THESIS

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Transformation of public spaces and urban identity in the Terézváros district

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Thesis outline

1. Introduction

1.1. Relevance of the study

This research examines the Terézváros district, a significant historic district and the cultural heart of Budapest. Historic districts of European capitals such as this one, have undergone major transformations in recent decades, simultaneously becoming the scene of diverse and complex spatial transformations, and Budapest is no exception. The district chosen for this research, embodies a rich and fascinating blend of exceptional cultural, historical, and architectural heritage, where the spirit of a bygone era collides with the reality of contemporary social development and urban challenges. Terézváros plays a significant role in the spatial organization of the capital, where, in addition to all its significant functions, be they cultural or economic, the everyday life of its permanent residents flourishes, intertwined with the constant presence of temporary visitors.

The realities of today demonstrate that many factors influence the formation of the appearance and functional content of a district. These include growing urbanization, increasing economic activity, and the strain caused by the development of tourist infrastructure. In such conditions, public spaces become a truly critical element, acquiring a special significance. Serving as a platform for social interaction, both between society and the city and between individuals, they become a unique arena for supporting social integration, where local residents have the opportunity to develop a sense of community.

Terézváros is an area where the potential for developing public spaces is limited and requires a comprehensive, sustainable approach. Green spaces are critically scarce, and the high development density leaves virtually no room for urban maneuver. These are the first and most obvious characteristics of the area, immediately apparent. And the result of this imbalance is obvious: the quality of the urban environment is declining. However, this does not mean that there is no solution to this problem. On the contrary, it highlights the need for a comprehensive rethinking of methods for the integrated renovation of public urban spaces, which can realize high-quality, sustainable development in areas like Terézváros.

1.2. Purpose of the study

The purpose of this study is a comprehensive analysis of the current state of public spaces and urban infrastructure, with a focus on analyzing the district's identity, which in turn aims to identify the underlying causes of dysfunction.

A thorough understanding of district identity requires a systems approach that allows for the establishment of connections between the architectural environment, social practices, and the functional content of the area. This study relies on an integrated method in which sociological analysis forms the basis for urban conclusions. The object of analysis includes key elements of urban structure: accessibility, functionality, architectural value, transport connectivity, and the state of green infrastructure. This, in turn, is based on a study of the district's urban identity, which, in turn, allows for not only the identification of existing shortcomings but also the identification of their structural causes. This provides the basis for formulating comprehensive proposals aimed at improving the quality of the urban environment.

The study area is bounded by Bajza Street, Podmanický Street, Andrássy Avenue, and Teréz körút. This area is characterized by a high concentration of typical problems inherent in similar areas of European capitals and large cities.

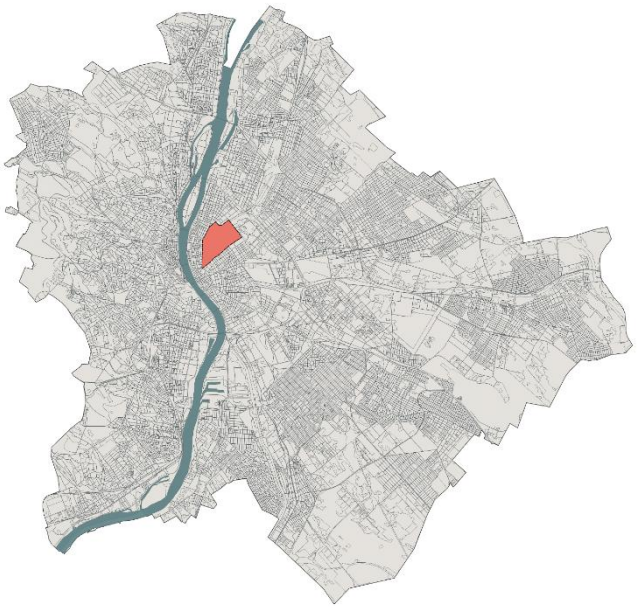
1.3. Research objectives

To achieve the aims of this work, the following objectives must be consistently addressed:

- Investigate the characteristics of Terézváros's district identity as a starting point for analysis.
- Conduct an urban analysis to identify key issues in public spaces.
- Develop practical proposals for improving public spaces.

2. The concept of urban identity

2.1. The concept of urban identity: general definition and conceptual framework



1.picture: Location of the district within the city limits. (Link: Kniazeva Aleksandra)

The concept of "urban identity" does not yet have a clear definition, as different authors interpret it in slightly different ways. Rather, it is a complex phenomenon reflecting the unique physical, social, and cultural characteristics of a specific urban space. However, it has a number of distinct characteristics. For example, as the study “A Comprehensive Methodological Approach for the Assessment of Urban Identity” (INT 1) states, urban identity is shaped by factors such as the architectural and spatial environment, economic structure, cultural practices, and social interactions. conversely, a study such as “Urban Identity, Perception, and Urban Design” (INT 2) emphasizes the connection between the perception of urban identity and elements of spatial design. These comparative analyses allow us to understand that research on urban identity is currently focused on identifying and entrenching the key players in this concept, with one study complementing the other rather than contradicting one another. At the same time, many authors note and agree that the perception of a territory is determined not only by its morphological characteristics—the quality of landscaping, transport accessibility, and street network structure—but also by its socio-demographic context, geographic location, and the availability of recreational and leisure facilities.

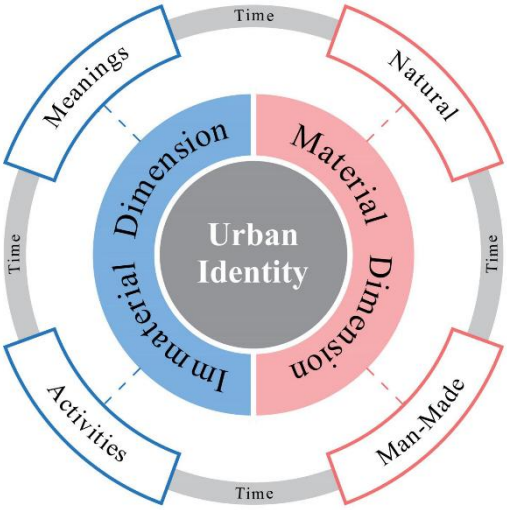
The fundamental theoretical foundations for interpreting urban identity are laid out in Henri Lefebvre's concept, outlined in his work "The Production of Space" (Lefebvre, 1991). Lefebvre argues that space is not a neutral backdrop, but a socially constructed phenomenon reflecting a system of relationships and symbolic meanings. The concept of the "right to the city" introduces the idea of citizen participation in the formation and transformation of the urban environment, thereby strengthening the connection between everyday practices, collective memory, and spatial identity.

2.2. The role of identity in understanding territorial potential and development directions

Urban identity is a fundamental element, determining not only the character of the environment but also the strategic vectors of its transformation. It comprises a set of stable attributes that ensure the recognizability of the territory, its social attractiveness, and cultural integrity. A district's identity serves as a structural framework for spatial organization, determining the nature of local interactions and the territory's positioning within the hierarchy of urban and regional structures (Hall & Pfeiffer, 2000). Identity is particularly significant in historically established districts, where cultural heritage intertwines with modern functions. For Terézváros, identity is expressed in the complex interaction of the historical architectural environment, tourist flows, and local social practices. Preserving this identity is seen as a prerequisite for sustainable and balanced development.

2.3. Urban identity research methodology

Understanding urban identity as a complex system of meanings, visual codes, and spatial structures requires an interdisciplinary and stepwise approach, combining methods of spatial analysis, behavioral urbanism, visual observation, and qualitative sociological research. In this paper, the study of the identity of the Terézváros district is based on the integration of several conceptual methods, such as the approaches of Kevin Lynch (1960), the concepts of Henri Lefebvre (1991), the principles of Jan Gehl (2010), as well as contemporary strategies for perceiving and analyzing the urban environment described in scientific articles of recent years. Central to the methodology is Kevin Lynch's theory, outlined in his work "The Image of the city" (Lynch, 1960), in which he identified five basic elements of urban form that influence the perception and recognizability of space: axes of paths, edges, districts, nodes, and landmarks. These categories were used as a structural basis for the study of the district, allowing for the identification of elements that either ensure or, conversely, erode the identity of Terézváros. An analysis of the axes of movement allowed for the identification of key directions of urban



2.picture: Components of urban identity. (Link: INT 1)

activity and zoning; a study of the edges revealed problematic transition points between zones of different nature (for example, between the residential core and the tourist function). The district was considered in terms of the homogeneity of visual and functional code, nodes were identified as points of concentration of urban life, and landmarks as elements serving as symbolic anchors for the perception of space. However, limiting oneself solely to “visual legibility” would not be enough. contemporary research emphasizes the need for a comprehensive approach that takes into account social and cultural meanings. In particular, the methodological principles outlined in the work “A Comprehensive Methodological Approach for the Assessment of Urban Identity” (INT 1) emphasize the importance of considering multiple factors: from the architectural environment to everyday rituals and collective memory. In this regard, a method of sociocultural spatial analysis was employed, allowing for the analysis of territory as a set of tangible and intangible features: practices, routes, and social roles assigned to specific spaces. Visual analysis, based on the collection and interpretation of photographic and cartographic materials, including both archival images and current visual representations of the area, is also given a significant role. The results of this work are presented in the form of visually supporting materials.

The theoretical basis for the analysis was also largely based on Henri Lefebvre's concept (Lefebvre, 1991), according to which urban space is viewed as the result of social production. Within this logic, identity is viewed not as a static property of architectural form, but as a process shaped by everyday practices, a system of social attributes, and economic functions, the confluence of which serves as a site of struggle for the symbolic and material content of a territory. Lefebvre emphasized that space is not only a form but also a field of conflicting interests, including those between residents, investors, tourists, and authorities. Additionally, the principles described in the study “Urban Identity, Perception, and Urban Design” (INT 2) were considered, emphasizing the importance of everyday user experience within the urban environment. In this regard, the analysis also included an assessment of parameters such as intuitive navigation, visual markings of the environment, the density of interactions, and the presence of infrastructure for spontaneous social scenarios (benches, semi-private courtyards, cafes, and points of attraction). The comprehensiveness of the applied methodology allowed us to see Terézváros not as a homogeneous historical district, but as a multilayered, multifunctional, and transformable space whose identity requires a fine-tuning of conservation, adaptation, and sustainable development.

3. General assessment of the study area

3.1 Historical changes and sociocultural transformations

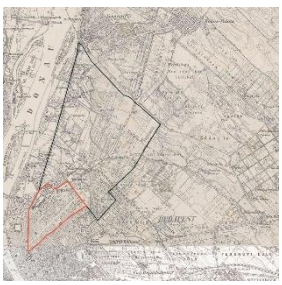
The Terézváros district is a striking classic example of a central district for European capitals of its time. Its significant cultural and historical value is reflected in both the morphological features of the urban fabric and its sociocultural foundation, which, taken together, constitute a set of characteristics by which we can now define the identity of this district.

Formation of the urban structure (1780-1870)

In the early 18th century, the then existing boundaries of Pest, which at that time were located approximately in the area of today's Kiskörút, began to run out of space. The areas extending beyond today's Szív Street were largely unused. However, they were covered with farms, and later, orchards and vineyards. According to a city ordinance of 1726, the use of these lands for arable farming was already prohibited, but rather trees were planted and the area cultivated as a garden (INT 3). The first houses began to be built in the Felső Külváros (the then-current name for the modern-day Terézváros area). The land register, introduced in 1733, listed 11 houses; by mid-century, their number had increased to 251. The city park, at that time more of an urban forest, was marshy, but in 1755, the first drainage of the marshy lands and afforestation began. Around the same time, in August 1751, the area was visited by Mária Terézia and Lotaringiai Ferenc császár. Twenty-six years later, in November 1777, the area, still only just beginning its development, will be named after her.

3.picture: First military survey. (Link: Arcanum)

4.picture: Second military survey. (Link: Arcanum)



5.picture: Third military survey. (Link: Arcanum)

6.picture: 1941 survey. (Link: Arcanum)

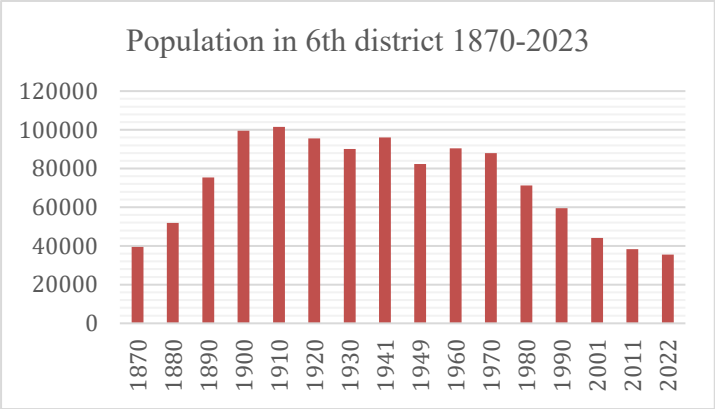
The era of bourgeois urbanization and architectural representation (1870-1918)

When examining the cadastral map of Pest from 1785, one can already discern the fairly clear lines of today's Király utca and Bajcsy-Zsilinszky út. Although the district's administrative boundaries would be established much later, one can already trace the beginnings of the formation of the core of today's Terézváros district. Along today's Szív utca, denser development begins toward today's 7th district.

In 1825, a simple school was founded in the district, where "even a commoner could teach their child writing and arithmetic." In three classrooms of the "National School" (now also a school on Lovag utca), 545 Romanian, German, Serbian, Croatian, and Hungarian children began studying Hungarian grammar. As a result of the flood in 1838, many houses south of today's Jókai Street were destroyed. These events triggered a wave of renovations and transformations in the area, transforming Király utca from a small and poorly organized rural road into an important transportation and commercial artery of Pest. The area continued to expand, extending to the borders of today's Nagykörút. Városliget, by then a popular destination for the bourgeoisie, also needed a more expansive and comfortable route. This was made possible by the compromise of 1867, which mandated the construction of new, wider roads, opening a new chapter in the history of Terézváros. The most important urban development idea of the time, Andrássy útwas finally realized, and the first phase of construction began in 1871.

Cadastral maps from that time clearly show the density and type of development that has persisted in Terézváros to this day—a dense, enclosed urban development with enclosed courtyards. Before the city's unification in 1873, Terézváros was one of the largest and most densely populated districts of Pest, with a population of 73,760 (INT 3). At that time, it included today's 7th district, 14th district with the Városliget city Park, and part of today's 13th district, bordered by Váci utca. In 1878, construction began on the Villanegyed (today's Délibáb utca and Benczúr utca). Andrássy út, completed in 1885, became a spatial expression of bourgeois ideology: along it were located the first apartment buildings, embassies, and the district's most important cultural landmarks (including the Hungarian State Opera, completed in 1884). The architectural style of the buildings was predominantly neo-Renaissance and eclectic, in keeping with the ideals of historicism (Gerő, 2001). By 1896, in preparation for the World's Fair, the Westbahnhof, the fifth-largest railway station in the world, was built, and the first continental subway was opened. The area was fully developed around 1910.

