

Stay a while...

Redesigning the built city center of Burg-
hausen to prioritize the pedestrian

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ASBM01: Degree Project in Sustainable Urban Design
School of Architecture and the Built Environment, LTH
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All graphics were photographed or produced by the author, if not stated otherwise

Abstract

Throughout the past, cities have been designed so that cars have become the centre of the streetscape, and pedestrians have come second. This led to wide streets, street parking, and smaller city sidewalks. However, pedestrians are the ones who bring life and movement to a street or square. Currently, more municipalities want to shift their focus to the centre of their cities and reduce access (d'Antonio, 2021). Bigger cities already do it with a shopping street, but in smaller cities, it is more complicated since the main road often goes through the city centre. Therefore, how can you shift the focus in the city centre of smaller cities to a more pedestrian-friendly streetscape? How does a city benefit from a more pedestrian-focused city centre? Methods to answer those questions include visiting the city, conducting a survey, and library and internet research. The approach to this project should show what is possible to achieve in a car-centric centre. Therefore, the focus lies on the pedestrian, which will occur in three stages. The first stage will focus on the streetscape; the second phase will focus on developing the square and introducing a seasonal pedestrian street, and the third stage will focus on the growth towards the rest of the city and new development. This helps the citizens adapt to the changes over a set period. However, cars will still be a part of the streetscape and will be degraded behind pedestrians and cyclists. Ultimately, the goal is a pedestrian street with a bike lane.

Acknowledgements

After two years of studying Sustainable Urban Design at Lund University, I want to express my gratitude to certain people.

Firstly, I want to express my gratitude to my supervisor, Andreas, who not only helped me push my project further but also guided me through my ideas, fostering my personal and academic growth. This applies not just to my degree project but also to the previous semesters, where his mentorship has been transformative. Secondly, I am grateful to the rest of the SUDes team, Peter, Teresa, and Louise, for their inspirational lectures, seminars, and tutorials that have broadened my horizons and deepened my understanding. In those two years, I also formed lasting friendships with my classmates, and we have learned a lot from each other, which I am deeply grateful for. For the support for my thesis I got from the city Burghausen, I want to thank Gunter Strebel (City Council member), the city planning office and the city archive office for their invaluable assistance with files and data I needed for my thesis, which has enhanced my research. Lastly, I am thankful to have a supportive family and boyfriend who have always supported my dreams and contributed significantly to my personal and academic journey.

“First live, then spaces, then buildings -
the other way around never works.”

~ Jan Gehl

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Project Introduction

Burghausen is my hometown. I lived there for 20 years, so I know the city quite well and will include my own experience living there. Another reason is that the city is considered small with car-centric streets. This makes a transformation in the centre challenging and exciting.

The municipality is driven to change the city centre's looks and be more pedestrian-friendly. They conducted a traffic analysis as well as a city potential analysis. In 2022, they commissioned an architecture and planning office to redesign the centre (Bauchplan).(, 2023). As a part of this commission, the municipality held three citizen participation evenings. Considering all this information, the analysis will start with an overall analysis to get a bigger picture of the city and include strategies to improve the city overall.

Burghausen is a small town in the southern part of Germany surrounded by villages and other cities of the same size. Public transport is available but impractical due to the spread out of settlements in the area. Therefore, the car is still the primary mode of transportation. Thus, the streetscape focuses more on vehicles than pedestrians. Since the main street goes through the city centre, the city is an excellent example of transforming it into a pedestrian-centric city centre while still having some car access.

The city itself promotes the usage of cars over biking and walking. The reasons for that are the sudden ending of bike paths and streets with no sidewalks. Also, looking at the Center of the Town supports that image, with wide streets, Street parking, underground parking, and traffic streets. Looking at the Sidewalks serves more of the purpose of getting from A to B rather than inviting pedestrians to stay and interact with each other. Reasons for that are fewer benches, lack of quality squares, the safety of getting around on foot or biking, and noise pollution from the traffic.

Research Question

How can a city center become lively?

How can you shift the focus in the city center of smaller cities to a more pedestrian and cyclist friendly streetscape?

As well as how a city can benefit from a more pedestrian focused city center?

Glossary

Streetscape	The appearance of a street in a city (Road, street furniture, sidewalks, trees, buildings, etc.)
City	a place with stores, businesses, residential houses with a population between 1 500 and 50 000
Rainwater Managment	countermeasures to drain accumulating rainwater and improve water quality by replicating the water balance on site
Pedestrain	a person who is walking rather than taking a car or bus
Livley city	a city that provides necessary, optional and social activities
Inhabitants	people who live in a city
Pedestrain Street	a street solely for the pedestrian (except emergency vehicle can access this street)
Seasonal Street	a street that changes with the season to adapt to the peoples needs; winter car access; summer pedestrain

City Ditsrict Overview

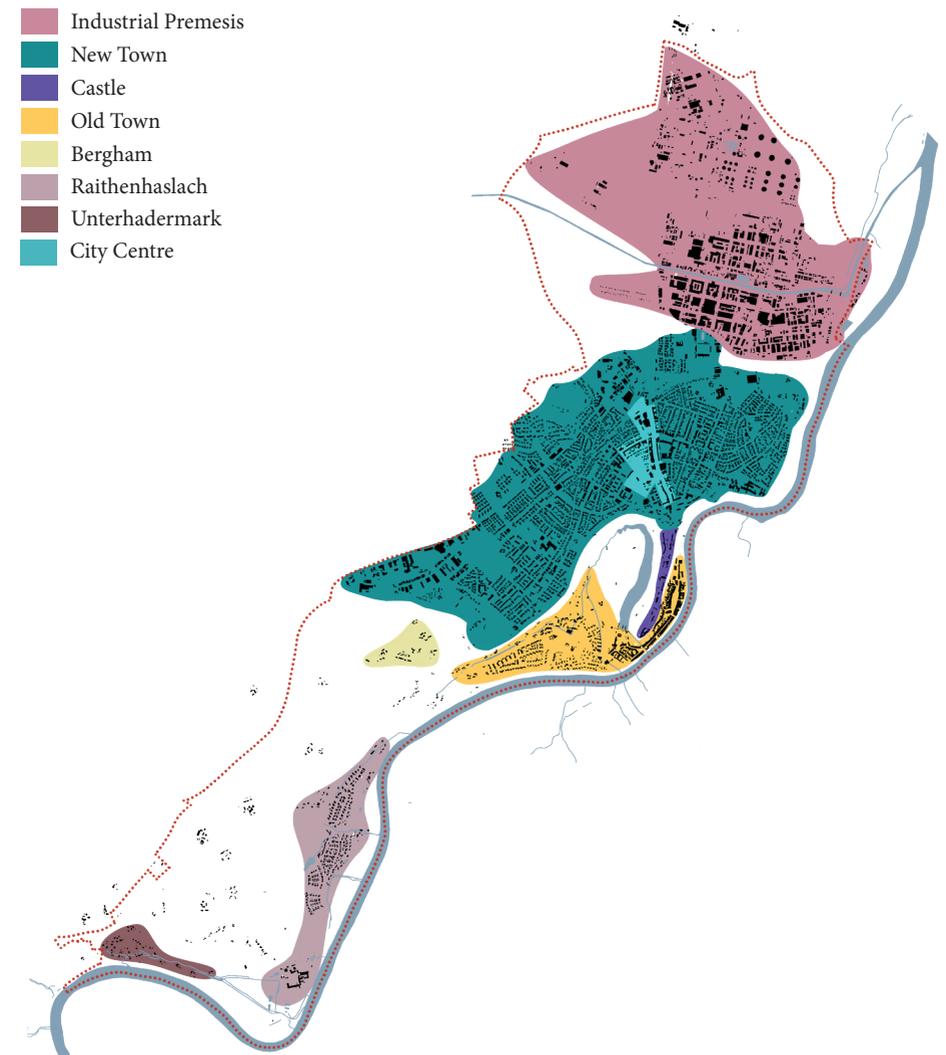


Figure 1: Overview of the citys district

2 |

Burghausen

Location

The town is located southeast of Germany on the border with Austria. It is part of the administrative district of Upper Bavaria. With 20.070 inhabitants (Die Stadt Burghausen, 2024), it is the most populated city in district Altötting. The city area is 19,81 km² (Die Stadt Burghausen, 2024). Within the city border, you can find historic sites, farmlands, industrial areas, and residential areas—the river Salzach functions as the city border to the southeast and the border between Austria and Germany.



Figure 2: Map of Germany with location of the city Burghausen

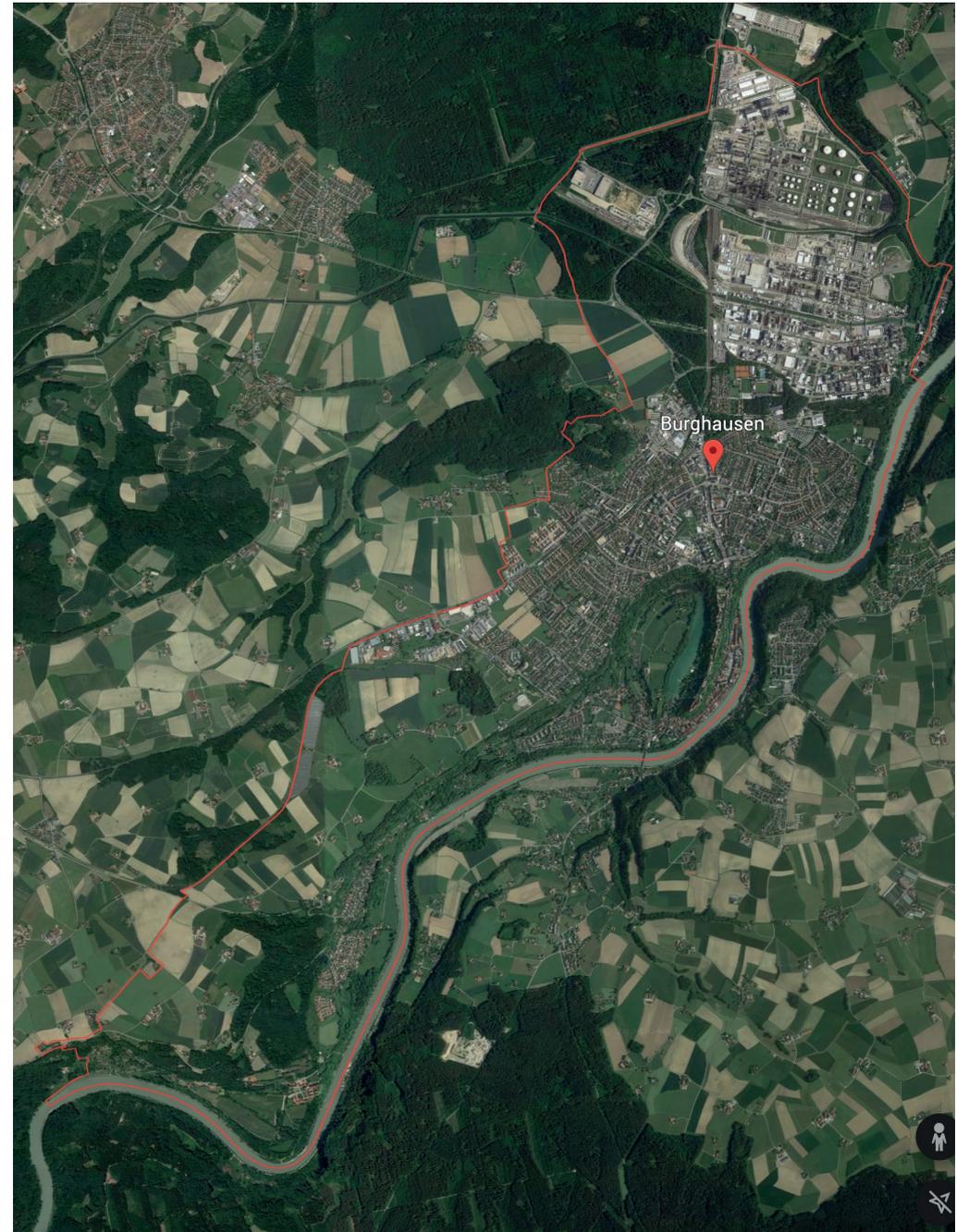


Figure 3: Satellite image of Burghausen

Distances

The city is well located in terms of its closeness to cities and nature.

Besides being surrounded by the countryside, Burghausen is near numerous nature spots, including the mountains, the Mediterranean Sea, and the forest. Most of these places are well connected by train or short enough for a bike tour, making Burghausen an attractive place to live.

Taking a closer look at the nature attractions in Germany, Austria, and the Czech Republic, the German and Austrian Alps are reachable within one hour of driving. This also includes the National Park of the Berchtesgaden Alps. Another National Park is also reachable within an hour of driving towards the east. This National Park is the Bavarian Forest, with one part in Germany and the other part in the Czech Republic. A bike ride towards those National parks takes about 4-5 hours by car.

Besides the nature near Burghausen, important European cities are within reach.

Since it is located on a state border, Austria is reachable within 5 minutes. Burghausen has two bridges over the river Salzach, separating Germany and Austria.

The city has a Train Station with

hourly trains heading towards Munich. A train ride to Munich Central Station takes about 2 hours with one change in Mühl-dorf. From Munich, trains are commuting throughout Europe.

With Munich being 2 hours or 1 hour by car to Burghausen, people often travel between Burghausen and Munich or take the train to visit Munich for shopping, entertainment or work. The distance to the Czech Republic by car is two hours, to Italy and Slovenia three hours, and four hours to Switzerland, Slovakia, and Hungary. International connections through plane flights to various countries are possible from the International Airport Munich and the Salzburg Airport. It takes one hour to reach the airport.

Burghausen is well located in Germany and Europe, considering the distances between various cities and the option to travel to different places, whether by car, bike, train, or plane. Therefore, it is an attractive city.

