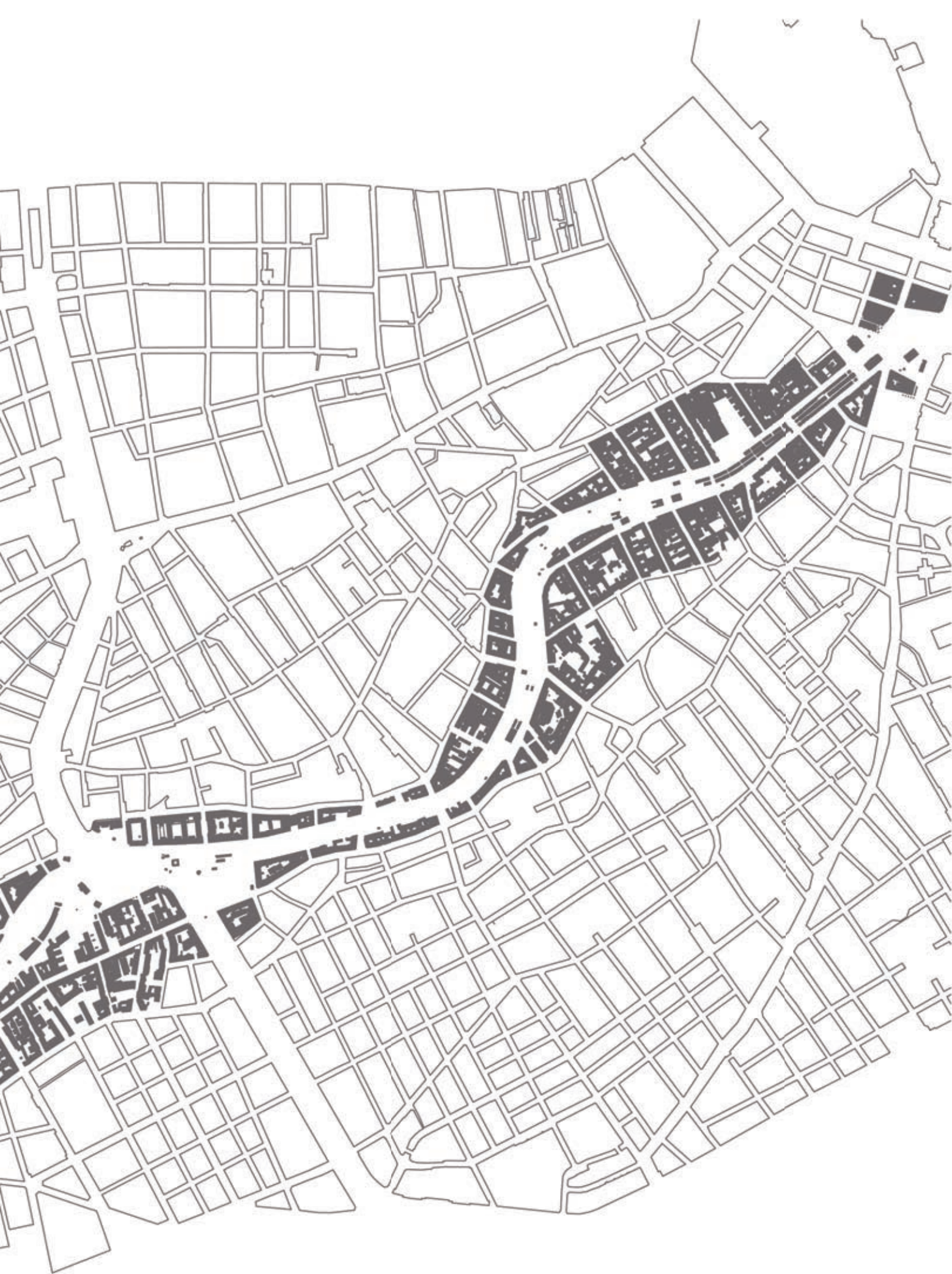

Kaiserschnitten

Workshop Wiental

Kaiserschnitten





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Preface

The City of Vienna welcomes and supports initiatives from architectural schools that address current urban development challenges in Vienna from a planning perspective. The topic of the 2011 Summer Workshop, "Kaiserschnitten", is of particular interest given that the valley of the River Wien ("Wiental") has always had a decisive influence on Vienna's structural and infrastructural development. Although the Wiental has become a highly complex urban area by now, many sections still lack a cohesive urban design identity. The Summer Workshop held by the Urban Development Institute at the Vienna University of Technology aims to address this issue and assess the area's urban development potential. The Workshop's international composition ensures the topic will be approached from a variety of different perspectives.

I am glad to see that the initiative promotes an active exchange of ideas between experts from different cities and cultures. On this note, let me cordially welcome the members of the eleven international architectural schools participating in this year's urban development Summer Workshop in Vienna.

Maria Vassilakou Deputy Mayor and Executive City Councillor for Urban Planning,
Vienna

Kaiserschnitten

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Preface

“Wiener Kaiserschnitten” Workshop for the Wiental (Vienna River Valley)

In the summer of 2011 the Department of Urban Design at the University of Technology, Vienna, Faculty of Architecture hosted an international urban design workshop. This workshop presented the temporary culmination of a series of urban design events resulting from an informal collaboration among an expanding circle of architecture schools. The intention of the Vienna workshop was to consolidate and deepen these collaborations and, in particular, to contribute towards a more systematic and precise treatment of current urban development issues while addressing a specific urban design problem.

The Urban Renewal Office of Vienna’s 12th district approached the Technical University’s Department of Urban Design with a request to develop a design concept for the area west of the Längenfeldgasse subway station. The location is part of the Vienna River Valley, known as the “Wiental”: one of the most dissonant, incongruous, and contested areas of Vienna. Depending on one’s perspective, the Vienna River Valley can be viewed as a transit corridor, an unresolved urban area, an urban interface, an in-between zone, an infrastructure bundle, an ugly wound in the urban landscape, a socially charged boundary, etc. Long ago, the Austro-Hungarian Emperors’ journey to the summer residence at Schönbrunn palace used to lead along the Vienna River Valley, traversing bourgeois neighborhoods before continuing through the vineyards that survived here and there, and finally through the suburban entertainment areas with casinos, outdoor cafés, and the traditional coffeehouses where the famous „Kaiserschnitten” (a multi-layered dessert) were once offered. Today, this classic dessert has almost disappeared from menus, but it nevertheless continues to symbolize the Viennese art of mixing tradition and innovation. And it borrowed its name to the workshop.

Tradition and innovation represent the metaphorical parentheses that framed the urban design concepts of the Wiener Kaiserschnitten Workshop. The complexity found in the Vienna River Valley is a result of constant renovation due to technological innovations in river regulations, urban drainage requirements, transit developments, and supply and disposal facilities. Originally a wide, meandering river landscape, the Vienna River Valley was transformed into an increasingly dense cluster of infrastructure axes, which at present lie on top of one another in several storeys, shaping the spatial configuration and visual appearance at the surface.

The question the workshop focused on was how this “spatial imprint” in the urban landscape could be transformed, following the current criteria of sustainable reurbanization. The perimeter comprised the Vienna River Valley from Karlsplatz to Schönbrunn and has been investigated in historical and morphological sequences, the layered clustering of infrastructure, the spatial and psychological meta-context, the Vienna River Valley as a functional platform of connections and inroads into urban quarters, and the current urban design projects in the region.

The objective of the workshop was to develop strategic and exemplary design proposals that address the specific problematique, qualities, and potentials. In doing so, the focus has been on juxtaposing vastly different and widely divergent urban design approaches; in other words, on probing the space for interpretation. In order to support and anchor these efforts, the workshop had included intensive assessment of local needs.

The Vienna River Valley in its entirety is one among thirteen target areas addressed in Vienna’s Step05 Urban Development Plan. It is also an urban development target area under the red-green city government’s Urban Development 2015 scheme (“Renewal of Historical Urban Areas and Axes of Settlement: City Center, Vienna River Valley, Gürtel”).

Current planning and discussions are concentrated on the development of the Kometgründe area as well as a high-rise building to be erected at Hamburgerstraße. The Naschmarkt outdoor market is located in the Vienna River Valley and is under renovation at the moment. Parts of the River have been renaturalized and are now accessible for pedestrian and bikers and new bridges have been build in the last years.

The Projects presented in this publication should contribute to such discussions about the future development of the Vienna River Valley and represent a dense collection of ideas and unprejudiced points of view from 120 people of 12 international universities.

Bernhard Eder, Christoph Luchsinger, Markus Tomaselli

Participating Universities:

Graz University of Technology, Austria

Lviv Polytechnic National University / Ukrain

University of Ljubljana / Slovenia

L'école nationale supérieure d'architecture de Paris La Villette / France

Federal University of Rio Grande do Sul / Porto Alegre, Brasilia

University American College Skopje / Macedonia

International School of Architecture and Urban Development Policies / Tirana, Albania

Polytechnic University of Valencia / Spain

Zürich University of Applied Sciences / Switzerland



Graz University of Technology / Austria

Hans Gangoly
Markus Bogensberger
 Professors

Michaela Koller
Anna Maier
Rebecca Merlic
Benjamin Schmid
 Students

The student group at Graz University of Technology were assigned the Naschmarkt and Schönbrunn areas, i.e. the sections located at each end of the planning area. It was therefore logical to consider the overall area and then to make suggestions regarding interventions. In the course of the site inspection it evolved that Wiental ("Vienna Valley") is a very autonomous area within the fabric of the city. A kind of forgotten place, that people mostly only cross, hardly realising its impressive length.

Another shortcoming is the lack of "addresses" that might forge a link between the valley and distinctive uses. This fact is particularly obvious at the underground railway stations along the river, Pilgramgasse, Margarethengasse and Längenfeldgasse, that all lack a clear point of reference in their surroundings. Because of the largely closed, multi-storey façade fronts of the neighbouring development, however, the planning area does in fact have an urban atmosphere about it and thus has the necessary backdrop to accommodate uses involving urban life-style. The site primarily features large flat areas, many of which are sealed. Few areas are currently used a great deal. Even zones declared as parks, such as the Bruno Kreisky Park or the green spaces next to Längenfeldgasse underground railway station, are rarely frequented.

The aim therefore was to transform the planning area and to programme new uses with as little intervention as possible. These new uses were to benefit the population in the immediate vicinity, while also compensating for facilities lacking in Vienna.

The idea was to augment the advantages of the topographical situation and to offer a large number of residents possibilities to appropriate the urban space. "Sport" was the medium chosen for people to occupy this area of the city. The current "plain field" is to be transformed into an "activity field" by means of selective interventions.

The focus of the programming, however, is not on physical exercise but above all on allowing people to view the city in a new way. In this case, "sport" is understood as a primarily positively connoted social phenomenon:

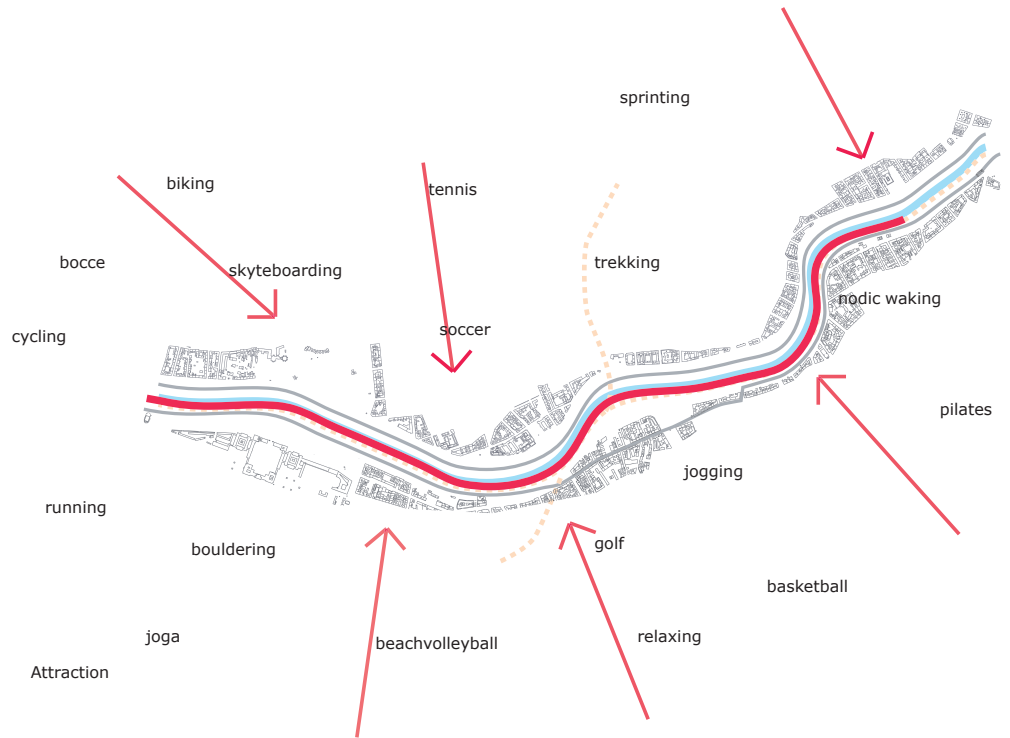
"Since the beginning of the 20th century, sport has evolved into a vernacular, global concept. It is therefore impossible to give any precise, let alone unambiguous, definition of the term. What sport is generally taken to mean is not so much a question of an analysis of its scientific dimensions but is determined much more by its use in everyday theory and by its historically grown, traditional incorporation into social, economic, political and legal circumstances. What is more, sport as it actually takes place widens and differentiates the understanding of the concept." (P. Röthig (Ed.): Sportwissenschaftliches Lexikon. Hofmann, Schorndorf 1992.)

In the broadest sense, the idea is thus to tie into the concept of "homo ludens" an explanatory model of the living human being whereby he develops his abilities particularly through playing: at play, he discovers his individual qualities and thus becomes what he is as a result of his experiences.

1. Vienna Sports Valley

Vienna already offers its inhabitants an extensive range of sports facilities (the city centre (e.g. hard courts for various sports or multi-sports cages)). However, these facilities are mainly found only in specific places and do not create a coherent recreational space. As a "sports valley" Wiental could become an important urban zone with which people could identify. The range of sports facilities could be geared to all age groups and

encourage communication. Sport in itself allows people to use public space peacefully beyond any barriers of language, religion or other social constraints and to establish and cultivate social contacts. Engaging in sports is just as interesting for tourists as it is for residents or people who work in the area. Sports facilities complement the range of local educational facilities and, with more people

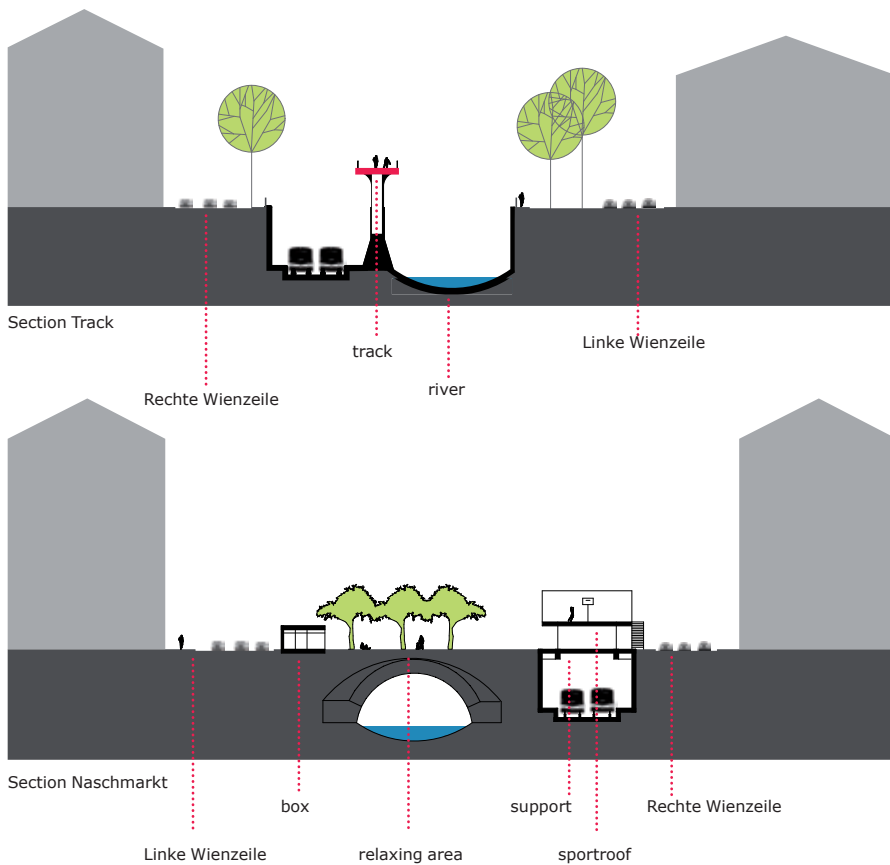


Rendering Naschmarkt

in public space, increase the subjective sense of safety. In order to define the area by means of an architectural intervention, too, it is suggested to build a running and cycling track. This track links the sports facilities like a "string of pearls". It is raised so as to allow an uninterrupted experience of Wiental in the urban space. This bridges barriers such as having to cross the road at Gaudenzdorfer Gürtel or Meidlinger Hauptstraße.

In addition, the track is a kind of stage for pedestrians, cyclists, etc. in the city. The intended effect for the neighbouring surroundings can thus be compared with the positive effects of such projects as the High Line in New York's Meat Packing District by James Corner Field Operations, Diller Scofidio + Renfro, and landscape planner Piet Oudolf. The track is planned to begin near Naschmarkt to the west of Kettenbrück-

engasse. It is currently an asphalt surface used for parking. Every Saturday there is a flea market here with around 350 vendors and up to 15,000 visitors. The areas to the west of Naschmarkt are formulated as a sportscape, similar to the temporary installation by the Dutch architect group MVRDV at the Plaza de los Ángeles in Barcelona in 1998. Within the scope of their "design re-

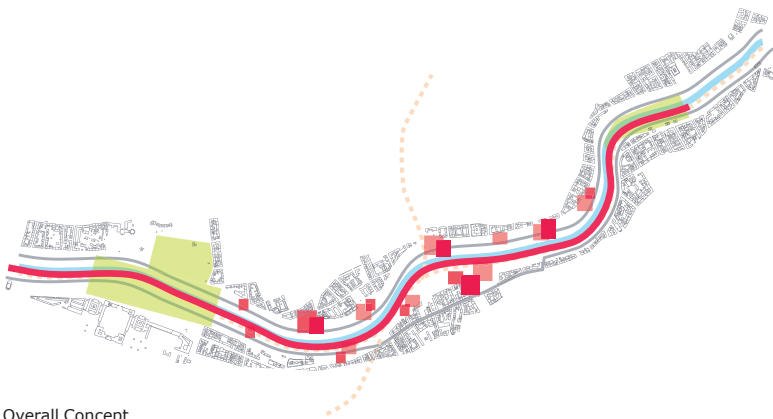


Masterplan Naschmarkt

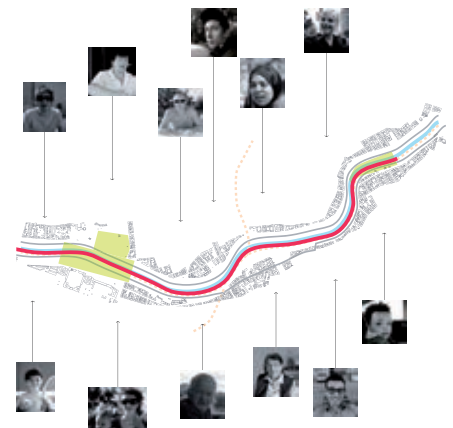
scribed by Adolf Loos, MVRDV had experimented with the idea of giving the built environment a skin – a surface or apparel as a medium for ephemeral and festive architecture. The use of public space was seen to result from the surface qualities of this area. The planned intervention is as immediately simple as it is effective. Sport lines are drawn on the ground, with the appropriate accessories also provided.

Football, basketball and volleyball fields – suggested uses that encourage people to engage in activities in a very direct manner. These ephemeral facilities are accompanied by a few efficient infrastructure buildings such as showers, sanitary rooms, and changing cubicles. This newly defined area with its sports facilities is also suitable for use as a venue for small to medium-sized sports events. The flea market can still be held

here almost unchanged. The western part of the Naschmarkt thus is the starting point of a monothematic spectacle, whose various attractions run like a string of pearls up to Schloss Schönbrunn. The array of facilities ranges from courts for boccia, beach volleyball, basketball, street soccer or tennis, structural facilities for skateboarding or bouldering, to quieter zones for yoga or t'ai chi ch'uan, for example.



Overall Concept



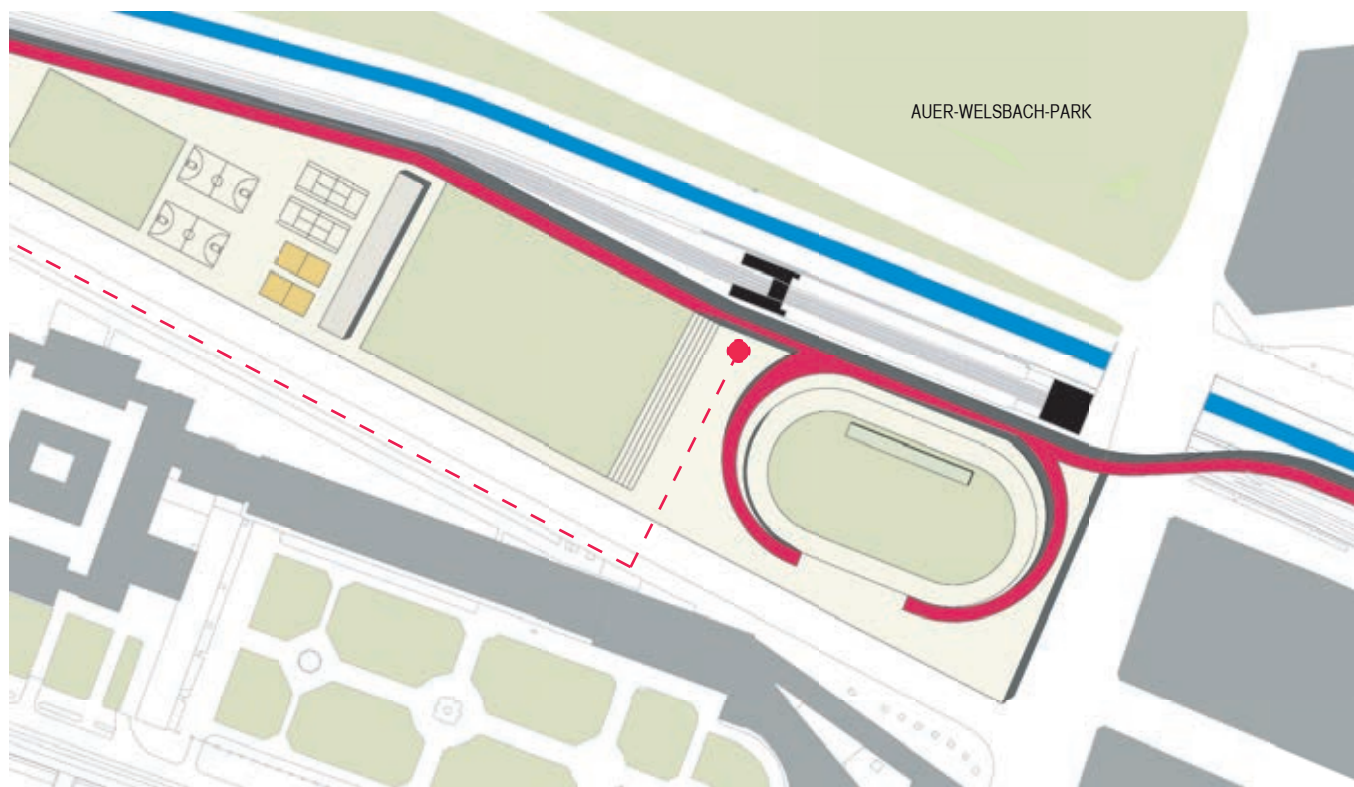
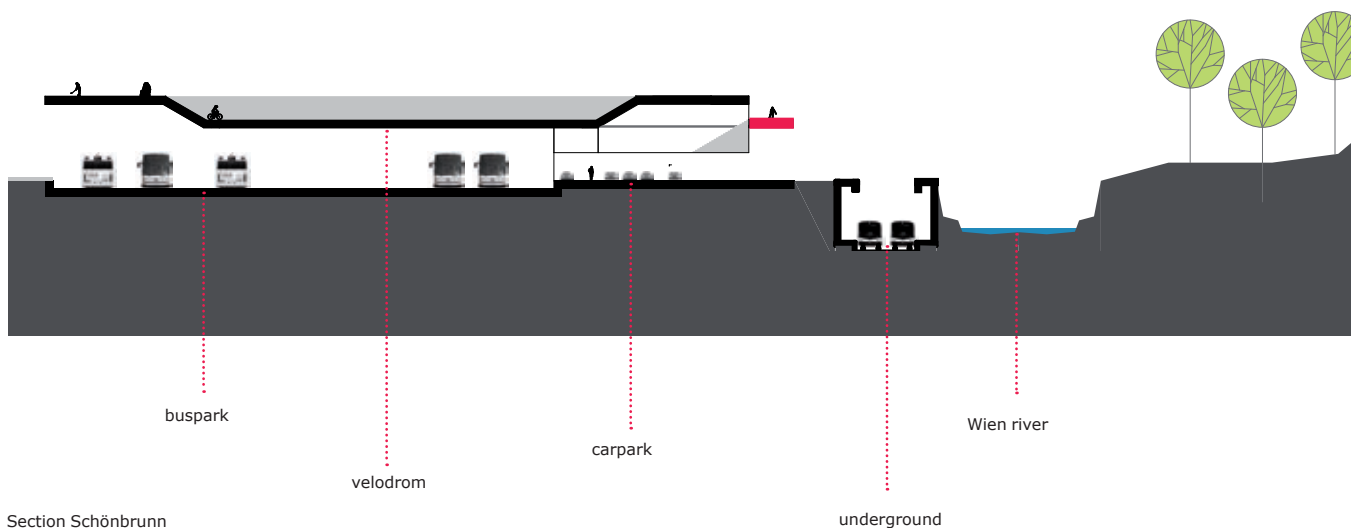
Homo Ludens - Sports for Everyone



Masterplan Schönbrunn

The "sports valley" is concluded by the area to the north of Schloss Schönbrunn. The facilities already found in this area, in the Auer Welsbach Park and Schönbrunner Schloßstraße and Linke Wienzeile, are integrated, with the track improving access. It is suggested to build a hybrid building on the current car park next to Schönbrunn underground railway station, with the roof taking the form of a velodrome. This would crown

Vienna's "sports valley" and allow the city to boast being one of the few cities in the world with two cycle racing tracks.





Lviv Polytechnic National University / Ukrain

Anton Kolomyeytsev
Roman Krushelnysky
 Professors

Olena Dzhula
Ustyna Hnes
Nataliia Mysak
Bohdan Prokhasko
Dmytro Raifshnaider
Galya Strypa
Mariya Zasadniy
 Students

Not in every European city one can find a subject area that is rooted both in the past and in the future and joins not only the most natural and the most artificial components, but also the representative places of national significance and which is at the same time free of any wasteland. All this is the case with Wien Valley.

Although all the teams of the workshop Kaiserschnitten worked with a number of different sites and all these sites are situated on the section between the palace of Schönbrunn and well-known Naschmarkt market, it is impossible to speak about these sites without taking into consideration what they have in common being situated along the river on its way from its upper reaches to its mound.

Already at the preparatory stage of our analysis, our group realized that it is reasonable to divide the strongly differentialized and heterogeneous environment of the valley inside the city into three principle parts, at the same time not forgetting the part beyond the city's border.

Wien River originates in the Vienna Woods – the foothills of the Alps – whose peaks are seen from many streets in Vienna.

After crossing the city border you enter the first of the three principal sections of the valley inside the city. The river was regulated by Otto Wagner, who turned the Wien River and the second transport ring into a real ensemble of technology and representation of life in the great metropolis. By developing the Wien River, he purposely underlined the progress in technology, new performance capabilities of architectural constructions, complexity and dynamics of the city spaces. This way he created multileveled and complex crossings of the citytrain lines, or purposely elongated openings of the bridges.

After the full-scale investigations our team agreed that this section of the river is unproblematic in general. The only thing that bothered us were the great shopping malls, that usually emerge on the radial roads closer to the city's border and might in this case break the existing balance.

The most dominant feature in the Wien Valley is, of course, the palace complex of Schönbrunn. Although it is well represented from the main axis, it is however practically not visible when approached from the metro station or the stop for tourist buses. One of our teams which was engaged with this theme, tried to find a solution to this conflict that would be advantageous for everyone. Finding an answer to the transport problem, paying attention to all external functions necessary for the Schönbrunn palace, ensuring attractive conditions for private initiative and, most importantly, connecting the territories next to the palace with the river and the park on the opposite bank – all this were the key-notes in the process of developing our project. There was a desire to return back in time to the point when it was spacious and green here, when the Vienna Woods were seen on the horizon and nothing prevented the palace complex from appearing in all its beauty.

The development along the river is continuous and mostly uniform in height. One sharply feels the lack of green. Our second team was charged with the territory around Längenfeldgasse. However, we decided to look at all the lower bed of the Wien River. The stone walls, in which the river is enclosed, become narrower here. On the one hand, the canyon-like



stone walls and the crossings of the metro lines and their dynamics are really making the unforgettable aura of this place. It would be a pity if this were lost, not only because of its historical value. On the other hand, the environment of this section shows a marked contrast to the previous ones because of the lack of all natural components and characteristics. Therefore, in our opinion, the prior task for the development of all the sites would be the creation of comfortable transit paths for pedestrians and cyclists, the growth of greenery, and the re-establishment of lost natural plasticity.

In this context an amazing isolation of functions can be observed. On some tens of square meters people have made gardens, where the tomatoes ripen and the sunflowers follow the sun. You also see watering cans and everyone who likes can help these plants to survive. People do this not for the sake of the harvest. In eyesight of these isolated zones you see walls covered with graffiti and political slogans against government and western lifestyle. Pursuing our task we saw the preservation of the richness and social diversity of these places.

We also thought about making the river, as far as this is possible, accessible to local pedestrians and tourists.

During the process of the workshop one of the important things for us were the lectures given by the organizers and the people in touch with this area. They have helped us to shape our own view of the most characteristic approaches towards the development of the Wien Valley.

Popular among architects, as far as we understood, is for example the utopian vision of giving the river back its low banks and transforming the river into a continuous and idealized nature band with great areas of grass canopy and dozens of trees. This vision, although it is possible to realize, nevertheless will deprive the river of its unique character formed by history. The balance between the maximal natural and maximal artificial will be destroyed in favour of the former one.

A radically opposite vision is building office towers along the lower part of the river and bringing a part of the city's business-activities to the Wien Valley. In this case, the balance will be destroyed in favour of the artificial component and the outdoor spaces will be deprived of their social function.

The students approached the problems with the great amount of resourcefulness and creativity. Also the students from Vienna were very successful in the systematization of all multifaceted solutions by all the other teams.

We hope that at least a little part of these visions will someday be realized.

Elevation

The location of the city of Vienna is very unique. The Mountain range of the »Wienerwald« – the foothills of the Alps – are green lungs of the city. Its peaks are seen from a large number of city streets and from the valley of Wien River, which starts there. So the river itself is the nexus between the outer natural environment of the city and its most urbanized, dense and artificial inner one. The lively and meandering mountain riv-

er was regulated and closed with stone walls of the channel at the beginning of the 20-th century. When developing the Wien River Valley, architect Otto Wagner has constantly emphasized the technological advances, new opportunities of architectural constructions, complexity and dynamism of urban spaces. Because of this, he has created multi-levelled and complicated intersections of city rail lines and deliberately elongated



Walking and cycling overpass



Add funktions



Space correction



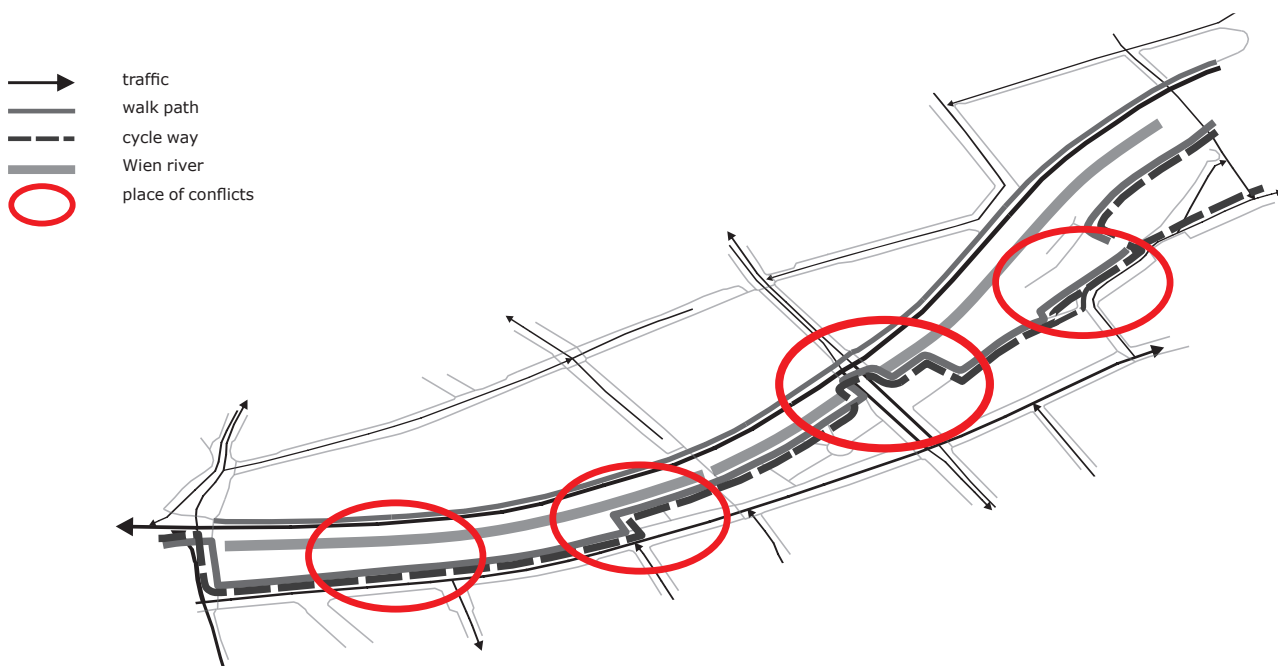
Views from the train



Pontoons



Space for public activities



bays of the bridges. For all beauty and dynamics of this ensemble, the valley emerged nothing more but a stone canyon, inaccessible for people and with the subway lines and the river at the bottom. This space is cut off from the rich space of the street outside. The main idea of the project was to design a walking and cycling overpass with greenery parallel to the river. It would be a continuation of the recently imple-

mented walking and cycling path along the river, which exists in the segment between the »Wienerwald« and Schönbrunn. This overpass can bring back the meandering of the valley and the naturalness of three-dimensional environmental elements. The overpass links the space of the "canyon" and the space of the streets, which are adjacent to it. It also provides to the pontoons, which are proposed next to the river and which

can rise up during floods. In such a way the authentic look of Wien River designed by Otto Wagner is preserved. Also a chain of infrastructure serving different functions such as social centers, open-air cinemas, view towers, green areas, a net for recreation activities, is strung along the overpass. There is a large number of places between Schönbrunn and Naschmarkt which attract local attention. Some of



