



WEIZ

Vacancy! Pilot strip on productivity

EUROPAN A

EUROPAN15 competition brief by EUROPAN Austria

Welcome!

Dear participants,

Welcome to the international competition
Europan 15 “Productive Cities 2”!

We like to thank you for choosing to participate
in European Austria!

Since 1989—thirty years now—Europan has acted as
an international platform in Europe and is one of the
world’s largest competitions, including follow-up
implementation. It brings together European cities and
young international professionals under the age of 40 in
architectural, urban, and landscape design.

This time European Austria presents five Austrian sites:
Graz, Innsbruck, Weiz, Wien and Villach.

We would like to thank all partners, actors, and
organizations for having been open to travel with
Europan to enter a sphere of productive uncertainty—
the only starting point for honest and responsible
innovation!

We are looking forward to your projects.
Good luck!

Best regards,
Europan Austria

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February 2017

BUNDESKANZLERAMT  ÖSTERREICH
KUNST

EUROPAN A

CALENDAR

>Mo. March 18, 2019

Launch of the competition on the European website & opening date for registrations

>Fr. June 14, 2019

Deadline for submitting questions on sites and rules

>Fr. June 28, 2019

Deadline for answers on questions on sites and rules

>Sun. July 28, 2019

Deadline for submitting documents

>Mo. July 29, 2019

Publication – on the European website – of a temporary list of submitted projects

>Fr. August 2, 2019

Deadline for controlling submissions & publication of the final list of submissions

>August-Mid October 2019

Shortlisting of entries by the national juries (20% max)

>End of October 2019

Comparative European analysis of the shortlisted ideas & Forum of Cities and Juries

>November 2019

Final selection of winning projects by the national juries

>Mo. Dec. 2, 2019

Results Announcement

>November 2020

Inter-Sessions Forum

RULES

Please follow the European webpage

<http://europan-europe.eu>

QUESTIONS & ANSWERS**UPDATE OF MATERIAL**

Please use and check the forum online

<http://europan-europe.eu>

SITE VISIT

Wednesday 08.05.2019 / 13:00-15:00

Meeting point:

Town hall Weiz

Hauptplatz 7, 8160 Weiz

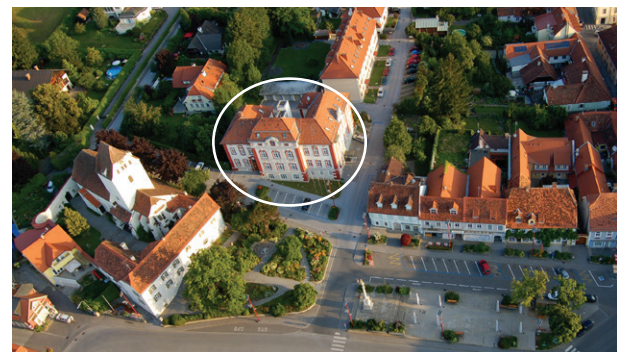
We will explore the E15 site with e-bikes provided by the city of Weiz.

Registration:

Please confirm your participation via email to

office@europan.at

(name, number of participants, mobile number)

**NATIONAL OPENING EVENT**

Friday 22.03.2019 / 19:00 / AzW Wien

will be announced online

<https://www.europan.at>

NATIONAL AWARD CEREMONY

Jan/Feb 2020 / Innsbruck, Graz or Wien

will be announced online

<https://www.europan.at>

Information

Site Representatives / Actors involved

Erich Eggenreich

Mayor, City of Weiz

Gerd Holzer

Head of planning department, City Weiz

Oswin Donnerer

Cultural councillor, City of Weiz

Andreas Tropper

Head of traffic department, government of Styria



Team Representative

Architect, urbanist, landscape architect

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

Teams are encouraged to form collaboration of architects, urbanists, landscape architects and traffic planners.

Communication

Communication after the results announcement on the European website

Jury - 1st Evaluation

Local commission

with the participation of the site representatives:

Erich Eggenreich

Mayor, City of Weiz

Oswin Donnerer

Cultural councillor, City of Weiz

Brigitte Luef

Head of Planning department, Eastern Styria Region

Markus Bogensberger

Architect, Director of HDA, Graz

Isolde Rajek

Landscape architect, Partner at Rajek Barosch, Wien

>Member of the international Jury

>Member of the international Jury

Jury - 2nd Evaluation

International Jury

Hemma Fasch (AT) - chair of Jury

Architect, Principal of fasch&fuchs architects, Vienna, Austria

<https://faschundfuchs.com>

Kristiaan Borret (BE)

"Bouwmeester maître architecte" of Brussels-Capital Region, former "bouwmeester" of the City of Antwerp, Belgium; Professor in urban project at the University of

Ghent; A civil engineer and architect by training, plus degrees in philosophy, political science and public affairs and in urban planning.

<http://bma.brussels/en/homepage>

Kamiel Klassee (NL)

Architect, Principal of NL Architects, Amsterdam, Netherlands.

<http://www.nlarchitects.nl>

Verena Konrad (AT)

Director of the VAI-Vorarlberger Architektur Institut; curator of the Austrian Pavillion at the 16. Architecture Biennale in Venice, Italy in 2018; art historian

<https://v-a-i.at>

Anne Lacaton (FR)

Architect, Principal of Lacaton & Vassal Architectes, Paris, France and Associate Professor of Architecture & Design at the Swiss Federal Institute of Technology (ETH Zurich), Zurich, Switzerland.

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Bart Lootsma (NL)

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<http://www.architekturtheorie.eu>

Claudia Nutz (AT)

Spatial Planner; Executive Consultant; Former Head of Building and Property Management of the Austrian Railway Company "ÖBB"; Former management of "Wien 3420 Aspern Development AG" - development of the Seestadt Aspern, Wien, Austria

<http://www.nutzeffekt.at>

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

Post-competition intermediate procedure

Meeting to present the rewarded teams to the site representatives, followed by a discussion.