Social inftructure and everyday life before 1950



7.picture: Population of the district, long time distance overview. (Link: INT 5)

However, just a short distance from the prestigious buildings along the main streets, a completely different social fabric could be found in the depths of the neighborhoods. Most small entrepreneurs engaged in trade or crafts lived in rather cramped, poorly ventilated houses with courtyards, which at the time were intended primarily for public, everyday needs and lacked either greenery or recreational facilities. This state of affairs was quite common and typical for large central European cities of the time. It was a kind of "social melting pot," characterized by a mixture of diverse classes and ethnocultural groups within a limited area (Kiss, 2012). However, as early as May 1930, a significant administrative reorganization was carried out, which significantly affected Terézváros. During the creation of Greater Budapest, part of District 14, along with the city's main green space, Városliget, was separated from Terézváros. A significant portion of what is now District 13, from Dózsa György út, was also separated, acquiring its now-definitive modern boundaries and approaching 2.4 square kilometers. Due to these changes, Terézváros became one of the city's smallest districts, while maintaining a population of over 90,000.

The period of socialist etransformations (1950-1989)

After World War II, the district found itself at the epicenter of large-scale social and infrastructural changes. The state's "intensive center" policy led to the nationalization of buildings, their division into communal apartments, and the densification of living conditions. Investment in capital repairs was virtually nonexistent, accelerating the physical deterioration of the buildings. This transformation is typical of historic districts, which become areas of social depreciation and physical deterioration despite their central location (Harvey, 1989). At the same time, a clear functional shift is observed: prestigious functions are abandoned, replaced by administrative offices, warehouses, and public services. Despite this, the preserved architectural fabric and transport connections continued to secure the district's key position in the urban fabric.

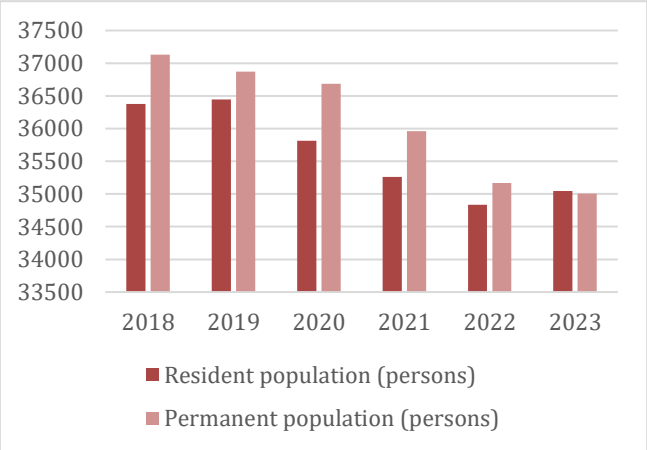
Transition and post-socialist transformations (1990 - Present)

In the 1990s, after the end of the socialist regime, various urban transformations began in Budapest, including Terézváros, a district located in the heart of the city. Privatization processes began, leading to the fragmentation of property and the growth of various commercial activities. It is noted that during this period, the district experienced a wave of gentrification, associated both with housing privatization and with renovations and restorations of buildings, which altered the development of Terézváros, albeit slightly, especially near tourist routes and around World Heritage sites (Egedy & Kovács, 2017).

The pressure of growing tourism continues, and Terézváros becomes one of the most attractive locations for short-term rentals: according to Budapest Municipality (INT 4), approximately 8% of apartments in the district are rented through Airbnb. This radically alters the rhythms and social structure of the district. As Lefebvre notes, such transformations lead to a loss of "life in space," with the city becoming a scenography rather than an arena for everyday life.

3.2. Socio-demographic structure of the population

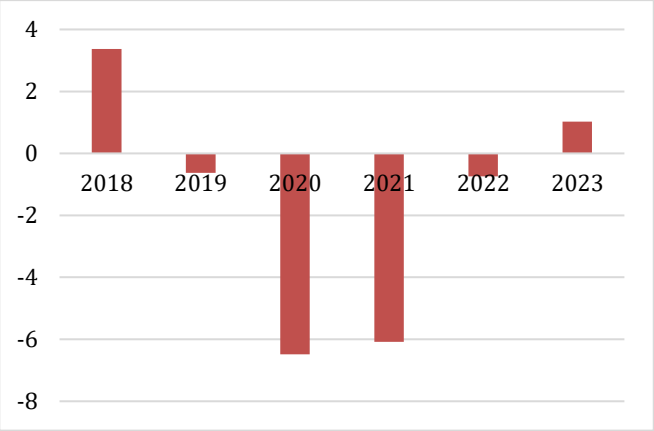
According to the National Information System for Spatial Development and Planning (INT 5), the permanent population of Terézváros in 2023 was 35,047, equivalent to approximately 2% of Budapest's population.



8.picture: Population of the District. (Link: INT 5)

Demographic data demonstrate a steady trend of population decline: between 1990 and 2011, the district lost almost 35% of its residents (INT 3), and this decline continues. Moreover, the total population exceeds the number of permanent residents, indicating a high proportion of people living in rental housing or temporarily residing in the district.

Throughout the study period, natural population growth remained negative, meaning the number of deaths consistently exceeded the number of births. This is one of the key reasons for the demographic decline characteristic of the capital's central districts.



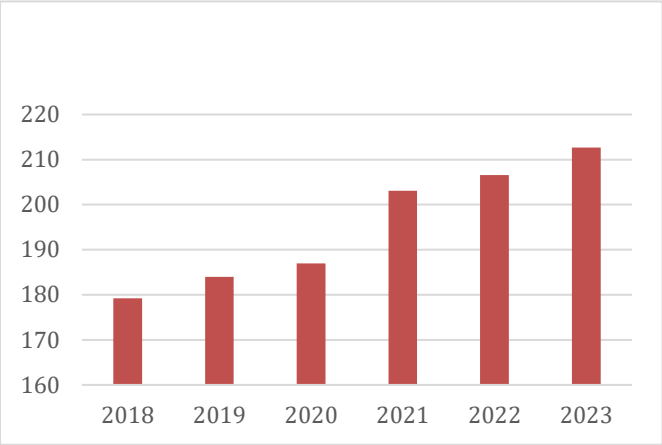
9.picture: Domestic migration balance per 1000 inhabitants. (Link: INT 5)

At the same time, the migration balance of District VI has generally remained positive over recent decades, allowing Terézváros to be considered a receiving district within the structure of Budapest. A similar trend is observed in terms of temporary migration: the district attracts residents from other regions of the country who come here to work or study (INT 5).

The population structure shows that the majority of permanent residents are of working age (15-64 years). Although the proportion of elderly people has decreased slightly in recent years, Terézváros remains one of the most aging districts in the capital – its aging index exceeds the Budapest and national averages. The proportion of children (0-14 years) in the district remains low, although a slight increase has been observed in recent years (INT 5).

Terézváros demonstrates high levels of education: according to the 2022 census, the proportion of residents with secondary, vocational, and higher education here significantly exceeds the Budapest average. This confirms the district's status as one of the city's centers of cultural and intellectual potential (INT 6).

The demographic structure of Terézváros reflects the characteristic features of central districts: a high proportion of working-age and educated people, a predominance of rental housing, and a noticeable decline in permanent residents. These processes are closely linked to increased mobility, international migration, and temporary residence, creating a new multicultural and socially diverse environment. Therefore, further consideration of the ethnic structure, migration flows, and forms of coexistence between different cultural groups becomes key to understanding the social dynamics and identity of the district.



10.picture: Population over 65 years old, 100 people Population aged 0-14 years old (persons). (Link: INT 5)

Long-term trends show a gradual decline in the proportion of the Hungarian population and an increase in the district's multiculturalism. While foreign nationals constituted only 3.1% of the population in 2001, by 2011 their share had increased to 8.4%, and according to the 2022 census, it reached 24.8%. Thus, over two decades, the proportion of foreigners has increased more than sevenfold, which is one of the highest rates among all Budapest districts (INT 7). According to the 2022 census, the share of residents identifying as Hungarian dropped to 62%. This figure reflects not so much the displacement of the local population as the area's strong attraction for international residents and temporary residents (INT 6).

Modern Terézváros can be characterized as a multinational and culturally diverse area, where various linguistic and ethnic communities coexist.

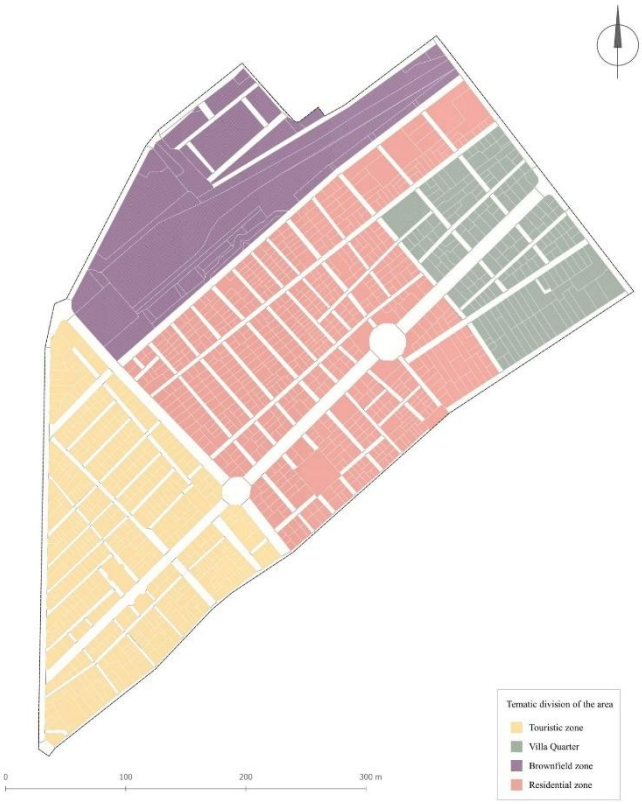
3.3 Economy, functional zones, and social infrastructure

The spatial structure, the functions that fill it, and the social fabric of the district are the result of a relatively long and unhurried historical stratification, combined with subsequent and very rapid transformation in the post-socialist era. Here, we can observe a vibrant, multifunctional profile, quite typical. This means that within a relatively small but intensively used area, a multitude of diverse functions intersect, serving the interests of different social categories. This multilayered nature is expressed in the intense blending of residential, cultural, historical, tourist, and commercial functions, which often conflict with one another, with one function prioritized over another. However, changes and minor reforms in recent years demonstrate a positive trend toward balancing and equilibrating the life of the district. This is, in part, largely due to the current district leadership. Significantly, the district offers its permanent residents an increasing number of important support initiatives year after year. For example, the creation of "Night in the Kindergarten," a social taxi service for elderly residents with limited mobility, and the establishment of a Women's council to generate ideas for the further development of the district, which will primarily support the interests of local residents. Such markers of social

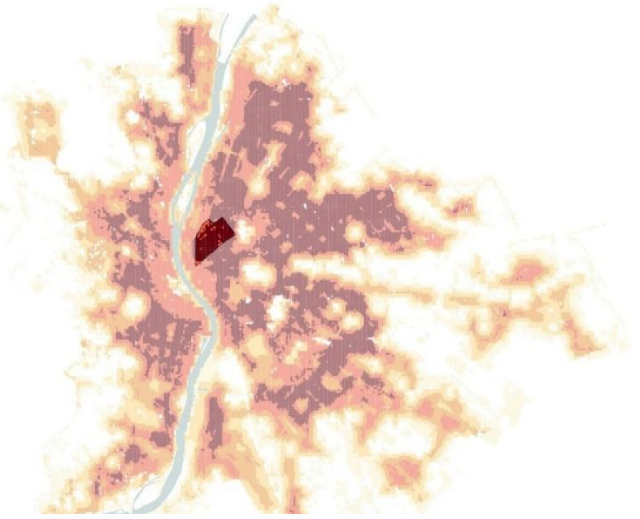
change are extremely important within the concept of district identity, where community and its connection to place and people to one another play a key role (INT 8).

Functional composition: between residential area and tourist attraction

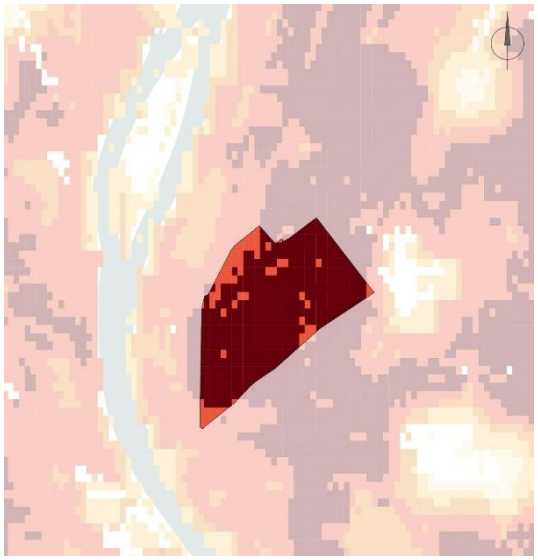
According to the official development strategy for Budapest's District 6 (INT 9), approximately 65% of the property stock is residential, a relatively high and favorable figure for such a densely built and densely populated district (approximately 16,000 people per hectare) (12.pic., 13.pic.). However, in the central part, particularly along Andrássy út, Király utca, Bajcsy-Zsilinszky út, Oktogon, and adjacent areas, the permanent population is shifting due to tourism pressure. According to the 2023 Budapest Brand Zrt. report, Terézváros is among the three districts with the highest concentration of short-term rentals: 2,226 listings are registered on Airbnb and similar platforms (INT 10).



11.picture: Thematic zoning of the area.
(Link: Kniazeva Aleksandra)



12.picture: Population density per hectare, city scale.
(Link: Kniazeva Aleksandra)



13.picture: Population density per hectare, district scale.
(Link: Kniazeva Aleksandra)

This pressure significantly alters the district's rhythms of life and its social fabric. Henri Lefebvre notes in his works that such transformations lead to a loss of "life in space," with the city becoming a scenography rather than an arena for everyday life. This transformation of spatial function corresponds to the concept of "tourismization of central spaces" described by (Egedy & Kovács, 2006) and leads to the loss of vibrant residential communities. The spatial division of the district can be roughly described as follows: the area bordered by Bajcsy-Zsilinszky út, Király utca, and Teréz körut has a more touristic and commercial function, as do the areas adjacent to Andrássy út. In the northeast of the district lies the Villanegyed, bounded by Bajza utca, Felsőerdősor utca, Városligeti fasor, Dózsa György út, and Szondi utca—here we can observe a shift toward diplomatic functions. In the northwest lies the industrial zone around the railway and Nyugati railway station, defined by Podmaniczky utca, partially by Lehel utca, Szabolcs utca, and a small section of Dózsa György út. Between Podmaniczky utca Teréz körút, and Király utca, along the border of Félsőrdoşor and Szondi utca, and up to a small section of Dózsa György út,, lies the so-called residential zone of the district (INT 11). This, in turn, can be divided into two sections – one northwest of Andrássy út and one southeast of Andrássy út, respectively (11.pic.). Why is this arbitrary division necessary? Primarily because these sections of the district have different livability standards. This is reflected in the presence of and proximity to cultural and educational institutions, healthcare facilities, green spaces, and a generally more favorable housing situation. That is why in my work I examine the area between Podmaniczky utca, Teréz körút, Andrássy út, and Bajza utca, highlighting the four most problematic sections within it: Eötvös utca, Aradi utca, Izabella utca and Szondi utca.

Economy and commercial representation

Tourism has become one of the district's leading economic functions. commercial activity is concentrated along Andrássy ut, Király utca, and Teréz körút , where boutiques, restaurants, cultural institutions, and administrative buildings are located. commercialization is accompanied by a visual transformation of the space, including facade restorations, the addition of signage, and the loss of local character—all of which can be described as "visual erosion" (Carmona, 2015).

