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Introduction

Massimo Bricocoli, Lina Scavuzzo

The contributions collected in this section aim at introducing and discussing contemporary social housing projects and policies in Vienna. While we acknowledge the development of a new debate on social housing in Italy, the viennese case displays a considerable range of projects and innovative which seem to allow an interesting understanding of the possible interplay between urban planning and housing solutions people can aspire to. The renown story of housing policies in Vienna dates back to one century ago, when the conditions for a massive housing development plan were posed by the city. Since then the socialdemocratic government of the city has been enforcing public and social housing as a main drive for the enhancement of welfare policies. Along the time, pilot projects have been updating and innovating the solutions offered to housing problems.

The italian debate on housing policies is currently led by the attractiveness of a major role of private (profit and non profit) actors in the provision and management of social housing. In the debate, this often leads to blame the public actor as responsible of the failure of housing projects. While this attitude witnesses a widespread orientation of public policies in a post welfare time and the corresponding debate, current experiences being developed in Italy still do not witness a significant attitude of the private actors in producing quality and innovative housing developments.

It is therefore of strong interest to consider how private actors can be recognized as key players in the development of social housing policies within a governance asset in which the City government does play a central role in the orientation and guidance of policies and projects. Wolfgang Foerster is offering an overview on the features and issues of the internationally acknowledged housing programmes in Vienna along the last century. Massimo Bricocoli, is focusing on the role of housing projects may play as tools for investigating and qualifying features and profiles of contemporary housing demands. Lina Scavuzzo introduces to a selection of social housing projects which are representative of recent experimentations: the Frauen-Werk-Stadt (gender oriented housing developed in 1997), the Autofrei Mustersiedlung (a car-free estate developed in 1999) and the Alte Busgarage (currently in development in the Nordbahnhof area). Recognizing the significant differences between the italian and austrian contexts, the viennese case offers refreshing references and arguments for developing a critical perspective on orientations and practices in social housing policies currently being developed in our country.

Housing policies in Vienna: continuity in innovation and perspectives

Wolfgang Foerster

Vienna's social housing originated from an internationally acknowledged reform programme in the 1920s and has been developing for eighty years. Currently nearly 1,7 million inhabitants live in Vienna and 60% of all Vienna households live in subsidized apartments, including 220,000 in council housing. At the end of the nineteenth century Vienna had reached its zenith in urban development. The city Government pushed through an extensive infrastructure programme after 1895, but social policies were almost non-existing. In no other area this became more obvious than in housing. With few exceptions housing was exclusively left to private capital. The first important state intervention into housing issues took place during World war I. To avoid an increasing number of evictions a 'families a tenants' protection law was introduced in 1917, limited until december 31, 1918. The law excluded evictions and rent increases, and in substantial parts is valid until today. The collapse of the monarchy brought a wave of refugees and increased the housing shortage; on the other hand, a revolutionary atmosphere prevailed, which evoked a radical squatter movement unique in Europe. However, the issue was not simply housing. From the very beginning the cooperative had determined to equip the settlement with relatively numerous cultural and social facilities. Settlers worked on the site themselves; the settlement, including communal facilities, was completed first, then separate houses were distributed by lot. The technical and architectural quality of these nearly 15,000 terrace houses in fifty settlements is amazing. Adolf Loos, for some time chief architect of the Vienna settlement office collaborated substantially to it. His collaborator, Margarethe Lihotzky, sketched what was presumably the world's first built-in kitchen, Josef Frank, coming from the Austrian Werkbund, planned several settlements in a rationalistic style. After the collapse of the Habsburg monarchy and the introduction of a universal, equal and direct suffrage, the Vienna socialdemocratic Party achieved an absolute majority. In fact, impressive reforms were carried out between 1919 and 1934. Housing, however, should become the key issue of the new government. Here, in day-to-day life the difference between capitalistic 'usury' and socialist municipal politics should be experienced by everyone. Since the old rent tax and the land value tax did not bring enough income anymore, new taxes were introduced. Most important were the new land tax, the increment-value tax and above all the new housing tax, which was introduced in 1923. The office of Urban construction organised also public tenders for construction works and for building material, and organized standardisation and quality control. After 1923 private architects were increasingly commissioned with new housing projects, mostly by direct contracts, partially by competi-

