







DIPLOMARBEIT

“The livable Donaufeld”

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## Abstract - English

This very master thesis is a study of a possible way of developing the area of Donaufeld.

The first part of the thesis consists of the short summary of a historical background of the plot which determined its current state. Furthermore it contains the general description of its: location, geology, usual weather conditions, the analysis of the urban structures surrounding the plot, the description public transport within the area and other factors that are significant to the future design proposal.

The second part is dedicated to the conclusions that were drawn from the previous section. It starts with the urban structure, where the patterns and analogies are pointed. Other aspects summed up within the conclusion section are: public transport (and its deficiencies), the individual transport within the area and the recapitulation of the structure of private and public services within the area.

The third part includes the proposal of a master plan for Donaufeld. It shows how the design is placed within the structure of the city and clarifies what are the essential parts of the design. It is explained how the design is integrated with the city in the aspects of: urban structure, transport, public and private services, and the greenery system of the city.

Next Part describes and depicts the linear center and the new City Park, which are the most important parts of the whole design proposal. The linear center, which consists of a shopping street is connected with three city markets dedicated to one specific function. City Park is designed as a part of the greenery belt piercing the city. The Park is divided into different zones dedicated to different types of users.

Last Part of the thesis shows the existing projects from different time periods, starting from the 1930's and reaching late 2000's.

## Abstract - Deutsch

Diese Masterarbeit ist eine Studie über eine mögliche Entwicklung des Donaufeldgebietes.

Der erste Teil der Arbeit besteht aus einer kurzen Zusammenfassung über den historischen Hintergrund des Grundstücks, der seinen aktuellen Zustand bestimmt hat. Darüber hinaus enthält es eine allgemeine Beschreibung seiner Lage, Geologie, üblichen Wetterbedingungen, die Analyse der Stadtstrukturen, welche das Grundstück umgeben, die Beschreibung des öffentlichen Verkehrs innerhalb des Gebiets und anderen Faktoren, die für den zukünftigen Entwurf von Bedeutung sind.

Der zweite Teil ist den Schlussfolgerungen gewidmet, die aus dem vorherigen Abschnitt gezogen wurden. Es beginnt mit der städtischen Struktur, in der die Muster und Analogien gezeigt werden. Andere in diesem Abschnitt zusammengefasste Aspekte sind: der öffentliche Verkehr (und seine Mängel), der individuelle Verkehr innerhalb des Gebiets und die Beschreibung der Struktur der privaten und öffentlichen Dienste innerhalb dieses Gebiets.

Der dritte Teil befasst sich mit dem Vorschlag eines Masterplans für das Donaufeld. Es zeigt, wie das Design in die Struktur der Stadt eingefügt wird und verdeutlicht, was die wesentlichen Teile des Designs sind. Es wird erklärt, wie das Design mit der Stadt in den folgenden Aspekten integriert ist: Stadtstruktur, Verkehr, öffentliche und private Dienstleistungen und das Grünsystem der Stadt.

Der nächste Teil beschreibt das lineare Zentrum und den neuen Stadtpark, die die wichtigsten Teile des gesamten Entwurfsvorschlags sind. Das lineare Zentrum, das aus einer Einkaufsstraße besteht, ist mit drei Stadtmärkten verbunden, die einer bestimmten Funktion gewidmet sind. Der Stadtpark ist als Teil des Grüngürtels konzipiert, der die Stadt durchdringt. Der Park ist in mehrere unterschiedliche Zonen unterteilt, die den verschiedenen Arten von Benutzern gewidmet sind.

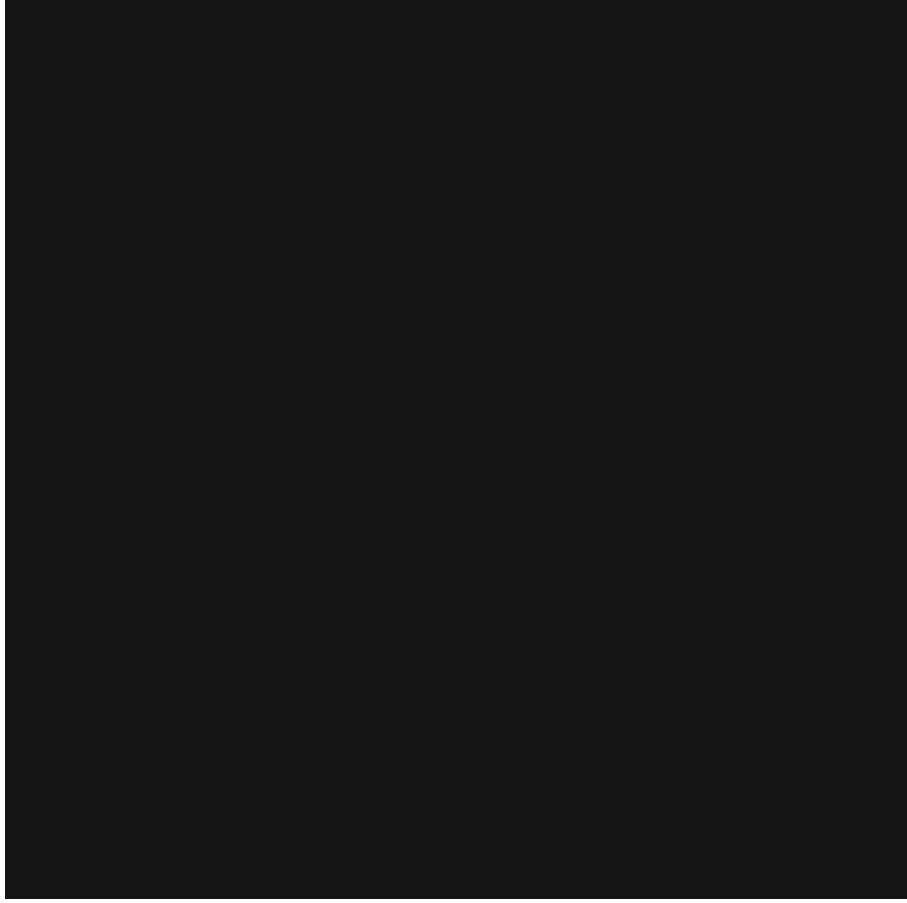
Der letzte Teil der Arbeit zeigt die bestehenden Projekte aus verschiedenen Zeiträumen, beginnend in den 1930er Jahren bis Ende 2000

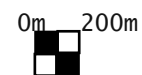
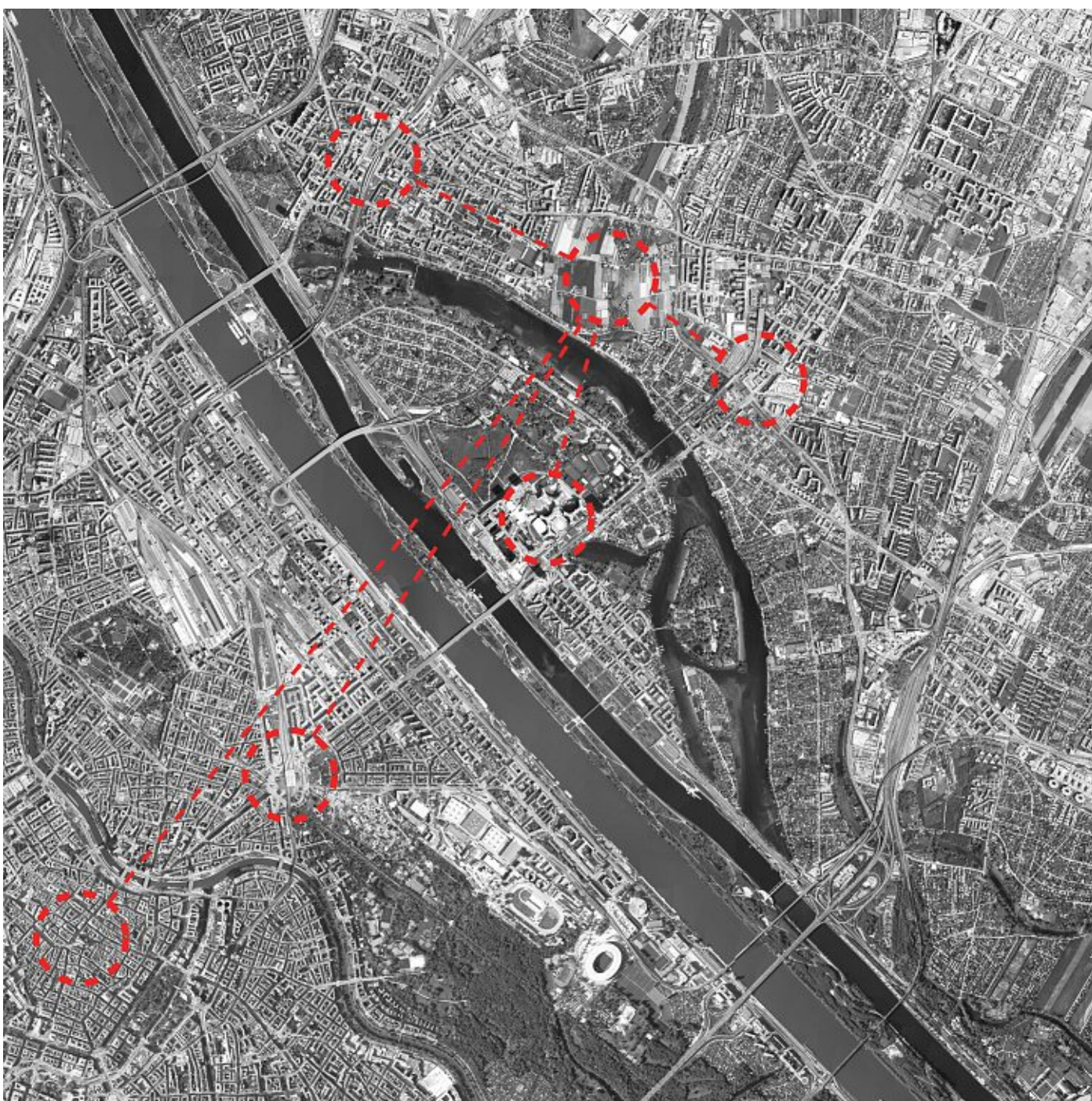
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# 1. Site Analysis







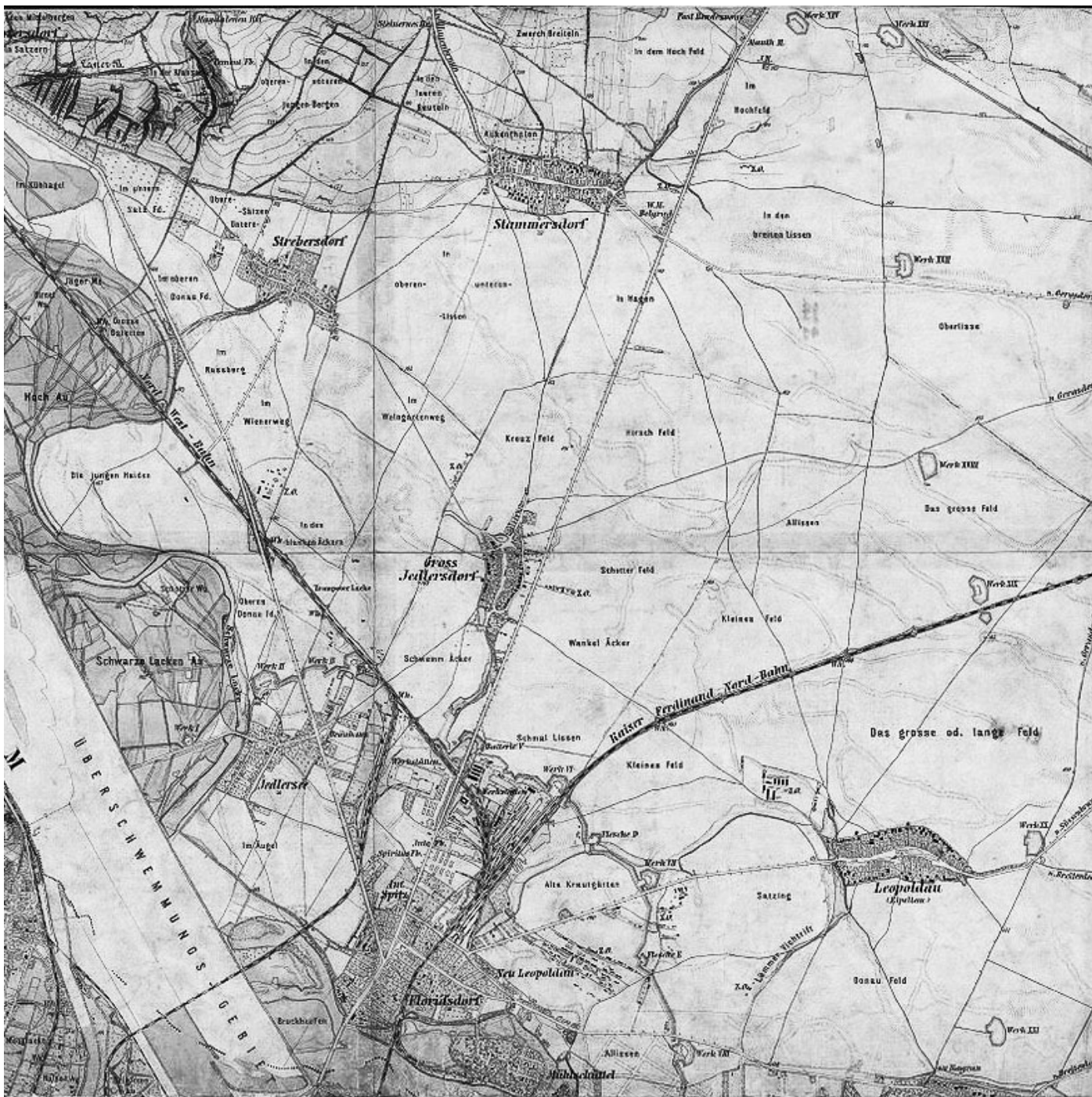
## 1.1 General Location Description.

Donaufeld is a semi-urbanized area located in the city of Vienna. The neighborhood which is a part of 21st Viennese district Florisdorf is situated on the eastern coast of Danube, in the northeastern part of the city. The subject of the design is located partially in the past municipality of Donaufeld and partially in past municipality of Leopoldau.

The area is located between two main urban centers of the northeastern part of the city, which are Kagran and Florisdorf. Its central location is contrasted with the fact, that the plot is actually placed on the outskirts of both of those districts.

The direct border between Florisdorf and Donaustadt encircles the site from the east. The area itself is placed near the oxbow lake called "Old Danube", but has no direct connection to its bank. The lake separates this part of Donaufeld and Leopoldau from a neighborhood Kaisermühlen. The plot is adjacent to multiple housing areas such as Mühlenschüttel neighborhood, Alt Leopoldau, and Leopoldauer Haide. Its distance from the city center in a straight line amounts approximately 5 kilometers and 500 meters.

Geologically the plot is located in the valley of the Danube, situated on the clastik sediments and loams. It's elevation amounts circa 174 meters above the sea level and the topography of the plot is relatively flat with a slight slope in the direction of Old Danube Oxbow Lake. Area of Donaufeld receives on average from six to eight hours of direct sunlight per day in summer and four to six hours in winter.



## 1.2 short history description.

The history of human settlement on this side of the river dates back to the stone age since in the area stone arrowheads and other simple everyday objects were to be found. The area was also inhabited during the bronze era, however, the plot itself remained empty.

During ancient times the area was in possession of different European tribes until the beginning of the previous millennium when the dynasty of Babenberg assigned the area to a sum of its lands. Nearly 500 hundred years after, those lands were permanently connected to the young city of Vienna by a wooden bridge, which replaced the previous ferry communication. The bridge itself called Taborbrücke was placed approximately two kilometers away from the area of the design. The new construction linked two important routes which were leading in the direction of historical lands of Bohemia and Moravia (Current Czech Republic). Those two tracks happened to connect in the near area of the plot and gave an impulse for the creation of a settlement called Florisdorf.

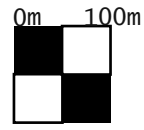
The second most important moment for this side of the city was the construction of a railway called "Nordbahn", which means north railway. The first section of this line was located between Florisdorf and Deutsch Wagram, and was the second impulse for an urbanization of the area, as well as a change in its economy, which meant a departure from farming and transformation into an industrial area. This applied to the northwestern part of Donauefeld, however, the part which is a topic of the project still remained rural, as a contrary to the rest of the district.



## 1.2 short history description (continued)

Until the year of 1894 municipality of Donaufeld remained outside of the urban area of Florisdorf, and just ten years after the unification with the town, both of them were incorporated as a single urban organism into the city of Vienna.

After the incorporation city began with big communal investments such as public housing and sports centers. During the war years the area of Donaufeld although being a part of Theatre of war, was not significantly damaged. After the war, the whole district was a place of city investments as well as in public housing, as in infrastructure, nonetheless, the area of Donaufeld remained empty. The biggest investment in the direct vicinity of the plot was the construction of Vienna University of Veterinary Medicine.





### 1.3 Existing urban structure of Donaufeld.

The empty site in Donaufeld is surrounded by various typologies of urban structures, with a bright spectrum of density and forms.

As it was mentioned before in the historical background of the area, the development located west from the plot originates in the late 1800's and early 1900's and is a classic example of an urban design of that time.

The old part of Donaufeld is divided by a regular grid of streets, which are more or less perpendicular. The approximate width of a block amounts tends to be 100 m or 50 meters, however, the length of a block is diverse. In the center of this urban layout was designed a bright alley which is adjoining to a square with a Gothic-Revival church equipped with a 96 meters tall tower (St. Leopold's Church). The temple fulfills a role of a dominant, which is well visible and characteristic reference point for the whole Donaufeld. On the east side of the church, the development tends to be less regular and does not follow the strict grid, as it has a place on the northwest side of Donaufeld.

