

MJ276

ROCK THE BLOCK!

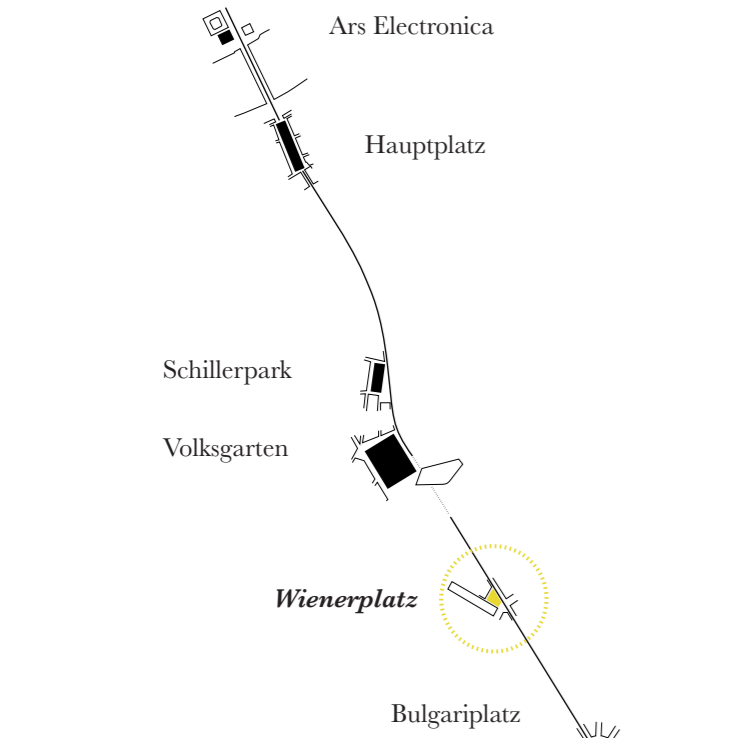


TRAIN TO SALZBURG

TRAIN TO WIEN

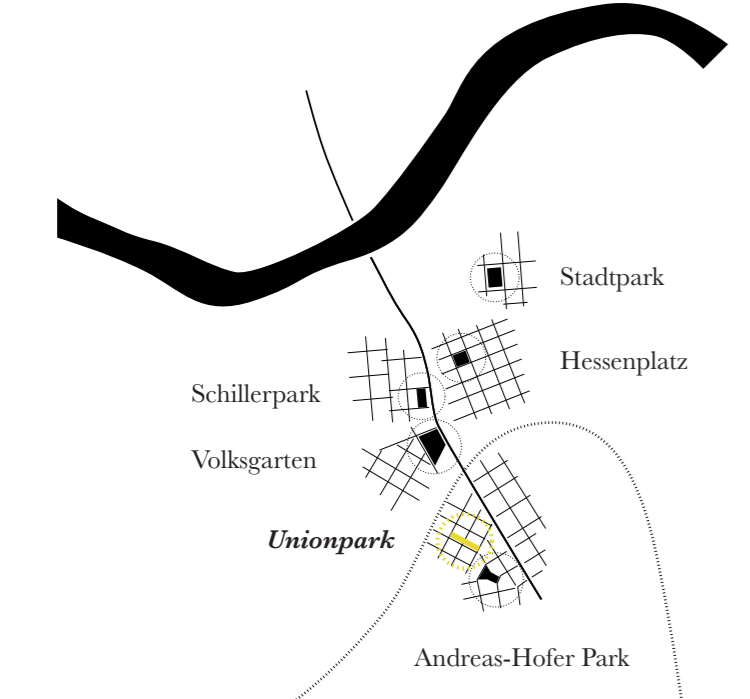
NEW REGIONAL HUB

The Danube river, the railway and the A7 highway define the Linz transport and economical backbone and together with Landstrasse/Wienerstrasse determine its *forma urbis*. Positioned south of the tracks of the central station and next to Wienerstrasse and the tram station, the project site benefits from a high level of accessibility able to turn it into a new centrality at the regional level.



