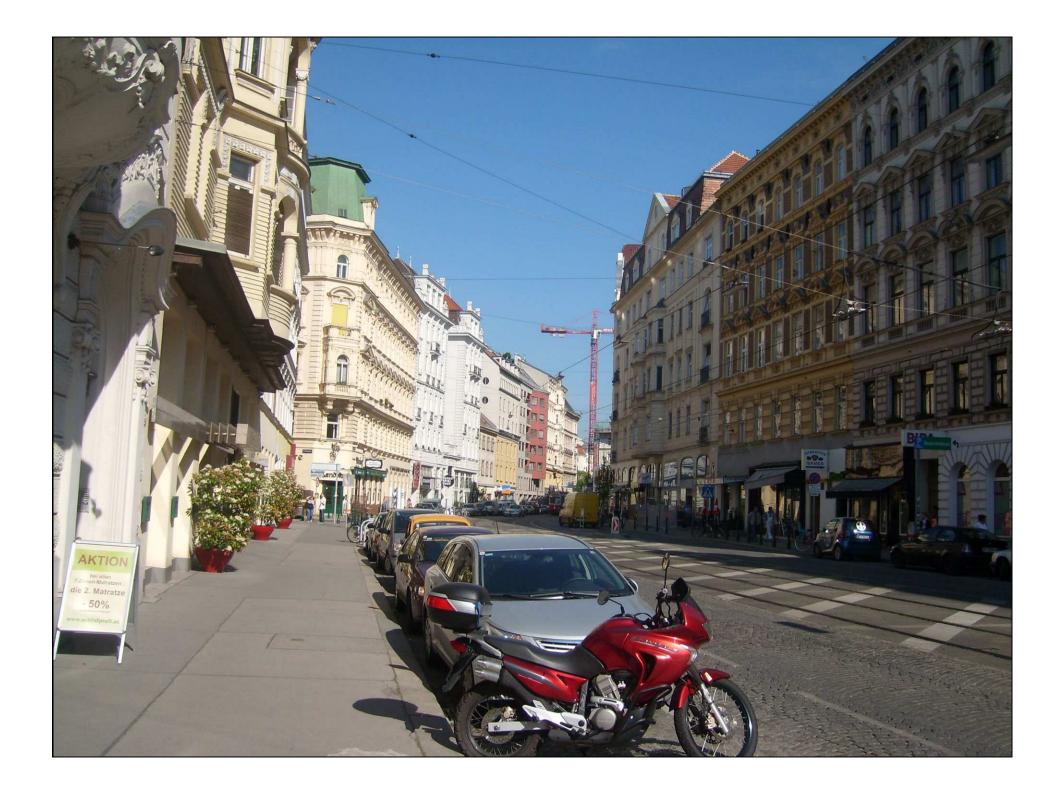


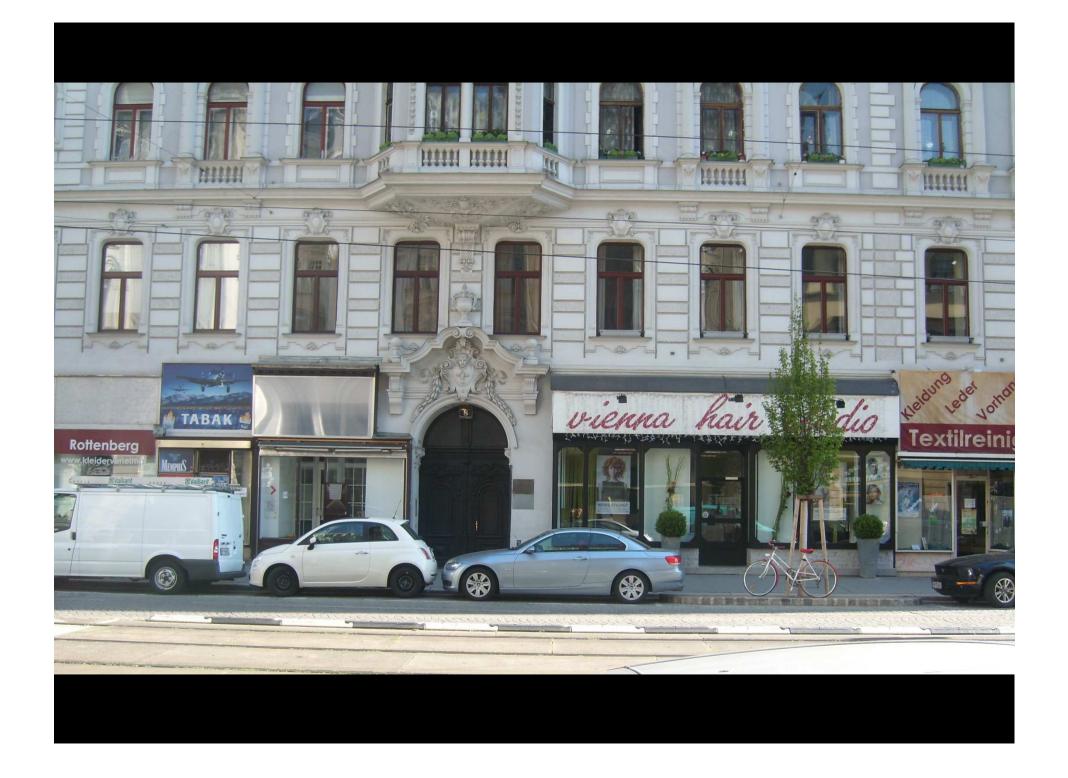
Vienna, City ceter, the "Graben", 1900, by A. Stauda