Mission given to the selected team(s) for the implementation

Urban masterplan & design guide for public space

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A. Introduction



EUROPAN 15 – productive cities 2

Gleisdorferstraße / E15 Project Site

Overall task

Weiz is a regional city and in contrast to many others, it is booming: the economy is strong, the population is increasing, jobs are being created and buildings and research institutions are expanding. Many exciting new projects have recently been realised or are in the pipeline. However, the biggest project of all is the new mobility artery, which is currently under construction and includes a rail track for commuter trains, a road, a bike path and several footbridges. Profound changes will result from this enterprise. European looks at the overall scale of this unique transformation and asks for a scheme to propel all these development activities in one great visionary and innovative direction.

Aim of the competition

Over generations the urban fabric of single longitudinal strips has formed together with a small river and main roads. Longitudinal axes are dominant. The new mobility line continues this trend and runs straight through a long stretch of the municipal area of Weiz. It is parallel to the old country road, which was always the main street of the village. The city now expects a shift from one axis to the other, changing the traditional main route through Weiz. If no action is taken, this old country road with its current heavy traffic will be a sizeable and obsolete area in the middle of the town. To prevent this happening innovative ideas and schematic actions are asked for. This site offers a unique chance for a pilot strategy to an extent hardly ever found in a grown setting. Essential questions might be asked, such as:

What potential arises out of the new situation for this street and its neighbouring spaces? What given agencies can be activated and which ones added? What needs to be considered in a planning process in order to generate a visionary main route of yet another kind?

Participants

Teams participating in E15 are encouraged to form collaborations of architects, landscape architects and traffic planners.

Commission

The City of Weiz calls for a strategic master plan and a catalogue of measurements to secure the qualities upon implementation. A step-by-step strategy will consider how to replace or integrate existing constructions over time.

B. Relation to E15 topic



PRODUCTIVE CITIES /2: RESOURCES-MOBILITY -EQUITY

Site family: CHANGING METABOLISM Multiplying and connecting agencies

The challenge for productive cities in a sustainable context is to interlink resources, mobility and equity conditions. Especially large sites, like the one in Weiz, comprise of a huge variety of human and non-human agents with long- and short-term cycles and far-reaching ecological, economic and territorial implications, thus resulting in a complex setting. Relations and processes have to be considered carefully in order to find a new balance between them.

Furthermore, the site aspires to include new elements and protagonists, new layers of functions that have the potential to generate a pioneering vision on sustainability. It is important to define and to connect the sites' future agencies such as air, water, soil, flood, programmes, activities and users. The final design will be something greater than the sum or the multiplication of all.

With sites in the following cities:

Borås(SE), Champigny-sur-Marne(FR), Kautokeino(NO), Marseille (FR), Nin (HR), Rotterdam Spaanse Polder (NL), Täby (SE), Weiz (AT)

urban economies. Smart mobility concepts are already in place supporting this idea.

Weiz understands very well that resilient cities need a sustainable context and alliances to thrive. Starting from such a high level of open-mindedness, be inspired to create an ambitious pilot project which propels Weiz into a leading position for innovative urbanism.

How can the site contribute to the productive city?

Iron mills were founded as early as the 18th century and have characterized Weiz' heritage since that time. Business and especially the processing of iron has always had a strong presence. In total the city, which today counts 11,700 inhabitants, provides 11,300 jobs. Many of them are set in the tertiary sector. In addition to that, trade and craft do still play a very important role.

A tiny creative scene is establishing itself around the old main square. As an education centre Weiz has access to the future generation - a unique opportunity! With a breeding ground for pilot projects, start-up clusters and innovative working typologies young people could be attracted to stay. The gradual transformation of the E15 site's program offers a window of opportunity: physical and mental space become available to sketch a new vision for a sustainable community of all generations. Make use of the inhabitants' mindset, where production is positively connoted and has been knitted into the DNA of the city ever since.

Alliances strengthen a sustainable city

Weiz is part of the energy region Weiz-Gleisdorf that consists of 28,500ha land and 12 municipalities. It participates in numerous projects on sustainable energy production and energy consumption. Goals are set for 100% fossil free consumption by 2050 accompanied by circular

C. The City



C.1 THE ROLE OF THE CITY IN A REGIONAL CONTEXT

Weiz (the city) is the district capital of Weiz (the region), which consists of 31 municipalities and has more than 87,000 inhabitants. The district capital Weiz counts 11,700 inhabitants and when including the area surrounding it the population adds up to a total of 20,000. As of January 2018 it is the 9th biggest city in Styria and the second largest in the East Styrian region. Weiz acts as the centre of the district and besides providing all major administrative bodies and schools it is known as a commercial and industrial city with attractive employers.



federal province of Styria with Capital Graz & Weiz

Austria comprises of nine federal provinces, one of which is Styria. The region is set in southern Austria known for its mild climate and soft hills. Its capital Graz is located 25km southwest of the municipality of Weiz and a 45mins drive by public transport. Another major city nearby with a connection to the supra-regional traffic node is Gleisdorf, about 15km south. There the national highway A2 from Vienna to Graz, Klagenfurt and Italy can be accessed, providing further connections to nearby Hungary and Slovenia. Slovenia and Styria do not only share a common border; the federal state of Styria and Eastern Slovenia (formerly "Lower Styria") have always had a close cultural connection, as both were part of the Duchy of Styria before World War I. The first bilateral agreement was a town-twinning contract between Graz and Maribor in 1987, expanding 2001 in the EUREGIO, which includes the regions around both capitals and subsequently the district of Weiz. The aim is to strengthen cooperation and to build networks and relationships on an economic, cultural and societal level. Notably many cultural exchange projects and several planning concepts are being developed and are ongoing.



Road net & international connections



EUREGIO region Graz-Maribor

A notable example is the EU project "Murman", which is a bilateral platform of drinking water suppliers and other water agencies to establish sustainable water management in the region of southern Styria and northern Slovenia. In the course of three years it has provided excellent results for future water management in the above-mentioned regions.