tions. They were surprisingly independent in the external design of the buildings and this explains the architectural variety of the building programme. Apart from the rather ideological discussion about highrise versus low-rise buildings, which was pragmatically solved in favour of multi-storey housing, there was little debate about architecture during the first years. On the other hand, the city provided precise instructions regarding the size of apartments, the amount of infrastructure and the use of standardised building parts. The building programme of 1923 provided two types of apartments: 35 and 45 m². Meeting rooms, bath houses, kindergartens, educational workshops, laundries, mother-and-child centres, health centres, special tuberculosis prevention centres, children's' dentist, sports halls, libraries, cooperative shops, etc. were not only a compensation for the small apartments, but actually represent an important step of societal development in housing. After closing of the Parliament and prohibition of all parties, with the exception of the Christian-social Front (the conservative party), a civil war between the Socialdemocratic Schutzbund and the Christian-social Heimwehr followed in february 1934. Not merely symbolically this led to severe damages in council housing estates by the Bundesheer, the austrian army. After 1934 only some little housing was built, including some agricultural settlements for the unemployed and 'family asylums' for the growing number of homeless. World war II ended with the demolition of 87,000 apartments, about 20% of the stock, more than Red Vienna had built before. In 1945 the city, heavily hit by war destruction and by famine and separated into four sectors, organized a conference on the reconstruction of the city to define the general political objectives. These included the reduction of density in inner city areas while increasing the density of suburban areas by garden cities, and the setting up of architecture competitions. The housing shortage amounted to some 117,000 units. Already in 1947 the foundation stone was laid for a large council housing estate at the southern periphery. Construction of large new housing areas at the northern and southern peripheries started with the opening of the first pre-fabrication plant in 1961. The enormous volume of construction of more than 10,000 public apartments per year relieved the housing situation in the densely populated inner city and created the pre-conditions for the vast urban renewal programme of the next decades. Vienna started what has probably become the world's largest housing rehabilitation programme with up to now more than 170,000 refurbished apartments. In accordance with the tenants, the quality of apartments is improved without displacing the mostly low-income sitting tenants. During the 1970s and the 1980s some remarkable estates were built in Vienna within the framework of social housing. The fall of the Iron Curtain led to the immigration of more than 100,000 people and set up new challenges for the city, including the suddenly increased demand for housing. The city doubled its new housing construction to 10,000 units per year in the middle of the

1990s. A key role was given to the Vienna land procurement and urban renewal fund (Wbsf), which was established to purchase the needed land. Today the market has reached an equilibrium, which allows to pay more attention to quality criteria. Larger new housing projects are normally carried out in the form of Bauträgerwettbewerb (housing developers' competitions). These are based on free competition of developers for social housing subsidies. The procedure differs from architecture competitions, as the project applicants are the housing developers themselves and, in addition to the architectural quality, economic and ecological qualities of the projects are judged equally within a complex score system. Competitions aim at the reduction of construction costs in multi-storey housing as well as a simultaneous improvement of planning and environmental and technical qualities. The jury consists of architects, representatives of the construction sector and of the city of Vienna, and of specialists in the fields of ecology, economy and housing law. Experimental building, often in form of 'theme-oriented' estates with topics predetermined by the city, has a major share in the qualitative development of Vienna public housing. These projects are to be understood as experiments, which can help to introduce new contents and standards into social housing over a longer period. Vienna social housing thus represents a manifold system, which for decades has continuously developed and adapted to meet new challenges. In spite of its complexity, however, its primary aim should be kept in mind: to offer comfortable contemporary housing in an attractive urban environment to all residents at affordable prices.

Places and policies. Social housing under observation

Massimo Bricocoli

The perspective suggested by this contribution is to explore places as grounds to proceed in the understanding of projects, processes and policies that somehow have been responsible for their production. Moreover, the assumption is that there is a relevant need of informing the development of new housing policies with the insights that can be grasped in places.

