



In this project EUROPLAN 11, the theme of which is "IDENTITY - FROM A MARGINAL STATUS TO A SIGNIFICANT IMAGE", we aimed from the beginning at a concept of space in line with the following guiding ideas:

- Interrelate the various public transports available (train, bus, city tram) with the road network and the footpaths with bicycle lanes, thus dealing with the interactions among different traffic speeds and noise levels;
- Follow the proposed programme namely in what concerns housing, shopping and spaces for citizens support;
- Include public space and green area consistent with sustainability and functionality parameters aiming at combining the urban fabric with the natural fabric;
- Be integrated with the surrounding urban mass and at the same time keep the identity of a whole subject;
- Achieve the physical overpass of the railway thus interconnecting both "shores";
- Organize, distribute and interconnect different functions and activities so that the space is also regarded as a place of permanence.

We therefore propose a big Square that evolves longitudinally, parallel to the railway, in the zone designated B - NORTHEASTERN area. This involves two distinct levels:

- The level of the street, which relates the intervention with the surrounding (surface transports, business, housing and services);
- The lower level, underground, partially covered, more protected from stormy weather and from noise, and which makes the physical connection with the other side of the railway and with the new train stop.

The center of the Square, in the lower elevation, is a garden.

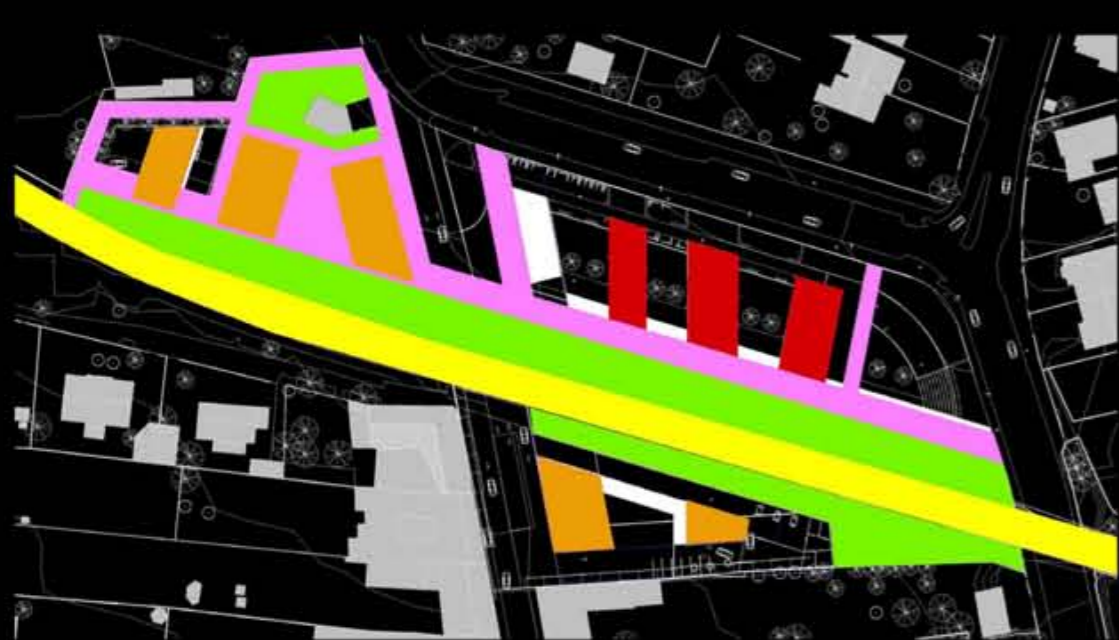
Both levels of the Square are crossed by different routes corresponding to different speeds, from the speediest one to the area of permanence.

At the outset we define the main routes:

- 2 longitudinal, parallel routes, one close to the train and another one close to Lainzer Strasse, which go together with the Square at both levels and connect zone A - NORTH-WESTERN area to the top of zone B - NORTHEASTERN area / Hofwiesengasse;
- 4 cross paths, which connect the two levels and include areas of shopping which evolve into and take the shape of 4 building volumes. These pathways also connect at the street level the two longitudinal routes and extend to the other side of the railway through tunnels at a lower level.