Panoramic view from Weiz © Harald Polt





Historic image of old Market Place around 1900
© Publisher A. Buchgraber, Museumsverein Weiz

The Eastern Styria region

The district of Weiz together with the district of Hartberg-Fürstenfeld forms the East Styrian region. With an approximate area of 230,000ha, the region comprises of 117 villages and 177,000 inhabitants. The extraordinary variety of self-produced food has led to the touristic profiling of Eastern Styria as the “Garden of Austria”. Pumpkin seed oil, beans, radishes and elderflowers are typical products of the region. However, its biggest food export lies in apples, with 54% of all Austrian apples growing in Eastern Styria. Due to its scenic landscape the region invests a lot in tourism and works on the expansion of regional bike and hiking trails. This goes hand in hand with the important topic of East Styria being an Energy Region. Already in 2001 ‘Energy’ was the main theme of the annual Landesausstellung (regional exhibition), which took place in Weiz & Gleisdorf. On this occasion a visionary idea for a solar house was realised. The construction of the house above ground is able to rotate and follows the sun over the course of a day, producing a plus on energy. The so-called “Gemini-House” won several prizes and is an early symbol for innovative and sustainable approaches in this region. Today Weiz-Gleisdorf is a climate and energy model-region and has a pioneering role throughout Austria. In a setting like this, it seems natural that further focus should be set on protecting its unspoiled landscape and regional food production. Following up on sustainability and resilience, since 2014 the district Weiz has become a leader-region. These regions are characterized for their focus on and expansion of circular economies and protection of biodiversity and ecosystems.

duction. However, Weiz-born Franz Pichler not only became an entrepreneur but also an inventor and pioneer in electric power generators. The first multi-phase power plant of the Austro-Hungarian monarchy went into operation in Weiz and laid the foundation for future productions of electrical machinery. During the First World War, the company had to produce war materials. To speed up and simplify the transport, a railway station was built. As a side effect, this ensured that Weiz would remain an attractive business location in the future.

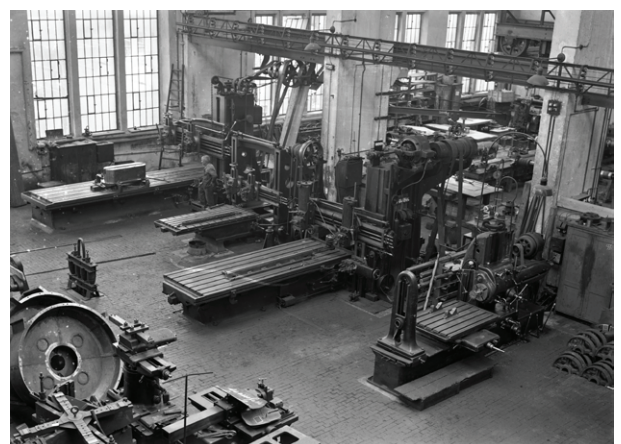
Pichler Werke survived the war and became a world-renowned company for power generation plants called Elin Siemens AG which was later taken over by Siemens and Hydro Andritz. Thus, industrial production is deeply rooted in Weiz’s urban fabric and people’s mind-set. Many well-known, big companies operate from here today, such as Magna, Siemens AG, the ELIN Motoren GmbH and Hydro Andritz.



East Styria Region

C.2 THE HISTORICAL CONTEXT

Weiz has always been an important location in the region. Its history dates back to the 11th century. As early as 1065 the basilica was built on the Weizberg. In the 12th century the first major wave of settlement began and in 1932 Weiz gained the status of a city. Evidence is provided by historic buildings such as the castle ‘Castrum Wides’ from the 12th century and several churches. The history of Weiz as an important business location in the region began with the foundation of the F. Pichler Werke in 1892. At that time, Weiz was actually not considered to be an attractive factory site, because the river Weizbach was thought to be too small to fuel big water mills for mechanical pro-



Production Elin Werke © Museumsverein Weiz



Aerial view Market Place © Harlad Polt

C.3 THE URBAN CONTEXT

The East-Styrian-Riedelland, on the foothills of the Alps, is a scenic landscape with soft elongated hills. Weiz is set in one of its valleys stretching from north to south. A prominent plateau, overlooking the valley, was chosen by the archbishop in the 11th century to build a basilica. It laid the foundation for future settlements in the area. Soon after, a second church was built on the opposite side of the valley in its lowlands, marking today's main square of Weiz. Over time a coherent and typical central European village evolved, with closed rows of facades on three sides of the square framing the church. The picturesque town centre is still intact today.

In the middle of the valley and off the main square a small river flows, which influenced the expansion of the settlement to evolve along the river and to become a long stretched village. Over generations, enhanced by parallel main roads and the railway line, an urban fabric of single longitudinal strips has formed.

Similar functions cluster along the same strip, giving each a specific character and making longitudinal axes even more dominant. It becomes extremely interesting to cross laterally, as one can experience several urban milieus. However, cross connections are hardly ever present, except in the area of the old town centre.

Traffic flow, concentration of functions and a stretched-out urban area contributed to the emergence of sub-centres. This was intensified by the municipal structural reform in 2015, where a neighbouring village was merged with Weiz, causing the city to sprawl out even further. With its strong ambition to gear the city towards the future, the municipality recognised this consequence early on. Instead of fighting it, various activities to foster a good polycentric development were set. Many exciting new projects have recently been realised or are in the pipeline.

The biggest project of all is the new mobility artery, which is currently under construction and connects the single urban hubs along its route – streamlining the city again along a longitudinal axis.



Urban fabric of Weiz

C.4 SOCIO-CULTURAL CONTEXT

Job security, education facilities and a scenic landscape contribute to the fact that Weiz, in contrast to many other regional cities, is growing. Simply put: It is a booming city in a beautiful landscape. In the last decade the number of inhabitants rose by 4%.

