

## Trimo Urban Crash 2013

### INTRODUCTION

Trimo Urban Crash is an international competition for students of architecture and design. The aim is to encourage aspiring designers of urban space towards a bolder, more ambitious approach to understanding architecture and its place in the larger urban environment. The competition ventures beyond the realm of applied theory by revealing the very tangible innovativeness, flexibility and effectiveness of Trimo products and solutions – and their distinct advantages in contemporary design and building.

The **main competition** is organized every two years, with **first prize** being the realization of the winning project in Ljubljana and an **all-expense paid summer school** term for the winner. The shortlisted authors are invited to a workshop in Slovenia and their works are published in the event catalogue. And all of the works are published in an online gallery. Trimo Urban Crash offers no monetary rewards, as we see greater purpose in the accumulation of knowledge, valuable experience and finally, recognition.

### TRIMO URBAN CRASH 2013

Trimo Urban Crash returns for the fourth time this year, challenging students to design a unique modular space solution made from Trimo products and the products of their partners. The winning project will be realised in cooperation with its author at a designated location in the centre of Ljubljana, and in the process serve a very real everyday purpose.

### MODULAR SPACE ARCHITECTURE / CONTAINER ARCHITECTURE

A sensible answer to many of our most challenging issues related to dwelling and the built environment, modular space / container architecture is the hottest thing in building today. Easy to transport, environmentally friendly, reusable and recyclable, container buildings represent the essence of the future today.

Here is what some of our jury members have to say:

“The container is a conceit, something that has manifold meanings. It’s a unit in global exchange; it can be a performance piece; or it can be used to make affordable housing or million-dollar homes; or commercial structures. The thing that’s amazing about all of these things is that the spirit is so different in every project. You’re using the same thing but can create so many results – like the way a painter uses paint but can paint like Rembrandt or like Jasper Johns.”

**Adam Kalkin**, artist and architect

Member of Trimo Urban Crash 2013 Jury

“Modular space architecture needs space for free and responsible creativity. In our country, we have to open and widen this space, because at the moment it is simply too narrow.”

**Janez Koželj**, Vice Mayor of Ljubljana and Professor at the Faculty of Architecture, Ljubljana

Member of Trimo Urban Crash 2013 Jury

“Container architecture is one of the youngest branches of architecture. In recent years it has gained widespread media coverage, making it interesting to both architects and clients. This is one of the many reasons container projects are on the rise, making container-based architecture less of an attraction *per se* but more and more a legitimate area of architecture.”

**Jure Kotnik**, architect

Member of Trimo Urban Crash 2013 Jury

The Twenty-First Century has the potential to become the *age of resourcefulness and responsibility*. It is now possible to design and construction affordable zero carbon architecture. Combining design quality, building physics and technology to produce architecture that provides comfort and well being for the occupants, with the minimum of impact on the environment and at almost no running costs.

We should be using materials wisely delivering *more with less*. Producing architecture that is energy positive, either in its lifetime or when the embodied energy of the building fabric is recovered by recycling. The humble bicycle transforms human energy into forward motion almost effortless → humankind is capable of the production architecture of equal merit that serves urban life and human ecology well.

**Professor Michael Stacey** RIBA FRSA, Member of Trimo Urban Crash 2013 Jury

#### **THE CROSSROADS OF ALTERNATIVE MOBILITY - THE CONTEXTUAL FRAME: SUSTAINABLE BEHAVIOUR, SUSTAINABLE MATERIALS**

This year's subject deals with sustainable mobility in the capital city of Slovenia. The city of Ljubljana has almost 170 km of different cycling lanes and tracks, and it encourages the re-routing of motor vehicle traffic, works to provoke increased interest in cycling with various services – including the widespread public bicycle rental scheme BicikeLJ – as well as cycling portals and navigation systems.

Besides re-routing and reducing the impact of motorised vehicles, alternative mobility gives rise to a host of positive changes and results: it encourages healthier urban lifestyles that are safer and more satisfying for city dwellers, and contributes to better air quality and reduced noise and environmental pollution. Increasingly more people are using bikes for their daily, healthier commuting needs. This trend can be seen in numerous world capitals and smaller cities alike. “Bike-friendly cities” care about safety, comfort and good user experience, improving cycling infrastructure, and providing well-ordered, dedicated cycling lanes and bicycle zones, as well as complementary services like bicycle self-rentals, bike-cafes and various bike services.

#### **COMPETITION TASK 2013 – BIKE BASE**

The Trimo Urban Crash 2013 Competition deals with the reinvention of modular space unit composition. The task is to design a creative urban meeting point – the Bike Base. There are several reasons to stop at the Bike Base:

- grabbing a morning coffee or pastry on the way to work or school
- enjoying an after-work refreshment or a chat with friends
- resting along your cycling tour or in between stops
- checking your mail at the wireless hot-spot
- charging your mobile phone, laptop or electric bike
- making a small repair or topping up your tire pressure

Demographically, visitors of the Bike Base will come from very different social and age groups: students, working people, commuters and occasional cyclists, people who ride for fun, tourists, people who use a bicycle in/for their work (couriers, letter carriers), sport cyclists, electric bikers – and even pedestrians, of course. Competition participants should focus strongly on the cyclists' user experience.

## LOCATION

The project location is on Ljubljana's north artery called Dunajska cesta (Vienna Street), a four- to six-lane road heavily burdened by traffic and one of the main entry/exit corridors into Ljubljana's city centre. It provides for a dynamic congestion of daily commuters coming by car, bus, or train to the city's main railway and bus station (some 300m away), as well as city dwellers, many of whom either walk or ride a bike to work.

Dunajska cesta is flanked by a wide, elevated paved way divided into a bike lane and a sidewalk on either side of the street. This pavement expands to approximately 5.5m on both immediate sides under the railway overpass, where our micro-location lies. The choice of the precise location of the micro-location is left to each individual student/participant. With as little intervention and demolition as possible, some public space may be used/accessed if necessary, in the form of a small meadow – property of the City of Ljubljana – adjacent to the art installation *Hologram Europe* by artist Marko Pogačnik.

## ENERGY MANAGEMENT

We would like to stress the importance sustainability has in this project. We would like to see the participants apply ideas of energy management, energy independence using off-the-grid energy stations with solar panels, energy saving lighting and illumination – anything to make the structure as self-sufficient as possible.

## SUSTAINABILITY MANAGEMENT OF PROPOSED MODULAR UNIT ARCHITECTURE

- **EFFICIENT ENERGY USE.** The object has to be planned and assembled in order to offer and enable efficient energy usage and low energy consumption.
- **LOW ENERGY CONSUMPTION.** All fittings, fixtures and equipment must be approved as top-class energy efficient and certified (this includes water and fuel usage). This rule refers primarily to equipment vital for the building's function and for certain program-purposed equipment (e.g. drink blender, coffee machine or refrigerator).
- **THERMAL TRANSMITTANCE.** Thermal transmittance of building envelope (facade, windows, door, floor, and roof) must fulfil current energy efficient building guidelines and regulations.
- **RENEWABLE RESOURCES.** Energy for heating, cooling and ventilation, hot water supply and equipment operation, must be obtained from renewable resources. In this sense the sun offers huge potential to fulfil energy needs over a certain period of the year. Solar energy collection systems will presumably be placed on the building top but must not disturb the overall building shape.
- **RECYCLABLE MATERIALS.** Materials used must be recyclable, compositions used must be able to be disassembled and dismantled, and be durable and replaceable.