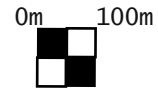
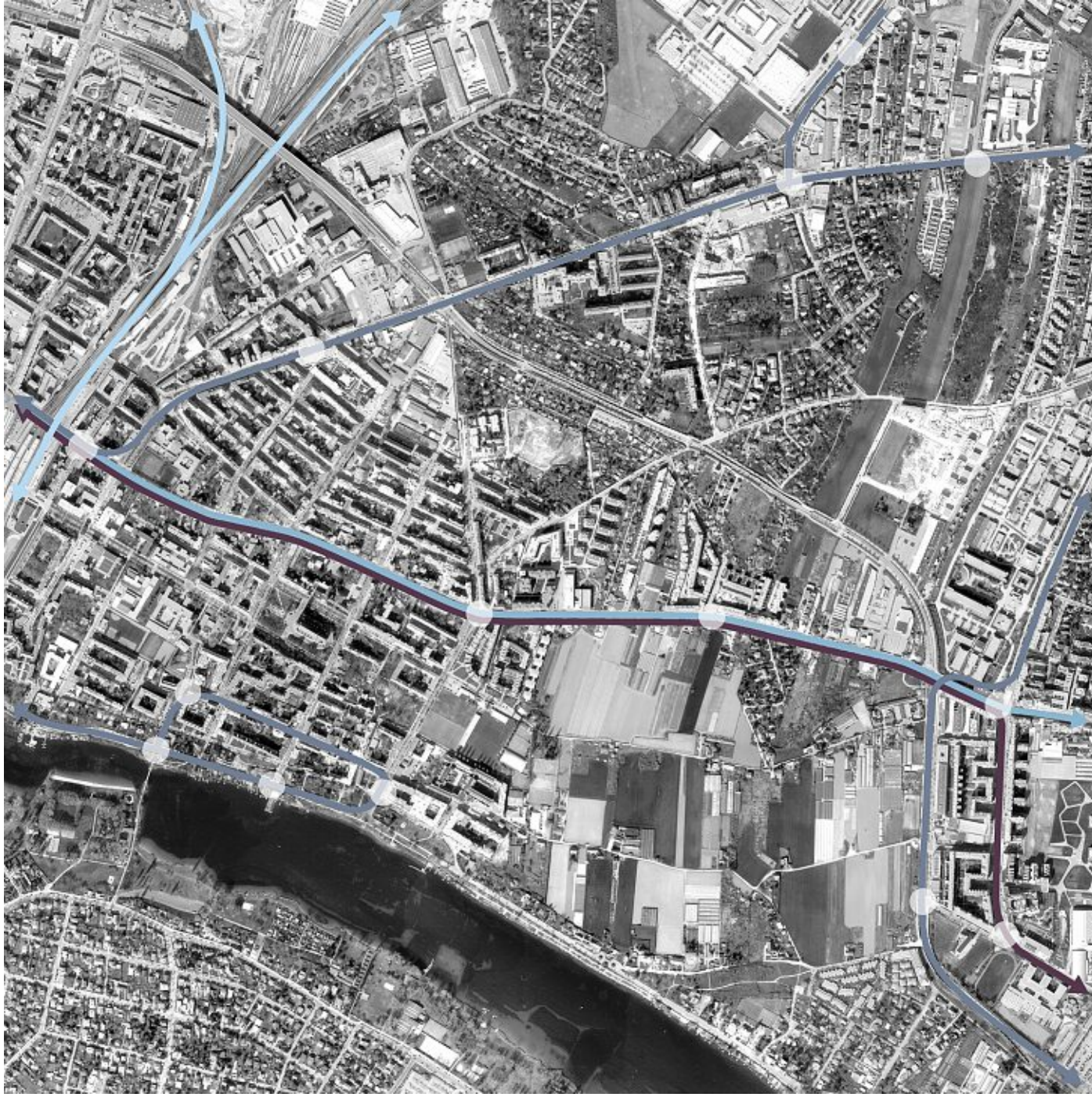
The new buildings located on the north side of the design area are relatively new. Most of them were constructed in the period between the year 2000 and a present day. Urban design of new buildings in Donaufeld tends to be determined by the border of their plots. The building along the north side of Donaufelder street tend to have curled plans and fit deep plots which used to be crop fields, as to the east happens to be no buildings or only one story shops.



### 1.3 Existing urban structure of Donauefeld (continued)

Another significant urban layout is created by the buildings of the Veterinary Medicine University of Vienna. It consists of buildings up to three-story high, which is built perpendicularly and parallel to each other, making an irregular modernistic Mosaic. On the east side of the area of design is located a housing estate constructed in 2010's. It corresponds to regular urban grid created by Tokio street and streets perpendicular to it. It is worth noticing, that urban grid of an old part of Donauefeld and the New part of Kagran are not corresponding, with each other.

The other interesting fact is, that the campus of the Veterinary Medicine University of Vienna shares the grid with the old part of Donauefeld. The design area is also adjacent to a nearby Old Danube river bed but unfortunately is already separated by a row of single-family houses.



Key:

- Tram line 25
- Tram line 26
- S-Bahn
- Bus line
- Bus / Tram stop

## 1.4 Transportation Analysis.

Donaufeld is placed in-between two important communication points on the map of the right-hand bank part of Vienna, which is Florisdorf Railway station, and Kagran Subway station.

Florisdorf Station connects seven different types of public transport which are the 5 lines of suburban rapid transit network (S-Bahn), the end of Viennese underground line number 6, four tramway lines, and 14 bus lines including three night-lines. It is also departing station of regional trains, long-distance trains as well as suburban regional buses.





Kagran Subway Station is smaller than Florisdorf transport hub, but still, it provides services of Viennese underground line one, tramway line number 25, and seven bus lines including two-night lines.

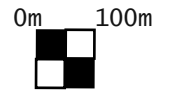
Both of this stations are connected by a tramway line number 25, which encircles the design subject from the east and the north. This line does not only connect both of the stations but also reaches a neighborhood of Aspern (there are existing plans to extend the line through Aspern Seestadt housing estate). The frequency of the rides amounts 10 minutes during the weekdays outside of the rush hours and reaches it's maximum with a ride every six minutes. On the weekend line, 26 runs with the frequency of 10 minutes.

Second tramway line, which is placed in a direct vicinity of the design subject is line 26. It runs along the Donaufelder Street, which encircles the design area from the north side.



Key:

-  Main Road
-  Calmed traffic streets
-  Street grid suggestions
-  Traffic direction



## 1.5 Transportation Analysis (continued)

It's frequency on the weekdays also amounts eight minutes up to six minutes during a rush hour. On the weekends the frequency drops to around 10 minutes during the day.

This line connects the neighborhood of Aspern (there is an existing plan of extending this line to Aspern Seestadt, where it is planned to connect with the line 25) in the northeastern part of the city with a neighborhood Strebersdorf in the northwestern part.

Both of the lines share the section of the line, that happens to encircle the empty fields of Donaufeld from the north. This situation is negative not only because of the fact of doubling the services along one track, but also creates a risk of paralysis of the transportation within the northeast - northwest communication axle in case of any disturbances.

Existing Bus communication within the designed area is very basic. There is only one bus line in the direct vicinity, which encircles the designed area from the east. It connects the Kagran Station with a very north part of the Kagran neighborhood. The other bus line does not reach the Donaufeld fields. It communicates the old Part of Donaufeld with Florisdorf Station.

The individual transportation network around the design area consists of two main streets, which are the past trunk road number 3 connecting the eastern part of Lower Austria, with Upper Austria's capital Linz, and a Donaufelder Street which connects the Kagraner Square with Franz Jonas Square (adjacent to Florisdorf Station).

The Bike infrastructure in a direct vicinity of the plot concentrates along the past trunk road number 3, and the bank of the Old Danube oxbow lake.

Bildungsanstalt  
für Kindergar-  
tenpädagogik  
Gymnasjum  
Sonderschule  
Schwimmhalle  
KH Florisdorf  
Business School  
Gymnasjum  
volksschule  
Strandbad



0m 100m  
Key:  
Public services  
Leisure centers  
University of  
Veterinary  
Medicine  
Campus  
Donaufeld  
SR  
Donaufed  
Eishalle  
Vienna Int.  
School  
Strandbad



## 1.6 Public services

Public services, as well as the leisure centers, are located along an east-west axis extended from the urban area of Florisdorf station to Kagran Subway station. The whole axis in its current state is unfortunately not enhancing its potential, and the whole structure remains vague. The axle is discontinued within the designed area, due to lack of development.

The vast majority of the services along the axle belongs to an educational branch. The biggest concentration of various schools is located in the area of Franklin Street, which is adjacent to the Florisdorf Railway station. The “educational” axle has its continuation in Prandau Alley. across the Donaufeld.

Another significant institution is the complex of the Viennese University of Veterinary Medicine. The number of students and employees amounts around three thousand people.

What is more, along this axle is located a leisure center with multiple sports fields and tennis courts. The other important sports center is Viennese Ice rink and its adjacent infrastructure.



## 1.7 Private services analysis.

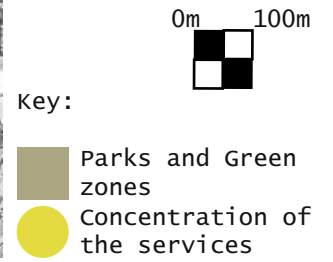
The adjacent surroundings are equipped with a multitude of smaller companies, that provide a diverse selection of services. Most of the service points (around 70 percent of them) are smaller, very often family-run businesses that perform services congruent with the owner's profession.

In the existing urban structure of Mühlshüttel and Donaufeld, there are more smaller businesses present like restaurants, hairdresser's, pharmacies, service points. The interesting fact is, that there are almost any non-franchise grocery stores available in the area.

When it comes to the structure of the spatial organization of the companies, there is a possibility to observe tendency, that most of the firms are located along the Donaufelder Street, Patrizi Alley, Franklin Street and Leopoldauer Street, which are either the axle of the local communication or the local pedestrian zone.

The quality of those streets as a convenient shopping and business area is interrupted by the unfavorable width of the sidewalks, as well as by the structure of the buildings, which very often do not provide easy to access commercial spaces, which might have been a chance for the further development.

There is a linear continuity of the businesses location is interrupted by the absence of development in the rural area of Donaufeld, which does not provide a needed to maintain interest continuity.



## 1.8 Greenery Analysis

The adjacent area of the design subject is relatively well-equipped with the greenery and parks area, although their placement within the urban structure of Donaufeld appears to be a result of the partially random preservation of the before existing farming fields. Most of the preserved green zones are shaped in forms of rectangles, located along east-west and north-south axle.

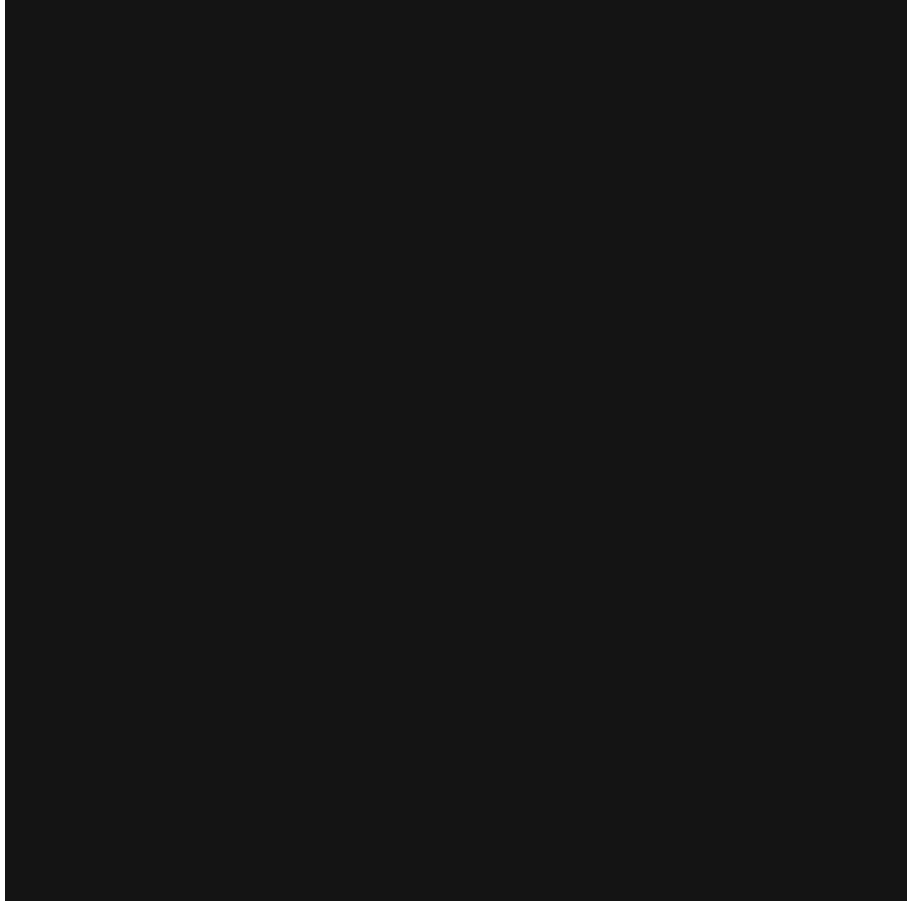
Northerly from the designed area is located a green-belt, which reaches the very end of the city of Vienna. Although its form is dismembered it has a high potential of aeration of the whole region of the city. Within the green belt is located a Teresa-Tauschen-Park, which also shares the rectangular shape of its plan. Unfortunately as well as the other Parks in this part of the city it does not provide any interactive equipment. The only infrastructure in There is a path oriented on the North-South axle and a small playground.

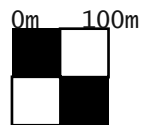
On the south side of the designed area is located a park along the bank of an oxbow lake. This greenery zone occupies a steep slope which does not provide good conditions for any other activities then walks or admiring landscapes.

Unfortunately, in general, this part of the city lacks a green space, that might provide a high-quality entertainment for adults in the fresh air.


The other important aspect is a lack of good and easy accessible playgrounds, which not only are an attractive space for children, but also provide a meeting place for parents.

## 2. Conclusions





Key:

 Direction of the city grids axles



## 2.1 Donaufeld urban structure analysis.

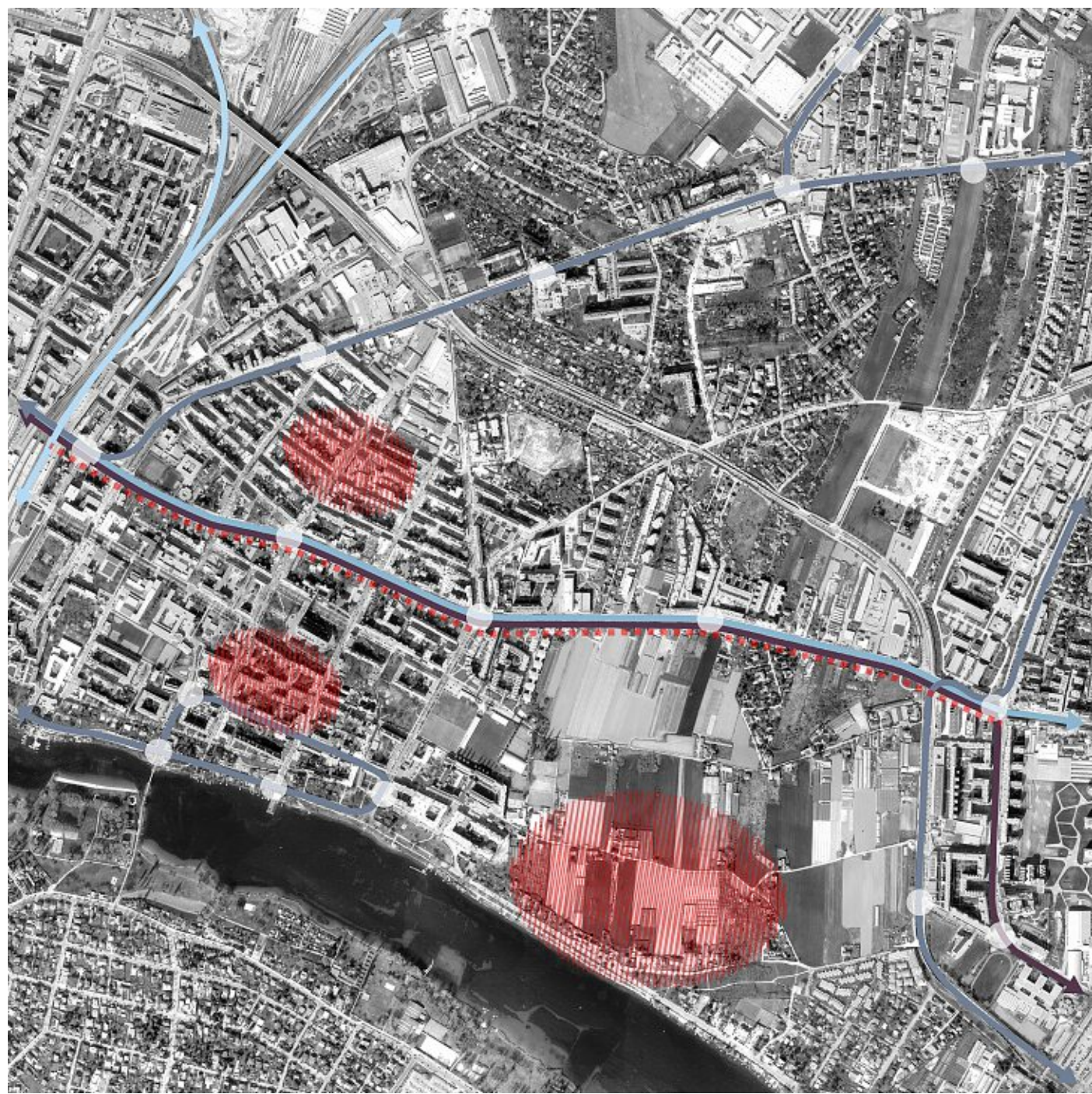
The urban structure of the design area is a conglomerate of different approaches to spatial organizations, starting with the typical typologies for the XIX century Viennese planning combined together with a wide spectrum of trends existing throughout the whole twentieth century as well as through the beginning of the third millennium.

There might be distinguished two main different city grids which both end at the border of the designed area. Both were developed individually, which creates a problem of patching the whole area and integrating both of the grids together.

First spatial structure, located on the east side of the field, is a characteristic for XIX century orthogonal grid, with its parallelity to the bank of the Oxbow Lake. The quarters are designed as a quite regular rectangles, with its bright side facing towards the southeastern side. Although it's not perfectly facing south this location provided a good sun exposure of the buildings and minimizing the shade spaces within the buildings.

The other existing grid, which is a part of neighborhood Kagran, was developed at the beginning of the twenty-first century. The quarters are oriented along the north-south axis, which might be problematic when it comes to the sun exposure times.

Another parts of the adjacent neighborhoods represent rather random location of typologies.



## 2.2 Donauefeld Public Transport - Conclusions.

The neighborhood of Donauefeld is located in a close vicinity of Florisdorf Railway, which is well equipped with the various modes of transport. The area is also in a half distance between Florisdorf and a Kagran station which a communication knot for the eastern side of the eastern part of the city. Both of this points are connected by the two tramway lines.

The problematic aspect is, that the routes of both those tramway lines are overlapping in the distance between the Florisdorf Station and Tokio Street. which amounts a length of approximately 2,5 kilometers. The Lines are the main mode of transport on the east-west axle of the right-Bank of the city. In a rush hour, both of the lines are running with a frequency of 6 minutes, which results around 40 trains per hour on this route. There is no alternative route and in case of any breakdown, which with the big frequency is likely to happen, the whole communication between western and eastern neighborhoods is forced to shut down.

Another aspect which might be problematic is the fact tht the routes of the buses do not cross the routes of the tramways. This results in an inability of using the bus, as the lift opportunity to easily access the grid of Viennese rapid transport system.



