

## 2\_2\_1 Task

### To Reclaim the Public Ground

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### 1. Introduction

#### 1.1. Vienna

Vienna, the traditional gate between Western Europe, the Balkans and Eastern Europe has long been on the sidelines of the European economy and politics. Since the upheavals of the late 20<sup>th</sup> century, it has once again become alive and bustling at the centre of activities.

<http://www.wikimirror.com/Vienna>

Vienna - city of culture, emperors and ballrooms – boasts trendsetting buildings designed by world renowned architects such as Otto Wagner, Adolf Loos, Hans Hollein and Coop Himmelblau. Always at the forefront of modern architecture, Vienna is proud of its impressive avant-garde residential developments and social housing projects built by the city government.



Secession near Karlsplatz

Urban development, guided by social consciousness, is evident not only in residential areas but also in the system of green beltways, the new recreational parks along the Danube river, an extensive network of cycle lanes and the metro system, currently being adapted to the needs of the handicapped.

#### 1.2. The site

But amid the impressive city planning, Vienna has its share of derelict areas. At the intersection of the western belt (Westgürtel) and the Vienna river valley (Wiental), two major city thorough-fares, two metro lines and the channelled Vienna River enclose a large, neglected area, divorced from the hustle and bustle of city life. An impressive steel trussed metro bridge by Otto Wagner towers above this waste land and mesh of urban infrastructure.

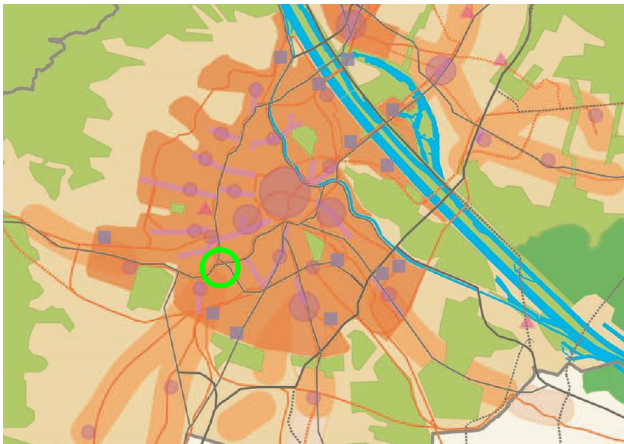
In most cities you would find a bustling business centre on a site so close to the downtown area, sitting right on top of two metro lines and served by two main traffic arteries. So why then is this prime site a no-man's-land, so evidently underused?

### 1.3. District boundaries and demographics

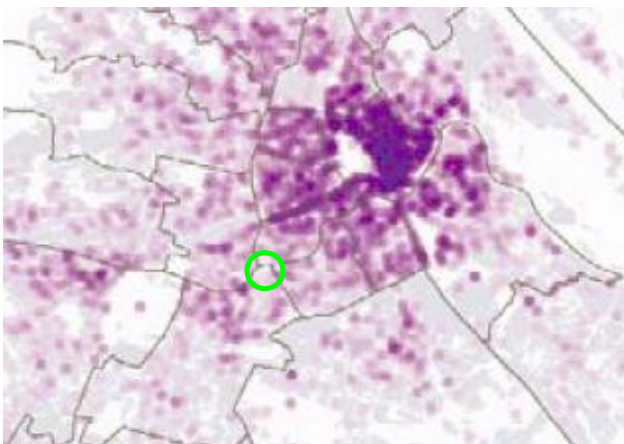
The first reason may be found in the administrative structure of the city of Vienna which divides the city into 23 districts. Right at the heart of the competition site, the four districts Margarethen V, Mariahilf VI, Meidling XII and Rudolfsheim-Fünfhaus XV intersect. Concentrated more densely at the centre of each district, business, social and administrative activities are rather scarce at the periphery. At the intersection of four districts this scarcity of activities seems to have a negative effect on residential areas around it. They show the following distinct signs which in the future may lead to more social strain and even more neglect (charts from *STEP 05 Stadtentwicklungsplan Wien 2005*):

- Above average unemployment
- Below average education and income levels
- Low density of services (health care, law office, libraries, restaurants etc) and shops
- Declining overall population
- Rising percentage of residents with immigrant background

(All graphics from Stadtentwicklungsplan Wien 2005 STEP 05)



Poly centric city structure

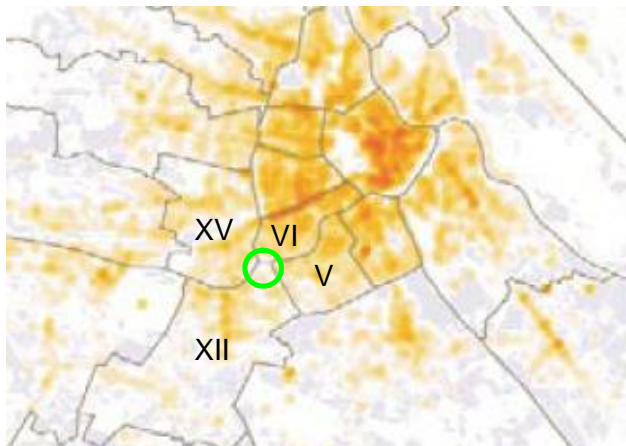


Density of law offices



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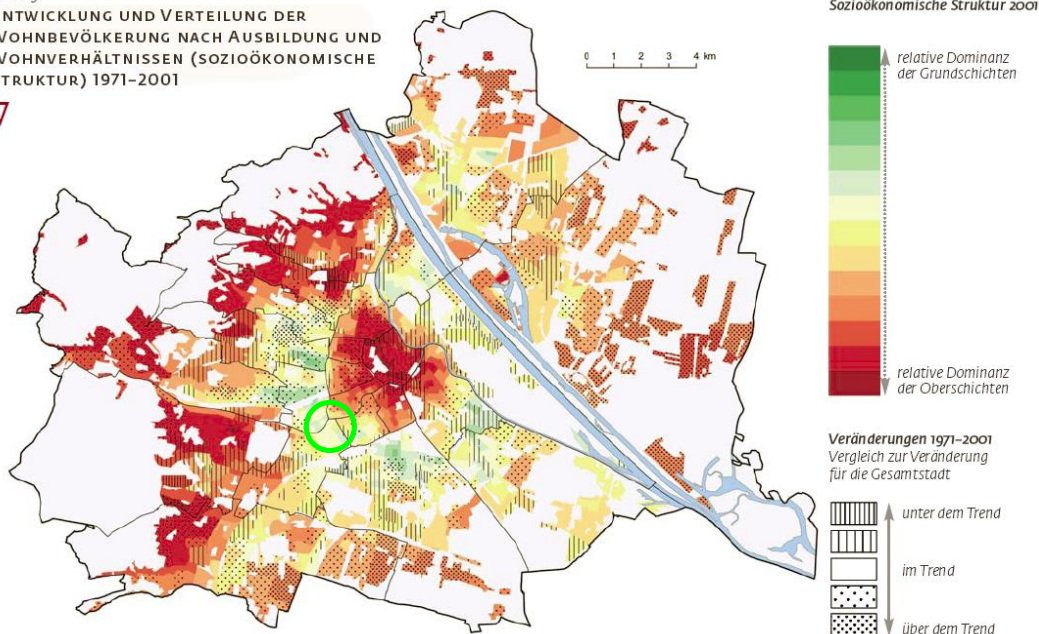
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Density of health care / District numbers

Karte 13

ENTWICKLUNG UND VERTEILUNG DER  
WOHNBEVÖLKERUNG NACH AUSBILDUNG UND  
WOHNVERHÄLTNISSEN (SOZIOÖKONOMISCHE  
STRUKTUR) 1971–2001



Socio-economic structure (education & living standard): green = low range / red = high range

### 1.4. Hidden past

When you start to dig (literally) a little deeper you will find the second reason for this no-man's-land. The big meadow at the heart of the perimeter was the site of the former Gaudenzdorfer gasworks. Built in 1855 and torn down in 1912, now only some well covered ruins remain. Right under the surface of the meadow, well hidden from sight and memory, old underground tanks filled with tar residue and toxic chemicals, such as cyanide (for more information on toxic waste try google with "gaswork" & "toxic waste") are encapsulated with a clay cover, insulated, so one hopes, from rain water seeping into the ground.



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Gaudenzdorfer gasworks with river regulation works ca 1897

Only when a new branch of the metro was built back in the 1980ies was a small part of that toxic waste dug out of the ground under the most stringent safety measures and removed to another location. However, most of the underground ruins, and with them most of the toxic waste, still remains buried in proximity of the Vienna River and its ground water current.

