



LIVING STREET

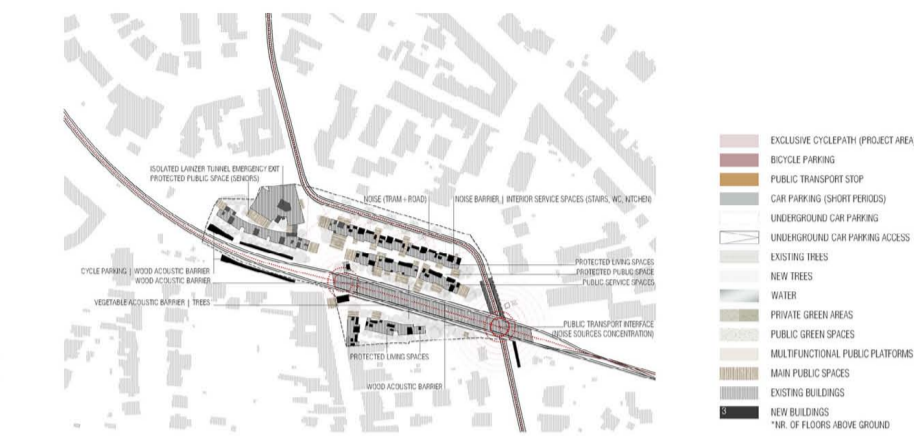
Being an important crossing point between several public transports, speeds, ages and lifestyles, the intervention area is surrounded by an extreme variety of environments and specific urban conditions. Connecting distant urban realities, the transport infrastructures generate urban barriers and environment aggressions difficult to overcome in the intervention site.

In the natural crossing point of several public transport means (near the Hofwiesengasse bridge), it is possible to concentrate effectively the crossing of all public transport lines (train, tram, bus, bike station and soft mobility means), and the main noise sources at the most distant point from the proposed buildings and living spaces.

The creation of an attractive urban environment demands a precise and careful control of the surrounding conditions in order to avoid aggressive elements (noise, pollution) and simultaneously an approach capable to keep and develop the most valuable elements to be available for future inhabitants and surrounding communities.

Due to the limited available area (and depth) to build and define attractive public spaces, the proposed buildings form a protected central public space linking the opposite site limits (east and west), ages and complementary activities and environments generating a living street.

The street dimension and configuration is articulated with complementary wide open squares placed at the crossing points between the existing and proposed living streets enhancing the capability of the proposed intervention to relate with the surrounding areas. Placed at the center of the intervention site, the living street (and interior living spaces) environment is protected by the proposed buildings, whose public and service spaces act as a protection barrier against external aggressive conditions. The central position of the proposed living street generates additional public space at north, in contact with Pryergasse, capable to assure a softer transition to the inner living street. At south, limited also by the new train station, in a secondary street is possible to host and enhance public activities limited to the indoor public facilities. The succession (in a very short distance) of those three complementary environments linked by transversal selected public spaces promotes the creation of a rich, varied and exuberant urban environment. The association with an efficient public transport interface and generous public spaces is capable to generate synergies with the surrounding existing neighborhoods turning the intervention area in a vital local urban center.



EXISTING URBAN CONTEXT

URBAN ISLANDS

- DISPERSE AND FRAGMENTED URBAN DEVELOPMENT FORMING "URBAN ISLANDS"
- LACK OF CONNECTIONS AND RELATIONS BETWEEN URBAN ISLANDS
- POOR RELATION BETWEEN PUBLIC TRANSPORT STRUCTURES AND PUBLIC SPACE
- INSUFFICIENT QUALIFIED PUBLIC SPACE CAPABLE TO GENERATE STRONG COLLECTIVE IDENTITY
- AGING POPULATION
- POOR SOCIAL ENERGY AND INTERACTION
- EXCESSIVE NUMBER OF SINGLE FAMILY HOUSING UNITS IN CLOSED AND PRIVATE LOTS
- GENERIC URBAN ENVIRONMENTS INCAPABLE TO GENERATE STRONG SYNERGIES WITH LOCAL CITIES