Weiz plays an important role as the largest school and training location in the Eastern Styria region. More than 3,000 pupils attend different types of schools and approx. 600 apprentices receive their educational training in Weiz. The city has four higher schools and a privately-run polytechnic university (Fachhochschule). Besides schools there is a high density of kindergartens for pre-school infants, as the city strives to attract young families and secure future generations. With the implementation of the East Styria Energy region concept the Innovation Centre W.E.I.Z. was established. A research institution that educates, consults and monitors companies and makes them fit for the energy standards of the region. It also houses a department of the University FH Joanneum thus gaining an additional asset for the city and bringing scientists and researchers to Weiz.

As a district capital Weiz has a lively cultural scene that encompasses traditional as well as contemporary cultural fields. Besides annual festivals, music and theatre performances, several local groups are actively contributing to the cultural arts.

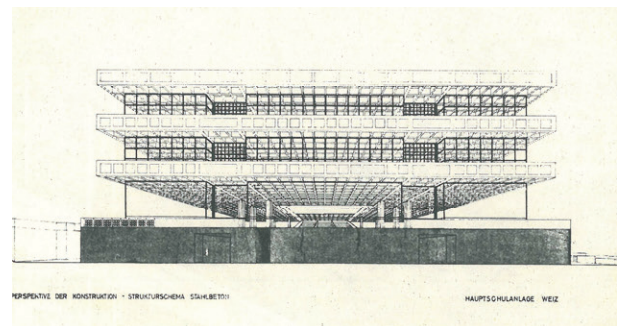
Weiz is also known for innovative architecture. In the late seventies the Viennese architect Victor Hufnagel designed a new building for the secondary school in Weiz. The decisive difference in the designing of this school was to integrate a big assembly hall in the centre of the building with a glass roof in the form of a panelled ceiling. The idea was to provide multiple functions for this new form of community school. Not only did the big assembly hall serve for functions for pupils and teachers, it was very often used as a hall for public events, such as concerts, talks and even a ball.

A second example is the "Kunsthau Weiz" (House of the Arts), which was designed by the Austrian born architect Dietmar Feichtinger. In the shape of a sine curve and using transparent glass for the facades it integrates perfectly into the old town and the industrial building of the Siemens company opposite.

pecially in electrical engineering and electronics. Apart from a strong administrative centre, trade and economic services have employment rates above average. However, new styles of consumerism put pressure on trade and the city looks for opportunities to remain attractive. A possible sustainable regional specialisation is seen in the knowledge services. With the Energy Innovation Center W.E.I.Z. the city has laid the foundation to play a central role and attract the future workforce. Nonetheless, for Weiz to continue to flourish as a trading city, a young, creative and dynamic entrepreneurial scene must be able to gain a foothold!



Kunsthau Weiz © Harlad Polt



Secondary school Victor Hufnagel © Museumsverein

C.5 ECONOMICAL CONTEXT

Weiz is the fourth largest district in Styria for employment and has the lowest unemployment rate. The city and various leading companies provide a total of 10,800 jobs, making Weiz attractive for professionals from the surrounding districts. Each day, 8,000 commuters enter the city for work and 2,500 commuters travel out.

With its heterogeneous economic structure, Weiz has established a broad industrial and commercial basis. The manufacturing and service sectors are almost equally strong in terms of employment (production sector: 46.8%, service sector: 51.3%).

One traditional focus lies in the technology sector, es-

Gemini House © Kaltenecker und Partner Architekten



D. Strategic site





Pairing the industrial mind-set with a profound ecological understanding makes Weiz an ideal testbed for an innovative project. And nothing less is expected here.

Interweaving

One major aspect is the integration of the site into the existing urban fabric. As previously mentioned, longitudinal axes have developed over generations, due to various reasons such as topography, landscape elements, trade and economy. These lines bring an immediate understanding of the composition of the place. They manifest a clear direction, which seems natural to follow. Not surprisingly each one of the strips has somehow developed its own character. The emphasis on different functions might have triggered attention from certain groups of stakeholders or agencies, and their interaction suffuses each individual area with its distinct patina. In fact, the scenic 'little' Weiz town has a rich spectrum of neighbourhoods running in parallel. Look at the issue and think in broader terms of how to network the area. Understand the particular quality of this local specificity and of the sequence when crossing diametrically.

Finding agencies

Not only a distinct urban fabric but also a profound open-mind-set, derived from historical influences, cooperation across borders and a rich landscape, offer a wide spectrum to act upon. Besides its scenic countryside, Weiz had no special attraction that would justify settling here. Other sizeable cities formed in locations next to big rivers, major traffic routes or sheltered bays. The pioneer Franz Pichler made the case for the city early on. Despite lacking good conditions, he insisted on starting a company in Weiz, because he was Weiz-born, which turned out to be successful beyond expectations. Not only did it propel his company to world fame but also lifted the city to another level. For generations the inhabitants have grown up with this story in mind. Knowing that anything is possible - even in a situation which doesn't seem optimal - Weiz has always been sensitive to new issues which could help improve it. That's probably why, compared to other cities in the region, it is extremely successful. The willingness to cast one's net wide, to find agencies, to knit ideas together, to create synergies beyond the obvious and to break new ground is perfectly in line with the self-identity of Weiz.

Recent developments

Many new projects are in the pipeline or have recently been realised. The steady growth of inhabitants demands new housing projects, more schools and better access routes. To retain the big companies and to draw the attention of new ones, good public transport, science and research facilities need to be anchored. For everybody to enjoy a good life in Weiz, recreational areas, a sustainable lifestyle and a vision towards a resilient future must be at hand. Many of these things have already been implemented or are in the making.



