



EUROPAN  
AUSTRIA

E17 Living Cities

# GRAZ- GÖSTING

Transformative milieus



# Welcome

Dear architects, urbanists and landscape architects!

It is our great pleasure to welcome you to the international ideas competition that focuses on the topic of Caring as a new paradigm for designing our built environment.

As planners in the 21<sup>st</sup> century, the theme of Caring is central to our work. It calls upon us to expand our perspectives beyond construction and restructuring, and prioritize the well-being of the built and natural environment that already exists. By doing so, we have the potential to drive positive social, ecological, and cultural change. This involves assuming responsibility and demonstrating sensitivity towards the environment, the communities we work with, and the future generations who will live in the cities and landscapes we plan.

In this European session, we are delighted to be partnering with Slovenia! Together we have assembled an exciting potpourri of four sites: Vienna, Graz and Lochau in Austria and Celje in Slovenia. All four places bring to the table challenges on different scales that are looking for holistic and caring solutions.

In Lochau we find the shores of Lake Constance, a piece of land that is open to the public, free of charge and very popular. The community is looking for an inclusive and caring approach so that the fragile nature remains relevant and is interwoven with an active publicness in which everyone can participate.

Graz asks for strategies in an existing peri-urban environment where a regional infrastructure hub is planned. This will create an opportunity for a mindset shift towards active mobility and design oriented towards socio-ecological qualitative and just public space.

Vienna is facing growth and is asking for a master plan for 4,500 homes. This master plan must set new standards for a livable habitat for all beings, especially in the wake of global warming, which will affect Vienna above average.

Celje has a long time challenge of dealing with a heavily polluted site that has a strategic importance for the development of the city as a whole. The task is to envisage a robust solution that is viable in sense of addressing the pollution and visionary in sense of long-term development of the city.

As young professionals, you have a unique perspective and an opportunity to shape the future of our planet. Your ideas, knowledge and eagerness to think outside the box can inspire and transform the way we design our built environment. This competition is a platform for you to showcase your talents, collaborate with other disciplines for a broad range of perspectives, and make an important contribution to the global conversation about the future of our planet.

Push the boundaries of what is possible and challenge conventional design thinking. We encourage you to approach this competition with an open mind, a spirit of curiosity and a commitment to excellence. Be bold, be creative and above all, be caring.

We wish you all inspiration and persistence in tackling this creative challenges. We look forward to seeing your innovative proposals and working with you after the competition.

Kind regards,  
the team of European Austria x Slovenia  
Iris Kaltenecker & Hannah Nusser  
Blaz Babnik & Urška Cviki



# General information

## Site Representatives / Actors Involved

Alexandra Würz-Stalder, Municipal Councillor of Urban Planning  
Wilfried Krammer, Executive Office for Urban Planning, City of Graz  
Wolfgang Walder-Weissberg, Executive Office for Urban Planning, City of Graz  
Markus Bogensberger, Expert for Baukultur, Office of the Styrian Government

## Team Representative

Architects, urban planners, landscape architects

## Expected skills with regards to the site's issues and characteristics

Teams are encouraged to form collaborations between architects, landscape architects and urban planners, as well as sociologists, artists and transport engineers.

## Communication

Communication after the announcement of results on the European website

## 1<sup>st</sup> stage evaluation: Local Commission

with the participation of the site representatives

- Alexandra Würz-Stalder, Councillor of Urban Planning, City of Graz
- Bernhard Inninger, Head of Planning department, City of Graz;  
substitute Wilfried Krammer, Executive Office for Urban Planning  
consultant for traffic issues
- Markus Bogensberger, Expert for Baukultur, Office of the Styrian Government
- Anna Detzelhofer, landscape architect, principal D\D Landschaftsplanung
- Rudolf Scheuvs, Dean of the Faculty of Architecture and Spatial Planning at TU Wien.
- Member of the international Jury
- Member of the international Jury

## 2<sup>nd</sup> stage evaluation: International Jury

- Regula Lüscher (CH), urbanist, former Senate Building Director and State Secretary for Urban Development in Berlin
- Gerd Pichler (AT), spatial planner, Head of ARE Development
- Cristina Gamboa (ES), architect, principal of Lacol Barcelona
- Alessandro delli Ponti (IT), architect and urbanist, principal of kh studio
- Anna Popelka (AT), architect, principal of PPAG
- Joanna Gibbons (UK), landscape architect, principal of J & L Gibbons
- Gašper Medvešek (SLO), architect, assistant professor Faculty of Arch. Ljubljana
- Angelika Fitz (AT), curator and author, Director of the Architekturzentrum Wien

Substitute

Radostina Radulova Stahmer (DE), architect, principal of STUDIOD3R, EUROPAN winner

Theresa Krenn (AT), architect, principal of studioederkrenn, EUROPAN winner

## Prize selection

Ranked selection: with Winner (€12.000), Runner-up (€6.000) and Special Mention (no reward)

Equal Selection: maximum 3 Runners-up without any hierarchy of reward (€6.000 each)

## Post-competition intermediate procedure

Presentation of the rewarded teams to the site representatives, followed by a discussion/workshop.

# Important dates

## Questions & Answers / Update of Material

Please see and check the forum online

[>>www.europan-europe.eu<<](https://www.europan-europe.eu)

03 May 2023

## National opening event

7pm, Architecture centre Vienna, Museumsquartier  
Meet the site partners, interactive Austrian opening event,

12 May 2023

## Site visit

from 11:00

Livestream link: announcement on website [>>www.europan.at<<](https://www.europan.at)

and instagram [europan\\_austria](https://www.instagram.com/europan_austria)

Meeting point: Outside main station, Europaplatz4, 8020 Graz

Registration: Please confirm your participation via email to [office@europan.at](mailto:office@europan.at)  
(name, number of participants, mobile number)

30 July 2023

## Deadline for entering submission

23:59 (Paris Local time)

04 December 2023

## Announcement of results

on the European and national EUROPAN website

March 2024

## National award ceremony

will be announced online [>>www.europan.at<<](https://www.europan.at)



# PROEM

6



Gösting and the former flood plain (unkown artist, ca. 1850)

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„Once there were forests, agriculture, traditional festivals on common land and - floods. It was not until the mid 20<sup>th</sup> century that traffic began to shift and transform the settlement structure and the liveliness of Graz Gösting.“ (Archiv Kubinsky)

Now, it's time for change!  
Issuing forth a new city reality, as once attuned to the wider landscape memory of hydrological and ecological entities, into a lively space that co-exists with a new sustainable mobility network.



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# I Introduction





Location of the proposed transportation hub

The residents of Gösting are proud of their peri-urban lifestyles, but face immense challenges with respect to public and active mobility, as well as access to qualitative public spaces. EUROPAN E17 is questioning the status quo. Graz Gösting is in need of a public space strategy that accommodates the pulsating flows of commuters, the residents and the goods that pass through the entrance of Graz. At the same time giving special care and linking the few remaining ecosystems is here at focus.

At first glance, one would probably dismiss the Wiener Straße as unviable. Those familiar with the city's routine know that what's unviable, is to continue the way that things are. Slow and unpredictable travel through rush hour traffic jams, faceless streetscape, a succession of retail parks, interspersed with single-family homes, relying on automotive mobility and offering little spatial, social and ecological quality. The fleet of vehicles has just about increased, as the amount of commuters is escalating. The construction of a suburban train station in the district of Gösting on the outskirts of Graz should counteract this. Together with the ÖBB (Austrian Railway company) the Land Steiermark, A16, the City of Graz is aiming to develop the second largest train hub (in terms of frequency) within the county Styria. This move should improve the quality of connections to the city of Graz - especially to the northern districts - both regionally and supraregionally and improve the prerequisites for sustainable mobility within the region. Furthermore the train station should also function as a local mobility hub, connecting the city center of Graz with Gösting via a new tram line, and serving as a new social center of Gösting. This offers huge potential for exciting urban interventions, new synergies, and temporary experiments in the means of a sustainable mobility shift.

The city is looking for socially, climatologically and ecologically sustainable ideas and strategies on how to revitalise the district through a sensitive approach to the local ecology and urban fabric. It invites all participant to engage with the underlying territory, more so, with its flooding events and the fragile ecosystems while responding to the existing. How to overcome the urban rural dichotomy, to move from the single-family homes and faceless city entrance roads to a place which favours its genius loci, transforms heterogeneity to liveliness and invites, human or non-human to thrive?

How can the „northern entrance gate“ of Graz become a qualitative, lively place, where commuter activity and daily life complement one another?



## Hello from Graz

The City of Graz and the Province of Styria are very pleased to welcome the participants of the European 17 competition with a site in Graz!

Graz, the second largest city in Austria and World Heritage Site with its middle-aged City and Schloss Eggenberg, is becoming increasingly important as the centre of the growing metropolitan region in the south of Austria.

It is a lively cultural and university city, but also home to manufacturing industries, which all means high level of interdependence of use with the region. Above all, coping with the high volume of commuter traffic poses great challenges and major changes for Graz in its core as well in its different districts.

The district Gösting in the north of Graz will develop and change particularly strongly in the future: With the implementation of one of the largest railway hubs in Styria it will become an anchor for new developments in the district. Current considerations on climate and energy are permanently changing the perspective of all actors of a city on their living environment. The spatialization of unscaled and placeless urban structures takes on a significant role on the urban level and requires urgent critical, interdisciplinary and participatory consideration.

The implementation of this public transport hub in an existing urban spatial structure should start a process by whose effect the transformative qualities of the surroundings can be spatialized - and it should create identity. The city has been geared towards this project for about 20 years now, offering a good basis of research and studies.

We see European as an extremely valuable instrument for understanding cultural-spatial challenges in order to generate creative and sustainable measures for our city.

We are starting this process. Now!

