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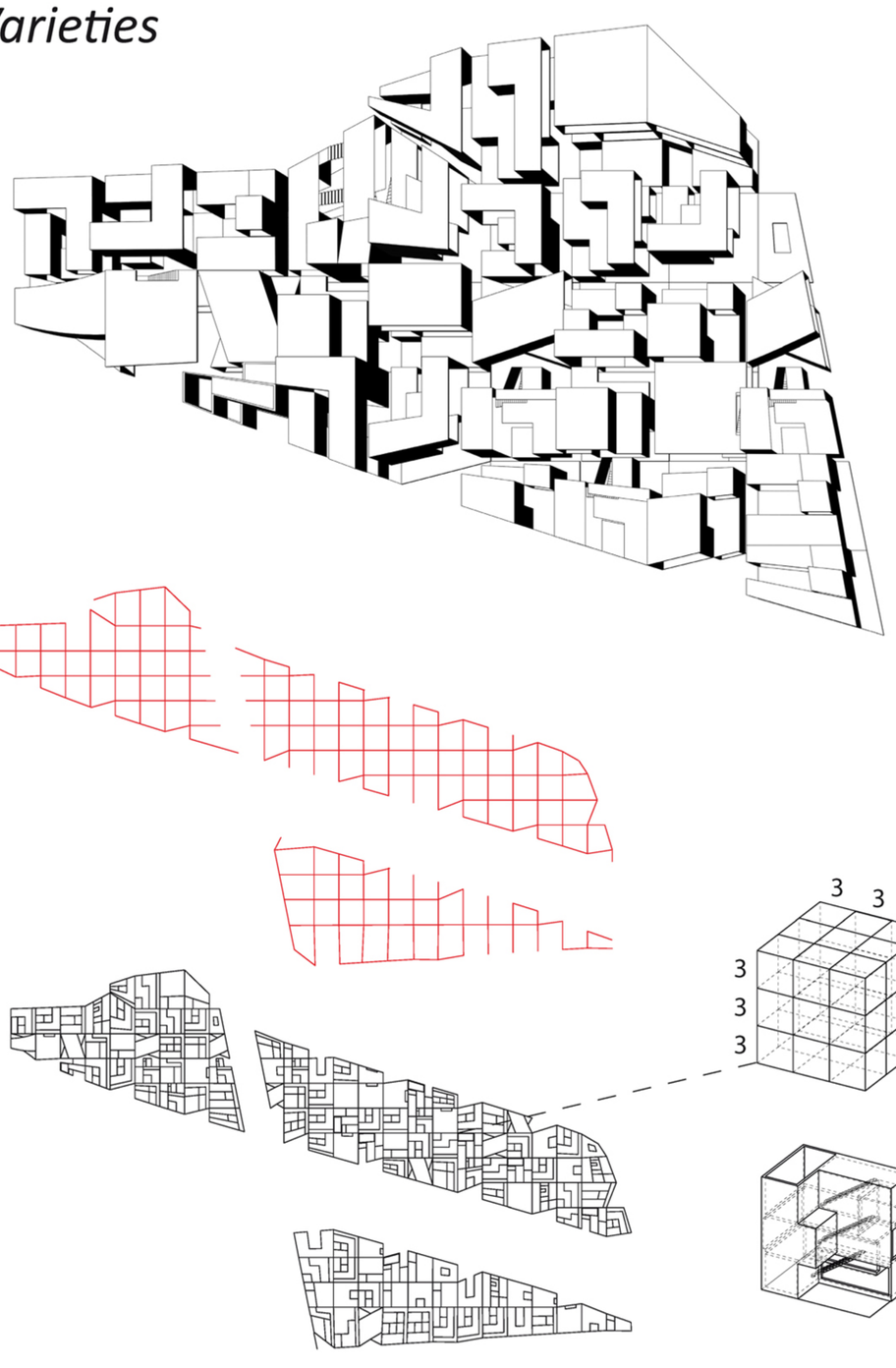
