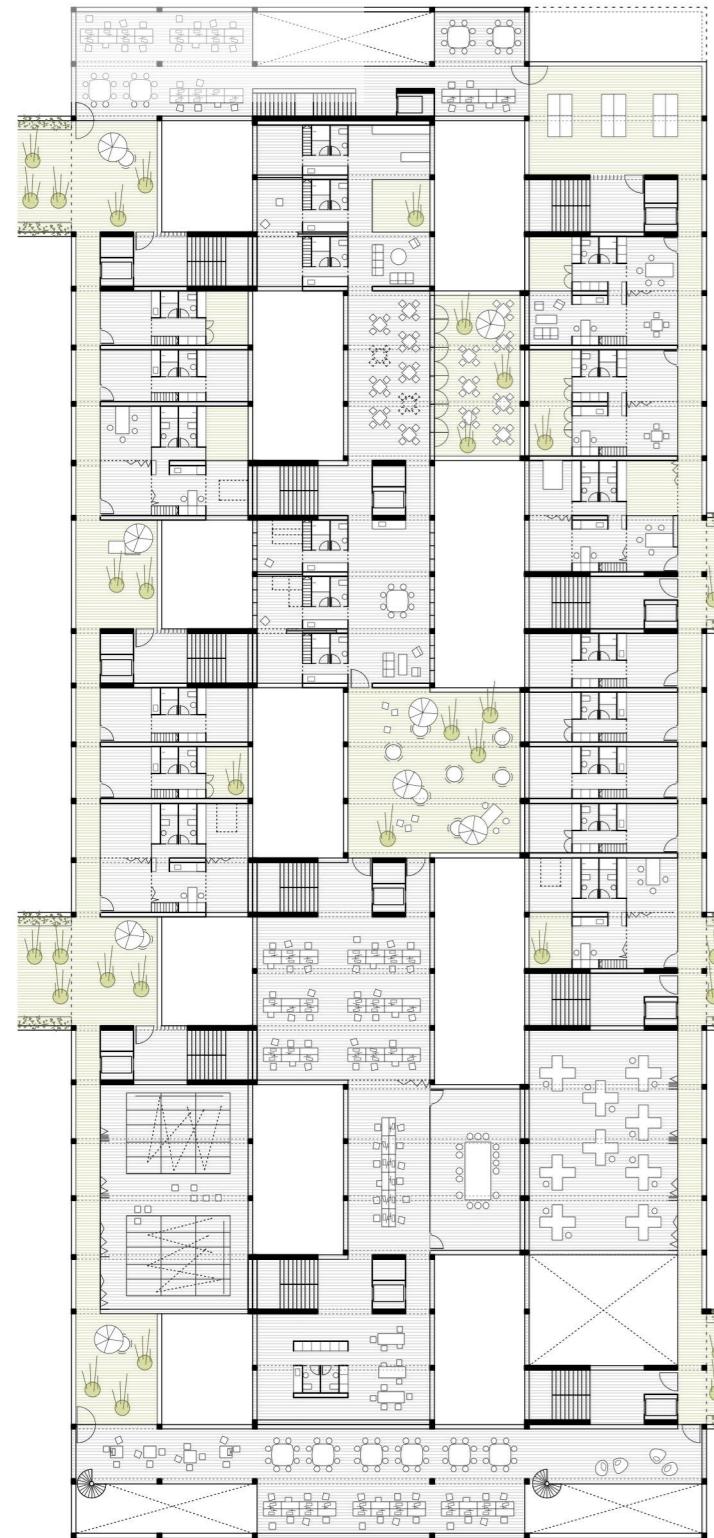
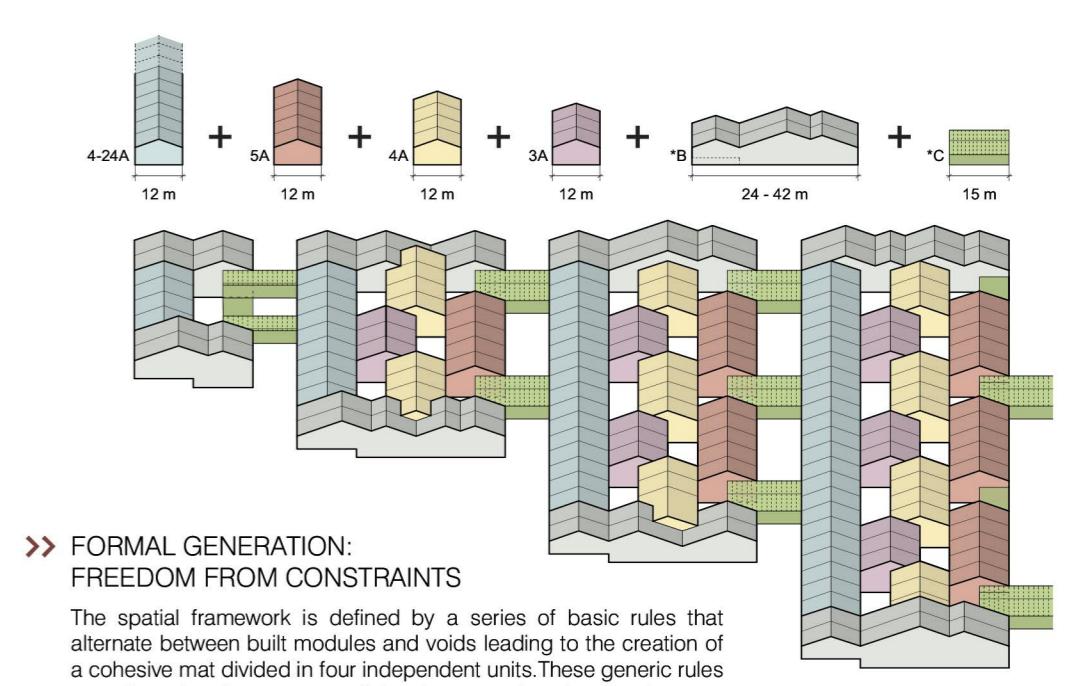