Terézváros currently plays a decisive role in the capital's economic life, primarily in the business and service sectors. The number of businesses registered in the district is steadily increasing, and the majority of these are primarily in the tourism, professional and technical services, as well as real estate and retail sectors. Many residential properties are being

converted into offices for small companies. However, since the district is primarily a cultural and architectural heritage protection zone, the scope for transformation and development is naturally limited.

Social infrastructure

The Terézváros district is home to 7 kindergartens, 8 primary schools, and 7 secondary schools, including bilingual and trilingual schools, as well as upper secondary schools with a specific vocational focus. These social infrastructure facilities are frequented not only by residents of the district but also attract a number of young people from other districts adjacent to Terézváros. The district also has 4 categories of nursery (14.pic.).

14.picture: Location of institutional facilities in the area. (Link: Kniazeva Aleksandra)

In terms of healthcare, only inpatient care is available. The clinic and hospital intended for use by residents of the district are located outside the district boundaries, in districts 7 and 8. These include the health center on Vörösmarty utca in district 7, and the Péterfi korház, located on the border of districts 7 and 8 near Keleti Station. General practitioner services are available in five locations. There are also 14 pharmacies in the district, of which Westend Pharmacy serves as the district's 24-hour pharmacy.

Unfortunately, the district suffers greatly from the lack of any large and significant spaces or facilities for sports and leisure activities. The nearest significant sports spaces and facilities, both indoor and outdoor, are located outside the district. For example, large outdoor sports spaces, most conveniently located within walking distance for residents, are located in Városliget, which offers sports fields for various age groups, themed and focused on different uses, as well as an extensive network of running tracks.

15.picture: Location of cultural facilities in the area. (Link: Kniazeva Aleksandra)

In the cultural sector, Kulturális Közhasznú Nonprofit Zrt. is responsible for district events, also supporting various educational initiatives and the activities of small local civic associations at the community level of the district's permanent residents. In this sense, the Eötvös 10 cultural and Educational centre is the heart of the district's cultural life, providing residents with leisure and educational services (15.pic.).

However, despite the district's satisfactory range of cultural and educational opportunities, as well as its extensive educational services, coupled with the meager opportunities for sports and recreation in open spaces, due to the critically small number of green spaces, we can observe a shift in the centres and their fragmentation from the densely populated areas of the district. This phenomenon can be described as the "loss of the functional core" of historic districts, which, in turn, creates a spatial disproportion between dense residential development and the lack of "soft" infrastructure necessary for a sustainable and inclusive urban environment (Egedy & Kovács, 2017).

3.4 Spatial structure and architectural heritage

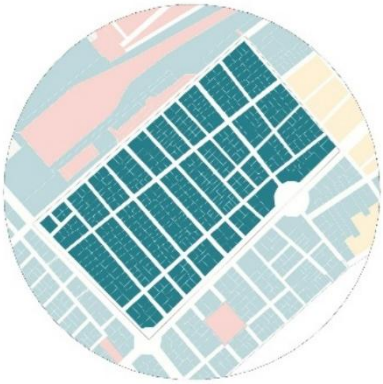
The district exhibits a structure typical of the historic centers of central European cities, formed under conditions of high density, a limited street framework, and a multi-layered architectural heritage. The most typical building unit in the district is the predominance of buildings constructed in the late 19th and early 20th centuries, most of which are 4-5 stories high. This, however, negatively impacts the ratio of the height of built-up areas to the width of public spaces (undeveloped areas), which is expressed in a ratio of 2:1 (INT 12). Stylistically, the district's architectural composition can be attributed to the Renaissance and Neoclassical styles, as well as eclecticism and Art Nouveau. Protected historic buildings are actively integrated into

the functional and social life of the district. Approximately 80% of the district's real estate is protected under various categories of protection. Regarding the general typology of the development, we can observe that these are predominantly houses with enclosed courtyards, forming semi-enclosed public spaces (16.pic.). These courtyards played a key role in everyday life before World War II, but today a significant portion of them have lost their social function. According to the city inventory, most buildings in the district date back to before World War II, with only 28% in good condition. The remainder require major repairs, restoration, or functional adaptation. The district is characterized by a very high building density, approximately 80% (INT 8), (22.pic). In the context of Henri Lefebvre's concept (Lefebvre, 1991), the space of Terézváros should not be viewed as a static morphology, but as the result and arena of social processes. It is also important to emphasize that preserving the architectural identity requires not only the protection of individual buildings but also the maintenance of the spatial context and street silhouette (Carmona, 2015).

Residential and commercial development

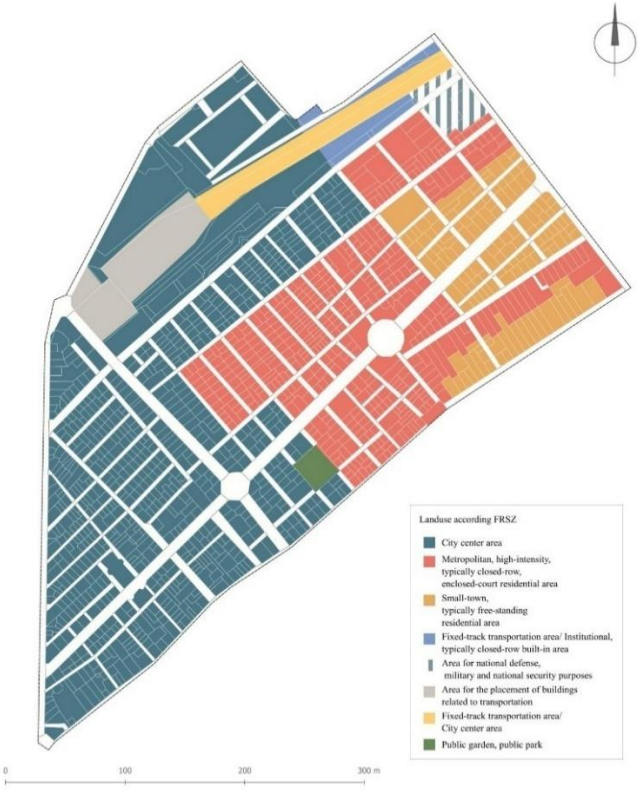
A general analysis reveals that the district is primarily residential, with dense commercial areas and brownfield development in the area around the railway tracks near Nyugati Station. This conclusion is possible if the dominant function of the area is taken as the basis for land use. However, based on the TESZ and FRSZ (INT 13) structural maps of the district, coupled with a more detailed analysis of the existing functional land use in the district, it is clear that approximately one-third of the actual land use of Terézváros consists primarily of mixed use (19.pic). The most functionally enriched areas of the district are primarily located in the Pest Broadwayd area. Residential and commercial development zones are closely intertwined. The eastern quarters (along Király utca) have undergone active commercialization, while the western part of the district (Szondi utca, Aradi utca) retains a predominantly residential function (25.pic). This indicates that “functional pressure on historic space leads to its transformation from a habitat into an investment vehicle” (Harvey, 1989).

16.picture: Type of built-up in the district. (Link: Kniazeva Aleksandra)

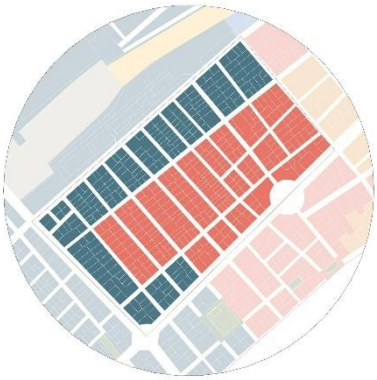


17.picture: Type of built-up in the research area. (Link: Kniazeva Aleksandra)

18.picture: Type of built-up in the research streets. (Link: Kniazeva Aleksandra)

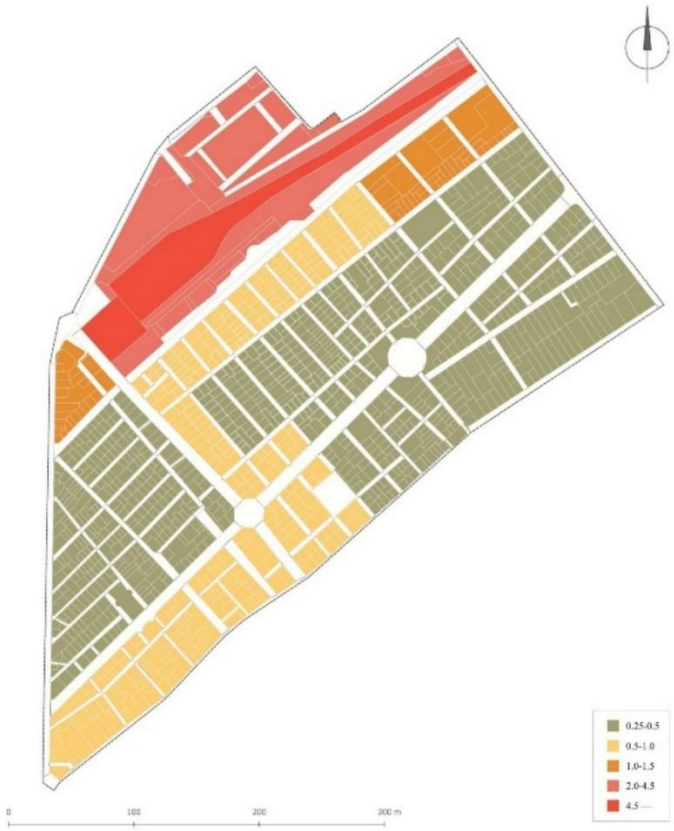


19.picture: Type of landuse in the district acoording FRSZ (Link: Kniazeva Aleksandra)

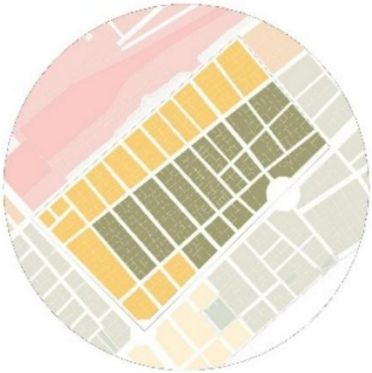


20.picture: Type of landuse in the research area acoording FRSZ (Link: Kniazeva Aleksandra)

21.picture: Type of landuse in the research streets acoording FRSZ (Link: Kniazeva Aleksandra)

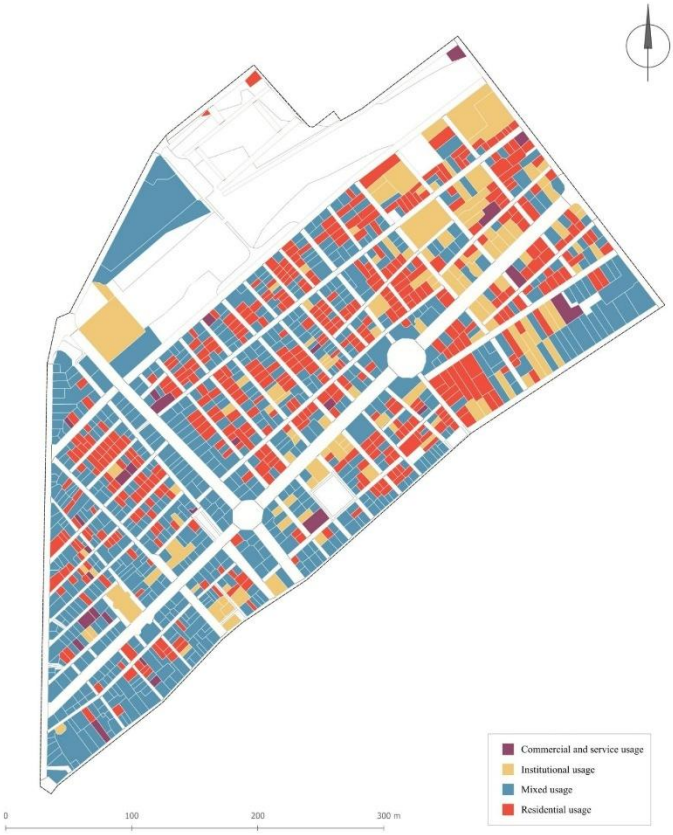


22.picture: The proportion of building density in the district.
(Link: Kniazeva Aleksandra)

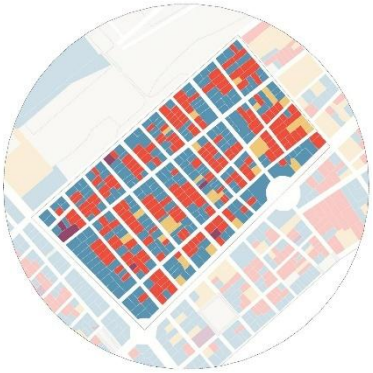


23.picture: The proportion of building density in the research area.
(Link: Kniazeva Aleksandra)

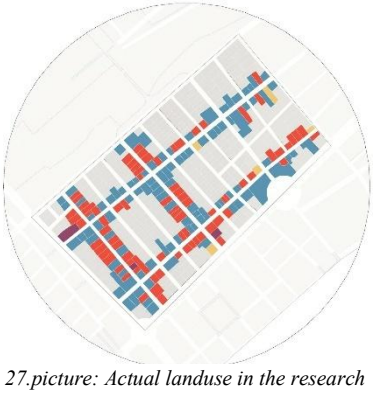
24.picture: The proportion of building density in the research streets.
(Link: Kniazeva Aleksandra)



25.picture: Actual landuse in the district.
(Link: Kniazeva Aleksandra)



26.picture: Actual landuse in the research area.
(Link: Kniazeva Aleksandra)

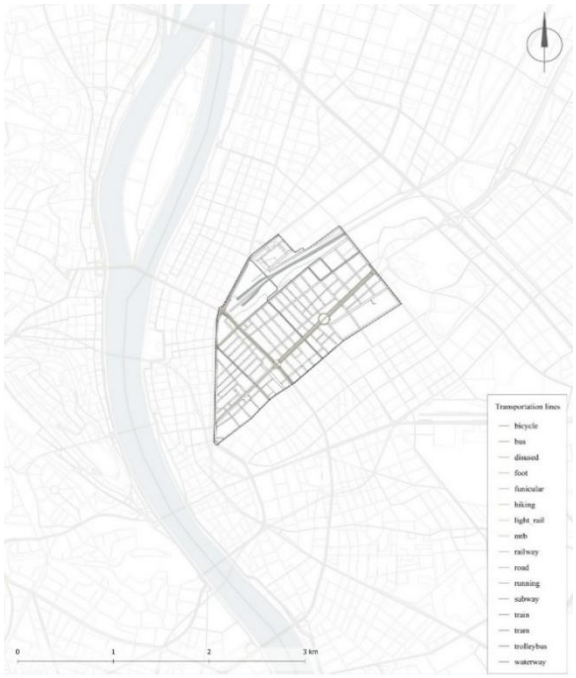


27.picture: Actual landuse in the research streets.
(Link: Kniazeva Aleksandra)

Public spaces as connecting fabric

The district's public spaces are limited in number and fragmented in distribution. The main squares and boulevards— Hunyadi tér, Jókai tér, Lövölde tér, Benczúr-kert, Oktogon, Liszt Ferenc tér, Kodály körönd—function as spatial "nodes" (Lynch, 1960), but they are overloaded with tourist activity and traffic. Pedestrian streets deep within the district's fabric remain largely in poor condition, unusable, and degraded. The result is a highly distorted picture of the state of public spaces, such as the streets that are the primary focus of this study. In this picture, public spaces, most frequently and intensively used by the permanent local population, lose their function as spaces for social life, so essential to strengthening the district's identity. These spaces become mere transit axes, devoid of any reason to be there or to stay. According to an analysis conducted within the Budapest Green Infrastructure Strategy (INT 14) project, the per capita green space in District VI is less than 1 square meter, while the recommended figure for European capitals is at least 9-10 square meters. It is important to understand that “the quality of public spaces determines the vitality of a city” (Gehl, 2010). In Terézváros, the lack of quiet and shady streets, recreational courtyards, green spaces, and visual recreation areas leads to spatial fatigue and a decrease in quality of life.