### 1.5. Urban waste land

With a background of unfavourable demographics and hidden toxic past, the site lay neglected for decades. To add insult to injury, several obstacles make development even more difficult:

- A river hidden in a 10 m deep canal or buried in a tunnel
- Road, metro and tramway infrastructures which cut up the perimeter into isolated pieces
- A rarely used maintenance track for the metro system

Inherent to a site already neglected is its tendency to attract a wide range of third rate infrastructure and services, necessary for the city as a whole but unfavourable for the site itself. Here, what's left of open space is wasted for services such as:

- A parking for tour buses
- A drive through Burger King
- A gas station



Gaudenzdorfer Gürtel, Burger King, gas station and tour bus parking as seen from *Brücke über die Zeile* (looking east)

Amid all this lies a public meadow. The very high level of constant traffic noise, insufficient accessibility and the few passing pedestrians, turn the meadow more into an oddity than an asset, even though the meadow itself is remarkable for its biodiversity.



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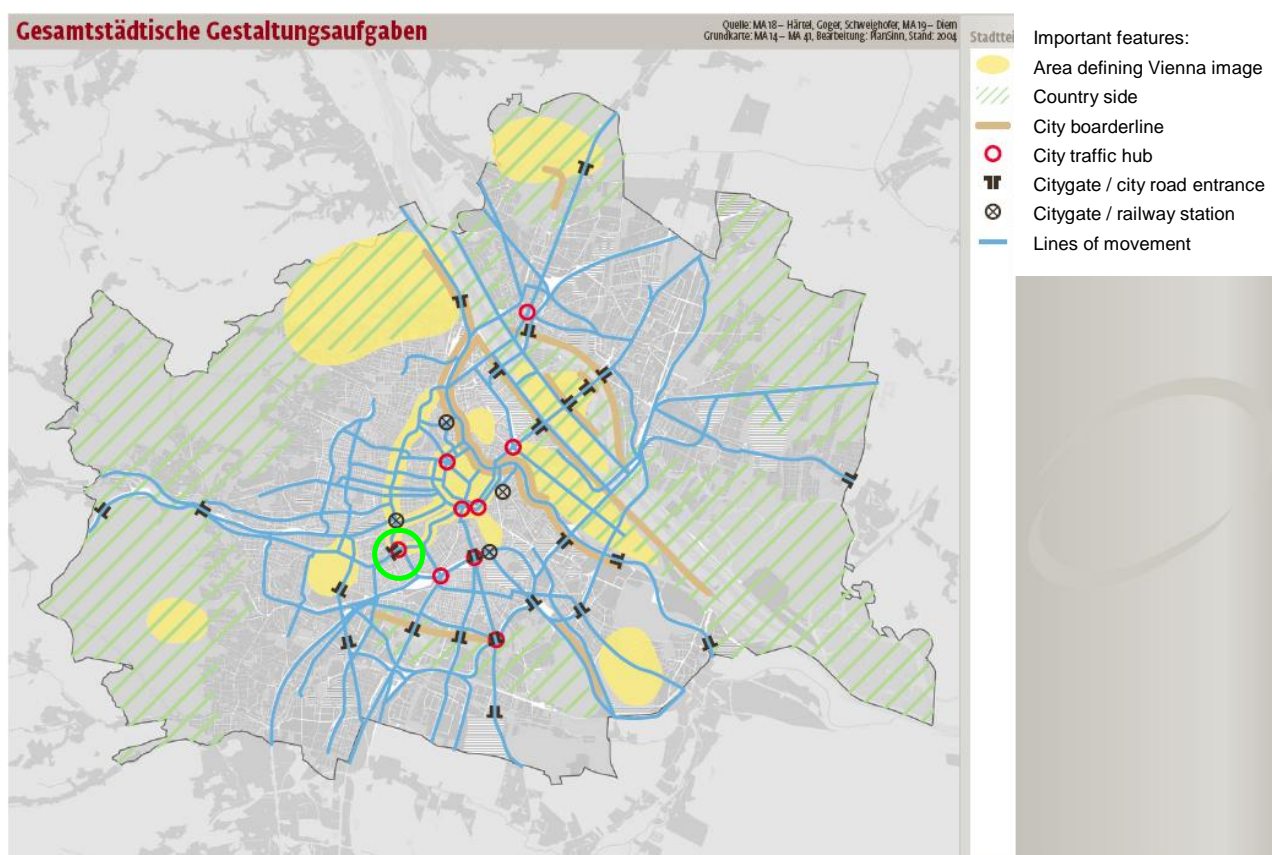
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### 1.6. Remarkable potential

Despite the negative aspects mentioned, the site is nevertheless marked for better use. The *City Development Plan Vienna 2005 STEP 05* (Stadtentwicklungsplan Wien 2005) marks the site as outstanding in the urban fabric of Vienna with the following features:

- Area defining the identity / image of Vienna (Identitätsstiftender Bereich "Wienbild")
- Crossroad of two lines of movement (Bewegungslinien)
- City traffic hub (Stadtknotenpunkt)
- City gate / city road entrance (Stadtter / Stadteinfahrt)
- Location suited for high rise buildings



Site and urban context

No area marked on the *City Development Plan* can boast of more elements that underline its importance in the urban structure of Vienna. The combination of topography, traffic hub, architectural landmark and open space make it unique and worthy of the effort of this competition.



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**1.7. The project New Crowned Hope**

For *Mozartjahr 2006* which commemorated the 250<sup>th</sup> birthday of Wolfgang Amadeus Mozart, the artist Peter Sellars conceived an encompassing tribute with a number of artists from different fields of art working under the common title "*New Crowned Hope*".

As part of this tribute, a group of students led by Peter Sellars worked on a series of interdisciplinary projects concerning the area around *Gaudenzdorfer Gürtel*. In the project studio "*Enlightenment, Theory and Practice*" they developed visionary ideas and later presented them in an exhibition and a book with the title "*New Crowned Hope*" (ISBN-10:3-8526-349-6).

Aimed at giving an answer to the problems so evident in this area but accepting all infrastructures for road traffic, metros and the Vienna River as they are at present, the project restricted itself to the wasteland at the heart of *Gaudenzdorfer Gürtel*.

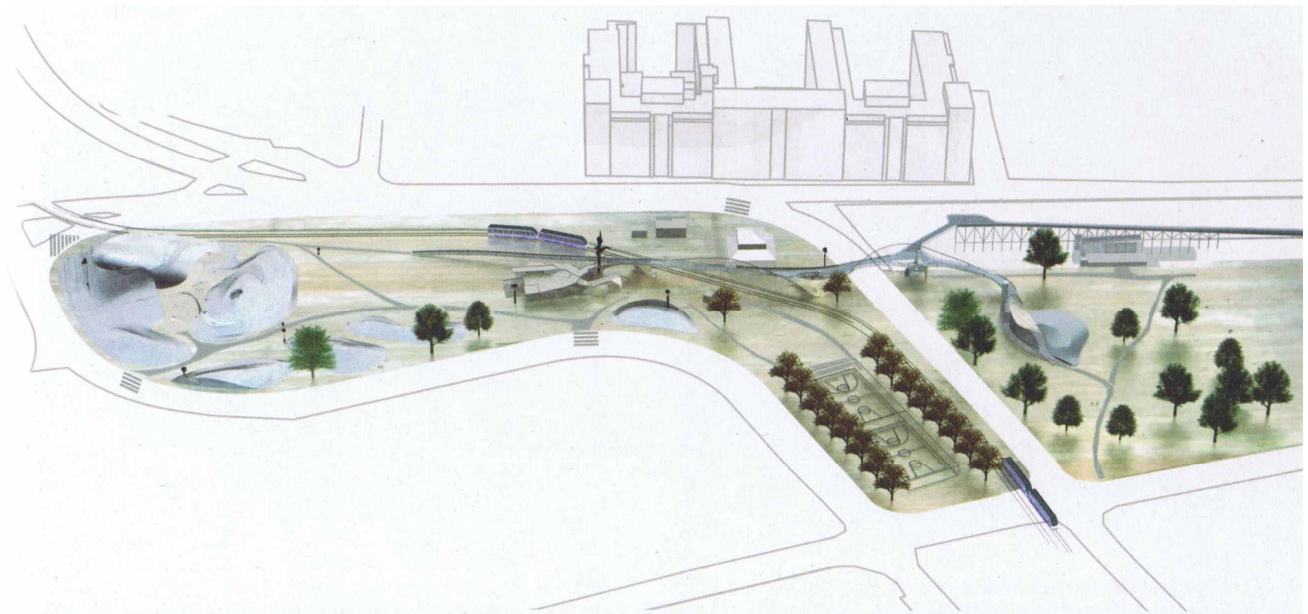


Illustration from the book *New Crowned Hope*



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## **2. The defining elements of the site**

