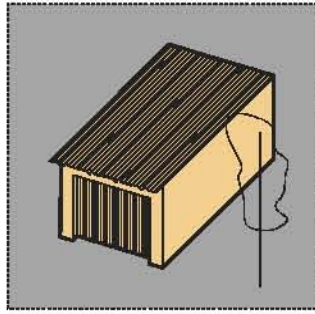
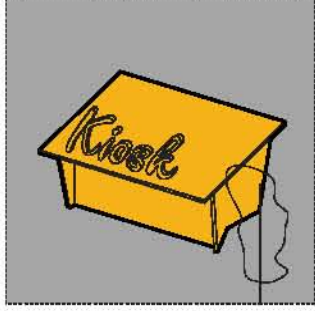


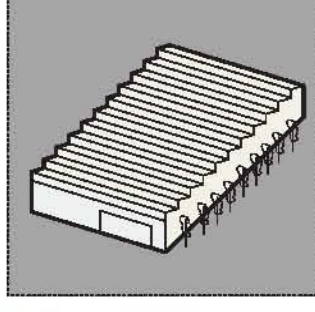
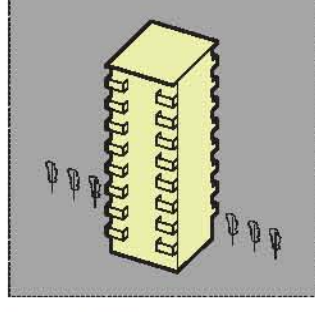
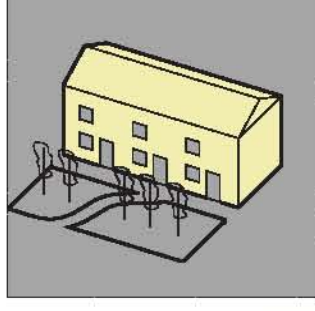
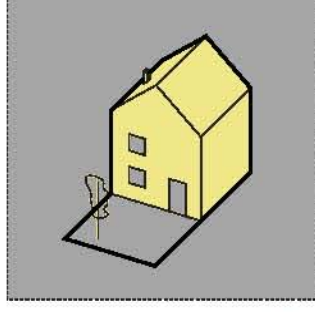
ELEMENTS FROM GRAZ'S URBAN FRINGE



MINIMUM BUILDING ENVELOPE
ON SMALLEST POSSIBLE LOT
(FAR = 1,5; GFA = 630m²)

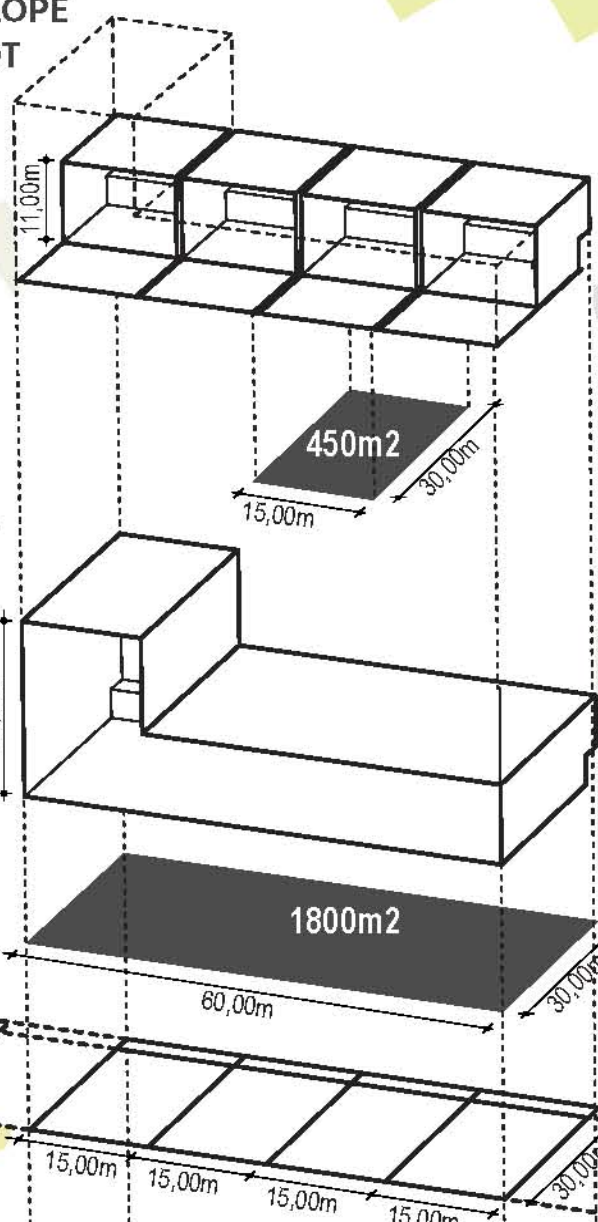


MAXIMUM DEVELOPMENT
ON LARGEST POSSIBLE LOT
(FAR = 3,5; GFA = 3870m²)



