new quality of public space in the neighbourhood, an opportunity for meeting, sitting, gathering.

Similar to the tradition of existing structures in the area (like on Lainzer Strasse around Lainzer Platz) the public functions (pharmacy, body centre, small shops, public laundry, grocery, hairdresser, beauty salon, stationery, cafes, small restaurant, drugstore, post office) are developed on the ground floor of the building stripes with direct access to the square and the alley. The pavilion of generations is also situated on the square with its simple structure, and transitional semi-opened space. Due to the public transport connections the site is a significant centre of the surrounding recreational and leisure facilities, as a starting point for this strategic site an info point is also included in the row of commercial functions nearby the service spaces of the train station (ticket vending machines, park&ride bike parking). All spaces and squares are designed in a way that a barrier free access is possible everywhere. We find the pathways are a very important way of connection in this area and it was a primary design issue to maintain all these routes. The connection between Hofwiesengasse and Speisinger Strasse is still available, but also accessible barrier free, by bike and with prams, a much wider link was established this way. The level crossing of Speisinger Strasse and rails towards Lainzer Strasse is not a safe solution, the path is connected with the exit of the train platform and leads under the new buildings and to the square of Lainzerstrasse. By moving the platform of the train the old platforms loose their function, these routes are new pathways along the tracks towards Versorgungheimstrasse. The project site creates a new system but is an intervention that respects important existing elements.

