

# The Real Rail



## INTRODUCTION | CONTEXT | LOCATION

**WESTBAHNHOF**  
In Vienna's 15th district (Rudolfstheim-Funhaus)  
Largest Viennese railway station, and the departure point for trains to Germany, Poland and beyond to France and Belgium.  
Construction of the railway started in 1858 and redesigned several times.



## FIRST IMPRESSION

From our point of view the station area had a really special atmosphere, it has its own personality, the old industrial buildings, the metallic bridge and the rails "landscape" make this space unique.  
We consider that this area has a lot of potential because the situation. It is close to the U-Bahn station and is surrounded by attractive neighborhoods.



## ANALYSIS OF THE SITE

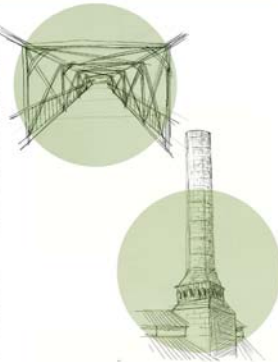
### STRENGTHS AND OPPORTUNITIES



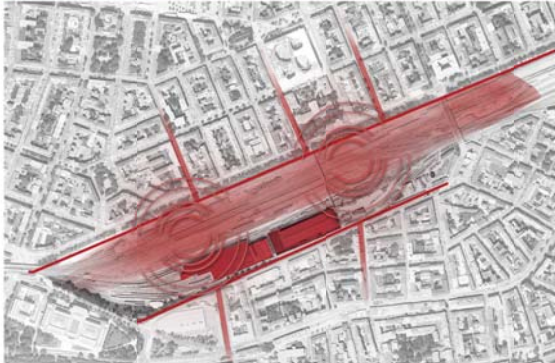
EXISTENCE OF HISTORICAL ARCHITECTURE, STRONG IDENTITY.

GREEN AREAS CLOSE TO THE STATION, ATTRACTIVE NEIGHBOURHOODS NEXT TO THE STATION.

BRIDGE | CONNECTION, NICE VIEWS.



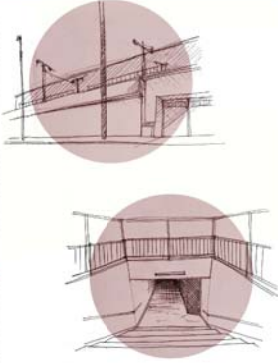
### THREATS WEAKNESSES



NOISE POLLUTION, AIR POLLUTION.

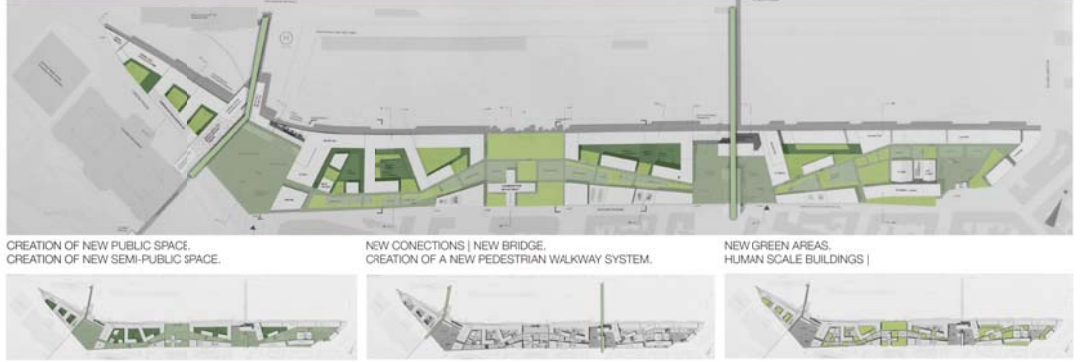
LACK OF CONNECTIONS, LACK OF LANDSCAPE | GREEN AREAS.

NEED OF PEDESTRIAN PATHS, OUT OF SCALE BUILDINGS | NO USED.