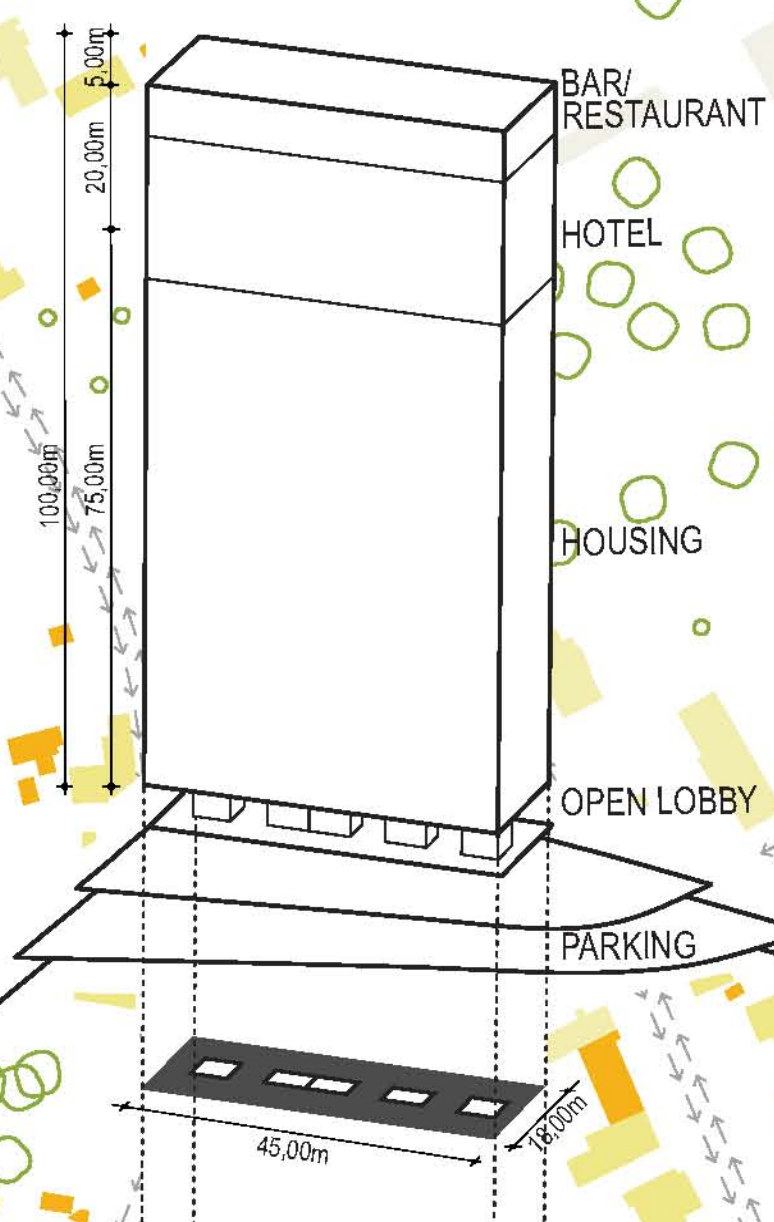
ZONING STRATEGY

The zoning for the strip along the Conrad-von-Hötzendorf Boulevard and the rails defines a minimum and maximum development. The lots are 30m deep while their widths are variables of 15m. The allowable building height increases proportionally to the lot size, reaching a maximum of 20m height within a 15m module on a 60m wide lot. This adaptive rule produces variation in building types and a structured silhouette along the straight boulevard, without predetermining size and type of possible developments. The program can vary from housing to offices to shops. Building types might vary from town houses to condos or mixed-use blocks to small industrial workshops with offices above. At street level, a required set back of 3,50m provides a unified base. The fairly high maximum FAR seems justifiable due to the vast open terrain of the rail yard. If the maximum building envelop is exploited, typological innovation will have to compensate for the depth (e.g. through courtyard houses on top of deep retail etc.).



HOUSING HIGH RISE

The building envelope of the high-rise is inserted in a 20x45x100m box. The level at which it meets the landscape is to be kept free. Meanwhile, a series of pavilions mediate between the horizontal field condition and the housing tower. These are programmed with shared facilities ranging from a bike and storage room to a sauna. The basic zoning envelope can be challenged by a so-called "Bonus Kubatur". Any volume within the zoning envelope that is dedicated to shared facilities or outdoor spaces such as loggias can be added to the zoning envelope horizontally. This measure acts as an incentive for the developer to finance extra facilities. Furthermore, it will result in a more differentiated or pixelated facade that should echo the porosity of the field.