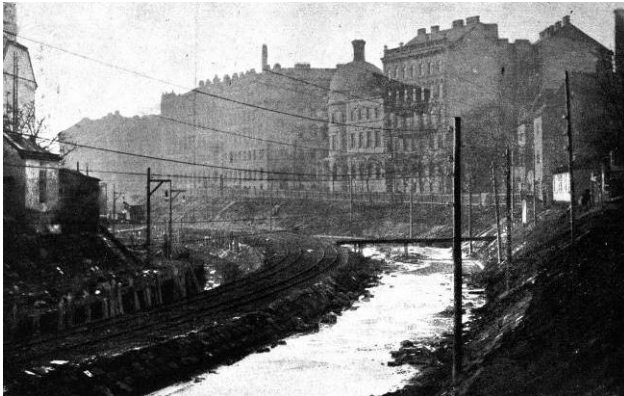
The site covering an overall area of more than 70'000 m<sup>2</sup> has its shortcomings, but a series of impressive landmarks and a unique combination of special features single it out for development.

### **2.1. Vienna River**

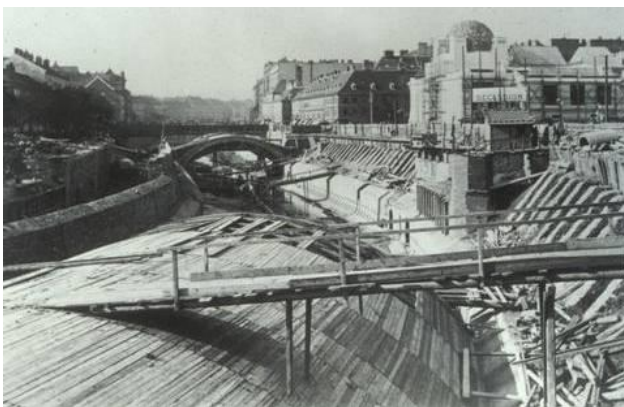
Certainly the most defining element is the Vienna River itself. Taking up a series of small tributaries in the hills of the *Wienerwald*, the Vienna River flows eastwards towards the built up suburbs, the inner city and finally into the Danube canal. On its course, the river passes a series of famous landmarks such as the palace of *Schönbrunn*, the food market *Naschmarkt*, the art shrine *Secession* and the bustling *Karlsplatz*. To avoid flooding, but mostly to gain space for the new metro lines built at the end of the 19<sup>th</sup> century, the Vienna River was tamed with a canal running in parallel with the Vienna Valley metro line, separated from the tracks only by a sturdy granite wall.

Flowing through the ever more densely populated city, the Vienna River is hemmed in step by step first between levies, then by a canal with masonry walls and riverbed. As it reaches the limits of the 6<sup>th</sup> and 7<sup>th</sup> district, stretches of open canal alternate with long stretches of arched masonry tunnels, the longest being from Naschmarkt to Stadtpark. It is one of these tunnels that served as a dramatic back drop for the 1949 film classic *The Third Man*, starring *Orson Wells*.

[http://en.wikipedia.org/wiki/The\\_Third\\_Man](http://en.wikipedia.org/wiki/The_Third_Man)



Vienna River canal under construction west of *Naschmarkt*



Vienna River tunnel under construction near *Secession*



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Inside the competition perimeter, the Vienna River first runs in the open masonry canal. Then, just before reaching the U6 metro bridge, the river flows into a 380m long tunnel until it reaches *Margareten* metro station at the eastern end of the competition perimeter.

<http://www.wien.gv.at/umwelt/wasserbau/gewaesser/wienfluss.html>

### 2.2. Metro lines

Metroline U4 for most of its stretch runs parallel to the Vienna River canal. While the first stretch from the Prater up to Naschmarkt is completely underground, the second stretch is an open canal much like the Vienna River canal. On her second stretch from Naschmarkt to the terminal station at Hütteldorf, U4 runs in a tunnel only for the short distance between the metro stations Margareten and Längenfeldgasse, right inside the competition perimeter.

Metroline U6 follows the Westgürtel as a mostly elevated track, crosses the Vienna river valley on the girder bridge *Brücke über die Zeile* and dips down along an inclined ramp-bridge to a subterranean track at Längenfeldgasse Metro station where it joins with U4. After Längenfeldgasse station, U6 leads on to the southern districts of Vienna.

For both metro lines as well as for the Vienna River canal, Otto Wagner was the engineer and architect responsible for this impressive work of modern city infrastructure.

<http://www.haunted-memories.net/userfiles/subwaysystem.html>

<http://progs.wiennet.at/ottowagner/index.htm>

[http://en.wikipedia.org/wiki/Otto\\_Wagner](http://en.wikipedia.org/wiki/Otto_Wagner)

### 2.3. The landmark bridge *Brücke über die Zeile*

Certainly the most visible and attractive feature of the site is the *Brücke über die Zeile*, designed by Otto Wagner and inaugurated 1898.

From north to south, the first span of the bridge reaches over the *linke Wienzeile* and the Vienna River canal, while the second span reaches over the old underground track of the metro line U4.

Two massive granite towers form the two pillars at each end of the bridge. Between the first and second span, a comparatively narrow granite pillar rises above the dividing wall between the Vienna River tunnel and the metro tunnel. As the bridge crosses both these tunnels at an angle, the pillar sitting on top of the tunnel walls is set diagonally to axis of the bridge.

The two spans of the steel girder bridge are made of bolted steel profiles while the ramp-bridges on both sides are arched structures made of red bricks.



*Brücke über die Zeile* from west, metro line (no longer in use)



