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01 The former spatial barrier is now a unifying element (photo: Roger Frei)

ACKNOWLEDGEMENT

RAILWAY VIADUCT CONVERSION IN THE INDUSTRIAL DISTRICT, ZURICH

Location

Viaduktstrasse 21–97 and Limmatstrasse 231, Zurich

Client

Stiftung PWG Zurich

Planning and execution

2004–2010

Team

Competition: Office of Urban Planning, Zurich
 Architecture: EM2N Architekten, Zurich
 Client public space: Office of Civil Engineering, City of Zurich
 Landowner: SBB Immobilien, Zurich
 Client/project development/leasing: Stiftung PWG, Zurich
 Construction management: b+p baurealisation, Zurich
 Civil engineers: WGG Schnetzer Puskas Ingenieure, Zurich
 HVAC engineers: Consultair, Zurich; Sertis Engineering, Zurich
 Electrical planning: IBG B. Graf Engineering, Winterthur
 Building physics/acoustics: BAKUS Bau-physik & Akustik, Zurich
 Geology/geotechnics: Gysi Leoni Mader, Zurich
 Vibration analysis: Ziegler Consultants, Zurich
 Lighting concept: Priska Meier, Turgi
 Utility lines: Suisseplan Ingenieure, Zurich
 Landscape architecture: Schweingruber Zulauf Landschaftsarchitekten, Zurich
 Natural stone restoration: Locher, Zurich
 Signage: Office for spatial identity, Zurich

THE VIADUCT AS A LINK

Opened in 1894, the Aussersihl viaduct in the 5th district of Zurich consists of two railway bridges. The viaduct towards Wipkingen remains in use, whilst the branch towards Letten was closed after the construction of the suburban railway in 1998. As part of the conversion, this listed connection now serves as a pedestrian and cycle path between the city's 5th and 6th districts. The 51 arches made of worked natural stone, already used by small businesses in the past, now house a wide range of restaurants and shops as well as a covered market hall. Thanks to this multifunctional conversion, the viaduct no longer acts as a once-sensible barrier between the residential and industrial areas but as a link within the 5th district, which is developing into a residential and service quarter. The viaduct is now a well-known address throughout the city. At times during the implementation phase, the project reached the limits of what is feasible, which unfortunately also meant some losses in terms of energy and cost efficiency. Problems with structural waterproofing, noise, hygiene, monument preservation and fire protection were solved in a variety of ways, whilst handling regulations and standards demanded flexibility. But striking the balance between commercial imperatives and social needs also required protracted negotiations between residents, Swiss Federal Railways, the city and the client, the PWG Foundation. Today's aspirations in terms of urban living and work demand the involvement and attractive design of transport infrastructure. The viaduct conversion project is distinguished by the quality of its design and gives impetus to the social change underway in the district.

The multifunctional conversion of the viaduct as an element linking districts is a valuable contribution to the future of urban development.





08 Railway viaduct conversion in the industrial district, Zurich
(photo: Jules Spinatsch)