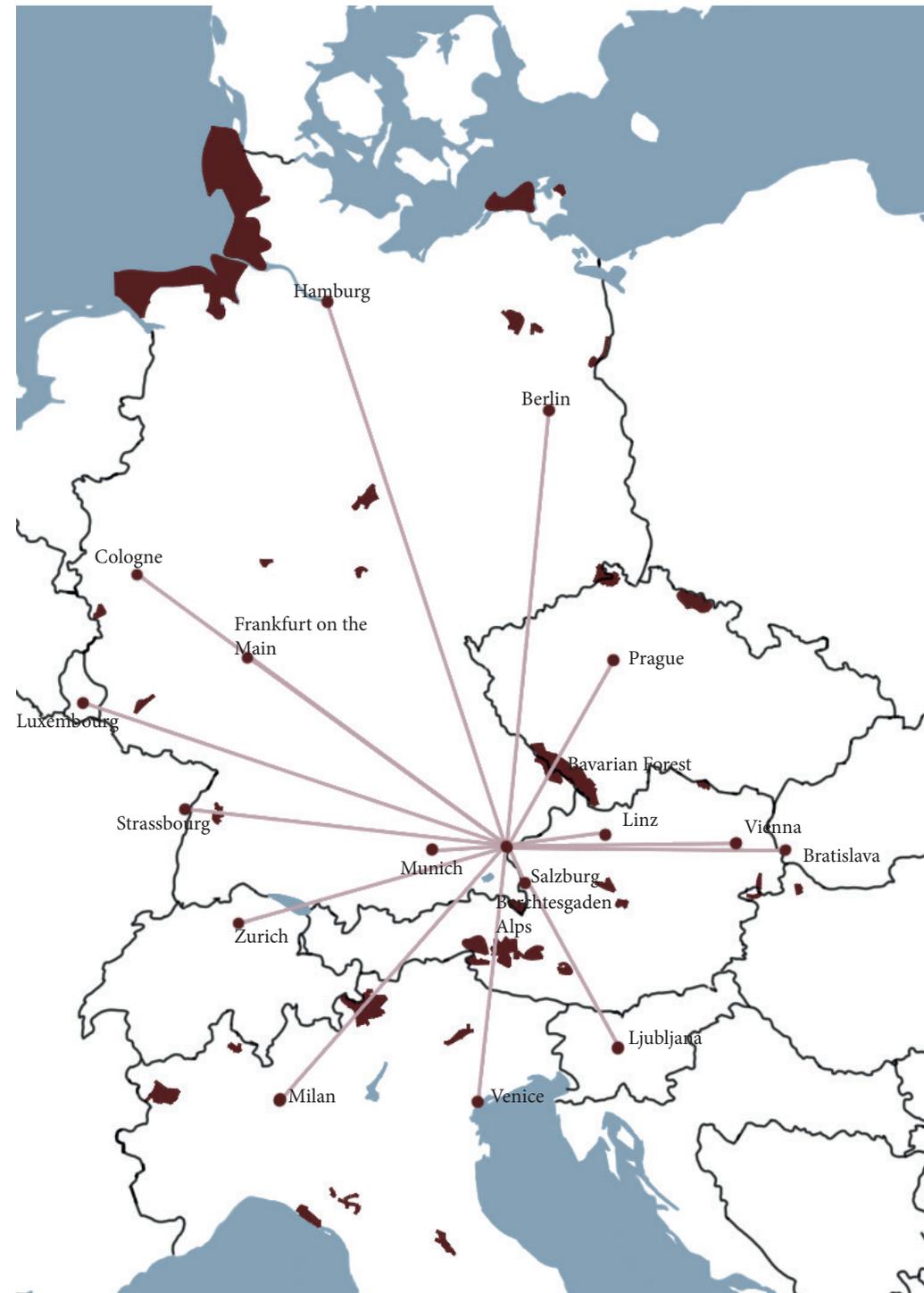


Figure 4: Distances to Burghausen

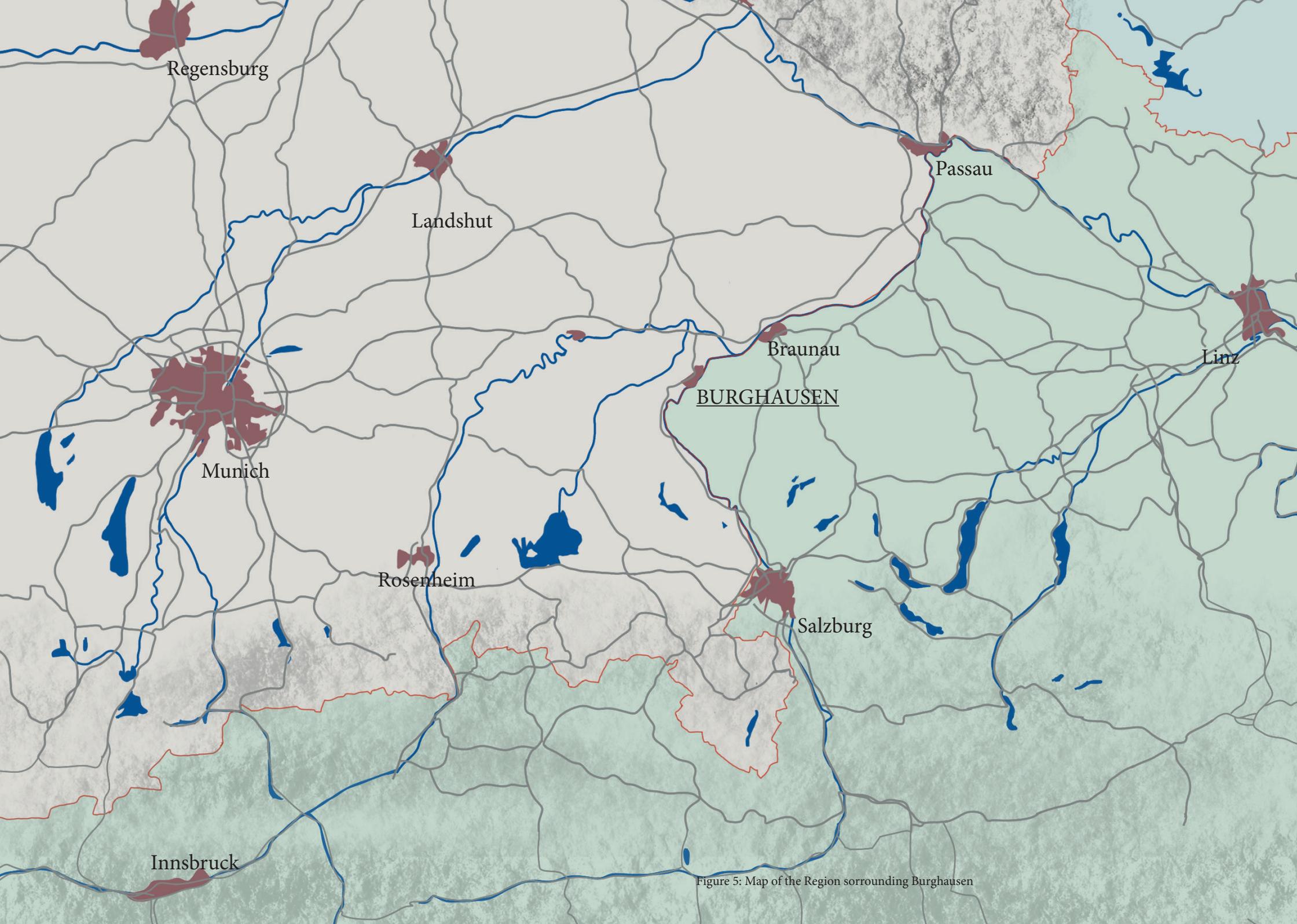


Figure 5: Map of the Region surrounding Burghausen

History

The story of Burghausen traces back to ancient times, with evidence of Celtic and Roman settlements in the region long before the town's formal establishment.

Burghausen began to take shape in the early 11th century when it was founded in 1025 (Burghauser Touristik GmbH, 2024). Its crowning jewel, the first part of the imposing Burghausen Castle, was erected around 1180 (Burghauser Touristik GmbH, 2024). Positioned strategically along trade routes and the Salzach River, the castle was a formidable fortress, symbolizing the power and influence of the Bavarian dukes who controlled it (1392-1503) (Florian Schröter M.A. & Susanne Eichinger M.A., 2024). The city mostly traded salt, which was being shipped on the Salzach. During that time, the old town expanded along the riverfront.

Throughout the medieval period until 1387 (Burghauser Touristik GmbH, 2024), Burghausen Castle underwent significant expansions and renovations, evolving into the World's largest and most magnificent castle complex. Its role extended beyond defence, becoming a centre of courtly life and governance for the region under the Bavarian rule. The town's fortunes ebbed and flowed as ownership of Burghausen and its castle changed over centuries. It passed between Bavarian dukes and the Prince-Bishops of Salzburg,

reflecting the time's political complexities and the region's strategic importance.

The Renaissance brought Burghausen Castle a golden age, with artistic and architectural enhancements adding to its grandeur. The town prospered as part of medieval Bavaria's vibrant cultural and economic landscape, benefiting from trade and patronage from rulers and nobles. Following a war of succession in 1504 (Florian Schröter M.A. & Susanne Eichinger M.A., 2024), the town was accidentally almost burnt to the ground. The Restoration of the city began. In 1594, the city lost its standing as a trade city, and the economy spiralled down in the following years. The city also did not benefit from frequent flooding from Salzach, the worst in 1598 (Florian Schröter M.A. & Susanne Eichinger M.A., 2024). During the 30-year war, the town lost its standing completely.

The 19th century brought significant changes, as Burghausen became part of the Kingdom of Bavaria following the Napoleonic Wars. At the beginning of the century, Burghausen was occupied by the French. The city became irrelevant after the French soldiers were restated in 1891 (Burghauser Touristik GmbH, 2024).



Figure 6: Photo of the city modell from 1574



Figure 7: City plan from 1777

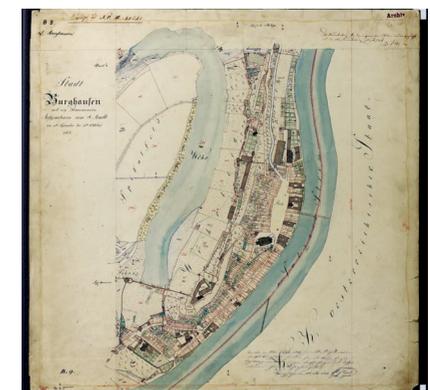


Figure 8: City plan from 1824

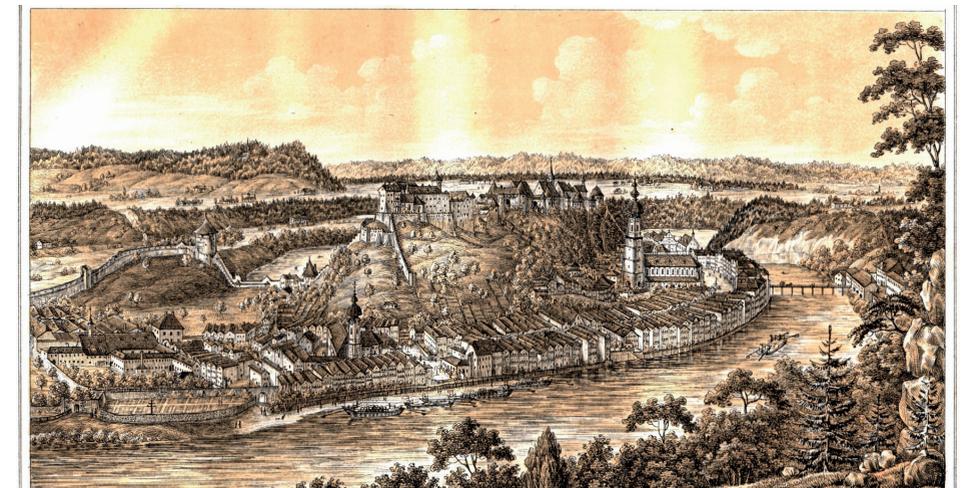


Figure 9: Photo of the city from 1862 taken from the other side of the river

Industrialization brought new opportunities, and the town saw developments in various sectors alongside its historical heritage. The 20th century brought challenges, with Burghausen experiencing the tumult of two World Wars. In 1915, the chemistry firm Wacker was established. The firm produced essential starting materials for the defence production industry in both world wars (Burghauser Touristik GmbH, 2024). However, after the First and Second World Wars, they expanded their production range, which helped the company grow to the international standing it has today with locations all over the World.

This helped the city's economic and population growth tremendously. Luckily, the Old Town was spared during World War 2; therefore, it needed to be reconstructed because it became neglected. To protect the Old Town from heavy flooding in the future, a flood protection wall alongside the river was built between 1969 and 1971 (Burghauser Touristik GmbH, 2024).

Post-war reconstruction and de-

velopment saw the town emerge as a resilient community in a changing Germany.

Today, Burghausen stands as a testament to its storied past. Visitors are drawn not only to its well-preserved medieval old town but also to the majestic Burghausen Castle, which continues to command attention as the World's most extended castle complex. The town's modern identity is shaped by its cultural heritage, economic activities such as the chemical industry represented by companies like Wacker Chemie AG, and its position as a hub of regional significance.



Figure 10: Citymap from 1935

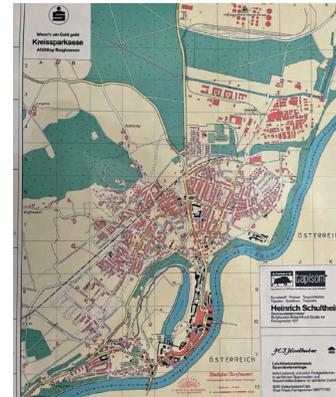


Figure 11: Citymap from 1967

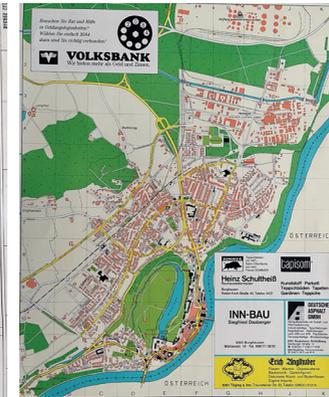


Figure 12: Citymap from 1975

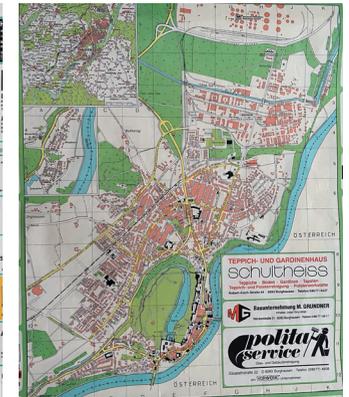


Figure 13: Citymap from 1985

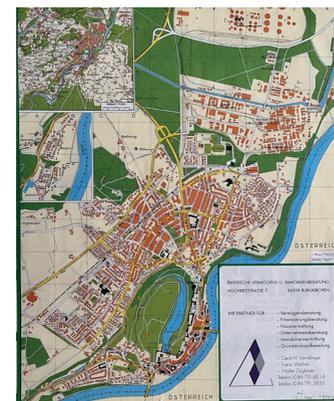


Figure 14: Citymap from 1995

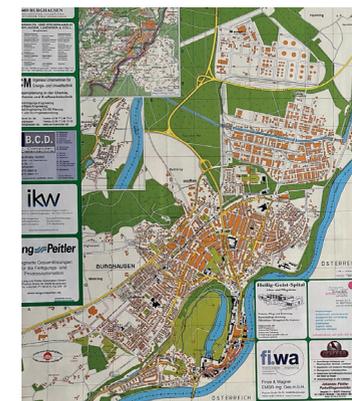


Figure 15: Citymap from 2005

Nowadays

In 2009, the castle became the longest in the World, at 1.051 meters (Die Stadt Burghausen, 2024). Together with the well-preserved old town, it attracts various tourists throughout the year. Over the last few years, the castle has also been used as a film location for German Television and cinema movies.



Figure 16: Filming of Movie: Baron Münchhausen

Through a citizens' council, the municipality tries to communicate with the inhabitants about what the town needs and what can be done. This council met two times in total (Spring 2022 and Autumn 2023). The results of this weekend will be discussed with the city council (Haindl, 2023).



Figure 17: Citizens' council meeting Spring 2022

The Burghausen chemistry industry is part of the Bavarian Chemistry Delta (Wacker Chemie AG, Siltronic AG, Borealis Polymere GmbH, Linde AG, OMV Deutschland GmbH, Westlake Vinolit GmbH & Co. KG). In this area, many electrochemical companies are located (Grypa, 2006).

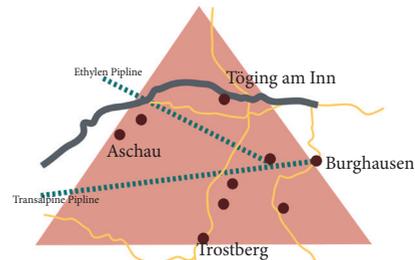


Figure 18: ChemDelta Bavaria

In 2016, the Technical University of Applied Sciences Rosenheim opened a new Campus in Burghausen. At this campus, students can choose from 5 Bachelor's and 3 Master's programs. The university's expansion is planned to be finished in 2026 (TH Rosenheim, 2024).

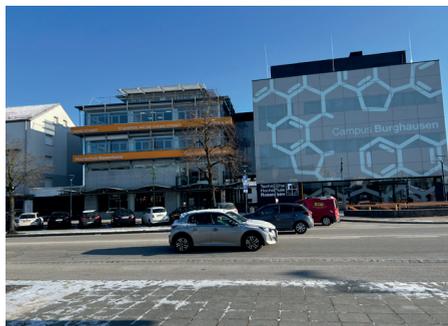


Figure 19: University Building Burghausen

Demographic

In 1840, the town's population was 4.293. Since then, it has grown to over 20,000. The city has continuously grown over the years. Most of its growth occurred between 1939 and 1970. In those 31 years, the number of citizens doubled. One reason is the growing industry in the area (Bayrisches Landesamt für Statistik, 2022).

After the 1970s, the city's growth slightly declined until it increased after 1987. Since then, the inhabitants of this town have grown constantly. The Bavarian State Office for Statistics predicts a growth of up to 1.7 per cent for this town (Bayrisches Landesamt für Statistik, 2022).

Burghausens citizens are an ageing population, mostly 50 years and

older. The city records a growth in people under 18 from 4 % and in people over 65 at 23,7 %. However, between 18 and 65, 7 % of the citizens moved away from the town (mahl gebhard konzepte & Dipl.-Ing. Kurt Werner & dynamis, 2020).

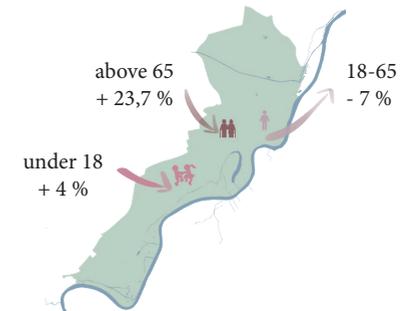


Figure 20: Current City growth

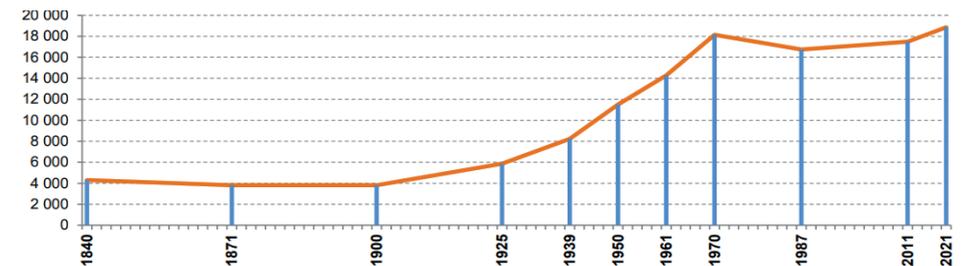


Figure 20: Current City growth

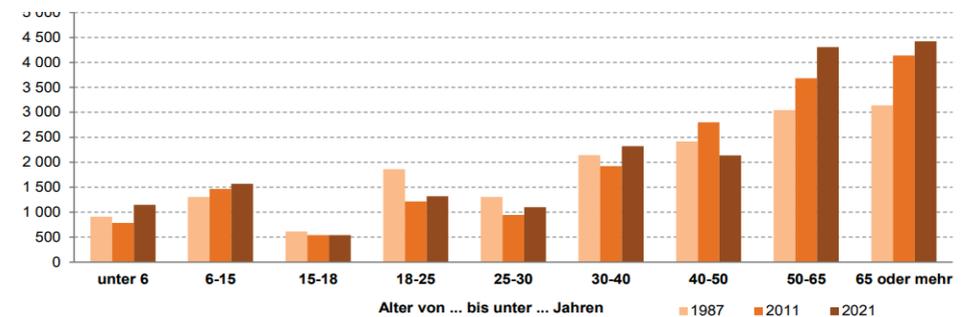


Figure 21: Age rage comparisson of the years 1987, 2011 and 2021

Flooding

Burghausen's direct location on a river caused some huge flooding events. The Salzach arises in the Austrian mountains; therefore, the river has a higher water level in spring during snowmelt. Combining this with heavy rain, the Salzach rises above the banks. The old town has always struggled with this and has flood marks proving the height of the water. The last flood was in 2013 (W., 2013). 2021, there was also a flood, but it did not rise above the banks (Feuerwehr Burghausen, 2021). The old town struggles with flooding coming from the river. The new town, however, struggles with overflowing sewage systems if there is a heavy storm. The street underpasses can fill with rainwater in heavy rain. This happened in 2022 (Feuerwehr Burghausen, 2022). Another event is that water flows back through the sewage system into the basement of houses.

With climate change and heavy

rainstorms becoming more frequent and intense, it is crucial to have the option of seepage water on site. This relieves the sewage system in terms of maintenance and overflowing. There are different ways to collect rainwater, such as retention ponds, rain gardens and green belts (SWECO, 2018). Therefore, extending the green infrastructure is an important task. Besides Rainwater Management, creating habitats for wildlife, recharging the groundwater, and improving air and water quality are also positive effects.



Figure 23: Flooding of an Street in the old town



Figure 22: Flooding 1959



Figure 24: Flooding of an Underpass

Connection to Austria

Burghausen's location on the Austrian border strengthens its connection with the towns on the other side of the river, and the open border of the European Union enforces that connection.

Burghausen has two bridges connecting it to the neighbouring town. Citizens dive over the border to go shopping, fill up their car's gas tanks, and more. Austria has a different tax law, which makes certain things cheaper for Germans. The younger generation uses the different laws to go to parties.

There is also a movement coming from Austria into the city. Some of the employees working on the industry premises live in Austria but also in different firms in Burghausen. Another movement

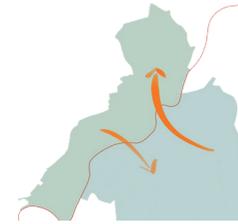


Figure 25: Diagramm Connection to the next Town



Figure 26: Border controllhouse on one of the bridges

is that pupils attend the gymnasium in Burghausen (Bayrisches Landesamt für Statistik, 2022). The high schools in Burghausen are often closer than the high schools in Austria. Sometimes, the German school system is also a better fit for the pupils.

Another connection is based on the history between Austria and Bavaria. The salt shipped to Burghausen on the river Salzach came from a mine close to a town called Hallein. This town lies in Austria; however, the salt trade started when Hallein was part of the kingdom of Bavaria. The trade stopped before Hallein separated from Bavaria. Nowadays, there is the opportunity to sail on the river on similar Boats (Plätten) that were used to ship the salt from Hallein to Burghausen (Burghauser Touristik GmbH, 2024). Through constant exchanges between the two cities, the municipality has a tight connection with the neighbouring town and the country.



