



EUROPAN  
AUSTRIA

E17 Living Cities

# VIENNA

The urban weave

# 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.

Vienna is facing growth and is asking for a master plan for 4,900 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 Cvikl

# General information

## Site Representatives / Actors Involved

Philipp Fleischmann, District Planning and Land Use Northeast, City of Vienna  
Tabea Siroky, wohnfonds\_wien

## 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 transport, land and water management engineers. Additional inputs, eg. by sociologists or artists, are welcome.

## 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

- Representative of the Office of the City Councillor for Innovation, Urban Planning and Mobility, City of Vienna  
Consultant: Christine Navacchi, District Councillor, 22nd District of Vienna
- Philipp Fleischmann, Target Area Coordinator, District Planning and Land Use Northeast, City of Vienna  
Substitute: Christoph Hrnčir, Head of the Municipal Department for District Planning and Land Use Northeast, City of Vienna
- Gregor Puscher, Managing Director wohnfonds\_wien  
Consultants: Alfred Petritz, Managing Director MIGRA and Alexander Skarbal, Managing Director Haring Development GmbH
- Carla Lo, landscape architect, Principal of Carla Lo Landschaftsarchitektur
- Claudia König, architect, Principal of königlarch architekten
- 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

Substitutes:

Radostina Radulova Stahmer (DE), architect, principal of STUDIOD3R  
Theresa Krenn (AT), architect, principal of studioederkrenn

## 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.europam-europe.eu<<](https://www.europam-europe.eu)

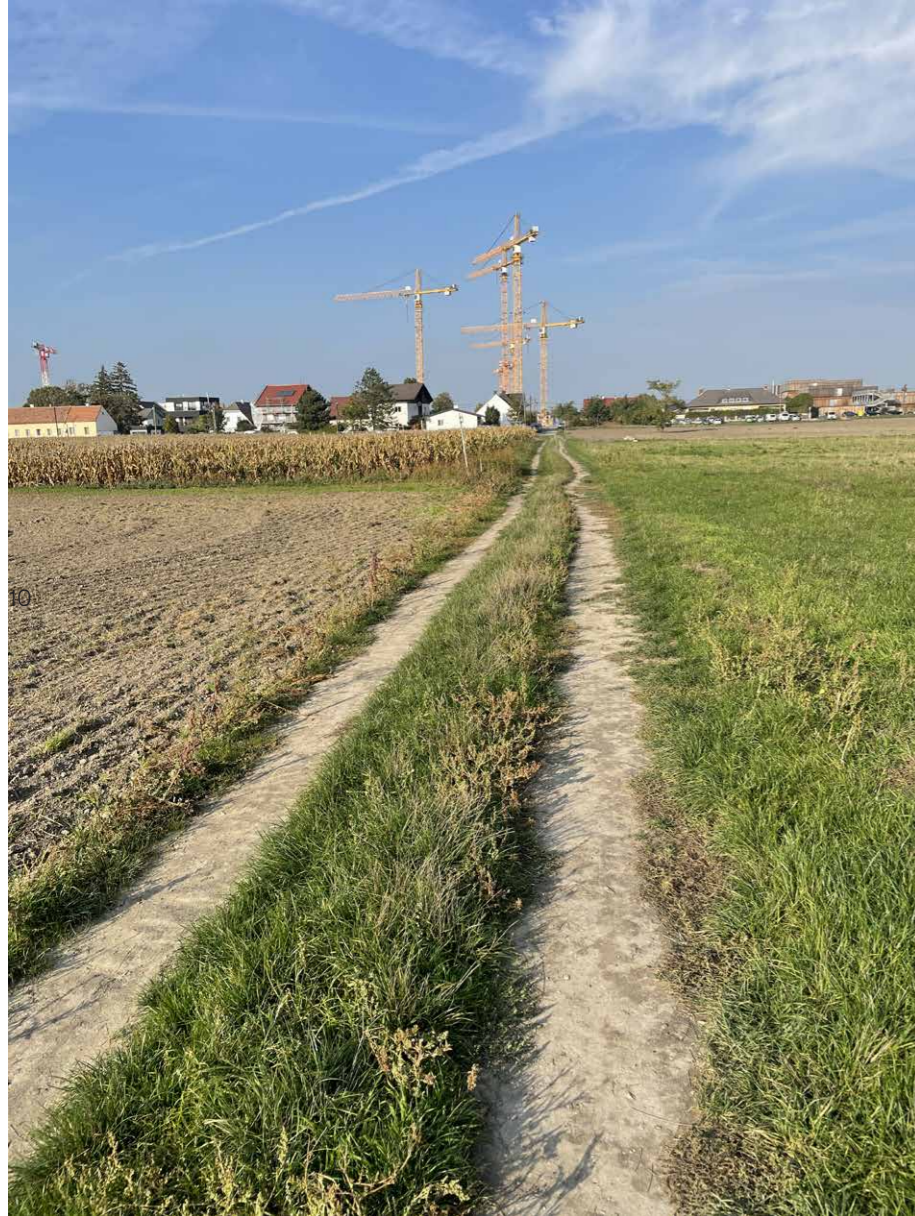
- |                  |   |
|------------------|---|
| 03 May 2023      | <b>National opening event</b><br>7pm, Architecture centre Vienna, Museumsquartier<br>Meet the site partners, interactive Austrian opening event,  |
| 04 May 2023      | <b>Site visit</b><br>start 10:00<br>Livestream link: announcement on website <a href="https://www.europam.at">-&gt;www.europam.at&lt;&lt;</a><br>and instagram europam_austria<br>Meeting point: Underground U2 Station Seestadt Aspern<br>Registration: Please confirm your participation via email to <a href="mailto:office@europam.at">office@europam.at</a><br>(name, number of participants, mobile number) |
| 08 May 2023      | 10:00-11:00 Zoom with experts on climate issues and local specificities   |
| 30 July 2023     | <b>Deadline for entering submission</b><br>23:59 (Paris Local time)   |
| 04 December 2023 | <b>Announcement of results</b><br>on the European and national EUROPAN website  |
| March 2024       | <b>National award ceremony</b><br>will be announced online <a href="https://www.europam.at">-&gt;www.europam.at&lt;&lt;</a>   |

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# I Introduction





Am Heidjöchl – amidst fields, crops and cranes

In the east of Vienna, embedded between agriculture, greenhouses and detached houses, large housing estates and mobility infrastructure, lies the 35-hectare urban development area „Am Heidjöchl“. Entering the site from the new subway station Aspern Nord, one finds oneself in the midst of fields and crops, bordered in the north by single-storey structures. On the other side, rails as far as the eye can see. Here, trains of the Austrian Federal Railways (ÖBB) as well as the elevated subway line 2 pass by the visitors. The new infrastructure already indicates the extent of the current and future developments. Vienna is growing - and Vienna is growing rapidly!

Whereas a few years ago the subway still ran into a “void”, today numerous new urban neighbourhoods are being built along its route, filling in the alleged gaps between what already exists. Vienna is proud to bring public transport to the urban development areas first. Therefore, the subway is already running here, while the development areas along it are being implemented. Likewise, the tramway line no. 27 will already be built here by 2025, before the first buildings are erected in the Heidjöchl area.

The development area is inserted into existing neighbourhoods with particular qualities that are loved by their inhabitants. These qualities need to be respected and complemented with additional qualities that only an area with higher density can provide, such as social infrastructure, care and supply. Intensively used landscapes such as the Heidjöchl area have significantly reduced local biodiversity. Developing a new urban quarter instead of agricultural use offers the opportunity to develop new habitats for animals, plants and insects. To optimize this, an intelligent design approach is needed for both open spaces and buildings. How can the area be both transformed and reconciled with the needs of a growing city while not completely overwriting what already exists? How can an urban planning strategy emerge that recognizes nature as a point of departure and a constituent moment? And how does the new, lively neighbourhood intertwine with its surroundings?

The era of Red Vienna is internationally known for its concept of social welfare and the subsequent achievements which continue to shape the city to the present day. Between 1923 and 1933, a total of 61,617 municipally owned apartments were built, providing affordable housing for 11% of Vienna’s population. Today, about 60% of Vienna’s population lives in subsidized housing and in the Target Area U2 – Donaustadt alone - which includes the urban development site „Am Heidjöchl“ - housing for about 65,000 people is planned over an area of 1,130 hectares. For Heidjöchl, the City of Vienna is looking for resistant, inclusive and sufficient concepts that balance the existing configuration with the needs for housing in an expanding city - taking into account the three factors of climate protection, climate adaptation, and circular economy.

## “Vienna calling”

Vienna, a vibrant metropolis in the heart of Central Europe, provides its more than 1.9 million inhabitants with an excellent quality of life. The city is currently one of the fastest growing metropolises in the German-speaking regions. In the next few years, the city is expected to surpass the 2 million mark, which we perceive as an opportunity.

City implies change, the continuous commitment to engaging with new ideas and keeping an open mind for innovative solutions. In this sense, Vienna has already proved an interesting planning field for numerous committed young planners from all over Europe in recent years. Once again, Vienna welcomes all participants of the EUROPAN 17 competition who want to contribute to shaping a part of this city, and we look forward to receiving entries that help to render the city even more liveable.

This time, an exceptionally exciting and challenging task awaits the participants in the competition. In the prospering 22nd district north-east of the Danube, around 4,900 apartments are to be built in the approximately 35-hectare area known as „Heidjöchl“, in the immediate vicinity of two subway stations. The proximity to Seestadt Aspern, one of the largest and most innovative urban development areas in Europe, as well as the excellent public transport infrastructure, all contribute to making the site one of the most exciting development areas in Europe.