- Key:
- Main Road
  - Calmed traffic streets
  - Street grid suggestions
  - Connection to existing grid
  - Traffic direction

## 2.3 Donaufeld Individual Transport - Conclusions.

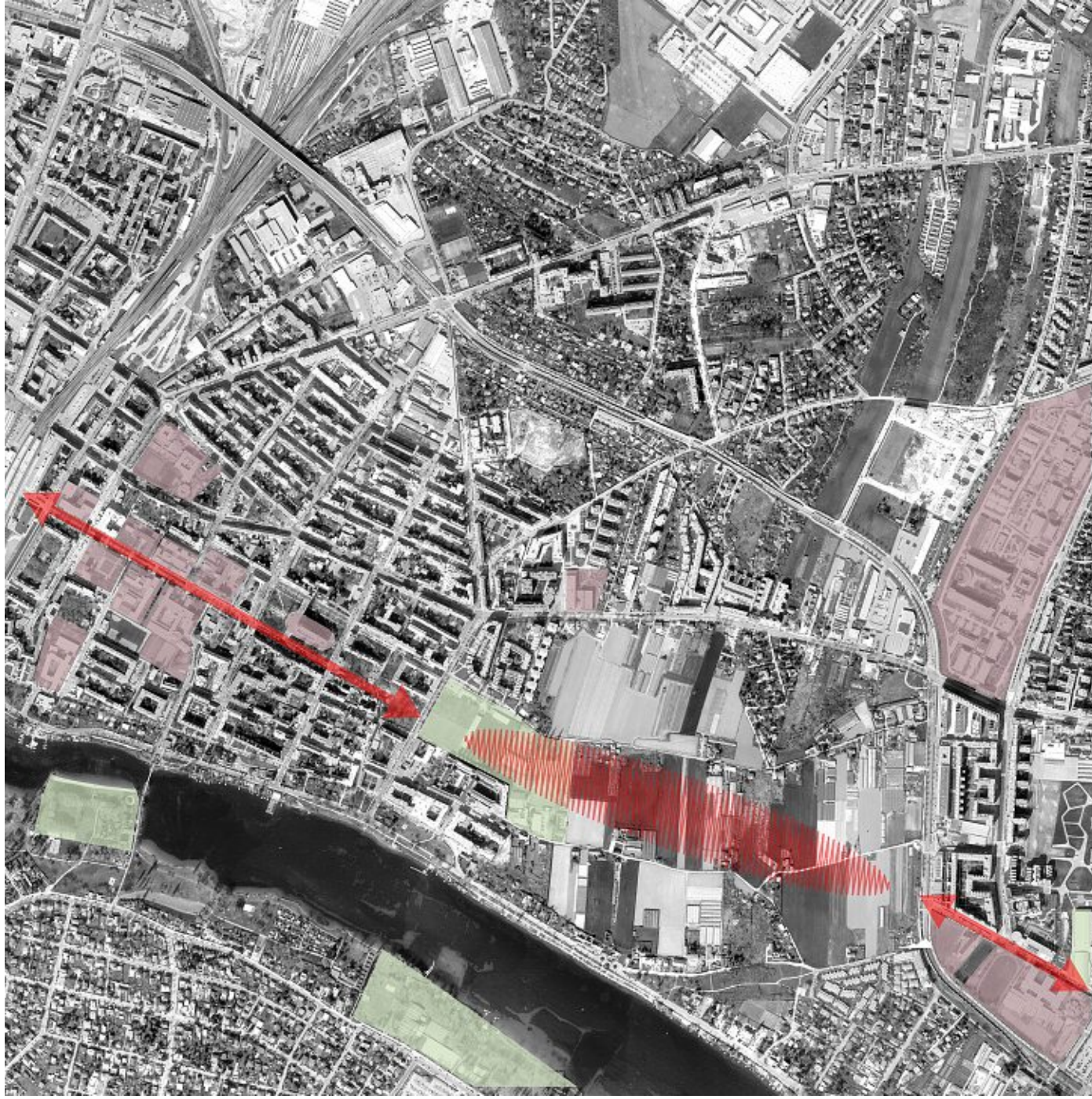
Private Transport grid within the neighborhoods of: Florisdorf, Mühlshüttel and Donaufeld consists mostly of the one way, traffic calmed streets, which grid lacks regularity. Also, the traffic direction changes irregularly what in one hand does not only calm the traffic but also creates a risk of mistakes, which should be responsively avoided.

The solution to this would be reorganizing the direction of traffic, to create a more logical and consistent system simultaneously ensuring that the traffic within the street is calmed.

It is important that the zone of a calm traffic is extended and does include the newly designed streets, as well as shares the logical pattern of the traffic directions.

Furthermore, the street grid south from the Donaufelder Street lacks connections on the north-south axle. It is important to incorporate the existing street network within the design structure and connect both the existing and planning system in order of providing a consistent street grid.

Along with the main street shown in the graphic, comes a sound. It is important to isolate the planned development from the onerous noise generated by quickly passing vehicles.



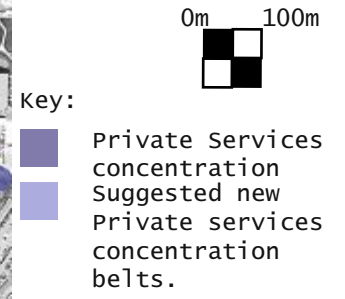
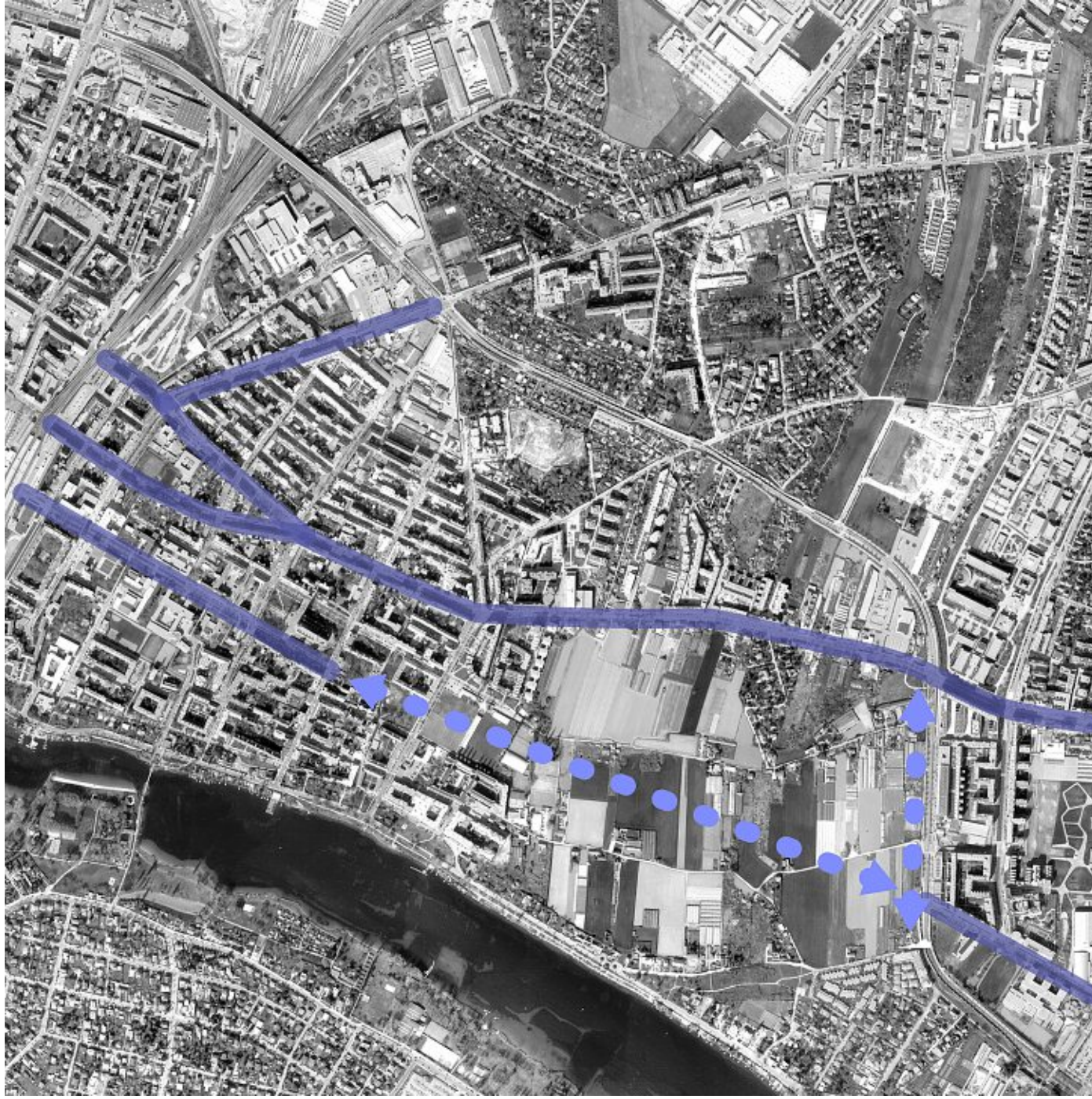
## 2.4 Public Services Analysis - Conclusions.

The services provided by the Austrian state as well as the city of Vienna are concentrated in one area of the neighborhood, which is the eastern part of the Florisdorf (near the Railway station and the Mühlshüttel neighborhood). It is well equipped with educational establishments. The existing hospital, church, swimming pool and school buildings mentioned before, tend to be focused along Franklin street, which runs along the East-west axle. The whole belt of the public services is ended by a leisure center which, also happens to be located along this line. The belt is interrupted by the undeveloped area of Donaufeld and finds its continuation on the other side of the plot, along Prandau Alley, where other educational establishments are located.

This concentration of public services is not accompanied by the high density of the private services. What is more, the belt lies in a slight remoteness from the main public transport corridors.

Shape given by the axle suggests, a potential of connection between both parts of this belt.

Another significant establishment is a Vienna University of Veterinary Medicine, it is not located along an east-west axle as the other public establishments.





## 2.5 Private Services Analysis - Conclusions

As well as in case of the Public services, the private companies are located along the streets that provide the communication between western and eastern part of the right-bank part of the City.

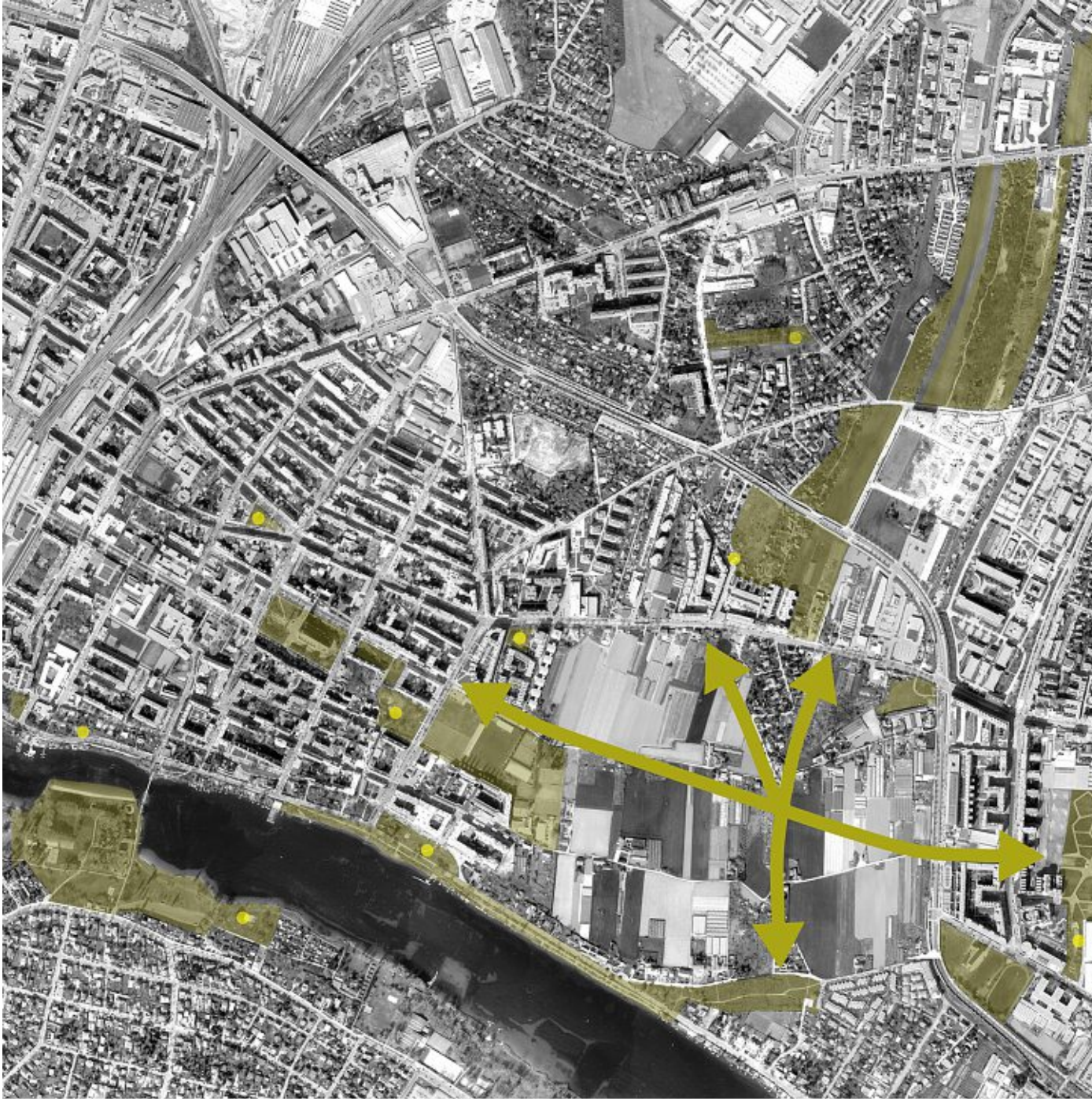
Their placement partially follows the location of public services, and the similar conclusions might apply.

The first step to ensure further development of the private entrepreneurship within this part of the city would be providing the commercial spaces, which do not require the big adaptations.

The organic existence of the companies might be supported, by filling the long gap in development along the Donaufelder street and proposing an alternative route for one of the tramway lines, which would raise a demand for rental spaces along with other axles than the Donaufelder street.

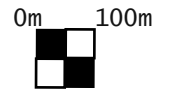
Further action is connecting the Franklin street and Prandau Alley, to ensure the alternative, and more attractive space for the development of the new shopping street within the right bank part of the city.

Another Street with a big potential is a Dücke Alley, which right now though its transit dedication, is a dead space for the pedestrian and because of that, also for a business.



Key:

- Existing Green zones
- Green zone extensions direct.
- Playground



## 2.6 Green Spaces and Parks Analysis - Conclusions.

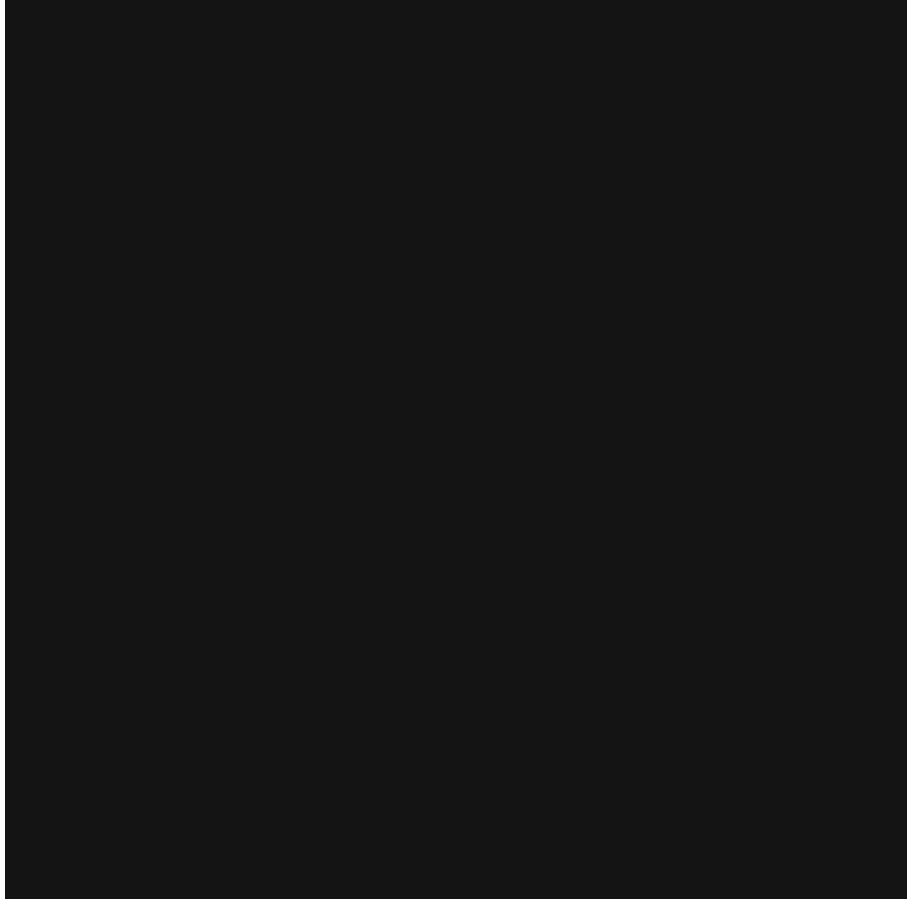
Green belts and green spaces around the designed area are including parks as well as meadows, which are excluded from the development process. Their form, unfortunately, is not consistent, although they bring a lot of qualities that must be included in the design process.

The first greenbelt, which is located along north-south axis meets the designed area at its northern border, next to existing single-family development. It suggests a point, where a passage through the existing and the designed part should be located. The plot, of the green belt along the north-eastern axis, should be developed to ensure connection of the whole strip, with the undeveloped area of the Alte Donau Oxbow lake, which brings the connection further to the other green spaces located in Kaisermühlen. To avoid the clash between the intensive development, and the extensive structure of the single-family houses, it might be positive, to surround the existing houses with the new Park, as a border between those two structures.

Another trail of the green spaces that might be clarified and intensified is the ensemble of the green zones along the east-west axle. The whole belt starts in the area of Florisdorf, where the Franklin Street begins, continues its track beside the church and dissolves within the undeveloped fields of Donauefeld.

The whole greenery lacks a well-maintained infrastructure which might draw attention from the children, as well as from the older users in every age.

# 3. Master - plan Proposal





### 3.1 Masterplan proposal in context of the whole city.

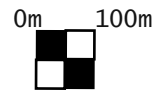
The city of Vienna was absorbing the adjacent towns and villages as well as both Florisdorf and Kagran. Unification with Austrian capital stimulated its growth, however, the empty belt of farming fields located in-between those two suburbs remained intact. This sign of the previous times in form of undeveloped stitch might be easily observed on the satellite photo of the whole city.