A current risk in fact is that the design of urban policies and policy tools is very much process oriented; this emphasis sets a gap between policy design and urban planning and architectural design. On the contrary, the Viennese case helps to regain the connections between issues, practices and outcomes of urban and architectural design and the design of housing policies at a city level.

As the differences between Italy and Austria in housing policies are relevant, a simple comparative perspective may not be very valuable. In Italy, 73% of the population is living in a owned property, in Austria only 56%. In Vienna this percentage is reduced to 23%.

In Italy, only 5% of the population is living in a social housing dwelling, while in Austria it is 21%. 59% of the population in the age range 18-35 is still living with its parents, while in Austria, 18%.

In spite of these major differences, the viennese may offer several inputs and references to the design of housing policies in italian cities.

While the italian debate is oneway oriented towards the involvement of private actors (profit and non profit) actors in the provision of new dwellings, the first outcomes of these new local policies targeting 'Housing sociale' in Italy seem to be under the expectations both in terms of architectural quality and innovation as well as with reference to the production of mixed and viable environments or to the definition of new and more effective management assets. In this respect, the viennese experience sounds as a sort of counter example. After decades of joint work with private actors involved with the provision and management of social housing, the municipality still lead and governs the process, assuming housing as a main focus whenever urban planning and urban development are into discussion.

A main contribution to the development of planning tools that are encouraging and fostering innovation in the design of housing projects and policies is coming from the constant research and evaluation activity which is being undertaken on new housing developments.

While in Italy, both in the academic and policy debate, we witness an emphasis on the investigation of new housing demands and social profiles, the production of new housing (both private housing and social housing) provides very conservative and standardized solutions, in terms of typologies, architectural and urban design.

The repertoire of projects developed by the city of Vienna in the last decade definitely provides a set of examples and references which could give solid reference to the debate on new housing solutions in the contemporary city as well as to the debate on planning tools which can support the development of a governance asset in which the local government may orientate and guide the provision and management of new social housing by a variety of different actors.

Innovative housing projects: theme and places

Lina Scavuzzo

The city of Vienna has renewed its housing policies starting from already existing resources, transferring the tools acquired during the history of social housing to new housing policies, turning their rules of intervention from direct action to management of the processes and promotion of policies, shifting to the administration itself a role of coordination. It was also proposed to tackle the problems of contemporary living through innovation in architectural projects, with the purpose of increasing the urban and social quality of housing.

This experience was consolidated in the last fifteen years and new social housing projects were designed to improve the quality of housing, to minimize the cost of construction and to save energy.

This contribution proposes an overview of the complexity of housing supply within the latest programs for state-funded housing. The first argument emphasizes the ability to interpret the forms and ways of contemporary living, by the public, the tertiary sector and the private operator. The second argument regards the places where new forms of management and production of housing were tried out, especially referring to the developers' competition instrument put in by the public administration in the middle of the 1990s.

The focus on forms and ways of living

The first significant testing of the 'theme projects' were introduced in the 90s when the municipality started a research aimed at answering specific housing and social questions.

The *themenstädte* were programs in which the project was carefully focused on specific issues, investigating problematic areas in order to improve the quality of housing, use alternative energy sources, promote the socio-cultural integration and explore a wide range of planning resources.

For an overview, some themes were selected, with the purpose of orienting the analysis of the experimentation's places: everyday living, living and cultural integration, living and working, community housing.

Everyday living. Several 'theme projects' contributed to improve the quality of social housing in Vienna, such as the *Frauen-Werk-Stadt I* (1993-1997), which literally means 'the working women's city'. However, just changing the letter, the 'd' in *Stadt* with 't' of *werkstatt*, the same sentence could also be translated as 'the laboratory of women', and it's probably this second translation that expresses more strictly the history and the nature of this experience. The result was a pilot project: the largest apartment complex of its kind in Europe, a model of success capable of applying theoretical knowledge to specific domestic space and to transfer the results achieved in the housing projects in general.