## Commission after competition

be part  
of the  
process

There is a definite intention to involve the nominated team in the next steps of strategic processes and master planning. We are looking forward to having you as part of our development processes.



yellow line indicates project site, red line indicates reflection site © Stadt Graz



# II Relation to the E17 topic



Cyanotypes depicting water livelihood of the creeks Thalerbach, Aubachl, Mühlgang and the river Mur

# ECOTONES

## Socio-ecological resilience through a multicode public space

When thinking about a coexisting, lively future, public infrastructure is a central consideration. Not only in relation to a low carbon footprint, but also in terms of accessibility for all. A robust and fast grid of public connectivity allows action on a wider scale and provides new options of interaction. It is a powerful tool to make cities resilient and inclusive in the future, as it can stimulate exchanges, trigger new influences, and foster diversity. Graz Gösting will soon profit from new connectivity input, a public transportation hub. It is recognized as a great chance on many levels, its dimensions yet to be fully explored. Additionally, re-thinking the future of existing infrastructures, such as the main four-lane road Wiener Straße, will be at task here.

How can this transformation envision and catalyse a pursuit of a good life for all? What do you strengthen and prioritise in order to allow a resilient socio-ecological strategy? Do you propose a system, a framework, a set of rules, or do you initiate a process? To what means can the mobility transition and transformation foster public life and spatial quality?

Throughout the following paragraphs you will get a glimpse of Graz Gösting, demonstrating its potentials and capabilities and may the accompanying questions inform and inspire you, to envision a lively city district. Enjoy!

### Dynamics offering liveliness

Within the next couple of years, Graz Gösting will be linked to the regional and supra-regional rail network, as well as the tram connection to the center of Graz. A missing link – long awaited – will close a gap and reduce the pressure of automotive commuter mobility in Gösting and Graz itself. On a more local level, it holds potential to inter-connect and foster the spatial potentials of the district itself. Infrastructure hubs in themselves are already highly dynamic places in a city. The planned location of the new public transportation hub (train-, tram - and bus station), offers a new public anchor within the district. Numerous retail and commerce centres, industry and residential areas can be found in the neighbourhood, all of them in need of a catalyst for liveliness. Large scale volumes, obsolete structures from retail buildings, as well as semi-public institutions and the higher technical school - HTL Bulme Graz Gösting - are prone to stimulate uses that provide a nurturing ground for a mixed liveliness.

Valorizing the buzz from the new transportation hub, the proximity to the centre of Graz Gösting and the potential for a unique use-combination, will offer ano-

ther set of opportunities upon the site. > How can the introduction of this new mobility element nurture and transform the neighbourhood into a lively and dynamic one? What social processes can be set in action, and how can they be transformed in a dynamic spatial strategy and development? How can a dynamic and lively place for everyone be established?



Castle ruins, in the vicinity Wiener Straße and Railway lines © Burgverein Gösting

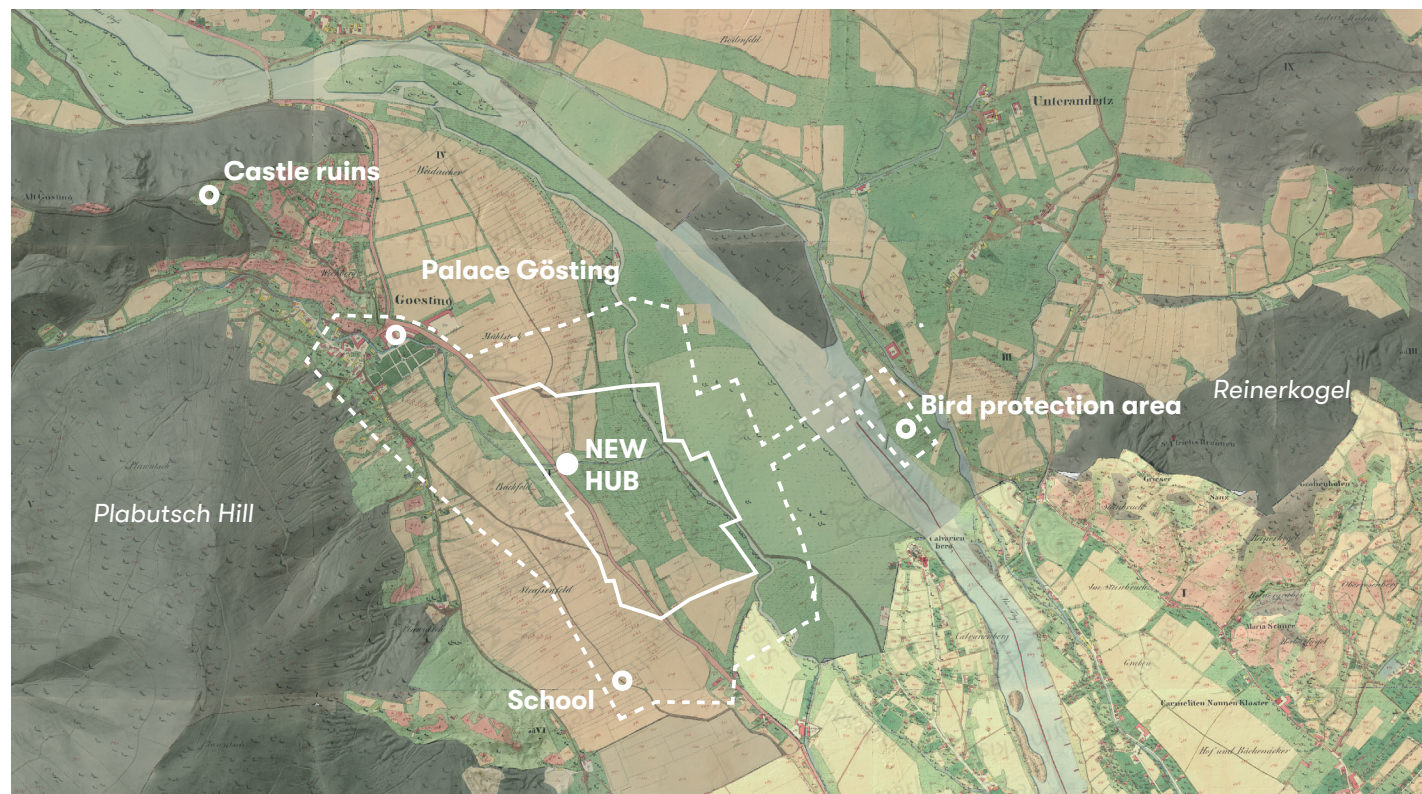
### Appreciating the territory

Situated at the threshold of Graz's geologic, aqueous, and ecologic intersection - the neighbourhood of Graz Gösting - aches for an attempt to compress the wider landscape memory of the hydrological flooding events and ecological entities into a hybrid landscape which provides favourable conditions for the re-emergence of public open spaces, offering a transition and a connection from the Natura 2000 and bird protection area of the river Mur banks (more than 134



bird species are documented) to the socio-cultural valuable spots of the ruins of the Gösting fort, and the castle in the old-town center. Spanning across the former flood plain of the river Mur, the site is located between the vacant plots, spaces of industry and commerce, heavy transport lines and a patchwork carpet of single family homes. Understood as a property of the metropolis, the new condition - the new mobility hub - can offer something other to the urban realm, a place of issuing forth a new fluvial, socio-ecological city reality, a place of register and containment operating in positive co-existence; where the delicate ecosystem around the river Mur can undulate into the newly imagined vivid public centres of Gösting. Show us a new form of public space which is able to embody daily needs and infrastructural functions, while establishing a climate active space!

Learning about the richness and the fragility of the hydrological, geological and ecological systems which are located within the Territorial and Strategic Site and therefore under your responsibility, may influence your project. It is one of the most important strands to be woven into the project. Understand the limitations but first and foremost explore its potential and embrace new alternatives! > *In particular, it raises the question of using the wider territory as a basis: How can we give the territory priority when designing, in order to provide living cities for human and non-human species?*



Historic map of Graz Gösting and floodplains of the river Mur at 1820, with superimposed reflection and project site; depicting important anchors nowadays. Map © Land Steiermark



Listed species at the Weinzödl bird protection area at the River Mur; Plabutsch hill, pathway leading towards the main plateau through beech and oak forests © Jonas Frey

### Cherishing the Göstinger Mix

Accessible and just infrastructure / mobility is a key element to enhance exchange and to form a qualitative and sustainable living environment. The new public transportation hub serves as the trigger for these developments, attracting different groups of people both from the district of Gösting, and from further afield. It bears the potential of becoming a melting pot of ideas with the driving force being exchange with openness. Provided with an agreeable place to live and/or work within easy reach, Graz Gösting will enhance its attraction. But it will only thrive, if people's different motives, needs and backgrounds are recognised and seen as valuable sources to be included in a development aiming to arrive at a shared togetherness – a stimulating place to live. Therefore it is also crucial to understand its current state.

Gösting belongs to the outskirts of Graz, developed without any urban vision after World War II. With 10.8 km<sup>2</sup>, the district of Gösting is the fourth largest district in Graz counting about 9.300 inhabitants and current construction activities indicate a steady increase of people living there in the near future. Similar to other peri-urban areas in Graz, Gösting manifests itself with a highly fragmented landscape, a mix of urban and rural characteristics and is dominated by traffic. But it departs quite radically from the preconceived ideas we have about peri-urban areas.

Contrary to expectations, this area of the city appears to have everything it needs, at least in the means of many car dependant inhabitants. For them the current mix including single-family housing, council apartment blocks and gated communities, but also factories, shopping malls, community gardens, the historical palace, the castle and even a hotel featuring a bar and a restaurant inside old planes on its rooftop, is cherishful. Nonetheless, Gösting still seems to be far away from a lively, socio-ecological qualitative space. So, cherishing the Göstinger Mix can mean to dwell on its historic identity, on its long tradition of craftsmanship, glass and colour production and industry, on the recreational power of



its surroundings, the village-like feeling, but it also has to critically question ownership structures, its current spatial organization and the loss of public space.  
 > How can we assure to cherish the identity of the grown structure of the old centre of Graz Gösting, while transforming and leading the site into a lively future? How to deal with a place where over decades the private land itself, and the single-family homes are prime currency and the notion of 'public' or 'open' space seems to be lacking? How to transform the negative connotation of the area adjacent to the Wiener Straße as a faceless entrance? How to install openness and liveliness?



