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Context and Analysis
1596
Town was significantly enlarged under Christian IV, new city districts were developed with modern fortifications.

1817
Carlsberg was founded by the visionary brewer J.C. Jacobsen who pioneered the modern brewing industry.

1876
The Carlsberg Foundation is established.

1882
Old and New Carlsberg defined.

1254
Copenhagen received its charter as a city under Bishop Jacob Erlandsen.

1648
Copenhagen became Denmark’s principle fortification and naval port and was also seen as center for trade in Northern Europe.
1905  
The first and oldest cyclist foundation in Europe

1940  
World War II conducive to cycling.

1950  
Growth of car traffic coincides with significant decrease in bicycle traffic.

1970  
Energy crisis and growing environmental awareness lead to traffic switching from cars to bicycles and public transportation, as well as an increasing demand for improved conditions for cyclists.

1982  
Every budget contains funds allocated to the construction of cycle paths and improvements for conditions of cyclists until 2001.
Freedom for all

Danish Culture has celebrated the liberty offered by bicycle transportation for decades. As a means to escape the cramped tenement housing for the early 1900’s, the bicycle became a symbol of individual freedom for men, women and children, rich and poor. When faced with development conflicts between automobiles and cyclists, the Danish people made their voices heard and have had a large impact on steering the continued development of the most bike-able city in the world.
Bikable = Livable

Bicycling supports the community as a whole by: increasing roadway capacity and user mobility; strengthening the economy and household affordability; improving the environment; and promoting an active healthy lifestyle. Yet the vast majority of Danish bikers do it because it is the simplest and fastest way to get around. Successful mobility addresses not only the physics, but also the psychology of transportation.

BEHAVIOR IS THE PRODUCT OF DESIGNS.
Founded by J.C. Jacobsen in 1847, Carlsberg Brewery has been not only a leader in brewing quality, but also a major contributor to the arts and sciences. The Carlsberg laboratory developed, patented and freely distributed isolated yeast cultures still used in the brewing process today.

Many notable art works in Copenhagen, such as the Little Mermaid statue, were donated by Carl Jacobsen. The architecture found at the almost 200 year old brewery stands as an artistic statement from the era. No detail was overlooked when constructing these landmarks, from the Elephant Gate and Star Gate, to the Laboratory and Brewery,

“...It should be a constant purpose, regardless of immediate gain, to develop the art of making beer, to the greatest possible degree of perfection.” J.C. Jacobsen
Today, the Carlsberg Foundation has donated over 30 million Euros to the arts and sciences. It is the fourth largest brewery in the world; with 45,000 employees in 150 countries selling 1,000,000,000 bottles of beer per day. With a clear social mission from its inception, the Carlsberg Group expands its community service from Denmark to the world.
COPENHAGEN

Copenhagen

Copenhagen, the capital city of Denmark is located on the far eastern side of the country. Carlsberg is located southwest of the city center on a high hill. While originally developed as a brewery far outside the city walls, Copenhagen has grown around Carlsberg, turning grain fields into affluent neighborhoods. The industrial production of the brewery has since moved outside the city and the former brewerie’s 70 acres of developable land have been planned for a new mixed use development. It is this location that has been selected for our investigation and study its potential urban design issues.
CONTEXT AND TRANSPORTATION

Regional Context
Inner City

- 45 minutes
- 15 minutes
- 27 minutes
- 15 minutes

Neighborhood Context

- Vesterbro
- Valby
- Frederiksberg

Created by Madhu Jois and Caitlin Long
Districts

- Carlsberg
- Sub-Areas

Street Network

- Carlsberg
- Sub-Areas
- Major Roads
- Minor Roads

Created by Madhu Jois and Caitlin Long
CONTEXT & TRANSPORTATION

Transit Network

- Bus Routes: (1A, 3A, 6A, 10, 14, 26, 93N)

- Train: (Lines B, BX, C, H)