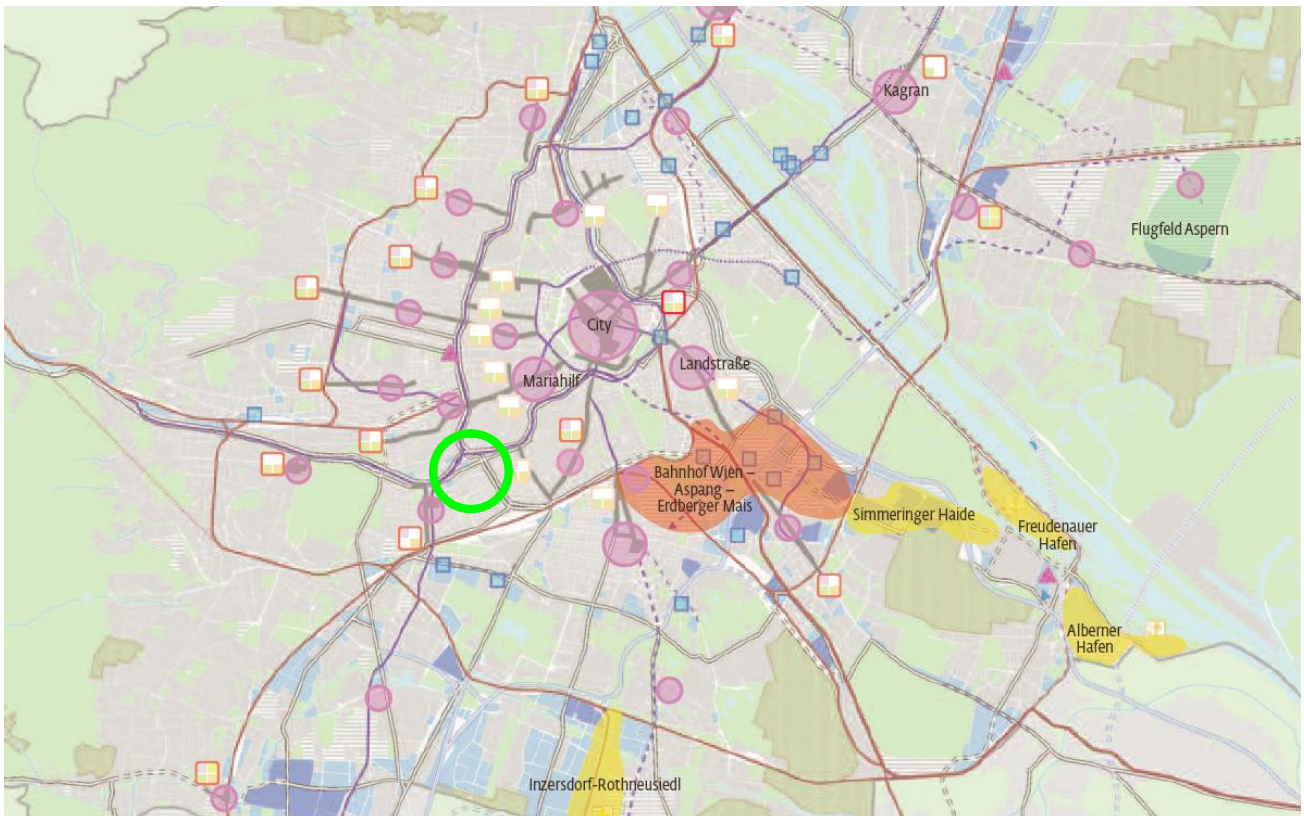
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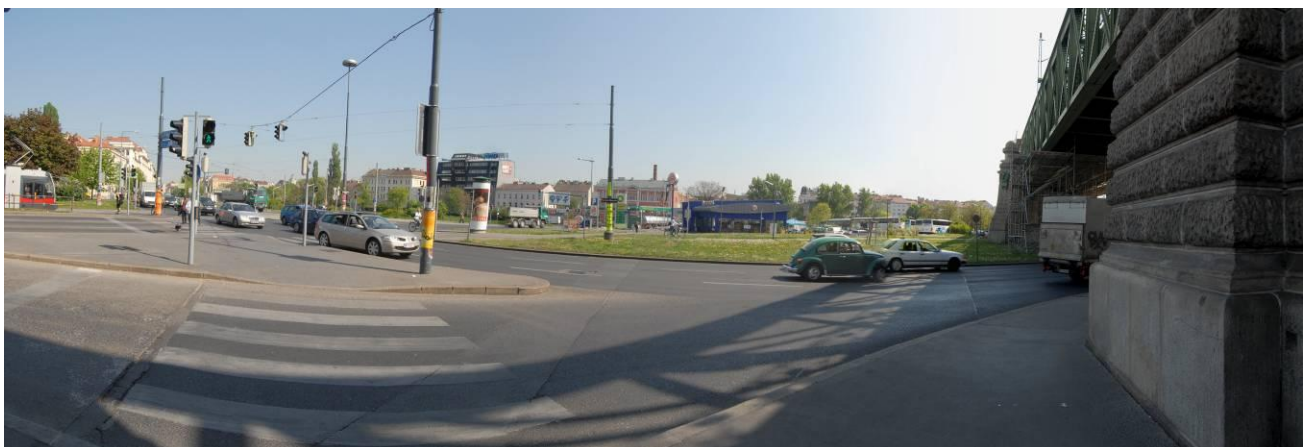
**2.4. The road thoroughfares**

Other than its size, importance to the city and negative local impact, nothing is noteworthy about road traffic on the site.

Following the outlines of the former gasworks, it forms a giant circular traffic system with a 12'000 m<sup>2</sup> meadow as its centre. Few pedestrians try to cross this urban obstacle course which separates the four neighboring districts effectively from each other and thus accentuates the peripheral situation far from the district centers.



Primary roads (grey), metro lines (brown and violet) and sub centers (violet circles)



Linke Wienzeile looking south to Margaretenrgel (right hand corner: Brücke über die Wien Zeile)

### 3. The Goal

With imaginative repositioning, and some adjustments to the traffic infrastructure, the existing potential of the site can be brought to life. Improvements can be achieved that will allow to change this neglected site into an attractive place of public activity and will give a positive impulse to the revival of the adjoining residential and business areas. Three objectives stand at the focus of this competition:

#### 3.1. Quality of life

From Wikipedia, the free encyclopedia

“The well-being or quality of life of a population is an important concern in economics and political science. It is measured by build, social and economic environment. There are many components to well-being. A large part is standard of living, the amount of money and access to goods and services that a person has; these numbers are fairly easily measured. Others like freedom, happiness, art, environmental health, and innovation are far harder to measure. This has created an inevitable imbalance as programs and policies are created to fit the easily available economic numbers while ignoring the other measures, that are very difficult to plan for or assess.”

[http://en.wikipedia.org/wiki/Quality\\_of\\_life](http://en.wikipedia.org/wiki/Quality_of_life)

To improve quality of life we propose that the scarcely used wasteland over the former gasworks and to both sides of the *Brücke über die Zeile* shall be transformed into an **attractive area of both public and private use** with the following functions:

- **A public common** along *Dunklergasse* will both be a charming connection for slow traffic in all directions and an outdoor living room for the densely built up neighbourhood. The common should offer facilities for the very young to play and adventure, to older generations the chance to relax, to experience nature and to meet friends.
- **The residential building(s)** offer attractive low cost housing for low income families. Families with both parents working or single parent families will find an infrastructure with day care, small shops and a safe outdoor which meets their needs.
- **A community centre** with a multi purpose hall (dance, meetings, sport), educational facilities (handicraft, arts, language skills etc), club rooms and café.
- **A riverside park** gives access to the Vienna River to the neighbourhood and offers **outdoor sport facilities** for the youth to let off steam and to retreat.

### 3.2. Sustainability

To many, sustainability is little more than a trendy slogan. To city planners and architects, it must be a guideline along which to act.

Excerpt from UNECE Sustainable development - concept and action

When the World Commission on Environment and Development (Brundtland Commission) published its report in 1987, it presented a new concept - sustainable development. The concept became one of the most successful approaches to be introduced in many years. In fact, it helped to shape the international agenda and the international community's attitude towards **economic, social and environmental development**.

The Brundtland Commission's report defined sustainable development as "development which meets the needs of current generations without compromising the ability of future generations to meet their own needs". The concept supports strong economic and social development, in particular for people with a low standard of living. At the same time it underlines the importance of protecting the natural resource base and the environment. Economic and social well-being cannot be improved with measures that destroy the environment. Intergenerational solidarity is also crucial: All development has to take into account its impact on the opportunities for future generations.

[http://www.unece.org/oes/nutshell/2004-2005/focus\\_sustainable\\_development.htm](http://www.unece.org/oes/nutshell/2004-2005/focus_sustainable_development.htm)

The neglected state of the competition site offers a challenge to sustainability in all three fields listed above. However, with the goals of this competition, not all challenges of a sustainable city can be met.

We propose the following steps toward an improved sustainability:

- **Reclaim the wasteland** now solely used for traffic purposes and use the land available in a very economic and intelligent way, for public parks, a residential area and a community centre.
- **Reduce traffic emissions** on the surrounding neighbourhood.
- **Encourage the city of Vienna to remove the toxic waste** by proposing beneficial use of the area to its inhabitants.
- **Give access to the river** so as to bring the Vienna River back into the resident's consciousness.
- **Improve social conditions** in the neighbourhood through the building of a community centre and activities aimed at smooth integration of immigrant residents.
- **Foster better identification** of the residents with their own neighbourhood by creating attractive public spaces.
- **Boost economic development of the surrounding districts** by improving the overall urban quality and attractiveness and by raising the level of education and social skills among the youth in the area.

Unfortunately, to give access to the river will be of only limited ecological impact, as the hard surfaced riverbed is to be kept as is. Still, it is a small step towards a more natural environment and to rivers less bound and gagged by our built environment. The chance to experience the element of water in its basic form, as a small river on the way from the *Wienerwald* to the Danube and the sea, may create more awareness and respect for a natural asset that shaped an important part of Vienna's topography.

The biggest impact could certainly be made by cleaning up the toxic waste now well hidden. Evidently, the huge cost of such an endeavour ranging in the tens of millions of Euros has prevented the City of Vienna to undertake the necessary steps. For the purpose of this competition we will accept that the toxic waste will remain encased in the underground. Nevertheless, the long time risk of



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toxic waste seeping into the underground water course of the Vienna River Valley should make the cleanup a top priority.

Otherwise, sustainability will be manifest in many conceptual and technical details of your design. At the requested scale of project however, factors like energy consumption, environment friendly materials etc will be less evident in your design. Even so, as a future architect you will keep these criteria in mind!

### **3.3. Economic viability / Environmental Economics**

No city planning or development activity can take place without a close regard for economics. As many “products” of city planning such as city parks, an emission free environment, a socially intact neighbourhood or, in a more general way, quality of life, have no direct financial yield, these “products” quite often are left unaccounted for. **Environmental economics** is an approach that takes into account the missing elements of external costs and yield.