Unused semipublic space



Stripes of social functions



Free place for columns



Connection with the streets

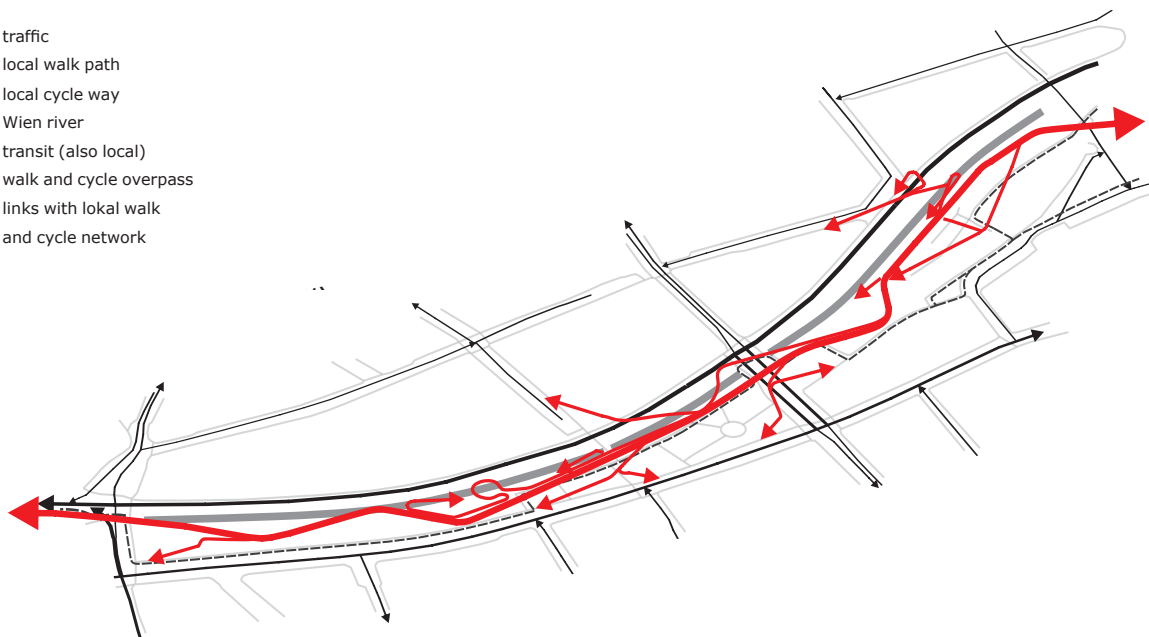


Pseudo-riverbed



Unused public area

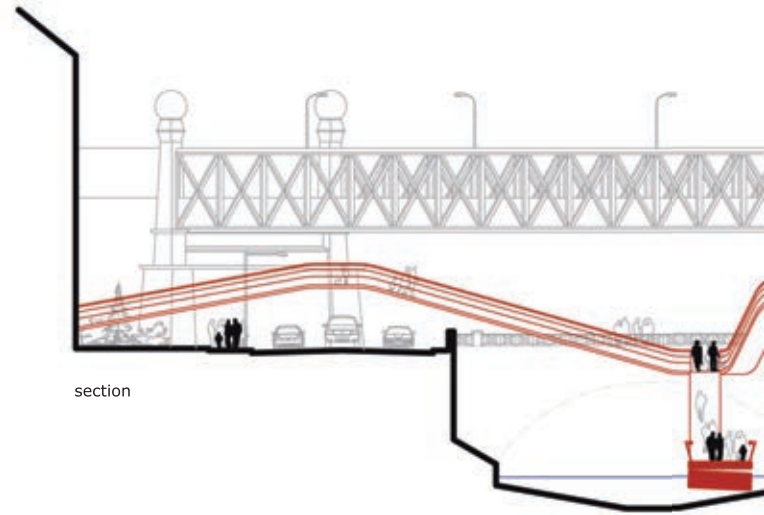
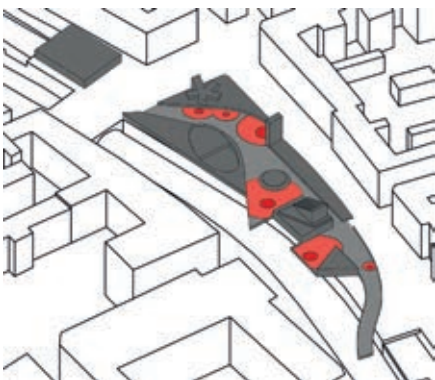
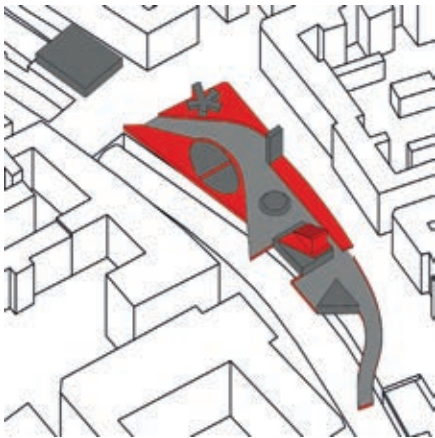
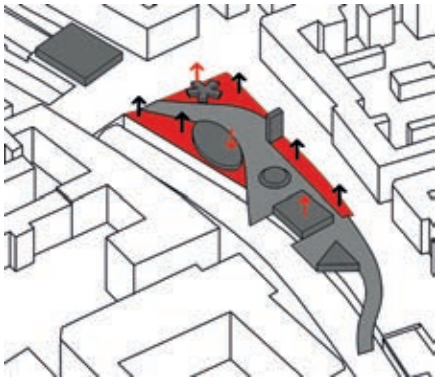
- traffic
- local walk path
- - - local cycle way
- ▬ Wien river
- ➔ transit (also local)
- ➔ walk and cycle overpass
- ➔ links with lokal walk and cycle network



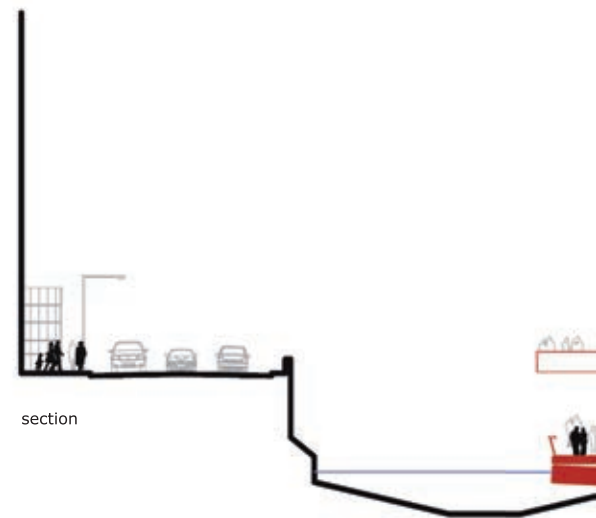
them have a significant potential to become public space, while other open spaces have a potential for local residents. The public space visible next to the subway station of Längenfeldgasse can be improved by introducing a figure to the riverbelt. It is separated from the road by the green barrier and is modified by simple geometric forms. Small lakes are put on the area to create the special character of a mountain river as an attraction.

They are widely overflowed when the water level in the river below is sharply rising. Areas that are cut off from the space outside by the subway lines and river, are actively used by all age groups of local residents. That's why we have only supplemented this territory with a number of new features. They are arranged like transverse bands with access to the river. To satisfy the everyday needs of the local residents – and not to

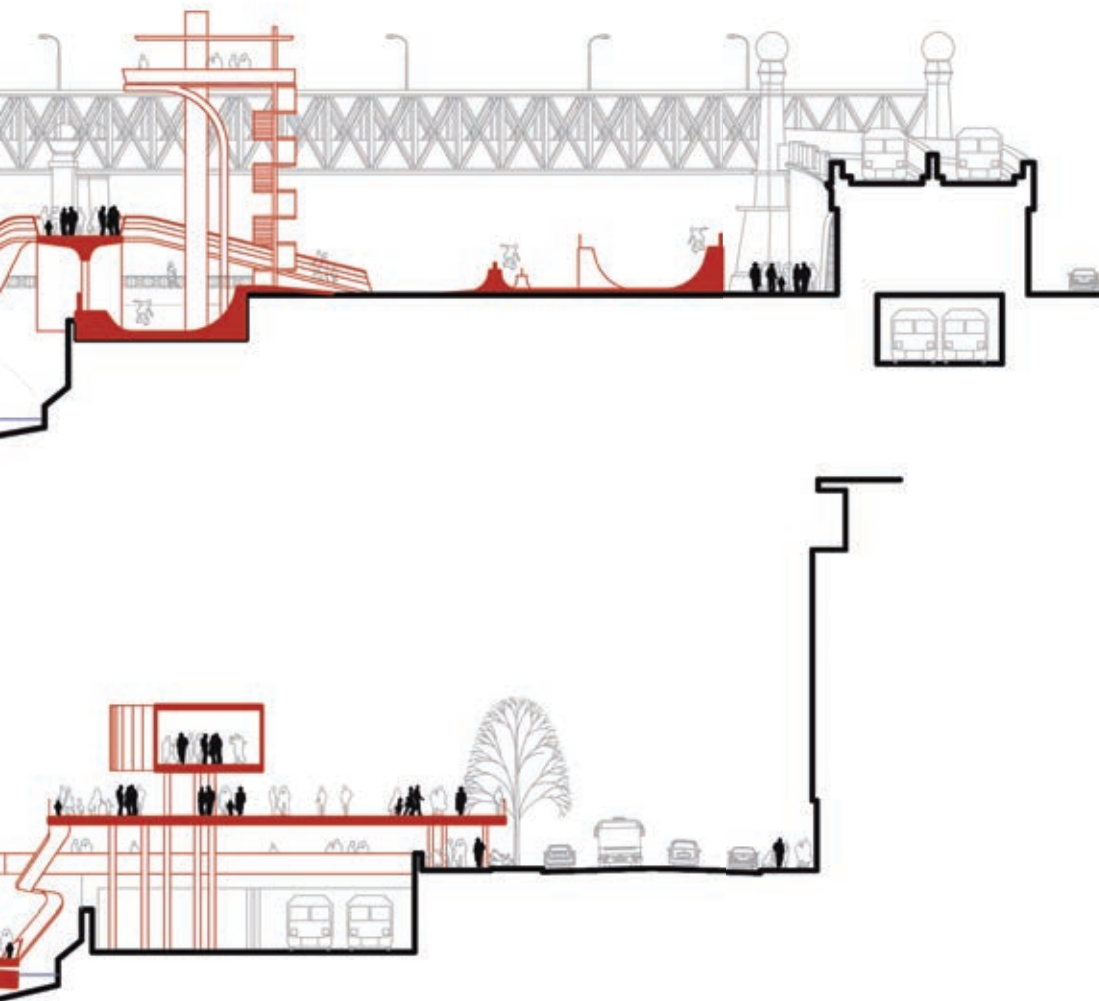
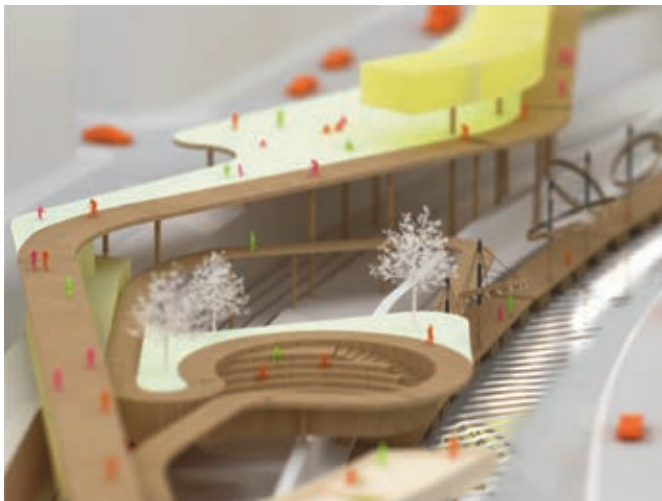
serve as a platform for business or night life – is precisely the function of the lower part of the Wien River which will create its sustainable identity.



section



section



Free Hugs

The city areas adjacent to the river Wien are in contrast to all its parameters, such as, for example, character of built environment, functional activity, target group, etc ... It is, therefore, very important to establish the cooperation between both riverbanks. But even if you abolish the role of the Wien river as a border and provide new contents, it will still not lose its linea-

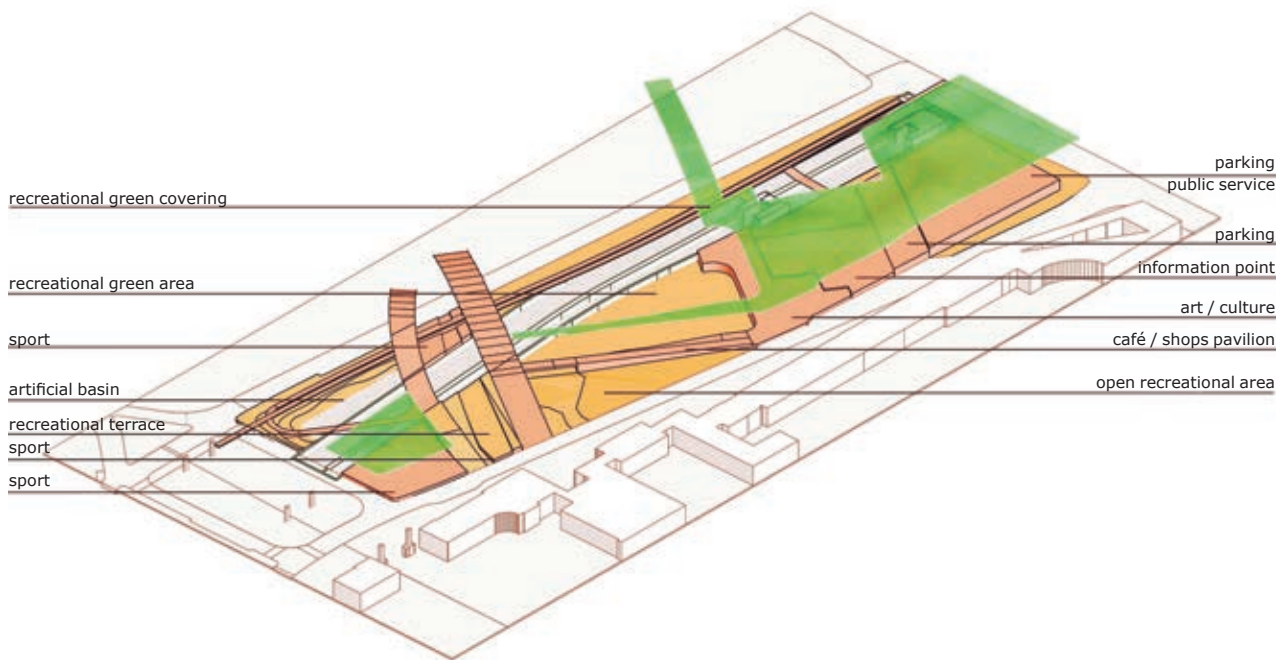
rity due to a number of facilities that are located along the channel. Also the »Wienfluss« is an important historical axis which is vested with stable ideological values: it connects the city center and Schönbrunn. The river acts as a barrier - physical and psychological. Of course, this barrier can be used as an advantage in some segments. For example, it can be used to separate



character of borders



character of spaces



functional zonance

offices and private residential areas, but on a site opposite Schönbrunn, in our view, it has another important meaning, namely, association and interaction on many levels - spatial, functional, social, historical - to create unobtrusive unity of concept of „free hugs“.

Schönbrunn is a strong magnet, one of the most prominent tourist sites

in Austria. But it is important to take into account the interests not only of visitors from other cities and countries, but also the Viennese, who live near the palace.

In recent years, the city of Vienna has grown strongly around the site. Looking around the place, one can not ignore that the city has come close to Schönbrunn - offices, sport facilities, parking,

etc. are located close to the palace. This distorts the first impression of the complex, because it does not correspond to the palace and does not create good feelings in the viewer. What is more, it visually spoils the overall aesthetics. Besides, the existing functional relationships are not effective. However, despite this, we can not completely abandon these functions in this area,



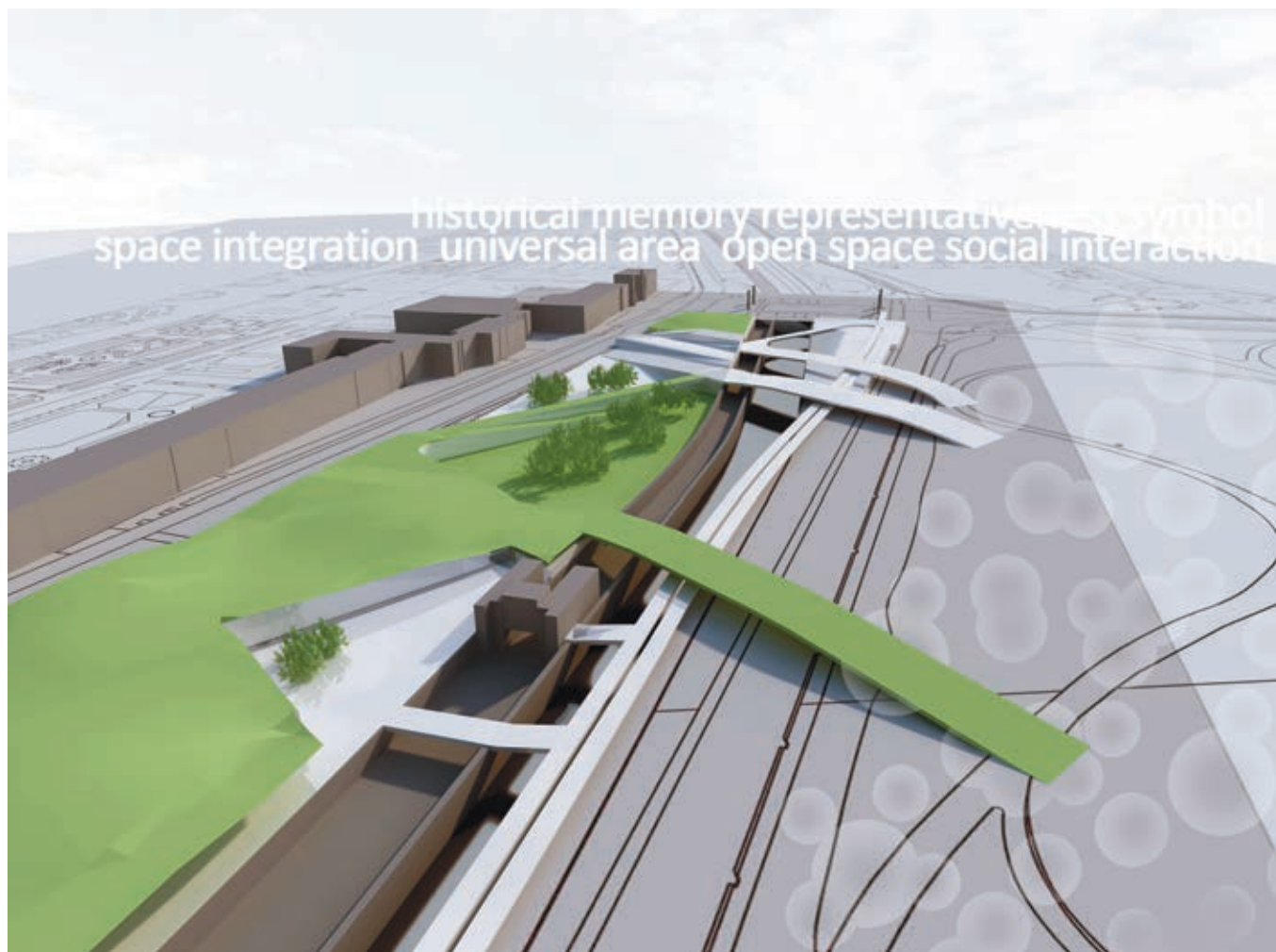
variable and constant



Existing functional zonare



visual axes crosses existing borders

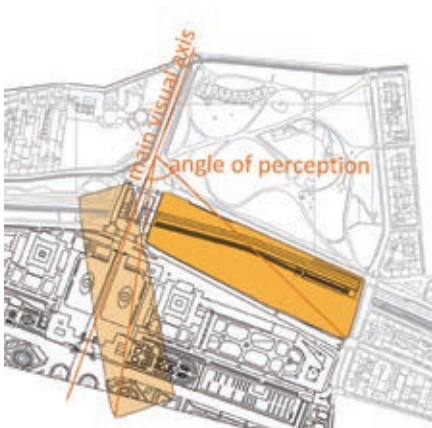


masterplan

because they already have a historical value and their appearance in this area is not unfounded. Thus, we have to be guided not only by the fact that Schönbrunn is a tourist attraction, but, primarily, because of its Austrian origin, and the Vienna residents have to feel comfortable both at home and on the palace territory. Therefore, one of the leading objectives

is to resolve social conflict and create an environment that would be comfortable for the Viennese and for tourists. This area should also take into consideration the needs and the values. To be relevant, Schönbrunn must develop simultaneously with the city. It should develop and «go outside», interweave with the city - a kind of „free hugs“. To materialize this assertion, we

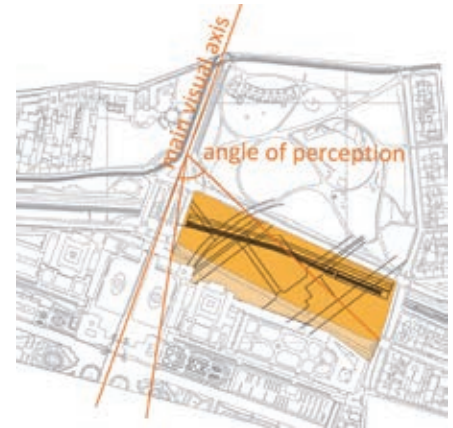
mark the site opposite to the palace, borrowing its modularity from the territory of Schönbrunn, and through the rotation, let it «go outside». But we also preserve what is outside, identifying, what is constant and what is variable on the site. We determine physical substance, which should be preserved. Apart from palace and gardens, this concerns the river and the



implication of representative overview point



implication of spatial historical matrix



creation



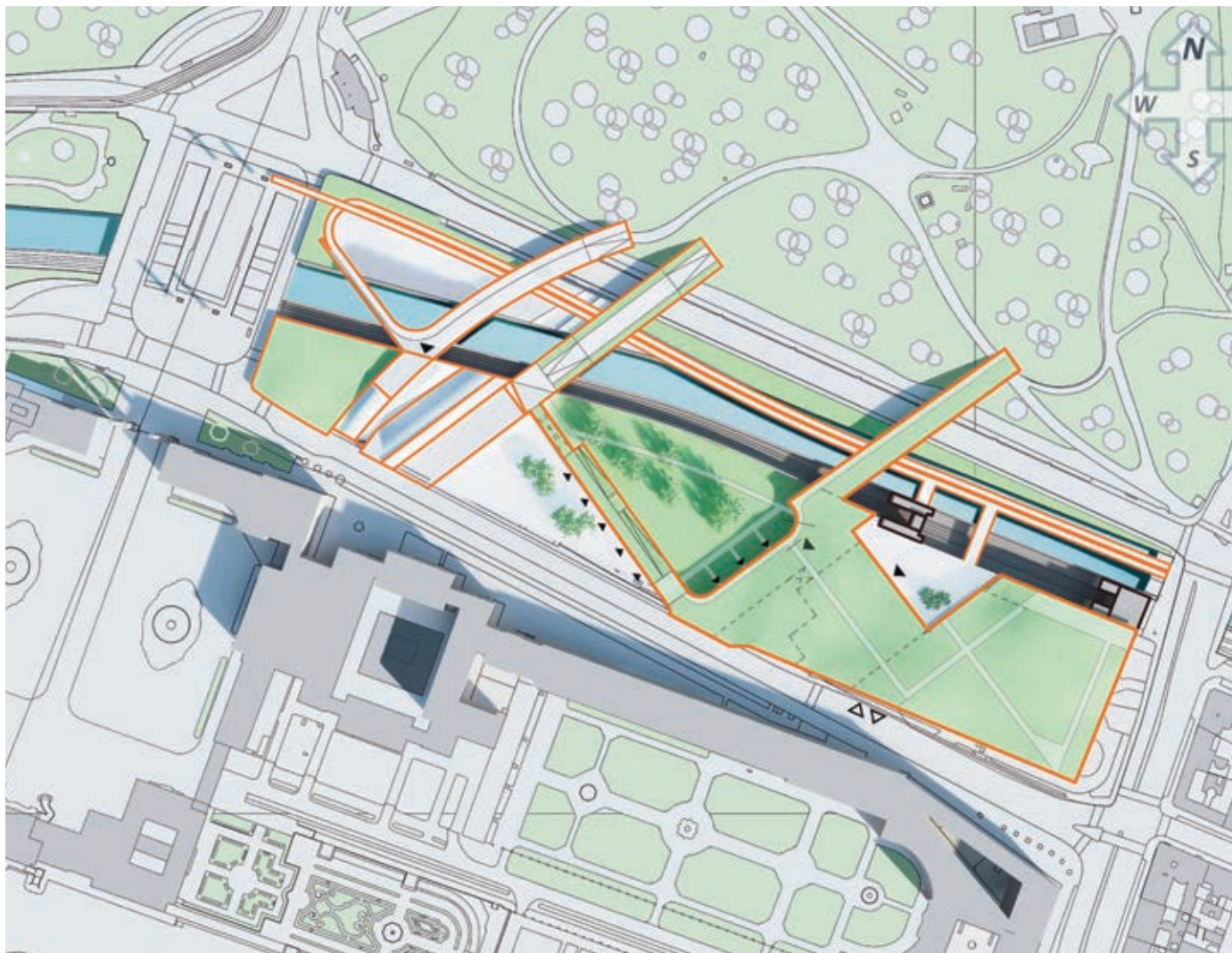
existing traffic situation



desired traffic situation



Vienna Subway. The sense of territory and its atmosphere are very important. Such a facility as Schönbrunn requires an appropriate representative area and public service network. The space needs to be visually free and functionally rich. Therefore, the basic strategy is the formation of open space, universal zones and integration of space and their content loads.



University of Ljubljana / Slovenia

Tadej Glazar
Marusa Zorec
 Professors

We started the project with analyses on different scales: Scale of the city, scale of the Wiental (from Schönbrunn to Hofburg) and on a minor scale - scale of the urban design.

Klara Bohinc
Luka Locicnik
Ajda Primozic
Blaz Ucakar
Ivan Zuliani
Barbara Zunkovic
 Students

Urban reading showed that Wiental represents a main connection of the city center to the suburbia and nature in the background of the city. With its clear morphological importance, it could become a green axis of the city, a pleasant place for people, rather than just having an infrastructural role.

Our concept is to bring a new character to Wiental by making it a pedestrian- and bicyclist-friendly green axis. Our initial goal was to reduce car-traffic. We propose introducing a 'Park and Ride' system at the intersection of Wiental and Gürtel, which becomes the point of transfer where car-traffic is replaced by public transportation and bicycle traffic. By a reforestation of Wiental, the area could get the function of a linear park or a recreational route and the quality of life in the area would increase. An important aspect of the project was dealing with the river Wien. We propose managing the flooding peaks by introducing a dam and behind it to split the river into two levels. an upper stream for ambience and a lower stream in the existing channel for infrastructural purposes. Furthermore, by uncovering the river in the Naschmarkt section we aim at an extension of tourism from the city center to Schönbrunn (about 5 km) by bicycle or even by foot, which could be followed by an expansion of public programs along this important city axis.

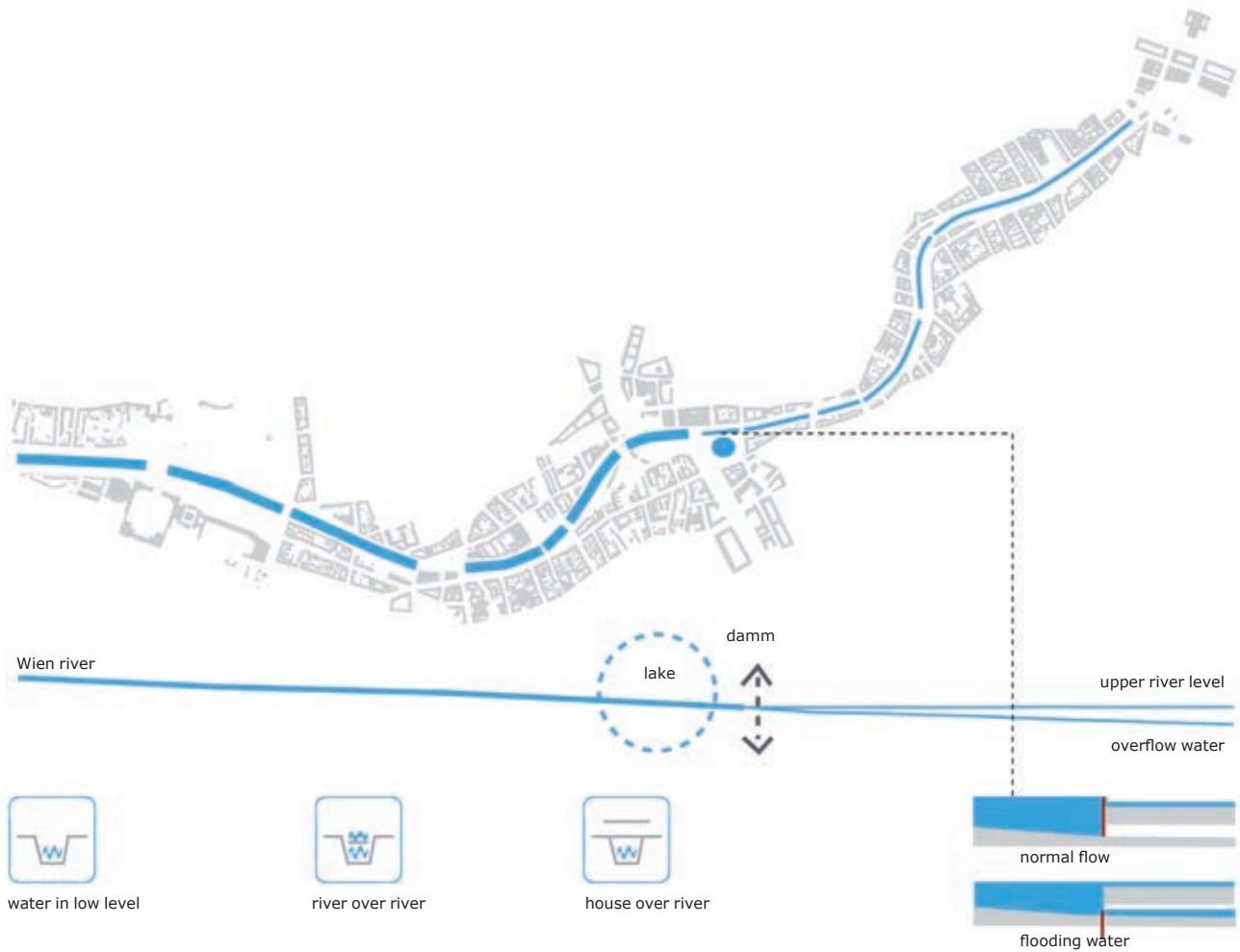
Urban reading showed that Wiental represents main connection of the city center to the suburbia and nature in the background of the city. With it's clear morphological importance, it could become a green axis of the city, pleasant place for people, rather than just having an infrastructural role.

We want to show that river Wien, with an appropriate environment, could become a significant element in the city structure.

Green Korridor Wiental



Scheme of concept



bringing river to pedestrians



continuation of greenery



traffic regulation



Green Korridor Naschmarkt

The river Wien has played an important role in the city structure throughout history. What once was a key element of the area, today is replaced by heavy traffic of the radial road Wienzeile. The Naschmarkt area is being separated from the city structure by the roads and it represents a pedestrian-unfriendly environment.

Our first proposal is to reduce the importance of car-traffic in the city center.

In order to improve connectivity and to manage the flows of tourism, we propose the demolition of buildings on the north of Naschmarkt, to keep the original structure of Naschmarkt itself and completely reorganize it.



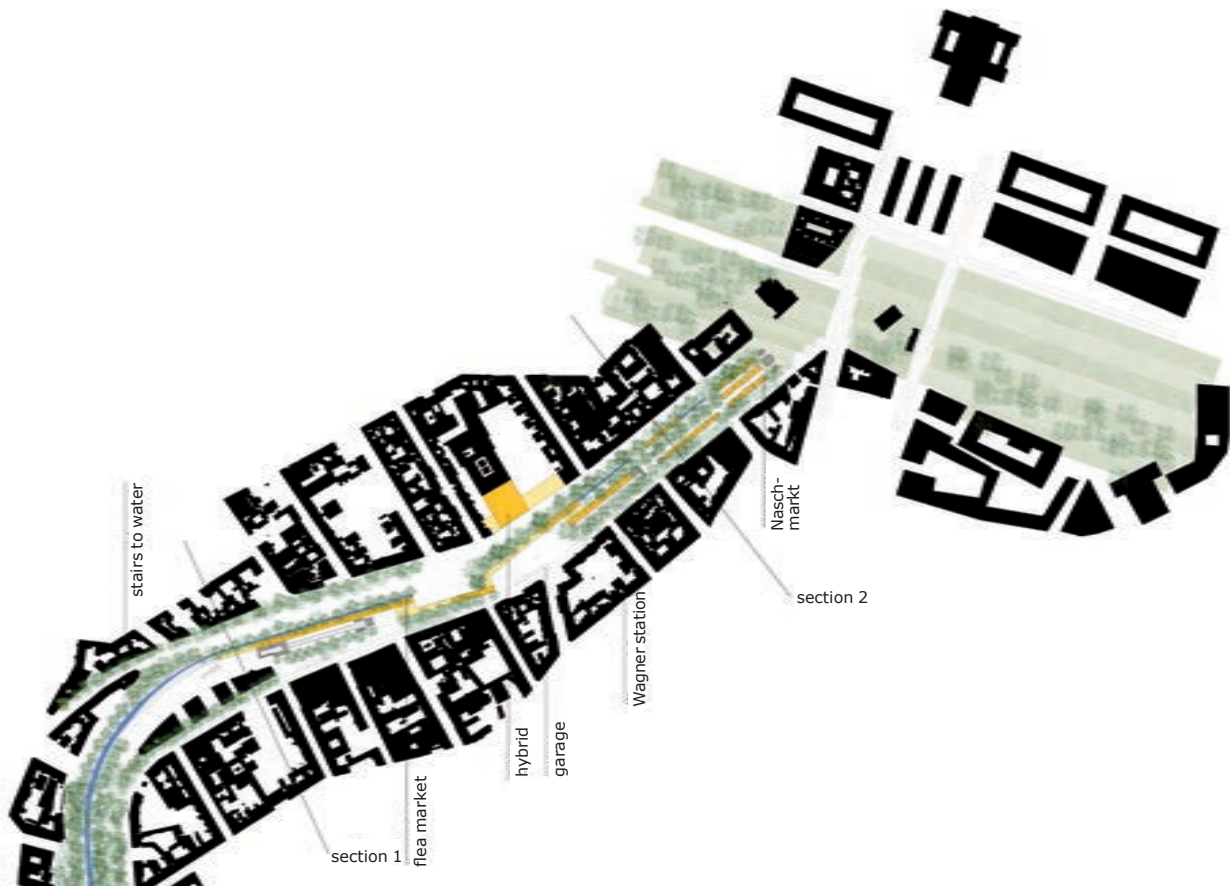
green



river



traffic chaos

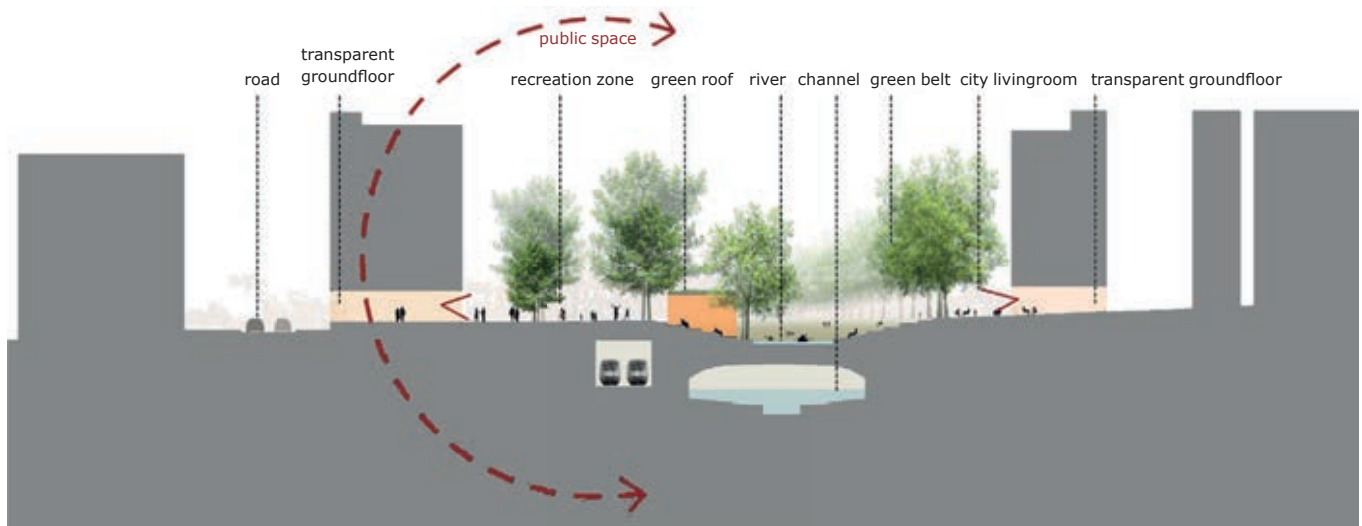


new situation

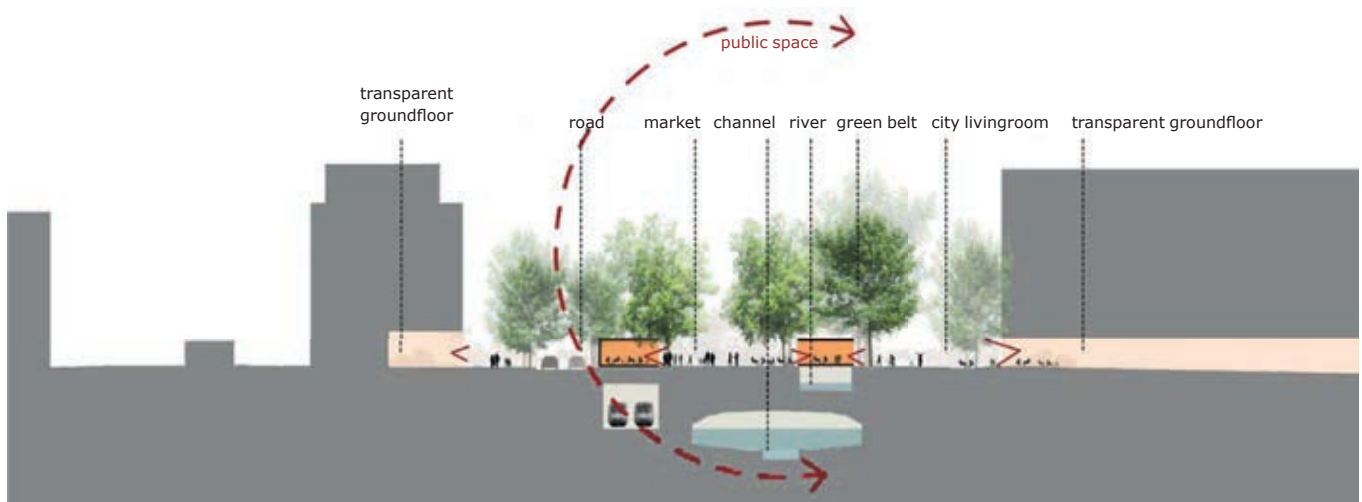


By introducing new green areas and afforestation, we propose connecting the new green axis of the Wiental to the existing green structure of the city. We propose creating a reservoir with a dam at the intersection with Gürtel and managing the river on two levels. The upper level becomes a stream with some abundance and with a constant current while the river below, in the existing channel, serves infrastructural functions and

takes the flooding peaks in spring. We connect the Naschmarkt area to the city and by replacing car-traffic with pedestrian and bicyclist traffic, we propose an expansion of public programs on the ground floor of existing building structures facing the Naschmarkt.



section 1



section 2



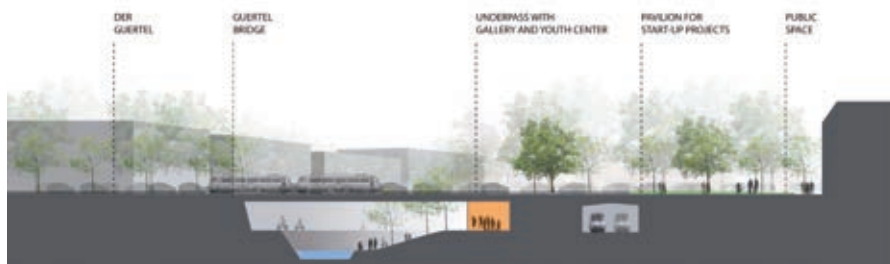
Green Korridor Margaretengürtel



new situation



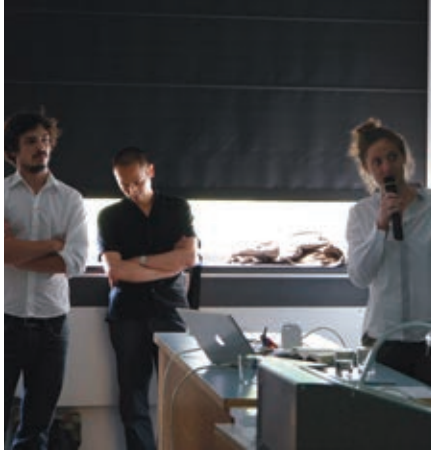
section 1



section 2



section 3



L'école nationale supérieure d'architecture de Paris La Villette / France

Jim Njoo
Professors

Yasmine Belkaid
Milena Charbit
Victor Meesters
Aleksandra Skatchkova
Xsenia Slavina
Anais Touboulic
Tutor

In Carol Reed's 1949 film, *The Third Man*, set in Post-World War II Vienna, a racketeer played by Orson Welles evades the police by slipping into the hidden tunnels beneath the city.