Bicycle Network

- Green Way
- Bike Paths

Created by Madhu Jois and Caitlin Long
Nodes

1. Elephant Gate
2. JC Jacobsens Have
3. Enghaveparken
4. Søndermarken
5. Vestre Kirkegård
6. Carlsberg Station

Overall Site Analysis

- Districts
- Streets
- Transit
- Bike Paths
- Nodes
EQUINOX
The equinox brings with it even amounts of daylight and night in Copenhagen. However, the sun remains low, only rising to 23 degrees from the horizon.
SEASONAL DESCRIPTION

SUMMER SOLSTICE

During the long summer days Copenhagen receives up to 17 hours of daylight during a day. Due to the northerly latitude of the city, the sun never reaches directly overhead, but circles the horizon.

04:26  43° NE

13:12  180° S
Max Altitude 58°

21:58  317° NW
Seasonal
43° NE
Summer Solstice
180° S
Max Altitude 58°
317° NW
21:58
13:12
04:26
Seasonal descriptive text
WINTER SOLSTICE

Copenhagen receives less than 8 hours of daylight a day during the depth of winter. With a northerly latitude of 55 degrees north, the sun rises and remains relatively low on the horizon, casting long shadows across the city.

08:38  133° SE

12:08  180° S
Max Altitude 11°

15:39  227° SW
STRATEGIC URBAN FLOOD PLAN

1. Park
   Hans Tavsens

2. Plaza
   Hans Tavsens

3. Street
   Korsgade

4. Green Street
   Svend Trosts Vej

5. Urban Canal
   Vodrofsvej

6. Plaza
   Hans Tavsens

7. Retention Boulevard
   Istegade

8. Boulevard
   Sonderboulevard

http://www.ramboll.com/projects/Germany/copenhagen-cloudburst
2. Plaza
Blågårds Plads

7. Retention Boulevard
Istgade

http://www.ramboll.com/projects/Germany/copenhagen-cloudburst
CULTURE CONTEXT

ACCESSIBILITY WITHIN 10 MINUTES WALKING DISTANCE

Activities

Drinks and Dining

Public Transportation and Schools

Shopping

LOCAL LANDMARKS

1. www.brewingschool.dk/
2. http://blanc.dk/
3. www.kea.dk/en/
5. http://www.enomania.dk/
7. https://irma.dk/

Created by Heidi Liu
Acer platanoides  
(Norway Maple)  
Mature Height: 50ft  
Exposure: ☀  
Water Use: Medium  
Soil pH Level : 6.1 - 7.8 pH

Robinia pseudoacacia  
(Black Locust)  
Mature Height: 40ft.  
Exposure: ☀  
Water Use: Low  
Soil pH Level : 6.1 - 7.8 pH

Tilia cordata  
(Little Leaf Linden)  
Mature Height: 50ft.  
Exposure: ☀ ☀  
Water Use: Medium  
Soil pH Level : 6.1 - 7.8 pH
OPEN SPACE | QUALITY AND CHARACTER

Søndermarken
32.3 HA (79.8 AC)
Created 1699
Park in Frederiksberg with underground cistern

Enghave Park
4 HA (9.8 AC)
Created 1929
Public park with fountains, bandstand, sculptures and gardens

J.C. Jacobsens Garden
1.5 HA (3.7 AC)
Created 1849
Public garden with Hanging Gardens

Vestre Cemetery
54 HA (133 AC)
Established in 1870
Largest cemetery in Denmark

Søndermarken
Old growth woodlands of beech, lime and chestnut trees; squirrels, foxes, bats

Enghave Park
Herbaceous borders
New plantings of acacia and lime trees; herons, gulls, pigeons, small birds.

