

Minutes

Project:	EUROPAN 12 WIEN SIEMENSÄCKER	
Topic:	SITE VISIT WIEN SIEMENSÄCKER	
Location:	WIEN SIEMENSÄCKER	
Date:	April 29th, 2013	
Time:	10am – 2pm	
Participants from part of organization and site partners:	Andreas Trisko Susanne Fabian Balázs Atzél Bernd Vlay Lina Streeruwitz Lukas Brotzge	MD21 head of planning group north MD21 planning group north Siemens Real Estate Strategy CEE General secretary of European Austria European Austria Documentation/Europan Austria
TOUR		
<u>Siemens Area</u>		
<p>Siemensstraße 90 is the headquarters of Siemens in Central Eastern Europe. Siemens tries to focus on this area and centralize administration. Any future growth can take place within the Siemens Area. "Siemens-City" has its own infrastructure, reserved for employees. Banks, food stores, a kindergarten, a travel agency, sports facilities and other services are offered on site. Some of these are also open to the general public, like the Bank Austria branch (with one entrance from Siemensstraße and one from the Siemens area), or the Kindergarten (with only 50% of children of employees). Siemens employs about 5.500 people within the area. About 2000 parking spaces are provided for one site – this number should not be reduced by the European projects.</p> <p>It is an important question how the project sites can relate to the area: which are possible interfaces, which might be the mutual benefits for Siemens and for the future inhabitants?</p>		
<u>Site 3</u>		
<p>Site 3 is owned but not used by Siemens. The existing buildings are occupied by various firms. Some of these buildings are of historical value but they are not under protection yet. It is not clear if they will be listed in the future, but it seems probable – at least if they are not torn down in the near future. The old buildings are quite impressive; proposals for new uses area asked for. Plans of the buildings will be provided.</p> <p>The site is a triangle opening between Siemensstraße and the railroad tracks of the S-Bahn. Siemensstraße is quite noisy and establishes a strong barrier between site 3 and "Siemens-City". The train passes by every 15 minutes and does not create a lot of noise. The freight train line behind the passenger train line (on the viaduct) is much more problematic in that sense.</p> <p>The old factory hall at the centre of site 3 is used by the Technical Museum of Vienna as storage space. One building is used by the social initiative "Jugend am Werk", where youths learn to grow plants, cook and so on. One of the empty spaces is currently used as a vegetable garden.</p>		
<u>Site 1</u>		
<p>At this site, there already is a high pressure for development. Competitors are asked for an intelligent concept with high quality of housing, since this site will definitely be developed in the near future. Subsidized Housing in Vienna is known for its high standards in architecture; this has to be taken into account. About 80% of the new buildings at this site will be used for housing.</p>		

A direct connection to Siemensstraße will lead through site 1 (see competition brief). This street passes along the border to the Siemens area and then leads on through the site at Siemensstraße 88. A new outline for the Siemens area shall be proposed by competitors. But not only the course of this limit is an issue, but also its quality as an interface.

The neighbourhood of single family homes west of the site also has to be taken into account. A graduation of height might and density, from the single family homes to the Siemens area seems adequate.

The existing parking spaces on site 1 (220-250 cars at the moment) will have to be provided, either on site or somewhere else in or around the Siemens area. The development of housing will, of course, create the need for even more parking spaces (according to regulation 1 car per apartment). Therefore an intelligent strategy shall be proposed of how to integrate this space into the project.

Site 2

At the moment, all buildings on site 2 (Siemensstraße 88) are in use by Siemens, but it is conceivable that some of the warehouses will not be used in the future. A development in phases shall respond to this possibility of liberating the whole area step by step. The train tracks that cross the area from north to south will be used even in the future in order to deliver products to the Siemens area. Therefore the train tracks have to be left and integrated into the projects. Use of these tracks is not frequent, about 5 to 10 times per month. A graphic will be provided by Europän Austria, showing the course of the train tracks and the lot needed for the warehouses at the eastern tip of the site.

