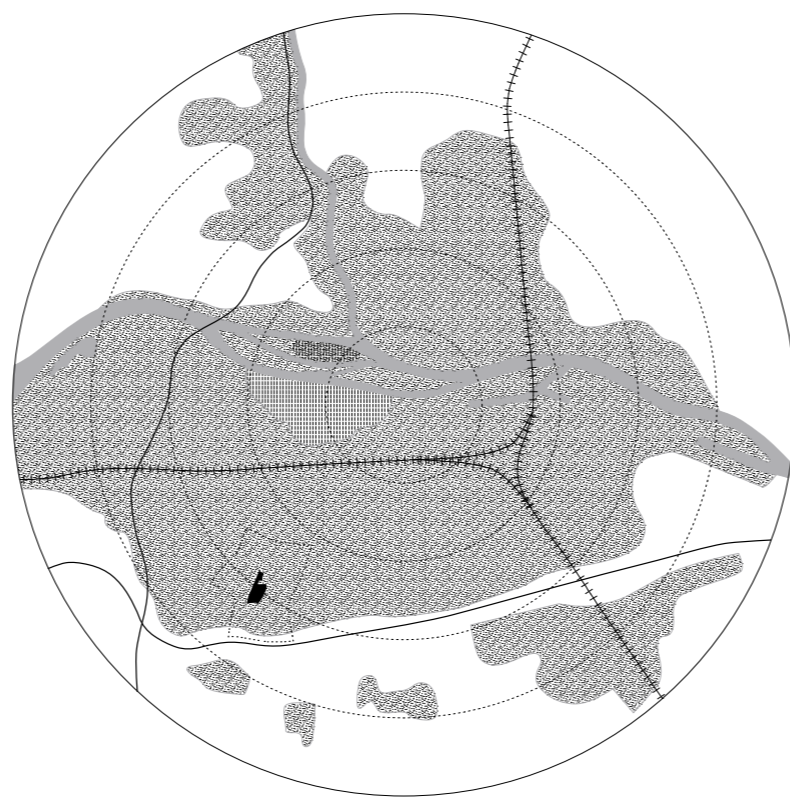
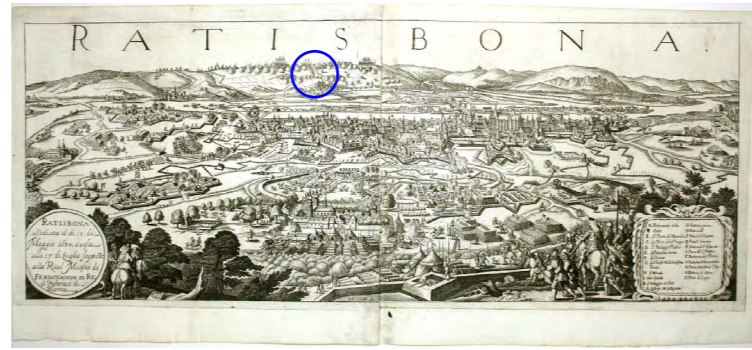
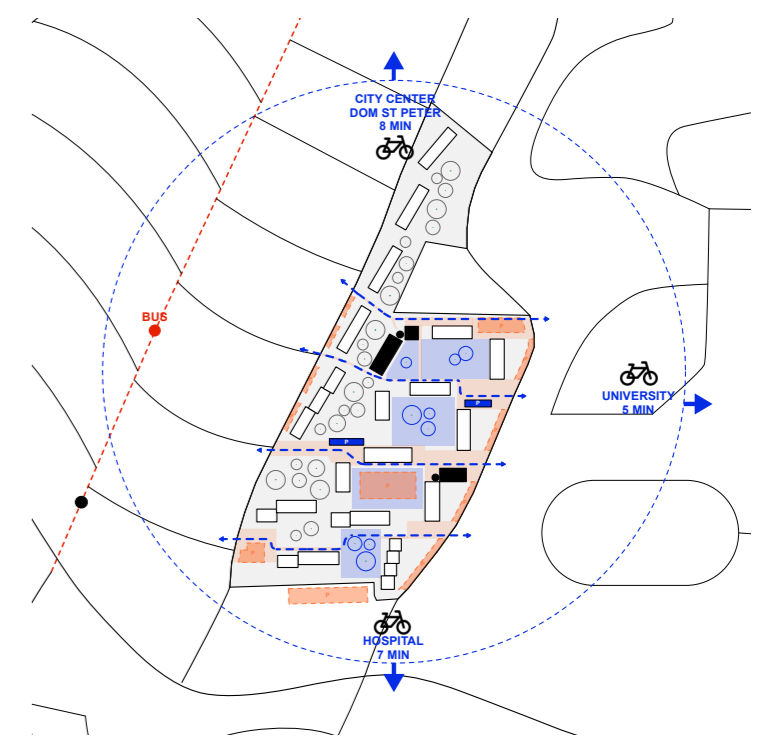