## ANALYSIS OF REFERENCE PROJECT

### STRENGTHS AND OPPORTUNITIES

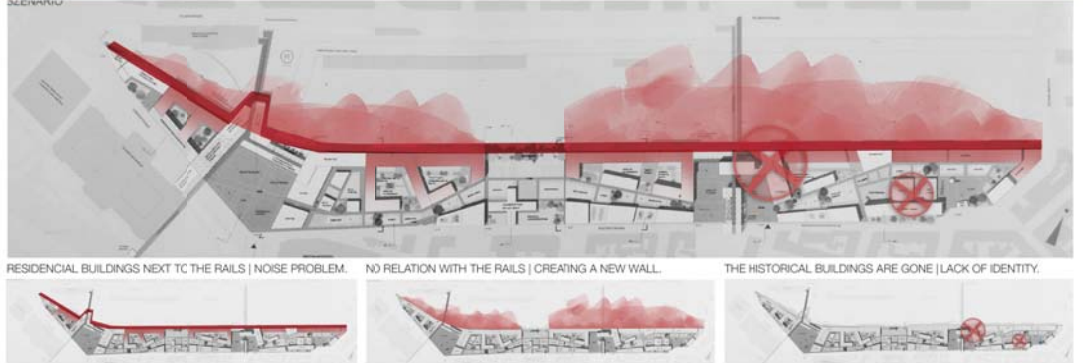


CREATION OF NEW PUBLIC SPACE, CREATION OF NEW SEMI-PUBLIC SPACE.

NEW CONNECTIONS | NEW BRIDGE, CREATION OF A NEW PEDESTRIAN WALKWAY SYSTEM.

NEW GREEN AREAS, HUMAN SCALE BUILDINGS |

### THREATS WEAKNESSES



RESIDENTIAL BUILDINGS NEXT TO THE RAILS | NOISE PROBLEM.

NO RELATION WITH THE RAILS | CREATING A NEW WALL.

THE HISTORICAL BUILDINGS ARE GONE | LACK OF IDENTITY.

## GOALS

## MASTER PLAN



Transform the area **maintaining the identity** of the old buildings.  
Create proper pedestrian paths, **walkable area**.  
**Multifunctional development**.  
Create a **new cultural area** remarking the old industrial buildings as the center of the project.  
Provide **green areas**, public and semi-public.  
Improve the current **communication** between the two sides.  
Give a **new use of the old rails** and integrate it in the design.



## FUNCTIONAL ZONING



HOUSING OFFICES COMERCIALS PUBLIC | CULTURAL RAIL PANORAMIC VIEW HISTORICAL

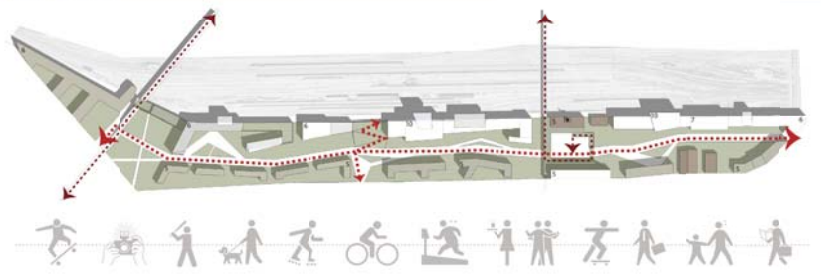
## FIRST IDEAS



## SECTION DEVELOPMENT



## PATHS DIAGRAM



## PERSPECTIVE FROM THE MAIN PATH



The concept of the main path is to cycle the materials that conform the railway. We used the wood to create the pedestrian path and the steel to separate the bicycle path.  
For us it is important to maintain the character of the area that's why creating this path we have a reminder of the characteristic identity of the place.

## PERSPECTIVE FROM THE PLATFORM



Next to the bridges we have designed platforms that give to the pedestrian a new way of discovering the space. We create a new view of the railways and provide diversity in the new landscape using different levels of experience.



MASTER PLAN

PRESERVE TRANSFORM CREATE

With this project we wanted to maintain the actual identity of the area. That is why we keep some of the traditional buildings and we give them a new use as a museum or spaces to develop cultural activities.

The identity of the rail is still inside the proposal creating a new pedestrian and cycling path using the same materials as the rails.

