

Minutes

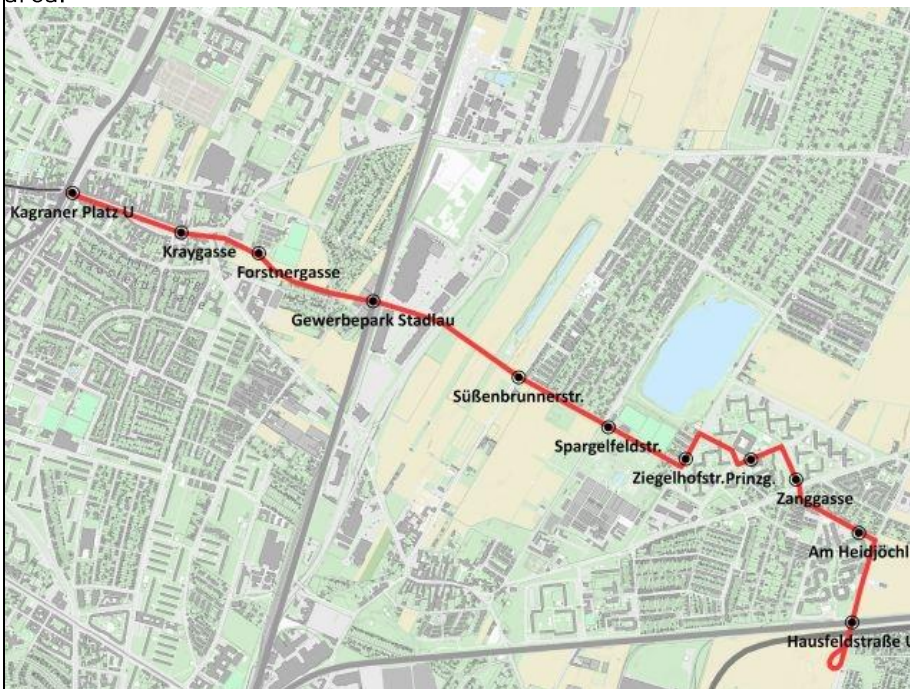
Project:	EUROPAN 12 WIEN KAGRAN	
Topic:	SITE VISIT WIEN KAGRAN	
Location:	WIEN KAGRAN	
Date:	April 29th, 2013	
Time:	2Pm – 5pm	
Participants from part of organization and site partners:	Andreas Trisko Bernd Vlay Lukas Brotzge	MD21 head of planning group north General secretary of Europän Austria Documentation/Europän Austria

TOUR

Bernd Vlay welcomes the guests and introduces Andreas Trisko as the site representative of the city of Vienna. Mr. Trisko is head of the urban planning department for the northern districts of Vienna.

PUBLIC TRANSPORT & MOBILITY

Bernd Vlay draws attention to the mono functionality of the area: living is an alien program, cars dominate the traffic is almost 100%. Further, 2 bus lines (23A and 87A) provide transport service for the area.



A new tramway line (number 26) will highly increase the connectivity of the site to the public transportation network (direct link to the subway lines 1 and 2). The new tramway acts as a sort of people mover a „moving sidewalk“ – it links the site directly (only a few minutes!) to fantastic leisure areas, such as the Hirschstettner bathing lake and the flower gardens of Hirschstetten.



In order to liberate the historical village of Hirschtetten (further southeast of the study area) from the heavy traffic, the Hirschtettner Street will be cut off as through-traffic road, being connected to the motorway via a three-dimensional loop structure. This will have an important impact on the area south of the project site (loop). Instead of Hirschtettner Street a new road will connect the motorway A23 with the S1 outer ring motorway.

MINUTES OF THE SITE VISIT VIENNA KAGRAN

URBAN EXPERIMENT

The ambition of the European task has to be seen as a daring experiment of international importance concerning contemporary urban design strategies: How can we insert housing in such a monofunctional area, creating an attractive living environment?

LIMITS

The hard limits of the site increase the difficulty of the task: the railtracks in the west (noisy freight trains), and the highly frequented motorway in the east form incrossable borders, making noise an essential issue.

TIME STRATEGY – TRANSFORMATION PROCESS

The European project has to address a long term strategy, at the same time enabling an implementation on a short term! This is especially important for the site owner who is the main player concerning the implementation strategy. In addition, the project site shall trigger the transformation process like a continuously growing virus. The storage-shed on the project site is under use and offers flea-market over the weekend, but the shed shall be removed in the course of the implementation of the new project. A gradual transformation strategy of the overall area (study area) has to be conceived. This includes also reflections about the future change/adaptation of the existing commercial structures. Shopping works well in the area, therefore there is no reason to question it. Nevertheless the percentage of housing could increase continuously, taking advantage from the new public transport facilities. Also, the meaning of mobility in relation to shopping might gradually change fundamentally – the role of the car and the organization of parking have to be reflected. In this context the Donauzentrum (Vienna's largest shopping centre) shopping centre should be reflected – only 30% of the clients of this centre are using their car for shopping!!!