Located in the southwestern part of Regensburg, framed by major transportation infrastructure such as the railroad and highway, the area is in the midst of a residential complex, and a broad university, research and medicine campus. Working on this site means dealing with the heritage of modernist housing estates built to address the housing shortage in Europe in the mid-20th century. These have implied that the housing complex in the Kumpfmühl-Ziegetsdorf-Neuprüll district is currently a complex system of buildings, infrastructure, open spaces, and pathways that merge into each other without clear definition. Thus, the site must be developed by thinking about what "Die Hof Siedlung" can do for the entire Kumpfmühl-Ziegetsdorf-Neuprüll district. The proposal simply exposes an urban potential that is already there: in fact, the main asset of the site is the series of courtyards that are shaped by the residential blocks. "Die Hof Siedlung" proposes to increase the permeability of the site, from the relationship between its elements, to the surroundings. All movements and actions, meetings and departures will happen in the site due to the reinforced centrality of the courtyards that characterise it. Few architectural decisions are necessary for the site's potential to be expressed. The proposal aims to become a case study for the reuse of housing slabs, developing an overall strategy that is carefully applied to specific cases and environments. In doing so, it is possible to insert what already exists in a new constellation of meanings.

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The increased permeability of the site between Vitusstraße and Adalbert-Stifter-Straße is strengthened by the introduction of new paths towards the north and a sustainable and shared mobility system. The site area is surrounded by a well-functioning public transport system, with bus stops located along the neighbouring streets. Its use is promoted by the definitions and reorganisation of pedestrian paths, crossing the site from the east-west access bands through the courtyards. Multiple car-sharing stations are added at the fringes of the site, replacing the parking spots once dedicated to private transport. The underground parking is used to its 100% capacity. Only a 10 minutes bike ride separates the complex to the city center. Therefore, the use of bikes and light mobility is promoted creating storage spaces in new pavilions and additional shared spaces in the buildings' ground floor.



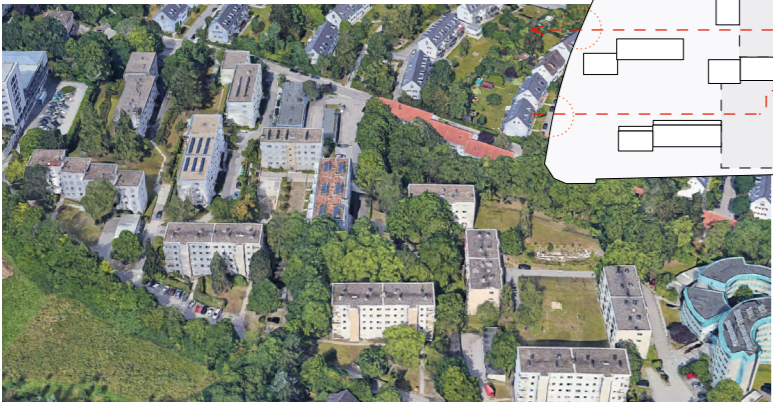
COURTYARDS

By understanding the site as a system of open courtyards, a method is developed to define the nature of these spaces, and reinforce their importance. A system of decks brings the circulation directly on the green spaces, as the units will be accessed facing the courtyards and not from their back. Analogously, the decks mediate the relation between buildings and topography, making it possible to access them directly. Therefore, the sequence of courtyards become the fulcrum of the site: from residents to passers by, all flows and circulation paths will converge within the courtyards.