Living and cultural integration. Some of the most significant experiences in this field are the projects for cultural integration of foreigners, such as the building called *Interkulturelles Wohnen*, 'Intercultural living' (1993-96), which represents the first project of intercultural cohabitation in Vienna. *Integratives Wohnen* (2002-2004) is another housing project for immigrants, designed by Hanns Michael Kastner and Schluder and managed by the Gpa. The residential complex includes 112 properties, inhabited by a mix of Austrian residents (50%) and foreigners (50%) and is part of a special program for the integration of population in Vienna.

Living and working. Among the test subjects, the living and working under one roof, known as the *Compact city* (1993-2001), suggests a new way to inhabit periphery areas favouring the character of urban settlements. The complex, designed by the Austrian-Argentine Bus architecture office in collaboration with the building developer Seg, proposed a mix of uses and functions: the housing are designed to become work spaces, the ground floor was built to be a supermarket, the first floor was designed as a huge square on which offices and laboratories overlook.

Community housing. One of the most radical social housing experiments is the *Sargfabrik* complex (1994-96). *Sargfabrik* is the former factory (fabrik) of coffins (sarg) 'Maschner and Söhne', built in the late nineteenth century and abandoned in the '70s. The space reuse project developed in the mid-80s by a group of local residents: the association for the Integration of lifestyles, was organized to find a way out of the housing market logic and that could receive different lifestyles and cultures. The new building, designed by Bkk architecture, consists in 112 housing and commons services, including a bar-restaurant, a spa, a kindergarten, common laundry, a room with a collective kitchen, a guesthouse, a jazz café and a library.

The focus on the production and management of social housing: the developers' competitions

In 1995 a new tool for the promotion of state-funded housing was devised: the developers' competition. The procedure of competitions makes notice of the area to be purchased by manufacturers; it requires: the cooperation between developers and designers already under competitive bidding, the binding estimate and the cost of construction, a program for managing the social housing and an estimate of rental and sales for future tenants.

The procedures differ depending on the type of competition and the projects are judged by a complex score system, related to architectural and urban quality, economic sustainability and environmental performance. In particular, the quality of architecture and urban planning is estimated according to: the design of open spaces, squares, streets, gardens, the architectural design of buildings that constitute the whole, the ability of projects to work on different scales, the use of innovative types of housing and the distribution systems capable of exploiting the paths between areas of different nature (such

as housing and common areas, between the inside and the outside, between the green spaces and residence). The aspects which define the business plan, evaluated during the competition, are related to construction costs, including the purchase of land, the costs for end users, the cost of management and settlement maintenance, the contract terms. Finally, the elements which contribute to define the environmental performance of residential interventions include: the energy consumption of buildings and use of renewable sources; the nature of the materials of construction and life cycle of building components; the environmental quality both of the housing and the whole settlement.

The juries are made up of architects, representatives of the construction market and of ecological, economic and legal specialists. The final aim of the competitions is to reduce construction costs by promoting competition for investors and at the same time to improve the quality of architectural and urban design, the environmental impact and the technical characteristics of buildings.

Close up: three projects to show the housing innovation in Vienna

The research analyzed the projects carried out between 1990 and 2008 which were within the program for state-funded-housing. Among them three housing estates were selected which describe some of the most significant aspects in Vienna's projects. The selected projects were: Frauen-Werk-Stadt I, AutoFreie Mustersiedlung, Alte Busgarage (Nordbahnhof). They represent a tool to show how project experimentation is capable of intercepting hidden questions, answering to specific demands, creating new ways of living and orienting housing policies.

Frauen-Werk-Stadt. From women to women: a project to daily living

Lina Scavuzzo

As a result of various research activities conducted by the office for Equal opportunities of the city of Vienna (Frauenbüro), in 1992 the same office and the Housing and city planning department promoted a competition for the construction of a housing project focused on the needs of women in housekeeping.

The competition. At the end of 1993 the office for Equal opportunities, in collaboration with the Department for the development of residential areas gave start to competition. The notice indicated precise guidelines regarding the expected features of the neighbourhood, a detailed description of the results of the research about daily living, 14 good practice examples, the total amount of housing and services, an analysis of a housing plant taken from the social housing scope.