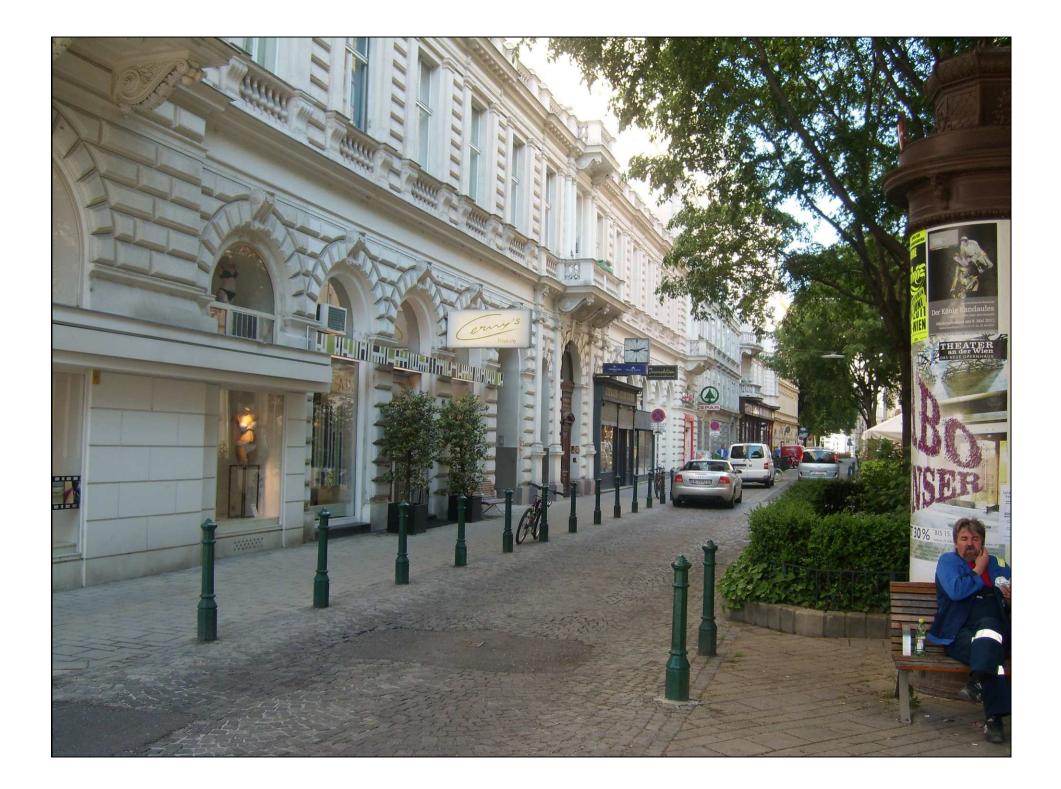
























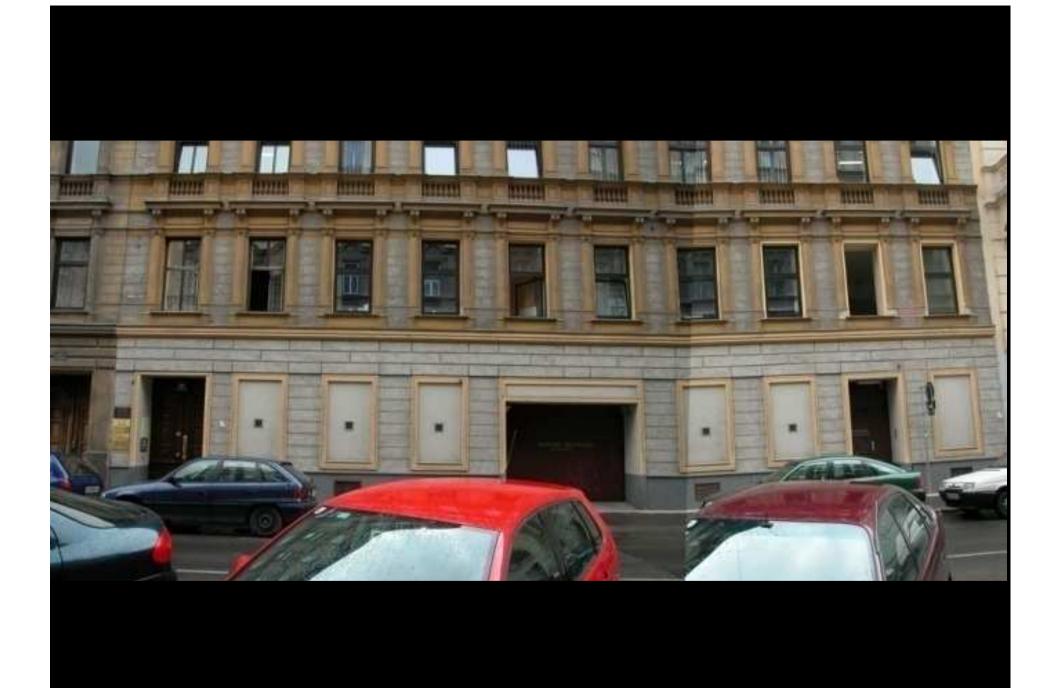