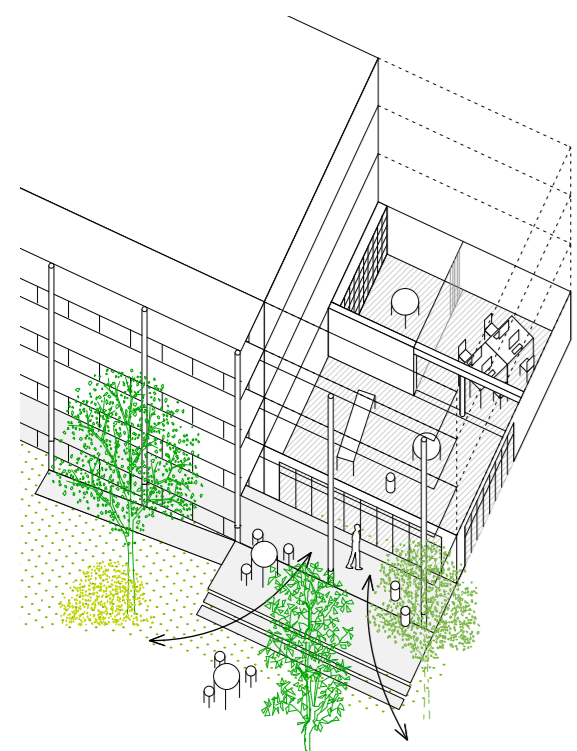
ACCESSES

Currently, the site is isolated and cut off from its context. The new circulation system allows to define clear access zones shared between couples of courtyards: these, as one-trick ponies, put in communication the two courts and create a landing zone for the new circulation cores as well as the existing garages transformed into workshops and car-sharing points.



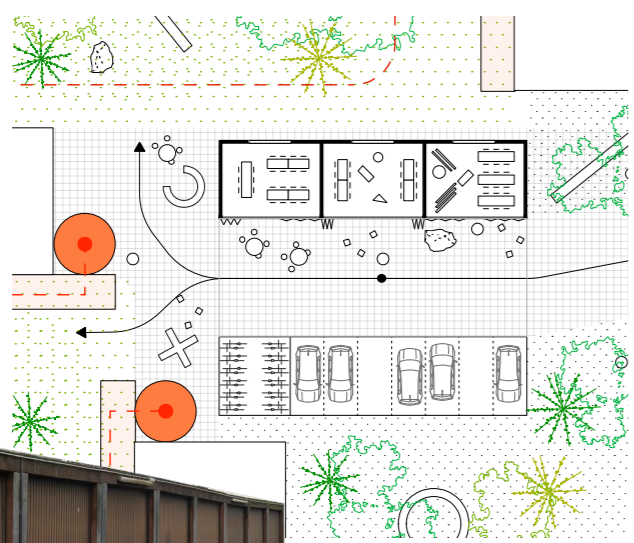
PUBLIC GROUND FLOORS

Tackling the lack of public amenities within the site, the 25% of each ground floor (corresponding to one unit) is converted into a collective facility: day-cares, collective living rooms, shared storage spaces. In doing so, each building acquires a social milieu that extends to the courtyards. In fact, the shared ground floor units are placed in the points in which the topography creates an access to the green and, correspondingly, the decks enlarge and become equipped with staircases and ramps that connect to the courtyards.



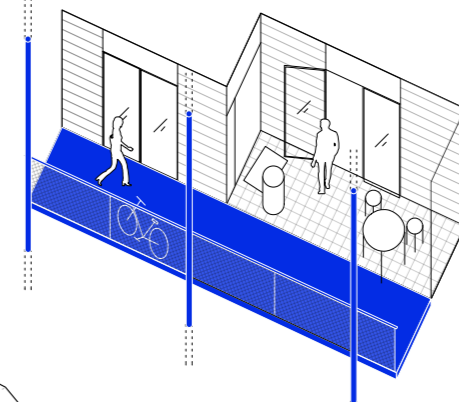
COLLECTIVE WORKSHOPS

By relocating parking lots to more suitable areas or replacing them with car-sharing stations, the current garages along Vitusstraße and Adalbert-Stifter-Straße will remain empty structures. These small buildings have great potential to house collective ateliers and workshops for residents and the neighborhood, in order to introduce on the site the possibility for collective maintenance and auto-construction of the public amenities and furniture.



