

# Summary

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été obtenus grâce à des mesures qui nuisent à l'utilisation des installations générales. Toutefois, cette supposition ne sera confirmée ou démentie qu'après une certaine période d'utilisation de l'installation totale par ses habitants.

#### Actualité Travaux de jeunes architectes autrichiens

(Pages 70-76)

La «Société autrichienne pour l'architecture» a organisé une exposition en deux parties sous le thème général «Nouvelles formes d'habitation urbaine». La première partie présente des exemples internationaux se rapportant à ce sujet. Dans la deuxième partie, il s'agit exclusivement d'exemples autrichiens, en particuliers ceux de jeunes architectes. Le choix des travaux dont il est ici question correspond au contenu de ce volume puisqu'il ne s'agit pas de projets ayant un caractère plus ou moins utopique. Les premiers exemples sont même déjà en voie de réalisation ou sur le point d'être exécutés. Trois autres travaux constituent des commandes d'études données à des architectes par une grande entreprise spécialisée dans la construction en montagne.

Hans Puchhammer, Gunther Wawrik,  
Vienne

Colonie «Goldtruhe» Brunn am Gebirge

9 maisons à 4 étages abritent 152 appartements avec terrasses. Grâce à la disposition en forme de gradins et de terrasses de la zone d'habitation, il se produit quatre types d'appartements de différentes grandeurs mais comprenant tous le même groupe antichambre, cuisine, bain, WC. La salle de séjour et la terrasse sont plus grandes suivant le nombre de chambres à coucher de l'appartement.

Viktor Hufnagel, Vienne

Habitat «Neumünster» près du lac Traun

Sur un plateau de 38 ha, à 500 m du lac, on érige, comme 2ème étape de construction, cette implantation d'habitations formée d'une couronne de 12 maisons-disques dont on accède aux appartements au moyen de tours d'ascenseurs et d'escaliers. Il y a 450 appartements de types et de grandeurs différents. Une place ouverte terrassée sert de forum et de place de marché. Elle contient toutes les installations communes de l'ensemble immobilier. Toutes la circulation s'effectue aux étages inférieurs de la cour. Les routes à sens unique, échelonnées sur différentes hauteurs, comprennent 400 places de stationnement.

Eugen Gross, Friedl Gross, Werner Hollomey, Walter Laggner, Hermann Pichler, Peter Trummer, Graz

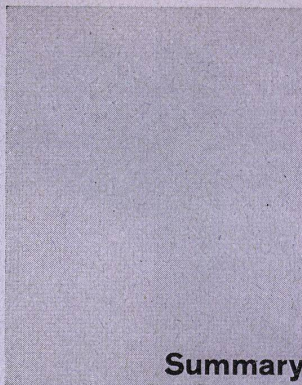
Colonie de maisons-terrasses Graz, St. Peter

Le projet comporte une implantation de 4 blocs principaux orientés du nord-ouest au sud-est. Au total, il y a 509 unités d'appartements réunies dans 15 unités de construction ayant chacune une cage d'escalier. Il y a 24 différents types d'appartements dont les surfaces varient de 35 à 150 m<sup>2</sup>. La surface totale du complexe s'élève à 45.000 m<sup>2</sup>, pour 1885 habitants.

Rupert Falkner, Vienne

Projet Jedlersdorf

Ce projet constitue une tentative de concevoir le principe urbain traditionnel des routes selon une nouvelle façon basée sur le principe suivant: Création de deux routes différentes, l'une pour les piétons, l'autre pour les véhicules. Entre les deux, il y a des blocs d'habitation de 4 à 8 étages s'étendant sur toute la longueur des routes afin que ces deux routes soient vraiment séparées l'une de l'autre. On accède aux garages par le derrière de la maison, le devant étant réservé à la zone des appartements (piétons). La rue des piétons donne accès à tous les appartements ainsi qu'aux maisons-atrium situées au rez-de-chaussée ou ayant 2 étages. Dans cette rue, en partie sous l'aile d'habitation, il y a une série d'installations communes, par exemple les magasins.



Yona Friedman, Paris

#### Residential density: a pseudo-problem?

(Pages 40-41)

This question has been raised, and in my opinion it is a pseudo-problem! The concept of density, in the sense in which the town-planner employs it, represents the number of residents per modular unit of ground surface utilized. Thus, the density relationship changes depending on the referential framework.

