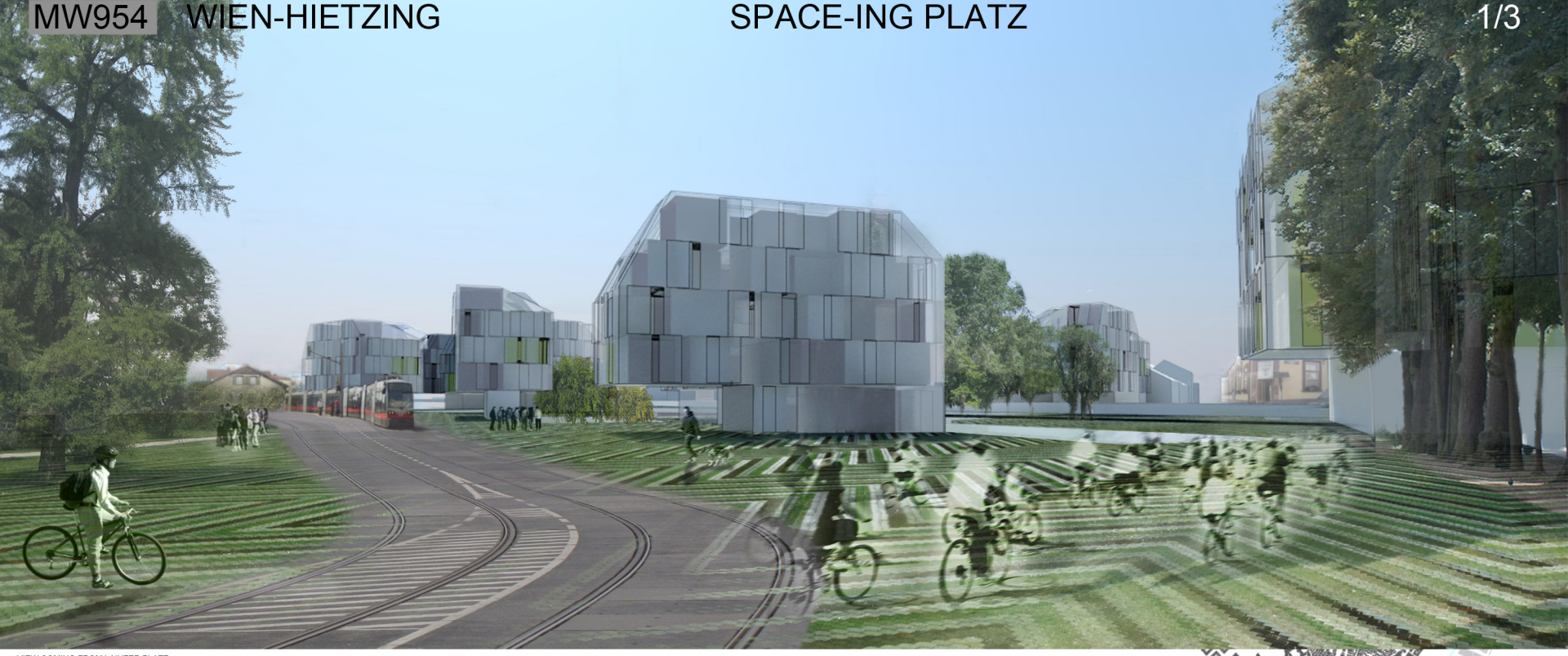
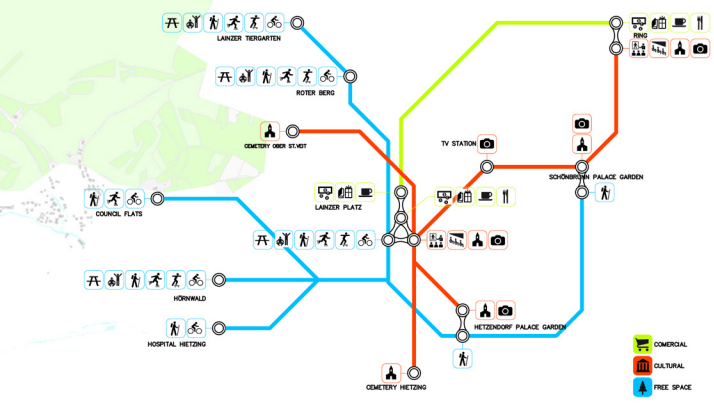