Figure 27: Bridge towards Burghausen

Identity, Culture

Burghausen, as a city, has many events and traditions. One of the oldest events is the celebration of celebrating the 16th century. Since 1977, there has been a festival in the castle every year. It started small with a theatre group of 20 people and grew at the beginning of the 21st century to over 2.000 members (Herzogstadt Burghausen e.V., 2024). The association “Herzogstadt“ has subgroups for dancers, knights, city watch, royals, and farmers, to name a few. On the second weekend in July, the celebration takes place. However, there is another event on the summer solstice. Throughout the year, single groups make an appearance at special events.

Munich has the Oktoberfest every year, but cities and villages in southern Bavaria also have their version, which is not set in September/October. This specific event in

Burghausen is in Mai around the Ascension of Christ. It lasts ten days and includes two weekends. Setting up the Maypole, Traditional Costume Club, and Brass Band Club are Bavarian traditions that are a part of the culture and are well celebrated.

The municipality organizes a concert series every summer featuring different bands and singers. They will be in the castle. Another event that happens yearly is the International Jazz Week. The first time it took place was in 1970 (Burghausen Touristik GmbH, 2024). Famous jazz bands are coming to play at this event. A plate immortalizes the most famous artist on the ground in the street of fame. The city organizes open sales on Sundays with events on the street four times a year. Another event that should be mentioned is the night of street artists. During this event,

different street artists show their talents on the street. The city also started to organize „culture in the tent.“ At this event, you can see dance groups and music groups or enjoy the summer nights in the beer garden attached to the tent.

The city has two sporting clubs with over 8.000 members (Die Stadt Burghausen, 2024). Combined, the two clubs offer 34 sports in the fields of mass sport and competitive sport. Under these 34 sports, you can find Swimming, Wrestling, Basketball, Soccer, Handball, Cheerleading, Health Sports, Judo, and Windsurfing, to name a few. The sport in Burghausen is successful. The male swim team swims in the 2. Bundesliga, the wrestling team, competes in the 1. Bundesliga with winning first place a couple of times and also in artistic cycling. Seven Athletes from Burghausen went

to the Olympics. Three out of seven were swimmers, the most recent being Nicole Hetzer (2000, 2004, 2008). She won a Bronze in 2000 and 2004. Another recent one is Alexandra Burghardt, a track athlete who attended the Olympics in 2021 (Die Stadt Burghausen, 2024).

Therefore, Burghausen has a rich, vibrant, and deeply rooted culture and identity. In addition to those mentioned events, the city has several smaller events throughout the year. The municipality is constantly trying to improve or add events for its inhabitants, which shows that the city is a cultural driver in the area.

Historic



Figure 28



Figure 29

Bavarian



Figure 32



Figure 33

Jazz/Concert



Figure 36



Figure 37

Sport



Figure 40



Figure 41



Figure 30



Figure 31



Figure 34



Figure 35



Figure 38



Figure 39



Figure 42



Figure 43



Figure 44: Collage of how I see the city

3 | Citizen Participation

City Meeting

The municipality is keen on changing the city centre for the better. In 2022, they hired a Munich architectural and planning office to develop a design regarding the centre (Bauchplan).(, 2023). As part of this process, they held three citizen participation evenings. Each evening focused on a different target group (citizen, store owner, business owner). Discussion was held after a presentation, which included analysis, design proposal, and question opportunities. During the discussion, the participants were divided into three groups and focused on a different part of the centre. Besides dividing the participants into three groups, there were four main focus points: Green, Mobility, Stay and Consumption. The participants mentioned more greenery, bike paths, and seating places. The topic of a pedestrian street came up as well. They also want a connection to the park by removing parking spaces and developing a square. Currently, the speed limit is 50 km/h. Therefore, the speed limit was reduced to 30 km/h to reduce traffic noise and car spending (Bauchplan).(, 2023).



Figure 45: City Meeting



Figure 46: City Meeting displaying opinions that were sent in



Figure 47: Discussing ideas for the street

A point that has been mentioned is the lack of outdoor space for the restaurant and evening restaurants that are missing in the centre to make the centre more lively at night times.

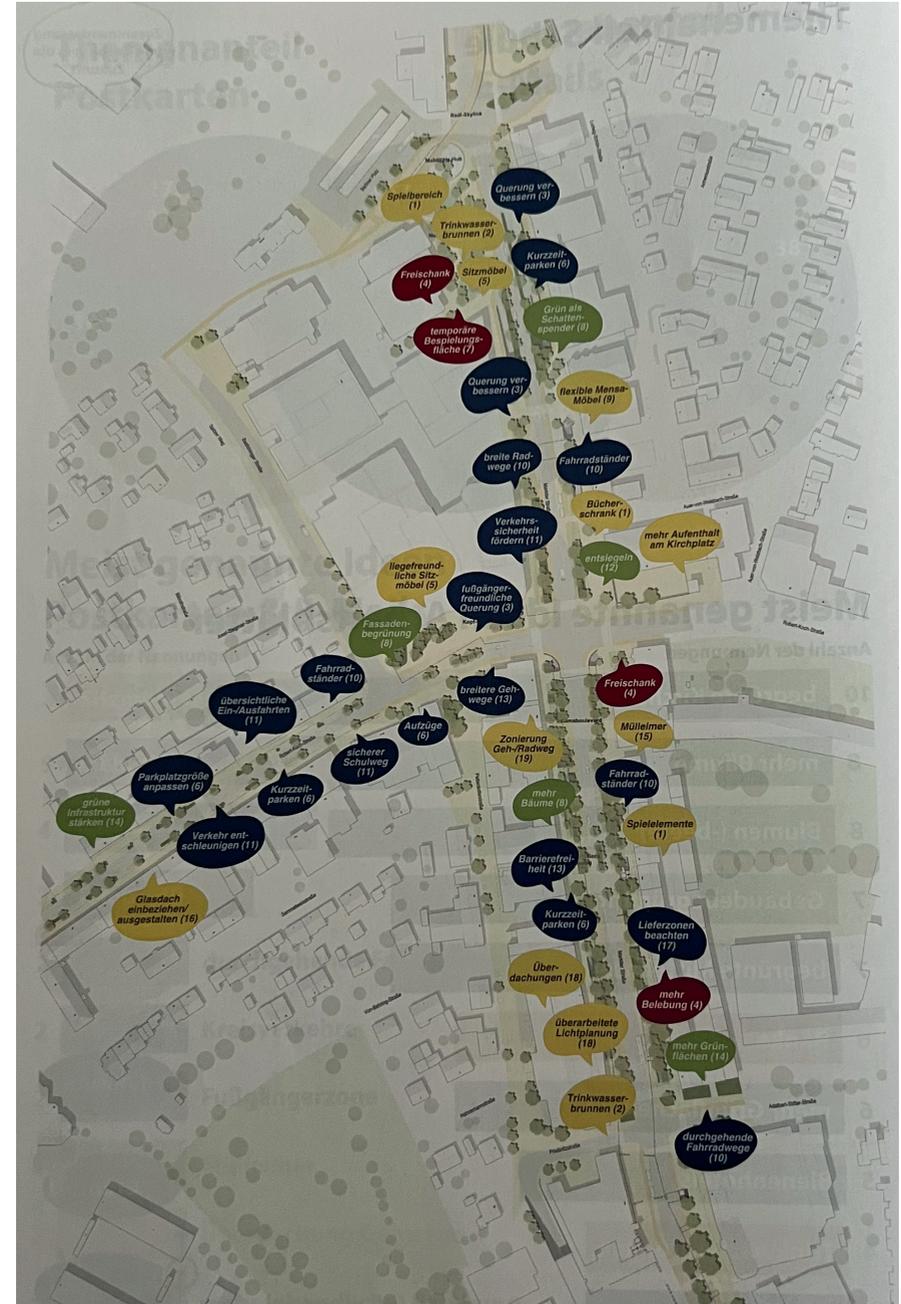


Figure 48: Map of the city centre with the ideas of the citizen

Citizens who could not make it to the evening could send in postcards, write an email, or send a letter to share their opinions. The response to receiving comments from the citizens was good. Twenty-nine sent in a postcard, 18 wrote an email, and two wrote a letter. There was also a QR code with which there was the opportunity to place furniture, bikes and greenery through the phone camera on the street. High school students had the opportunity to draw their vision for this city centre in class. The main combining factor in the drawings' comments was the desire for more green on the street.

Through all the opportunities the municipality offered to participate in bringing in ideas to improve the centre, they reached a broad audience with every age group and occupation represented.

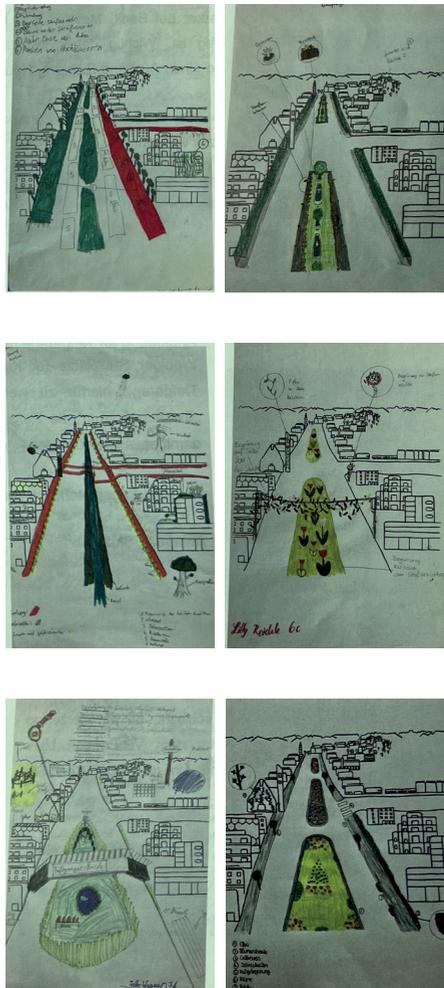


Figure 49: drawings from the High School students

„Greenery extension and make the existing green more friendly
Speedlimit 30
more live in the newtown, also on the evenings“

„Traffic calmed
bike path, less parking spaces“

„Little playgrounds for children to linger,
little skatepark for teenager to linger
many inviting benches and seating opportunities“

„Beautiful seating areas with attractive furniture, also for senior. Remove stumblings areas for exaple for walkers.
Higher plant pots for flowers (safety for dog poop) “

„Bigger bike path
Pedestrian street from Norma to DM market crossing
limit Car traffici n the city center
more benches for relaxation“

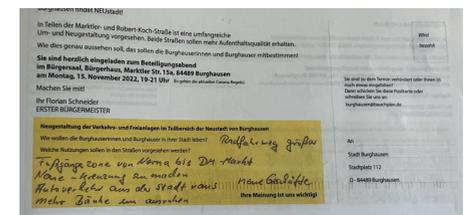
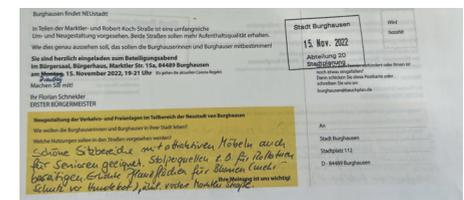
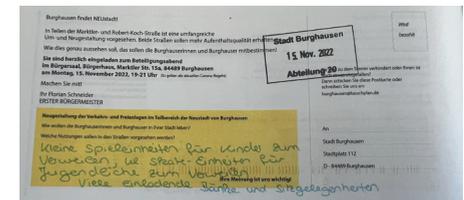
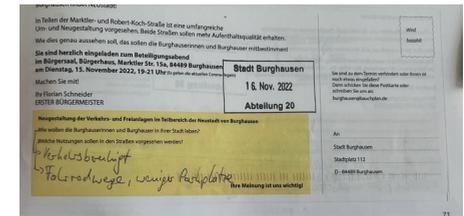
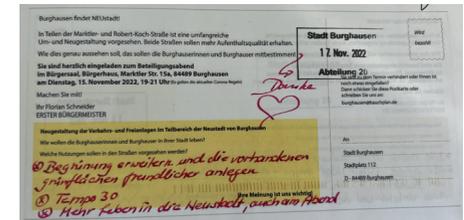


Figure 50: Postcards that were sent in

71 % of the participants would stay in the city centre for some time. They mentioned reasons why they would stay in restaurants and retail stores. The most mentioned place was the park. This shows that the park is a popular place and an excellent place to go, even if not easily accessible from the main street.

Currently, the centre needs more seating areas, greenery, outdoor restaurants, and an atmosphere. The participants wished for those elements when redoing it.

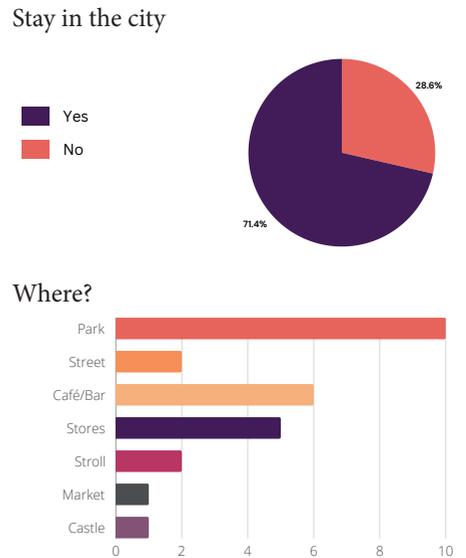


Figure 57: Diagramm of if and where to stay in the city

What is missing?



Figure 58: Diagramm of what is missing in the city



Figure 59: Plan of positive places within the city centre

Postive Places

As mentioned before, the park is a citizen-like place. The participants also mentioned the square before the citizen house, the Exhibition hall area, the street towards the castle, and the main street if it is busy. Lastly, they also mentioned as a positive element of the town that the distances are short and walkable.



Figure 60: Plan of negative places within the city centre

Negative Places

Looking at the negative aspects, participants mainly mentioned that something should be done in the area close to the train station. Another point was the connection to the park since it is hidden behind the buildings. The participants complained about the traffic going through and the noise that comes with it. The traffic is a problem, and the street parking is not liked along the shopping roads. Besides those points, the city has to fight the closing of stores and the range of retail stores. A few participants mentioned the buildings' aesthetics as a negative. This matches the description of the city centre well.

Opportunity Places

In conclusion, the city could focus more on the pedestrian. The survey participants marked places they found negative as a potential part of the change. Among those mentioned were:

- reduce traffic
- sitting
- cilamte related
- gathering places
- design/ more beautiful
- bike path improvement
- everything
- stores (more youth, modern)
- greenery
- less parking
- pedestrian street
- sport places



Figure 61: Plan of places with opportunity to improve within the city centre

The information gathered from citizen participation surveys is crucial for the design phase. There has been more than one year between those two surveys; however, the mindset of the citizens has stayed the same. The result of both is mainly a more pedestrian focus in the centre. In doing so, the public also wishes for a reduction of traffic, more greenery, and seating opportunities as main points. These results can be seen in all age ranges and origins, as well as from pedestrians or business owners.

4 | Case Study

Doyers Street

Doyers Street is located in Manhattan, USA. It is a narrow street with a small sidewalk. The street is part of Chinatown's central area. Before the seasonal street installation, Doyers Street was a traffic-heavy road with lovely storefronts. The seasonal street Design started in 2017 as a trial to see how the public would react to this design (afinelyne, 2019). The trial continued in 2018 and 2019. It was closed for car traffic from mid-July to the end of October between 10 am and 9 pm (afinelyne, 2019). Since 2020, it has become an open street during the daylight hours in the summer months. Doyers Street is an example of an open street in New York. In addition to Doyer Street, several other streets are closed during the warm months in the city (Kessler, 2022). The street got a new look by colouring the road. This changed every year. During the closure, the street has temporary tables, chairs, umbrellas, and public art. In addition to that, the community and businesses can use a free space for entertainment. The newly formed streetscape supports businesses, communities, and cultures since it invites and relives an essential space in this area.

In 2018, pedestrians increased by 111%, and the foot traffic within the business grew by 67%. Another survey conducted in 2022 revealed

that 64% of the participants wanted to have the street fully closed for the whole year (The City of New York, 2022). The project introduces the concept of a pedestrian street on a heavy-traffic road to the public in three stages. This helps the residents accommodate the changes over three years per stage, with stage one just closing off the street during the day, stage two over the whole day, and the last stage implementing a fully pedestrian street. The city of New York works closely with the public through several surveys. As noticeable in the survey, the changes are welcomed and even more encouraged.



Figure 62: Doyers Street before the changes



Figure 63: Doyers Street before the changes



Figure 64: Doyers Street with colouring street



Figure 65: Doyers Street with restaurants open



Figure 66: Doyers Street during the day



Figure 67: Doyers Street



Figure 68: Doyers Street

Datteln

Datteln is a small town located in the Northwest of Germany. The town already has a pedestrian street in the centre. However, the city still needs help with traffic and has many parking spaces in the centre. The existing pedestrian street does not invite people to stay; it needs green, quality, and water elements. The new concept should fix this.

The new plans show street greenery with inviting seating opportunities. A water interaction plan was also made, with three water places distributed all over the pedestrian street. Besides the water feature, the plans also included playground areas to relieve the centre. A new pavement with a hidden gutter will be installed for rainwater management. For the street's placement, a tree concept has been developed. This project is going to be built in the following years (Datteln S., 2024). Concerning the new pedestrian change plans, the city installed a temporary seating and bike rack on one of the parking lots (Tigg). The project was called „Stadt Terrasse“ (city terrasse). Residents should come by bike, enjoy the sun, watch nature, and talk to fellow visitors (Datteln C., 2022). Children could plant flowers in pots integrated into the temporary seating. This instalment lasted almost three months. The experiment induced discus-

sion on what should happen in this space. The response to such an installation was positive. Therefore, the municipality will continue making plans for a constant change in the square and parking space.



Figure 69: Current Parking lot



Figure 70: Current Pedestrian Street



Figure 71: Current Street in Datteln



Figure 72: Current Pedestrian Street



Figure 73: Temporary transformation parking lot - Urban Furniture



Figure 75: Temporary transformation parking lot - Urban Furniture



Figure 77: Plans for new pedestrian street - Playgrounds



Figure 79: Visualisation of the newly planned pedestrian street



Figure 74: Temporary transformation parking lot - Urban Furniture, Bikeparking



Figure 76: Temporary transformation parking lot - Urban gardening



Figure 78: Plans for new pedestrian street - Water elements



Figure 80: Pavement choice

Cambridge is a city in Ontario, Canada. The seasonal street closure is part of a pilot program that started in 2020 (Doucet, 2024). Between May and October, the municipality closed Queen Street East in Hespeler, between Guelph Avenue and Tannery Street, from Friday to Sunday, and Main Street in Galt, between Ainslie Street and Water Street, the whole day. Since then, this concept has continued. In Cambridge, the seasonal street closure positively affects social interaction and the well-being of pedestrians.

