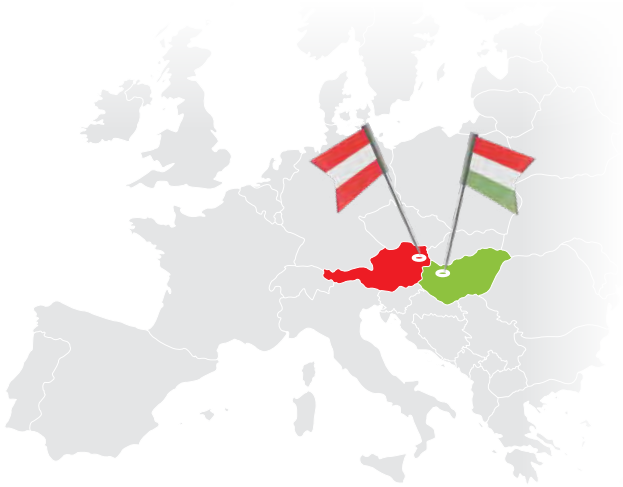
DOCUMENTATION
Landscape Architecture Summer Program

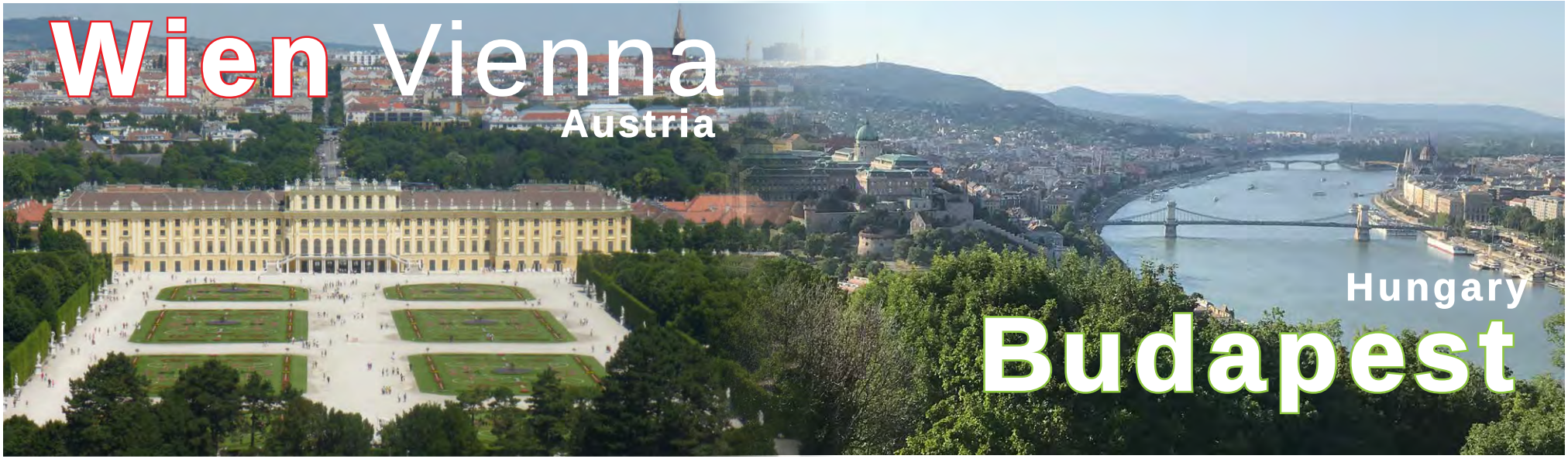
May 19th – June 22nd, 2022



RUTGERS
THE STATE UNIVERSITY OF NEW JERSEY

BOKU
Universität für Bodenkultur Wien
University of Natural Resources and Applied Life Sciences, Vienna

MATE
HUNGARIAN UNIVERSITY OF AGRICULTURE AND LIFE SCIENCES



The Studio

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Summer Abroad Studio

Landscape Architecture Summer Program 2022 Vienna and Budapest

Rutgers, The State University of New Jersey

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Department of Landscape Architecture

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In collaboration with:

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University of Natural Resources and Life Sciences, Vienna

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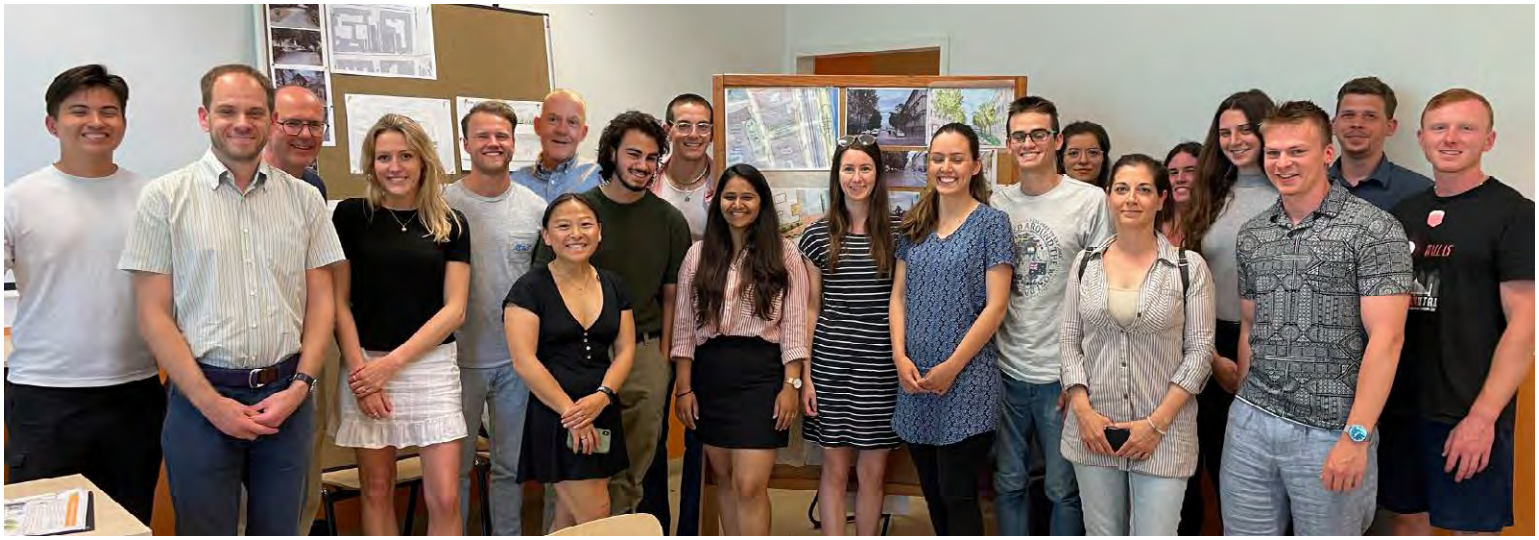


Students and faculty from MATE Budapest, BOKU Vienna and Rutgers New Jersey

0. Table of Content

1. Introduction

Sisters.

Vienna and Budapest are sister cities that share a common history from the days of the Austro-Hungarian Empire, which is still visible in the overall urban layout. The twentieth century brought significant changes. After World War II, Hungary became part of the Eastern communist block and Austria became a western leaning, but neutral state. In the 21st century, both countries' future is shaped by the opportunities of their membership in the European Union, allowing for free travel and work. Today, Budapest and Vienna are highly attractive cities to live in and prime tourist destinations to visit.

The open space is our classroom.

Our summer program 2022 analyzed urban patterns and open spaces of both cites as case studies for urban quality of life. The analysis includes visible elements of the cities (e.g., spatial concept of an open space design, design elements, materials, etc.) as well as invisible aspects that are influencing open spaces (e.g., policies, regulations, tradition, overall goals for the open spaces etc.).Within two collaborative workshops (one in Budapest and one in Vienna), aspects influencing urban quality of life, like housing, mobility, open space network, climate change etc. were examined on different scales. In collaboration with faculty from University of Natural Resources and Life Sciences, Vienna and the Hungarian University of Agriculture and Life Sciences, Budapest, the mixed American, Hungarian, and Austrian student teams analyzed open space systems in both cities and explored how selected street scape improvements and interventions can contribute to an Urban Quality of Life.

First introduction into baroque garden history at Belvedere Palace, Vienna

Critical reflection.

Rutgers students further learned about how components of the complex central European social, cultural, and economic history has shaped the urban pattern and environmental condition, including parks and gardens, housing and public spaces. The required comparison between Budapest and Vienna helped students to critically reflect their experiences. On site lectures and discussions were further geared towards building a bridge to the New Jersey experience. The closing discussion in class and the required individual reflection helped students to relate the study abroad experience to their education and future professional careers.

Thank you.

The two collaborative workshops were only possible through a close coordination with the academic programs at BOKU and MATE. The Vienna students were enrolled in the Global Design Studio, the Budapest students were given credit toward their environmental planning focus. We would like to express our sincere thanks to our colleagues **Dr. Dagmar Grimm-Pretner** and **Lioba-Luzinde Felizitas Dörfel** from BOKU, and **Dr. István Valánszki** and **Dr. Zsófia Földi** from MATE for preparing extensive materials, providing essential input, and just being great hosts.

Wolfram Hoefer and
Géza G. Schenk

2. Case Studies

Criteria for quality of urban life were discussed developed in several pre-departure sessions. Every Rutgers Student prepared one open space, public plaza, street scape, etc. as a case study from the tri-state area that contributes to urban quality of life. The analysis included basic demographic data of the municipality/neighborhood, location, dimensions, and spatial qualities. The outcome of the analysis was presented to our international peers.

The Vienna Global Design Studio already started on March 17th with a similar assignment of developing criteria for the analysis of quality of urban life. Vienna students defined criteria and identified local sites that are exemplary and conducted an analysis. They took as along to guided tours of their case studies, presented their findings, and facilitated discussions about urban qualities of life while on site.

In addition, the Rutgers group studied two significant sites in more depth. In Budapest we explored the urban transect of *Andrássy út* from *Bajczi Zsilinszki útja* to *Hősök tere* (Heroes Square). This boulevard is part of Budapest's UNESCO World Heritage Designation and includes the first subway line on the European Continent, opened 1896.
In Vienna, we studied *Karl-Marx-Hof*, an innovative affordable housing project (1927-1933) that is iconographic for the Vienna approach on government funded residential development.

Rutgers student Samuel Denny talks about his New Jersey hometown in Budapest.

The design qualities and challenges of Rudolf-Bednar-Park were presented by BOKU student Caroline Fridlund

Drawing sections and sketches at Andrássy út, Budapest

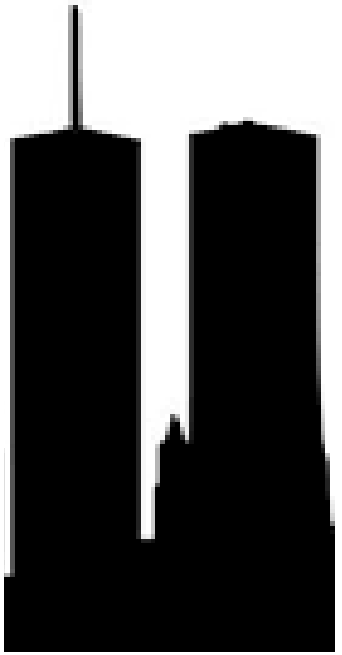
9/11 MEMORIAL POOLS

Michael Arad, 2004
Construction 2006-2011
Museum 2006-2014
South of the World Trade Center
Battery Park, New York City

16-acre park
2 1-acre pools

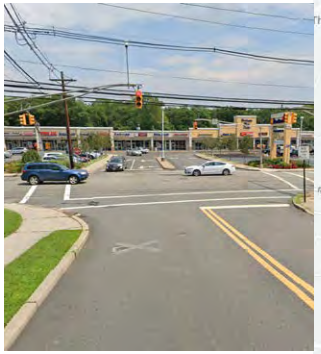
Callery Pear Tree
- damaged during the attacks, returned in 2010
- sign of resiliency, survival, rebirth
- features 400 swamp oak trees; native to sites of plane wrecks & can withstand urban soils

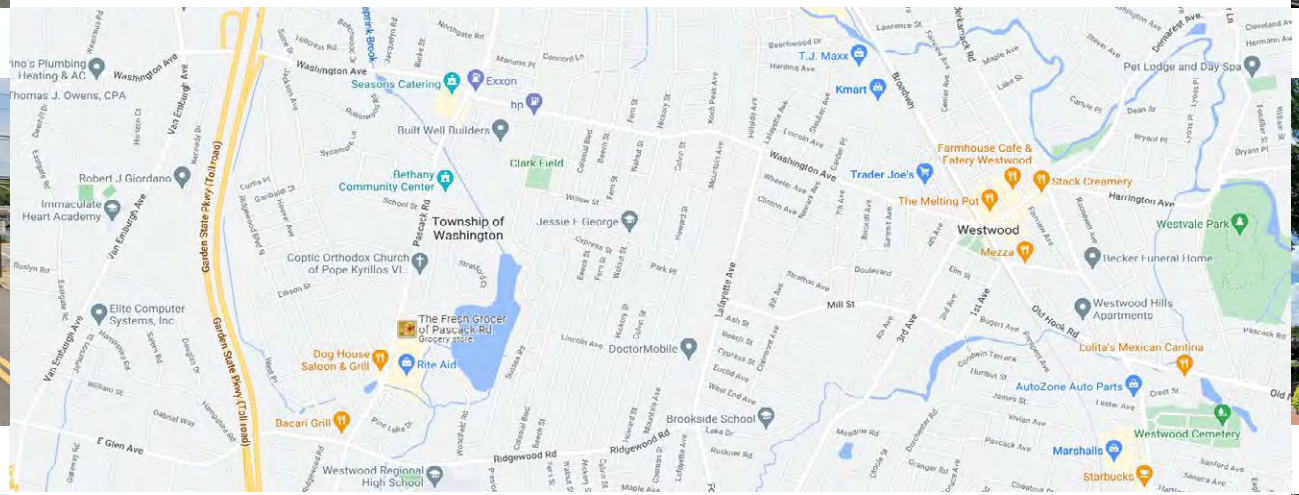
Contributions to Urban Life
-community identity
- health and wellness of people
- environmental health



THE TALE OF TWO TOWNS
SUBURBN QUALITY OF LIFE

WESTWOOD
NJ 07675 →





TOWNSHIP OF WASHINGTON
NJ 07676 ←

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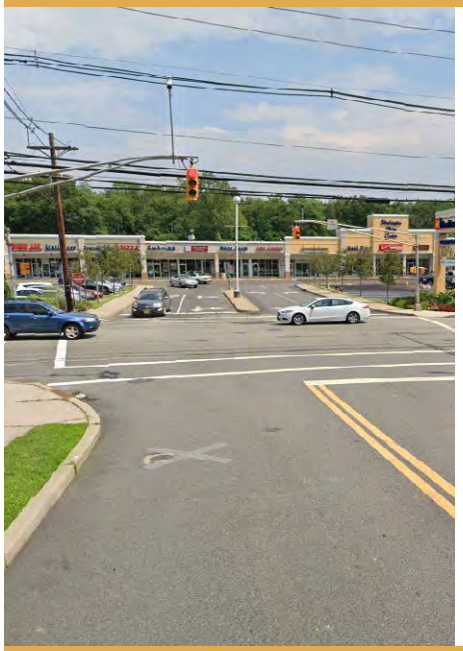
TOWNSHIP OF WASHINGTON PLAZA

TOWNSHIP OF WASHINGTON 07676

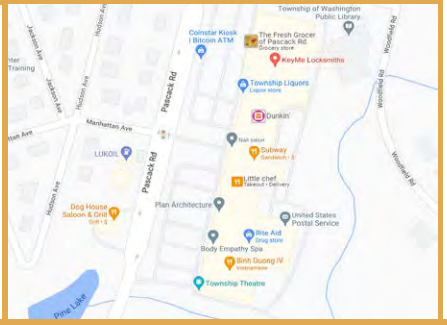


Manhattan Ave looking into site

Pascack Road - Main road running site

Interior view from parking lot

Plan View of Site



This central and prime location to my home town of Washington Township lacks a name

It is listed as an office rental area

It has a

Movie Theater
A Rite Aid Pharmacy
A Rowing Gym
A karkate - dance studio
ATM and banks
Architecture Firm
Party supply store
Liquior store
Piazza place
Hair Dresser
Bagel Shop
Fresh Grocercy Store
Convient Store
United states Postal Service
And various resturants in the strip mall

Across the street is a local Bar, a gas station, and a flower shop and soon to be verizon store.

Even though this plaza is ugly it provide the town so much necessary utliity to daily life in close proximity to their homes.

Figure one depicts the main entrance to the site for about 40% of residents

Sadly this site is all just parking and provides no asthetic quality of life, or enviormental. An unnamed plot of land is the only form of town center that my town has.

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VETERANS‘ MEMORIAL PARK

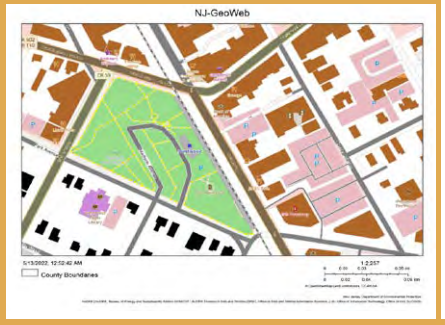
WESTWOOD NJ 07675

Gazebo

Main Entrance From Town Side

Train Station

Plan View of Site



Parks orginal name was Station Plaza Park renamed Veteran Memorial Park in 1964

Different Regions of the park were given back to the public over a 40 year time period

in 1860 Civil war veterns donated the land than in 1894 the mayor donated the land the gazeboo sits on and in 1914. Than the fire cheif donate train station parcel of land

Approximeetly 140,000 Square Feet
Location Westwood New Jersey 07675

Public Park

Urban Qualitys of life

Open green space just outside the town center
Easy acess to public transportation from Site Bus or Train
Gazebo structure in the middle that residents are fond of
The park offers many differnt flexiable events throughout the year, my favorites are the christmas celebrations and the public concerts

How much utlity does a common strucutre provide a space, how much function does having acess to transport serve, how much function does open green space allow for.
How does using the park as a memorial chan-ge its implications

Town Demographics
66% White
16% Hispanic
9.65% Asisan
2.5% Black
Average Household Income $110,473

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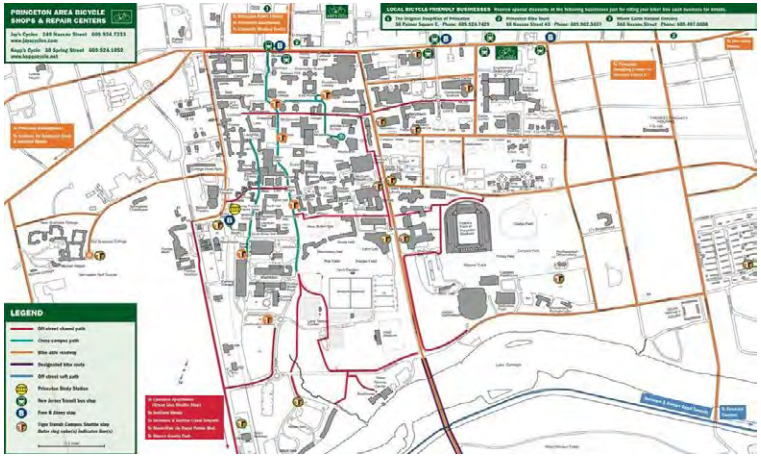
Princeton University, NJ



Size: 0.93 Square Miles

Founded in 1746 by Aaron Burr Sr., John Witherspoon, and Jonathan Dickinson

Accessibility: NJ Transit, Meter Parking, Garages, and bicycle paths

Main Areas include Nassau Street, Palmer Square, the Fountain of Freedom, and University buildings

Urban Qualities:
Mobility
Environmental
Social
History & Education

ZUCCOTTI PARK

Location: Financial District, Lower Manhattan, NYC

Area: 3,100 sqm (33,000 sqft)

Year of construction: 2006

Type of Space: Public Plaza

Design Team: Quennell Rothschild & Partners, Cooper Robertson Architects

Commissioned by: Brookfield Properties

Population Density (NYC): 38,000 people/ sqkm (27,000 people/ sqmi)

MOBILITY

Connects the Transit Hubs in the West to Financial District in the East

SAFETY AND SECURITY

Series of over 500 floor lights installed under white glass pavers illuminate the park at night.
The visual and physical openness of the park also make it safe.

CULTURAL SIGNIFICANCE

Protest site for "Occupy Wall Street"
Centre for 9/11 rehabilitation efforts
Trees are lit at night on special occasions

SOCIAL SIGNIFICANCE

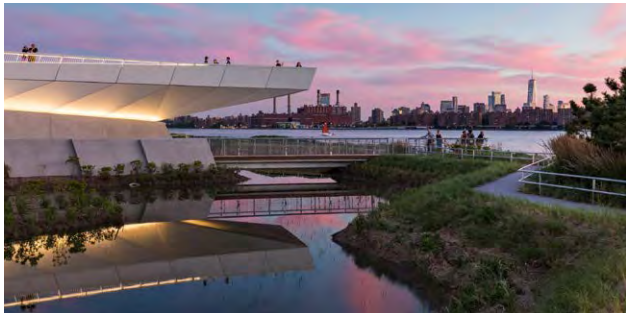
Open 24 hours a day
1000 feet of linear bench space
Food trucks are often seen on the southern and eastern ends of the park

ENVIRONMENTAL SIGNIFICANCE

AMERICAN MUSEUM OF NATURAL HISTORY

Location:
West 81 Street, New York City, New York
Size:
2,000,000 ft² = 190,000m²
Construction Year:
1874-Present
Designer:
Calvert Vaux, J. Wrey Mould,
Josiah Cleaveland Cady
Open Space Type:
Courtyards, Streetscape, Museum Interior
Analyzed Qualities of Urban Life:
1. Diversity in experience
2. Various Circulation Patterns
3. Accessibility
4. Wide Sidewalks
5. Secluded Courtyards
6. Vegetated Streetscapes
7. Historical Buildings
8. Low Building Heights

HUNTER'S POINT



Location:
Long Island City, Queens, New York
Size:
409,464 ft² = 38,040m²
Construction Year:
2011-2018
Designer:
SWA / Balsley
Open Space Type:
Waterfront Park
Analyzed Qualities of Urban Life:
1. Diversity in experience
2. Waterfront Access
3. Site History
4. Accessibility
5. Green Corridor
6. Social Spaces
7. Immersive

LAMBERTVILLE, NEW JERSEY

PEDESTRIAN AND SMALL AUTOMOTIVE BRIDE CONNECTS LAMBERTVILLE TO NEW HOPE, ALLOWING VISITORS TO WALK BETWEEN BOTH COMMERCIAL CORRIDORS

STREETS LEAD DIRECTLY TO THE CANAL PARK, CREATING A SERIES OF INTIMATE SPACES THAT INTERFACE WITH THE WATERFRONT AND EXISTING RESIDENTIAL NEIGHBORHOOD

A CLEAR HIERARCHY OF STREETS ALLOWS COMMERCIAL AND RESIDENTIAL AREAS TO CONVERSE, WHILE MAINTAINING HUMAN SCALE AND WALKABILITY

DELEWARE RIVER
STREET
D&R CANAL/R&R

MAP NOT TO SCALE

NEW JERSEY, UNITED STATES

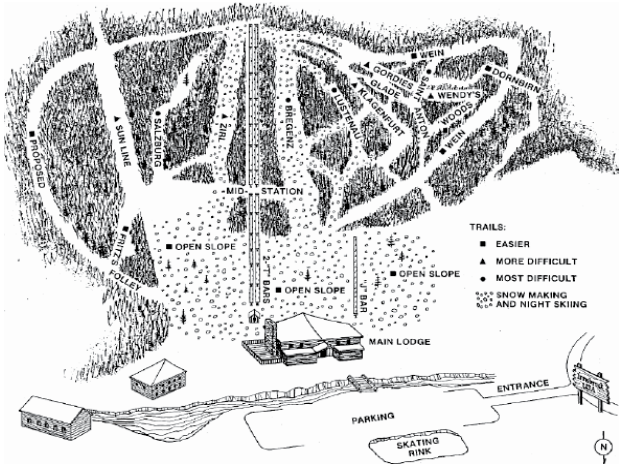
FIRST SETTLED 1703, INCORPORATED 1849

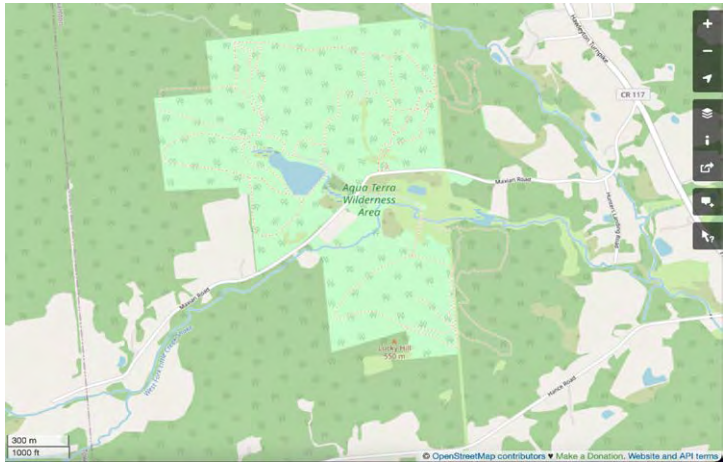
CANAL, RIVER, WATERFRONT AND RURAL PARKS

HUMAN SCALE, TEXTURE, DIVERSITY OF USE AND SIZE, INTEGRATION OF NATURE WITH URBANITY, WALKABILITY, COMMUNITY, HISTORY

In the 19th century, Lambertville was a critical juncture for industrial trade between New York City and Philadelphia. The D&R Canal and Railroad (shown above) transported passangers and freight between these two major cities and significantly contributed to the town's prosperity. Despite a period of economic downturn in the 20th century, the Lambertville has significantly revitalized, using its historic architecture and human scale as a draw for business and residents alike. The town's wrought-iron bridge across the Deleware has been opened as a pedestrian corridor, encouraging foot traffic to the neighboring town of New Hope and vice versa. A gridded street and alley network encourages a hierarchy of business and residential uses of multiple forms and functions, creating a variety of unique public spaces to encounter. However, the city is necessarily bounded by hills to the East and water to the West, making expansion difficult and often anthietical to the kind of spaces that make the town appealing.

AQUA TERRA WILDERNESS PARK





Location:
Maxian Rd.
Binghamton, NY, 13903

History
Formerly the grounds for luxury ski resort, Innsbruck USA, Aqua Terra Park now spreads across 466 acres of natural, preserved wildlife including a 6 acre pond, and diverse marsh ecosystems.

Broome County Parks took possession of the area in 1983, after the ski resort filed for bankruptcy (1977), and then later was demolitioned in 1979.

Type
Public Park

Qualities of Urban Life
Preserved Wilderness
Recreation (fishing, hiking, nature observations, etc.)
Site History
Visual Space

Additional Information
Some of the original 15 ski trails of Innsbruck are still accessible and in good enough condition that many patrons walk up the slope in order to ski down it again.

The correlation between the effects of Rust Belt Cities during the late 1900s and the timing of economic collapse in Broome Coun-

RUTGERS UNIVERSITY SOJOURNER TRUTH APARTMENTS

Year: 2016
Location: New Brunswick, NJ, USA
Architects: Elkus Manfredi Architects
Type: University dorms, Mixed Use retail

New Brunswick, New Jersey
Founding: 1730
Population: 55,992 (2020)
Notable Insitutions: Rutgers University, Johnson and Johnson

The Rutgers University Sojourner Truth Apartments are a unique mixed use complex located in New Brunswick, New Jersey. Constructed in 2016 by Elkus Manfredi Architects, the complex features apartments, gym, multiple store spaces, green space, and bus stop all for Rutgers students.

The apartments came about from an architecture competition during the early 2000s which tasked architects across the world to redesign the college ave campus. Before the apartments, the site was a surface parking lot that featured numerous food trucks such as RU Hungry. The university saw no use in the popular food trucks and requested for a signature building to showcase the campus. College Ave is one of the four campuses at Rutgers University - New Brunswick. College Ave is dense, historic and very interconnected to the city. The challenge is then to design an apartment complex that would fit with this surrounding area.

There are small details in the architecture that turn this into the perfect space for studnets on campus. The green space is quiant, compact and features several different activities throughout the year such as yoga or concerts. The small green space is accomdated with a large TV so students and residents alike have something to watch and enjoy. The ground floor that surrounds the Yard are different restaurants and stores popular among students. Smaller details include the airplane hanger doors to open study spaces to the lawn, the red terrocota facade to reflect the historic Voorhees Mall.