The question now is to find out, in line with very different points of view, what parameters could replace that represented by the classical residential density.

The first alternative will be the "average distance" separating two neighbours in a given city. Of course, this distance will vary depending on whether the measurement is taken vertically or horizontally.

Another alternative may result from the following consideration: let us not interpret the parameter of "density" as residential density on the simple ground surface, but as "multiplication of the ground surface". It must be added that here too we encounter a difficulty: this definition implies that an urban infrastructure functions by multiplying an initial given surface, the surfaces resulting from the multiplication effected by this infrastructure having to possess characteristics equal to those of the initial surface. I shall attempt now to construct a more complex parameter to replace that of the classical residential density, utilizing both the parameter of the "average distance between neighbours" and "the efficacy of the multiplication of surfaces".

This new parameter, which I shall call "technical density", will be proportional to the size of the average "mesh" of a distribution network and be the function

- a) of a coefficient of proportionality characterizing a network (k)
- b) of the average distance between neighbours (A)
- c) of the coefficient of multiplication of surfaces (E)
- d) of the utilization frequency (d).

The formula will thus become a parameter which could be useful.

To finish with the problem of "density", I should like to mention briefly the experiment I am attempting at the present time (with a number of American universities). The problem is to establish a parameter having a different signification, "the utilization effort" of an urban mechanism. This parameter is less simple than that of "technical" density, without being indeterminate like that of "residential" density proper.

We arrive at the very important conclusion: the sum of the displacements in the labyrinth belongs to an order of magnitude which is not dependent on the configuration of the labyrinth and on the frequency of visits to certain "addresses" of this labyrinth. In certain cases, the order of magnitude of displacements will be greater than in others, which allows us to set up a quantitative comparison between two urban mechanisms. I shall call this order of magnitude the numerical measure of "effort" (global effort of the totality of the inhabitants deployed for the utilization of their city).

It is very important to add that this "numerical measure of effort" is not determined in terms of travel time, of the psychic effort or of the exact distance to be covered. The numerical measure of effort is a parameter whose main use would be to permit a numerically formulable comparison between two urban mechanisms. Such a parameter can, in fact, be constructed by an ordinator. The job of the ordinator, in this case, is that of a time-saving tool and not that of an instrument which makes decisions.

R. Frey, H. Schröder, K. Schmidt, Stuttgart

### Residence hill - Marl house type

Builder: Neue Marler Baugesellschaft mbH, Marl

Execution: P. Faller, H. Schröder, jointly, architects, Stuttgart

Construction supervision: Hans Hansen, Marl

Statics: Günter Soll, engineering firm, Marl

(Pages 42-46)

Nowadays housing construction ought to take into account the mounting shortage of building sites and the increase in motorization. Nevertheless, it is of paramount importance to design forms of housing which, despite inevitable high density, offer enough space for family living and enough variability to meet all the multiple requirements of our society.

Taking all this as their point of departure, the architects Roland Frey and Hermann Schröder have conceived of the idea of the "residence hill", their conception dating back, in fact, to before the year 1959. However, it was only in 1966 that their idea was realized by the Neue Marler Baugesellschaft, a limited company, at Marl. The first establishment of such a residence hill in West Germany constitutes an experiment by means of which it will be permissible to examine all the potentialities of this form of housing and its future development.

The residence hill, taken as a building, is oriented north and south. The flats are arranged in such a way that their L plans surround large open terraces corresponding to the usual harden of detached family residences. Beneath the houses or in the interiors, a parking space is planned for each flat. The flats have many advantages to offer:

They all have a large open area, the terrace, which is completely private. In each flat, the south sunlight directly enters the living room owing to the L plan. Persons interested in a flat can select, in the same house, among a large number of different types and varied sizes.

Thanks to the prismatic shape of the structures, the ground located between the individual buildings gets full sunlight. Gardens expand the residence area of each flat.

The building is 4 stories high. The different floors are served by four stairwells situated on the east side. The motor driveway passes into the basement level garage via a ramp on the north side. There are footpaths on either side of the garage entrances leading into the house.