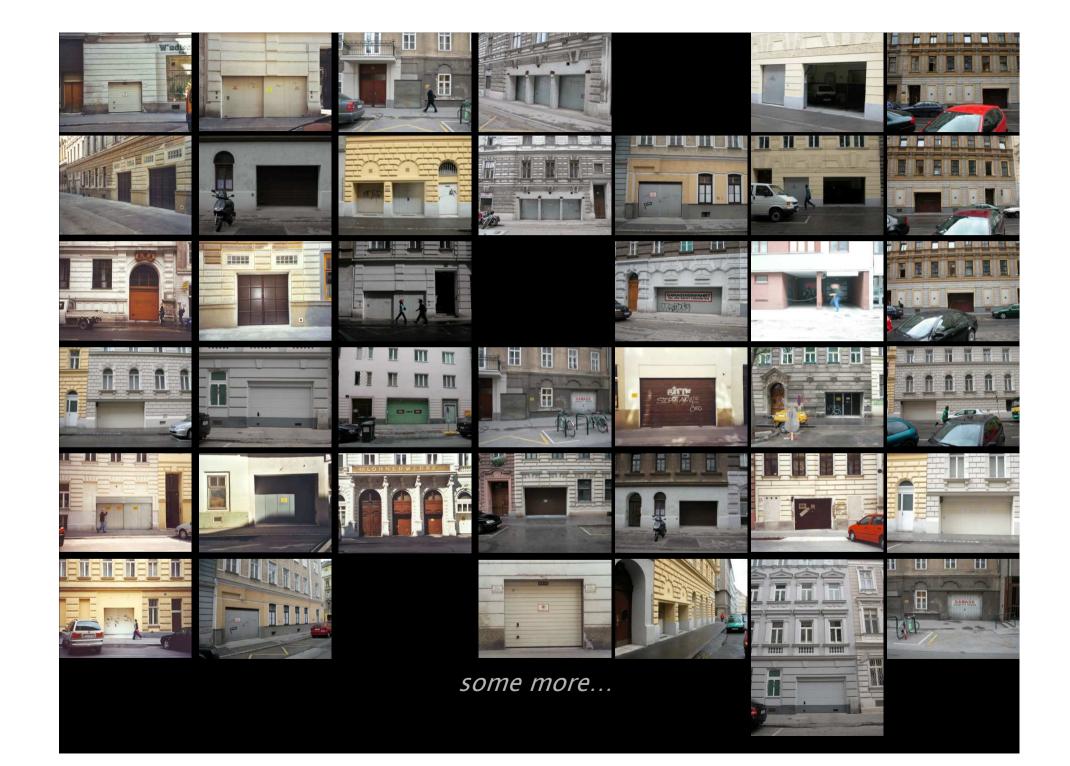


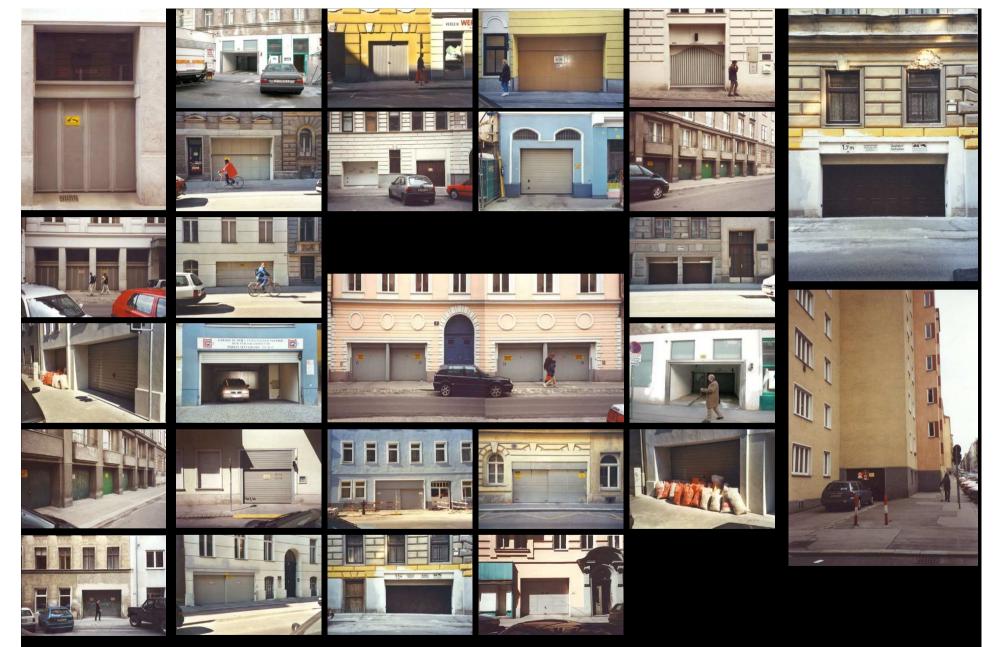






small garages in vienna's