URBAN DISPERSION | MAIN NOISE SOURCES

PUBLIC SPACE | NOISE REDUCTION

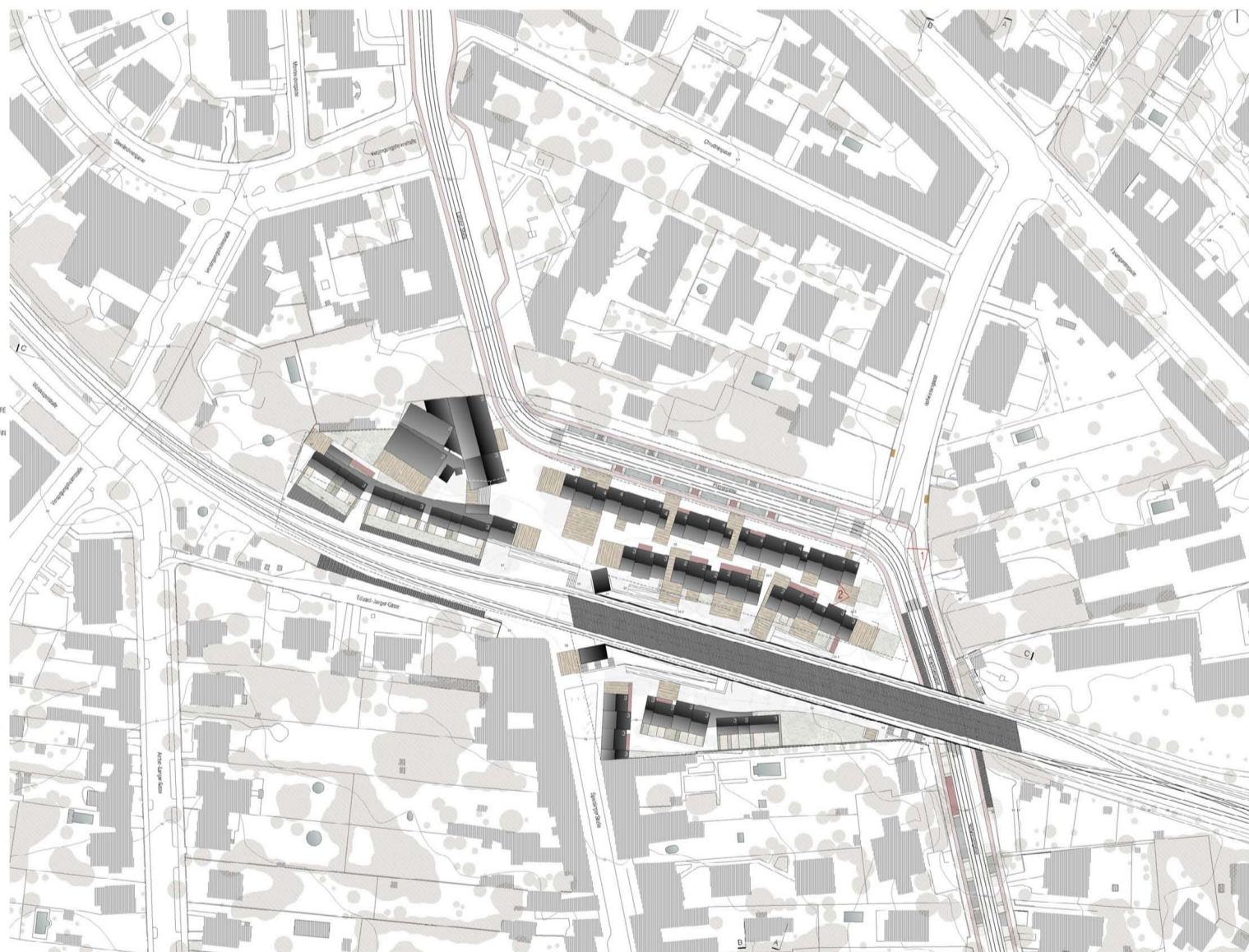
STRATEGIC URBAN DEVELOPMENT | INITIAL PHASE