J.C. Jacobsens Garden
74 different exotic plants and trees
Romantic landscape garden with “Philosopher’s Way”
Birds, insects

Vestre Cemetery
Exotic trees and elm, linden, beech, ivy
Squirrels, bats, foxes, frogs, toads, amphibians and newts
Mallard, Coot, Jay, Raven and Red Kit birds

PUBLIC SPACE | HUMAN HABITAT

Søndermarken
- Running the interactive 'light hare'
- Hiking
- Exercise courses
- Playgrounds
- Dog park

Enghave Plads
- Central public square in Vesterbro
- The longest bench in Denmark
- Everyone is welcome here

Ny Carlsberg Vej
- Main street of Carlsberg
- Elephant Port

Bubble Square
- Climbing frames, 'ball wall', street basketball, 'asphalt' bubbles

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Cistern City
Revealing and celebrating cisterns at Carlsberg
Morgan Hoddes, Meenon Kastoori, Akshay Badwe
The Carlsberg cellars are dark and damp, running up to 7 square kilometers underneath the brewery’s land. J.C. Jacobsen was considered crazy for building his brewery outside of the city center on the only hill in Copenhagen, but because he had traveled most of Europe to gain knowledge in his craft, he knew that this was the best location. The hill allowed him to dig down, in some places up to 6 stories deep and 100 meters long, for cool places to store his beer and yeast since electric refrigeration was not yet developed.

One of these cellars was used as an underground operations room during WWII and through the cold war, but that room has been locked since 2004. Now the cellars are mostly abandoned although they hold some of the Jacobsen family art collection and some of the rare brews from the 1960’s.
ANALYSIS

Carlsberg Cellar Plan
In order to honor the history and identity of Carlsberg as a landmark of Copenhagen, our team has developed a plan to restore and reuse the abandoned cellars that lie under the site so that the current artist culture will not be pushed out as it is with the current master plan. By enhancing more opportunities for the existing artists that have taken over the temporary solutions for Carlsberg, we are able to utilize land that would not otherwise be used and keep the identity of performance and art on the site. By carefully selecting the areas for cellars to be exposed to the ground level and sun, our team has also created a strong pedestrian and bike connection between the on-site museum and the brewery, two main historical hubs on site, to enhance the human experience for artists and visitors alike. A set of core values was established to help guide and ensure a holistic approach to this design.

Create relationships between the historical identity of the site and modern contexts that will stand the test of time. The rich history of Copenhagen and its connection to water will be incorporated through water features that connect upper and lower paths to celebrate the heritage. The design must also cultivate networks that increase multi-modal mobility and that actively engage residents.

While increasing the density and developing infrastructure there is great opportunity for innovative solutions that revitalize the unused space that is available underground for activities that would rejuvenate the energetic buzz of performance and artists and visitors. The abandoned cellars and water wells of Carlsberg brewery have untapped potential for the artist community as well as other public and private entities. By opening some of these spaces to daylight, people can engage from above and below through innovative designs.
ANALYSIS

Nodes and Circulation
PROPOSAL

Cellar Plan

- Artist Studio & Exhibition Space
  - http://projectsreview2010.aaschool.ac.uk
- Performing Arts Theater & Rehearsal Space
- Brewing & Culinary Classroom
  - http://www.timeoutbeijing.com/features/
- Restaurant
  - http://www.keyword-suggestions.com/
- Flex & Event Space
  - https://www.residentadvisor.net/club.aspx
Ground Level Plan

Preschool

Playground

Workshop

Restaurant

Carlsberg Brewhouse

www.designshoot.com

http://www.prweb.com/releases/2011/4

https://www.tripadvisor.com/RISD

http://www.keyword-suggestions.com/

http://www.tfoodie.com/2014/09/
ACTIVATING SPACE WITH LIGHT

Before

Stack
Brand Store
Old Brew House

After

Stack
Flex & Event Space
Restaurant
Culinary Classroom

https://changehere.wordpress.com/2011/08/31/
The importance of daylight in Copenhagen is greater than other cities around the world due to the winters’ extended darkness. Prisms amplify light and allow underground or otherwise dark spaces access to natural light. Natural light is favored over artificial lighting for ambiance as well as energy savings. This will allow uses that require darkness in the cellars, but not limit other activities.