urban ideas

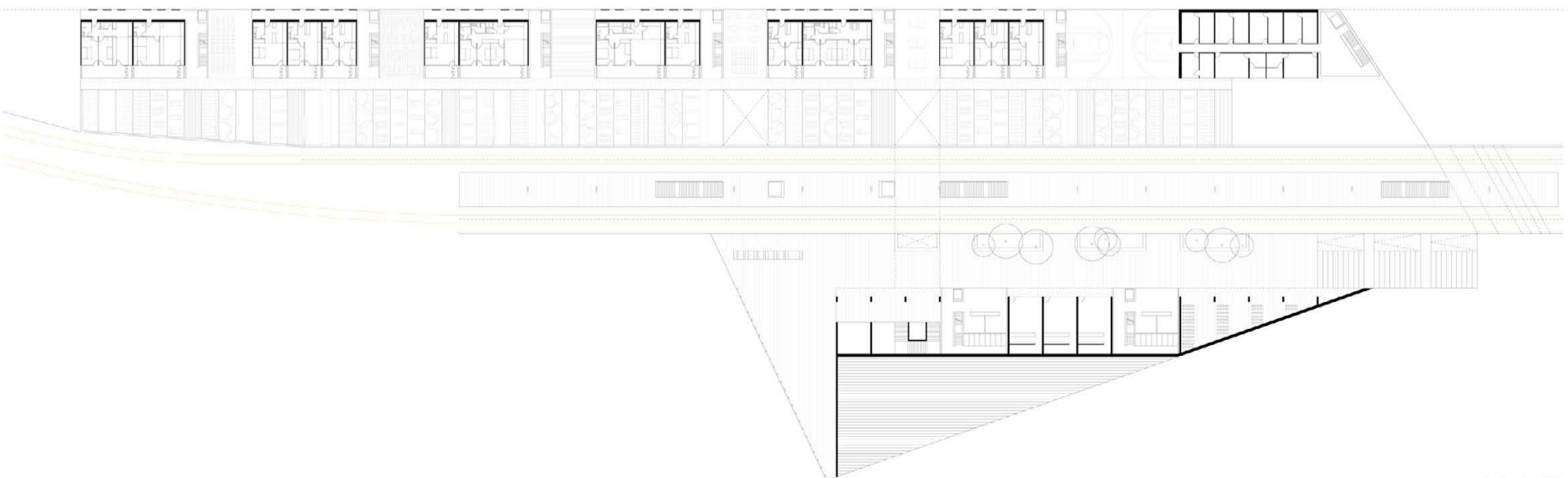
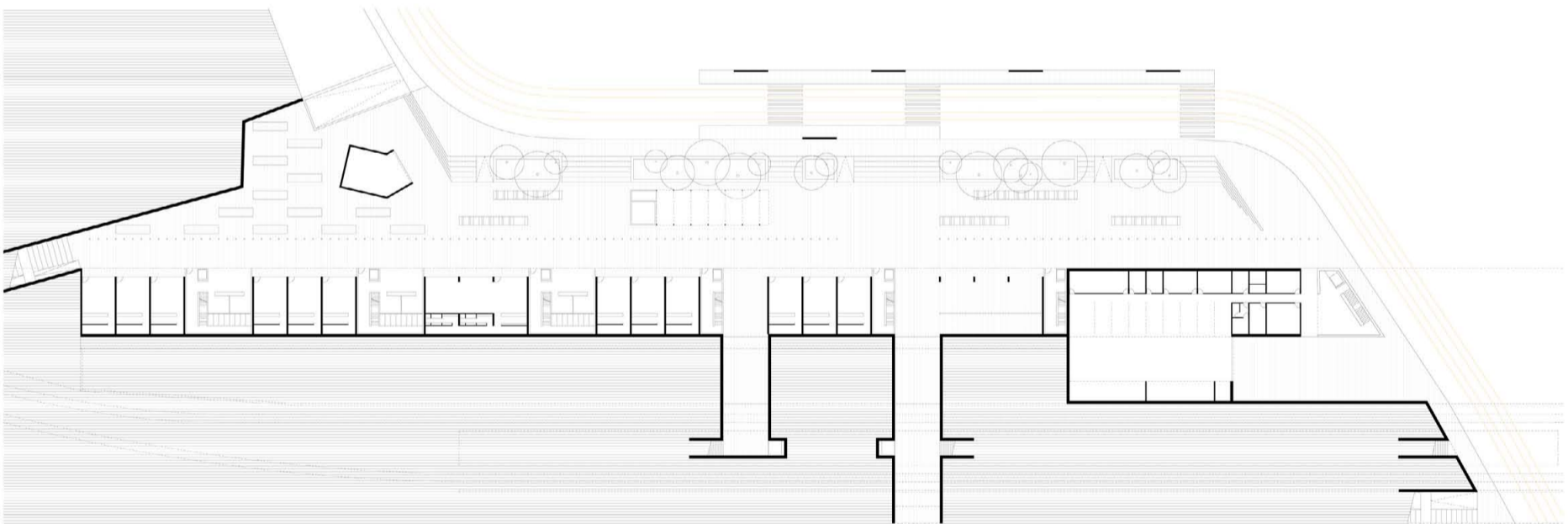
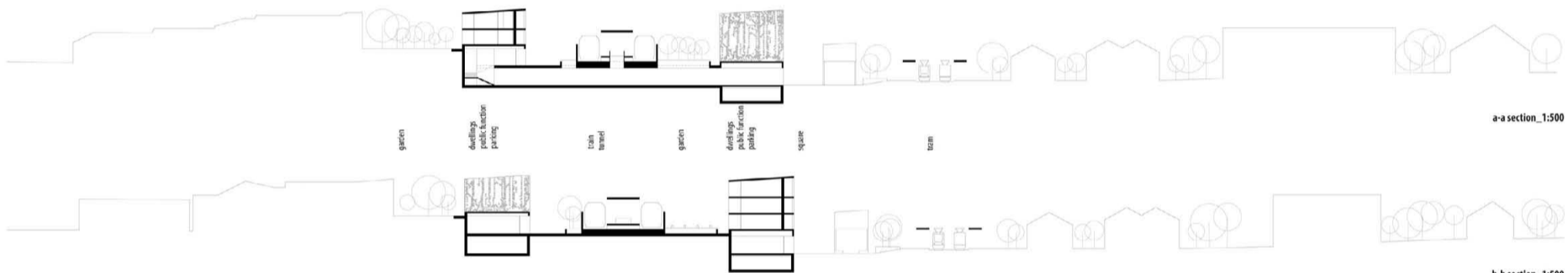