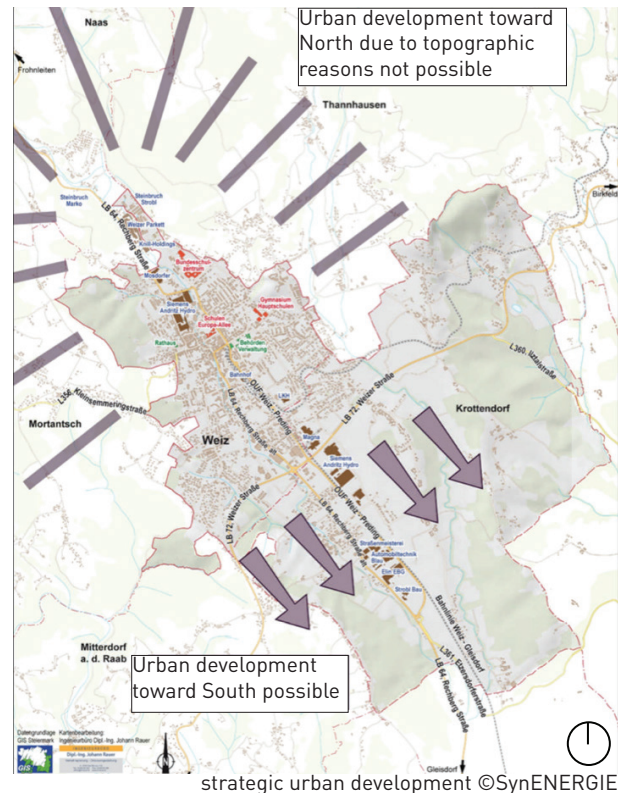
part of the new mobility axis already build; train in centre area

Mobility concept

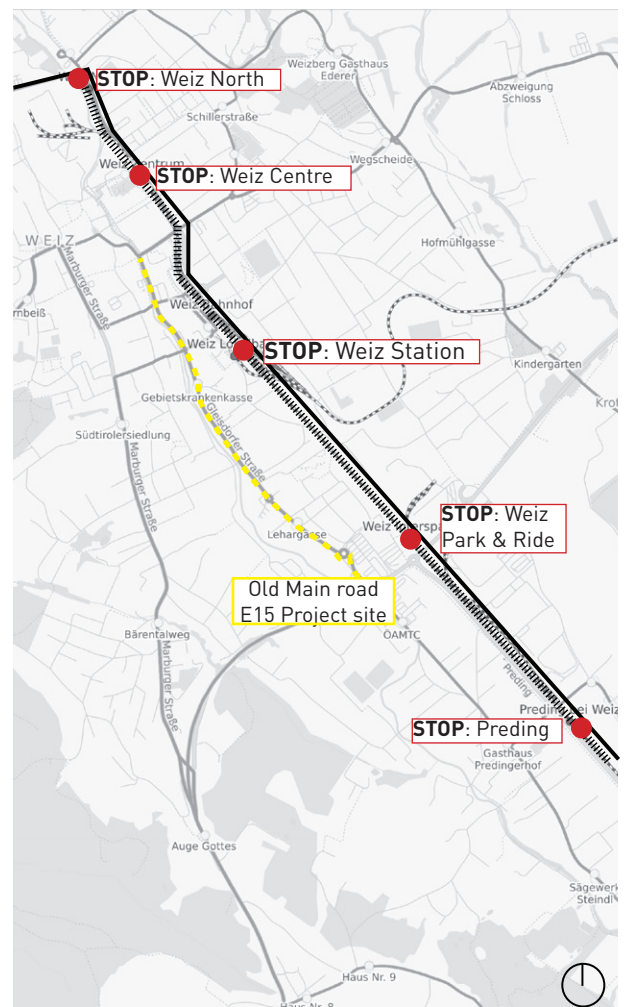
The biggest project of all is the new mobility artery. Two of the three phases have already been successfully implemented and the completion is planned by 2020. Embedded in a network of neighbouring villages, the new mobility line connects Weiz with Graz, the Styrian capital 45 minutes' drive away, and with the surrounding region as well as improving connections in the city itself.

A major aspect for Weiz is to streamline and bundle traffic flows in its municipal area, enabling smart mobility concepts through denser intervals and a wider range of traffic options.

The new artery continues the trend of longitudinal axes and runs straight through a long stretch of the municipal area of Weiz. It includes a road, a bike path and several footbridges and the extension of the existing rail tracks for commuter trains. Three stops are planned in Weiz, making it the first project of its kind promoting access by bringing trains into the city. Park & ride facilities have been implemented and soft mobility points are about to emerge gradually. Currently a collective cab-system counting 175 stops and a network of cycle paths ten kilometres long can be found in the city and. Together with the three new train stations and footbridges, which ensure a transversal connection, Weiz wants to motivate its inhabitants towards soft mobility. Although the city holds a pioneering role on sustainable issues, a car for individual use is still the number one vehicle for most people, even for the shortest distances. Long distances between stops and large intervals between services, standard in rural areas, didn't help to make public transport a first choice. Improvements are being undertaken and profound changes



strategic urban development ©SynENERGIE

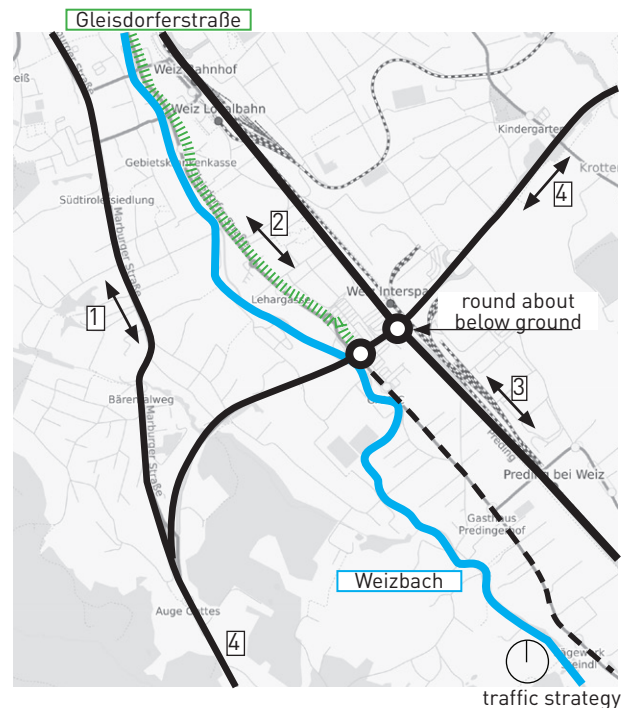


New mobility Axis showing stops in the municipal area

will result from this enterprise; still it needs a powerful vision to bring about a mind-changing attitude.