Challenges such as the climate crisis are confronting cities around the world with new, major tasks. **On the way to becoming a climate model city, Vienna is asking for your creative visions and ideas to develop a vibrant, green and adaptable urban quarter with a high quality of life!** The City of Vienna is looking forward to planning the city of tomorrow together with you.

## Commission after competition

It is intended to commission the winning team with a process lasting about one year for the creation of an urban planning concept immediately following the competition. The winning team will be supported by a local planning office and, if necessary, by expert consultants. The aim is to implement the plans as quickly as possible with regard to the existing and/or currently evolving high-ranking traffic development.

Masterplan



The yellow line indicates the project site, the red line indicates the reflection site © City of Vienna

# II Relation to the E17 topic

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Agnes Denes, Wheatfield - A Confrontation: Battery Park Landfill, Downtown Manhattan, 1982  
© Agnes Denes

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# ASSIGNING A VOICE TO NATURE

## A regenerative transformation of the shared habitat

The recent years have drastically demonstrated the vulnerability of our living space following climate catastrophe, pandemic and wars. What contribution can architects, urban planners and landscape architects make to the emergence of living environments in which care for each other, for the environment, for all humans and all other living beings is prioritized? A practice that does not consider nature and culture as contradictions. A practice of advocacy, in terms of caring for our living environment in times of changing climatic conditions, but also in terms of strengthening neighbourhoods and supporting residents.

### Vienna in times of heat and growth

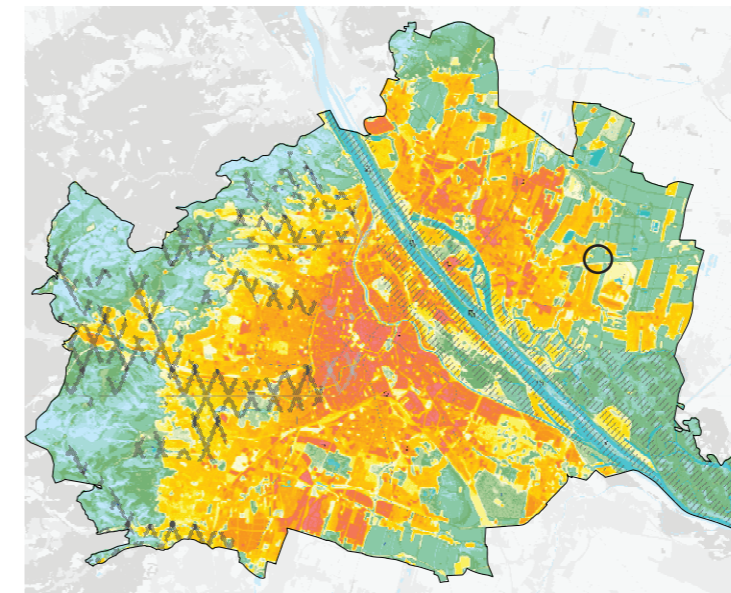
Predictions about the consequences of the climate catastrophe for European cities show that the city of Vienna and its inhabitants will be particularly affected by the impacts of global warming. Compared to other European cities, Vienna is expected to experience an above-average increase in maximum temperature of up to 7.6 °C in 2050 relative to pre-industrial times. Meanwhile, the city's population is growing extremely quickly - in the last five years, Vienna has grown by an average of about 11,000 inhabitants per year (currently 1.98 million) and is on the verge of surpassing the historic peak of 2.1 million inhabitants in 1910. As a result, the City of Vienna has in recent years launched a comprehensive urban development offensive in response to the rising demand for housing. The most famous example is "Seestadt Aspern", an ongoing mixed-use development project for around 40,000 people. The EUROPAN 17 site "Am Heidjöchl" in the 22nd district, the Donaustadt, which is located in the immediate vicinity, must also be considered in the context of the rapidly growing city. The 35-hectare site, which is currently predominantly used for agricultural purposes, will become a living space for more than 11,000 residents in the future.

### Creating harmony

However, cities do not arise out of nothing, nor do they arise in supposedly empty space. The question of how to reconcile the existing with the new, whose habitat is at stake here, and which actors will be involved and acknowledged in the future, provides the basis for all further (planning) decisions at Heidjöchl. Vienna's urban development strategy is based on the conviction that urbanization that takes care for the inhabitants and the nature needs to be done in a compact

form. This makes sure to keep land consumption low, distances short and amenities and infrastructure close to the inhabitants. But adequate density is a prerequisite, not a guarantee for a careful development.

We are seeking positive narratives in the form of architectural and urban planning visions that do not avert their eyes from the existing contradictions and challenges, but promote an active debate on what it means to pursue sustainable urban development in times of climate catastrophe and give a strong leading vision to the development area and all the building and open space design projects to follow. An urban development that strengthens our common, care-bearing coexistence - a regenerative transformation of the living space towards a better state for all: For the improvement of biodiversity, the ability to compensate for heat islands, for the desired decarbonization and last but not least for the quality of life of its inhabitants. In this sense, architecture and urban planning no longer aim to overwrite but to accept the existing, and strengthen it in its urban logic. The concepts rather promote the emergence of new forms of solidarity in future urban societies that understand the planet as their common habitat. In this context, cohabitation does not mean proving that another world is possible, but that thousands of other worlds exist in parallel - that human and non-human species form a community that is constituted together.



Climate analysis map of the city of Vienna © City of Vienna

# III The city in its context

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# VIENNA

## Central and liveable

### Regional context

Vienna is both the capital of Austria and - entirely enclosed by Lower Austria - has been an independent federal state since 1920. With 414.8 square kilometres, the smallest federal state in Austria, the Danube metropolis currently counts 1.98 million inhabitants - more than one fifth of the entire Austrian population - and is growing by an average of more than 10,000 inhabitants every year. This ranks Vienna as the fifth-largest city in the European Union after Berlin, Madrid, Rome and Paris. With an average age of 42.9 years, Vienna is by far the youngest federal state in Austria (46.3 years). This is due to the influx of young adults from Austria's rural regions and, for several decades now, also to young international immigrants. Today, the city is more diverse than ever, people from around 200 nations live in Vienna, and one third of the inhabitants were born abroad.

### Rail traffic

In 2012, the new Vienna Central Station became operational - a through station that links the southern and eastern railways, but can also incorporate trains from the northern and western railways. It serves as the main hub for regional and international rail traffic. Other highly frequented rail stations include Wien Meidling, Westbahnhof and Wien Mitte.

### Air traffic

Vienna International Airport, Schwechat, was opened in 1960 about 16 kilometres south of the city centre, in the Lower Austrian municipality of Schwechat on the grounds of a former military airfield. With the EU enlargement in 2004 cargo and passenger volumes increased significantly. Primarily a hub to Eastern Europe and the Middle East, it is served by 77 airlines and connects 217 destinations in 68 countries worldwide.

### Public transportation

Today the tramway network is the sixth largest in the world, with 172 kilometres of track and 28 lines. The bus services currently consist of 43 lines operated by "Wiener Linien", plus another 65 operated by subcontractors. In addition, there are suburban trains and regional trains operated by ÖBB. It was not until 1978 that the first subway line, line 1, was inaugurated. There are currently five lines with a route length of 83 kilometres and 109 stations; the sixth line is currently under construction. Public transport is seen as the main engine of urban development in Vienna and the construction of new subway stations is closely coordinated with new housing developments. Due to the good public connections, 35% of trips were made on foot in 2021, 30% by public transport, 26% by car and 9% by bike.



Localization of Vienna within Europe



Direct rail connections from Vienna to selected major cities in under 7 hours travel time.

- up to 1:30 h travel time
- 1:31–3:00 h travel time
- 3:01–4:30 h travel time
- 4:31–7:00 h travel time

### City politics

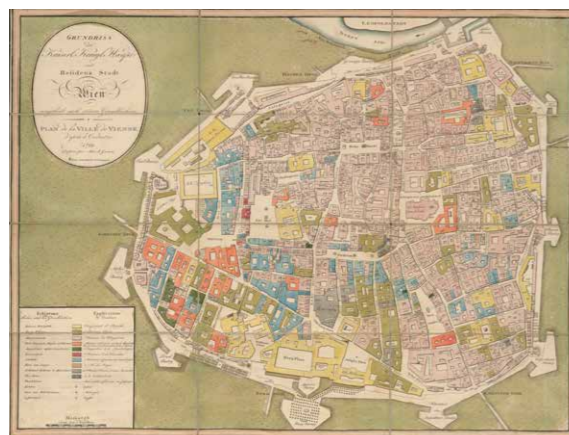
Since 1919, the mayor's office has been held by the Austrian Social Democratic Party (SPÖ) in all free elections. The City Senate and Vienna City Council (the city parliament) have had majority rule by the Social Democratic Party since 1919. Between 1934 and 1945, during the period of Austrofascism and National Socialism, no democratic and free elections were held. Since 2020, the Vienna city government under state governor and mayor Michael Ludwig (SPÖ) has consisted of a coalition between the SPÖ and NEOS (Das Neue Österreich and Liberales Forum).

### Historic context

Archaeological findings indicate that the “Wiener Becken” (Vienna Basin) was continuously inhabited from the Neolithic period (5,800–4,000 B.C.) onwards. In the first century A.D. the Romans erected the military camp Vindobona on the site of the Celtic settlement Vedunia. Today the city centre of Vienna is located here, the course of the wall and the streets of the camp can still be traced there. Adjacent to the camp, a civilian city was built on the site of today’s third district. Due to its location far to the east of the Western Roman Empire, Vindobona fell victim to the Germanic Migration in the 5th century. In 955, with the victory of the East Frankish King Otto I over the Magyars (Battle of the Lechfeld), the rise of Vienna began. Under the Babenbergs, the Margraviate of Osterreich was founded in 976, with Vienna situated on its territory. As the capital of the duchy, the city became an important commercial centre and maintained trade relations, especially along the Danube and even with Venice.