Events such as concerts or dance lessons will occur on the closed street. Pop-up shops, Family days, and dog events were also on the list of events happening on the seasonal street. Due to this closure, the city can hold more significant community events in the city's centre. The restaurants located on these streets have the opportunity to extend their outside seating areas onto the street.

The 2023 survey showed that 75% of the participants want the seasonal road closure to continue. In general, the project is well accepted by the public. 85 % of the participants went to events during the closure and enjoyed them (unknown, 2023).



Figure 81: Street before the seasonal transformation



Figure 82: Dog meeting event



Figure 83: Seasonal Street



Figure 84: Open Dance lesson event on the street

In conclusion, businesses and pedestrians benefit from seasonal streets and are fond of this concept. In all of the examples, the municipality works closely with the public to conduct surveys at different stages of the planning process. This allows the municipality to plan for the users. This is a critical process. Overall, the foot traffic increased in the projects, and the streets became more lively again. It also shows that starting with small interventions like closing for the weekend or the summer months is the starting point to introduce a more pedestrian focus in the centre. This project will continue in the future due to its positive response from the public.

Examples such as Copenhagen and Amsterdam show that reducing parking spaces in the town helps reinstate the pedestrian back into the centre and makes the centre more vibrant. In smaller cities or streets, it helps to design the squares with new enrichments and temporary installations. Besides this intervention, it is also helpful to support small and young businesses by giving them a space on the street to showcase their work. Last, but not least, it is essential to make the centre a place for the young and old and where the residents can be proud of.

5 | Analyse

Overview

Burghausen is connected to the German Autobahn system through the Federal Highway B20. This Federal Highway is also a vital truck connection between Austria (Salzburg) and the Czech Republic.

Several Country roads connect the surrounding villages and towns with Burghausen.

In the southeast, the town borders the Austrian city of Hochburg-Ach. Both towns are divided by the river Salzach. The Salzach also functions as the border between Austria and Germany for long distances. Another water body is located to the west of the castle. This is the lake Wöhrsee, used for bathing in the summer and ice swimming in the winter. Besides the commercial train tracks, industrial tracks also enter the industry premises. It shows that Burghausen is surrounded by smaller towns and villages and has good connections to other cities and countries. Therefore, it has the potential to become a regional centre.

- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Forest
- Fields/Gras
- Gras/Wetlands
- Water

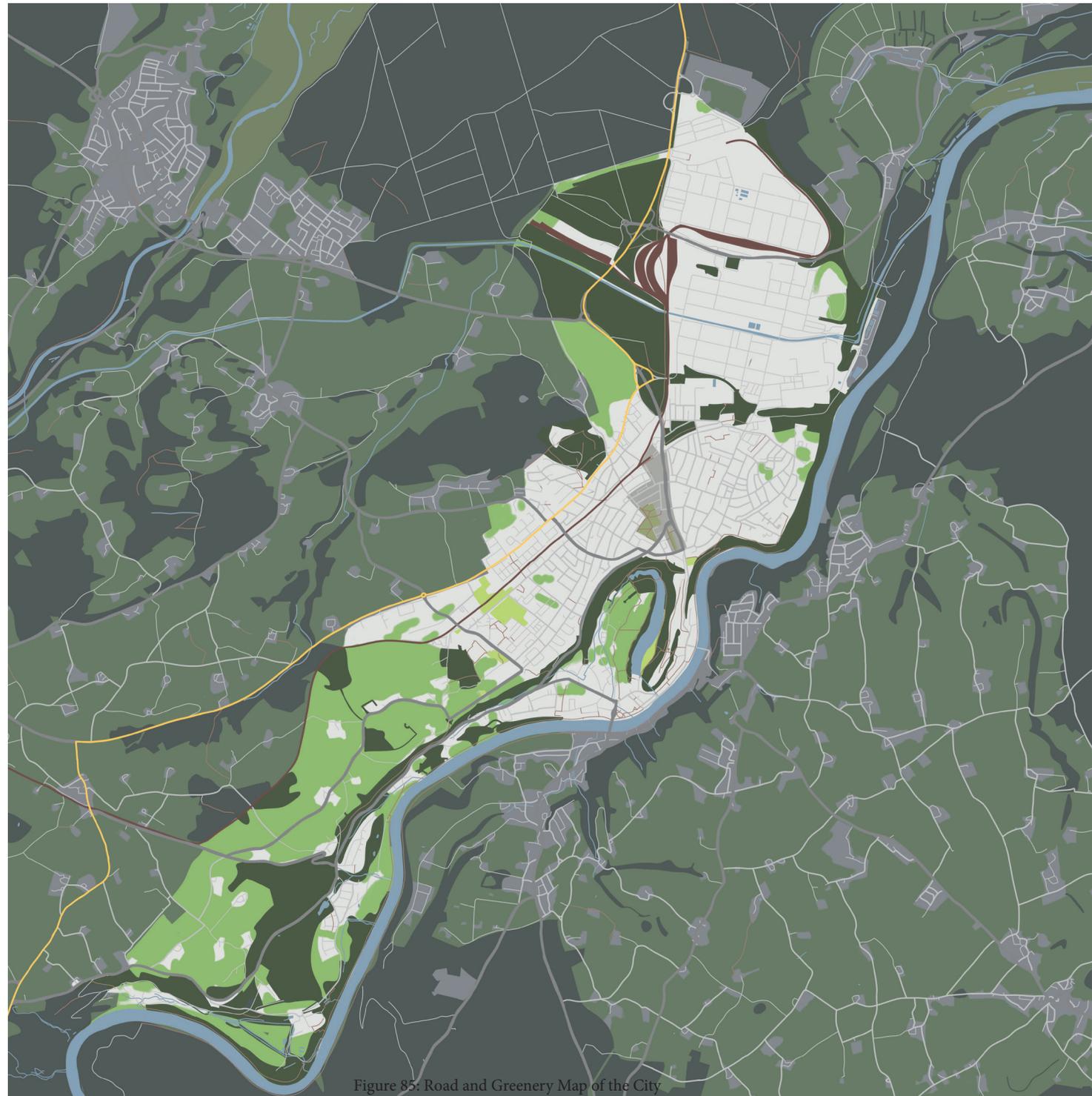


Figure 85: Road and Greenery Map of the City

Topography

A closer look at the Topography shows that the Old Town is lower than the New Town. The Old Town is 360 m above sea level, and the New Town is 420m (Die Stadt Burghausen, 2024).

This height difference is a physical and visual border in this town. The hill leading to the old town has a steep slope that overcomes 80 m of height difference. This also creates a clear divider between the old town and the new town. Another result of this height difference is that it makes two town parts with two centres, with the new town being the main city centre since the new town has a higher population. This means it is essential to improve this centre. Despite the two streets going down the hill, around seven pedestrian and/or bike paths are going down. This connects both parts of the city well on a pedestrian level.

The highest point on the town border is a peak in the northwest, 490 m above sea level. A chapel (Kümmerniskapelle) is surrounded by a forest at the top of the peak.

Besides the difference between the old and new towns, the city is relatively flat, with little to no sloping throughout. However, the western and northwestern parts of the new town are slightly higher than the rest.

The Chemistry Firm Wacker Chemie uses this slope between the premises and the river banks as an advantage to generate energy. This is done with a hydro-electric power station.



Figure 86: view of the lake from the castle



Figure 87: Street going down to the old town



Figure 88: Pedestrian Street towards the castle



Figure 89: River Salzach

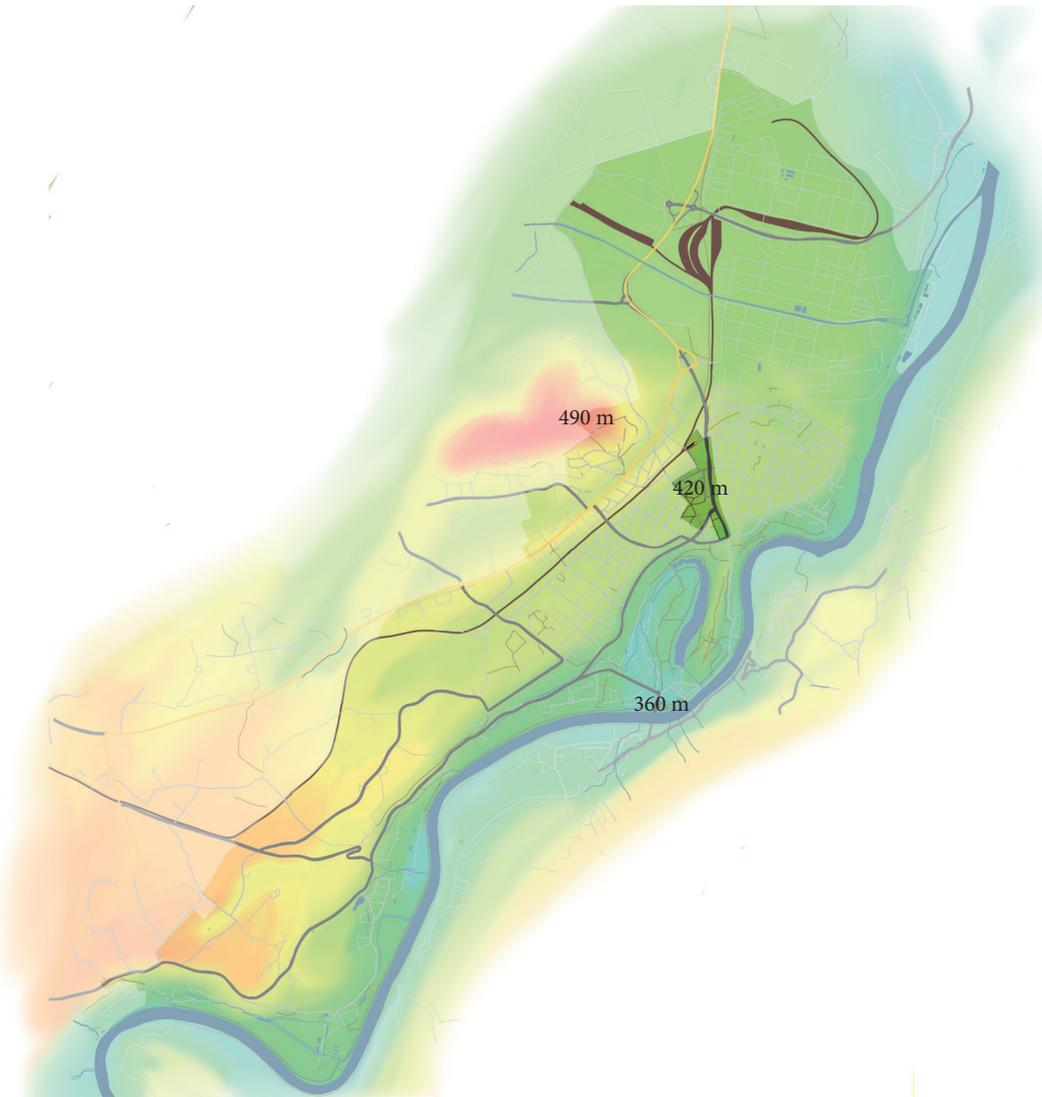


Figure 90: Map of the Topography of Burghausen

The City

Burghausen can be divided into three main areas—the industry in the north, the town itself, and the farmlands in the south.

Within the town area, there are two commercial areas where many firms are settled. The city has two sports clubs. One is in the new town in the north, underneath the industrial premises. The second is located in the old town and is the smaller one.

The city centre is well-defined, with a high density of shops, restaurants, and doctors. A second smaller centre can be found in the old town. This mainly serves the citizens who live in the old part since the slope is a visual border between the town parts. In the northeast of the town is a hospital and a critical care unit.

Outside the main town, there are also two historic buildings. In the south is the monastery Raithenhaslach, and north of the monastery, uphill, there is the Church Marienberg. Part of the monastery is used as the academic centre of the Technical University Munich.

Also north of the monastery and underneath the church is a small village (Raitenhaslach) with an elementary school and sports club. However, it is a district of Burghausen.



Figure 91, 92: Residential houses



Figure 93: Shopping street in the centre



Figure 94, 95: Main city square new town and old town



Figure 96, 97: Bird perspective view of the castle with the old town and the monastery

Legend

- Schools
- Sport
- Shopping
- Historic
- Hospital, elderly home
- Gras/Wetlands
- Water

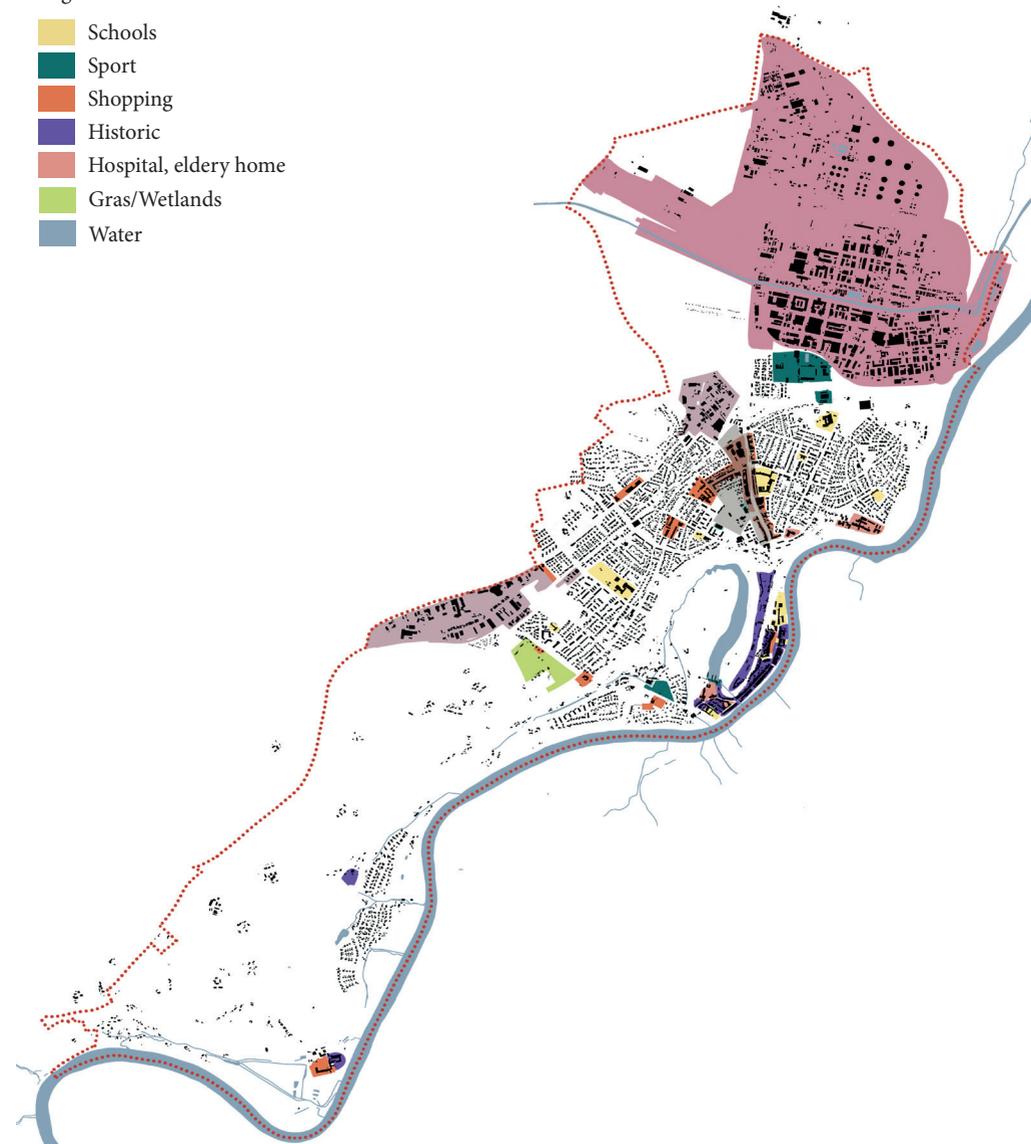


Figure 98: Map of the City with each region marked

Bike Network

Biking is an essential activity for the town. On the one hand, biking is used to go to school, work, leisure activities, and even shopping. However, it is also a sports opportunity, including biking into the mountains, riding a racing bike, and doing bike tours for fun.

The city has an existing bike path alongside the main streets. However, those bike paths tend to end suddenly, have difficult crossings, and have visibility-limited intersections.

An Analysis conducted in 2020 located those issues as other issues with the bike path. Among those issues, they named that the city has a high percentage of bike and pedestrian paths, which need to be wider or combined with the street. They also complained about needing more crossing on one of the main roads, nor about having a sports bike path network. This analysis also did a citizen survey. The participants mentioned not biking more often, the distance to the final location, the height difference, and biking being too dangerous.

However, more than half of the citizens use their bikes daily, and one-third more than once per week. Therefore, the city will benefit from a quality bike network, making biking even more attractive (INGEVOST, 2020).

For those who like biking as

a hobby, Burghausen is well connected through several national and local bike routes, whether on the Austrian or German sites. On the Austrian site, there is even downhill parkour.

The Wacker Chemie AG, Siltornic AG, and Westlake Vinnolit AG support biking to work by handing out work bikes to their employees. This service is for those who cannot afford their bike or do not want to ruin it by taking it onto the factory premises.

Since biking is already a popular means of transportation in the city, it could benefit from a better bike path network. This would help promote taking the bike rather than the car to the centre even more and improve the safety of the current bike paths.

