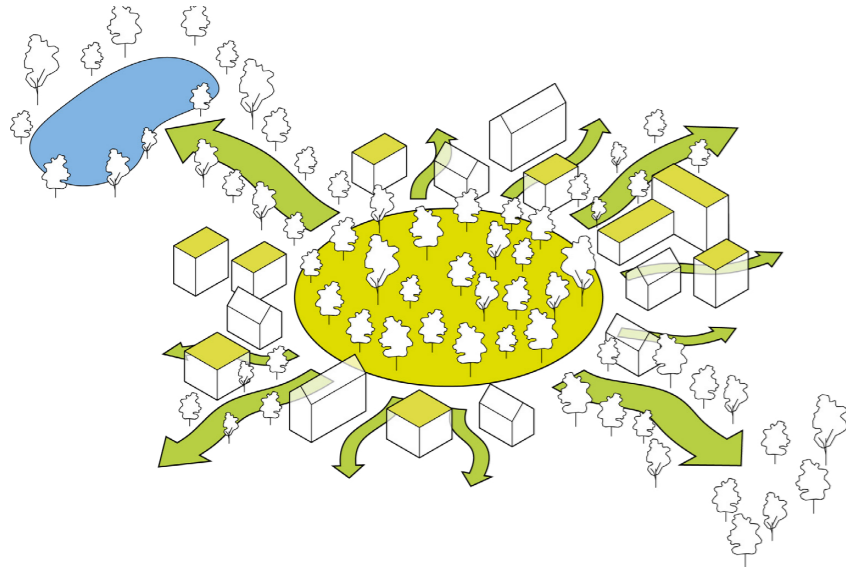


why?

Re-thinking how we shape urban planning: from the car city to the wilderness urban life in four conceptual strategies.

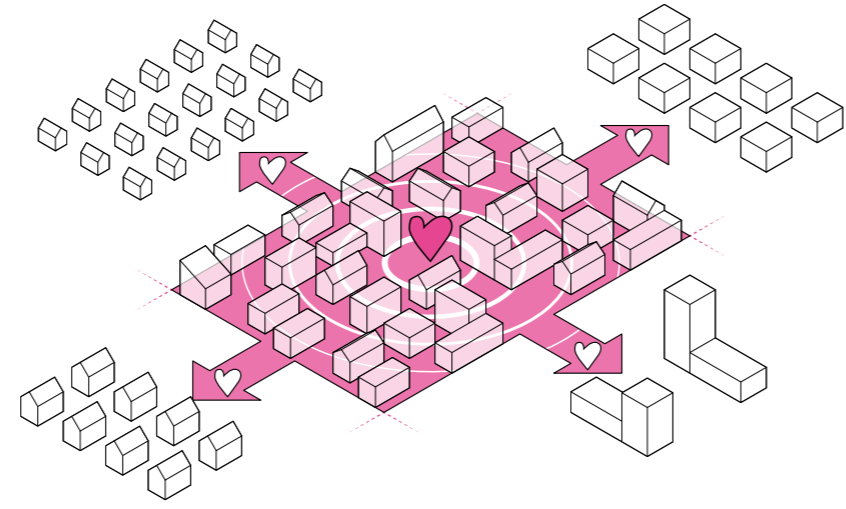
Ecological Sprawl



(A) Changing the infrastructural basis: we start by planning the green soil to ensure everything is surrounded by an earth-friendly environment. The green central spot works as the common lung, spreading its cells towards the rest of the area until it covers it entirely with different grades of wilderness. The goal is to create a smooth transition in terms of density and to plan the green spaces as the central infrastructure of the neighbourhood.

(B) Becoming terrestrial: The soil is a living species by itself. We must embrace the ideas of Latour, Haraway, Margulis and act in consequence. These ideas must alter the way we design urban space. The streets are no asphalt and concrete surfaces but open strata for the green life to grow and for all the species to live.

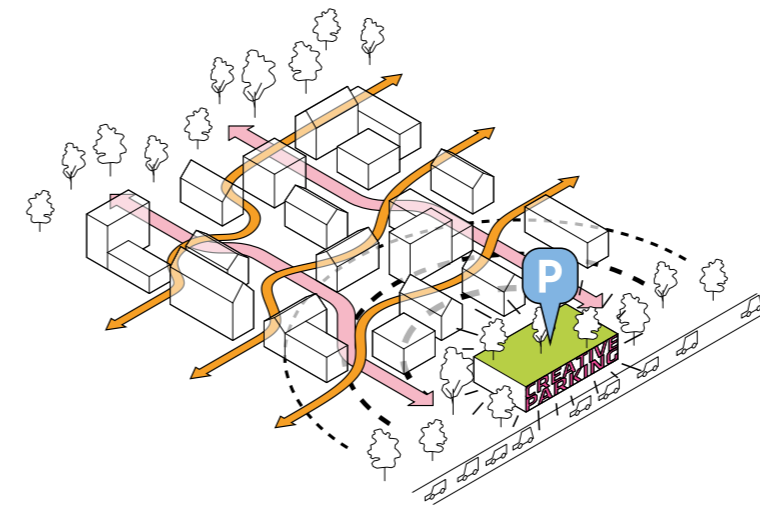
Responsive Cohabitation



(A) Promote the cohabitation between Am Heidjöchl and its surrounding communities: The center of the neighbourhood works not only as a lung for the project site, but also as a park that can hold special events during the year to enhance local economies and urban workshops. This green infrastructure spreads towards the already developed urbanism and the new to come.