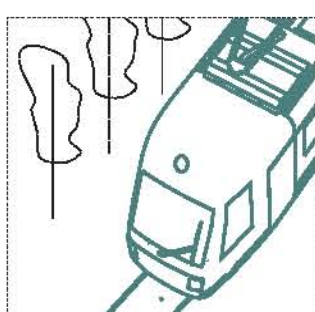
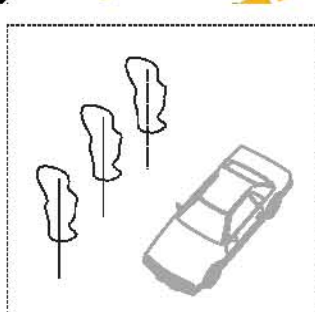
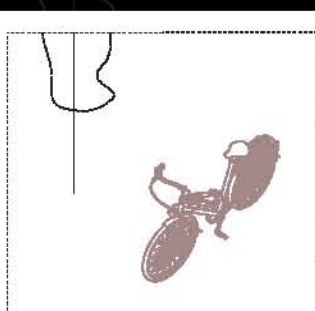
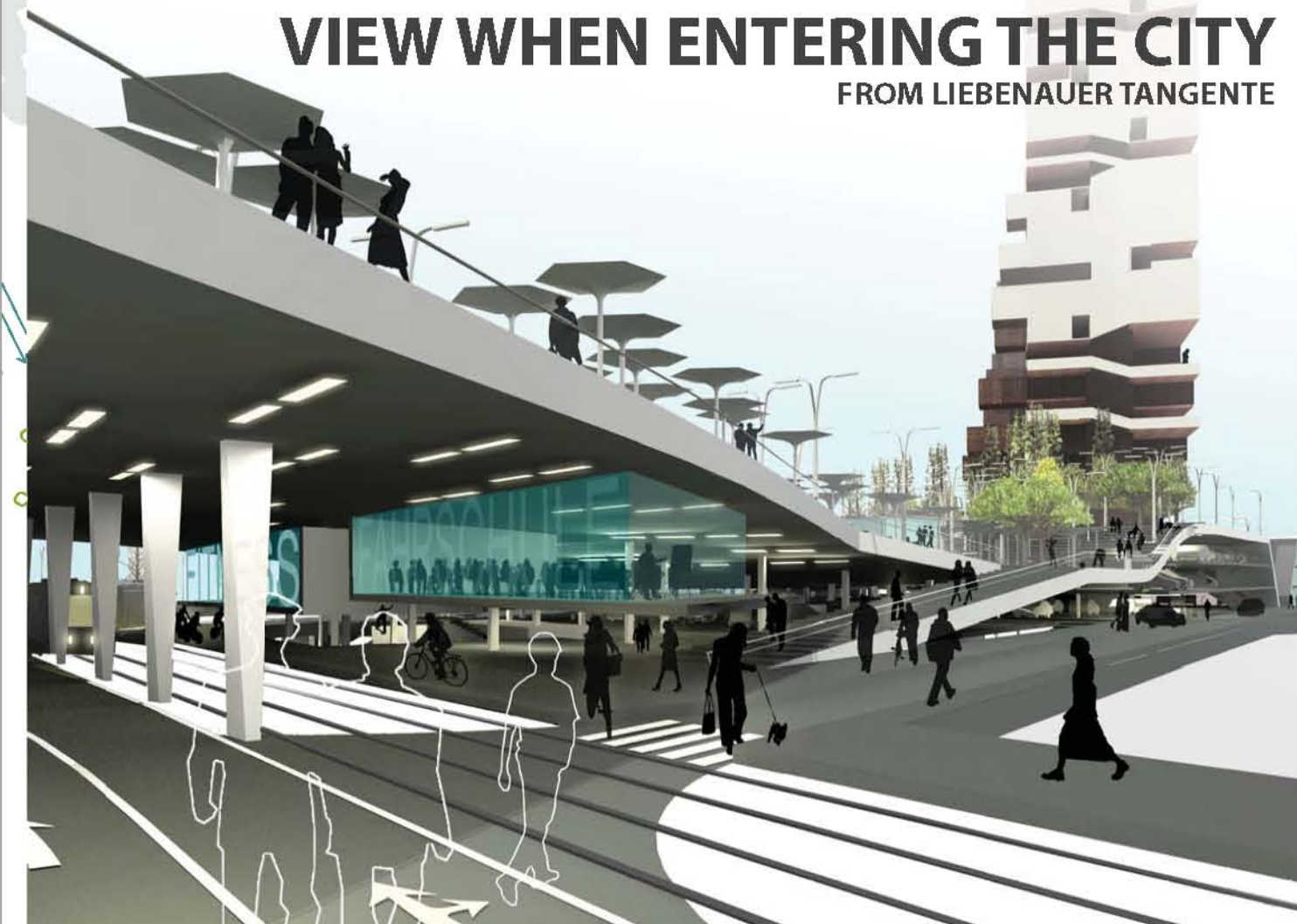


REGULATIONS

MASSING SCENARIO
AXONOMETRY SCALE 1:1000

PLAN OF STRATEGIC SITE
SCALE 1:2000

MAGNETIC URBAN FIELD
VIEW WHEN ENTERING THE CITY
FROM LIEBENAUER TANGENTE



LANDSCAPE VS. LANDMARK

The ambivalence of the competition brief is symptomatic for the state of urban design today. It wants to address the entropy of the urban fringe and rethink the notion of public space in an environment defined by continuous flux and abrupt changes of intensities—an environment fundamentally resistant to spatial definition and architectural semiotics. Yet the brief also asks for an architectural landmark: A wooden high-rise, so tall it announces to entire Graz its commitment to ecology—as if a serious attempt to tackle urban sprawl wouldn't suffice...

The proposal accepts these contradictions. It acknowledges the cultural (and financial) necessity of a landmark tower and even sketches possible connections between the horizontal field condition and its vertical counterpart. It further acknowledges the necessity for contemporary architecture to provide formal identity; meanwhile its emphasis is syntactical. Rather than being concerned with the form of things, it focuses on the form between them.

A FIELD MADE OF 'FOUND OBJECTS' FROM SUBURBIA

Historically, the question of part-to-whole relations in urbanism has been addressed through compositional or figure-ground considerations. The project site, however, imposes a different type of investigation. Here, buildings are placed on the ground with little concern regarding their neighbors, scale or resulting interstitial spaces. The disjointed objects form a heterogeneous landscape in which none of the individual parts matter and yet their sum is essential to its character. Adding another singular piece—regardless of size or style—would make little difference.