OBKIRCHERGASSE / SONNBERGPLATZ

LOCATION - Vienna, 19th district, Oberdöbling - Obkirchergasse

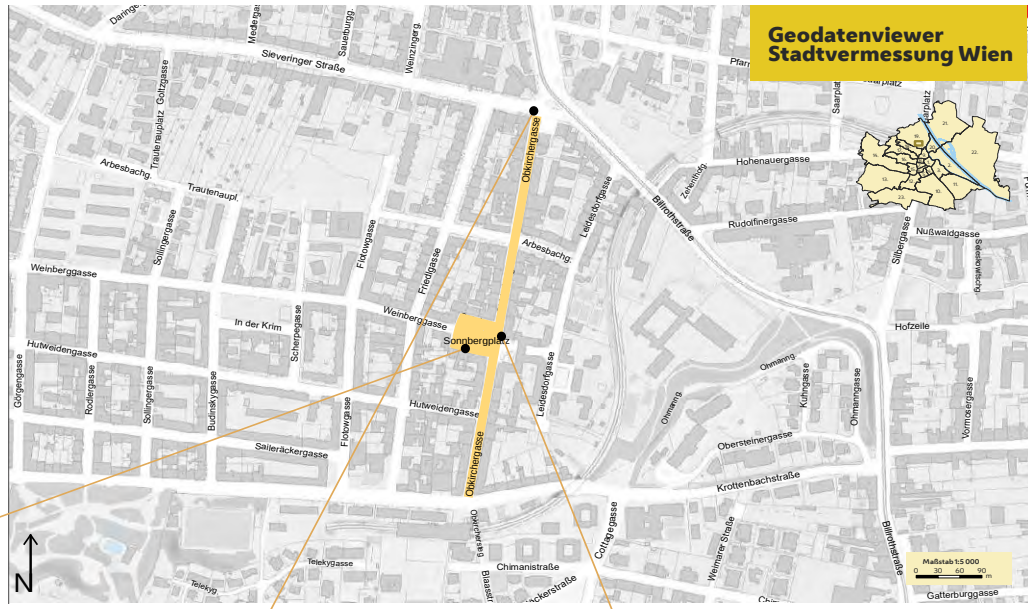
SIZE - Obkirchergasse - 570m long, 14m wide; Sonnbergplatz - 2690m2

CONSTRUCTION - Sonnbergplatz: built in the period between the world wars
Obkirchergasse - was named after Peter Obkircher, a former pastor in the 19th district

TYPE OF OPEN SPACE - Obkirchergasse - street; Sonnbergplatz - square

QUALITIES - Sonnbergplatz has different shops (fresh fruits, vegetables, fish, meat & bread), besides the famous Naschmarkt, its known to be a secret "in" market
the Obkirchergasse used to be a street, where you could drive in both directions - due to a high frequency of users, they changed it to a one-way street; it has 42 shops which range from a supermarket to a copy store to a clothing store; it is as well very admired by local residents/neighbors; every year the whole street gets closed down for a flea market; the high amount of trees ensure a good micro climate; on top of that, the large number of benches create an open space with a lot of urban quality

ASPECTS - the Sonnbergplatz as well as the Obkirchergasse has a lot of potential for further usage, maybe it can be turned into a "Begegnungszone", there are two restaurants which could open up a "Schanigarten" which would probably attract more people, instead of parking spaces, you could use the are for trees, playgrounds, water stations etc.



2.1 Prepared Case Studies from United States and Austria

Katharina Elskamp

DORNERPLATZ

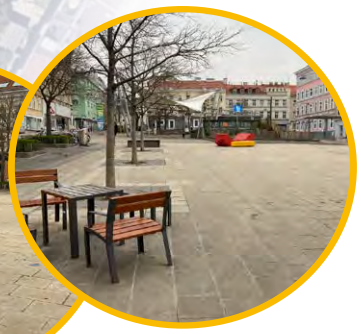
Facts

- Dornerplatz, 1170 Wien Hernals
- Square, 33m x 97m
- Between Blumengasse, Kalvarienberggasse and Leopold-Ernst-Gasse
- On an underground garage

- First redesign in 2001
- Second redesign in 2005 by Architect Timo Huber
- Small changes through the years
- Survey for redesign in summer 2021
- Meeting zone around the square since April 2022

Survey results

- More green space - 18 votes
- A market - 11 votes
- Sport fields - 1 vote
- A water playground - 4 votes
- This will not get any better - 9 votes



Analysed qualities of urban life

- Diverse uses
  - Different seating options
  - Areas to play
  - Large open space
  - Stage

- Design elements
  - Benches, tables, seating steps
  - Water feature
  - Playground
  - Shade by sun sails and trees
  - Stage for events (open air cinema, plant exchange, reading for children)

Interesting aspects to discuss

- How to deal with the asphalt desert?/ avoid heat islands?
- How to bring shade to the square?
- How to green the large open area on the underground garage?
  -> Small laws, planting areas, trees in pots
- What would residents like to have on the square?

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2.1 Prepared Case Studies from United States and Austria

Caroline Hammelow Fridlund

Foto Hager Landschaftsarchitektur

RUDOLF-BEDNAR-PARK

- Architect Hager Landschaftsarchitektur, Switzerland
- Builder MA 42 Stadtgartenamt Wien
- Location/size: The 2th district, Leopoldstadt. 30 000 sq.m.
- Competition: 2006, 1st price
- Projectpl: 2006-2007, realization in 2008

ANALYZED QUALITIES OF URBAN LIFE

- Design based of surrounding, historical area
- Large, open and green space
- Diverse uses of various active & passive elements:

Benches and steelpoles with hammocks and training equipment

GROUND-MAP AND QUALITITES

NORTH Quiet zone close to big apartment building. Zone with playground and various workout equipments.

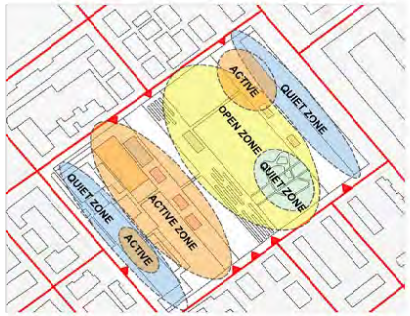
Foto Hager Landschaftsarchitektur

Foto CHF

CENTRAL Open grass area with a lot of veils of trees, waterlements and WC.

EAST Quiet zone, more shade, low benches, surrounding hedges and flowers.

AREA OF USEAGE AND ZONES



ANALYZE OF THE GREEN AREAS

Skatepool

SOUTH EAST Active zone for young people, a skatepark, various courts and ping-pong tables.

FURTHER ASPECTS TO DISCUSS

- Maintenance of various parts of the park
- Designated areas for special groups or uses
- Sizes of the trees, amount of sun/shade.

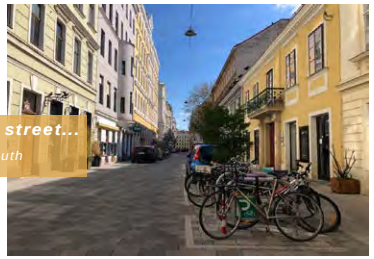
2.1 Prepared Case Studies from United States and Austria

Emilie Rosenberg Johansen

LANGE GASSE - BEGEGNUNGSZONE

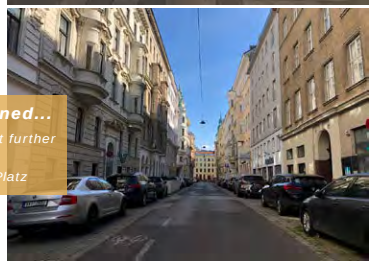
LOCATION:

- 8th district, 1080 Vienna
- Between Josefstädter Straße and Hugo-Bettauer-Platz
- Open space type: Street - ca. 120 x 13 m
- Construction from April - June 2018
- Name of designer/responsible: MA 28 – Straßenverwaltung und Straßenbau

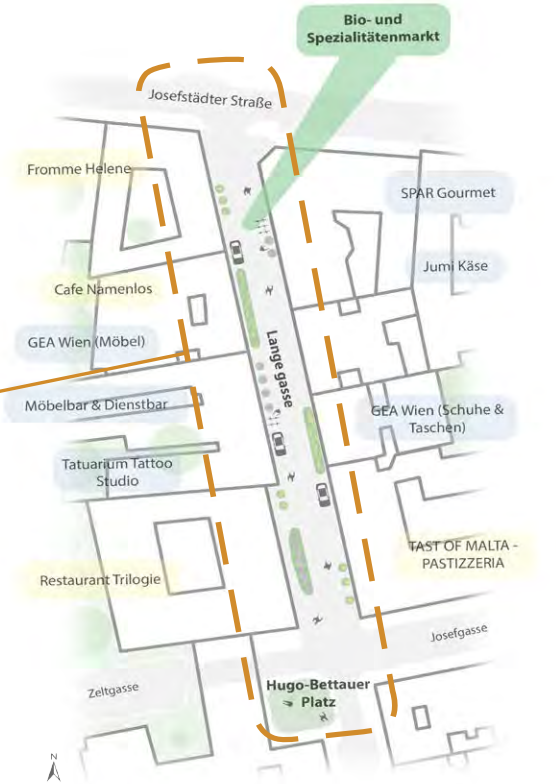


Redesigned street...
Picture facing south

VS



Not redesigned...
Shows the street further down, south for Hugo-Bettauer-Platz



Concept drawing of the street. By: Emilie Rosenberg Johansen

INTERESTING ASPECTS TO DISCUSS:

- The use of **citizen participation** prior to the project
- The **market** on Saturdays
- How is the redesign working? Does it increase the **qualities of urban life** that is mentioned?

ANALYZED QUALITIES OF URBAN LIFE

TRAFFIC CALMING:

- **One-way street**, speed limit reduced to 20 km/h
- Reduced about 25 parking spaces and the division of the parking lanes and bikes racks are arranged left and right to **reduce speed**
- **Biking** is now possible in both directions

ELEMENTS FOR QUALITY OF STAY/ THE MEETING ZONE:

- A new **seating area** at Hugo-Bettauer-Platz
- Small **eating areas** in the meeting zone
- The **"Bio- und Spezialitätenmarkt"** on Saturdays, where local stores sell their products --> **Important encounters** happens
- **Equality among road users** with the roadway and sidewalk on a uniformed level --> Increasing the **quality of walking** and **ensures accessibility** + offering pedestrians **more space** and **safety**

2.1 Prepared Case Studies from United States and Austria

Antonia Spitzer

VIERTEL ZWEI

Qualities of urban life

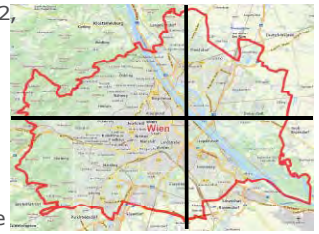
Viertel 2 is a public space designed by WES and partner. The area is next to the metro station U2 and easy to reach with public transport.
The buildings are designed with the purpose of containing the needs of daily life. There are Restaurants, working places, hotels, apartments and other infrastructure. The whole area is car free.

A great focus is placed on the open space. In the center of the area there is a big lake with a bridge and even some trees going swimming. On hot summer days you can cool down by hanging your feet in the lake. There are different hills and a big amount of green space.

extention of private living space

The area was expended to 160.000 m² and now the area contains over 700 trees. The buildings and trees offer shadow in summer and there is also a lot of open space to catch some sun in winter.

location: Krieau metro station U2, 1020 Vienna
size: 44.000 m²
construction year: 2007-2010
realisation: WES & Partner landscape architects (Hamburg)
partner: Zechner & Zechner
Henke und Schreieck
Arch. Martin Kohlbauer
type of open space: public space and square



What is missing? Aspekts to discuss:

- Water management: Most stormwater is drained through infiltration trenches and goes directly to the receiving water.
- The surface design is influenced by the parking garage, which is located under the area. Attempts have been made to create sufficient root space for the trees by mounding.
- In this area of the city the wind is often very strong. This must be taken into account when planning open spaces.
- Can the open space be used by different user groups? Some walls have a protection built in, which was constructed so that skateboarders cannot use it. (Exclusion of this group)

Quelle:
WES GmbH LandschaftsArchitektur 2014

2.2 Local Case Study Andrássy út, Budapest

Introduction: Sam Denny

Andrássy út

Andrássy Avenue was commissioned in 1870 to relieve the heavy traffic on Király utca, a dirty small parallel road. Originally named Sugárút in 1877 and later renamed in 1885 after Count Gyula Andrássy, the first prime minister of the Austrian-Hungary dual monarchy, he represented the Hungarian portion of the monarchy. After being exiled from Hungry and spending time in Paris he brought back new ideas of urban planning to Budapest. He expressed that in order for the city to reach a role of capital, they would have to reimage the main street. He did not want the ugly street of Király to represent the city of Budapest, instead he wanted to create a pleasant pathway to connect the inner city with the city park. His desires were inspired by Paris and their beautiful street promenades that held consistent designed facades along the streets. Most notably inspired by the street Champs-Elysées. In his reimagination of the main street, he connect the inner city with the large city park (Városliget). Not only did he want to connect these spaces but he wanted to create a shady promenade that acted as a green belt through the city. Construction of the street began in 1872 and finished around 1885. The street was divided into 3 sections, the first section stretches to the oktogon where buildings were 3 - 4 stories, in the second section buildings were 2 – 3 story palaces and in the final section had 1 - 2 story villas, these 3 sections of buildings types depicted Commercial – Residential – Leisure, buildings were primarily built in the Neo-Renaissances style. Construction was funded and orchestrated by the Budapest Public Works Council, in ordered to hold consistency between building styles the Public Works constructed buildings first than sold them off afterwards to remain in control of façade design. In 1894 the Budapest Metro was Commissioned the first underground railroad in Europe, and finished in 1896 this railroad ran directly under Andrássy Avenue. This metro is still in use today. And the whole street is recognized by UNESCO world heritage.

Figure 2.2.1 Photo from the top of Andrássy út

Caption text

Figure 2.2.2 Photo looking down Andrássy út from Heros Square

Figure 2.2.3 60 Andrássy út House of Terror

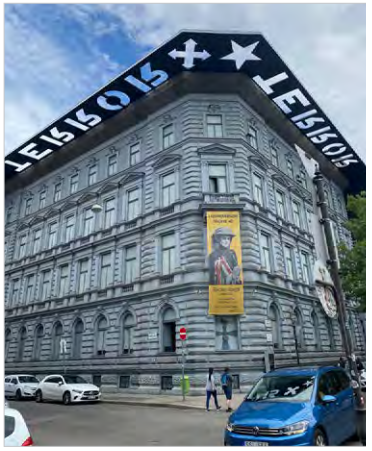
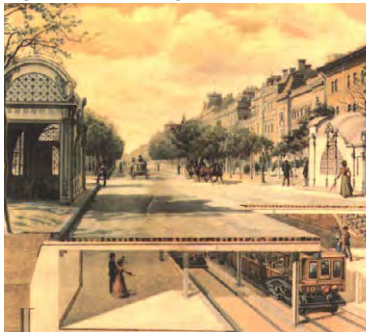


Figure 2.2.4 Orignal Sketch

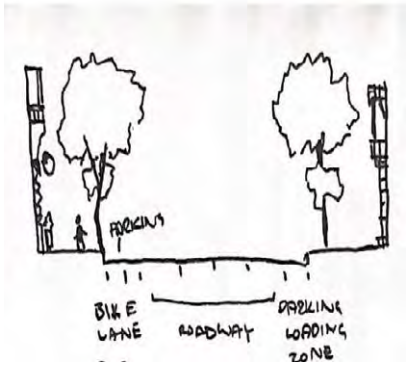
Figure 2.2.5 Orignal Section



2.2 Local Case Study Andrássy út, Budapest
Section 1 - Commercial

Sam

Evan



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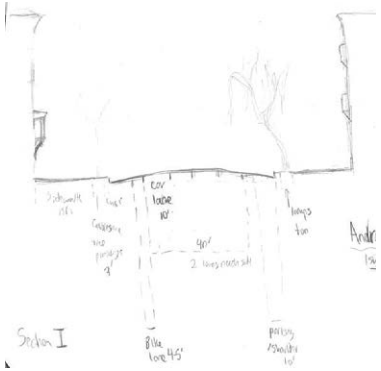

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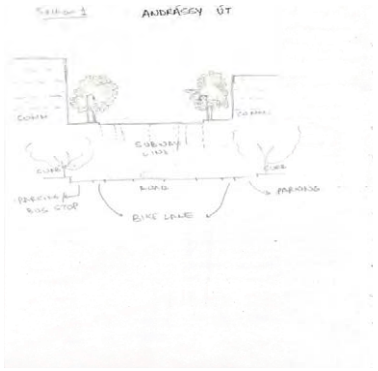

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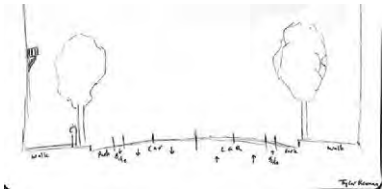

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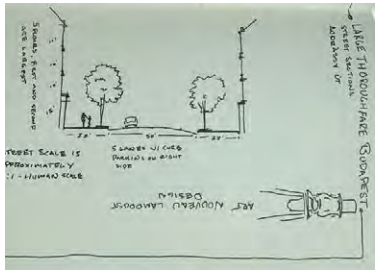


Kevin

Cameron

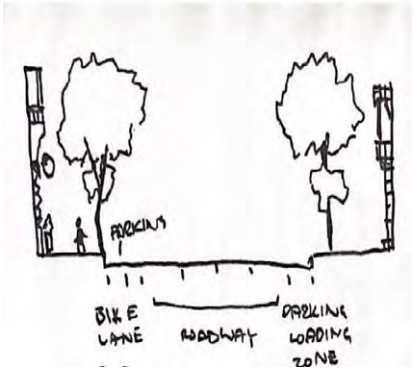
Section 1 Commercial

The first section we drew of Andrássy út was near the beginning of the road. In this portion the buildings were mainly commercial. Buildings were averaging 5 stories in this portion of the street. The sidewalks were about 2-3 meters wide on each side. On the sidewalk included ample room for walking. And they were capped with trees, benches, trash cans, and street lights. And bollards lined the edge of the sidewalk. The road featured parking on both sides, a bike lane on each side. And two lanes of traffic in each direction. And under the road ran the metro.

2.2 Local Case Study Andrássy út, Budapest
Section 2 - Opera

Sam

Evan



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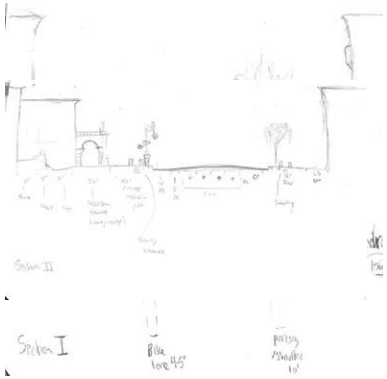

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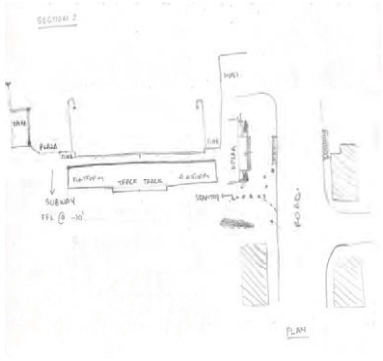

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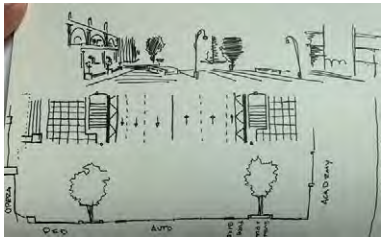

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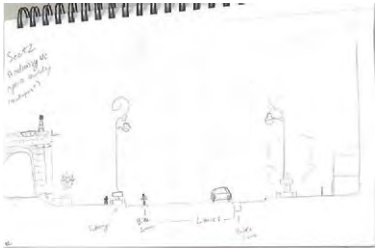

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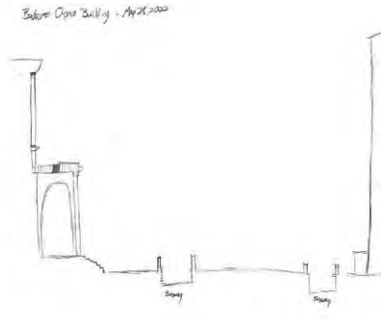
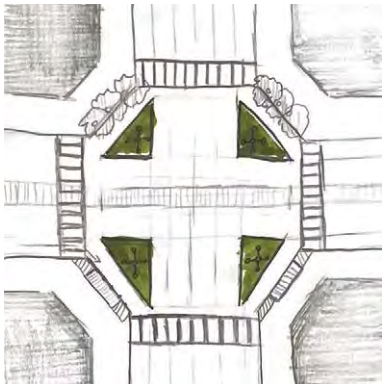


Section 2
Opera House

The next section the class drew was where the operas house stands. In this specific portion the buildings are recessed to give a greater public plaza in-front of the buildings. Not only do the buildings recede to create this bigger plaza but trees are also not located in this specific part of the street. This is most likely due to the subway stop located under this portion. The trees you see drawn in some of these sections are the elevations of trees in the distance. The buildings hold their symmetrical forms to create a dramatic opening in the street scape. Where the sidewalk from the previous section was running now offers an entry point to the

2.2 Local Case Study Andrássy út, Budapest
Plan 1 - Oktogon

Sam



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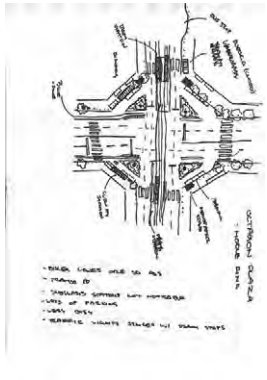

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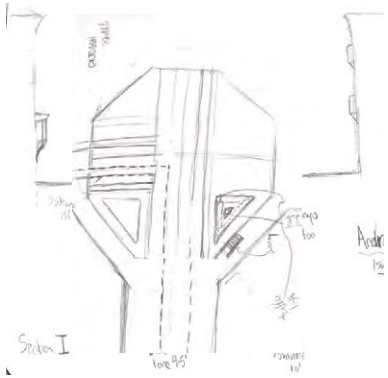

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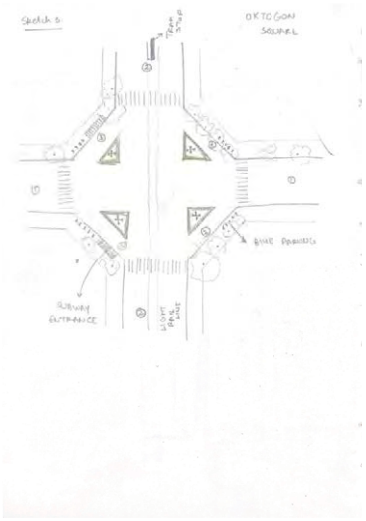

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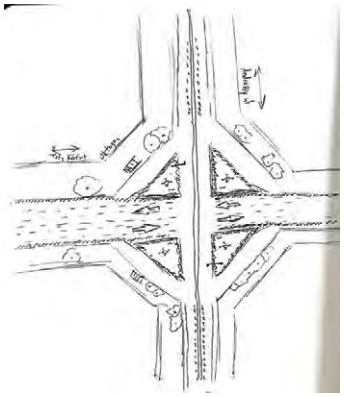

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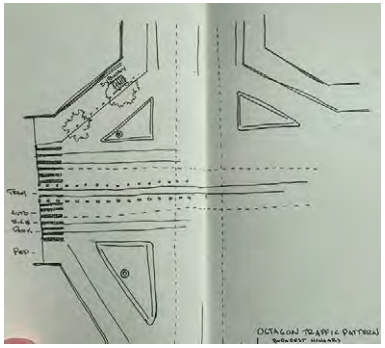

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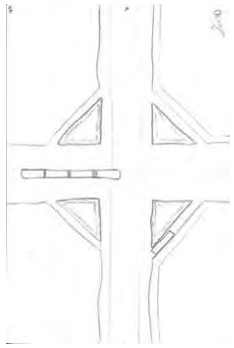


Cameron

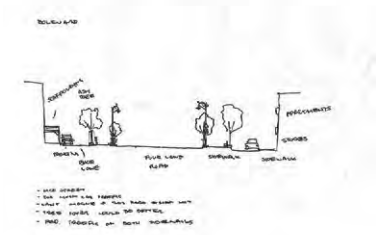
Oktogon

The Oktogon, a traffic solution used to reduce congestion from main roads meeting. This zone keeps with the theme of symmetrical design by using the 8 sided Oktogon shape to create order in the street. All the buildings that line this section hold consistent stylistic choice. This was achieved by the government constructing the buildings first and then selling them off after completion. The subway still runs underneath the main axis of the road, but on the surface is a tram line that runs in a perpendicular section. This urban planning move, makes for an optional transfer zone in the city making changing axis easy. To break up the large shape 4 green zones get created in the aftermath of addressing traffic patterns. These large green spaces offer opportunities for plantings while creating barriers between slower turning traffic and the main paths of both axis's. The Oktogon became a clear landmark for the class when it came to navigating the city.

2.2 Local Case Study Andrássy út, Budapest
Section 3 - Beginning of Alley

Sam

Evan



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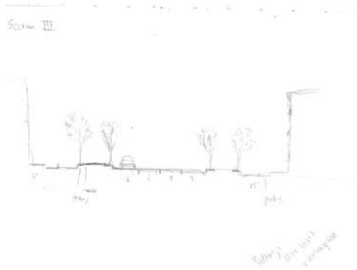

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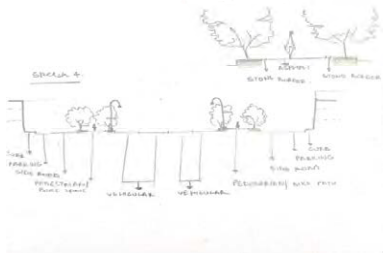

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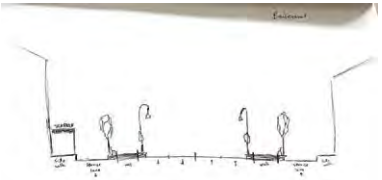

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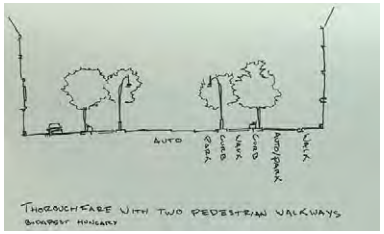

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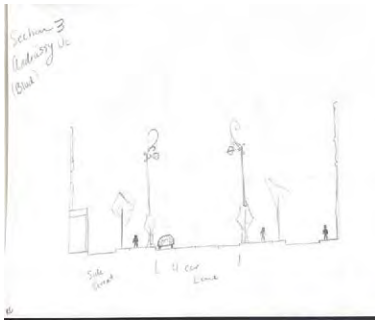

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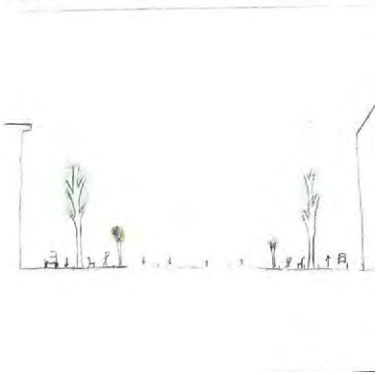
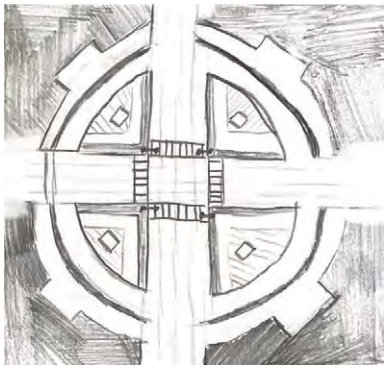


Section 3
Beginning of Alley

The third section was in a more residential zone of the street. Building heights were 3-4 stories instead of the 5 storied buildings we saw at the top of the street. This section introduced a new street pattern. Small sidewalks then a small road that had parking and bike/car traffic. Then a pedestrian alley lined with benches trees and street lamp was used to separate building and parking from the main road. Which is still 4 lanes wide two in each direction. Then this pattern is reflected to the other side. The Oktogon from the previous slide is used to help define this change in street scape. The class seemed to enjoy this part of the street the most. The scale felt very human and appeared to feel safer even though we were on pedestrian islands. The idea to pull primary foot traffic away from residential homes, proved to be an effective method at reducing noise. The most noise is at the center of the street (fast automobiles) and then the quietest noise of parked cars and bicycles is placed closest to residents. Along with the double trees it was evident that this section felt quieter.