Castle Ruins at the Plabutsch hill © Burgverein Gösting

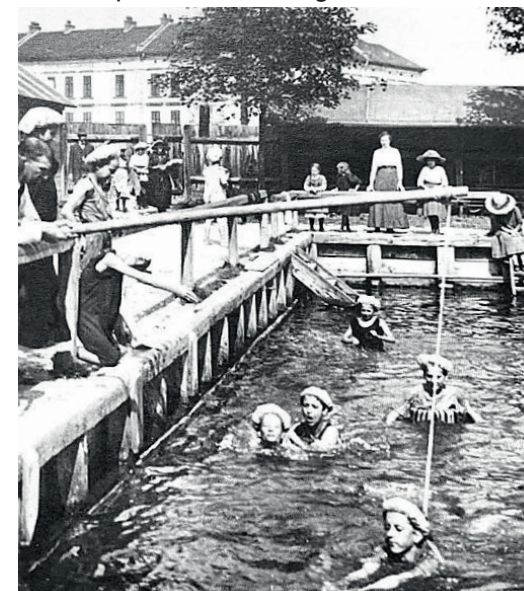
### Atmospheric power

Walking and cycling alongside the riparian river banks of the Mur and hiking within the lush forest of Gösting, only presents glimpses of the recreational power of the place. Experiencing the charme of seasonality and being able to reconnect with the landscape is one of the many potentials from the site. It opens possibilites to bring this emotionality and this relationship back into the urban fabric, and to create and re-activate open, public spaces that engage creatively with its surroundings. Being nestled between the river Mur, the Plabutsch, the Rheinkogel and the Kalvarienberg, gives a certain rural feeling to the place.

> How can the performative power of the place be fostered? Show us the potentials beyond the everyday. How can creativity become a catalyst for culture and new activities? How can your proposal promote anything other than the apparent? How can the individual places stand for itself, while offering something greater to the whole network?

### Anchoring public spaces

At first glance, the entry calls for a solution dedicated to the design of a new transportation hub, a multicoded public space, in Gösting. But the project offers much more; a possibility to shift our understanding of ‚caring‘ in its spatial expression: it can teach us an understanding of how to deal with the existing, the local resources and how to utilize this shift towards a different understanding of mobility and space. It has the chance to respond to the greater challenges of the peri-urban area, while offering potentials in solid detail. It can offer a public space strategy and a guide on how to anchor the site within the context of the district and the greater city itself. Identifying and creating a new urban form of public space, that allows to mingle between fragmented areas, will be one of the core tasks. Rethinking and regaining traffic space as public space will be equally important. > How to create meaningful connections? How does the theory of a shared planet translate into actual matter? How to spatially transform in order to create socially meaningful spaces? How to deal with strongly entrenched structures, which praise private realm as the one and only? How to involve local resources, also in respect of creating community and involving partizipation? How to get a concrete project off the ground, with a demand for a lively and open space? What is the future of Wiener Straße and the adjacent „semi-public“ sealed car parks? Can they become the new vivid spaces?



Müllerviertel Gösting, water as ressource as well as a vital community center



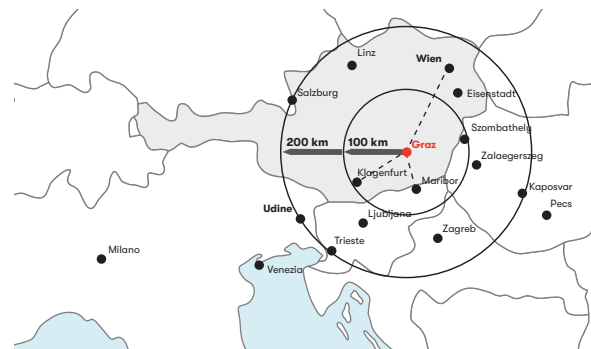
Exerzierplatzstraße with untertunnelled Thalerbach, fragmented spaces, leaving little hope for a vivid public space



# III The city



International transit route through Graz, „Gastarbeiterroute“ in the 60's - 90's



Graz in a centric position, serving as a hub for rail connections to neighbouring countries



View from the Castle Ruins, overlooking Gösting and parts of Graz © Martin Rettenbacher



# GRAZ

## District Gösting

### Regional context

Graz is the capital city of the Federal Province of Styria and the second-largest city in Austria. The city is located in the southeastern part of Austria, and its historic city center has been designated as a UNESCO World Heritage site. Paired with a continental climate – hot summers and cold winters – and its designation as an UNESCO City of Design, Graz has become a popular cultural and touristic spot. Due to its geographical location, the city has a long history of exchange with Austria's eastern and southern neighbouring countries.

The district of Gösting, is located in the north-west of the provincial capital Graz and functions as a northern gateway into the city. Especially its recreational sites, such as the hills of the Plabutsch and the castle ruins create a great influx of tourists. Besides its atmospheric forests and its picturesque hiking routes Graz Gösting gained regional importance from its traffic jams along the Wiener Straße - part of the „Gastarbeiterroute“ from the 1960's - 1990's. The former travel route between Munich and Istanbul or Thessaloniki, which originated

in the late 1960's was the preferred car travel route of Southeast European guest workers to their home countries during vacation periods. International traffic clashing onto the city entrance to Graz not only stopped daily city routines, but moreover impacted the whole region. Nowadays the district is mainly manifested through an inhomogeneous suburban structure, stretching between the right bank of the Mur River and Plabutsch hill in the west. It is the fourth largest district in Graz with 10.8 km<sup>2</sup> (8.5% of the city area), however only about 4% of Graz's overall inhabitants are living here ( 11.129 inhabitants Graz Gösting, 292.630 inhabitants Graz, (Haushaltsstatistik Graz 2022)). This resembles from highly fragmented urban structures, and Gösting's peri-urban context, which had its origin in the 50's and 60's.



Graz, district of Gösting, Mur and Railway (dashed)

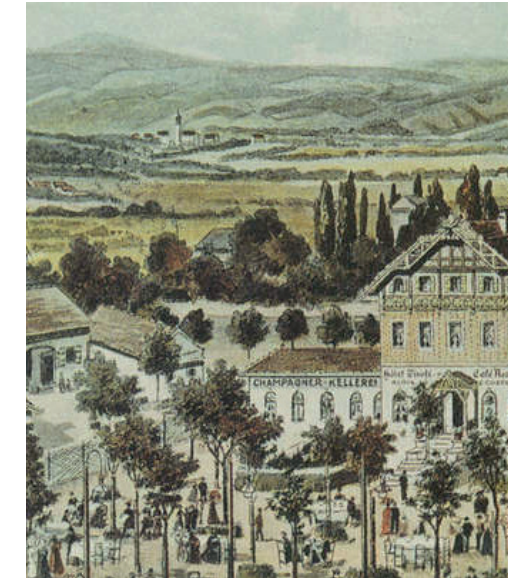
### Historic context

The place name Gösting comes either from Slavic gostinca - „hostel“ - or from gozd - „mountain forest“. Already before the year 1138, the castle on today's Göstinger Ruinenberg, formerly also Annenberg, and the village of Gösting were founded by the Aribonen Swiker von Gösting. Around 1430, the village consisted of 33 farms and a few craftsmen, including two millers in what is still called the millers' quarter close to the creek Thaler Bach.

In 1723, lightning struck the powder magazine of the castle, destroying most of it. As a replacement, the baroque Neugösting Palace was completed in 1728 at the foot of the castle hill as the new family residence of the Attems. At that time,



Castle Gösting with military parading ground, unknown artist approximately 1850 © KK / Kubinzky



Hotel Tivoli and sparkling wine bar, part of the old town center © KK / Kubinzky

the settlement and the road extended only along the mountain range due to the Mur floodplain. From 1850, Gösting was a municipality in its own right, and in 1931 it was granted market rights. In 1938, Gösting was incorporated into the city of Graz and since 1946 has formed the 13<sup>th</sup> city district, which also includes the settlement of Raach far to the north, which was built on former pastureland in the 1940s.

The large military depot and the once important Zankl paint factory are now only historical reference points. In 1920, the Higher Technical School (BULME) was relocated to the grounds of the military depot and the Zankl factory was transformed into a residential building. Until the end of the 19<sup>th</sup> century, vineyards surrounded Gösting on the gentle slope-banks of the Plabutsch and the Kleinoscheg sparkling wine / champagne winery became an important economic backbone of the area. From the opening of the railroad line Mürzzuschlag-Bruck-Graz in 1844, the first factories and industrial buildings settled along the freight station, south from the center of Gösting. From the beginning of the 20<sup>th</sup> century until the 1950s, Gösting was connected to the urban public transport network with a single-track tram line starting from Lendplatz via Wiener Straße to Exerzierplatzstraße.

The opening of the tunnel leading through the hill Plabutsch of the A9 motorway in 1987 brought relief along Wiener Straße and Kärntner Straße. Especially as it had previously served as the „Gastarbeiterroute“ - the international transit route in the north-south direction.





„Gastarbeiterroute“ the former European route 5, leading through Wr. Straße in the 1960's © Universalmuseum Joanneum



More than 100 years ago, the tram dominated the streetscape of Wiener Straße, 1910 © KK / Kubinzky

### Urban context

The City of Graz was developed along the river Mur within the geological basin called Grazer Becken. As former village, Graz Gösting still resembles village like urban structure especially within the old town center.

The majority of the district used to lie in the floodplain of the Mur. Development only became possible with the regulation of the Mur around 1870 and the construction of the Mühlgang. Through the strong axis of the Wiener Straße, and the railways, further development mainly occurred along the road-side in the 60's and 70's. This led to a highly fragmented structure and a heterogeneous cityscape, in terms of use, building structure, as well as the number of stories. The urban fabric is manifested through a mixture of commercial and industrial buildings, interspersed with large, mostly inaccessible. Privately used green and open spaces such as allotment gardens form the green backbone. The development is in general characterized by its strong relationship to the Wiener Straße street. As a general principle, buildings are located close to the street line and have a strong spatial impact. Depending on the location in the area, commercial and/or public facilities are located in the ground floor zone of this typology. Apart of Wiener Straße, single-family homes and large housing estates from the 1960s and 1970s are the dominant typology, leaving little to no public spaces open.