THE PUBLIC CITY ALONG WIENERSTRASSE

Along Landstrasse/Wienerstrasse are displaced the most important public spaces of Linz, such as Hauptplatz and Volksgarten. After the railway the street loses its character of urban backbone becoming an important axis for the transport system. The project provides a new large square "Wienerplatz" at the intersection of Wienerstrasse and Unionstrasse, fostering a new image for the entire southern part of Linz.



CITY OF GRIDS - CITY OF SQUARE

The *forma urbis* of Linz is based on the organisational system of the grid. Within this system, each pattern finds its centre into an open space both a square or a park. The project proposes a similar morphological system, through the definition of a grid, connected with the surrounding tissues, and a large park "Unionpark" that works as its centre.

A1 - SITE DEFINITION

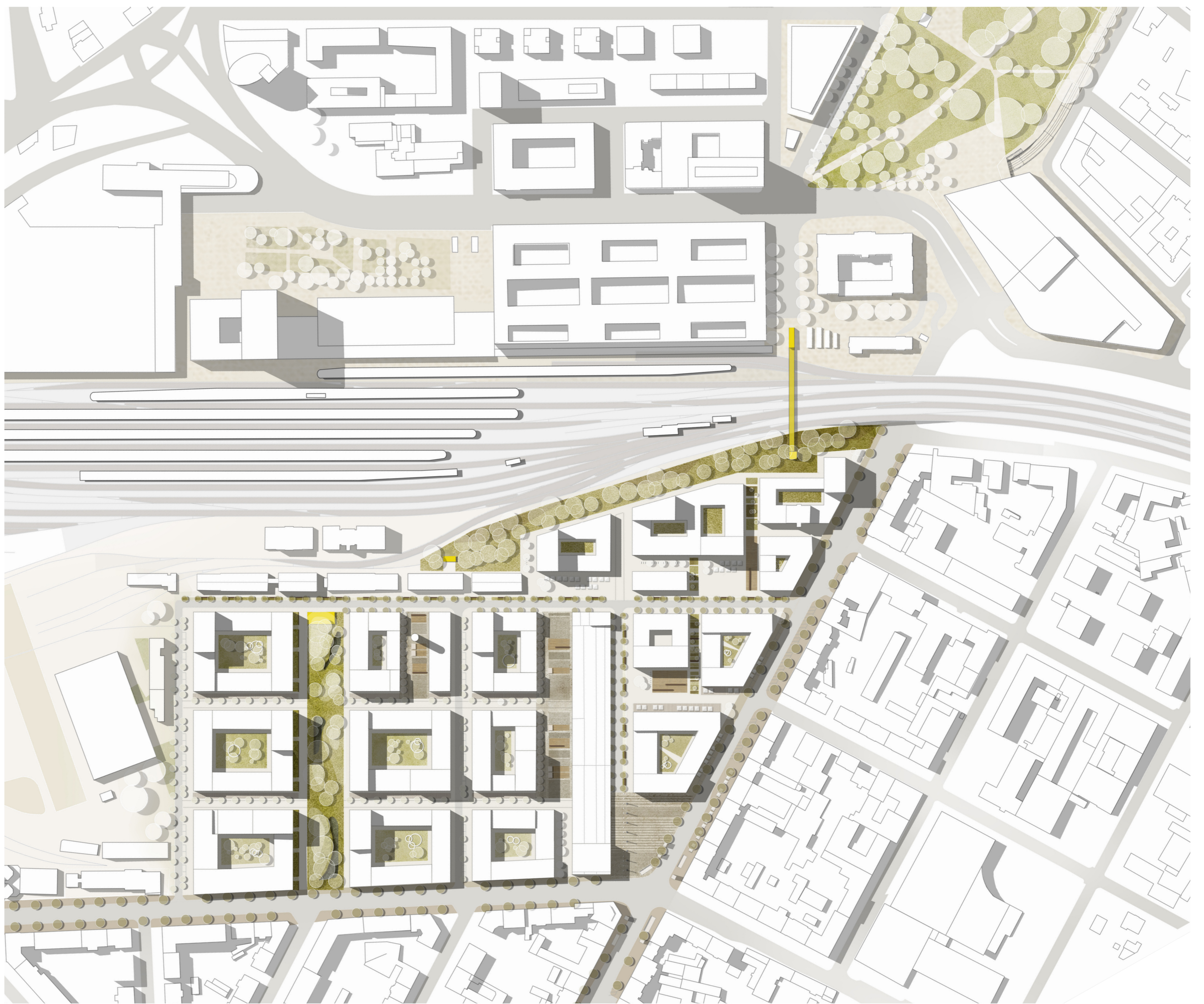
The project aims to foster the process of transformation that have seen in the last decades the traditionally industrial city of Linz transformed into an innovative town in the productive and cultural sectors. The gradual conversion of the industrial heritage is the main tool to foster this process and the area of investigation represents the cornerstone of this approach. The whole territory has a size of 110.000 m², differentiated in: the northern part (1+2) project site with 36.000 m²; the southern part (3) used by OBB's Technical Service for maintaining and updating railway carriages and equipment. The project site can be divided in: the northern zone (1) occupied by several workshop buildings positioned along the tracks; the southern zone (2) that today is widely cleared.

