



LINZ

SITE VISIT / REPORT MINUTES

15.04.2015

A map of the route and photos of the site visit will be uploaded.

MEETING

Wolfgang Schön, Jan Wagner and Horst Irsiegler of WAG GesmbH and Gunther Kolouch of the Urban Planning Department support Bernd Vlay presenting the competition brief of European13.

FAQ

Q: Is the competition only meant for urban planning or also for implementing architecture?

A: As written in the brief the focus lies on project site 1 and 2 developing two typological attractors. It is the goal that the European results will be the basis for the building regulation plan; further involvement of the winning teams in the implementation process is planned, maybe in cooperation with a local partner architect. In beginning of 2017 the existing shopping mall will be destroyed.

Q: How is the site connected in the network of public transport?

A: Trolleybus-system: two main bus lines run along Landwiedstraße (two bus-stops). One busline runs along Europastraße with a busstop at project site 1.

Regional train: the regional train station of Pyhrnbahn is located in the West of Oed. (see competition brief p.10) It is the goal of the Federal state of Upper Austria to improve the connection in approx. three years: a clocked connection of the existing regional train of every 30 minutes is planned to be implemented. (5min to main railway station).

Q: What kind of people do you expect/wish to move-in in project site 1 and 2?

A: A social mixture is the goal: Different ages, couples, families. In general 60% of people who are looking for a flat are younger than 35 years and start to found a family. The fluctuation in change of tenants is around 7% per year. See "Society" in competition brief p.10

Q: What is important to know about the existing zoning plan?

A: The existing zoning is very much appropriate and flexible to the programmatic goals of the European competition brief.

Q: Where are the closest cultural offers in the city?

A: All institutions are more or less in the center of the city which is reachable in 10min by bus (around 7km). District cultural and communal centers are located around nearby: Volkshaus Bindermichl and Keferfeld (house of the people), there is a big sports facilities near the park Bellevue.

Project site1

In addition to programmatic framework p18:

>Clear room heights:

Clear room height of the sales area of the Eurospar in the ground floor: 5,0 m (clearance)

Clear room height of urban ground floor (shops and offices): 3,5 m (clearance)

>Eurospar Program update:

1.200m² sales area (clearance 5,0m)

80m² general area (clearance 3,50m)

510m² side-rooms: thereof 250m² manipulation area (clearance 5,00m) and 260m² side rooms (clearance 3,00m)

15m² delievery ramp in outside area

Take care that the ramp is not disturbing the public space!

>Building height:

The mixed use center-building should implement certain verticality; nevertheless it is recommended that the floor level of the highest storey should not be higher than 22m!

>Required car parking:

The health care center currently uses 50 above parking lots in the North-West of the Project Site 1.

Within the implementation of the mixed use center building these 50 parking lots need to be considered for the health center: either to stay where they are now or to be reorganised (they need to provide proximity to the existing health center)

In general it is possible to build one floor above the existing health center (needs to be set back); nevertheless it is not the wish of WAG.

>Required bike parking:

Enough bike parking possibilities needs to be offered near the main entrance of the health center.

>Program:

As the space in the current health center is limited, additional 400m² for doctor practices in the mixed use center-building-complex are needed. A direct physical connection of these rooms to the health center is not mandatory, but there should be proximity. WAG is planning to renovate the facades of the health center in the near future to improve its current appearance.

Q: Can the typology of the mixed use center-building be a mega structure?

Is it possible to build over Europastraße?

A: It is recommended NOT to make one big mega structure. The new typology should create a dialogue between inside and outside and should not be as introverted as the current shopping-mall. Implementing micro-urbanity is very essential; therefore it can be inspiring to reflect a splitting of a megastructure into several buildings connected through attractive public spaces. Implementing a physical bridge-building over Europastraße does not make sense as it would create high costs and influence the public space strongly. Instead it is recommended to consider the bridging as a “programmatic bridge” to connect the area.