Consequently, the proposal adopts an opposite approach: Rather than adding new elements, the project works with elements already existing. It treats the ordinary objects of Graz's sprawling cityscape as 'found objects'. Kiosks, street lamps and parked cars are condensed and reconfigured into a new artificial landscape: A landscape that develops horizontally through the logic of accumulation. A spatial matrix capable of unifying diverse elements is formed while respecting the identity of each. Intervals, repetition and seriality produce emergent patterns. Their superimposition becomes a moire of suburban sprawl. Diffusing the linear Conrad-von-Hötzendorf Boulevard into a modulated field condition, the overlay of elements produces unexpected effects and aims to reframe the inhabitants' perception of the suburban landscape. Landscape, archi-

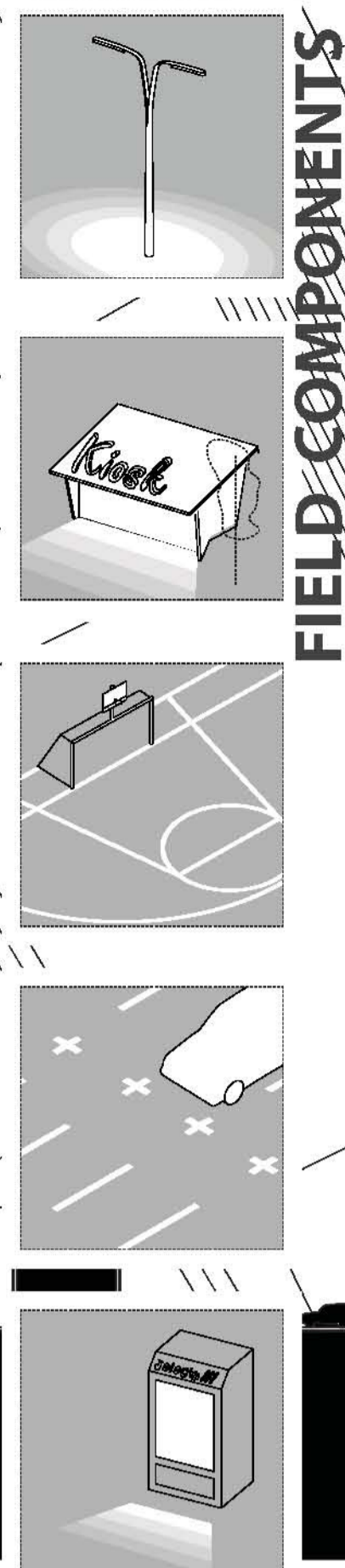
ture and infrastructure blend. In their condensed state they take on a more performative role. They act as a medium for the continuous, horizontal exchange between natural and artificial ecologies, internal and external activities.

ACTIVITY PATTERNS

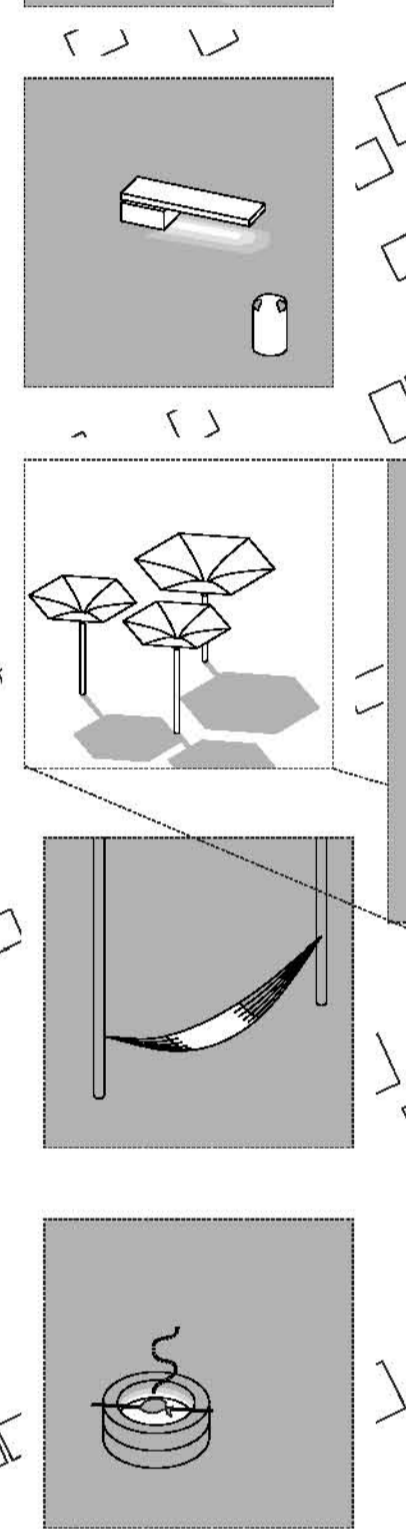
The topography and the placement of elements are configured to absorb peaks of activities. The flow of spectator crowds will be channeled as if guided by an invisible hand. During down times, however, the artificial landscape compensates emptiness through its auratic presence evocative of swarm behavior and invites spontaneous activities and individual appropriation. Thus, the project speculates on a loose fit between space and program, and organization and behavior, where none is over-determined yet still specific enough to create local differentiation.