A decision to preserve this urban phenomenon, incorporate it into the design and make it clear to see, was taken in order of preserving it as a “Genius Loci” element of the place and a reminiscence of the times when the borders of the city where stretching on the other side of the river.

Not only preserving the signs of past times when, the neighborhoods of Florisdorf and Kagran were separate, free-standing urban organisms is a goal of the design but also creating an adhesive tape between them and final unification of those boroughs as a vibrant new central neighborhood of Donauefeld is my aim.

Another goal is creating a livable district, which could be interesting, not only for the indigenous inhabitants but also be a place, which would attract the residents from the whole city of Vienna.

What is more, the right-bank part of the city, although has few urban centers, where the inhabitants want to spend their free time, lacks a typical for Viennese urban structure shopping street, which would not only provide a place to spend time, but also would be a spine to a new center of the districts, and also a sparkle to ignite life, in those city parts, associated mostly as the “bedroom” of Austrian capital city.





### 3.2 Essential Parts of the Design.

The most important parts of this Masterplan proposal are/; the park and a linear center perpendicular to it. Both aim to create a backbone of the project, which ensures, that not only the commercial side of the future inhabitants' needs is going to be fulfilled, but also there is going to be provided an infrastructure for doing sports, spending free time outside, and satisfying the essential educational needs.

It is an important aim, that every part of the future neighborhood would be a sustainable and convenient place to live, where the buildings and their form are shaped in a way that avoids creating the dark back alleys, and grim corners which could work as a criminogenic spot within the whole design.

What is more, another goal to achieve is creating spaces with a clear purpose, dedicated to specific kind of users, to avoid creating spaces without any defined program, and through ensuring efficient use of space, and money invested in its creation.

Another important aspect is favoring a possibility of instinctive formation of communities among the inhabitants and allowing the spontaneous creation of relationships between close and farther neighbors.

As well as other aspects, one of the priorities is to assure a convenient public space, with a calm traffic and secure, barrier-free accessible sidewalks. This includes promoting cycling among the inhabitants of the new neighborhood.



Key:

- Tram line 25
- Tram line 26
- S-Bahn
- Bus line
- Bus / Tram stop

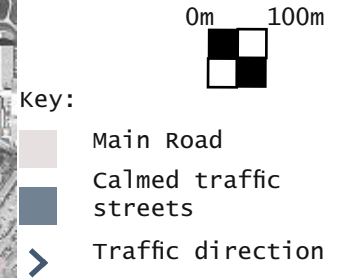
0m 100m

### 3.3 Public transportation - Proposal.

To promote public transport instead of the individual it is important to make it as attractive, and accessible as possible. In the past, there was a tendency to connect the areas which are densely populated by the public modes of transport. Besides placing the public transport access spots in a distance less than one kilometer (ideally less than 500 meters for tramways and buses and due to the speed around 1000 meters for subway lines) it is essential to assure that, the public transport is offering relatively attractive travel times.

To ensure both of those things within the designed area, the tramway lines, which were until now sharing the same tracks, are now separated. This change not only gives an alternative for the strategic communication on the east-west axle, on the right-bank side of Vienna but also improves the accessibility to rapid transport for the historic parts of Donaufeld and Mühlshüttel. Another argument for this change is ensuring a convenient communication, which could directly bring the commuters to the important school units, church, and Florisdorf Hospital along the Franklin street.

The bus lines grid is rearranged in a way, that encourages the commuters to use them as a lift, to the cores of the system which are in this case the tramway lines instead of sticking to one. This not only allows physically challenged people, to get a public transport closer to their front door but also gives the bus line another purpose strengthening its services, by getting other commuters to use it.



### 3.4 Donaufeld Individual Transport - Proposal.

Although the Individual transport should not be the preferred mode of communication within the city, in many situations it is irreplaceable. Therefore it is important to dictate its form in a way, that does not paralyze the traffic, but discourages the inhabitants of the city from using it.

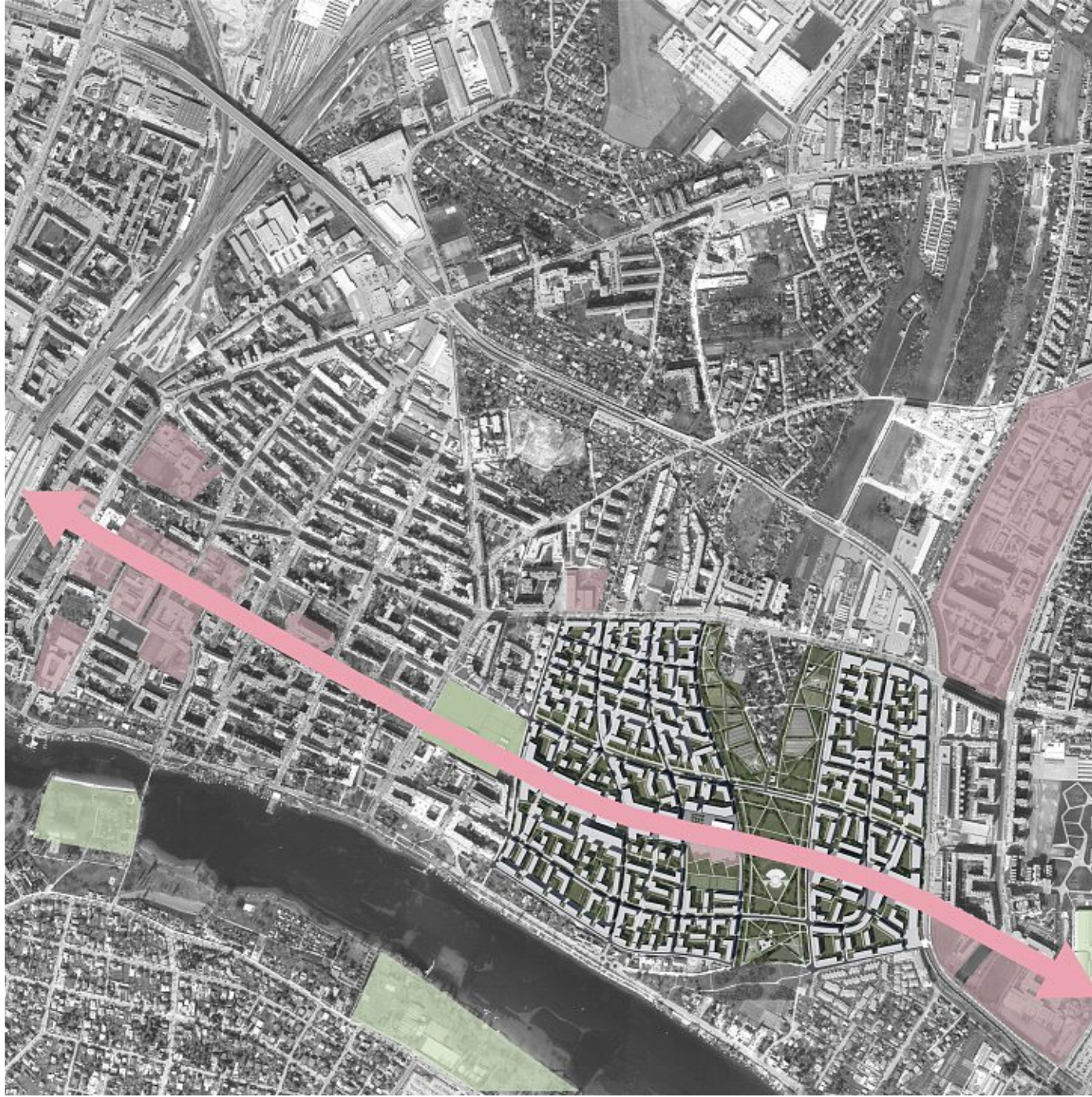
As it was written in the chapters before, the first key to establishing a sustainable individual transport model is assuring, that the alternatives are available and convenient in its usage.

The organization of the traffic within the designed area consists of narrow one-way streets, which are crossing with a "priority to the right" Intersections. The whole complex is a zone of calmed traffic, where maximum velocity for cars amounts 30 Km/H.

It is important, that the form of the streets are avoiding the straightforward form, which prevents the drivers from the psychological consent to gain prohibited speed.

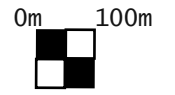
The logical and consistent planning of the traffic direction has a purpose of avoiding the human mistakes in traffic and improves the orientation within the new city structure.

The other important aspect is a reduction of the conventional parking spaces, which not only take space which should be devoted to the pedestrians but also encourage people to use cars. However, it is advisable to leave a relatively small amount of parking spaces, which usage has its time limits for every driver.



Key:

- Public services
- Leisure centers
- New services Belt axle



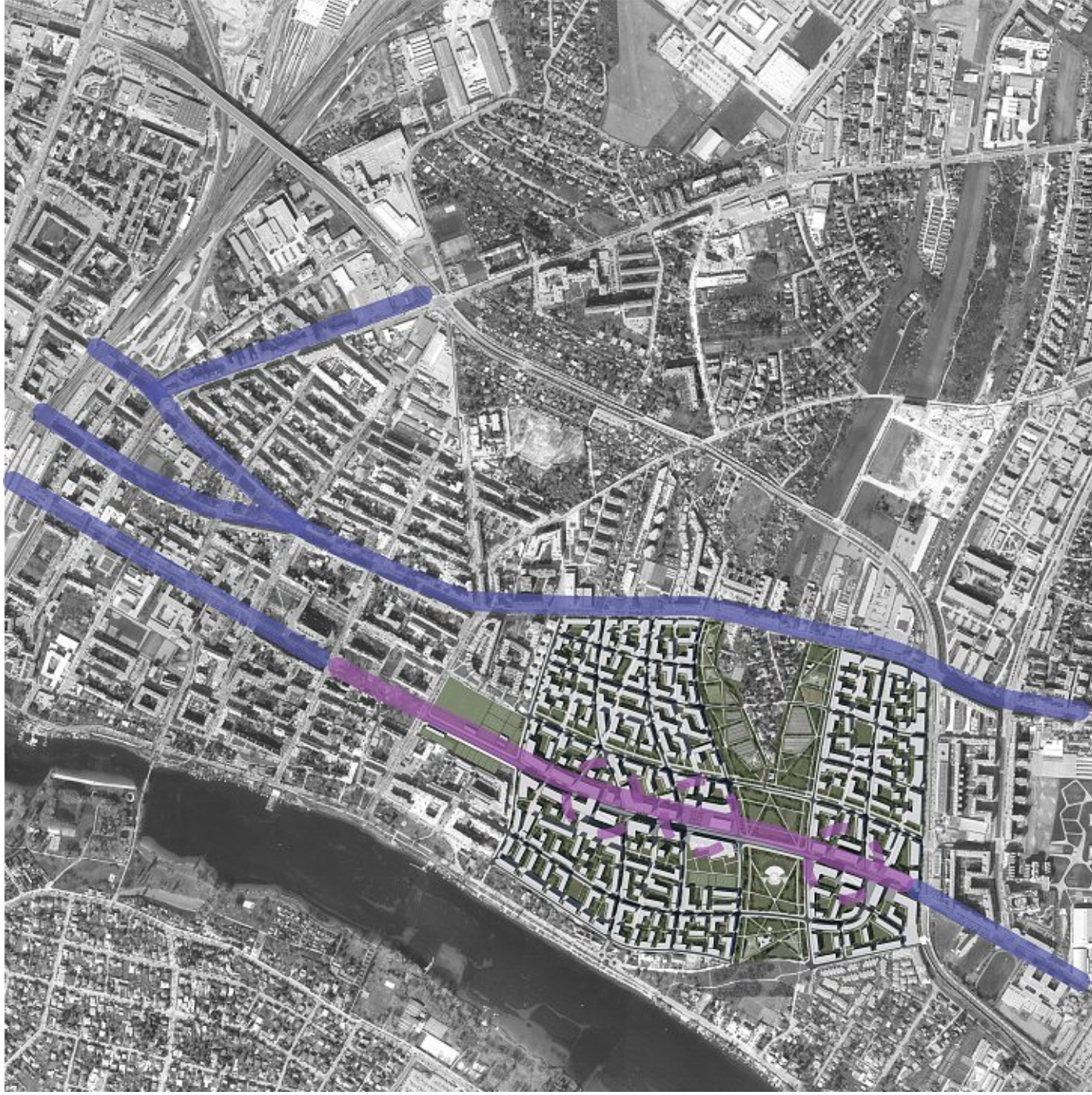
### 3.5 Public Services Belt - Proposal.

As it was already mentioned in the “Analysis Conclusions”, the neighborhood of Donaufeld, Mühlshüttel, and Kagran is well equipped with educational establishments. The belt of those institutions was stretching from the Florisdorf Railway Station until Kagran Station. Unfortunately for an everyday user of this neighborhoods, this relation was unnoticeable due to almost a kilometer long gap existing within the designed area.

To ensure the continuity of the whole ensemble it is important to connect both parts of the belt. To make this plan work, it was necessary to create a new street connecting the existing Prandau Alley and Franklin Street. To carry out it was necessary to demolish two single-family houses and to reorganize one part of the “Public Services Belt” which is “Athletics Field” Donaufeld.

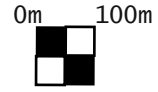
Although the whole area is well equipped with the educational institution, one more school was placed in the adjacency of the newly planned park, to replenish the designed area with a multi-functional educational unit which could serve the role of not only a school, but also the community center for the future inhabitants of the neighborhood.

The sports infrastructure of the planned school is meant to ensure a place where the inhabitants can pursue their needs related to physical activities.



Key:

- Private Services concentration
- New suggested-Private Services concentration
- New Private services concentration places





### 3.6 Private Services - Proposal.

Both belts of Private Services were either completely or partially interrupted by the absence of development within the area of the design which negatively influenced the consistency of perceiving both of those shopping belts as a whole.

To ensure that both of this walking routes are providing an interesting experience, worth traveling from different parts of the city the existing traditional shopping street was supplemented with three different squares, which are surrounded by the establishments with a different purpose model.

Along the new road connecting Prandau Alley and Franklin Street were located three new squares which are dedicated to a production and commerce of only one group of goods, which are going to be produced in short series on the spot, creating a situation, where the products are manufactured in short series and are available only in this very square in the city.

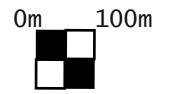
This decision was motivated by the fact that the existing shopping streets are equipped with mostly chain stores, which are currently offering the same products in every branch of it's company. To make the street attractive it is important to ensure, that the visitors will have not only a convenient place to shop and spend their free time, but also have the chance to experience new things, which are not offered in any part of the city.

Another important aspect is creating a good environment for the small companies is providing an affordable commercial space, that is easy to adapt to many kinds of different businesses.



Key:

- Existing Green zones
- Playground



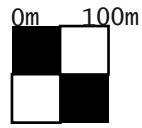
### 3.8 Green spaces - Proposal.

To create a comfortable and livable space it is crucial to ensure the adjacency of attractive green spaces. The whole concept of its location is based on the existing green zones around the designed area. The continuity of the city greenery belts is very important for the regulation of micro-climate existing inside the urbanized area and allowing the air to penetrate the city by the unpolluted colder air.

The uninterrupted wooded zones are very important also for the water retention inside the soil. This ensures the growth of the plants in the area and protects the soil from devastation and prevents the extensive usage of water in order to maintain the greenery.

A shape of the parks is determined by the existing surrounding green zones, which points of contact with a designed area were also a place, where the continuation of the design should be placed. Another important aspect which determined the Y-shaped form of the main Park was a need of creating a barrier between the existing settlement of single-family houses and planned Housing estates, which density would exceed the architectural scale of the existing building, depriving them of their privacy.

Another smaller green corridor is placed along the east-west axle, which purpose was not only connecting the existing parks but also to allow the airflow to penetrate the newly designed housing complex as deep as possible. Another aspect was creating a nozzle effect which would stimulate the air flow along its length.



### 3.9 Masterplan Proposal - Overview.

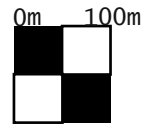
The most important parts of the Masterplan for Donauefeld is the linear center along the newly designed tramway line along the axis connecting the existing urban centers of Florisdorf and Kagran.

The second most important element is a Y-shaped park, connecting the adjacent green belts with each other, and providing the future inhabitants of the neighborhood with an attractive leisure area.

The Urban structure of the design is an attempt to create a patch between the existing urban structures within the city simultaneously creating an attractive and convenient living space for its inhabitants.

The goal of the plan is to create spatial relations which are supposed to allow the inhabitants to establish new social relations not only within the closest neighbors but also to create a community which is supposed to involve a brighter spectrum of the people.

Planned number of inhabitants amounts 9000 thousand people.



### 3.10 Existing and proposed urban structure of Donauefeld.

One of the goals while designing the new urban structure of the is not contrasting it with the existing substance, but in a smooth, organic way creating a patch within it.

The first challenge is, that both of the city grids of Florisdorf and Kagran have been developed independently from each other, which have created a challenge of combining both of structures of this urban organisms.

On the Florisdorf side, the majority of the buildings are originated either in nineteenth century or have been constructed on the plots of the demolished ones. This has created a need of dividing the buildings into the smaller units, which are more appropriate when it comes to the architectural scale of the city.

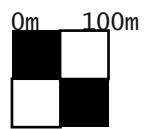
On the side facing Kagran, the problem was opposite. Buildings constructed, in this case at the beginning of the third millennium, were planned relatively in much bigger dimensions, than on the side of Florisdorf. This forces designing bigger dimensions of plans to create the equilibrium between both of those elements.

It is important to create some extend of regularity in the plans, since in the adjacent terrain northern from the designed area, the building's designs have been mostly determined by the size of the plots, rather by any kind of urban design.