From Wikipedia, the free encyclopedia

“Central to environmental economics is the concept of an externality. This means that some effects of an activity are not taken into account in its price. For instance, pollution in excess of the socially "optimal" level may occur if the prices a producer pays do not include the impacts (costs) experienced by those adversely affected. ...

In economic terminology, these are examples of market failures, and that is an outcome which is not efficient in an economic sense. Here the inefficiency is caused because too much of the polluting activity will be carried out, as the polluter will not take the interests of those adversely affected by the pollution into account. This has led to controversial research into measuring well-being which tries to measure when pollution is actually starting to affect human health and general quality of life.”

<http://www.answers.com/topic/environmental-economics?cat=technology>

At the time the Gaudenzdorfer gasworks were built, run and later torn down, environmental economics was not yet a topic. It was left to later generations to clean up the toxic waste and to pick up the bill.

Today, the huge costs of sanitation and renewal for converting this neglected area into an attractive environment can only be set off by a development of high density combined with high yield functions such as prime office space, luxury shops or shopping malls. Neither seems to be suited for this area, since primary demand is for public space and community infrastructure.

For the purpose of this competition, we will therefore restrict ourselves to a solution that generates income on only a small part of the perimeter. With about 2% of the surface of the competition perimeter we may realize an added value on the land in the range of 5 to 10 million Euros which will pay at least part of the bill from reorganizing traffic inside the perimeter.

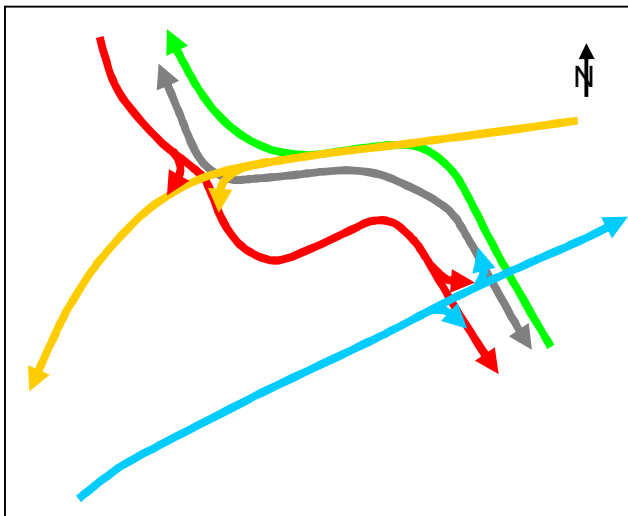
No figures are available on the added value to the neighbourhood which will profit from a much more attractive environment and from regained urban quality.

## 4. New inputs

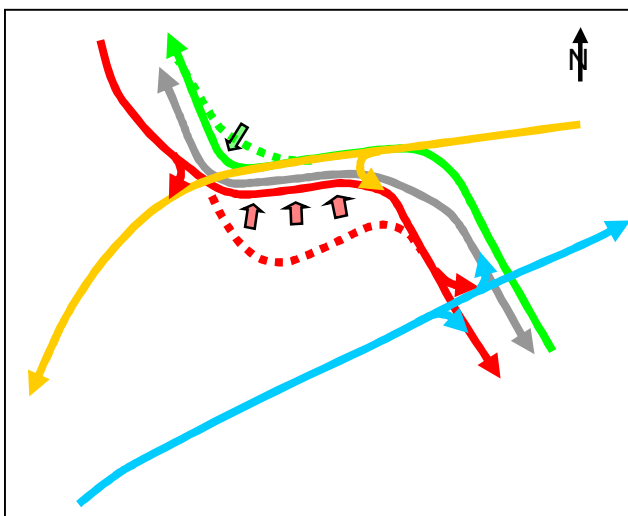
With some rather small alterations to the existing situation conditions for future developments can be markedly improved.

### 4.1. Relocate road traffic on Gaudenzdorfer Gürtel (mandatory)

The existing road traffic infrastructure still follows the outlines of the former Gaudenzdorfer gasworks. The intense traffic on these important north-south and east-west corridors blocks any development in the area, unless a change to the traffic system is made.



Today, north-south traffic (red) crosses the *Wiental* and follows its southern periphery on *Gaudenzdorfer Gürtel* before it joins *Margareteugürtel*, whereas south-north traffic (green) from *Margareteugürtel* joins *Linke Wienzeile* on the northern periphery. It runs more or less in parallel with the tramway line (grey). East-west traffic (yellow) runs on *linke Wienzeile*, whereas west-east traffic (blue) runs on *Schönbrunnerstrasse*.



By pushing the north-south track (red) towards the tramway line (grey), the wasteland over the former gasworks becomes accessible and can be linked up with the residential area behind *Dunklergasse*. The relocated tracks form the new valid basis for all competition projects!



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### 4.2. Cut back the metro line maintenance track (optional)

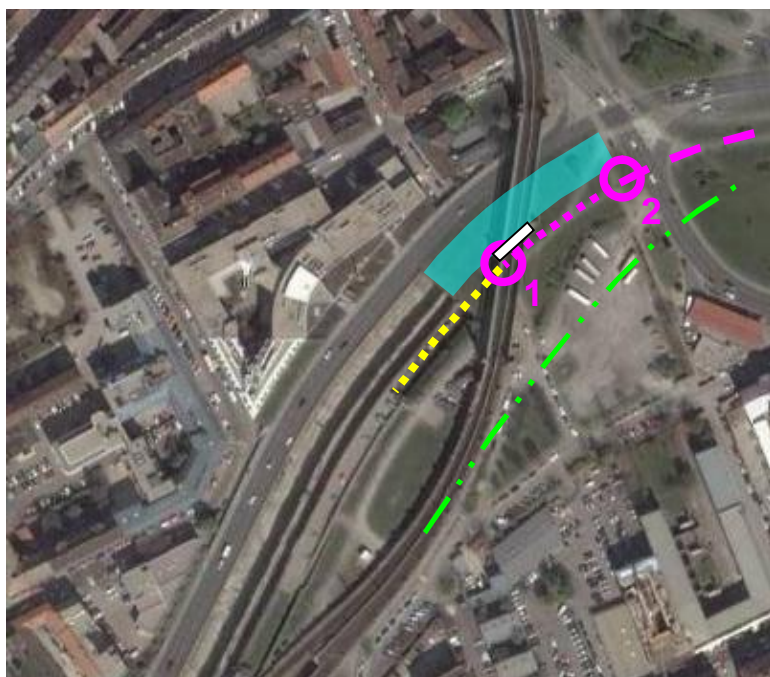
Back in the 1980's, the track of metro line U4 was relocated in a new tunnel (green dashed line) to the south of the original tunnel. Today, a maintenance track (pink line) uses the old tunnel. The track runs off from *Margaretengürtel* metro station westwards and surfaces as a loading track (yellow dotted line) shortly after passing under the *Brücke über die Zeile*.

The track is used for loading building materials onto the maintenance trains. As these trains are limited to 65 meters in length, the maintenance track can be shortened considerably, although for loading and unloading it must remain uncovered.

If needed, you can push the end of the track towards the east to a point just in line with the upriver or western end of the middle pillar (white rectangle, pink circle 1) of the *Brücke über die Zeile*. The entrance to the tunnel must then be pushed back as well and can be relocated as far back as where *Gaudenzdorfer Gürtel* now crosses the *Wiental* (pink circle 2).

As the pushed back loading track (pink dotted line) would seldom be in use, it could even be integrated into an area open to the public; the rails could be set into the pavement much like the rails of a tramway line.

Competitors are free to make use of the possibility offered.



### 4.3. Opening the Vienna River tunnel (optional)

Originally the Vienna River tunnel should have taken up a much longer part of the river's course through the city. Probably for lack of funds, only parts of it were ever constructed. To accommodate the needs of the traffic intersection at Gaudenzdorfer Gürtel, one of only two tunnel stretches was constructed here (the second being the stretch between *Naschmarkt* and *Stadtspark*).

Today, the first hundred meters of this tunnel (blue shaded area) directly under the *Brücke über die Zeile* serve no purpose. By opening this stretch of tunnel together with the cut back of the maintenance track, conditions for access to the river could be improved.

Competitors are free to make use of the possibility offered.