Plan Scale 1:1000



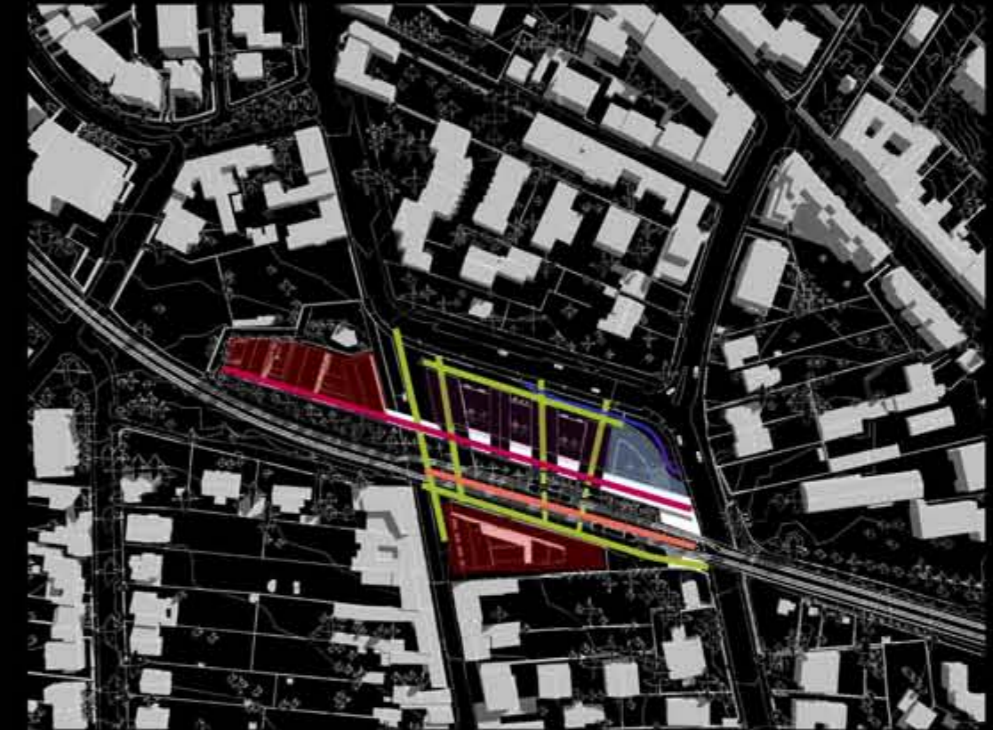
LEGEND:

- Circuit Level 53 m
- Circuit Level 56 m
- Commercial
- Green Areas