Meanwhile, selected programs are introduced at neuralgic points to act as catalysts for activities at specific times of the day and week. A series of kiosks for take-away meals are placed along the trajectory of commuters. Outside of opening hours, vending machines provide basic supplies. Further synergies are based on programmatic affinities. A gym and street soccer fields incite sport fans to exercise as well. A driving school and a car wash contribute to nurturing a car culture latent in the spectacular parking-scapes. Other excessive parking space used only at peak time is programmed as temporary sports and leisure facilities. They provide informal gathering places for the neighborhood. So do a series of cafes and restaurants, raised above the traffic and situated around a clearing of parasols. Sheltered from the elements are stands where street vendors can set up during games and farmers on market days. Towards the north, a sloping grove and dispersed pavilions for extended housing programs form a gradual transition from the stadium and transit infrastructure to the residential tower and hotel. Despite local differentiation and programmatic diversity, the resulting field configurations remains porous and highly interconnected. The overall shape and its limits are fluid and less important than the internal relationship of parts, which determine the behavior of the field. As a result, the proposed configuration can accommodate change and adapt to the dynamic behavior of future users, bottom-up. The project multiplies and condenses both ground and aggregate elements, and thus provides new ways to imagine collective urban activities.

MAGNETIC URBAN FIELD FRINGE CONDENSER

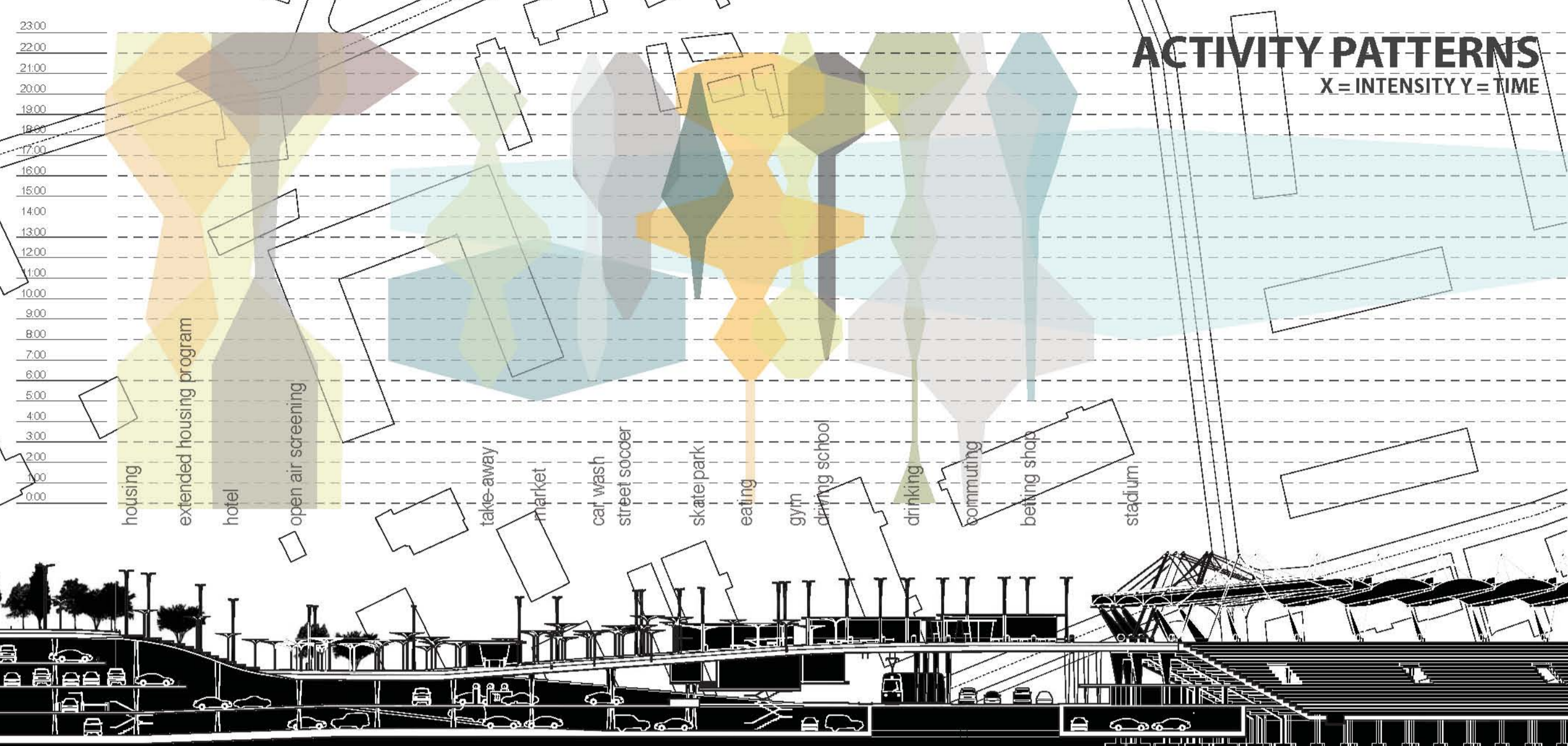


FIELD COMPONENTS
OR FOUND OBJECTS FROM SUBURBIA



SOEN H₂O
FOR ENERGY

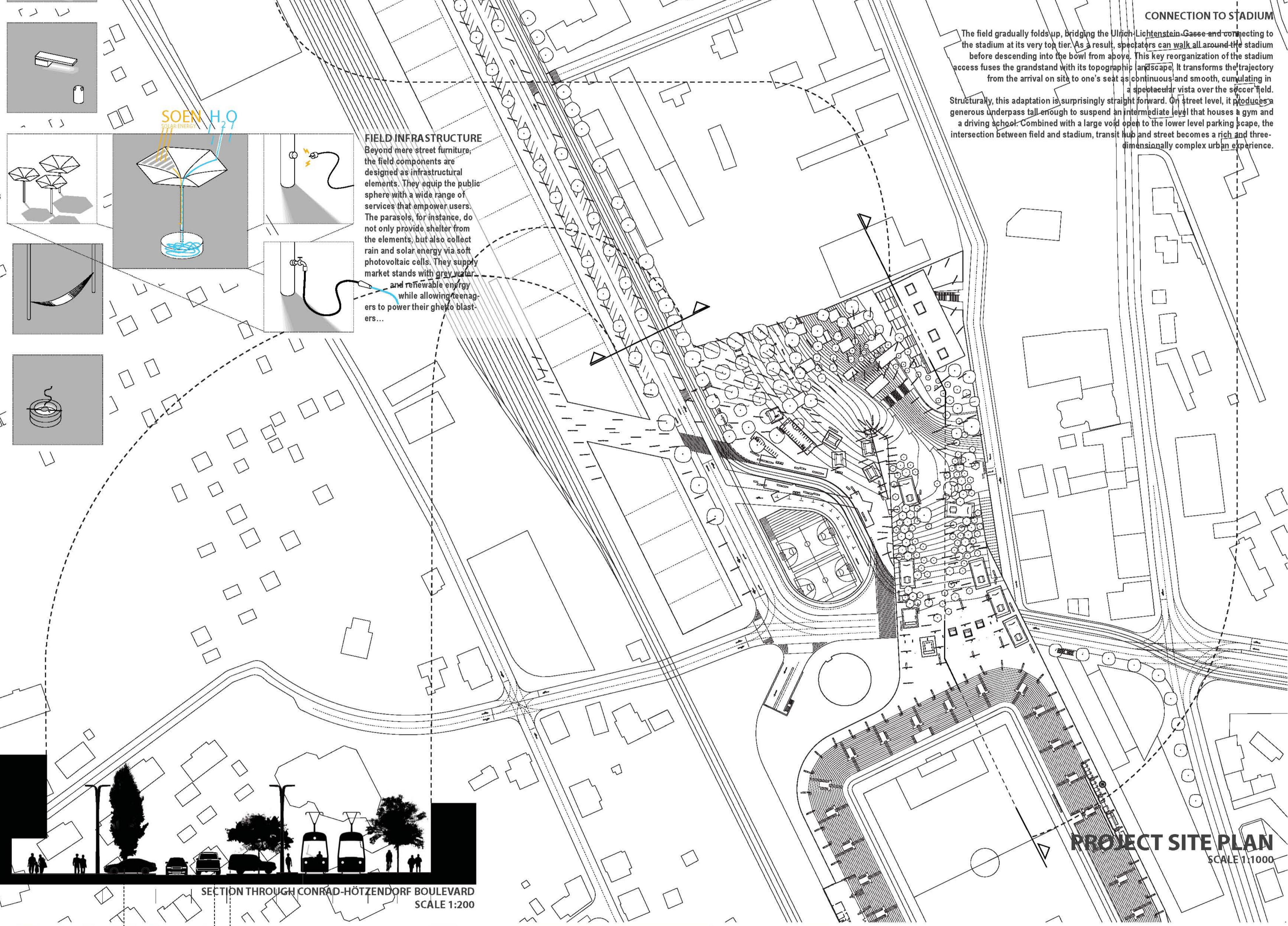
FIELD INFRASTRUCTURE
Beyond mere street furniture, the field components are designed as infrastructural elements. They equip the public sphere with a wide range of services that empower users. The parasols, for instance, do not only provide shelter from the elements, but also collect rain and solar energy via soft photovoltaic cells. They supply market stands with grey water and renewable energy while allowing teenagers to power their ghetto blasters...