As builders, the City of Vienna and the Gpa Wbv (Association for the housing of employees of the private sector) were chosen by the Wbsv and by the Equal opportunities department. The City's task was to build social housing to social rental, while the Gpa's was to build housing for rent and sale with mixed fees. The jury was chaired by Kerstin Dorhofen, with the honorary presidency of Margarete Schütte Lihotzky, the first woman architect in the history of Austria. For the competition of urban planning 8 women architects were called: Dietlind Erschen, Irmgard Frank, Sonja Gasparin; Gerda Muschik; Elsa Prochazka; Gisela Podreka; Liselotte Peretti; Franziska Ullmann.

In february 1994, the jury unanimously decided for the masterplan of Franziska Ullmann. Her project was very convincing not only due to the variety of building types but also because of its public spaces: the central square, the game street, the courts and green spaces. The other projects awarded were those of Gisela Podreka, Elsa Prochazka and Lieselotte Peretti. Franziska Ullmann was given the task of coordinating the urban planning project while Maria Auböck was responsible for the coordination of the green spaces project; the individual buildings project was assigned to the architect Elsa Prochazka, Gisela Podreka, Liselotte Peretti and to Ullmann herself: In particular, the two linear structures of the Gpa's property and the Asylum were assigned to Elsa Prochazka and Gisela Podreka; while to Franziska Ullmann and Liselotte Peretti, the Prefecture's housing and the ground floor business were assigned. It took a year since the beginning of the contest to the start of the constructions, which began in august 1995 and was completed in the autumn of 1997. Today about 1000 people live there.

The project. The masterplan of Franziska Ullmann is the frame in which the individual projects are inserted. It incorporates the geometry of the lot with a combination of structures that create an articulated space rich in va-

riations. The two structures form a linear path, oriented from south to north, designed as a 'street game' or 'continuous'. The principles of the masterplan have been the cornerstones of the urban design, while for the realization of each individual building, each designer interpreted the directives in their own way. This created a complexity of spaces and architectural languages that make the district very diverse. Within the district there are 357 apartments (of which 177 of the city of Vienna and 180 of the Gpa), 1 association which takes care of people with disabilities, 4 community housing, 600 square meters of commercial area and a nursery.

Open spaces. In the program of the Frauen-Werk-Stadt project particular attention was paid to the nature of the open space design which was followed by the landscape expert Mary Auböck. The outdoor area has been interpreted as a single pedestrian space (at no point accessible by vehicles) alternated by different open areas: a square, a street-square which expands throughout the whole building, a garden, two courtyards designed to be more intimate and in connection with the residence where the play areas for young children were placed.

Common areas. One of the followed approaches has been to create as many interconnections as possible between the interior of the accommodations (private) and the external environment (common). The services, thanks to their size, ease of access and their placement in strategic points, play a dual role: for example, the roof terrace serves as an open space for laundry facilities and a place to relax and leisure. The attention to usability has been placed not only in the areas devoted to common activities, but also to areas of transition: stairwells, garages, corridors. The halls are wider and receive normal daylight.

Housing. The notice urged a reflection on the type of housing. The most significant example (whose patterns are shown in the pictures on this page) is the family-friendly layout proposed by Elsa Prochazka: an accommodation of 85 square meters that can change depending on the needs of residents, the plans are flexible environments which can be easily subdivided or added; the kitchen is centrally located, situated in the living room and built in projection from the building (a sort of bow window).

AutoFreien Mustersiedlung. The car-free housing settlements

Lina Scavuzzo

The history of the project AutoFreien Mustersiedlung began in 1992 when the Vienna City council adopted the proposal of the Green party to build a residential setting in which they could experiment new ways to inhabit the city in relation to the mobility issues. The idea, endorsed by the Council was to achieve an urban settlement area in which economic resources usually devoted to the construction of garages and parking places were reversed towards the qualification of alternative infrastructures (public areas, internet cafe, roof garden, bicycle services). The Public Administration outlined a new legal and operational framework in which to experiment new design standards by introducing an exception to the building regulations for all those projects that were able to insure a large number of services and which provide forms of saving energy.