- Residential
- Train Line



LEGEND:

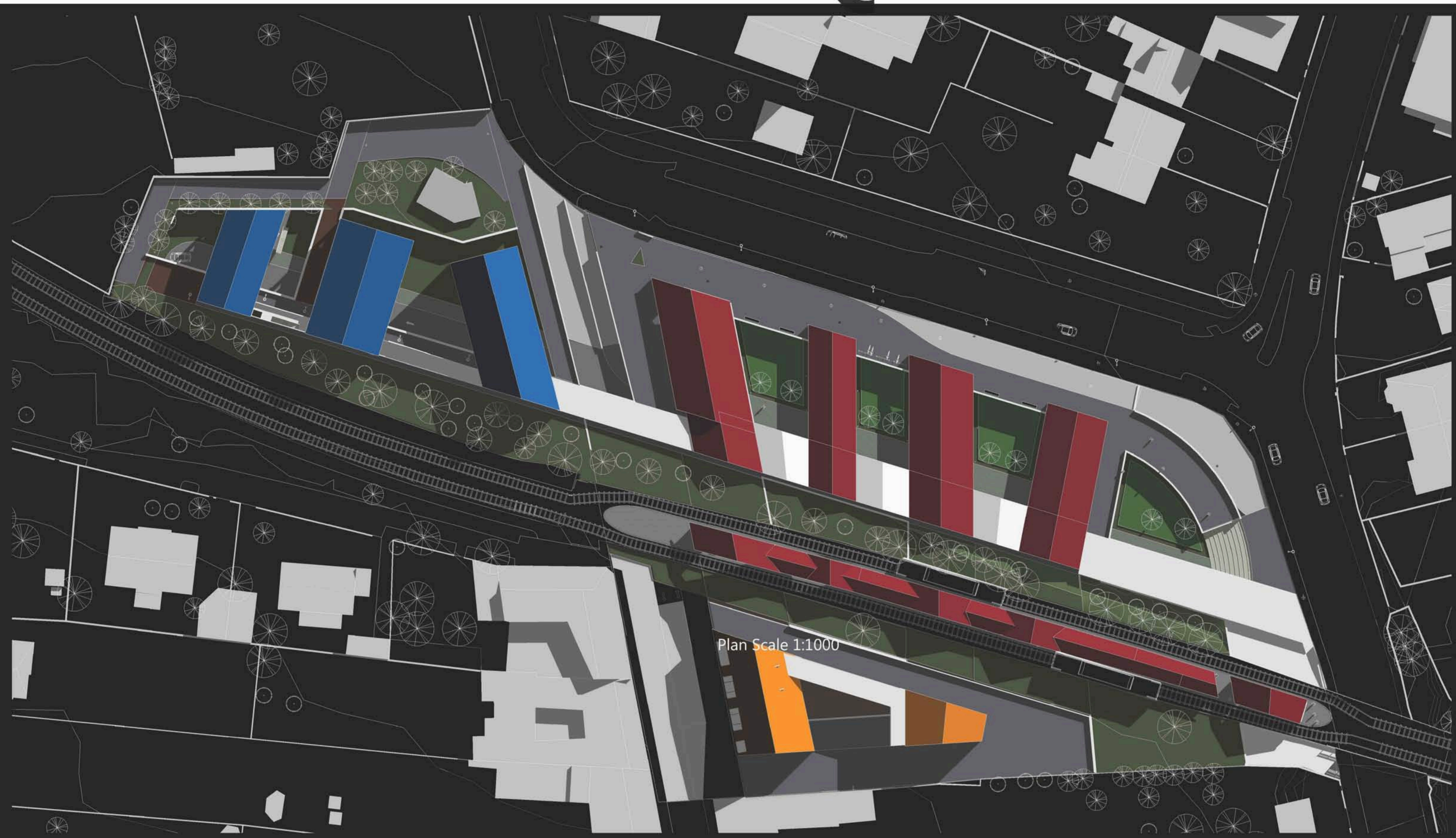
- 1 story
- 2 stories
- 3 stories
- 4 stories