### Urban historic context

Under the reign of Emperor Franz Josef, the city experienced three major expansions: in 1849, the suburbs within the Linienwall, including Leopoldstadt, were subordinated to the Vienna City Council and incorporated into the city. In 1858, the moat was filled in and the city walls surrounding the old town were torn down. In their place, the monumental Ringstrasse was built with historic grand and representative buildings. In 1890, the second major urban expansion incorporated Vienna’s suburbs on the right bank of the Danube into the city of Vienna, which now had 19 districts. The Linienwall was demolished and in its place the „Gürtel“ was created as a third ring of streets. In 1904, another incorporation of the suburbs on the left bank of the Danube took place. In 1912, Vienna had over 2 million inhabitants, thus becoming the fifth largest city in the world.



Ground plan of the Imperial Royal Capital and Residence City of Vienna, 1799 © Vienna City Library



Vienna with all suburbs and adjoining villages, 1844 © Vienna City Library

As a result of the First World War, there was an enormous shortage of essential supplies for the residents of Vienna, which in the 1920s gave rise to the “Siedlerbewegung” (settlers’ movement) - self-constructed, simple dwellings at the city’s borders intended to secure a supply of food by means of people’s own gardens. Later organized into numerous cooperatives and associations, these evolved into organizations that exist to this day.

### Red Vienna

In 1920, the Vienna City Constitution came into force and Vienna became a city and a state, thereby gaining tax sovereignty, which paved the way for the politics of Red Vienna. A dense network of social institutions and municipal buildings (“Gemeindebauten”) was created. Between 1923 and 1933, large-scale housing was built - 61,617 apartments for workers, such as the Karl-Marx-Hof (1,173 apartments), Sandeleitenhof (1,587), Wohnhausanlage Friedrich-Engels-Platz (1,467) or the Karl-Seiz-Hof (1,173) - a total of 382 buildings with living space for about 220,000 residents. With the seizure of power by the Austrofascists in 1934, the building activities of Red Vienna come to an end.



Karl-Marx-Hof © WStLA



Friedrich-Engels-Platz © WStLA



Sandeleitenhof © WStLA

By the end of the war, about one-fifth of the city had been destroyed. The damaged municipal buildings were repaired, so that today all 382 municipal buildings from the interwar period still exist. Today, Vienna’s housing market is characterized by its relatively high share of rental apartments (80%), of which about 50% are subsidized apartments. About 25% of all apartments are owned by the municipality.

### Urban context

#### STEP

The [Urban Development Plan \(STEP\)](#) has regulated Vienna’s spatial development since 1984 as a central steering instrument of the Vienna City Council. It is revised every ten years - the current version is STEP 2025, although work on STEP 2035 has already been in progress since 2021. It has a predominantly strategic character and sets the direction of urban development at the level of society as a whole. As an essential strategy document, it provides the basis for Vienna’s spatial transformation into a climate-friendly, social and robust city with high-quality living spaces for all the inhabitants.

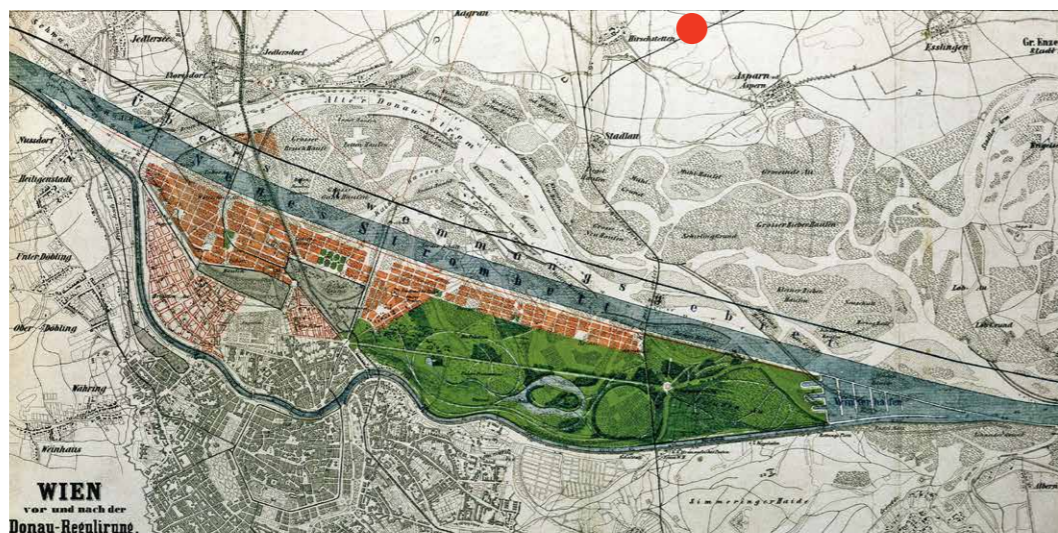
# Donaustadt, 1220 Vienna

The district Donaustadt has only existed in its current form since 1954 and is by far the largest district of Vienna in terms of area - with 102 km<sup>2</sup> it makes up about a quarter of the entire municipal area. Originally the most sparsely populated district in the city, it is now the most populous with 203,800 inhabitants after the 10th district (Favoriten). Since 1950, the number of residents has quadrupled. By 2038, a further population growth of about 18% is forecast for Donaustadt - and in particular for the target area U2 - Donaustadt, of which Heidjöchl is a part. In no other district of Vienna will the absolute number of inhabitants increase so significantly. However, the building area of Donaustadt, at about 25%, is well below the average for Vienna (33.32%). This includes 57.4% residential areas and with 28.4% Donaustadt has a very high share of industrial areas.

## Across the Danube

The geographical position of the Donaustadt on the left bank of the Danube provided an entirely different framework for the emergence of today's urban landscape. The construction of the state railway Vienna – Marchegg in 1870 as well as the Danube's regulation (1870-1875) radically transformed the area. While the territory was previously permeated by numerous arms of the river, these infrastructural interventions laid the foundations for a structural and economic development of the previously rural villages. While the territory was previously permeated by numerous arms of the river, these infrastructural interventions laid the foundations for a structural and economic development of the previously rural environment. It was not until the „Gründerzeit“ (1840 to 1914) and the bridging of the regulated Danube - today Donaustadt is connected to the city centre by three bridges - that the first industrial plants and workers' settlements were built in the area, which until then had been characterized by the old village greens and streets along with agricultural land.

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Danube regulation, 1870-1875 © Archiv Verlag



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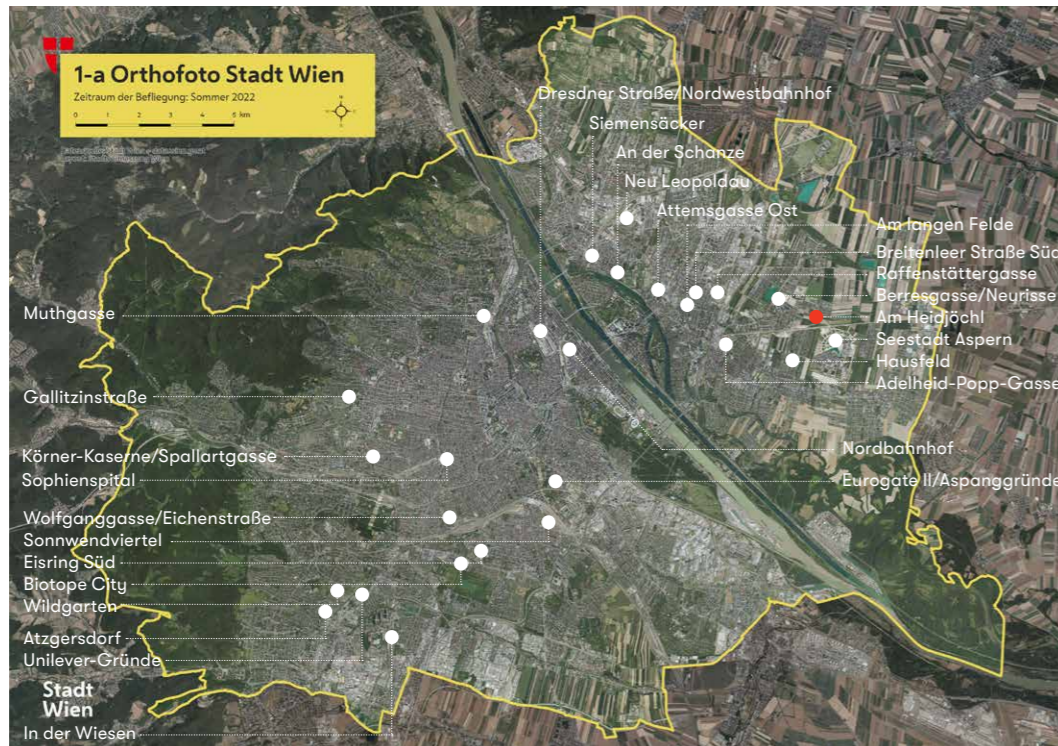
Josephinian Land Survey, 1764-1787