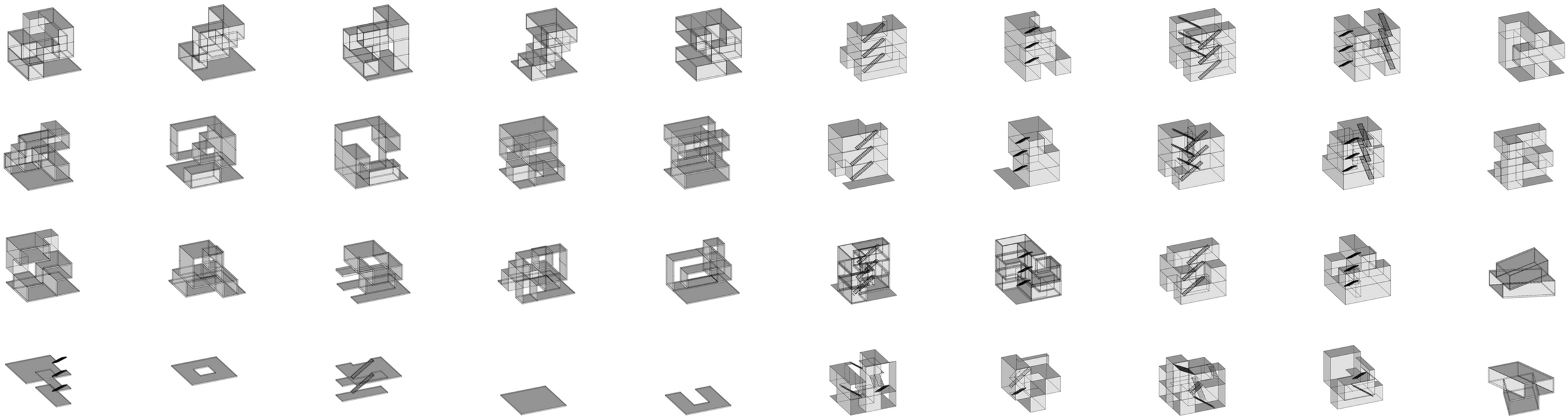
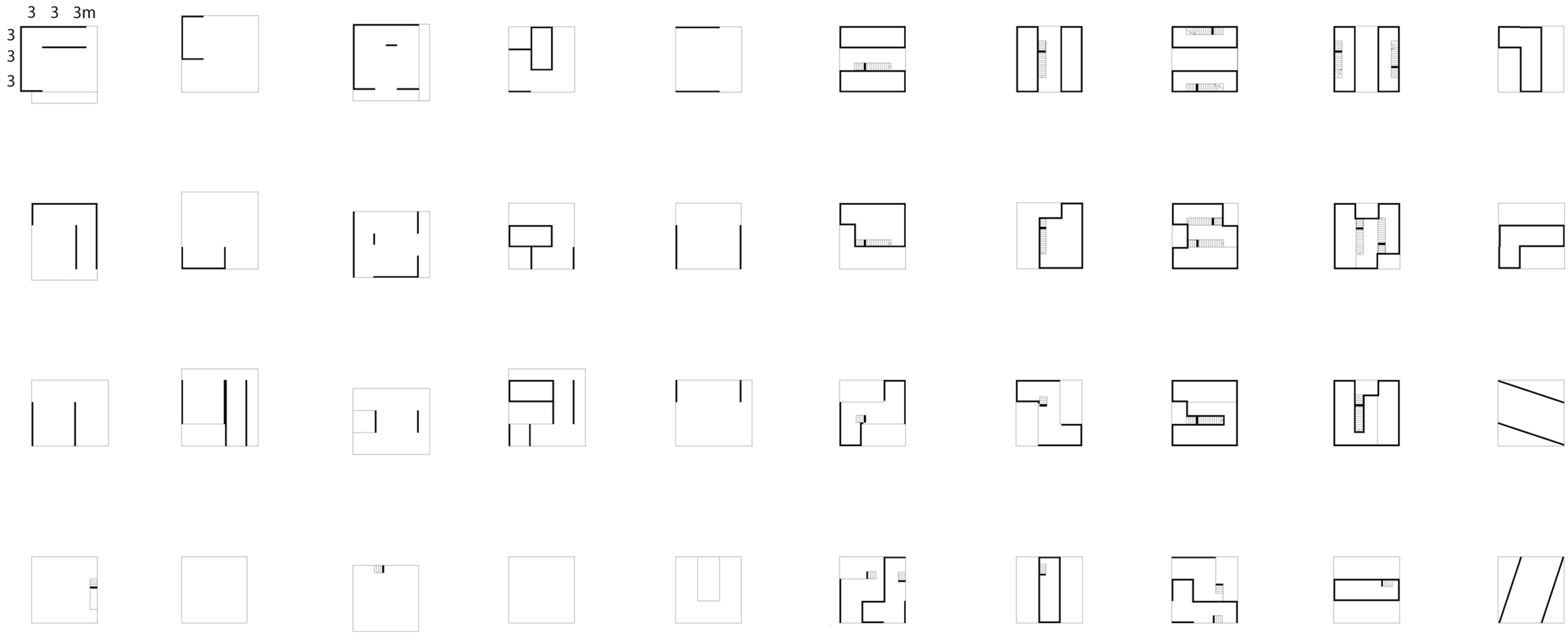
CX 393