historic ground floor





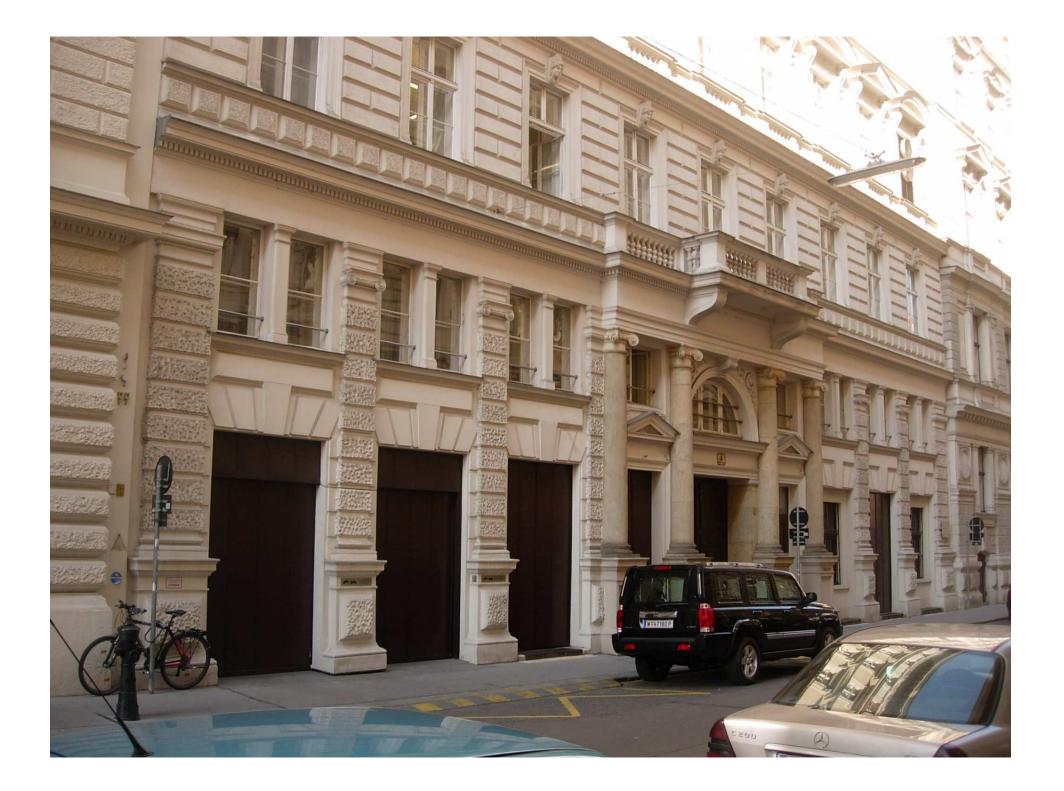
... and even more



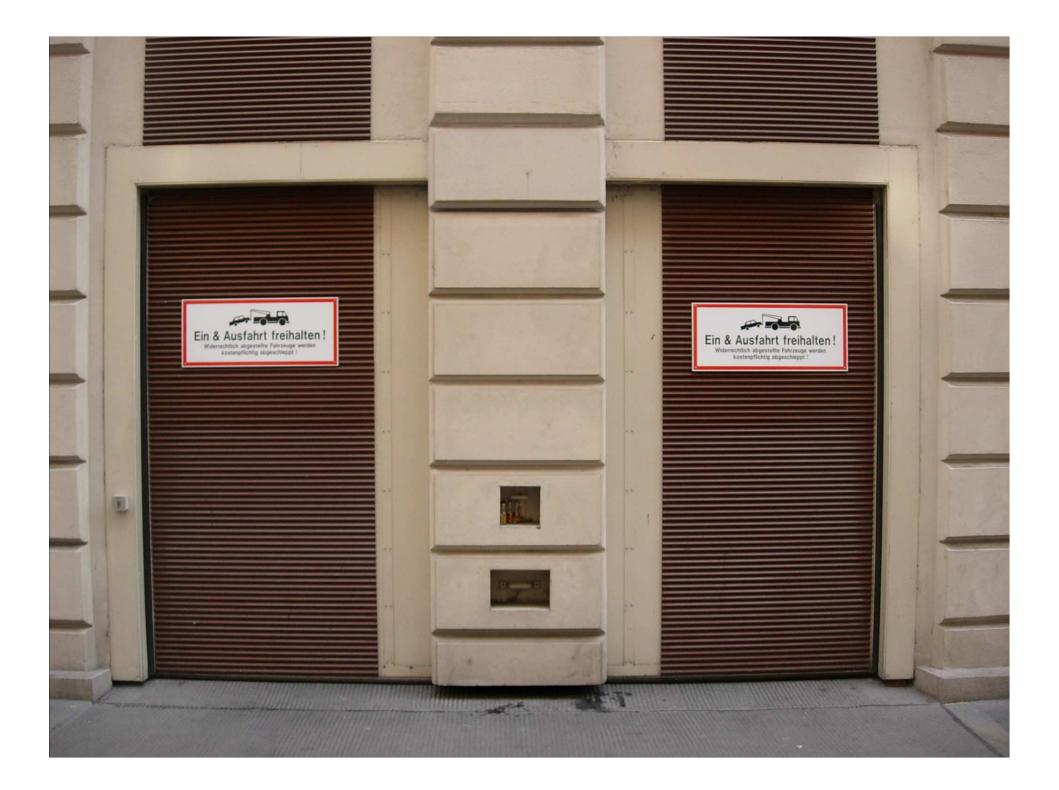