http://www.kbhby.dk/artho.tag

http://www.archdaily.com/454892/light-matters
CONNECTING UNDERGROUND
Bringing light to underground tunnels allows for a comfortable passage between two historic buildings. These tunnels can shelter tourists and residents from the winter’s cold and still allow natural daylight to fill the space with the prism skylights. These tunnels will have enough space for both pedestrian and cycle traffic to comfortably travel through the underground network.

Before

After

http://trinesonergaard.com/work/cellars-attics/

https://www.pheed.com/Jb4runner
DIRECT UNDERGROUND EXPOSURE TO THE SURFACE
The current master plan has planned to remove the preschool from Carlsberg, but maintaining educational facilities on site celebrates the culture of what Carlsberg Group is truly about.
THE CELLAR

serving fine wine & craft beer
With density in the area increasing and the potential for art to bring more tourists into Carlsberg, restaurants that enhance the cellar culture and provide good food will be vital to the success of the area. Other amenities such as retail and other vendors will become part of the domino effect and provide opportunity for artists to sell their work locally. By bringing light and water directly into the restaurant from above, human connection will engage from underground to street level.
Convergence
Connecting three Copenhagen communities
Brandon Gossard, Frank Pendrell, Nikhila Ramineedi, Abdulaziz Alsharif
ABSTRACT

Aristotle stated the “the whole is greater then the sum of it’s parts”, which is particularly true when discussing Urban Design. The City of Copenhagen is often regarded as one of the most livable cities in the world, but why? It is not due to one particular asset or intervention, but to the total value of the city’s amenities, attitudes, traditions and more.

Carlsberg Brewery has been a long-standing icon and destination within Copenhagen as a 200 year-old landmark. It offers a unique opportunity to serve the city as a point of social convergence, connecting various existing networks and nodes within the existing urban fabric. By thinking critically and deeply about how people move within and through a city, we can maximize Carlsberg’s role within the surrounding context of Copenhagen, Frederiksberg and Valby. The existing conditions present at the Carlsberg site tell a story of a private company, walled off from the surrounding community, that is now attempting to reintegrate itself as civic asset. The current master plan deals very little with extending the influence of the Carlsberg Group into the surrounding community, and we have identified the area south of the site, along the railroad tracks that could offer an ideal solution to this and other development problems surfacing around the site.

With impressive investments in metro lines, trains, buses and bike lanes, Copenhagen has been recognized all over the globe as one of the most mobile cities, yet many of these transit infrastructures operate independently from one another. By allowing for a more holistic integration of multiple modes of transportation, addressing the first and last mile, and increased community integration, the Carlsberg Brewery can become not only an asset to the Carlsberg Group, but to the city as a whole, and become a model for future development.

The central location of the site lends itself to connecting several major activity hubs around Copenhagen including the Zoo, the University, Tivoli Gardens, The Music School, and many newly constructed and planned residential neighborhoods and businesses. By examining how people move not only within, but through the site, The Carlsberg group can express its dedication to community engaged design. If implemented, our intervention along the rail line could begin to stitch together these disparate nodes of activity around the city and champion Carlsberg Brewery as a new city center.

The intervention is intended to integrate additional houses with an active climbing wall celebrating the history of Copenhagen’s only “mountain”, integrate promenade access for pedestrians, rail line commuters, and bicycle traffic, and offer an alternative to the highly criticized high rises buildings. The intervention pushes Carlsbergs influence beyond its site boundary and invites the rest of Copenhagen to participate in its growth and success. In order to continue Denmark’s tradition of holistic urban design, Carlsberg Brewery should seek to fully converge with the very city that has supported that growth and success for nearly 200 years.
convergence

noun  con·ver·gence  \kən-ˈvər-jən(t)\s

Definition: independent development of similar characters (as of bodily structure of unrelated organisms or cultural traits) often associated with similarity of habits or environment

Convergence comes from the prefix con-, meaning together, and the verb verge, which means to turn toward. We can use convergence to describe things that are in the process of coming together, like the slow convergence of your opinions with those of your mother, or for things that have already come together, like the convergence of two roads, or for the place where two things already overlap, like the convergence of your aunt's crazy wardrobe with avant-garde fashion, or the reconciling of a 200 year old brewery with the city it has co-evolved with.