(B) Performative urbanism: the density is projected to enable a strategy that relates the borders with its surroundings while decreasing in scale towards the center. Internally, the site is segmented into administrative divisions related to urban management; the whole area is planned as a continuous fabric linked to a human and non-human perspective, taking special care of the ground floor areas, which become transitional spaces that balance living units and facilities.

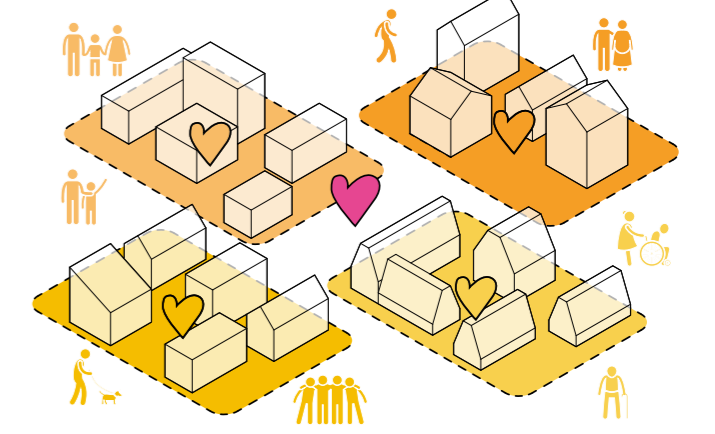
Liquid Infrastructures



(A) Change the way we move daily: as public transportation is present in many ways inside the site, the focus should be connecting the nodes (metro/bus/tramway) and setting comfortable paths to walk or ride to get to them. The nearest zones to the stations are provided with safe spaces to leave bikes, electric scooters, and personal mobility devices.

(B) Create a peripheric buffer to sieve the context: next to the peripheric green belt, we locate some volumes which are conceived as evolving hubs that will gather all the parking spots needed for the housing in our area. These pieces should be flexible and open, willing to be transformed as car mobility is reduced in the following decades. The main paths will be drawn across the site from these parking spots to ease the daily transport, completing the matrix that structures the whole area.

Generative Politics

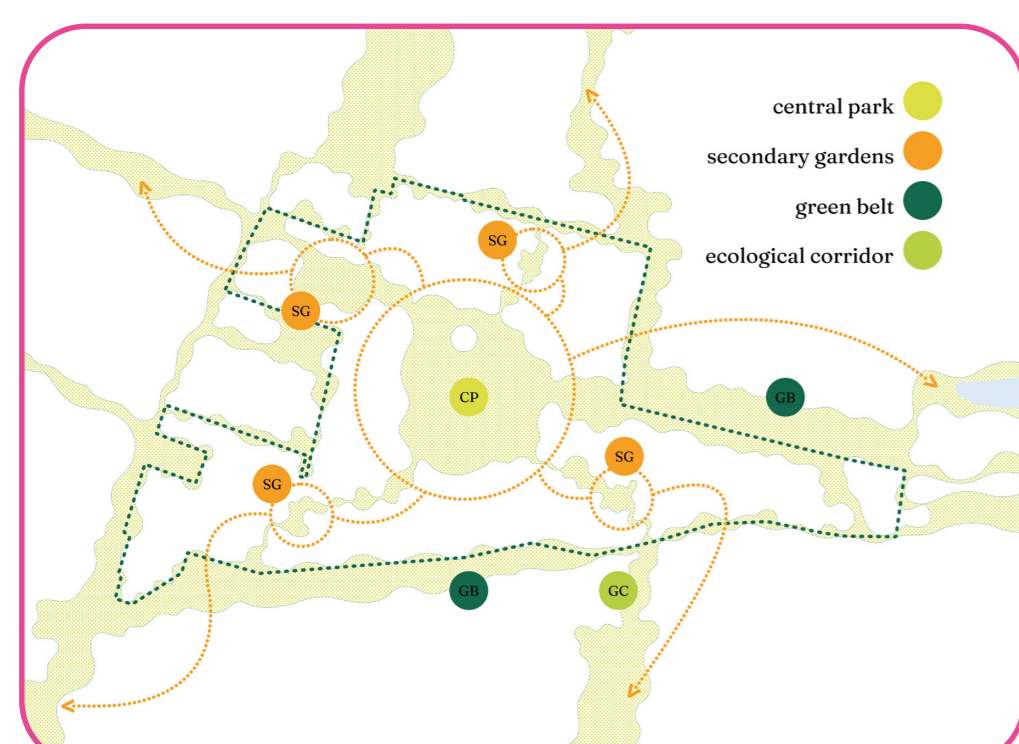


(A) Create a strategic grid for urban planning, housing and architectural development: a suitable and well-measured grid that allows the site to grow as flexibly as possible. This grid allows the mechanical infrastructure to be built within the green one, no matter how the architectural volumes are precisely located. The proposal is designed to fit the proportions that define social housing blocks, streets, and public spaces. The site is filled using a tetris-like strategy, following a set of rules defined in the urban planning stage to maintain the green base as the common ground.