Wien - Hietzing

Varieties







if we look onto the given site in wien hietzing the observation of its urban context leads to the convincing certainty that it's potential as a crosspoint of public transport can only be activated with a highly unique identity of it's future urban fabric. the program to reach this aim is the wish to provide not a stupid theme city but create public spaces which are established by spatial units which can be used in different forms, public or private.

the relevant physical image of the perceived city is mainly derived from the constantly changing between the perceived sociological role which we inhabit. the four main categories of sociological roles - images which are possible are private inhabitant - village, business inhabitant - second habitat, local visitor - catalogue of needs and tourist - authenticity. nevertheless, it would be stupid to think it is possible to influence ones personal psychogeographic perception of the city directly. the thinking about such categories is a vehicle to develop the project which is both on the one hand highly unique in it's visible identity and on the other extremly generic in its possible function.

could we create innovative rational and therefore beautiful spatial conditions for a wide range of future developments of functional programs?

the projects spatial proposal is to start with a basic volume of 3 x 9 x 3 m (width x length x hight) which is the smallest unit which could work as a legal single living unit. adding three of them means there is additional volume for semi public / private green space and the same volume for public space. the generated volume out of such nine basic volumes units is a cube of 9 x 9 x 9 m volume module.

a regular spatial grid constituted by adding such volume modules is placed on the site. it is adapted to the site by an algorithm which considers the physical conditions such as sound pollution, lighting rules and the connecting paths of the optimized new stations of public transport facilities, paths for sensitive mobilty and edge conditions beside others. the way the volume modules are put together determines the orientation and spatial development of each now living module as well as the quality of green space it gets. there are also free space modules. developed modules can be exchanged at every point of time within the ralization process easily without changing the concept as a whole.

each unit has its individual entrance from the street level, sometimes also an additional courtyard entrance. the developed living modules serve as small houses with garden or courtyard, flats with loggias, terraces and roof-garden, shared flats, public and commercial facilities, private facilities (ateliers, workshop, office - notion of exploded habitat) public vertical garden as well as they can be used as offices or adapted to bigger units like the rescue station. the entire sites street level is free from automobiles. the garage is underneath, the entrance to it takes advantage from the lower street level near the railways bridge crossing the street. the necesseray free space between the railway and the northern part of the site is a public accessible maedow. the garage, the ground floor above including the ceiling are solid construction (concrete) the upper levels are solid construction as well but massive wood: dowel wood - without any glue, which means 100% percent wood. it fits all needs of building physics, fireprotection and sound protection.

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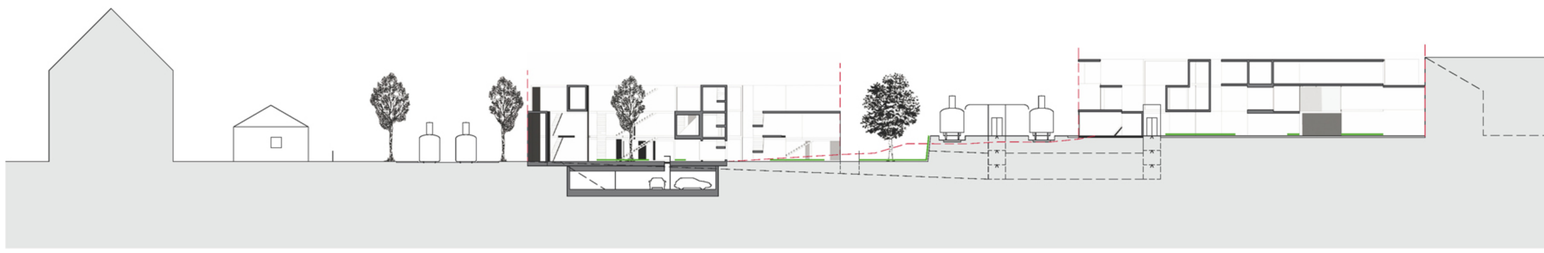
ground floor 1:500