Synonyms: Confluence, connection, joining, merging, interface.

Source: https://en.oxforddictionaries.com/definition/convergence
Network Context
Carlsberg is situated on top a rising hill in western Copenhagen. While the area around it has always interfaced with Carlsberg, first as a location of grain for the brewery, then as worker housing, there has always been a clear delineation between the area "inside" and the "outside" for Carlsberg. The sprawling complex became a destination, but reinforced a strong segregation between north and south that was delineated with the rail line entering into the city.

With Carlsberg attempting to converge with the urban fabric surrounding it, the strong linear barrier to the south created by the rail corridor and Vigerslev Alle presents a significant obstacle for the self-styled “our City” to interface with both the harborfront, and the neighboring community of Valby.

Network Intervention
The selected intervention site is the linear corridor created by the railroad and Vigerslev Alle that separates the Carlsberg site from the residential housing and Vestre Cemetary.

Mixed Use
1 Frederiksberg C, Copenhagen V
2 Waterfront Redevelopment
3 Havneholmen

Residential
4 Kollegiet Solbakken
5 Prison Redevelopment
6 Sluseholmen

Employment
7 Gronttorvet

Activity Node
8 Tivoli
9 Kødbyen Flaesketorvet
10 Ønskebørn Fisketorvet
11 Copenhagen Zoo
12 Valby Hall
13 Valby Recreation Area
14 Aalborg University
Network Context

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DEGREES OF CONVERGENCE

To converge the existing site at Carlsberg Brewery with the surrounding urban network, we have identified multiple solutions of varying intensities that could facilitate a strong connection and integration of the site and city. It is our goal to illustrate how site-specific interventions may have impacts outside their intend scope of influence.

1. First Degree
   The minimum interventions requires identifying and addressing concerns of connection, especially those north and south. By simply suggesting several new connections over the existing railway corridor, the brewery could begin to serve as a connecting device which celebrates the natural beauty of the site as an existing destination.

2. Second Degree
   The next level of intensity involves programming the site to be more of a local destination. By using artistic historical and architectural design techniques, the southern gardens could be extended to meet the railway and entice an increase in visitation due to its viability and interest.

3. Third Degree
   The highest level of convergence with the surrounding community involves the creation of a city-wide attraction. Capping the railway and creating a full scale park that can facilitate pedestrian, bicycle, personal vehicle and rail transport begins to create a regional destination that can influence transportation networks and activity nodes at a larger scale.
REDEFINING THE SKYLINE

Before

After

Created by Brandon Gossard
Copenhagen has historically been a low city, with few structures rising beyond five or six stories. This gives Copenhagen and many other older cities a finely textured urban fabric occasionally punctured only by the citadels and churches constructed around medieval squares and plazas.

This character has been at odds with modern re-development, which demands more density in order to make up the associated costs of re-development such as demolition and the upgrading of infrastructure.

This particular conflict is seen readily at Carlsberg which was planned and approved with a series of nine high-rises that are distinctly visible on the Copenhagen skyline. While initially approved for each of these nine towers, the construction of the first high-rise, Bohrs Tower, has been met with public resistance now that the size and scale of the proposed development is apparent.

