

s tem reševanje struge in pretoka Donave ter njene dostopnosti za prebivalce. Predlagali smo regulacijo pretoka z jezom v zgornjem delu struge, za jezom pa bi se vzpostavili dve strugi v različnih nivojih, ena pod drugo. V že obstoječem betonskem kanalu predstavlja zgornji nivo ambientalen element vode kot del parka, spodnji nivo pa je skrit in je zato namenjen predvsem infrastrukturi in transportu. Tudi s preurejanjem tržnice "Naschmarkt" bi strugo odprli in uredili dostope do reke. Ena izmed posledic takega razvoja prostora bi bila tudi razširjena turistična ponudba, ki ne bi bila omejena le na mestno jedro in rezidenco Schönbrunn, ampak bi se razširila na ta zeleni povezovalni pas. Saj bi se zaradi pešpoti ali kolesarskih vzporedno oblikovali in razrasli javni storitveni programi. Želeli smo pokazati način, kako lahko reka Donava in njeni bregovi postanejo pomemben del mestne strukture in tvorijo edinstveno prostorsko identiteto.

Abstract

The location is part of the Vienna River Valley, known as "Wiental", one of the most dissonant, incongruous, and contested areas of Vienna. Depending on one's perspective, the Vienna River Valley can be viewed as a transit corridor, an unresolved urban area, an urban interface, an inter-zone, an infrastructure bundle, an ugly wound in the urban landscape, a socially charged boundary, etc. We started the project with urban pattern analyses on different scales: the scale of the city, the scale of Wiental (from Schönbrunn to Hofburg) and on a minor scale, i.e. the scale of the project.

The analysis showed that Wiental constitutes the main connection between the city centre and suburbia and the countryside in the background of the city. With its clear morphological importance, it could become a green axis of the city, a pleasant place for people, rather than having only an infrastructural role. Our concept is to bring new character to Wiental by making it a pedestrian- and cyclist-friendly green axis. Our initial goal was to reduce car traffic. We proposed introducing a park-and-ride system, which would become a point of transfer where car traffic is replaced by public transport and cycle traffic. Through the afforestation of Wiental, the area could become a park or recreational route, and the quality of life in the area would improve.

An important aspect of the project was dealing with the Danube. We proposed to manage the flood peaks by introducing a dam, and after the point of regulation, we arranged the River into two levels: an ambient upper flow and infrastructural lower flow in the existing channel. Also, by rearranging "Naschmarkt" with the Danube uncovered, we predicted an extension of tourism from the city centre to Schönbrunn by bicycle or on foot, which could be followed by an expansion of the public programme. We wanted to show that the Danube, with an appropriate environment, could become a significant element of the city structure.

Jurij Kobe, Rok Žnidaršič, Paul Robinson, Karin Rožman
RADOVLJICA, 2011

Izveček

Občina Radovljica; štiri območja in teme delavnice. Delavnica je obsegala obravnavo štirih vprašanj, ki so jih predlagali

predstavniki lokalne skupnosti:

- Območje od odcepa z avtoceste pri Lescah proti Bledu, kjer so bile ob analizi predlagane detajlne rešitve in organizacija območja, osredotočene na potrebe optimalne rabe prostora v turistične namene.
- Širše Begunje: vidik prostorske navezave industrijske cone Elan z obstoječim naseljem. Postavilo se je vprašanje oblikovanja obcestnega območja ob vstopu v naselje. Prvotno je bila obravnavana povezava Begunj z Radovljico in vprašanje območja Letališča Lesce.
- Socialni in kulturno središče Begunj, ureditev in vizije razvoja tega dela naselja v povezavi z Domačijo Avsenik.
- Navezava centra Begunj na območje gradu Kamen, tako kot kampom in športnimi območji v dolini Drage. Prvotno je delavnica obravnavala širšo okolico Begunj v smeri Doline.

Za vsako omenjeno območje so bile rešitve prezentirane v risbah, modelih in tekstualnih opisih.

Abstract

The Municipality of Radovljica: four areas and workshop themes. The workshop included four topics proposed by representatives of the community:

- *The area around the road leading from the highway exit at Lesce to Bled was analysed; the detailed proposal for the arrangement and organisation of this area focused on the needs for proper tourist land use.*
- *The broader area of Begunje and the connection of the village to the industrial zone of Elan. The question of arranging the line fronting the entrance road to Begunje was raised here, as well as the connection between Begunje and Radovljica and the area of Lesce airfield.*
- *The cultural and social centre at Begunje and its development in connection with the Avsenik Homestead/ Domačija Avsenik.*
- *The connection of the centre of Begunje with the Kamen Castle area, as well as with the camping and sports area further along the Draga Valley, and to the arrangement of the surroundings of Begunje in the direction of the Dolina area.*

For each of the aforementioned topics, drawings, models and textual descriptions were presented.

Tomaž Krušec

KRIŽEVCI PRI LJUTOMERU, 2011 / 2012

Izveček

V študijskem letu 2011/2012 so študenti Fakultete za arhitekturo pod mentorstvom doc. mag. Tomaža Krušca u.d.i.a. izvedli Arhitekturno-urbanistično delavnico Križevci pri Ljutomeru 2011/2012. Delavnico je organizirala Občina Križevci pri Ljutomeru. Študenti so obravnavali različne lokacije znotraj naselja. Osrednji problem je predstavljala ureditev glavnega trga naselja, ki se nahaja med cerkvijo in očinsko stavbo. Zaradi magistralne ceste, ki poteka preko naselja, je danes trg deljen na dva dela. Študenti so na trg vmetili novo stavbo kulturnega