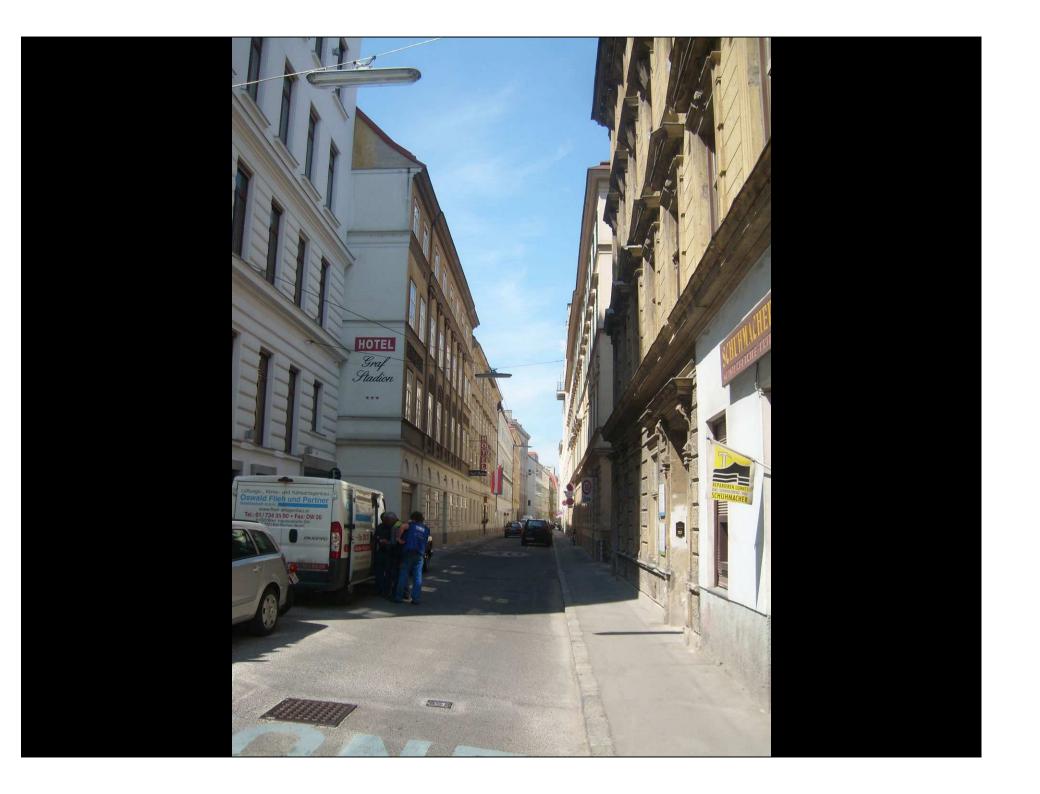




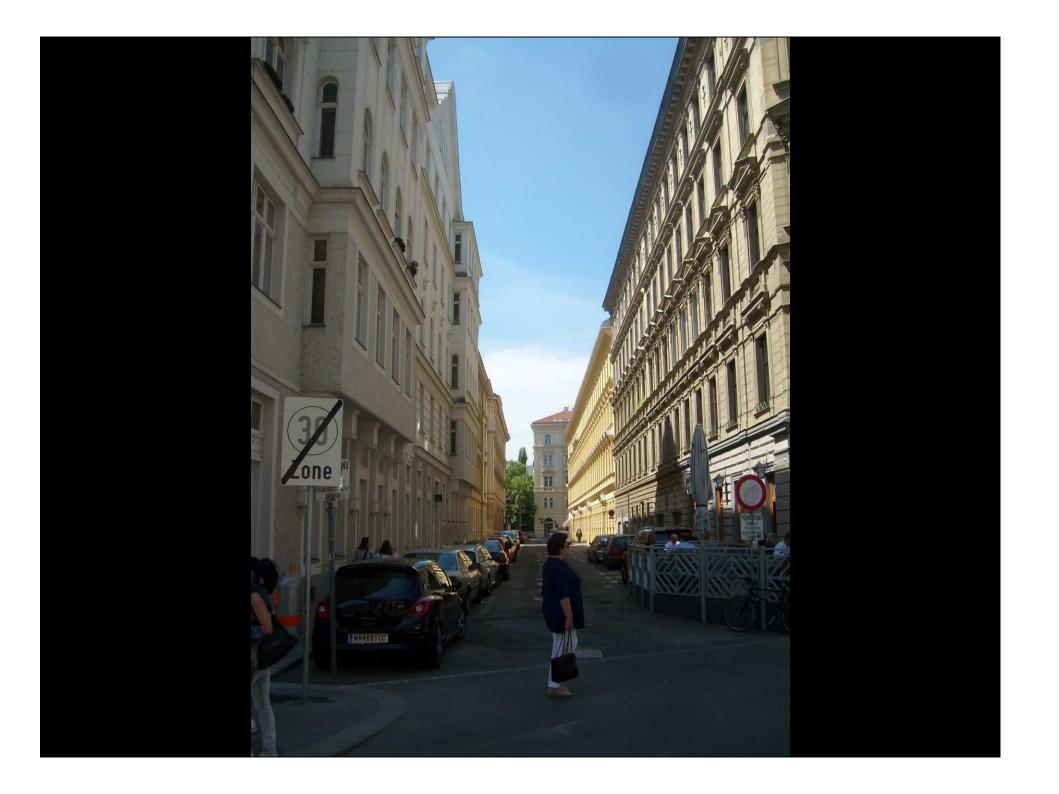