(B) Stimulate conscious housing developments: engaging in collaborative meetings with the different agents involved; institutions, developers, technicians, baugruppen, landscapers, and the local residents. This will result in small-scale associations to take care of the shared spaces.

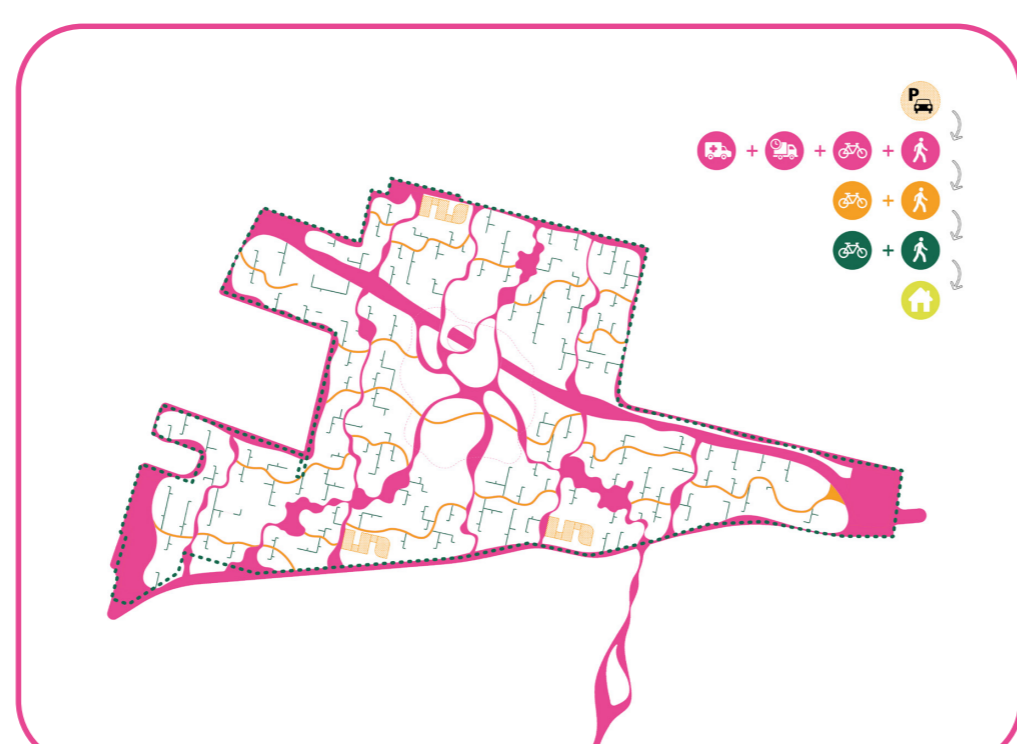


(01.1) Green lung and alveolar extensions



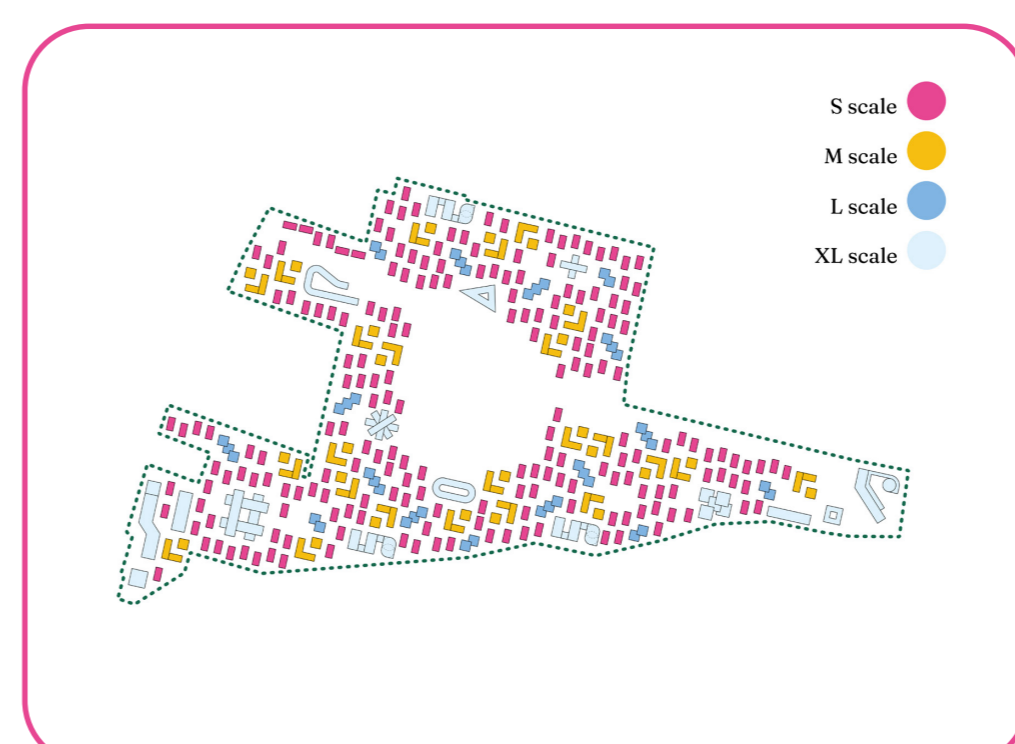
The inner lung is connected via green corridors to the perimeter, where entry and exit points are located, and to the areas reserved for urban facilities. Subsequently, the park is dislocated from the center and spread consciously.