Key:

- High greenery
- Low vegetation





### 3.11 Composition of the High greenery and low vegetation.

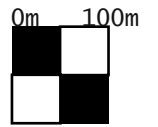
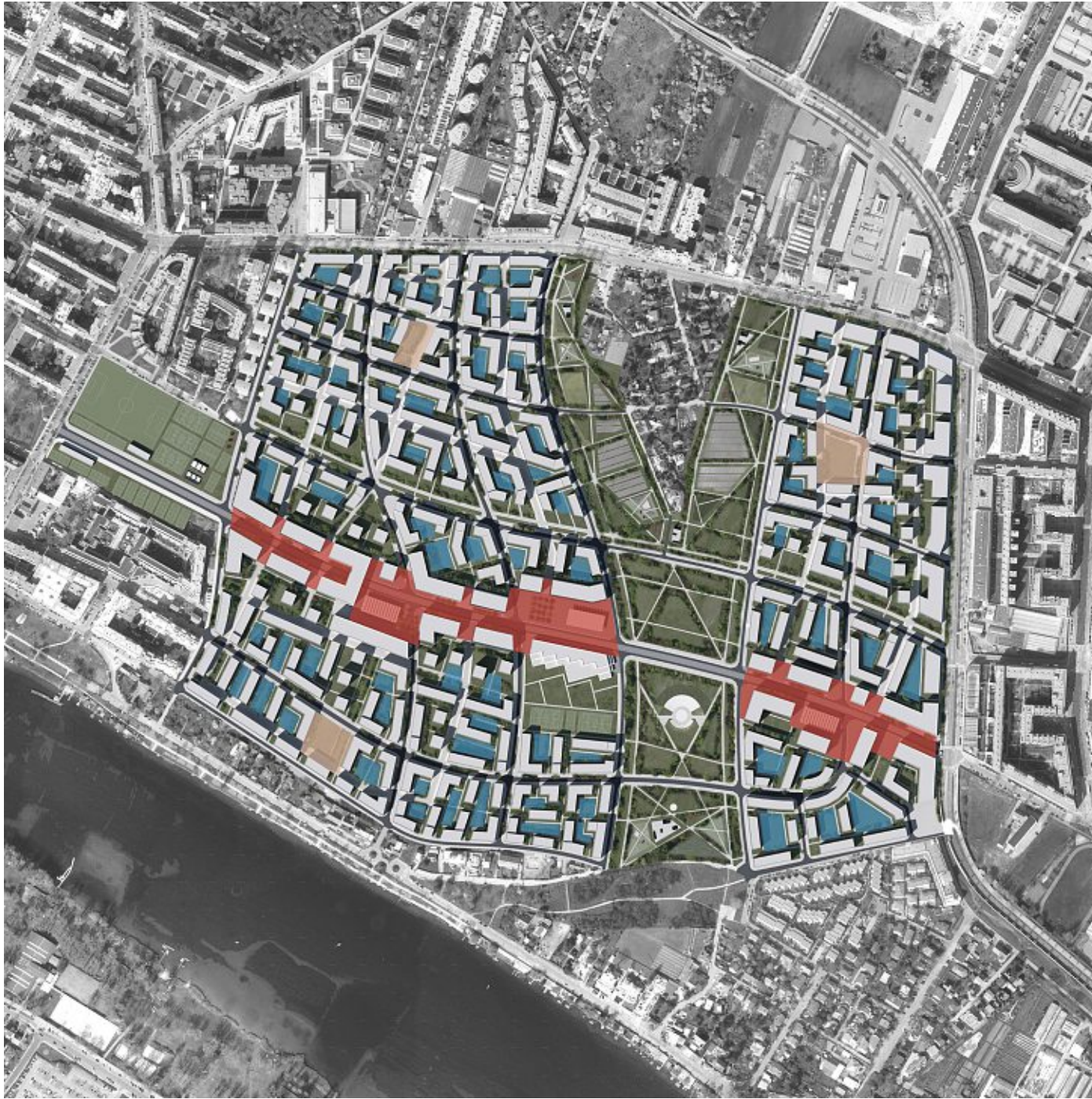
To create a sustainable living environment, reduce the city temperature, absorb the pollution and traffic noise it is important to design a maximum possible amount of High greenery.

Most of the trees proposed in the project are planned to be planted along the communication routes which tend to be the hottest spots in the cities due to high percentage of the paved space. The trees are absorbing the sunlight simultaneously casting a shadow from the street, causing the dramatic drop of temperature on the surface of paving and the facade. This fact allows to reduce the wearing of the paving materials and allows a creation of a better micro-climate.




It is important to remember, that the sunlight in other parts of the design, such as the interiors of the apartments is a desirable element. Therefore the Trees are principally planted on the opposite side of the street (if empty) or between gable ends of the building.

The psychological aspects of the presence of the trees within a housing estate do not stop at taking pleasure in watching them besides the window, but also have the impact on the traffic. The drivers tend to slow down when the street is accompanied by tall greenery.

The low vegetation in other hand is a great separator between spaces, without creating the hostile impression. It also functions as a filter, which helps make the quality of air along the streets and walking paths healthier.



Key:

-  Public space
-  Semi-public space
-  Private space

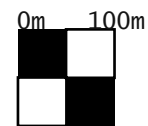
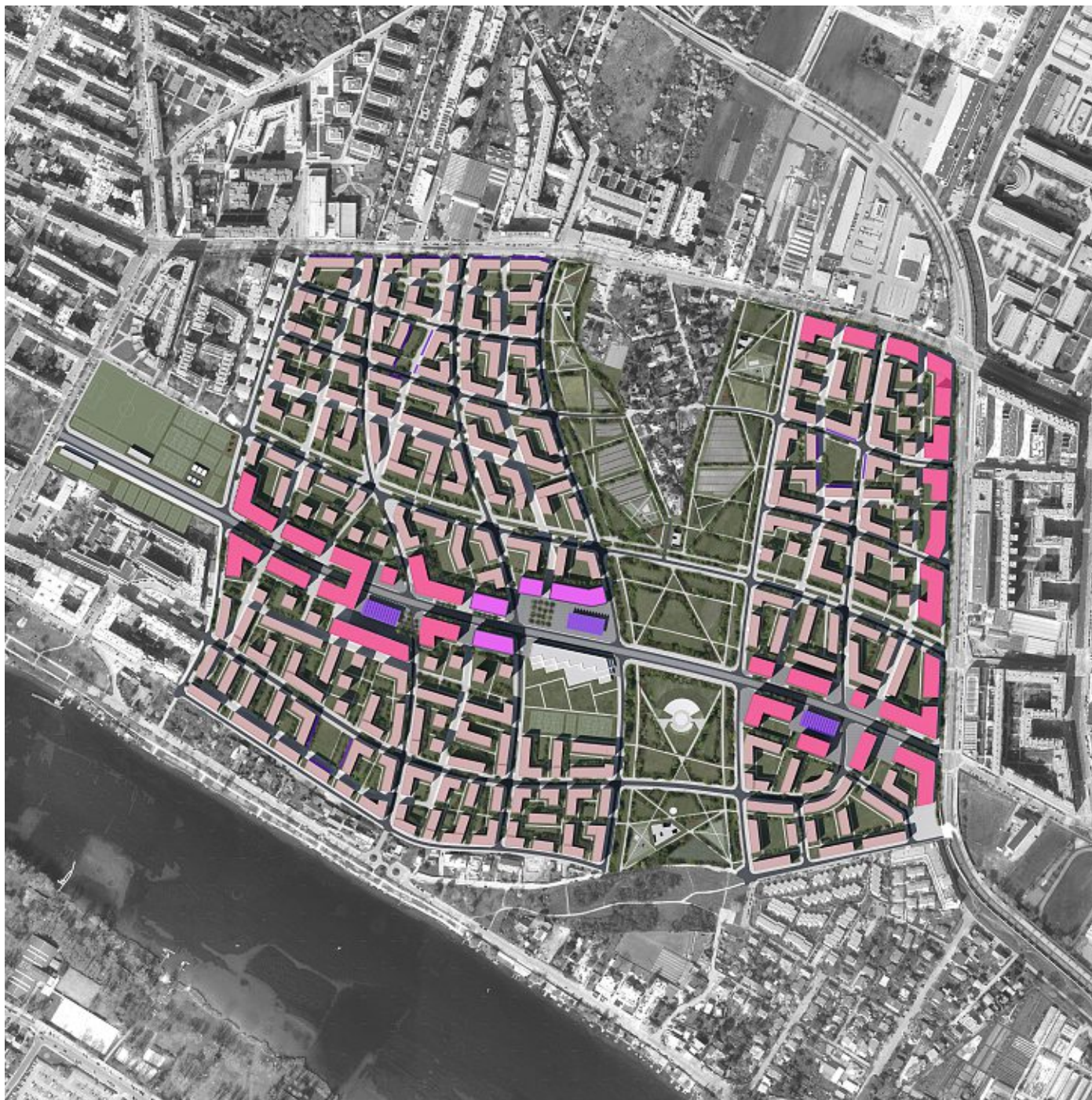
### 3.12 Composition of urban interiors.

To ensure that every space within the designed complex has its own group of users it is important to create a gradation of spaces. In this proposal is used a typical gradation which includes public space dedicated to the all of the users, as well the inhabitants of the neighborhood and random users. The semi-public spaces are principally accessible for everyone but due to its location within the complex, it is dedicated as a local sub-center for the inhabitants. The last category is the private space located within the building complexes, which in spite of accessibility for all like in the case of the semi-public space due to its atmosphere and location, has cozier ambient.


The public space, which overs the linear center of the designed area, consist of its backbone - the street and three adjoint trade squares. The composition of this space is oriented on delivering the maximal strong experience, by the enfilade of different sub-interiors and sequence of deep views into other parts of the complex. The whole space is limited by the frontage of buildings, which are surrounding the street and the squares. To avoid the situation of weighing down, the "walls" of this interior are perforated with the openings connecting this space into other interiors.

The sub-centers are located in three o four quarters of the complex to provide a meeting space to the inhabitants. It's a joint courtyard, dedicated to the locals.

The last category of private spaces describes the spots, where the integration between the closest neighbors is intended, as a modernized version of the old school in building yards.



Key:

-  Office Building with services on the ground floor
-  Commercial function
-  Housing function
-  Services on the ground floor

### 3.13 Distribution of the buildings program.

The vast majority of the buildings within the designed area are dedicated strictly to housing function. Despite that fact, it is important to incorporate different programs within the housing function to avoid creating a monolith, which might evolve into a typical “bedroom” district, which would not be a desired contribution to the whole city of Vienna.

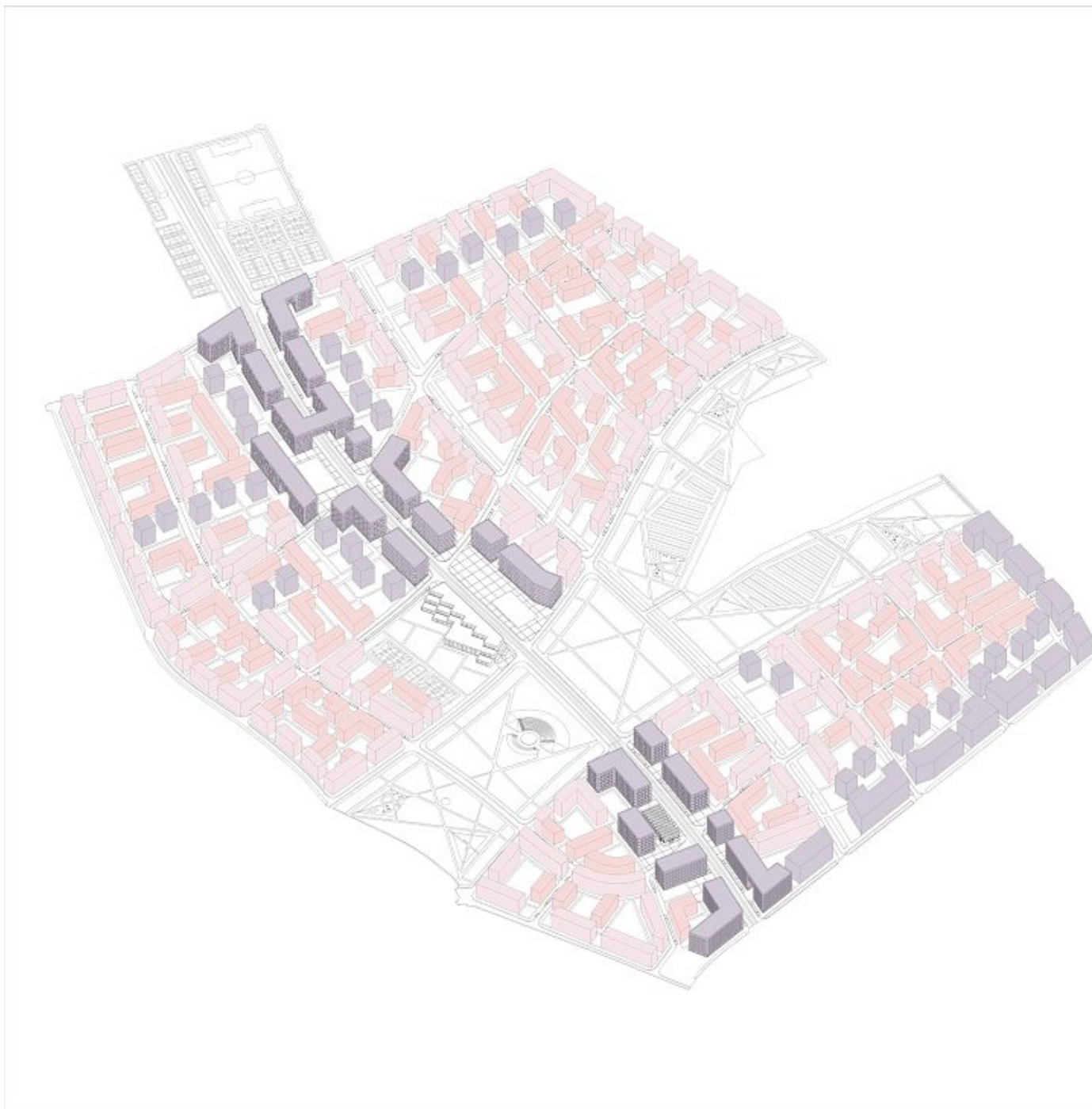
To ensure the multi-functionality of the designed area, there are introduced other functions like office, production, commerce and mixed function.

The Buildings dedicated to office function are located along the main street of the neighborhood and along the existing roads with a relatively high traffic. Through this measures, the housing buildings were meant to be separated from the traffic noise and air pollution. The function of the office buildings within this area is always associated with commercial or production program within its ground floors.

There are exactly four buildings which are strictly dedicated to production, To continue the rural tradition of this area and it is worth to go one with the production, which also will have a great educational impact. It is also significant to assure avoiding the typical spectrum of the workplaces to ensure the long vitality and uniqueness of this area.

The last category is the buildings located in the middle of the squares which program is providing a commercial place, where the very local products are meant to be merchandised and sold.

Outside of the individual production zones, are located traditional stores, to ensure a broad spectrum of options.



### 3.14 Buildings height distribution.

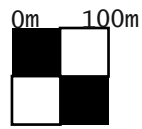
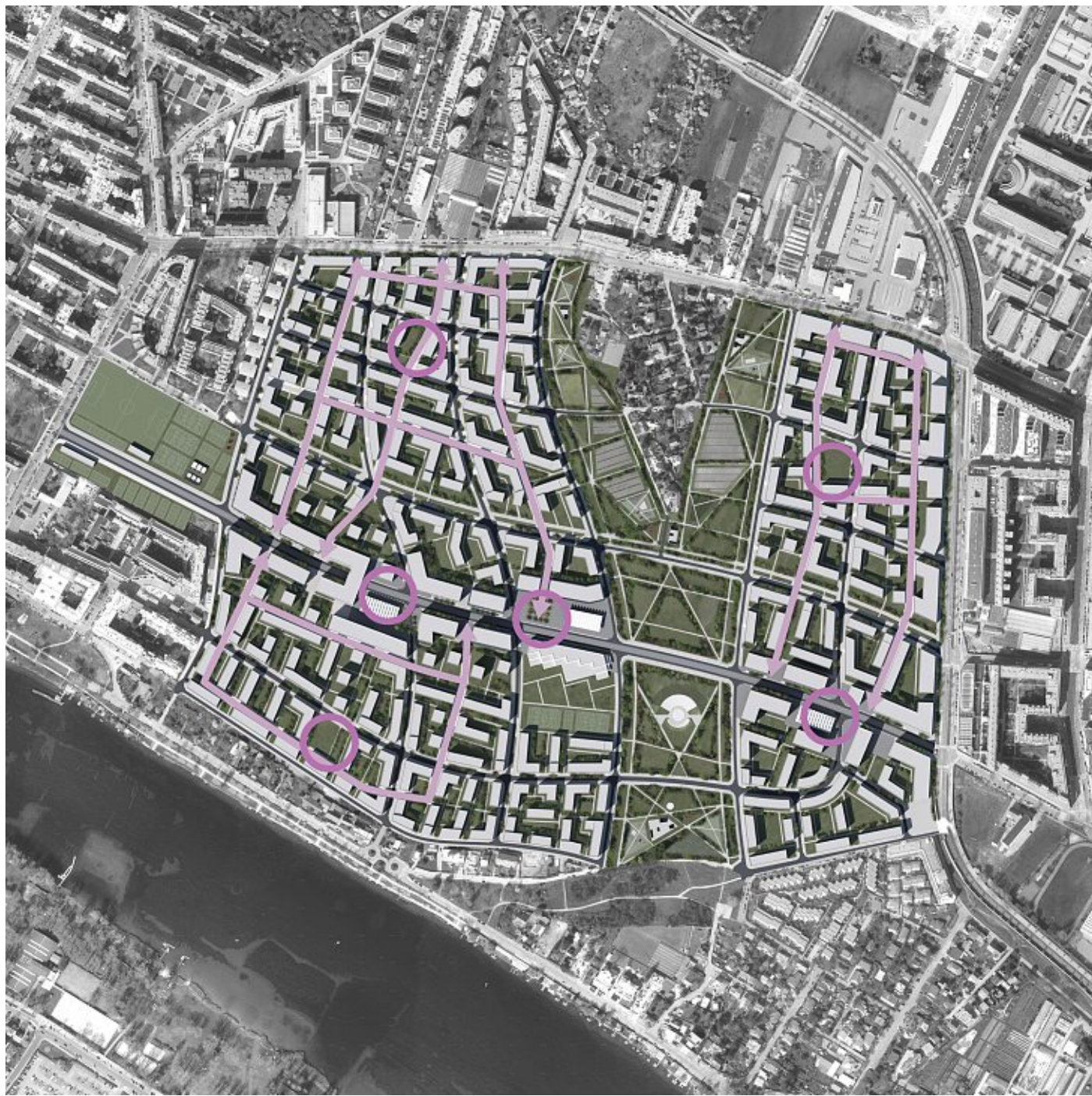
To ensure the consistent and clear structure of the neighborhood, it was necessary to introduce the different height of the buildings within the design.

The neighborhood is surrounded by the taller buildings from the side of the primary road, to ensure, that the traffic sound pollution does not penetrate the inside the housing quarters being located in the inner part of the urban layout. Because of the same reason, the buildings along the Neue Donauelder Str. are also taller than the adjacent buildings.



Within the housing quarters, the buildings are gradually smaller starting with the edges of the quarters, which is supposed to prevent the inhabitants from a feeling of being squeezed by the size of the buildings.

Another important aspect is that the buildings are not taller than five floors, to keep the scale human, and do not exceed the barrier of "hearing". The goal is that, a person standing on the roof of the building is supposed to hear the person talking from the ground-level.

Another key was ensuring the right amount of light inside the apartments, which due to sustainable use of energy and the human psyche is very important.



Key:

-  Pedestrian ways
-  Urban centers



### 3.15 The inner walk-paths.

A grid of walking passages within the design, is created to not only ensure an alternative walking path, but also to force the integration of inhabitants through creating a convenient link between their private spaces.