A2 - THE ADAPTIVE REUSE OF THE INDUSTRIAL AREA

The opportunity to reuse obsolete facilities in the urban core supports sustainability and smart growth initiatives. The project proposes the *adaptive reuse of the sheds* displaced perpendicularly to Unionstrasse as a way to define the character of the future community by providing a tangible link with the past and to benefit from the building's position, which clearly defines the border between the northern and the southern part of the site that will follow different phasing. Due to the high density and the spatial configuration of the project, only the EBS building is preserved for the entire lifespan of the neighbourhood.

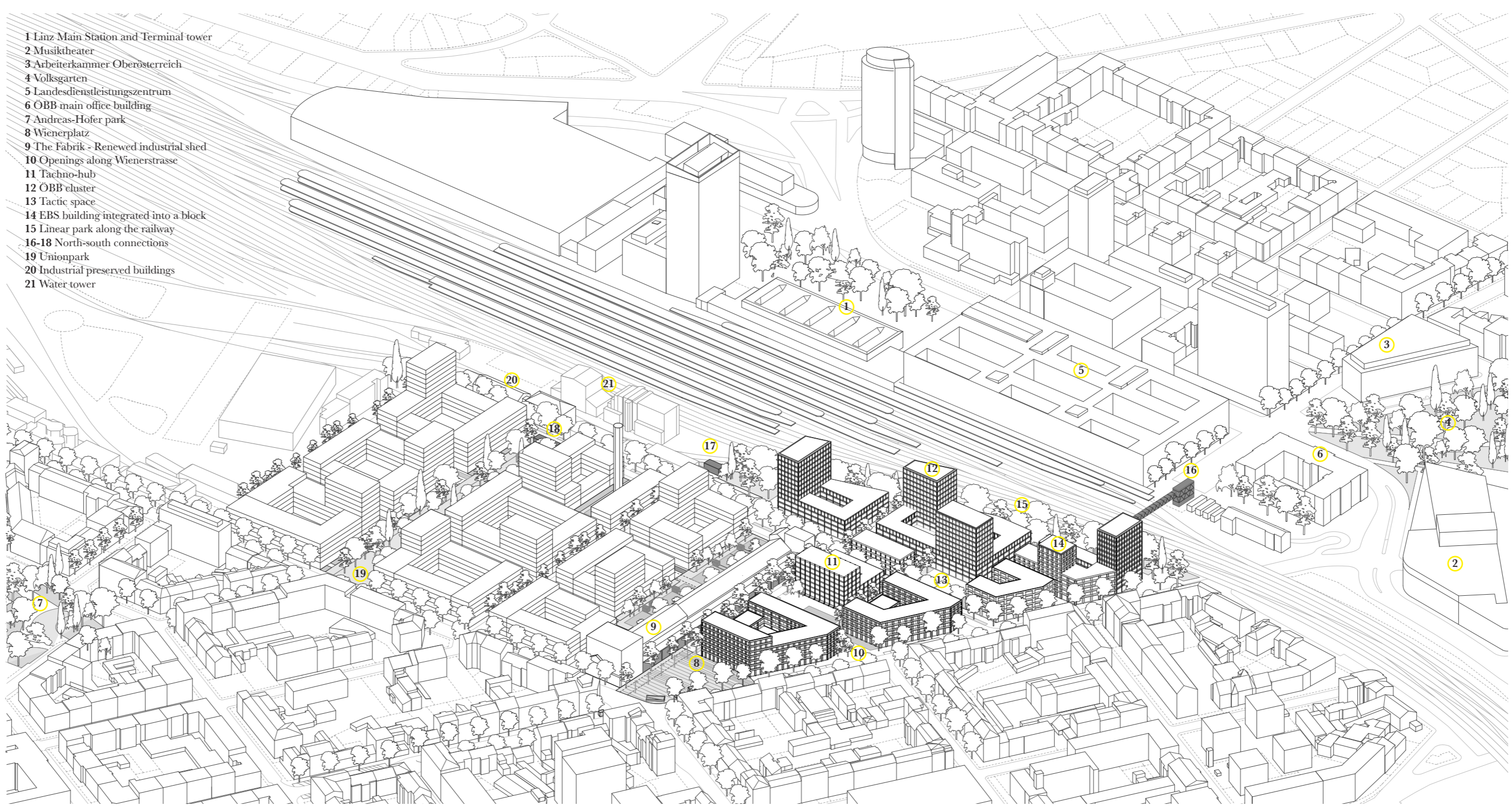
A3 - BORDER CONDITIONS

Often the conversion of industrial site creates new urban clusters detached from the surrounding context. To avoid this risk the project proposes to interpret the borders not as single lines, but as spaces, areas of interactions between the surrounding urban situations. The transition between the project site and the railway and the southern industrial site is mediated through a *linear park* that will guarantee the visual and acoustic protection of the site from the railway and the creation of a green corridor connecting Andreas-Hofer neighbourhood and the St. Barbara cemetery. The preservation and the adaptive reuse of the sheds displaced perpendicularly to Unionstrasse allow the definition of a frame between different development's stages. Unionstrasse and Wienerstrasse will be completely redesigned to facilitate the pedestrian crossing, proposing large public spaces that will provide new services and facilities for the surrounding neighbourhoods.