Our proposal imagines a similar condition where the ground becomes a permeable threshold, an urban thickness to "inhabit". As we explored the river valley more closely –looking not only from the "top down" but also "bottom up"– we were struck by the sheer emotional power of the spaces, their peculiar mix of monumentality and innocence, their shifting "moods". This is the latent potential that we see in the unique topography of the Wiental river valley and which our project seeks to preserve and intensify: a space that lies somewhere between ground and underground, a hybrid between architecture and infrastructure, a place that is both removed from and intertwined with the fabric of Vienna.

As we explored the river valley more closely –looking not only from the "top down" but also "bottom up"– we were struck by the sheer emotional power of the spaces, their peculiar mix of monumentality and innocence, their shifting "moods"

The existing maze of criss-crossing bicycle paths is simplified in favour of a continuous trail running along the edge of the new park facing the river. Pedestrians are provided with terraces at multiple levels as well as the occasional footbridge to cross the river and bypass the busy traffic above.

Shaping Time

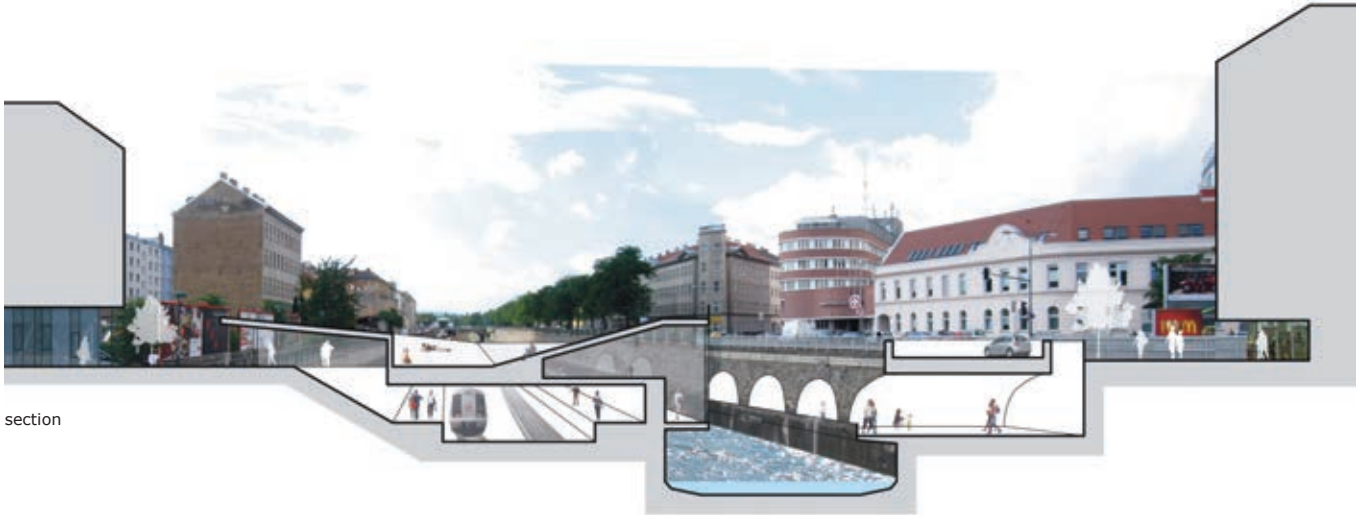
The unstable nature of the river with its changing water level defines one other key dimension of our project: its capacity to interact with time. Through seasonal variations and everyday situations, we envision the void of the Wiental like an open-air theatre, an urban stage for temporary uses and events.

The Third City

From Limits to Links

At present the Wiental river tends to be a neglected "gap" in the city bordered by numerous obstacles: residual back lots, traffic corridors, autonomous constructions, floodplains, railway infrastructure. This effect of separation is further accentuated by the social dichotomy existing between the north and south banks, as well as differences in the physical spatial structure of the sur-

rounding neighbourhoods. This non-dialogue between city and river is particularly noticeable in the two adjacent areas that we focused on near the Langenfeldgasse and Kometgründe U-Bahn stations. Rather than study the given sites separately, we approached them as part of a common strategy to reclaim the Wiental as a major public space at the scale of metropolitan Vienna. Inhabiting the edges



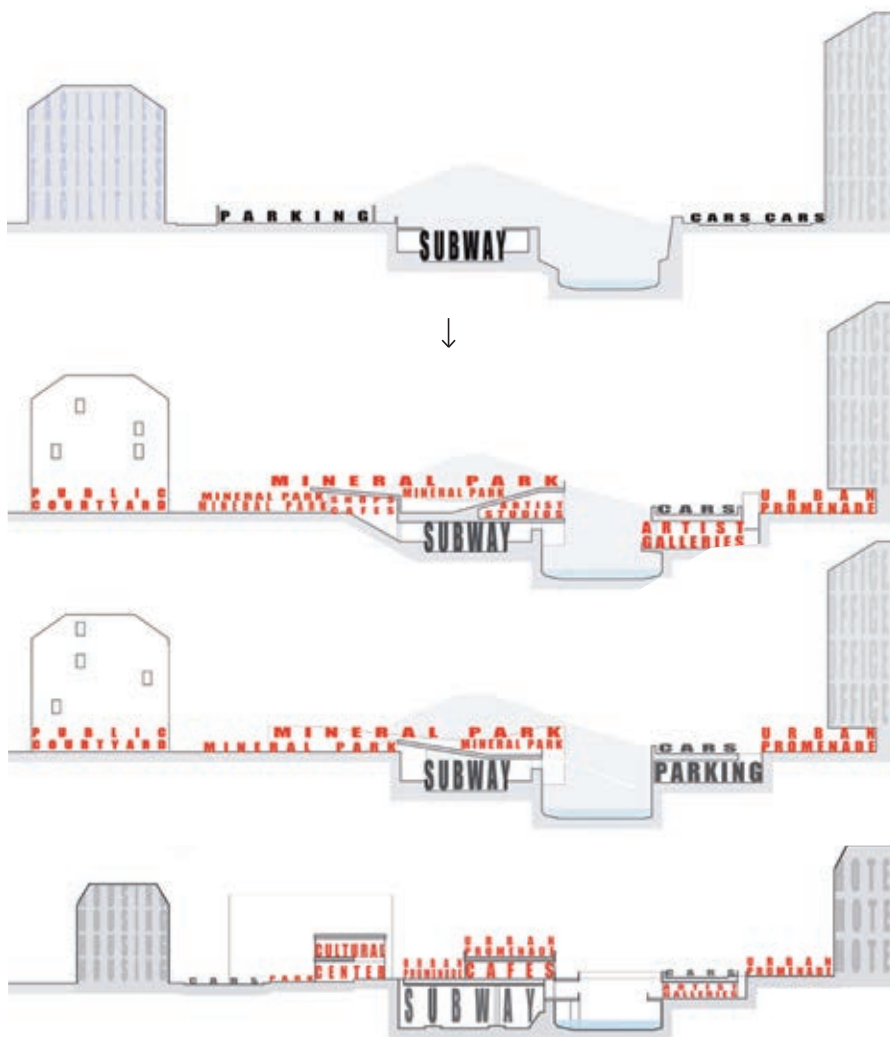
adding new structures

bike path

Our proposal preserves the void of the river but redefines its edges so as to reconnect it to the existing fabric and activate it as a public space. On the south bank, which tends to be a more working class population, we propose to cover the U-Bahn line with a new linear park providing local community facilities such as playgrounds and a cultural centre, in addition to cafés and restaurants on the river's edge. In the abandoned Komet-

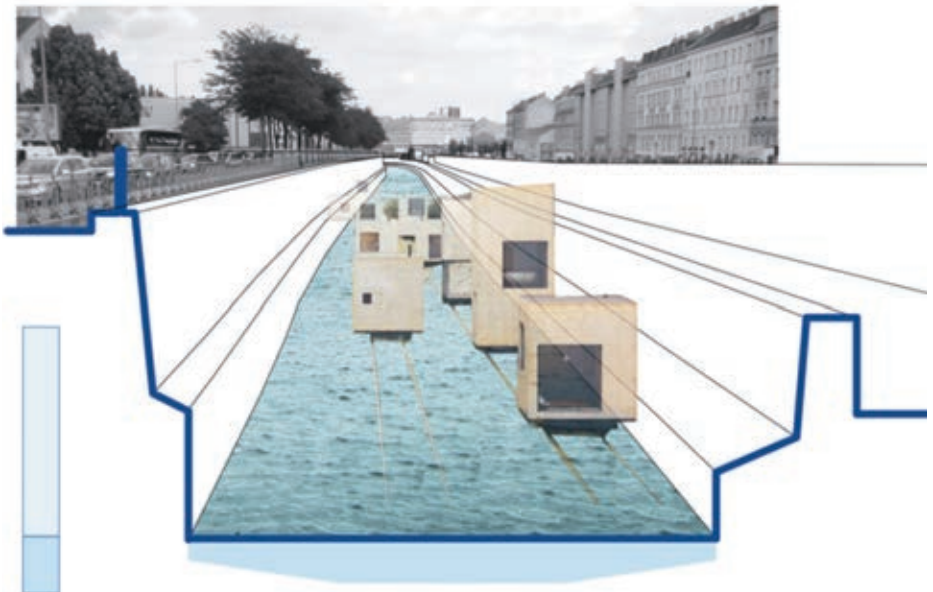
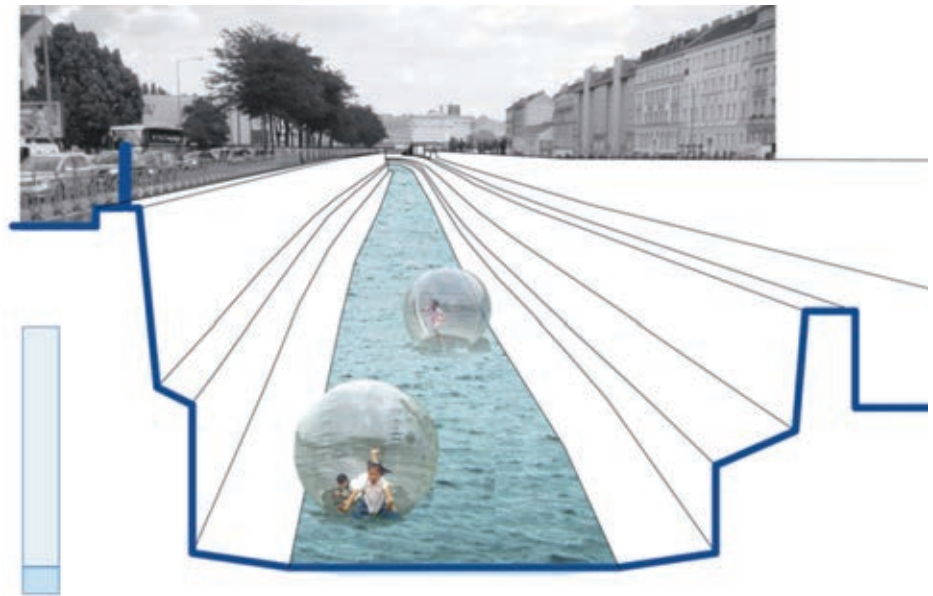
Möbelhaus, we imagine an adaptive reuse project to foster productive synergies between local artists, artisans and creative industries. The fragmented condition of the adjacent blocks is seen as an opportunity to develop a more porous relationship between the park and the urban fabric –in the inner courtyards and interstices– in order to generate new forms of public space. On the north bank, we recommend en-

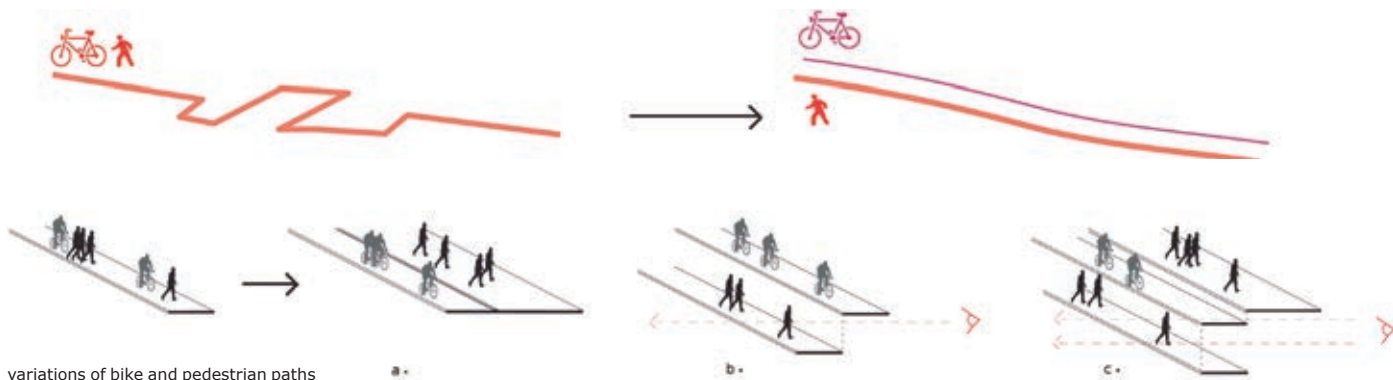
larging the existing sidewalks facing the boulevard to form a continuous tree-lined pedestrian promenade and a more attractive public threshold for the existing office, hotel, and institutional buildings that characterize this urban limit. Similar to the park strip to the south, we propose to activate the north face under the boulevard with facilities related to the area such as studio space, restaurants, cafés, and public parking for



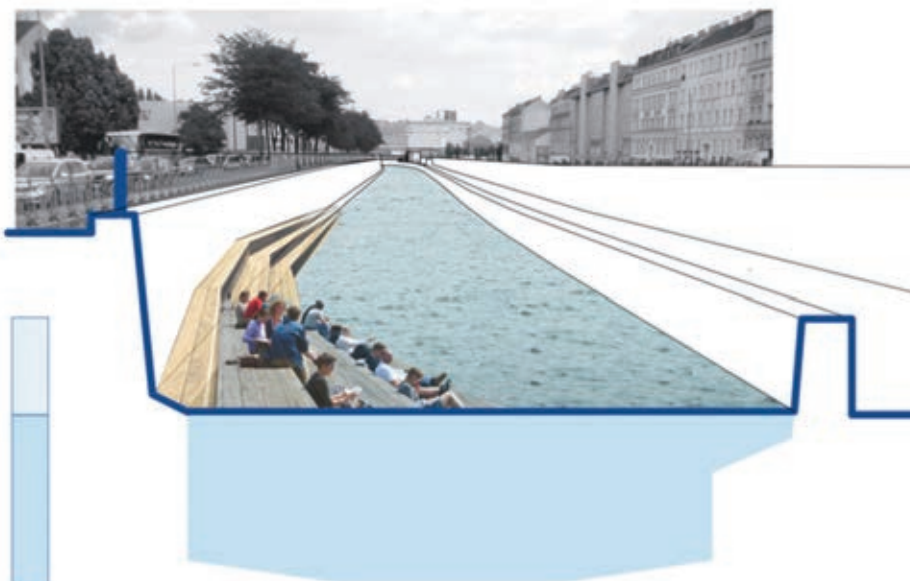
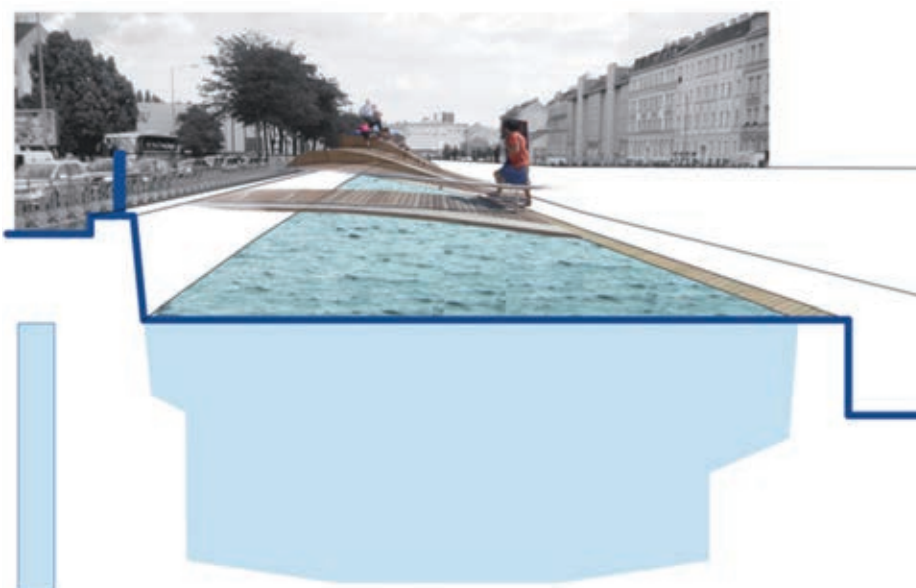
range of functions

workers and visitors notably to the nearby Schönbrunn castle. The project also proposes to encourage bicycle and pedestrian circulation by giving each more space and continuity along the banks of the Wiental.

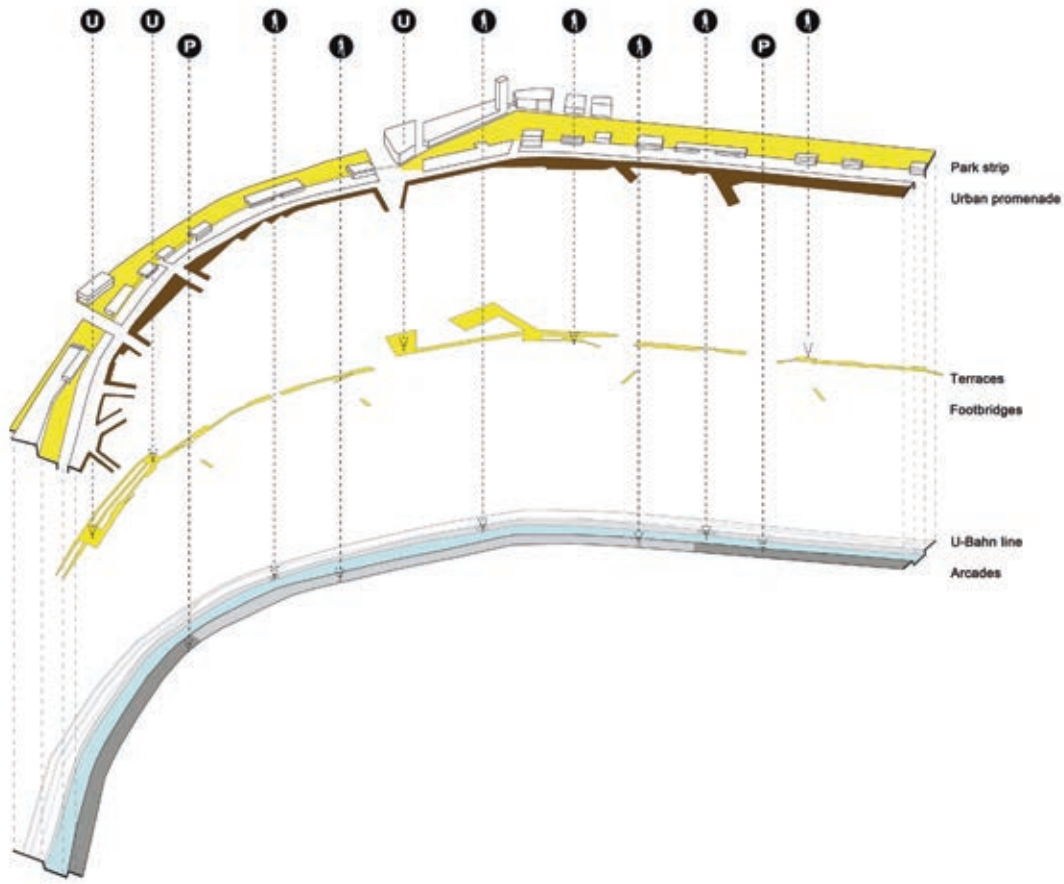




variations of bike and pedestrian paths



changing water levels

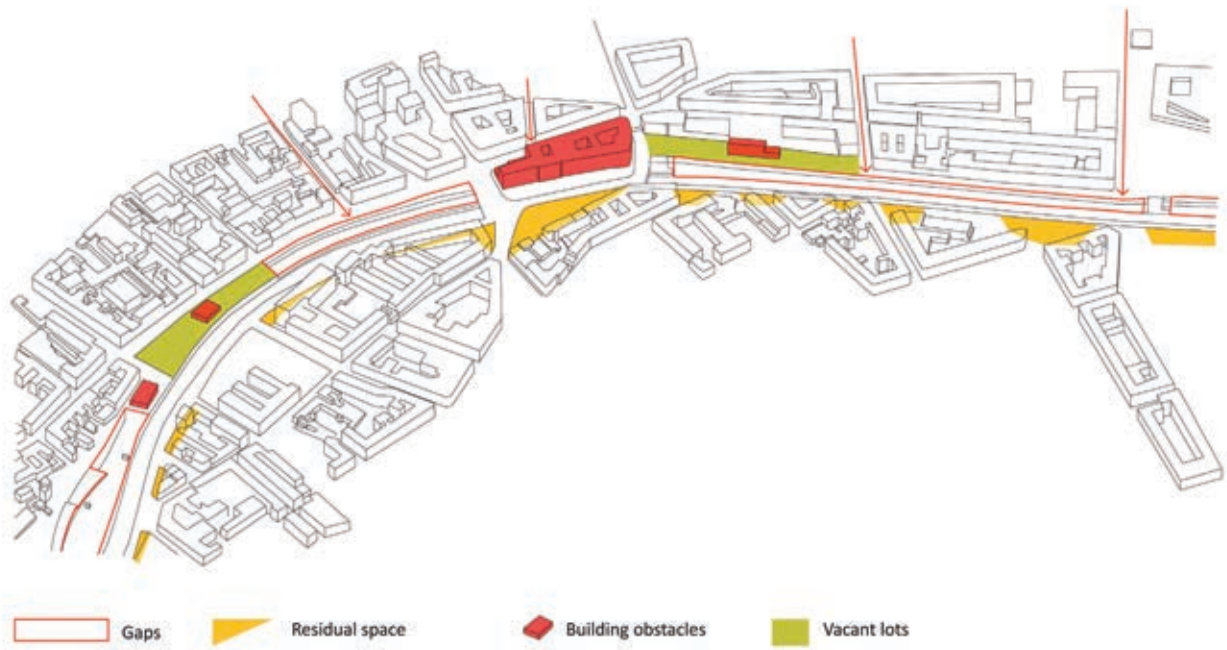


layers



Use in winter





low water level use



Federal University of Rio Grande do Sul/ Porto Alegre, Brasilia

Marta Peixoto
Carlos Eduardo Comas
Professors

In 2006, TU Wien and UFRGS established a cooperation agreement between both universities. We started with an exchange of professors; we organized workshops in Brazil and established an exchange program for students of both universities.

Paula Bem Olivo
Humberto Carta
Raquel Giglio Zaffalon
Priscilla Moinho do Monte
Rafael Saldanha Duarte
Carla Santos Aveline
Students

In the year 2011 we had the chance to cooperate in the "Kaiserschnitten" workshop held in Vienna, in the second week of July.

"Kaiserschnitten" brought together more than 100 students from 12 different universities. The workshop topic was the Vienna River Valley, where the Brazilian students worked on two sites, the Naschmarkt, close to the TU Wien main building at Karlsplatz and at the Margaretengürtel, where two main traffic lines cross, the Vienna River Valley and the Gürtel.

"We like samba and we love Sissi"

Both sites are embedded in the traditional and representative Vienna Gründerzeit structure, neighboring the famous houses and infrastructural buildings and bridges designed by Otto Wagner. Students from UFRGS and Uniritter in Porto Alegre worked together, supervised by Marta Silveira Peixoto and Carlos Comas proposing improvements for both sites on the following pages.

Naschmarkt

West of the Naschmarkt, the problem: An open space with too many cars, an ugly pavement, difficult proportions and a shabby appearance.

Two reminders: Formality and flexibility can be allies, dressing up can be fun!

We love Sisi, and Portuguese stones too.

The scheme: A composition of three open spaces paved in creamy stones comprising a terrace before the two metro station structures, an intermedi-

ary esplanade and a small square overlooking the river trench. The glass waterfall at the terrace doubles as a projection screen. The lookout tower is fed by a vapor channel set on the pavement. The square is a work in progress.



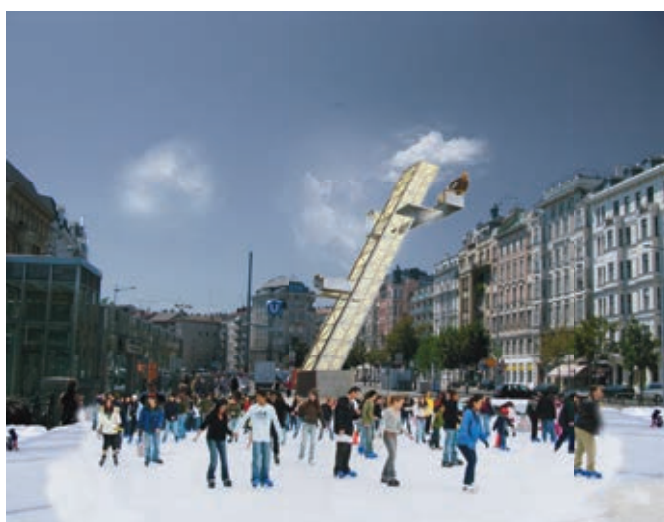
Rendering Summer



Concept



Rendering



Rendering Winter



Rendering

Margaretengürtel

Margaretengürtel, the problem: Two disconnected and residual open spaces, four disconnected districts and movement conflicts. Two reminders: Programming is about recognizing opportunities, in this case, the opportunity for a Naschmarkt complement and equivalent - a garden market and center. We love Austrian produce, and Brazilian sidewalks too, beach parties and structured public gather-

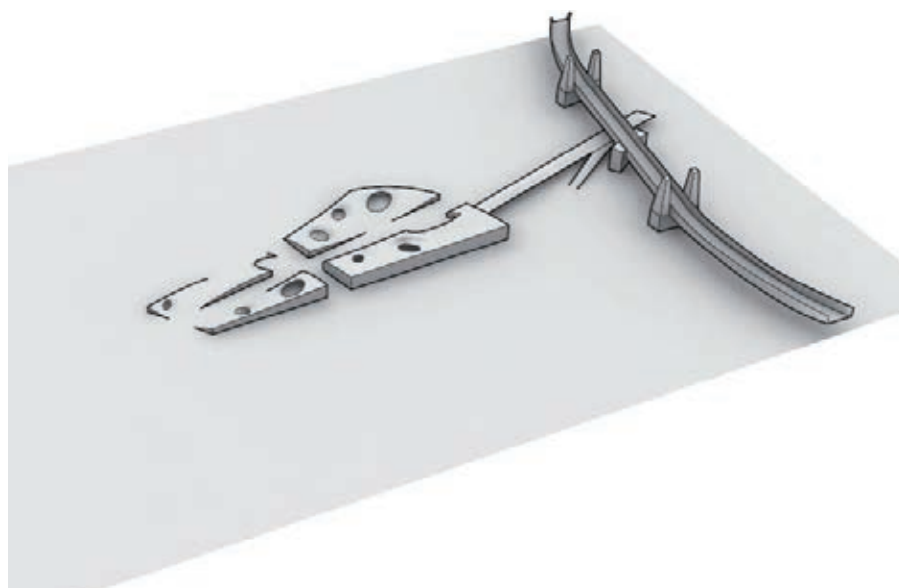
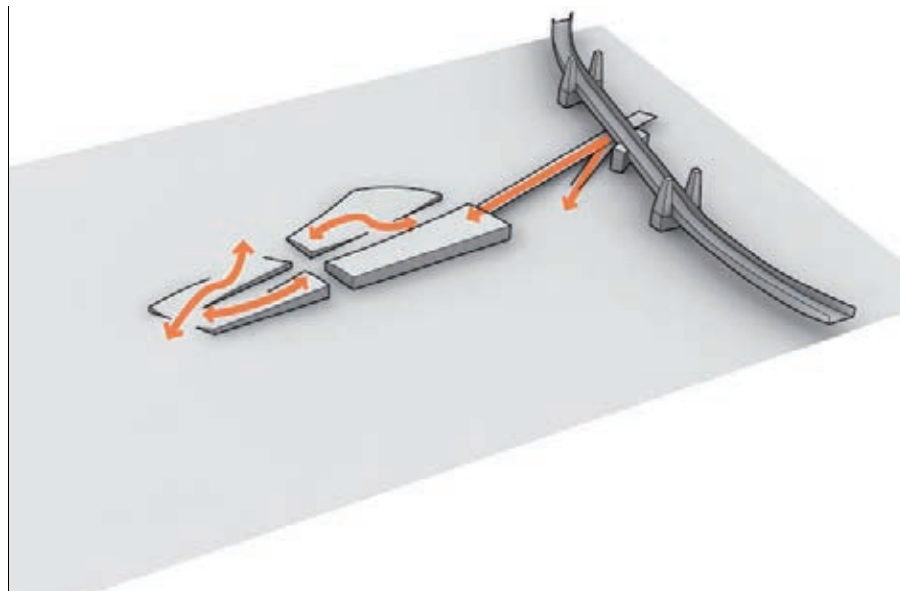
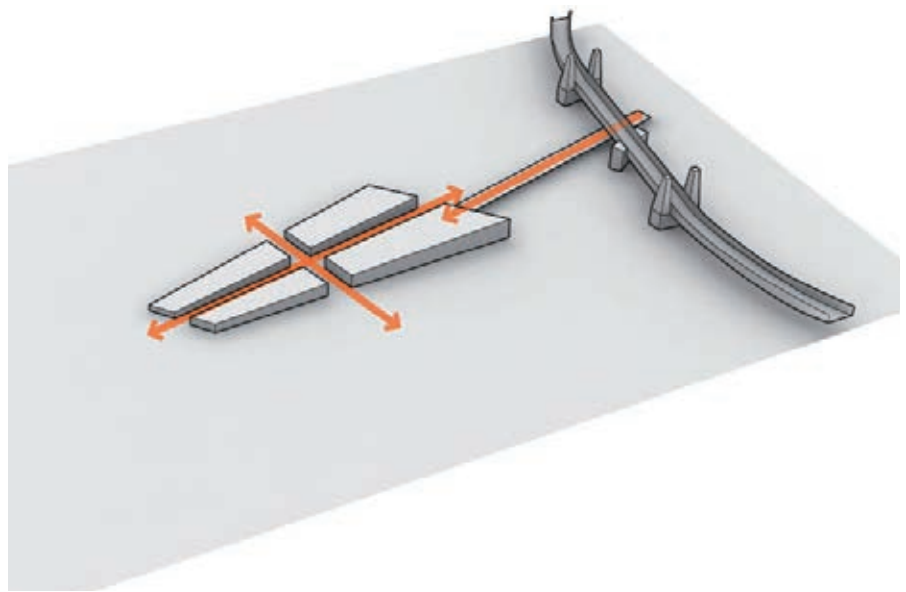
ings. The scheme: A youth-oriented esplanade divided in two areas of different character opposite to a garden center and market divided in four areas behind the tram line and the redefined bike path. We go from green house/ earth mound/ billboard to theater/ lounge/ arena and beach/ lawn/ dance hall. To frame it, an ordinary device, the grid. To equip it, an elementary solid, the box in three sizes: table, stool and pillow.



Rendering



Concept



Concept



University American College Skopje / Macedonia

Ivan Mirkovski
Maksim Naumovski
Tutors

Dusica Andonovska
Dimitra Javanovska
Joana Ristova
Dina Todorovska
Students

The July workshop organized by the Viennese team has been a remarkable experience for the Macedonian students from the UAC University / Faculty of Architecture and Design. As a team coming from Skopje, a small capital of an even smaller country on the southern Balkans, we didn't know what to expect. The atmosphere and the working environment supplied by the hosts were excellent so our students became part of the team immediately.