The ground floor accommodates 18 flats, or 12 3-room flats and 6 4-room flats. On the first floor, around each stairwell, there are 4 flats, or a total of 16, of which 8 are 2-room units, 6 3-room units and 2 4-room units. All these flats have an L plan, owing to which the living room in every case faces south, onto a terrace. All the living rooms communicate directly with the terraces. All the bathrooms and toilets are grouped on the inside of the plan around an installations shaft. The kitchens are sited in such a way that there is an unimpeded view onto the terraces and direct communication with the dining rooms. On the second floor, we find by each stairwell 1 4-room and 1 5-room flat. They take up the entire depth of the building. On the third floor, each stairwell gives access to a 4-room flat, the plan of which corresponds to that of a detached family residence. The building as a whole contains 46 flats.

Michael Neylan, London

### Bishopsfield Housing Estate, near Harlow, Essex

Competition opened in 1960  
Completed project: 1967  
Total area: 5.48 ha  
Number of flats: 267  
Density: 175 residents/ha  
Flats: 50/ha  
Garages: 267 + 40 places for visitors

(Pages 47-49)

The building site of Bishopsfield is a small hill near Harlow. In the middle of the construction, on the summit of the hill, there have been laid out a half-moon-shaped platform, garages,

driveways and service facilities. The platform, reserved for pedestrians, gives access to the flats located in a ring around it. These flats are surrounded by an external ring of patio houses.

The 3 elements (garages, driveways and pedestrian platform) are interconnected by means of ramps.

There are three different types of flat:

- houses arranged around a walled courtyard. The size of the houses and the lay-out in detail vary.
- a group of smaller flats, laid out in steps, with roof terraces, the living quarters being situated underneath.
- several mixed groups of maisonnette flats and ordinary flats so arranged around the platform that each flat has a private patio or a terrace on the roof.

Alfred Neumann, Zvi Hecker, Tel Aviv

### Housing estate at Ramat Gan near Tel Aviv

Planning and construction: 1960-65

(Pages 50-51)

This housing project was erected at Ramat Gan, a northern suburb of Tel Aviv, on a sloping site with a splendid panorama of the sea and the mountains. The basic reference grid is constituted by a network of elongated hexagons forming prismatic sections upon which the whole installation is built up.

The construction of the 3 lower floors follows the contours of the slope, whereas the higher levels are projecting, this arrangement creating a kind of counter-weight effect. The top floor has the form of a bridge connecting the building with the summit of the hill. The empty space thus produced forms a free area in the construction, the basic surface of which is divided into several levels.

This semi-public tract covers the entire installation. It is crossed by horizontal and vertical accesses leading to the flats.

Thanks to the utilization of sun and wind conditions obtaining in this situation, this tract possesses its own microclimate: cool and pleasant in summer, enjoying the warmth of the sun in winter.

The exterior access to the building is via two streets (a lower and an upper), which determine the interior communications system of the residence complex.

A typical level measuring around 330 sq. meters in all accommodates 2 or 3 flats erected on the hexagonal grid. A feature of the flats: the rooms are oriented towards polygonal terraces which are semi-covered.

In Israel, contemporary housing construction, for the most part, follows along the lines of the conception worked out in other countries, and it does not take into account the specific climatic character of the Mediterranean zone. In the combination of the small traditional house with the advantages of the flat, we can detect an endeavour to establish a new relation among modes of living, constructions and the landscape.

Neave Brown, London

### Interior urban renewal scheme, Fleet Road 2, Camden, London

Plan: 1967  
Completion: 1968  
Total area: 0.64 ha  
Number of flats: 69  
Residence density: 395 residents/ha  
Garages: 69 + 40 parking places for visitors.

(Pages 52-53)

The London district of Camden is limited on all sides by access roads from the inside of the city. The flats were installed in three parallel rows oriented east and west. In the middle of each row, a covered passage gives access to the flats. One floor higher, and parallel to this passage, is the entrance to the upper flats.

All the flats on the rear level have a private garden and another entrance. The upper maisonnettes have large terraces opening onto the roof. On the interior of the installation, vehicular traffic and pedestrian movements have

been strictly separated. The upper and lower driveways are connected at their ends by means of stairs and ramps.

The plan is for these 69 flats with 255 living tract units to have a sleeping capacity of 255. There are different types of flats: ordinary flats for 1 or 2 persons and maisonnette-flats for families of 4 or 5 persons. All the flats are served by a central heating plant (hot water system), and they have either a garden or a terrace.