3.5 Accessibility and transport infrastructure



28.picture: Transportation lines in and around the district. (Link: Kniazeva Aleksandra)

29.picture: Transportation lines in the district. (Link: Kniazeva Aleksandra)

Transport accessibility plays a key role in the district's spatial organization, determining its connectivity with other parts of Budapest and the ease of travel for both local residents and tourists. As the capital's central district, Terézváros boasts a high density of transport corridors integrated into the city's overall transportation system, making it one of the most congested areas in the capital. However, despite its advantages, such as a well-developed public transportation network and pedestrian access to most key landmarks, the district faces significant infrastructure challenges, including street congestion, a lack of parking, and a lack of priority areas for pedestrians and cyclists (28.pic., 29.pic.).

A section of Budapest's important M3 highway passes through the district. The main public transportation route is the M1 metro line, which runs under Andrássy út and connects the city center with the more distant major transportation hub at Mexikói út, located in the 14th district. Along Andrássy út, the metro is backed up by bus routes 105 and 210, which connect the 12th and 13th districts. Tram lines 4 and 6 also run along Teréz körút, linking the Pest side with major Buda transport hubs – Móric Zsigmond Kórter, Újbuda, and Szell Kálmán Tér, respectively. Several key trolleybus routes also operate in the district, represented by lines 70, 72, 73, 76, and 78. These lines are the most significant for the district's public transport network (30.pic.). However, there is also a well-developed public transport network, whose hubs, located at the district's border points, provide it with high-quality, accessible transport connections to a wide variety of points in the city. These include:

9 Keleti pályaudvar M - Káposztásmegyer, Szilas-patak
20E Kőbánya alsó vasútállomás - Óbuda, Bogdáni út
26 Nyugati pályaudvar M - Margitsziget - Göncz Árpád városközpont M
30 Keleti pályaudvar M - Káposztásmegyer, Mogyoródi-patak
91 Nyugati pályaudvar M - Rózsadomb - Szél Kálmán tér M
191 Nyugati pályaudvar M - Sarolta utca
230 Keleti pályaudvar M - Káposztásmegyer, Aquaworld
291 Nyugati pályaudvar M - Zugliget, Libegő
75 Puskás Ferenc Stadion M - Jászai Mari tér
79 Keleti pályaudvar M - Kárpát utca

There is also a network of night public bus services throughout the city, represented by the following routes:

914 Déli-pesti autóbuszgarázs - Káposztásmegyer, Mogyoródi-patak

914A Újpest-központ M - Határ út M

923 Dél-pesti autóbuszgarázs - Békásmegyer H

931 Árpádföld, Dezsőfia utca - Újpest-központ M

950 Pestszentimre vasútállomás - Rákospalota, Székely Elek út

950A Pestszentimre vasútállomás - Rákospalota, Kossuth utca

979 Csepel, Csillagtelep - Újpalota, Nyírpalota út

30.picture: Public transport map of the area and its hubs. (Link: Kniazeva Aleksandra)

One of the most pressing transportation infrastructure issues remains the parking situation in the district. According to KSH, the district average is 420 private cars per 1,000 residents, meaning that almost every second person in the district owns a car (INT 5). Additional pressure on the parking infrastructure comes from temporary visitors to the district—office workers, as well as tourists using car-sharing companies. According to the Terézváros Mobility Development Plan (INT 11), the number of parking spaces in the district currently stands at approximately 7,000. Even with adjacent parking spaces on the district's borders, which are typically rented out, this amount of parking can be considered insufficient. However, this situation also faces an even more complex and important challenge: the need to reduce the number of parking spaces in order to create more comfortable public street spaces that will be designed to meet the needs of pedestrians and become more human-centered. In recent years, city authorities have taken steps to improve traffic congestion and prioritize environmentally friendly modes of transportation. Measures have been planned to develop bicycle infrastructure and reduce car dependence in central areas (INT 15, INT 16). This can be seen in the plans of the Terézváros 2030 program (INT 8). However, despite the presence of official bicycle paths along Andrássy Street and partially on Király utca, the bicycle infrastructure remains fragmented, and its actual

use is limited by the lack of convenient routes for daily commutes. In addition to cyclists, significant attention is paid to the development of a pedestrian environment in transport policy. The district enjoys a high level of pedestrian activity due to its compact size and proximity to key urban infrastructure. However, many streets, particularly in the inner quarters, remain predominantly car-oriented, with narrow sidewalks and a lack of convenient pedestrian routes. Thus, the transport accessibility of Terézváros is characterized by high integration into the urban transport network, but faces a number of problems, including congestion of transport corridors, a lack of parking spaces, poor connectivity of bicycle infrastructure and insufficient adaptation of street space for pedestrians.

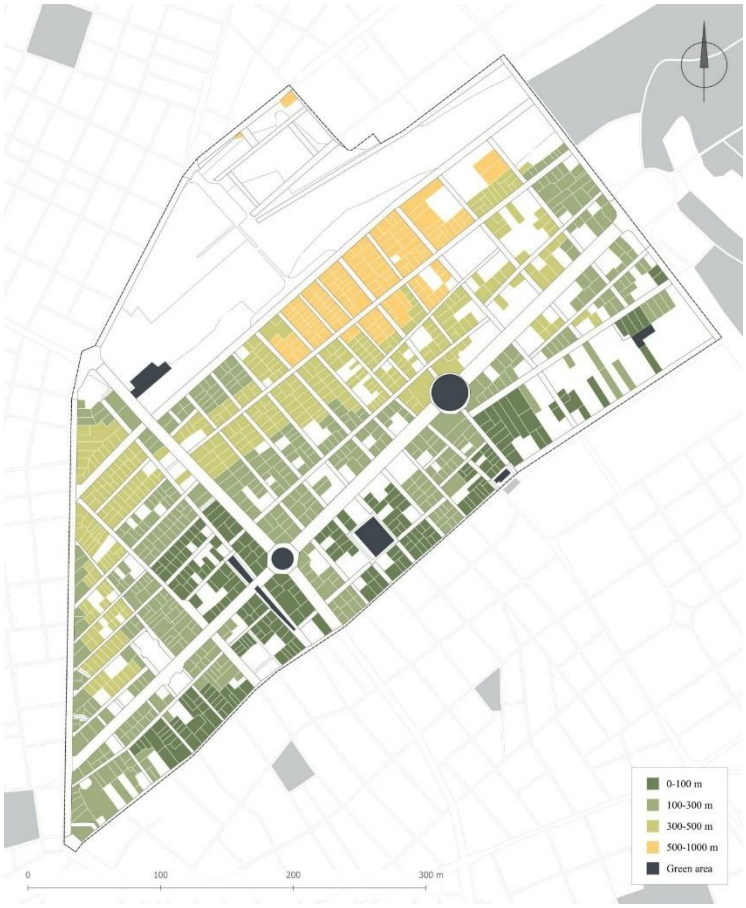
3.6 Green infrastructure and ecological condition

31.picture: Map of green spaces and surfaces in the district. (Link: Kniazeva Aleksandra)

Green infrastructure in central districts, typically characterized by relatively high building density and high functional load, plays a key role in the formation of human-centered spaces. In Terézváros, a very compact yet intensely populated district, issues of greenery and ecological balance are critical. Despite the presence of individual parks, squares, playgrounds, landscaped streets, green courtyards, and semi-private spaces, the overall picture reveals a significant shortage of recreational opportunities. According to TEIR (INT 5), the percentage of green space per capita is only 0.4 square meters, compared to the comfortable recommended value of 10 square meters. The structural reason for this shortage is the high building density and the almost complete lack of available land suitable for the integration of full-fledged green spaces. The total area of green space in Terézváros is approximately 16,000 square meters.

The main active elements of the district's public green infrastructure are:

Hunyadi tér is the largest green space located within the district's boundaries, along with ***Jókai tér, Liszt Ferenc tér***, the green space and playground at ***Lövölde tér***, and ***Benczúr-kert*** and a playground. Linear greenery also features on Andrássy ut, the recently renovated and landscaped csengeri Street, from Podmanicky utca to Király utca, Teréz körút and Városligeti fashor. Some greenery specifically in the public areas also features on Bajza utca, Benczur utca, and Munkácsi Mihály utca, located in the Villanegyed area, as well as Dózsa György ut on the 6th district side. Other green spaces and surfaces in the district include the greenery at ***Kodály körönd***, the renovated and landscaped Ferdinand Bridge area, ***Eiffel tér***, the parking garage, and the green roof of the Westend shopping center. The Epreskert green space has great potential, but like the enclosed spaces of the Villanegyed, it is considered a private area. The green space density in the residential area is less than 10% overall, while in the Villanegyed this figure reaches 30%, although all public green spaces in the area are well maintained.



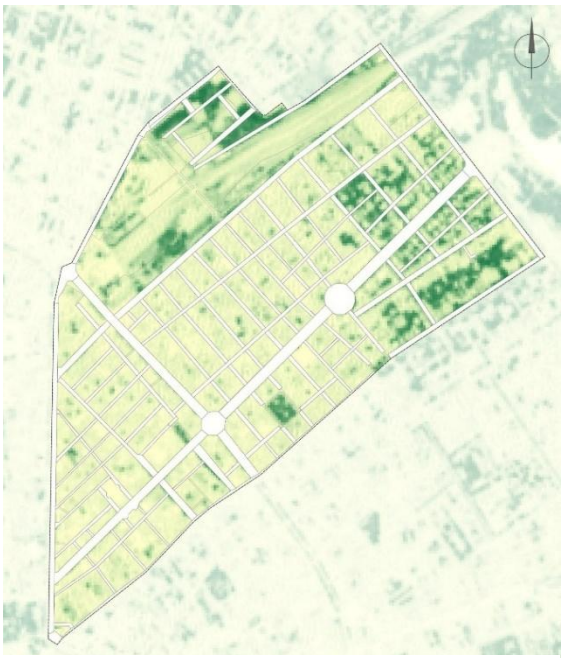
32.picture: Distance of residential areas from green areas in and outside the district, in meters. (Link: Kniazeva Aleksandra)

33.picture: Distance of residential areas from green areas in and outside the research area, in meters. (Link: Kniazeva Aleksandra)

34.picture: Distance of residential areas from green areas in and outside the research astreets, in meters. (Link: Kniazeva Aleksandra)

Most streets in Terézváros are characterized by extremely narrow sidewalks and a lack of linear greenery. The situation is particularly alarming on Izabella, Aradi, Szondi, and Eötvös Streets, which are included in the local street redevelopment strategy. For example, along the stretch of Izabella Street from Podmanický Street to Király Street, there are no green spaces or pockets at all, despite this street being one of the district's main transport arteries, where traffic generates significant amounts of noise and pollution. The lack of sufficient greenery and green surfaces only increases the risk of the formation of "urban heat islands," which entails a deterioration in the quality of life and health of residents. In addition to the obvious reduction in outdoor comfort, this increases energy costs for cooling spaces using air conditioning systems. The regular use of these systems, in turn, worsens the microclimate of public and private spaces, leading to a vicious cycle. Terézváros, however, has no protected areas or values under national or international environmental protection (INT 14). Recent research repeatedly emphasizes that access to green infrastructure within walking distance (<300 m) reduces stress, strengthens social connections, and increases physical activity (Gehl, 2010; Carmona, 2015).
At the urban planning level, green infrastructure development in Terézváros remains underdeveloped. While the planned greening of individual streets and the introduction of green roofs on municipal buildings are important steps, they do not compensate for the overall structural lack of green space. Without a clear spatial greening strategy, including both horizontal and vertical greening, historic districts inevitably become "ecologically fragile" systems, unable to cope with increasing functional pressures.

35.picture: Vegetation index in the district and surrounding areas.
(Link: Kniazeva Aleksandra)



36.picture: Vegetation index in the district.
(Link: Kniazeva Aleksandra)

3.7 Problems and development prospects

The Terézváros district, in terms of its problems and values, exhibits an interesting duality. On the one hand, our research reveals that the district possesses a very high level of historical value, the cultural and educational infrastructure and opportunities demonstrate high quality and adequate level, and the infrastructure development can safely be described as satisfactory, although not ideal. commercial activity is well developed, and the district's social activities, emanating from its leadership and the support of local residents at various levels, only reinforce the fundamental idea of the importance of changes that support the local urban identity. On the other hand, however, there is noticeable pressure from the district's tourism functions, which, although aimed at raising the level of the local economy, often negatively outweigh the needs of local residents. Furthermore, the district's dense morphology, almost impossible to redevelop and reorganize, demonstrates a lack of comfortable public spaces and recreational leisure opportunities, leading to a weakening of the connection between residents and the place.

3.7.1 Persistent problems as development barriers

One of the most persistent barriers to district transformation is the morphological inertia of development. The structure of dense blocks, enclosed courtyards, and a limited street network, formed in the 19th century, leaves minimal room for maneuver. Specific quantitative indicators of the deficit have already been presented in the context of green infrastructure, but in this section it is important to emphasize the structural nature of this deficit, which has direct consequences: a worsening microclimate, an increased urban heat island effect, increased vulnerability of the elderly and people with limited mobility, and a reduced attractiveness for family living.

In addition to the above, the transportation situation is among the potentially problematic situations that, however, simultaneously have their advantages. Analyzing the situation from the perspective of the crisis itself, as opposed to ensuring good connectivity in the district, we encounter problems of noise, pollution, and parking congestion. By focusing particularly on the last factor, this study's analysis leads to a disappointing, ambivalent conclusion, positing two equally disparate needs: one that addresses short-term issues, while the other, a priority, addresses long-term issues. On the one hand, the condition and quantity of parking spaces in the area are already insufficient. On the other hand, the priority is to reduce parking spaces by

at least a quarter of the total in the area to achieve positive long-term changes. Alternatively, of course, options and possibilities for creating multi-level parking should be considered, which in turn must comply with construction and land use regulations. A functional imbalance also plays a significant role. currently, significant attention and space are devoted to functions used by temporary visitors to the area. Despite significant attention to the needs of residents, the 2021 development concept (INT 11) still places too much emphasis on the development of attractive tourist areas and destinations. All of the above-mentioned points of crisis speak to us of a structural imbalance, where the existing organization of the district as a public arena for life is not yet capable of meeting all the needs of the permanent population (38.pic.).