Ecology and utilization

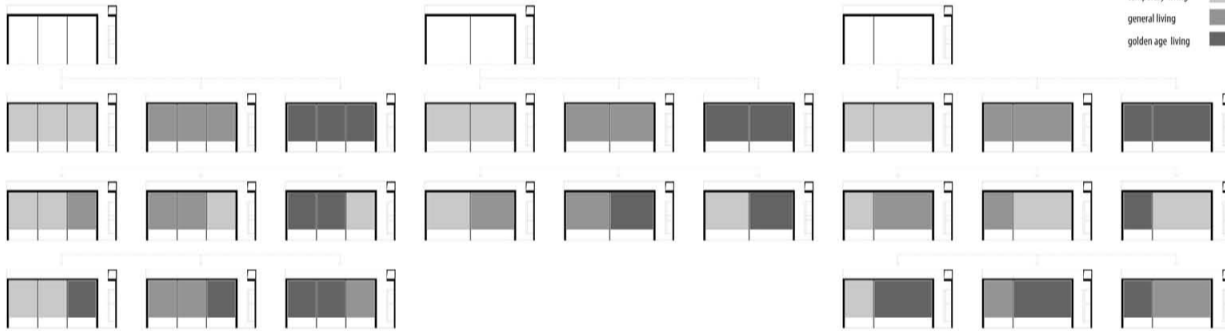
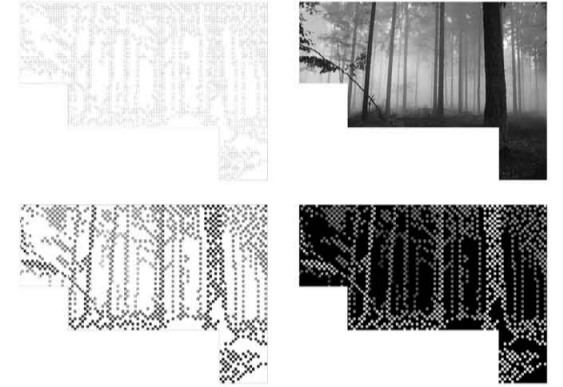
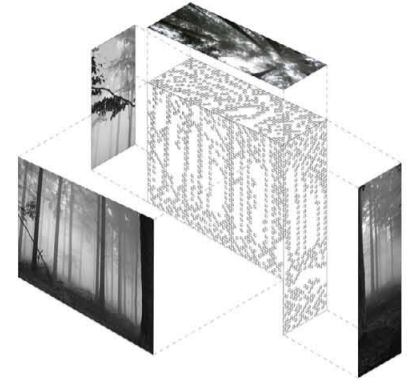
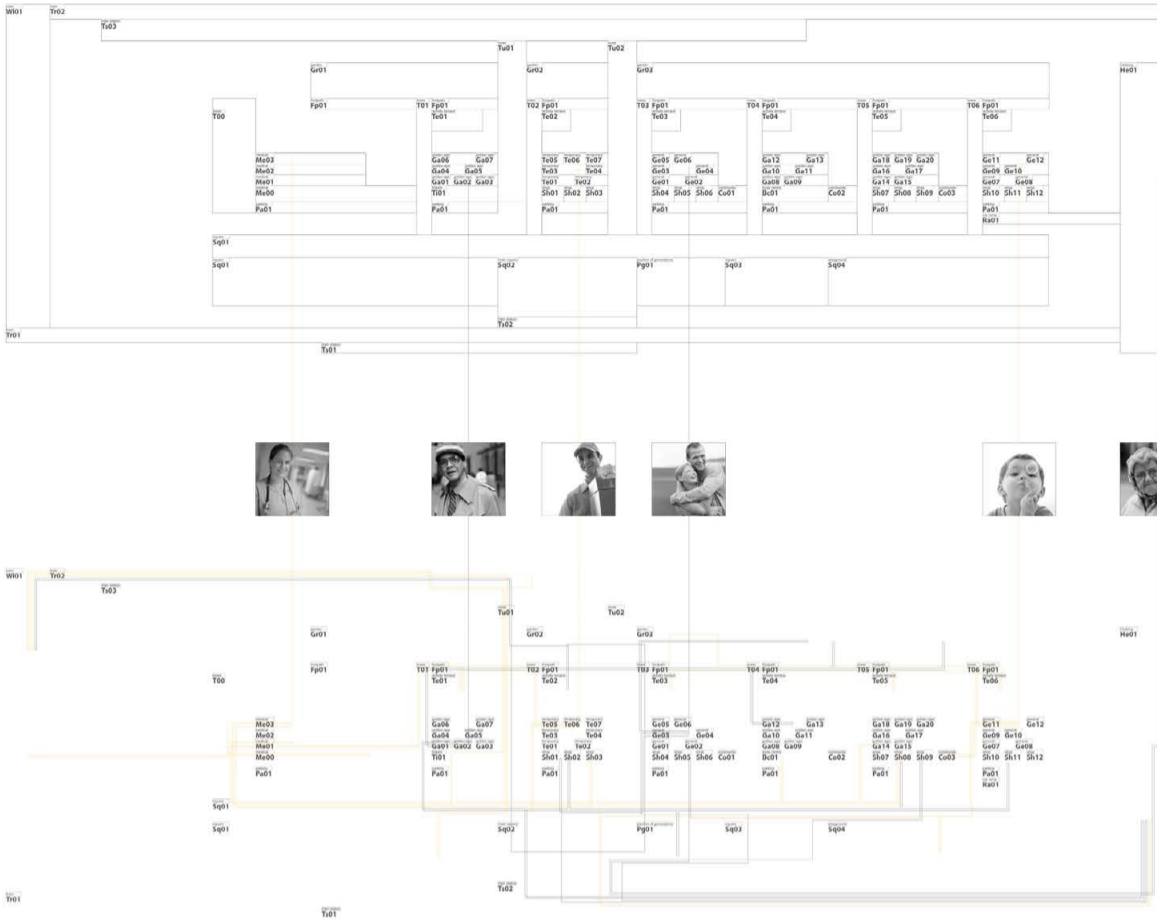
Using the safety zone of the rails is a way to avoid dead zones, and to take advantage of every square meter in an urban situation where wasting any space is not ecological. We have to point out that first a very thorough investigation has to be held whether the soil on the plot is contaminated after years of the building site uses. The hazardous soil has to be removed and transported to a place where it is properly disposed. The buildings on the site were designed ecologically. All flats have windows to both sides of the plot, this way they can be naturally ventilated. The balconies create a sun shield for the south facade of the flats, and the north facing side is protected with the double shell of the facade. The south facing semi-pitched roof is ideal for installing solar collectors, which contribute positively to the energy consumption of the flats. The rainwater is also collected and used to water the garden. The staircases