LANZER TERTIÄRER ROTER BERG HOFWIESENHALD | PUBLIC TRANSPORTS SQUARE | SCHLOSSPARK SCHÖNBRUNN

- GENERATION OF A LOCAL URBAN LANDMARK IN THE FORM OF A "LIVING STREET"
- INTERVENTION SITE ENHANCED AS THE LINK BETWEEN SURROUNDING PUBLIC GREEN AREAS

LIVING STREET:

- INTEGRATED AS PART OF A LINK CONNECTING SCHLOSSPARK SCHÖNBRUNN TO LANZER TERTIÄRER ROTER BERG
- CONCENTRATED AND DIVERSE PUBLIC SPACE
- QUALIFIED PUBLIC SPACE CAPABLE TO GENERATE STRONG COLLECTIVE IDENTITY
- GENERATION OF CUSTOM ENVIRONMENTS ADAPTED FOR SPECIFIC SOCIAL GROUPS AND AGES
- MAGNETIC CAPABILITY TO LINK THE EXISTING "URBAN ISLANDS"
- ENHANCED RELATION WITH PUBLIC TRANSPORT STRUCTURES AND SURROUNDING PUBLIC SPACES
- NEW MAIN PUBLIC SPACES (SQUARES) IN THE INTERSECTION OF THE NEW COMMERCIAL STREET WITH HOFWIESENHALD AND SPENGLER STRASSE



STRATEGIC URBAN DEVELOPMENT

SMALL SCALE CUSTOMIZED PUBLIC SPACES | SOFT MOBILITY NETWORK | SMALL SCALE INFILL CONSTRUCTIONS

LIVING CITY:

- PROGRESSIVE SLOW DENSIFICATION THRU SMALL SCALE INFILL INTERVENTIONS ON EXISTING FREE SPACES
- DEVELOPMENT OF A SOFT MOBILITY NETWORK, LINKED AND INTEGRATED IN THE EXISTING MOBILITY STRUCTURES
- GRADUAL RECONSTRUCTION OF EXISTING URBAN ISLANDS
- DIVERSIFICATION OF HOUSING STRUCTURES WITH NEW SMALL SCALE COLLECTIVE HOUSING
- CREATION AND DEVELOPMENT OF CUSTOMIZED SMALL SCALE PUBLIC SPACES NETWORK
- REINFORCEMENT OF THE EXISTING CONDITIONS TO GENERATE SOCIAL INTERCHANGE
- FUNCTIONAL DIVERSIFICATION WITH NEW SMALL SCALE ENVIRONMENTS AND SPECIFIC PUBLIC FACILITIES
- INTERDISCIPLINARY OF LINKS AND RELATIONS BETWEEN EXISTING AND SOFT MOBILITY NETWORKS
- DIVERSIFICATION AND REGENERATION OF THE LOCAL POPULATION
- CREATION OF AN INTERNE NETWORK OF ORIGINAL AND SPECIFIC SMALL SCALE (SUSTAINABLE) ENVIRONMENTS TARGETED FOR SPECIFIC GROUPS

MASTERPLAN





POSSIBLE FUTURE CONNECTION WITH PRIVATE GREEN AREAS SENIOR PUBLIC GARDEN SENIOR PUBLIC SQUARE AMBULANCE STATION STAFF ENTRANCE OPEN AIR AUDITORIUM/STAIRS MAIN SQUARE | GENERATIONS CROSSING COMMERCIAL STREET PASSAGE TO PREYERASSE PRIVATE INTERIOR GREENHOUSE/EXTERIOR BALCONY PUBLIC SQUARE PUBLIC GREEN AREA PUBLIC TRANSPORT INTERFACE (TRAM + BUS + BIKE + RIDE)

STREET

The historical origin of the Spising area as a part of the suburban Hietzing district is evident in the lack of relevant urban spaces capable to generate a strong urban image and enhance collective identity.