The competition. The district AutoFreie is on Donaufelderstrasse only 6 km from the centre of Vienna. For the realization of the complex in the spring of 1996, the City of Vienna, along with Wbsf (the Viennese for the renewal of cities and searching for land), published a call for the developers' competition. The design requirements focused on saving energy and achieving high environmental standards; services placement for the residences and spaces for the community, replacing parking spaces with other types of mobility and inclusion of a car-sharing system, participation of residents in the design and management of the complex. The jury, composed by experts in the energy sector, architects, engineers and economists, on the 22 October 1996 selected as winner the project *Traveling*, by the 'SeS architekten' studio sponsored by the association *Gewoge Domizil*.

The architectural project. The complex consists of 9 buildings arranged in C that are developed around two courtyards; it houses a total of 244 dwellings, different types of spaces, 400 bicycle spaces and a bicycle repair shop. In the project several devices for saving energy and using renewable energy sources were used such as: solar energy used for heating, an electric car station, recycling, waste-water treatment system, green areas with moist biotypes and intensive plants, use of recycled material for the design of open spaces. Different forms of housing (shelter for children, housing for seniors only) and different types of accommodations were tested.

The common service. Space sharing is one of the key elements of the AutoFreie district. The community service may be divided according to usage type. For example, the first refers to leisure: sauna, fitness room, kinderhaus (play area for children), room for young people, events space, gardens and roof garden. The second typology refers to work: laundry rooms and workshops for crafts and carpentry. The third typology refers to the replacement of car parkings through the placement of

bicycle parking, bicycle repair shop and the introduction of car-sharing.

The experiment in progress. Starting from this experience in Vienna, other projects, including the recent Bike City, have taken the idea of the car-free neighbourhood. The administration has introduced an exception to the building regulations for all projects that demonstrate a high capacity to develop experiments related to the mobility issues as an alternative to cars. Even in the rest of Europe there are experiences similar to the one in Vienna. In Amsterdam (Westerpark) in 1998 the largest car-free residential settlement capable of hosting 600 residential units was built.

The residential complex Alte Busgarage and redevelopment of the station Nordbahnhof

Lina Scavuzzo

The redevelopment of the North Station, with a total area of 75 hectares, is among the most important areas of urban transformation in Vienna. The project was initiated in 1993 and is expected to be completed by 2025. The area, formed by the Nordbahnhof station and the area once occupied by the freight yard, train depots and bus stations, was made available thanks to the decision to decentralize the cargo to the station Wien Kledering. The new urban area was further valued by an underground network connection (Wien Praterstern). On the properties of the Austrian federal railways (Öbb), it's been planned the construction of a new city built in phases capable of hosting, once complete, 10 thousand housing, 20 thousand residents and 10 thousand jobs. Nordbahnhof model. The disposal of the cargo has begun a new development for the entire area promoted mainly by the Öbb and the City of Vienna, which, in 1991 came to an agreement to identify areas subject to change. Following this first programmatic agreement, it was developed, with the collaboration of experts an intervention strategy, called Nordbahnhof model, capable of indicating a phased development of the inside of a urban design unit. The overall strategy promoted by the Öbb and the City of Vienna was to divide the total area in individual compartments achievable in stages which in turn promote the project through the involvement of multiple actors (public and private). Starting in 1998, the construction phase of the areas available along Lassallenstrasse began, where a service and tertiary complex were made. Later in 2003-2004 the rehabilitation of areas located on the east boundary of the municipal Subsidized housing program began. To complete the east area's project, in 2005 a competition for the area of old warehouses (Alte Busgarage) was launched.

The area of old warehouses (Alte Busgarage) from the masterplan to the developers' competition. The focus that accompanied the masterplan for this area was to produce housing for young people at affordable prices. The intervention has been promoted through a contest whose guidelines have been developed by the architects Tesar and Podrecca. The competition was won by the project Versunken Gärten (Lowered Garden) of the architects Lautner und Krisits. The winning project has been selected as the reference masterplan for the Alte Busgarage project in which individual residential projects will be selected through a developers' competition between 2008 and 2011.