## **5. The Task**

### **5.1. Master plan**

Conceive an overall concept for the competition perimeter at a scale of 1:1'000 and allocate the surfaces needed for the following functions on the basis given in section 3 *The Goal*, section 4 *New Inputs*, section 6 *surface allocation* and section 7 *Regulations, Restrictions*:

- 5.1.1. An attractive link for slow traffic (pedestrians, wheelchairs, bicycles) across the whole perimeter between the 4 connection points indicated in § 7.5.
- 5.1.2. A public common on the eastern section of the perimeter.
- 5.1.3. A public river park with outdoor sport facilities on the western section of the perimeter with at least the surface areas and functions stipulated in document in § 6.1 & 6.2
- 5.1.4. A community centre on the western section of the perimeter with the surface areas and functions stipulated in § 6.3
- 5.1.5. Residential and business functions on the eastern section of the perimeter with at least the surface areas and functions stipulated in § 6.4.

### **5.2. Development**

Develop the concept for the building(s) listed under § 5.1.5 containing residential and business functions with at least the surface areas stipulated in § 6.4.

- 5.2.1. All floor plans and sections needed to understand your concept must be represented on drawings at a scale of 1:500.
- 5.2.2. The integration of the building(s) into the master plan / the surroundings must be represented on drawings at a scale of 1:500.

### **5.3. Project design**

Design in detail the community centre and the riverside park with outdoor sport facilities listed under § 5.1.3 and § 5.1.4 with the surface areas stipulated in § 6.1, 6.2, 6.3.

- 5.3.1. All floor plans, sections and facades needed to understand your project of the community centre must be represented on drawings at a scale of 1:200 or 1:100.
- 5.3.2. The riverside park and the integration of the building(s) into the master plan / the surroundings must be represented on drawings at a scale of 1:500 or 1:200.

#### **5.4. Report**

In order to focus the development and the design on the two main topics *Access for All* and *Inclusive Urbanism* as stipulated in document 2-1-2 *A New Approach*, special weight is given to a report on your analysis and on the ensuing project.

The three members of the jury designated as reference persons for your report are introduced with their curriculum, age and profession, as well as with their handicap (reduced mobility, reduced vision, family conditions etc) in document 1\_2\_1 *Reference Persons*.

The presentation of both the analysis and the ensuing project must be aimed separately at each of the three reference persons, taking into account the individual view points and needs respectively of each one.

Each reference person will judge your project on the basis of the report focused on her / him and will present her / his findings to the jury.

No project will be submitted to the jury if the three reports are not accounted for.

5.4.1. Reference person “working mother with infants”, Mrs. Françoise-Hélène Jourda

No special requirements for the report, you are free to use graphics or text.

5.4.2. Reference person “impaired mobility”, Mr. Joe Manser

No special requirements for the report other than to use a panel on the lower row of your layout, as Mr. Manser will be sitting in a wheelchair and only with difficulty will he be able to read a text on a panel in the upper row. You are free to use graphics or text.

5.4.3. Reference person “impaired vision”, Mr. Wolfgang Kremser

As Mr. Kremser must rely solely on written or spoken words to experience and understand your project, special weight must be given to the written report. Limit your report to approximately one page with a maximum of 2'000 words (make sure your English is rather more than less, correct...). You should not use graphics.

Mr. Kremser will be assisted by Mr. Günther Ertl who has worked together with Mr. Kremser on similar occasions.



## 6. Surface allocation

Although no special requirements for *Access for All* are stipulated in the following surface allocations, please keep in mind the overall topic of the competition as stipulated in document 2-1-2 *A New Approach*.

### 6.1. Public Space

code	name	number	length	width	height	surface per unit	total surface	remarks
<b>Park</b>			m'	m'	m'	m2	m2	Surface areas as proposed by participant
A1	Public common	1				-	-	landscaped meadow, walkway and hedges
A2	Childrens playground	1				-	-	for children 2 - 12 years
A3	Sculpture park	1				-	-	integrated into M1
A4	River park	1						river access
						<b>Park</b>		<b>Surface areas as proposed by participant</b>
<b>Traffic</b>								Surface areas as proposed by participant
B1	Bycicle lanes	1				-	-	east-west and north-south connections
B2	Dunklergasse access road	1				-	-	access road to / from existing residential area
B3	Access lanes	1				-	-	gas station, restaurant, residential, communitycentre
B4	Subway maintenance track	1	65.0	3.5		-	-	for loading with crane from truck to maintenance train
						<b>Traffic</b>		<b>Surface areas as proposed by participant</b>
						<b>Total public</b>		<b>Surface areas as proposed by participant</b>

### 6.2. Outdoor Sport

<b>Outdoor sport</b>		number	length	width	surface per unit	total surface	remarks
							net surface area without circulation and construction
C1	Skateboard & BMX park	1			1'250	1'250	landscape, approx surface
C2	Beach volley	1	25.0	15.0	375	375	play area size 18 / 9
C3	Boule / Petanque court	1			200	200	flat gravel area, approx surface
C4	Open terrace, sun deck	1			55	55	40 seats / deck-chairs
					<b>Outdoor sport</b>		<b>1'880 m2</b>
					<b>Total outdoor</b>		<b>1'880 m2</b>

You are welcome to add additional functions / facilities which to you seem especially suited for people with reduced abilities.



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**6.3. Community Centre**

code	name	number	length	width	height	surface per unit	total surface	remarks	
<b>Indoor sport and culture</b>			m'	m'	m'	m2	m2	net surface area without circulation and construction	
D1	Foyer	1				80	80	entrance hall, refreshments counter	
D2	Multi purpose hall	1	40.0	20.0	7.0	800	800	dancehall / theatre / volley- basket- handball court	
D3	Stand for spectators	1				80	80	minimum surface when used as handball court	
D4	Stage area	1				0	0	with mobile elements	
D5	Projection room	1				5	5	on short side of hall	
D6	Instruments & electronic storage	1				20	20		
D7	Sport equipment storage	1				50	50		
D8	Stage & furniture storage	1				35	35		
D9	Fitness room	1				80	80		
D10	Gymnastics room	1			5.5	60	60		
D11	Changing room	4				40	160	with shower stalls	
D12	Toilets	2				15	30	women / men 4 stalls each	
			<b>Indoor sport and culture</b>					<b>1'400 m2</b>	
<b>Meeting, clubs, skills, arts and crafts</b>								net surface area without circulation and construction	
E1	Foyer	1				100	100	entrance hall, exposition space, village plaza	
E2	Phone booth	1				4	4	for family calls	
E3	Reading room	1				30	30	Magazines, newspapers, Internet corner	
E4	Kids reading room	1				25	25	Childrens books	
E5	Toy paradise	1				30	30		
E6	Game area	1				90	90	Billard, ping pong, tabel soccer	
E7	Group room	4				25	100	meeting, club, education	
E8	Class room	1				50	50	meeting, club, education	
E9	Teacher's office	1				15	15		
E10	Handicraft workshop wood	1				50	50	hobby, education	
E11	Handicraft workshop metal	1				50	50	hobby, education	
E12	Handicraft workshop sculpture	1				40	40	hobby, education	
E13	Bycicle repair shop	1				40	40	hobby, education	
E14	Workshop storage	4				15	60		
E15	Toilets	2				8	16	women / men 2 stalls each	
			<b>Meeting, clubs, skills, arts and crafts</b>					<b>700 m2</b>	
<b>Administration</b>								net surface area without circulation and construction	
F1	Office space	4				13	52	supervision, coach, administration	
F2	Archives	1				10	10		
F3	Cleaning	1				12	12		
F4	Toilets	2				3	6	women / men 1 stall each	
			<b>Administration</b>					<b>80 m2</b>	
<b>Cafe</b>			(opening hours independent from community)					net surface area without circulation and construction	
G1	Cafe	1				75	75	80 seats	
G2	Buffet	1				8	8		
G3	Kitchen	1				25	25	also catering for multi purpose hall & meeting	
G4	Food storage	1				20	20		
G5	Delivery	1				7	7		
G6	Open terrace	1				0	0	surface area see outdoor sport	
G7	Storage deck chairs, tables	1				10	10		
G8	Office	1				7	7		
G9	Staff room	2				6	12		
G10	Toilets	2				8	16	women / men 2 stalls each	
			<b>Cafe</b>					<b>180 m2</b>	
			<b>Total indoor</b>					<b>2'360 m2</b>	