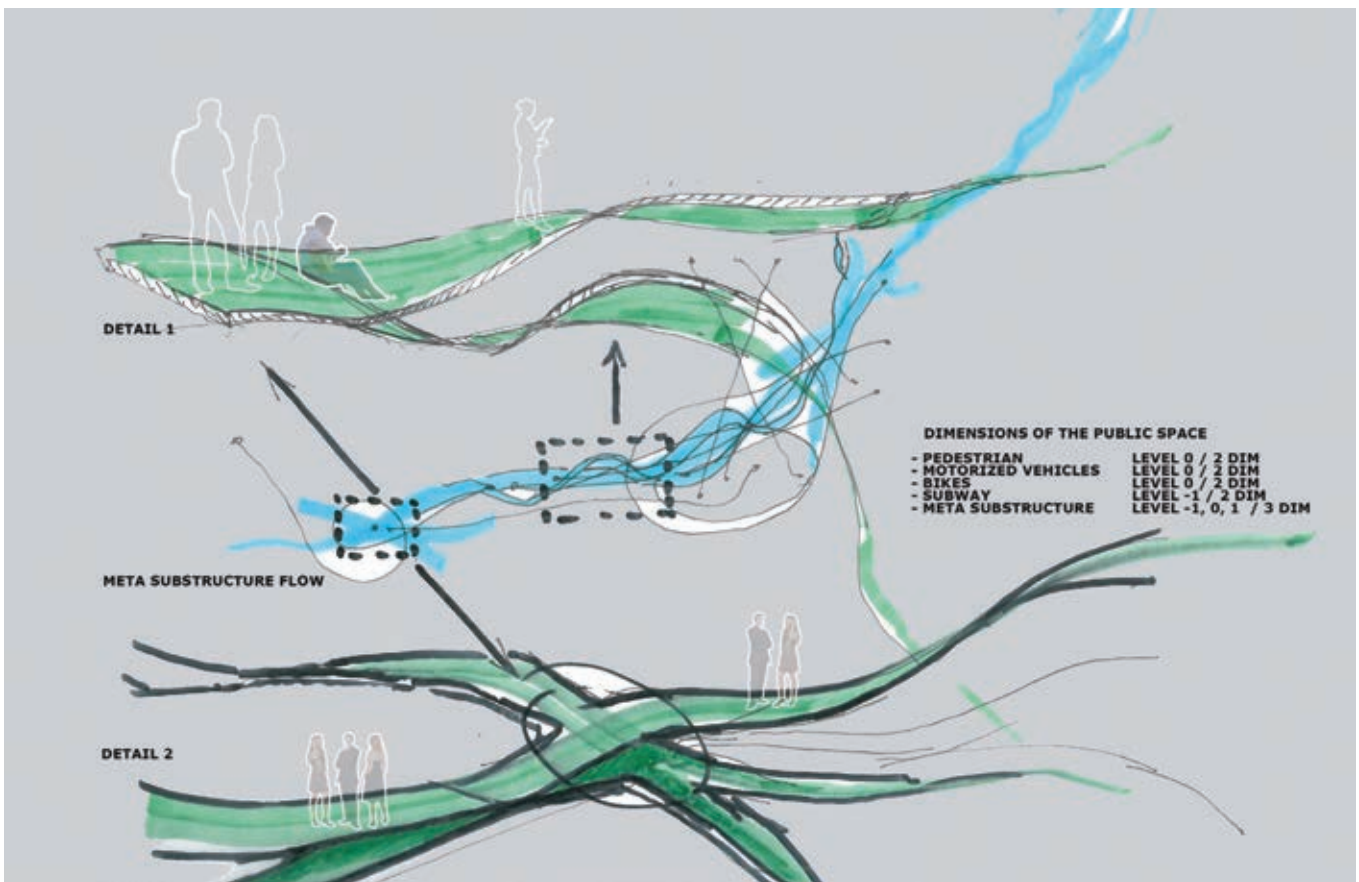
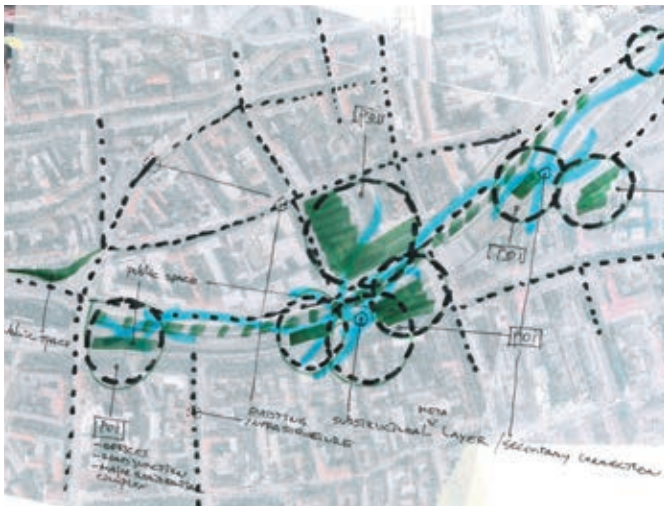
Both projects also tried to examine existing social relations expressed in a particular urban condition.

After the preliminary site inspection our team was divided into two sub groups working on the locations 2 (the area between "Längenfeldgasse" and "Michael Bernhard-Gasse") and 5 (area at "Schloss Schönbrunn"), both part of the west-east-axis of the "Wiental". After the initial analysis the students tried to distinguish the numerous infrastructural devices and their physical manifestations, further map the voids, so that they can get a picture of the locations as integral parts of the axis. Through enhancement of the positives they have tried to surmount and point out the negative aspects and form scenarios for future development. Both projects also tried to examine existing social relations expressed in a particular urban condition.

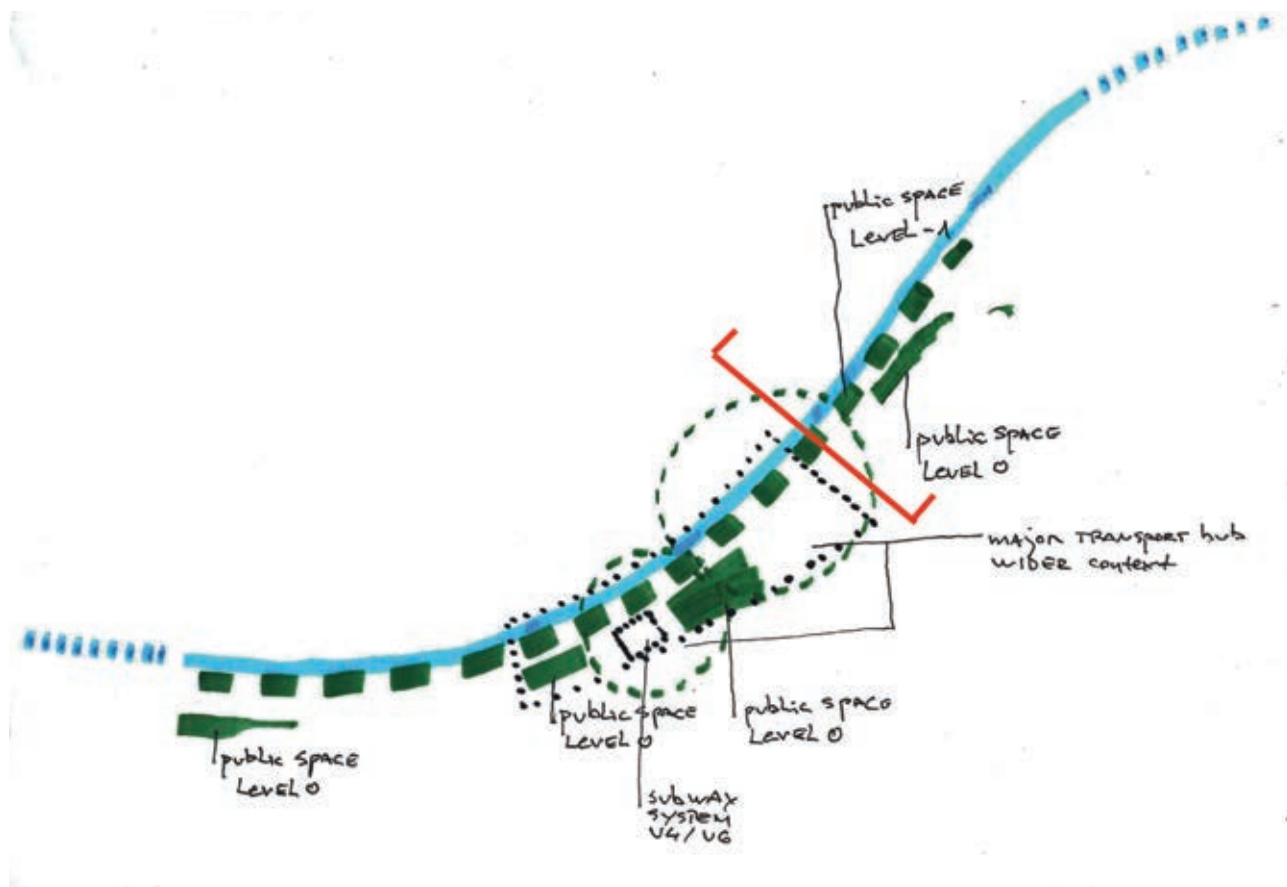
Skopje Längenfeldgasse

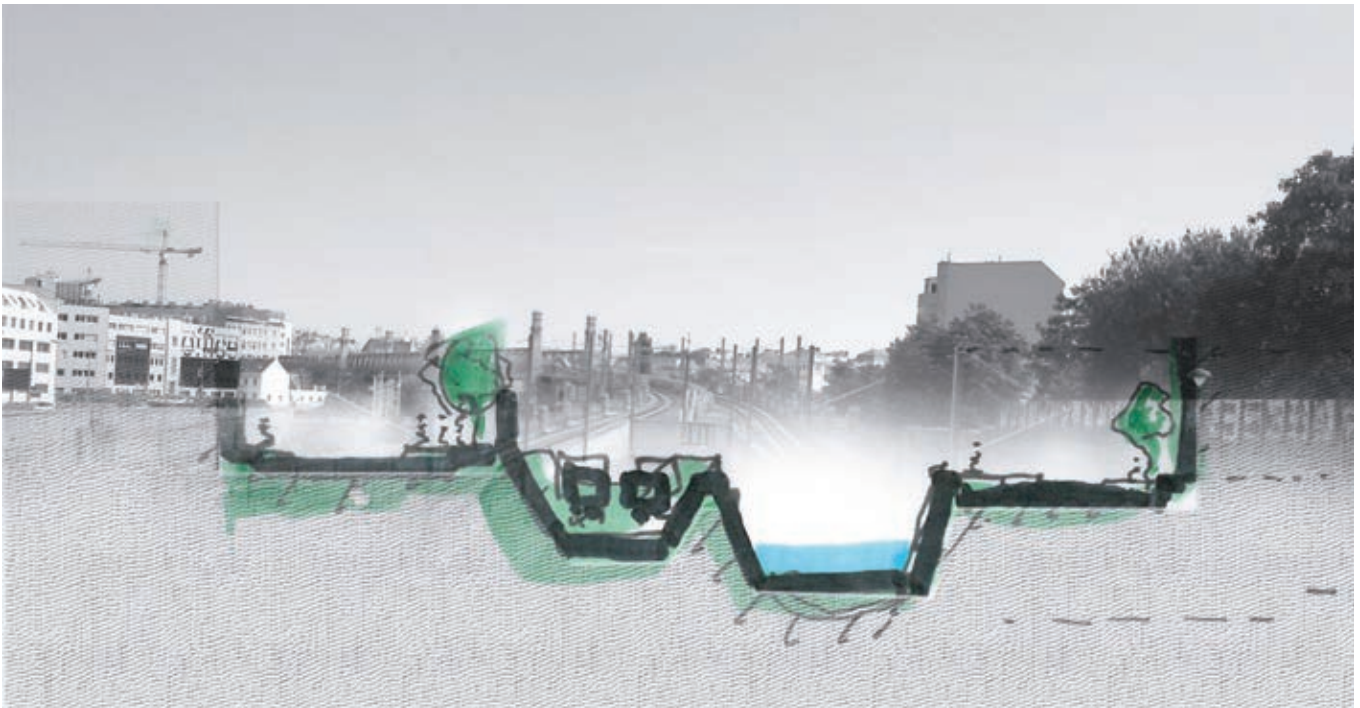
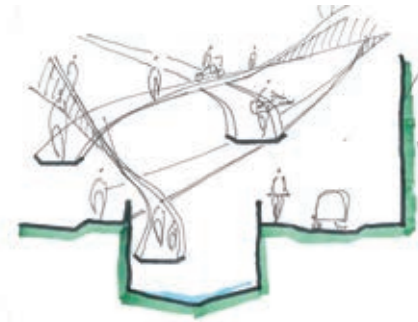
This given segment of the axis has a particularly complex and interwoven infrastructural network of pedestrian, automobile and metro lines. The presence of the riverbed with its unused volume as well as the barriers that cut off the pedestrian trails that connect some great urban voids of Vienna such as Karlsplatz and the entrance area of Schönbrunn castle presented a real challenge. The proposed solution is an

iconic structure which skillfully blurs the difference between urban and architectural scales and spaces. With this elevated public space formed by the Mobius-strip-like nest the students tried to overcome the problem of the discontinuity of the pedestrian and bike flows while creating multileveled social interaction platforms. The tiny strips (ramps) create a mash of paths connecting several points of interest and voids that are



seen as leftovers having a limited impact. The volume formed by this nest of movement can then be filled with different programs that enhance the spatial experience and flow.

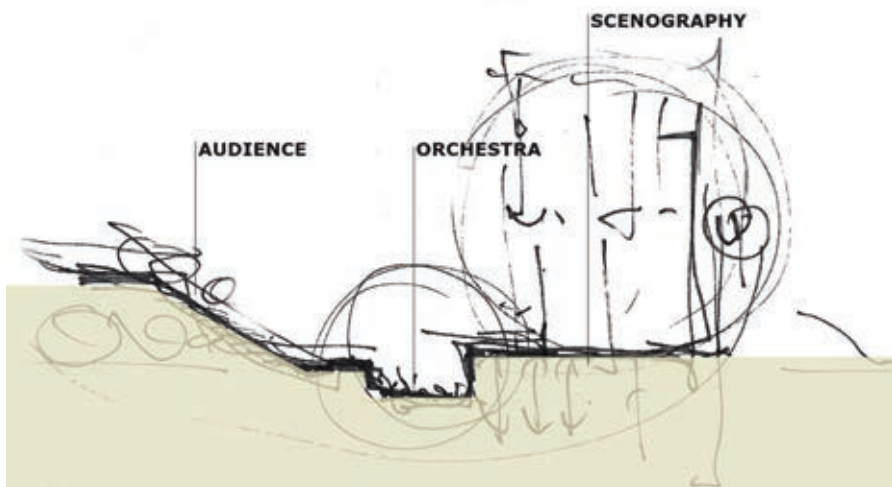
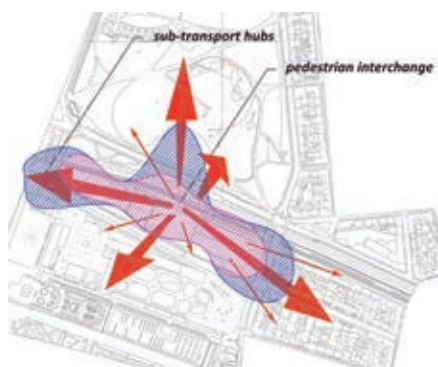
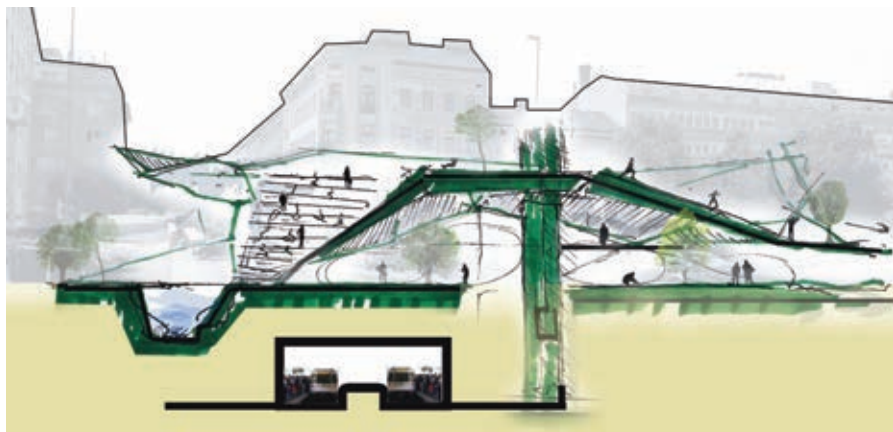
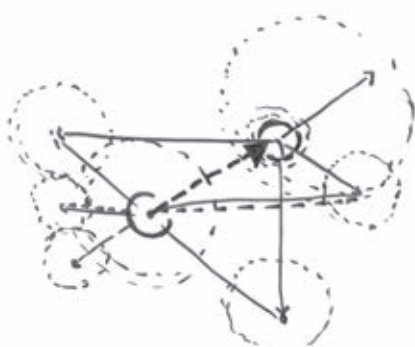
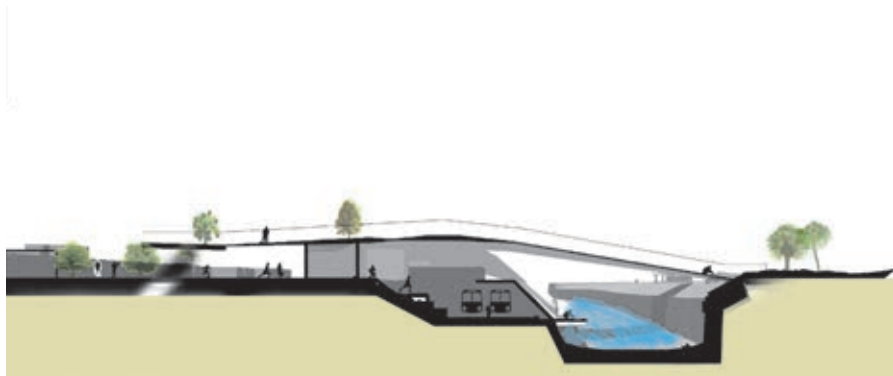
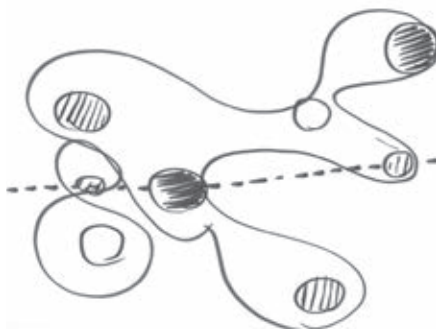


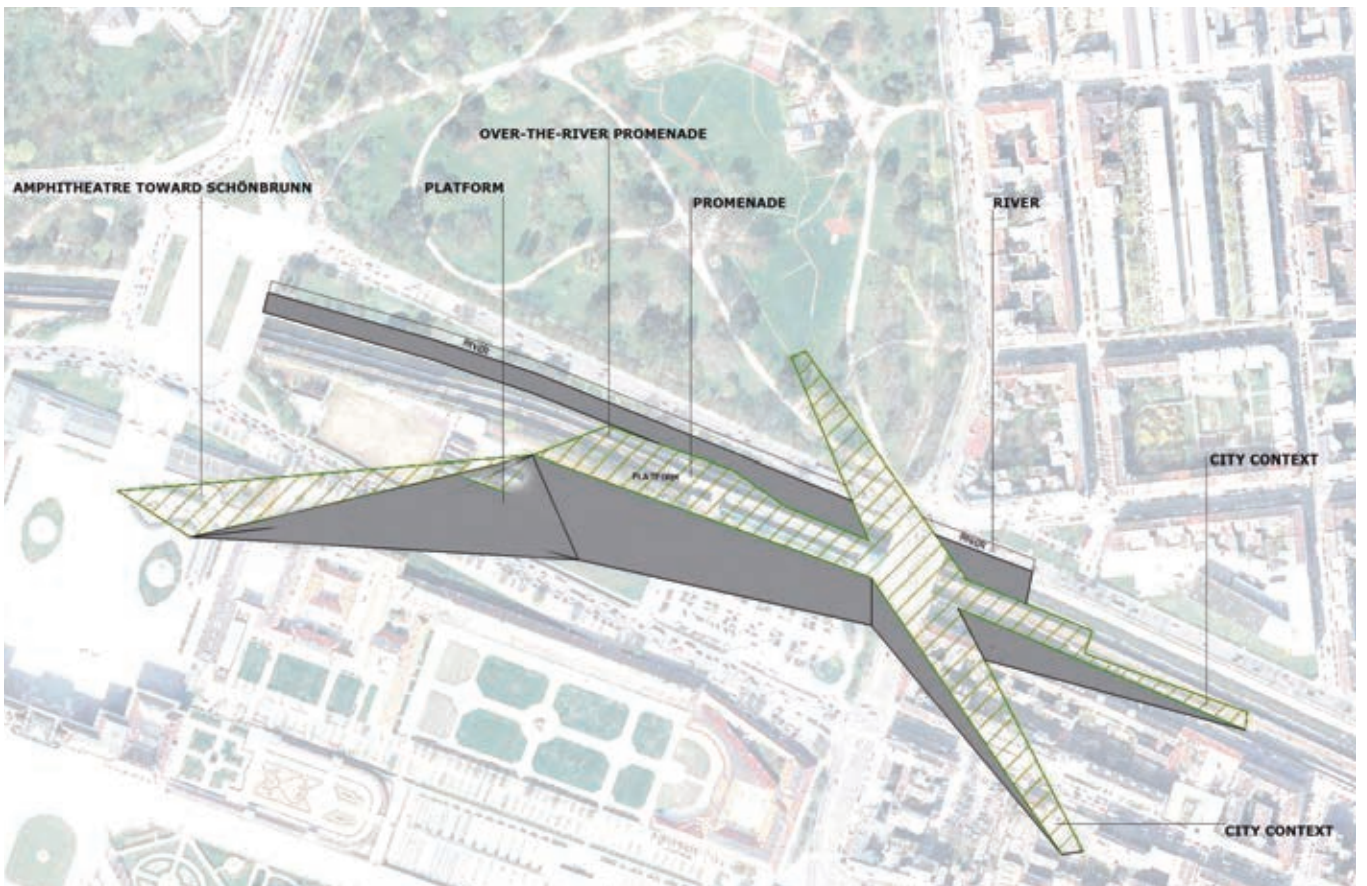
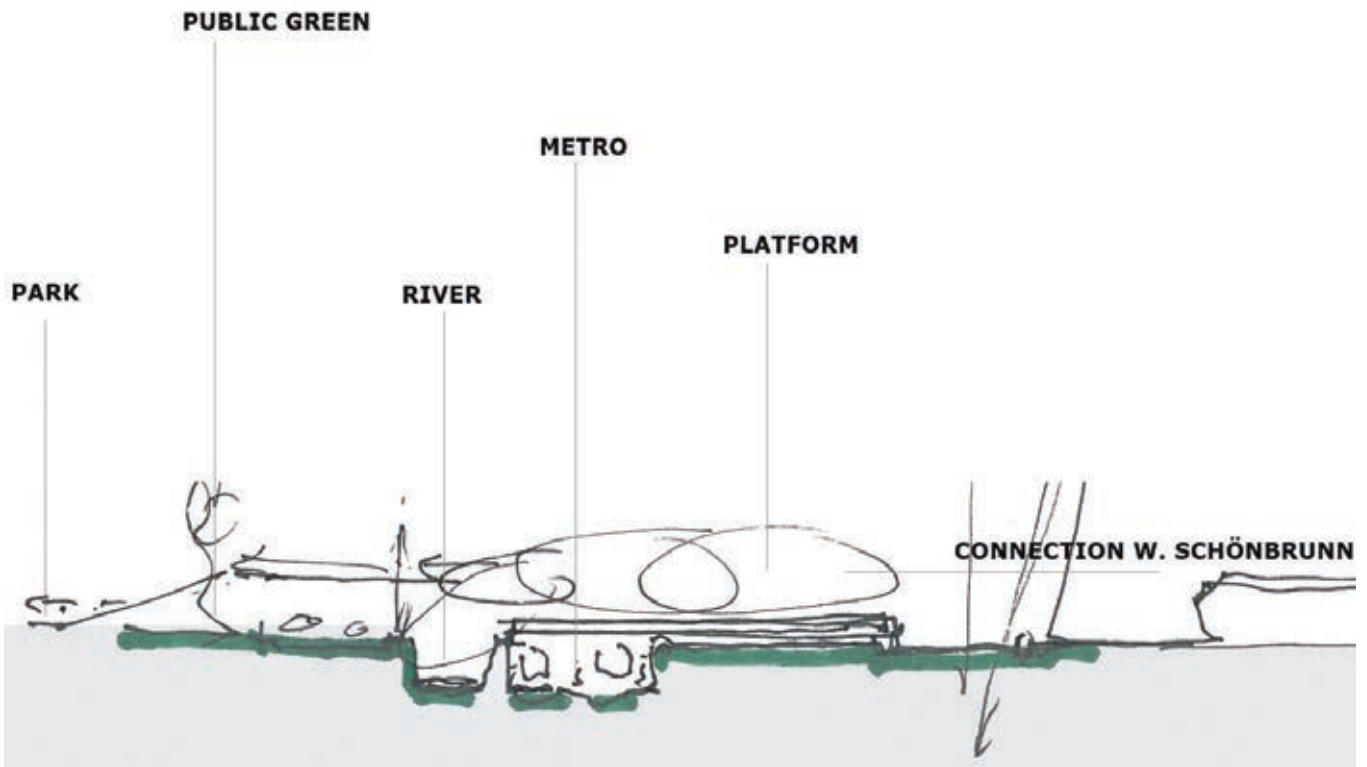


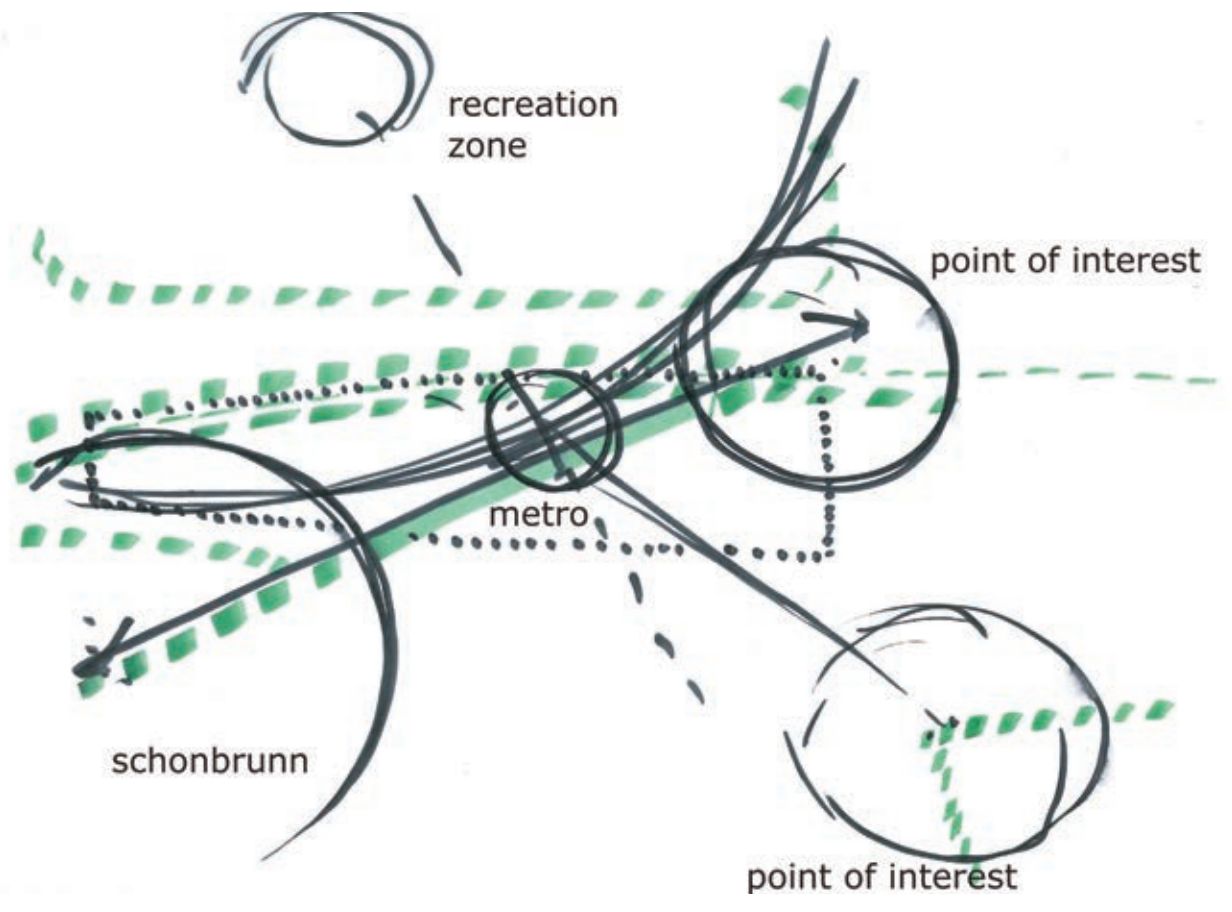
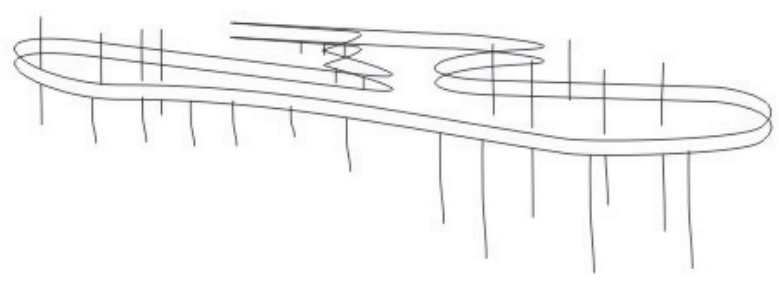
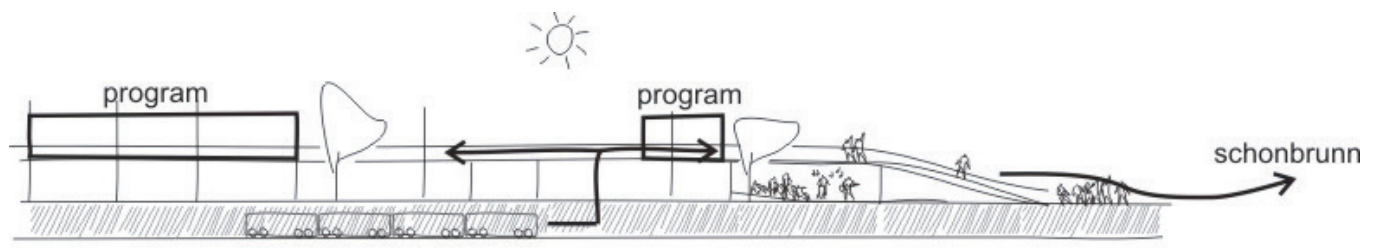
Skopje Schönbrunn

"Transit hub" is the term that can best describe the intervention expressed by the students. Our design proposal for the intervention starts by declaring the site as an open public space and proposes to have the roof of the building as an open plaza, continuous with the riverbed of the Wiental, the public greenery on one side and Schönbrunn on the other. That complex and generous structure "hides" all programs, for which spaces are defined

with an utmost flexibility, and which are provided with excellent access and good infrastructural support. This urban void is not filled with catalog architecture nor should this intervention be seen as a mega structure that endangers the physical presence and importance of Schönbrunn, but rather as a transit hub, new spatial grid, and social terrace that gives dynamism to a passive place and blends with the local context.









University of Split, Faculty of Civil Engineering, Architecture and Geodesy / Croatia

Dario Gabric
Hrvoje Bartulovic
Samuel Martin
Professors

Spiro Grubisic
Stipo Lovric
Antonio Lijo
Zorana Simunovic
Antonia Vuletic
Students

Following the development of Wienfluss we can abstract three phases in the relation of the city towards the river. In the first phase, Vienna, as a small medieval city, is compactly enclosed in its defense walls and the river dominates the landscape. The second phase is a time of symbiosis between the city and the river. The natural meandering corridor of the Vienna River is used as a pathway from the city to the Schönbrunn palace. The third phase, when the city has conquered the river, is still

The imposing masonry of the canal, overlapping the layers of water, traffic, railway, bicycle paths and other activities as well as a very harmonically built surrounding area defining the boundaries of the corridor, give clear inputs about the identity of Wiental.

present. During the last century the natural river bed has been changed with barges against flooding, built-up canals and underground tunnels, thus the corridor has become a very strong infrastructure axis of car, bicycle, pedestrian and underground rail traffic between the centre and the West periphery of the city. This way of using the corridor has disconnected the city from the river, led to loss of direct contact and spatial continuity of Wiental and just left unarticulated sequences, defragmented from the whole. As a result, citizens of Vienna are using only small particles of this area, and just few of them have some relation to the river. In general, the mental awareness of the river is very weak. Nevertheless, our joint afternoon walk through Wiental left a strong impression. "The imposing masonry of the canal, overlapping layers of water, traffic, railway, bicycle paths and other activities as well as a very harmonically built surrounding area defining the boundaries of the corridor, give clear inputs about the identity of Wiental."

To find a way of intervening and creating a quality relation between the city and the river, we studied a minor segment of the river bed, situated in the historical center of Vienna that seems to be functioning quite well. Walking from Karlsplatz to the

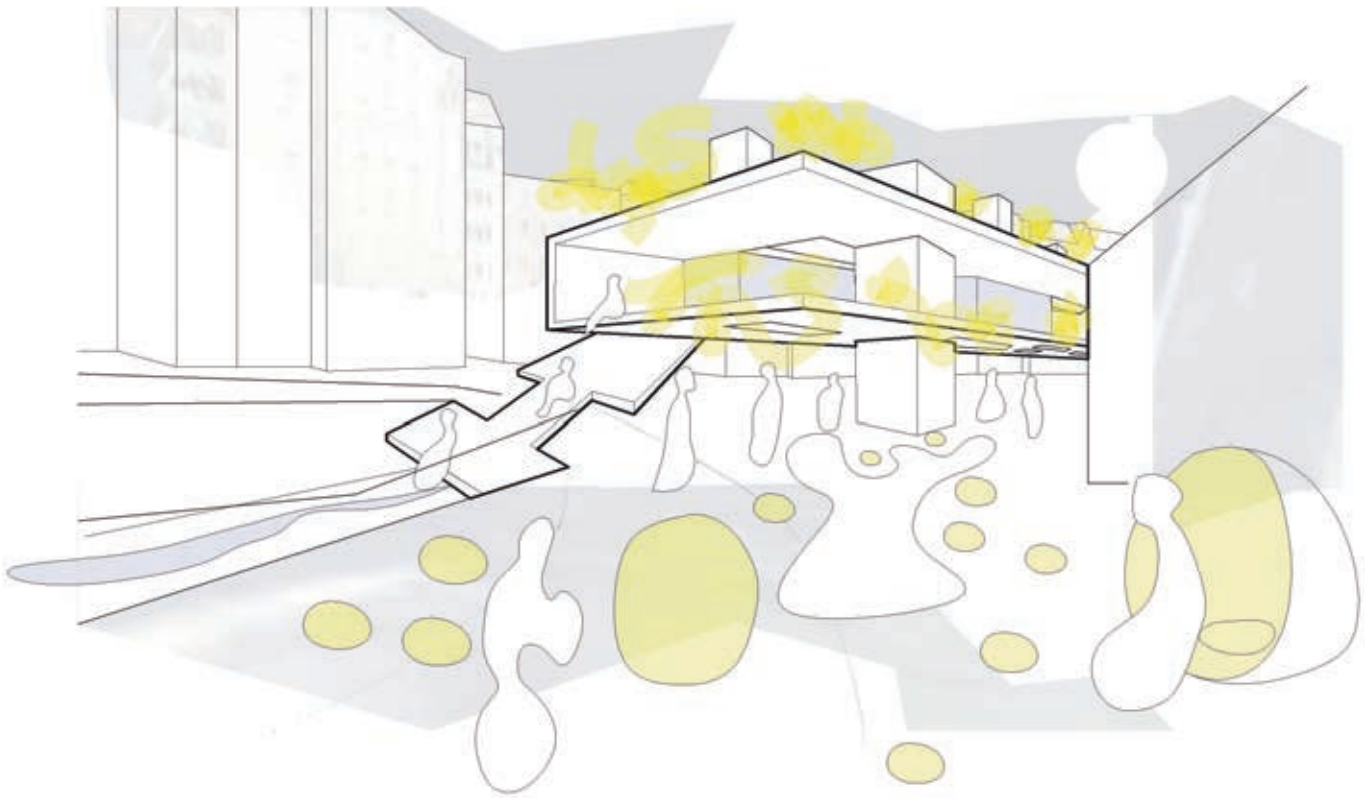
Learning from this way how the city relates to the river, we see the development of Wiental as a mix of different scenarios: renaturalization of the river / spatial continuum of public squares / crosswise connections to the backbone.