2.2 Local Case Study Andrássy út, Budapest
Plan 2 - Circle

Sam



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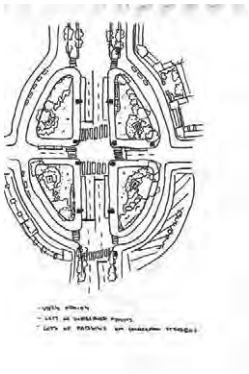

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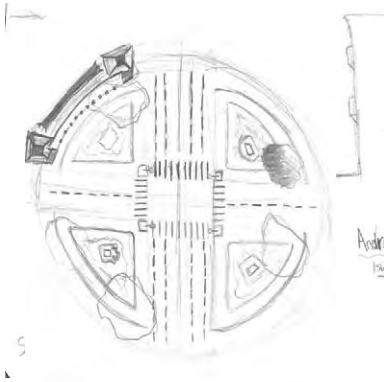

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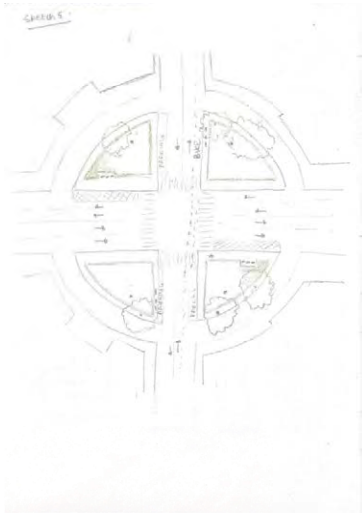

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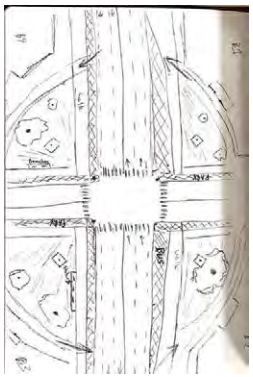

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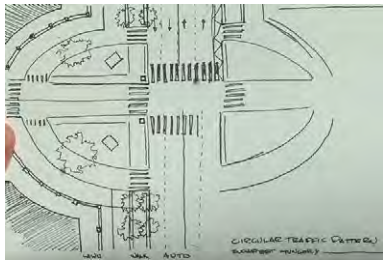

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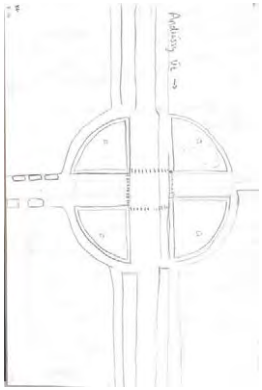

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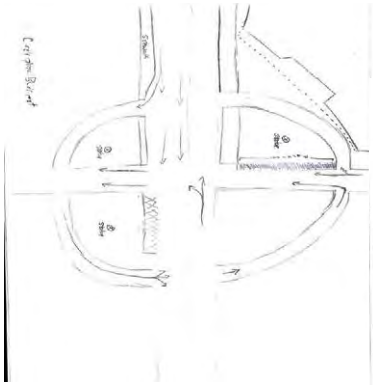


Plan 2
Circle

Very similar to the oktogon the Kodály körönd is used to divert intersecting traffic with out the use of a traffic light. This area has buildings with front yards and the shape of the buildings reflect the circular form of the area. Jus like the Oktogon green space are created in the extra spac between roadways. This time statues of famous Hungarian Hero's are placed. This helps make a connection towards hero square which is further down the road. The villas and private homes located in the next section are sandwiched between two areas that are celebrating the great figures of the region. This planning move is used to help dictate the power of those housed in the next section. This area did not find to be as useful fo the study abroad group as th Oktogon was but it is a very iconic shaped intersection. W most likely didn't come acros this area as much because it was the dividing intersection between social housing and private housing.

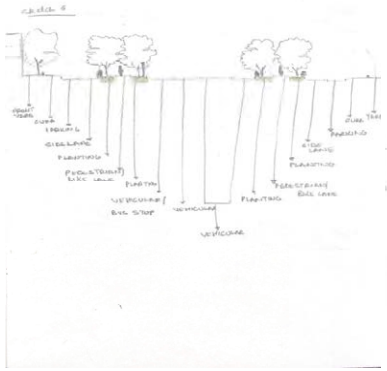
2.2 Local Case Study Andrássy út, Budapest
Section 4 - Homes with Front Yards

Sam

Evan

Will

Anagha



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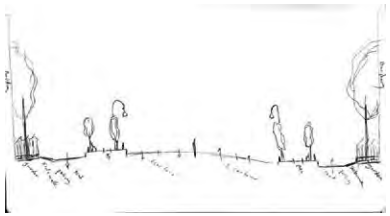

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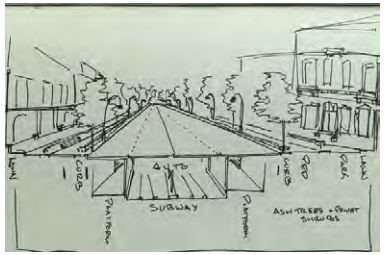

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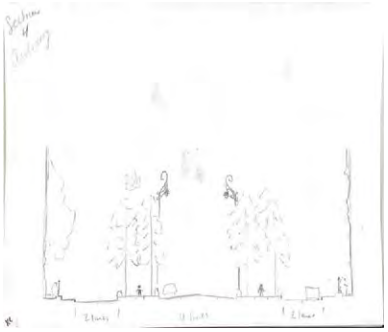

Cameron

Section 4
Homes with Front Yards

This was the nicest section of the avenue by far. This is because of who was living on this part of the street; the rich In this portion houses ranged from 1-3 stories in height and every house had a front yard that was filled with shrubbery of varying heights. The street pattern was similar to that of section 3, but it had a few defining differences. First off, the sidewalk in this portion wa smaller but it came equipped with lines of shrubs to block out extra noise. It also had small lawns on both sides of the alley walk. The trees appeared to be smaller in the alley creating an enclosed walk way feeling. And in the private yards housed much taller trees. And the subway line still remained underneath the street and the standard 4 lane traffic in the center. But when walking on this pathway it didn't feel like you were nex to a road at all. The idea of th green belt promenaded could truly be felt in this portion of the street. The promenade ends at Hero square were many sculptures of Great Hungarian figures stands. Then across the bridge is the Városliget

2.2 Local Case Study Andrássy út, Budapest

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2.3 Local Case Study Karl-Marx-Hof, Vienna

In its long and tumultuous political history, the city of Vienna has witnessed numerous social and cultural crises, the most significant of which occurred in the aftermath of the First World War with the collapse of the Habsburg Empire. Widespread poverty, high rates of unemployment and an acute housing shortage, led the then Socialist Democratic government to launch the Social Housing Program in the 1920s with the aim of providing affordable and comfortable housing for the working class. These municipal housing complexes, or *Gemeindebau*, provided the residents with communal amenities such as laundries, kindergartens and libraries, along with green open spaces and hygienic sanitation facilities. The most prominent of these complexes is perhaps the Karl-Marx-Hof Gemeindebauten.

Built between 1927 and 1930, Karl-Marx-Hof is built over a site area of 38.5 acres (156,000 m2) in the 19th district of Vienna. The housing complex, which takes up only 18.5% of the total site area, consists of 1,382 apartments, ranging between 300-600 ft2, and provides its 5000 residents with basic amenities such as multiple laundromats, public baths, stores, kindergartens, libraries, a pharmacy and a post office. Designed by Viennese architect and city planner Karl Ehn, Karl-Marx-Hof spans a length of over 0.6 miles (1km) and 4 tram stops, and showcases distinct and imposing architectural features throughout the complex whilst emphasizing the relationship between the built environment and green open spaces.
The scale of the complex, pronounced design features vsuch as the grand arched entrances and the symbolic red facade are emblematic of the strength and resilience of the working class.

The intermediate open spaces consist of a series of large courtyards and play areas with careful consideration towards public infrastructure such as parking sheds for bicycles and strollers, efficient waste disposal stations and fixed seating. At the centre of the fortress-like structure, across from the Heiligenstadt Metro station, a grand square called the 12-Februar-Platz sits atop an underground parking structure and acts as a central gathering space for the residents of the area.

Image 2.3.1. Site Plan of Karl-Marx-Hof as displayed on site.

Image 2.3.2. Entrance gate detail. Courtesy: Sam Denny.

Image 2.3.3. Facade details. Courtesy: Sam Denny.

Image 2.3.4. Elevation details and street context. Courtesy:Anagha Kulkarni

2.3 Local Case Study Karl-Marx-Hof, Vienna

Through the years, Karl-Marx-Hof has become an indispensable part of the unique architectural and social fabric of the city of Vienna and a paragon for Social Housing Policies. Today, around 60% of the city's population lives in subsidised social housing. Not only does this promote social parity but the contemplative design of these municipal housing complexes also addresses issues of environmental justice and equity.

Image 2.3.5. Door details. Courtesy: Nat Valenza

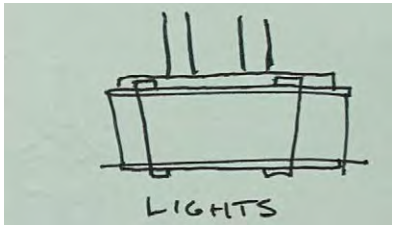


Image 2.3.6. Lighting details. Courtesy: Nat Valenza

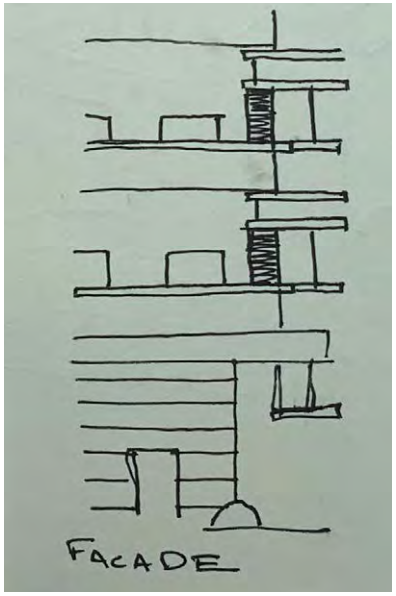


Image 2.3.7. Facade details. Courtesy: Nat Valenza

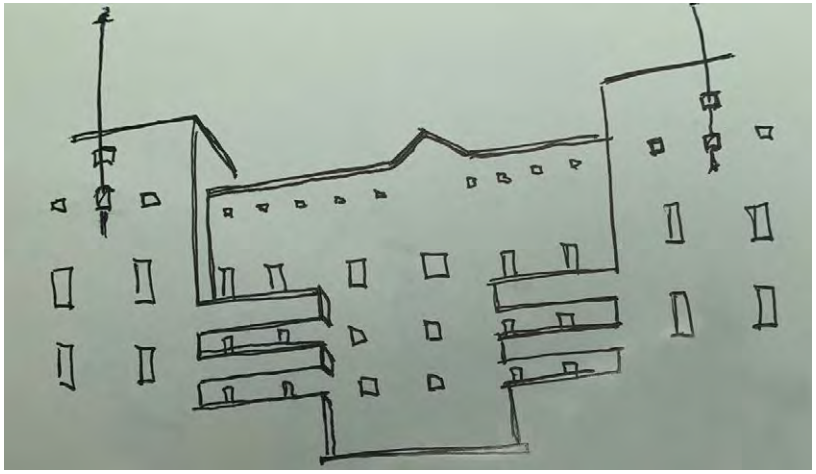


Image 2.3.8. Elevation Details.Courtesy: Nat Valenza

3. Workshop Budapest

Fő utca (Main Street) runs parallel to the river Danube on the foot of the castle hill of Buda. This dense, inner-city situation is impacted by heavy traffic but has the potential for a stronger role in establishing connections between water and hill.

- The foundation for the design work was a planning analysis including:
- The relationship between demographic/land use data and open space use
- Which layers of the urban history are still visible in the current fabric?
- Spatial quality of urban plazas
- Main view-sheds
- Which “invisible” aspects are influencing the urban fabric (e.g. policies, regulations, tradition, overall goals for the open spaces etc.

Dean Dr. Albert Fekete and Professor Dr. István Valánszki welcome the international teams at the Hungarian University of Agriculture and Life Sciences (MATE)

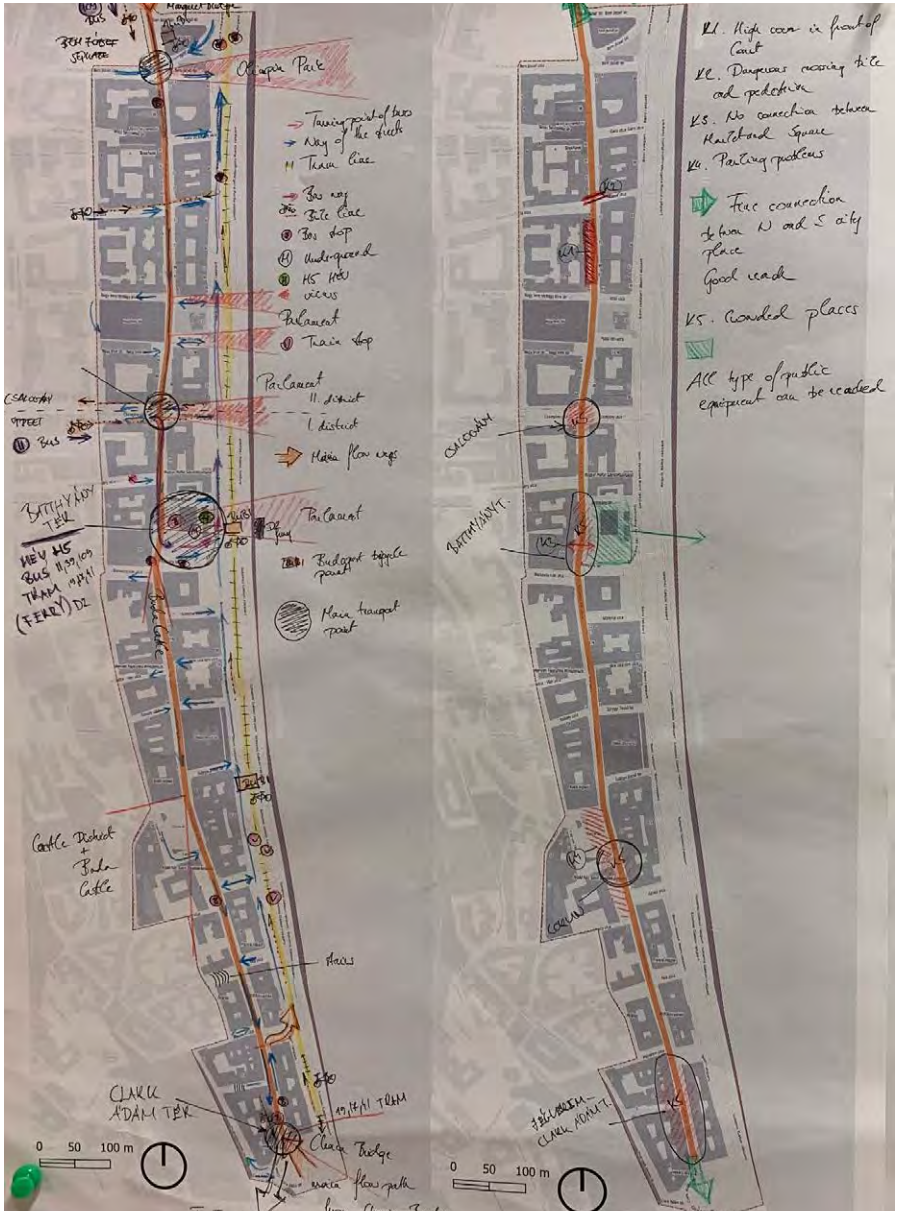
Students from all three universities work together in interdisciplinary teams.

Professor Dr. Zsófia Földi (MATE) provides an overview of the history and street scape challenges of Fő utca in Buda.

Tibor Kovács (Science and Health Specialist at the Budapest Embassy of the United States of America, front left) participates in the discussion of the workshop outcomes.

3.1 Workshop Budapest - Team 1

BOKU: **Rupert Eichler** - Rutgers: **Kevin Chegwidden, Samuel Denny, Tyler Keenan**
MATE: **Renáta Heténi, Bálint Lach**



Inventory Analysis

Connecting to the city of Budapest is a strong characteristic Fő Utca possesses. Access to the beginning of the street can be found towards the north. Other attractions that are within a walks distance towards the north are Margaret Bridge for access from the Pest side of the city or Margarets Island. Bem József Square lies just north outside of the boundaries of Fő Utca and provides additional green space to pedestrians. The historic First District overlooks Fő Utca on the adjacent, western hill. Access to the Danube River lies a block over from the street spanning well beyond the border of the site. The eastern border of the site also offers exceptional views towards the Pest side of the city with the Parliament Building serving as a keystone piece to the view. The surrounding southern portions feature the 0 km Statue in the accompanying park to the west and the Chain Bridge on the east as another access route to the Pest side.

Fő Utca provides a variety of ways to navigate within and outside of the project site. A majority of the two parking lanes, a driving lane, a bicycle lane, and a set of sidewalks on other side of the street. A small strip of the street near Batthyány Square features one parking lane instead of two with sidewalks and a bike lane. Another portion of the street just north of Clark Ádám Tér features

Pedestrians who do not find themselves using public transportation find no difficulty in walking on the sidewalks and crosswalks on site. Pedestrians using bicycles can find designated biking paths along Fő utca, Kacsa utca, Csalogány utca, and parallel to the Danube along Bem rakpart. Pedestrians using public transportation may find themselves on a bus, ferry, tram line, or subway line. Bus line 11 runs through Csalogány utca while bus line 39 has one stop and bus line 109 has four stops along Fő utca. Tram lines 17, 19, and 41 all have routes long the river in this span. Batthyány Square houses connections to the M2 subway line connecting to the Pest part of the city and serves as one of the beginning or end points for subway line M5. Batthyány Square is also home to a port for the D2 ferry.

3.1 Workshop Budapest - Team 1

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Tarasz Sevesenko Square - existing conditions

Site Analysis

Located on North on Fö utca the site Tarasz Sevcsenko Square lies between Király Fürdő bathhouse and Saint Florian Church. At the northern portion of the site sits flush with the road and falls below a retaining wall, separating it from the street. Entrances exist from either ends of Fő utca with an additional public entrance from the west side of the site. The site feels more like “transit” area than it does a park. Two straight path ways connect either entrance allowing people to navigate from one end to the other. No or many trees surround the church as opposed to the area in between walking paths. Few people appear to be spending anytime on site dispite there being places to sit.

The trees provide a lot of shade to the site but seemed to limit any smaller planting though shrubs lined the walkways in the site. Shade seems nice but could be a deterrent in the dark mixed with the sites poor lighting; appears uninviting as well. The grass does not appear to be healthy due to the shade and the soil on the site appears to be in a poor state. Grassy/bare area in front of the bathhouse with ventilation emerging from the ground. Ground vegetation towards the church seems more inviting and looks healthier.

The setup of Fő utca seems to a problem in front of the site with how the traffic is set up. There’s no safe space to cross the street if desired. Cars drive a bit too quick for comfort.

3.1 Workshop Budapest - Team 1

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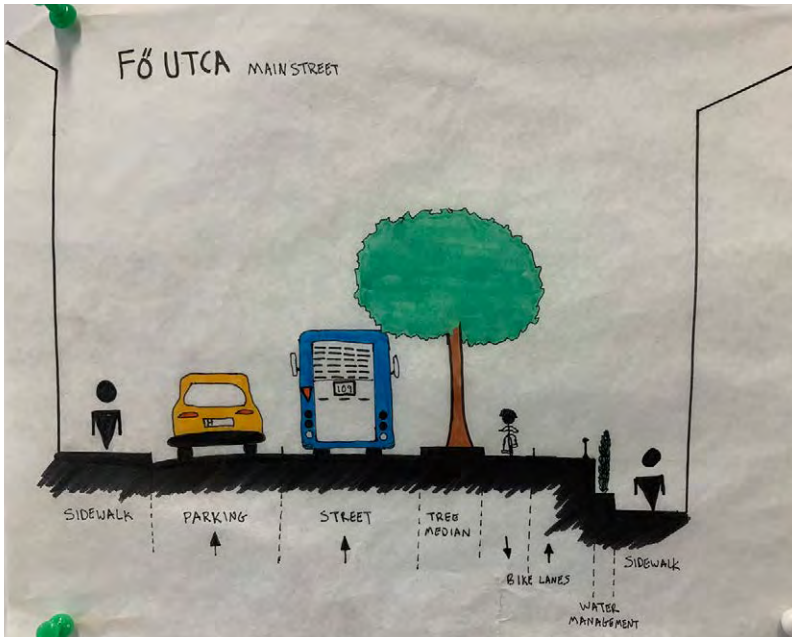
Plan View: Tarasz Sevcsenko Square



Fő utca - Street Section

Site Design

The first thing addressed was the the street in from of the site. The idea of this street redesign was so the entirety of Fő utca could adopt these characteristics. The elimination of a lane of parking space could encourage more walking along the road as well as biking, so any and all parking along the street would be against the left side. Part of the street that would replace this would be implementing a green median separating the bike lane from vehicular traffic. This would help create a better environment for cyclists and could help reduce speeds along the road. The green median could help reduce rain runoff and noise pollution into the site and anywhere along the street. A two-way bike lane would then take up the rest of the space on the street as opposed to the tight bike lane that exists currently. Just in front of the intersection a bus stop indicated by the orange section in plan was implemented to ensure pedestrians getting off the bus would have a safe arrival and boarding space without obstructing traffic. A set of crosswalks was then added for the safety of people crossing the street.

Just in the front of the retaining wall is an additional planting of shrubs to cath the rain water coming off of the bike lane. From there a rain garden was installed in the lawn area just in front of the bathhouse to further catch any runoff that may come from the street.

Two large pathways with a gray stone walkway run through the site to keep the idea of circulation running through the site as well aiding the connection to the Danube River. Supporting pathways were installed to allow park visitors to explore the site and take rests on the planned benches. Flush ground lights also intend to be installed to provide a comfortable space for people navigating the site at night.

3.1 Workshop Budapest - Team 1

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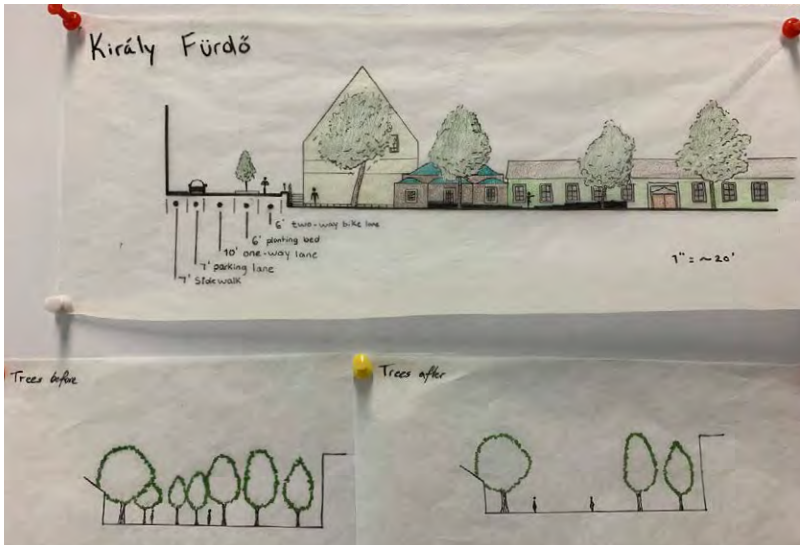


Section: Tarasz Sevcsenko Square

Concept images for proposed water features

Site Design

Two water features are proposed within the park offering compliments to the celebration of water the bathhouse holds. A series of minuscule water falls can be found running along side the two main path ways highlighting the heavy foot traffic area. On the northern side of the main pathways three spheres with lightly flowing water can be sat around and enjoyed as a side feature to the site and balance the green corridor with the statue.

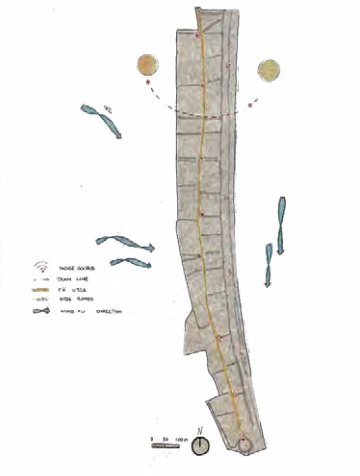
The decision to remove trees was to allow to the sun to shine into the park. While it can get hot during summers, the light is more inviting and the existing trees still provide shade for visitors to enjoy the park on a sunny day. More sun can also allow grass the chance to grow and provide green coverage where only dirt previously existed.

3.2 Workshop Budapest - Team 2

BOKU: **Katharina Elskamp, Caroline Fridlund** - Rutgers: **Anagha Kulkarni, Cameron Wallace, Evan Whitwam** - MATE: **Sára Szűcs-Józsa, Eszter Gyöngyösi**

Tree Location Map

Contour and Water Runoff Map



Environmental Conditions

Inventory Analysis.

Tree Location Map

Our group was tasked to locate the different tree species within the project site, which was conducted by walking down Fő utca. From our observations, our group discovered how isolated tree plantings are from each other. Fő utca is a narrow thruway for car and cycling traffic where most space is dedicated to residential parking. This led to many tree plantings only being located in side streets, tram lines, parks, and residential apartment blocks.

Contour and Water Runoff Map

A contour and water runoff map were necessary to access the unique environmental conditions of the project site and the city of Buda. The city of Buda is strategically placed on the river terraces and hills on the western side of the Danube River, which is noticeable when compared to the flatness of the city of Pest.

The street network of the site was raised over time to prevent flooding during storms or the river. Each contour line represents a 4-meter elevation, with the highest points of the site being towards the west (108m) to the hills and certain areas between the hills and river (112m).

The map represents the flow of water that occurs on the ground surface because of either excess rainwater, stormwater, meltwater, or other sources that do not rapidly infiltrate the soil. This process occurs when the soil is saturated by water and arrives faster than the soil can absorb. Elements of urbanization such as buildings, roads, and sidewalks are impervious surfaces that do not allow water percolation to charge the aquifer. Pollutants and waste flow directly downhill into the Danube River.

Environmental Conditions

Three primary environmental conditions were assessed along Fő utca: wind, noise, and contour/water runoff. Shade analysis was unable to be completed at the time of our site analysis due to the overcast. The Hungarian students could complete and analyze the wind movement along Fő utca. Three locations are highlighted; on average, 18% of the wind comes in from the West, while 23% of the current travels from the Northwest. The Danube River was another significant contributor to the wind channel throughout the year.

The group identified eight significant noise markers within the dimensions of our project area. The following areas were identified in order from the Northern most tip to the Southernmost end.

The remodeling construction of the Király Fürdő Bath House and street intersection on the corner of Fő utca and Bem József utca, the intersection of Fő utca and Kacsa utca, the intersection of Fő utca and Csalogámy utca, Batthyány tér metro area (with bus stops, tram stops, and a metro station), the location where Fő utca transitions from a one-way road to a two-lane road, the construction around Clark Ádám tér connecting to the tunnel over Budavári Alagút, and the tram line (across multiple points) running parallel to Fő utca.

3.2 Workshop Budapest - Team 2

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Inventory Analysis

Green Infrastructure Map

The parameters of our site traveled 1.52 km (0.94 miles) of Fő Utca and expanded a few km on either side of the main street, encompassing a few side streets. Within these dimensions, six major green infrastructure areas were identified and documented. The following, in order from the most northern part of our site parameter to the most southern part, are:

Bem József square.

Tarasz Sevcsenko square.

Nagy Imre square.

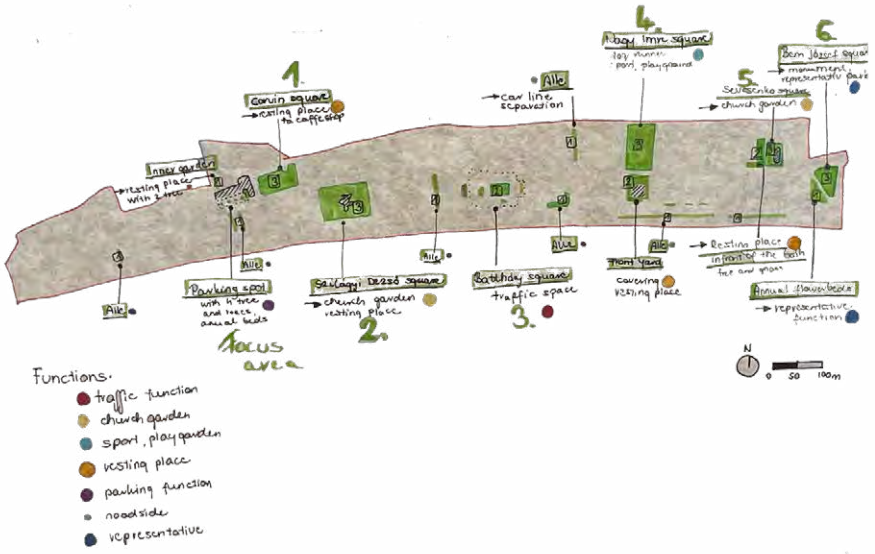
Batthány square.

Szilágyi Dezső square.

Corvin square.

Within each greenspace, we also identified a few functions of the areas. Bem József square includes a monument and annual flower beds and is classified as a representative park. Tarasz Sevcsenko square consists of a church garden and provides a resting space in front of the Király Fürdő bath house. The Nagy Imre square includes a dog park, sports and recreation infrastructure, and a playground. In contrast, the Batthány square has plantings around the transportation center. Szilágyi Dezső square consists of a church garden and a resting space. Corvin square includes a coffee shop with a seating area, a statue with a statue, seasonal plantings, benches along with the fountain, and pathways.

Across all six green spaces, we identified one of the shared significant problem areas as lacking a network of green infrastructure. The spaces felt individualistic and single-use, emphasizing the lack of connection among the six. It was also evident that the spaces do not connect the Danube River and the Buda Hills, both major natural elements characteristic of Budapest. As a result, the spaces do not capitalize on viewsheds, further perpetuating the single-use elements of the greenspaces.



Green Infrastructure Map

Tarasz Sevcsenko Square

3.2 Workshop Budapest - Team 2

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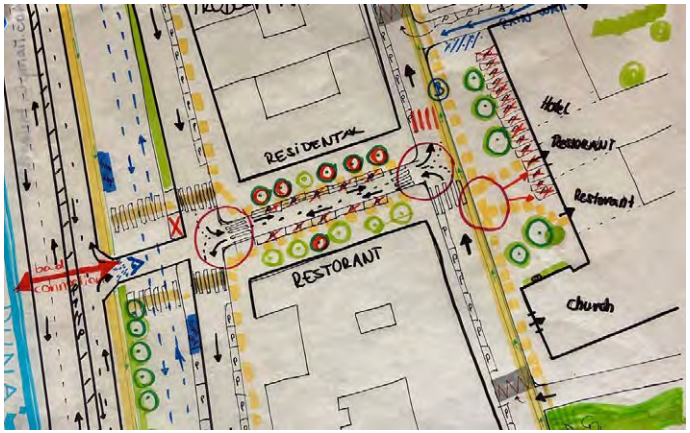
Photo of Site looking towards the Danube River

Program Diagram



Conflict Map

Site Analysis.