### Urban city(-scape)

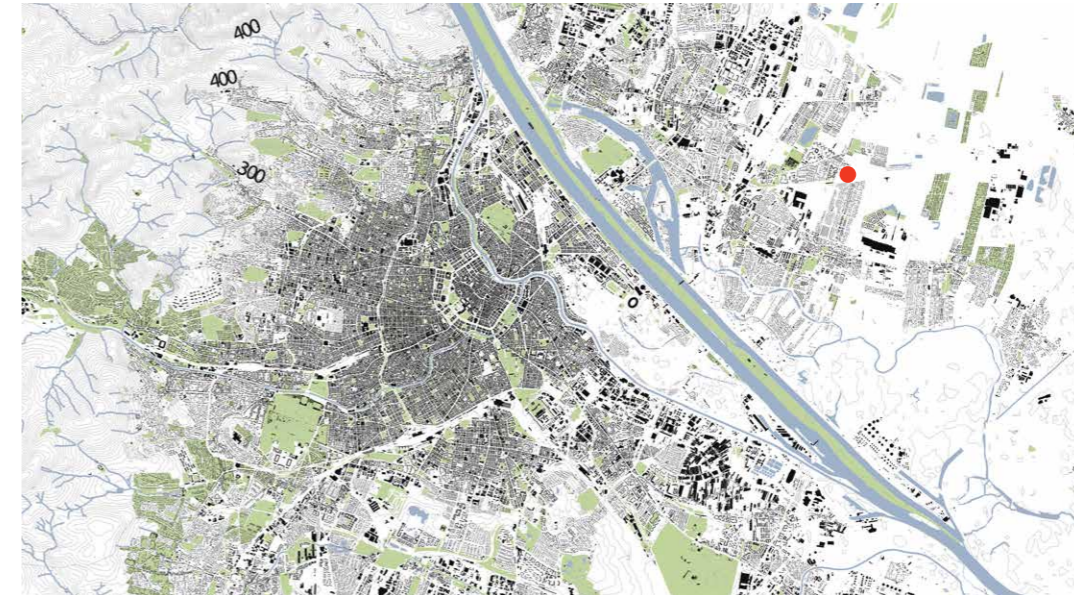
From the 1970s and 1980s onward, large-scale apartment blocks, commercial areas and other major developments were built in the course of the expansion of the road and rail network. Today, they are embedded next to pre-Gründerzeit villages and garden settlements from the interwar period, transforming Donau-stadt into an urban cityscape in which highly diverse forms of urbanity coincide and overlap. A connection to the subway network (U1) did not occur until 1980 with the completion of the new (third) Reichsbrücke. In 1987, the S80 express line was extended to Hausfeldstraße station. Since 2018, the S80 has been running to the newly constructed Wien Aspern Nord station. In 2006–2013, another connection to the high-level public transport network followed with the extension of the U2 line.

### Socio-cultural context

There are around 200 museums in Vienna, many of which date back to the Habsburg Monarchy, when Vienna held the role of imperial residential city and therefore numerous museums and collections of great importance were established. The largest and best known of these are Kunsthistorisches Museum (the Museum of Art History), Naturhistorisches Museum (the Museum of Natural History), and the Albertina. Among the most famous theatres are Burgtheater, Volkstheater or the State Opera. Apart from the major, long-established institutions, Vienna is also characterized by a very broad and diverse art scene as a result of the excellent funding opportunities provided by the city and the federal government. Since 2001, MuseumsQuartier - built in the former „k.u.k. Hofstallungen“ (imperial and royal stables) - has formed a new focal point for (mostly) contemporary art.



Urban development areas in Vienna © City of Vienna



Vienna today, with green structure and peripheral dissolution © schwarzplan.eu

### Economic context

Due to its geographical position and numerous political initiatives, Vienna has become a key player in Central Europe and throughout the entire Danube region. The region is well-connected internationally as national and international companies coordinate their European and global business from here and Vienna is home to numerous international organizations: the UN (along with New York City and Geneva), IAEA (International Atomic Energy Agency), OSCE (Organization for Security and Cooperation in Europe), OPEC (Organization of Petroleum Exporting Countries), and IPI (International Press Institute).

### Service and knowledge society

The development of the city in the direction of a service and knowledge society provides a strong basis for employment and economic growth. Today, Vienna is home to nine public universities, four universities of applied sciences as well as a number of private universities and numerous institutions in the non-university research sector such as the Austrian Academy of Sciences (ÖAW) or the Austrian Institute of Technology (AIT). Currently, more than 195,000 students are enrolled at Viennese universities.

### Stepping stone to the East

From a Western European perspective, Vienna is often referred to as a „stepping stone to the East“, as the city and its companies have long maintained good relations with the Central and Eastern European countries (CEEC). Especially in the wake of the EU's eastward enlargement, numerous major foreign companies consolidated their activities in Central and Eastern European countries at their headquarters in Vienna, or established headquarters specially in order to approach the development of these markets from Vienna.

# IV Reflection site



# HETEROGENEOUS MARGINS

The 22nd district of Vienna is characterized by entirely different types of settlements and scales. Large housing complexes stand next to detached homes, suburban settlements and satellite towns stand next to market gardens and train stations, and bathing ponds are found next to industrial parks. It is precisely this distinct, heterogeneous structure of the indeterminate, the unformatted and ambiguous that needs to be recognized and linked to existing qualities and principles. The soil is currently used primarily for cultivating alternate field crops. How can one work with these existing soils to allow an increase in biodiversity while maintaining hydrological functions (infiltration of rainwater) and create additional value for future residents?

## Strategic Plan U2 – Donaustadt

While the project site is cultivated as agricultural land, numerous new urban districts have emerged in the immediate vicinity of the area. Based on the Strategic Plan U2 – Donaustadt, the area around the U2 stations is currently one of the largest urban development projects in Europe. The south-eastern part of the reflection site - separated by the subway and railway tracks as well as the future four-lane expressway S1-Spange/Stadtstraße - extends into the area of



Reflection site 1976, residential buildings Quadenstraße 65-67 and Ziegelhofstraße 32-34 (top left), 1972-1974 © City of Vienna



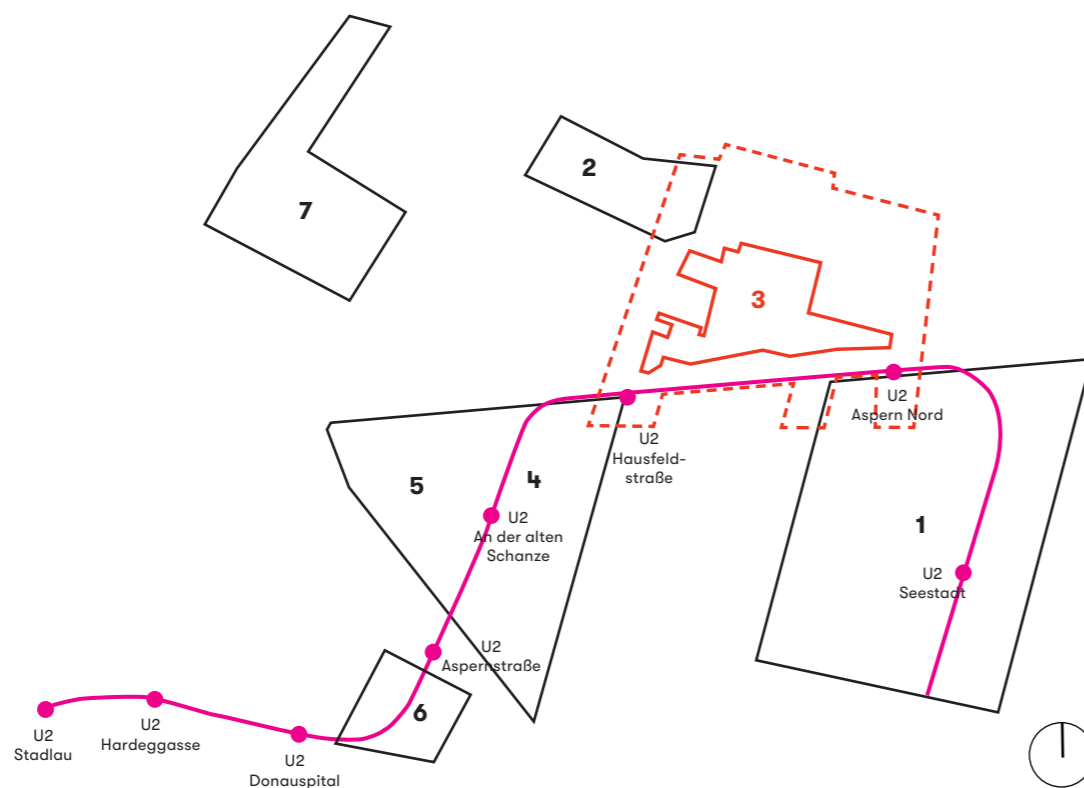
Reflection site 1992, construction of the residential complex „Am Heidjöchl 14“ (centre left), 1981-1983 © City of Vienna

the “Seestadt Aspern”. The former Flugfeld (airfield) Aspern, which was in operation until 1977, will provide living space for 25,000 residents as well as 20,000 jobs and educational positions. The rising towers of Seestadt can be glimpsed from Heidjöchl. This developing skyline should be part of the considerations for Heidjöchl. To the northwest of the reflection site, the development area “Berresgasse” is being built, already completed in parts, with 7,500 residents, 3,000 apartments, stores, leisure facilities, school and kindergarten. South of the U2 station Hausfeldstraße two further urban quarters are being developed: “Oberes Hausfeld” (10,000 residents) and “Hausfeld Süd und West” (15,000 residents and enterprise zone). With “Süßenbrunner Strasse Nord” and “Erzherzog-Karl-Strasse Süd”, two more urban quarters are planned. These developments are accompanied by the newly built public infrastructure, which connects to the city centre by subway in 25 minutes. Heidjöchl is the next step in completing this comprehensive urban development strategy. How can this development area contribute in a particularly innovative way to the whole urban structure?