Q: How many apartments should be implemented in the mixed use center-building?

A: There is no amount of apartments fixed; it needs to be tested in relation to its urban context. The sizes of apartments is described in the brief p.18

Q: Will the housing be subsidized?

A: Yes, all apartments will be subsidized by the federal state of Upper Austria.

In Austria subsidized housing attracts middle class families. (Subsidized does not mean socially low status). In Upper Austria there is no regulation forcing subsidized housing projects to offer shared communal spaces with special community program; nevertheless it is up to the teams to propose

new innovative concepts of a housing typology of a mixed use center-building –shared community spaces are possible.

Q: Is it possible to reuse the underground parking garage below the current shopping mall for the new center-building-complex?

A: No, due to constructional regulations it is recommended to suggest a new underground parking garage.

Project site 2

Q: Is noise protection an issue?

A: Yes, it is a challenge to develop a typology of housing considering the noise issue of Landwiedstraße. And at the same time the typology should not show its backside to Landwiedstraße, as it should be a welcoming entrée-building to the residential area.

Project site 3

>It is important to understand the levels of Albert Schöpf Siedlung.

Q: How far can we really touch/change the existing parking lots?

A: The current parking situation of 624 numbered parking lots of WAG (1 lot per apartment) on the parking level (below the gardens) and in the underground parking garage has to be accepted. It is not possible to reorganise them and collect them somewhere in a collective parking garage as the inhabitants would not accept a change of their habit. Reorganising/Relocating some of them in order to create opening/new networks would be ok.

The additional new 100 parking lots for the attic-extension of WAG in Albert Schöpf Siedlung could be collected in a collective parking area. (eg: on the dam strip on project site 4).

Existing parking plots of WAG in Oed Süd (624 housing units)

>163 in the two underground parking garages (covered)

>413 on the parking level below the gardens (covered)

>48 parking lots (not covered)

Parking lots along the circulating streets (Kokoschkastraße and Albert-Schöpf-Straße) are public visitor's parking lots (not numbered) and belong to the city. Here a reorganisation could be possible – but only if an added value is created and only if the amount of public visitor's parking lots is not decreased, their amount has to be the same and within public space.

Existing public visitor's parking lots

>One lane of parallel-parking-lots in Kokoschkastraße and Albert-Schöpf-Straße surrounding the Albert Schöpf Siedlung.

>There can be no clear number of the public visitor's parking lots given.

Q: What do you mean with a reorganisation of mobility?

A: We don't recommend a scenario taking out all cars and make a central collective parking area. In general it is necessary to reflect scenarios of the transformation of the role of the car mobility in the future. It can be assumed that in 20 years electro mobility will play an important role; less space will be needed as fewer vehicles will be using the space. Currently in Linz 1 parking lot is needed for 1 apartment, maybe also the regulations will change in 20 years and then only 0,7 parking lots per apartment will be necessary?!

It is recommended to create incentives for inhabitants in order to support a transformation in mobility: eg: what bonus do you get if you don't use your parking lot anymore? Free electricity for your e-bike? Or a transformation of the free parking lots to communal spaces (Sauna, etc)? Therefore a software of programming is essential to activate a transformation.

Q: How far would a person walk to the car?

A: In general in Linz approx. 70% of the people want to park their car in front of their entry.

Project site 4

Q: How far should Europastraße become transformed?

A: The focus is not to make Europastraße completely carfree (see brief p.17) as it is still the important access street for the neighbourhood. Nevertheless a future vision of a transformation to a more vivid center strip is required. Therefore it is recommended to reflect surface textures, existing alley of trees, parking lots along the street, crossings, public furniture, increase of soft mobility in the future, bike mobility, etc.

Q: Who is the owner of the dam-strip?

A: 50% are owned by WAG, 50% are owned by a group of inhabitants. WAG wants to buy the dam-strip; proposals how to use and implement built structures on the strip are required. (see brief p24)
A collective parking structure for the additional 100 parking lots could be a strategy.