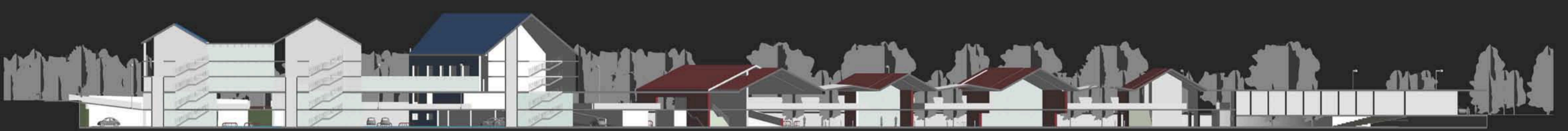
LEGEND:

- EXTERIOR PEDESTAL AND CYCLING CIRCUITS
- UNDERGROUND PEDESTAL AND CYCLING CIRCUITS
- INTERIOR PEDESTAL AND CYCLING CIRCUITS
- BUS CIRCUIT AND STOP
- TRAIN LINE AND STATION
- AMBULATORY CENTER
- RESIDENTIAL ZONES
- PUBLIC SQUARE, LEVELS AND COMMERCIAL SPACES

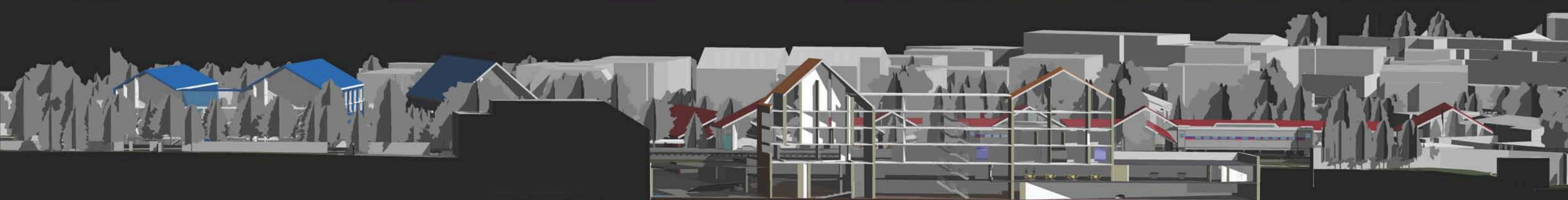




PLAN Scale 1:500



SECTION Scale 1:500



**HOUSING**

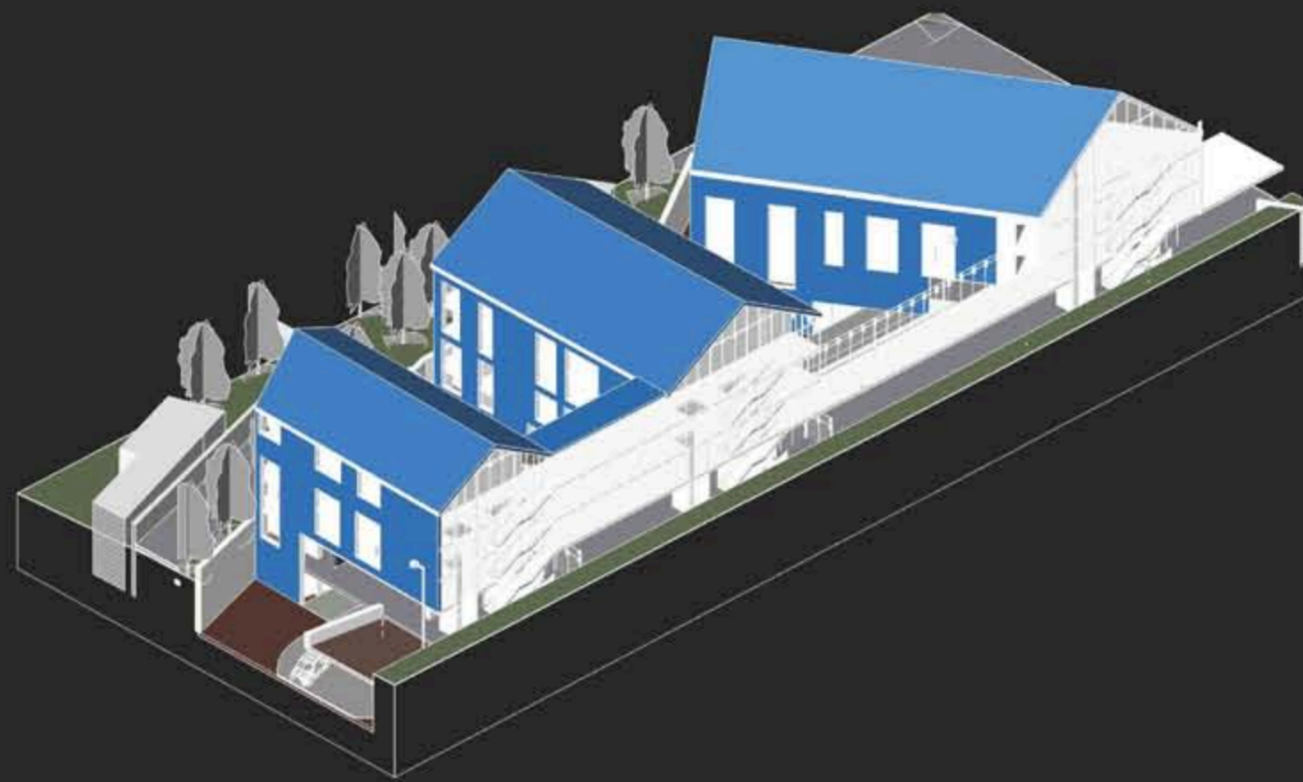
Housing comes out related with the Square at both levels but more distant in terms of its location. Zone A – NORTH-WESTERN area was earmarked for general housing and zone C – SOUTHERN area was earmarked for seniors' housing and short-term housing. General housing (zone A – NORTH-WESTERN area) is located in 3 buildings of 3 stores each, with access through the street level or through the basement located at the lower level of the Square. They are T1 and T2, which function as 2boxes, one inside the other one. The seniors' housing and the short-term housing (zone C – SOTHERN area) relate to the surroundings at the street level and with the Square through the lower level. These two types of housing have common services, such as laundry, living room and cafeteria. The Ambulatory Center is located at the top of zone B – NORTHEASTERN area – close to Hofwiesengasse, in a place of easy access by people and by ambulances.