(01.2) Gradual mobility plan



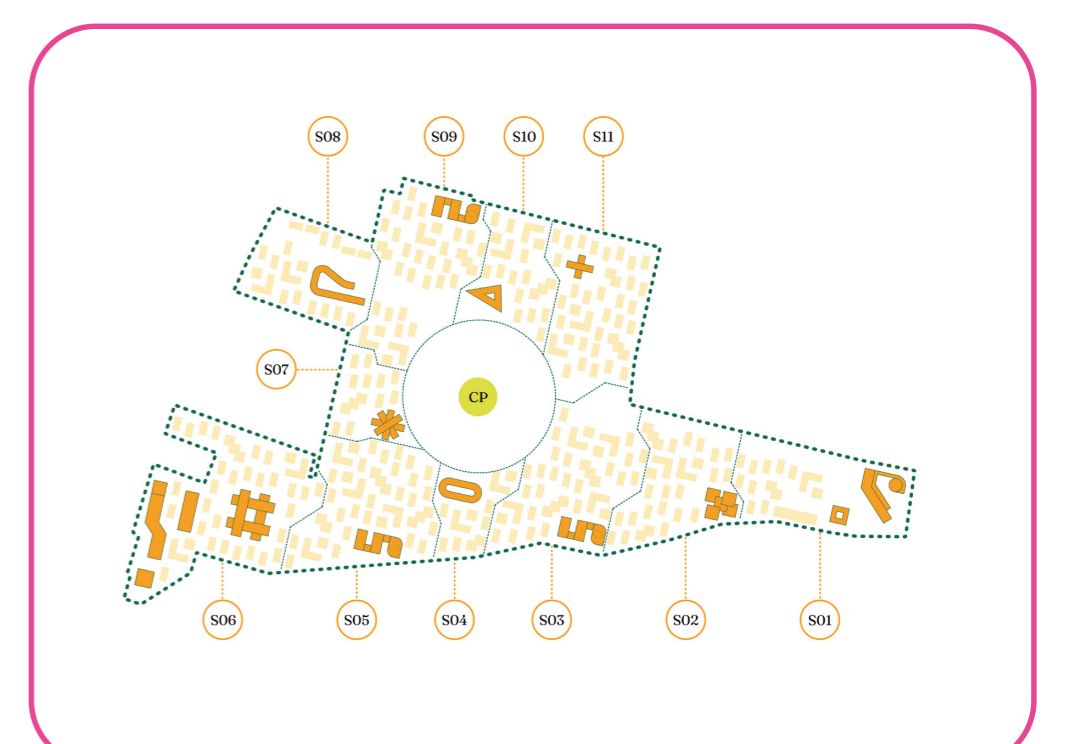
The internal mobility structure is designed following street width and density allowance. The whole area is pedestrian-friendly and open to eco-friendly transport. Fast-lanes are placed towards the perimeter to achieve a green mobility neighbourhood.

(01.3) Density variation and architectural grid



Density is related to the ground floor footprint and the idea of a completely green space. The volume variations of the buildings are settled according to the GFA indications and designed to answer climate matters.