Bike Path

Legend

- Bike Path
- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water

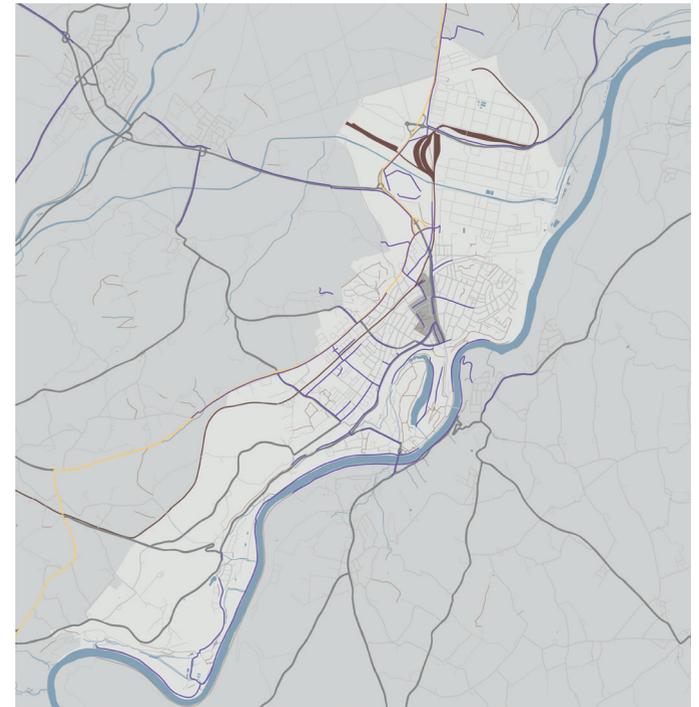


Figure 99: Map of the bike path in the cities

National and Regional Bike Routes

Legend

- National Bike Route
- Regional Bike Route
- Local Bike Route
- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water

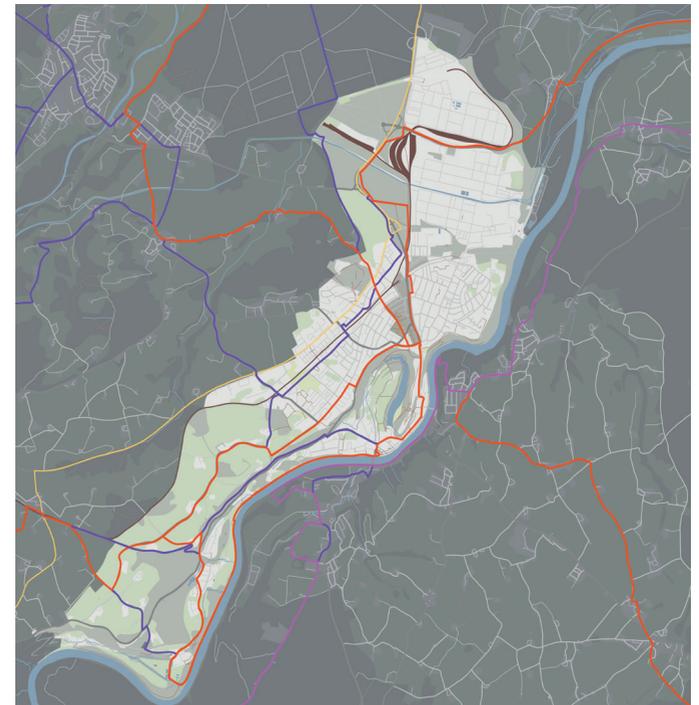


Figure 100: Map of the bike routes going through the cities

Public Transportation

As mentioned before, Burghausen is suitable for its surroundings by train. The Train station is a head station and the start or final station on the train ride. It connects the neighbouring district Mühldorf with Burghausen, with trains going every hour, and the ride takes about 45 minutes. Mühldorf train station is a train node in this area. Citizens can take the train from there to Munich and other places in Southern Bavaria and Austria (Salzburg and Braunau).

The bus network can be divided into regional and local buses. The central bus station is next to the train station and can accommodate up to 8 buses simultaneously.

There are four regional bus routes; depending on the time change, a few bus stops along the route. During School hours, in the mornings, and at lunch, these buses also serve as school buses. At those times, there are also more buses than during holidays. Three out of five local buses depart from the train station. The other two bus routes start north and connect

Raitenhaslach and the framers with the city. During the week, the buses go every 30 minutes; on Sundays and holidays, they go every hour (mahl gebhard konzepte & Dipl.-Ing. Kurt Werner & dynamis, 2020).

Looking at the number of buses and size, the bus station is too big for the town. Because of its size, a poorly designed square developed.

The bus routes mostly go through the centre. This can be challenging in further design approaches since the bus routes should still be maintained.

The industry has its bus system that brings employees onto the premises before shift changes and during regular working hours. Those buses collect the employers from the surrounding towns on the German and the Austrian sites. These buses drive to cities that are farther away than the regional buses.

Bus Network

Legend

- Line 5
- Line 1
- Line 4
- Line 2
- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water



Figure 101: Map of the local bus connections

Regional Buses

Legend

- Line 21
- Line 16
- Line 142
- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water

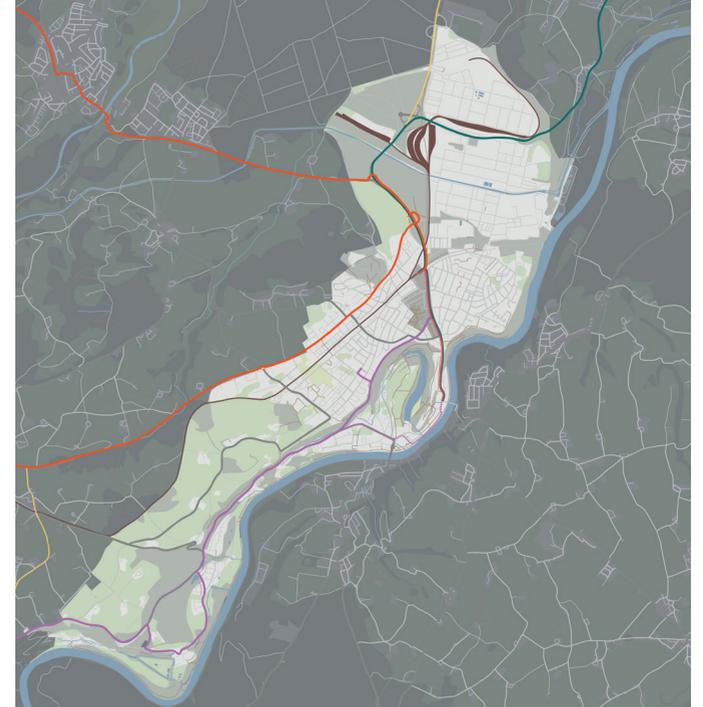


Figure 102: Map of the regional bus connection

Parking Spaces

The city offers 3.562 public parking spaces (Die Stadt Burghausen, 2024). This number excludes parking on private property or in stores. Parking is also available alongside the street in a residential area. The winter of 2023/24, the winter service even had trouble driving through the streets.

The public parking can be divided into three groups: Underground parking, street parking, and parking square. Burghausen has three active underground parking. Two of those are in the old town since there is already limited space. In the new city, the underground parking is underneath the main street in the centre. As mentioned before, street parking is mainly found in the residential area, where numerous shops are located. The last group is parking squares. These are distributed all over the, with the most ex-

tensive area in front of the entrance to the industry premises, sports arena, and swimming pool. All of the parking in this town is free. However, the city needs help covering the cost of keeping the underground parking in good condition. Installing a payment system for the parking spaces in the centre would be more sustainable. This would also support more walking and biking in the city centre.

The center has a high amount of parking and prioritizes car usage. This makes the centre less pedestrian-friendly and takes up much space, which could be pedestrian space or a space for greenery.

Number of Public Parking spots:

		disabeld
New town		
Long-Term:	2 263	56
Short-Term:	459	6
Old town		
Long-Term:	604	17
Short-Term:	157	
In total:	3 483	79
	3 562	



Figure 103, 104: Pictures of street parking along the main road



Figure 105: Picture of the underground parking

Legend

- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water
- Parking
- Underground Parking

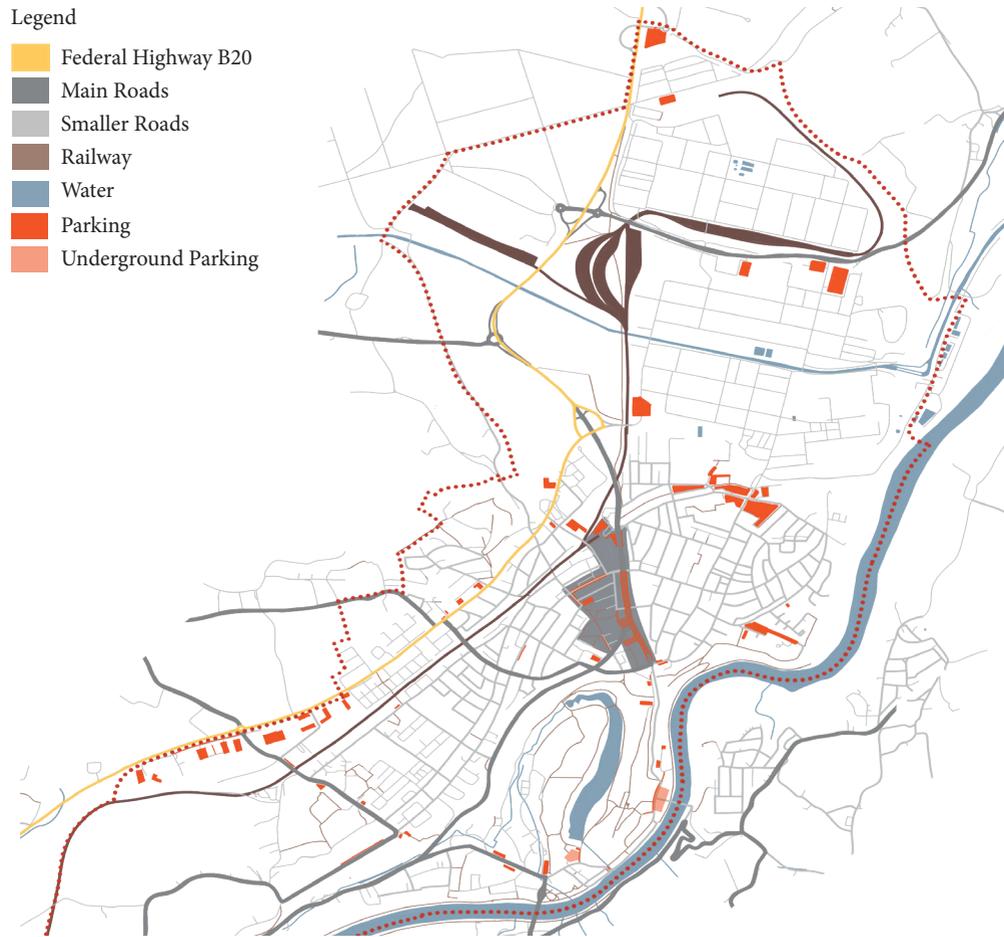


Figure 106: Map of the public parking location

Distances

With around 20.000 citizens, Burghausen is a small city. This helps with accessibility within the city as well. With a bike, the whole town, excluding the most northern part, is reachable within 15 minutes of cycling from the train station. Within minutes of walking, pedestrians reach half of the city area. This shows how easy it is to move around in the city and that using a car is optional when moving around the city itself. Especially during the summer, people from neighbouring towns bike into the city since public transport does not come often enough, and they prefer biking over using the car.

Legend

- 15 min walking
- 30 min walking
- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water

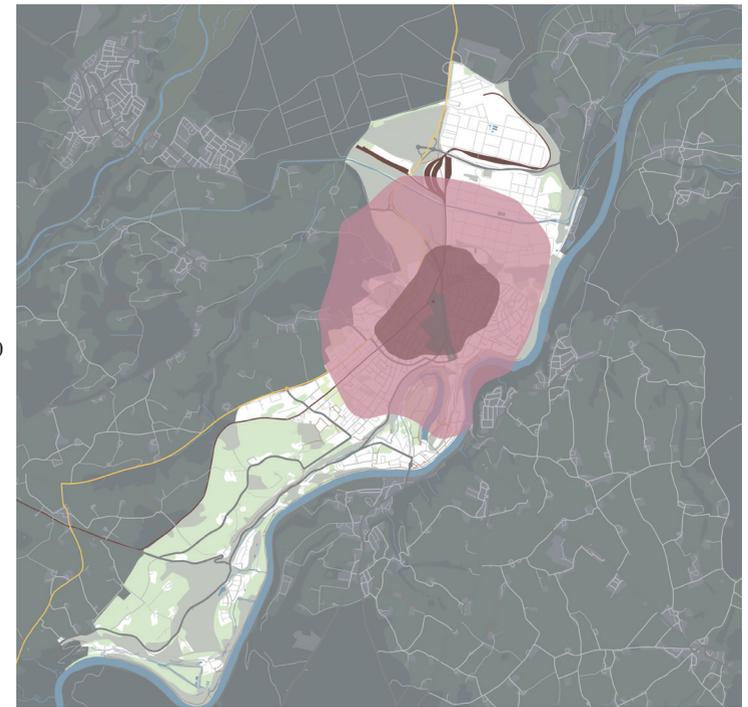


Figure 107: Map of the walking distances

Legend

- 5 min biking
- 15 min biking
- Federal Highway B20
- Main Roads
- Smaller Roads
- Railway
- Water

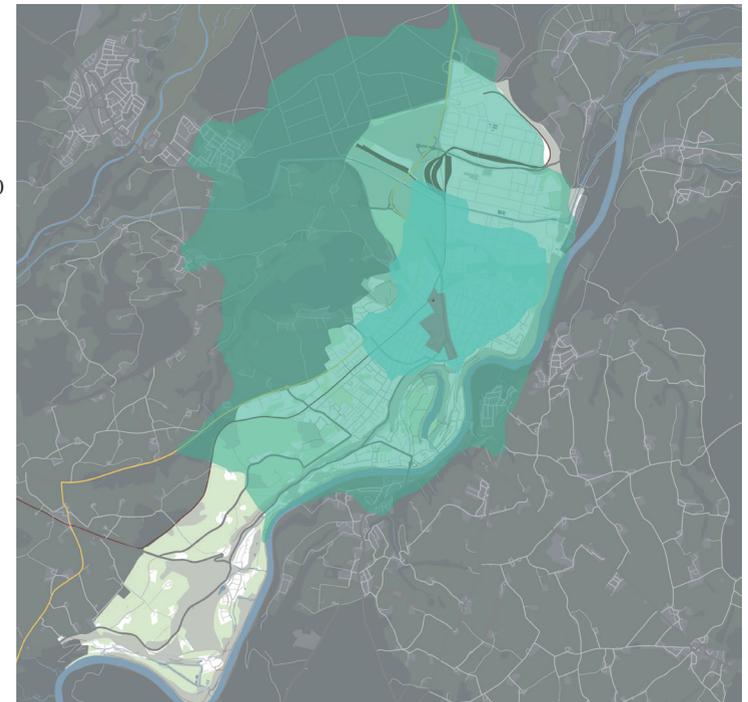


Figure 108: Map of the biking distances

City Centre

After getting a clearer picture of the city and how it works, let us take a closer look at the city centre. The centre is located close to the city entrance in the north. It is defined by section two: streets, the city park, and the train/bus station. Here are most of the city amenities located.