The living street concept is integrated in a process of strengthening the relation between ages (seniors to youth), distinct social groups and the adjoining urban areas and functions, creating in the intervention site a defined and identifiable public space capable to act as the missing historical center for the Spising urban area.

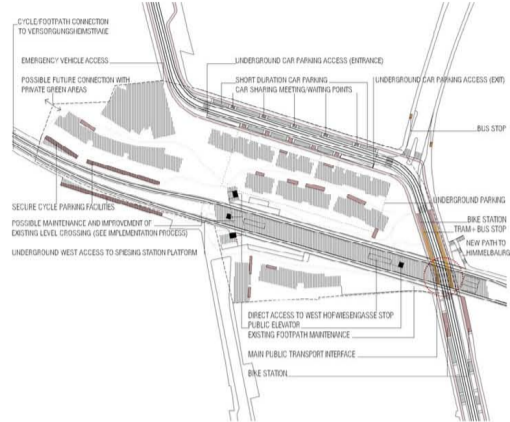
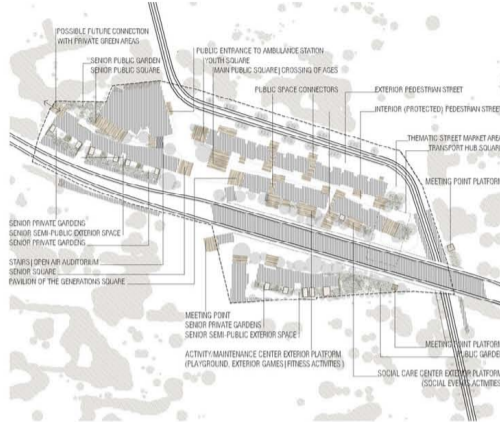
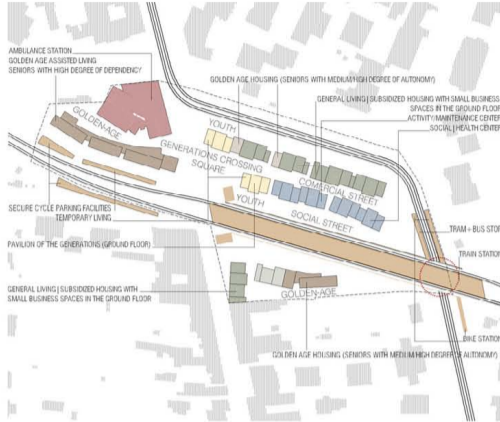
Integrated in a broader context of a potential link between the Schönbrunn palace garden and the Händlwald/Lainzer Torgarten areas thru Fasangartengasse, the living street is the main element of the proposed public spaces system.

In the east limit, an open square defined by the public transport interface assures the ideal space for secure and fast circulation and public transport exchanges. From the public transport interface square is possible to cross the intervention site towards west by multiple paths and environments. In the south side of the train station the existing footpath is maintained and improved. At north, a social street acts as a buffer protection to the main commercial street. Concentrating all social and public facilities, this street will be able to generate powerful synergies between the users of several public facilities, whose activities can be extended to the adjoining exterior platforms, and all citizens passing by.

Adjusted to the possible building limits, the living street is slightly bended and the buildings have variable heights, reinforcing the image and identity of an organic environment closer to the human scale. In the ground floor is possible to find an intense sequence of multiple small business spaces and integrated common facilities for future inhabitants.

Between the Spisingerspaces and Lainzerstrasse the visual contact is maintained thru a wide open square where all generations can relate and simultaneously find specific areas adapted to each age.