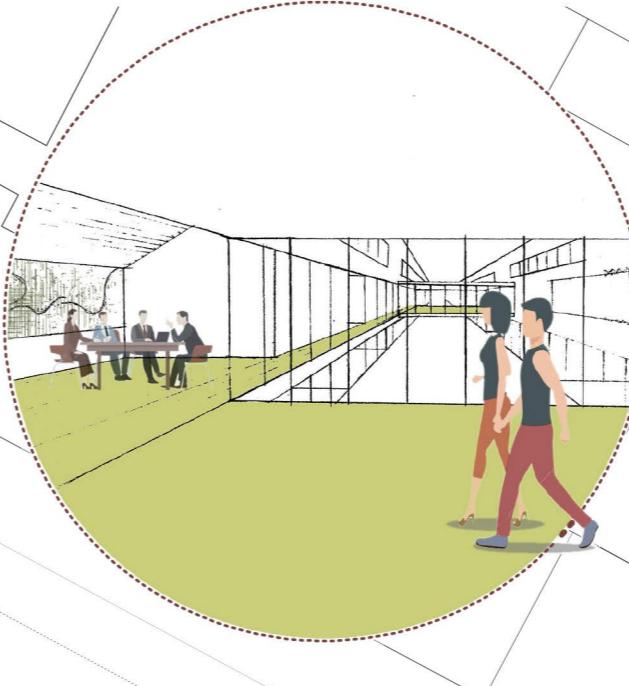


