

FORGET-ME-NOT **A third life to the Alte Fähre**

I. TUNE UP THE ECOTONE

Lochau identity is built on images where the natural environment, and the relationships between water and land are essential. It works as an ecotone, a transition between biological communities, at multiple scales as it's located between the biotope of the western slope of Pfänder, the protected stream of the Leibach and the shore of the Lake Constance. Many smaller streams cross the landscape creating multiple flowing transitions: floodplains, spring forests, hillsides and spring bogs arise between the urban fabric spread across the landscape.

As Lochau increases in size and population, some strategies must be set to avoid losing its biodiversity condition and provide ecosystemic services:

1. Allow the natural connection between different biotopes or "vacuoles" to increase the chances of biological continuity.
2. Implement bioswales, enlarge creeks banks and naturalize them to maximize the biodiversity and improve stormwater management.
3. Create rain gardens and wetlands as refuges for thriving fauna and flora.

"The Third Landscape is scale-free.

It covers all ecosystems capable of maintaining diversity.

A forest is an ecosystem

A lichen is an ecosystem

A shoreline...

A bark...

A mountain...

A rock...

A cloud..."

Manifesto of the third landscape. Gilles Glement

II. PROMOTING THE SLOW CIRCULATION

Following the sound of water to reach to the lake Constance. The set of creeks that lead downhill to the shore are the shortest and softer way to reach the waterfront. While in the diagonal streets the use of motor vehicles is more prominent, the perpendicular pathways will lead pedestrians and cyclist directly to the natural axis circulation along the lake. The green urban spaces across the town, knitted as the green multifunctional infrastructure may become the biggest equipment of the city.

Strategies to promote healthier mobility:

1. Re-naturalizing the canalized waterlines and pathways, siding it with aligned systems of perennial trees and evergreen shrubs.
2. Creating enlarged water ponds to promote biodiversity friendly points.
3. Connecting the horizontal set of pedestrian pathways to improve the inner mobility of the town.
4. Add points of social and cultural interest knitted along the pathways.
5. Consistently define the condition of natural landscape interlaced with the urban town.
6. Permeate the fast circulation:
 - o Multiply the possible crossing points instead of concentrating all efforts in improving a main crossing point.
 - o Soften the cross points by locating urban activated corners next to it.
 - o Shortening the underground path by suppressing obsolete infrastructures and adding openings to provide natural light in the middle of the tunnel.

III. CYCLING THE LAKE

The Lake Constance Cycle Path borders its 270 km perimeter connecting 3 countries: Austria, Germany and Switzerland in a practically flat line. Touring along the third biggest lake of central Europe has become one of the most popular bike routes around.

More than a tourist attraction, the track is also an important infrastructure for everyday citizens commuting to Lindau or Bregenz, both for professional and leisure activities.

Lochau's harbour and its expanded services and attractions (train connection, restorative area, toilets and showers, bathing area and access to cultural activities) are located in a strategic area, both for locals and visitors to implement a service point for cyclist including immediate services (information, rental, parking, repair and electric charging station).

IV. NATURBAN NODE

Lochau, created from green and constructed archipelagos, must embody its polyedric character with multiple activity nodes.

The project proposes a set of exterior, interior and intermediate spaces that works symbiotically to create a physical and emotional framework to develop social activities.

1. Bicycle hub
2. Playground area
3. Unpaved square with movable public furniture
4. Wooden bleachers towards the East basin of the harbour.
5. Barbecue area
6. Viewpoint over the landscape
7. Weather information point
8. The "New harbour building" Condensing the restaurant and kiosk, the former harbour service building, the sailing club and additional free access space that can be that can be programmed with cultural activities in.

V. GREENSCAPE AND THE THIRD LANDSCAPE

However, the main attraction of the area relies on its natural condition.

The landscapes are not inanimate decorations but real environments, which react as much to multi-secular geological bases as to atmospheric oscillations. They must host places both for the human and non-human, providing space for inter-species relations, but also independent areas.