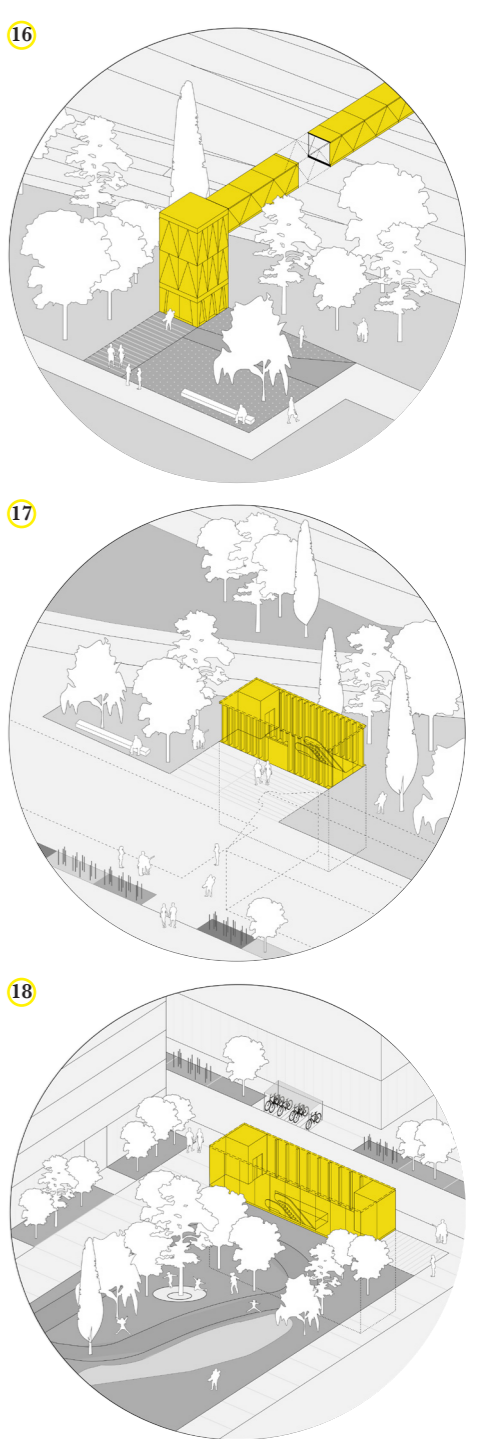


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STRUCTURAL SITE PLAN

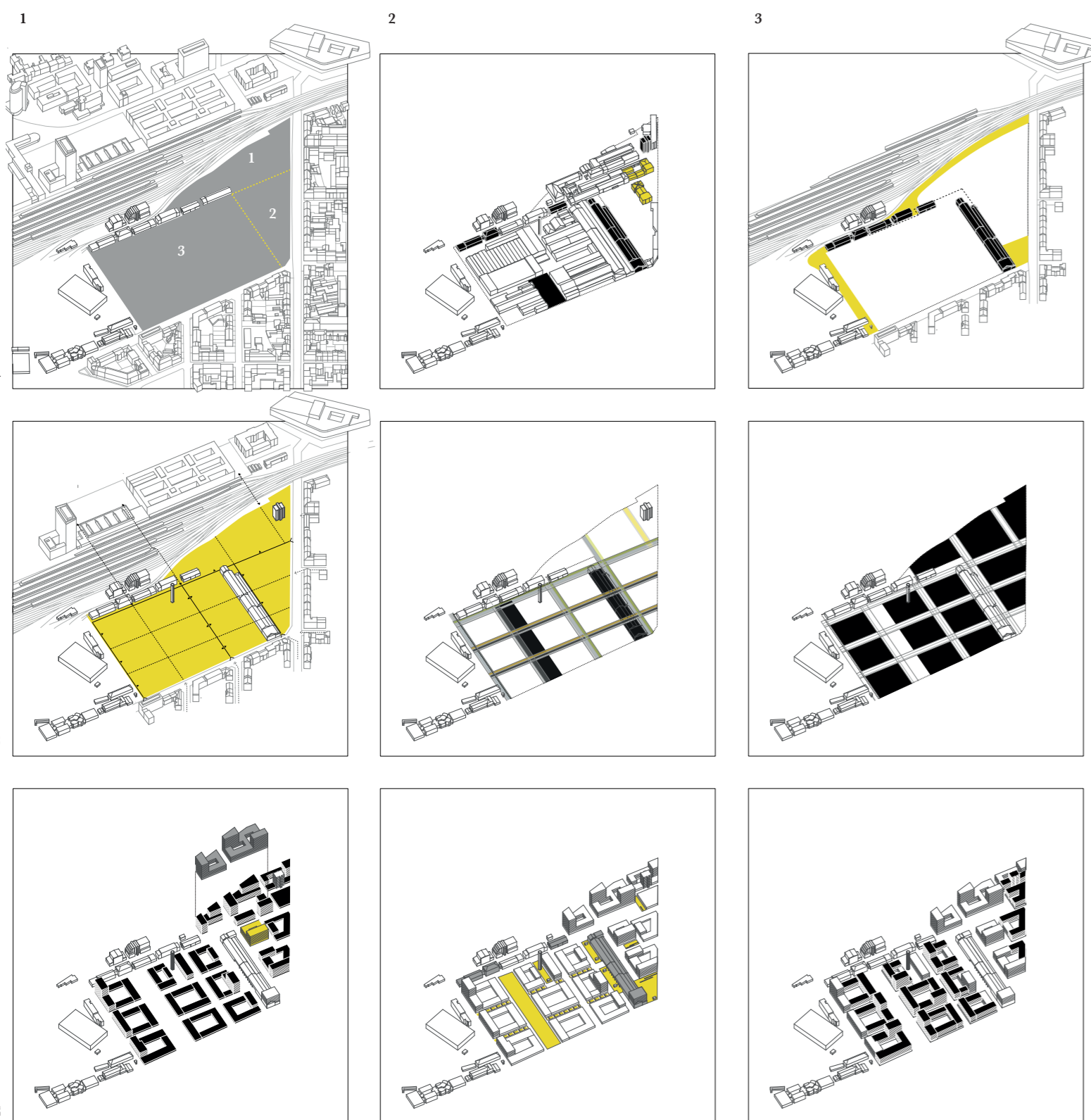


- 1 Linz Main Station and Terminal tower
- 2 Musiktheater
- 3 Arbeiterkammer Oberösterreich
- 4 Volksgarten
- 5 Landesdienstleistungszentrum
- 6 OBB main office building
- 7 Andreas-Hofer park
- 8 Wienerplatz
- 9 The Fabrik - Renewed industrial shed
- 10 Openings along Wienerstrasse
- 11 Tachis-hub
- 12 OBB elcster
- 13 Tactic space
- 14 EBS building integrated into a block
- 15 Linear park along the railway
- 16-18 North-south connections
- 19 Unionpark
- 20 Industrial preserved building
- 21 Water tower



North-south connections through a system of folies

URBAN LAYOUT



B1 - CONNECTIONS

The project proposes the creation of a vibrant productive neighbourhood, which will act as a physical communicator, as the future North-South urban link. The urban strategy proposed is based on the revitalization of the Wienerstrasse under passage and *three new connections* between the central station and the strategic site that will be phased along with the project: a new bridge will connect the two side of the railway towards the north; two underground passages