It is interesting to note that this project represents a demonstration of a method of building which combines high residential density (395 persons/ha) and minimum vertical development (maximum 4 stories).

Atelier 5, Berne

### Housing unit with 30 serial houses at Corsy near Lausanne

Employer: H. Deutsch  
General preparation: A. Pini, A. du Fresne, R. Gentner

(Pages 54-56)

The site is located above Lutry, on a slope running southwest. The centre of the city of Lausanne is 5 km away, and the Belmont bus stops at a distance of 400 meters.

The very favourable situation of this piece of ground, with a panoramic view of Lake Geneva and the Valley of the Rhone, was a decisive consideration in the location here of this family housing complex.

In addition to the natural gradient, the tailings of an old coal mine have formed a plateau bounded by a very stable embankment. In the construction of these houses, it was decided to leave visible the artificial dumpings and to place the houses as independently as possible in relation to one another. Thus, only the plateau supports the buildings and the embankment remains free.

It was easy to work out the motor approach to the complex. The 10 meters difference between the road and the plateau levels meant that cars had to be parked on the plateau. There is a parking shed. This arrangement produces a clear separation between motor routes and pedestrian paths.

The depth of the site offered ample room for two rows of houses. A pedestrian roadway in the centre, partly covered and expanding at two points to form little squares, gives access to these two rows.

Three characteristic types of houses were envisaged. We have required that each type have its dining-room as separate as possible from the living-room but that the dining-room, living-room and kitchen nevertheless constitute a spatial unit and enjoy a view.

As for types 500 and 720, this requirement is met thanks to the staggering by several steps; the same thing applies to type 540, which is particularly rational in conception and which commands a panorama beside the kitchen. Types 540 and 500 are entered from the front. Some of the houses had to be placed above the garage. This arrangement has permitted us to erect a 1-storey type whose price per sq. meter is the same as that for the 2-storey type, since most of the roof and the foundations is shared with the garage. Type 500 SO is a variant of type 500.

Atelier 5, Berne

### Parkhill Village St. Bernard's, Croydon, Surrey

General preparation: S. Gerber, H. Hostettler, F. Thormann, A. du Fresne, F. Tomarkin

(Page 56)

Representatives of the British concern of Wates Ltd. examined the Halen colony in the summer of 1964. Following this examination, they gave us their order to work out a project on one of their sites in Croydon. Croydon is a town of around 160,000 inhabitants 9 km. from the centre of London to the south. The actual site in question measures around 42,000 sq. meters and has a pitch of between 5 and 10%.

At the outset, there were indicated the sales prices of the single-family

houses in this project, as follows: 1 type of house with 4 bedrooms, price 96,000.-, 1 type of house with 5 bedrooms, price 120,000.-.

All the roadways and squares of the complex are reserved for pedestrians, except for the central axis, which can be utilized by delivery vans, the fire brigade and the highway department. Each of the 107 houses has its storage facility in one of the parking garages, which are in part underground.

The rows of houses have staggered upper floors, the upper floor commanding an unimpeded view.

Seeing that the view is free from the upper floor of these 2-storey houses, it seemed perfectly suitable to install the living tract on that level. In the two types of houses, the living tracts and the dining areas are distinctly separated. All the rooms contribute to the creation of an atmosphere of intimacy, since, from the outside, no one can look into these rooms, either from neighbouring units or from the public tracts.

The studies carried out by the Wates concern have shown that, in order to build family houses of the types and at the prices indicated above, only the traditional method of building can be considered. At the outset the system of prefabrication was ruled out.

Eckhard Schulze-Fielitz, Essen

### "Density" in urban construction

(Pages 57-62)

The crowded city quarters dating from the time of the first Industrial Revolution, childhood ailments of that period, have been influential in making people think about urban building, their reflections tending to the conclusion that the best density is that which does not exist at all.

For a series of reasons which have already and often been given, it is not up to the legislator to limit urban "density", but his task consists, rather, in defining the optimum or minimum hygienic or functional conditions (distances, angles of incidence, methods of utilization) and in favouring the maximum densities resulting from these limiting conditions. Despite the application of all these restrictions, the maximum density is the optimum one.

That is why we are dealing here with maximum accessible densities, i.e., the saturation point of urban dispositions, beyond which no further interior growth is possible.

The notion of urban "density" is made up of a series of notions which in part condition one another and which, moreover, are not often defined with the desired precision or which relate, unconsciously, to certain outmoded images of urban construction.