Danube River, you pass through a densely built area with no knowledge of the river existing under it until it appears as a backbone of Stadtpark and then narrows down forming two representative city façades. Using the corridor as backbone of crosswise connectivity while at the same time honoring natural features like fresh air, water power and other dynamic climate qualities, we can keep all important existing layers that a city needs and even additionally embrace new content, forming a promenade of open public spaces...

Learning from Vienna

"NASCHMARKT" is our focus area where we first noticed two basically different aspects: the tight and dense promenades defined by the very typical and UNESCO protected market house structure opposed to the big empty parking lot without any special infrastructure, used once a week on Saturdays as a popular flea market. Observing the location in a wider context, "Naschmarkt" represents the east end of "Wiental", the

edge of historical Vienna which relates to the river in three different ways. The first one is the prominent urban density on the river, another way of inhaling the river are parks crossing it and as a third kind of conquering the river there are areas where the river is completely closed, as it is the case at our location "Naschmarkt". This plateau is embraced by the dense building structure standing along the valley. In both directions of

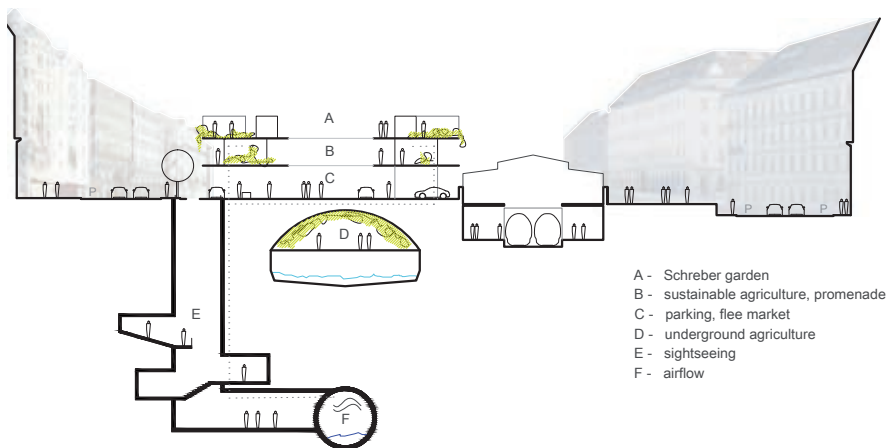


Sketch

the river the place seems to visually extend further without borders. The dense and linear building structure additionally enhances the wind corridor along the valley, providing the area with fresh air of the "Wiental" which you can feel walking through "Naschmarkt". Invisible to public eyes, the area hides some very complex and interesting underground infrastructure. Apart from the subway corridor and the concealed river chan-

nel, there is a recently built flooding tunnel 30 meters below ground. After big rainfalls, the tunnel should prevent the flooding of canalization pipes and overflowing of contaminated water into the main river canal. We roughly guessed that this actually happens maybe just about five days a year, which leaves the tunnel empty for most of the time! As Vienna citizens like to hide everything "unpleasant" or "banal" (according

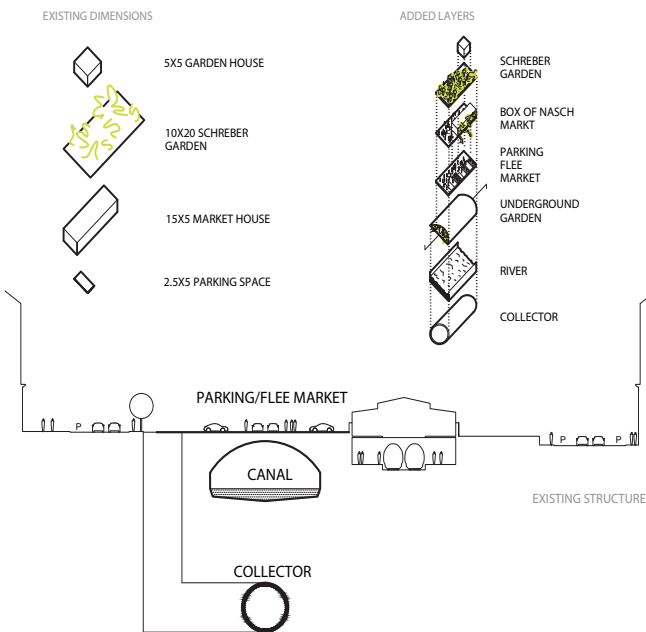
to the final presentation of the Vienna group that is why they cover up a nice piece of meat to make their famous "Wiener-Schnitzel" look like something sweet), our concept idea is to activate and use those existing, hidden infrastructures and make them accessible to the public. The covered river channel gets a mezzanine level for underground "cave" agriculture, for example mushrooms or to accommodate wine cellars,



- A - Schreber garden
- B - sustainable agriculture, promenade
- C - parking, flea market
- D - underground agriculture
- E - sightseeing
- F - airflow

Cross section

KEEPING THE EXISTING STRUCTURE

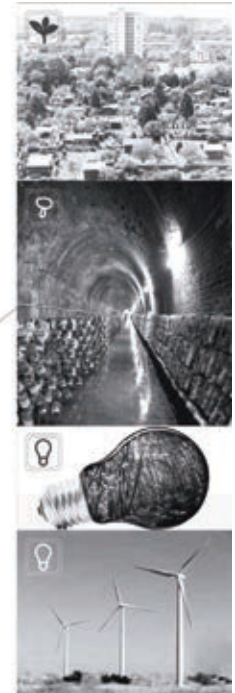
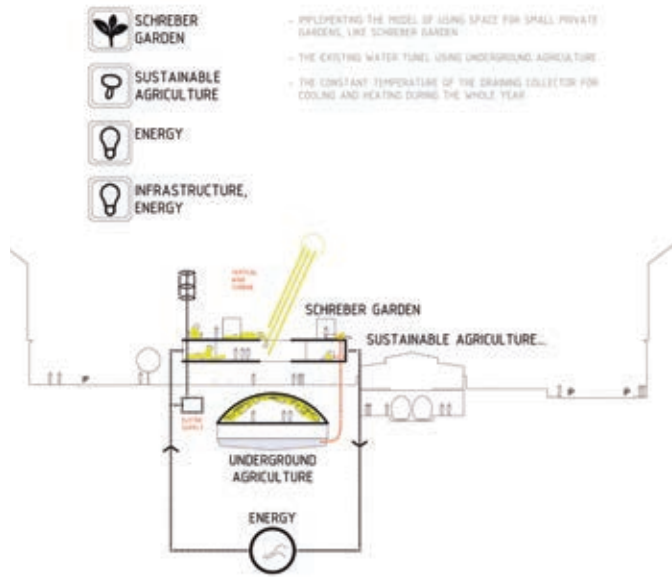


the metro station shall be intersected with the new "underworld" and finally the absolutely underused flooding channel should definitely be included in our new complex. We see the potential of the flooding channel in being the main thermal generator for the new intervention. The constant air temperature in 30 meters depth can be used for cooling and heating throughout the year giving our project the chance to be self sus-

tainable for a minimum of costs. It is important to say that by doing this we keep as well the existing function of the tunnel. The activated existing underground "treasures" shall get as well a new easily noticeable intervention above ground, where a simple structure should give the possibility to introduce to the place various types of new activities. This new infrastructure, enriched by vertical wind turbines using the strong

"Wiental" wind, is formed and composed of different space modules. Those modules are dimensionally defined by well-chosen existing structures such as a parking lot, a "Naschmarkt" market house and the typical "Schrebergarten" field with its garden house. Altogether the planned new intervention is an energetically self sufficient complex, environmentally and socially enriching the whole neighborhood with its vegetation

ADDING SUSTAINABILITY AND INFRASTRUCTURE



plan _ ground floor

layers down to the underground as well as the attempt to socially integrate a wide range of various citizens attracted by different kinds of activities. The new complex comprises two levels above ground. Its roof level is, corresponding to the cornice of the existing buildings, a special architectural articulation of the division between the public ground floor levels and the upper residential storeys. A new public culture

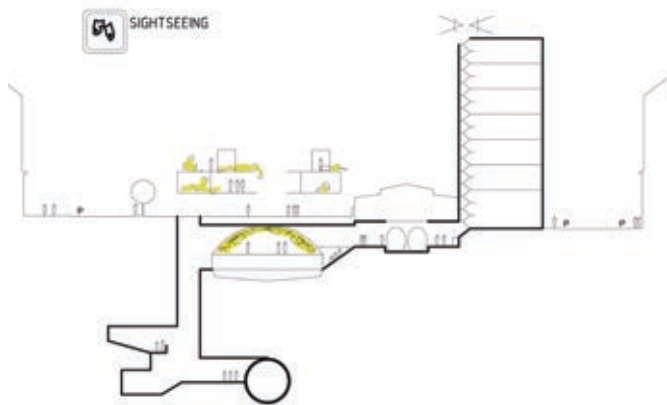
building is part of the whole project. This tower-like building fills the gap on the nearby plot behind the metro station and connects with its vertical structure the new underground sightseeing facilities with the above roof level placed viewpoint, looking over the heart of the town and Wiental. The intended new activities will have a model of constant time-sharing and redefining space such as the "Schrebergarten", the sustainable

agriculture as well as the underground agriculture, rental boxes, open-air stages for theaters, cinemas and concerts, parking lots and the flea market, all together developing a very alive, self-sustainable complex which creates symbiosis between the surrounding private residential space, the newly accessible and used infrastructures, and the enriched and activated public space.

ADDING PUBLIC CONTENT

-  CULTURE
-  INFRASTRUCTURE
-  PUBLIC SPACE
-  SIGHTSEEING

WE ARE GIVING THE OPPORTUNITY OF DISCOVERING THE UNSEEN FASCINATING INFRASTRUCTURE AND PROPOSING AN ADDITIONAL PUBLIC BUILDING AT THE END OF THE LOCATION

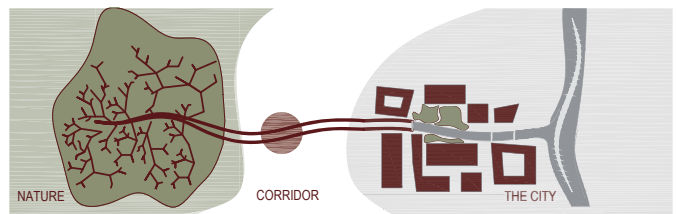
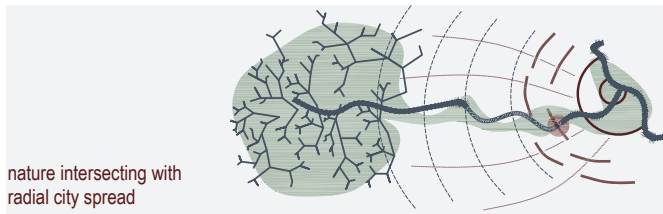


plan _ first floor

Intersection

We first noticed three different space continuums passed by the river "Wien". In the beginning there are numerous untouched natural springs, spread over a huge area in the nearby hills, producing fresh water, collected by the river "Wien" and brought into our area. In the second zone the river is canalized and passes a concrete channel which we call the corridor. This corridor dissociates the river with its potential of bringing

into the city all qualities of nature, air and water from its surroundings, not communicating and not applying its treasure into the city. In the last part the river passes the zone where the city center interacts and collaborates with it in different ways before then the river "Wien" flows into the river Danube. As we talked about the river Wien and its different space continuums we talked about a linear flow leading from



concept drawings



1st phase



2nd phase



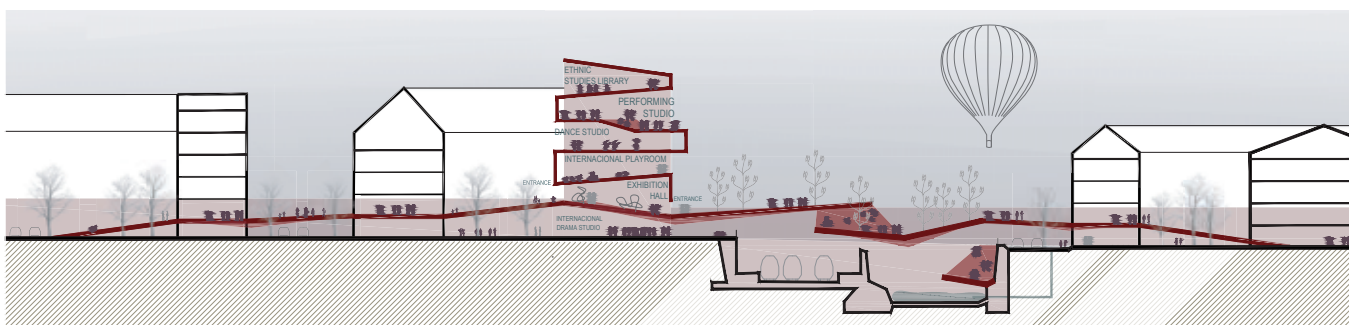
3rd phase

- existing buildings
- commercial
- existing contents-mini generators
- public space
- railstations
- shopping street
- new buildings
- extension of shopping street
- green
- links
- redeveloped
- new activities

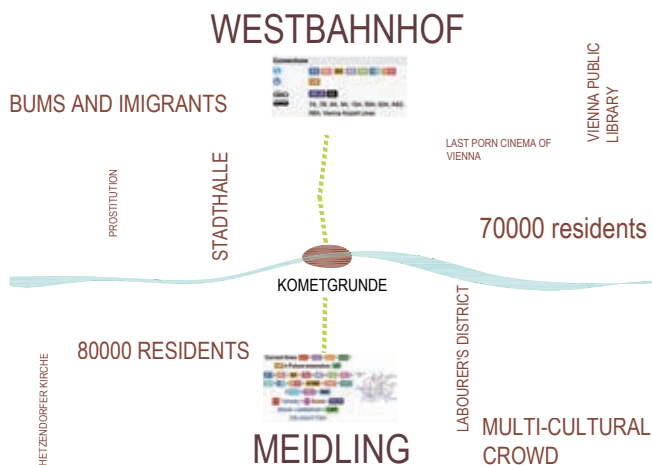
outside the city to its center. That linear movement crosses the two well known rings of Vienna, intersecting them nearly unnoticed as heavy traffic spans over them. Analyzing further our site "Kometgründe", we had the need to search for some additional content in a direction crosswise to the river. We found the following two very strong generators in close vicinity: the "Westbahnhof" and the "Meidling" train stations. To these

two train stations two very different cultures arrive daily, the western European culture and the southeastern European culture. The main intention of our work was to intersect and overlay these two powerful impacts on the city area. The influence of these two cultures is already seen in the social differences of the 12th and 15th city district which are situated in between those two train stations. The constant increase of new inhabitants as

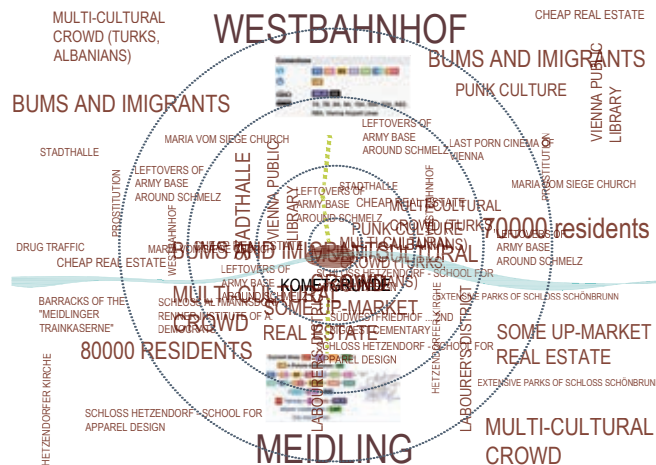
well as the ongoing immigration process provide the possibility of developing these zones, so the location of "Kometgründe" becomes the cultural generator additionally increasing the new value and injecting it back to the area. This way of connecting can be a model for the development of the city area with all its different layers in a north south direction starting to form maybe even the third ring of Vienna by that. The



section



analysis/diagram

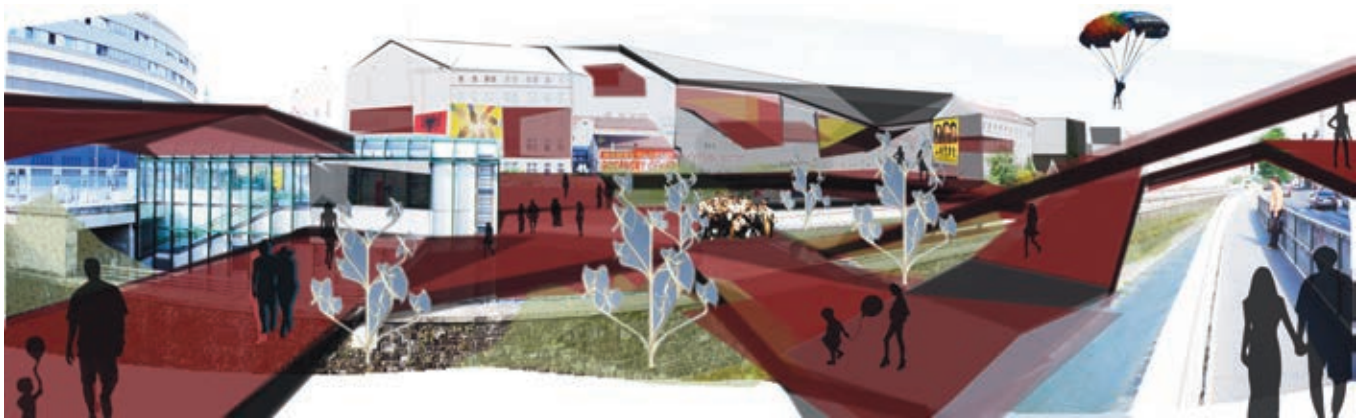


analysis/diagram

“Wiental” would then function as a backbone connecting in a crosswise direction other parts of the city. A pedestrian zone already exists in the 12th district leading from the “Meidling” train station to “Kometgründe”. It seems to be logical to extend this pedestrian zone towards north and guide it to the “Westbahnhof”, adding activity and new life to the 15th district. In the analysis of the existing state of the focus area we noticed

numerous vacant and unused spaces on ground floor level as well as demolished and uninhabited buildings and empty, devastated open spaces. It seems to be easy to reactivate and fill the various existing spaces with new generators, upgrade existing buildings and even build new building complexes. On both sides of the river there are public buildings such as schools, nursery schools, libraries, sport fields, playgrounds, mu-

seums, as well as cinemas, restaurants, coffee bars, shops and similar activities which can generate the development of street life perpendicular to the main connection in between “Westbahnhof” and “Meidling” and thus attract new contents. This would assist and support the development of the two mentioned city districts, maybe even further along the new third ring and take advantage of the gravitational effect of the “Ko-



panorama



street profile view 1



street profile view 2



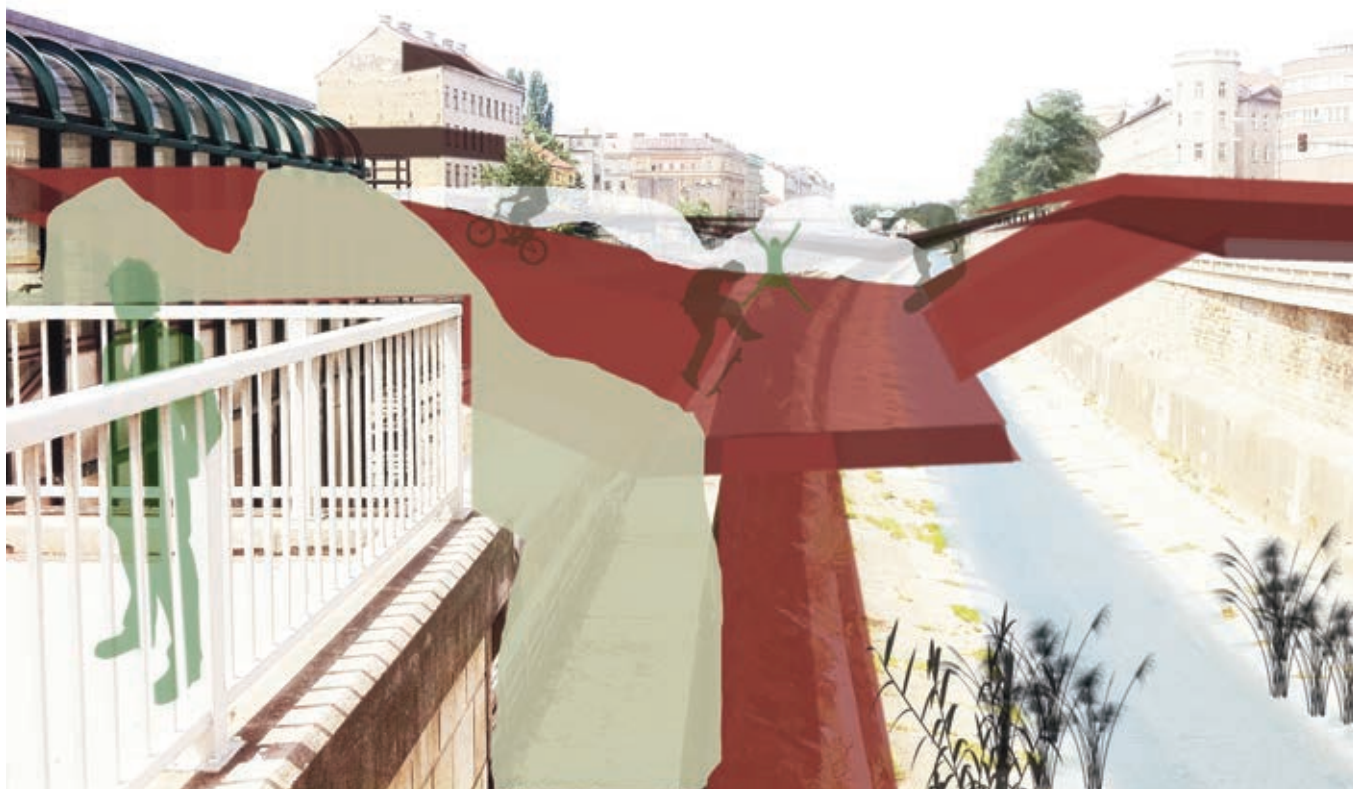
scenery

metgründe". The sphere where different influences overlay and combine is the place where a new cultural center could connect, communicate and exchange different experiences and visions, attracting a big number of different people with various cultural backgrounds and needs and thus finding a way of peaceful and qualitative coexistence.

A big location with a few abandoned buildings and an empty parking lot

exists southeast of "Kometgründe" where we propose this new cultural center. Through new urban platforms, spread out into the whole area, the site is connected in all different directions. The platforms should be energetically self-sustainable, so we propose to use the "Wien" - waterpower and the "Wiental" - wind power. With these platforms we created a new layer connecting different levels so pedestrians

can reach the nature-inhabited river as well as the new street activities, a vivid turntable, which injects crosswise to the river a new breeze of fresh air into the twinkling new activities of this new and colorful, yet imagined district life.



zoom in - Vienna River



International School of Architecture and Urban Development Policies / Tirana, Albania

Endrit Marku
Elvan Dajko
Tutors

Mamica Burda
Lorin Cekrezi
Gjergji Dushniku
Elios Kovaçi
Olesja Lami
Ina Musaj
Rezart Struga
Students

First of all, we have to acknowledge that the workshop, "Wiener Kaiserschnitten" had a very innovative and quite unique approach. POLIS University was one of the participating institutions of this important joint effort of 12 Universities with different backgrounds. Clearly, the utmost success resulting from these common activities is the strong interaction between students from different cultures and the network generated. It was an intensive exchange and learning process, of more than one week, where students could get to know each other and share the knowledge gained so far in their home universities. Besides the socializing point of view, academically speaking we remember the organization and delivery of the workshop as well-planned and very successful. Despite our extensive experience and participation in workshops, specially with a strategic and important partner such as TU Vienna, it was the first time for the students participating at this workshop to test the idea of being organized in small groups working on partial developments and a separate group grabbing ideas from these smaller ones and trying to arrange them in a single masterplan. An interesting approach was to form homogenous groups which should provide ideas. This was fundamental, and the proposals of the groups which had just a basic knowledge of the places gained through the initial tours brought about quite interesting results. This, in our understanding, helped avoiding restrictions or moral and cultural limitations which could constrain the design and it helped providing fresh and new ideas for the development of the areas. Worth mentioning was definitely the extremely important (fryer) pool on the terrace and the great barbecue/closing party of such a great and well organized event which we are looking forward to repeat.

Regarding the U POLIS contribution and practical organization, the students were divided in two groups, namely Tirana 1 and Tirana 2 working on the respective sites

It was an intensive exchange and learning process of more than one week, where students could get to know each other and share the knowledge gained so far in their home universities.

of Kometgründe_Wiental and Schönbrunn.

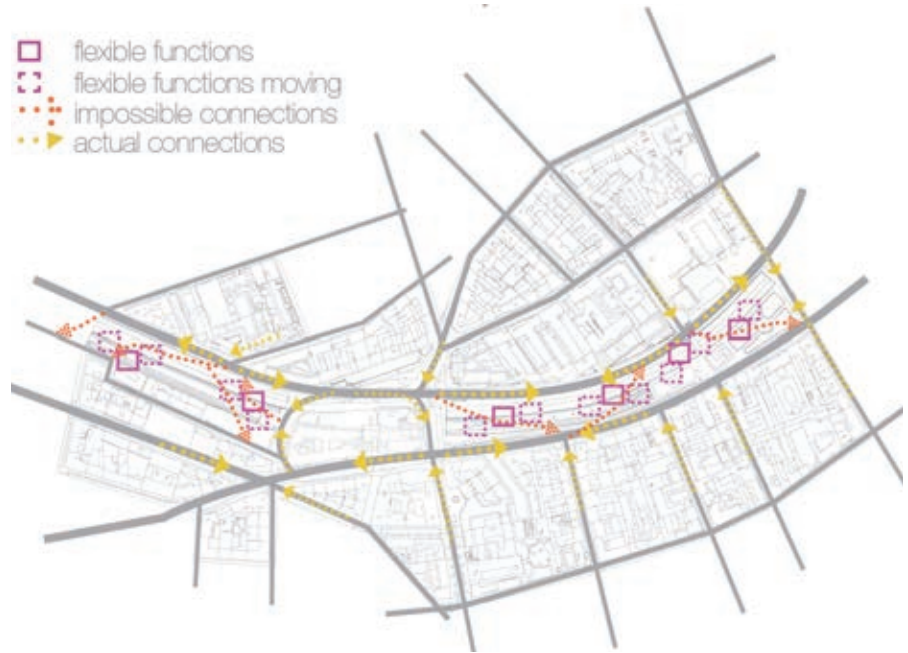
In the first area, besides a kind of flat and monotonous continuity there was something interesting that gave an input to new ideas. The changing level of the river Wiental is a cyclic phenomenon that happens every year with the changing of the seasons. This sort of movement was the driving force of the concept for the revival of the Wiental. The main purpose of the project idea was to bring the river within the city and make the citizens experience it, so the two parts divided by the river would not be separated anymore, despite this big infrastructure barrier. The project proposed different flexible and movable structures, in physical and functional terms, that could connect the two sides of the river and also allow access to the riverbed. This would provide the necessary public space and facilities acting as a catalyst for the re-development of the area and at the same time, having a low impact by preserving the historical context.

In the second area, Schönbrunn, the main idea was to bring the Viennese people to this area which is mostly frequented by tourists. The concept was guided by the idea of creating somehow a mirror effect of the most successful spaces of Vienna, this way creating a small scale city inside Schönbrunn. The spatial solution was to treat this area as a kind of transition from the castle towards the park, where all the events and facilities should be located. In order to reach this goal, spacial fragmentation was implemented and the area was divided in a grid which afterwards should be filled with programs defined by a previous analysis. The space would be fragmented in different ways having both permanent and temporary interventions. The permanent ones should locate programmed activities in specially designed areas. On the other hand, the temporarily designed areas hold aggregations of modular structures which offer facilities and shape the space as it is desired..

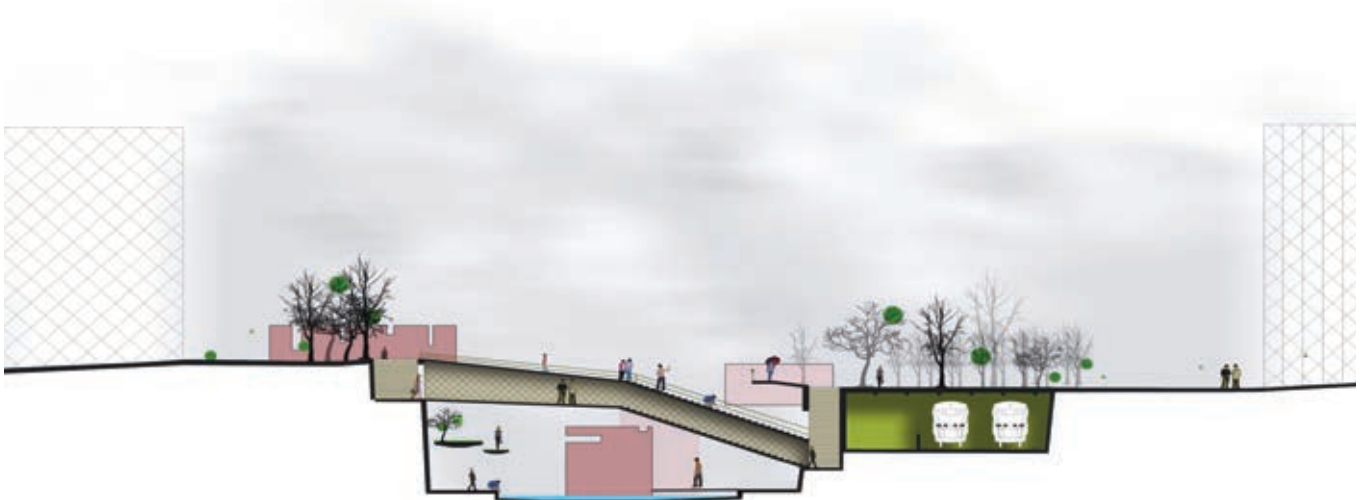
Flexibility for social Interaction

Our proposal on the site aims to renew this part of the Wiental which is not lived and felt as part of the city anymore. There is low urban quality and several problem areas along the way such as the river barrier and the rail barrier, the non-existing river in the city, the lack of urban paths which lead to a public space and the area continuity which was so monotonous for a river area like that. All these problems were easy to be noticed

by a guest eye when we walked along. The interesting part of this continuity was that we could see levels on it. This was an area in which different levels could be read. Infrastructure as a general issue was the missing link between two river sites. The river in here exists related to the railway. It is because of the tram line that this water is not felt flowing in the city in the way it should be. The levels that we could read in this



Analysis of connection potentials and recommendation for flexible functions



Cross-section with proposal for intervention

part of the city were the facades, the street levels, the walk levels, the river, the railway and the wall again as a barrier between the street and the train.

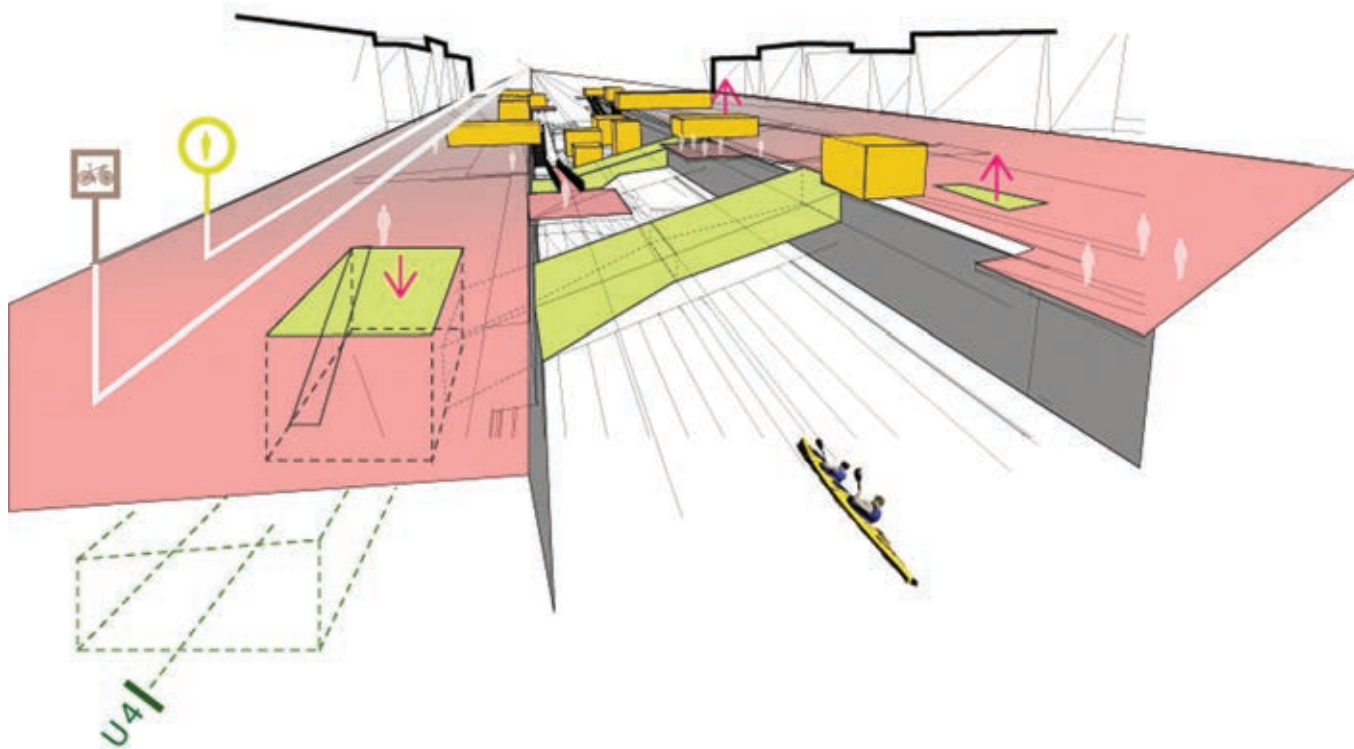
Despite this monotonous continuity there was something interesting that made us hopeful about new ideas coming up. The changing level of the river Wiental was a cyclic phenomenon that happens every year with the changing of the seasons. A sort of movement leads

to a revival of the Wiental. The main purpose of the project idea was to bring the river within the city and make the citizens live with the river that is named "Wien". So these two parts would not be so separate anymore in spite of this big infrastructure barrier.

A program is needed to create space for the public. Entering the riverbed is one possibility to implement this idea. Firstly, we would have to deal with the

river level to permit this access. This water level can be used as a benefit in containing some structures that can connect both sides of the river.

Creating a structure can make it easier to reach the river from nearby. A structure of pieces, of boxes, of platforms or still other things can be used to connect those points that cannot be reached by now. A lot of itineraries in this area are not well connected or com-



Profile of the river with proposal for intervention

pletely separated. So, we studied the main points which really need this melting intervention and then try to invent these pieces of the new structure that could work in the river.

It can also be called a mechanism of functional pieces within Wiental transforming the public space. Different functions put there together could be a great chance to give energy to this quiet continuous situation. A program map

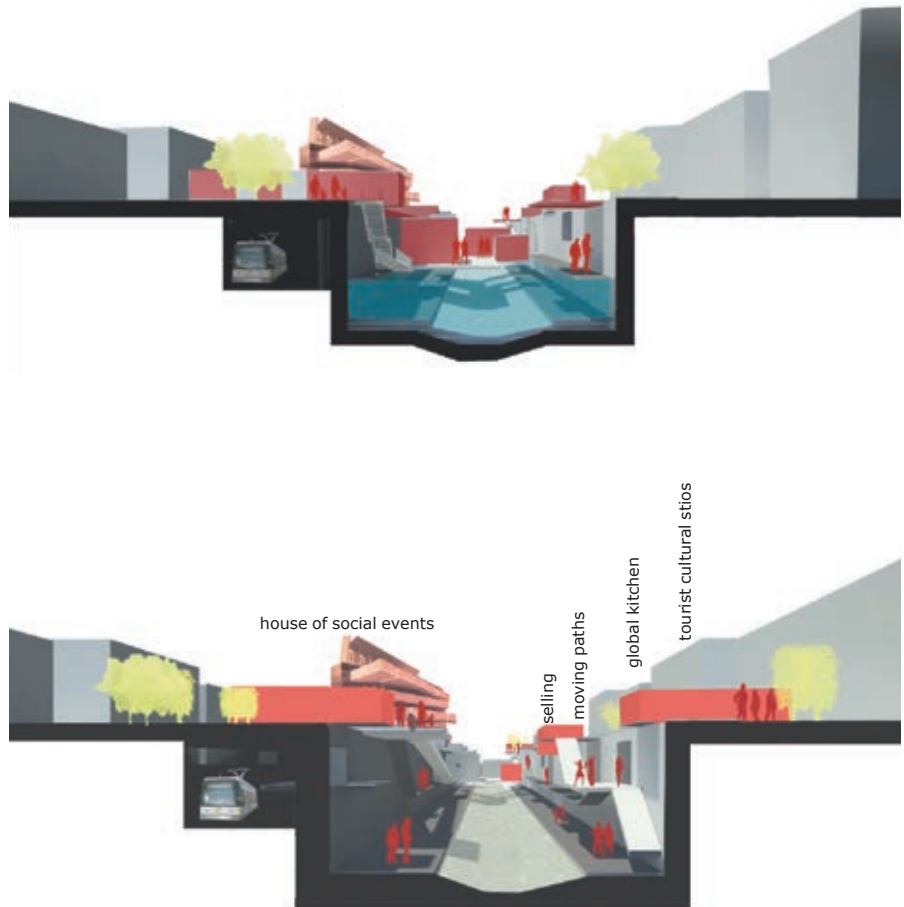
could make easier the perception of how the small platforms can be set in the river. This is thought to be a moving structure according to the changing river level.