### Socio-cultural context

Graz is also a major educational and research hub, with several universities and research institutions located in the city. This has helped to foster a vibrant and diverse cultural scene, with numerous festivals, concerts, and other events taking place throughout the year. While Graz is the second-largest destination for studying in Austria, with four universities, counting around 50 000 students in total, Graz Gösting seems to be inferior in terms of educational anchors. The primary school, the kindergarten, a gymnasium and the higher technical school

BULME form the only educational facilities within the district.

Graz has a tradition of innovative architecture. It is widely known for the influential architecture firm "Werkgruppe Graz" that coined late Modernism in Austria; for the so called "Grazer Schule" ("Graz School") whose protagonists became internationally celebrated architects; or early experiments with participatory planning practices in housing projects etc. Graz was able to strengthen its role as a cultural centre during its year as the European Capital of Culture in 2003. On that occasion the city commissioned several buildings to be designed by high-profile architects such as the Mur Insel by Vito Acconci, or Kunsthaus Graz by Peter Cook and Colin Fournier.

However, these measures didn't quite precede the focus of the urban development of the city's neglected northern side. However, interesting architectural straits can be seen in the development of the Zanklhof, a restoration of an old colour factory next to the Mühlgang creek, or the former Stiefelkönig factory. Both projects can be seen as precedents for a sustainable and lively approach to existing structures, caring for them and giving them a „second life“.

Gösting had been a recreational hot spot due to its palace and the castle from early days on. From the 1930's onwards even a chairlift existed, leading up to the, Plabutsch hill. As early as the 1960s, however, the number of passengers began to decline. For many years, the lift went back and forth: sometimes it transported passengers, then loads, or was even shut down altogether. In the 1980s, the infrastructure was finally dismantled completely - with the exception of the bottom station, which was left to decay.

The highest population increase at the district level was recorded in Gösting between 1961 and 1971. In comparison with the neighboring districts of Andritz and Lend, Gösting is a district where the population has remained constant over the last three decades. On the one hand, this situation reflects the fact that there has been no significant deterioration in the quality of life in the district. On the other hand, the district does not currently have any particular potential for attracting new settlements - in contrast to Andritz. The spatial distribution of the population strongly reflects the structure of use. The highest density is found in the high-rise housing estates (Bischofsiedlung, Siedlung in derGärtnerstraße) from the 1960s/70s.

### Economic context

Graz provides almost 40 % of the jobs in Styria, and serves as an important economic hub in Austria and the wider European region, with a diverse economy that spans a range of sectors.

However, the district of Gösting with roughly 170 companies offers a total of about 2000 jobs. The workplaces are concentrated along Wiener Strasse and south of Exerzierplatzstrasse in the area of Fischeraustrasse. With the exception of a few large companies (e.g. Telekom, Schenker Logistics), the area is mainly home to small and medium-sized enterprises. Along Wiener Strasse, businesses from the automotive and retail sectors are mainly located.



# IV Reflection site

## **Train:**

*potential train  
users per day  
getting off and on  
at the new hub  
3.700- 5.000*

*thereof*

*new customers  
2.300- 2.900  
minimizing travel  
time of approx. 20min*

## **Bus:**

*line 67 main cemetery - Zanklstraße  
line 67E Jakominiplatz - Zanklstraße  
line 85 Don Bosco - Gösting  
line 52 main cemetery - Ziegelstraße  
line 48 Gösting - Thal -Kötschberg  
line 40 Jakominiplatz - Gösting  
at frequencies of approx. 10-15min*

*regional busses*

*100, 110, 120, 121, 130,140 and 831  
at frequencies of approx. 15-20min*

*roughly 20min to  
the main train station*

## **Tram:**

*proposed  
tram line 8  
linking inner  
city center  
Jakominiplatz/  
main train station*



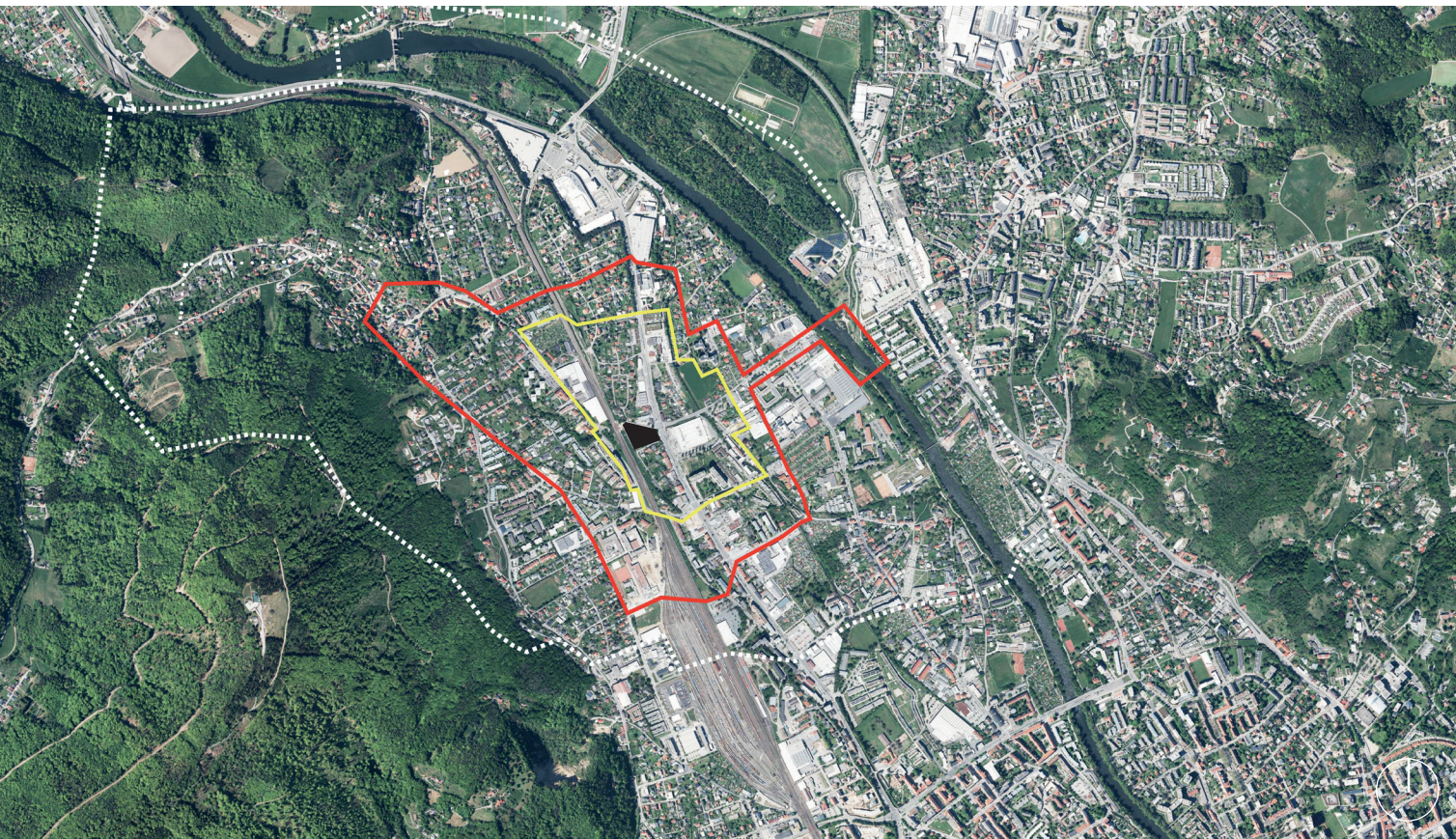


# PASSAGE, CONNECTION, TRANSITION

The reflection site covers about 110 hectares and spans from the river Mur banks in the east to the old center of Graz Gösting, which is nestled in the foothills of the Plabutsch. The creeks and their adjacent greenery are a silent, nearly forgotten palimpsest of the once strong connection between the once highly socially active center and the ecological and agricultural important areas near the river banks. The Wiener Straße, formerly an active route, has started to become an interference of this east-west connection as traffic began to shift already in the early 20<sup>th</sup> century. Since then, the focus of the district has shifted from the old center around the castle and the older street system in the west to Wiener Strasse and its surroundings. It seems, that Graz Gösting has lost it's genius loci throughout the past decades and is torn between its two identities - an old idyllic center and a faceless typical city entrance.

How, then, can we embrace the planned public transportation hub at the cross-section of the Wiener Straße and the Exerzierplatzstraße as a new possibility to

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territorial site (dotted), strategic site (dashed) and project site (continuous) in urban context; black symbol depicting new public transport hub © Google Earth

form a connection and make use of the strengths and dynamics of the other? How to anchor each place, by embracing it's genius loci, while still bringing the district closer to the city center of Graz? How to transform the heterogeneity to a livable social - and ecological space? How to sow memories from one to the other, so that they become a tangible whole? The surroundings and connections of the Wiener Straße are therefore most crucial! Show us how the Wiener Straße itself can become a liveable public space, while interpreting the strategic site as an interface that takes advantage of these dynamic places: Which potential can be arrived at by negotiating this unique position with its existing parameters and its future prospects? In doing so, how can the strategic site itself become the desired component that guides from one place to the other?

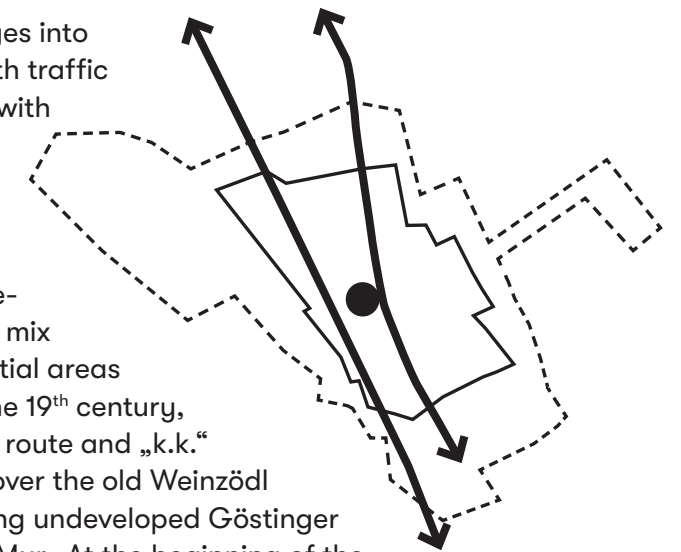
## Existing framework and it's potential

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### The barriers

The Wiener Straße "B67", which subsequently merges into the Bahnhofsgürtel, represents the main north-south traffic axis in Graz on the right bank of the Mur. Together with the railway line, they act as the main barriers of the district, while holding incredible potential for a re-organisation of public space.