VIEW COMING FROM LAINZER PLATZ

JOINS WITH THE SURROUNDINGS

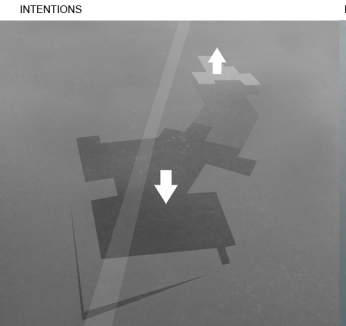


NETWORK OF INTERSTED. URBAN COMMUNITY MOBILITY

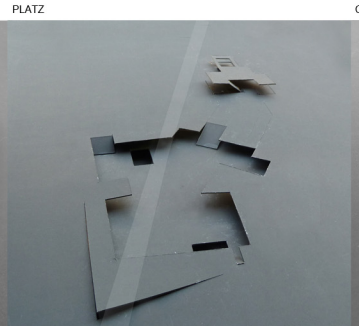
URBAN BUILDING INTERVENTION

URBAN VOIDS INTERVENTION

INTENTIONS

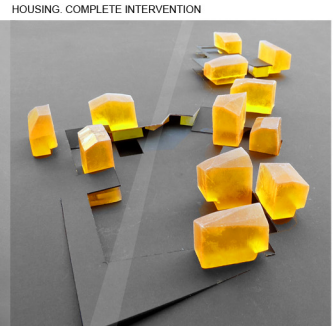


PLATZ



COMMERCIAL PUBLIC PLATZ

HOUSING. COMPLETE INTERVENTION



Urban strategies

The project deals with Vienna's greenest district: Hietzing, a quarter that evolved from a number of small villages. Hietzing is divided into six parts, the two more in the south are Speising and Lainz.

The specific area, situated in Speising, presents nowadays the character of border between these two areas. The important presence of the railway tracks demands a deep reflection in terms of facing its impact, and is our responsibility to turn these no-area into an attractive and interesting focus of life.

The project of Lainz tunnel, opening in 2012, links western and eastern railway lines. It is a deep tunnel that crosses the study area and will liberate the area from huge traffic, leaving mostly a passenger service.

Our proposal pretends to offer a new centre, a urban district with mixed uses around the also renewed and relocated station, and to achieve a real connection with new central railway station and other developments in the same line, which are northern and western railway stations, and even the city centre (renewing uses).

Hietzing is a traditional conservative residential area, whose inhabitants belong to high classes. Elderly people's ratio increases, while the youngsters' ratio decreases. Young people come because of the proximity of green outskirts, but knowing there are no leisure activities around this area.

The process of analysis and the decisions to be taken in order to compound the soul of the proposal can be resumed in the following main ideas and intentions:

- The search for integration of the project into a urban landscape of great sensitiveness and high historical and heritage value, that dwells within the cultural memory of the city and its citizens, even from different parts (and realities) of the same quarter.

- The recognition of the sort of the existing buildings and the way they settle in the gross green private soil (existing lots).

- The analysis from a urban point of view of the virtues and lacks of this opportunity space.

- The improvement in the nearby area of the project of the vehicle mobility, softening its conflicts and strengthening the interchange value of the different public and private transports.

-The integrated definition of a suggesting materiality that provokes a re-qualification of the area as an attraction axis, complementary to Lainz square, but without starting a conflict between the two spaces nor with historical nearby spaces but summoning all together.

- The incorporation of the projected underground parking, that allow a great tree-covered and greened roof complemented by the new square/s where laying, shopping, strolling, sunbathing or great view perception from the qualified space can be achieved.

- The fact of stopping young people from moving away by creating attractive venues adapted to their needs. Apart from that, the creation of a "feeling" where young and old gather, that means, responses for every fringe of age.

Our proposal does not only aim to improve the site, reshaping it as an attraction centre, but to increase the relations with its surroundings.