When the river goes down these moving boxes can go lower so people's perception of the river could be different. Whereas during winter when there is a lot of water, these platforms come up and are more visible to the city, being

part of a new flexible public space.

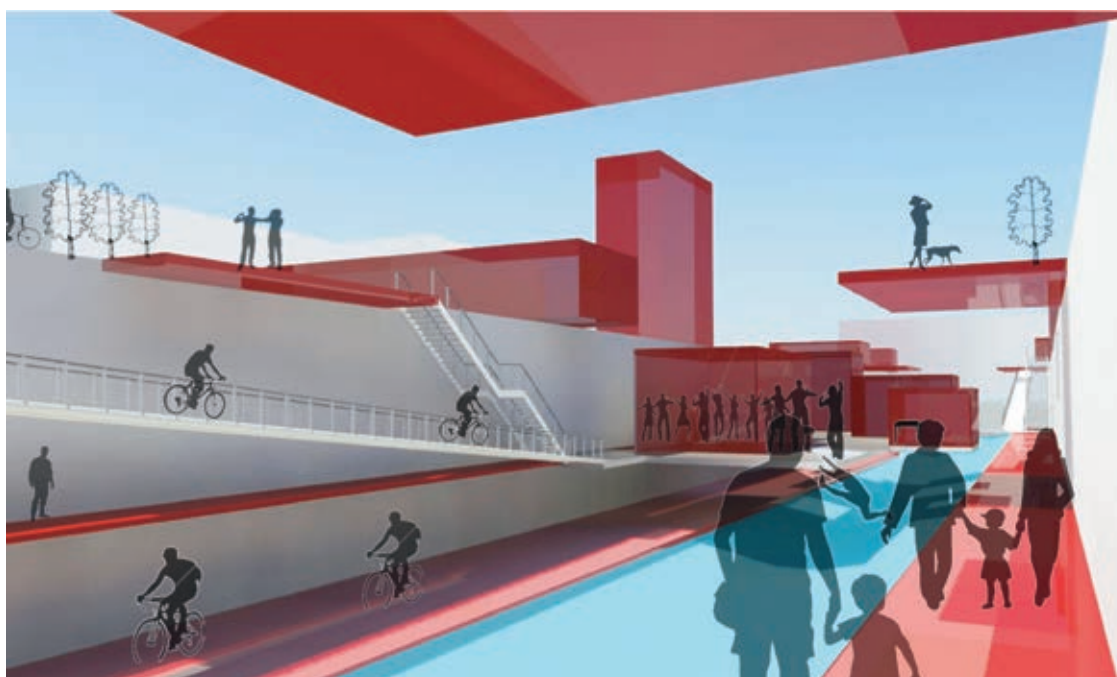
The functions that will give life to this will be spread on both banks all along the river. Paths are thought to be part of the program. As there is a lack of pedestrian and bicycle ways, creating paths can give the river a chance to be perceived not only as a part of the big infrastructure.

Shops, day and night activities and also seasonal usages of these small



Cross-sections with proposal for intervention

structures will be included in this public life program. Landscape as a separate path can be one of the connecting itineraries between both sides of the river. These new points of connection in this area will create a network of an interactive space that can work as a whole. Also the river will have an influence on developing the urban quality in this area.



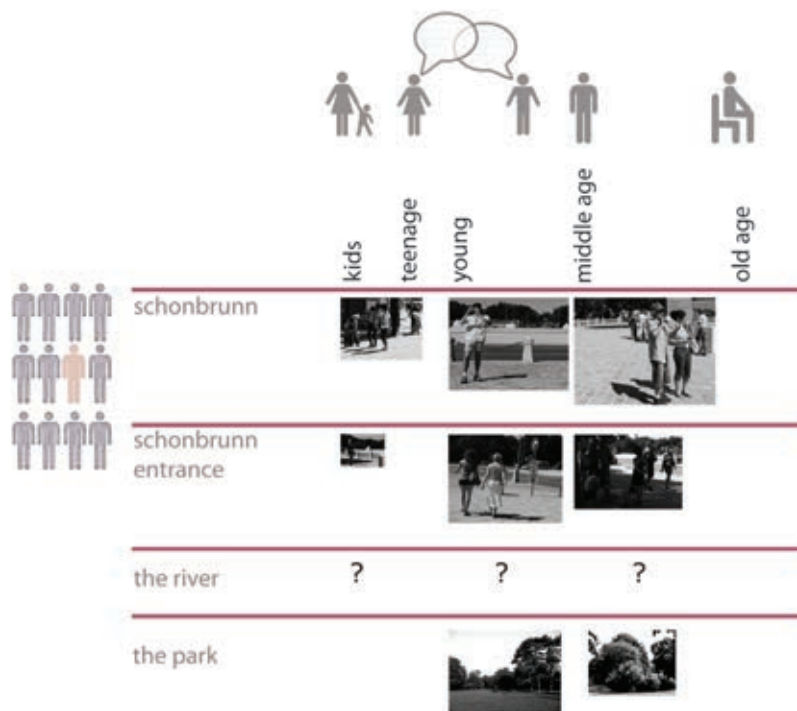
Rendering with proposal for intervention

Social Fill Inn

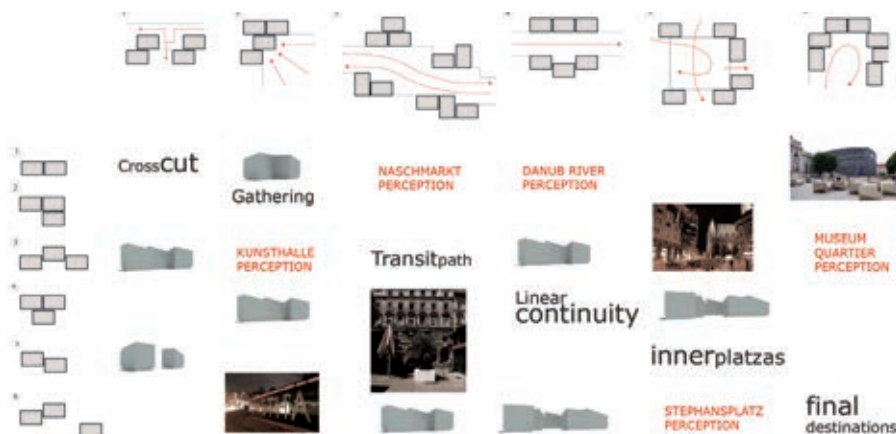
The Royal Castle of Schönbrunn is one of the most famous tourist attractions in Vienna. During the year it is visited by 3000 tourists.

Our area is located in front of Schönbrunn castle, including the metro station, the existing parking lot, some vast land and a paved area in front of the entrance to the royal complex. This space is one of the most frequented areas when people are heading towards the

castle. This is related directly to the number of tourists, but beside the castle's attraction we noticed a considerable amount of problems such as the absence of Vienna's inhabitants, vast and unused land plus a huge unorganized parking lot, the incomplete information that tourists get about Vienna's character, lack of facilities for tourists and inhabitants and zero frequentation near the river side, Wiental.



analysis of groups and accessibility



analysis of groups and accessibility

After the first analysis we ended up on compiling a diagram about the usage of space by age groups (kids, teenagers, youth, middle age and old age). As we mentioned the areas that gathered a higher amount of people, mostly tourists, was the metro station, a path that leads to the castle and its main entrance. Beside that there was also a natural park, on the other side of the river frequented by Vienna's inhabitants.

What was very evident was the absence of all groups of ages near the river side.

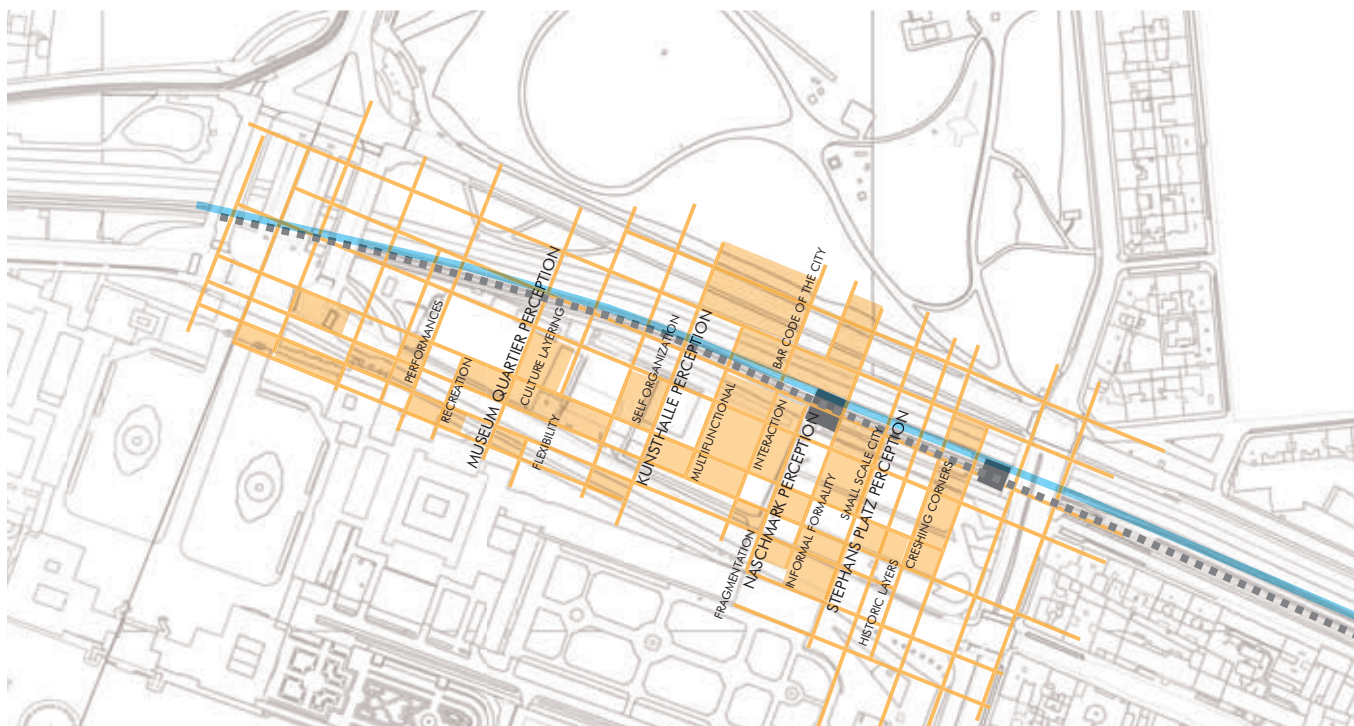
How to bring Vienna's inhabitants to the area in front of Schönbrunn? The first thing we did was an analysis of successful plazas in Vienna. We picked up Naschmarkt, Stephanplatz, Museums Quartier, Kunsthalle and Danube River Side. Our goal was to create somehow a mirror effect of their Spatial Success, this way creating a small scale city in

Schönbrunn. We saw that success has to do with the way that space is fragmented, with social interaction and the clash of age groups. Most impressive was the Naschmarkt success, where space was planned as an informal area, thought to bring people close to one-another and offer them facilities that make up the market character.

In this way analyzing all the plazas the result was a list of key words as follows:



cross-section with proposal for intervention



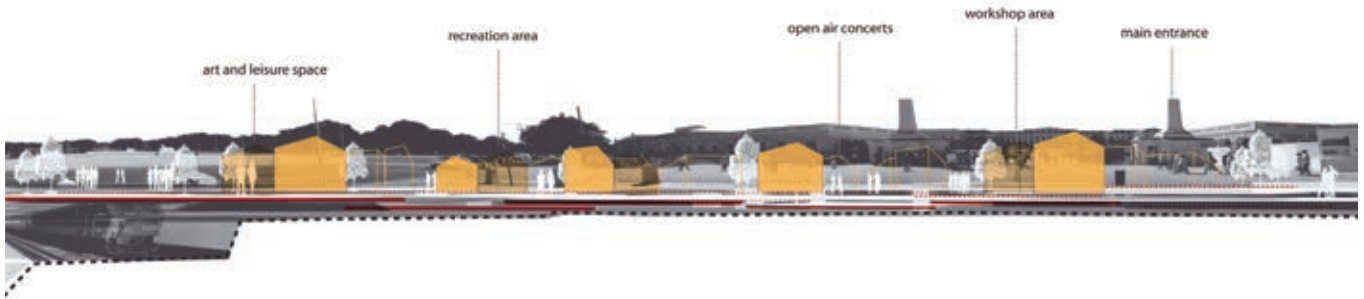
zoning of the site

Fragmentation, Hybridization, Informal Formality, Small Scale City, Casual Interaction, Self-Organization, Culture Layering and Modules.

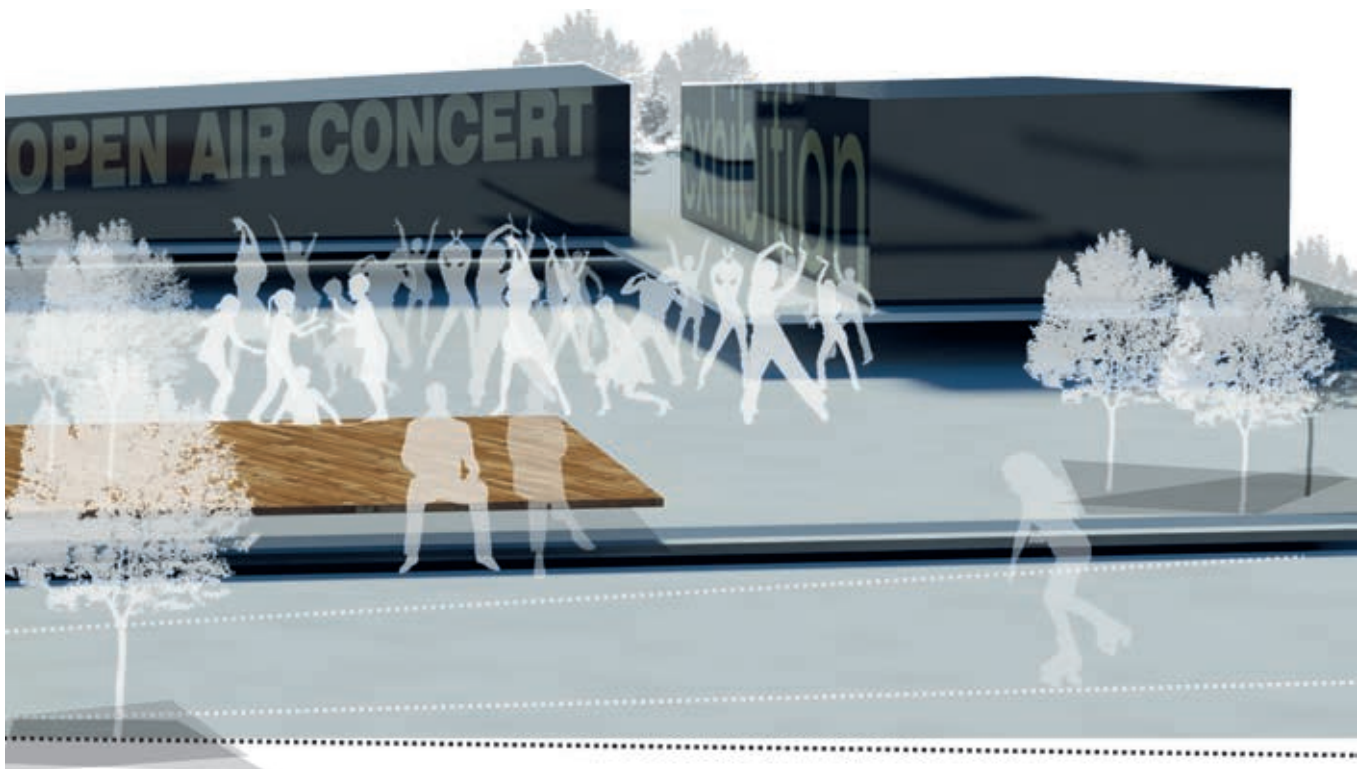
There is a vast void space that is located between the Schönbrunn complex and the Park behind the Wiental river. The solution was to treat this area as a transition from the castle toward the park, where events and facilities will be located. To reach this goal we imple-

mented the Fragmentation concept that resulted from the analysis. The area was covered with a grid on which a program was overlaid. It would have function by implementing functional and spacial perceptions, amplifying the events and feelings according to the program. Space would be fragmented permanently and temporarily. The permanent fragmentation would be the creation of platforms, as big as required for the events

that are planned to happen there. Beside that is the temporary intervention which will be achieved by using some modules. The modules will be temporary boxes that will change shape according to the program. They will be flexible, economic, dynamic, and sustainable. The different configuration of the modules will create different perceptions. As it is seen in the diagram, first the modules are grouped together, creating



cross-section with proposal for intervention



rendering with proposal for intervention

compositions from 1 to 3 couples together. After the first linking they will gather with other groups this way creating compositions of space (cross cut, gatherings, transit paths, linear continuity, inner plazas and final destinations). These space compositions are related directly with the perceptions mirrored by the Viennese plazas. First of all we studied the perception of, Museum Quartier. There the relationship between

platforms and modules is quite evident. These platforms cross the river as bridges, and mostly lie over the river exposing the river to the people. Being at a site of the World Heritage we chose to intervene on the river only visually, by projecting videos. In the sections are also some other interventions to be seen, having to do with mobility, where we put below ground the motorway that now is crossing in front of Schönbrunn, and al-

so the underground location of the new parking lot. Beside that the platforms and the bridge are visible. The existing park still stands behind the river, but now connected through this "program" bridge. The temporal solutions bring a diversity of space configurations always responding to different events and needs of the inhabitants and tourists.



rendering with proposal for intervention



Polytechnic University of Valencia / Spain

Paula Cardells Mosteiro
Juan José Galán Vivas
Mónica García Martínez
Juan José Tuset Davó
 Professors

Alfonso Fernández Morote
Carmen García Matínez
Jose María Gómez Molina
Carlos Leal Moret
Lucia Martínez Estefanía
Sara Mira García
 Students

Overview

The Wiental_Vienna Days were great, intensive and productive brainstorming. Our brief outline would be excellent organization, skillful and committed students, successful feedback for the host students and professors, conclusions and proposals achieved. In only five days and a half!

The ETSA/UPV students were commissioned to develop proposals for the areas of Gaudenzdorfer Gürtel and the stretch between Längenfeldgasse and Michael Bernhard-Gasse. After a first general analysis of the history, challenges and potentials of the Wiental, we all agreed on approaching Wiental as a whole and proposing a general strategy and guidelines, which both groups should transfer to their site proposals.

Strategic Decisions

The following essential decisions were taken into account:

To respect the monumental condition and the scenographic, even dramatic, character of the Wiental canal walls.

To emphasize and make profit of the "linearity" of the axis; currently there is a strong contradiction between the condition of continuity of the Wiental`s morphology and the discontinuity of the different flows (pedestrians, cyclers...) which trespass it. These paths should be re-designed accentuating the existing organization.

To "pervert the conditions imposed" by the powerful dictatorial route of Wiental: "linear continuity" with possibility of "transversality". Visual and real connections between the two sides of Wiental, stitching between the two built fronts, will magnify the public space of Wiental.

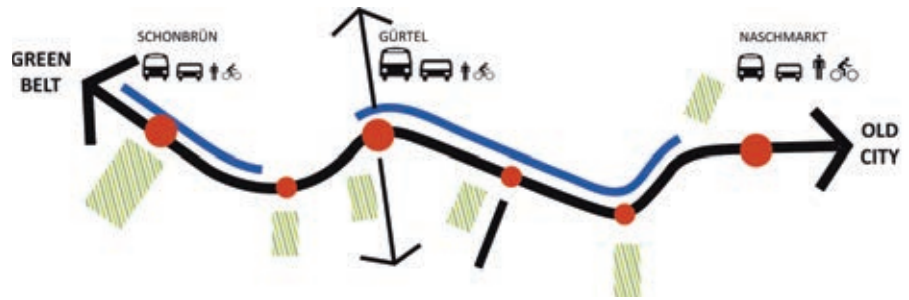
Water will become a symbol, non-accessible from the practitioner's point of view. As nowadays, it will continue to be an element to be observed, but in some points it will be approached and may be manipulated or released.

The city centre of Vienna will be connected with a part of its surrounding landscape and territory through this re-qualified green axis. Wiental is part of a system and should attend not only the needs of the adjacent quarters but also of those not directly in contact with it but very well connected with the corridor through the existing metro lines. The capacity for mobility along the axis is definitively positive but should be gentrified in the sense that Wiental could also be a destination on itself, a place to be.

Gaudenzdorfer Gürtel Knot

The Gaudenzdorfer Gürtel is an important junction and at the same time, an under-used void. The districts on both sides concentrate migrant population, social deprivation and isolation. One major challenge in this area is the integration of migrants into the resident community. The great advantage of Gaudenzdorfer Gürtel is the amount of open land available for public use, an exception along the linearity of the Wiental corridor.

Because of this, it was decided that a new public park would be a very significant step, since it would create public support, for the regeneration strategy of the area and would correspond to one of the citizens' greatest concerns, the need of green and open areas, space and light. It will include the already existing park to the east of the area and will become part of the Vienna Parks System, considering its strategic location and size.



The public urban landscape park project is proposed in the heart of "Gaudenzdorfer Gürtel" as the starting point for a wider regeneration process, which should also include residential, commercial and public facilities. The park would help to create a new urban structure and would bring the air back into the densely developed quarters along the Wiental.

Coexistence with multiple roads makes the access to the empty brownfield area of "Gaudenzdorfer Gürtel" and the possibility to enjoy it as public space very difficult. Direct connection between the urban fabric and the void and continuity of the Wiental outline have been achieved by redrawing the traffic lanes and the overlapping of levels, in order to facilitate multiple and simultaneous programmes.

The intervention in Gaudenzdorfer Gürtel is understood as a unitary landscape proposal (infrastructure, park, architectural programme...). A series of fingers work the ground in a linear morphology (exceeding the boulevard...), defining the public space and hosting facilities that should activate the area. Otto Wagner's bridge reprises its heritage role and the water appears at the park level, overflowing the canal section and flooding surfaces of the park.

Making decisions at a fast pace, defining and transmitting ideas even when they are not absolutely designed or communicable were the most remarkable learning outcomes.

Between "Längenfeldgasse" and "Michael Bernhard-Gasse"

When we walk from the Gürtel junction into the stretch between "Längenfeldgasse" and "Michael Bernhard-Gasse", the section of the axis is dramatically reduced. In contrast with the previous area it is perceived as narrow and too dominated by the traffic.

The main aims for this area were to consequently increase the surface of public space by attaching spaces next to Wiental and to retrieve a status of scar to the channel by partially covering the railroad tracks.

The project proposes to enrich ways of moving, permitting more freedom for pedestrians and cyclists, and to expand spatial perception by working on the condition of "transversality": to design a multiplicity of paths linking public spaces on the other side of Wiental; in general, trying to expand possibilities of space and use of Wiental.

Considerations/Conclusions

1. Most European cities have experienced an intense growth during the last decades and occupied almost all the areas which were suitable for development. So has Vienna.
2. Most urban voids and remaining spaces are conflictive in different ways. In case they have finally been filled in, their final structure and design usually result too forced, too imposing, too excluding, just not satisfactory enough.
3. But despite their conflicts, these spaces are challenging and still have strong potentials for redevelopment. For letting these potentials appear, these areas must be solved using as much creativity as possible but also the right tools. Territorial scale turns to be a truly useful tool and Landscape Architecture adds a transversal vision that can be essential in the conciliation of the different interests converging on the urban context (ecological, infrastructural, environmental, architectural, cultural, etc).
4. Wiental is one of these conflict/potential places where regional and local connec-

tions, voids, distances and a wide range of possible uses give us design tools and design material. Some keywords:

_Connectivity: Wiental links the city centre and adjacent quarters' urban fabrics with Vienna's territory, greenbelt, mountains and rivers.

_Length: its linear morphology penetrates the city fabric and meets some larger spaces as brownfields and voids that produce emptiness and segregating distances. The different scale of these crossing points breaks the continuity of the tissue. Instead of a border it should turn into a meeting place. The line should become a space and activate the sides.

_Corridor: circulations bring intensity to the axis but should be tuned. There is already a strong network of metro stations. Bicycle and pedestrian roads should be intensified.

_Water: it determines the uses and morphology even if you cannot see it.

_Wind: after having experienced some of the warmest days of the year in Vienna, the bioclimatic potential of the Wiental cannot be ignored. It refreshes the city during the summer.

_Regeneration: Wiental is a large area which will undergo regeneration in coming years.

These elements provide great opportunities for creating places and uses that may produce the comfort, freedom, diversity and integration required by any contemporary tolerant and integrative society and community, as Vienna seems to wish it.

5. Therefore, Wiental is a unique linear space and an exceptional opportunity to incorporate a new regional and local corridor in Vienna. A corridor based on the paradigms that we want for our cities: a corridor linking the old and the new; a corridor transforming the present physical and social segregation into integration; a corridor equalizing architecture, infrastructures, open spaces, and hydrological systems... a corridor activating the areas that it crosses and symbolizing Vienna's urban principles: social awareness, respect for tradition and support to innovation.

6. Designs for the different Wiental areas should work from the large scope to the concrete one. Taking stratification into account, thinking the city as a network, a negotiated city where inhabitants take their responsibility and share spaces of integration. They should look for a successful public space, which helps to change the mental maps of local citizens, increasing the attractiveness of the neighborhoods and assisting to the stabilization and connection of the communities.

7. How to design this integrative and flexible but at the same time defined and identified public space is a main challenge for this area, considering the variety of cultures and therefore different "modes d'employ" and understandings of urban life.

8. The internationalization of most European Universities is a fact, no matter their size or their geographical location.

9. Wiental could be one of the most remarkable urban spaces for the 21st century Vienna.

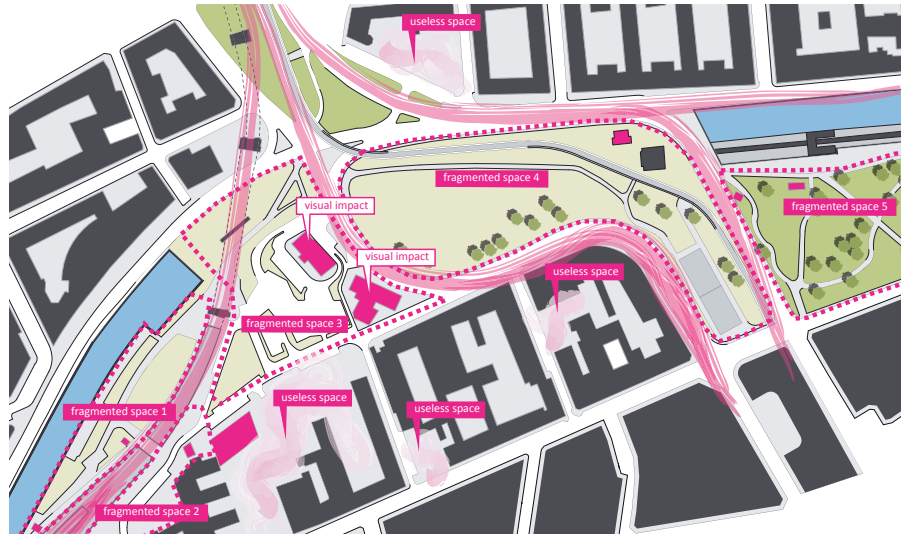
10. Thank you



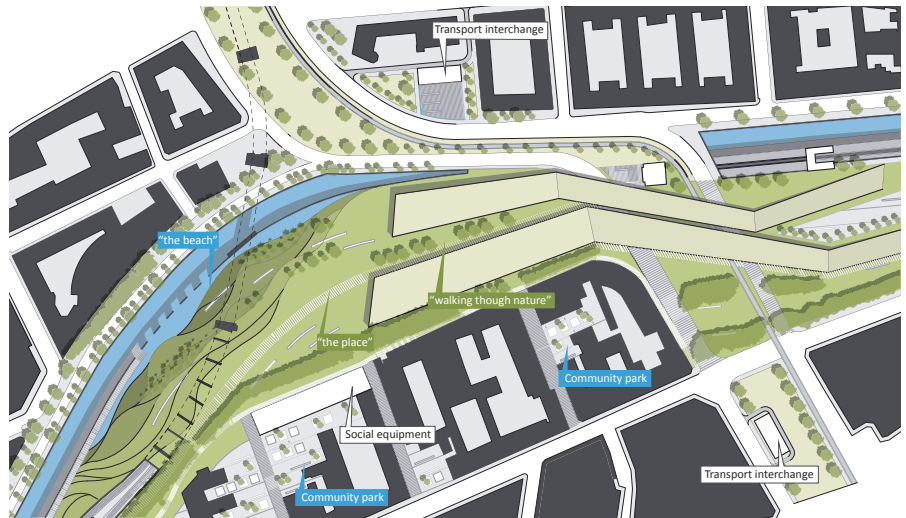
Margaretengürtel

This characteristic of the Wiental channel is generating lots of problems that are accentuated when the river valley crosses other important corridors of the city like Margaretengürtel. The meeting of these two corridors produces a great urban void, and consequently, a useless space. We detect even five fragmented zones that express the lack of unity of the urban space. This and the visual impact of the urban front and other exist-

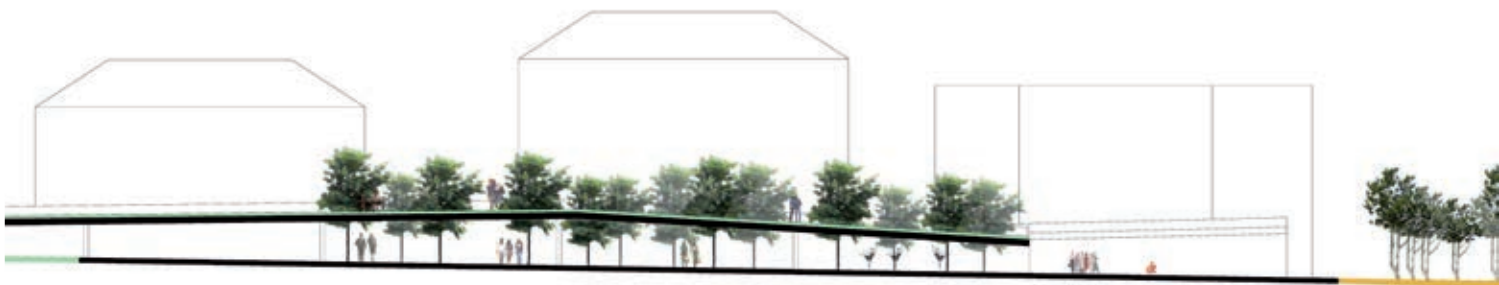
ing constructions, allows us to say that it's a "non-site", a not inhabitable place. We want to solve these problems, without forgetting the potential of the site. The objective of our proposal is to create a new "meeting point" at Margaretengürtel, as a new place for all. A place where different activities make the new area interesting. We want it to be an attraction for inhabitants of the city of Vienna in general, but also to improve the



Analysis



Master Plan



"walking through nature"

"the place"

Section Gürtel

living conditions of the residents of the neighborhood.

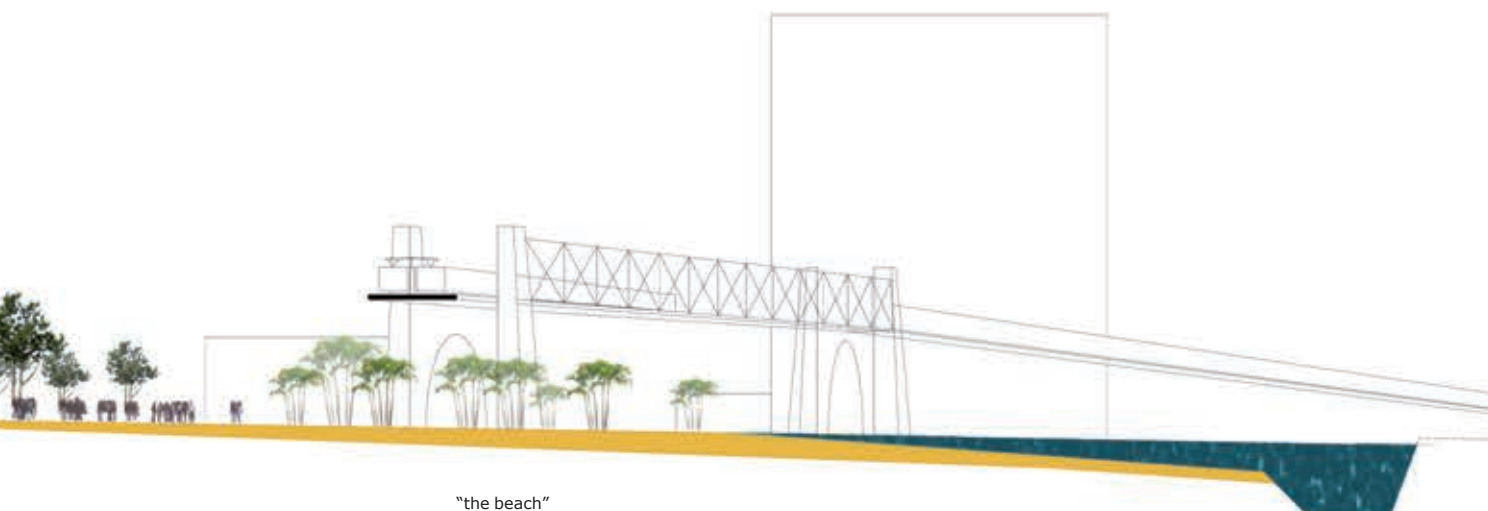
To answer to these aims we have created new activities in the couple of lineal bands that mark the linearity of the channel, and work as a walk "through nature" with Otto Wagner's bridge as a final perspective, heightening its heritage value. "The place" close to the bridge assembles all the people in a point where they can meet and develop

temporary activities or any other events. The water of the channel, also an important Vienna heritage element, would attract create leisure activities, like "the beach" in summer. The connections with the city are increased by the creation of new transport interchanges. With these measures Margareten Gürtel becomes an urban area which stimulates the entire corridor of the Wiental. This should have very positive conse-

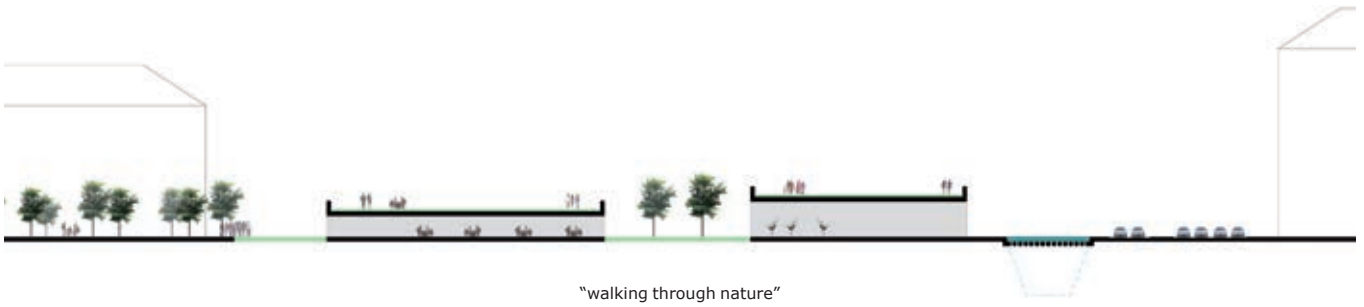
quences at different levels. At a social level as the cohesion that is achieved, at an economic level with the increase of activities. Also by stimulating the existing historical heritage in this area, we improve the historical concept of the Wiental. And finally Margareten Gürtel will have an urban unity with a modern urban character.