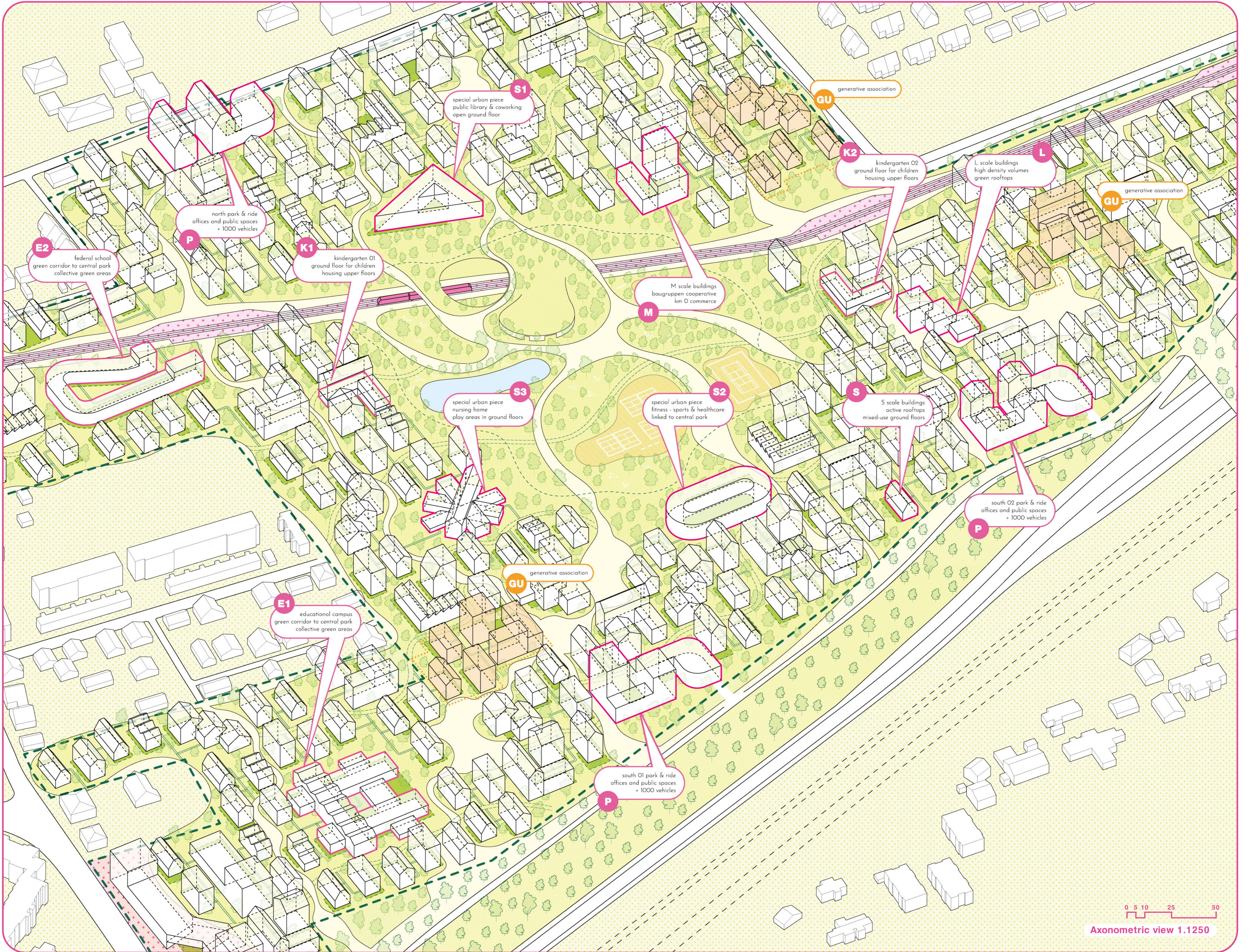
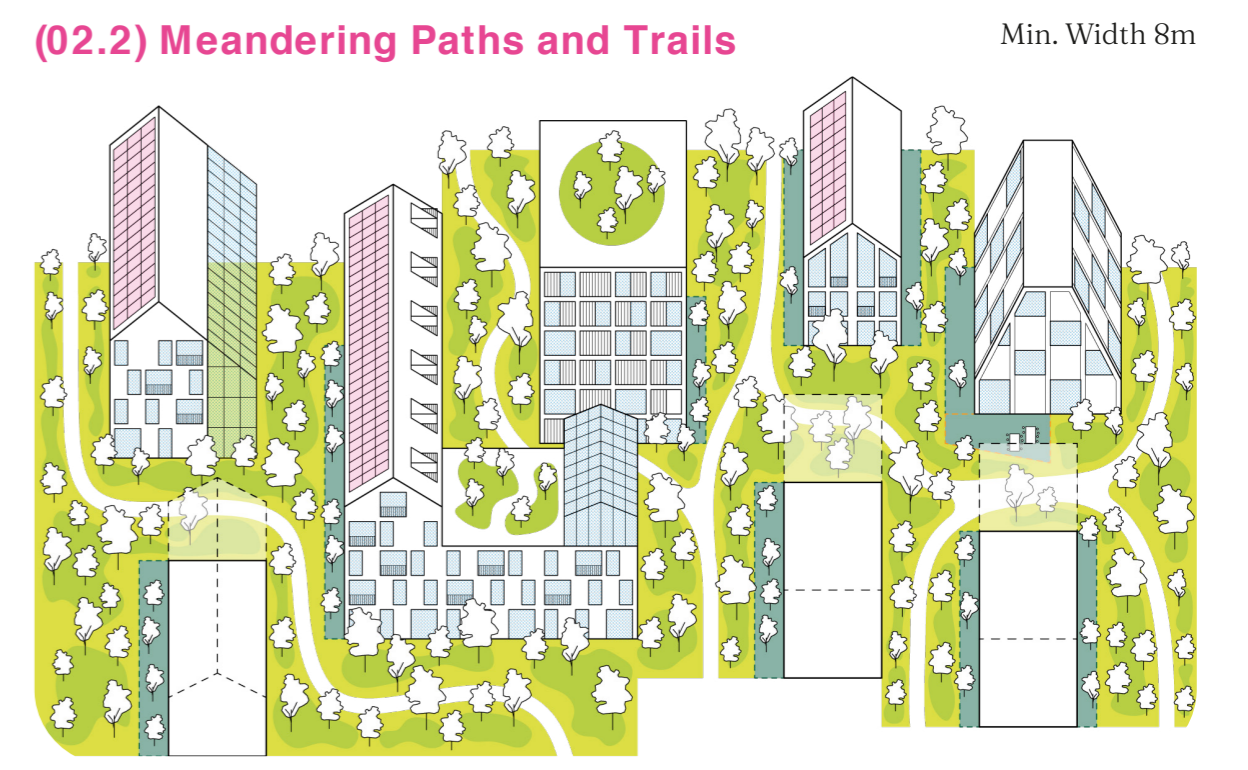
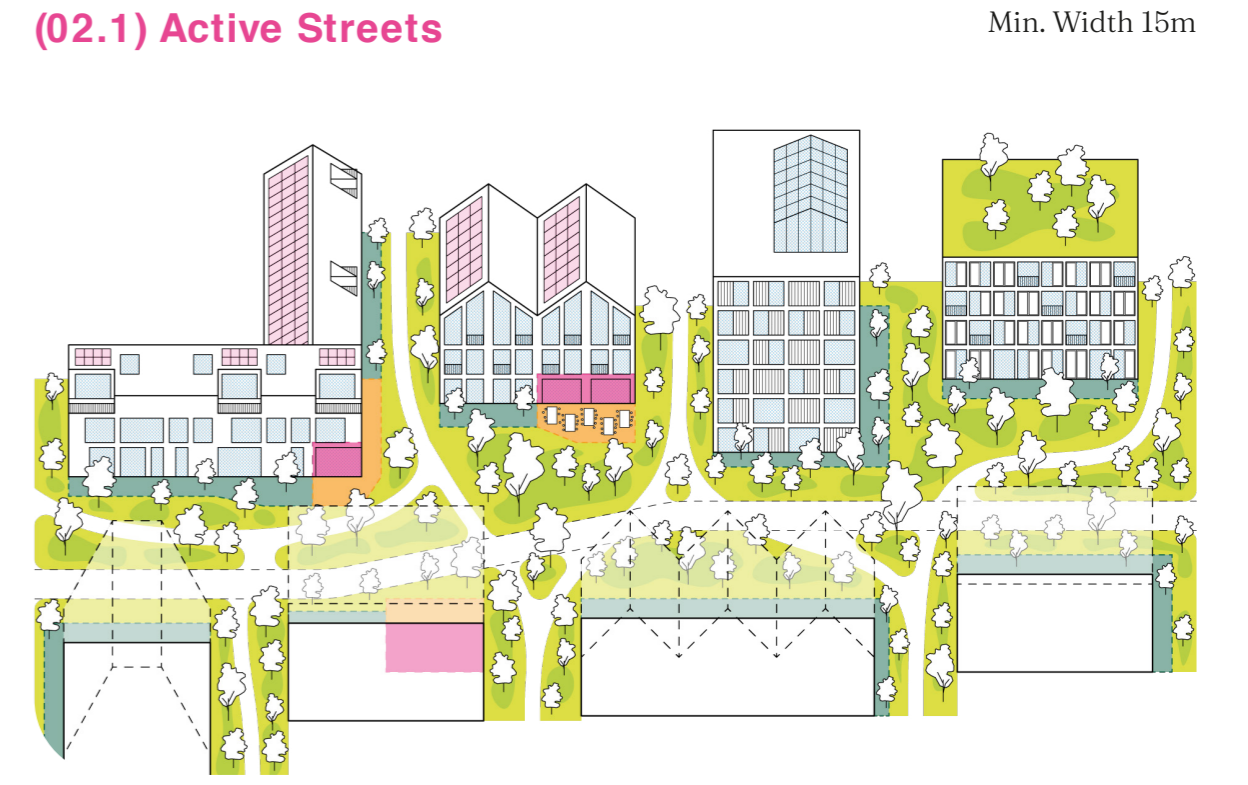
(01.4) Molecular equipments and divisions