There could be defined the following:

number of users  
ha base surface  
= utilization density  
number of users  
ha floor surface  
= occupation density  
1  
utilization density  
= ha base surface  
number of users  
= utilization figure  
1  
occupation density  
= ha floor surface  
number of users  
= occupation figure

Jakobus Wössner, Linz/Donau

### Urban living

"Elements of a theory of urban living"  
(Page 63)

It is necessary to study the mode of living of a given epoch in relation to the structure of the given society involved. By the structure of a society we mean the real framework within which there are created the conditions that are required from the economic, cultural, political and emotional standpoints for the preservation and the development of a community. Viewed in this light, the observations made here start from the hypothesis that the structural conditions of a society influence the living procedure of the

members of this society. By living procedure we mean the relationship between the local base (the housing unit), in particular the family as the generative and affective group, and the structural conditions of the total society.

The tent, the cabin, the palace, the barracks and the modern housing estate are the local units resting on a given material occupational structure in each society. Modern society is characterized by its "urban" quality. If Plato and Aristotle called the city "a union of neighbourhoods whose size and extent were to regulate the volume of contacts among the inhabitants by way of relationships that are mainly intimate and personal", urban life, according to Max Weber, is, in the first instance, a compressed form of settlement characterized by the sign of the citizens' economic dependence on the market, with personal and natural relations receding into the background. This economic dependence on the market of the residents of urban agglomerations has, in the meantime, become a total social dependence of all the members of modern society. There is thus brought into being a certain "public" which influences the modern living procedure.

Modern society separates working and living zones, the working zones being social, the living areas private in character. The family is the social form which exists in the mass in the urban living procedure which insists on privacy, intimacy and the emotional sphere. Thus the family needs a living surface which makes possible the functions retained by society. Nevertheless, owing to a shortage of building sites, owing also to financial limitations, this need can be satisfied only by means of vertical housing.

Georges Addor, Jacques Bolliger, Dominique Julliard, Louis Payot, Willi Rutz, Werner Wetz, Geneva

#### Le Lignon housing complex near Geneva

(Pages 64-69)

The site of Le Lignon is located on the banks of the Rhone, 5 km from the centre of Geneva. The plot is bounded by the Chemin du Lignon, the Bois des Frères, the banks of the Rhone and the "Nant des Grebattes". There will be easy access to the city transport network, the trolleybus serving the complex. In the future, there is planned a peripheral express highway. The ground available represents an area measuring 280,000 sq. meters, minus 85,000 sq. meters of forest and space for the construction of schools, public buildings and roads. The actual building site measures around 190,000 sq. meters.

Among the requirements of this project there was the fact that the residential density was to approximate 1 as nearly as possible, i.e., 1 sq. meter of floor surface to 1 sq. meter of ground. This density offers the maximum number of advantages from the standpoint of economic operation, viability, equipment, public transport, schools, maintenance, servicing of roads, etc. The buildings are arranged contiguously; thus each unit has a double orientation. What we have here is an architectural composition in which volumes research has played a leading part. This complex represents a very low ground building figure, since it does not exceed 20,000 sq. meters for a total site area of 280,000 sq. meters, which corresponds to around 8% of the total surface of the ground available.

In addition to the garages, the building program presents four different categories of buildings:

- residence
- churches and community facilities
- schools and recreation facilities
- shopping center.

The residence program comprises the following:

- 53 buildings with 1571 flats, or 6521 rooms for living purposes,
- 31 HLM and HBM buildings, or 1101 flats with 3864 rooms,
- 4 central underground garages with individual compartments.

This building assignment, then, comprises a total of around 2700 units, which will permit construction on a rationalized basis by means of various

prefab and industrialized procedures. The type of apartment selected has an area of 100 sq. meters for a 4-room flat. The traversing plan system permits the creation of 3 of the more unusual types of flats, those of 3, 4 and 5 rooms.

#### Construction system

The infrastructure is traditional, while the building method applied to the reinforced concrete structures is a new one. The system adopted at Le Lignon consists in the setting up of a sheet-metal moulding of a building unit and then pouring the concrete after the reinforcement has been positioned. Then, the moulding is pulled away and used again. This system offers the same advantages as prefabrication.