And in this direction, one important operation is to fulfill the connection between Speising and Lainz. New paving gives a unitary treatment and image up to Lainz square: a urban union completed along Lainzer Strasse axis. That fact can, in the (not so long) run, provoke the appearance of small commercial venues, that complete the longitudinal relation between the two centres, Lainz and Speising squares becoming a greater interchange node and strengthening uses in the scale of quarter. As we know that existing facilities concentrate in Lainz square, the union can turn the whole area into a more recognizable new centre, able to link to local networks, as well as to regional and supra-regional points of intersection. In Edward Jaeger Gasse happens something similar to get to projected Parkstadt Hietzing, other domestic uses may appear taking profit of that fact thanks to the strong and real linkage. Minimum of physical changes and maximum of psycho-geographical changes. The intervention will potentiate the desired urban micro-interventions (generation of axis spilling a small commercial network) enriching the area, because it creates relations with nearby venues such as Lainz square or Hietzing hospital (renewed).

We detect a great richness in pedestrian relations, and we emphasize them to become more directional and free at the same time, not only in the site but all around the quarter. That means a supra-level of new centrality: Lainzer Tiergarten, Rote Berg or Schönnbrunn castle, are some of the existing nodes of attraction. The connections get multiplied!

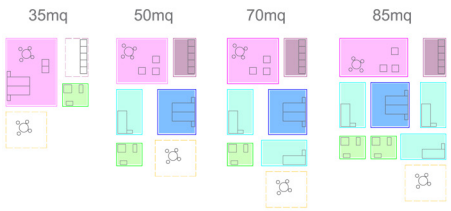
Also we take into consideration the ORF Centre (Austrian Broadcasting), may be demolished and rebuilt... instead of that we propose to recycle and to connect it with our proposal... filling it with ateliers and multiplying the mixture of uses. It would certainly work well as it counts with a good scale of building and it is already an existing landmark in the area.

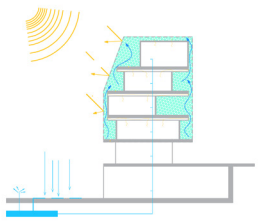
WALTZ COMPTETITION IN PLATZ. VIEW OF THE HOUSINGS

HOUSINGS DEVELOPMENT

SCALE 1.200

0 1 5 10





SUMMER

CHIMNEY EFFECT
Dissipation of heat by natural convection in a double skin (continuous thermic mattress), cistern in sanitary floor to cool the air.
WORK SPACE WITHOUT CURRENTS
Movement of hot air by mattress and false ceiling
PREDICABLE ESTERIOR SKIN
Opening of holes creating terraces In semi-shadow
CELLS AS SOLAR FILTER
Lattice effect
RAINWATER
Gathering and storage of water in the plaza to irrigate the green areas, non sanitary uses of the building.

WINTER

GREENHOUSE EFFECT
Thermic mattres that wraps all the building letting air circulate by natural convection
AIR BETWEEN SKINS
Thermic mattress heated by greenhouse effect. It isolates us from the exterior.
ACCUMULATION-THERMIC INERTIA OF FLOORS
Emission of stored energy from the exposed floors without a technical ground (Areas of circulation)
RAINWATER
Gathering and storage of water in the plaza to irrigate the green areas, non sanitary uses of the building.

PASIVES SYSTEMS SQUEMES

HOUSINGS PLAN. LEVEL + 62.00

SCALE 1.1000

0 10 25 50

HOUSING

The historical model of a Village Square is reinterpretated according to the needs of the XXI century. And even more: a desired landmark is created. A new centre, or a new form of urban centrality, a traffic node where different uses coexist, giving urban quality are some of the epithets that fit with our intervention.

Part of the square is porched in order to create a commercial complex with inifinite promenades, open to air but sheltered from weather. The internal spaces or along the galleries or corridors are developed with terraces and urban furniture and connected by staircases that lead to the streets, like a dynamic plane transforming the main space, dilating where it needs to, every corner offers a lot of different point of views about the internal space, contributing to enhance the curiosity and the interest for the promenade itself. Public and domestic small commerces and ateliers spread along and under the porched areas. In the first underground level, we set out intermediate scale commerces and a fitness centre, complemented by a car and bike parking related to that use. The relation in height is supplied by the presence of 3 big patios which throw a green tongue to the square announcing what's going on under the surface. No offices are foreseen in the intervention.

The implementation of the pieces of dwellings is a key factor. We projected a model in terms of 3-member families, so they become able to dialog and overturn towards the main space, in a stronger way, more than placing them one by one, randomly.