A series of small interventions could slowly „animate the transformation of the commercial zone, drawing attention to a different potential of use for the huge parking areas (a reorganization on a mid-term to long term is thinkable, eg. stacked parking in multilevel parking garages). Also, the huge areas of the roofs of the existing structures provide horizontal services which should be reflected in their potential of use, especially for playgrounds and recreational outdoor areas (the ground floor area cannot receive the whole bandwidth of possible uses).

<p>Some of the first floor areas of the shopping structures are not intensively used – a possible re-use with other programs (social and educational infrastructures) is thinkable, but the regime of regulations (security of use/fire-protection) in case of .such a re-use has to be taken in consideration.</p>
<p>GROUND FLOOR AREA / PROJECT SITE</p> <p>What shall happen in the ground floor areas of the project site? Due to the size of the project the ground floor area will consume a considerable amount of square metres. How to organize and programme the ground floor area? It is not possible to define exactly the uses of the ground floor area but an intelligent structure (height difference of 4,5 metres from zero-level to the floor level of the first floor) shall allow a flexible development of the ground floor zone. In the brief possible uses are mentioned. Also the housing program itself has to be seen as an influential factor for a possible activation of parts of the ground floor area (about 2-3m² surface area per flat are expected to be implemented as common facilities >> if we consider 800 flats the surface area of the common facilities would already cover at least 2.000m²! In addition there will be entrance lobbies to the vertical access cores.</p>
<p>CONTAMINATED AREA</p> <p>In the northern area of the study site there is a huge contaminated area without buildings (formerly used by Mobil-oil in former times). An underground fountain system was installed in order to guide the contaminated liquid to a purification-facility (east of the European area). It is therefore not possible to plan housing in this area, so that housing should be conceived in the other parts of the project and study site areas.</p>
<p>DENSITY / QUALITY</p> <p>The issue of density is important in order to create a critical mass which shall feed the new identity of the place. The right balance between densification and quality of living has to be explored. Especially a respective smart housing typology has to be developed.</p>
<p>NO HIGH RISES!</p> <p>High rise buildings (= height above 35 metres) shall not be conceived due to constraints concerning urban regulations (several criteria such as lack of infrastructure, make the site inappropriate for a high rise development)</p>
<p>Questions</p>
<p><i>Q1: Do the shopping centres belong to one owner?</i></p> <p>A1: The project site belongs to one owner who is partner of European. In former times he owned also the surrounding area (main parts of the study area) but he sold the land to commercial companies several years ago. Therefore strategy matter! By means of the incentives of their project the European competitors have to convince the different owners that a transformation of their environment is absolutely attractive for them. This is an important task of the competition.</p>
<p><i>Q2: Are there any target groups concerning the future residents in the area?</i></p> <p>A2: The competitors have to reflect for which kind of people this area might be attractive. Why should people move here for living? In this context not only the quality of the flat but also the qualities of the environment (atmosphere, social facilities (child care, school), leisure and recreational facilities etc.) are especially important. The competitors have to be aware that there exists already an excellent shopping supply which might be attractive especially for senior citizens – all what they need for the everyday might be potentially there, if the quality to „stay“ in this environment will improve. Within 20 minutes time an incredible bandwidth of places and programs is reachable (lake, flower-garden, subway, disdtrict centre Kagran, etc.) At Breitenleer Street the new Vienna- asylum-home for animals will be implemented</p>
<p><i>Q3: What about cycle and pedestrian pathways along the elevated tramway track?</i></p> <p>A3: Along the tramway tracks there is no sidewalk running - the tramway itself can be considered as movable sidewalk (one can take the bike inside of the tramway). South of the project site a new bike-and pedestrian walkway will be implemented. The competitors should also reflect the city development west of the European area, especially the traditional village of Kagran and its surrounding developments).</p>

A cycle-route map will be uploaded by Europän.

Q4: What about the circus which one can see on some photographs of the project site? Are there events taking place in a regular manner?

A4: The weekly flea market can be seen as the only use that takes place in a regular manner. For the site owner the flea market is nevertheless a transitional program, an in-between-use that will end with implementation of the Europän project. Concerning the circus there are other sites in the city area which are much more important for this program.

Q5: What about a local train stop in the area?

A5: The passing trains only transport freights due to the industrial uses which were traditionally concentrating in the northern part of the city. Because of a continuous reduction of industrial uses the frequency of the freight trains is expected to decrease.

Also, in the area immediately west of the railway tracks (at the height of the project site) the foreseen industrial uses will not be developed. Therefore the city has decided to convert this area into a housing project.