Seestadt Aspern © City of Vienna

- 1 Seestadt Aspern
- 2 Berresgasse
- 3 Am Heidjöchl
- 4 Oberes Hausfeld
- 5 Hausfeld Süd und West
- 6 Erzherzog-Karl-Straße Süd
- 7 Süßenbrunner Straße



Urban development areas along the extension of the U2 underground line in the immediate vicinity of the reflection site.

## Margins and settlement structure

Considered an urban development reserve in the past, this area is now being activated and interwoven with its surroundings. As part of the EUROPAN 17 competition, the 35-hectare quarter “Am Heidjöchl” is intended to provide living space for around 11,000 inhabitants in around 4,900 residential units in the future. At least two-thirds of these units will be “social housing”, aiming at middle-class families. The adjacent buildings resemble a patchwork of very different residential and open spaces: the surroundings of the reflection site are characterized by a juxtaposition of allotment gardens, detached houses and large housing estates, of green spaces and cultivated areas, of commercial buildings and traffic infrastructure. To the west, alongside Hausfeldstraße, the project site borders the residential complex “Am Heidjöchl 14” of the municipality of Vienna, which consists of three-storey buildings with extensive, interspersed open spaces as well as private front gardens in the first floor zones. Built between 1981-1983, the four different building types hold 641 apartments.

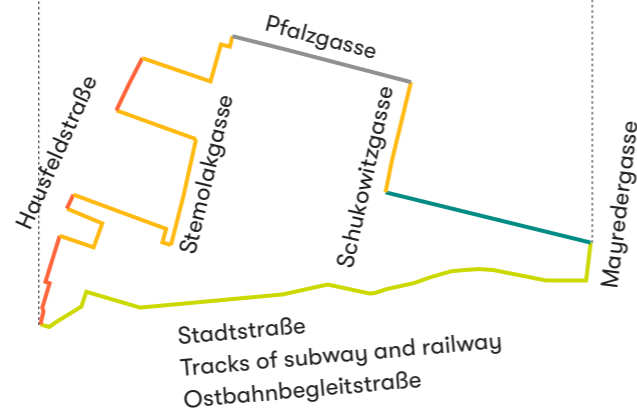
Along Hausfeldstraße, a crossing of the traffic corridor is necessary to connect the existing with the new development and should be part of the concepts. The northern area of the reflection site is characterized by agricultural land and loose, small-scale development along Pfalzgasse in the western section, while the eastern section is covered with dense, allotment garden-esque, dwellings. To the east, the project site is confined by Mayredergasse, which provides a crossing over the tracks of the railway (Mayrederbrücke). The challenge of the urban design concept is to embed the new quarter in the existing, extremely heterogeneous environment and to link the new structures, green spaces and paths even beyond the boundaries of the project site.





Reflection site (dashed white) project site (continuous white) in urban context Stadtstraße (dashed black), U2 subway (continuous black) © City of Vienna

- Multi-storey housing —
- Detached houses —
- Multi-storey detached houses —
- Stadtstraße construction site —
- Green belt —



In the south, the area is currently defined by the tracks of the Ostbahn (ÖBB), the subway (Wiener Linien) and the Ostbahnbegleitstraße, a local connection street. In addition, the so-called Stadtstraße (city road) is under construction between the project site and the train tracks since 2021. This will be a four-lane road (two lanes in each direction) that will connect the A23 south-eastern tangent highway with the S1 ring road in the future and is intended to reduce transit traffic within the residential areas. Partially routed underground, it extends from the tunnel in the south-western corner (Hausfeldstraße corner Ostbahnbegleitstraße) and runs above ground along the entire planning area. Despite the slightly lower road alignment, future noise exposure is to be expected here.

To mitigate the ecological and acoustic impacts, a belt of green space will be built to the north of Stadtstraße, adjacent to the project site, as an ecological compensation area. This compensatory landscape does not have a recreational function and is not intended for recreational use by the public. The focus is on ecological compensation and it will be characterized by an open landscape with bushes, which is more „wild“ than horticulturally designed. This compensation area is not part of the project site, but will be the distinctive southern boundary of the planning area, and is part of the broader consideration area.

**Green corridors**

Donaustadt has by far the highest share of green spaces of all Viennese districts. With 55% of the district's area, 30% of Vienna's green spaces are located in the 22nd district. Slightly less than half of these green spaces are used for agriculture. In addition, local recreation areas by the water are also of considerable importance - for recreation as well as for the urban climate.



High-level network of green spaces



Bathing pond Hirschstetten

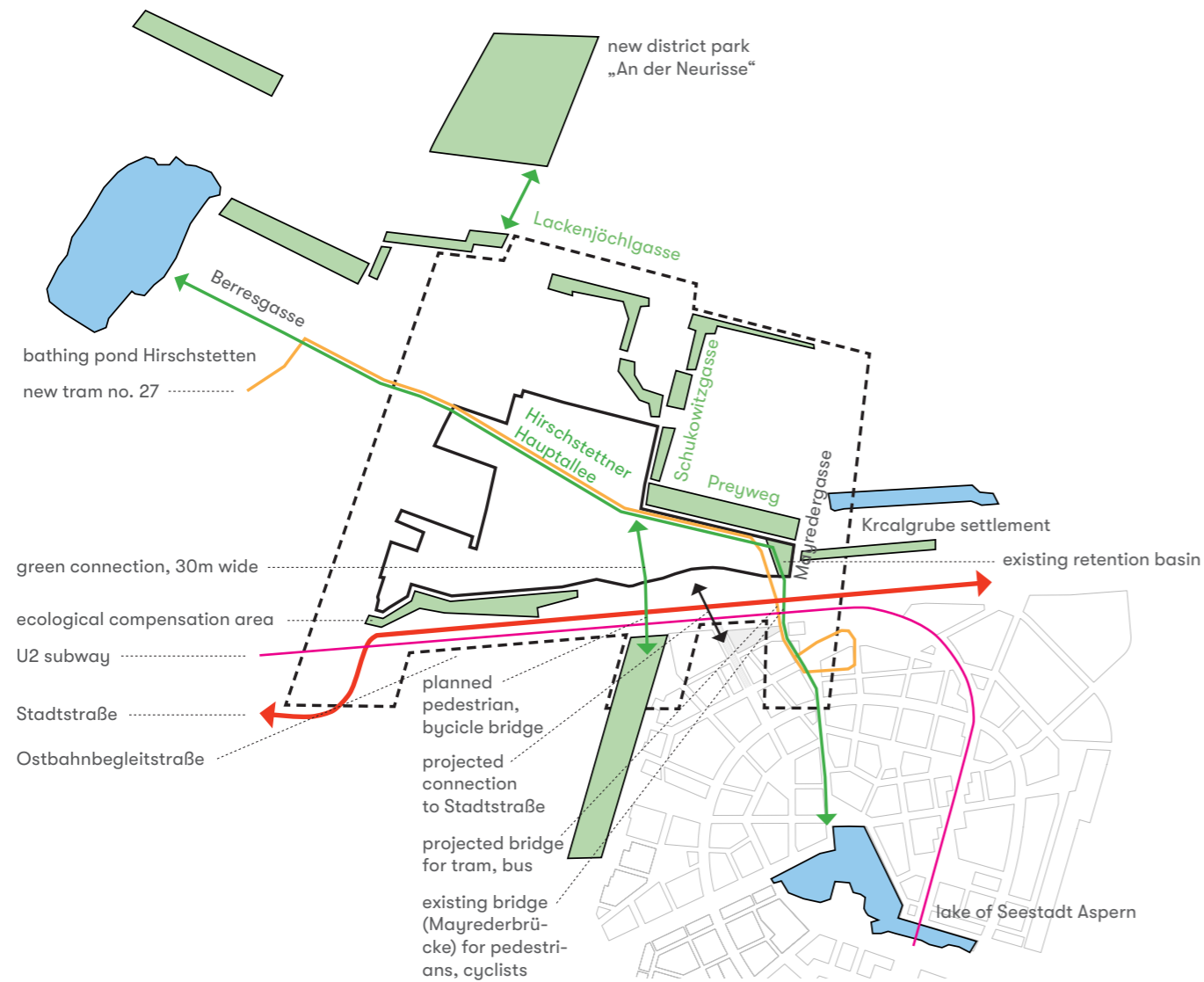


Lake of Seestadt Aspern

Green corridors have also been prepared and are to be completed with this project in the following axis. Crossing from Lackenjöchlgasse through the existing settlements and further south in prolongation of Schukowitzgasse, the existing green corridor is to be extended:

- One continuation to the east, in the area of the existing bushland south of the existing houses at Preyweg, continuing with an integration of the existing retention basin at Mayredergasse, continuing south of the Krcalgrube settlement
- And south of Schukowitzgasse, a 30m wide green corridor crossing through the Heidjöchl development area, and the concept for a bridge crossing the traffic infrastructure into the green belt west of Seestadt Aspern should be integrated into the planning process.

Parallel to the new tram line 27, which, starting from the existing route of line 26, serves the Berresgasse development area, traverses the Heidjöchl development area and connects to the U2 station Aspern Nord, a new bike path is being built, which, starting from the bathing pond Hirschstetten, leads via Berresgasse, Benndorfsgasse, the future “Hirschstettner Hauptallee” (boulevard) and Mayrederbrücke (bridge) to Seestadt Aspern. The Hirschstettner Hauptallee is designed as a green corridor without car traffic with three continuous rows of trees and will be completed in 2025 (as will the tram). The intertwining of open spaces at the urban scale beyond the strategic site, should be further developed in a dense network of pathways within the project site at the small-scale level.