The clue in the position of the MA70 service lays on the fact that it settles in the overall complex as another volume, inside the order between 3 volumes that we have already exposed. But the difference appears by its position in the southwest corner, in a urban intention of enlarging the façade in Speisingser Strasse. It becomes a hinge, independent in use but connected with:
- Speisinger Strasse by pedestrian common access (quarter service)
- New square by access to the seminars (activity)
- Underground level (ambulance parking)

To complete the intervention we used again the concept of hinge along the axis of Speisinger Strasse and Lainzer Strasse. On the eastern side the square is under the level of the street, sheltered from noise pollution and liberated from engine traffic. On the western side, the same plane rises and gives façade to the green mass in the north west, and even though it is not a part of the competition site, trees belong to who enjoys its presence. This space faces another reality, more quiet and softened by shafts. We thought that this could be a suitable area for the elderly to develop their needs and leisure ways. Uses appear here in a more social character:

- the Pavillion of the generations where inter-generational synergies can be reached by re-introducing the elderly into daily urban life.
- Areas of child care, youth and elderly for playing and sojorn.
- Health center with medical doctor cooperative
- Day care area for senior people
- Social centre for women

LONGITUDINAL SECTION

SCALE 1.400

0 1 5 10 25

VIEW OF HOUSINGS FROM THE COVERED COMMERCIAL PROMENADE

GROUND FLOOR -1

01. medium scale commercial spaces
02. fitness centre
03. flea market / stalls
04. MA-70- Ambulance parking
parking
car wash site
catastrophe convoy
access control point
utility rooms
magazine
05. commercial and dissuasory parking
06. parking ramps
07. bike&ride parking
08. MA-70's vertical access cores
09. dwelling's vertical access cores
10. technical spaces
11. covered commercial area
12. commercial patios
13. Lainzerbach canal
14. Lainz tunnel safety exit

GROUND FLOOR -2

01. proprietaries and dissuasory parking
02. dwellings' private space
bike rooms
pushchair rooms
baby trolleys room
launderette
garbage room
03. dwelling's vertical access cores
04. technical spaces
05. Lainzerbach canal
06. Lainz tunnel safety exit

SCALE 1.1000
0 10 25 50

PLATZ FLOOR

01. atelier / small commerce (simple)
02. atelier / small commerce (divisible)
03. dwellings' private space
04. dwelling's vertical access cores
05. Speising station ticket office
06. overseen children playgrounds
07. technical spaces
08. MA70- Instruction area
hall
seminars
educators office
storage
wardrobe
toilettes
recreation areas
09. pavilion of the generations
10. concierge's space
11. health centre
medical doctor cooperative
day-care units for senior citizens
social center for women
12. urban sport area
13. electric substation
14. S-Bahn station accesses
15. tramway stop
16. bus stop
17. parking access ramp
proprietaries
dissuasory / commercial
ambulances
18. square
19. covered square
20. commercial patios
21. square's accesses
22. Lainz tunnel safety exit

SCALE 1.500
0 1 5 10 25

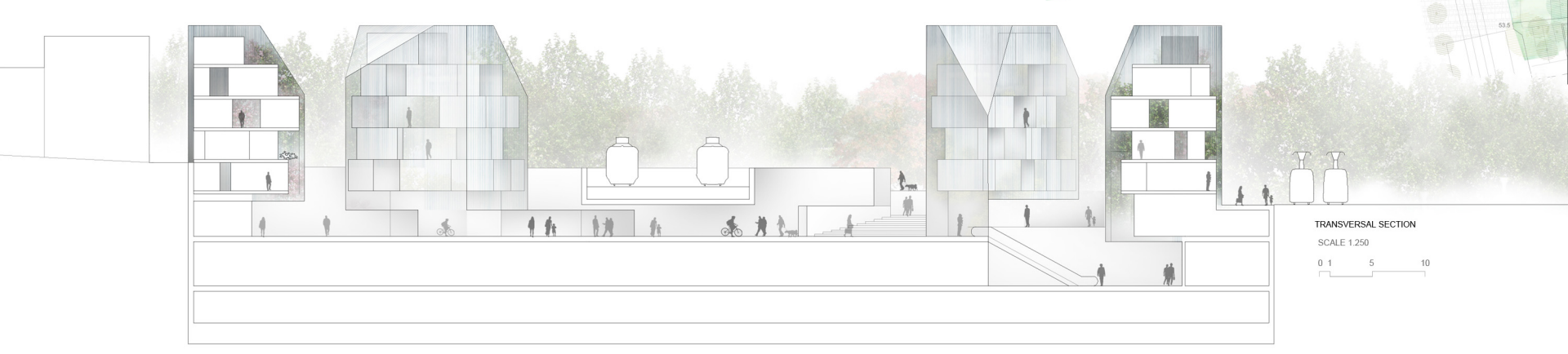
The site. The Platz.