Recovering buildable area from an otherwise already developed landscape is extremely difficult. The proposal of overlapping the footprint of Vigerslev Alle and the primary rail corridor leading into central Copenhagen allows for almost 200,000 new square feet of residential space. This amount of space would accomplish the same amount of livable area as the Carlsberg high-rises over 50m tall [see figures blow].
INTERVENTION

Cap Only
The principal intent of the basic intervention is to not only connect the opposing sides of this urban canyon, but to create a potential framework for new or relocated public spaces. The current east-west roadway, Vigerslev Alle is a fairly wide roadway connection with enough space for two lanes in each direction, although only one is striped. This intervention, and the one following propose to reduce the overall width of the roadway to a single lane in each direction with a center median and turn lane running the length of the roadway. This narrow character and potential pedestrian refuge reduces the total crossing width of the road by half and in tandem with the proposed garden cap provides the opportunity for intermediate crossings to connect the park space to the student housing to the south.

Promenade
The proposal to reduce the overall street width in the Cap concept is taken a step further with the Promenade. The roadway itself is relocated over the existing right-of-way for the railroad. The previous location for the road provides a new opportunity to create public spaces and new developable lots while similarly reducing the total number of barriers and the overall width of the corridor. All together, the proposal assumes three buildings, two terraced buildings engaged into the hillside: which provide a public fore-court; and a single promontory building accessible from the hillside above that extends east-west to define a more traditional Danish courtyard between it and the student housing to the south. This proposal creates more total public space than the Cap alone, but in varying locations.

Data from Open Data Copenhagen
Site Plan Created by Nikhila Ramineedi and Brandon Gossard
INTERVENTION: NEW PROMENADE

Vigerslev Alle is relocated above the existing rail corridor, with the lanes reduced to one-lane in each direction along with a center median that alternates between a tree lawn and a turn lane.

The former roadway of Vigerslev is now pedestrian oriented and mixed with an assortment of new structures engaged to the hillside. The Promenade wraps around the front and under the Promontory Building allowing access to the Kollégiet Courtyard.

East of the arched bridge the Promontory Building defines the new Kollegiet Courtyard. The green roof is integrated into the hillside with the high point of the roof-top terrace available for public use, to the courtyard below.

The new Klatring [Climbing] terrace capitalizes on the vertical height of Carlsberg. This unique location allows visitors to rock climb between individual terraces also accessible by a sloped path and the Cycle Collonade to the north.

The introduction of the Promontory Building creates a sheltered courtyard in a similar manner as seen in much of urban Copenhagen. This courtyard is integrated into the Vigerslev Promenade via an open court under the building.

West of the arched bridge two terraced buildings engage the hillside to allow for the Vigerslev Promenade running under the bridge.

The existing JC Jacobson Park is connected to the new Vigerslev Promenade by the Railway Cap. A planned bicycle superhighway can be accommodated by raising it above the park, creating a colonnade to help define the street edge.
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East of the arched bridge the Promontory Building defines the new Kollegiet Courtyard. The green roof is integrated into the hillside with the high point of the rooftop terrace available for public use to drop to the courtyard below.
Ole – Ole is often nervous when taking his dog Spot out on a walk in the city. The bike lanes and roadways are often too dangerous for his young dog to walk safely with out getting in the way.

Maria – Maria used to take the metro from her home in the outer suburbs to central for work each day, and her office was still another mile away. After noticing a bike station at the new Carlsberg Brewery metro stop, she has started renting a bike and commuting her last mile through the beautiful gardens, and often enjoys a beer before catching her train back home.

Peter – Peter, an active thrill seeker, usually pays to go to a gym in order to have access to their climbing wall. Now that he lives in one of the new residences that boarder the Carlsberg Elephant Gardens, he takes advantage of the integrated climbing wall as often as possible.

Martin – With so many people visiting the new Carlsberg brewery site and its ample distribution of public space, Martin has found a new location to practice his street performance. The Elephant Gardens act as a perfect stage for when he is ready for a larger show.
Business - Several representatives from local businesses choose to have an afternoon meeting at the Carlsberg Elephant Gardens to enjoy the warm sun, a cold beer and an active urban setting. The centralized location makes it easy from many different industries to enjoy the gardens and a easy access to the rail line.