# V Project site



# Project site

## Caring for ...

The project site comprises the 35-hectare area „Am Heidjöchl“ in the 22nd district, Donaustadt. As part of the target area U2 – Donaustadt, the project site is located between the three urban development areas „Seestadt Aspern“, „Oberes Hausfeld“ and „Berresgasse“. Due to the construction of the new tram line 27 - two stations will be located in the middle of the project site in the future - as well as the two subway stations Hausfeldstraße and Aspern Nord (combined with a train stop on the route Vienna Central Station-Bratislava), the area is excellently connected to public transport. The route of tram line 27 has already been defined and is in the process of implementation (and will be functional by 2025). The basic planning parameters for future development have already been formulated: A new, lively and green urban quarter is to be created here, characterized by predominantly affordable residential use with supplementary social infrastructure such as an education campus, kindergartens, and local shopping facilities - in the spirit of the 15-minute city. A comprehensive, environmentally friendly mobility concept and a densely meshed green network of paths will permeate the quarter and connect it to its immediate surroundings.

### Caring for ecology and quality of life

Acts of care are required here that address the present and future coexistence and interrelationships of all elements of the living world. Nothing less than an active understanding of the given is expected - a situational, planning intelligence that reinforces and regenerates possible qualities of hybridization between nature and culture. How can ecology and the social aspects be conceptualized together in the upcoming transformations in architecture and urban planning? How do urban typologies have to be rethought to allow for urban life to emerge even under changing climatic conditions? How can “streets” become green living spaces, with abundant flowering stripes and enough space for big trees? Which visions and technical solutions can help us in achieving a high level of green and biodiversity in all streets and open spaces? How can mobility be conceptualized in a way that it allows intensive green and big trees within the streets?

### Caring for affordability

Vienna’s social housing policy serves as an international model and forms the foundation for balanced urban development and a functioning community. The focus of the new quarter is therefore on the creation of affordable housing: 4,900 residential units for around 11,000 residents are to be built here in the future. Two thirds of the apartments are to be subsidized, as is generally the case in all new development areas in Vienna. As a total of 60 percent of the Viennese population lives in such subsidized housing, this offer is aimed at the majority



Project site © City of Vienna

of the population while simultaneously promoting building quality and general affordability of housing. The main principles of Vienna’s housing policy include affordability, high quality, social cohesion and a balanced social mix. The floor plans of the apartments should cover the full range of living constellations and also include concepts for senior citizens and single parents. Also, residential care spaces for the elderly could be part of the broad spectrum of different types of housing developed in the area.

### Caring for privacy and publicity

Special attention should be given to the formulation of the public space and the anterior zones of the housing units located on the ground floor. As a transition from private to public spaces, these zones play an essential role as an interface to the city. How can transitions between private, semi-private and public zones be formulated in a ground floor area, respecting the desire for privacy of the inhabitants but at the same time opening visual connections to make social interaction and control possible? How is the articulation of these transitions shaped depending on the orientation of the residential spaces - to the courtyard, to the street, or to the path? What is required here is a categorization of differing types of open spaces, pathways and streets that address the transitions of varying publics by means of attractive anterior zones.

#### Framework for housing:

- 490,000m<sup>2</sup> gross floor area (GFA)
- 4,900 residential units
- 11,000 inhabitants

### Caring for everyday needs

The majority of the development area will consist of residential areas, which will be complemented by multifunctional areas where the ground floors include local supply. In addition to residential uses, 2.5% of the gross floor area (12,000m<sup>2</sup>) will be devoted to ground-floor spaces for other uses that open themselves to the public realm and bring life to the neighbourhood: about 5,000m<sup>2</sup> are designated for local supply consisting of supermarkets, drugstores, pharmacies, etc. Another 7,000m<sup>2</sup> are reserved for health care, sports facilities, small offices, clubrooms, indoor children's playrooms, art, culture and social facilities such as a youth centre or a library etc. The strategic positioning of these facilities is intended to benefit as many residents as possible, and at the same time serving to form attractive spaces in the new quarter. The location of these public infrastructures is recommended in the immediate vicinity of public transport hubs (subway and tram stops). Crafts and other robust uses along streets or near subway stations further serve to provide a site-specific mix of uses. Delivery access to the respective facilities must be considered. An important question is therefore: Where should non-residential uses be located, and what is the right balance? How can a caring neighbourhood develop through the right mix of uses?

#### Framework for social and commercial facilities:

- 2.5% of GFA (12,000m<sup>2</sup>) of ground floor space for retail and commercial space, social facilities
- of which approx. 5,000m<sup>2</sup> GFA for local supply (supermarkets, drugstores, pharmacies, etc.)
- of which approx. 7,000m<sup>2</sup> GFA for other non-residential uses (health care, sports facilities, small offices, club premises, indoor children's playrooms, art, culture, etc.)

### Educational and childcare facilities

The City of Vienna is pursuing the aim of ensuring a local supply of school spaces and childcare facilities. Therefore, educational facilities are planned on a total of 3.3 hectares: An educational campus consisting of a kindergarten, elementary school and middle school, and a federal school (upper and lower secondary school).

In addition, two kindergartens are to be established in the area, preferably integrated in buildings with a different use in the upper floors. The strategic positioning of these facilities must be determined in terms of gender mainstreaming. Above all, children (and other dependents to be cared for) in the household decisively change mobility behaviour and demands on the route network. The organization of workplaces, shopping facilities, open spaces or childcare facilities in the immediate vicinity ease these demands:

- proximity to a subway/tram station
- central location
- connection to the bicycle path network
- The educational campus of the City of Vienna should be planned directly adjacent to the public park.
- accessible for delivery with motorized traffic (food deliveries, pupils with reduced mobility etc.)
- distance to highly frequented motorized private transport sources (noise, pollution)

#### Framework for educational and care facilities:

##### Ground area:

- 1.8 ha educational campus City of Vienna (kindergarten, elementary school, middle school), directly adjacent to the public park, in proximity to a tram station of line 27, up to 6 storeys above ground
  - 1.5 ha federal school (upper and lower secondary school), in proximity to a subway or tram station, up to 4 storeys above ground
- = 3.3 ha floor space requirement in total

##### Gross floor area:

- 30,000 m<sup>2</sup> GFA for educational campus
  - 15,000 m<sup>2</sup> GFA for federal school
  - 2 kindergartens preferably integrated in the ground floors of buildings with other uses with 8-9 groups each, each approx. 2,200m<sup>2</sup> GFA + each approx. 1,500m<sup>2</sup> open space
- = 49,400m<sup>2</sup> GFA in total

All planning and design interventions are based on considerations regarding climate adaptation, climate protection and the circular economy. An efficient use of the resource soil is thereby a priority. What is required is a vision of a living space that demonstrates robustness and adaptability, even in the face of future changes, and anchors the concept of sustainability at its core. The microclimate study (conducted by Weatherpark) and the resulting recommendations are to be integrated into the planning.

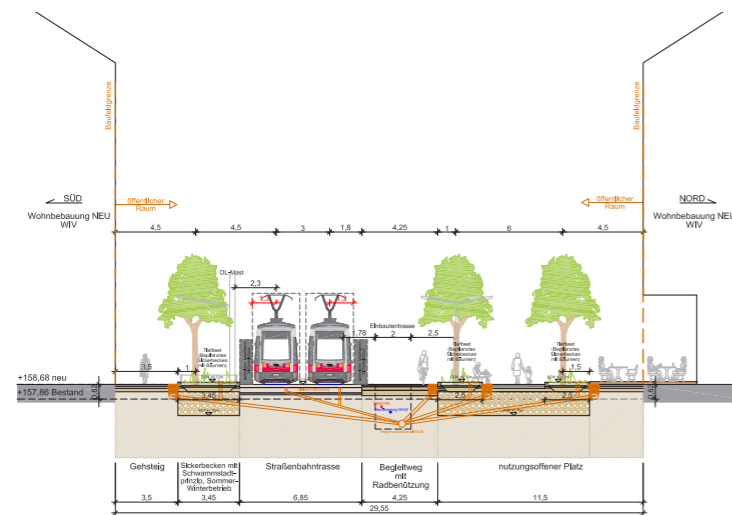
### Green spaces and connections

In order to create an attractive living space for both the new residents and the surrounding population, comprehensive greening of the project site is to be achieved. The global rise in temperatures is endangering the health of Vienna and its residents, especially the elderly and the sick. To counteract this, the new urban area must be designed in such a way that a good and just life is still possible even with a changing climate. An elementary planning task is therefore the consideration of a generous and fine-meshed development with a high proportion of green space and the linking with green spaces in the surrounding area (see Green corridors, p. 33-35). How can we work with local climate and

material components to create an urban fabric suitable for future living and well-being? What technical innovations to implement greening through seem appropriate for the planning area?

On the project site, 4.7 hectares are reserved for a public park, which must be accessible to all residents within a maximum walking distance of 500 meters. If this is not possible for individual building plots, an additional publicly accessible green space of at least 3.5 m<sup>2</sup>/inhabitant of these building plots must be created in this area. The park must be projected in a whole and cannot be crossed by streets or other public traffic facilities (tram, bus lanes, bicycle lanes etc.). A further 4.5 hectares of green space are planned to the north of the project site (approx. 800 m apart) in the new district park „An der Neurisse“, which is to be linked to the project site by a green pathway along Hausfeldstraße.

A green link that runs through the entire new district is also intended to connect the Hirschstetten bathing pond with the lake of Seestadt Aspern. The „Hirschstettner Hauptallee“, a 30m wide green corridor, which runs from north-west to south-east along the tramline planted with three rows of trees, is part of this green connection, some of whose trees will already have been planted in 2025 - long before the construction of the buildings begins. A 30m wide green connection is intended to cross the Heidjöchl development area in extension of Schukowitzgasse to the south. To cross the traffic infrastructure between Heidjöchl and the green corridor west of Seestadt, a concept for a new pedestrian and bicycle bridge is to be integrated into the concept. Including conclusions on the impact of the future terrain (such as necessary ramps). Furthermore, the bushland south of Preyweg is intended to connect via the retention basin next to Mayredergasse to the area south of the Krcalgrube settlement. What independent transformation spaces and open space typologies can be developed that take into account future changes in the landscape?