Most of the grids due to the shape of quarters are connecting the different parts of the neighborhood along the north-south axle. They encircle the sub-centers and connect them with the linear center of the neighborhood. Through this measures people are encouraged to be a part of a bigger then their own yard organism, and to meet their neighbors.

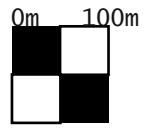
This solution also creates a safe and quiet passage which guides the user through the green and cozy spaces behind the "main facades"

To avoid loosing the quality of privacy through this measure the private spaces are separated from the passages through the low vegetation.



Key:

-  Bike path
-  Pike parking



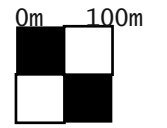
### 3.16 The strategy of cycling in the Donaufeld, the mixed use space.

It is important to encourage people to use other modes of transport than a car. To make it happen, a proper safe infrastructure is needed.



The traffic calmed streets, are the perfect place to be used as a space for different users. It is important, that the cars are pushed away from the dominant position, and the place for other users like in this case bikers is ensured.

The one-way-streets with the calmed traffic are a place, where the bikers can share a place with cars and pedestrians. Due to this strategy, only one biking path per street is designed, which is dedicated to contraflow biking transport. Through this measure, car drivers are discouraged from using the streets.

Another important aspect of creating a bike-friendly environment is creating easy to access and multiple bike parking. The system in this design ensures a parking space for a cyclist in every 150 meters, usually located near the bike street intersections, to create a consistent and logical grid easy and accessible for a user in every age.



Key:

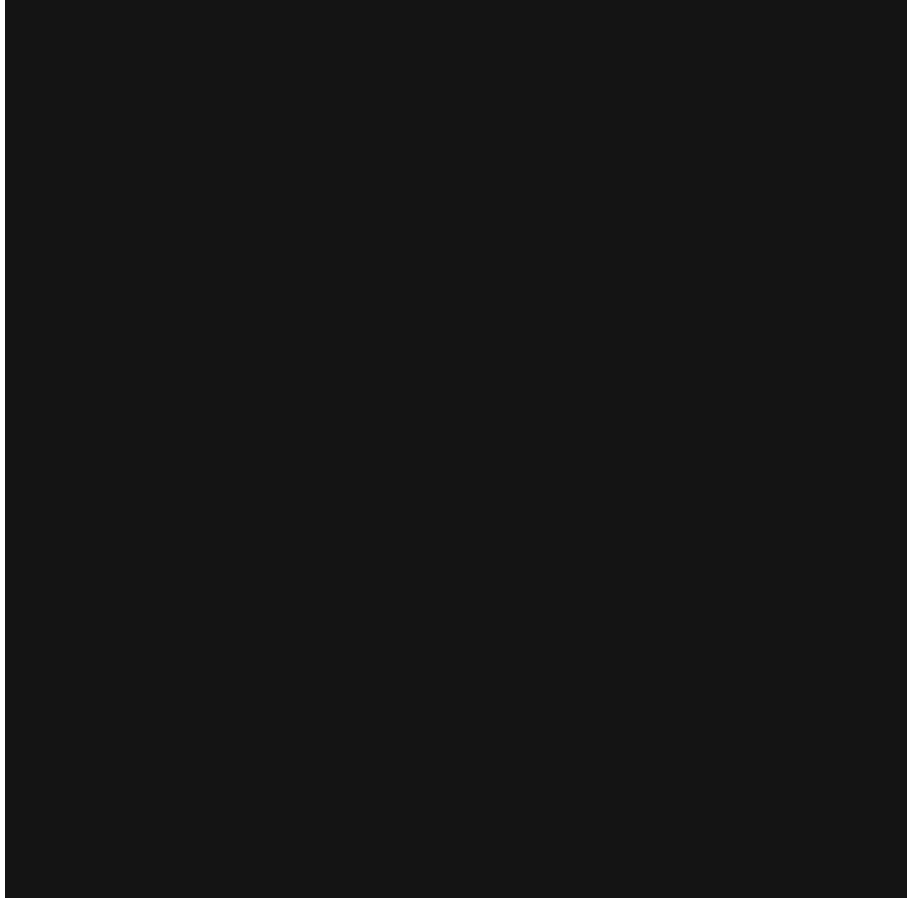
-  Car park
-  parking entrance

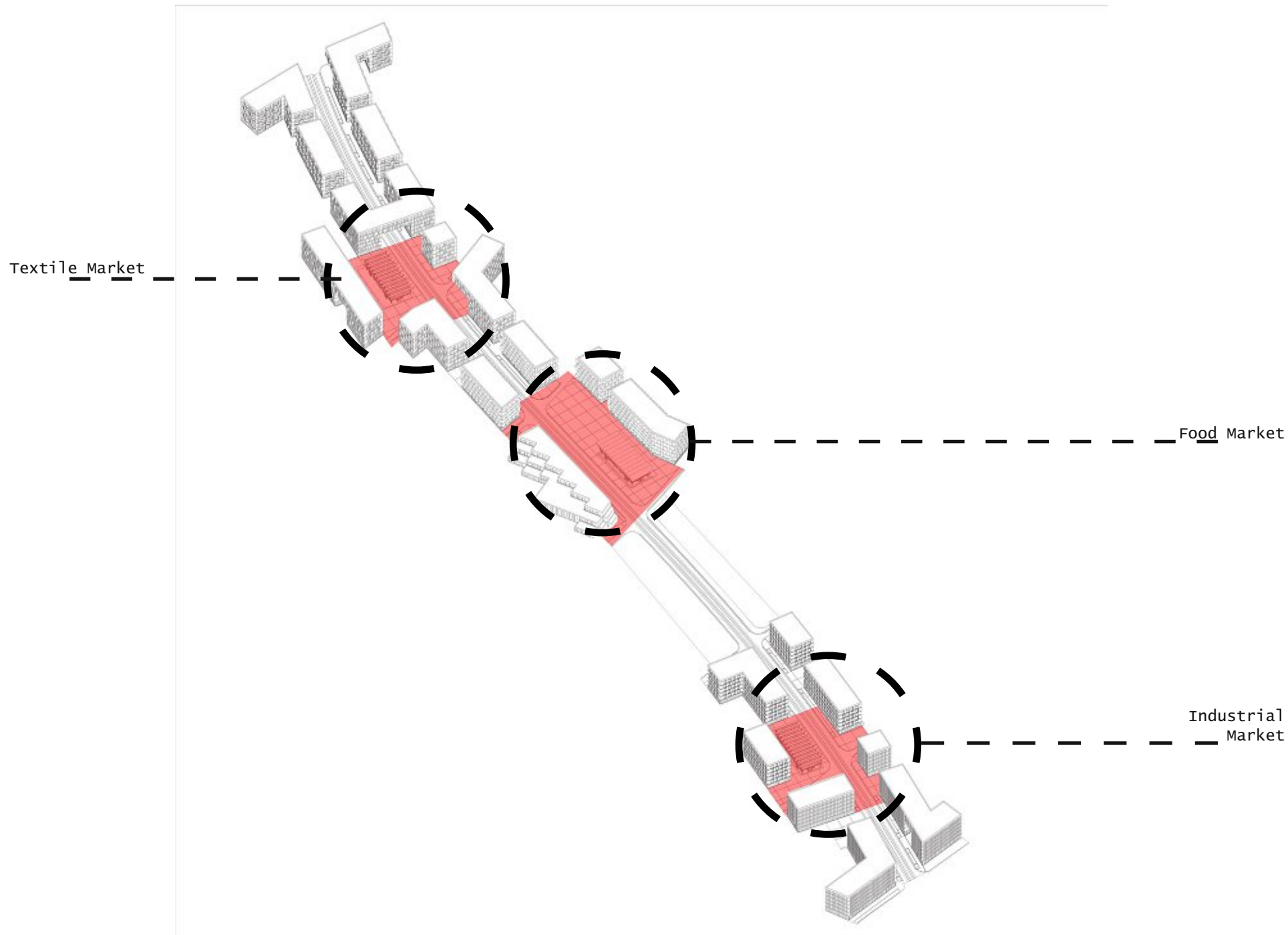
### 3.17 Car Parks.

Although a dream of a city without cars is a tempting vision, the Viennese regulations oblige providing parking space for every newly constructed building. To ensure an equilibrium it is reasonable to provide parking spots for a part of the inhabitants, and introduce a fee which makes owning a car a well-thought-out choice.

The ratio amounts one parking space pro one hundred quadratic meters of living space. To ensure a sustainable model, the parking spaces are located underground in every second quarter to avoid creating unwanted traffic jams and putting a strain on one street.

# 4. Shopping Street Proposal







## 4.1 The linear Center - Shopping Street

The most important element of the urban layout of Donauefeld is the main street, which simultaneously is the designed area's linear center. The street is connecting two main points in the right-bank districts of Vienna, which are Florisdorf Railway Station and Kagan Station. To enhance the inflow of the potential users of the space, and to make the transportation between main points better, the tramway line number 25 was relocated.

To the street are attached three subcenters, which are dedicated to the different program. The first square is the textile market, the second one is dedicated to true of farming products and food, and finally, the last one is dedicated to the production of industrial goods and servicing them.

To ensure the strong experience, the street is surrounded by the buildings, which allow the spectator to take a look inside the whole neighborhood, and through this measure make even a ride though the neighbourhood an attractive experience.

The linear center is an attempt to recreated typical shopping street, that is present within almost every district in the city (Meidling Hauptstraße, Hietzinger Hauptstraße, Landstraße Hauptstraße etc) Another traditional element incorporated to the new design is a traditional square dedicated to sale one group of products.

The whole concept of the street has the purpose to attract not only the local inhabitants but also the visitors coming from other districts of the city.



## 4.2 The Textil Market.

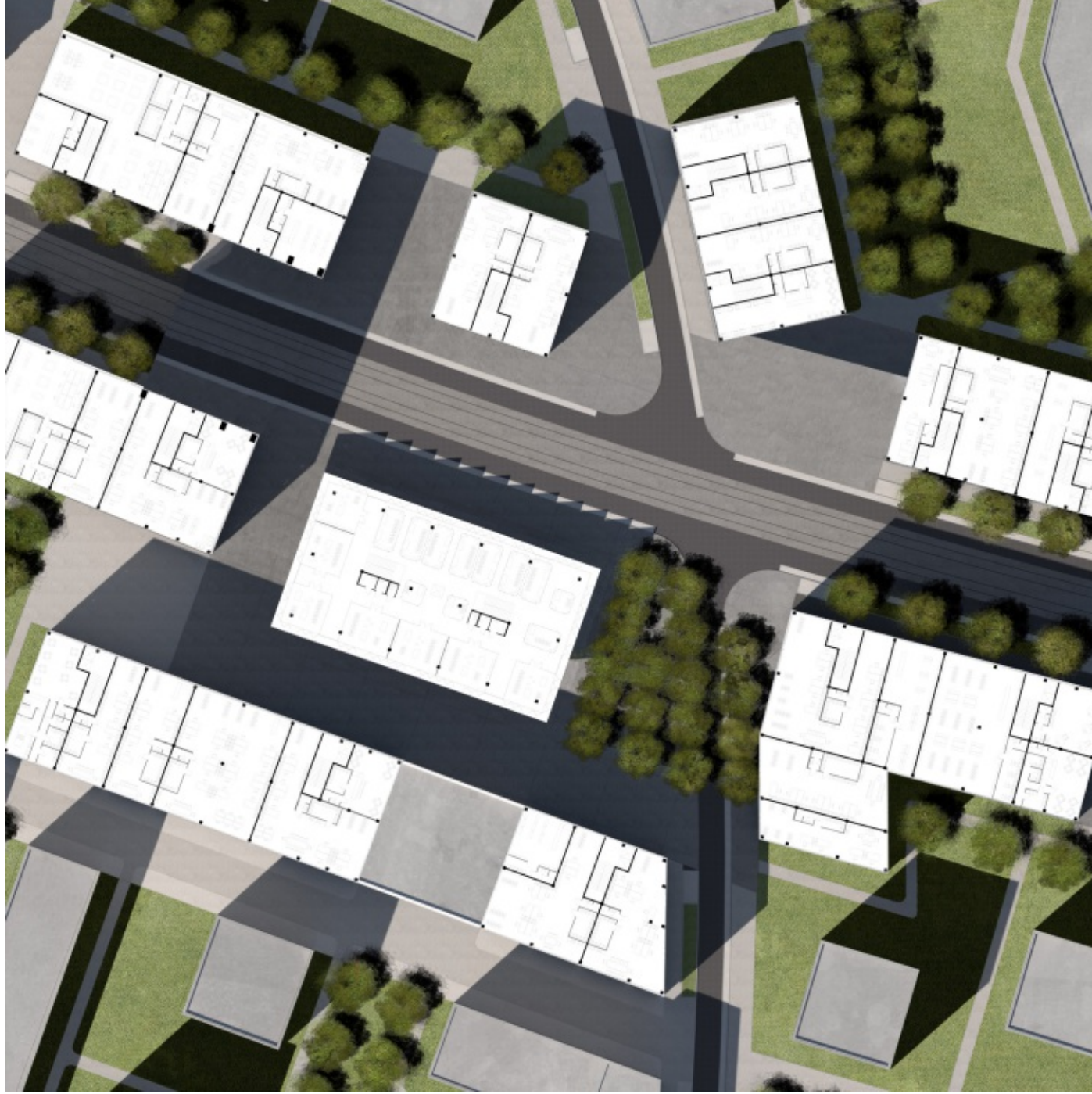
The modern cities are filled with retail stores offering fast fashion being produced on the other continents. Clothes are traveling the distances, which most of the people are not able to imagine. Many different stores of the same brand located around the city are filled with the same items and similar design.

To create a strong experience and a point on the map of Vienna which is meant to work as a counterbalance to the traditional fast fashion retail market, a Textil market was designed.

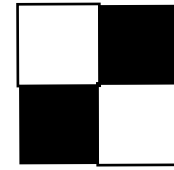
The principle of its functioning is to attract the potential buyers' attention by allowing them to be a part of the whole development. The engagement in the production process and a possibility of observation how the ready-to-buy product is created from the design phase until it lands on the store shelf is allowing the spectator to not only understand it but also to cooperate with the manufacturer to create a product that fulfills the customers' needs.

Another strategy is the production of unique and short series of products, which attract the customers that, are not satisfied with the standardized textile designs available in every retail store.

The textile market is one of three squares, starting a sequence of the squares adjacent to the linear center of the new housing complex



0m 10m 20m



### 4.3 The Textil Market - Structure.

The square is attached to the spine of the whole neighborhood which is called "Neuer Donaufelder Straße" (New Donaufelder street).

To maximize the new experience of participation in production and learning how the system of the textile industry works, all of the workshops were placed on the ground floor to allow the pedestrians to take a look of what's happening inside, and attract their attention.

In the center of the square is situated an object which is dedicated to the commercial programme. Its purpose is to recreate a function of a cloth hall present in the history of European urban typologies. principally the whole Pavillon is an open space, in order to create an impression of a flea market instead of the shopping center. Due to its whole year functioning the whole form of the building was a compromise between a function of a temporary hall and the need of protecting the vendors from the Atmospheric conditions

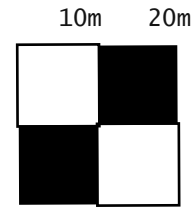
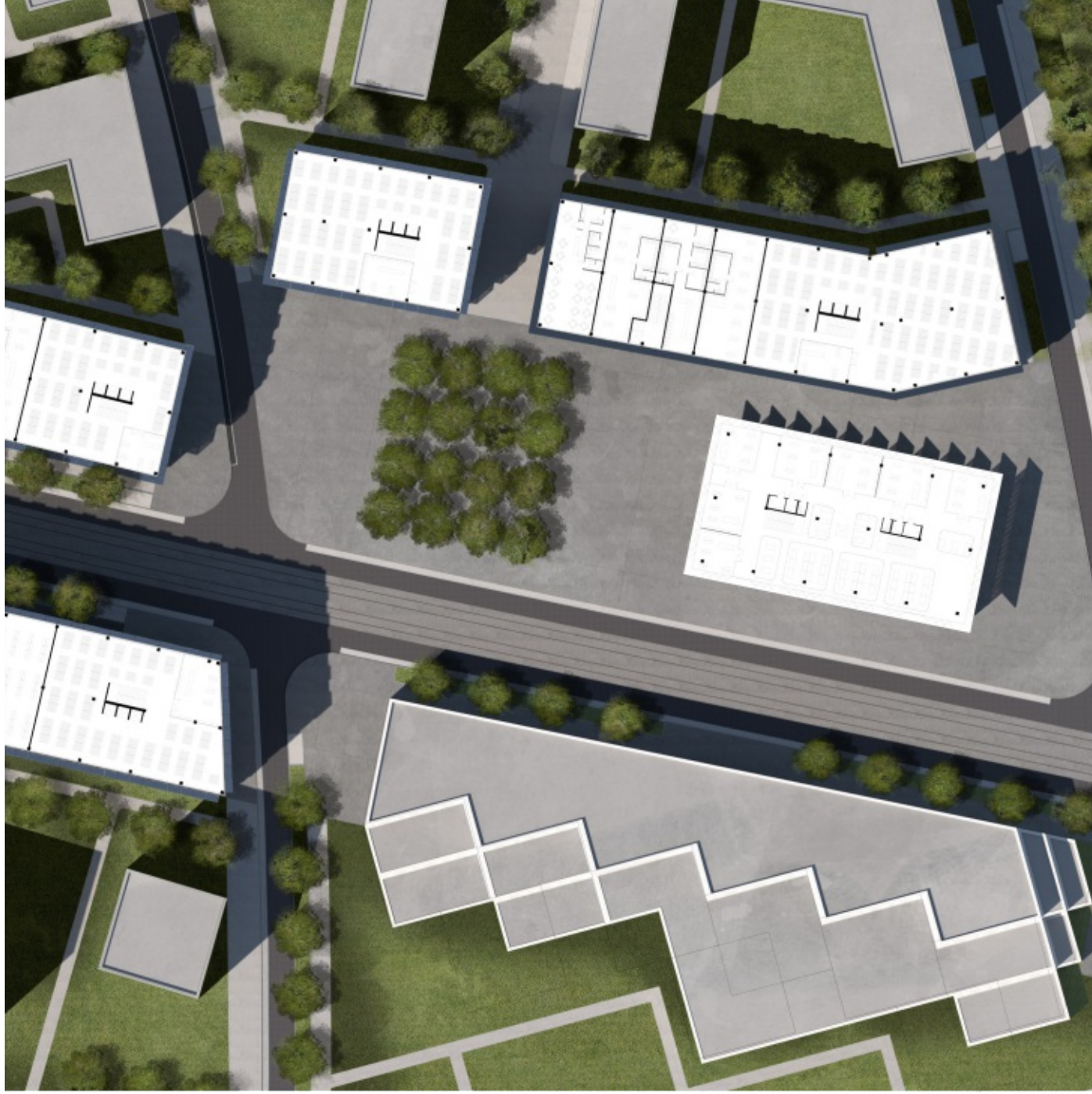


#### 4.4 The Food Market.

The square is located in the middle of the design, on the crossing of the Park and the Neue Donaufelder Straße. Besides, it's function the square is adjacent to a school/ community center which combined with its central location makes it the most important space in the whole design. Therefore the dimensions of the square are slightly bigger comparing it o the other subcenters.