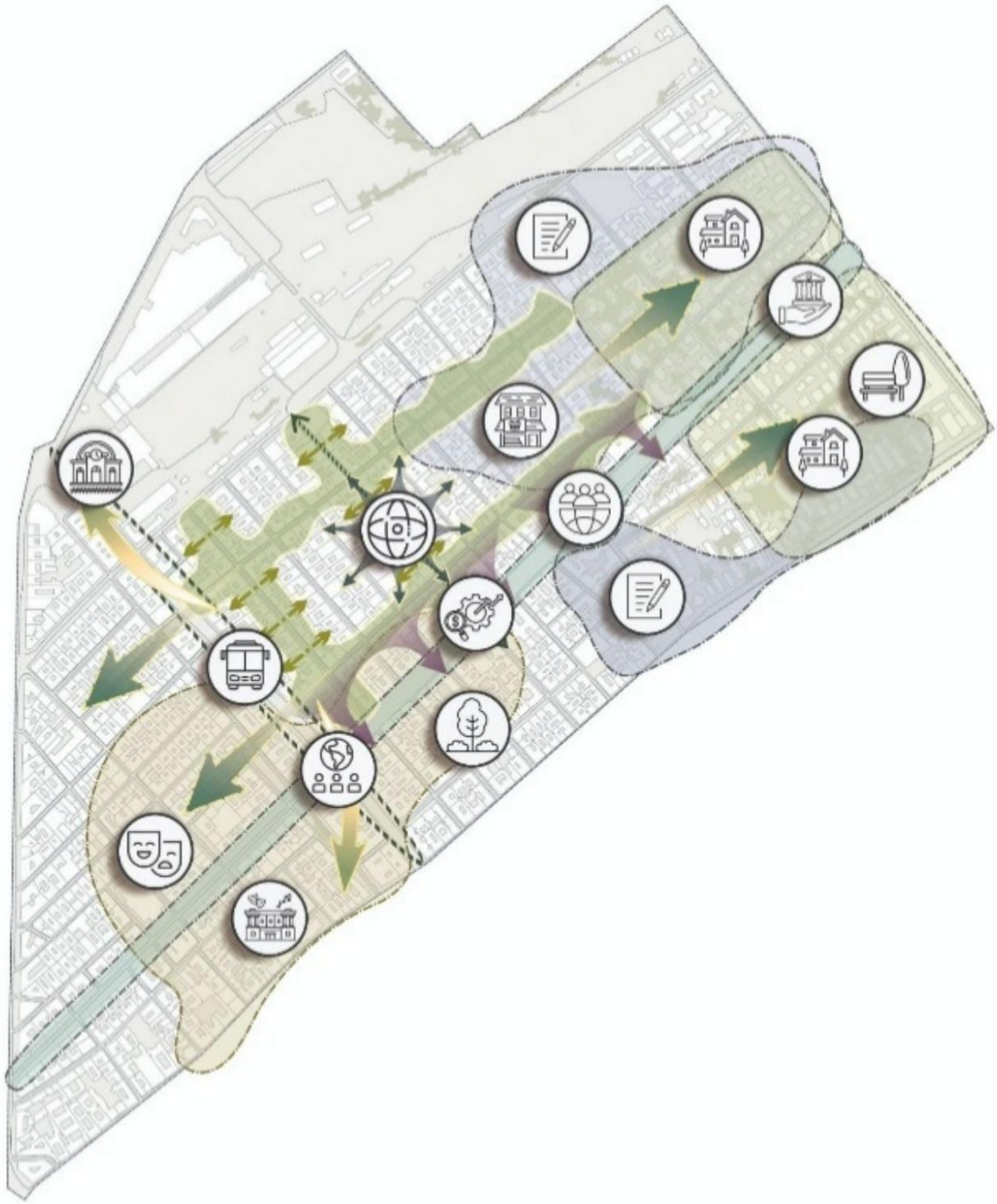
3.7.2 Potential and anchor points for sustainable development

Despite the acute combination of crisis points and potentially problematic areas, the Terézváros district has a number of outstanding characteristics that could serve as a foundation for multi-layered and adaptive development. In this regard, the district's impressive architectural heritage plays a significant role, as it can serve as a platform for active and adaptive reuse. One potentially promising area could include an initiative such as the adaptation of internal, semi-enclosed courtyard spaces. This could be used as a harmonious complement to public space transformation programs, which together will improve the quality of life of the district's permanent residents. Experience from programs such as "Zöld Udvar" and pilot green projects implemented jointly with Budapesti Közművek demonstrates that even targeted interventions can significantly change the microclimate, visual perception, and everyday use patterns of the urban fabric (INT 10).

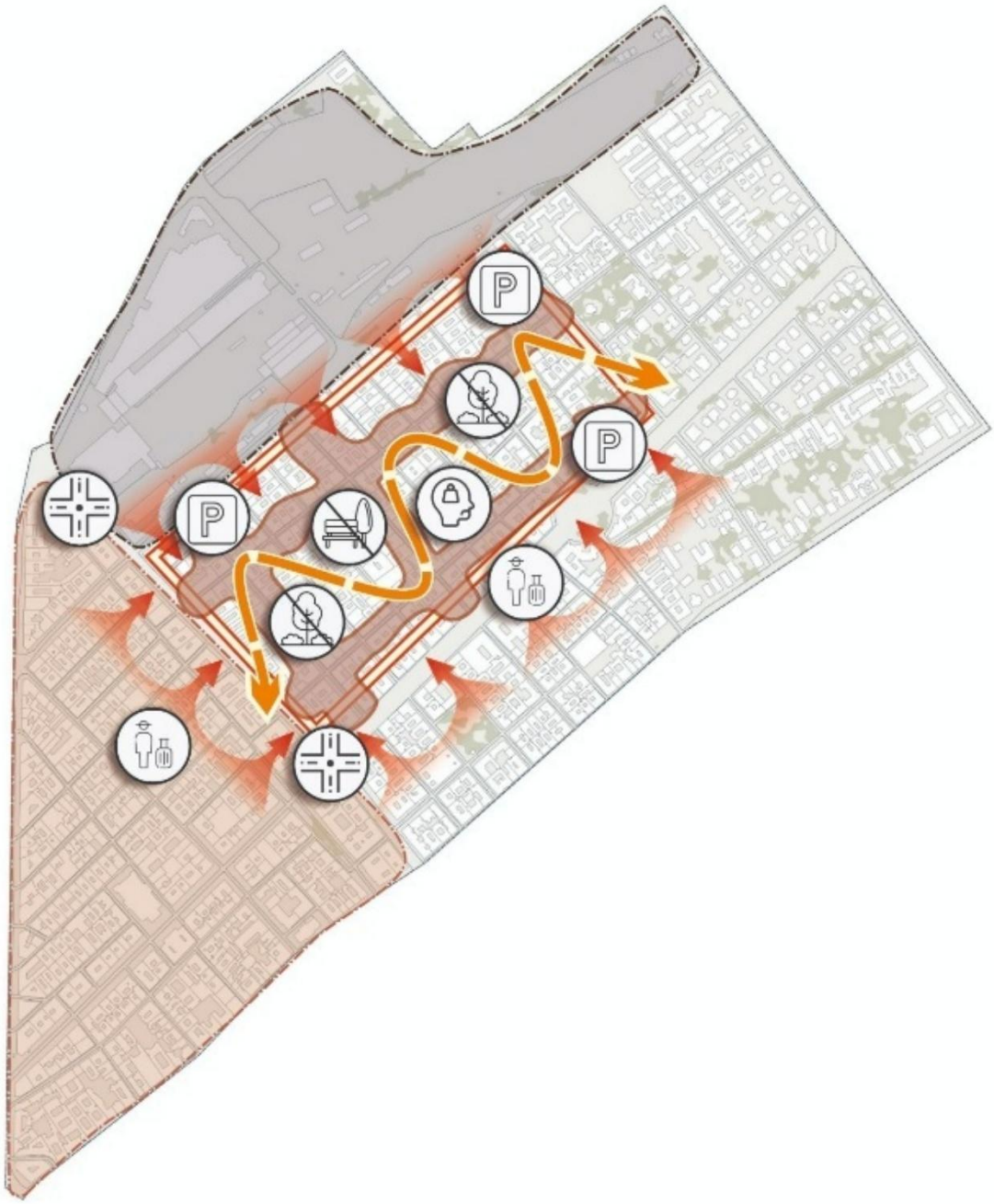
As previously mentioned in the analysis, due to its exceptional transport connectivity and good pedestrian accessibility (in terms of navigation time), the district could become a suitable platform for implementing the principles of the "Fifteen Minute city," where residential, commercial, educational, cultural, and recreational functions can coexist within walking distance. However, it is worth noting that for these initiatives to be fully realized, the district requires a policy of spatial redistribution, a rejection of solutions that support the dominant role of cars, and the progressive implementation of a system of priorities capable of primarily supporting the basic needs and priorities of the district's permanent residents (37.pic.).

Finally, one of the areas' resilience remains its social fabric, despite fragmentation processes. Existing local communities, residents' associations, and initiative groups demonstrate high engagement and a willingness to participate in environmental transformation. This confirms

the thesis that "the quality of a city is determined not only by its physical space but also by who lives in it and how" (Gehl, 2010).



37.picture: Map of values of the analyzed zone. (Link: Kniazeva Aleksandra)



38.picture: Map of problems of the analyzed zone. (Link: Kniazeva Aleksandra)

4. Selection of the study area

4.1 Boundaries of the territory for detailed subject analysis and justification for selecting the study area

To conduct an in-depth spatial-functional analysis for this study, we selected an area located in the southern and central parts of the district, bounded by the following key streets: Bajza utca in the north, Podmaniczky utca in the west, Andrássy út in the east, and Teréz körút in the south. This area covers approximately 0.6 km² and includes the most representative segments of the urban fabric, where the main problems and development potential characteristic of the historical environment of Terézváros are concentrated with the greatest density. The choice of this area was motivated by several complementary factors. First and foremost, it represents a typical morphological unit of the district: it is home to multi-apartment tenement buildings from the late 19th and early 20th centuries, narrow and functionally congested streets, courtyards that have lost their function, and various elements of urban infrastructure. This part of the district, with its regular street grid and architectural homogeneity, can be considered a kind of micromodel.

Furthermore, this zone is characterized by the highest degree of conflict between the various functions of the urban environment. The intersection of such vectors as permanent and temporary use, everyday and scenographic, local and global, generates acute spatial tensions. It is in these “zones of functional clash” that the processes associated with the post-socialist transformation of urban space are most clearly manifested: from gentrification to the loss of local identity, the latter of which, in turn, is the subject of detailed analysis as a factor responsible for the origins of the problems of our time, observed in the sections of these designated streets (Egedy & Kovács, 2017). This area has a strategic location in terms of urban significance: it is located in close proximity to hubs of the city's transportation system (Nyugati pályaudvar, Oktogon), as well as to key cultural heritage sites—in particular, Andrássy ut, a UNESCO World Heritage Site (INT 17). However, unlike the main streets and tourist routes, the interior of the selected site remains marginalized in terms of spatial development. An additional argument in favor of this choice is the possibility of applying detailed methodological approaches. The spatial and compositional closure of the zone allows for the effective use of cartographic and observational methods of analysis, including models based on the theory of axes, landmarks, boundaries, and nodes, as well as tools of behavioral

urbanism (Lynch, 1960). Analysis here can focus on both the elements of physical space and the methods of its perception and use.

4.2 Areas of analysis, evaluation criteria, and key aspects

The subject-territorial analysis within this research focuses on four streets located within the previously designated area: Izabella utca, Eötvös utca, Szondi utca, and Aradi utca. These streets were selected not only as physical elements of the urban fabric, but primarily as spatial bearers of contradictory processes influencing the formation of Terézváros's urban identity. Their selection was dictated by the need to consider borderline and typical cases of spatial degradation, functional overload, conflicting interests, and potential transformation towards sustainable development. All of them share a number of systemic characteristics: high building density, narrow street profiles, and a lack of green and public spaces. These characteristics make them particularly vulnerable to the negative manifestations of urban imbalances, from excessive vehicle traffic to visual and environmental deterioration.

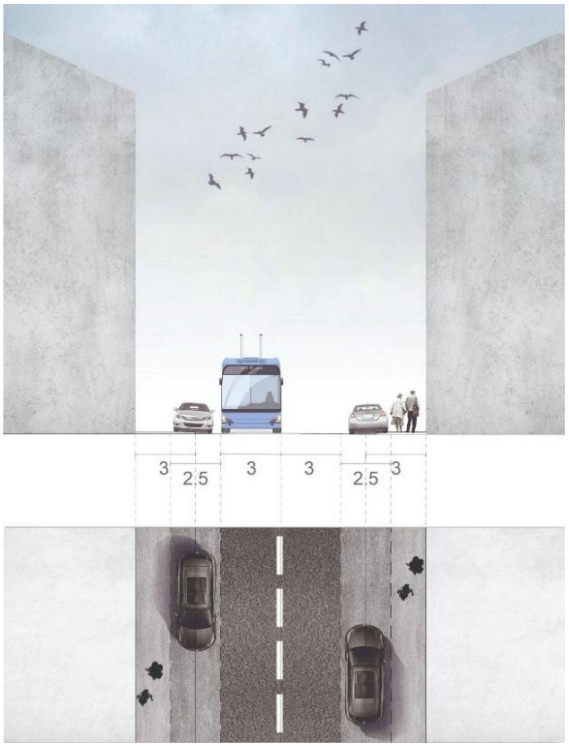
Izabella Utca

Izabella utca is one of the most structurally significant streets in the district. It serves as a transport corridor connecting Podmaniczky utca with Király utca and simultaneously acts as an axis for daily activity. The street is served by trolleybus line No. 76, making it an important part of the sustainable transportation system. However, high traffic volumes, dense buildings with narrow courtyards, and a complete lack of green space create a vulnerable environment in which pedestrians and residents yield priority to transit flows (39.pic., 40.pic.).

Eötvös Utca

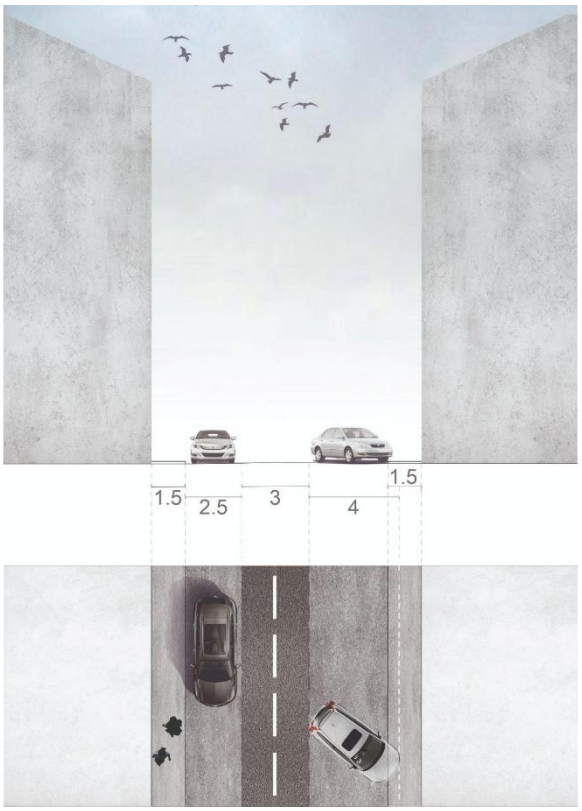
Eötvös utca is a street whose residential function has been largely lost. Its "uniqueness" lies in the combination of high-density residential development (according to plans and land use definitions) with the almost complete deterioration of its public function. These streets form “latent congestion zones”—spaces where conflicts between functions are not visually obvious but lead to a decline in the quality of the living environment (Egedy & Kovács, 2017). The street's spatial potential is high: the width of its profile theoretically allows for a redistribution of street space in favor of pedestrians and green areas, but this requires systemic reconfiguration (41.pic., 42 pic).