Hirschstettner Hauptallee with the new tram line 27 and the new rows of trees

**Framework for green areas**

Ground area (project site):

- in total 4.7 ha residential park in the area
- maximum distance from each housing unit: 500m walking distance

Green areas (district):

- 4.5 ha for the Heidjöchl development area are provided in the planned city park „An der Neurisse“ (see p. 34)
- In addition, an overall system of green spaces is to be provided on the building plots and in the public space.

**Early greenery**

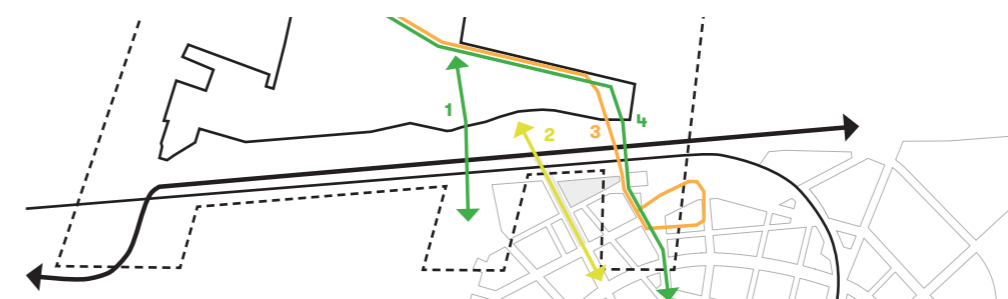
The first stage of planning provides for the early creation of the future parks with the planting of trees. The location of the few existing trees in the area, some of which are quite imposing and can continue to add green qualities to the area, should be taken into account when planning the open spaces. In terms of the principle of circularity, it is essential to work with the existing landscape and topography and to leave the existing soils in place given their functions with regard to biodiversity, infiltration of precipitation water, carbon storage, etc. New parks should be projected at the existing elevation, if possible, to allow for early landscaping on the native soil. Sealed surfaces should be avoided as far as possible and reduced to the necessary minimum in order to ensure the continued absorption of large amounts of precipitation. This aim can only be achieved with innovative concepts for traffic and street construction.

**Topography and bridges**

The existing and projected bridges to Seestadt have particular consequences for the topography: they bring ramps up to 8m high into the nearly flat project site. These new heights form a new topography. The urbanistic concept should integrate this intelligently and use the opportunity of this artificial “hill” - above and below the future ground. The projected bridge for the access to Stadtstraße has been designed in direct extension of a planned urbanistic axis within Seestadt, with the idea to open the possibility of an extension of this axis into the Heidjöchl area, thus urbanistically connecting the areas. The ramp leading from this bridge into Seestadt - like the ramp of the tram bridge into Seestadt- is intended to be flanked by buildings and to become a sloping inner-city street in the future.



Current state of the traffic belt (without Stadtstraße)



- 1 planned bridge for pedestrians, cyclists
- 2 projected connection to Stadtstraße for cars, in the future potentially also for pedestrians, cyclists
- 3 projected bridge for tram, bus
- 4 existing bridge (Mayrederbrücke) for pedestrians, cyclists

### Densified zones

The subway stations located at the south-western and south-eastern edge of the project site are to be regarded as urban anchor points from which the quarter develops. Designed as entrances to the new neighbourhood, urban accents are to be set here and condensed zones are to be established. As multifunctional zones, these accommodate different uses such as commerce, offices, local suppliers or educational and care facilities. An above-average density is conceivable at these intersections, however the building height (upper edge) of 35 metres should not be exceeded.

### Station Aspern Nord

The main challenges in the area of the Aspern Nord station are: The station currently has no direct, barrier-free access from the north. Concepts exist that this access will be produced as part of a planned park-and-ride facility north of the S1 freeway. It is not entirely clear when this will be completed. In any case, it is essential that the northern access to the station will be a carefully designed place with quality of stay. Additionally, the ramp of Mayrederbrücke bridge brings a steep slope into the station area. The intention is that the planned ramp for the tram will form a leveled ground with the existing path for pedestrians. Thus, to the west of the tramway, a new inclined ground floor level is created, which asks for intelligent urban design solutions.

### Station Hausfeldstraße

Hausfeldstraße is a broad street with sloping topography, the subway station is located to the west of it. The challenge is how to establish a crossing that allows inhabitants of the new Heidjöchl development area to reach the subway station on foot.

### Caring for the surrounding environment

While high density should prevail around public transit stops, appropriate adjustment to the adjacent small-scale and low-rise neighbourhood is essential in vertical development to the north and at the edges. A precise formulation of the edges defines where connection points and relationships to the neighbourhood can be established, where demarcations are necessary, and where different grains, scales, and speeds encounter each other. How can the new neighbourhood be carefully embedded in the surrounding environment?

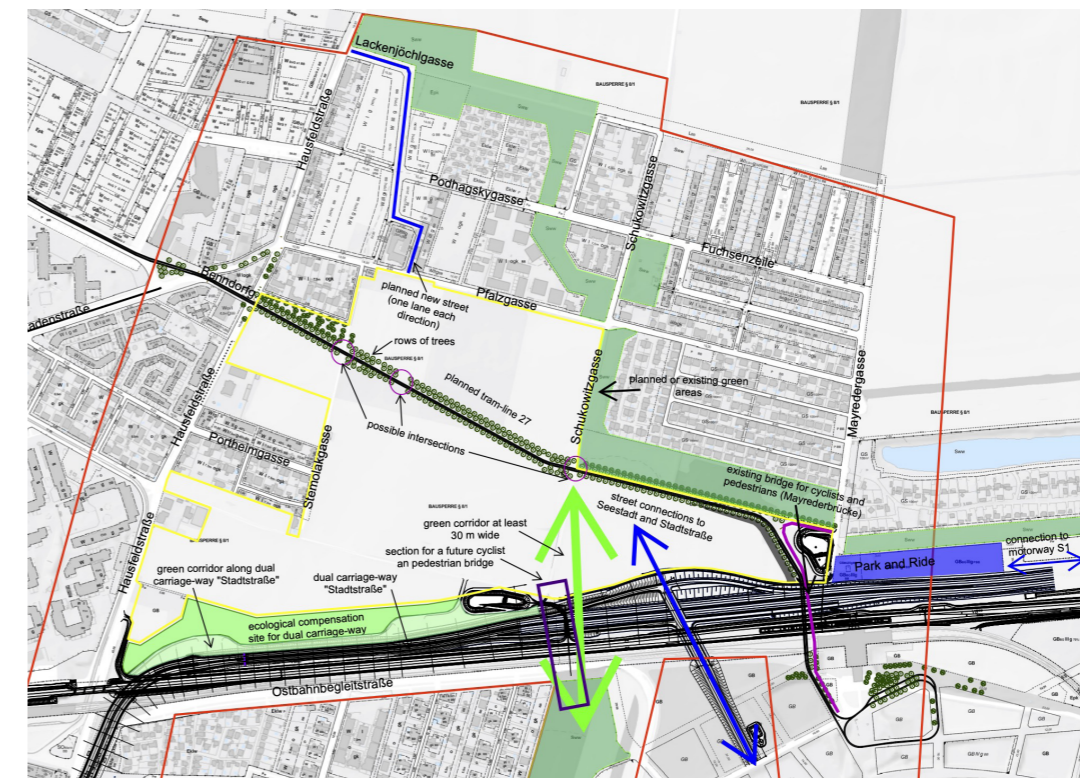
### (Active) mobility

The promotion of environmentally friendly modes of mobility and the priority of pedestrians, cyclists and public transport over motorized private transport form the basis of a livable and sustainable urban district. The bicycle path along the „Hirschstettner Hauptallee“ enables the diagonal crossing of the area and the linking of the lakes (bathing pond Hirschstetten and Seestadt Aspern Lake). In addition, a dense network of bicycle paths through the entire quarter should be considered, connecting to the existing structures around the project site. Crucial points should be identified, where mobility points for rental vehicles would be located best.

As mentioned, visions and technical solutions for innovative street and open space design, that allows for a minimum of sealed surface, with sponge city principle, allowing for a maximum of green space and biodiversity are key elements of the competition. The plans for „Hirschstettner Hauptallee“ already show this idea and cannot be changed, especially it is not possible to use this axe for car accessibility. Delivery to the adjacent buildings must be pursued from a different side. Due to the use of lawn tracks, public streets can cross Hirschstettner Hauptallee only in three predefined intersection points (see plan).

Public transport is already present with the 2 subway stations, the projected tram line 27 and its stops, and some bus lines on the edges and close to the area. Vienna pursues the target that every house should be within 300m from the next stop of public transport. The urbanist concept should provide for this.

The necessary car accessibility should be limited to a minimum, intelligently providing for the delivery, supply and disposal services and accessibility needs of the different uses. For car traffic, the development area should be connected to Seestadt/Stadtstraße via the projected bridge and to Hausfeldstraße through the planned new street between Pfalzgasse and Lackenjöchlgasse. These streets, maximum one lane each direction, should primarily serve the inhabitants of the new development area. In fact, they will also allow a connection through the development area Heidjöchl. Therefore this connection



Project overview with the route of Tram 27, the new road between Lackenjöchlgasse and Pfalzgasse, Stadtstraße and the envisaged crossings of the traffic belt © City of Vienna

should be designed at the northeastern edges (probably via Pfalzgasse and Schukowitzgasse) of the as much as possible traffic calmed development area.