As well as on the other squares, the plaza issurround- ed by production units, in this case, Urban farms. Due to the adjacency of the agricultural part of the city park, they are meant to create a small complex that is not only teach- ing about the different aspect of urban farming but also it is a commercial area, where the products of adjacent farms are meant to be sold.

Analogically to the other squares, the vegetable market is partially occupied with a commercial pavilion, that is sup- posed to be a place where the local natural produce is meant to be sold.





## 4.5 The Food Market - Structure.

The structure of the food market is analogical to its equivalents along the Neue Donaufelder Straße. The shape of the square is a rectangle stretched on the east-west axis, along with the linear center.

Next, to the plaza are located multi-story urban farms. To attract the potential customers and pedestrians the Facades are completely made out of glass, allowing the passers-by to take a glimpse of the inside production.

The modern interpretation of the storefront is enhanced by the spaces within the buildings, where a customer can buy a product directly from the production plant.

The whole program of the square is enriched by a couple of small pastries and restaurants where the customers are allowed not only to watch but also to consume the ready products of the urban farming located next to the square.

Another very important object located near the square is the school/community center. Since the square is the most important, central part of the linear center it was a crucial aspect to locate the multifunctional public building, that with the amphitheater and the square are going to enhance its programs and create a hotspot for the whole neighborhood.



## 4.6 The Industrial Market.

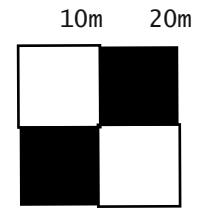
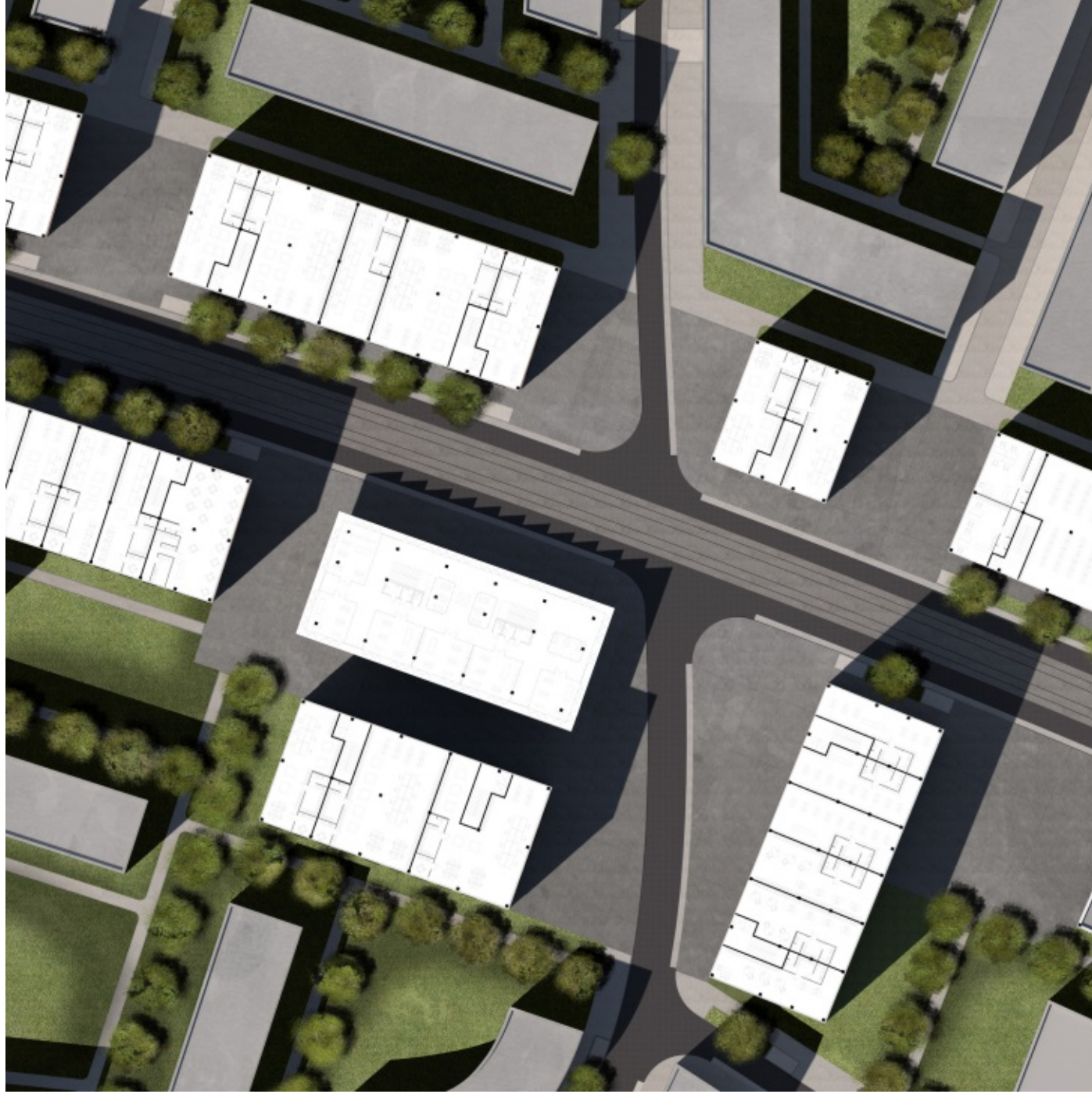
In the era of the cheap imported industrial goods, a big number of consumers started to doubt not only the quality of the products offered in a traditional retail but also started thinking about the safety level associated with the everyday operation of it.

Another important aspect is the environmental consequences of consumption of the low-quality products, which are not only not especially needed but also, are often easy to break down.

In order to make the city more sustainable a place where somebody can not only buy a new thing but also repair an old one was desperately needed. Therefore the location of the place with a concentration of the services related to production and servicing the industrial goods was a must.

The whole square to enhance the narration of an industrial hotspot was surrounded by the buildings made out of red brick with black metal finishings to revive the industrial ambient.

The function of the small production and service workshops is also to create a unique narration, which is not only going to attract the customers but also, has a purpose of creating a vibrant milieu which is supposed to attract the tenants for the office spaces located on the floors above.



## 4.7 The Industrial Market - Structure.

From the three main squares located along the new linear centers, the industrial market due to its location is the smallest.

Analogically to the other squares, the workshops and service points are located on the ground floor area allowing, as it is allowed in the other squares, to participate in the process of production and to observe how the everyday objects are being produced.

The main commercial space of the plaza, as it was done in the other two markets, is a pavilion situated in the central part of the square. It's a place where the products from the nearby manufactures are meant to be presented to the customers, which are not particularly interested in the participation in the design and the production process.

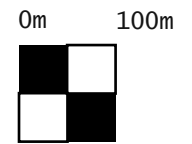
# 5. Park Proposal



Open-air gym  
Dog Park  
Skate Park  
Playground  
Sled hill  
Allotment  
Playground  
Open-air gym  
Skate Park  
Playground



Skatepark  
Playground  
Sled hill  
Allotment  
Dog Park  
Skate Park  
Amphitheater  
Open-air gym  
Dog Park





## 5.1 New City park of Donauefeld.

The second most important part of the whole Masterplan is the Park. It is located in the middle of the design, to play a role of the second linear center of the complex.

This green zone was designed with a purpose of not only being the regular undeveloped space with trees but also it is meant to be an interactive various and exiting space intended to entertain and keep its users in shape.

The whole complex was divided into six zones. One of them repeats while the other three are dedicated to different purposes. One of the zones is an activity zone, it consists of elements which are: playground, dog park, skate park, and an open-air gym.

An Other functional part of the park is an agricultural zone, which is divided to individual allotments, which are free to rent. This idea is compatible with an adjacent food market and has an educational purpose of teaching about the production of food the traditional way.

The agricultural zone is adjacent to a complex of small hills, which are meant to be used as a cross-country skiing and a sled slope.

The green zone has also a space dedicated to a traditional understanding of the park, which allows the users to simply sit down and relax. It is combined with an athletics circuit where due to proper infrastructure it is safe to jog.

Park is connected through the green axle to another green space in adjacent are. The goal was to ensure a green and safe connection between them and to integrate them as good as possible.



## 5.2 The Cultural Zone

within the park was created a zone with centrally located amphitheater which is supposed to be not only a place, where local gatherings, plays and small venues are organized but also, an every day meeting place based on the function of the amphitheater in Berlin's Mauerpark.

The adjacency to a school/community center is supposed to be an asset for both of these institutions and to create a symbiotic effect when both of these objects are enhancing its functions.

The location of amphitheater has two main aspects, first was to be another attractive point along the linear center of the neighborhood, that might be seen from the main street. This created a problem for the program of the object, which is the unwanted traffic noise, that might be disturbing the venues that are taking place within it. To avoid this trouble, the whole amphitheater has a central composition with a greater (and taller) tribune facing south. Due to different lighting conditions, the best time during the day to use the stage are afternoon and evening. Another fact is placing the object in the middle of the park, to avoid the noise disturbance of neighbors which are living in the adjacent area.



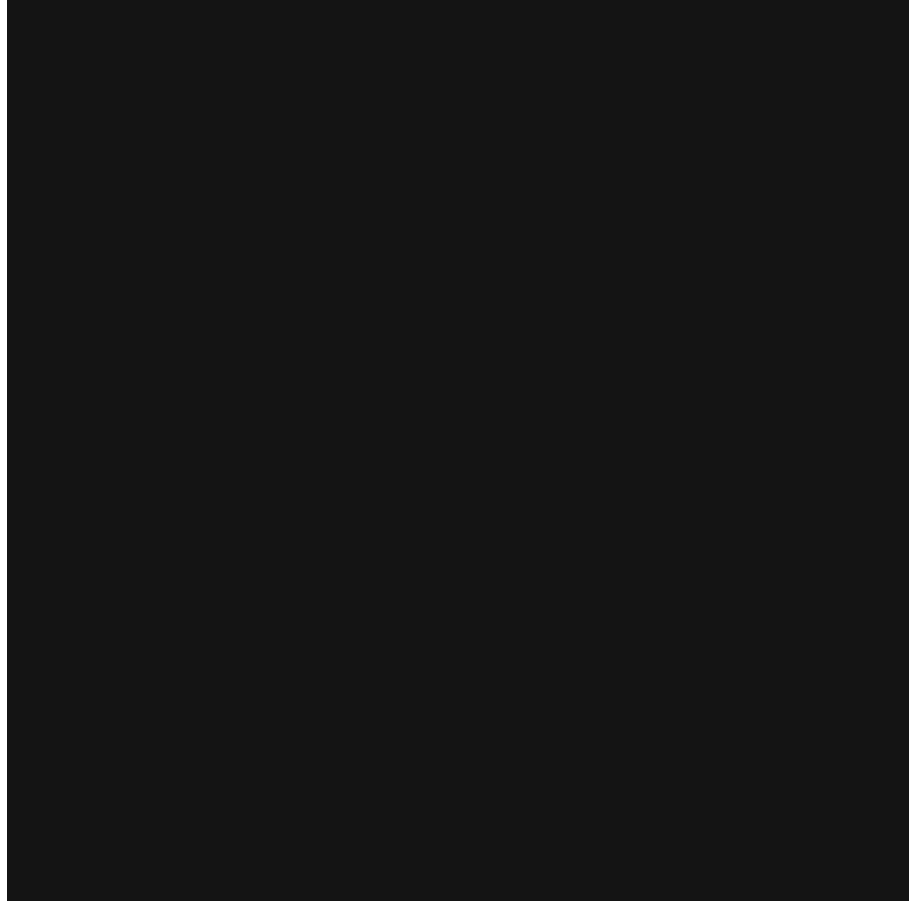
### 5.3 The agricultural and active zone.

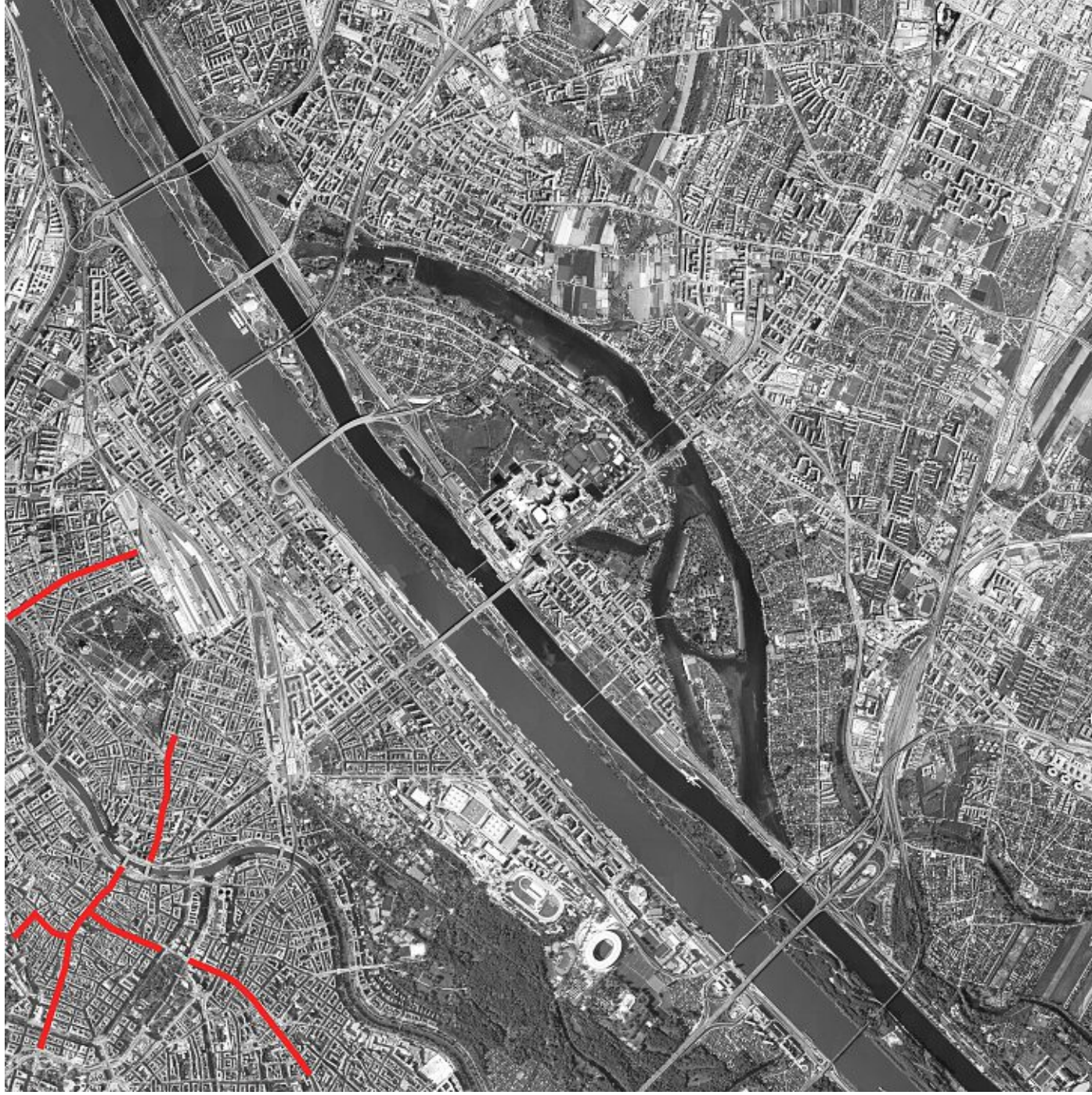
To ensure the multifunctional character of the park, and preserving the genius loci of the area, there was created an agricultural zone. It is a complex of small allotments allowing the interested inhabitants of the neighborhood to grow their own vegetables. This solution together with the adjacent urban farming and the food market are meant to work as a teaching experience, which not only shows the process of food production, but also creates a living example of the evolution of farming, and shows the contrast between a modern-day industrial agriculture and the traditional form of it. The adjacency of two different types educates the spectator and allows them to live two different experiences and allow them to make a conscious choice what is going to land on their plate.

As it was written in the analysis the area of Donaufeld lacks a good quality and multifunctional green space, therefore to continue making this new neighborhood more attractive and sustainable for its inhabitants it was crucial to provide a space which offers outdoor activities for the user in every age.

To make this happen, beside the traditional playground, the program was enlarged with other functions dedicated to people of every age such as: skatepark, dog park, open-air gym, which are located in three different parts of the park to ensure that every inhabitant has a convenient access to a zone, that he or she finds interesting.