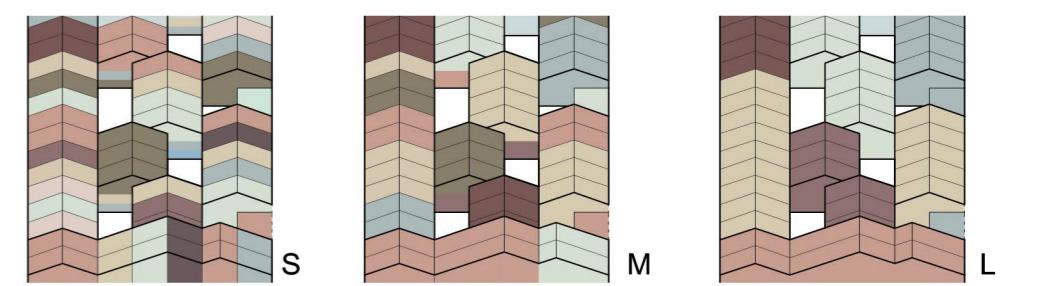
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TOP FLOOR PLAN: HOUSING AND CO-WORKING - [ 1: 500 ]

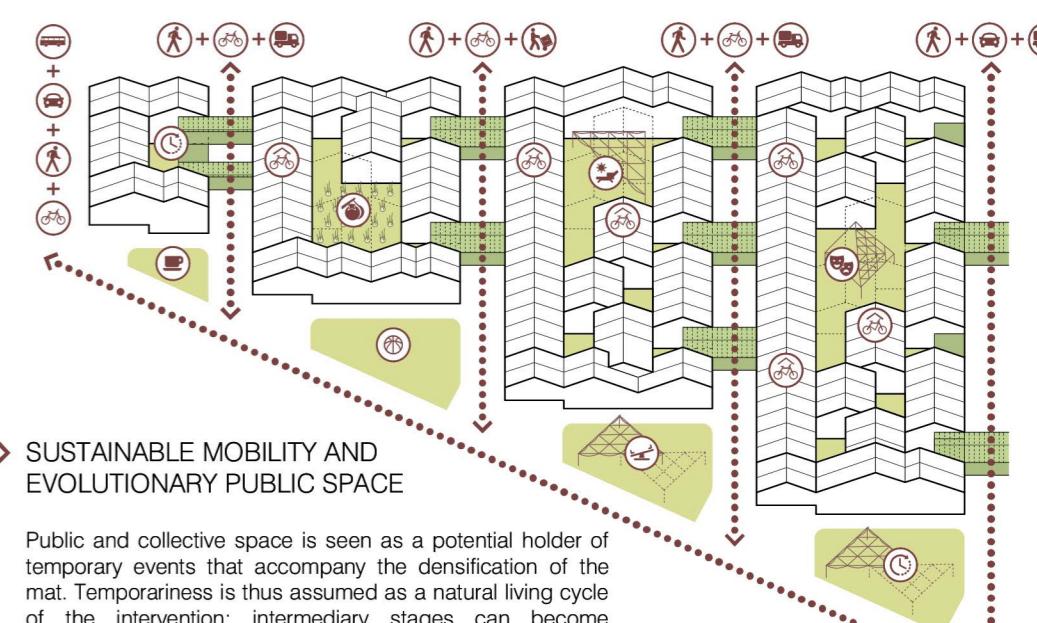
>> FORMAL GENERATION:  
FREEDOM FROM CONSTRAINTS

The spatial framework is defined by a series of basic rules that alternate between built modules and voids leading to the creation of a cohesive mat divided in four independent units. These generic rules are adapted to the geometry of the site, accepting singular elements for the edges and special connectors for the intermediary streets.

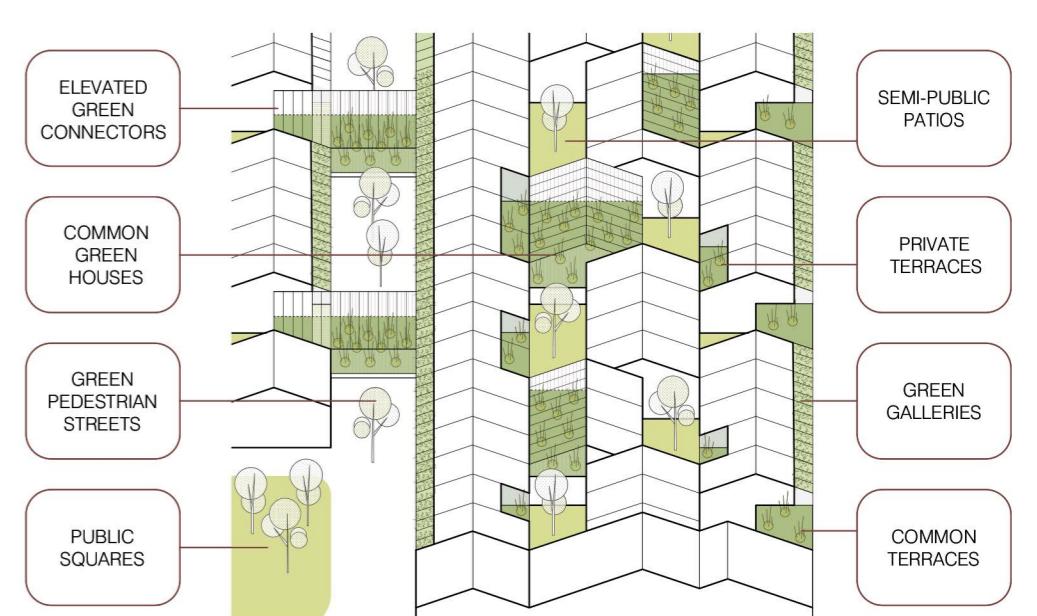


## &gt;&gt; VARIABILITY IN PROGRAM FRAGMENTATION

Thanks to the modular rules and to the strategic location of common stairways, elevated galleries and connections between patios, the spatial system can easily vary its degree of fragmentation, absorbing productive realities of different nature and dimensions.