The site chosen for the workshop is an arterial street with a highway exit and entrance ramp to the east and Monastery Hotel to the west with a two-way street. Our site sits directly across from an intersection of Fő Utca and Halász utca. Halász utca is a two-way street allowing cars to turn on and off Fő utca to access or exit the major highway. With a small 18-car public parking lot in front of the Monastery Hotel, traffic congestion is amplified at this western edge of our project site. Upon further inspection, three large trees are planted directly in front of three of the parking spots, leaving only 15 accessible spots.

Additionally, a bus stop at the corner of the Monastery Hotel's lot directs the bus to cross directly over a bike lane. Further down Halász utca sits a tram stop which heavily influences the noise and pedestrian concentration in this area. Walkability is limited in this area as there are no crosswalks from Fő utca to the corners of Halász utca, forcing pedestrians to walk further down Fő utca to cross from the east to the west side rather than at Halász utca. This highly concentrated congestion of this area perpetuates the separation of greenspaces and inhibits the potential of the urban qualities of life.

Programming Diagram

Our group divided the site into three areas to not only delegate work between each other but also to further understand how to improve site conditions in our design.

The hotel and Church entrance is dedicated to 18 surface parking spaces; however, three are unusable because of trees blocking them. In front of the parking lot are a bus stop and bike lane. Our group designated this area as a 'Plaza' that can provide better seating and plantings for the Hotel, church, and bus stop while improving pedestrian and cycling circulation.

The 'Transitional Area' is currently a two-way street with on-street parking with one side restaurant seating and the other tree plantings for a residential building. Our group planned to transform this space into an experiential walk with water features, new plantings, and seating for pedestrians and the restaurant.

The final area is the 'Overlook.' With the Danube River being essential for both the site and the city of Buda, our group sought to incorporate a scenic overlook to the site. This 'Overlook' will offer panoramic views of the river while offering visitors seating, plantings, and recreation space.

Conflict Map

This conflict map represents the problems with the site and the group's brainstorming process to improve the site. Our group examined the circulation of cars, pedestrians, cycling, and transit traffic as the primary sources of congestion and noise pollution. The map also presents the number of parking spaces near the site. Our group then labeled what was deemed redundant to the site to improve walkability. This allowed our group to examine the immediate problems of the site in the context of circulation, conflict points, and land uses.

3.2 Workshop Budapest - Team 2

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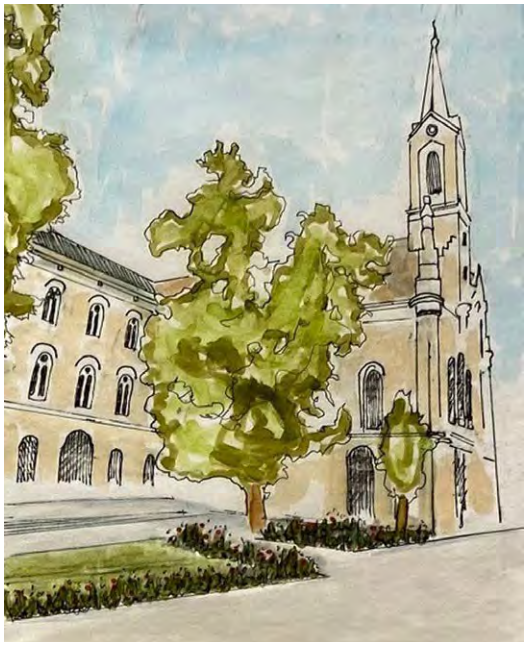
Site Design.

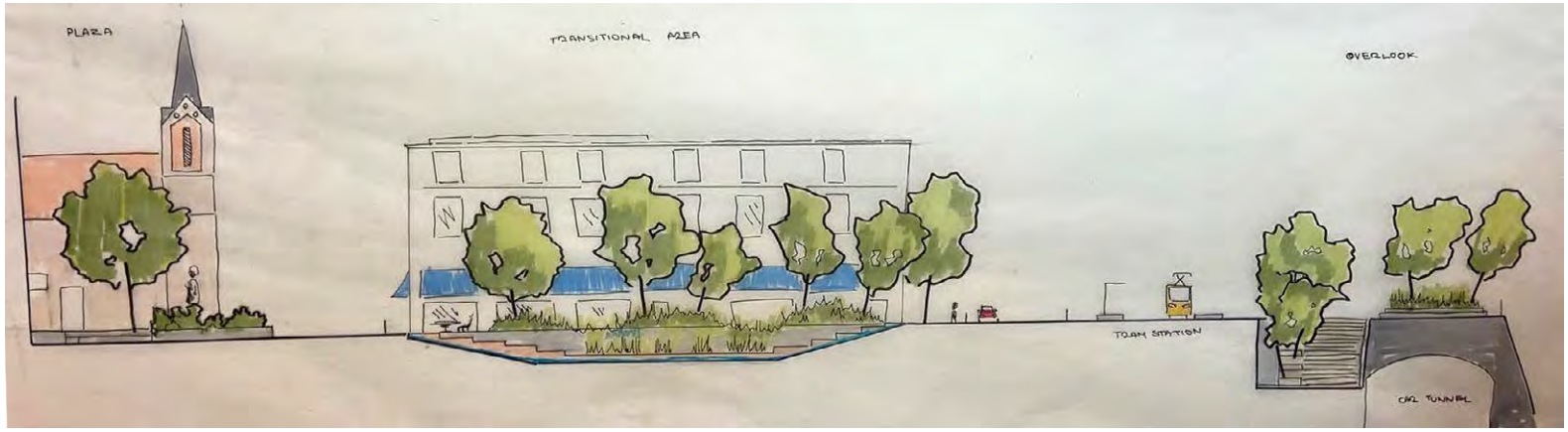
Our site analysis identified three main problems: traffic circulation, green infrastructure, and experience. The current site is dominated by car infrastructures such as parking and roadways, inhibiting walkability. Our design proposes to take the 'Plaza, Transitional Area, and Overlook' into one pedestrian experience that gives way to new green infrastructure, better traffic circulation, and experience for both residents and visitors.

The new plaza removes all 15 parking spaces and nearby on-street parking to create a mixed traffic zone. New seating and plantings provide more room for the Hotel and church and a buffer to the street. The street will be raised to the curb level to create one fluid pedestrian experience. Car drivers will have to slow down, dramatically allowing for a safer cyclist experience.

Base Map



View of Church from Transitional Area



Section Illustration

3.2 Workshop Budapest - Team 2

BOKU: **Katharina Elskamp, Caroline Fridlund** - Rutgers: **Anagha Kulkarni, Cameron Wallace, Evan Whitwam** - MATE: **Sára Szűcs-Józsa, Eszter Gyöngyösi**

Site Design.

The two-way street is removed and will become a sunken water feature garden to reduce car traffic to the site further. Steps will go down to a small plaza space with planting mounds and a retaining wall flanking the sides. Water will flow downwards and sit below the decking to allow for water features and plantings for visitors. The on-street parking on both sides is also removed to provide more room for restaurant space and tree plantings.

To cap the pedestrian zone, our design proposes to altogether remove the highway exit and entry ramp with a large terrace as an overlook to the Danube. We believe the highway along the river should only act as a bypass through the city and should not need to interact directly with the inner city. By removing the primary source of traffic congestion, the tram line, bike path, and other car traffic will reduce friction congestion. The intersection from the 'Transitional Area' to the 'Overlook' will be raised to extend that fluid pedestrian experience further while reducing car traffic speeds. The main square of the 'Overlook' will be a terrace that is dotted with plantings and small trees so visitors can enjoy the panoramic views of the Danube. Where the highway ramp used to be is replaced with step seating with small plantings for the perfect spot to relax.

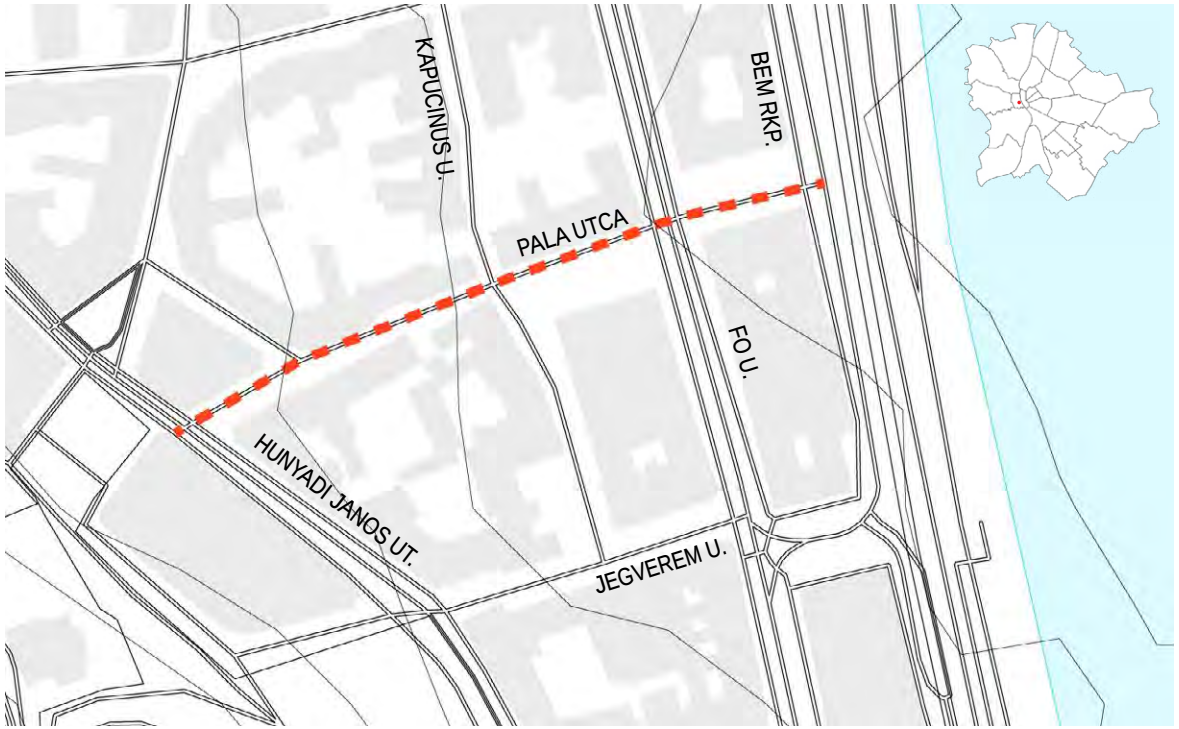
Transitional Area

Green Space in the Plaza

Seating options within the Plaza

3.3 Workshop Budapest - Team 3

BOKU: **Emilie Rosenberg Johansen, Antonia Spitzer -** Rutgers: Nathaniel Valenza, Will Magnanini
MATE: **Sára Selymes, Kevin Gyöngyösi**



Pala utca from Kapucinus utca towards the Danube

In Budapest, a variety of transit systems provide easy access to public amenities across the city. Long distance connections are well established by tram, subway, and bus. However, key pedestrian thoroughfares remain unestablished or neglected. Despite a robust public transportation system, the city retains a steady reliance on automobiles.

Cars block sidewalks, crowd streets (where free parking often proliferates), occupy plazas and parks, and create unnecessary traffic. This design project seeks to re-establish an essential pedestrian connection between the Danube riverfront and the hills of Buda, developing a framework for the further reclamation of other pedestrian thoroughfares

in the city. In addition, the design adheres to practices of ecological urbanism by greening and shading streets as well as providing swales for stormwater runoff. In the process, a disused space is transformed into a vibrant outdoor passageway and community hub that benefits human and nature alike.

3.3 Workshop Budapest - Team 3

BOKU: **Emilie Rosenberg Johansen, Antonia Spitzer -** Rutgers: Nathaniel Valenza, Will Magnanini
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Hand drawn design analysis maps allowes the team to develop an initial understanding of the underlying site conditions.

Pala utca crosses Fő utca running East-West, downhill from Hunyadi Janos ut to Bem Rakpart on the Danube River. This street is one of several parallel cross-streets along the Danube that connect the weaving hills of Buda with the waterfront. Several portions of Pala utca are reserved for pedestrian traffic: between Szonyeg utca and Hunyadi Janos ut, and of particular interest to our study, the downhill component between Kapucinus utca and Fő utca.

The segment of Pala utca between Kapucinus utca and Fő utca runs between a three-story contemporary parking garage and a two-story 18th century Baroque home, which is set roughly four to six feet below grade. The street is paved unevenly in cobblestones and retains an 18th century character. Foot traffic is low, and several businesses appear to be closed on the street.

Standing at the top of this street, the view from Kapucinus utca has potential to provide waterfront visuals, but the viewshed is currently blocked by tree cover and parking at the riverfront. The street has little shade in the summer and can be a significant trek for those who are not physically capable.

The difficult uphill terrain of Pala utca, between Fő utca and Kapucinus utca, also poses issues for flooding and stormwater management. The street is paved with impervious concrete and loosely directs water to flow to the center, but this water is not channeled, and the grading is not sufficient to prevent water from flowing directly over the steps in significant rain events. This is both a danger to pedestrians who attempt to use the street in storms, as well as an infrastructural problem for other forms of transportation that cannot run because of inappropriately directed flood waters.

The physical landscape, in terms of architectural style and pedestrian connection, is diverse but disjointed. The portion of Pala utca between Fő utca and Bem Rakpart is bordered by a 19th century five-story construction and a five-story post-modern construction. These structures are rhythmic in scale but disconnected in appearance. There is no clear pedestrian crossing across Fő utca (nor is there across Kapucinus utca or Bem Rakpart). This portion of the street is primarily utilized for parking, though, owing to its position on the waterfront, this may not be the highest and best use of the space.

Pala utca, as well as similar cross streets such as Ponty/ Halasz utca, Szekely utca and Vam utca, have the potential to form both pedestrian and fresh air connections between the riverbank and the Buda hills, but most are disconnected and/or blocked by parking. Re-establishing these connections could be beneficial both to public health and to the economic viability of the area. Increasing shade coverage is similarly necessary to reduce the effect of urban heating in the summer.

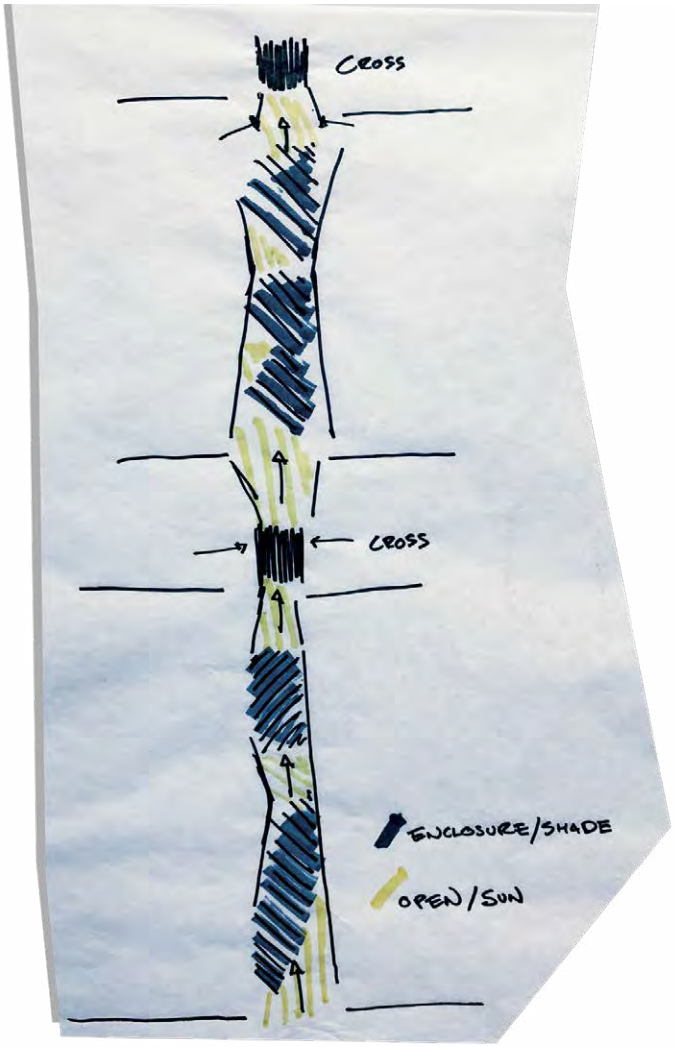
3.3 Workshop Budapest - Team 3

BOKU: **Emilie Rosenberg Johansen, Antonia Spitzer -** Rutgers: Nathaniel Valenza, Will Magnanini
MATE: **Sára Selymes, Kevin Gyöngyösi**

Pin up with illustrations displaying initial concept designs.

Our site design addresses these existing conditions by developing three distinct plans: shade, water, and pavement. For all three of these plans, we focus primarily on the downhill portion of Pala utca between Fő utca and Kapucinus utca.

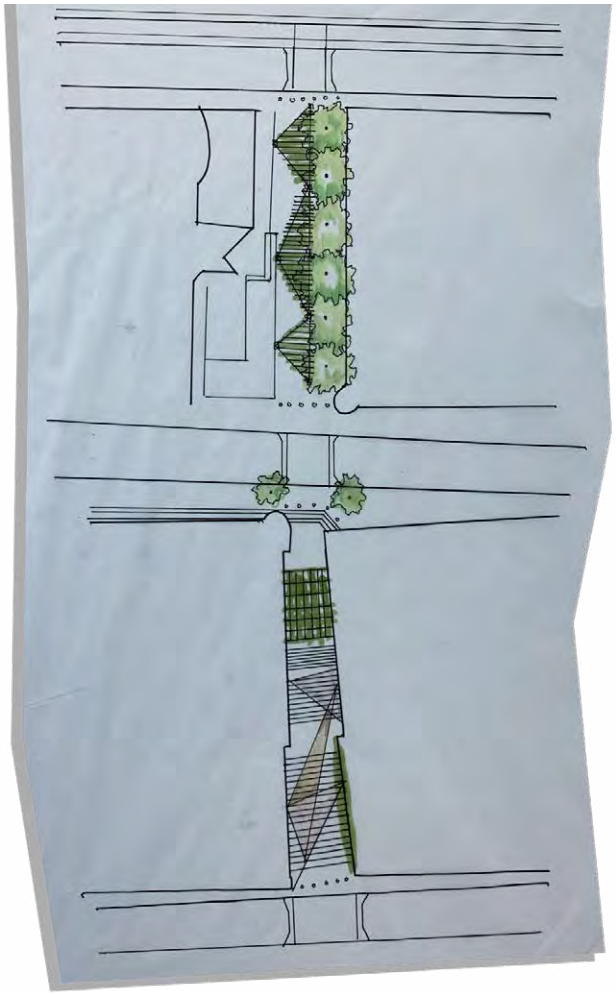
Our shade plan seeks to provide different forms of enclosure and opening to the streetscape, allowing for the street to serve in a balanced cooling and warming capacity. This plan also seeks to do so without inhibiting major views, both up and down the hill. Shading is structured in several different ways, depending on what is most appropriate for a certain portion of the street. The upper-most section of Pala utca, near the crossing with Kapucinus utca, employs shade sails in a dynamic, crossing pattern to allow some sun to reach raised planters and to direct the pedestrian downward. These sails are raised at some portions to prevent the viewshed from



Diagraim showing sun-shade concept on Pala utca

3.3 Workshop Budapest - Team 3

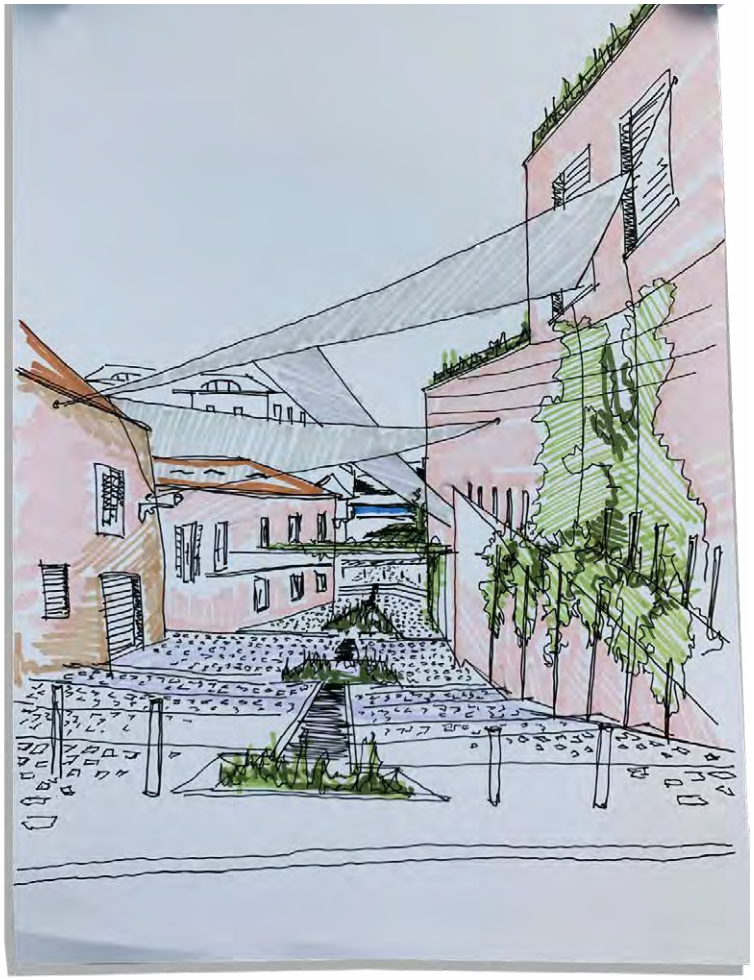
BOKU: **Emilie Rosenberg Johansen, Antonia Spitzer -** Rutgers: Nathaniel Valenza, Will Magnanini
MATE: **Sára Selymes, Kevin Gyöngyösi**



Shade plan extending down Pala utca towards the river Danube

being inhibited. Further down the hill, wires are hung across the street from which vines can grow and provide shade coverage. Where wires cannot be hung, small pergolas are built to extend shade coverage in a free-standing corridor. Both interventions are inexpensive and easy to implement; both provide shade without planting trees in a tight urban corridor and without inhibiting the existing viewshed.

A slightly more involved plan requires the street to be re-graded in some portions so that water can be directed to a central channel. For this concept, we construct a series of planters in the center of the steps to act as swales. Water is filtered by running quickly over a metal grate that pulls large particulate matter from the stream. The stormwater flows over a barrier and into a small rock garden where the water is filtered further through infiltration (this specific type of swale could be seen at several new project sites in Vienna). Overflow water can continue down the hill and into the next swale. In addition, runoff from the pitched roof of the 19th century building is collected



Sketch of proposed shade plan looking towards the Danube

3.3 Workshop Budapest - Team 3

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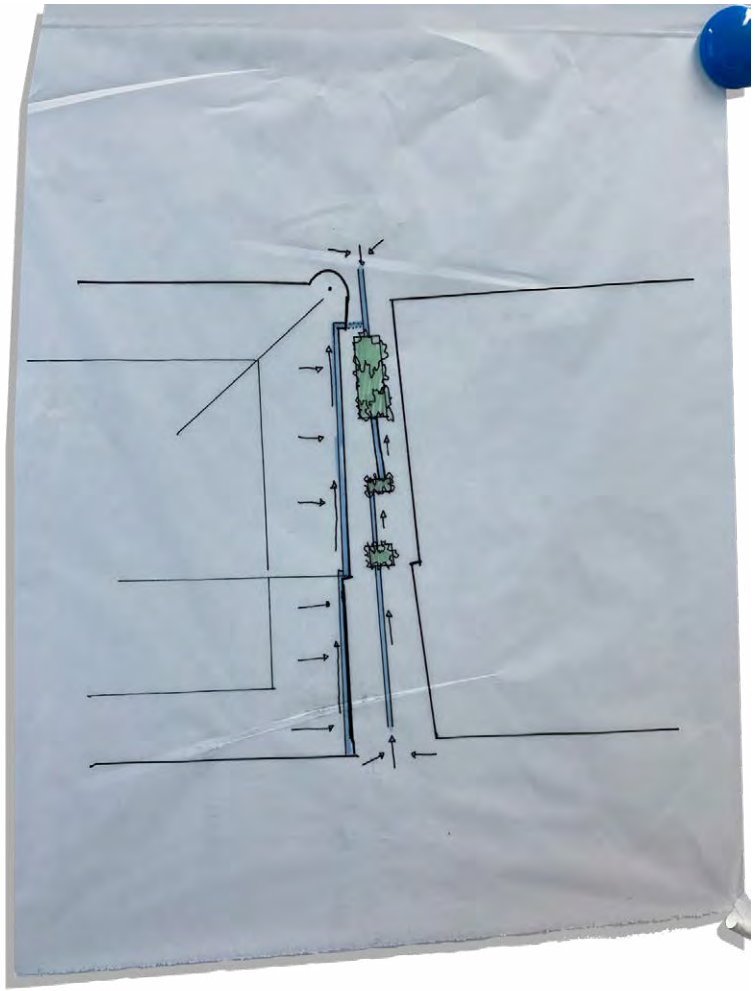

Proposed plan for the collecation and filtration of stormwater

and piped into these gardens at several points.

The third plan is interested specifically in the use of pavement as a means of providing direction and safety for the pedestrian. The current paving scheme, which relies predominantly on cobblestones, should be retained for historic character, though some particularly precarious portions should be evened and repaved. Hand rails should be added against one side. Pala utca should be reconnected by crossing major corridors with raised pedestrian crossings. These lend the pedestrian physical dominance on the streetscape by requiring cars to slow or stop before crossing pedestrian thoroughfares. In addition, these raised walks should be paved in the same cobblestone material, which is a physical and mental indication of pedestrian predominance on the streetscape.

Sectional sketch of design proposal

Sketch of pergola feature leading to waterfront

3.3 Workshop Budapest - Team 3

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Sketches of possible street art connecting urban corridor to cultural heritage

In addition, some elements, such as the wooden pergolas, the growth of shading vines, and also the possibility of street art, intend to connect with the heritage of Buda and its once-prosperous vineyards. These small elements add interest and vibrancy to an otherwise mundane streetscape, and encourage the prospect of businesses that cater to such a cultural ethos.

4. Workshop Vienna

The road *Alszeile* connects downtown Vienna with the Vienna Woods, a forested area of more than 1000 square kilometer. The situation of a road in a valley and the lining with significant open spaces (sport fields, cemeteries) create an important fresh air corridor that helps to reduce inner city air pollution.

A temporary farmers market has developed in the section between Heigerleinstraße and Josef-Moder-Gasse. The workshop assignment is to develop an open space design that integrates the requirements of a temporary farmers market with a permanent open space design, supporting the fresh air corridor while providing high quality, social open space.

- The relationship between demographic/land use data and open space use
- Open space design that will allow for a temporary farmers market while providing for other uses on non-market-days
- Interventions that support urban climate
- Interventions following the Vienna sponge city concept.

The Alsziele Market takes place every Saturday.

Documenting the Alszeile street scape, residents are using the fitness equipment.

Locals speaking with Rutgers students at the Alszeile market.

Dr. Dagmar Grimm-Pretner introduces the main challenges of the Alszeile project site.