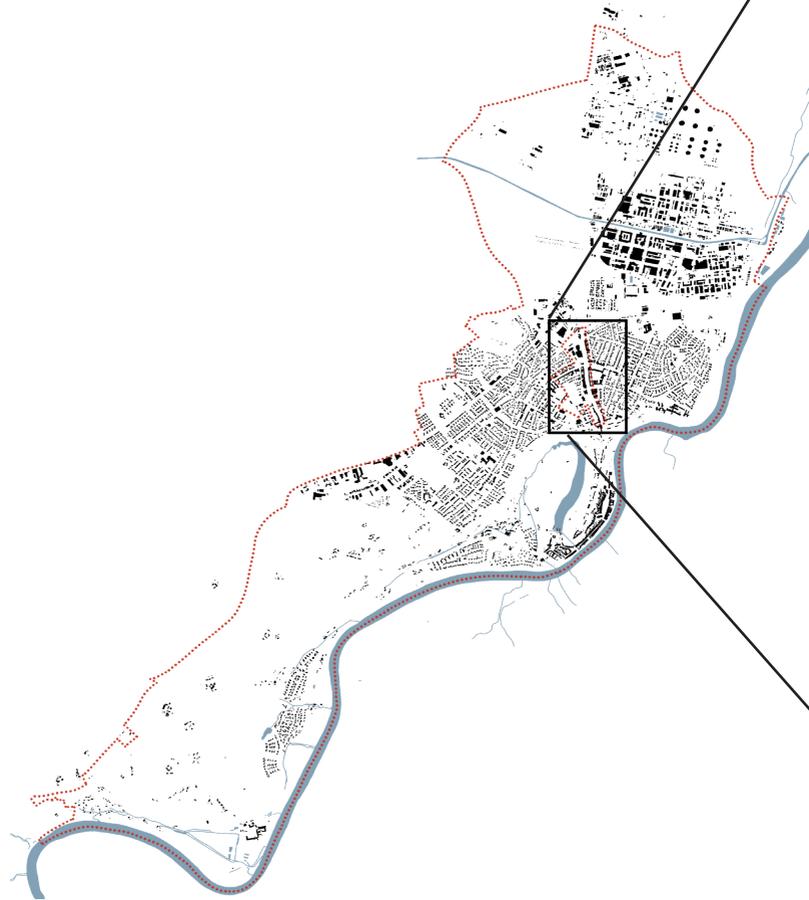


Figure 109: Map of locating the city centre in the city

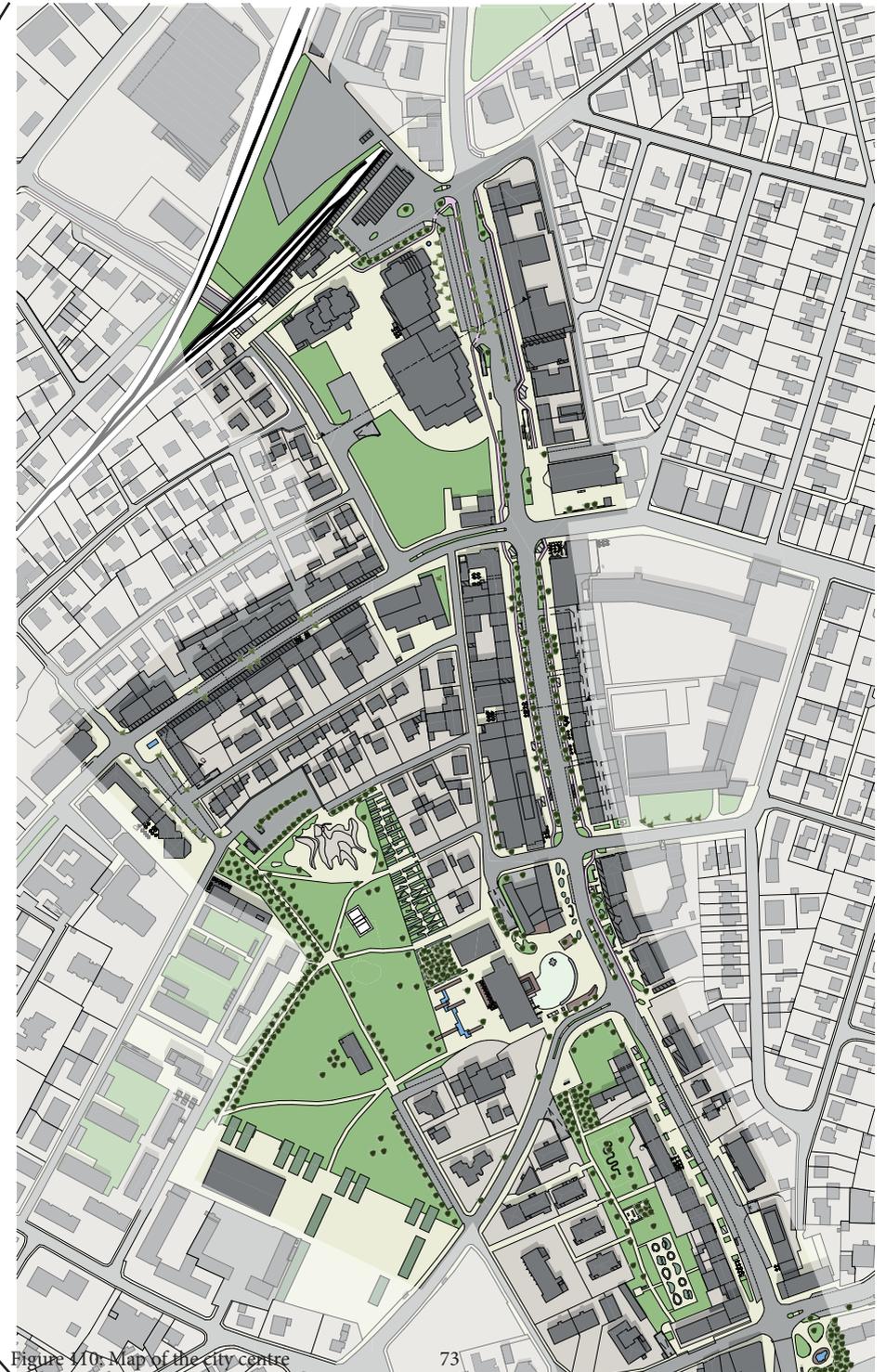


Figure 110: Map of the city centre

Streets



Train station area, north Marktler street

Figure 111: Map of the location of the train station area



Figure 112, 113, 114: Pictures of the north part of the Marktler street



Figure 115, 116, 117: Pictures of the train station area

Marktler street , Citizen square

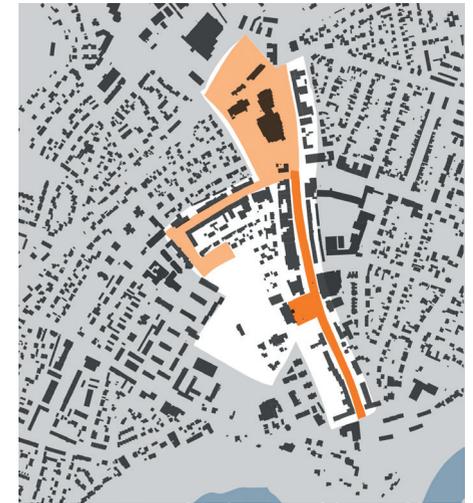


Figure 118: Map of the location of the Marktler Street and the Citizen square



Figure 119, 120, 121: Pictures of the Marktler street



Figure 122, 123, 124: Pictures of the Marktler street and the saturday market on the citizens square



Robert-Koch-Street

Figure 125: Map of the location of the Robert-Koch-Street



Figure 126, 127, 128: Pictures of the Robert-Koch-Street



Figure 129, 130, 131: Pictures of the Robert-Koch-Street

Lindacher square

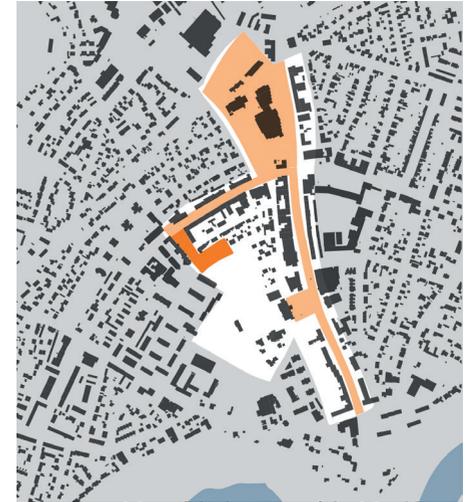


Figure 132: Map of the location of the Martkler Street and the Citizen square



Figure 133, 134, 135: Pictures of the Lindacher square

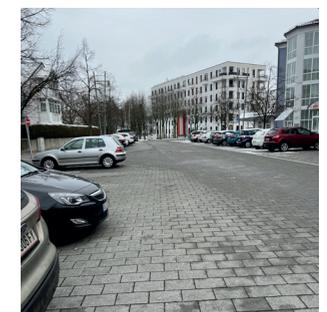


Figure 136, 137, 138: Pictures of the Lindacher square

Activities

2004, the Bavarian Garden Show (Bayrische Landesgartenschau) took place in Burghausen (Rehwaldt Landschaftsarchitekten, 2004). Public areas were designed and partly built by the citizens for the event. This design aimed to connect Newtown to the castle and the old town. All the activities located in the city park were part of this event. A fog forest, Mountain playground, feeling path, and water element were newly introduced places. After 20 years, parts of these activities have run down, and there is a need to be better and well-kept. Instead of renovating, the municipality has built new playgrounds and skateparks outside the city. This led to a shift from the city park towards the area on the outskirts. The park itself is shielded through buildings from the main street. This makes the park quiet but hidden since it is not connected to the main shopping street.



Figure 139: Picture of the park



Figure 140: Picture of the mountain playground



Figure 141: Picture of the gardens



Figure 142: Picture of the raingardens

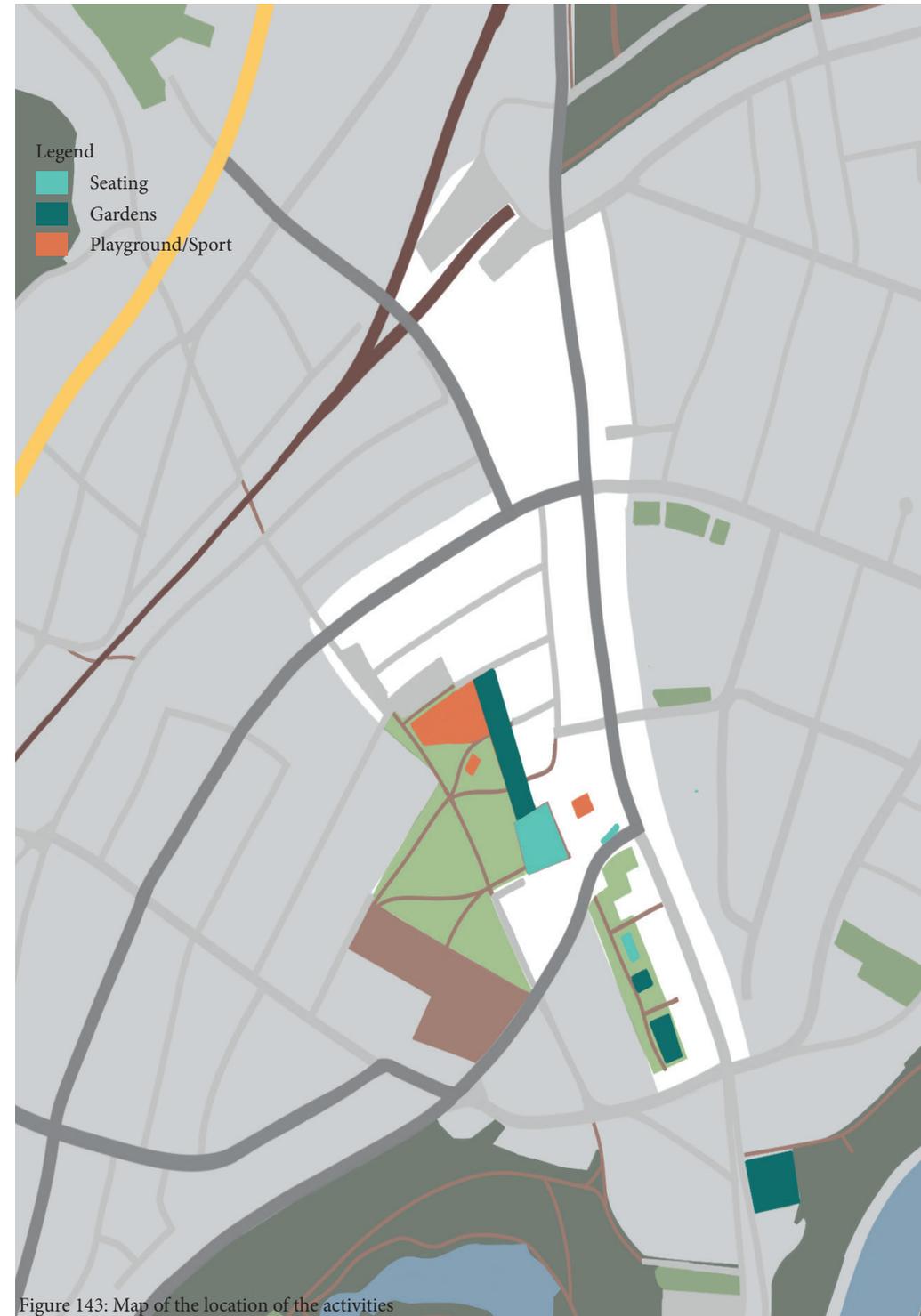


Figure 143: Map of the location of the activities

Uses

The city's core is two clear streets through the retail stores and restaurants. The retail stores offer various products, from clothes to travel offices to wine stores. Even supermarkets are settled along those streets. Hairdressers and multiple doctors can be found scattered across the centre. The location of the two schools and the university is near the centre as well. This contributes to a driver for making the centre more livable—an elder home southeast of the main streets. The citizen house is a place where events happen all year round. It also functions as a barrier between the park and the street, creating a multifunctional square towards the east. In the winter, the square transforms into an ice rink and, in the summer, into a gathering place. Another public building is the Exhibition Hall. Job fairs, weekly markets, and Mai wiesn are held there. When there are no events, the surrounding area is used as a parking place.

Legend

- School
- Stores
- Restaurants
- Doctor
- Offices/Industry
- Community
- Elderly home



Figure 144: Map of the location of the uses

Bus

As mentioned, local and regional bus routes go through the city centre. The local buses have three stops along the main street, with 1 to 3 bus lines stopping at the stops (Brodschelm Verkehrsbetrieb GmbH, 2024). Therefore, citizens can use the bus to enter the city and change buses to the old town or other parts of the new city. The Regional buses stopped two times, including at the train station. The second stop is in the centre of the city centre, close to the High school, since the school buses also depart from there.

This leads to an excellent public transportation connection between the centre and the surroundings.



Figure 145: Picture of the main busstop



Figure 146: Picture of a busstop



Figure 147: Picture of a busstop



Figure 148: Picture of the city bus



Figure 149: Map of the location of the bus stops as well as bus routes

STRENGTH

City park
Train connection
Multifunktional space
Loction in Germany
Bus connection

WEAKNESS

Public function
High traffic road
Loses of stores
Sudden stop of bike path
Lacking of quality green
Use of public space

OPPORTUNITY

Reduce traffic
Prestrian street
Bike network
Reducing parking spaces
Redesigning square
Water managment
Greenery

THREAT

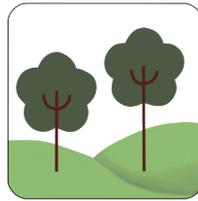
Car traffic
Street parking
City poleticain
Store closing
Road divide

6 |

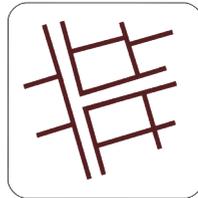
Design Proposal

Overall Vision

After thoroughly analyzing the city and considering the survey results, three main drivers for the city centre to become more lively with a pedestrian focus. One is a more extensive bike network. The new bike network should make biking around the city safer as well as connect the south to the north. This would make biking more attractive as it already is. Another focus is the green connection. Forests and farmland surround the city. Making the streets greener connects the green area surrounding the city and creates a green Network. The last strategy is to focus on social aspects, which is to say in the city centre. The main goal is to make the city centre lively and include other strategies.



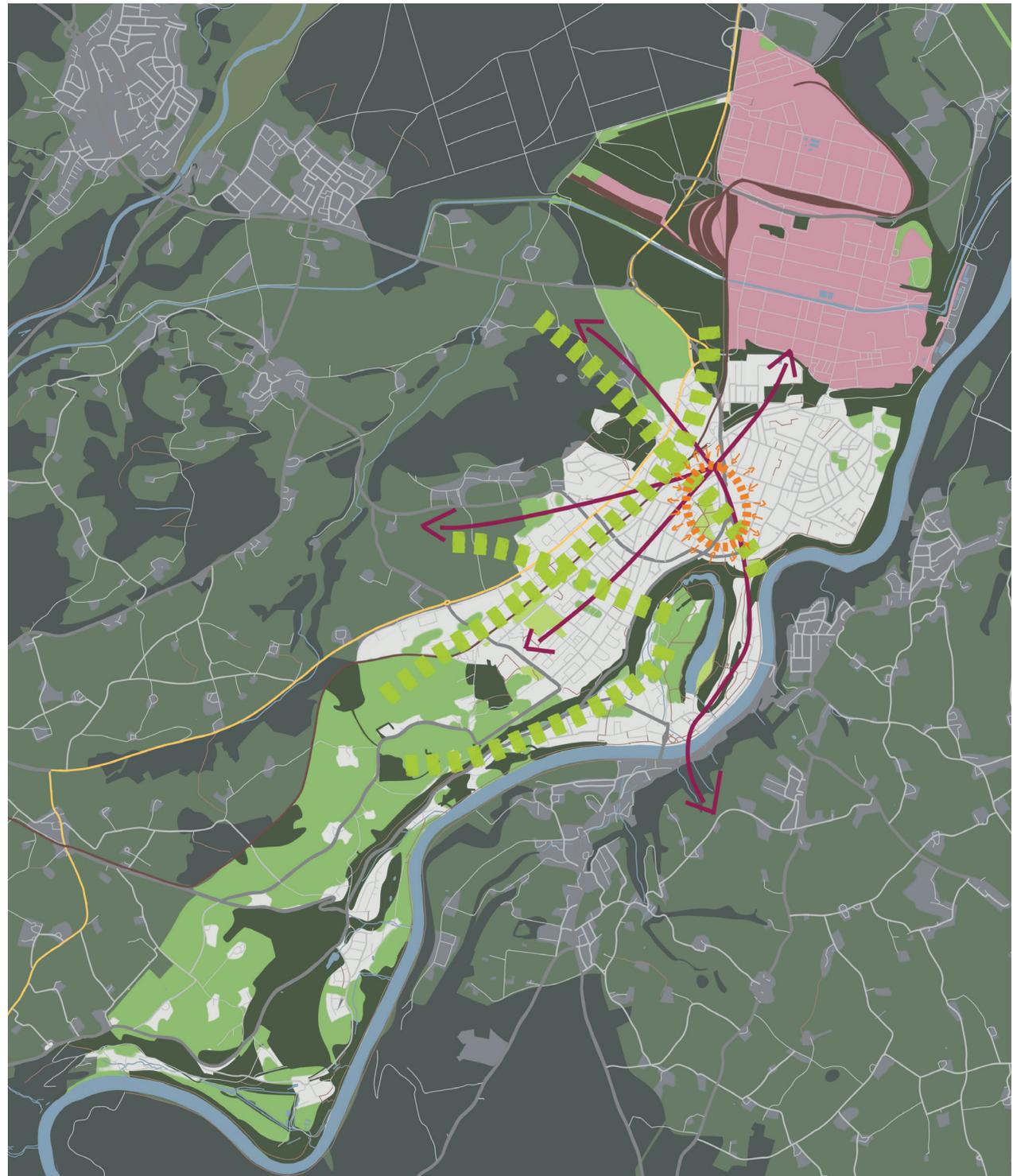
Green



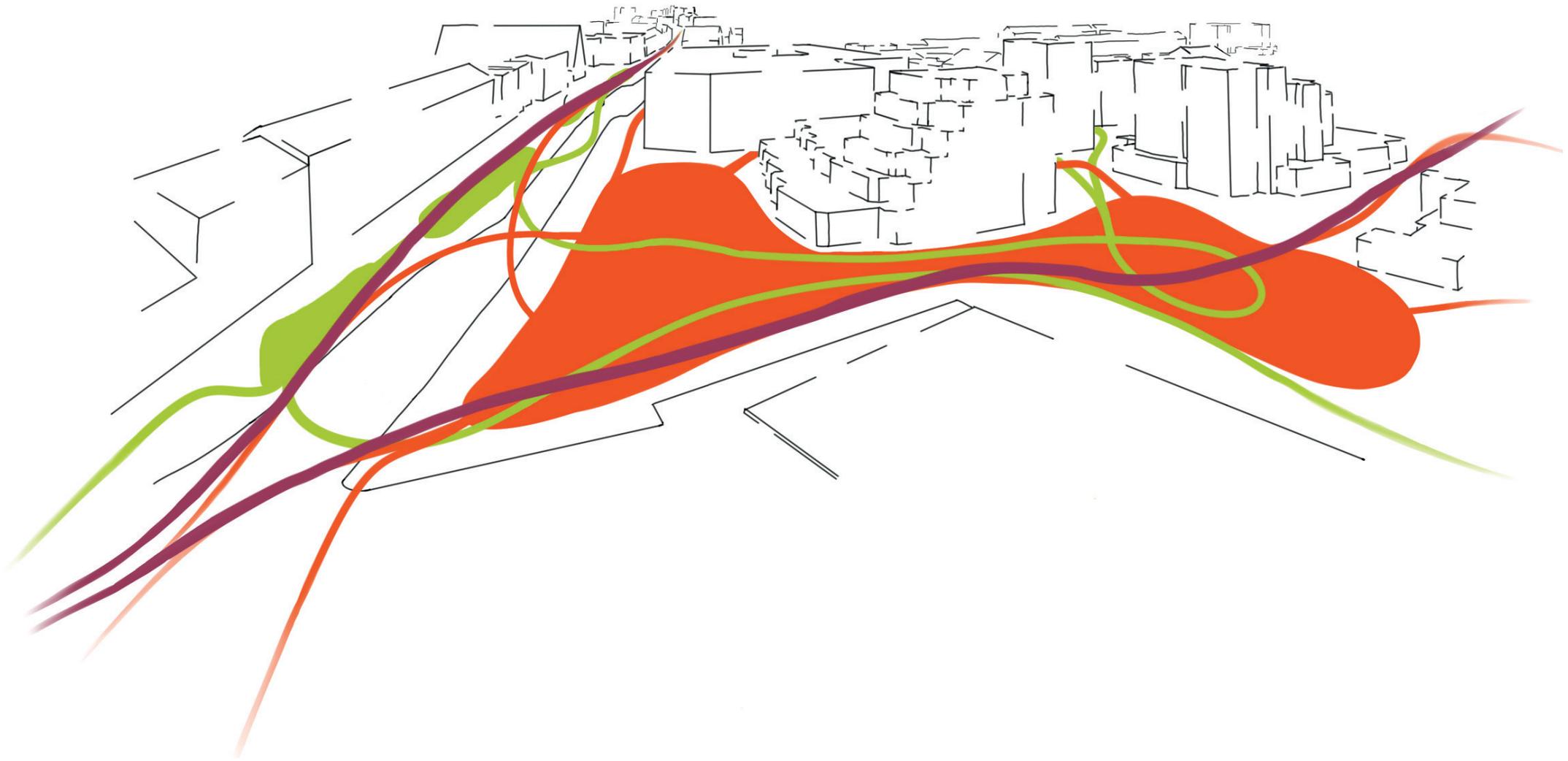
Street



Social

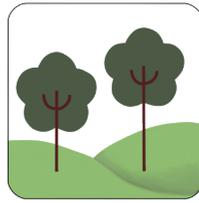


Main Vision

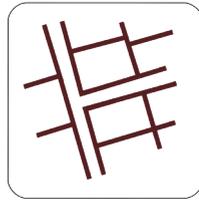


Strategies

Focusing more on including the strategies in the city centre, there is a clear vision of where said strategies come into play. As mentioned, the main goal is to make the centre more lively and attractive for pedestrians. The vision is to create new squares around the city, rescape the street to reduce car access, develop a new area, and connect those elements with green and to the green area around and within the town.