**GOLDEN AGE LIVING AND TEMPORARY LIVING**

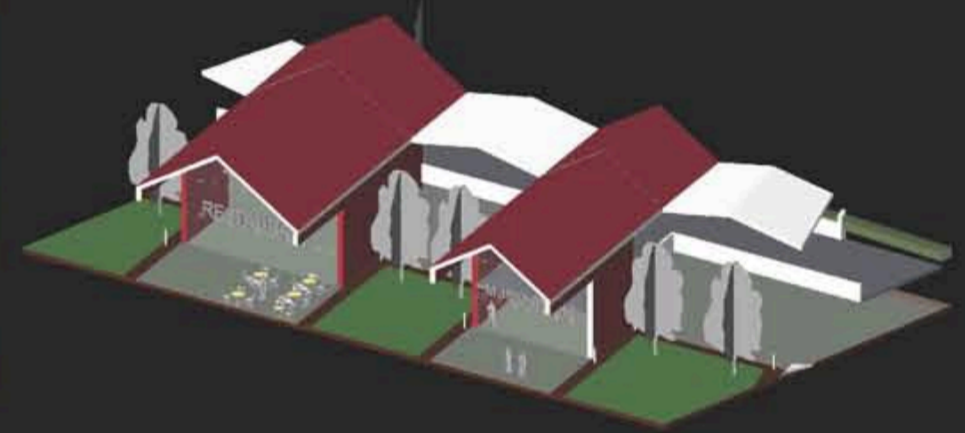


GENERAL LIVING



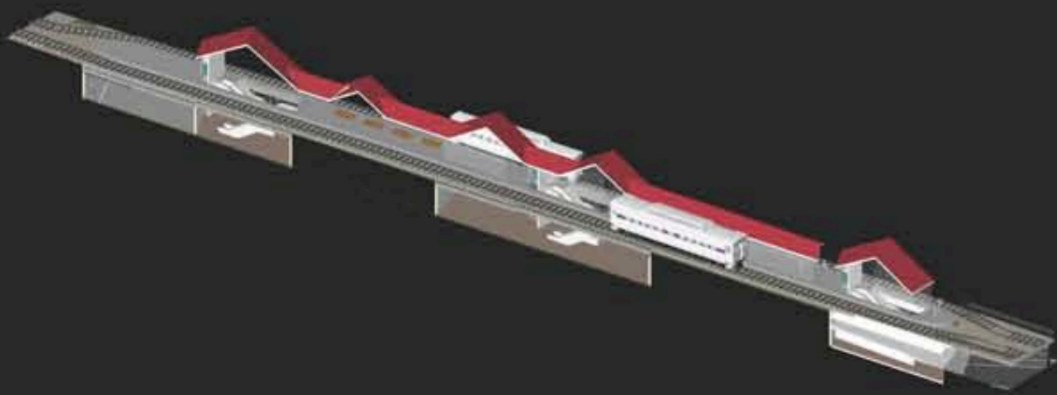
**PUBLIC SPACES AND BUSINESS AREAS**

The commercial spaces evolve along the routes that cross the square and are delimited by the pedestrian pathways created near the railway and Lainzer Strasse. It is foreseen that these spaces be occupied by shops of small traditional business, supermarkets and restaurants. The squares that surround these spaces evolve at two main levels: the level of Lainzer Strasse and the level 53m, the level at which the connection to the other side of the railway is made. This way, two spaces at two distinct heights are created: one is exterior and more related to the surroundings; the other one is alternately interior and exterior, and more related to the universe of the project.



**RAILWAY STATION**

The station evolves longitudinally along a 150m-long pier and functions at two levels: one at the level of 53 m and the other one at the level of 59m (train stop). The accesses are placed at the level of 53m, more precisely at the crossings of the tunnels underneath the railway with the train stop. At the top of the station there is an access directly from the street at the level of 55,5m. Those accesses are formed by stair cases, escalators and elevator. At this level (53m) are also located the ticket booths, administrative services, lavatories, information and supporting services; a police station is also foreseen. At the level of 59m is located the train stop itself, arrived at by stair cases, escalators or elevator. Waiting benches can be found in air-conditioned glass-walled rooms. Benches can also be found outside, with covers that reflect the station's longitudinal crossing with the tunnels, and at the same time accompanies the forms of the tops of the housing and business buildings.



**PUBLIC TRANSPORTS AND PARKING**

The buses that stop at the limit of the site (Lainzer Strasse) will cross the area at the Northeast top and have the respective stops at this point, thus leaving the road free and allowing the normal pace of the traffic flow. The remaining public transports keep the present configurations. The parking places foreseen are located at the level of 53m, underneath the housing buildings. They will be of service to the housing buildings and to the commercial spaces as well. The parks are accessed by Lainzer Strasse and by Speisinger Strasse.