39.picture: Photographic documentation of the Isabella Street under investigation.
(Link: Kniazeva Aleksandra)



40.picture: Cross-section of the Isabella street under investigation.
(Link: Kniazeva Aleksandra)

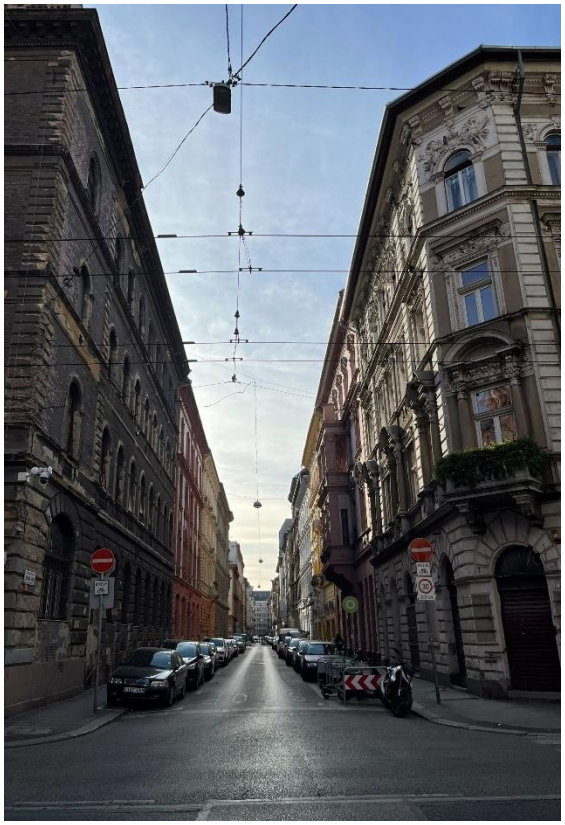
41.picture: Photographic documentation of the Eötvös Street under investigation.
(Link: Kniazeva Aleksandra)



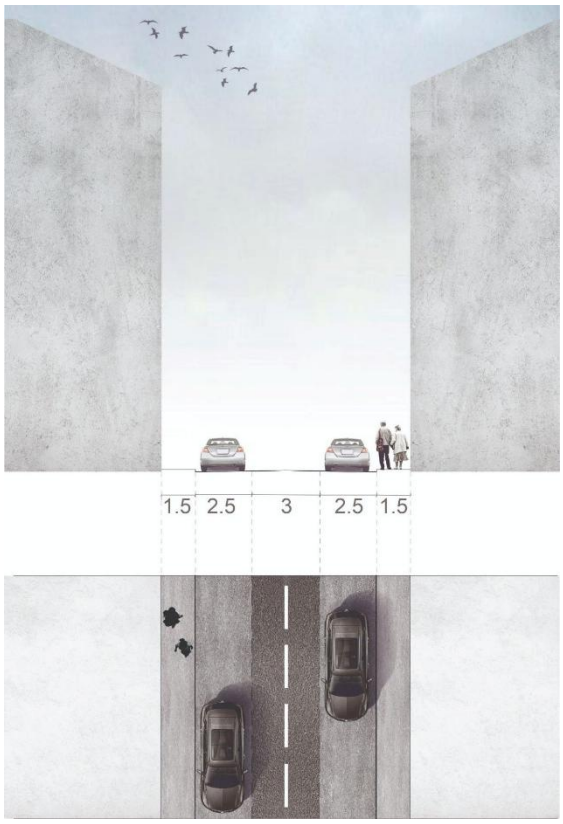
42.picture: Cross-section of the Eötvös street under investigation.
(Link: Kniazeva Aleksandra)

Szondi utca

Szondi utca occupies a special place in the district's transportation structure, connecting it with neighboring areas and providing parallel connectivity to Andrássy út. It bears a high traffic load and simultaneously forms an axis of local activity through the placement of commercial outlets and public services. However, this activity is accompanied by visual and functional degradation: shop windows are obscured by advertising, courtyards are fenced off, or used for storage. The street exemplifies the "divided space" effect (Carmona, 2015), where different functions coexist in physical proximity but do not form a unified environment (43.pic., 44.pic.).



43.picture: Photographic documentation of the Szondi Street under investigation.
(Link: Kniazeva Aleksandra)

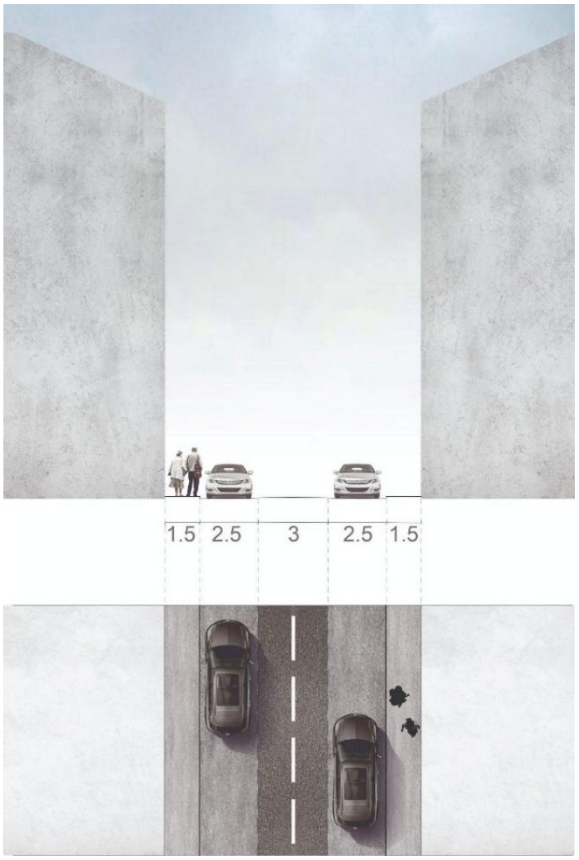


44.picture: Cross-section of the Szondi street under investigation.
(Link: Kniazeva Aleksandra)

Aradi utca

Aradi utca is the most compact of the four streets studied, with a distinct residential function. Its analysis is particularly important from a local scale perspective: it demonstrates how even minimal changes to the street profile can have a significant impact on environmental quality. With an average width of 9-11 meters, the street does not have separate traffic lanes for different types of transport, and much of the space is occupied by parking. At the same time, it borders Andrassy út and includes a number of historically valuable buildings, making it a potential area for implementing soft redevelopment strategies (45.pic., 46.pic.).

45.picture: Photographic documentation of the Aradi Street under investigation.
(Link: Kniazeva Aleksandra)



46.picture: Cross-section of the Aradi street under investigation.
(Link: Kniazeva Aleksandra)

Assessment Methodology

The analysis of each street uses standardized assessment criteria developed based on the approaches discussed in the theoretical and methodological section of the paper. These include:

- spatial accessibility (including for people with limited mobility),
- level of functional saturation and conflict,
- quality of street infrastructure (sidewalks, pavements),
- presence and condition of green elements,
- visual integrity and perception of the environment.

These parameters are considered in their interrelationships, drawing on the concepts of Lefebvre (social production of space), carmona (interface of urban functions), and Lynch (structural elements of urban perception). This approach allows not only to document the current characteristics of streets but also to construct, based on them, sound transformation scenarios.

5. The borderland of Old and New: dynamism, variability, and current solutions in the context of the Terézváros district

5.1. Conceptual introduction

The concept of the borderland of old and new, in the context of the Terézváros district, represents a framework within which we can understand the scale of the district's transformation, demonstrating this multilayered phenomenon not so much physically as metaphorically. It reflects the intersection of history and modernity. This framework also raises the question of which paths and methods are suitable for effective and adaptive use, aimed at promoting positive change in the area selected for analysis. In the context of this concept, the first associations we have with the old are not only the historical, cultural, architectural heritage that plays a significant role in world history, but also with outdated rehabilitation and renovation scenarios and programs, benchmarks for development concepts, points of increased attention, and the focus of now-obsolete settlement development policies. The new, in this sense, represents a blend of both the challenges of modernity and contemporary needs. It's not simply a matter of "planting a tree in a parking lot" but of giving a new impetus to the development and advancement of ideas for progressive and effective renovation, where people are at the forefront. This conceptual concept reveals the potential and prospects for change in social, cultural, and economic aspects. For example, boundaries in the urban environment play a key role in structuring the perception of space. Such conceptual foundations relate us to the principles of Behavioral Urbanism (INT 18), according to which the task of the urbanist, from a sociological and community perspective, is to implement and adapt new patterns of human behavior within the environment through the mechanisms of change in the urban environment.

5.2. The variability and dynamics of the concept

The concept of “The boundary between Old and New” encompasses several key aspects that are particularly important for the analysis of the previously defined study area:

Urban aspect

Pedestrian Infrastructure and Parking Issues: The streets identified for detailed analysis, as well as for further development recommendations, lack pedestrian accessibility. Even though some sections of the selected area have, for example, wide and sufficient, comfortable sidewalks, the

rest of the environment remains critically unsatisfactory, presenting a whole host of problems. At the same time, the occupancy of parking spaces in narrow areas also reduces comfort and, most importantly, safety for residents. Furthermore, the percentage of space occupied by parking spaces in certain areas reaches 80%, which, without a drastic reduction, limits the potential for creating green spaces and exacerbates traffic problems.

Green Spaces: Terézváros suffers from an acute shortage of green "islands." The analysis shows that there is less than 1 square meter of green space per capita, which is significantly below the recommended level (10 square meters), as mentioned earlier. In the area identified for detailed analysis, there is no green space at all in public street spaces. This is a rather alarming figure, but it does encourage us to consider ideas and concepts for maximizing development on those sections of streets that are more than adequate in width and overall area.

Social aspect

The introduction of short-term rentals through Airbnb about 10 years ago created new boundaries between residents. On the one hand, this increased the economic viability of the district and provided a powerful boost to the local economy. On the other hand, housing price inflation has been growing exponentially throughout this period. As of January 1, 2025, the district had a population of 35,355 and 29,375 apartments (INT 11), of which 2,226 were rented through short-term rental platforms (INT 4). In September 2024, a local vote was held (INT 20):

- 20% of residents participated.
- 54% voted against continuing to allow Airbnb.

This decision highlights how tourism functions are becoming dominant at the expense of local identity, placing additional strain on infrastructure. In the context of the analysis being conducted, this decision and its results can be viewed as a very important marker of sentiment among the permanent population, as well as a vector for further productive development of the area.

Cultural aspect

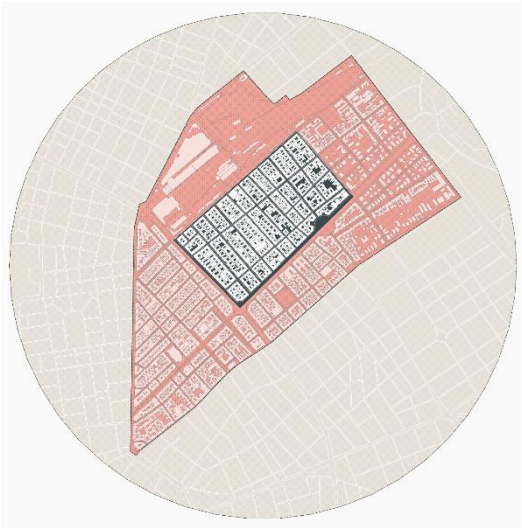
Tourist functions alter the identity of the area. For example, the use of historic buildings for hostels or commercial areas for souvenir shops leads to the loss of their original purpose. Lefebvre, in his works, describes how such changes can weaken the connection between the community and the space, rendering it "empty" in terms of social function.

5.3. Discussion with Lefebvre

In his concept of the "right to the city," Henri Lefebvre argues that every resident has the right to participate in the transformation of space. In the context of Terézváros, this means considering the interests of permanent residents, not just investors and tourists. Lefebvre's works provide a theoretical basis for understanding how new development should maintain a balance between the historical and social functions of a space. According to Henri Lefebvre, urban spaces are arenas of struggle for their meaning and functionality, where the interests of different groups intersect, making the transition from the old to the new a dynamic and contradictory process (Lefebvre, 1991).

6. Detailed analysis of the study area

In the following section of the analytical work, we will discuss the area selected for the specific study in slightly different terms. Since comprehensive data was previously presented in the analysis of the area as a whole, this section aims to "humanize" the main challenges to be addressed within this study. Emphasis will be placed on the layperson's understanding of the identified problems. In other words, this clarifying section is intended not only to "clarify the accessible" but also to include sections of the specific analysis.

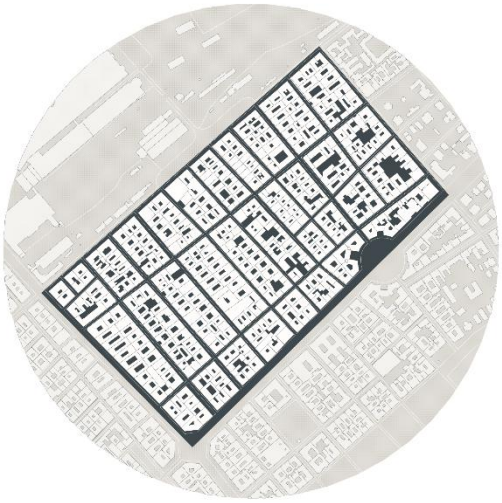


47.picture: District and designated study area. (Link: Kniazeva Aleksandra)

6.1 Introduction to the structural analysis

This section of the analytical work is devoted to a more detailed study of the specific streets selected in terms of overview and expertise. Unlike the chapter with a general analysis of the

study area as a whole, here the emphasis shifts to a structural reading of the environment; a qualitative definition of spatial characteristics, internal functional connections, the existing configuration of use of the given area, as well as visual and behavioral representation. Microanalysis of an urban fragment, the component used in this section, is a way to identify hidden conflicts and the logic behind their formation, which are inaccessible or obscure in the context of a broader district analysis. In this case, each street is considered as a small, independent unit of representative identity—not as a metaphor, but as a collection of real, existing physical facts. Each element will be independently assessed based on various functions, such as functionality, visual state, activity intensity, and vulnerability. All this is done from the perspective of assessing the selected area, using criteria such as livability, sustainability, and relevance to the local context. From this perspective, this section becomes the basis for developing design recommendations aimed not only at improving the visual appearance but also at enhancing the living environment, which is consistent with the concept of identity.



48.picture: Designated study area. (Link: Kniazeva Aleksandra)

6.1.1 Functional distribution of the study streets

49.picture: Designated study streets. (Link: Kniazeva Aleksandra)

Eötvös utca stands out in the outlined section for its physical characteristics and development potential, which this street demonstrates along its entire length. Due to its proximity to major transport axes and hubs, it is more densely populated with functional units such as offices, hotels, and non-profit organizations. The proportion of public spaces is reduced here, and outside of intersections with other streets, it offers no interest. The street is devoid of life, the lighting is dim, and parking is very intensive, at a 45-degree angle. This obscures

and consumes a large portion of this section's potential for use as an active public space, despite the complete absence of any landscaping, although there is potential for such implementation.