One of the most important aspects of the project is to give a service to the areas next to it:

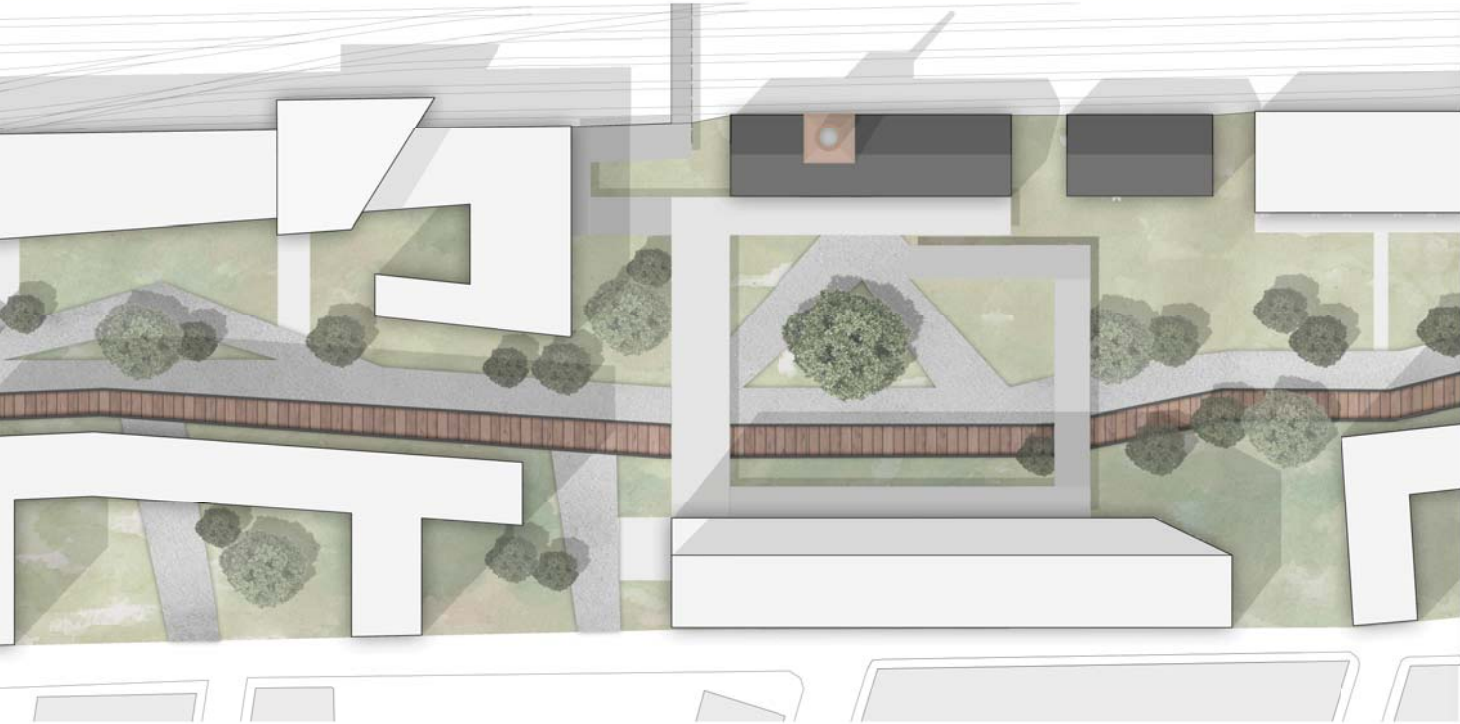
Creation of a cultural connection  
New library in front of the old industrial buildings  
Connected with the actual bridge

Creation of a natural connection  
New park next to the existing one to give unity  
Connected with a new bridge