will link the site with the middle level of the station. Combining high accessibility with a productive mix of uses in dialogue with the station's potential will multiply the site's urban role. The main vehicular accessibility is maintained from the Wienerstrasse: a *new junction* will be installed in the crossing of Wienerstrasse and the existing road close to the doctor house. This internal road is the backbone of the project, serving also as an entrance to the TS Werk and as an emergency access; it defines the different areas of the site during its different phases through a series of perpendicular roads.

B2 - NOT A GRID BUT A TARTAN

The project site is seen as the start of the new urban development south of the tracks. In this sense it is important to address different type of accessibility for different type of users. The grid - the organisational system used to define the *forma urbis* of the project - is therefore declined into a *tartan*: a pattern consisting of criss-crossing horizontal and vertical bands in multiple colours, each one representing a different mode of transportation and a different space. Bike paths, side walks, open air productive spaces, parks, renewed industrial buildings are inserted into a network system producing a very dynamic and diverse urban environment.

B3 - PLOTS

The tartan partitions the site defining plots along with a web for transportation, aiming to create a *straightforward process* for their development. This strong organisational system, along with the definition of diverse plots, will guide the phasing of the project, allowing the control of the evolution of the neighbourhood over time.

C1 - PRODUCTIVE BUILDINGS

A new framework plan will provide the basis to start an urban transformation in which the site will keep the potential to offer spaces for work within the city, for new industries as well as for other forms of industrial production. Instead of trying to foresee the possible future program, the project wants to provide the *maximum diversity in the productive space*, allowing multiple and varied uses within the neighbourhood: wide covered surfaces for industry 4.0, commerce and storage; smaller spaces for start-up, creative industries or 0 Km retail; large renewed industrial shed for co-working or artistic related production; open air production spaces for new types of artisans or farmers, as well as more traditional offices for different scale companies.