#### 6.4. Business and Residential

code	name	number	length	width	height	surface per unit	total surface	remarks	
<b>Fast food drive through</b>			m'	m'	m'	m2	m2	total surface area including construction and circulation	
H1	Drive through lane	1		2.7	3.0	-	-	surface area not included in total	
H2	Restaurant	1				100	100		
H3	Buffet, kitchen, storage	1				176	176		
H4	Toilets	2				12	24	women / men 3 stalls each	
H5	Terrace	1				150	150		
H6	Car park	1				450	-	35 cars / surface area not included in total	
			<b>Fast food drive through</b>				<b>450 m2</b>		
<b>Gas station</b>								total surface area including construction and circulation	
J1	Overall traffic area	1			4.5	800	-	surface area not included in total	
J2	Covered area for gas pumps	1			4.5	450	450	part of traffic area G1	
J3	Drive through lanes	8			4.5	-	-	part of traffic area G1, surface area included in G2	
J4	Gas pumps, double sided	6				-	-	for 12 cars, part of traffic area G1, surface area incl. in G2	
J5	Cashier & shop	1				80	80		
J6	Storeroom, services	1				50	50		
			<b>Gas station</b>				<b>580 m2</b>		
<b>Bycycle shop</b>								total surface area including construction and circulation	
K1	Shop	1				140	140	office and services included	
K2	Repair workshop	1				60	60		
			<b>Bycycle shop</b>				<b>200 m2</b>		
<b>Shop</b>								total surface area including construction and circulation	
L1	Shop	1				170	170	office and services included	
			<b>Shop</b>				<b>170 m2</b>		
			<b>Total business</b>				<b>1'400 m2</b>		
<b>Day care centre</b>								total surface area including construction and circulation	
M1	Total day care surface area	1				200	200		
M2	Playground / garden	1				150	-	for day care use only / surface area not included in total	
			<b>Day care centre</b>				<b>200 m2</b>		
<b>Apartments</b>								total surface area including construction and circulation	
N1	Total residential surface area	1				6'500	6'500	apartment size and number as proposed by participant	
			<b>Apartments</b>				<b>6'800 m2</b>		
			<b>Total day care and residential</b>				<b>7'000 m2</b>		

#### 6.5. Parking

Other than the parking spaces to be replaced together with the Burger King (§ 6.4 / H6), which will be available for all other businesses as well, parking spaces for private cars are not part of the program. An important percentage of city residents do not own a car; to offer parking spaces would needlessly add to costs. Furthermore, in an area so well served by public transport, the proposed strategy is certainly the sustainable one.

## 7. Regulations, Restrictions

### WARNING:

Even though a lot of regulations, restrictions and technical details are mentioned in the chapter hereafter, the emphasis is still on a project centered on quality of life, sustainability and economic viability / environmental economics.

Do not lose sight of the main topic “Access for All” and the title of the task “To Reclaim the Public Ground”!

### 7.1. Building restrictions

No building restrictions such as maximum length, width or height are given for the purpose of this competition.

### 7.2. Height indication on plans

All height indications on plans refer to the so called *Wiener Null* or *Vienna Zero*. *Wiener Null* goes back to the 19<sup>th</sup> century when a new system for height measurement was established. The basis or zero level for the new height measurements was 4m above the average water level of the *Danube Canal* at *Ferdinandsbrücke* (now *Schwedenbrücke*) in Vienna, from where all subsequent height measurements were taken. In reference to the Adriatic Sea (Triest at that time was still an Austrian city) zero height is 156.68 meters above sea level.

<http://www.wien.gv.at/stadtentwicklung/stadtvermessung/geodaten/festpunkt.html>

### 7.3. Metro

#### 7.3.1. Metro lines

No changes to the metro lines other than the cut back of the maintenance track described in § 4.2 are allowed.

#### 7.3.2. Metro station

No changes to the metro stations and the subterranean power station are allowed.

### 7.4. Road traffic

#### 7.4.1. New position of Gaudenzdorfer Gürtel

The new position and dimension of *Gaudenzdorfer Gürtel* as indicated on plan 3\_1\_1 is set as mandatory for the competition and can not be changed.

#### 7.4.2. New position of branch off from *Linke Wienzeile* to *Gumpendorfer Gürtel*

The new position and dimension of the branch off from *Linke Wienzeile* to *Gumpendorfer Gürtel* as indicated on plan 3\_1\_1 is set as mandatory for the competition and can not be changed.

#### 7.4.3. New position of park north-east of the branch off 7.4.2

The new position and dimension of the park north-east of the branch off from *Linke Wienzeile* to *Gumpendorfer Gürtel* as indicated on plan 3\_1\_1 is set as mandatory for the competition and can not be changed.



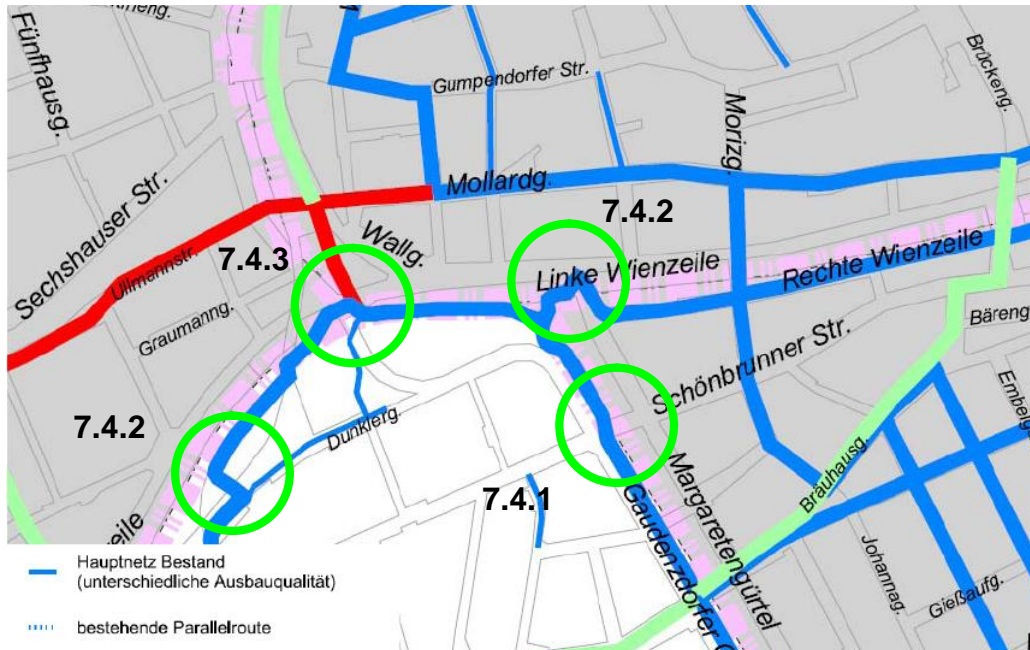
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7.4.4. Position of *Dunklergasse*

The position and dimension of *Dunklergasse* can be adapted as needed. Its function as access road for the adjoining buildings must be kept.

**7.5. Bicycle Path and Bicycle Bridge**

The new bicycle and pedestrian pathway is linked to the existing net at the following four points:



Auszug aus dem Radwegeplan der MA 46 (April 2006)

Blue: Existing net of bicycle pathways / Red: Missing links

7.5.1. Connection point south

The connection point with the bicycle path leading south is situated at the intersection of *Gaudenzdorfer Gürtel* with *Schönbrunnerstrasse*. (The existing bicycle path is situated in the park between *Gaudenzdorfer Gürtel* leading south and *Margartengürtel* leading north). Only a level crossing of *Schönbrunnerstrasse* is asked for (the existing crossing would be sufficient).

7.5.2. Connection point west

The connection point with the bicycle path leading west is north of the *Brücke über die Zeile* at *Dunklergasse*. As an alternative, a new pathway cantilevered or suspended above the Vienna River Canal is currently being discussed by the authorities. Competitors may propose such a pathway and the link up with it.

7.5.3. Connection point north

The connection point with the bicycle path leading north along *Gumpendorfer Gürtel* is situated in the small park to the north-east of the branch off from *Linke Wienzeile* to *Gumpendorfer Gürtel*.

*Linke Wienzeile* can either be crossed with a level crossing or a bridge structure.