Today, the Wiener Straße manifests itself as a faceless, typical city entrance road, characterized by a mix of industry, commerce and trade as well as residential areas manifesting in single family home patchworks. In the 19<sup>th</sup> century, the historic Wiener Straße was an important postal route and „k.k.“ main communication line. At that time it extended over the old Weinzödl bridge through Alt-Gösting and passed the then long undeveloped Göstinger Au - floodplains and riparian meadows of the river Mur. At the beginning of the 20<sup>th</sup> century a tramway that ran through Wiener Straße connected the city center of Graz with Gösting Castle and served as a lively tie, up until it was discontinued in 1957. The Wiener Straße, had long since taken on a new function: that of a motorway and the leading part of the „Gastarbeiterroute“ through Styria. However, that too, is history. The route was rendered obsolete by the construction of the tunnels through the Plabutsch hill. Since then, it is not the main





north-south thoroughfare through the city of Graz anymore, but it still serves as an entry road to Graz, and from time to time traffic has to be routed via Wiener Straße when the Plabutsch tunnel is closed. But it is still a highly trafficked road all year round. On a normal weekday, the Wiener Straße is loaded with about 25,000 vehicles per 24 hours, causing extensive noise emissions at 80 dB during the day. Due to an upsurge in number of jobs especially in the north-western part of Graz the amount of commuters by car will increase drastically over the next years.



Thalerbach, and area of the new transportation hub; barrier of the railroad embankment and electricity line

### The hub

The railway line runs in parallel to the Wiener Straße, making the barrier even more substantial. The passage, a narrow underpass, where the Exerzierplatzstraße meets the rails, leads into the old center of Gösting. The area adjacent to it, between Wiener Straße, the railroad embankment and between Exerzierplatzstraße, the Thalerbach creek and Karl-Zeller-Weg will be occupied by the new public transportation hub. It will mark a milestone for Graz's mobility transition, as it will become one of the largest future train stations in Styria, letting potentially 3.700- 5.000 train users getting off and on the train. Currently, there are about 1,000 main residences and 700 employees within a walking distance of 5 minutes from the proposed hub.

This new public transportation hub has the potential to be instrumentalized in order to provide an anchor for a multicoded public space, forming a mediation between the two identities of Gösting, providing services and local facilities for the surroundings and negotiating between front and the back of the „barrier“. It has several crucial tasks to fulfil: To suggest an arrival. To give importance to a central crossing which addresses a human scale and a human pace. To question the appearance and the function of the Wiener Straße and its entrance to Gösting. To become an incentive for a structural development or a revitalization of the existing fabric. To weave the fringes of the barrier with its neighbouring context. To set new urban accents.

In which way can such a negotiation be successful? What does it need? Is it a merging approach, based on integrating its surroundings, and how can this new element shape its surroundings, in order to repair, and take care of the social and ecological connections?

The existing public transport line network in the vicinity of the planned public transport hub is currently, reachable by bus line 67 or 67E which ends northeast of the hub at the Zanklstraße stop. Various regional bus lines (100, 110, 120, 121, 130,140 and 831) as well as the municipal bus lines 40 and 52 run along Wiener Straße. Bus line 85 is routed almost parallel to the railroad as far as the Gösting stop, where bus line 40 also ends. Bus line 52 is routed in a northeasterly direction across the Mur River to Andritz with its terminus at Ziegelstraße. Partly, there will be school bus interpolations on line 52 to the HTL Bulme running within 10 minutes to the school grounds of the higher technical school.

The HTL Bulme Graz is attended by about 2,300 students and employs about 400 people in teaching staff and administration. About 1/3 of the students attend evening school (part-time). Due to its size and location in the immediate vicinity, the school will present besides the employees of A1 and AVL at Exerzierplatzstraße one of the largest influx of people of the new hub.



New mobility hub and current bus connections.

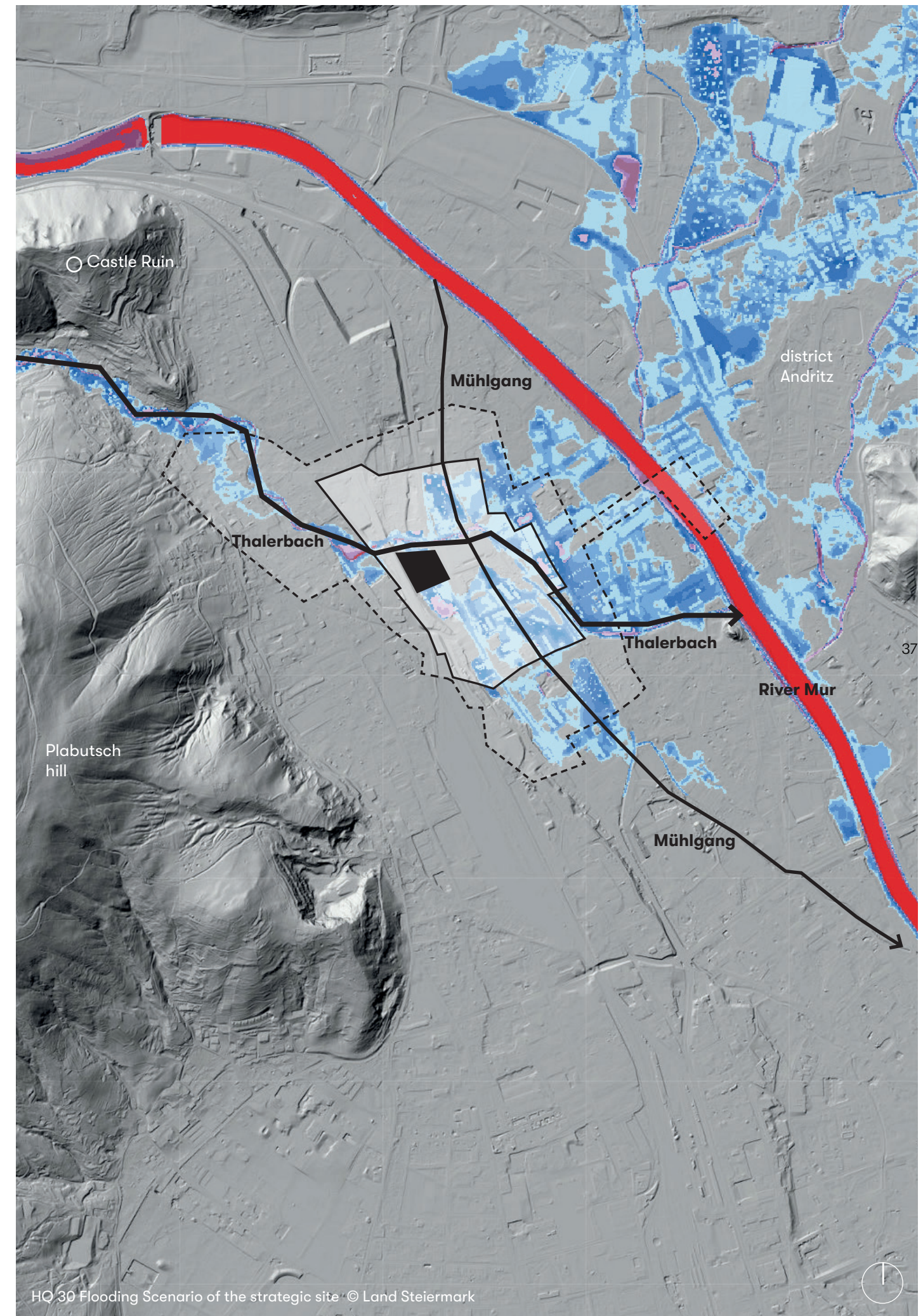


### The fluvial basis

The substantial hillrange of the Plabutsch, a foothill of the Grazer Becken, gives rise to many small streams and brooks. The zone between the foothills of the Plabutsch and the river Mur is thus, rich in water, manifesting a high ground water level. These watercourses - the Thalerbach, the Aubach, the Schleifbach and the artificial Mühlgang form already a green spine of the area. However, most of the streams have been channelled underground, breaking the ecological continuity and reducing the chances for a fluvial habitat with a high biodiversity. Natural vegetation such as shrubs and trees normally found along watercourses is greatly reduced by human intervention such as infrastructure, buildings and private gardens. Inherent torrential rains, which cause devastating floods are no longer a rarity in Graz-Gösting.

The creeks and floodplains once attuned with the flooding events, have now no longer the capacity to uphold and uptake those water masses. After enormous flood damage, a flood protection project was therefore started in 2011, which is intended to re-naturalize the Thalerbach river during flood runoff. Despite these set measures, strengthening the blue green network and applying the principle of a sponge city should form the basis of your design. How can the fluvial landscape memory of the floodplains, the underlying geology rescale and repair the disjunctive realities as a hybrid landscape which provides socially and ecologically favourable conditions for its neighbourhood? How can the creation of public accessibility and a sustainable handling of the ground resources interweave with existing green structures and the newly planned public hub? Another focus lies on the preservation and use of existing open spaces. Besides the castle gardens, and some playgrounds, the amount of public accessible green spaces is rare. In any case, it is a resource for people without gardens of their own, for quick recreation in between, and therefore essential for the community. How could this be improved? Are there unseen potentials? How to address the allotment gardens, the private single-family gardens?