Due to the long stretched urban fabric of Weiz, all main streets run from north to south. In the south they enter a major road that connects east to west (B 72). The future traffic scenario sees three main axes leading through Weiz. One, as described above, is the new mobility line, which bundles all types of mobility. Another is the Marburger Straße (Marburger Street), west of the E15 site, its trajectory joins naturally with road B 72. An expansion is planned in the future, upgrading B 72 to an expressway. The E15 site / Gleisdorfer Straße is seen as the third axis. It is exempted from the duty of performing as a 'conventional' street, giving space to something progressively new. The city envisages a 'green axis' - a broad term that can subsume many things. It is up to this competition to define its profile.

- 1: Axis- West: Marburger Straße
- 2: Old main Road / Gleisdorferstrasse
- 3: New mobility axis
- 4: B72, East-West Connection

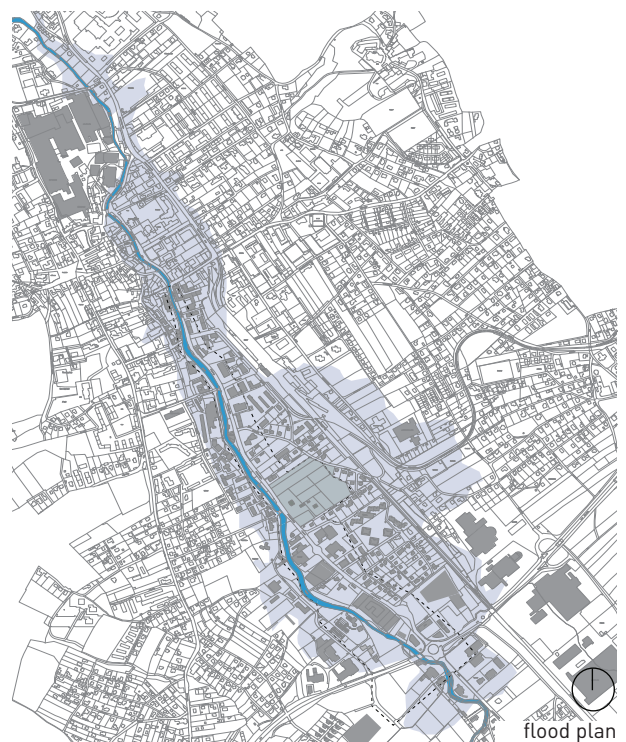


Flood issue along the Weizbach

In case of extreme weather conditions, the relatively small Weizbach river can become a source for floods. A study from the year 2011 (see annex) assessed the situation in Weiz. Floodplains were identified, which led to a radical rethinking of the municipality. A bundle of small measures was identified that can address a 30-year flood occurrence. Enough sandbags are available and a pre-warning system was agreed with the fire department in combination with automatic level measurements. The characteristics of weather conditions have changed, resulting in stronger rainfalls and a larger amount of water within a short period of time. However as long as the rainfall isn't enduring it is not a problem. Awareness of sealing off surfaces means everything is now critically scrutinized and risks are reduced. Retention and infiltration areas are now mandatory, since countermeasures are rarely possible retrospectively. The city is considering deepening the river by another 1.5m across the whole municipal area, thereby withdrawing the element of water from the urban fabric.

Dealing with the issue of water and the Weizbach will play a key role in this 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!

View towards North, B72 in the front © Harald Polt



E. Project site



Upoplan 15 / productivity

E1. FRAMEWORK

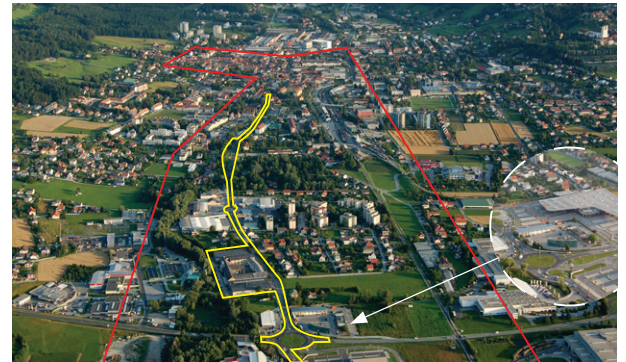
The E15 project site runs parallel to the new mobility line. It is the old country road, which was always the main street of the village. As the main road to and from the south - from the capital Graz - it always was the most frequented one of town. Similar to access roads in major cities, it shows traces of the typical urban language found in such places. Gas stations and do-it-yourself stores alternate with big sealed parking lots. Due to excellent access and high frequency, the land along the street was attractive for trade and the productive economy. High noise levels were tolerated, caused substantially by traffic anyways, and the location of the city in the countryside had the advantage that enough space was at hand that could be made available for production and storage halls. Having grown historically, the road is aligned with the course of the Weizbach river. This strong landscape element softens the effect of the main road's character providing it even with a scenic atmosphere. Now that the focus is expected to shift to another axis and changing the traditional main route through Weiz, an already complex fabric is at your disposal. Many loose ends can be taken up and new ones added in - knit them together to introduce something absolutely innovative.

Different scales

This project has to be investigated on different scales: the scale of the city and its urban tissue that wants to be knitted together is the broader aspect.

The second scale deals with the long stretched site and its surrounding land. It requires looking at functional parameters and framework settings to guarantee the implementation of the suggested vision in the long run.