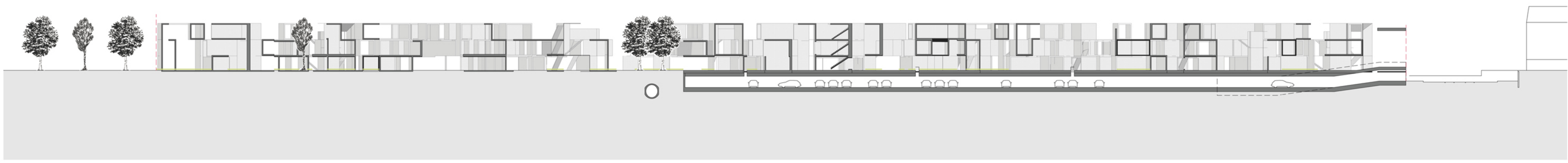
1 entrance through courtyard
2 fore-garden
3 covered terrace
4 lawn adjacent to public meadow
5 enclosed courtyard
6 covered entrance

part of ground floor 1:200

1 5m

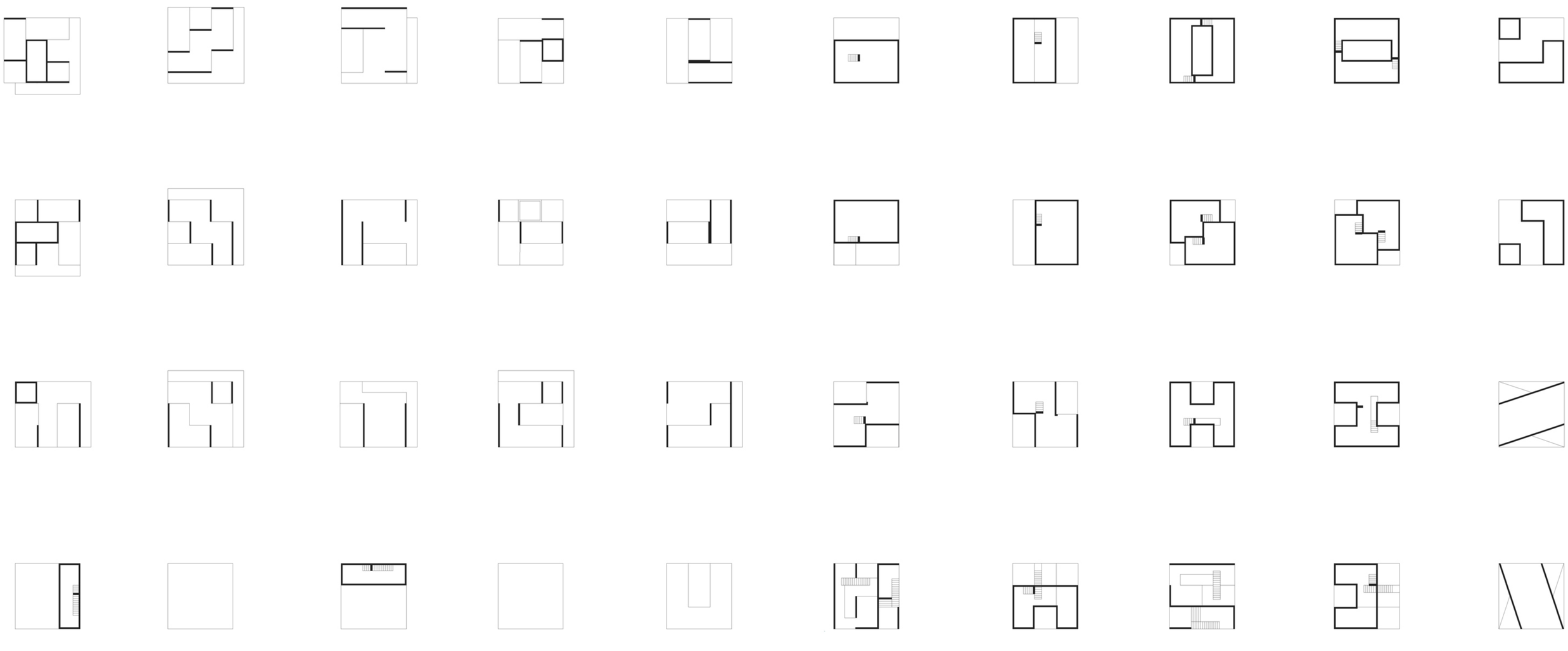


cross section 1:500



longitudinal section 1:500

10 50m



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Varieties