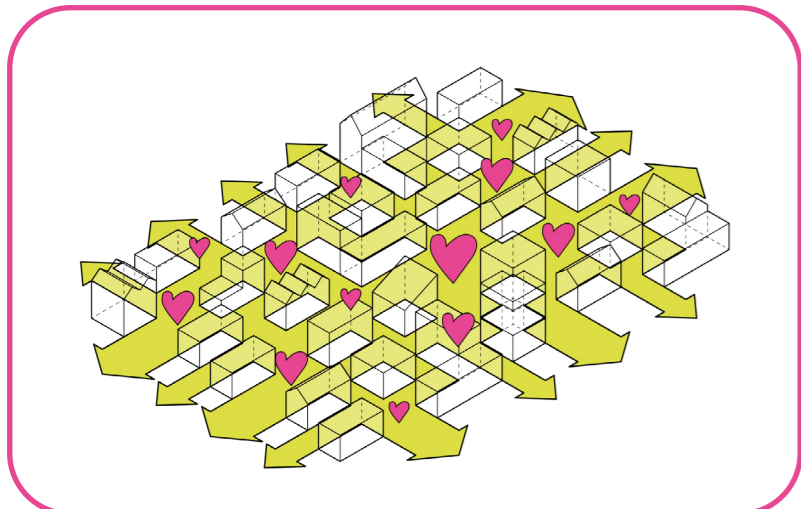
Iconic volumes are located in order to structure the zones as semi-autonomous fields, improving the life quality of its inhabitants and articulating its surroundings to build a molecular fabric.

how?