Green

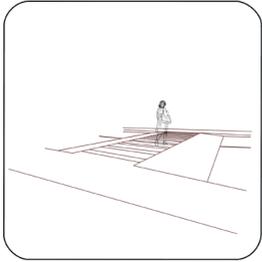


Street

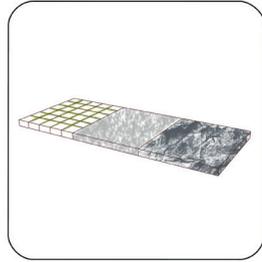


Social

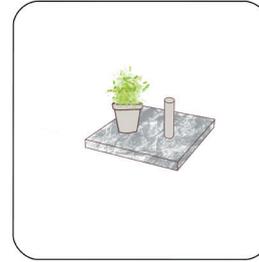




Safe Street Crossing



New Pavements



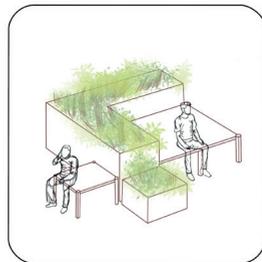
Road Blockage



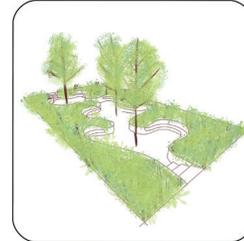
Greenery



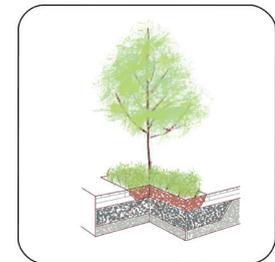
Activities



Urban Furniture



Pocket Parks



Rain Water Management

Phase 1



-  Street green
-  Pedestrian Street, Rescaped Street
-  Sidewalk

Phase 2



-  Connecting to the Park
-  Seasonal Street
-  Developing of the squares

Phase 3



-  Improving the Park
-  Bike Network
-  Developing of new building area

Masterplan

Before



After



Phase 1

The first phase focuses mainly on the street. Rescaping the street is essential since it is the first step toward a more pedestrian-focused centre. The rescaping includes adding parking spaces towards the sidewalk and narrowing the street width. This leaves enough space for a biking path, green spaces, and pedestrians. Another step is introducing the new pedestrian street. The street includes greenery, sitting opportunities, a bike path, and pocket parks. This phase is an important first step since it sets the base for future phases.



Street green



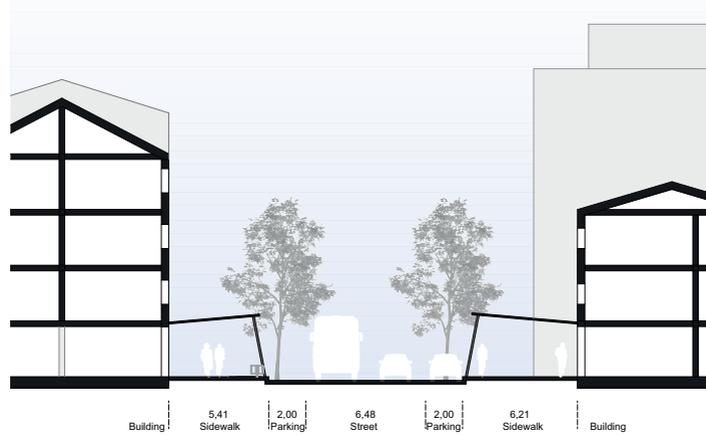
Pedestrian Street,
Rescaping Street



Sidewalk

Section Pedestrian Street

Before



After



Currently, this street is a two-lane street with parking on both sides. The sidewalk is partly covered, and street greenery is rare on this part of the street. The sidewalk is a combined sidewalk for cyclists and pedestrians. The sidewalk narrows through numerous café tables, bike parking spaces, and store advertisements.

The street between the two cross-



sings will become a fully pedestrian street. In the middle, there will be a two-lane bike path. Alongside the bike path, there will be greenery with seating. Since the sidewalk coverage is not fully complete, it will be removed. This will create a more open and inviting street. The restaurants and café on this side of the street will have an outdoor seating space. Additionally to the

greenery along the bike path, there will be two pocket parks with additional flowers and seating. The benches are placed so the pedestrians can view the street and enjoy watching other people.



Section Normal Street

Before



After



Wider car lanes, street parking, and high traffic characterize the street. This part of the street has a bike path on both sides. The street greenery borders the parked cars and the bike path. Underneath the street is an underground parking garage, with several stairs on the sidewalk leading to the parking garage.



By narrowing down the street and removing street parking, traffic will naturally slow down. There will be a green strip on both of the street's sites, which should help with rainwater Management. The newly gained space is added to the sidewalk, allowing the restaurant to gain more space and privacy. The Sidewalks will also

become more attractive with additional greenery and seating alongside the new greenery. The bike parking spaces will be integrated into the greenery.

Section Normal Street

Before



After



This section is on the same street as Section B-B. However, it is set further south on the street. This part of the street paints a similar picture: a wide street and parking on both sides. The sidewalk in this part is wider due to the setback buildings. The bike path is on this section of the street combined with the pedestrian. The municipality installed a little green square in this part to make it the more excellent part of the existing street. Underneath this part of the street is an underground parking space. This is the same as in the Section B-B. In this part of the street, there is no designated bike path. Part of the park is located behind the building on the west side. Currently, there is a mosaic of concrete snakes and trees.

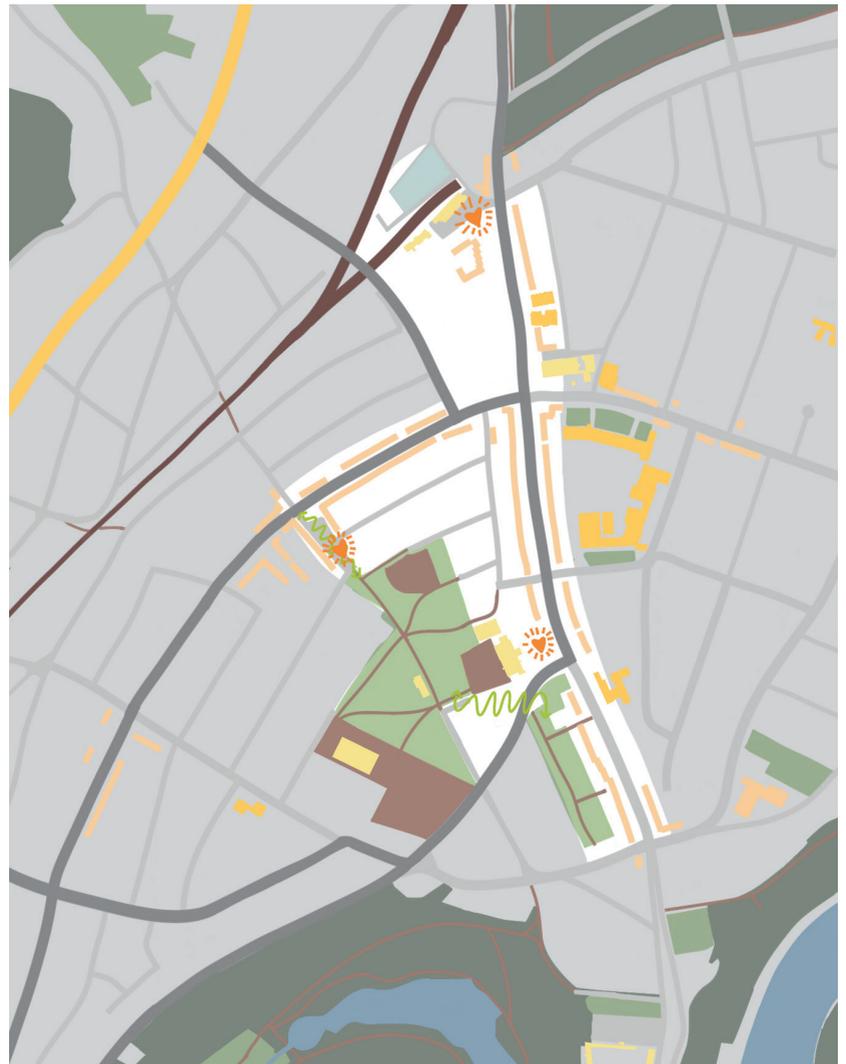
The existing Sidewalk greenery



will be transformed into a pocket park. This pocket park will consist of big plant pots, grass patches, and seating. As in Section B-B, the street will be narrowed, and parking spaces will be added to the sidewalk. With the broader sidewalks, both sidewalk designs will include a bike path. The mosaic concrete snake will be included in a playground, helping to reactivate the park.

Phase 2

The next phase introduces the seasonal street concept. The concept is to close a part of the street during the summer months and add a temporary pedestrian street. Besides the pedestrian street, this phase also focuses on developing the squares near the park and the train station. As a result, the square development also focuses on a better connection to the park. This will be achieved with the relocation and demolition of a car lacquer business. Through demolishing the building, the two park sections will be connected. There will be activities on the newly developed green connection between the park. This also makes the park more accessible and inviting when pedestrians come from the centre.



Connecting to the Park



Seasonal Street



Developing of the squares

Seasonal Street

The seasonal street is the main focus in this phase. Denying the car's entrance on this road for three to five months in the summer will help bring more life to the centre. The street will be closed through plant pots and stops that can sink into the ground. A temporary instalment will be placed on the street. In the north part of the street, there is seating, an outdoor gym, shading, a pocket park, and a little food truck area, where local businesses or outside food trucks can sell food and beverage during lunch and dinner hours. The south part of the seasonal street is also where life in the city centre starts to flow down. Therefore, more sports activities will relieve this part of the centre. Besides those, there are also seating areas and an extension to the already existing pocket park. As mentioned, the street will be closed for three to five months during the summer. However, to start the transition to this period of closure, a closure for several consecutive weekends could help to see how the public reacts to this kind of concept and gather information on what they like about it since they are the leading target group. Since this road is also a vital connection towards the old town, local and regional buses will be redirected to the seasonal street. However, they must still pass through the middle part of the seasonal street between the two crossings. This part will only be acceptable for the bus and one lane. In order to



make up for the omitted bus stops, three temporary replacement stops near the original ones will be installed. These changes will allow the bus network to run smoothly with the slightest changes and still prioritize the pedestrian road in the summer.

To constantly improve, the seasonal street survey should be conducted in a time frame that makes sense to see how they think about the changes made to the bus routes and to adapt the programming on the street.

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Bus changes during the summer month and changes through the pedestrian street

- New Route
- Old route



Section Seasonal Street

Winter



Summer



During the seasonal street, the road is closed off for cars. Temporary street greenery, seating, activity, pocket parks, and a food truck will be placed on the road. This activates the spaces in the summer months and invites pedestrians and cyclists to stay. Additional shading will be tensioned over the road.

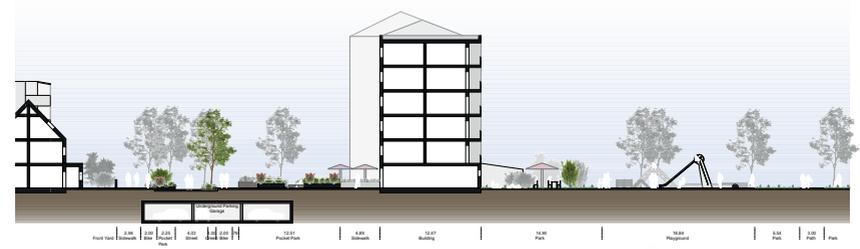


Section Seasonal Street

Winter



Summer



As in the summer section of section B-B, this part of the street will also be closed off. As mentioned before, Temporary street greenery, seating, activity, pocket parks, and a food truck will be placed to activate the street. In this part, a temporary pocket park will be placed.

Visualization Seasonal Street Summer



Visualization Seasonal Street Winter

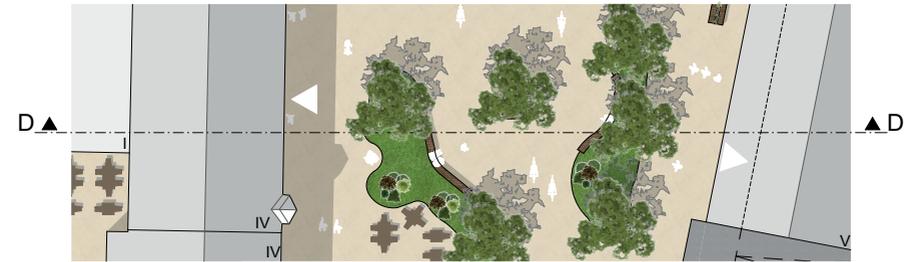


Section square

Before



After

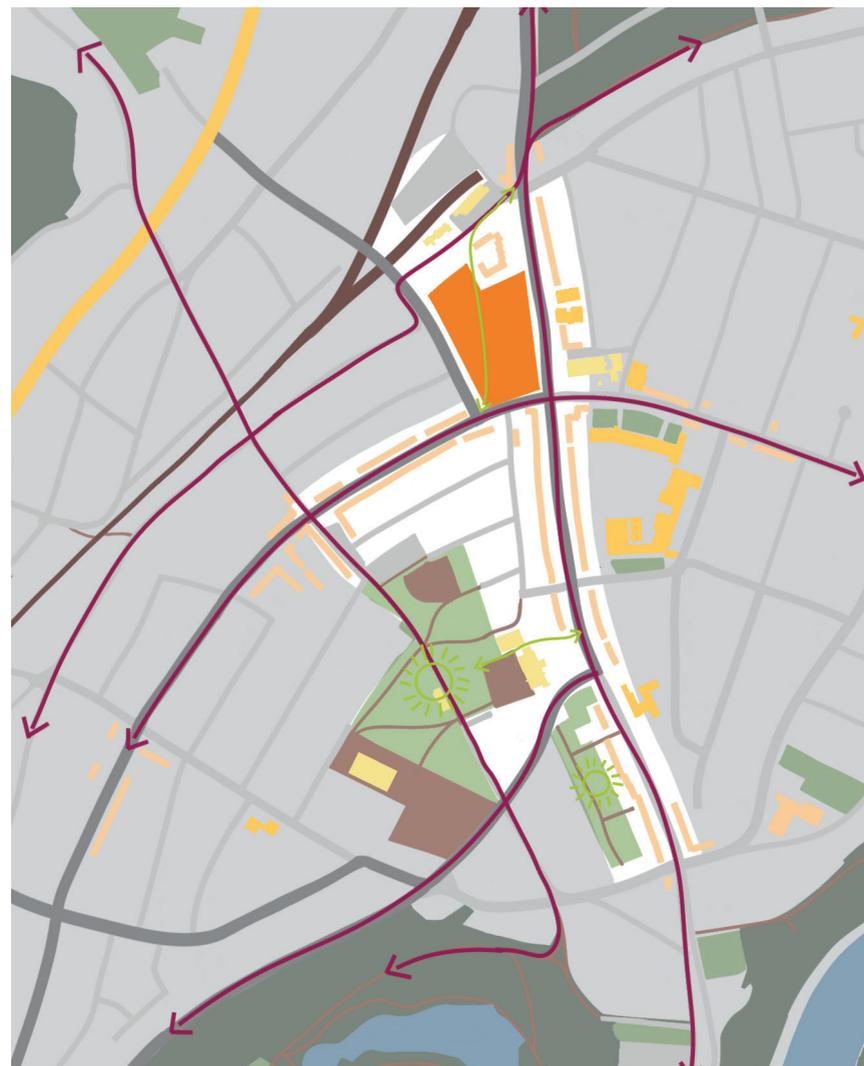


This square connects the city park with the shopping street. It is characterized by a wide street with parking on both sides. The sidewalk is instead kept simple, with a few trees and benches.

The newly transformed space transitions from the park to a pedestrian street. The greenery leads the pedestrian towards the park or the other way around. The restaurant in one of the buildings will receive an outdoor space to relieve the square. Benches will be placed on the square's edge to allow the pedestrian to rest and have an overview of the square. Another element that relieves the square is the added playground.

Phase 3

The last phase works on two different scales. The smaller scale is the new development area close to the train station. This development will uplift the area and bring more to it. The buildings will include a new university building, student housing, and a new building for the supermarket, which is currently there. Another part is building a parking garage to substitute for the missing parking spaces on the street. The second part focuses on the connection from the city centre to the rest of the city. It connects through the bike network to promote safe cycling and through the green connections. This is an essential last step since it connects the centre with the rest of the city and is the final step of promoting bike usage over car usage. It also makes it safer to bike into the city centre.



Improving the Park



Bike Network



Developing of new building area

New Development

This area needs to be inviting and have a better connection to the city. The current development was built at the end of the 1970s. Half of the retail area is empty. The municipality has been planning to change this area for over 15 years. Looking at the use of the bus stop, it is noticeable that the stop was planned when more bus connections were planned. However, even if the buses will go more often in the future, this bus stop is still too big. By minimizing the stops and adding the gained space towards a square, the train and bus stops become places to welcome travellers and citizens into the town. The new development area will be a pedestrian and cyclist pathway with the existing roads surrounding the area.