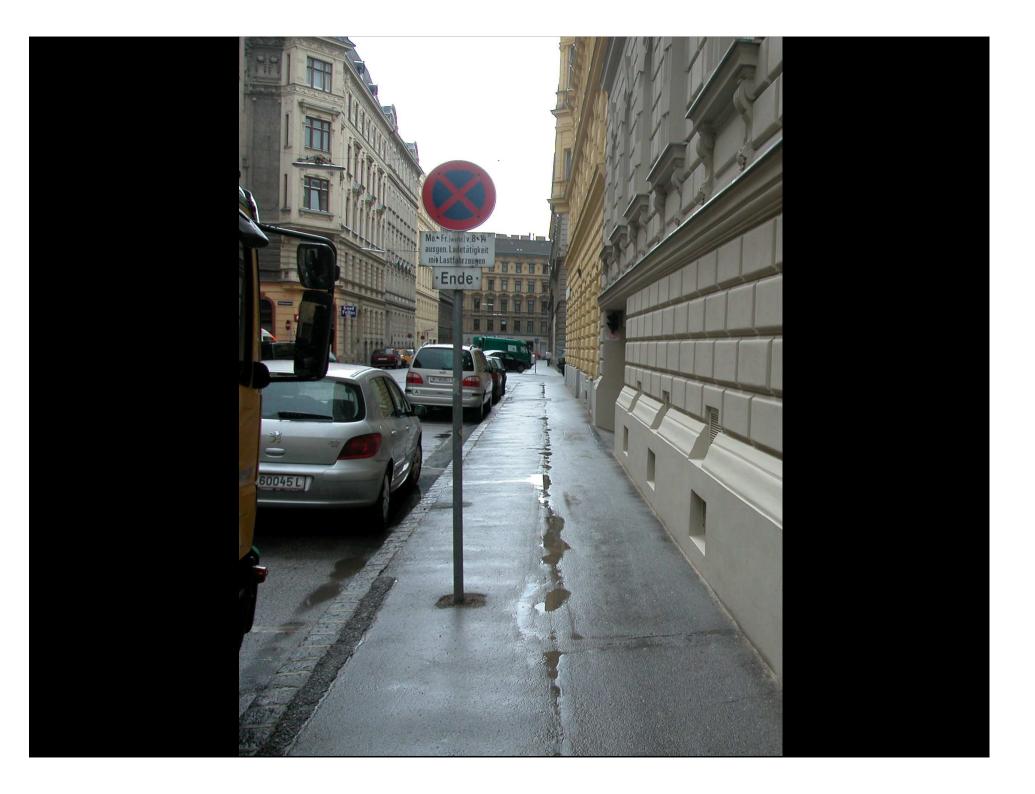








1<sup>st</sup> district: Essling.-Gonzagag.-Heinrichg.-Börsegasse Porag-6 ms' d Se Vier-10-14 Þ 12 32 63 7<sup>th</sup> district: Burgg.-Kirchbergg.-Siebensterng.-Siegmundsg.