Working in the design studio at BOKU

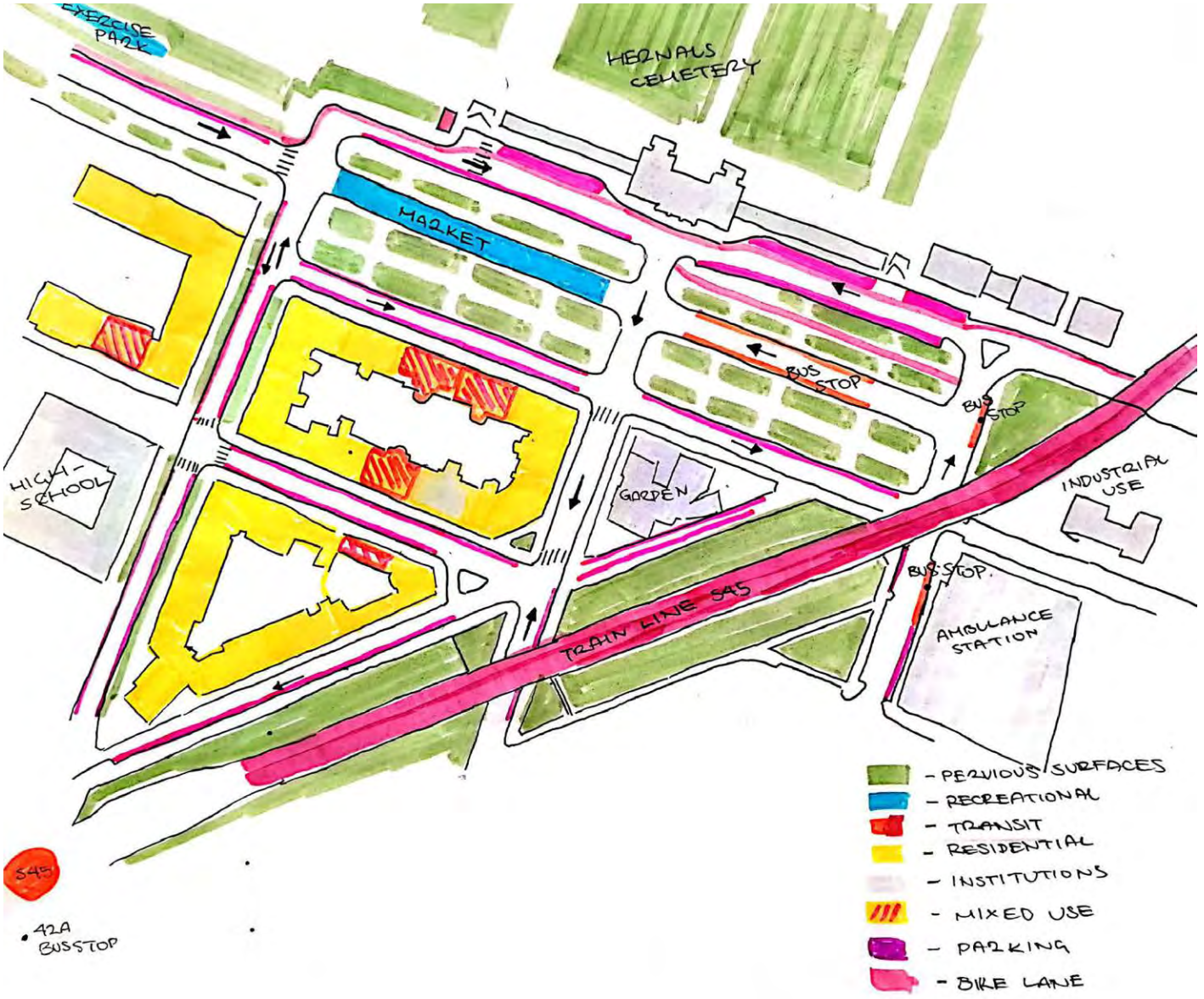
4.1 Workshop Vienna - Team 1

BOKU: **Rupert Eichler, Emilie Rosenberg Johansen**
Rutgers: **Nathaniel Valenza, Will Magnanini, Anagha Kulkarni**

Site Analysis.

Conflict Map

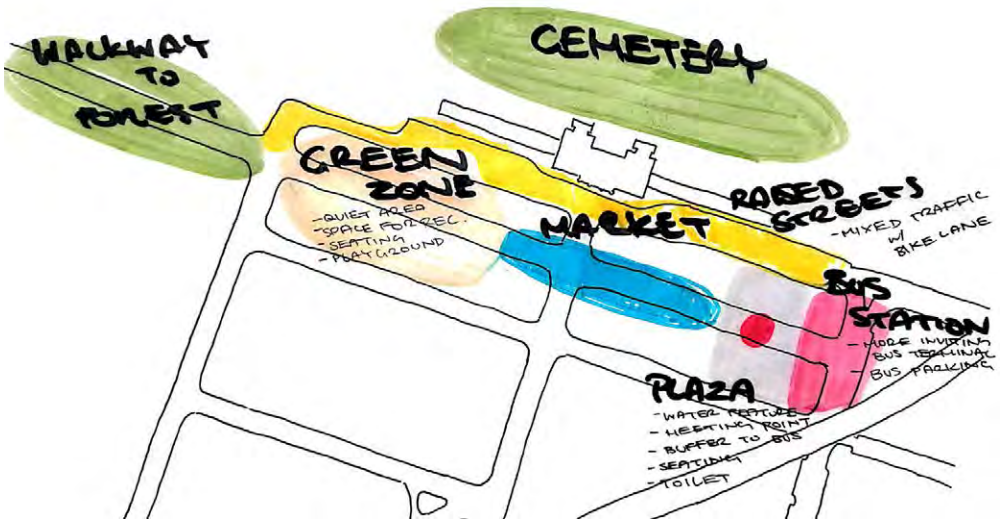
This conflict map represents the problems with the site and the group's brainstorming process to improve the site. Our group examined the land uses, nearby transit options, pervious green spaces, parking, and biking circulation. From this map, our group were able to identify improvements to the site such as biking infrastructure, pervious surfaces parking and most importantly the traffic circulation.



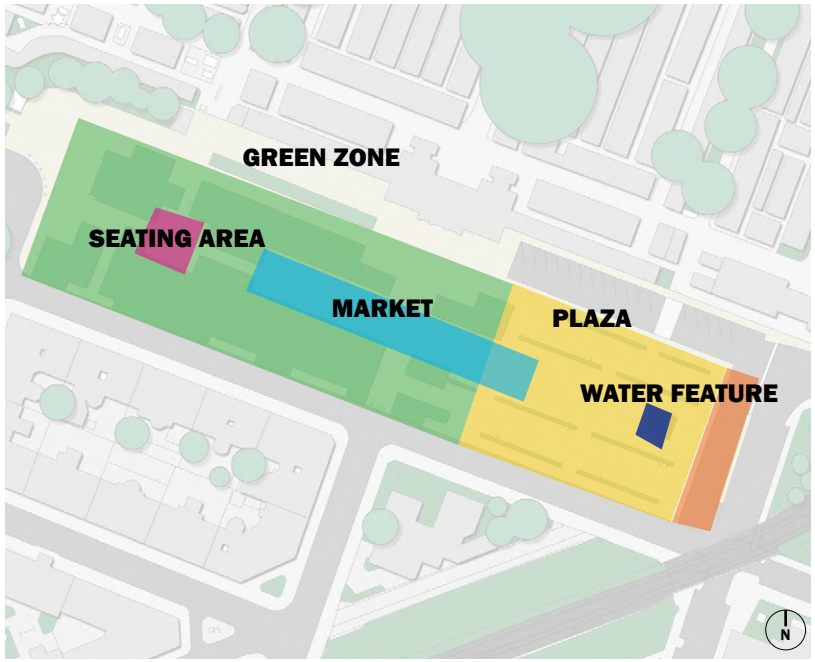
Conflict Map

4.1 Workshop Vienna - Team 1

BOKU: **Rupert Eichler, Emilie Rosenberg Johansen**
Rutgers: **Nathaniel Valenza, Will Magnanini, Anagha Kulkarni**



Early Program Diagram



Final Program Diagram

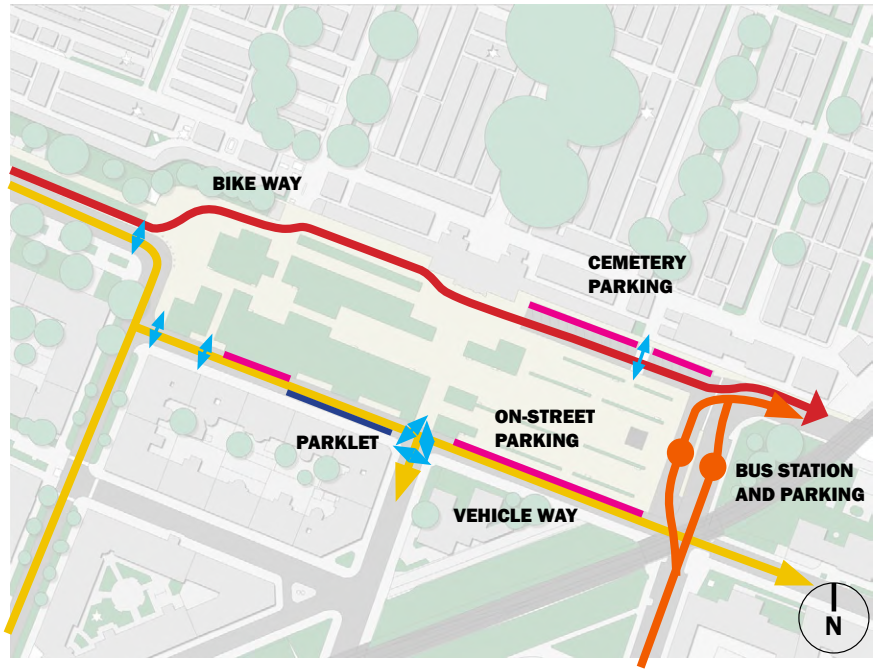
Site Analysis.

Programming Map

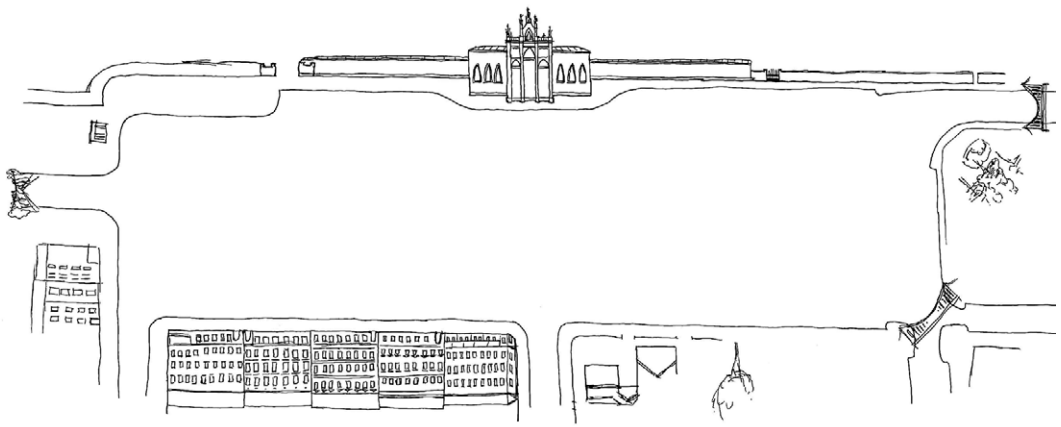
Our group experimented with several different programing options, and we came together on this final layout. The bus stop was to be shifted to the side on the east with a plaza next to it. This new bus station was more inviting and allows for more bus parking than the pervious design. The plaza space is a transitional space between the loud bus station and quiet green space to the west. The plaza features numerous seating options and a water feature. In between the green space and plaza is where we plan on having space dedicated to the market. The green zone serves as a quiet space for residents with different seating options.

4.1 Workshop Vienna - Team 1

BOKU: **Rupert Eichler, Emilie Rosenberg Johansen**
Rutgers: **Nathaniel Valenza, Will Magnanini, Anagha Kulkarni**



Circulation Diagram



Local Characteristic Diagram

Site Analysis.

Circulation Diagram

From our group visit of the site, one of the first problems we observed was circulation. Cyclists coming from the residential streets have a nicely paved bike path but then divert into a poorly maintained bike lane with cars parking in between them. This bike system was not only confusing but is extremely dangerous to cyclists.

Our first major change to the site is to raise the street facing the cemetery entrance to create a smooth experience for cyclists and remove car traffic altogether. Parking at the cemetery is now only dedicated to the east away from the residential area. Car traffic now is diverted downwards with parking and parklets on both sides of the street to slow car speeds. Buses now have a dedicated bus stop to park, and this improves bus circulation so less turning is required.

Local Characteristic Diagram

While doing site analysis of the project site, the team realized the importance of the characteristics of the surrounding infrastructure and architecture. Rather than create a public space that contrasted the facades of the encircling buildings, the team felt it was best to design a space that complimented those characteristic features as seen in the diagram. To the North of our project site sits the cemetery, with the focal chapel wall. The angular, protruding walls of the chapel influenced the angular sections of our grassy areas in our plaza. Likewise, to incorporate the façade of the set of buildings along the Southwest strip, we developed parklets and angled our grassy areas to align with the entrances of the buildings.

4.1 Workshop Vienna - Team 1

BOKU: **Rupert Eichler, Emilie Rosenberg Johansen**
Rutgers: **Nathaniel Valenza, Will Magnanini, Anagha Kulkarni**

Site Design.

Several main factors inspired the overall design of the proposed Tre-Ma-Platz. The experience traveling east in the site reflects the change of scenery to reflect a more urban setting. On the other hand, the experience traveling to the west becomes greener and more natural as the user starts their journey towards the Viennese Forest on Aszeile street. The movement from these two settings also inspired the design to hold its linearity on this main strip of road through the forms of green space and the existing vegetation. The use of straight, parallel lines in the design helped emphasize the directional experience a pedestrian going through the existing conditions can experience. The perpendicular path in the middle of the site helps provide view sheds towards the chapel while smaller perpendicular paths encourage entrance into the site outside the axis of Aszeile street

Base Map

4.1 Workshop Vienna - Team 1

BOKU: **Rupert Eichler, Emilie Rosenberg Johansen**
Rutgers: **Nathaniel Valenza, Will Magnanini, Anagha Kulkarni**

Site Design.

The design provides an ample amount of walking and biking room with the right amount of area for relaxation. The strong linear themes continue with smooth, concrete benches rising from the paving to offer pedestrians an opportunity to rest while experiencing the park. These benches that emerge from the ground then create an opportunity for a cascading water feature at the opposite elevated end. This falling water would find it way into a pool the size of the bench residing just underneath the seating area. These benches run parallel along the green space in the site and reflect upon a once existing canal that now runs underneath the site.

Perpsective Illustrations

Section Illustration

4.1 Workshop Vienna - Team 1

BOKU: **Rupert Eichler, Emilie Rosenberg Johansen**
Rutgers: **Nathaniel Valenza, Will Magnanini, Anagha Kulkarni**

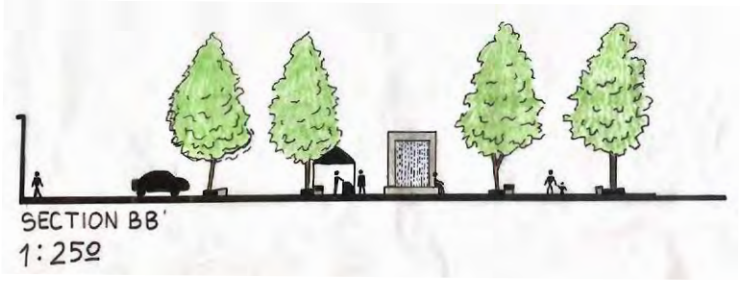
Site Design.

The raised paving on site meets the surrounding sidewalks from the north end of the sidewalk on Aszeile street to just past the chapel of the cemetery. All existing roads have been raised in between on site to entirely exclude vehicular traffic. A parking lot with opportunities for ADA parking exist towards the northeastern portion of the site to allow proper access to cemetery visitors. The eastern portion of the site was implemented for a bus station to help prevent fragmentation on site and would allow buses to keep their same route.

The site aims to create a welcoming atmosphere for the neighborhood farmers market towards the eastern half of the site. Electric stations on both side of the main strip can allow marketers to access power quickly and prevent tripping hazards. Plenty of space is created for food trucks, tents, and trailers and the opportunity for visitors to navigate through and further encourage neighborhood traditions.

The project site sits at a crossroads, serving the city as an important traffic route, and both a fresh air corridor and path from the

Water Feature Perspective Illustration



Section Illustration

Viennese forest. Similarly, at one point a freshwater creek ran through the area, before it was sealed and buried a few meters underground. Taking inspiration from the influence of nature and Vienna's proclivity for celebrating water, the team looked to find ways to incorporate the creek into the project site. Originally, the team looked to pull water up from the underground creek to manipulate it into a shallow meandering creek throughout our project site. The team ultimately discarded that idea and looked for a more creative solution to the water feature. The final idea that was employed was a ___ (stone/ steel) frame that poured water from the top of the frame forming a curtain. The water curtain sat at the edge of the project site, directly in front of the renovated bus station. The rushing water would fall into the pool that is around the frame. The pool is a few centimeters deep, offering a small wading pool for children to play in and interact with. The water feature would also serve as a noise buffer of the running engines of the buses, and a visual curtain of the visually uncompelling buses. The curtain would also metaphorically invite patrons into the Viennese forest, the cemetery, the market, and even invite the individuals who utilized the buses back to the area.v

4.2 Workshop Vienna - Team 2

BOKU: **Katharina Elskamp, Caroline Fridlund**
Rutgers: **Samuel Denny, Tyler Keenan**

Street Analysis

On day zero when we attended a Site visit without the Boku students, the Rutgers students conducted two sections and walked up the street to see how it was utilized.. The first major takeaway we noticed on the site was the redundant one ways going in the same direction, we counted 3. This made us begin thinking of how traffic patterns could be changed. The site was utilized one day a week as a market for local residents and vendors. This market seemed heavily utilized, a common remark from the group was this space is good why do we need to redesign it. Our group worked to make a good space great. We wanted to encourage use of this plaza / park to happen beyond just the market time. While we were sketching our sections a local approached us and conversation began. He told us his desires and concerns with the existing site. Some of the features he really wanted to see being a father of twins was open green space where him and family could relax after shopping. He also expressed the need to reduce the redundant traffic, and offer more bike parking to encourage people to bike to the site, which he explained that locals already did. His other complaint was the distant to the bathroom he explained it was way to far for him to manage with a stroller, he also brought up the point of an elderly resident. He also explained that that a water fountain would be super beneficial to the market, so customers could wash their fruit they just bought.

Figure 4.2.2 Tyler's Section

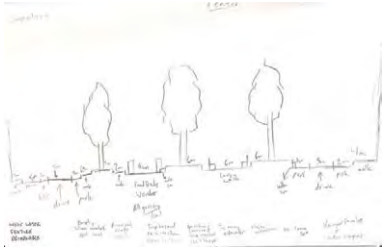


Figure 4.2.3 Sam's Section

Figure 4.2.4 Tyler's Section

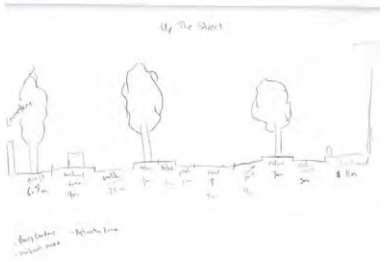


Figure 4.2.6 Looking Down The Market

Figure 4.2.7 Existing Gravestone

4.2 Workshop Vienna - Team 2

BOKU: **Katharina Elskamp, Caroline Fridlund**
Rutgers: **Samuel Denny, Tyler Keenan**

Workshop Day 1

The first day of our design process consisted of map making and analysis. Staring off with a usage map we were able to conclude that the surrounding was mostly residential. The residents of this immediate are the target audience and existing primary users of the outdoor market. Within this map there is a view shed map of important views looking down the street into the park, from the center to the ex-entrance, and the left entrance/exit of your head cemetery near the flower shop. Understanding the traffic pattern was also an important component to begin our design process because there were several one ways, and many streets going through the project site.

With the Vienna Forest in close proximity, we created a greenery map. The map showed us how well connected our strips of green were to the forest and led us to the decision of preserving much of the existing trees and vegetation. The forest provides a great deal of fresh air and winds coming down these corridors and in to the city. Wind as a potential theme of our site was considered. With a good understanding of the dynamic of our site our group was able to produce some sketches of structures involving the wind. Some structures were solely to house the market early on and then came the addition of the ability for these structures to capture the wind energy. Other designs showed how the site would be able to put the wind on display as something invisible becoming visible.

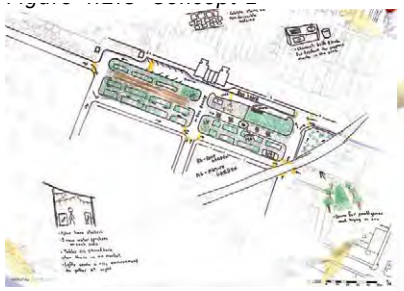


Figure 4.2.9 Concept 2

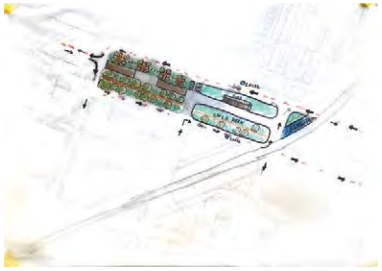


Figure 4.2.10 Roofing Ideas

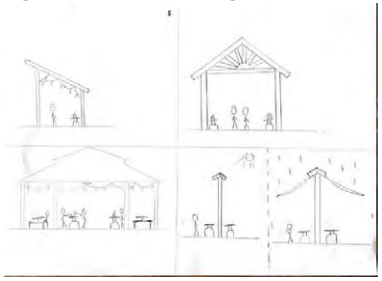


Figure 4.2.11 Wind Generator

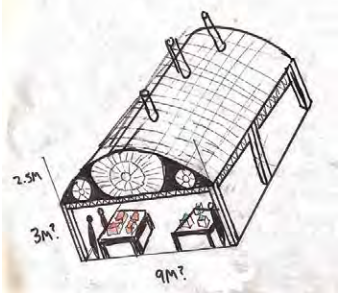


Figure 4.2.12 Existing Traffic Pattern

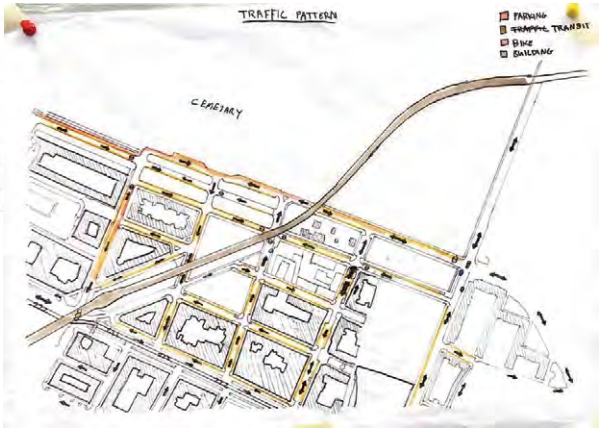


Figure 4.2.13 Existing Building Usage

Figure 4.2.14 Greenery Map

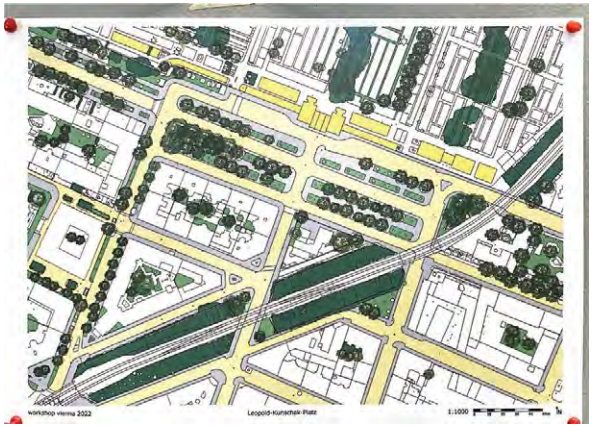
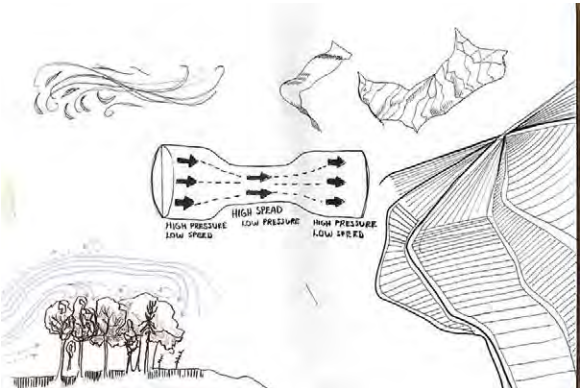


Figure 4.2.15 Wind Concept (Venturi Effect)



4.2 Workshop Vienna - Team 2

BOKU: **Katharina Elskamp, Caroline Fridlund**
Rutgers: **Samuel Denny, Tyler Keenan**

Workshop Day 2

In day 2 we decided that wind was the most important theme for designing our site. We sourced climate data showing the direction, speed, and seasonal wind patterns to ground ourselves with this decision.

The cemetery was also an important element to consider in our design because of the proximity and overall size of the area that it encompassed. Creating a map of the axis of the cemetery allowed us to pull some of the lines of green down the hill and into the park.

Traffic patterns were going to have to be reworked for this design. The street that cut directly through the middle of the park parallel to the axis of the cemetery was a major shortcut used during the day and especially during rush hour. Rerouting this disruption of traffic to neighboring streets would be a crucial element in our design. Several iterations of of maps of traffic change were produced to show what options may be possible for redirection. Consulting with a resident of the area we found there was plenty of street parking offered by either the apartment complexes or street close to the site. Some options turned one way into two-way streets by removing 1 lane of the double-sided street parking.

With our two concepts of wind generation and wind display, site design options were created.

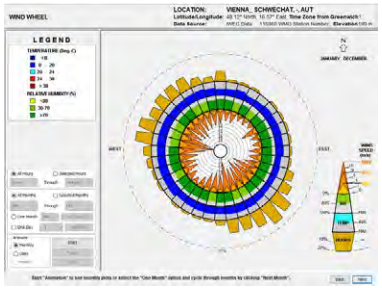


Figure 4.2.17 Wind Velocity

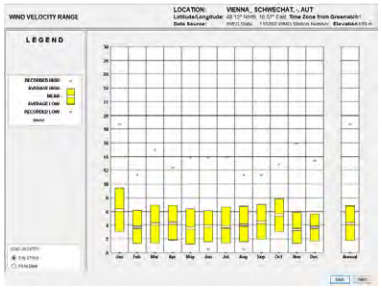


Figure 4.2.18 Average Temp

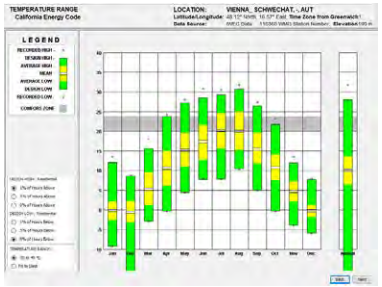
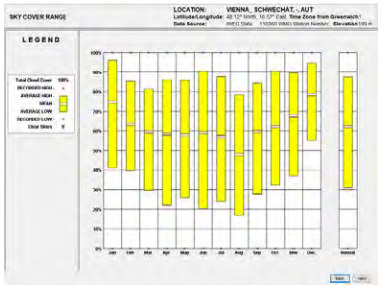


Figure 4.2.19 Sky Coverage



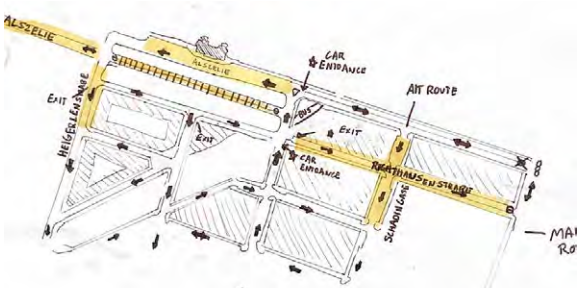


Figure 4.2.22 How Context relates to site

Figure 4.2.23 Ribbion Blowing With Wind Design

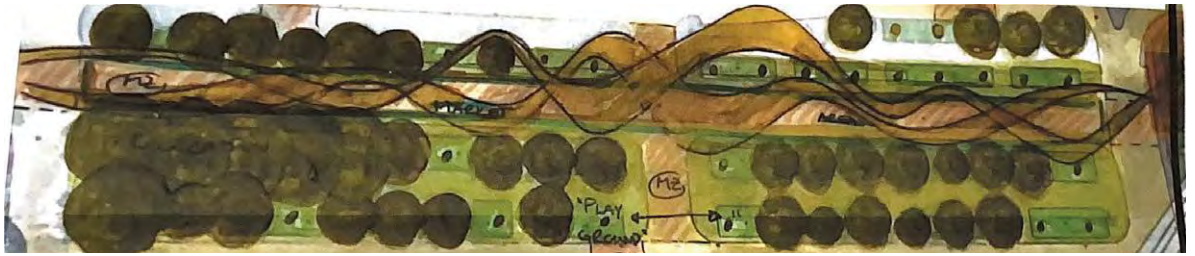


Figure 4.2.24 Venturi Effect Displayed in paving

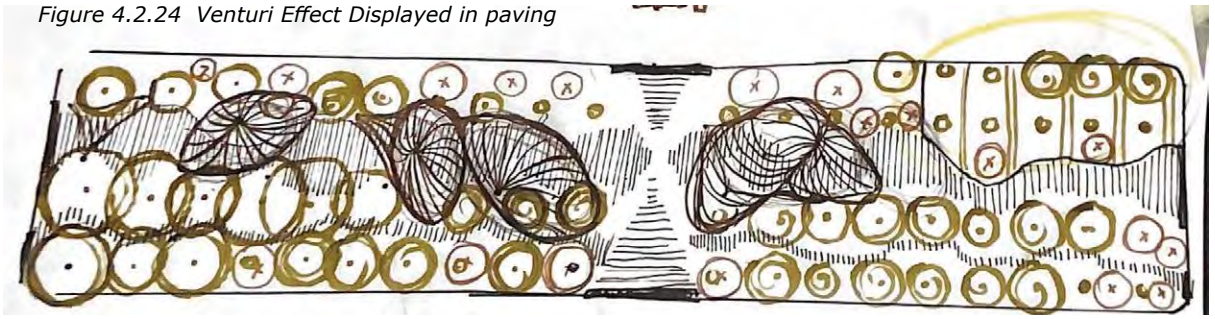
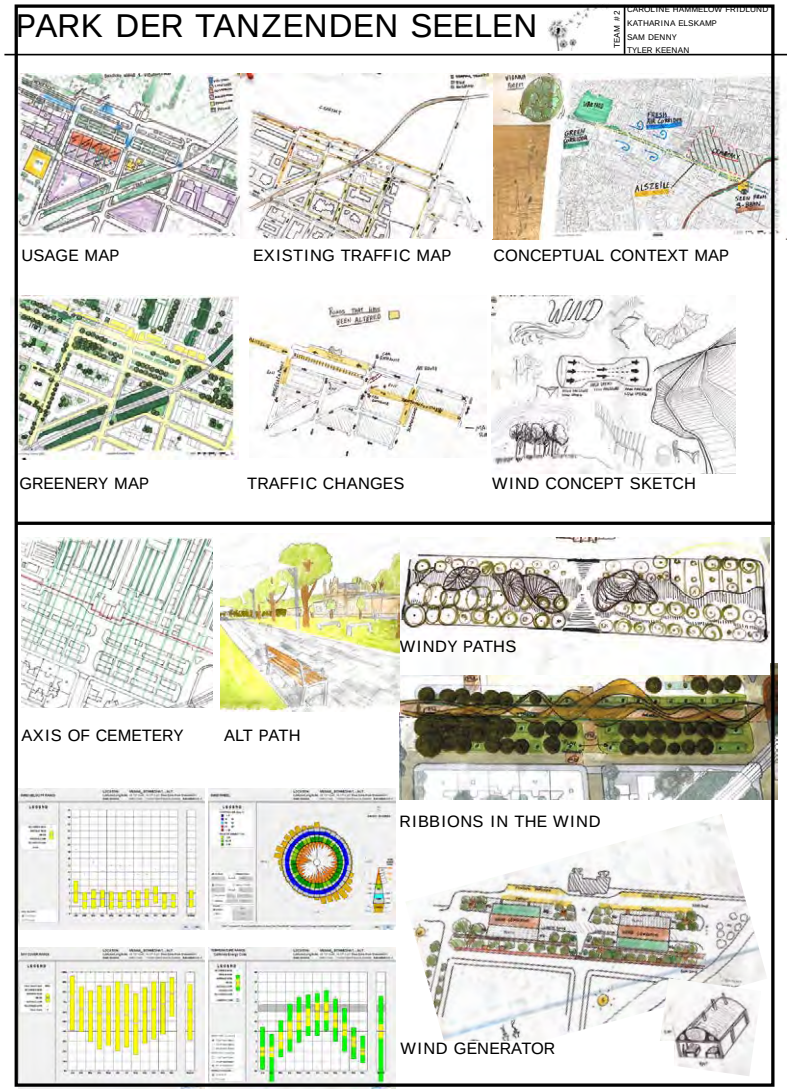