The third scale is on the architectural and landscape-architecture level and has to deal with anchoring the vision with concrete interventions.



SERVICES

- 1 pharmacy
- 2 bank
- 3 bank
- 4 post office
- 5 sun studio

MOTOR

- 1 fuel station
- 2 ÖAMTC
- 3 car dealer
- 4 car dealer
- 5 fuel station
- 6 car dealer
- 7 car part retailer
- 8 car dealer
- 9 cab
- 10 cab
- 11 fuel station & car wash
- 12 car dealer
- 13 car tyre retailer
- 14 driving school
- 15 car part retailer

SHOPPING & RETAIL

- 1 shoes
- 2 textiles
- 3 animal food
- 4 super market
- 5 super market
- 6 super market
- 7 farm supply
- 8 building materials
- 9 diy market
- 10 textiles
- 11 furniture store
- 12 super market
- 13 diy market
- 14 hardware store
- 15 textile

GASTRONOMY

- 1 fast food imbiß
- 2 fast food imbiß
- 3 cafe and bakery
- 4 cafe and bar
- 5 betting office
- 6 restaurant
- 7 restaurant

INDUSTRIES

- 1 production hydropower plants
- 2 automotive supplier
- 3 mobility technology company
- 4 automotive supplier
- 5 former tannery / Gerberfabrik

COMMUNAL

- 1 communal heating plant
- 2 sports arena
- 3 recycle centre
- 4 power plant
- 5 hospital
- 6 health insurance
- 7 fire brigade
- 8 chamber of economy
- 9 train station

NEW TECHNOLOGY

- 1 computer technology
- 2 pessl instruments

E2. ELEMENTS

Weizbach

For much of its length the Weizbach river accompanies the main road. Some small bridges along the way give access to the other side of a parallel strip. For most of the year the stream is approx. 2 metres below street level. The riverbed has already been deepened to avoid floods albeit mainly in the central area of the city. Due to an increase in severe weather conditions such measures are now planned along the whole stretch of river in the segment of the municipal area. Currently most parts of the riverbed are untouched and are home to a large variety of plants and animals. Safety issues will increasingly become more important for cities along natural waters. What can be done to ensure biodiversity in such places? And how to deal with such a precious element, so it doesn't vanish from sight and therefore become intangible. Air, water and soil are key factors for a city to stay healthy in the future and any actions will have far-reaching ecological impact.



Weizbach

Main Road / Gleisdorferstraße

Although accompanied by a sidewalk and a bike lane the appearance of Gleisdorfer Straße is undoubtedly that of a major street - its width spans up to 16 meters. The reason for this substantial scale lies in the type of production done by the companies at the other end of the city. Once in a while extra-large and heavy engine and generator elements have to be transported via Gleisdorfer Straße. Even now, with the new mobility artery soon to be in place, this fact won't change. The new artery partly leads through tunnels and because of financial reasons the height had to be kept to a minimum, making it impossible for big elements to pass.



Gleisdorfer Straße - crossing

This triggers a critical point for the E15 site, which has to be considered carefully: Even though specific transportation needs are sporadic, the street has to keep its width of 5.50m minimum (see section H). How can the street transform into something else, when sealed surfaces still suggest the image of a busy access road? Can a street be thought of in time-cycles? Which new opportunities can emerge, from precisely these restraints?



Gleisdorfer Straße - sealed surface for parking

Roundabouts

Styria was one of the first federal districts to reduce traffic lights and implement roundabouts, for safety reasons and for smooth traffic flow. This was also done along Gleisdorfer Straße - on a big scale. Can roundabouts pose a potential? They are prominent interruptions of streets. They provide a rhythm and divert the gaze by breaking the direction. Are they valuable even when leading to a parking lot? Above all, roundabouts are available space to be used to anchor your new vision.



Gleisdorfer Straße - sealed surface for parking

Public space for cars

Many of the functions along Gleisdorfer Straße such as the gas station, the do-it-yourself store, the agricultural supply and repair, have big sealed parking lots. Owned

by a generosity of space in rural regions they seem over-proportioned. Understandably space is required for loading and unloading or parking and manoeuvring agricultural machinery. Imagine the place on a weekend or in the evening; massive amounts of hectares are empty - or available? Can time-cycles be integrated? Which role will mobility spaces play in the future, how do we want those spaces to develop?

Nature

Several landscape elements can be detected, when taking a closer look.

The Weizbach is the obvious one but the greenery on roundabouts, the grass in private gardens or along the sidewalks and the bike lane should not be overlooked, even in bus bays, on bridges and on stone walls traces of nature can be found. Understand these elements in all their complexity and examine the interplay of plants, animals, topography, riverbank, soil, water, sound and wind. Think even further and explore cycles such as seed and fruit, draught and flood, processes such as short and long-term activities and relations such as high-speed and low-speed.

Connections

Bridges, small paths and streets branch out from Gleisdorfer Straße and connect to parallel neighbourhoods of the Weiz universe. They are physical elements suggesting strings to be pulled and a focus on the potential of the place. Are nearby actors possible agents to activate the site and create new uses? Which common interests and goals can be found and shared? Which circular urban economies can be established within Weiz and its municipality?

Stepping stones & anchors

Along the Gleisdorfer Straße some distinctive plots can be found.

There is a small and beautiful park, one side touching the sidewalk of the street along approximately 200 meters. It is privately owned though and fenced off, however, visually and atmospherically it is a very important stepping stone on the way towards the old city centre. The city sees it as a crucial element in this area and the existing park should definitely be integrated into the new vision.

Another interesting plot is the old tannery / Gerberfabrik, which is currently vacant. The last active production took place 30 years ago, manufacturing leather goods on these premises. The building is derelict, and the plot will become available in the near future. Include this space in your vision to anchor the idea of production. Which program could settle here?

A usage mix should also be sought outside conventional proposal and can include any form of productivity. The circular and synergetic aspect is vital, as it is for the entire project.