are open but covered. All building materials have to be chosen so they don't pollute the environment during production or in case of demolition. If possible mainly natural or reused materials are used. Concerning the parking requirements without specifying the exact composition of the flat types no number can be calculated. In the underground garage 80 parking places can be established, the entrance is from the western side of the plot. The buildings along Lainzer Strasse have three stories of flats, and one with commercial and commonly used facilities on the ground floor. The houses next to Speisinger Strasse have ground floor and two additional stories of flats. This way the height of the buildings adapts to the surroundings, and gives accents towards the bigger open square along Lainzer Strasse. The emergency exit of the Lainzer tunnel is left in it's original form, without any intervention.

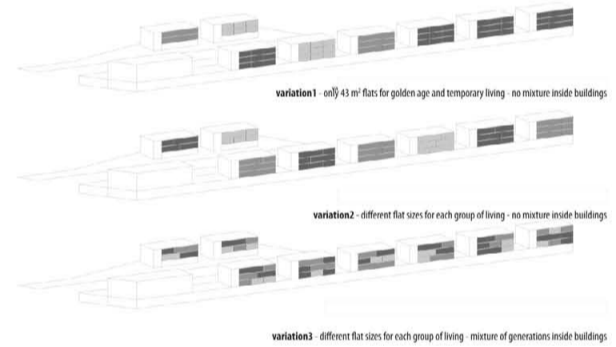


ground floor plan_1:500

first floor plan_1:500



3 flat sizes x 3 types of living = 24 different floor distribution



<p>43 m²</p> <p>1 person golden age living 1 person temporary living</p>	<p>65 m²</p> <p>2 person golden age living 2 person general living</p>	<p>87 m²</p> <p>3 person general living</p>
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<p>43 m²</p> <p>2 person golden age living 2 person temporary living</p>	<p>65 m²</p> <p>3 person golden age living 3-6 person temporary living</p>	<p>87 m²</p> <p>4-8 person temporary living</p>
<p>43 m²</p> <p>2 person disabled living 2 person disabled living</p>	<p>65 m²</p> <p>2 person disabled living 2 person disabled living</p>	<p>87 m²</p> <p>2 person disabled living 2 person disabled living</p>

Buildings and Possibilities

The dwelling houses themselves are actually plugged into this urban vein through the perforated towers of vertical communication. We have defined a general size for all the 3 groups of inhabitants (golden age living, general living, temporary living) with 4-9 flats in one unit, that fits the familiar scale of the area. This scheme also reflects on the design of railway carriages, where the size is unified, but the design and structure of the interior is freely defined by the function. We propose not only to shuffle the diverse blocks, but to freely compound the inhabitants in one unit as well.

The flat sizes for the different groups defined by the task assignment have been overridden to provide much more possibilities for everyone, and make the new structure even more inviting for an even wider range of inhabitants. The 3 defined flat sizes can be developed for these different needs, and also for special ones, like barrier free living.

The units have a very intense connection with both the community garden next to the railway tracks and the public square on the entrance side. The intervals between the houses are filled by community rooms (laundry, child-care room) on the ground floor where community forming events and encounters for young and old can take place. On the first floor there is a bigger activity terrace (open-air cinema, basketball court, playground, table tennis court, chess yard) with connection to the inside footpath of the community garden. This garden is also a reminder of the farmland that was once accompanying the rails.