Szondi utca demonstrates a more mixed function, as well as, in certain sections, scope for the implementation of human-centered urban initiatives. The street is characterized by a more vibrant residential scene, showcasing the area's highly multicultural population. It is a nexus of opportunities and challenges. On the one hand, the high concentration of multicultural communities (based on field research and observations of the environment as a living organism) fosters a fertile and well-functioning international commerce environment. On the other hand, in terms of visual characteristics, it is the most neglected street. The building facades, many of which are listed buildings, require extensive restoration (although, unfortunately, some of them are already almost completely lost). On the other hand, the street leads to the Villa Quarter, and it is here that it reaches its maximum width of approximately 14 meters, while remaining a one-way street. This fact allows us to implement maximum transformation in this area.

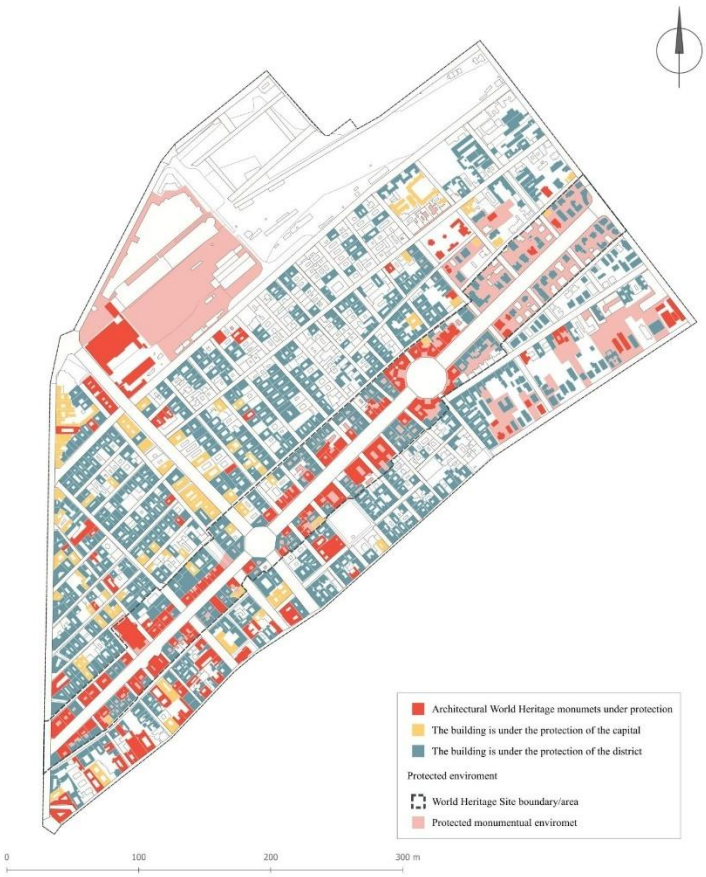
Aradi utca retains a predominantly residential character. There is virtually no active street retail here, which creates a more tranquil atmosphere but simultaneously excludes it from the vibrant daily life of the area. The street's potential lies in the opportunity for the gentle introduction of community-oriented functions: local services, green pocket spaces, and temporary activity modules.

Izabella utca is included in this study as an important transit artery in the area, which demonstrates the depressing transportation conditions. While connecting important transportation hubs both within and outside the area, the street is extremely congested. The trolleybus line, with its two-way but two-lane traffic, occupies most of the potential transportation space. When planning recommendations, we should aim for a roadway width of at least 6.5 meters. Pedestrian comfort is lacking on the street. With two-way parking, the morphology of the road and pedestrian surfaces divides the parking area, resulting in parking partially occupying the sidewalks.

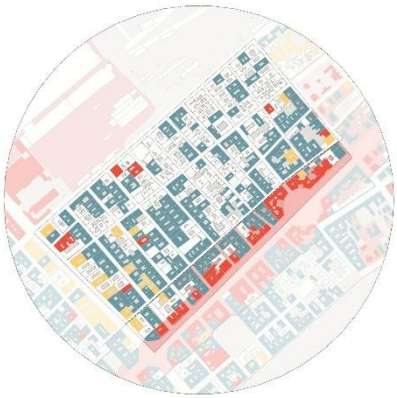
The primary conclusion for this study is that the functional structure of all four selected streets is disrupted and deficient. It suffers from high levels of fragmentation and low levels of balance.

6.1.2 The impact of tourism on neighborhood identity

Over the past two decades, tourism has become a key factor in the transformation of Budapest's 6th district. According to Budapest Brand (INT 26), Terézváros consistently ranks among the top three districts with the highest tourist traffic in the city. The presence of Andrássy ut, a UNESCO World Heritage Site (INT 17), and the significant number of hotels and short-term rental apartments have contributed to significant changes in the spatial use and perception of the district (50.pic). The saturation of tourist-oriented services leads to a decrease in the sustainability of the environment: local service points disappear, and the proportion of empty facades increases during the off-season. Aradi utca, for example, experiences almost no tourist pressure, but suffers from the side effects of this imbalance—a lack of investment and a deterioration in environmental quality. Maintaining tourism as an economic resource requires a transition to a regulated model: zoning, control over ground-floor functions, strengthening local entrepreneurship, and prioritizing the development of everyday infrastructure. Only in this case can the tourist presence not destroy, but complement the urban identity of the area.



50.picture: Protected architectural values in the district. (Link: Kniazeva Aleksandra)



51.picture: Protected architectural values in the research area. (Link: Kniazeva Aleksandra)

52.picture: Protected architectural values in the research streets. (Link: Kniazeva Aleksandra

6.1.3 Linking sociological analysis to urban isues

A comprehensive analysis from an urban identity perspective is impossible without considering the social processes that shape everyday practices and use scenarios. The reality of urban and social everyday life is manifested in the study area not so much through the architecture and real estate space and its functions, but through the behavior and habits of both permanent residents and temporary users. Analysis of statistical and sociological sources reveals that a significant portion of the area's residents perceive their environment as transitory or temporary. Among the reasons for this temporary perception of the environment, residents most often cite noise, a lack of green space, high building density, and the displacement of long-term housing by short-term rentals. This reinforces a sense of "anonymous living", where weak identification with the place leads to reduced engagement in environmental development. Sociological analysis allows for a stronger urban interpretation by understanding the reactions and needs of users. Only by taking these data into account can we move toward the creation of truly sustainable environmental restoration scenarios. It is the intersection of social and spatial data that opens the way to the formation of an identity that is not imposed from above but grows out of the everyday experiences of residents.

6.2 Public Space issues: structural reading and identification consequences

The structure of the study area within the district displays the characteristic features of a metropolitan center: high building density, limited green space, complex courtyard morphology, and competition between transport, pedestrian, and commercial functions. These features create an environment in which tension persists between the heritage of the historical development and the current demands of sustainable urban development.

6.2.1 Spatial saturation and morphology

In terms of urban morphology, the area selected for analysis represents an extremely heterogeneous fabric. Despite the presence of a visually similar and unified perimeter street grid, each street exhibits varying degrees of physical attributes, such as street width, as well as functional attributes, and visual integrity. Streets further from the main cultural axis of Andrássy út tend to degrade their visual architectural tradition, demonstrating a lack of attention from urban initiatives.

Izabella utca stands out as a long and linear street. Its morphology emphasizes a continuous transport structure: frontally developed buildings, narrow sidewalks, continuous traffic flow, and the presence of a trolleybus line.

Szondi utca, in contrast, is characterized by high morphological heterogeneity: it combines many problems with potential space and opportunities for their solution.

Eötvös utca reveals a state of neglect and a high degree of fragmentation. This is due to the small number of residential units, or, as a consequence of commercialization, the high percentage of residential space being used for office purposes. Despite its physical potential, the street is not a space without life.

Aradi utca maintains the most stable morphology: frontal development, a uniform architectural style, and the enclosed nature of the space create a sense of stability.

6.2.2 Functional structure and use scenarios

The functional distribution of the study area is based on the multilayered structure that emerged during the modernization of Budapest and the adaptation of buildings to modern requirements. The application of behavioral urbanism, spatial syntax, and the concept of “Production of the space” (Hillier & Hanson, 1984; Lefebvre, 1991; Gehl, 2011; INT 18) allows for the interpretation of not only the types of uses but also their behavioral quality. Residential use has historically predominated, but it is under pressure from retail, transportation, and short-term rentals. commercial properties and offices are concentrated near transport hubs (especially on Eötvös utca), creating localized peaks of daytime activity and "empty zones" in the evening and at night. This stratification of functions limits the sustainability of the urban environment. The lack of recreational infrastructure leads to uneven use of space throughout the day. Route connectivity (according to spatial syntax) also suffers from the isolation of pedestrian flows, a lack of logical transitions, and the inability of routes to connect key functions.

6.2.3 Architectural integrity and visual environment

The architectural appearance of the study area was primarily shaped by frontal buildings in the Neo-Renaissance and eclectic styles. These buildings create a visually recognizable urban environment, but its integrity is significantly compromised. Facades often lack architectural

elements, and renovations are fragmented. Visual discontinuities are particularly evident on Eötvös and Szondi utca. The impact of visual noise—signs, advertising, and randomly parked cars—destroys the perception of the architectural environment and reduces its aesthetic and identity value (Carmona, 2015). The absence of "soft" street elements, such as landscaping, hardscape, and visual rhythm elements, reinforces the sense of visual chaos. Particularly vulnerable are areas where buildings have lost their original functions and facades are in a state of disrepair. It should be emphasized that a place's identity is destroyed when its visual legibility and recognizability disappear (Relph, 1976).

6.2.4 Transport and pedestrian infrastructure, conflicts of use

The exceptionally intensive use of motorized transport in a neighborhood certainly reflects the level of well-being of its residents, but, to a greater extent, it only disrupts the balance between transit functions (which also includes the use of public transportation) and pedestrian-oriented public functions. Here, attention begins to focus, among other things, on such essential navigational functions as the suitability of the neighborhood's public spaces for inclusive groups of citizens. For example, tactile navigation elements for the visually impaired are absent, and the comfortable physiognomy of pedestrian movement for people with limited mobility is disrupted. In the context of contemporary urban planning (Imrie & Hall, 2001; Gehl, 2011), this signifies a decrease in the sustainability and social justice of the environment. A neighborhood that fails to provide equal access to all population groups cannot serve as the foundation for a sustainable and inclusive identity. Sidewalks on the streets analyzed are either narrow, lacking a comfortable width of at least 2 meters, or, due to strain and limited transportation and green space, are wide enough but uninviting. Streets, as living spaces, require a balance between movement and presence. In the study area, this balance is distorted in favor of movement, reducing the quality of the environment and making it unsuitable for social activity. Noise and air pollution generally reduce the quality of the urban environment and discourage permanent use by residents. A lack of street furniture and green spaces reduces the quality and function of street use to purely transit and transitional.

6.3 Inner courtyards as an element of urban identity

Inner courtyards in gated communities, typical of neighborhoods, can today be viewed not only as an artifact of historical heritage but also as an additional source of opportunity for

neighborhood renewal. During the intensive urbanization of the late 19th and early 20th centuries, they served a primarily utilitarian function: housing public kitchens, laundries, small, distinctive outbuildings, garbage bins, stables, as well as basements and utility rooms. These spaces had virtually no connection with the social life of city residents, remaining unsuitable for widespread use. However, in modern urban settings, particularly in densely populated central areas, the role of inner courtyards has significantly transformed. Today, they are seen as a potential means of compensating for the lack of public space and greenery, particularly in areas where street reconstruction is impossible due to dense development and historical status. In many European capitals—such as Berlin, Vienna, Barcelona, and Copenhagen—courtyards are becoming spaces for local social interaction, small private courtyard gardens, and, for example, playgrounds. For example, in Berlin, the "Grün in der Stadt" project actively supports the use of the Hinterhöfe as spaces for collective greening (INT 21). In Vienna, the "Gebietsbetreuung Stadterneuerung" (city Gardens) program supports green courtyards in historic residential areas (INT 22). In Barcelona, the "Superblock" concept involves transforming neighborhood spaces, including courtyards, into recreational areas (INT 23). These examples highlight the importance of reprogramming spaces previously considered secondary or even unnecessary into a fully-fledged part of urban life. In the case of Terézváros, some of these spaces have been rehabilitated as part of the municipal initiative "Zöld Udvar" (INT 10), but their share of the total stock remains low, and the level of maintenance is uneven. Urban identity cannot be formed solely on facades; it requires a continuous, coherent environment that includes semi-public and transitional spaces (Carmona, 2015).
Future development of the district should be considered:

- creating use scenarios in which courtyards can serve as micro-recreation and green spaces exclusively for the building's residents, without converting them into public spaces.
- adapting courtyards to the functions of neighborly interaction, micro-recreation, and environmental compensation.

6.4 Criteria of Terézváros's identity

The question of the identity of the urban area cannot be considered without considering the historical and morphological context of its formation. Terézváros, as one of the central districts of Pest, is a striking example of the spatial unity established during the period of urban modernization in the second half of the 19th century. The district developed as part of an organized, regular, and functionally rich urban framework formed during the targeted expansion of the urban area following the unification of Buda, Pest, and Óbuda in 1873 (INT 24). Historical documents and urban development plans from that period confirm that at the time of its formation, Terézváros occupied a significantly larger area than it does today. Thus, today's District VI represents only a fragment of the original urban structure yet retains key features of its historical identity.

Based on this premise, this subchapter identifies ***10 attributes of Terézváros's core identity***, which can be considered constitutive and formative of the district's historical urban fabric. These features are derived not from the current urban environment (where they may be partially distorted), but from an analysis of the historical morphology, functional purpose, architectural style, and social purpose of the space at the time of the district's formation. They provide an opportunity to objectively assess current deviations and offer recommendations for restoring the urban identity based on its original logic.

Historical-urbanistic examination: expanded boundaries of Terézváros

Fact: historically, the territory of Terézváros was larger.

- After unification in 1873, Terézváros, like other central districts, dominated almost to the border of what was then Pest.
-
- Only beginning in the 1930s did administrative redistributions occur, with parts of the territory being assigned to the 13th and 14th districts and to the district of Erzsébetváros.

Conclusion and Impact on Identity

Aspect	Essence
Historical scale	Originally, Terézváros was territorially more extensive and included more blocks and functional units than it does today. This allowed a distinct urban fabric and a unified identity to form.
Subsequent changes	After the 1930s, and especially post-1950s, the district's borders narrowed, resulting in the historical morphology losing some of its integrity. This fact is critical when analysing identity: part of the original fabric has been removed.
Verification of identity features	The formulated features are based on the structure and functions typical of the full 19th-century territory, not the current reduced version.
Practical meaning	The streets and spaces analysed today are remnants of the original fabric, where the flanking frontage, semi-enclosed courtyards, and grid structure are still evident. However, parts of the context (such as secondary blocks at former edges) have disappeared.

A justified conclusion

Historically, Terézváros was a significantly larger and self-sufficient settlement, encompassing residential, commercial, educational, and cultural facilities. Its dismemberment in the 20th century meant that today we are analyzing only a fragment of its former identity. However, this fragment retains the key features of the 19th-century morphological and functional model. As can be judged, historical and urban analysis strengthens the credibility of Terézváros's conceptual identity—they are valid when viewed within the original, larger territory, and are particularly useful for understanding and analyzing the current fragment of the district.