The extensive network of hiking trails weaving through beech, chestnut and oak forests at the Plabutsch hill, leading the way to picturesque destinations such as the old castle ruins and the Thaler See and to the alluvial meadows on the banks of the river Mur offer atmospheric experiences, not just for residents of Gösting, but for the whole of Graz. How to transform, repair and adjust the blue and green network surrounding Gösting as a catalyst for an active connection also within the city? How can these areas of biodiversity combined with active mobility become an important driving force for linking two anchors? How to make these places tangible and combine them into a symphony of experiences, reconnecting with the watercourses and green corridors connecting them? Show us the richness that lies unseen. Expose connections that haven't been thought of yet. By doing so, try to make ecology an equal agent, in order to allow to live in co-existence with the changed the dynamics imposed through the climate crisis.





## The existing

Graz Gösting's old buildings are of great scenic value. Most of these buildings are not listed, but they are historic. They are prominent and their potential as points of interest should be highlighted. Examples include the Gösting Palace, the old castle ruins, Biedermaier buildings and Gründerzeit villas. But also late architectural projects, such as the transformation of the Zanklhof next to the Mühlgang emphasize the existing qualities of the area. What impact has the creation of the new mobility hub on these existing structures?

One of the main challenges of your design will also form the move of „taking care“ of the extremely fragmented context, while working with the existing fabric. The integration and transformation of the unstructured, fragmented and the land-consuming development manifesting in a mixture of commercial and industrial buildings, interspersed with large, mainly inaccessible, privately used green and open spaces (allotments), single-family homes and remnants from the 70's such as large housing estates (for example the Bischofsiedlung) pose great questions. So do the retail areas, such as the one story supermarket (Interspar) opposite the newly planned public transportation hub.

The site, which covers almost two hectares, offers a great potential for redensification. What different scenarios are possible for these typologies? How can the handling of these „crucial spots“ within the strategic site detect opportunities in the existing urban fabric? How can the act of „taking care“ knit their strengths into your concept? Where, then, should public space be accentuated in order to

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Strategically important areas, fragmentation of the greenspaces, underpasses of the railway line

strengthen relationships and links? How can the old centre and the „Wiener Straße - Gösting“ be enriched and engaged by implementing new anchors? How can gastronomy, trade and community facilities contribute to the vitality of the district and transform vacancies?

## Proximities

Graz Gösting is relatively isolated, in terms of public transport in spite of its location, and the former presence of a tram connecting it to Graz's center. Currently, it is only served by the bus line 40 departing from the city centre of Graz to Gösting's centre, the bus line 52, departing from the main train station of Graz, connecting Gösting to the neighbouring district across the river Mur.

Workplaces are concentrated along Wiener Strasse and south of Exerzierplatzstrasse. With the exception of a few large companies (e.g. Telekom, Schenker Logistics), the area is mainly home to small and medium-sized enterprises. Retail outlets as well as public and private services and amenities are mainly located almost exclusively along the two main axes - the Wiener Strasse and the Augasse. In close proximity to the strategic site is a higher technical school, which creates a great influx of pupils, the post office and a branch of the municipal library. Crossing over from the area „new transportation hub“ to Gösting the can only be accomplished by passing through a small underpass of the railway at the Exerzierplatzstraße and the Ibererstraße. Both leading to an area which seems to be like „the back“ of a building development. All current connections with the old center of Gösting seem to be geared towards the faceless road Wiener Straße and coined by car mobility. The cycle path network is primarily oriented in a north-south direction, leaving open the possibility for a cross-connection and thereby a strengthening linkage to and across the river Mur. Important to emphasize will be the connection to the two schools - the higher technical school BULME next to the Ibererstraße underpassage, and the primary school close to the Anton Kleinoscheg underpassage next to the new mobility hub.

How can a passage and a link be made interesting? How can curiosity to discover the „back side“ be stimulated? How to design for a greater connectivity with active mobility beyond the passages, linking important public anchors such as the school? How can residents experience an attractive sequence of zones so that using their cars becomes irrelevant? Show us the future of an activated Wiener Straße, having undergone the mobility transition.



Plabutsch, chairlift 1932 © Kubinzky

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Plabutsch foothill

town church

sportsfield school

higher  
technical school

underpass

public park

Bischofsiedlung

Zanklhof

creek Mühlgang

Telekom / A1

allotment gardens

Aerial View of Wiener Straße and NVK Gösting © Google Earth

Bischofsiedlung

River Mur



Thalerbach creek

old town center

Gösting Castle

castle park

Thalerbach creek

primary school

Heckenblaicher  
timber works

underpass

new  
mobility hub

shopping center

Interspar

Wiener Straße

Exerzier-  
platzstraße

AVL

bird  
protection area

water  
works Andritz

creek  
Andritzbach



# V Project site





# Project site

## Atlas of transformative milieus

The project site stretches over 32 ha and is composed of 6 different milieus, which should be explored in detail and developed in stages. Strong emphasis will be placed on the detailed design and the spatial, temporal and social spin-offs of the new public transport hub. Keep in mind that each situation has to function on its own, however, it is essential that the entire project site is treated as a whole. Show us spatially, ecologically and socially courageous transformations for these different milieus.

### Milieu I

*the proposed public transformation hub and its relationship to Wiener Straße*

Graz Gösting's new public transportation hub will be located between Wiener Straße, the railroad embankment and the Thaler Bach / Exerzierplatzstraße. Here, a new train stop, a tram stop and a bus stop has the potential to form a dynamic and lively basis for a resilient, multicoded public space that embodies diverse uses and functions. Show how this transformation can transform the extremely heterogeneous surrounding structures. How can the current public spaces, dominated by motor traffic, be transformed? How can the introduction of this mobility hub add to the existing infrastructure (local suppliers, school), and create a central point? The proposed primary version of the corridor for the tram tracks runs along the Exerzierplatzstraße.



Currently obsolete buildings at the area of the new public transportation hub.

It runs along the Exerzierplatzstraße and then parallel to the ÖBB railway line in a southerly direction to Ibererstraße (see attached plan in appendices). An alternative variant of the corridor for the tracks, could run under the existing railroad line to Anton-Kleinoscheg-Straße and Karl-Zeller-Weg - however, this is to be considered as a sub-variant. The supra-regional ÖBB high performance railroad



Milieus © Google Earth (images: data SIO, NOAA, U.S. Navy, NGA, GEBCO Landsat/Copernicus)

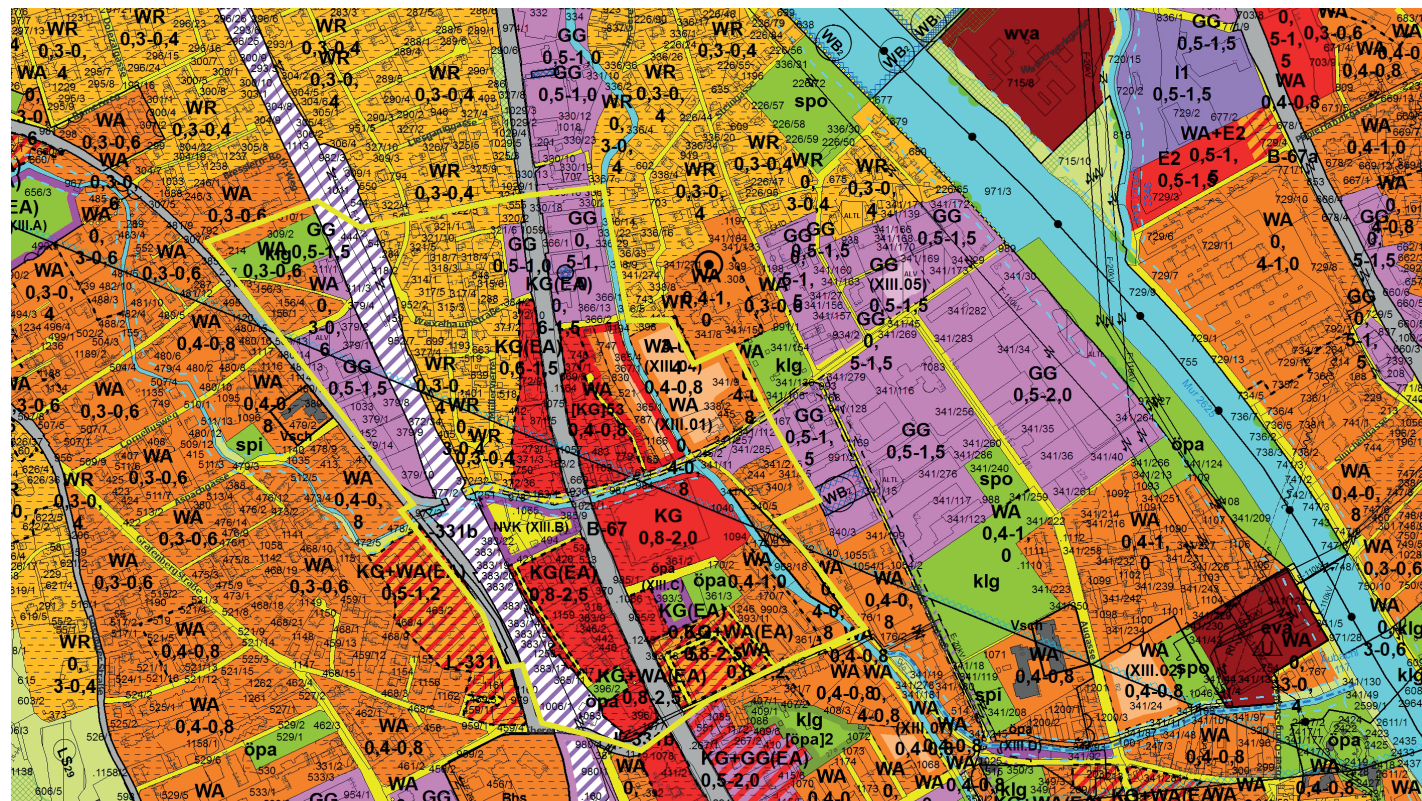
line is scheduled for 2040, and the tram track implementation should happen between 2025-2040. See the hub as a catalyst for the potential developments, and fully explore its potential as a new centre of Gösting. Keep the spatial and infrastructural framework depicted on page 52 and 53 in mind.