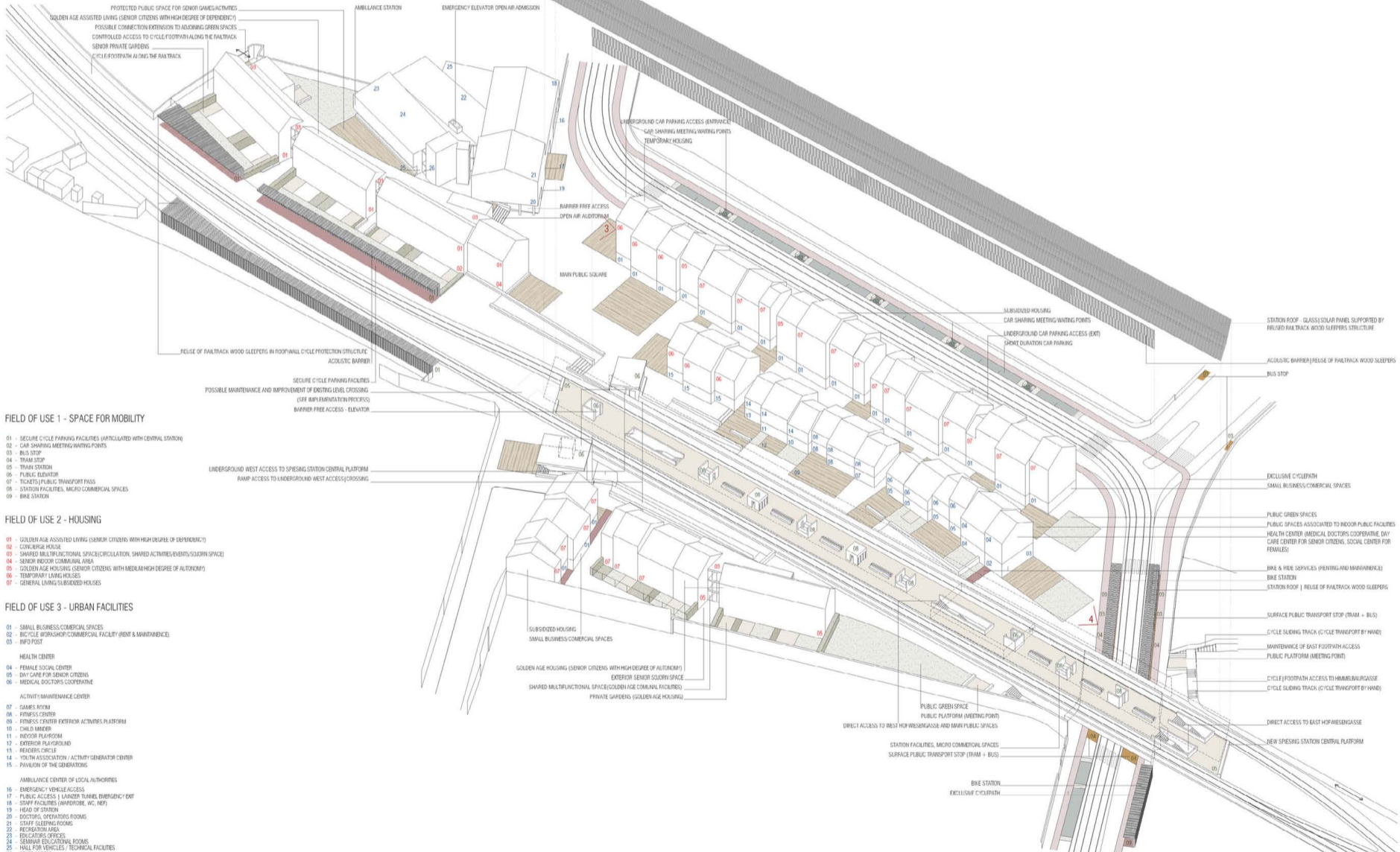
Close to the Ambulance Station, senior citizens with low autonomy capacity can find assisted living facilities surrounded by a protected public environment where they can comfortably be an active and relevant part of the Living Street, redefining the intervention site as a new social and urban landmark.