Stage 1 involves demolishing part of the existing buildings. The municipality also plans to demolish those marked buildings, except for the bus station. The bus station takes up considerable space, and more buses are needed to fill this bus stop.

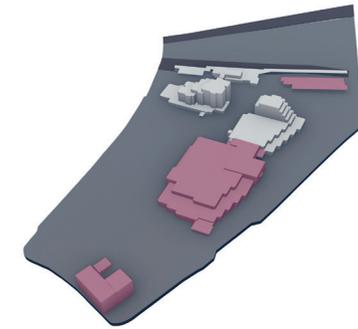
The second stage is creating connections between the train station and the pedestrian street. This is vital. The project will also include the surrounding street system and the existing university building.

Stage three focuses on the volumes created through the connection made in Stage 2. When the

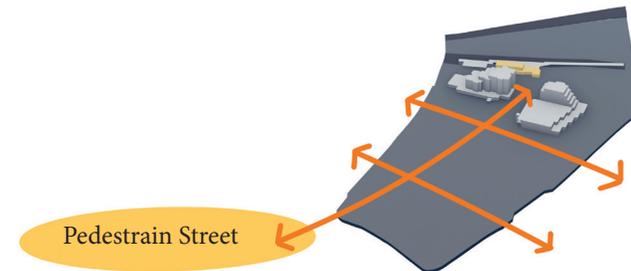


volumes are set, their definition comes into play. That means creating courtyards and defining the footprint.

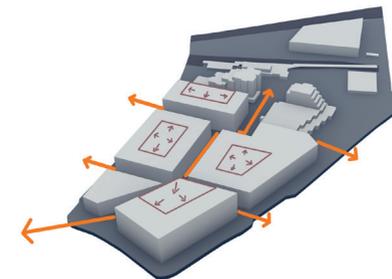
The last stage goes hand in hand with the third stage. This stage aims to define the building structure by shaping the buildings' roofs, protrusions, and setbacks.



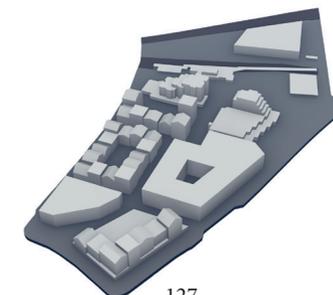
Stage 1: Demolishing



Stage 2: Connection



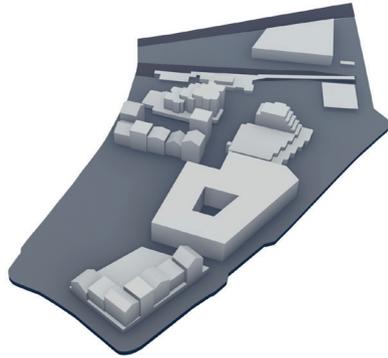
Stage 3: Volumes



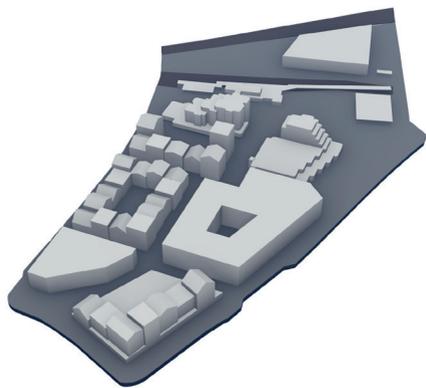
Stage 4: Defining

New Development

Development Phases



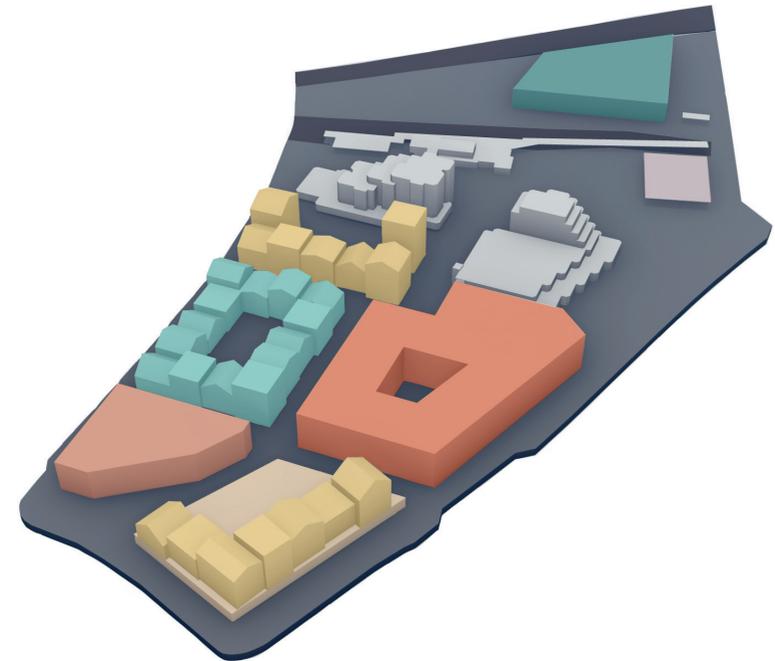
Development 1



Development 2

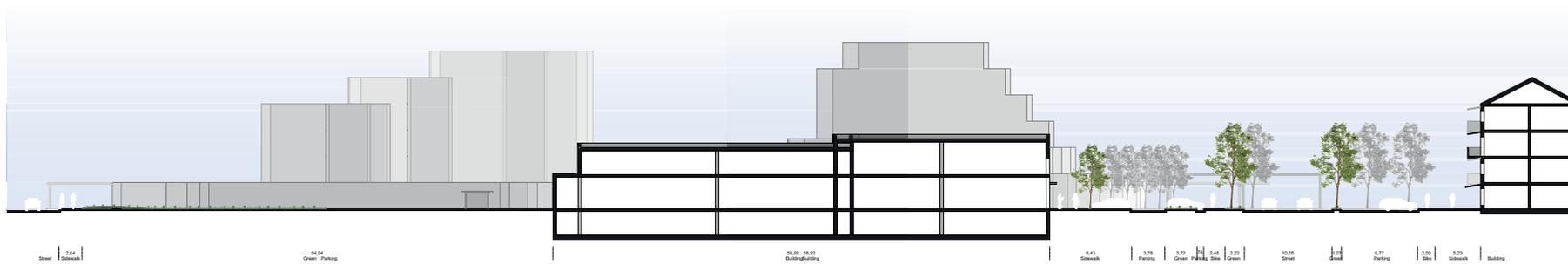
Programming

- New University Building
- Student Housing
- Grocery Store Edeka
- Parking House
- Mixed Used
- Communtiy/Expansion University



Section through the New Development

Before



After



Currently, this area consists of open spaces and mixed-use buildings. A grass and parking area defines the open space. East of the building, there is a parking space for the grocery store located on the ground floor. The road is wide and high-traffic, with cars. On both sides of the road are green patches. A parking space is

also on the opposite side of the road. Both Sidewalks have a bike path. However, the Bike path by the grocery store is rarely used since it splits from the sidewalk and goes along the other side of the parking space.

The parking will be removed, and

the space will be added towards the sidewalk. The street will also narrow to help the cars slow down. The east buildings of the new development will be part of the university. The students will receive an outdoor gathering space with seating and greenery. The western development is a mixed-used building complex with mostly

stores on the ground floor and apartments on the upper floor. The courtyard is partly a private garden and a community area. A pedestrian path leads towards the pedestrian street between the university building and the mixed-use complex.

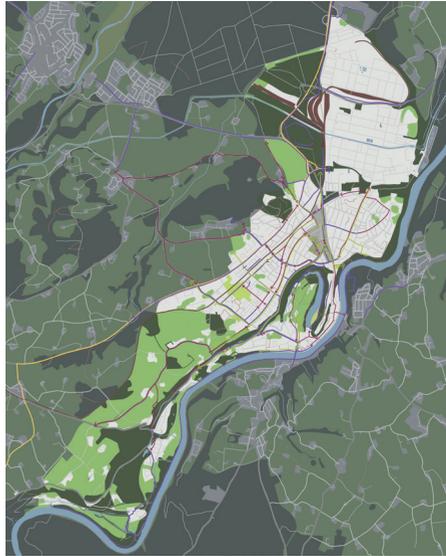
Elizabethan Square Train Station



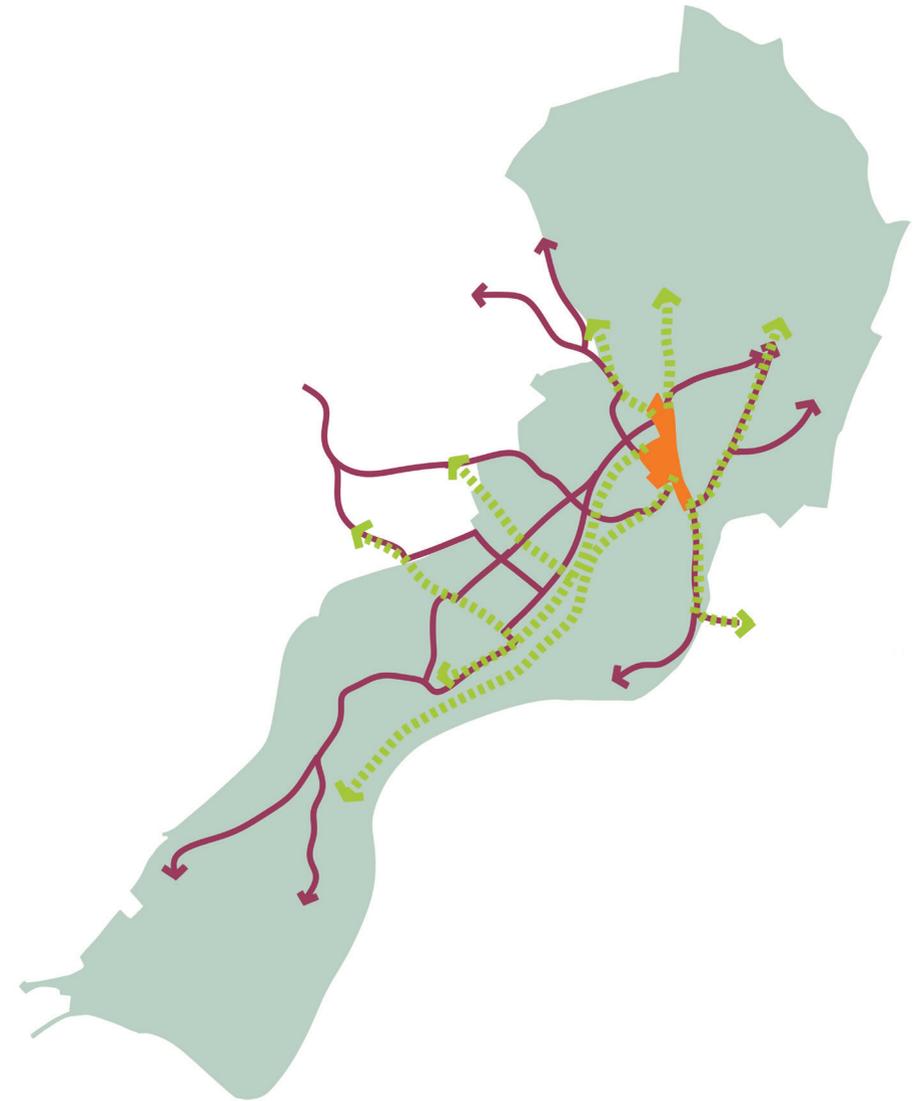
Extention of the Bike and Green Network

The last aspect of the third phase is the growth towards the city's border. Part of this stage is improving the bike network and the green infrastructure. The green on the street will be improved or even newly added. The Bike Network will be expanded by connecting the existing bike paths and creating new ones, even if that means a street will become a one-way street, as shown in one of the following sections.

This connects to phase three in terms of the final development of the bike route. It connects to the existing parts of the bike network in the city and creates new connections on important and often-used routes.



Map of Burghausen with the marked streets that are going to be transformed



Map of the growth of the Bike and Green Network with the origin in the city center

Extention of the Bike and Green Network

Section F-F

Three locations in the west of the city have been picked to showcase the growth of the bike and green Network in the city. The picked streets are connections citizens use to bike from one end of the city to the other end and the city centre.

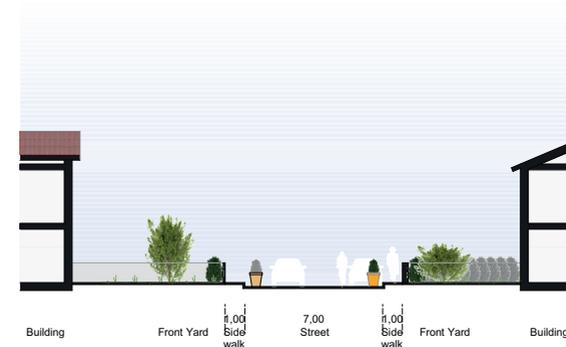
the section is located runs from the city centre to the south of the city. In this street, the bike path appears and disappears. By continuing the bike path, the connection towards the center and the south will grow.

Section F: This section is close to an elementary and secondary school. Students bike to and from school often. Implementing a crossing that slows the cars down and a bike path along the street helps make biking safer.

Section G: The street is a primary connection for the industrial firm's employees. It goes along the tracks and leads to the premises' north or west entrance. The street goes through the residential area. In addition to the biking path and the greenery, the street will become a one-way street.

Section H: The street on which

Before



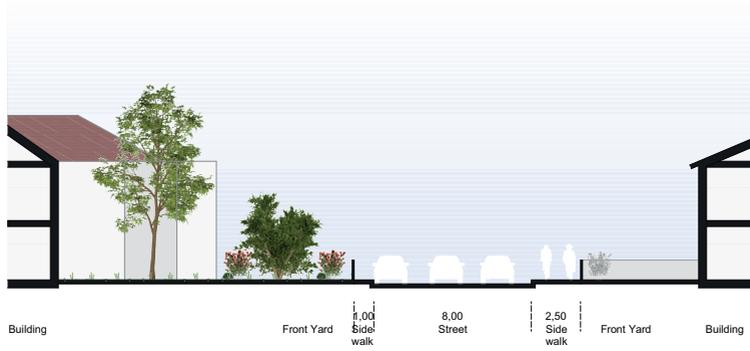
After



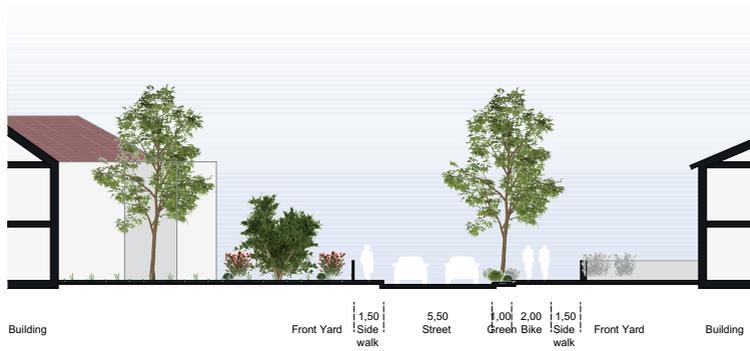
Location of the Sections

Section H-H

Before



After

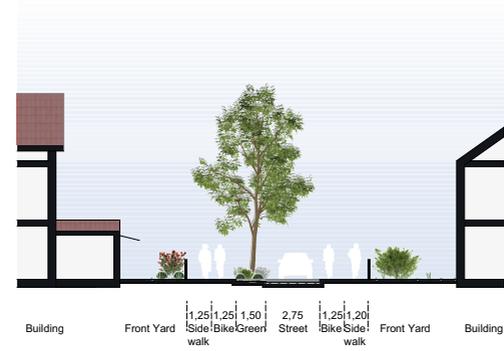


Section G-G

Before



After



7 |

Conclusion

This project should show what is possible in a small town as an early stage of transformation away from the car-centric centre. It should show the first ideas of what can happen on the streetscape, and the programming on the seasonal needs to be adapted over time to find what suits the city best. The vital part about radical changes like this is to slowly introduce them in steps to the public so they can adapt to the changes. Seasonal Street is an excellent way to start introducing car-limited access. It can start only on the weekends during the summer as a trail, and if the resonance of the residents is positive, it can be extended to have the seasonal street for the whole week. However, the end goal of the seasonal street is to become an entirely pedestrian street all year around. The time frame of this is different in any case. However, the most crucial part is a constant exchange with people and how they enjoy the changes that were made.

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Deine Meinung zur Burghauser Innenstadt

Hej! Mein Name ist Kathrin Buschardt und ich studiere Sustainable Urban Design (Nachhaltige Stadtplanung) in Schweden. Ich schreibe zur Zeit meine Master Thesis. Mein Thema ist die Umgestaltung der Burghauser Innenstadt (Marktier Straße, Bahnhofplatz, Stadtpark, Robert-Koch-Straße bis Lindacher Hof). Mit den Beantworten dieser Umfrage würdest du mir sehr helfen.

* Gibt eine erforderliche Frage an

1. **Geschlecht ***
Markieren Sie nur ein Oval.
 weiblich
 männlich
 divers
2. **Wie alt bist du? ***
Markieren Sie nur ein Oval.
 unter 18
 18-29
 30-44
 45-59
 über 60
3. **Was ist deine Verbindung zu Burghausen? ***
Markieren Sie nur ein Oval.
 Bin hier aufgewachsen
 Bin zugezogen
 Wohne im Umland
4. **Wie kommst du in die Innenstadt (Marktier Straße, Robert-Koch-Straße)?** *
mehrere Antworten möglich
Wählen Sie alle zutreffenden Antworten aus.
 Auto
 Fahrrad
 Bus
 Zu Fuß
 Sonstiges
5. **Würdest du dich für längere Zeit in der Innenstadt aufhalten? ***
Markieren Sie nur ein Oval.
 ja
 Nein
6. **Wenn ja, wo?**

7. **Beschreibe die Innenstadt in 2-3 Wörtern ***

8. **Auf einer Skala von 1-10, wie bewertest du die Innenstadt anhand von Angebot und Aufenthaltscharakter? ***
Markieren Sie nur ein Oval.

12345678910

sehr sehr gut
9. **Gibt es etwas was dir in der Innenstadt fehlt? ***

10. **Was ist der schönste Teil der Innenstadt? ***

11. **Welcher Teil gefällt dir am wenigsten? ***

12. **Was hat deiner Meinung nach Verbesserungspotenzial? ***

13. **Sonstige Bemerkungen zur Innenstadt**

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Master Thesis Project

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Sustainable Urban Design

Lund University
Lunds Tekniska Högskola
School of Architecture