ACTIVITY PATTERNS
X = INTENSITY Y = TIME

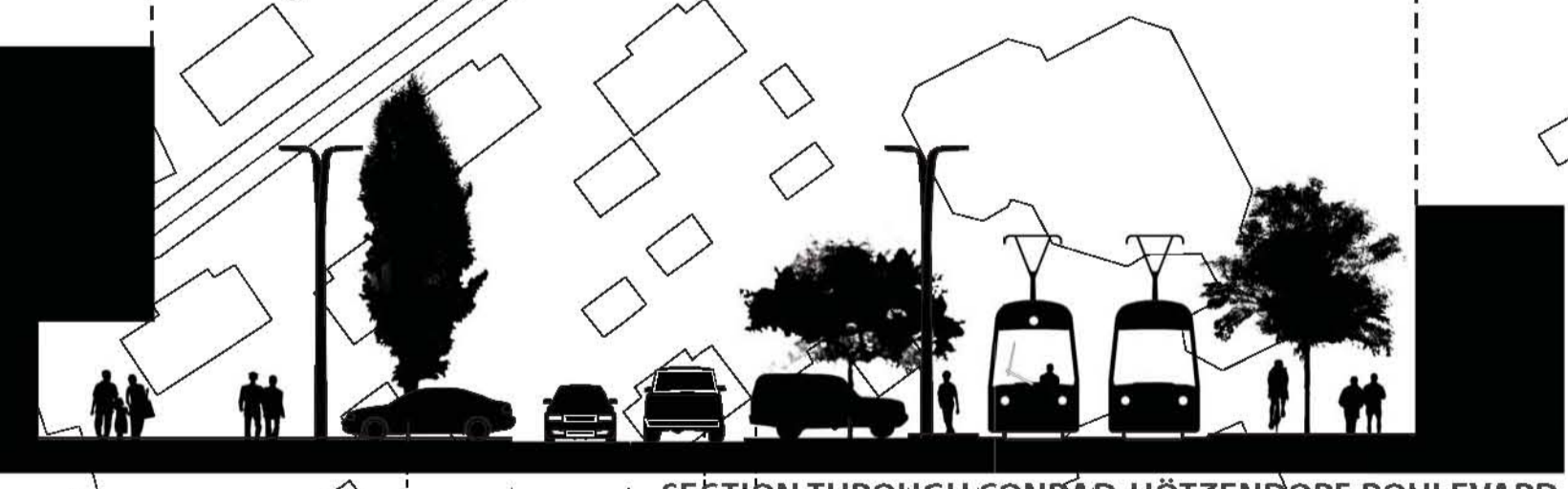


SECTION
SCALE 1:1000



CONNECTION TO STADIUM

The field gradually folds up, bridging the Ulrich-Lichtenstein-Gasse and connecting to the stadium at its very top tier. As a result, spectators can walk all around the stadium before descending into the bowl from above. This key reorganization of the stadium access fuses the grandstand with its topographic landscape. It transforms the trajectory from the arrival on site to one's seat as continuous and smooth, cumulating in a spectacular vista over the soccer field. Structurally, this adaptation is surprisingly straightforward. On street level, it produces a generous underpass tall enough to suspend an intermediate level that houses a gym and a driving school. Combined with a large void open to the lower level parking space, the intersection between field and stadium, transit hub and street becomes a rich and three-dimensionally complex urban experience.