# 6. Inspira - tions





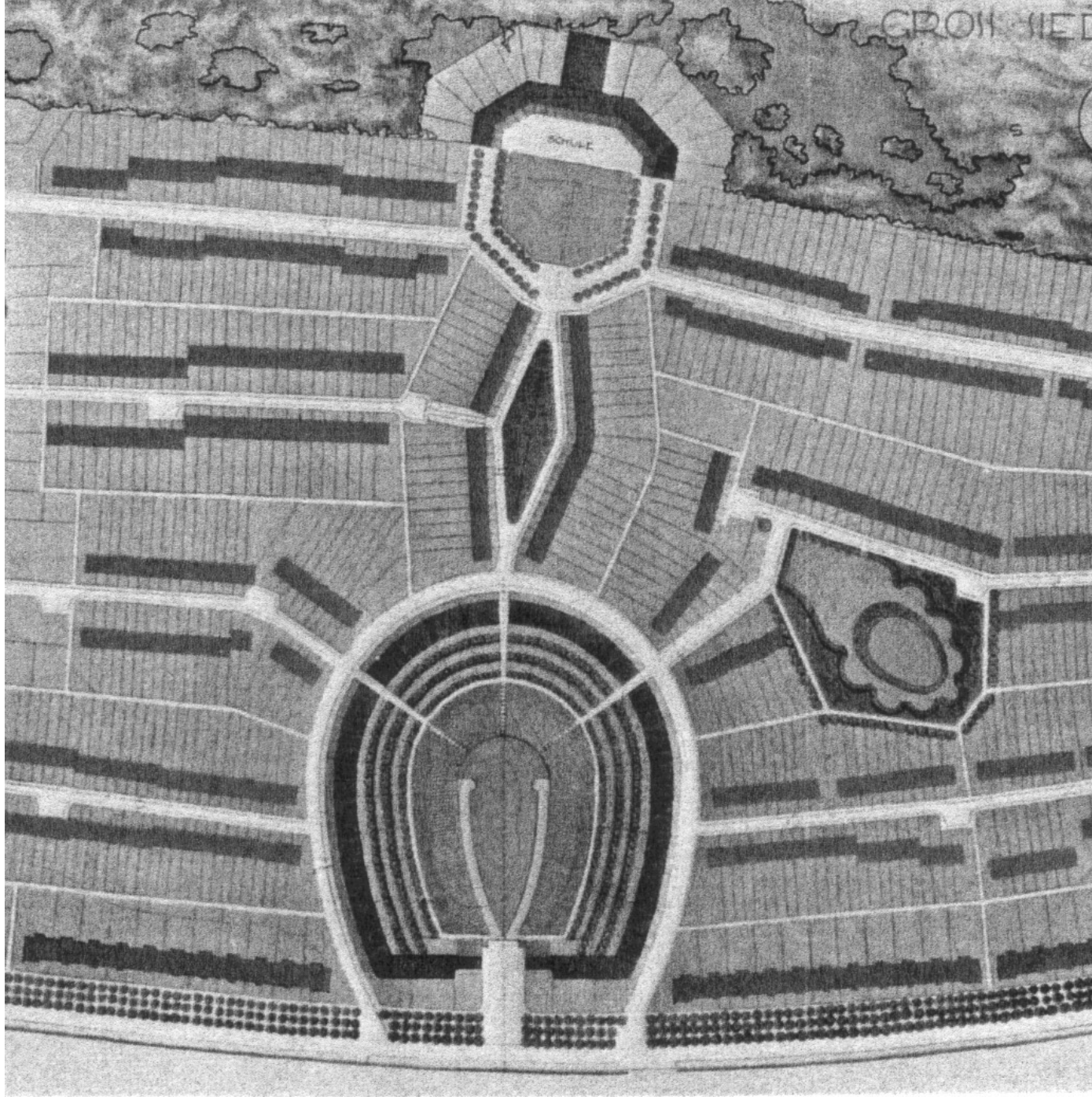


## 6.1 Viennese Shopping Streets

In the city center as well as in the XIX century districts are usually located shopping streets. They play an important role of being a linear centers of each district and providing many shops and service points which are convenient for the inhabitants of those places.

Preservation of the main shopping streets is one of the successes of the city, although many of them disappeared through the last decades.

Shopping streets not only provide a convenient shopping experience but also play a big part supporting the city's economy. In contrast to the shopping malls, the shops are supporting the owners of the tenements, they are placed in and what is more, they are often local companies, which pay the taxes within the area of their location, simultaneously supporting the city.



## 6.2 Hufeisensiedlung

At the beginning of 20's Berlin have been struggling with a lack of the available apartments, due to a big number of immigrants coming to the capital city from the other parts of Germany. This immigration process has been caused by the big unemployment rate in the country has resulted in lacking around 100000 apartments within the city.

Hufeisensiedlung is one of the attempts to bring the industrial methods of working into completing a big scale housing estate projects.

The goals of the projects have been ensuring an alternative to overcrowded, dark and bad living conditions apartments of the old parts of the city.

Hufeisensiedlung is concentrated around the lake, which is surrounded by the horseshoe-shaped building. The other blocks are placed radially to the central one.

The buildings consist of approximately three floors with an access to a private garden for the inhabitants of the first floor. There are three types of buildings: The horseshoe-shaped block, other three floors block of flats, and single family houses. The whole complex consists of around 1200 apartment units.



### 6.3 Nowa Huta

In the 1950's the communist government of Poland decided to industrialize the whole country. Kraków in Lesser Poland has been chosen to be a location of a big Ironworks. To make this plan come true, there has been needed a big housing estate for around 100000 inhabitants.

The modernist plan of Nowa Huta concentrates along four main alleys, radially diverging from the main square.

The buildings placed along the alleys are forming the big spacial quarters, with green interiors dedicated to its inhabitants. The whole complex consists of the neighborhood units, where everything needed by the inhabitants is located within the quarter. It ensures for instance that the children do not have to cross a main busy street on their way to school.

The center of the complex is an alley connecting the square with a steel manufacture located on the outskirts of the district.

Another goal was to create a social interaction among the inhabitants of the new city. Through its design people who live there do not only get to know each other but also get to create a community where they could feel safe and supported by the other inhabitants of their district.



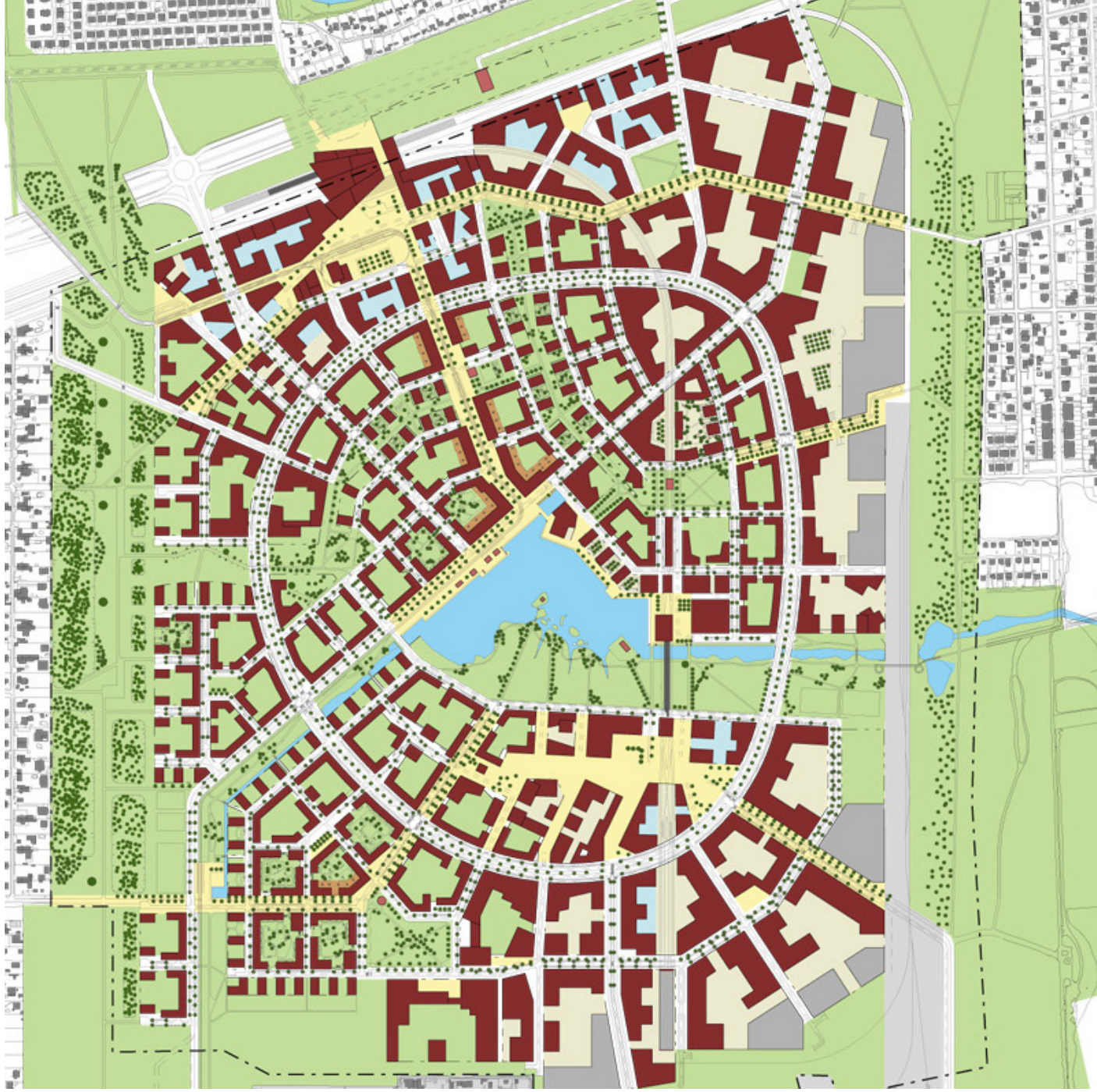
## 6.4 Hammarby Sjöstad

Hammarby Sjöstad is a district located in Stockholm in Sweden. It is located in a postindustrial downgraded area, located south of the city center.

The Idea of the project is to assure an ensemble of connected public spaces, which provide a meeting and integration space for its inhabitants. The goal was to ensure the social integration among people with different social status as well as among inhabitants belonging to a different agegroup.

The whole project, at first, has been dedicated to elderly, but the time has shown, that the district is also popular among the young. To ensure a good living quality for all age groups also the schools and kindergartens have been provided.

When it comes to the retail area, there has been a decision to avoid placing shopping malls within the district. Instead, shops and private services have been placed on the grand floors along the main streets of the neighborhood. The diversity of the age groups ensures, that the neighborhood is alive on different times of the day, and through this measure, the shops, are profitable because they are used on different times of the day.





## 6.5 Seestadt

Seestadt is a new district of Austrian Capital, located on an inoperative airport, Flughafen Aspern. It is placed on the right-hand side bank of the Danube, on the eastern outskirts of the district Donaustadt.

There were many Ideas how to develop 240 ha of empty space on the outskirts of the city. In 2007 the Viennese administration took a decision to place there a big, new Housing estate, which was Planned by the Swedish architect Johannes Tovatt.

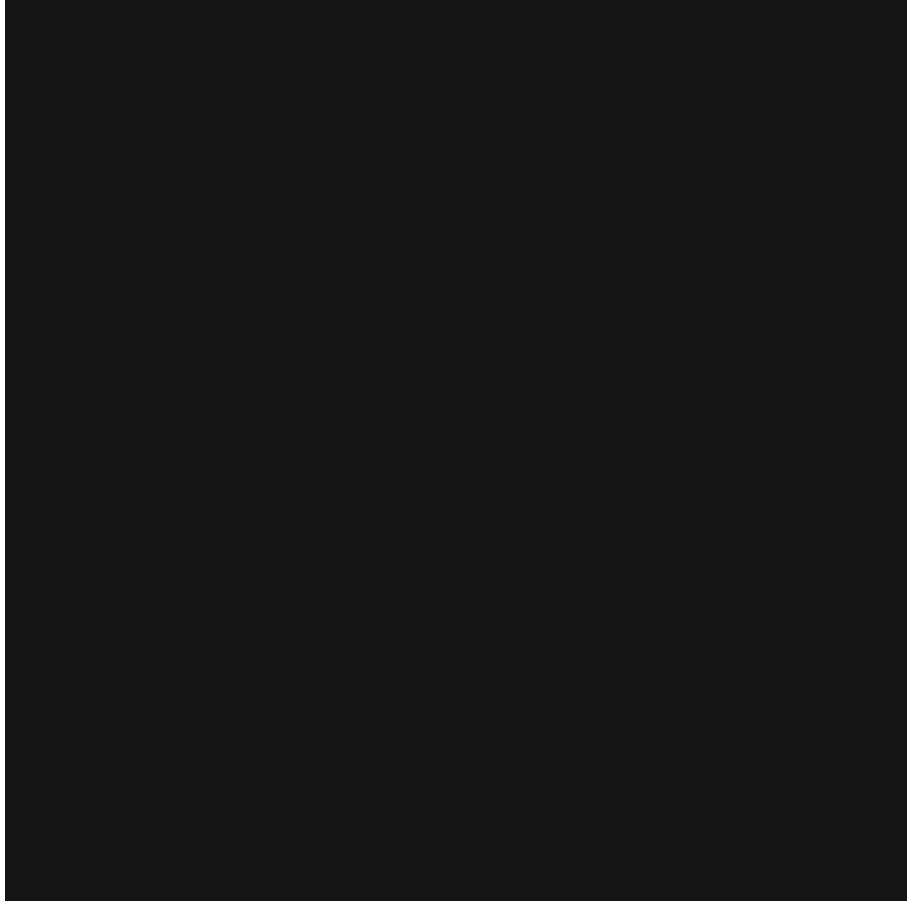
The new district is connected to the rest of the city by a subway line number two, and by the future line of rapid railway transport.

Seestadt has been planned to consist at least of 50% of green spaces. It is an interesting fact, that instead of the main square within the center of the whole complex was located a lake, surrounded by the promenades and city park.

Streets are located radially to the main ring surrounding the central parts of the complex. The streets within the complex are putting the pedestrians in the first place.

Another aspect is the division of spaces, from private spaces of the inside of quarters, through semi-public centers of the parts of the complex to public spaces, which are designed as a space dedicated to all of the inhabitants.

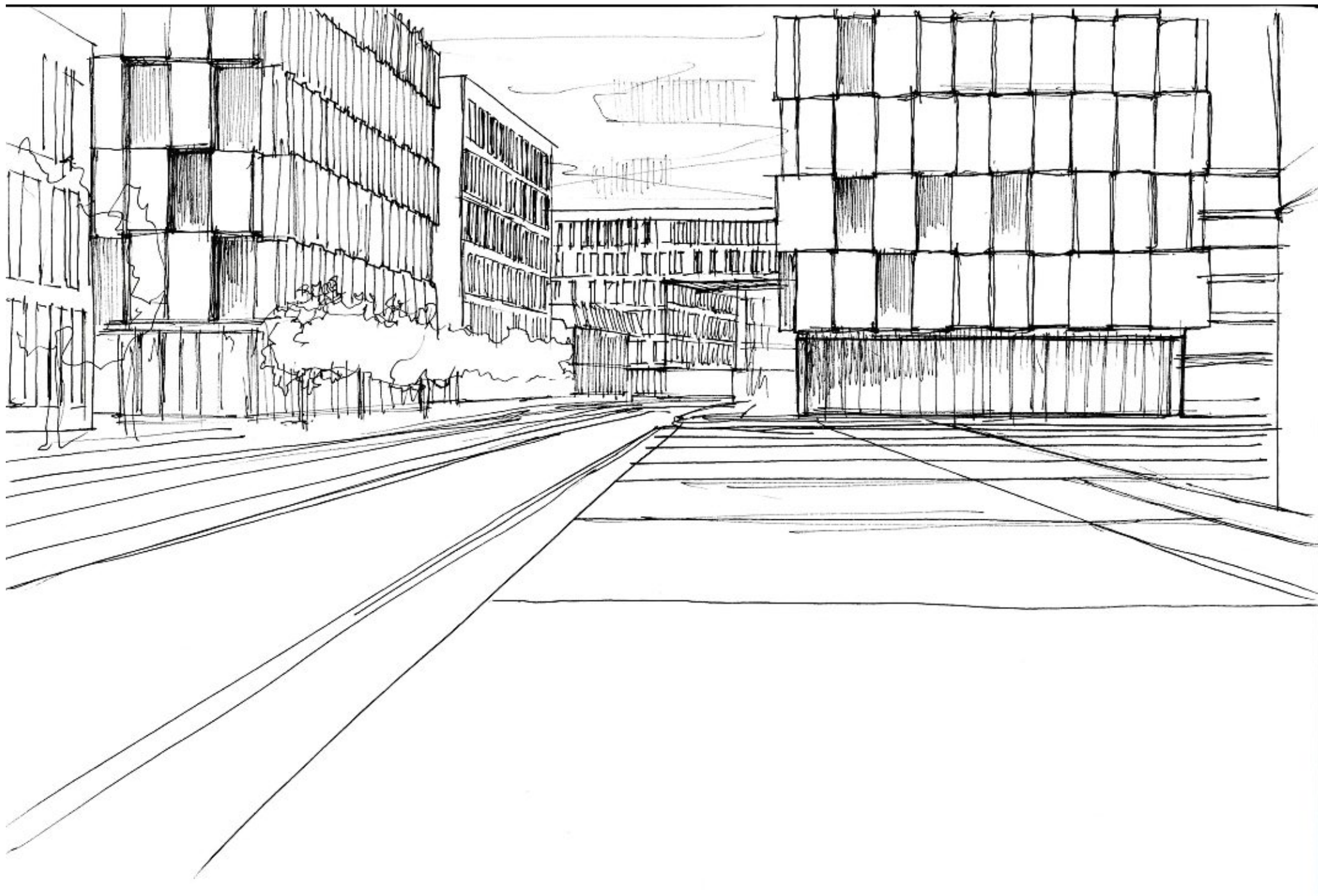
# 7. Sketch - book





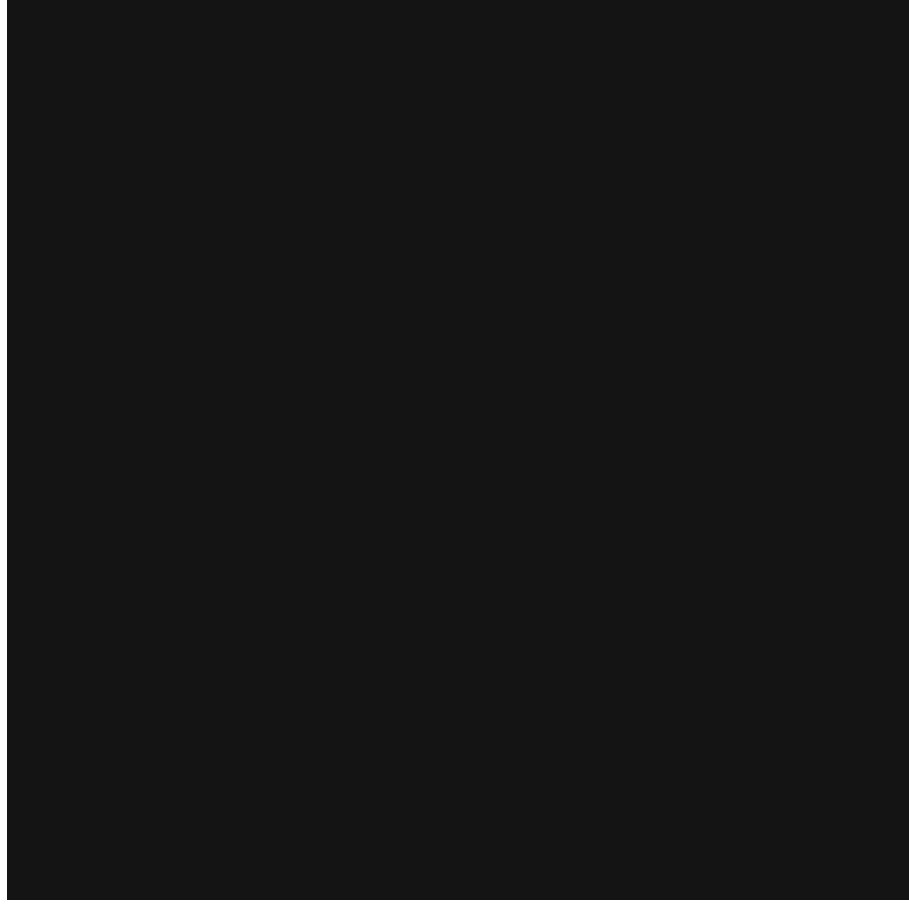






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