Height development is an important issue at this site, especially at the north-eastern tip, beside the Siemens Tower (45m). The new buildings shall not compete with the tower. Also, in Vienna there is a critical building height of 35m: above that height, a building is classified as a high rise, and therefore subject to complicated regulations which make building much more costly.

Presentation and coffee

After welcoming snacks and coffee in Siemens-City, Andreas Trisko, of the urban planning department of the city of Vienna, and Balázs Atzél, of Siemens real estate development, gave a short presentation about the most important questions to be answered by the competition entries.

Here some notes:

Siemens is the current owner of all sites. In the past, these sites were supposed to form part of the Siemens area, but this space is not needed any more. Therefore Siemens intends to sell them in various steps for future development. Within the Siemens area, there is a division between administration in the northern part and logistics in the southern part. In the long term it is even possible that the southern part can be redeveloped, thereby offering a new face to the site at Siemensacker and changing the limits of the Siemens area. However, these considerations are not matter of subject.

Siemens stresses the importance of parking spaces. The number should be maintained or increased if possible, but reorganization within the area is possible.

The new connection between Siemensacker and Siemensstraße will make it necessary to change the course of the fence.

Due to the population growth of Vienna, a development of sites like these is extremely important. Since a high number of new inhabitants are to be expected, it is also important to integrate a school somewhere in the area. Site 1 is not well-connected enough, whereas site 3 would offer good locations, perhaps even in the existing buildings. Information on the size and organisation of schools as they are currently built in Vienna will be provided.

The dimensions of the study area are immense, therefore a strategy is asked for rather than architectonic details. What can become of these sites in the future? How will the spaces in between change with the redevelopment? How does the existing green space of the Siemens area connect to the development on the other sites? The importance of green space as a connecting network is an important issue for the city of Vienna. A percentage of about 50% of green spaces shall be maintained.

Questions and Answers
Q1: Can parking space be provided elsewhere than on the project sites? A1: Yes, but the overall number should not be decreased. Additionally new parking spaces will be needed for the new housing. Per apartment one parking space has to be provided. There is the possibility to reduce this number to 90% if parking space for bicycles is offered. Infrastructure for car sharing might also be a possibility to reduce parking spaces.
Q2: Do the activities at the Siemens area have any negative impact on the future housing at site one? A2: No, no noise or air pollution is produced.
Q3: Will Siemens develop the sites? A3: No, Siemens intends to sell the sites. Europan 12 is part of the development strategy: the competition results will help to define densities and building structures.
Q4: Can the rail tracks crossing site 2 be moved? A4: Moving these tracks does not make sense, since the same factory halls within the Siemens area have to be reached.
Q5: Is the use of new buildings on site 2 as offices possible? A5: Currently, new office buildings are not high in demand. Also, shopping malls are not feasible in this situation. Housing is the one use which is most urgently needed and therefore will find tenants or buyers most easily. However, an intelligent concept for creating a feasible and realistic mixed-use urban quarter is asked for.
Q6: Are there any special user groups to be addressed by the projects? A6: Housing shall provide a mix of sizes and typologies. It is possible to offer housing for employees of Siemens (but not operated or subsidized by Siemens), for example as a boarding house for visiting employees.
Q7: Does Siemens produce any technologies which might be relevant for the development of the project areas? A7: A lot of products developed by Siemens might be relevant for urban planning, especially alternative transport systems, like electric cars etc. Siemens is involved in the Smart City campaign of the city of Vienna. However, these technologies are too specific to integrate into the proposals at this stage.
Q8: What does it mean, if Siemens will further concentrate on administration within the Siemens area? A8: At the moment the Siemens-area is used 100%, but it seems possible that within the next 50 years this might change and the southern part of the area, dedicated to logistics, might be redeveloped. At the moment there are no concrete signs that this will be the case.
Q9: Can the sports fields be moved? A9: Perhaps. The sports facilities are very important for Siemens and are used by employees and retired employees. However, it is possible to move them if there is a good reason and a feasible business case.