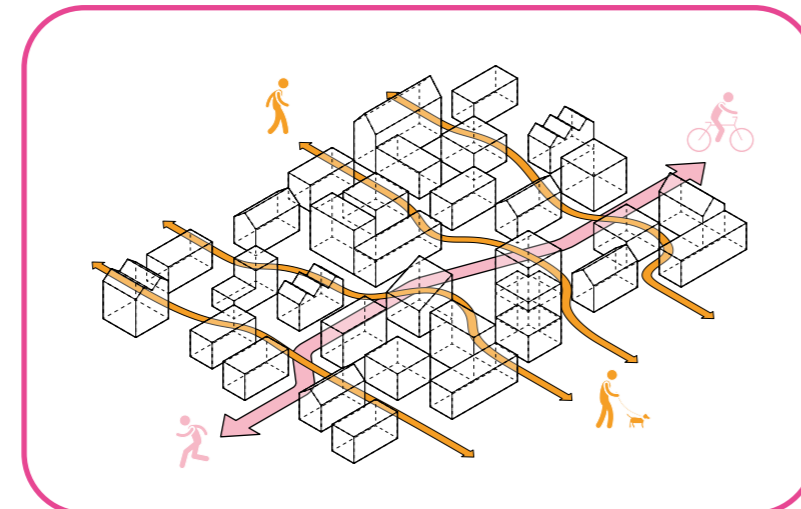
Drawing the basis for an everyday life focused on the goals of our future: sustainability, conciliation and respect as urban tools.



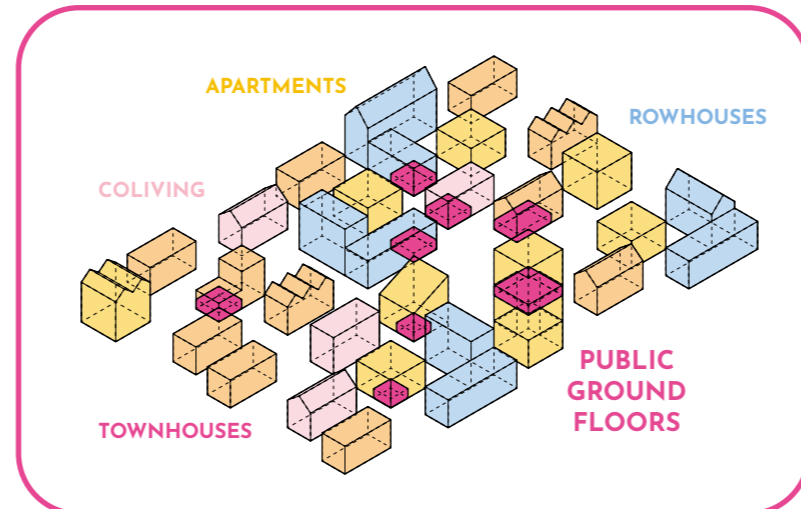
(02.3) Ecological infrastructure



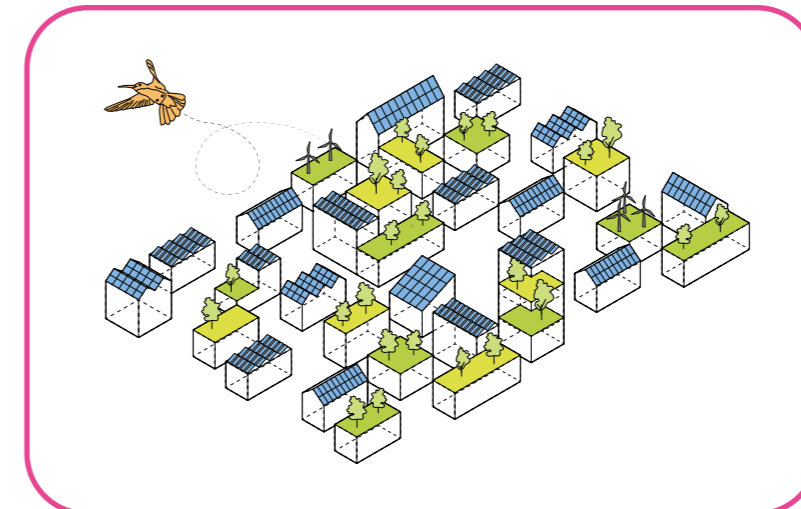
(02.4) Low-impact mobility



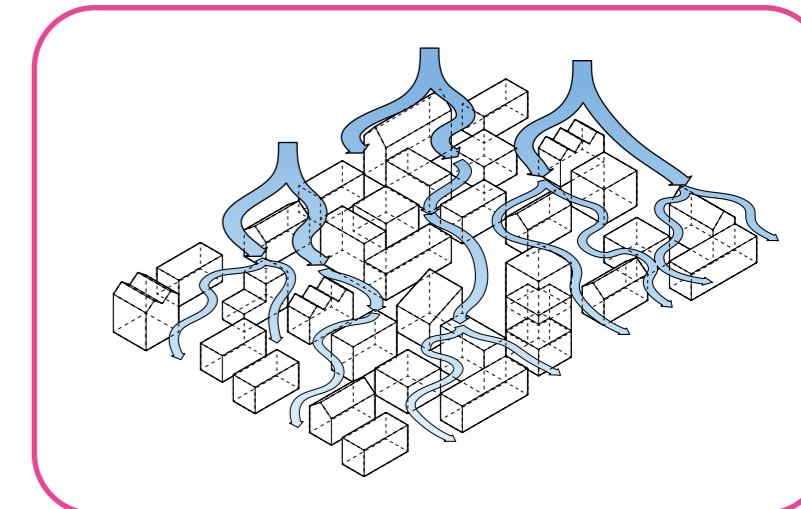
(02.5) Typological diversity



(02.6) Power-Generative Gadgets



(02.7) Wind-comfort



what?

A new urbanism that takes care of the soil we live in. Multiple species taking care of each other, growing in harmony.