To lower the costs of construction and maintenance, the elevations have aluminium and glass sections made up at the factory. The blinds are built in. In the program there has been planned the erection of a Protestant church and of a Catholic church with parish facilities. The plan also includes a large school complex in the green zone, as well as sports facilities. The shopping center is located in the middle of the residential zone and will be completed in the spring of 1968. It comprises three distinct zones:

- the parking area,
- 7000 sq. meters for the construction of shops,
- merchandise access to stock rooms via tunnel.

Friedrich Achleitner, Vienna

#### Some questions on Le Lignon

(Page 65)

A detailed and critical discussion of the apartment house complex of Le Lignon near Geneva is hardly possible at the presently reached construction stage (around 2/3 of the flats are now completed). Moreover, the most important questions on this project have to do with town-planning in the general sense, so that a final judgment will be possible only after several years of use. However, there are right now some questions that can be raised. The "spirit" behind Le Lignon seems to be quite new in Switzerland; it is pragmatic, non-sentimental, sure of itself.

The main discussion will no doubt bear on the conception of the complex from the town-planning point of view. The fact alone that the flats here accommodate ten thousand people in one single building complex may be rather frightening at first encounter. However, a visit to the project will suffice to dissipate all fears. This gigantic construction is in keeping with the broad expanse of the landscape. Thanks to the siting of the different wings at angles of 120°, each unit enjoys an optimum view of the landscape.

The conception appears problematical when we come to the communal installations. The length of the structure entails installations difficulties.

Architectural questions strike us, in this context, as of secondary importance. The problem of the elevations alone would be a vast topic for argument. The central problem involved in Le Lignon seems to be this: There have been created maximum views for each flat, but this advantage has been paid for by drawbacks in the functioning of the technical installations. Nevertheless, this supposition will be neither confirmed nor refuted until after a certain period of use the residents.

#### Actuality

#### Projects of young Austrian architects

(Pages 70-76)

The Austrian Association of Architects has organized an exhibition in two parts under the general title "New forms of urban living". The first part presents examples from different countries relating to this subject. In the second part, there are only Austrian examples, in particular those by young architects. The choice of projects here corresponds to the contents of this issue, since we are not here dealing with more or less utopian plans. The first three examples are already on the way to realization or are about to be executed. Three other projects are studies ordered by a large concern specializing in mountain constructions.

Hans Puchhammer, Gunther Wawrik, Vienna

"Goldtruhe" colony, Brunn am Gebirge

9,4-storey houses accommodate 152 apartments with terraces. Thanks to the arrangement in the shape of tiers and terraces in the living tract, there result four types of flat of different sizes but all comprising the same grouping: anteroom, kitchen, bath, WC. The living-room and the terrace are larger depending on the number of bedrooms in the flat.

Viktor Hufnagl, Vienna

"Neumünster" complex near Lake Traun

On a 38 ha plateau, 500 meters from the lake, there is being erected, as 2nd construction stage, this grouping of housing units made up of a crown of 12 disk-houses with access via lift towers and stairways. There are 450 flats of different types and sizes. An open terraced square serves as a forum and marketplace. It contains all the central installation. Traffic is handled on the lower levels of the yard. The roadways, all one-way and disposed on separate levels, comprise parking space for 400 vehicles. Terrace-house colony, Graz, St. Peter  
Architects: Eugen Gross, Friedl Gross, Werner Hollomey, Walter Laggner, Hermann Pichler, Peter Trummer, Graz  
The project comprises a complex of 4 main blocks oriented northwest and southwest. There are a total of 509 apartment units assembled in 15 buildings each having a stairwell. There are 24 different types of flat with areas varying from 35 to 150 sq. meters. The total area of the complex amounts to 45,000 sq. meters, for 1885 residents.

Rupert Falkner, Vienna

Jedlersdorf project

This project constitutes an attempt to conceive of the traditional urban principle of roadways in accordance with a new approach based on the following principle: Creation of two different routes, one for pedestrians, the other for motor vehicles. Between the two, there are 4- to 8-storey apartment blocks extending over the entire length of the roadways, so that the two roads are truly separated from each other. The garages are reached from behind the house, the front being reserved for pedestrians. The pedestrian pathway gives access to all the flats as well as to the atrium-houses situated at grade level or having 2 floors. On this street, in part beneath the residence wing, there is a series of centralized installations, e.g., the shops.