Figure 4.2.21 Axis of Cemetery

4.2 Workshop Vienna - Team 2

BOKU: **Katharina Elskamp, Caroline Fridlund**
Rutgers: **Samuel Denny, Tyler Keenan**

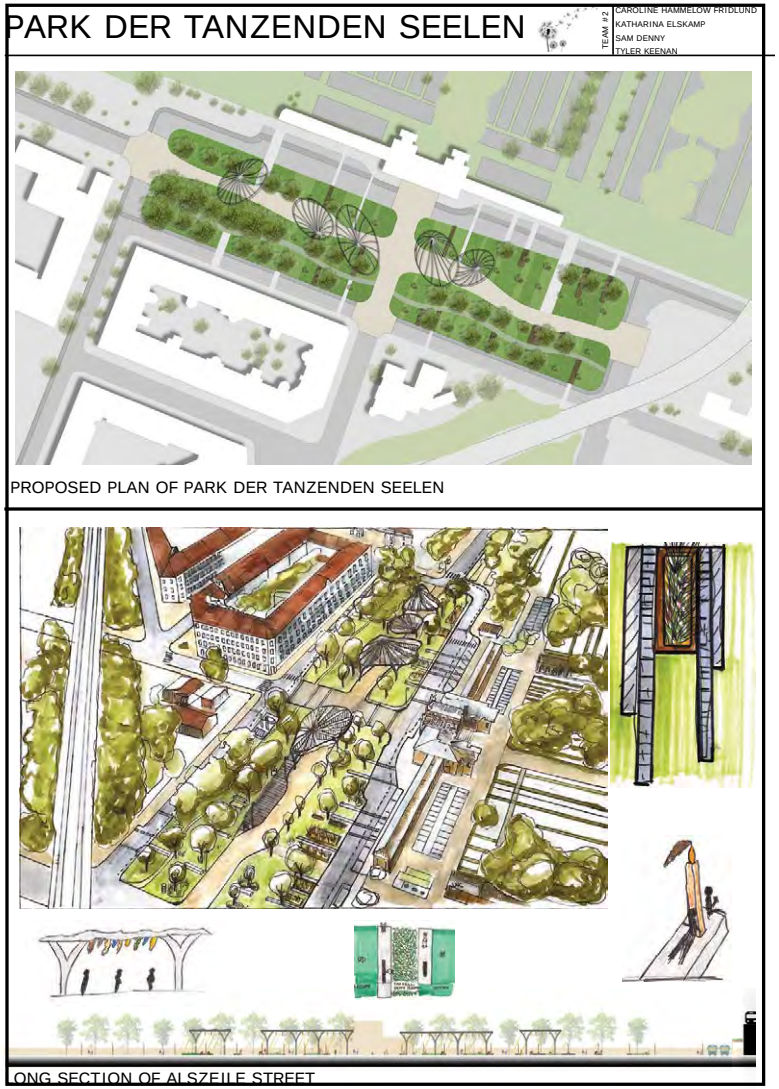
Figure 4.2.25 Analysis Poster



Justfication

Our final design worked to make the invisible visible. Our initial goal of the project was to strengthen the fresh air corridor that is created by the existing promenade along Alszeile Street. Our idea to make wind visible was supported by our desire to create covered areas along the street that venders would be able to utilize. These covers are semi permeable so it allows light to shine through and create interesting shadows on the ground. This was because we imaged the market would be closed due to rain regardless. And with these newly constructed structures it allowed us to hang ribbons from the rafters. These ribbons would represent dancing souls in the wind. Making this park an area to celebrate life. Hopefully providing users a sense of relief that they're lost relatives are still dancing the night away. Coming off the cemetery the axis lines created benches, these benches would create many new meeting points in the park, some would be densely planted like the cemetery and others would be left open. Our street lamps that line the promenade also have fabric that hangs above it to represent eternal flames that would blow in the wind at night

Figure 4.2.26 Final Conceptual Poster



4.3 Workshop Vienna - Team 3

BOKU: **Antonia Spitzer**
Rutgers: **Cameron Wallace, Evan Whitwam, Kevin Chegwidden**

Context & Concept

Located in Leopold-Kunschak-Platz in the 17th district of Vienna, Alszeilenmarkt is a weekly farmer's market selling fresh produce, cured meats, and baked goods among other things, to the local residents of the area. This temporary market is set up on a one-way road, Alseile, every Saturday from 8 am to 5 pm. It is part of a larger initiative by the city of Vienna to establish more local markets in the city to promote local producers and vendors.

The site is approximately 2 acres in area and is surrounded by the Friedhof Wien Hernals in the North, mixed-use residential development in the South and West, and public parking to the East. The location of the site is especially significant since it acts as a major wind channel between the Viennese Forest in the west to the rest of the city and also as a major traffic thoroughfare from north to south. The redesign of this square not only entails providing a space for the weekly market and a recreational hub for the local residents but also as a place for gathering and mourning for the cemetery visitors.

Image 4.3.1 Design Concept

Our concept for this design is derived from the context of the site and the architecture of the bridges in the city of Vienna. The suburban rail S-Bahn, running along the eastern edge of our site, is an above-ground rail system, supported by a series of distinct bridges. The contrasting concave and convex structures of the bridges becomes the base for the design.

After an initial site analysis where we observed the market in operation, the first step in our design process was to analyze the existing conditions with respect to traffic and pedestrian movement around the area, existing parking for bikes and vehicles, vegetation patterns, the requirements for the temporary market and also the requirements of the local residents.

This enabled us to produce multiple iterations of various possibilities for traffic flow around the plaza, the corresponding parking facilities, and designs for the plaza with the various requirements. We were then able to produce a pragmatic and efficient solution.

Image 4.3.2 Design Process

4.3 Workshop Vienna - Team 3

BOKU: **Antonia Spitzer**
Rutgers: **Cameron Wallace, Evan Whitwam, Kevin Chegwidden**

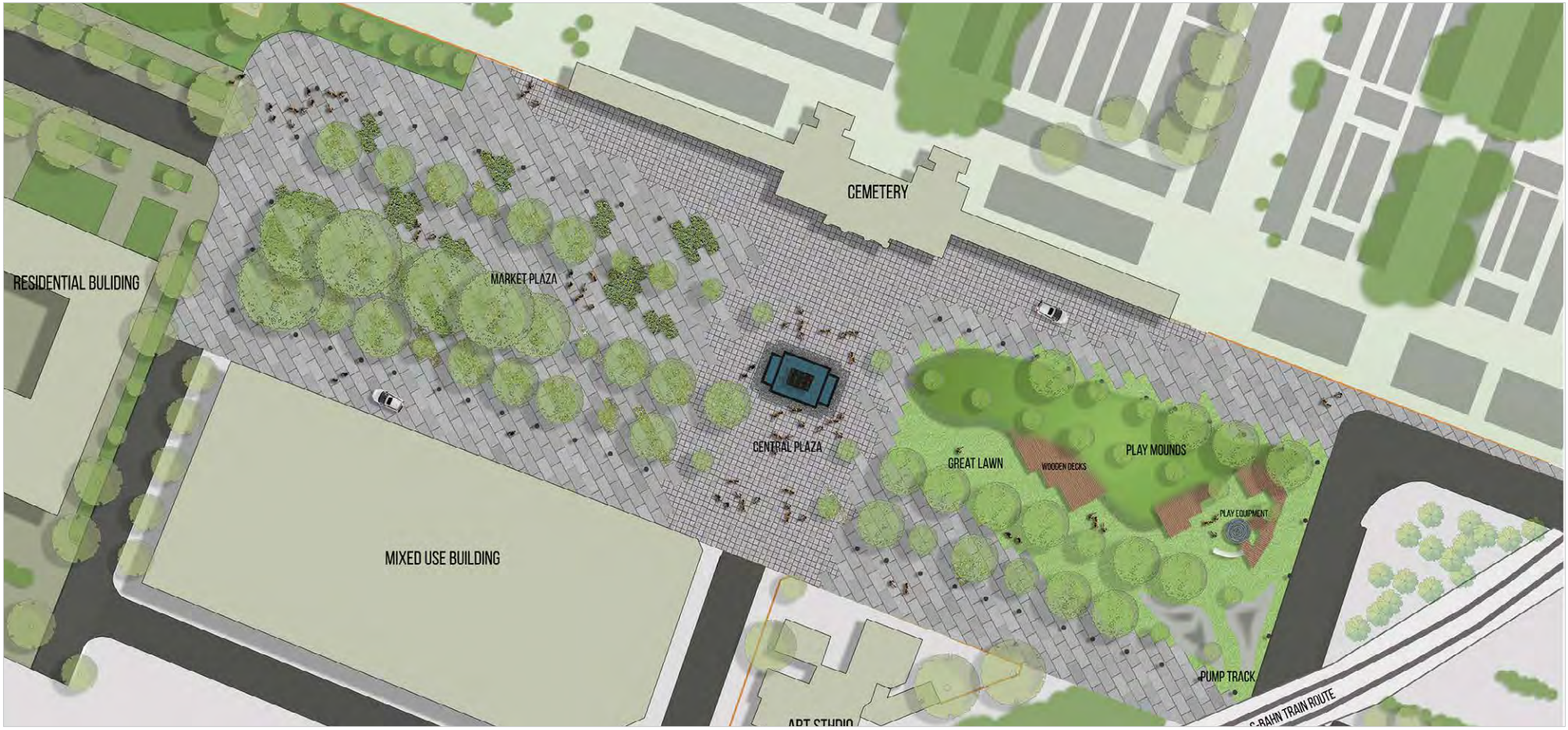
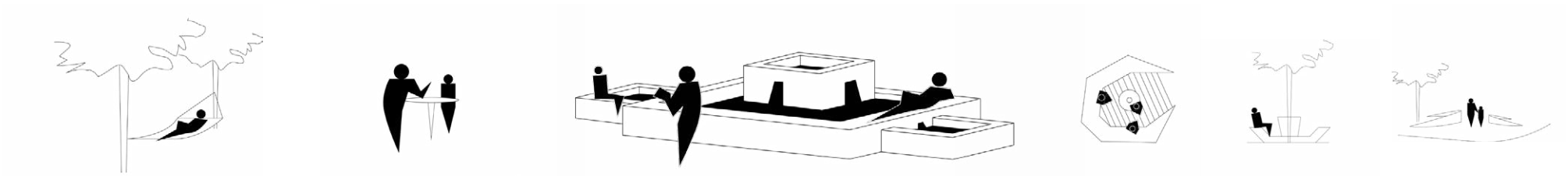


Image 4.3.3 Proposed Site Plan



4.3 Workshop Vienna - Team 3

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Contrasting Experiences

Our design thesis is centered around providing different zones of the plaza that align with different uses of the space.

The center of the plaza is quite open, to provide views to the centerpiece of the plaza (the fountain), but also to the beautiful facade of the cemetary chapel. This area is paved in a cobblestone to give it a classic feel and provides drinking water for visitors.

To the west of the central plaza is the market plaza. This is heavily paved as well, but the paving pattern allows small portions to be replaced by grassy or planted areas. Pavement is also removed around tree trunks to provide proper root space and space for undergrowth.

The expanded paved area allows for the temporary market to take up a larger area and be more fluid in its setup. While we felt the linear nature of the market was nice, it felt too connected to the existing streetscape feel, so we decided to make it more fluid and fill the new plaza.

The pavement from the market plaza expands to the west and south where it meets two existing roads. The western road is still a one way, but the new pavement means the cars have to slow down, as the road switches material and visually communicates to them that they are entering a pedestrian zone while they turn the corner. T

he southern road becomes storefront property for proposed commericial spaces that would fill the first floor of the adjacent mixed-use building. This allows for visitors to buy goods to enjoy in the plaza even when the market is closed.

The eastern side of the plaza is intended to feel very different from the western side. This is mostly based on the softscape that dominates here.

We designed a mounded landform that mimics the original miniature valley feel of this creek corridor, before it was channelized and sealed off. The hill provides bathrooms, that are built into it and located underground.

Decking juts off the hill and provides seating areas for sunbathers. The playground also juts off the hill and provides a large area for children to play on and off the hillside.

Next to the hill is a large lawn that extends down to the southeastern corner of the site, where you can find a pump track for bicycle training.

These sections illustrate the changes in elevation offered on the active zone in comparison with the plazas and the different activities offered in each zone.

Image 4.3.4 Active Zone (Section)

Image 4.3.5 Full Site (Section)

4.3 Workshop Vienna - Team 3

BOKU: **Antonia Spitzer**
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From Street to Plaza

The current layout of our project site makes it feel like more of a streetscape than a plaza, even if it seeks to function as a plaza during the farmer's market on the weekend. This is mostly due to the linear nature of the tree allez, and the pedestrian zones that are separated by car lanes. Our design eliminated the central and bottom car lane, which allowed us to raise the whole plaza to sidewalk level. Having one flat plane with no through traffic meant that we could focus the space on pedestrian use without worrying about safety.

The perspective on the right illustrates the active zone, which was mentioned in the last page. You can see how the green mound and planting beds break up the pavement, but still provide the feeling of a plaza that is separate from the surrounding streetscape.

Image 4.3.6 Active Zone (Perspective)

Image 4.3.7 Market Plaza (Perspective)

Pedestrian Focus

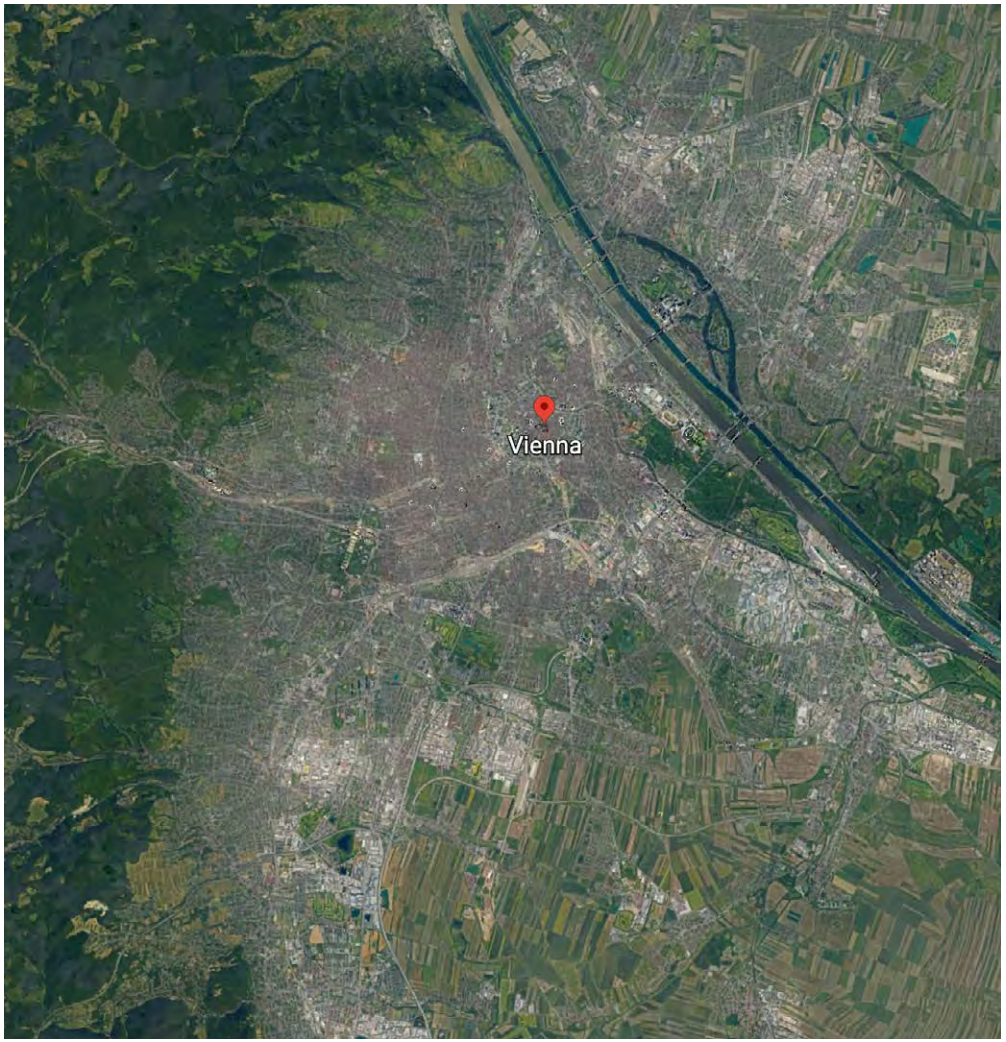
When coming up with design solutions, we were given survey results as a foundation to base our interventions off of. The survey was conducted by an urban renewal office and resulted in the development of a local wishlist for our project area. This wishlist included a central plaza, green space, more cafes and shops, as well as infrastructure for recreation and seating.

We aimed to provide most of these wishes through our design proposal. We included an area for recreation and a break in the pavement, as indicated above. We also closed the bottom street so that it could become a connection between proposed commercial storefronts and the plaza. We created a central water feature as the meeting point for all types of visitors, as well as a source of drinking water for market goers.

The temporary market occupies much of the same stretch of the street as it does today, but with an expanded plaza, there are more placed for people to congregate after market activities are over. We also allowed for possible future market expansion.

5. Individual Comparison Budapest and Vienna

Discussing similarities and differences between the two sister cites helped students process the learned material and organize the foreign experience.



5.1 Mixed-Use Building vs. Museum of Ethnography

Kevin Chegwiggen

Comparison

This comparison could be a bit of a stretch but at their core both of the buildings exist to serve different purposes. The mixed-use building (Vienna - left) and the Budapest Museum of Ethnography (right) appear to have the characteristics of a semi-intensive green roof. Most of the roof appears to be grasses with short roots accompanied by a number of smaller trees. The green roof in Vienna was always an eco-friendly shortcut I could find myself in walking to and from the gym. The area was small and featured a handful of benches to rest on as well as a slide and a sandbox. The taller grass within the site helped block the ugly gray fence along the outer edge. Highlights of the white bark almost helped illuminate the area when the lights did not seem to be cutting it. The area is humble and exists for folks in the offices or residents to take a breath outside and appreciate the vegetation in their urban space. The Museum of Ethnography features over 7,000 meters squared of green and plant species. This area once used to be a parking lot until it was unsealed. Now City Park visitors have more green space to visit. Paths allow users to climb up the roof with the reward of a panoramic view towards Heroes Square or towards Puskas Arena. Both sites are well done sites in my opinion. Obviously, larger scale green roofs are a bigger success as far as urban benefits go but any addition of parks for people to enjoy is a success. We help our planet when we provide it with what was there before we build over it.

5.2 Comparison Section

Sam Denny

Vienna

Figure 5.2.1 Donauinsel (Danube island) Childrens' park

Figure 5.2.3 Schönbrunn Castle View from the Gloriette towards the Castle

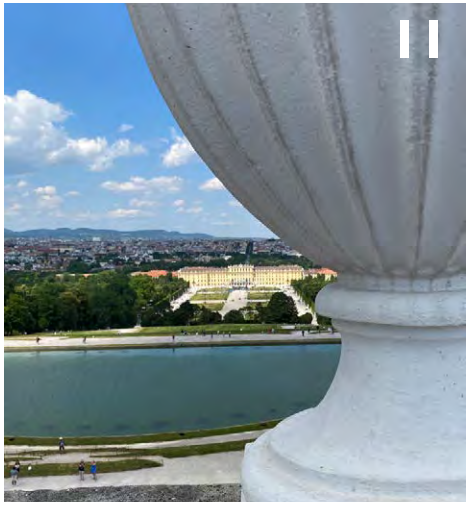


Figure 5.2.5 U2 subway at subway station Schottenring

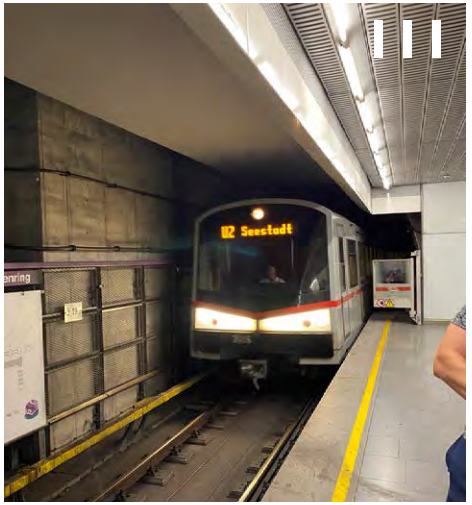


Figure 5.2.8 Austrian Goulash Gasthaus Moslinger

Budapest

Figure 5.2.2 Margit sziget (island) Dancing water fountain

Figure 5.2.4 Buda Fishers' Bastion View overlooking city from

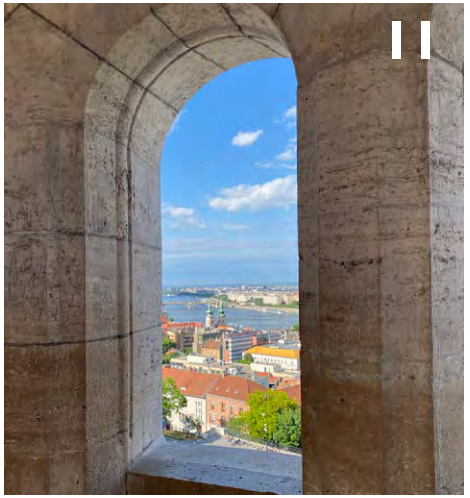


Figure 5.2.6 Old Tram from the 1930ies

Figure 5.2.8 Traditonal Goulash Cafe Drum

5.2 I Man Made Island vs. Natural Island
Natural Program vs. Artifical Program

Sam Denny

Figure 5.2.1 Donauinsel (Vienna)
Childrens park

Donauinsel

The Donauinsel was a fascinating part of our trip, it was constructed to provide flood relief, to the city. And on the island the designers filled it with different forms of program. The main attraction seemed to be the 21km bike / walking trail, that connected the various programs scattered on the island. My favorite area on the island we visited was the children's park that was water themed. This park provided natural adventure ages could find enjoyment in. It had a good balance between educational value, cool recreational activities, and areas of leisure. All while being enclosed making it a safe space for children and their families to enjoy. The best aspect about this area was how hidden it felt, if someone hadn't stopped the group, we would have ridden right past it. Keeping dynamic parks slightly hidden I find is a great way to preserve their beauty and help them remain special places to visitors.

Comparison

The reason I choose these two examples is because they are both Islands on the Danub River, that sit between two sides of the city and act as strong connecting points. Each Island is used to service the public with various recreational spaces. But they both go at this problem in different ways. On one hand we have the Donauinsel that is an artifical island with naturalistic programs scattered throughout the island. And than Margareteninsel is a naturally occuring island with very artfical programs. Margrenteninsel was a much smaller island, which made its program much denser. The programs felt very forced at times. While the Donauinsel was much longer but only a 1/5th of the width. This forced programs to be more spread out, I found this feature to make the island more enjoyable. It made the island feel much more linear and it felt like you needed to walk through it with more intent. The Margareteninsel felt like it tried to keep you entrapped with in all its programs. Overall I prefered my expereince on the quiet Donauinsel then the busy bustling Margareteninsel.

Figure 5.2.2 Margit sziget (Budapest)
Dancing water fountain

Margit sziget (island)

The Margaret island is 2.5km long and 500 m wide, the island is naturally occuring and is filled with various programs. The programs on this island appeared to be focused on theatrical spaces, similar to the rest of Budapest. The island sits between Buda and Pest, making it a great meeting ground between the two sides. It had entrances on both ends of the Island, The side we entered on housed an over the top dancing water feature, that moved to the music every hour. I found this type of celebration of water to be a bit much. Even though I found great enjoyment in watching this event, it gave the island an artifical feeling to it. I felt like the over programming of the site made it lose it's natural feeling. The island did have large areas of green spaces between the various programs but it seemed like another example of nature being exploited.

5.2 II Internal Views vs. External Views

Sam Denny

Figure 5.2.3 Schönbrunn Castle (Vienna)
View from the Gloriette towards the castle

Schönbrunn Castle

The interior of the castle was very pretty, but felt inconsistent with every room having a different theme". The idea to have different themes in the rooms made sense to express each individual resident. But interfered with the cohesion of the interior. The Castle was also level with the city which made it feel equal to the people. Which seems odd for a typical castle. The large green space behind the castle was remarkable. Long promenades that stretched through the land with strong internal axies of symetry. The castle felt like it was a sell out at the time of us viewing it. The concert performance that takes place on site took away from its beauty. I think there could have been less intrusive event space that is held. For example, using the front courtyard instead of the beautiful natural area. My biggest critique and disappointment with the site was that the strong axis's didn't connect back to the main city it sat in.

Comparison

I compared these two sites to compare and contrast their uses and geographical location. Schönbrunn Castle is located slightly outside the main district of Vienna making it feel less signficiant to the people. Which really was expressed by its internal focus on the site. It doesn't serve much value to the city but only serves value to the individuals who reside inside. Now it is used as a great tourist destination with open acess to the gardens. But the intention of this castle is individualistic.
Buda's Fisher's Bastion on the castle hill serves as a landmark for the city. It is placed at the top of the hill to signify its power over the people. If a commenor wanted to make a request to the castle they had to climb the tall hill in order to be seen. A very powerful architectual move. Again with being on top of the hill it made for great external views of the city that it watched over. I think the real selling point for why I enjoyed this site was that from the castle you had a great view and ability to control the Danube River. Buda Castle felt like a true

Figure 5.2.4 Fisher's Bastion
(Budapest) View overlooking the city

Fishers' Bastion

Fishers Bastion felt much more like a castle structure. It was on top of the hillside which made it that much more dramatic. We didn't see the interior of buildings, but we got to see all the different areas that were housed inside it's walls. The castle had a clear intention of looking outwards onto the city. You could capture all the beauty of the city from this site. Something I find essential when catergorizing a building as a castle. And there was also strong moments of internal views inside the walls. Less dramatic then Schönbrunn but impactful for the scale that they were demonstrated at. The addition of the vernicular on the site was a huge benefit for tourism, and disabled / elderly visitors. The castle had a much more linear approach to walking through it. And the site could be seen from almost all of Budapest making it an Iconic landmark for the City. It created a great contrast to the parliament building at night showing clear hierarchy in the city on values. The monarch sat about

5.2 Underground vs. Above Ground

Sam Denny

Figure 5.2.5 U2 subway Schottenring

Figure 5.2.6 Broken historic tram in the Buda mountains

Comparison

I found both cities had excellent means of public transport around the given city. But I found myself leaning towards preferring Budapest's method of moving people around the city. I found out to be much more reliable and far easier to navigate around the city with the Tram System. My biggest critique of the subway system in Vienna was the need to go far below the surface to reach the tracks. Yes this is how subway systems work but it takes about 2 minutes just to walk down the steps to reach your train. Not only does it take extra time to get to your location but it requires far more subterrain infrastructure to be built, escalators elevators additional stair cases. ANd when you are riding on this form of public transport you feel as if you are teleporting around the city. Do you really see a city when traveling underground? It makes it much harder to map the city visually when you are popping in and out of these subterrain rail systems. When riding on a tram it is very easy for all parties to get on and off the public transport. It makes a clear replacement alternative to a physical automobile on the road. Not only does it provide better and easier infrastructure for users. But I felt like I was really able to see the city quickly and effectively on the Tram system. It felt like a site seeing tourist bus at times. I always knew how to walk to my destination if the tram was not there because I have seen the given path a dozen of times before while riding the tram. The ability to see how you move through the city is very powerful. And again, with the crucial point that it creates a clear alternative to the automobile. Since this method required taking up an entire car lane. This in conjunction with buses made for a much more enjoyable user experience with public transport in the city. Even with the above ground public transport system taking up so much room Budapest appeared to have better bike infrastructure as well. Perhaps the tram serves as a better way to reduce automobiles than subways.