C2 - PRODUCTIVE SPACES

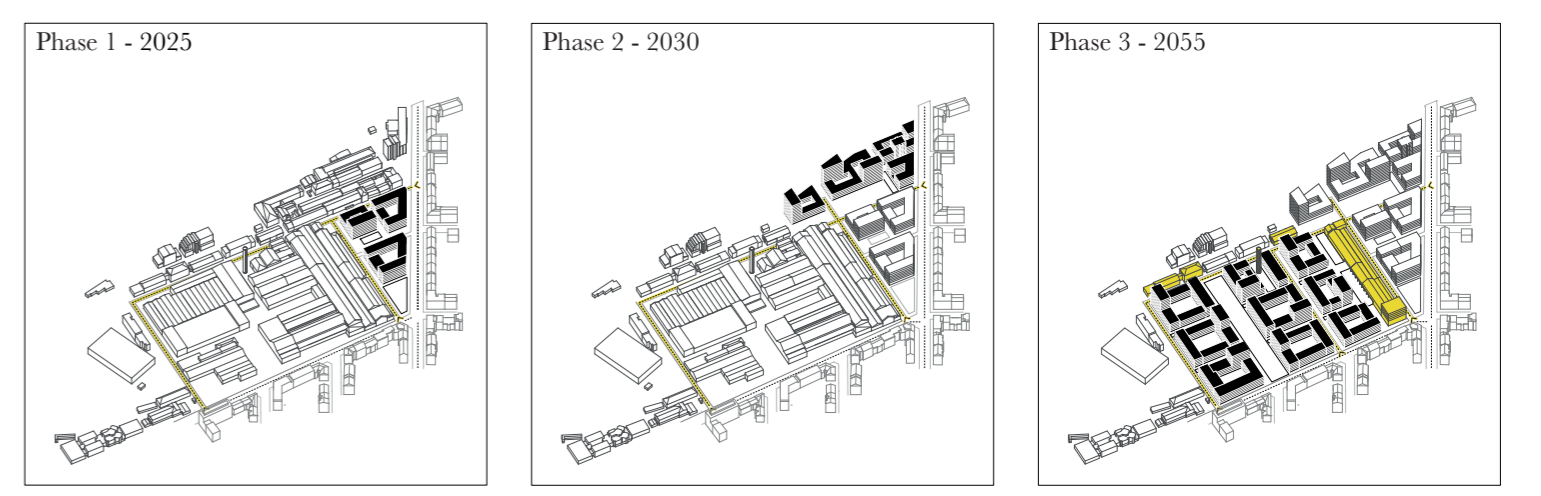
Together with the buildings, also the public spaces are designed as an open and flexible structure, able to host different programs and adaptable through time: the small spaces, spread in the neighbourhood, are called the *Tactical Spaces* and are thought to host different forms of spontaneous and informal practices; the park along Unionstrasse can be used for different type of sport activities, artistic events and fairs; the main square along Wienerstrasse is the main space for events, able to host large crowds and to foster a new image for the entire southern part of Linz (similar to what have happened with the Ars electronica centre in the north).

C3 - URBAN LAYOUT

The project wants to create an urban concentration effect, leaving some open spaces that mark particular zones of importance. Along with a series of small squares and gardens, the square along Wienerstrasse "Wienerplatz", the *linear park* along the railway and the park along Unionstrasse "Unionpark" are the three large public spaces, relevant at the city scale. Around this spaces the project proposes to develop a high-density urban environment defined using the *block typology* together with high rises, combined to create a diverse urban environment.



View along the renovated industrial building



Phase 1 - 2025

Phase 2 - 2030

Phase 3 - 2055