Gleisdorfer Straße and side road



vacant area between Weizbach and Gleisdorferstraße



lateral connection



former tannery / Gerberfabrik,
Weizbach in the back & Gleisdorferstr. in the front

F. Task



EUROPAN 15 - productive cities 2

Lateral Connection / E15 Project Site

The city's ambitious plan is a visionary strategy, which fosters inventive typologies and new forms of businesses along with potential synergies knitted into the existing framework. The aspect to create a role model for a sustainable lifestyle with a green axis is a central one.

A very complex task indeed: It asks for a coherent analysis of the existing surroundings, it asks for new ideas and it asks to find synergies between all these different agencies. But beyond that a pilot strategy is expected, on a level which doesn't exist yet, but once proposed will be recognised as essential. This is the main challenge - create something that is truly visionary and correlates with the promise of a resilient and sustainable future lifestyle. You are dealing with a village that is ready to propel itself into a pole position for a smart future.

Strategic site (red line)

The task to fulfil within the strategic site is to embed the project into the urban fabric of Weiz and to weave the new identity into a vision for the whole city.

The network aspect is the key topic here, both in a spatial as well as in a contextual sense: Can lateral branches connect neighbourhoods of longitudinal strips? Does a shift of concentration only leave voids?

Weiz is already in the making, responding to new possibilities with many recent projects. How can the polycentric agglomeration support each single hub and still act harmoniously?

Detect 'sleeping' potentials and bring them to the surface, work out individual actors and put them in contact. This project must do more than "just" propose an urban strategy.

Consider carefully what it needs for the idea to catch fire and inspire. It is the people of Weiz – in the long run - who will nourish and cherish it and ensure its resilience.

Project site (yellow line)

Although the project site is of a large scale and developing strategic tools will be necessary, don't miss out on a sensitive approach.

The space of the street and the Weizbach is at your immediate disposal, because this land belongs to the municipality (see annex). Herre concrete first measures will be implemented. But you have to see the project in the long term and you have to sketch a vision on how it will reflect with the instant neighbours, the ones in 'second row' and the overall city. Project stages have to be thought of carefully in order to provide a profound base for the vision. But be aware of the first step - the very first intervention will communicate the project.



Huge potential lies in small spaces scattered all over the site. Incorporate time cycles and think of the project as a mosaic. You might end up with a project that becomes a greater whole – over various stages of differing scales. Even small interventions could mean a bold gesture. It must be treated as a pilot project, that sends out an unmistakable signal to universities, to partners, to new businesses, to people in the surroundings; that attracts young people and makes them want to stay or even move back. Consider carefully which tool to use for the desired output. Architectural interventions – temporal or long lasting, educational measures, landscape gestures and many more will deliver a potpourri of single strands interacting as a whole.

What are the incentives for this site and what is anchoring the new identity? Which role do you assign natural forces, such as water and structural givens, such as longitudinal strips and their lacking, yet exciting, cross-connections? Which productive spaces can be found on different scales,

on different temporalities, in different groups, in different typologies and organisational methods? How are they interlinked maximising synergies not only amongst themselves but also with the existing setting? How do circular, sustainable, resilient and energetic aspects find their way into all facets of the project? How are social and equity topics made relevant in a proposal for a productive strip?

This exciting task might ask for a mixed team of experts, that thinks as broadly as possible, that is as focused as possible and whose proposal is as visionary as possible. We are very much looking forward to your projects!

← towards old centre



exemplary street view of Gleisdorferstraße looking towards East



towards B72 →

← towards B72



exemplary street view of Gleisdorferstraße looking towards West / Weizbach



towards old centre →

G. Submission



G. SUBMISSION

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 15 rules, also available online.

All plan view illustrations must be provided with a scale bar. There is a free choice of scales for diagrams and concepts, in order to allow layouts to be tailored to the possibilities afforded by the A1 board format of the display boards. However the information depth should correspond to the necessary scale of information.

Deliverables

Vision

- A minimum of 1 perspective or 1 axonometric view illustrating the vision for the entire E15 Project Site
- A minimum of 1 perspective from street view illustrating the vision for the streetscape of Gleisdorfer Straße
- Sketches and diagrams highlighting particular aspects of the vision
- Visual storyboard showing how the vision is interwoven with the entire city

Strategic master plan

- Diagrams and schemes representing a set of tools, rules and guidelines regarding aspects of mobility, urban space, landscape, synergies (between new and existing elements), programming and marketing.
- A site plan 1:2500, representing the entire E15 Project Site.
- Plans and schematic sections or axonometric views (free scale) representing in detail key-implementations of the strategic master plan.

Catalogues

- Diagrams and schemes representing a catalogue of pilot projects that may be inserted flexibly onto the E15 Project Site, highlighting the range of possible building typologies and landscape strategies caused by the implementation of the strategic master plan.
- Diagrams, schemes or images, showing a catalogue of possible actors, each evoking specific typologies of pilot projects, networks & synergies.
- Diagrams or schemes, proposing a catalogue of tools for activating, organizing and monitoring the process of specifying and implementing the strategic master plan ideas.

Incentives / Pilot projects

- Depending on the proposal show pilot projects or incentives in detail with the help of axonometries or plans, sections and elevations (scale 1:250).

Timeline

- A timeline representing the step-by-step implementation of the strategic master plan, considering phasing and milestones. The timeline should highlight possible scenarios in the short (up to 3 years), medium (10-15years) and long term (50 years). Of particular interest is the representation of intermediate statuses, as well as the issue of how to handle fragmentary developments.

H. REGULATORY EXPLANATIONS

Traffic regulations for Gleisdorferstraße

- minimum width of two traffic lanes is 5,50meters
- minimum width of bike lane is 1,50meters
- minimum width of bike lane combined with pavement is 2,50meters
- minimum width of pavement area is 1,0meters

Minimum requirements for Gleisdorferstraße:
two traffic lanes.