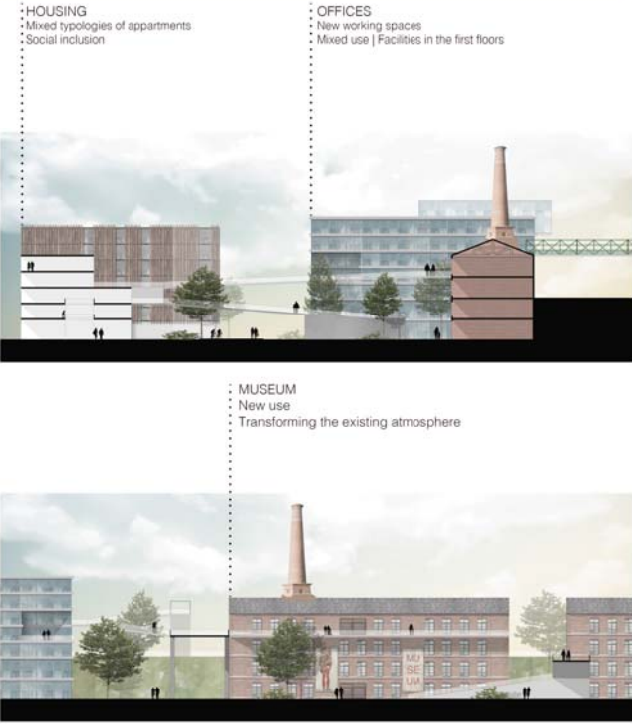
To make the pedestrian path more dynamic, we created a system of platforms to arrive to the bridges. We solve the difference of levels with the rails.



SELECTED SCENARIO | TOP VIEW 1/500



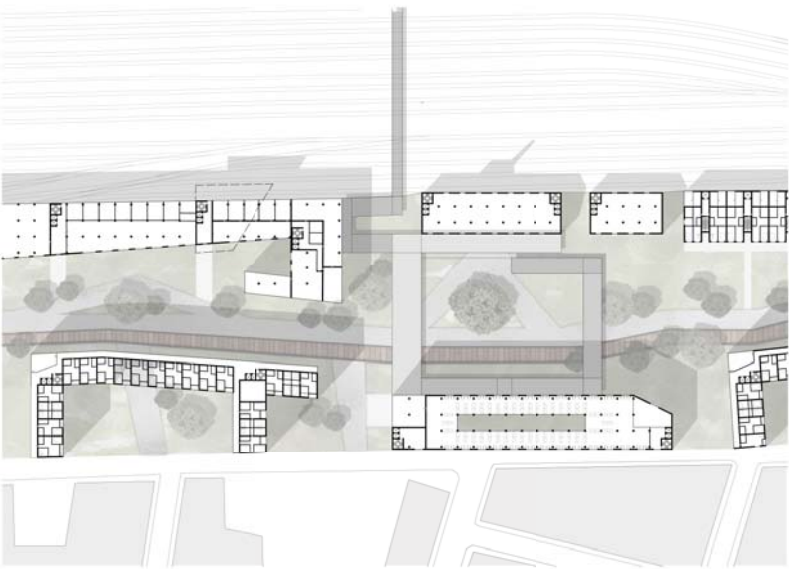
MAIN SECTIONS 1/500



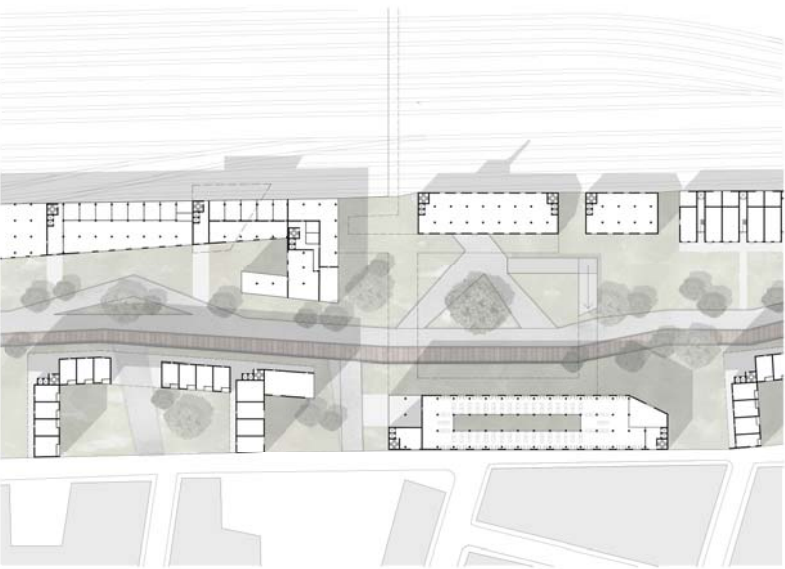
MAIN ASPECTS



MAIN FLOOR 1/1000



GROUND FLOOR 1/1000



PERSPECTIVE FROM THE PLATFORM



PERSPECTIVE UNDER THE PLATFORM