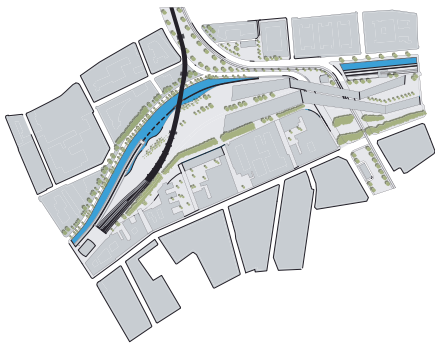
View: "The Beach"



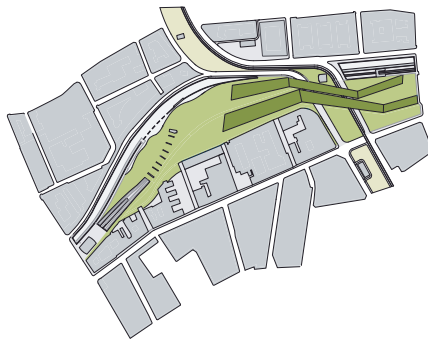
"the beach"



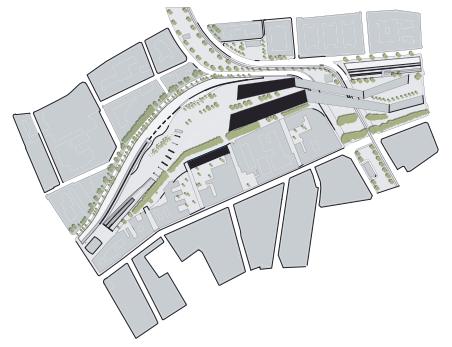
Section Gürtel



Heritage-Identity



Unity



Activation



View Gürtel

Längenfeldgasse

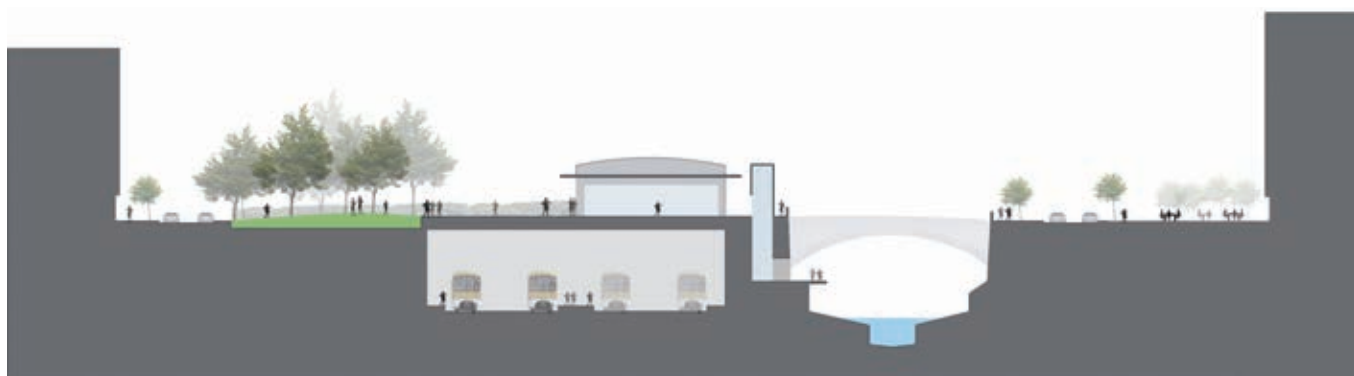
Wiental is nowadays a main traffic corridor of Vienna including many different functions, some of which appear simultaneously all along its length. In some sections this co-existence of functions leads to problematic situations as e.g. between Längenfeldgasse and Rucker-gasse where river bed, car lanes, railway, bicycle and pedestrian paths have to pass the narrow section of this area. This overdensified traffic moving at dif-

ferent speeds creates an unbalance, forcing pedestrians and bicycles to be diverted through the residual voids on a discontinuous path. At the same time it generates a strong barrier that blocks the relationship between 12th and 15th districts, among which also a high social unbalance exists.

On one hand our proposal aims to link both sides, allowing interaction of the



View from bridge



Section A-A

districts achieving social balance, as in the theory of communicating vessels. On the other hand it aims at creating a public space of amenity quality, an urban playground where to stay and to walk along. However, its present functions have to be maintained and optimized.

To this end, two poles of activity are created in the wider areas, at the crossings

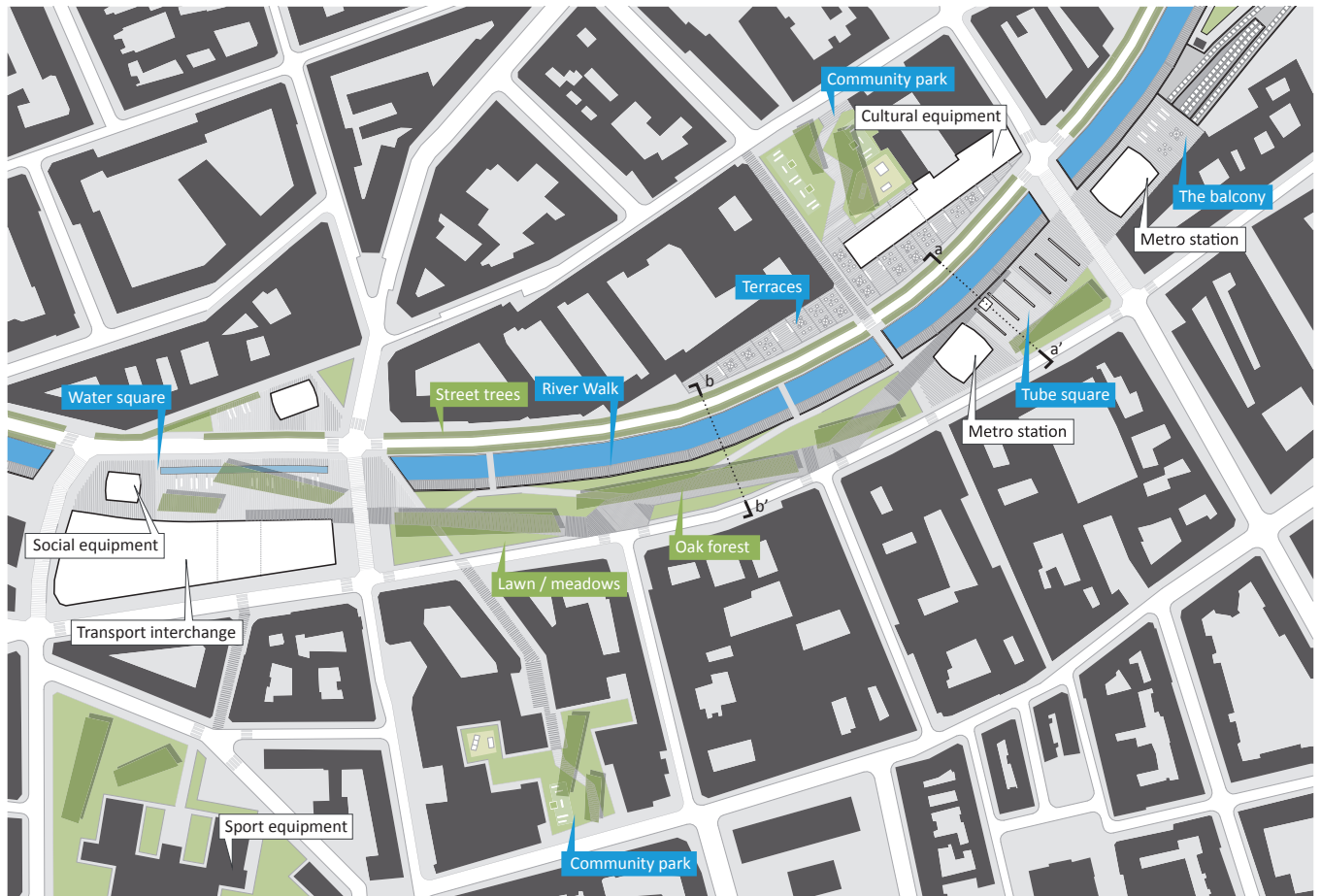
with Längenfeldgasse and with Rucker-gasse, where traffic interchanges are situated together with new public functions. The Stadtbahn, already running on a lower level, is covered in order to gain free public space on the surface that will become a park. In the river bed, activities will take place during most part of the year -the accesses to a walkway are located at the poles. Cross connections are improved through pe-

destrian bridges and paths taking into account existing singular spots on both sides. The border area is redesigned with a wider pavement and trees, a cultural equipment is located on the available building site.

We believe, these measures will improve Wiental's quality: socially because they instigate human interaction, historically because they preserve its identity making it more visible, economically be-



Strategy



Masterplan

cause they will increase its value and environmentally because its new green elements will improve the wind corridor's air quality.



View over meadow



Section B-B



Zürich University of Applied Sciences / Swisserland

Max Bosshard
Stefan Kurath
Stephan Mäder
Roland Züger
 Professors

Lidia Haag
Natalia Nogueira
Livia Schenk
Matthias Schnell
René Schnellmann
Lukas Somm
 Students

Metropolitan Monumentality

In general, the Wiental (Vienna River Valley) presents a rupture in the Viennese cityscape. However, in certain places, it is something more: a dividing line between different social milieus. As a boundary, the Wiental is an inhospitable non-place—a thoroughfare for motorized traffic, a series of tracks for Otto Wagner's metropolitan railway, a canal for hydrologic regulation, and in some cases a site of prostitution. The monumental meanderings of the Wien River blend contradiction with concurrence, the aberrant with the genteel. Karl Kraus has summarized this phenomenon in the following words (and rather directly by Viennese standards): "From a city in which I am expected to live I demand paved roads, street-cleaning, a key for the door, air heating, and hot water pipes—gemütlich I am myself."

Realism

Given the Wiental's layered social manifestations, its redesign will require more than a vague 'green' gesture, however politically expedient this might seem. Urban life contains conflict, and the Wiental is a site of contention; it is Vienna's crumple zone. A realist approach is necessary, such as that suggested by Jean-Luc Godard in his Introduction to a True History of Cinema and Television: "Doing what one wishes, starting from what one can. Doing what one wishes from that what one has, and never dream of the impossible." Thus, the two following design proposals submitted by the Swiss students focus on accentuating the existing qualities of the Wiental: the built-up structure at Längenfeldgasse and at Margaretengürtel. The sharp edges of the inroads created by the canal, and the monumentality of the Wien River's bed are neither discounted nor romanticized but instead accepted in their current form, with the aim of enhancing their qualities.

Fresh-Air Corridor

The project Fresh-Air Corridor increases the supply of fresh air through the Wiental through construction interventions. A group of thoughtfully positioned buildings with cross-sections connecting the most diverse urban layers represents the topography of the Wiental. The monumental structures highlight the brittle charm and the harsh atmosphere characteristic of the valley. The new buildings within the urban texture exalt the contours of the valley.

Connector

With selective implantation and programmatic use, the project Connector joins the various neighbourhoods that exist along the Wiental. The fortifications of the edges underscore the gate function of crossing streets, and the idea of a continuous green space. Trees line the avenues. Islands of built-up land lend a specific quality to the free space and give the cross section of the Wiental a new tension and interest. The river's waters are brought to the surface in the form of fountains, wells, and ponds, rather than developing the low-lying surface of the Wien River with its spring tides.

Connector

Analysing the Vienna valley we noticed the longitudinal meandering spreading of the valley. It starts at the Vienna forest and ends within the Gürtel. We started our work defining the valley new. Acquiring the strength of the motorway, which has an immense importance on the urban development and social network of the valley. The river, motorway and the underground line do not only connect the

east with the west of Vienna, but also separate the north from the south part of the individual districts. At present the longitudinal elements obstruct the development of the urban and social space. On the one hand the valley today is a void with additional spaces, created without any concept except the needs of the motorway users. On the other hand great emphasis is placed on some monumental sites at the valley like

Definition of void



Reinforce borders



Define gates



the castle Schönbrunn or the Wagner bridge.
 Our main goal is to improve the quality of the valley in order to enrich the supply of the local neighbourhood and to create its own identity.
 The aim is to create islands with a variety of facilities and activated open spaces:
 • Define the new borderlines of the Vienna valley

- Define the new void
- Reinforce the border and filling up the gaps
- Create gate situations which mark the entrance and the crossings of the valley
- Define new or already existing islands of activities
- Give the island its appropriate use for the local neighbourhood
- Qualifying the streets with a conti-

nuous accompanying valley
 The buildings on the island should be lower than the borders of the void, to underline the proposal of floating islands in the valley.
 A suggestion of our proposal integrates the idea to bring the water up to the city level. Therefore we place water games and ponds on different places of the islands.
 A main goal is to shape the valley in a



Islands of activities



Alley qualifying the street

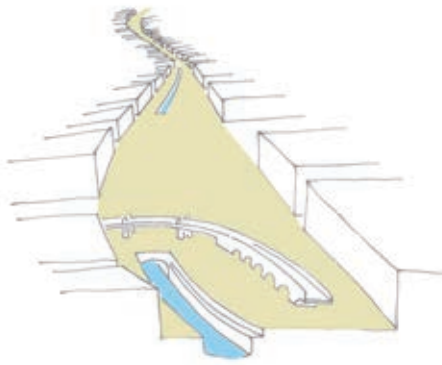


Water on city level

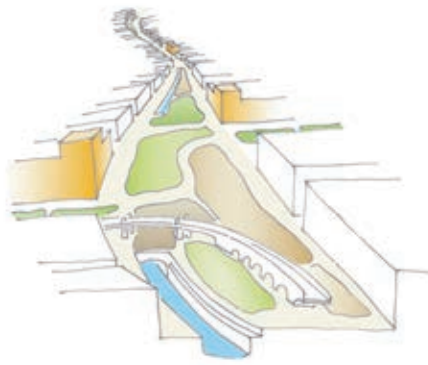
way that pedestrians and bike riders have their own path, to cross the motorway or tramlines without difficulty. We propose to divide the path visibly, so that the pedestrians feel safe and the bicycle riders won't feel disturbed by the pedestrians.

A way to strengthen the development is to create meeting points for the neighbourhood like culture centres, a centre for elderly people or to support centres

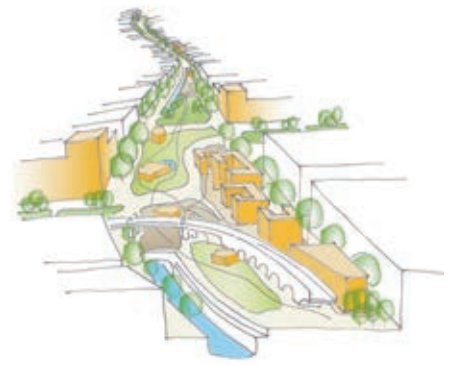
for immigrants. The buildings and open spaces should be functionally shaped so that all groups with different cultures and religious backgrounds could use them.



- Definition of void



- Gates
- Islands of activities



- Program
- Qualifying the street

Conclusion



Margaretengürtel - Längenfeldgasse



Valley life



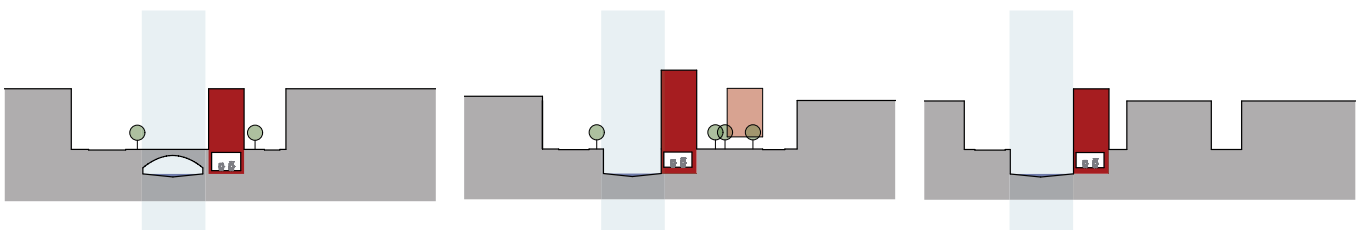
Fresh-Air Corridor

At the beginning of the summer workshop we did a walk through the Vienna Valley and collected ideas how we could improve the complex situation. Our main idea is to bring fresh air into the city. We create a fresh air corridor along the Vienna Valley, which leads the fresh air along the Vienna River from the Vienna Forest into the historic city center. We tried to find a new form of built-

dings, which follows the dynamic of the valley and support the wind flow and not decelerate it. The wind direction gave us this new structure of long and weak slabs. Between the castle Schönbrunn and the Naschmarkt are different areas which exhibit variable densities. It depends on the specific situation in their neighborhood. According to the built structure we



Bird View



Sections

planned a vocabulary of open and green spaces which are following and supporting the dynamic of the valley and are connecting our interventions. These open and green spaces can now be filled up with spatial elements like slabs, territorial or plane elements like hedges or gravel – according to the requirements.

The topography of the existing valley is another focal point of our concept. We

want to strengthen the topography in the valley with our new structures. The spatial elements like the „slabs“ are located directly at the waterfront of the Vienna River. The other buildings like the „bridges“ with their open city levels are standing in the back, for example along a connecting street. Our concept section illustrates this version of the new topography.

The different slabs have variable

heights, which are specific to the local situation in relation to the neighborhood. So we can also control areas with more or less density.

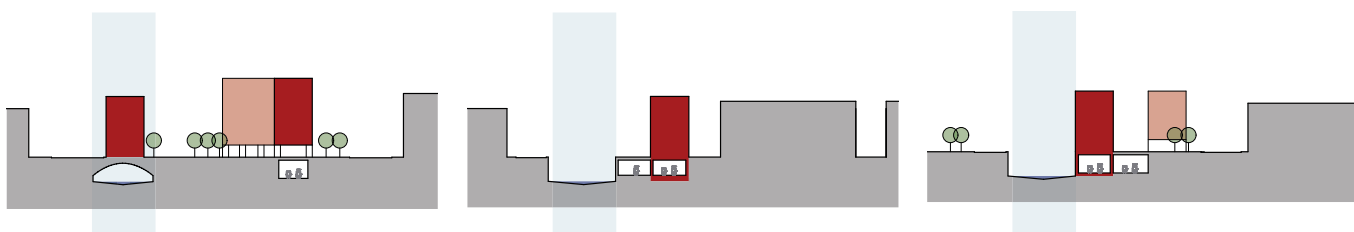
At the city level are open spaces which are connecting places and spaces. Relations and associations are also possible through the open ground floors of the buildings. The different spaces and fields can now have variable uses as seen in our vocabulary.



Green Spaces



Buildings

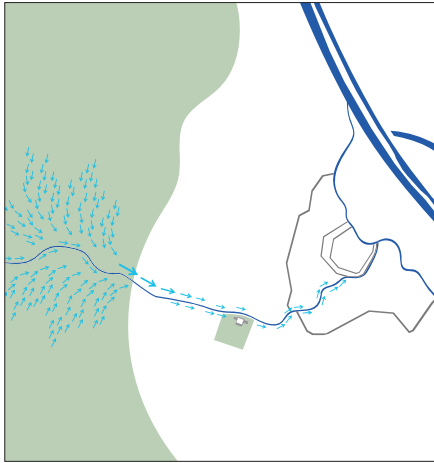


The river level shows the dynamic of the river and the metro line. The existing metro stations are integrated in the new buildings. Other buildings are located directly above the metro lines in one built structure.

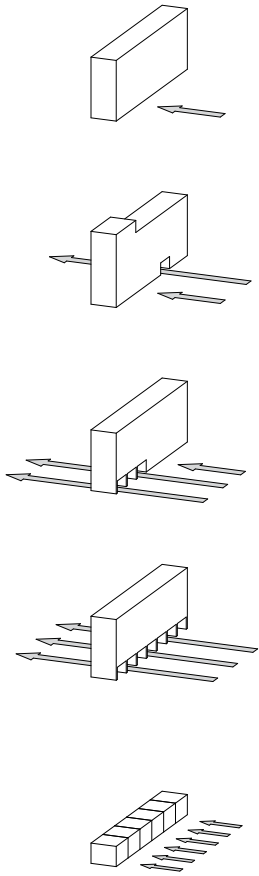
Finally a summary of our focus points and requests for the Vienna Valley:

1. bring fresh air to the city
2. build on the potential of the rivercanal and strengthen the topography

3. shift of the model split towards public traffic system
4. support connections and access on city level to neighbourhoods
5. implement public facilities on city level for local needs
6. upgrade public space



Fresh air concept



Vocabulary Spatial Elements



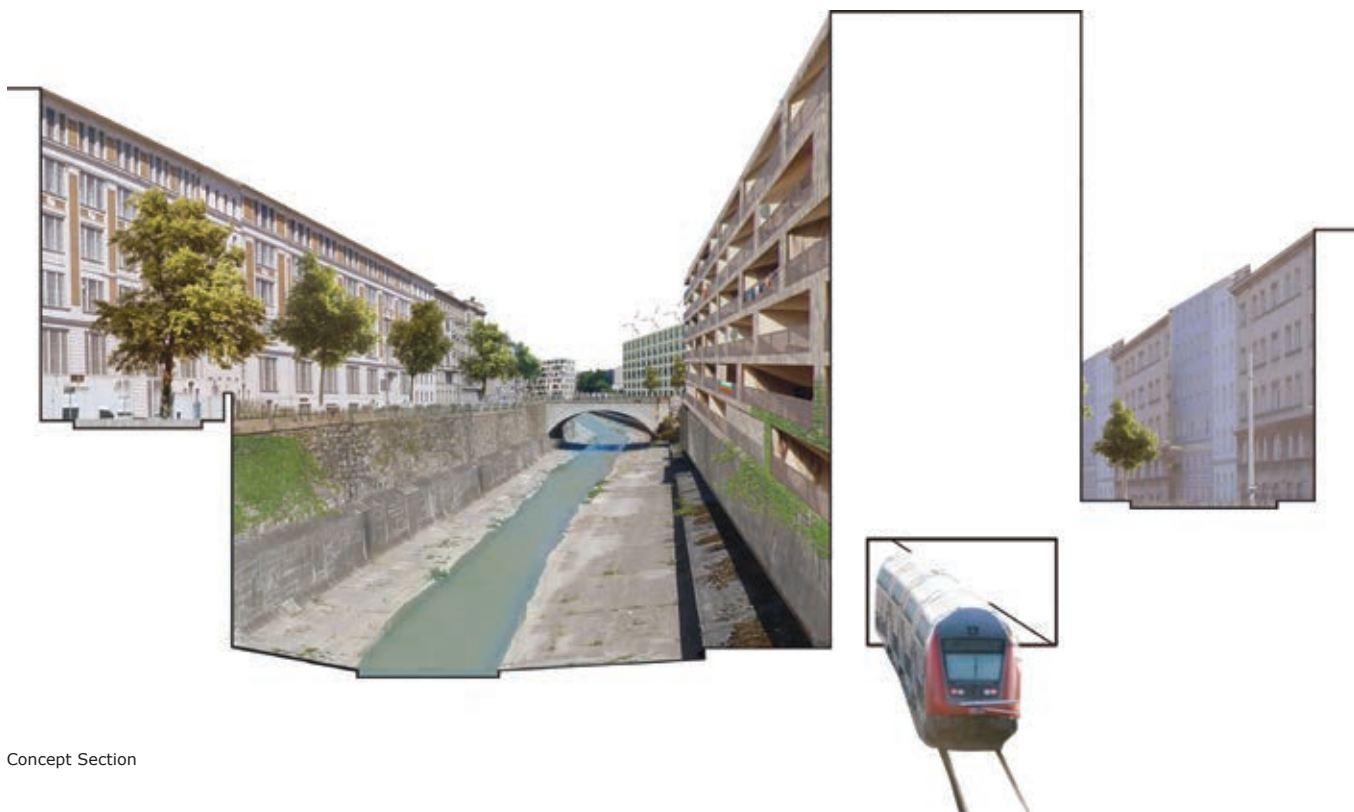
Area City Level



Area River Level



Area Top View



Concept Section



Vienna University of Technology / Austria

Bernhard Eder
Christoph Luchsinger
Markus Tomaselli
 Professors

Johanna Aufner
Arthur Benesch
Nela Kadic
Robert Graf
David Groiss
Mariella Guss
Laura Hannappel
Nela Kadic
Andreas Lint
Magdalena Maierhofer
Madlyn Miessgang
Patricia Pongruber
Mathias Prassl
Barbara Schilhan
Perry Schmidl
Simon Sellner
Vera Seriakov
Ivan Tadic
Jeanine Wörndl
 Students

Die Wiener Studierenden und ihre Beiträge nahmen im Kaiserschnitten-Workshop eine besondere Rolle ein. Die Idee war, dass unser Institut eine permanente Kommentarzeile installiert, die die verschiedenen Themen der Arbeiten aller Workshop-Teilnehmenden vergleichend sortiert, bespricht und darstellt. Also mischten sich die Wiener Studierenden in den Entstehungsprozess der Projekte bei den verschiedenen Teams ein und holten deren Ideen ab, nicht im Sinne von "entwenden", sondern im Sinne von "verwenden" und "einwenden". Resultat ist ein Metadiskurs, der vorrangige Themen des Wientals - Verdichtung (Dry), Verräumlichung (Space), Verbindung (Backbone) und Offenheit (Landscape) - zusammenfassend herausstellt. Die Resultate dieser Moderation sind im folgenden dargestellt; sie könnten Basis für ein semiotisches Vokabular im Rahmen kommender Sommerworkshops abgeben.

"In vienna, people only eat meat, when ist looks like a sweet dessert"

Zusätzlich und jeweils spät abends diskutierten wir im sehr kleinen Kreis mit den redaktionell für die vorliegende Publikation verantwortlichen Studienassistierenden über die in Wien sowieso und immer angesagten psychologischen Hintergründe unserer Aktivitäten, genauer gesagt - oder ehrlicher -, zerredeten wir systematisch das kreative Potential des entwerferischen Konvoluts unserer Freunde aus aller Welt. Irgendwann gaben wir auf, es blieben nur einige fragmentarische Comics in Skizzenform, anekdotisch gefühlt, übrig. Diese allerdings reichen aus, um die Diskussionen sofort wieder ins Bewusstsein zurückzuholen und in jeweils neue und aktuelle, möglicherweise vollkommen anders geartete städtebauliche Fragestellungen einzubinden.

Dry

Concepts for a densification of the Wiental



Fig.2| p. 74
example of exclusive structural densification
Projekt Fresh Air, ZHAW



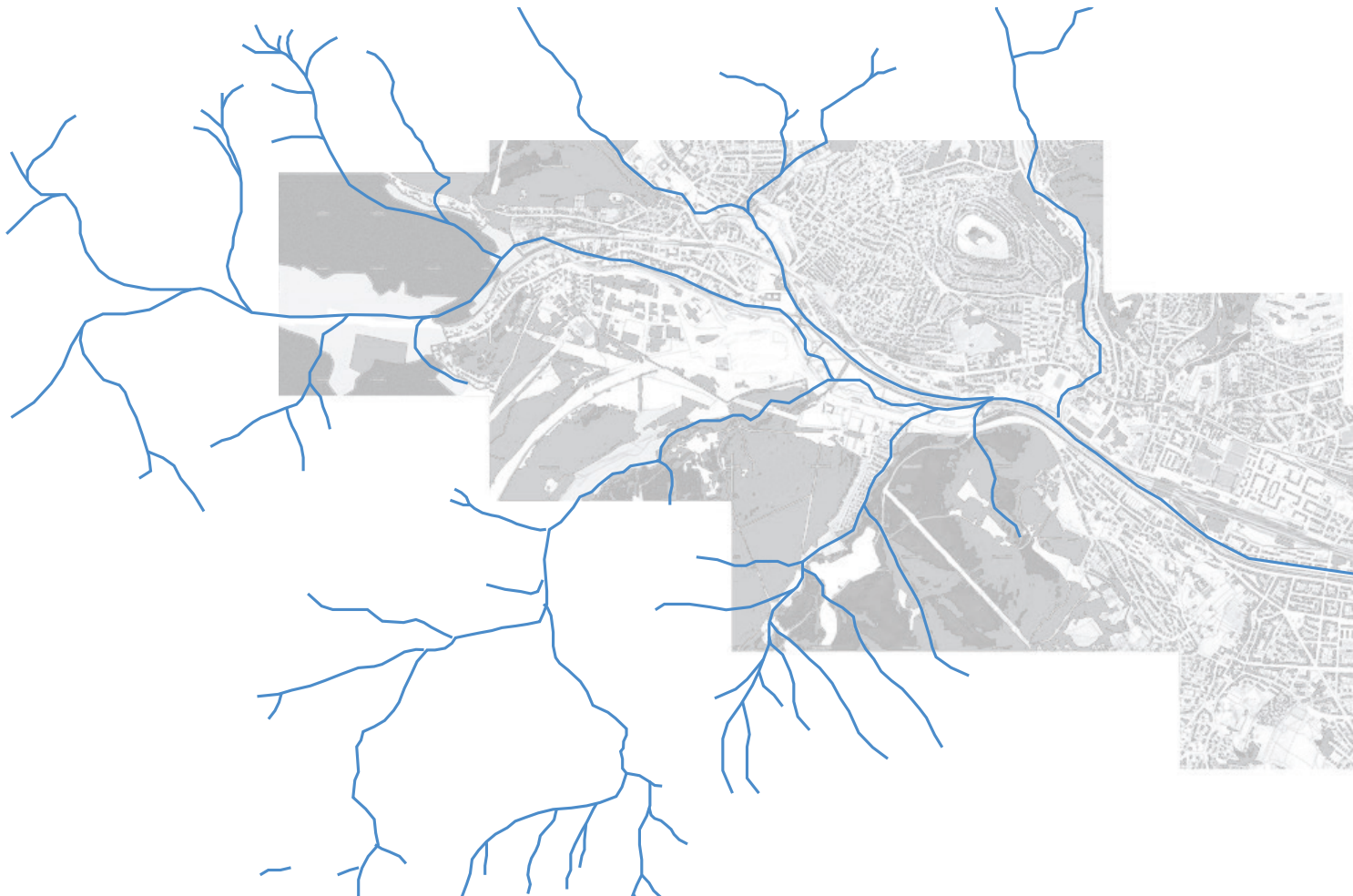
Fig.3| p. 28
example of structural and programmatic densification
Projekt Third City, Paris

Concepts for a densification of the Wiental

If you think of densifying the Wiental area, there are two possible methods: The programmatic and the structural densification. Within the structural typology you distinguish between temporary and permanent development. On its way from the Vienna Woods to the Danube Channel the Vienna River is transformed from a wild nature - river to an urbanized city - river. As the river flows deeper into the city, a couple of regulations can be observed. At first the river is getting straightened, partially roofed, and finally entirely canalized. Further on the edges start to get smoother, denser and move closer to the river bed. The more the Vienna River enters the center the more it gets swallowed up by the city. Diametrically opposed to the develop-

ment of structural densification the possibilities of programmatic densification grow. The broader the river bed gets, the more potential for leisure activities is there. Starting from Hietzing heading out of town the Vienna River is officially accessible.

Our concept for densification is designated to include the existing development and to amplify it: In the inner city area the Vienna River bears an additional roofing plus building development. Further outside the city centre at Gaudenzdorfer Knoten the surrounding architecture dissolves more and more. That's where especially the edges should be enclosed. In addition we can imagine a small-sized, pavillion like building development. The new structure can arise closely to the channel profile at Gaudenzdorfer Knoten, Kometgründe, but also inbetween in



case the subway line is overbuilt; within the riverbed heading from Gaudenzdorfer Knoten to Schönbrunn and further outside the city, though no permanent structure is designated there. Hereabout the densification shifts from a structural to a programmatical character:

Depending on water level rise and fall as a consequence of rainfall, leisure- and sporting activity can take place within the channel.

To illustrate the different concepts of densification we have created a typology-kit (fig.1), that exemplifies the shifts in direction of structural and respective-

ly programmatic densification. The measures go from open accesses to the river bed to bikelanes within the channel to pavillion-like structures in- and outside the channel to simple subway overbuildings to superstructures over the whole cross-section to multi storey structures over the river and subway.

The typology-kit follows the theory that there is a great variety of design approaches that can be summed up in the following categories and projects:

Exclusive programmatic densification: Only forms of access like ramps and stairways as well as small-scaled struc-

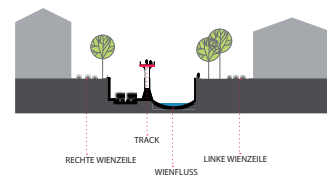


Fig.4| p. 8 example of exclusive programmatical densification Projekt Vienna Sports Valley, Graz



Fig.5| p. 28 example of programmatical densification with little structural elements like paletts Projekt Third City, Paris



Fig. 8: dense?



Fig. 9: densification.





Fig.6| p. 74
example of exclusive structural,
multi story densification
Projekt Fresh Air, ZHAW



Fig.7|
example of exclusive structural,
multi story densification
Projekt Split

tural interferences are designated. In other areas the existing structure is used plus a temporary program for the whole cross section. Smallest palette-like elements are enough to function as small bridges or river-stages for temporary use, like in the project "Third City" by the students from Paris (Fig. 5). Quite similarly the project "Vienna Sports Valley" outlined by the students from Graz, that applied a slender running track on the interior wall inbetween the Vienna River and the subway line. In this project likewise, with small structural interferences, a huge programmatical densification is generated. (Fig. 4)

Programmatical densification within the cross section and structural densification of edge zones:
The subway line is covered, thereon emerge mostly single-storey structures. These new structures help to improve the currently unsatisfying traffic pattern along the river and at the same time they make the river accessible. An alter-

native is an access from the north side, that could be generated from underground. This densifying szenario fits to the projects "Third City" from Paris (Fig.3) and (Fig.7) from Split.

Exclusive structural densification:
Subway and/or riverbed cross section are covered and thereon new structure is added. The Vienna River is not opened up for further usage, the river rather disappears in the Viennese underworld. The focus is purely on above ground densification.

The Swiss team with the project "Fresh Air" uses a comparable principle, along the Vienna River, where it is not roofed, they planned a six-storey structure above the subway that spreads out step by step from Naschmarkt to Schönbrunn. (Fig.2, 6)



Fig. 1: structural and programmatical densifying-typologies



Fig. 10: edge characteristics

Space

Wiental and Wienfluss

The Wiental is considered to be a sequence of different urban spaces with diverging qualities, in need of synergy and a continuous connection on all levels. In this model, the entire planning area will be metaphorically understood as a river. The aim is to be able to experience the Wiental as a continuous transit area, which should provide the substantial recreational quality of a river. A distinctive identity along different quarters should be developed to connect the areas on the one hand, while at the same time creating the possibility to experience the intersections. The current state is comparable to an unregulated river, at which's side arms the main stream is no more perceived. A stronger definition of the river area should be attained through regulation, to create new qualities in the continuous space.

The analysis shows considerable differ-

ences between the northern and the southern border of the river area. In the north, the area is defined by the highly frequented city highway for outgoing traffic, running next to the Wienfluss and the adjacent houses. Thereby, public life is pushed into the local districts.

The southern border -characterized by the ingoing traffic- repeatedly backs away from the Wienfluss. The intermediate space is partially built-up or lays fallow. In this area there is a great potential to use the currently undiscovered and neglected open space.

By strengthening the northern and southern border, a defined space resembling a river bed is created. Through slight modifications, the existing open spaces can be strength as a link from the environment to the river and its functions. The existing buildings in this active and recreational zone become islands – open structures, charged with



different functions in the ground level that can strengthen the character of the area and develop and change and grow. The northern area, defined by the Wienfluss and the city highway "Rechte Wienzeile", should be connected to the river only at selected spots. Therefore, different quarters are connected by this newly created extension of the river-area, generating an identity-creating space.

Measures to be taken

1. strengthening the northern border break through at selected spots connecting local districts with the river
The exemplary idea of Splits Project for Komentgründe BILD A shows how the connection on strategically important points of city development can be arranged and have influence on the whole area.

2. strengthening the southern border generating a river zone > use existing space (less frequented streets, green areas)

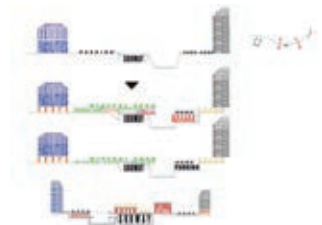
Projects to be integrated are Paris "The third city" BILD B or Ljubljana's BILD C strategy to perforate the southern buildings and give new functions to the spaces around the islands.

3. generating a river zone, creating new areas, if necessary (covering the subway)

A Project to be integrated is Graz's proposal for they cover the underground to achieve a continuous space which offers the possibility to establish an overall new functional concept. BILD D.