1. Permeable soil: Removing obsolete infrastructures and unplanned pavements to let the landscape recover its original surface.
2. Green canopy: A varying density of plantations, alternating islands of vegetation and open spaces.
3. Social Clearing. A large clearing in front of the new building and leading to the bleachers will create a strong relation between the public space and the harbour, and allow visual of the ensemble from the train station.
4. Third landscape: Biodiversity does not thrive in planned landscapes but in the wild plots. Only in the indecisive spaces devoid of function, on the margins, where machines and humans do not arrive, is where plants and other living beings can freely roam and constantly reinvent themselves.

From the roots of trees to the furthest branch, from the living soils to the green canopy, each element in the site will contribute to cooling the city, decarbonizing the atmosphere, and allow our ecosystem to breathe.

VI. THIRD LIFE FOR THE ALTE FÄHRE

The proposal is the attentive response to the identity of Lochau Harbour and a beloved identity icon: The Alte Fähre Meersburg.

Formerly known as the Konstanz II, and the Bodan, the ferry entered service on April 30, 1939 linking the port of Staad-Konstanz to Meersburg. After the turbulent years of the WW2 when it was used by both German and French armies for transporting troops, it resumed his normal service in 1945.

In 1975, after 36 years of service the ship was retired and sold to the Lochau Sailing Club and set ashore in its harbour during its construction in 1977. It was transformed into a clubhouse and a restaurant, an important meeting spot for locals and visitors, and a reminder of history on the shore of Lochau.

After another 36 years on its 2nd role, it is showing some signs of exhaustion but, is it yet the time to forget the Alte Fähre? Or it just needs a bit of care and a new purpose for the years to come?

VII. SHELTER & PEPPER

The project creates an ambitious public resource following 3 objectives:

1. To preserve the Alte Fähre by sheltering it from the rough weather conditions and prevent its further deterioration
2. To provide an appropriate space for all the required uses
3. To allow free access, a possibility of appropriation of the space as architecture and the city are not consumer goods

Those objectives are articulated through 2 different construction sets: A greenhouse shelter (not permanent, with a removable roof that creates a non-specific space), and a wooden building (that host the specific uses with their technical requirements).

VIII. THE GREENHOUSE

It is an adaptable bioclimatic infrastructure that shelters the ferry and creates an intermediate space. Dealing with opposite conditions along the year, the greenhouse can become an interior garden in winter and a shaded exterior in the increasing hot summers becoming a climate refuge, which enriches the possibilities of the area.

Strategies:

1. Light structure – removable ceiling. Without a fixed roof to minimize its accountable footprint.
2. Skin wrapping: Low cost bioclimatic skin built after industrialized greenhouse systems capable to open and close to regulate the solar gain and ventilation and improve the interior temperature without energy consumption.
3. Vegetal species: Improves the comfort by regulating the humidity gradient.
4. Dry construction system that can be reversible and recyclable.

Activities:

1. The preserved Ferry, freed from external threads and current uses, will recover its original free plan. Free access will coexist with sociocultural programs.
2. The greenhouse will remain an available space, and intermediate garden which can work either with the wooden service building in extension of its activities, or independently to welcome public events (concert, fairs, shows).

IX. THE WOODEN BUILDING

Attached to the greenhouse and taking advantage of its conditions, the wooden building host under a single roof all required uses.

Strategies:

1. Materials: Low environmental impact materials from organic source reducing the carbon footprint. Ecologically responsible materials. Recycled concrete for foundations and ground floor pavement.
2. Active roof. The solar panels in the roof will provide enough energy to power the building . The rest of the available surface will be a green roof helping to mitigate the heat in summer.
3. The modularity of the system ensures the possibility of program evolution, what guarantees a longer life expectancy for the building.
4. Dry construction system that can be reversible and recyclable.

Activities:

1. Harbour building.
2. Sailing club.
3. Restaurant & kiosk.
4. Shared & public services.

X. COMPACTITY, MODULARITY AND FLEXIBILITY

By compacting all programs together is an advantage in terms of energy consumption, management resources and shared utilities. Reducing the construction cost but also the maintenance expenses along the years to come.

The modular systems allow to efficiently prefabricate the components of the building for a fast and economic construction.

The modularity and the free plan permit great distribution flexibility what ensure the long-term life of the building with possibility to evolve as an ecosystem.