>> SUSTAINABLE MOBILITY AND  
EVOLUTIONARY PUBLIC SPACE

Public and collective space is seen as a potential holder of temporary events that accompany the densification of the mat. Temporariness is thus assumed as a natural living cycle of the intervention: intermediary stages can become permanent if 'test events' are judged successful. In mobility terms, priority is given to pedestrians and bikes, without forgetting loading/unloading requirements.

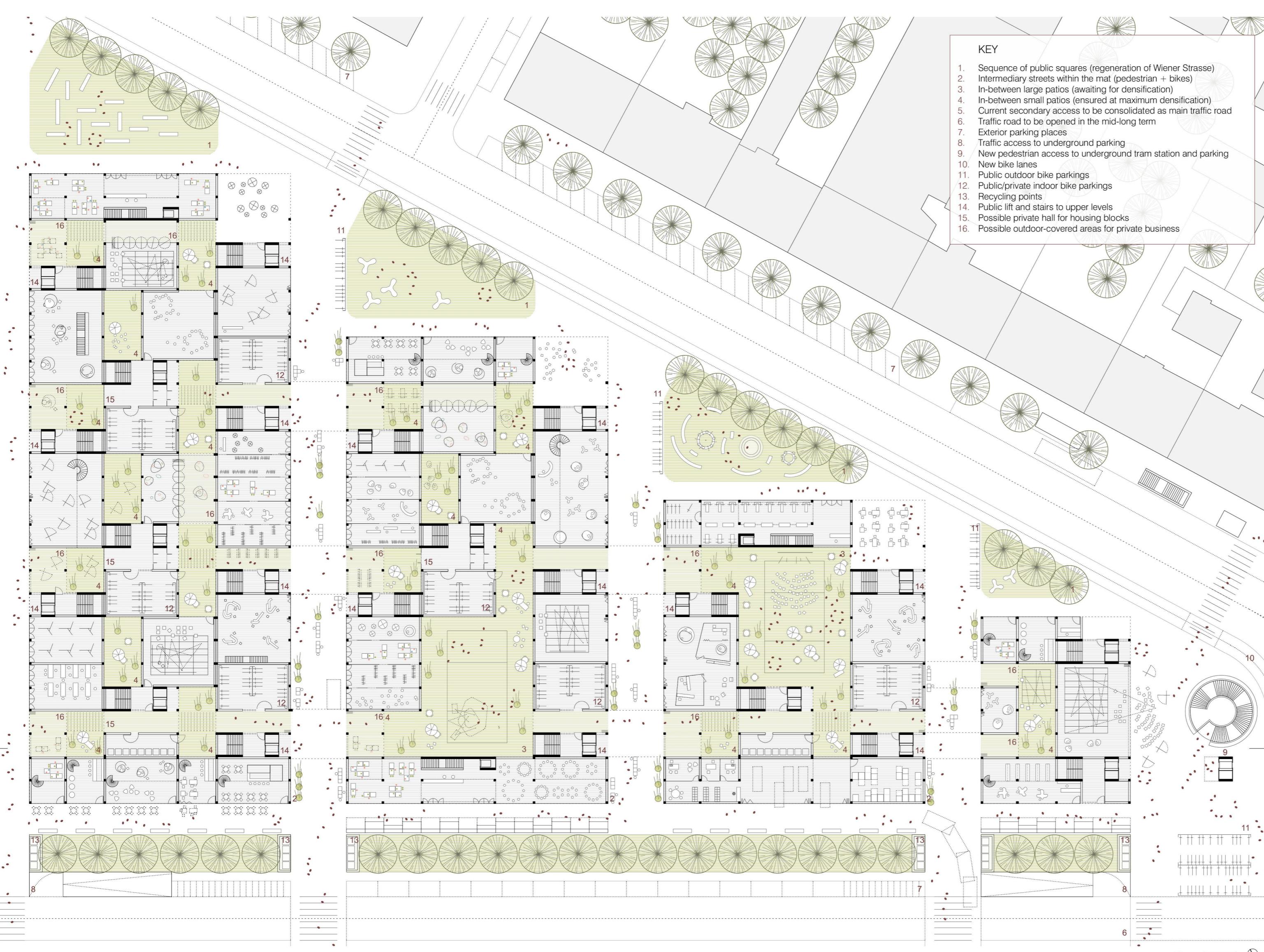


## &gt;&gt; SUCCESIVE SCALES IN CONNECTIVE GREEN SPACES

The green plays a major role in providing a refreshed positive image to the new industrial hub. At each successive scale, it acquires a different character and level of intimacy. Still, it always preserves its connecting role, both in physical and social terms.