5.2 IV Goulash vs. Goulash

Sam Denny

Figure 5.2.8 Austrian Goulash
Gasthaus Moslinger

Figure 5.2.8 Traditonal Goulash
Cafe Drum

Comparison

Both Cities had good food, but my favorite dish over the trip was by far the Goulash. Therefore, I find it only right to end my comparison section with a proper Goulash comparison. Goulash originated in the 9th century from Hungry. It is a slow cooked meat stew with vegetable's and is seasoned with paprika traditionally. I found both countries to made delicious goulash, I really enjoyed the way the traditional goulash in Hungry is served, the extra sour cream and paprika seasoning gave it a great taste. But I found that the Austrian goulash was superior. I preferred the use of pasta as the side dish over the traditional potato. Either way I will always miss the goulashes from both countries. But when given the option will choose the less traditional version that uses pasta as the side dish, gives it a different identity from the traditional soupy nature of traditional goulash.

5.3 Comparisions I

Tyler Keenan

Budapest - Sas mountain natural preserve

Rax Mountain near Vienna

Rax Mountain near Vienna

The differences in our hikes in both Hungary and Austria displayed immediate differences in vegetation. My experience hiking the nature reserve in Hungary with the tour guide surpassed my expectations. Walking through, he was able to explain to us the immense diversity of vegetation and wildlife in the area. Only certain species can survive here as the limestone rock and climate provides certain factors that very few other places can. With in a few square meters there can exist hundreds of different species of plants, making it an exciting place to be as you discover a new species with every step you take. However, this was not always the case. This area was once a vineyard but invasive species (lilac) decimated the grape plants. There is currently plenty of active management to keep the invasive species away and allow for growth of the proper species. Much of this work is done by volunteer students as well as by our tour guide. Although there is plenty of human intervention in this area it is not immediately known. The purpose of this intervention is to reverse the previous uses of the mountain and its invasive species to return the area to its natural state.

Hiking up Rax mountain displayed a much more pristine and seemingly untouched perspective. Everything here was much more green as there was a good layer of soil on most of the mountain compared to the desert like hill in Hungary. The elevation plays a large role in what species can live here, different from how the soil or lack there of, determines the species of the hill in Hungary. Both areas have extreme condition yet Hungary was able to provide for many different forms of life. The diversity of plant life was much smaller on Rax Mountain but a specific plant may grow in large numbers in one area. Documenting the wild flowers in the area that we walked I was able to count a dozen different species many of which I had never come across previously. In Hungary, there may have been a dozen different species within a square meter. The human intervention on Rax Mountain differs than that of the nature preserve. Although it my seem clean and untouched, there are many obvious signs of human intervention. The lift, trails, and restaurants all slowly take away the natural state of the mountain as more visitors come every year. Another concern with this human intervention is that much of the water coming off and through these mountains is Vienna's supply of drinking water. This raises the concern of contamination from people relieving themselves on the mountain.

5.3 Comparisions II

Tyler Keenan

Vienna - Town Hall

Budapest - Parliament building

The government buildings for both countries in my opinion were used for different purposes. Besides the size of the buildings themselves, they are quite similar architecturally, being built ir the same era. The parliament in Hungary is quite massive as it was designed to house a much larger state which could have been 2 to 3 times the size of the current country. It's location on the Danub River makes it a focal point for the entire city. It can be seen from almost any higher elevation as well as much of the flat land. traveling back and forth from Buda to Pest it is the most visible landmark when crossing the bridge. The use of this building seems to be much more formal than the use of Town Hall in Austria. From what I observed in class it seems to be used strictly for government/ business purposes, with guards standing watch and a generally serious demeanor in the surrounding area. The country takes great pride in this building keeping it well lit throughout the night.

Parliament in Vienna served a similar base purpose of government meetings but also has a different purpose. Here it is encouraged to be a space of meeting and entertainment. In this social space I saw thousands of people gathered for a concert after completion of the Vienna Pride parade. I also witnessed this the following weekend where there was an electric car function. This event also took place directly in front of the building. The countries seem to have two different views of how this space should be treated. Budapest may say that the building and surrounding area should be treated with great respect. Vienna may say that there building and surrounding area should be a place of celebration .

5.3 Comparisions III

Tyler Keenan

Budapest - Street view

Vienna - Street view

In my experience in both cities I have stayed separate from our class. In both situations I have commuted a great deal across both of the cities. The daily life in both cities are quite similar but the cities themselves seemed to be much different in the way that they are used by it's people.

Vienna has been very clean in almost every location I've been. Usually if something is dirty or there is trash around it is cleaned by the morning. The streets themselves are clean and there are many places to throw trash away. Many times you won't have to walk a full block to reach some type of receptacle. I believe that because there are so many nice areas existing, people do there part in keeping the area in a good presentable condition. Hungary also has a great sanitation department but it's seems as tho they can not keep up. Many buildings in the area where I resided for my short two weeks could use some beautification or at least some paint. Where Vienna felt bright and fresh, Budapest seemed a bit more gloomy and much more dirty from what I observed.

I also looked at the way that people treated alcohol consumption. Where in Vienna you are free to drink anywhere, your are not able to do the same in Budapest. I see that having no restrictions for drinking in public creates an environment where the people of Vienna have more consideration for their actions. It gives them more power of choice and does not make them feel as though they have to fight another rule to do something they want to do. In my time in Vienna it was very rare for someone to be acting irresponsibly because of alcohol. Budapest was a different scene with a different set of rules. Consuming alcohol in public was not permitted and restaurants must bring people inside at 10 pm. My view is that because there is a rule, people see there irresponsible behavior as breaking a rule, separate from representation of themselves, their surroundings and the city. They feel much less responsible in this case where as in Vienna the people have total power to make those decisions themselves. Public consumption was more of a problem in Budapest. On many occasions I observed people getting sick on the street, destroying property, and acting irresponsibly.

5.4 Comparisions I: Mountain Ranges

Anagha Kulkarni

Image 5.4.1 Rax-Alpe Mountain Range, Austria

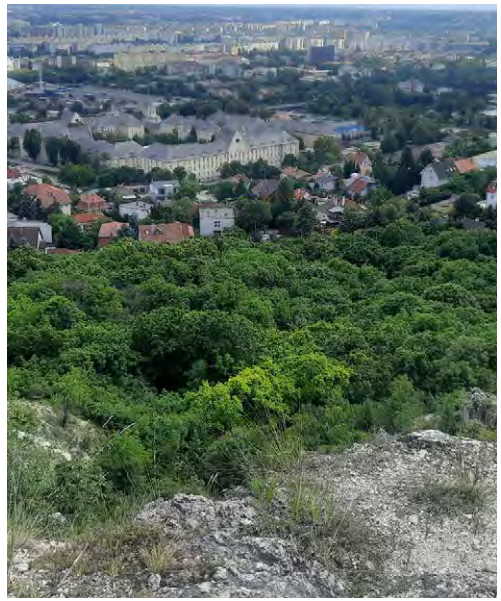


Image 5.4.2 Budai Sas-Hegy Nature Reserve, Budapest

The cities of Vienna and Budapest are both characterised by culturally and geographically significant mountain ranges. The Buda Hills, located about 6km(3.7 miles) from Buda Castel, are a collection of low mountains that form a major part of the city's topographical and cultural landscape. The Sas-Hegy, or Eagle Hill, is one of the most prominent hills in the city known for its protected Nature Reserve, the Budai Sas-Hegy Nature Reserve. Through the years, this dolomite rock peak had been gradually encroached for residential development, which became apparent in our hike up to the nature reserve. Today, the nature reserve occupies around 30 acres of land at the top of mountain and is open only for organised study tours and research. It is seen as a 'living museum' to study and protect the processes of nature. During the course of our educational tour of the reserve, we learnt that there has been significant human intervention in the site to eradicate invasive plant species, specifically Lilac, over the past few years. This degree of human intervention, stands to contradict the level of human intervention that we saw at the Rax-Alpe mountains. The Rax, located about 110km (68 miles) from Vienna, is part of the Northern Limestone Alps that border Lower Austria and is the origin for all the water in Vienna. Visually, the minimal human intervention to the landscape and to the processes of nature is apparent and limited to the marking of hiking trails and a few restaurants along the trails. This however, is not an indication of the lack of contamination in the area. As pointed out by Prof. Dagmar, excessive use of the area by visitors, has left the soil contaminated, which in turn has been gradually contaminating the water in the area. This water then flows into and services the city of Vienna. What I find most interesting between these two examples, is the difference in the degree of human intervention and the impact of these human interventions. While the nature reserve at Sas-Hegy has been heavily altered over the years, it is done with the intention of preserving and nurturing the indigenous ecology. Whereas, the minimal tangible intervention at the Rax mountains has resulted in undesirable environmental outcomes.

5.4 Comparisions II: Panoramic View Points

Anagha Kulkarni

Image 5.4.3 View of Fisherman's Bastion from Buda Castle

Image 5.4.4 View from Fisherman's Bastion overlooking the Danube

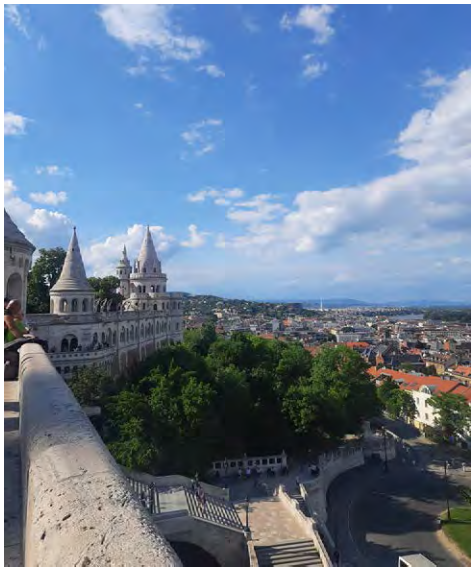


Image 5.4.5 Tower-like structures of Fisherman's Bastion

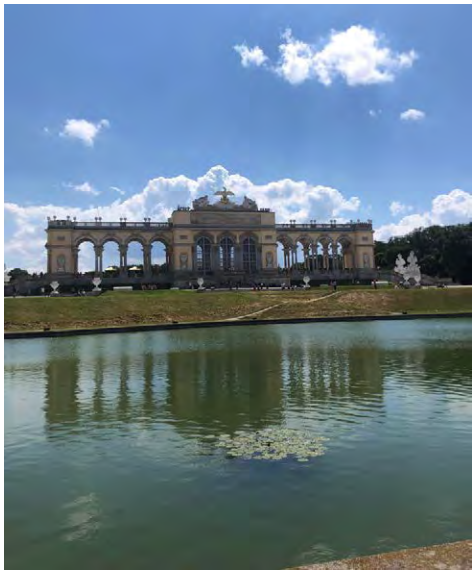


Image 5.4.6 Arch Structures of the Gloriette

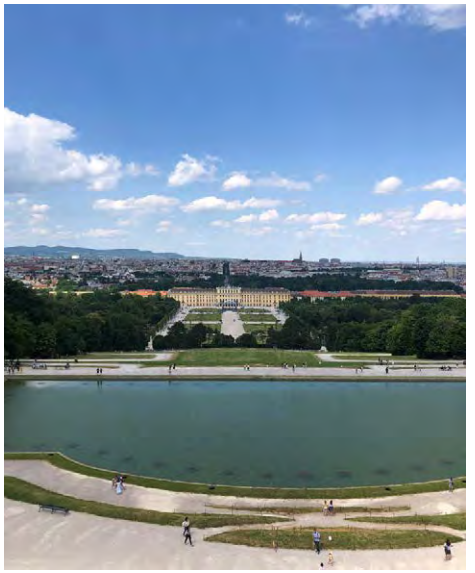


Image 5.4.7 View of Schönbrunn Palace and gardens from the Gloriette

The Gloriette, located in Schönbrunn Palace in Vienna, and the Fisherman's Bastion, located in Buda Castle Complex in Budapest, were both constructed for a similar purpose, to provide something beautiful to look at and a place to look out from. The Fisherman's Bastion, built in the late 19th century, serves as an ornamental fortification wall between the Danube and Buda Castle. These Neo-Romanesque lookout towers provide panoramic views of the Danube and the historic UNESCO World Heritage sites along the Danube including the Hungarian Parliament Building and St. Stephens's Basilica. The location and design of the Bastion makes it an integral part of the Buda skyline and the viewsheds from the towers focus on views away from the castle and into the city. The Gloriette, located at the southern end of Schönbrunn Palace Complex marks the end of an elaborate Baroque Garden and Hunting Ground Complex. Today the multi-arched structure which served as a dining hall up until the end of the Austrian monarchy, houses the Café Gloriette in the ground floor and an observation terrace overlooking Schönbrunn Palace. It is an integral part of the central axis of the complex with the Palace located at the northern end and the Gloriette on the southern end, abutted by the Neptune Fountain in the middle. The Neptune Fountain serves as an important transition element in this axis, as the elevation of the ground changes as we move from the Palace towards Gloriette. Owing to the natural topography, the Gloriette is placed on elevated ground which provides for better views. As opposed to the Fisherman's Bastion, the Gloriette wasn't built for outward views of the city, but for more 'private' views of the Palace grounds and the residential quarters of the royal family of Austria.

5.5 Comparisions I: Historical Landmarks

William Magnanini

Historical Landmarks

The first comparison I will make is between the major historical landmarks in both cities. In Vienna, you could say many of these are located on the inner city ring. Stephansplatz and the imperial buildings along the ring (like the Viennese parliament) are comparable to the parliament in Budapest and the Buda Castle. Both of these sets of landmarks sit within the center of each city, but they possess pretty different qualities.

To start with Vienna, the "ring" gets it name from its circular structure that surrounds the very old Stephansdom cathedral that sits at its center. Its circular structure is reflected in the public transportation network, as it is possible to take a tram around the circumference of the ring.

The ring contains many historical buildings (Hapsburg palaces, Viennese parliament, Hofburg Palace, Burgtheater). Most of these contain some sort of plaza adjacent to them, which serve as hubs for pedestrian traffic (closed off from automobiles) and public activity. There are also many pocket parks that sit between major buildings, which provide nice breaks in the very heavily paved plazas (that felt like heat islands when we walked through them). Some of the historical buildings are used for museums (unrelated to their previous uses), while some also use the plazas as event spaces (we witnessed a traditional festival at Burgtheater).

Image 5.5.1 Kunsthistorisches Museum Wien, Vienna

Image 5.5.2 Hungarian Parliament, Budapest

This inner ring has a massive retail and commercial section as well (outside of Stephansdom). All of these factors make the "ring" feel like its own city in a way, and it feels a bit disconnected from the rest of Vienna because the buildings do not have enough presence to provide navigational qualities when you are in another district of the city.

Budapest's historic landmarks behave very differently, as the city is divided by the Danube River directly down its center, rather than sitting adjacent to it as Vienna does. The river channel acts as a central axis that creates a free corridor of vertical space, which is aided by the Parliament's massive size as well as the hilltop placement of the Buda Castle. This means that the Hungarian Parliament and the Buda Castle are cleary visible when you are anywhere along the Danube within city limits. This aids people trying to navigate the city and understand where they are at any given point. Budapest's inner city seems to encompass a much larger area than Vienna's where the historical character is maintained. This maybe contirbutes to its recognition as a UNESCO World Heritage Site.

Image 5.5.3 Stephansplatz, Vienna

5.5 Comparisions II: Mountain Ranges

William Magnanini

Mountain Ranges

Another two places I compared between the two cities are the natural recreation areas that exist outside the cities. In Vienna there is the Viennese Forest, as well as the fringe of the Alps that serve as preserved natural areas for the urbanites and those who live in the Austrian countryside.

Although I did not get the chance to hike through the Viennese forest, it is something unique about this city that it maintains the medieval character of transitioning from city to countryside and forest without a suburban buffer in between (as we have in America). This not only prevents urban sprawl, but it also allows for a natural air corridor to travel from the forest in the direction of the city center. We witnessed this directly with our design intervention on Alszeile Street, which serves as one of these wind corridors.

The Alps sit much further from the city, but provide an even more existential way to connect with nature than the forest. The distance means they lose their connection with the city, which makes them favorable as a real getaway location for Viennese residents who are trying to escape the noise, pace and pavement that defines urban life. The alpine mountain biome is also surreal. It is a unique biome that possesses flat grasslands, conifer forests, shrublands and rocky peaks. The height of the peaks provides breathtaking views of the surrounding

Image 5.5.4 Reichena an der Rax, Austria

Image 5.5.5 Sas-hegyi Látogatóközpont, Budapest

landscape and is accessible by public transportation from the city, as well as cable cars up the mountains. This accessibility is obvious, as we noticed a large amount of elderly folks on the hiking trails there.

In Budapest, we visited a natural preserve (Sas-hegyi Látogatóközpont) that sits on top of one of the hills. It is one of the only hills in the immediate vicinity of the city that is not developed. For me this nature preserve for one lacked public accessibility, but also lacked depth.

Its elevation meant it harbored a chaparral biome with minimal large trees and mostly grass and shrub cover. This made it feel very open, and it became hard to feel immersed when all you could see was urban and residential development.

There were hills clearly visible in the distance which seem rather untouched, but as we did not visit them I cannot compare them to the Alps. Although, I think they would have been more comparable than this natural preserve. I much preferred the Alps for their grand scale, surreal natural qualitheir distance away from the city and public accessibility.

Image 5.5.6 Reichena an der Rax, Austria

5.5 Comparisions III: River Islands

William Magnanini

River Islands

Both cities are related to the Danube River in some capacity. Vienna sits adjacent to the river, but has successfully channelized one of its branches into the Donau Canal.

Budapest is built directly on the Danube, each side of the city being separated by the river (Buda & Pest). Both cities have islands that relate the people to the river.

Budapest's Margaret Island (Margitsziget) is natural, whereas Vienna's Danube Island is man made (built in the last 50 years). The odd thing about these islands is that their character contrasts their history.

We experienced the Danube Island while on a bike tour, and while it certainly starts out feeling man made with little parks and riverside life that provides amenities for the city, it quickly transitions into a natural landscape.

Not long into our bike ride, the path we were riding on started to become enclosed by forest and meadow on either side. Mountains appeared in the background and it no longer felt like we were in a city anymore (my picture certainly shows that).

Margaret Island while natural, feels very human centric. When we were visiting, the length of the island was packed full of people, it was not like Danube Island which had most people concentrated at the entrance and the South end of the island.

Margaret Island contains some forests with a lot of old growth trees, but the trees are spaced out a lot, giving it a more planned park feel.

I felt like as a resident, I would use Margaret Island a lot more for social activity, whereas I would prefer Danube Island for active recreation (outside of sports).

Image 5.5.7 Danube Island, Vienna

Image 5.5.8 Margaret Island, Budapest

5.6 Comparisions: Adventure Playgrounds

Nathaniel Valenza

In Vienna, children are greeted with a variety of water-based activities that quote from the language and history of the adjacent riverbank. Each of these activities is unique: a raft with rope and pully system, a beach with water pump, rope bridges and sand pits. But none of these activities require the children to play in a specific manor. Activiites cater to different age groups, but again do not require age restrictions.

In both cities, park playgrounds play an essential role in the high quality of urban life. Unlike in the United States, playgrounds tend to be designed in an innovative and site-specific way that capitalizes on the natural landscape and suits play to its unique environment. In Budapest, a hilly landscape enables long, winding slides. In Vienna, the riverbank provides sandy soil and low pools of water to play in. The parks are challenging and open-ended for the child to define their own play style. They provide a safe environment for discovery and tactile learning, but not too safe. This is essential to the concept of the “adventure playground,” which is intended to strike a balance between caution and autonomy. Because of these design decisions, playgrounds can pose engaging challenges to adult and child alike while staying within the visual language of each park and city.

<< WASSERSPIELPLATZ, VIENNA

GELLÉRT HILL AND JUBILEUMI PARK, BUDAPEST >>

In Budapest, the hillside of this historic park is transformed into a valley of chutes and ladders. On top, a wooden structure implies a fortification, again quoting from the heritage of the mountain. The rubber-packed ground allows children to climb, jump and roll in a controlled environment, but again, does not require a certain method of play. Different length slides cater to different age groups but pose no requirements.

5.7 Comparisions I

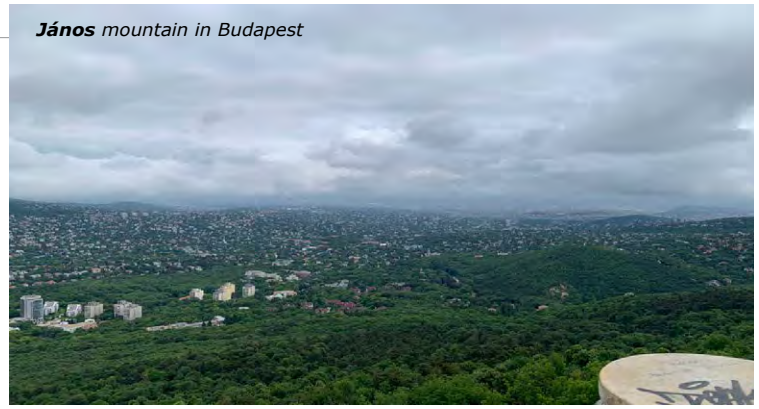
Cameron Wallace

Rax mountain range near Vienna

Rax mountain range near Vienna

One of Budapest's strongest attributes is its ability to draw inspiration from and incorporate the rolling hills of Buda. With infrastructure that supports and tells the story of the natural elements of Budapest's surroundings, the city has a much stronger presence of nature compared to that of Vienna in my opinion. For instance, the Sas mountain which sits inside city limits, and János lookout tower that is just outside the city of Budapest, but still provides breathtaking views of the city and the surrounding hills of Buda, place the hills as a focal piece of the city environment.

However, Vienna does have a strong admiration for and desire to connect the city to the Alpine environment of the nearby mountain ranges. As mentioned in some of the lectures, Vienna's history has a strong influence on why the city is so married to the idea of the Alps. The transition from a Danube Monarchy to an Alpine Republic is a notable histor-ical marker for Austria that defined much of the country's identity after the fall of the Austro-Hungarian empire. This can be seen by the impressive public transportation infra-structure that allows residents and tourists to travel to the Alps solely using public transportation.



János *mountain in Budapest*

Sas *mountain in Budapest*

The commute is approximately two hours to the Rax mountain area, and for the entire trip to be supported by public transportation along that journey is something noteworthy. Additionally, the Alpine Gardens of the Belvedere Palace gardens further amplifies the narrative of Vienna's transition to an Alpine Republic.

Belvedere is a strong represe tation of the Viennese nation ism, as Prince Eugene of Sav lived there, and is responsibl for winning one of the nation most influential battles using military prowess. Hence, plac a garden celebrating the Alpi environ-ment, in a palace for one of the most important figures in Vienna's history dr a strong connection between Vienna and the Alps.

5.7 Comparisions II

Cameron Wallace

<< Rose garden on ***Margit island*** *in Budapest*

Rose garden in >> ***Volksgarten*** *in Vienna*

While looking at other green-spaces in Vienna, I found that it often felt isolated from their surrounding natural environment – this can possibly be attributed to the history of Vienna and how many of these greenspaces are influenced from the decisions of the monarchy and aristocracy of Vienna. For instance, the Volksgarten in Vienna, offers a collection of stunning rose bushes, and a stunning memorial statue and pool for Elisabeth of Austria (Sisi).

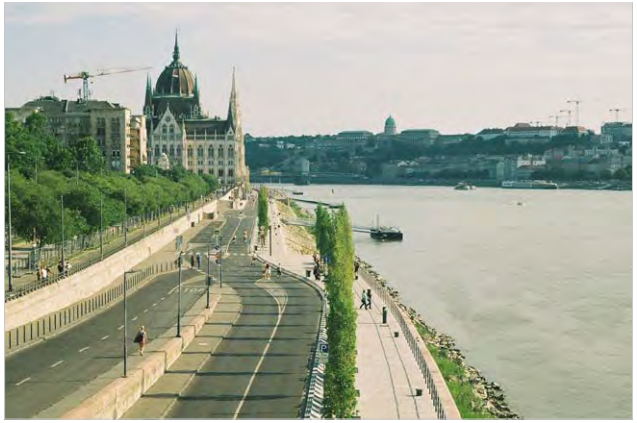
However, in order to maintain the original purpose of the garden, which is contemplation, the grounds of the park restrict patrons from venturing off the paved path, forbidding the use of the grassy areas. If we compare the rose garden collection on Margrit Island in Budapest, it is a much more inviting space, that offers patrons opportunities to get closer and interact with the roses.

5.8 Comparisions I: River Front

Evan Whitwam

River Front.

Budapest and Vienna depend on the Danube River to grow and survive. The Danube River is the second longest river in Europe and flows through much of Central and Southeastern Europe, from the Black Forest into the Black Sea. Upon arriving in both cities, it is clear the importance the Danube has on the city and the impact it has on the way of life for residents. What was interesting to compare is the location of the river to the city and what people usually do for fun along it.



Pest River Front and Parliament Building

U.N. City in Vienna

The city center of Vienna is several kilometers away from the Daunbe, located south of the side of the river. The Danube was once much wider, however, to prevent further flooding, the river was excavated deeper. The excess landfill from the project created an artificial island that divides the Danube to the U.N. city, and groundwater began to rise, creating a freshwater river. No one can swim in the Danube; the water is too dirty and is unsafe because the steam is so fast. However, this freshwater river from the groundwater is fully utilized and becomes the perfect spot to relax, swim and enjoy the water. A recent park development called 'Copabeach' offers terrace seating, sand pits, skate park and small restaurants and bars for residents. A small floating bridge connects Copa beach to the artificial island 'Donauinsel', so cyclists and park goers go access both easily. The site is easily accessible by transit, walking or biking. For being a land locked country, this space provides amazing amenities to residents that is like a beach setting.

Budapest is two cities with the Danube River in the middle of it. Buda is characterized by its historical architecture and tall hill sides. Pest is prominently flat and is where most residents and businesses are. The Danube River is the city, beautiful buildings dot both sides of the river, tram lines running along and over the river, and the many historical bridges that connect the two cities together. It is a defining landmark of the city and profoundly important to the city. Residents either sit or walk along the river to watch boats move across the river and the Buda castle quarter light up at night. Barges and boats dock along the river becoming space for party goers.

The relationship between the Danube River to the city of Vienna and Budapest are completely different experiences. Vienna is far more distanced from the river and therefore has less of a strong connection to water. The riverfront is designed to be a space for recreation, trade and flooding protection Vienna utilizes architecture and the church to define the center of the city. This is different to Budapest, where the river is very much defining the city and the city center. There is much more cultural and historical significance that is present within the landscape that is seen in Budapest than Vienna. It makes the city easier to navigate because it was easier to pinpoint yourself in the city from the river than a large church. Copa beach and the groundwater river were amazing recreational spaces that was lacking in Budapest. Margaret island is similar, but it is still much more closed in and urbanized than the open and quiet riverfront of Vienna. With all the differences, the importance of the Danube River has upon both cities and both countries.

5.8 Comparisions II: Transit

Evan Whitwam

Transit.

The transit system in both cities is extremely efficient making the city easily accessible and walkable. Budapest and Vienna have similar metropolitan populations, Budapest only slightly larger to Vienna at 3 million and Vienna at 2.8 million. Vienna's transit system is new, clean, and incredibly fast, Budapest's tram system offered amazing views and fast frequency times. Each transit system has pros and cons that changes your perspective on the city around you in unique aspects.

Buda Castle Quater from the 2M Line

U2 Train entering Messe-Prater Station

Vienna has one of the most extensive transit networks in Europe from tram lines, subways, buses, and suburban rail. All these systems were easy to interpret and understand while being seamlessly integrated together. The transit system is clearly designed for short trips and multiple transfers to reach your destination. While entering or exiting a subway station, there were many clear maps and labels indicating the surrounding transit systems available for transfer. The tram system in Vienna were effective too but only served less busy routes through the city. It seemed that most trams are to supplement the subway system and replace busy bus routes. Most subway stations in the city were designed to be only 5–10-minute walking distance away from each other. Praterstern, a major station for transfers and connections is within 10-minute walking distance to 3 other subway stations making the neighborhood around the station very walkable.

Budapest less extensive as Vienna yet incredibly effective and most known for bright yellow tram lines across the city. The city features the tram lines, subways, buses, and suburban railway. In Budapest, the tram ruled the streets, traffic signals at intersections give priority to the trams over cars. The traffic signal will also stop traffic to allow for off and on boarding and tram stops. It made the system extremely walkable friendly, espically during the humid and hot temperatures. Walking down on street to somewhere was dramtatically shorten because the high frequency of the tram and the short distance from each stop. The subway system is less extensive with only 4 lines and seemed to only help longer distances where the tram system is more inefficient in. The best part of all of this is being able to watch the city through the tram. It helped with conceptualizing space and distances making it far more personal experience.