Show us how existing functions and uses can be transformed, by examining the existing land use plans and the urban concepts of the city. What future use and function is applicable?

How to make use of a barrier, such as the 8 meters high railroad embankment? Can it embody uses and qualities in order to achieve permeability? Or can it strengthen the transition through accentuating this threshold? How to activate the space already before the implementation of the train stop? Show how to temporally and spatially phase the spin-offs of the gradual introduction by the bus stop, the tram stop, diverse uses and lastly the train stop. Keep in mind that the Thalerbach creek, offers great potential to be widened at this spot and to link the public space back to the social and ecological hubs of the strategic site! Show how a fluvial and biodiverse space, with a particular microclimate can spill over into the heavy trafficked Wiener Straße and the Exerzierplatzstraße. How can the Wiener Straße - with 4 lanes and little space for pedestrians and cyclists become a part of this hub? What uses and functions can happen on the ground floor?

How can the social besides the ecological be ingrained? Think of functions besides the necessary infrastructure and supplies, such as a public toilet, kiosk, café, tobacconist. How to strengthen the active mobility connections to the higher technical school? How can this space become a performative power, besides the dynamics created by movement? How can the technical necessary infrastructure such as bike racks, bus bays and the tram stop be integrated? How can it become a space worthwhile for stroll and stay?





Land use plan, City of Graz, yellow line depicting project site

### Milieu II

*the supermarket Interspar*

The site of the one-storey supermarket Interspar, which covers almost two hectares, offers a great potential for redensification. According to the land use plan as core area, redensification can opt up to a density of 2. It has a prime location, right opposite the new hub. This development will be crucial for the liveliness of the junction. How can a sustainable re-densification look like? How to make use of the underground car park? What different scenarios are possible for this typology? Which program could settle here? How can it strengthen and add to the public transportation hub? How can the adjacent public park towards the south of the market, the car parking space and the connection to the Mühlgang add to a biodiverse and ecological valuable future? What kind of public space is needed here?

### Milieu III

*open space adjacent to the watercourse Mühlgang and Exerzierplatzstraße*

Adjacent to the Exerzierplatzstraße there is a patch of open land, prone of flooding. What function can it hold? How to consciously make use of this sponge territory and the element water as a design principle? How to ensure to strengthen the connection of the Exerzierplatzstraße, while keeping the ecological qualities and the open, unsealed ground? Within the land use plan, the area is depicted as development area.

### Milieu IV

*large volumes and retail centres*

The Wiener Straße and its retail centers have connoted the area as a faceless streetscape. How to make use of such large volumes and integrate them? How to prevent further sealing of the ground, and unseal existing infrastructures? In the area of Exerzierplatzstraße/Fischeraustraße, as well alongside the Wiener Straße the small-scale structure is replaced by large-scale and heavily sealed industrial areas. How can the flourishing Hechenblaickner timber trade and carpentry be integrated into the new strategy?

How can the topics of “new apprenticeship” and „new learning“ be at hand here? How can production become multi-dimensional? In a synergetic mode, as “living cities” is proclaiming, working, living, making, and learning would naturally interweave and ideally profit from each other.

How can urban gaps be closed between residential areas and the retail centers? What program could settle here? A usage mix should also be sought outside conventional proposal and can include any form of productivity.

The circular, synergetic and climate adaptive aspect is vital, as it is for the entire project. How do you envision the Wiener Straße after the mobility shift?



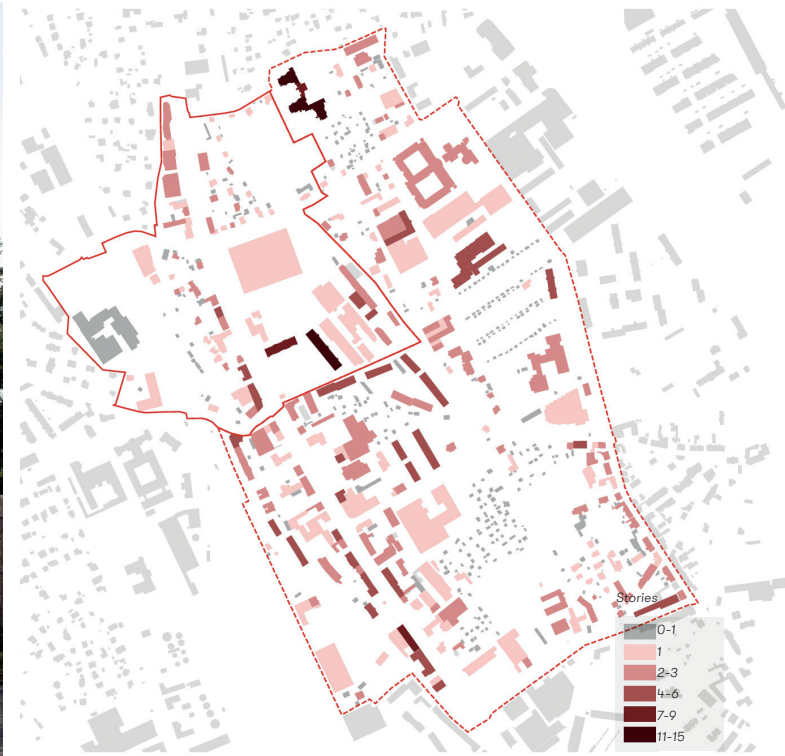
Car retail stores, the open space adjacent to the artificial canal of the Mühlgang and single family homes.

### Milieu V

*single family homes and allotment gardens*

In the northern part of the area, situated in second row of the Wiener Straße the settlement area is primarily characterized by areas with a small-scale structure. Single family homes, isolated settlements of apartment buildings and housing estates as well as several allotment gardens mark the identity of the place. How can the immense potential of the „Garden City Gösting“ become a shared as-





Gründerzeit villas and amount of stories

set? How can the area be densified, while keeping qualities of the green spaces? How to ingrain a common and social context? Show how to phase this transition.

**Milieu VI**

Gründerzeit villas

The area of the Gründerzeit villas, with its lush greenery and pleasant microclimate seems like a little gem next to the noisy and dusty Wiener Straße. Furthermore, most of these buildings are not listed, but they are historic.

How to „care“ for them, while keeping the existing qualities, and still integrating them into the urban fabric? Question their further development, and show possible transformations of the individual buildings, based on the impact of the adjacent hub. How can the green backbone of this area inform the future development? What kind of character is needed to mediate and formulate an ecotone between the lively envisioned hub and this calmer area? How to emphasizing the existing greenspace character while still transforming the fragmented spaces? Show a transformation which takes on the ambiguity of combining these social as well as ecological elements.

# Key objectives

**Porous & Green**

Embedded in this particular context where, within walking distance, recreational and micro-climatic highly valuable green spaces can be reached, it is unquestionably to prioritize pedestrians and active mobility. Its generous green spread, the sprinkled single family homes with private gardens nestling inbetween the Plabutsch and the river Mur might lull you into a sense of security. However climate issues such as the bespoke flooding events combined with hot temperatures don't stop here. The site is for a peri-urban area heavily sealed, and concrete determines especially the appearance next to the Wiener Straße.

The vision of a close-knit green network (sponge city principle, green roofs, water retention, etc), being the districts capillary system, which helps to regulate its climate, to absorb these hydrological events and provide attractive spaces for humans and non-humans is vital. *> Transform the site into a resilient example and re-establish a consciousness for these qualities.*

**Passage**

Thinking about how to accentuate the different characteristics by actively designing thresholds, passages and transitions will be key to the place. The site should invite people to cross, to stay, but essentially to “use” the space. With its new asset, the location it is predestined to become a place ‘en route’ for many people in the area. *> Show what Gösting has to offer. Depict how the layer of infrastructure can be informed by accenuating the genius loci, and using active mobility network as a design basis.*



Passage, leading to the old town center, adjacent to new the transportation hub



Private greenespaces as a ressource for green backbone?





# VI Task & Submission

## Task Atlas of transformative milieus

Design a strategy that will enable Graz Gösting to become a thriving and lively neighbourhood once again. The strategy should include an overall vision and a series of individual projects demonstrating how the strategy can be implemented gradually. Entrants should prioritise addressing the problem of the fragmented peri-urban structures by actively improving socio- ecological conditions through the shift in mobility.

The key will be to systematically think about all types of living environments and to create a milieu that works for humans and non-humans alike. The area dedicated to the new mobility hub including the new train, tram and bus station becomes a main priority. A transformation of the existing fabric, starting from the future hub and the Wiener Straße with implications for the wider urban fabric, functionally, as well as spatially will generate new chances. How do you form a future perspective for this district? Show how this transition impacts layers such as active mobility, public transport, micro-climate, societal needs and the notion „care“.

### REFLECTION SITE

The competition will mainly focus on the project site, however its influence on the reflection site has to be well thought out. At the scale of the strategic site, three things will be essential: 1 - the creation of a coherent lively connection through a system of public spaces, 2 - establishing and strengthening an ecological network, envisioning a mobility transition for the four-lane Wiener Straße. Where are suitable places to expand the green infrastructure? How can the integration of the new mobility hub offer spatial potential for the connection within the strategic site? What future vision can emerge here, what possibilities can be explored in terms of a radical transition for Wiener Straße? What ideas do you have for activating the public spaces? How can the passages be developed in order to strengthen the various identities of the strategic site? How can the integration and the „caring“ for green and blue connections link different environments, bring back biodiversity and function as a flood mitigation?

#### Framework:

density between 0,8 and 2,5 depending on plot, see land use plan and appendices

maximum building height see appendices

50% unsealed ground of overall ground floor surface area

natural green and micro climate (vertical green, roof gardens, open soil, ...) to the extent of 50% of usable floor area

green-blue strategy, implementing sponge city method - multifunctional retention zones

50% of communal functions on ground floor

active mobility as key objective

mixed use as a key objective



**Framework Hub:**

bicycle pathway min.  
width 3,50m

pedestrian pathway min.  
width 2,00m

2-lane road max. 7,60m  
width

2x tram stop - length min.  
40,00m (straight line)

6x bus stop - length min.  
26,00m

1x train stop - see  
appendices AT-GRAZ-  
PS-M14, in lilac; position  
can be moved, 8m height  
difference needs to be  
transgressed

Establish a plan and a process that can be implemented in stages. Looking for leftover and vacant spaces might help to nourish the idea of unsealed ground and socio-ecological connections as a first step. How do you envisage the ideal scenario? How will the new sustainable mobility hub inform an active mobility concept? How can this address the ecological footprint of the neighbourhood and become part of a livable quarter? Which parameters and qualities have to be transformed in order to achieve that?