PROGRAM | AGES

PUBLIC | GREEN SPACES

CIRCULATION | PARKING | PUBLIC TRANSPORT



AXONOMETRIC PROJECTION



3 - CENTRAL SQUARE - AMBULANCE STATION



4 - PUBLIC TRANSPORT INTERFACE | SOCIAL STREET



SECTION DD SECTION EE 0 5 10 20

LIVING

Considering the existence of relevant and distinct noise sources around the intervention area, the presented scheme aims the creation of several protected environments capable to host an attractive urban life in a privileged area.

Therefore, the internal organization of housing spaces and their association modes are defined to protect the main living spaces of undesired noise, working as a big scale collective sound diffusion/absorption urban structure. In the underground, the car parking facilities create and additional buffer structure between underground noise and vibration sources and the living spaces developed above. Concentrated in compact vertical structures, the vertical circulation and wc+kitchen spaces are structurally independent and detached (with noise/vibration barriers) from the underground car parking structure. Placed as a massive built barrier between airborne noise and the main living spaces, these vertical structures concentrate all the technical facilities (gray waters treatment, collect rain water, manage radiant heating and sanitary hot waters, energy generation and distribution) necessary to assure sustainable and affordable high quality living standards. Facing south, all house types have a greenhouse (in winter) that can easily be transformed in a wide built-in balcony in summer. This buffer space adds an extra protection to reduce noise in interior spaces, and simultaneously, is capable to ensure additional capabilities to regulate interior temperature and humidity levels considering the possible presence and maintenance of a luxuriant indoor private garden/vegetables culture all the year.

GOLDEN AGE LIVING

The interior spaces are defined by a generous barrier free living space surrounded by basic service spaces (wc+kitchen). The common circulation spaces take the form of a variable width gallery that can be used as a privileged space for senior shared activities and to improve the relation with the exterior spaces and society.

TEMPORARY LIVING

One central multifunctional space can be extended to the greenhouse/balcony area and simultaneously be merged with the detachable compact room forming a self-sufficient expandable living environment for a comfortable temporary living experience.

GENERAL LIVING

The entrance hall and a multifunctional space (with possible autonomous access) are positioned around the vertical circulation spaces allowing the detachment of the multifunctional spaces from the remaining living areas to host alternative functions (work, hobby, room). All living spaces are turned towards south protected from excessive noise by a succession of buffer zones (stairs, wc, kitchen, dressing rooms). The permanent presence of the mutable greenhouse/balcony can be absorbed by any of the surrounding living spaces enlarging the scope of possible uses and the creation of unique urban environments to live in.

Note: The ground floor spaces occupations mentioned on the plans are to be regarded as examples that can be modified and adapted. (numeric values on interior right corner are referred to areas values in sqm).

NOISE SOURCES - PREYERGASSE ROAD, AMBULANCE STATION, TRAIN STATION

SERVICE SPACES | NOISE DIFFUSION

LIVING SPACES | NOISE PROTECTED

PUBLIC SPACE | CONTROLLED NOISE

SOUND DIFFUSION PANEL

T1 C T1 D

COMMUNAL EXTERIOR SPACE

SHARED MULTIFUNCTIONAL SPACE COMMON CIRCULATION SPACE WITH VARIABLE WIDTH CONFIGURATION

ROOM

INDOOR GREENHOUSE (WINTER) BALCONY (SUMMER)

T0 A T0 B T0 C

WC

POSSIBLE AUTONOMOUS ACCESS

KITCHEN

INDOOR GREENHOUSE (WINTER) BALCONY (SUMMER)

ROOM

T2 T1 A

EXTERIOR SERVICE SPACE

POSSIBLE INCLUSION OF ELEVATOR

WC

POSSIBLE AUTONOMOUS ACCESS

ROOM

INDOOR GREENHOUSE (WINTER) BALCONY (SUMMER)

MULTIFUNCTIONAL SPACE

T3 T1 B

TIPOLOGIES GOLDEN AGE LIVING TEMPORARY LIVING GENERAL LIVING 0 3 5 10



GROUND FLOOR PLAN 0 5 10 20



5 - SENIOR PUBLIC SPACES - AMBULANCE STATION 6 - HOUSING - T3 INTERIOR