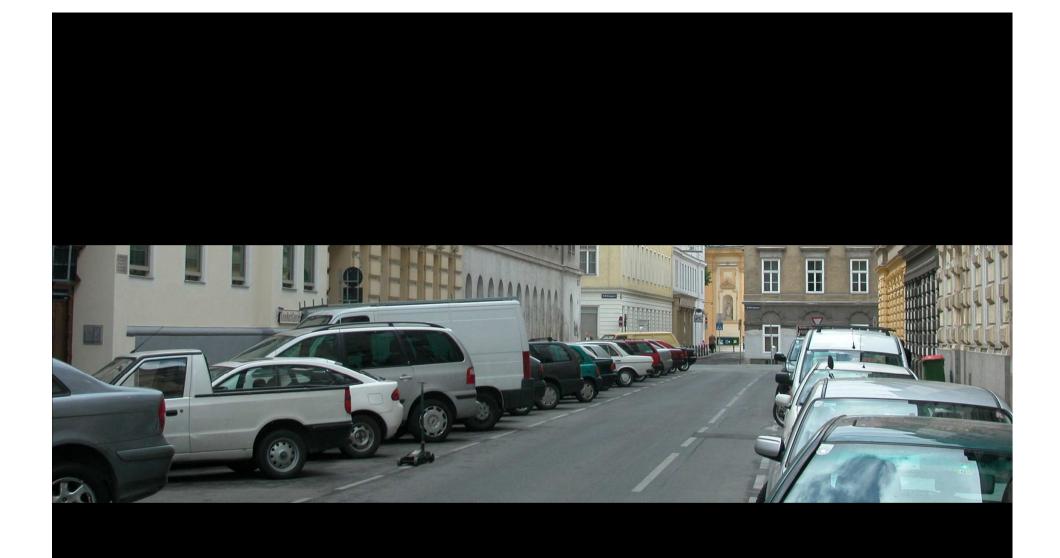


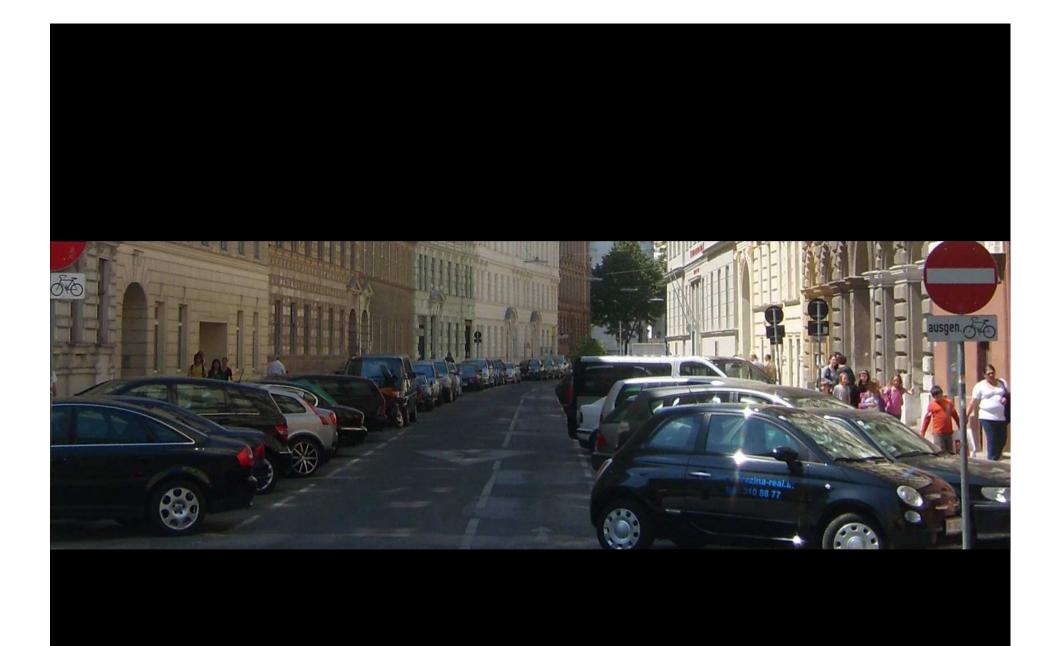


praterstraße: sidewalk width 4 –10 m









## who are the potential users?

- Young business people with a migration background and a traditionally competitive approach to self-employed work, searching for a field of activity and often ready to take risks.
- Creative industries workers wanting to make use of the effectiveness of Vienna's street level, and bringing with them a considerable potential for the further development of this area.
- (Single) mothers seeking to re-enter their professional careers and requiring both affordable and flexible child care at times and under conditions not offered by Vienna's child care model.
- Children looking for an environment that corresponds to the requirements specific to their particular age group, and in which they may move with relative independence.
- Young people with an active or passive migration background, or without a migration experience, requiring space for their transition into the adult world.
- People of advanced age who are experiencing problems with the relentlessness and speed of social transformation, but nevertheless claiming their space in the public arena as well.
- People who for different reasons are unable or unwilling to afford the increasing expenditure of mobility and therefore depend on a "city of short paths."
- etc.



## conclusion:

- street space must—at least within GZ residential areas be legally defined as Aufenthaltszone (for example, through road use regulations)
- new construction must in its entirety be legally obligated to meet the requirements of density reduction
- structural and business subsidies must be evaluated and coordinated over a wide spectrum
- appropriate planning tools must be put into place: a unified and comprehensive site map of Vienna's street level (zusammenhängende Grundrissplan ZGP) is required