Design a vision where the desire of arriving at a respiring urban environment for humans, and non-humans, has the possibility of coming true. For this, street cross-sections can be a great tool to investigate and develop, the objective of enhancing the urban spatial quality for active mobility and ecological connections.

The visibility, accessibility and the ecological qualities of the watercourses, in particular of the Thalerbach, are to be emphasized. How can these ecological entities become an attractive space, available to all, while repairing the existing fabric?

The strategic site asks for a coherent urban and landscape strategy where different urban streetscapes work together as one diverse entity highlighting a resilient base for a lively neighbourhood to thrive.

Define an urban orientation including qualities that shape the cityscape and the interlinking of the urban quarters.

**PROJECT SITE**

Developing a proposal that values and is attune with its environment will be the goal. The project site offers various situations, to demonstrate a compelling proposal for a resilient, lively and just urban (peri-urban) environment. Exemplarily, several anchors of the Göstinger fabric - the single-family homes with adjacent allotment gardens, the Gründerzeit Villas, the large retail volumes, the one-storey supermarket, the communal housing block from the 70's and the open space bordering the Exerzierplatzstraße - shall be examined and designed through stages.

How can this transformative atlas of milieus serve as a pilot and frame the future development of the whole district, by taking following themes as a basis:

- strengthening social togetherness through a mix of living, working, making, and learning
- introducing a sustainable, active mobility concept which goes beyond the public transportation hub
- enlivening liveliness through public spaces that invite to stay or stroll
- welcoming various interests and backgrounds, attractive to people from Gösting and further afield
- caring for the ecology and underlying landscape and embed its qualities and features in the daily lifes
- introducing a social layer, as a transformative parameter

Develop a detailed scenario for the new public transportation hub, which is anchored in an urban concept of the project site. How can this new space become an element, transgressing the current boundaries in a spatial, functional and social way? For the design of the different milieus of the atlas, think in the afore mentioned typologies, where work and life can happen simultaneously, where generations can take care of each other, where spaces can be shared according to current needs. Show us what kind of uses and spatial expressions are needed on the ground level in order to make this neighbourhood and the streetscape lively? What measures does the site need in order to allow great accessibility and becomes a place where one would like to stay rather than only commute through? What "spin-offs" could emerge from this new transportation hub?

Explore the potential of the hub across the barrier of the train tracks and make use of the green spaces of the rail track embankment. How could existing potentials be strengthened and the identity of the place be secured? How to incorporate and care for the existing?

Demonstrate the spatial and temporal processes, and how you are suggesting to allow the fluvial, and highly diverse underlying landscape to be an activating agent. Can it teach us rather to except and life attune with the changing conditions of our future?

**Framework Hub:**

Severall versions of possible layouts for the transportation hub, are applicable. AT-GRAZ-PS-M14 - M20.

Changes, as well as new options are highly welcome to be suggested, however the framework criteria needs to be provided. Opt for a sustainable version which suits with your vision.

A mobility consultant will be at your disposal for questions, at the Q&A as well as at meeting sessions - dates to be decided at Q&A.

Daily amenities, as well as public toilets, kiosks, are only one small part of the spatial program. The mobility hub should create lively, qualitative interconnections through a newly envisioned program.

Opt for sustainable and resilient programs which go hand in hand with your wider vision / strategy.



# Submission Deliverables

**IMPORTANT:** The following list of documents is a proposal by EUROPAN Austria; your submission documents need to comply with point 4.4 “Items to submit” of the EUROPAN 17 rules, available online.

All plans, sections and elevations shall be provided with a scale bar. Diagrams and concept drawings should correspond to the necessary scale of information and do not have to be to any particular scale. The detail of the drawings and illustrations should thoroughly express and match the focus of the concept.

Please provide the following items on 3 A1 panels.

## STRATEGIC SITE

depict how the site is impacting and interconnecting to the wider territory

## REFLECTION SITE

**Public Space strategy within the peri-urban area** depicting the layout of urban-, public- and green spaces, explaining the distribution of building masses in terms of significant characteristics such as heights, accesses, orientation, showing the impulse of the new public transportation hub and the future of a mobility transition for the Wiener Straße. Scale can vary from 1:7.500-1:10.000.

### Urban context diagrams

Show how the site is connected to the new transportation hub, as well as to anchors within the urban fabric, such as the schools, the old town center and the river Mur. Show how the social, ecological and mobility layers inform and complement each other. Show the principles of the greenspaces, the sponge city and how they interlink with active mobility (pedestrian and bicycle routes)

## PROJECT SITE

**1:2000 site plan** of the whole Project Site

public space, showing connectivity and porosity and socio-ecological qualities

**1:1000 lenses** of at least 3 milieus, always including milieu I. Show their different genius loci, and the phasing of your proposal. Show schematic transformation of the remaining 3 milieus.

**1:500 ground floor plan** of key situations within the milieus, show the structure of ground floor (access, orientation of building - open/closed facade, back/front), public space usage,

**1:500 drawings** sections and elevations that are central to the competition proposal (at least one section and one elevation)

**Sketches and diagrams** explaining the type of connection, use-mix, distribution of uses with a special focus on ground-level-uses, connectivity within the site / specific character of the public space (atmosphere, program, uses, rhythms day & night), phasing / each individual phase or plot can act autonomously but is part of one development

Show different qualities of green spaces within a transect of the milieu, such as green roofs, facades, diverse green spaces, their permeability and their climate efficiency

### Spatial visualization

At least 2 perspectives that illustrate the design

### Tables of numbers & graphic overview

show compliance with key regulatory requirements, density (FAR), and distribution of total ground floor area GFA in a schematics overview. (see for reference AT-Graz-PS-M21)



Transportation hub with undertunneld Thalerbach, looking towards the direction of the Wiener Straße



# VII

# Jury

**Cristina Gamboa** (ES),  
architect, principal of  
Lacol Barcelona  
© Lacol



**Alessandro delli Ponti**  
(IT), architect and ur-  
banist, principal of kh  
studio, former EUROPAN  
winner  
© Marco Egizi, 3industries



**Anna Popelka** (AT),  
architect, principal of  
PPAG, former EUROPAN  
winner  
© Erik-Jan Ouwerkerk  
(Aedes)



**Regula Lüscher** (CH),  
urbanist, former Se-  
nate Building Director  
and State Secretary for  
Urban Development in  
Berlin  
© Inge Zimmermann



**Joanna Gibbons** (UK),  
landscape architect,  
principal of J&L Gibbons  
© J&L Gibbons



**Gerd Pichler** (AT), spati-  
al planner, Head of ARE  
Development  
© ARE



**Gašper Medvešek**  
(SLO), architect, assistant  
professor Faculty of Ar-  
chitecture in Ljubljana  
© Damjan-Švarc



**Angelika Fitz** (AT), cura-  
tor and author, Director  
of the Architekturzentrum  
Wien  
© Katharina Gossow



**Theresa Krenn** (AT),  
architect, principal of  
studioederkrenn, former  
EUROPAN winner; Subs-  
titute



**Radostina Radulova-  
Stahmer** (DE), architect,  
co-founder of STUDIO-  
D3R and former EURO-  
PAN winner; Substitute  
© Julian Martit



# VIII Legal framework

Disclaimer: As the rules are subject to change at the time of publication of this document, please refer to the European website for the full and updated rules for EUROPAN17:

<https://www.euopan-europe.eu/en/session/europan-17/rules/>

## ADMINISTRATION OF THE JURY AT THE AUSTRIAN LEVEL

In accordance with the requirements of EUROPAN Europe, the judging will be carried out in two stages. Minor deviations from the international regulations within the procedure are described below.

### Technical Commission

A nationally designated technical committee determines the technical conformity of each project submitted

### 1<sup>st</sup> stage evaluation: local level Commission

Based on the experience of positive influence on further project implementation, local experts are involved in the decision-making process of the 1<sup>st</sup> stage evaluation at the level of each site: the seven-member commission is composed of

- two members of the International Jury for the 2<sup>nd</sup> and final evaluation,
- two national experts in architecture, urbanism or landscape with knowledge of the local context, and
- three site representatives.

In accordance with the international EUROPAN guidelines, the Commission appoints one of the two international members as chairperson and agrees on the evaluation procedure.

The jury then decides which projects do not comply with the rules and whether or not to disqualify them. The remaining projects will be evaluated according to their conceptual content and degree of innovation in relation to the EUROPAN17 theme. As a result, the Commission will select 25% (or at least 5) of the projects submitted for final evaluation.

### 2<sup>nd</sup> stage evaluation: International Jury

The International Jury, appointed by EUROPAN Austria in cooperation with Slovenia and approved by EUROPAN Europe, is composed of eight members:

- two experts of the urban order, representing the client's point of view,
- five experts in the field of urbanism, architecture and landscapew, and
- an eminent professional (in a field related to the theme).

**By appointing two of the four international experts to the local Commission, the transfer of information between the 1<sup>st</sup> and 2<sup>nd</sup> stage is guaranteed.**

The jury examines the shortlisted projects and selects the winners, runners-up, and special mentions according to the assessment criteria formulated by EUROPAN Europe (see the international competition description). The international jury has access to all entries and can vote to include projects that were not part of the pre-selection.

Each country's budget includes the equivalent of one winner and one runner-up per site. Each project will be judged on its own merits and the jury may award the prizes as a ranked or equal selection or decide not to award all the prizes. In this case, the reasons have to be published. The jury may select projects for a special mention. These projects are recognised by the jury as presenting innovative ideas or insights, but are not sufficiently suitable for the site. The authors of such projects will not receive any reward.

The decisions of the jury are final, in compliance with the rules of EUROPAN Europe.