Developers' competition Alte Busgarage area. The Öbb, the City and Wsbf (Viennese fund for the renovation of the city) collaborated to write the guidelines of the competition for the choice of the developers. The main

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issue of these principles is the proposed theme Junges wohnen und kostengünstiges (housing for young people and economic) to which the developers, along with the architects, had to propose solutions, without neglecting the basic requirements of the competition: quality of architecture, cost and energy savings. The area includes five transformation zones with seven construction sites. The complex will create 614 subsidized rental housing, 215 community housing, 42 community residences and 15 open market accommodations. The total estimated cost for the housing and services amount to approximately 98.5 million euros, of which the city of Vienna will finance about 33 million.

Border cities in the Baltic sea

Agatino Rizzo

In 2007/08, the Border cities kolleg, facilitated by the Germany-based Bauhaus Dessau foundation, brought together an international group of young planners, architects, artists and urbanists to explore the complex dynamics of trans-national urbanism in the Baltic sea region. Within this framework our group came together to consider the cities of Helsinki and Tallinn as a case of Eu spatial policy implementation.

Region makers such as Euregio view the two cities as part of an emerging european region, one that opens an opportunity to enhance economic and administrative capacities, as well as to expand transportation and distribution networks. These in turn form or enhance a number of interweaving bonds. The focus of our group research was to see how far this notion of region building has progressed, compared with past and present common identity building processes.

Our research tested the notion of an integrated regional identity formation as desired by region makers to determine whether this model, or alternate emergent forms better describe the situation of the Helsinki-Tallinn-Region (Htr). Dialogue with local stakeholders and region makers as well as local inhabitants provided both a top down and bottom up view on the development of both cities and the interconnections, and imbalances, that existed between them. When considering the distribution of services, jobs and business activities we recognized a complex area of overlapping networks without clear borders, mainly based on informal and flexible relations rather than politically governed ones.

Observing that most of the implications of this relationship appeared manifest in the urban form of Tallinn led us to concentrate our further research here. This process of rapid urbanization and modernization has had both positive and negative impact on the city and the people. Estonian independence, declared in 1991, and the subsequent interest and influence from Finland and Sweden gave rise to a process of modernization of the region through economic growth, better living conditions, increase in wages and global connections.

The results of this rapid development have affected the demography of Tallinn, leaving different sections of the population outside this framework. Estonians with lower income or education, or with limited language (such as Tallinn's sizable Russian speaking population) had more difficulty adapting to the sudden shift of internal market and governance rules. This economic disparity in the social structure plays out in the urban form of Tallinn, creating spatial segregation in certain parts of the city. Kopli, Mustamäe and Lasnamäe are examples; despite their proximity to developed or developing areas, they remain unconnected to the overall development of the city.

The cross border effects as well as historical preconditions manifest in the urban fabric of Tallinn appeared to us as an archipelago of 'islands', each with different economic, social, and cultural milieus; segregations overlooked or under considered by city planners and administrators. The model of the archipelago also created an inerspace between these hegemonic 'islands' where new inputs can enrich diversity in the Htr.

These latter hypotheses were tested in Tallinn through a series of public interventions in may 2008, concluding with a discussion between city planners, architects, art critics and general public. The outcome led to following proposals developed within our program as a series of experimental urban scenarios dealing with Tallinn's urban structure seen as an archipelago of islands, a social segregation process and new strategies to enable both stakeholders and inhabitants to influence the future of Htr.

Insofar, over the Helsinki-Tallinn case of study a number of methodological tools and theoretical models have been developed and tested by us toward a transdisciplinary understanding of one of the most forgotten, but at the same time highly dynamic, corner of Europe. Within this frame we came up with a new methodological horizon which I call Urbanism 3.0. Two are the pillars supporting Urbanism 3.0, namely Open-share knowledge and Urban art intervention as practices to interface expert and non-expert knowledge.