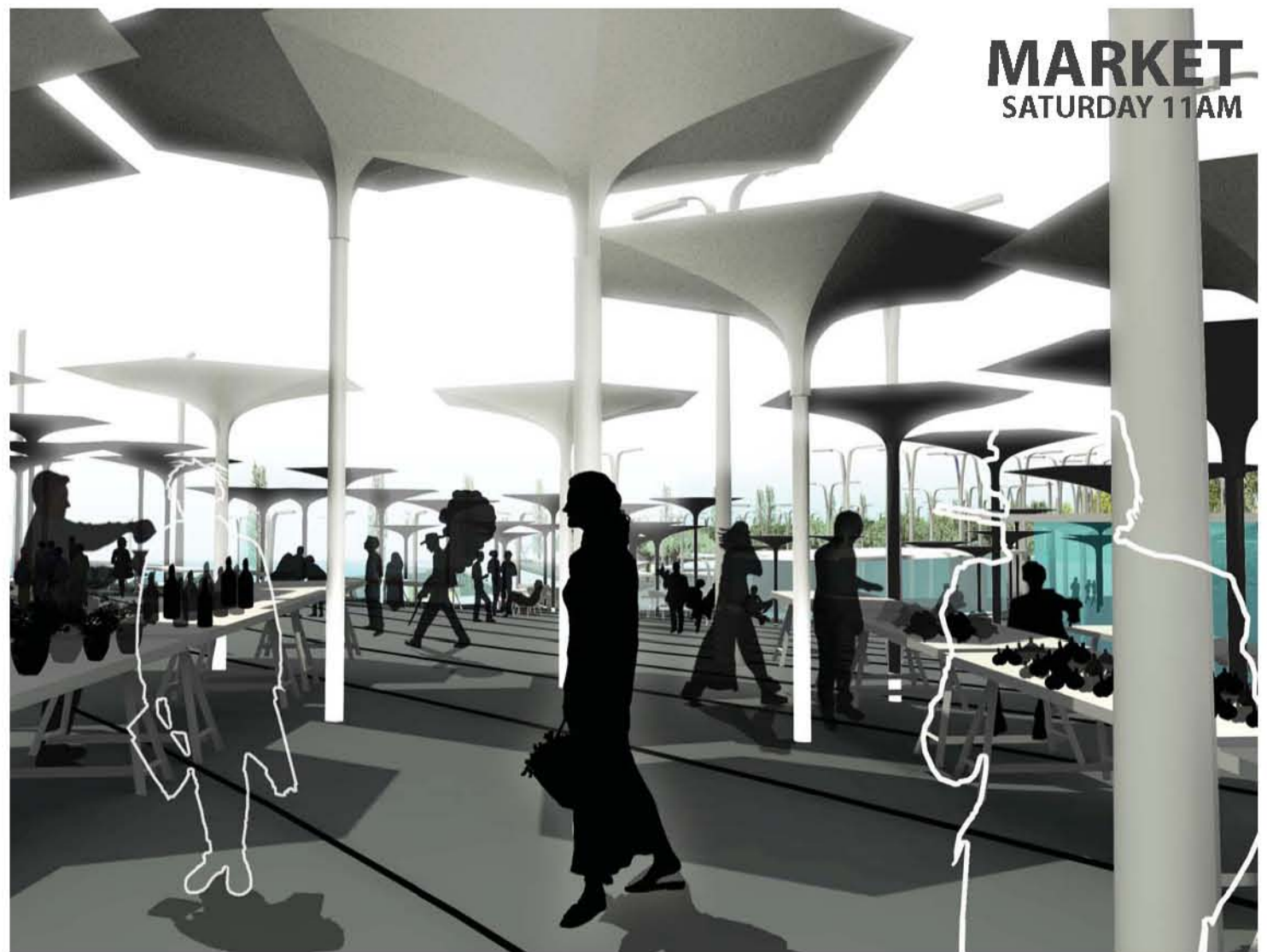


SECTION THROUGH CONRAD-HÖTZENDORF BOULEVARD
SCALE 1:200

PROJECT SITE PLAN
SCALE 1:1000



CHILL OUT
FRIDAY 6PM



MARKET
SATURDAY 11AM



GAME
SUNDAY 3PM

MAGNETIC URBAN FIELD
FIELD CONDITION

- 1 STADIUM
- 2 RESTAURANTS/CAFÉS/BARS
to be added later if needed
- 3 TICKET BOOTHS
- 4 BETTING OFFICE
- 5 FAN SHOP
- 6 GYM
- 7 MARKET PLACE *farmer's market, farmers market on weekends or food stands during games*
- 8 RESTAURANTS/CAFÉS/BARS
- 9 GIANT SCREEN *for live transmissions*
- 10 BLEACHERS

- EXTENDED HOUSING PROGRAM
- 11 MAIN ACCESS TO HIGHRISE
 - 12 EVENT SPACE
 - 13 LAUNDRY ROOM
 - 14 BIKE AND STROLLER ROOM
 - 15 HAUSMEISTER'S OFFICE
 - 16 SAUNA
 - 17 WORKSHOP
 - 18 ENTRANCE TO HIGHRISE PARKING
 - 19 CHILL-OUT ZONE *with shade, hammock and BBQ*

- TRANSIT HUB
- 20 SHORT-TERM PARKING *2hrs max. on weekends / bicycle racks on weekdays*
 - 21 BICYCLE SERVICE STATION
 - 22 BICYCLE GARAGE
 - 23 CITY-BIKE AND E-BIKE STATION
 - 24 TRAM STATION
 - 25 TAXI STAND
 - 26 DROP-OFF/KISS&RIDE
 - 27 KIOSK FOR TAKE-OUT *kebab, pizza, noodle, burgers, traffic*
 - 28 ACCESS TO AND FROM LOWER PARKING SCALE
 - 29 ACCESS TO FUTURE S-BAHN STATION

- EXTENDED PARKING PROGRAM / MULTIPLE USE
- 30 BLEACHERS
 - 31 STREET SOCCER AND BASKETBALL FIELDS *parking for maximum capacity during games*
 - 32 HALF PIPE
 - 33 COVERED STAGE
 - 34 SOUND BOOTH
 - 35 DRIVING SCHOOL OR CAR RENTAL
 - 36 ACCESS FROM BACH STR. TO UPPER LANDSCAPE
 - 37 RAMP TO LOWER LANDSCAPE
 - 38 CAR WASH *parking for maximum capacity during games*
 - 39 PARKING FOR CAR SHARING
 - 40 ACCESS TO PUBLIC PARKING / P&R
 - 41 PARKING FOR RESIDENTS OF HIGHRISE
 - 42 ACCESS FROM BACH STR. TO UPPER LANDSCAPE *and highrise lobby*
 - 43 POTENTIAL PARKING CONVERSION INTO OFFICES *to be specified along Bach Str. as automobile decreases in future*
 - 44 PUBLIC PARKING
 - 45 PING-PONG TABLES
 - 46 SKATE PARK

- CONRAD-VON-HÖTZENDORF BOULEVARD
- 47 SIDEWALK
 - 48 BICYCLE PATH
 - 49 TRAM TRACKS
 - 50 COVERED STAGE
 - 51 SOUND BOOTH
 - 52 DRIVING SCHOOL OR CAR RENTAL
 - 53 ACCESS FROM BACH STR. TO UPPER LANDSCAPE

EXPLODED AXONOMETRY
SCALE 1:500

LANDSCAPE LEVEL +0,00m to +8,50m

LANDSCAPE LEVEL - 3,50m to +0,00m

LANDSCAPE LEVEL - 5,50m to -3,50m

TRANSIT HUB
The project interfaces between the urban fringe and the city, highways and boulevards, and regional and local networks. It represents a shift in speed. One can park the car, then transition to other forms of mobility. The transfer is designed for uninterrupted flow, yet it is punctured by programs and experiences aiming at measured deceleration. The busy commuter, moving effortlessly through the porous field of ordinary street objects, might not notice the landscape of the transit hub. However, while he waits for the tram, a different kind of public space reveals itself—a space that acts as a magnetic field in its suburban context, challenging the distinction between coherence and entropy.

PARKING

TRANSIT HUB

MULTIPLE USE