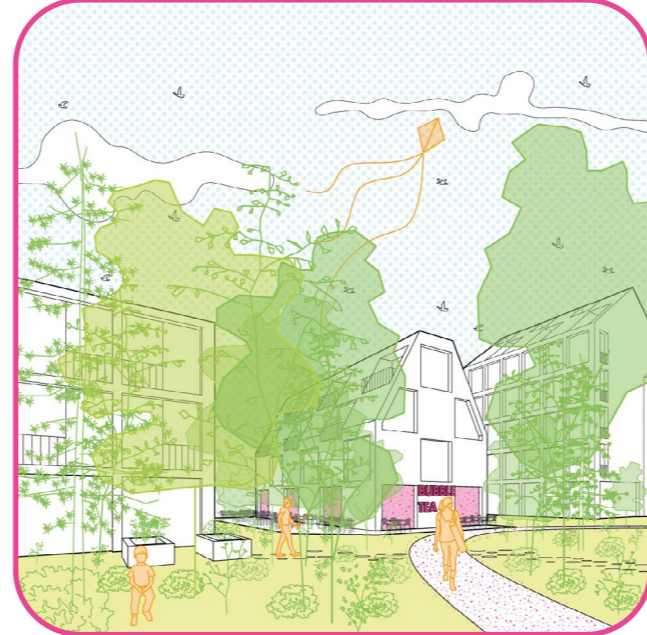
Ground Plan Strategies: Living among nature



(03.1) Sinuous paths change how we think about infrastructure, avoiding the hard-drawn lines from the traditional car-oriented urbanism to a new soft one that immerses pedestrians in the wildlife.

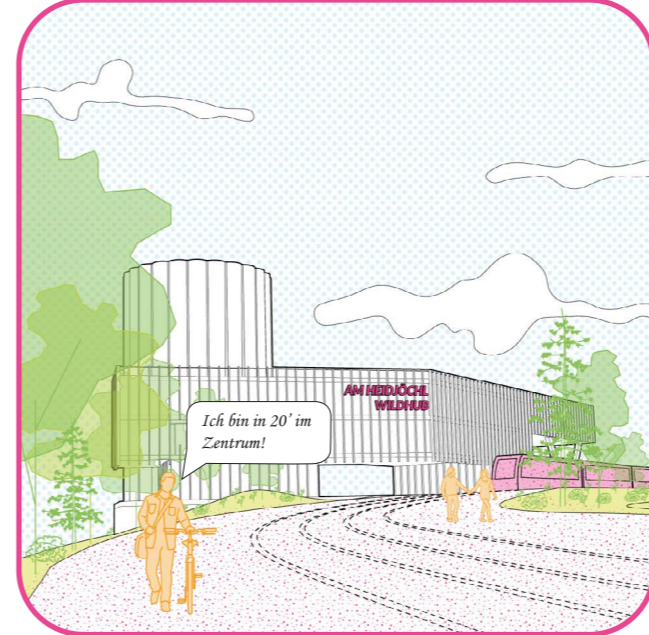


(03.2) The continuous green layer is designed by linking medium-scale gardens to each building, resulting in shared gardens, where the inhabitants manage the ground they live in.



(03.3) Community gardens are sheltered from the more crowded paths, while small scaled businesses are planned along the main routes, which will host the daily needs.

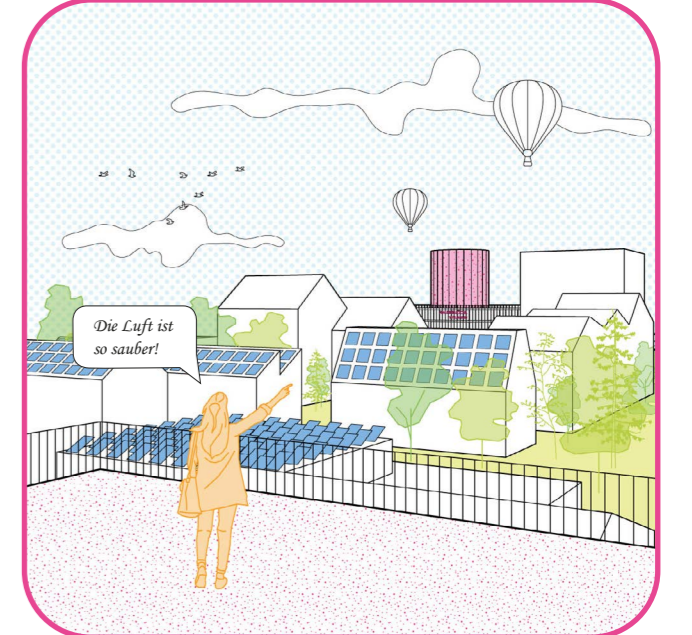
An ecological gateway to the neighborhood



(03.4) The gateways enhance the connections between Am Heidjöchl and Wien. The urban design follows the 15-minute city principles and provides sustainable commuting



(03.5) The node hub to Aspern Nord works both as a transport station and a mixed-use building. Several local businesses are located facing an inner square, surrounded by public urban equipments



(03.6) Sustainable principles are applied to the entire neighbourhood. Additionally, an eco energy plant is devised in one of the gateways to further improve urban-power efficiency.

