



## GRAZ

### SITE VISIT / REPORT MINUTES

23.03.2017

#### PARTICIPANTS

- >Eva-Maria Benedikt, City of Graz/ Department of Urban Planning
- >Bernd Vlay, European Europe technical committee member/European Austria secretary
- >Fabian Wallmüller, architect/ European Austria
- >Participants: 5 architects

#### TIME TABLE

9:15-10:30: Site visit with Bernd Vlay and Fabian Wallmüller, Kärntner Straße

10:30-11:30: Briefing, Questions & Answers with Eva-Maria Benedikt, Bernd Vlay and Fabian Wallmüller, bus parking Graz Holding

#### SUMMARY OF BRIEFING

Eva-Maria Benedikt (City of Graz/ Department of Urban Planning) points out the most important aspects of the competition brief:

##### Introduction

Eva-Maria Benedikt stresses the importance of access roads for the city of Graz, demonstrated by the fact that instead of a private investor, the City of Graz is this year's Partner of European.

##### Legal framework

Future developments of access roads in Graz will be evoked by legal changes, particularly by Urban Master Plans (Bebauungspläne) being compulsory for all access roads in Graz, as well as by the future Zoning Plan (Flächenwidmungsplan 4.0) to be published in late 2017. The future Zoning Plan will define the ground floor of plots along the street front of Kärntner Straße as Core Area (Kerngebiet), a definition in Zoning Plans that allows for a wide range of programs, particularly local

food supply such as food stores and supermarkets. These new legal conditions in relation to the perfect accessibility of Kärntner Straße are expected to establish new forms of local supply and production, provoking new connections between the street front of Kärntner Straße and residential areas in the back.

Due to noise pollution, housing will not be permitted facing Kärntner Straße, yet commercial ways of housing (hotels, student homes) are possible.

## New constructions

Due to minor construction quality, existing buildings along the street front are in the future expected to be replaced by new constructions that should particularly provide noise protection for residential areas in the back of Kärntner Straße. New constructions should at least be 3-4 floors high.

## New programs

Turning the back side of existing as well as new constructions along Kärntner Straße into new fronts side is regarded as a major aspect in order to establish new relationships between the street front and residential areas in the back.

## New street profile

Due to today's narrow street profile of Kärntner Straße of around 14m, the new street profile, defined by the Department of Urban Planning and measuring 25m in width, shall be implemented by property transfer from private to public. Generally, building laws allow for a property transfer from private to public in order to provide additional circulation areas. This property transfer is either possible free of charge in the course of building permits on a specific plot, or any time by purchase of private land through the city of Graz. Yet, considering necessary negotiations with the large number of property owners along Kärntner Straße (counting around 130 property owners along Kärntner Straße on the Project Site), the implementation of the new street profile is expected to be a long-term process. This will make it necessary for the E14 competition participants to develop a timeline, highlighting the step-by-step implementation of the new street profile.

Regarding the implementation of the new street profile, participants of E14/ Graz, Kärntner Straße are encouraged to collaborate with traffic planners.

## Delivery

Accesses for delivery of shops and enterprises along Kärntner Straße should be organized in a way that crossings with bike and pedestrian paths along Kärntner Straße are avoided as much as possible. Therefore, delivery accesses from the street front, from side streets as well as from streets in the back of plots along Kärntner Straße should be taken into consideration.

## QUESTIONS AND ANSWERS

Q: In order to implement the new street profile, would the exchange of properties be a relevant option to support the property transfer from private to public?

A: The exchange of properties is not an option.

Q: In order to implement the new street profile, does the city of Graz have sufficient financial resources to purchase land?

A: To a certain extent, yes.

Q: Does the new street profile have to run all the way straight with the same width, or is it possible to implement an altering street profile that would react on local conditions?

A: The new street profile may alter in width, yet the performance of the new street profile, as defined by the Department of Urban Planning, has to be guaranteed (2 lanes of motorized private transport with 1 additional lane for vehicles turning left, 2 lanes reserved for public transport, 2 lanes of bike and pedestrian paths – for details see E14 site brief).

Q: Studies prove that a lower speed limit has positive effects on the flow of traffic, as stop-and-go traffic is replaced by a constant, but slower flow. Would it be possible to implement a lower speed limit in Kärntner Straße?

A: The general speed limit has to be kept at 50km/h, yet a lowering of speed may be achieved by the effect of specific design means.

Q: In order to not only attract local, but also supra local customers, a strategy of parking seems to be necessary for Kärntner Straße. Are innovative concepts of parking such as shared spaces, underground or vertical parking permitted?

A: Yes.

Q: In order to tackle the complex development of Kärntner Straße, the competition brief asks for a set of creative tools to be implemented in a strategic Urban Master Plan (Bebauungsplan). How could these creative tools be implemented into an Urban Master Plan that usually only defines parameters for future constructions such as the dimension of buildings and a rough zoning of programs?

A: Creative tools may be implemented  
in additional regulations (Verordnungen) accompanying the Urban Master Plan  
in private-law contracts (privatrechtliche Verträge) with property owners  
in collaborative processes of branding and marketing, possible to be implemented by the City of Graz/ City Management.

Q: Should the vision to be developed rather be on a typological or an architectural level?

A: The vision should clearly be on a typological level, developing different typologies for constructions as well as open spaces to be flexibly implemented on the Project Site. The elaboration of the vision should have a level that is appropriate to be broadly published by the city of Graz, promoting Kärntner Straße as a new role model for access roads of Graz and triggering future activities and investments.

Q: How long may further questions be posed?

A: Questions may be posed until May 19th 2017.