Considering the conclusions taken from the analysis of the context we recognise a sector in where a singular project could be placed, promoting call-effect spaces and increasing the relation towards the areas of Speising and Lainz.
The general strategy of the intervention lies over an ensemble of general principles which give basis to the objectives and contents of the project:
- to promote a viable development based on economical parameters in terms of urban re-qualification and being a consequence of an improvement of the mixture between social and urban structure within the city of Vienna and also in its relation with the different sub-quarters that compound it.
- to guarantee an enjoyable behaviour of a proper urban context, which improves the conditions in life quality, not only from the nearby citizens but also as a space of centrality within the city.
- to take part of the great green gardens nearby and to consider the existing trees from a high respectful position, getting profit from the massive greenery and completing the spotted spaces with leisure facilities.
At this point the main aim pursuits, on one hand, to give a complete continuity to the pedestrian routes, and on the other, to obtain spaces to lay doted with high landscape quality.
We believe that the urban space should facilitate and allow contact and interaction, not only between the individual and his adjoining environment but also with different places within the city.
Our proposal is based in spaces that are absolutely adapted and accessible for all kinds of visitors, specially for those who could have more difficulties such as kids, aged people, handicapped, women and young groups. That means we consider the following interventions:
- Elimination of architectonic obstacles, where possible, to allow an easy use of bikes, wheelchairs, baby trolleys, etc;
- Flexibility of the use and opening of different ways of citizen participation that contemplate the demands of the various groups along time
- Recover the vocation and memory of this public space as a place to get together.
- Suggest an open space design that gives the user a feeling of safety through visibility, lighting pathways and resting places, transparency.
To see and to be seen – to hear and to be heard
- Define clear and fluid pathways, well signalled to ily and quickly understandable.
Where you are and where you want to go
Be able to escape and get help

We try to use the gender factor, understood as the study of social relations and responsibility between men and women in a specific historical and socio-economic context, as a key element to develop and design our urban spaces. Our main goal is to offer an adequate life quality to all the citizens analyzing and identifying particular issues, necessities and particular requirements of each group.
The improvement of the materiality considers aspects like paving and supplying urban furniture, the inclusion of playgrounds for children and fitness grounds for the elderly, as well as the design of partially covered areas end up to create protected spaces to lay and lounge. These complex of affections would gather the main traces of the improvement objectives expected for this area.
So, in this sense, the first actuation has been taken in relation to the railway tracks, and about what they mean in physical appearance, but also psychological, as a noise focus, and an undesired neighbour. In the proposal the rail tracks keep integrated in street network, as nowadays. But after moving the Express train station from west to east the purpose of dissolution of the presence of the railway tracks consists of an isolation of the train physically and mentally from the other "levels" created in the proposal. Thus, we can consider 3 levels, also in height: S-Bahn platform (physically isolated, noise transmission reduced) , Roof platform and Square platform .

Another input in the main decisions was the detection of necessity of public space to be created. The lack of a higher scale space to gather identity and mobility in the whole area leaves a opportunity to face this deficit.

We liberate the maximum of floor area, allowing to create boundaries and spare areas. We think that the public space is one of the most important element for understanding the cities: the final goal is to improve the space quality and the lifestyle through a strong analysis of the city (social and economic), studying the necessities and purpose easy solutions based on them. All the area is completely accessible (by bus, by car or by bike) and open to the city, in contrast with his present shattered situation. The idea is basically to create an open space of activities through times, using the public spaces and the green areas as dynamic connections. The fact of depressing the whole level implies not to face directly the railway platform.



TRANSVERSAL SECTION
SCALE 1.250
0 1 5 10