From my experience with both transit systems, I very much enjoyed the tram experience in Budapest but rather believe the Vienna system is more effective. The Vienna subway system is clean, modern, and designed for 21st century urban life. But the short distance from each station made me question if such a system was necessary for a small and dense city like Vienna. Many times, I found myself walking because the train frequency was too long, and the distance was too short. Budapest's tram system seemed to solve this problem and providing a middle ground in terms of distance and frequency. Furthermore, the trams provided views that made me better understand the space of the city than Vienna. There is also a deep feeling of history and charm of the Budapest trams that is lost with Vienna's modern stations. The tram system was very much a part of the experience and character of Budapest, whereas Vienna's system is a means to an end. These two systems had a profound impact on my understanding and experience of both cities.

6. Last Thoughts

But what does all this have to do with me and my education? Each Rutgers student was required to develop a personal reflection based on the questions discussed at our final session:

1. What aspect of urban quality of life turned out to be the most important and obvious for you?
2. Did your understanding evolve throughout the collaborative class?
3. Which discovery of our design explorations was particularly informing for you?

6.1 Last Thoughts

Kevin Chegwidden

Schloss Schönbrunn

Final Thoughts

The study abroad program was a great introduction to a variety of international sites and case studies involving optimal urban qualities of life. Having our lectures and lessons take place in Vienna and Budapest gave the students exceptional examples of approaches taken towards providing a desired experience while living in a city. Some highlights as a student was taking note of the public transportation systems used within both cities. The city of Vienna heavily relied on their subway system as the main means of transportation with the usage of tram cars and buses that extended travel beyond those stops. In Budapest, however, citizens utilized tram cars and buses much more often as the subway system traveled a greater length in between stops. The city's pedestrian friendly traffic and infrastructure made it easy for people to navigate using public transportation while making it safe for bikers and walkers to travel. Another aspect of the quality of life was providing opportunities to access natural areas along the Danube River and a variety of parks in different neighborhoods. A strong attribute that both cities hold as well is their cultural identity. Landmark destinations were properly represented and highlighted using appropriate material and forms while providing information about the importance of its preservation. Urban sites in the United States could benefit from using public water stations for refillable water bottles, improving our relationships with our waterfronts, and providing more opportunities to enjoy parks and green space within those urban areas.

The first few days exploring these cities was a honeymoon phase. We did not have to stress about how we were getting from the airport to our hotel or back and forth between the two cities. The scale at which the cities were structured felt comfortable and could immediately identify key differences in how cities were thought about, but with any relationship the honeymoon phase wears out. Overall, the cities were a pleasure navigating by foot and vehicle. Some neighborhoods were not as thought out as others and held room for improvement. Other neighborhoods were designed well and still held room for improvement in our eyes. Even the smallest faults in these urban spaces held an opportunity to challenge what we have learned as planners or landscape architects in the United States. It was through the collaborative workshops with the international students that challenged us and evolved our understanding of spaces in an urban setting.

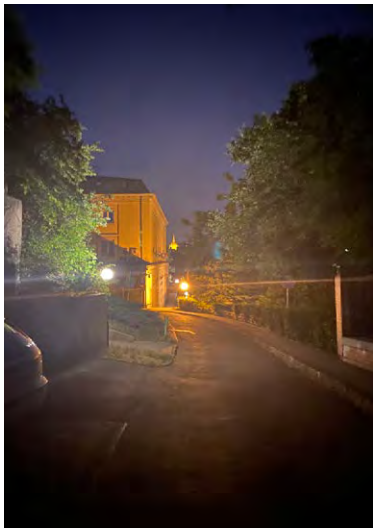
Throughout two three-day workshops, parts of our design process became more paramount than others. Creating diagrams to help identify problem areas helped us provide rationales for a solution. We began to understand just how important community input is to a design. Most importantly we understood just how important team communication was in helping us design the best solution. Discussing problems and solutions as a team became one of, if not the most, important aspect of working in a group. Ideas had to be understood by all and become graphically cohesive. It was easy to put a head down and want to work but the design process relied on constant communication between new and changing ideas for the best solution.

6.2 Last Thoughts

Samuel Denny

Figure 6.2.1 Prater Amusment Park

Figure 6.2.2 Top of Mechwart liget



The Tale of Two Cities

The opportunity to study abroad is something that I wish every student could experience, being able to see sites you learn about in history class physically is a remarkable experience. It is no easy task to study abroad but it is a very rich and rewarding experience. Study abroad has been a full-time job for these past 5 weeks. The most apparent observation I made was the clear celebration of water that both cities expressed. This could be seen in a few different ways, the first was the flashy fountains scattered through-out the cities. This celebration of water is derived from times when fresh water was not available to everyone, now both cities make it a point to provide fresh drinking water to all its citizens. Along the same ideas of having lots of water they also provide public restrooms around the city at a much higher frequency than we were use to in the states. And my favorite aspect of the celebration of water was how well utilized the water fronts were. In both cities we always found higher densities of people located along the canals and river banks. These areas were common meeting groups for the public. Opposed to typical privatized residential housing. By the end of the abroad experience the initial wonder and magical outlook I had on the city began to fade. I saw this city as great at first, but through my own experience and discussions with local students I saw their points of view and concluded that the city is good, but not great. Being a designer and a critical thinker, it is helpful to always realize that a place can be improved no matter how great it may seem at first. In my future career I will look to advocate for a similar celebration of water that Vienna and Budapest offered, maybe not to the degree of flashy fountains but to provide human decency to residents that these cities have.

Working in groups always provides its own challenges but it allows for a new flow of ideas that an Individual typically would not be able to achieve on their own. Some methods of communicating ideas proves to be more effective than others. Especially with a slight language barrier it makes it the utmost important to try and draw one's ideas out rather than expressing them with words. Not only is it difficult to explain ideas that are running around one's own mind. But to try and express great ideas across a language barrier can cause extra confusion. Since all students are designers using diagrams to communicate ideas to each other quickly became the go to method.

Figure 6.2.3 Group photo of Rutgers at Heros Square

Figure 6.2.4 Group photo of Rutgers and Boko students at Fizz Roof top

6.3 Last Thoughts

Tyler Keenan

Vienna - Seestadt Aspern

Vienna and Budapest presented aspects of urban qualities that differ from that of a city in the United States. There are of course basic elements to any urban area that over lap such as public seating, pedestrian friendliness, identity, accessibility, density and safety. My most important takeaways from the two cities are affective public transportation, scale, accessible drinking water for the public, social spaces, and water management.

Recalling what **public transportation** is in Vienna and Budapest and comparing that to NY/NJ, it might as well be David versus Goliath. It is important to bring up scale as well when discussing public transportation in these cities. What was most visible to me was that the public transportation must outpace the growth of the city and be able to supply for everyone in it to be affective. When it can not support everyone, people resort to driving their personal vehicles in the city. Planning in this way created an enjoyable experience for my stay in both cities. The scale of NYC and NJ creates a tough situation because of how dense the population is as well as the area itself. A major improvement for NJ/NY would be maintaining the current infrastructure and creating a safe environment on and around our public transportation. With this in place, many cars can be taken off the road as people would be willing to use the trains, buses and metros. This will set us much further forward with the way that our spaces can be used in urban areas because we will not require so much space for parking in such densely populated areas. This opens up what was once seemingly unavailable real estate.

While our classes were being held around various parts of the city, walking many miles a day, I was always able to find free drinking water. Having dozens of free public refilling stations made taking advantage of my time and exploring the cities very enjoyable. Not once did I have to buy a bottle of water or really work to find a water fountain. Within a few blocks I was able to refill my Hydro Flask. Most commonly they are located in social spaces like parks and plazas. Having water available in social spaces is a key element to their success in the two cities. In addition to these locations, there are also fountains/mist stations on sidewalks throughout Vienna and Budapest. My experience in the US has been that only parks have water fountains. If the park has a water fountain chances are that it is either has poor placement, baking in the sun, or it is off. Gaining access to public water fountains in a city like New York opens up walking running and biking as a form of transportation to some people that may have not considered it before.

The **Sponge City concept** and the other forms of water management in these urban areas were most important to me. The two-step filtration system using a small stone, soil and plants can be easily applicable to any future or existing design. The benefits of this are the filtration of runoff water and the slowing of the surge of runoff water from the increasing chance of heavy rain. Cities like New York could really use interventions like this because of it's location on the water with sea levels rising. Slowing the rush of water and having places to temporarily store some of it will give the sewers systems a better chance against flooding. These systems will also be able to capture contaminants

6.3 Last Thoughts

Tyler Keenan

from the streets in New York before spilling into the surrounding bodies of water.

At Johnann-Nepomuk-Vogl-Platz, designed and described to our class by Landscape Architect Karl Grimm I was able to thinking of many applications at home. So many plazas in our urban areas are almost completely impervious, giving little chance at survival to trees in the plaza. With his design the plaza underneath the ground was boxed in and soil along with layers of smaller and larger rock was added for water storage. This would be supplied by the main water collection area in the center of the plaza. In addition there was a system of open pipes running underground to allow oxygen to run to the trees roots and surrounding soil. This part is crucial to a trees success and is often overlooked. The design can allow shade trees to become mature in a mostly impervious plaza creating the shade that is so crucial to she success of these plazas.

Working in collaboration with students in Vienna and Budapest helped me to better understand the process. Thinking in different terms and not just your own perspective was most important. We were able to account for the difference of US views and European views. After living in the cities for a few weeks the wow factor starts to fade. The starts clear from your eyes and you start to notice some flaw in design. After it all settles in, you get another fresh new perspective to bring home with you and apply at home. In my experience it has been that all students from our three countries have similar skills but a different approach. As Americans, we tried to pull a lot from what we know at home in our design world. Austrian and Hungarian students seemed to do the same. After a few weeks the ideas start to mix creating another new perspective.

Discovering the importance of diagrams and options has opened my eyes to a new version of design exploration. Displaying all my current ideas in the beginning of our project whether they might have worked or not was a relief. Letting out all of the ideas and then evaluating them provided me with conclusions and much less guess work. I got to see what works or did not work in the design leading to conclusions. From these conclusion it allows new ideas to be applied to the design. So often I would want to have my ideas and be critiquing them at the same time before putting them down, potentially dismissing valid options and leaving me somewhat lost. This process allows me to have a clear map of what all my ideas were, to then see what worked and did not work, then from that allowing fresh thought to be added to the existing knowledge, and reaching a final design.

6.4 Last Thoughts

Anagha Kulkarni

Q1: What aspect of urban quality of life turned out to be the most important and obvious for you?

During the course of these five weeks, there were numerous visible and invisible factors that I perceive as affecting the quality of urban life. The most obvious of which include abundant and easy access to basic needs such as potable water, subsidised public housing and free education. Numerous free public drinking water stations are present all through the city and cater not just to people but also animals. Additionally, the social and cultural fabric of the cities celebrate subsidised housing instead of stigmatizing it, resulting in a more harmonious social structure. The inclusion of green infrastructure technologies, such as the Sponge City principles, in everyday spaces has increased awareness and appreciation among the local population making these technologies more common.

Q2: Did your understanding evolve throughout the collaborative class?

This collaborative experience with the Viennese and Hungarian students enabled me to provide a new perspective on certain aspects of the city that may have become mundane for the locals as a part of their everyday routine (the abundant use of the color Yellow in public spaces in Hungary for eg.). This is something I look forward to doing in places that have become mundane for me now. Interacting with students during the design workshops gave me a novel understanding on why preferences and needs vary with varying contexts and cultures and also a new perspective on what is possible,both in terms of design and policy making. How do you make something good, better?

Q3: Which discovery of our design explorations was particularly informing for you?

The biggest take away from the collaborative design explorations for me was the importance of graphics. When language posed a barrier for communication during our workshop with the students from Budapest and Vienna, a simple sketch did the trick. It was a highly efficient form of communication for us. The second aspect I will take back with me from this experience is the power of iterative design. Considering our individual backgrounds, the best way to come up with the most efficient and pragmatic solutions was to try all options until we arrived at the optimum solution.

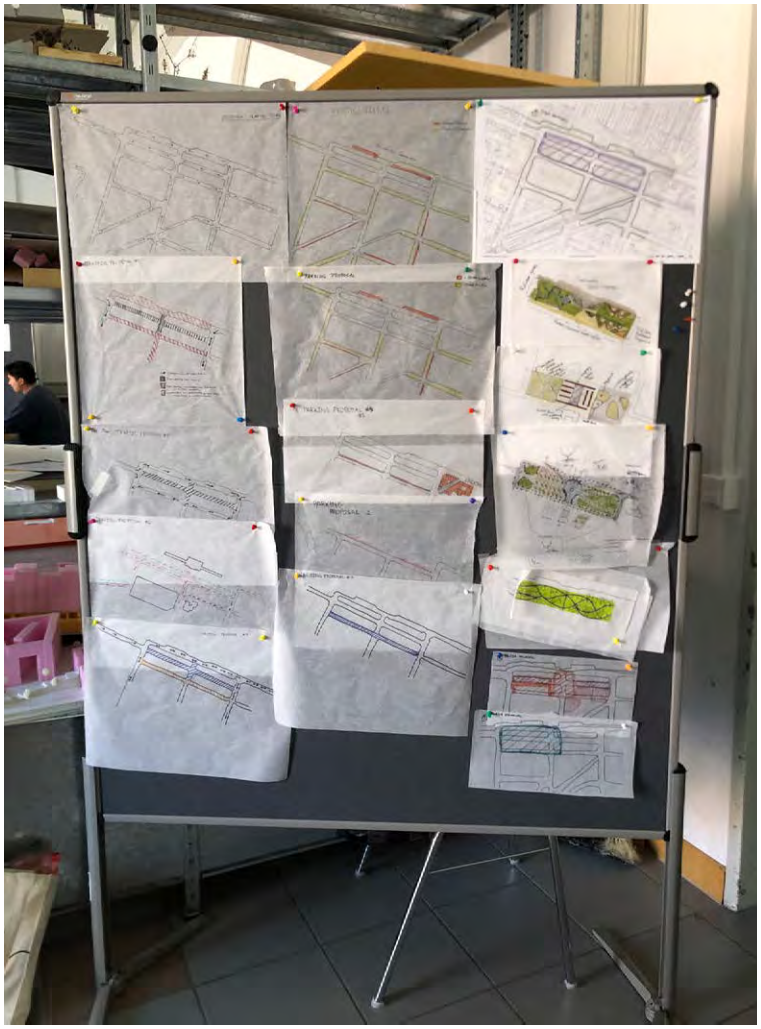


Image 6.4.1 Board showing various design iterations for traffic patterns, the corresponding parking zones and plaza design from Workshop 2

6.5 Last Thoughts

William Magnanini

Public Transport

Regarding our closing discussion, I found that the most important quality of both cities that contributed to the lives of the residents and my experience while there was the amazing public transportation system. The public transit systems were unlike anything I have experienced in the U.S., which is well known for its automobile infrastructure. I am most familiar with the public transit system that exists between New Jersey and New York and within New York City. While this system is not terrible, it pales in comparisons to Vienna and Budapest's systems. New Jersey transit trains run relatively on time, but delays are not out of the ordinary. In Vienna and Budapest, trains are pretty much always on time. This takes the stress out of the equation when you are planning to get somewhere at a specific time, and you are reliant on public transit. Something that is also a deterrent for those wanting to use public transit in New Jersey and New York is the variation in security between stations. Growing up you are taught which neighborhoods are poor and unsafe, and you do your best to avoid those train stations and metro stops. The same can be said for New York. I never felt unsafe in Vienna or Budapest in a public transit station, even if it was past 3am. I think a lot of this comes down to the larger userbase. In New Jersey most wealthy people have cars, that allows them to shelter themselves from public interaction through travel. That means there are a whole lot of people not using public transit and those who are people who "need to" because of their financial situation. This means a smaller userbase and a more destitute system. The infrastructure is also in visibly worse shape in the U.S. compared to a lot of the modern infrastructure in these two cities. That also contributes to fear of using public transportation, as it creates a sense of abandonment and a feeling that maybe you should not be there. The systems in Vienna and Budapest offer multiple options that are connected. Transferring is super easy. You can read the signs on the stations to see which stations allow transfers to other lines, bus, tram, or train connections. All stations are accessible by elevator, escalator, and stairs. They have areas on the subway cars for bikes, scooters, wheelchairs, and strollers. Public transportation is also very affordable, and it is super easy to figure out where you are going (through simple and effective signage). All of this contributes to making Vienna and Budapest's systems far superior to those found in the U.S. and integral parts to the quality of life in these cities.

Image 6.5.1 Wien Hbf (Central Train Station), Vienna

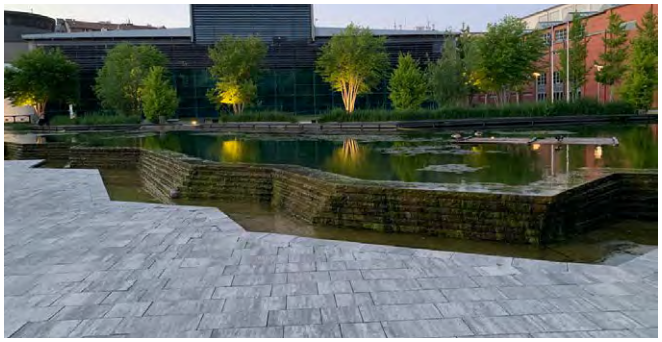
Image 6.5.2 U2 Seedstadt Line, Schottentor Metro Station, Vienna

Image 6.5.3 Schottentor, Vienna

6.7 Last Thoughts

Cameron Wallace

Volksgarten, Vienna



Millenáris Park, Budapest

Karl-Marx-Hof Site Map, Vienna

Thoughts on Social Development

Spending an intensive five weeks in Vienna and Budapest, there were many notable qualities of urban life that caught my attention; however, I think the most important one was the quality of social development, and its connection to accessibility. The idea of accessibility in the cities of Vienna and Budapest took many forms, like how the city landscape centers the experience of the pedestrian, creating an environment that is very pedestrian friendly. This amplifies the residents' ease of access to greenspaces in both cities. The number of parks and greenspaces in both locales were extensive, and each place was uniquely designed offering the user a different experience at each place.

It was refreshing to see so many new potentials and possibilities of designing greenspaces and parks compared to the monotonous approach that is employed in so many US towns and cities. I think the access to greenspaces and pedestrian friendliness of both cities also illustrates the cities understanding of the needs of their citizens. Countless studies show the importance of access to greenspaces and outdoor physical mobility, and for a city to take actions that demonstrate their dedication to improving those areas of urban life, it highlights their commitment to improving the social well-being of their citizens. We can also see this in the expansive social housing initiatives in Vienna and the accessibility to these initiatives.

These social housing projects take the financial stress of paying expensive rent off their citizens, and the overwhelming psychological and physical stress of being displaced or unhoused. Not only does this take social development a further step, it also allows offers a change to improve the economy – by removing the economic tolls of expensive rent by providing residents with social housing, they then have more money to put into the economy for different things.

I think this idea of social development, among other qualities, has greatly evolved my understanding of what is possible in cities. The course opened my eyes to so many different things and offered me the space to see the wonderful outcomes of creative problem solving and thinking outside the box.

If nothing else, these cities have inspired me to see the potential of what other cities can become. Even outside of social development, like in the techniques of developing a sponge city, I have learned so much, and my understanding of sustainable and green/blue infrastructure has evolved. Without hesitation, this trip has removed the ceiling cap of thinking, and reminded me that the possibilities of vast and limitless, and every time you think you've reached your limit, more is out there.

I believe this idea further translates into the design element that I found most interesting, which was both cities' desire to make good things better. It was so informative to be presented with project sites, where from an American lens, I was comfortable with saying, these spaces are good as they are. Yet, when prompted to think of this in a global, more holistic mindset, I was taught once again that the best results of thinking outside the box is that you can always find a better solution. This reminded me again, that in terms of social development the US has so much work to do to reach their international community members; there are so many examples of American development where it is good enough, and the site will remain untouched even after its decay beyond saving. However, in Vienna and Budapest, these cities are constantly looking for new ways to improve the infrastructure to support their citizens and improve overall quality of life, fortifying the claim of how important social development is here.

6.8 Last Thoughts

Evan Whitwam

(Left to Right) Széll Kálmán tér, Karlskriche, Pest Riverfront, Stephansplatz

What aspect of urban quality of life turned out to be the most important and obvious for you?.

From our experience in both cities, Vienna, and Budapest, we found what was most important and obvious to the quality of urban life is public transportation, public amenities, and social housing.

American cities severely lack proper public transportation systems making life very car dependent. Being able to navigate the entire city through public transportation systems was not only refreshing change of pace but also made the city more walkable and accessible. Watching how residents of both cities also interact with the transit system in their daily lives made us began to question why would anyone buy a car? Vienna and Budapest have some of the world's most extensive public transit systems and now seems obvious to improving urban quality of life.

Our trip consisted of long walks during hot summer days and water and access to water quickly became very important to us. Being able to have public access to water stations, fountains, and water pumps was such an amazing convenience for us. Furthermore, I found myself drinking more water and using my reusable water bottle more often than in America. Access to water as recreational space such as the Donauinsel in Vienna or Danube River in Budapest was essential to character, history, and cooling for the city. Our group tend to compare to the Raritan River in New Brunswick to the Danube and how we only wished we had such easy access too. The Raritan River shaped New Brunswick, however, most of that is forgotten and hidden away because a highway cuts through the entire city. Living in Vienna and Budapest brought us to the realization of how important water is to the city and quality of life.

Social housing and development in both cities are far beyond what is available in American cities. This is most evident in Vienna where districts and housing complexes are required to have a mix of income levels. I distinctively recall asking one of the BOKU students if an area was rich or poor, and they looked at me confused and said 'no'. Housing unit prices are far more affordable than in American cities and rents have been stabilized even after COVID. Redevelopment process in Vienna is also different. Cities and architects have more control in terms of development and design without the need or input from the private sector. Projects also go through a more extensive public participation program and competition process. Budapest's housing market and economy follows something like American cities, despite that city planning has more control and say into making urban spaces. This form of social housing and development was impressive and is severely lacking in American cities.

6.8 Last Thoughts

Evan Whitwam

(Left to Right) Workshop 1 Group, Budapest Site Visit, Workshop 1 Site Inventory

Did your understanding evolve throughout the collaborative class?

Working with BOKU and MATE students was a fun collaborative experience that made me become a better designer. It is very easy to box yourself in with what is possible to changing and improving the built environment. Being able to see different approaches to development and witnessing world class urban design and landscape architecture made me realize what was possible out there. Living here for an extended period also allowed that 'wow' factor to set in and live and interact with the city as if I was a resident myself. It is difficult to explain but problems with the city began to surface the longer you live there. It was also great to work with the other students and learning their approaches to design through their perspective on urban spaces. At the end of the day, it was clear that, despite being from different places in the world, we all have the same passion to changing the world into a more livable place through design.

Which discovery of our design explorations was particularly informing for you?

From the workshops, we learned the importance of communicating ideas through diagrams and finding rationale for design changes. The sites were visited in both Vienna and Budapest, were to our American urban design and landscape architecture perspective, almost perfect and we believed did not need to be changed. We had to think outside of the box and find reason to improving the site. We also had to work with the community through surveys that were conducted about the site. All these new challenges pushed us for a need to provide rationales for our design like never before. We also had to work in a fast pace as each workshop was only 3 days long. Working collaboratively in a team and understanding where to comprise and adjusting for flexibility was altogether a challenge. Even if time was short, what I had learned from these workshops made me become a better designer.

Landscape Architecture Summer Program Vienna Budapest

GGS/WH May 13, 2022

Date			City	Morning	Afternoon
Fri	May	20	W	Arrival, settling in at appartment Stuwerstraße 40 - grocery shopping - lunch	14:00 Start first tour through Vienna: 14:30 Stephansdom (bell tower) 15:30 Pestsäule 16:00 Michaelsplatz (Roman ruins, Looshaus) 16:30 Heldenplatz (Hofburg, Rathaus, Parlament, Burgtheater, Volksgarten) 17:00 Walk Ring to Karlsplatz 17:45 U1 to Praterstern 18:00 Welcome Dinner Gasthaus Möslinger
Sa	May	21	W	9:18 Praterstern REX 1 to Payerbach to Quartier Belvedere 9:26 Arrival Belvedere 9:30-11:00 Belvedere Canaletto view walk down to Soviet Army Memorial 11-12:00 Schubert-, Park-, Stubenring	13:00-14:30 Walk along canal (Badeschiff) to Schwimmende Gärten (swimming gardens) 14:30-17:00 Old town (1st district) 17:00 End of class
Su	May	22	W		
Mo	May	23	W	8:15 U2 to Schottenring - Bus 40A to Döblinger Friedhof to Dänenstraße Peter-Jordan-Str. 65 - Room SIMH EG03 9:00 Introducion to topic	Case studies: 1. Johnann-Nepomuk-Vogl-Platz (Larch Grimm) - Sponge City Project 2. Dornerplatz (Katharina) 3. Lange Gasse (Emilie)
Tu	May	24	W	Case studies: 1. Rudolf-Bednarpark (Caroline) 2. Nordbahnhof	14:00 Donauinsel (Danube Island) Bicycle tour
Wed	May	25	W	9:32 Departure to Seestadt with U2 Guided tour by DI Barbara Völker-Perkonigg, Wien 3420 aspern Development AG	Case studies: 1. Viertel Zwei (Antonia) 2. WU (University of Economics)

7. Schedule (2)

Thu	May	26	W-B	9:42-12:19 Train trip Wien Hbf - Budapest Keleti Pályaudvar 12:30-13:30 travel to hotel Papillon 13:30-14:30 Setteling in at hotel	15:00 Walk to Széll Kálmán tér (traffic hub) 15:45 Walk up to Castle District: Halász bástya (Fisher Bastion) and Old town
Fri	May	27	B	9:00 Departure to Jászai Mari tér on the danube and walk to Parliament Szabadság tér (freedom square) Vörösmarti tér 12-13:00 Lunch break	13:00 Departure to Sas hegy 14:00 Sas hegy Natural Preserve (István) 17:00 End of class
Sa	May	28	B	9:00-12:30 M2 to Deák tér Uban transssect from 1896, street sections, Andrássy út, at square Kodály körönd, Hungarian history at Hősök tere, Millenium Park	13:00 M1 to Batthyány tér tram 19 or 41 to Várkert Bazár Ybl Bazár Buda Royal Castle 17:00 End of class
Su	May	29	B		
Mo	May	30	B	8:25 Departure with tram 17 to Tas Vezér utca Workshop Fő utca starts at 9:00 at MATE 9:00-9:15 Welcome at MATE 9:15-10:15 Introduction, case study persentations of Rutgers students 10:15-10:30 Break 10:30-11:15 Introduction of study site and the design task 11:15-12:00 Travel to Fő utca (study site) 12:00-13:00 Lunch break 13:00-14:00 Guided walking tour 14:00- Individual/group site visit/assessment	
Tu	May	31	B	Workshop Fő utca (at MATE university)	
Wed	June	1	B	Workshop Fő utca (at MATE university) 15:00-16:30 Group presentations	
Thu	June	2	B	9:00 Departure to Fővám tér tram 4 or 6 and 2 Market Hall Bálna Nehru Park Tompa utca to Ferenc tér Bokréta utca to Corvin sétány (new downtown living) 12:30 Lunch break	13:30 Ferenc körút to Rákoczi tér (M4) to St. Gellért tér Hike up Szabadság hegy (mountain)
Fri	June	3	B	9:00 Departure to Margit sziget (island - preservered open space) 13:00 End of class and beginning of free travel weekend	
Sa	June	4			
Su	June	5			
Mo	June	6			

7. Schedule (3)

Tu	June	7		Train from Budapest to Vienna 10:40-13:21	
We	June	8	W	9:00 U2/U3 to Gasometer	13:00 Karl-Marx-Hof (social housing from the 1920ies) 18:00 Lecture Kristina Hill, UC Berkley "Underground, Underwater: Design for a New Planet". BOKU; Schwackhöferhaus, Sem.raum 06
Thu	June	9	W	Work on Documentation at BOKU	Case study: 15:00 – 16:00 Obkirchergasse/Sonnbergplatz (Rupert) 16:00-18:00 Project aerea
Fri	June	10	W	Rain Day: Rax Mountain trip postponed; work on Documentation	
Sa	June	11	W	9:00-13:00 Visiting Alszeile project area during market time, 13:00 End of of class	
Su	June	12	W		
Mo	June	13	W	Project: Alszeile, Wien-Hernals	
Tu	June	14	W	Project: Alszeile, Wien-Hernals	
We	June	15	W	Project: Alszeile, Wien-Hernals	
Thu	June	16	W	8:45 departure, 9:18 from Praterstern to Payerbach to Rax Mountain - Hiking Day - 17:54 from Payerbach to Wien-Praterstern 19:40	
Fri	June	17	W	Schönbrunn Castle and Gardens	
Sa	June	18	W		
Su	June	19	W		
Mo	June	20	W	9:30 Dearture, LA office visit: Bauchplan, Endresstr. 18, 1230 Wien (11:00)	15:00 Final discussion workshop
Tu	June	21	W	Work on Documentation at BOKU	Work on Documentation at BOKU
We	June	22	W	End of Summer Program 2022	