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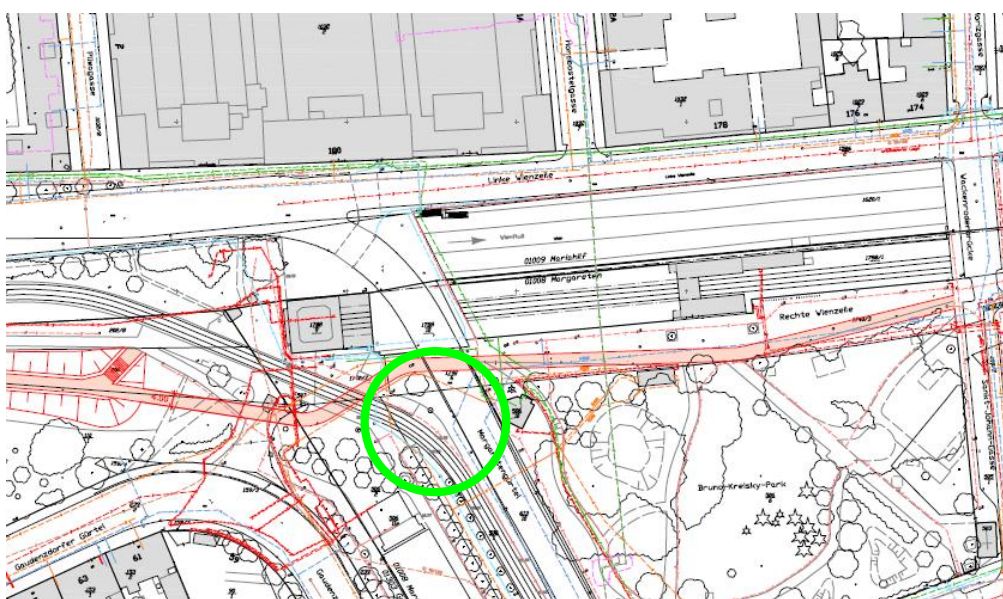
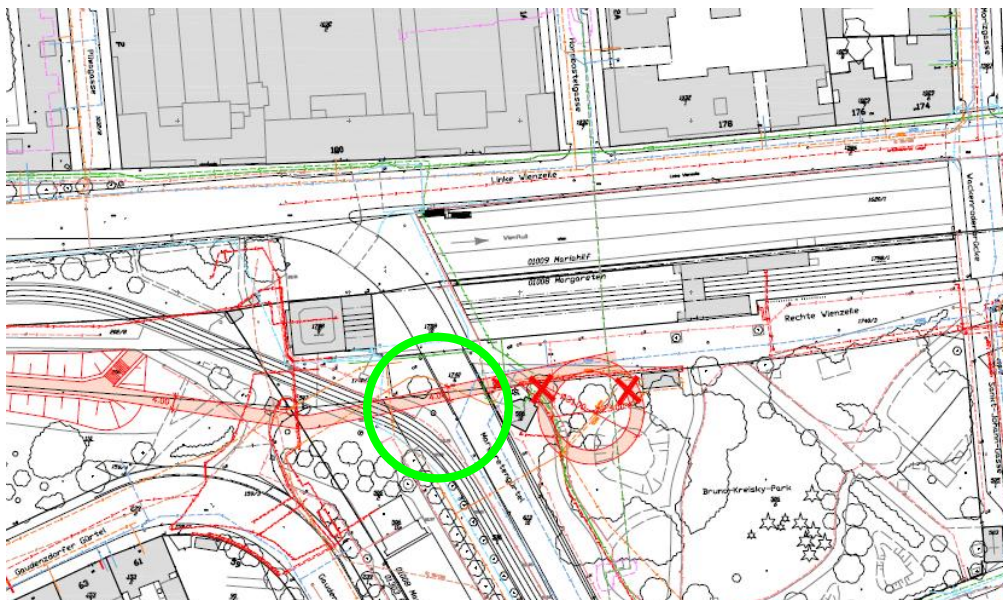
7.5.4. Connection point east

The bicycle path joins the existing bicycle path along *rechte Wienzeile* at the crossing point with *Margaretengürtel* and the tramway lines near *Bruno Kreisky Park* just east of *Margaretengürtel* Metro station (general area indicated with the green circle).

*Margaretengürtel* and the tramway lines must be crossed on a bridge at a free height of approximately 5.2 m' above the tramway lines.

The ramp leading up from the east towards the crossing point is not part of the competition. Competitors must develop their project only from the crossing point on towards the west.

The solutions for the eastern ramp bridge shown on the following plans are for general information only.



City of Vienna: Feasibility study for a bicycle- & pedestrian bridge over *Margaretengürtel* (two out of several variants developed)



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7.5.5. Inclination and width of ramps for wheelchairs and bicycles

- 4% unlimited length
- 5% for a 10m length
- 7% for a 5m length
- 8% for a 2m length
- 12% for a 0.5m length

All ramps should terminate with a landing of at least 1.50m in length.

Minimum width for two way traffic is 4 m'.

7.5.6. Free height above city streets

At bridge crossings with city streets a free height of 5.00 m' must be kept.

7.5.7. Free height above tramway lines

At bridge crossings with tramway lines a free height of 5.20 m' must be kept.

**7.6. Brücke über die Zeile**

7.6.1. Historic monument

No changes or alterations to the bridge structure are allowed. Keep in mind the axis of view onto the bridge.

7.6.2. Foundations

The existing foundations of the bridge reach lower than the river bed. From a technical point of view, excavations near the bridge down to the level of the riverbed are possible.

7.6.3. Space under the bridge arches

The spaces under the arches of the ramp bridge now used for depots and workshops can be used for purposes of the competition task. No replacement inside the competition perimeter need be offered for the functions now located under the arches.

**7.7. Buildings over metro tunnels**

7.7.1. Old metro tunnel (maintenance track)

No buildings other than small one-story structures are allowed over the old metro tunnel.

Pillars for an eventual bicycle bridge can be positioned directly over the tunnel walls.

Roadways and a park over the old metro tunnel are permitted.

The existing foundations of the tunnel reach lower than the river bed. From a technical point of view, excavations near the tunnel down to the level of the riverbed are possible.

7.7.2. New metro tunnel

Buildings up to two storeys with slab foundation are allowed over the new metro tunnel.

Pillars for an eventual bicycle bridge can be positioned directly over the tunnel walls.

Roadways and park over the new metro tunnel are permitted.

The existing foundations of the tunnel reach lower than the river bed. From a technical point of view, excavations near the tunnel down to the level of the riverbed are possible.

### **7.8. Buildings over Vienna River tunnel**

No buildings other than small one-story structures are allowed over the Vienna tunnel. Pillars for a eventual bicycle bridge can be positioned directly over the tunnel walls.

Roadways and a park over the Vienna tunnel are permitted.

The existing foundations of the tunnel reach lower than the river bed. From a technical point of view, excavations near the tunnel down to the level of the riverbed are possible.

### **7.9. Flooding / high water**



Vienna River flood 1976

<http://www.iiasa.ac.at/Research/RMS/dpri2002/Papers/Compton.pdf>

Even though the Vienna River runs very low at most times, the danger of flooding must be taken into account for all new structures along the river. Two different levels of flooding are defined (see section plan 3\_1\_6):



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7.9.1. Normal river flow

No changes to the slightly V-shaped masonry river bed are permitted.

7.9.2. Floods with a recurrence of 100 year

On the stretch of open canal downriver from Längenfeldgasse metro station, the 100 year flood level is a line running in parallel and 3.7m above the river bed. Below the 100 year flood level, no fixed structures that can be damaged or washed away by floods are permitted. Exception: Mobile furniture that can be removed within an hour.

No openings to buildings are allowed.

No trees are permitted.

7.9.3. Floods with a recurrence of 1'000 year

On the stretch of open canal downriver from Längenfeldgasse metro station, the 1'000 year flood level is a horizontal line 20m above Vienna zero. Below the 1'000 year flood level, no fixed structures that can be damaged or washed away by flooding are permitted. Exception: Mobile furniture, park equipment, storage shed, sun roofs etc.

No openings to buildings are permitted. Exception: Storage rooms for park furniture.

Trees are permitted.

(Compared to the standard cross section of the open Vienna River canal, the cross section of the river tunnel is narrower. This hinders the water flow at the tunnel entrance where a partial back-up occurs. As a consequence, the 1'000 year high water mark does not run in parallel to the river bed but is more or less horizontal at a height of 20m above Vienna zero).

7.9.4. Metro maintenance track

The danger of flooding the extensive net of metro tunnels is considerable. If the dividing wall between the maintenance track § 4.2 is to be lowered for a better access to the river, flooding of the tunnels would occur with a 1'000 year flood. As the maintenance track is seldom in use, it can be blocked off by a semi-permanent dam or floodgate. You need not concern yourself with the details of such a device.

**7.10. Toxic waste**

Because of the toxic waste hidden in the underground, no subterranean buildings or parts of buildings other than foundation pillars are allowed in the area marked *danger of toxic waste* on plan 3\_1\_1.

Ebikon / Bern September 16, 2007

Schindler Management AG  
Nüesch Development AG