Johannes & Camilla – After enjoying a day at the Zoo, Johannes and Camilla walk their family down the new Elephant path, which now connects their home in Volby to many new attractions.

Anders – With the opening of the new Light Chain bike bath, Anders now has a fast and easy way to commute to central Copenhagen from Fredericksburg, a trip that used to take 25 minuets, now takes only 15. Saving just 20 minuets a day commuting has had a positive effect on Anders’ well-being and wallet.

Sofie & Leif – With a mostly pedestrian driven core, and clearly branded paths for way finding, Sofie and Lief’s parents are comfortable with allowing their young ones explore their neighborhood on their own.

A CROSS-SECTION OF COPENHAGEN INHABITANTS

Data from Open Data Copenhagen, Interview Transcript and Diagram Created by Frank Pendrell
“In Denmark, people seem to be accountable for their actions so there aren’t a lot of safety requirements in the public realm (e.g. railings). This also means they learn how to function properly and not blame others for their negligence.

Americans are very territorial and private lands are usually fenced or secured. The Danes are much more inviting and letting people use most of the exterior spaces for intended and unintended uses (e.g. distortion, pop-up markets, front yards at the Potato Rows).

Biking in the city is the easiest and healthiest way to travel. I didn’t ride in a car for an entire month and I survived!! There was a clear hierarchy of pedestrian first, bikes seconds, cars last. Civic leaders need to believe that the impossible is possible so the Market can execute that vision. Taking risks and learning from them.

It was a great experience. I want to go back!”
- Jamie

“Copenhagen was an opportunity to get a real view into what urban design work looks like in real applications in a different context than the USA. It is good to see how much was effected in our city planning in the suburban movement and how convenient urban density is compared to urban sprawl. We met some amazing people doing incredible work and get exercise on a bicycle all at once. Beautiful city to learn from!”
- Morgan

“It was really great to be in one of the most progressive parts of the world and understood historic buildings and contemporary urban form can coexist! The short trips explored the downtown area, canals, Carlsberg brewery, the industrial symbiosis plant and various types of housing. The interaction with the leading architects and urban designers helped to get insights of the current work and market trends in Copenhagen. I am definitely missing biking on the streets of Copenhagen. I also enjoyed time with my colleagues. Overall, it was a memorable learning experience!”
- Akshay
“It was the most memorable studio experience by merging myself in the culture. To respect the culture and lifestyle, I manage to integrate a foreigner’s perspective to the project context via my team work. I was impressed by how well we collaborate and being creative as a team. The funniest thing for me is leaned to ride a bike in Copenhagen! I look forward to coming back.”
- Heidi

“I had a really wonderful time in Copenhagen with instructors and classmates. Carlsberg is a very cultural and meaningful area in that neighborhood. Our group members have a lot of passion on this project. For other things, some famous Danish restaurant is too difficult to make a reservation I will go back in the future.”
- Haixu

“Study abroad in Copenhagen has been a great experience in terms of further refining my urban design and planning skills. All of us worked hard and had a lot of fun exploring the beautiful city!”
- Madhu
“Our City” (Vores By) is a concept that is widely discussed but very complex and difficult to define. Architects, Landscape Architects, Urban Designers and Urban Planners struggle to implement design strategies and policies that effectively ‘give the city to the people who live in it’.

The concept behind Carlsberg is simply that: giving back space to the people of Copenhagen and allowing them to shape and fill their own environment.

This Urban Design Studio explored ways to design space that compliments the development’s purpose by designing space that allows people to participate in its formation and function. The four design proposals are rooted in the concept of “Vores By” (Our City) as well as design concepts of public participation in the design process, that are unique to the culture and tradition of Copenhagen.”

- Leila Tolderlund