In Vienna, new buildings generally need to be equipped with 1 parking place per 100m<sup>2</sup> net useable surface. Due to the good public accessibility of the neighborhood and the experience with car ownership in similar areas, it is intended to reduce this obligation to 0,85 parking places per 100m<sup>2</sup> net useable surface. These parking spaces should be projected in collective garages at the edges in order to reduce car traffic through the area.

This leads to a sum of approximately 3,000 parking spaces required. Motorization levels are falling in Vienna, and following the aim of reducing the car dependency and use, Vienna wants to maintain flexibility for the future when the need for parking spaces is further reduced. That's why at least 25% of the parking spaces should be located in elevated garages that are convertible or reusable in future. These elevated garages should be positioned carefully in the urban context, with a different, inviting use at ground floor levels with adjacent public spaces.

Underground garages could preferably be located in the area of the ramps towards the traffic belt (southeast of the project site). Here, attention should be given to a clever interplay of the different levels of topography. At the anchor points (public transport stations), bundled mobility stations and logistics points with rental services (cars, bicycles, etc.) and parcel stations should be established. Parking in the streets and in open spaces should be restricted to delivery and disabled persons transport purposes.



# VI

# Task and submission

## Weaving the gap

The investigation of the urban development area „Am Heidjöchl“ is required on two different scales, yet embracing both dimensions - nature (natural elements) and culture (spaces inhabited by humans), not as opposing elements, but as a shared habitat. Architects, urban planners and landscape architects are called upon to create a vision and plans of a new, caring urban landscape, based on robust structures, but already contemplating possibilities of adaptability to the upcoming (climatic) changes.

### Reflection site

On the level of urban planning, an overall concept is to be developed for the reflection site that addresses green design and biodiversity in all open spaces and on the surfaces of the buildings, connectivity to the neighbouring areas, as well as questions of mobility. Taking into account the aims of the „[Smart Climate City Strategy](#)“, a new living environment is to be created here that ensures optimal transitions between existing residential areas and the new development area by means of direct, short, green pathways. The creation of a green district, which takes into account the diversity of nature, should be the focus of the planning. Generous green and open spaces between the buildings, with a positive effect on the urban climate, and green streets ensure sufficient space for the residents as well as for animals and plants.

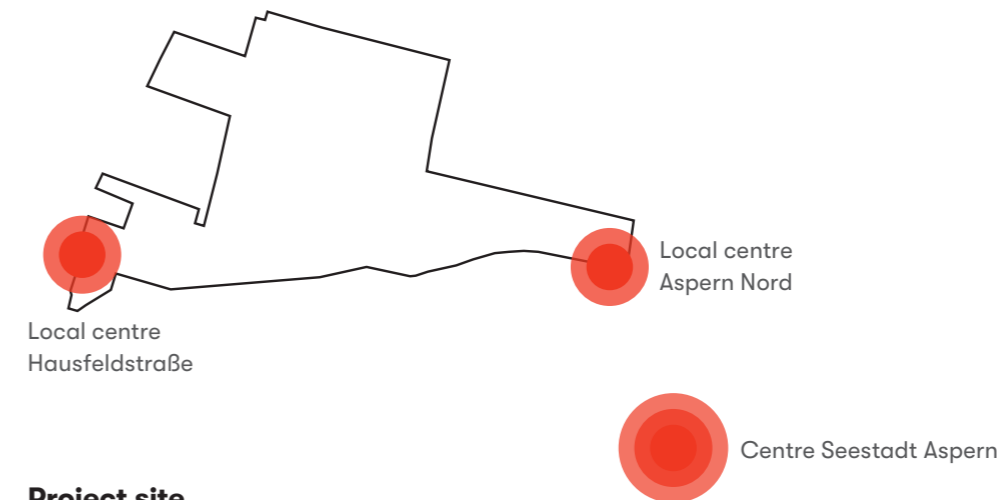
What structural strategies in street, open space and building design are required to ensure a good life in the city for all social groups in the future, despite increasing periods of heat and extreme weather events? The orientation of buildings depending on the prevailing wind directions, passive cooling, greening and shading measures as well as the resource-saving utilization of energy and materials are crucial here. Microclimate studies and inputs on the subject of energy generation are provided and are to be integrated into the design process. As a laboratory for sufficient typology developments, the Heidjöchl assumes a model function for sustainable urban development projects.

### Early implementation

A phasing plan defines essential areas for open spaces and early green spaces that can already be implemented between the creation of the urban development plan and the expected implementation of the buildings. The development process takes its starting point in the configuration of the landscape and thus provides the future residents, moving in from 2031 onwards, with green spaces that have already grown.

### New centers and connections

Densified zones in the direct vicinity of the subway or tram stations, which are characterized by a variety of functions and facilities for daily needs, are developing into new local centres that should be linked with nearby main centres, such as Seestadt Aspern. Donaustadt is criss-crossed by numerous green spaces, and Heidjöchl is also woven into this high-level open space network with its existing and new green spaces. How is a connection established to existing green axes? How do the new green and open spaces contribute to a high quality of stay for everyone - even in hotter times?



### Project site

At the level of the project site, an urban planning vision is required that understands nature as an integral part of the upcoming transformation. It mediates between the future residents and the already present and enables new relationships and dialogues - spatial and social. How will the different uses (residential, educational, commercial, social, etc.) be distributed in the area and interact amongst each other? Which densities and heights are compatible and where? How do the margins relate to their heterogeneous surroundings? How can a sufficient way of thinking that recognizes ecological limits be translated into tangible urban planning concepts?

### Focal points

Two situations of this urban vision are to be elaborated and visualized as focal points by means of three-dimensional representations on an architectural scale:

# Submission

With all submitted materials, try to focus on how your contribution brings new, better solutions for the aim of combining extraordinary biodiversity and quality of life in a densely populated new urban development.

## 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, also 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.

## Reflection site

### Urban context diagrams

- show building typologies and combinatory principles, show where and which density appears appropriate
- show how the site is connected to the urban structure and green spaces of the area
- show the phasing and principles of green and open spaces and how they are paired with slow mobility (outdoor spaces, courtyards, streetscapes, public spaces, shared spaces)
- show the type and distribution of uses and programmes, show how the chosen combination of uses generates spaces with particular qualities
- show cycling and pedestrian paths, routes and how they interweave with the built structure
- show mobility concepts for motorized individual transport including possible sharing concepts, show how parking is organized
- show street and open space design principles with visions and technical solutions for a high level of green and biodiversity in the open spaces

## Project site

**1:2000 overall site plan** (urban scale) explaining the distribution of building masses, green and open spaces in terms of significant characteristics such as heights, accesses, orientations, mobility, infrastructure, green surface characteristics

## Explanatory drawings

(diagrams, schemes, schematic drawings, conceptual sketches)

- show the specific character of the transitional spaces from private to public in the ground floor areas
- show how the residential use in ground floor zones can be combined with the public space, showing connectivity and porosity
- show which categorization of (street) spaces are possible, and how and by whom they are shared

## 3D drawings / visualizations

- show one 3D visualization per focal point: area around Aspern Nord-station; residential use and transitions of ground floor zones

## 1:500 sections

through the two focal points

- show how density, building heights, topography and transitions from spaces of different privacy and publicity are expressed

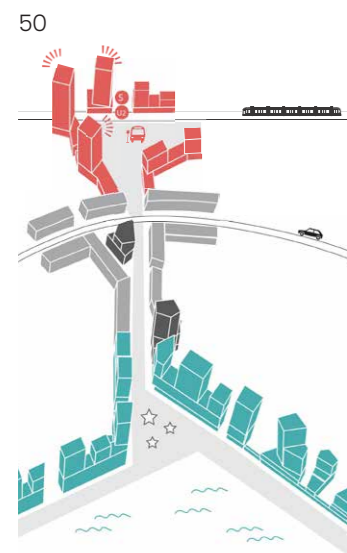
## Densified area – Aspern Nord

In the immediate vicinity of the two subway stations, urban anchor points are to be created that will serve as the departure points for future developments. They function as entrances to the quarter and contrast significantly with their increased density and mix of uses.



Area around U2-station Aspern Nord © City of Vienna

- 1 Mayrederbrücke
- 2 retention basin  
single story residential
- 3 houses along Preyweg
- 4 projected Stadtstraße



Height development of Seestadt Aspern south of the station Aspern Nord @ City of Vienna

The area around the subway station „Aspern Nord“ at the south-east corner of the project site represents such a densified spot. Here, in the immediate vicinity, the single-storey residential buildings along Pfalzgasse meet the ramp of the Mayrederbrücke, which encompasses the retention basin, as well as the Stadtstraße to the south. How can this seam to the subway station be completed and how can an appealing entrance to the Heidjöchl be created here? How can the future topography, which will also be shaped by the different ramps of the bridges to come, be dealt with at this point and what uses should be found here in the future? How can new qualities be created here by means of densification? How does the projected development interact with the existing structure of Seestadt Aspern immediately on the other side of the tracks?

## Residential use and transitions of the ground floor zones

The design of the ground-floor residential spaces oriented towards the public (street) space and their respective anterior zones act as interfaces and transitions between the private, semi-private and public spheres. How are these zones formulated to ensure both privacy and a relation to public space? How are the different public spheres structured? How does one face climate change typologically here? And how can the street be further developed into a shared space, a living space with recreational quality? How can streets and open spaces be conceptually designed to allow for a maximum of green space, biodiversity and spatial quality while at the same time providing for the local needs of an urban district (delivery, fire and rescue access, handicap accessibility, general accessibility)?

# VII

# Jury

**Cristina Gamboa** (ES),  
architect, principal of  
Lacol Barcelona  
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# 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.europan-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 landscape, 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.