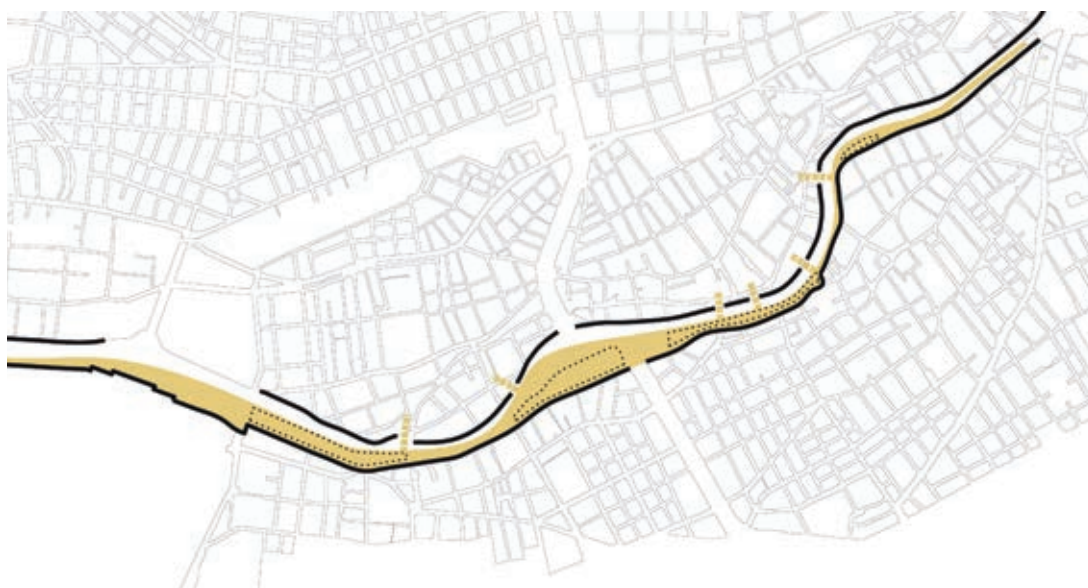
2 | S. 45
Bild A

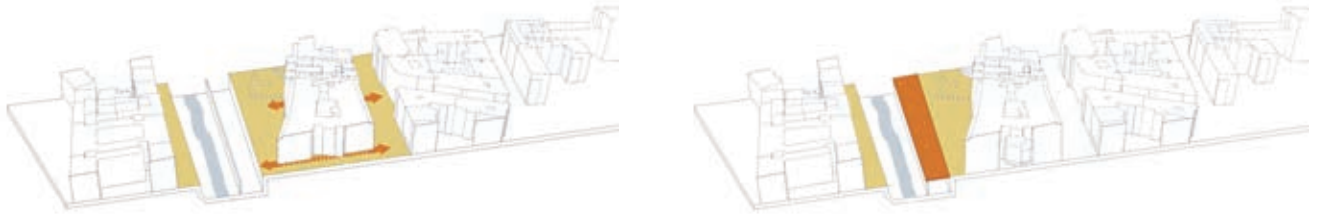


3 | S. 76
Bild B



2 | S. 45
Bild D







Backbone

A systematic investigation of the Vienna river valley in comparison with the human vertebral column and a strategic examination of the projects created during this workshop.

1 | www.harms-spinesurgery.com, pdf-file: B08, 2007, P.1



2 | P. 45
Vienna Sports Valley, Technical University Graz



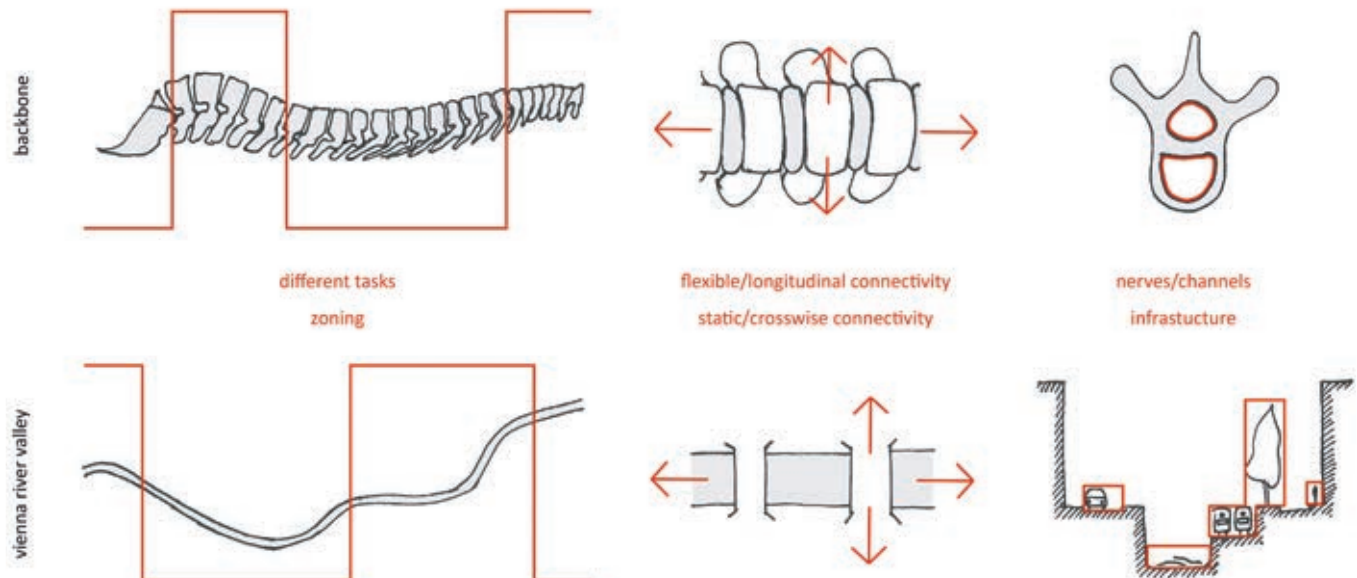
3 | P. 45
Fresh Air, ZHAW Winterthur

“The spinal column, our central axial organ, looks like a double-S-shaped column when viewed from the side. It has to perform both static and dynamic tasks. It provides the body with a stable, yet mobile, supporting structure that carries the weight of the head, trunk and upper extremities while protecting the spinal cord (medulla spinalis) and the roots of the emerging spinal cord nerves (nervi spinales).” 1

Backbone - Pillar of the city

The Vienna river fulfills essential functions in the city structure of Vienna. As the vertebral canal, the river has a high infrastructural importance in its longitudinal direction. It serves as water and fresh air canal, it accommodates individual and public transportation, and connects green zones. Transverse to the river’s flow, it separates and connects districts, functions, and residents. Like the segments of the vertebral column

one can also zone the river by attractiveness, tasks, and needs of the neighboring environments. Following this idea the tagline “Increase longitudinal flow - Create crosswise connectivity” was formed. Based on the model of the spinal cord the river valley shall be gentrified through projects that extend over its entire length. At this point one should especially note the proposal of the Technical University of Graz², that intends a sport-axis between Naschmarkt and Schönbrunn, and that of the University of Winterthur³, which strengthens the canal-character by densification alongside the river. On the other hand, the connection between the river banks and the surrounding areas ought to be improved -like vertebrae- at critical points and further add functional value. This aspect is particularly visible in the projects of Split⁴ and Tirana⁵. They not only adopt a bridge function, but also compensate existing negative influences or



integrate these by flexible use of the neighboring regions.

Anamnesis - Site evaluation and Analysis

Various methods were applied to demonstrate the condition and the weak points of this spinal cord. By walking through the target area multiple times the subjective perceptions were inspected and verified. Heavy traffic and poorly used public space surrounding the area of the Gürtel and Schönbrunn mainly



caused discomfort, while other bordering regions left a rather positive, lively or quiet impression. The historical analysis of city- and building structures also gave information about tendencies. Areas with a particularly high comfort-factor were mostly dominated by buildings of good condition from the 19th century. Newer types of housing from the mid 20th century were often decayed and did not fit into the structure and scale. Consequently parallels between rental fees and the population and user-groups were found, partially noticing an extreme contrast and difference in a confined space. Buildings of the past ten to twenty years however have specifically tried to re-value the areas with high-value open spaces and mixed uses. Despite the differences of perception, parks and green zones are evenly spread across the complete site and are all in an equally good condition. The well known saying ‚statistics are only as good as they are forged‘ proves wrong in this case. The first impressions of our site evaluation largely conform with the statistics coming from Statistik Austria, such as the rates of unemployment, crime and residential density, which therefore confirm and strengthen our assumptions.

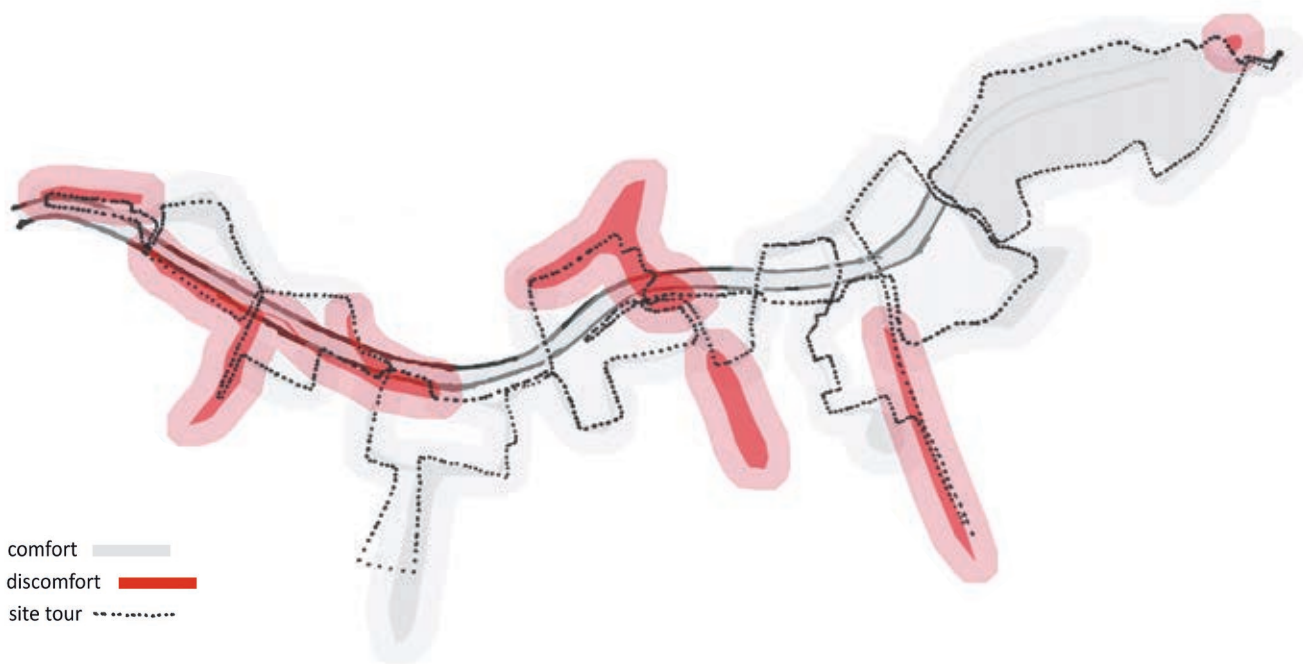
After the extensive analysis of the programming alongside the channel and



4 | P. 45
Intersection, University Split



5 | P. 76
Social Fill In, University Tirana



comfort ———
discomfort ———
site tour ······

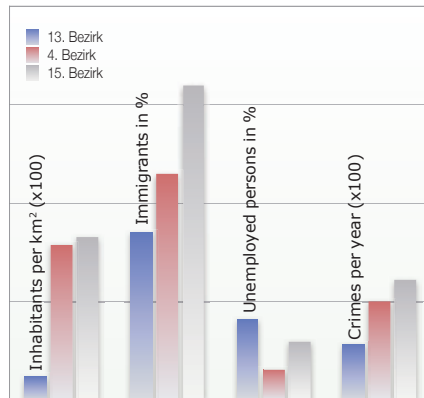
Subjective perception

its surroundings, we could define axes normal to the Vienna river valley, depending on the predominant function. The resulting "function-ribs" with emphasis on culture, local supply, housing and others, illustrate that the different zones need individual vortex-like links to the valley.

Therapy - Strategy kit

By analyzing the projects of the guest-universities, we were able to sort these according to different approaches, building types and concepts, and later to

abstract and assign opposing extremes. This resulted in the following pairings: lengthwise - crosswise, punctual - planar, high - low, segregation - mixture, forest - park, dense - open. On the one hand, it was thereby possible to describe all projects with one or more of these parameters, on the other hand, new strategies were combined in a modular manner, depending on the needs of the planning areas. Thus we came up with a variety of possible, but partially also fantastic project approaches that had not yet been considered. Now the challenge is, by the appropriate use of the strategy kit, to perform modifications that increase the longitudinal flow and create crosswise connectivity.

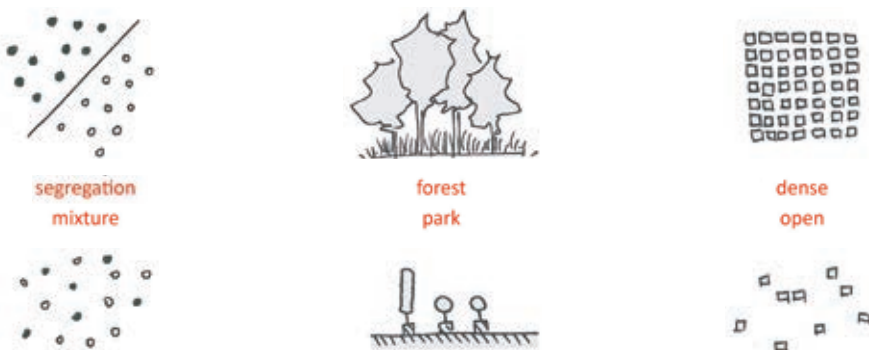
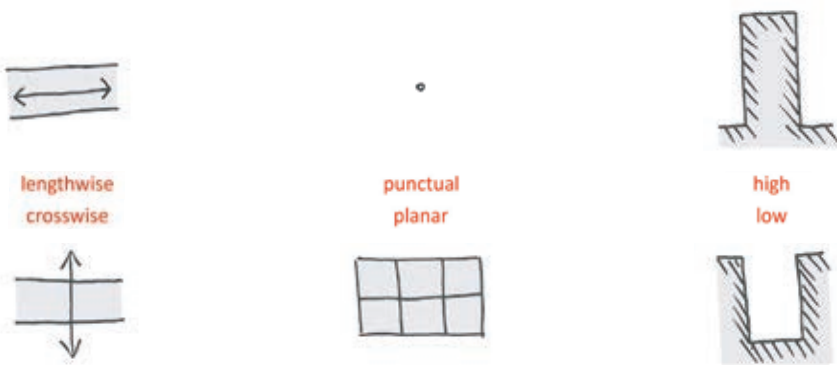


6 | Statistik Austria

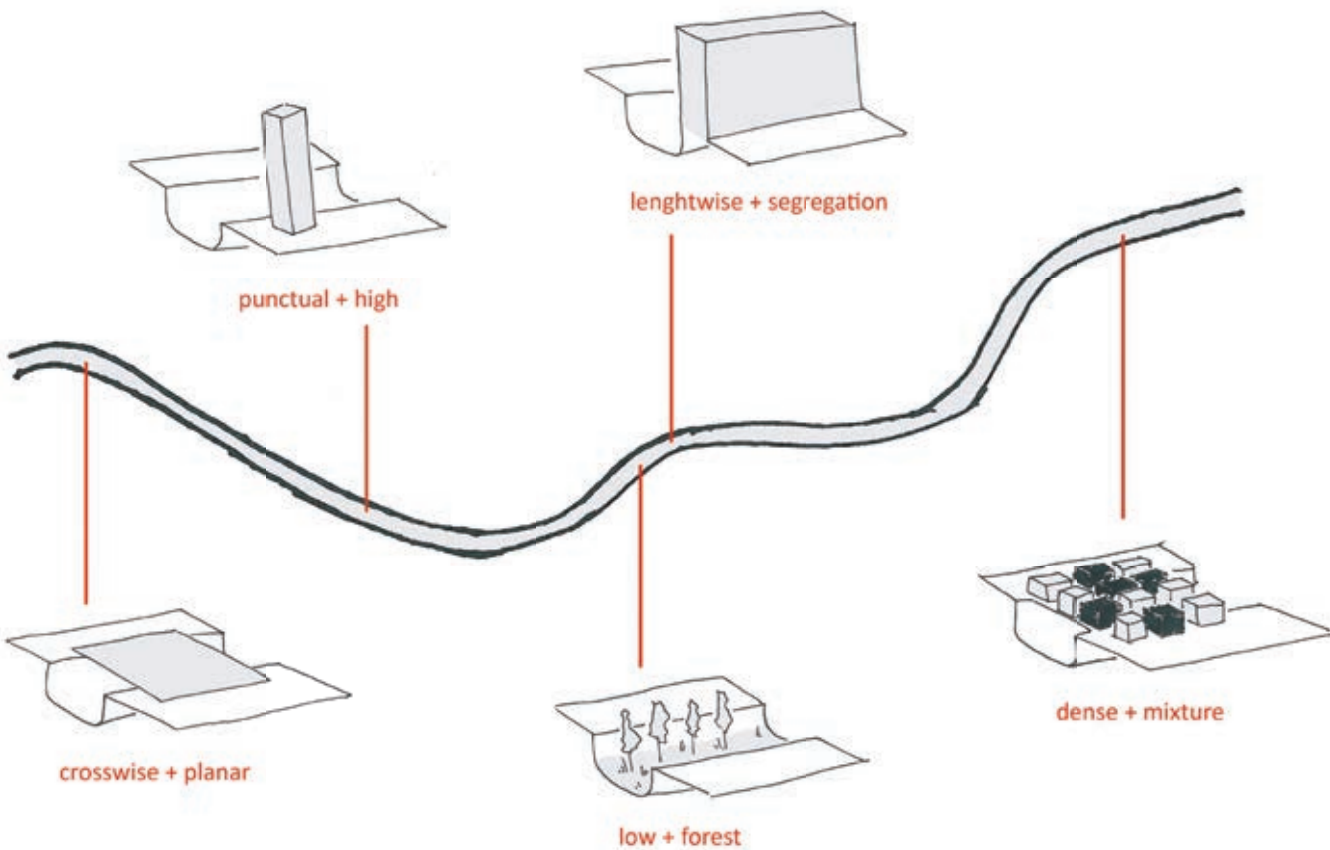
Statistics in comparison 6



Function - axes



Strategy kit - Opposing extremes



Strategy kit - Combined strategies

Landscape

Though there is a missing-link between the city-center and the city's outskirts the Vienna River Valley is not to be seen as one homogenic link between them. Furthermore we experience the valley as a continuum of linked sections that adjust to their surroundings.

Definition of "Landscape"

Landscape describes the environment differentiated into e.g. green areas, space, and built environment. It can be defined by height or levels, soft and hard factors, scale, distance, diversity and interaction.

Analysis

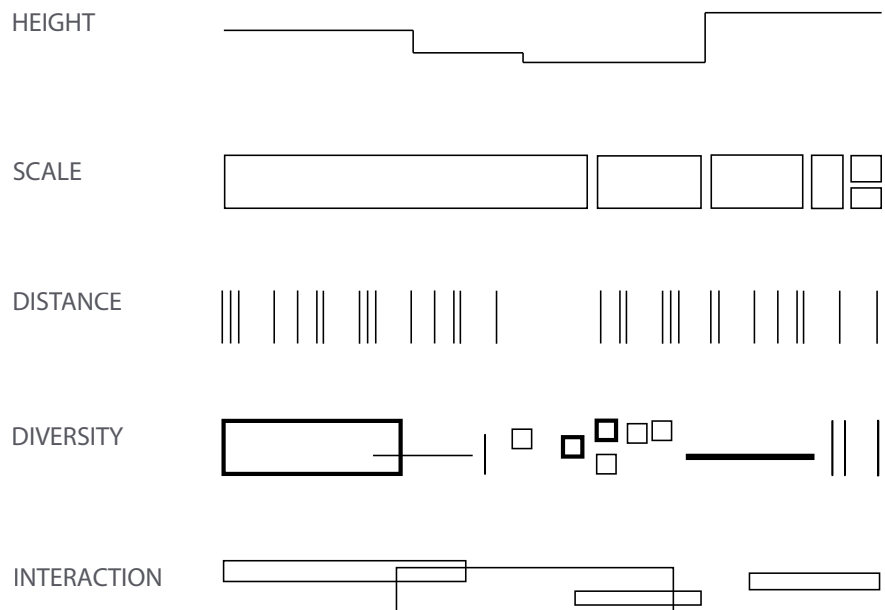
The area between Schönbrunn and Längenfeldgasse is specified by spaciousness and large scale structures. It contains a big amount of undefined space or unused and static areas with a lack of amenity value. The proposal for that area is to reuse and/or transform already existing structures and spaces; the present use of the Vienna River Valley between Schönbrunn and Längenfeldgasse seems not to be necessary or efficient at all. Existing conflicts between different users, caused by not-adequately defined space, could be minimized by a better allocation of that space.

Between Naschmarkt and Pilgramgasse the problem is not the allocation itself, but the lack of public space. Furthermore, there is an imbalance between public and private space. The only available void in this area is the Vienna River valley. A relocation of public space to the valley not only offers improvement and enlargement of the public space area, it also provides spatial separation. At the same time private space can be extended on the area of the current public space.

Systematics

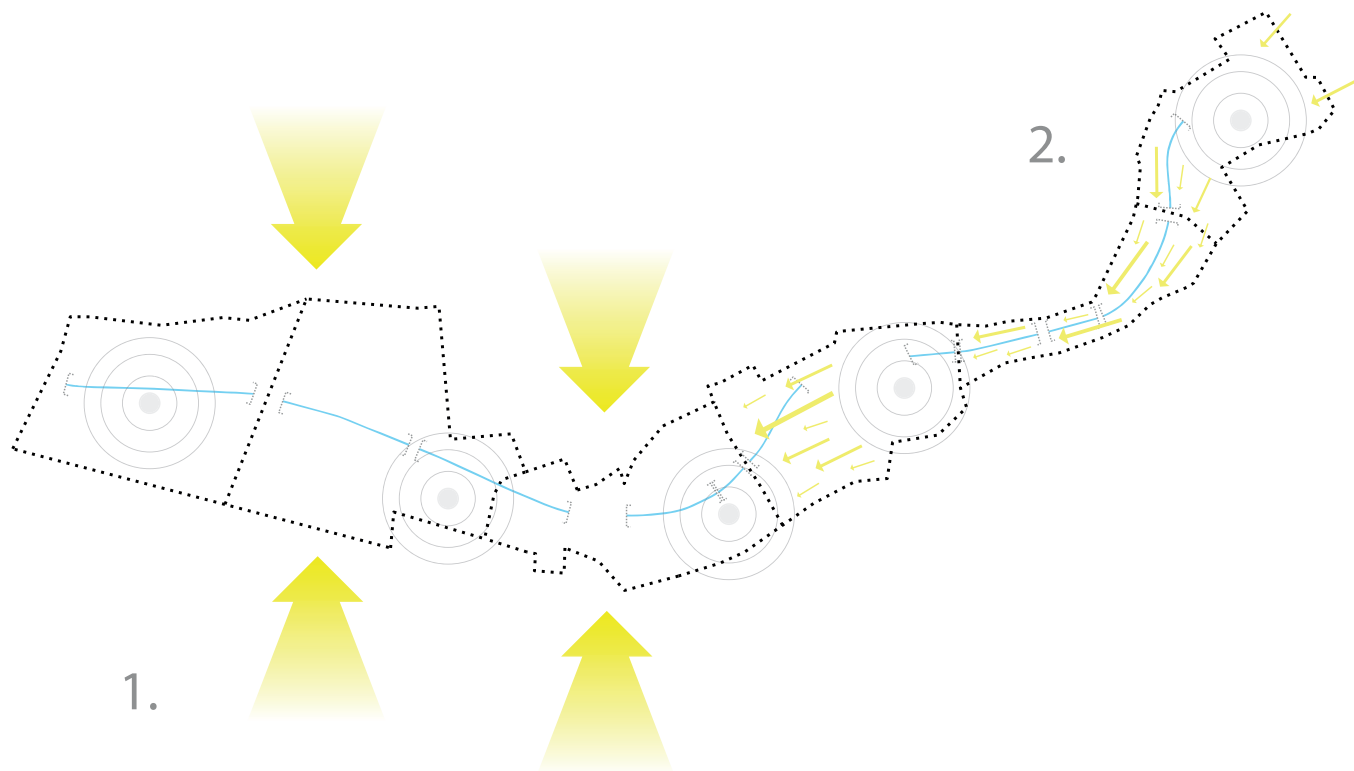
The aim was to find an adequate and rather uniform principle for the whole site - Naschmarkt to Schönbrunn - while facing the already mentioned diversity of the different areas.

The approach was to design a pattern or template by breaking down the analysis into layers and precise parts. Divided in two main groups, each contains its

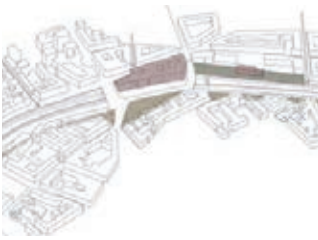




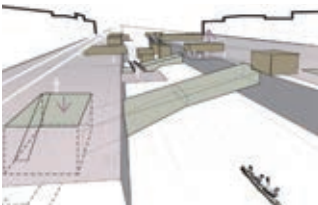
The Vienna River Valley as a continuum of linked sections



Crossways (1) and lengthwise (2) analysis



1 | S. 76
Crossways and lengthwise analysis
Layered floors
Paris, The Third City



2 | S. 45
Possible future scenario
Tirana, Flexibility for Social Interaction

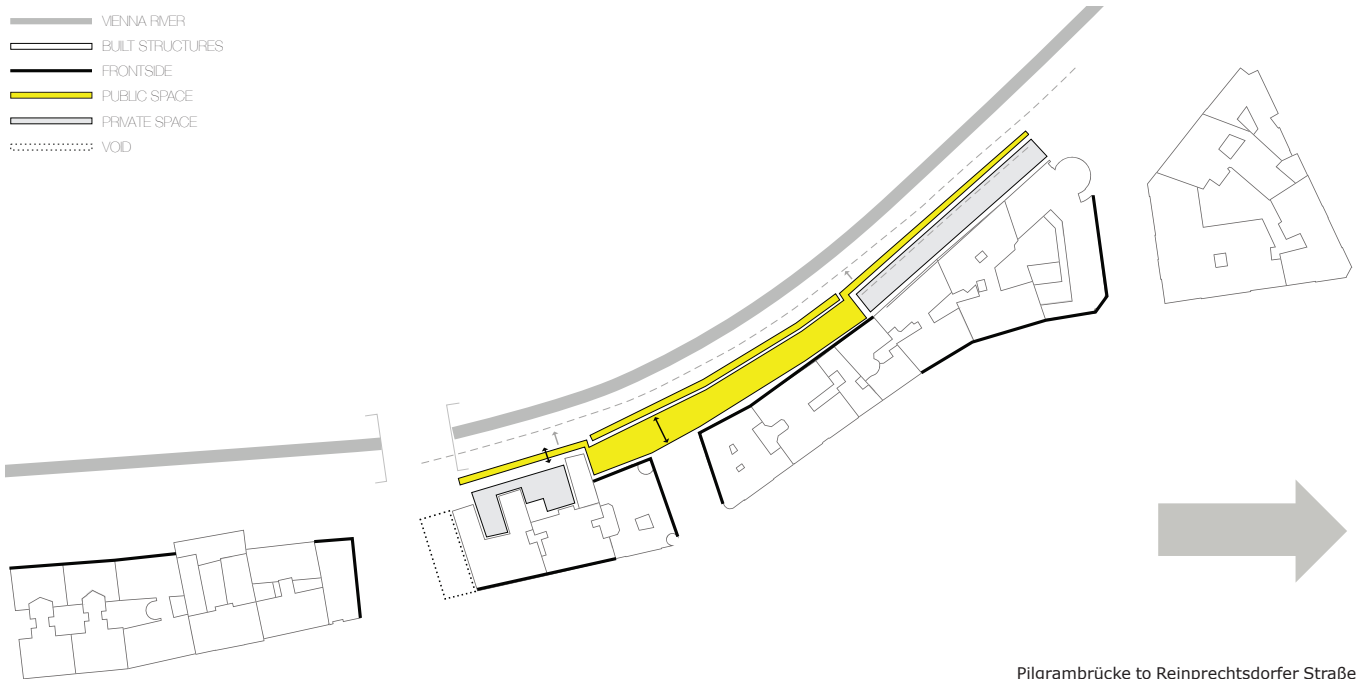
sub-tools. The “crossways” analysis deals with the spacious surrounding in general, such as socioeconomic factors or the built environment; whereas the “lengthwise” analysis is oriented towards the immediate surrounding, like barriers and transparency or whether the valley is faced by the back or the front side of its surrounding structures.

Focus Pilgrambrücke to Reinprechtsdorfer Straße

As an experiment we overlapped the two groups of tools on the area around Pilgramgasse. In this area the river valley is surrounded by very tight, small-sized structures with residential and mixed use. The ground floor zone is mainly used for offices and small-sized shops, especially on Schönbrunner Straße. Open spaces are mainly semi-private, which leads to a lack of both, private and public space. Both sides of the valley (5th and 6th district) are rather bustling, yet the connection between them is hardly apparent. This area shows the transition from touristic to residential use, which may be the reason for the decline of existing attractors compared to the area around Naschmarkt. The consequences may be to create new attractors, extend the public space and create connections between the fifth and sixth districts by using the Vienna River Valley.

Regarding the immediate surrounding a very important point is the outline of the buildings, whether they are front- or backside oriented towards the valley. The public space, a narrow pathway, spreads just where the backside changes to front side and it narrows back as the outline turns to backside again. The private space contains longitudinal elements in form of small stripes between the public path and the backside of the buildings. Those that are transparent towards the public space are not used at all, while the used ones are separated by high intransparent walls. That implies that the needed privacy becomes possible if barriers towards the public space are created. On the last part of the analyzed site, next to Reinprechtsdorfer Straße, there is the only void, with a high potential, either for being reserved for public use or as a docking possibility of the already built structure.

In this case, the river valley is again an opportunity for the compensation of the lack of public space. By relocating the public space into the valley on a lower level it is possible to separate the private from the public space. Furthermore, all the current space is for private use. Due to the different levels, more transparency is possible, though private and public space are separated.



Pilgrambrücke to Reinprechtsdorfer Straße



Built Environmen



Open Space



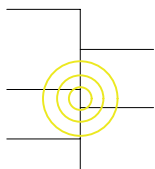
Infrastructure (Bars, Shops,...)



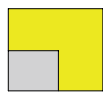
Traffic



Social Structure



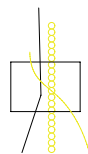
cognisance / responsibility



proportion of private to public



front side / back side



conflicts based on traffic participant:



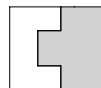
barrier



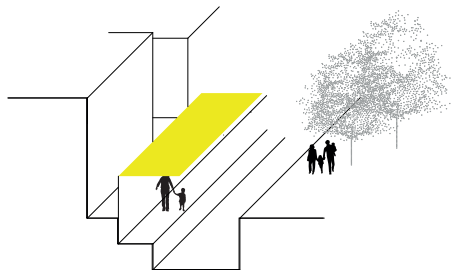
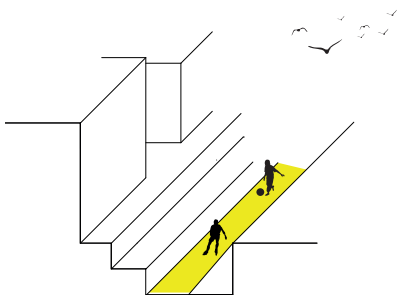
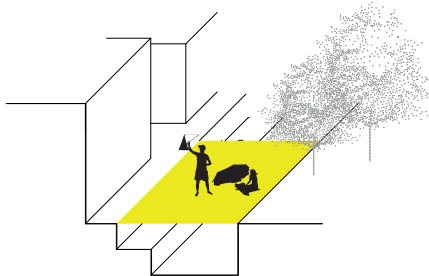
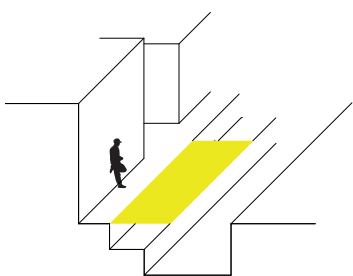
transparency



docking possibility



reserve temporary voice



Imprint

Publisher

Vienna University of Technology, Institute of Urban Design and Landscape Architecture,
DEPARTMENT OF URBAN DESIGN
Karlsplatz 13/E260S, A-1040 Vienna,
Phone: +43-(0)1-58801-26001, Fax: +43-(0)1-58801-26099
stb@tuwien.ac.at, www.stb.tuwien.ac.at

Concept & Publication

Christoph Luchsinger, Markus Tomaselli, Bernhard Eder

Editorial

Christoph Luchsinger, Markus Tomaselli, Bernhard Eder

Coordination

Christoph Luchsinger, Markus Tomaselli, Bernhard Eder

Layout

Madlyn Miessgang, Bohatsch und Partner

Lectorate

Hans Bednar

Translations

Wolfgang Sützl, Robert Graf

Participants and Contributors

Michaela Koller, Anna Maier, Rebecca Merlic, Benjamin Schmid (Graz), Olena Dzhu-
la, Ustyna Hnes, Nataliia Mysak, Bohdan Prokhasko, Dmytro Raifshnaider, Galyna
Strypa, Mariya Zasadny (Lviv), Klara Bohinc, Luka Locicnik, Ajda Primozic, Blaz
Ucakar, Ivan Zuliani, Barbara Zunkovic (Ljubljana), Yasmine Belkaid, Milena Char-
bit, Victor Meesters, Aleksandra Skatchkova, Xenia Slavina, Anais Touboullic (Par-
is), Paula Bem Olivo, Humberto Carta, Raquel Giglio Zaffalon, Priscilla Moinho do
Monte Rafael, Saldanha Duarte, Carla Santos Aveline (Porto Alegre), Dusica An-
donovska, Dimitra Javanovska, Joana Ristova, Dina Todorovska (Skopje), Spiro
Grubisic, Stipo Lovric, Antonio Lijo, Zorana Simunovic, Antonia Vuletic (Split), Mam-
ica Burda, Lorin Cekrezi, Gjergji Dushniku, Elios Kovaçi, Olesja Lami, Ina Musaj,
Rezart Struga (Tirana), Alfonso Fernández Morote, Carmen García Matínez, Jose
María, Gómez Molina, Carlos Leal Moret, Lucia Martínez Estefanía, Sara Mira García
(Valencia), Lidia Haag, Natalia Nogueira, Livia Schenk, Matthias Schnell, René
Schnellmann, Lukas Somm (Winterthur), Johanna Aufner, Arthur Benesch, Nela
Kadic, Robert Grad, David Groiss, Mariella Guss, Laura Hannappel, Nela Kadic, An-
dreas Lint, Magdalena Maierhofer, Madlyn Miessgang, Patricia Pongruber, Mathias
Prassl, Barbara Schilhan, Perry Schmidl, Simon Sellner, Vera Seriakov, Ivan Tadic,
Jeanine Wörndl (Vienna)

Hans Gangoly, Markus Bogensberger (Graz), Anton Kolomyeytsev, Roman Krushel-
nytsky (Lviv), Tadej Glazar, Marusa Zorec (Ljubljana), Jim Njoo (Paris), Marta Peix-
oto, Carlos Eduardo Comas (Porto Alegre), Ivan Mirkovski, Maksim Naumovski
(Skopje), Dario Gabric, Hrvoje Bartulovic, Samuel Martin (Split), Endrit Marku,
Elvan Dajko (Tirana), Paula Cardells Mosteiro, Juan José Galán Vivas, Mónica García
Martínez, Juan José Tuset Davó (Valencia), Max Bosshard, Stefan Kurath, Stephan
Mäder, Roland Züger (Winterthur), Christoph Luchsinger, Markus Tomaselli, Bernhard
Eder (Vienna)

ISBN

978-3-900669-16-4

Die Organisation und Durchführung des internationalen Workshops „Kaiserschnitten“ in Zusammenarbeit mit der MA18 wurde ermöglicht durch die Unterstützung der MA21, Domus Facility Management, Rektorat TU Wien, Dekanat der Fakultät für Architektur und Raumplanung, Erste Group - Immorent AG, Konica Minolta Business Solutions Austria.

Diese Publikation entstand mit freundlicher Unterstützung der Fakultät für Architektur und Raumplanung der TU Wien, sowie der GESIBA, Gemeinnützige Siedlungs- und Bauaktiengesellschaft.