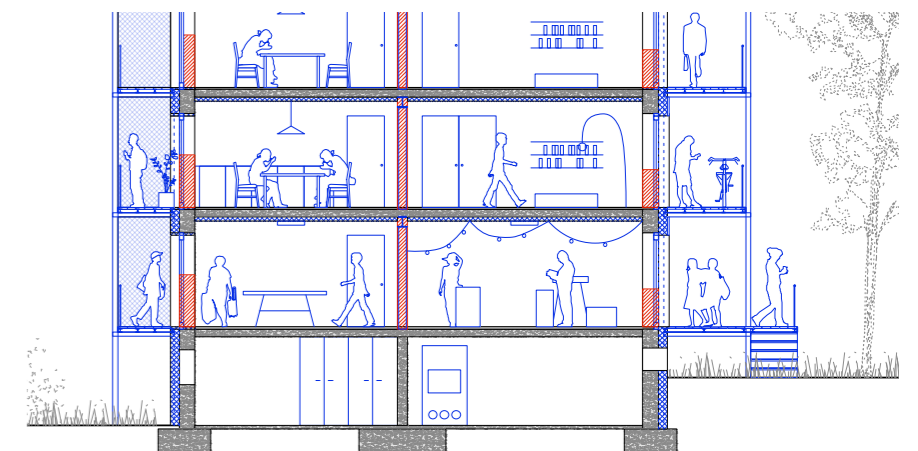
DECKS

Independent, self-standing balconies are the mediating element between buildings and courtyards. They extend the living spaces to the courtyards as much as they extend the courtyards towards the living. As circulation, these invert the existing one and bring life to the courtyards. The balconies are declared as such, and therefore do not affect the rentable surface. Nevertheless, their generous width of 2m creates a social domain upon which daily interactions among the tenants can take place. The decks combine with the existing balconies, that - freed of their concrete railing - become private niches for each unit.



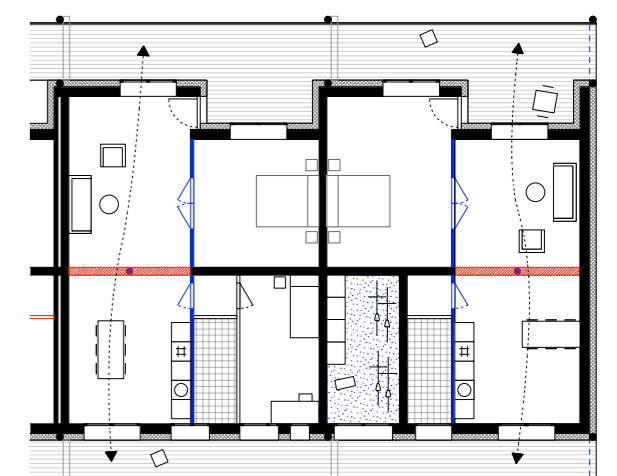
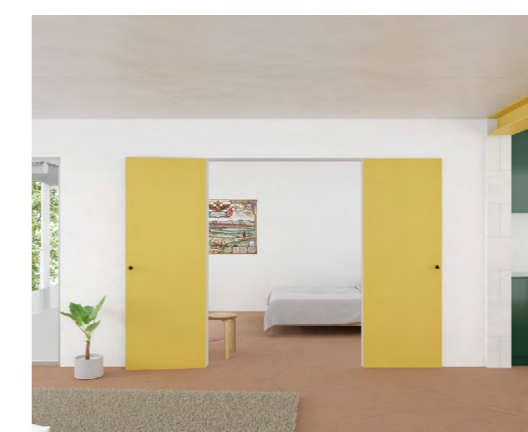
FACADE

The proposal for the buildings owned by Evangelische Wohltätigkeitsstiftung Regensburg involves upgrading the facades to sufficient building standards. Specifically, before the decks are installed, the asbestos layers are removed and an appropriate layer of thermal insulation is applied to create a tight thermal envelope. Afterwards, the facades are covered in a recycled fiber-cement cladding, and the windows are extended to the floor allowing both access to the balconies and light to enter. Finally, the decks are installed, with their independent structure integrated within the new facade envelope. A layer of acoustic insulation is installed at the ceiling of every unit.



EXISTING TYPOLOGIES

The design challenges the modernist approach to the floorplans in living and service parts divided by corridors, which in average consume 10% of the total square meters per unit. The masonry wall that crosses the units is partially demolished, and substituted with a steel beam and pillar. By doing so, the new layouts become porous to light and sight from facade to facade, contributing to fluidify the interaction between the living areas and the green spaces.



HEATING / WATER MANAGEMENT

The heating strategy consists in a combination of solar panels and heating pump. The latter is also connected to a system of water recovery, within permeable areas in the courtyards. This combination results in a realistic solution to assolve the needs of both modernisation and sustainability.