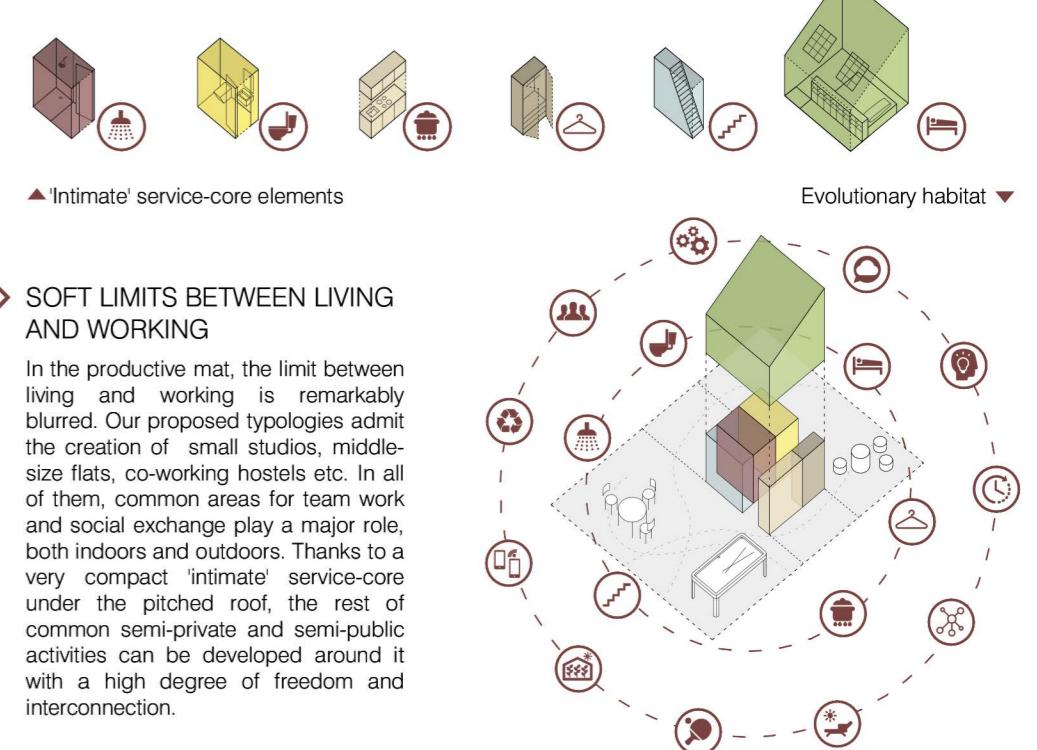
GENERAL SECTION AA' - [ 1: 500 ]



GROUND FLOOR PLAN: RETAIL AND PUBLIC SERVICES - [ 1: 500 ]

- KEY
1. Sequence of public squares (regeneration of Wiener Strasse)
  2. Intermediary streets within the mat (pedestrian + bikes)
  3. In-between large patios (awaiting for densification)
  4. In-between small patios (ensured at maximum densification)
  5. Current secondary access to be consolidated as main traffic road
  6. Traffic road to be removed in the mid-long term
  7. Extra parking places
  8. Traffic access to underground parking
  9. New pedestrian access to underground tram station and parking
  10. New bike lanes
  11. Public outdoor bike parkings
  12. Public/private indoor bike parkings
  13. Recycling points
  14. Public lift and stairs to upper levels
  15. Possible private half for housing blocks
  16. Possible outdoor-covered areas for private business

0 1 5 10



## &gt;&gt; INTIMATE' SERVICE-CORE ELEMENTS

Evolutionary habitat ▾

In the productive mat, the limit between living and working is remarkably blurred. Our proposed typologies admit the creation of small studios, middle-size flats, co-working hostels etc. In all of them, common areas for team work and social exchange play a major role, becoming connectors to a very compact intimate service-core under the pitched roof, the rest of common semi-private and semi-public activities can be developed around it with a high degree of freedom and interconnection.

>> SOFT LIMITS BETWEEN LIVING  
AND WORKING