10 Key identity features of Terézváros

No.	Identity feature	Description and explanation
1	**Grid street structure**	The district was developed according to an orthogonal grid, reflecting the planned urbanisation of Pest. The clear rhythm of streets, evenly distributed blocks, and the logic of straight avenues defined not only transport but also the visual structure.
2	**Frontage and perimeter block development**	Buildings were constructed right up to the street line, forming continuous facades. Blocks were enclosed along the perimeter with internal courtyards, creating a clear street wall and protected inner spaces.
3	**Eclectic architecture of the late 19th century**	The predominant style is Neo-Renaissance and eclecticism. Apartment buildings feature bay windows, stucco, balconies, and arches, forming a rhythmic and aesthetically rich streetscape.
4	**Inner courtyards as semi-private block cores**	Each block contained open or semi-enclosed inner courtyards, serving both utilitarian needs and resident interaction. This structure ensured ventilation, sunlight, and local socio-spatial connections.
5	**Functional mix within blocks**	Residential, commercial, and service functions coexisted organically within the same building or block: shops and stores on the ground floor, housing above. This ensured a dense, vibrant, and resilient urban life.

6	**Street as the basic public space**	Unlike districts with centralised squares, in Terézváros the streets themselves served as venues for meetings, walks, and interaction. This defined the scale and character of everyday urban life.
7	**Regular architectural rhythm**	Despite facade variety, a regularity was maintained: standard building heights, continuous cornices, and repeating decorative motifs created a visually ordered environment.
8	**Absence of vertical dominance**	Building heights did not exceed 3–4 storeys. This preserved a horizontal rhythm, a harmonious street scale, and a uniform density that fostered a "human-scale" environment.
9	**Spatial and functional self-sufficiency**	Within a few blocks, one could find everything necessary: from bakeries and workshops to pharmacies, schools, and shops. The district was designed as a self-sufficient structure for daily life.
10	**Dual identity: representative axis and everyday fabric**	Terézváros combines two types of urban identity: the representative (along Andrássy Avenue with the Opera House and academic institutions) and the everyday (inner blocks with residential functions and local infrastructure). This duality defines the tension between preserving the historical image and addressing contemporary challenges.

6.5 Comprehensive conclusions to the section

This section allowed us to move from an abstract understanding of identity to a concrete and detailed reading of urban space. An analysis of four streets, courtyards, public environmental issues, and identity criteria revealed that Terézváros's identity is shaped by the intersection of multiple factors: morphological, behavioral, visual, infrastructural, and social. The historical

fabric formed in the 19th century has proven poorly adapted to the challenges of the 21st century: high traffic flows, commercialization, erosion of the visual image, and a lack of inclusion have exposed the weaknesses of the urban environment. At the same time, the district's internal structure also exhibits consistent features: the rhythm of facades, pedestrian activity, and a pronounced local life—all of this suggests not a complete loss of identity, but rather a crisis and the need for rethinking. It is precisely in this contradiction between authenticity and vulnerability that lies the uniqueness and complexity of Terézváros's identity as a living historical fragment of Budapest.

7. Key findings

An analysis of the study area (four streets – Izabella, Eötvös, Szondi, and Aradi) in the Terézváros district revealed that the structure of the urban environment is shaped by a variety of factors: historical heritage, morphological structure, functional transformations, transport policy, the state of public spaces, and the dynamics of social life. Despite the district's unique architectural and cultural potential, systemic problems were identified that hinder the development of a sustainable, comfortable, and inclusive urban environment.

7.1. Toward a Livable city

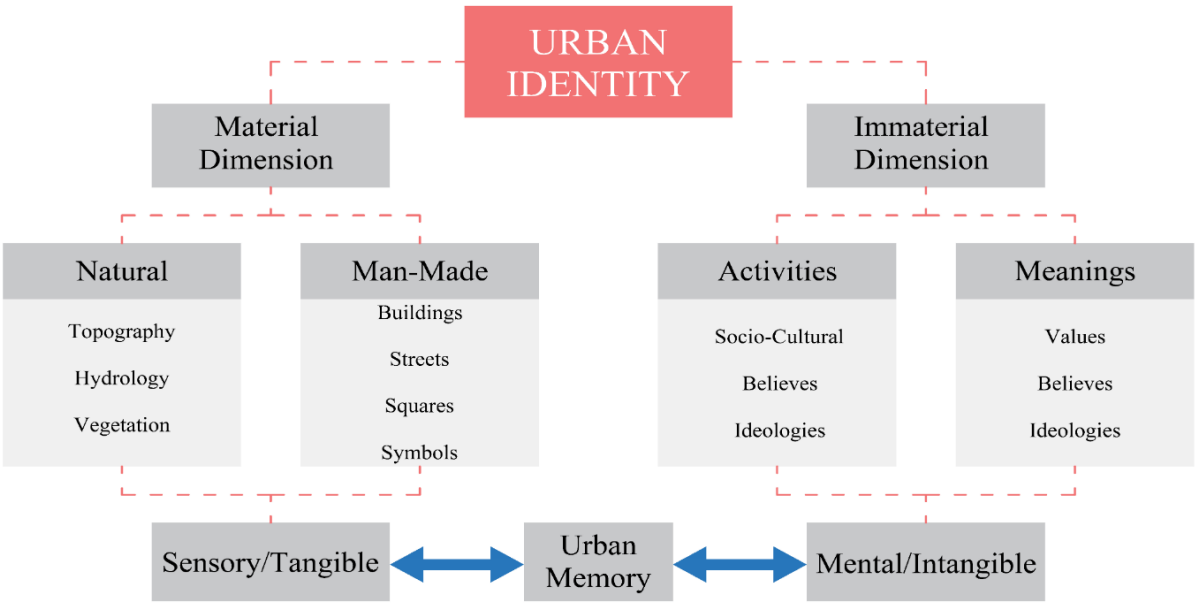
The concept of a livable city implies the creation of spaces that meet the needs of various social groups and ensure a high quality of everyday life – accessibility, safety, and sustainability. In urban planning, this is related to the principle of "human scale" (Gehl, 2010; Carmona, 2015). In the context of Terézváros, a shift in priorities from the car to the pedestrian and the integration of green infrastructure are necessary. This is in line with the Budapest 2030 Strategic Goals (INT 12), which prioritizes integrated transport development and the creation of a “Livable urban environment” by reducing traffic congestion and increasing the share of sustainable transport modes. The development of functionally rich yet flexible public spaces adapted for everyday life, meeting, socializing, and recreation (Gehl, 2011; Carmona, 2015) is also key. Community participation in planning and improving the environment will, among other things, foster a sense of belonging and responsibility for the quality of the area (Jacobs, 1961).

7.2. Identity as a foundation

The identity of Terézváros is shaped by a combination of historic architecture, multi-layered functions, and diverse social practices. However, the district's contemporary transformation threatens its preservation. As researchers have noted, globalization and post-socialist transformations have led to significant changes in Budapest's urban development (Kovács, 2009). In our case, this manifests itself in a number of negative trends:

- Disorganized green infrastructure – green spaces are scattered unevenly and unevenly, which disrupts the ecological integrity and aesthetic appeal of the environment.
- Visual disorganization – the chaotic placement of signs, advertisements, and disparate facades create a visual noise effect, disrupting the sense of spatial integrity.
- Transport and tourist congestion – excessive traffic and concentrated tourist flows erode the district's image as a comfortable place to live, subordinating it to transit and commercial scenarios.

All this is eroding the district's identity. Terézváros is no longer perceived as a coherent residential space, losing its unique features. Many authors have drawn attention to similar threats to urban identity: the concept of the “Death of authentic places” under the onslaught of commercialization (Zukin, 1995, 2010) and the importance of preserving local architectural appearance and social traditions (Meggyesi, 2006; Kovács, 2009). Strengthening identity requires targeted actions. First, preserving the architectural heritage—restoring facades, protecting historic buildings—ensures that the physical environment continues to convey the memory of the place. Second, creating visual integrity: uniform street design standards (facades, signage, and small architecture) will restore a harmonious appearance. Third, improving accessibility and "revitalizing" streets—filling them with a variety of functions, creative spaces, and supporting local communities. The perception of Terézváros as a residential space, and not just a transit zone, should become the basis of urban policy - a similar approach can be seen in the development strategies of the district (INT 11) and the city (INT 12).



53.picture: Detailed components of urban identity.
(Link: INT 1)

7.3. Functional imbalance and interrelated problems

The functional imbalance in Terézváros is not simply a mismatch between residential, commercial, and recreational zones. It is a symptom of a deeper systemic shift, which can be characterized as functional entropy: a gradual loss of a stable equilibrium between social, economic, and spatial processes. Since the late 2000s, the district has witnessed a steady commercialization of space, with public functions gradually being replaced by services oriented toward external users—tourists, tenants, and consumers. Spaces that previously provided local identity and social cohesion are being transformed into short-term infrastructure. Thus, the functional imbalance takes on a behavioral dimension: it is expressed not only in statistics but also in changes in urban rhythms and the loss of "long-term" forms of human presence in the environment. The result is the paradox of a saturated but not vibrant city. Despite the density of functions and constant activity, the district is losing its capacity for self-renewal. Public spaces serve a decorative and transitive rather than social role, and street life becomes fragmented. The loss of consistent patterns of spatial use leads to a decline in residents' emotional engagement, and with it, a weakening of urban identity. An equally significant factor is the uneven distribution of property and interests. This trend leads to a disconnect between living spaces and consumption spaces. A neighborhood that historically

possessed a mixed and flexible structure gradually transforms into a monocultural, transitory zone, where economic sustainability depends on external demand rather than on the internal mechanisms of urban reproduction.

Environmental and spatial problems in this context are merely a secondary effect of functional entropy—an increase in spatial chaos. A street can simultaneously serve as a parking lot, a terrace, a corridor for tourists, and a delivery point, but nothing fully functional. This reduces the legibility and predictability of the environment (Lynch, 1960), when it becomes random rather than structural, ceasing to be "self-sustaining." The lack of green connections, microclimatic overheating, and noise pollution reflect not simply technical shortcomings, but the absence of a coherent development model in which each function would have spatial expression and social purpose. In other words, Terézváros environmental crisis ***is not a crisis of trees, but a crisis of meaning*** inherent in the use of urban space. The district's main problem is not a lack of green spaces or parking spaces, but the loss of functional symmetry, whereby each part of the urban structure supports the other. Restoring this balance requires a qualitative, rather than quantitative, rethinking of approaches: instead of simply adding greenery or reducing traffic, it requires creating new scenarios for the interaction of functions, where housing, work, leisure, and recreation are once again integrated into a coherent whole, forming a strong identity and a sustainable environment.

7.4. New socio-cultural foundations for reclaiming neighborhoods

The analysis also revealed a systemic crysis of functional balance and a loss of coherence in urban scenarios. The next step is to establish a new socio-cultural operational framework within which the neighborhood restores the living fabric of everyday life not by “returning to the past”, but by constructing sustainable forms of shared space, their flexible management, and adaptation to change. Three complementary concepts are key within this framework: "Third place" (Oldenburg, 1989) and "Urban communal resources" (Ostrom, 1990; Borch, & Kornberger, 2015; Foster & Iaione, 2016).

7.4.1. “Third places” as the core of everyday social infrastructure

“Third places” are defined as neutral, accessible, and informal spaces between home and work that support regular interaction and weak social ties—from small cafes and reading rooms to courtyard spaces and interest clubs. The concept was coined by sociologist Ray Oldenburg,

who identified their consistent characteristics: neutrality, openness, horizontality of status, the priority of conversation, ease of access, “Homeliness” and regular presence (Oldenburg, 1989). For Terézváros, the “Third place” network is a basic-level social infrastructure that complements the street-square framework and shapes residents' presence in the space. In practice, this means:

- Small, distributed spaces within walking distance (≤ 300 m) of residential areas—courtyards, small halls, cozy spots on the ground floors.
- A space with open access, flexible operating hours, and a predictable environment that becomes a natural part of everyday life.
- The space is designed from the outset to be comfortable and accessible to all – with thoughtful furniture, clear navigation, and elements that support people of different ages and abilities.

7.4.2. Urban Commons: from "Service spaces" to co-managed resources

Classical “Commons” theory demonstrated that collective self-governance can sustainably support common goods without a rigid market/state divide (Ostrom, 1990). In urban studies, this logic has been transformed into the concept of urban commons: a city is viewed as a collection of shared resources – spaces, infrastructures, and practices – whose effects arise through participation and co-management (Borch & Kornberger, 2015). The contemporary urban commons management paradigm proposes “Co-city” models and equally shared governance, where municipalities, residents, local businesses, universities, and civic initiatives form a “Quintuple helix” of governance (public-private-civic-knowledge-community), enshrined in collaborative agreements (Foster & Iaione, 2016):

- Identifying and mapping shared urban spaces, such as courtyards, school playgrounds, open terraces, and street-side green spaces, that are used jointly by residents.
- co-management agreements for specific areas, where participants, their responsibilities, and rules for space use are pre-defined.
- Small, shared budgets and agreements on regular maintenance of greenery and small facilities ensure that spaces such as courtyards and "third places" can exist sustainably, not solely on temporary grants.

One such initiative, the “Women's council” (Női közösségi gyűlés), is already underway in Terézváros, where female residents participate in discussions on local issues, including safety

and public amenities (INT 8). This experience demonstrates that the district is open to the idea of co-management and is prepared to embrace such forms of participation.

8. Recommendations and suggestions

8.1. Conceptual framework: Status Quo development and New Urbanism principles

Contemporary urban theory and practice agree that the transformation of historic districts requires a different logic of intervention than the development of new territories. Here, any change must be an act of reconfiguring the existing, that is, a step that strengthens, rather than replaces, the established fabric of the city. Therefore, this paper uses a combination of the principles of “Status Quo” development and “New Urbanism” as the conceptual basis for its design recommendations. While the former serves as a philosophy for preserving sustainable elements of the urban environment and cultural identity, the latter sets the vector for forward movement, determining how these elements can be adapted. This combination allows for the development of a strategy of careful transformation: where preservation becomes a form of development, and change becomes a means of preserving the city's vitality and humanity.

8.1.1. The concept of Status Quo development: preservation through adaptation

The term “Status Quo” in its classical sense refers to the "existing state of affairs." However, in the urban planning context, it is increasingly interpreted not as stagnation, but as a platform for adaptive development (INT 25). In historic districts like Terézváros, the goal is not to create something new, but to unlock the potential of what already exists—improving everyday living conditions without losing the authenticity and morphological integrity of the environment. Status quo development involves working at a small scale and context: local changes, reconstructing sidewalks, introducing "green infrastructure" elements, redesigning street lighting, and improving the visual legibility of facades and signage. This is what is defined as "urban acupuncture"—targeted interventions that trigger systemic changes in the urban fabric (Lerner, 2003). So_ that is why, the aproach is based on the principle of:

- Preserving the historical and cultural context and architectural continuity.
- Minimal but strategic physical interventions that enhance environmental quality. prioritizing human scale and walkability.
- Ecological adaptation and balancing the interests of residents and urban dynamics.

8.1.2. New Urbanism: tools and directions for development

While the concept of the “Status Quo” establishes a philosophy of respect for the existing order, “New Urbanism” formulate a practical methodology for moving forward. Emerging in the 1980s as a response to the crisis of modernist urban planning, “New Urbanism” advocates a compact, mixed-use, socially sustainable, and pedestrian-oriented city (Calthorpe, 1993; Duany, Plater-Zyberk, Speck, 2000). This approach is particularly relevant for Terézváros: high building density, diverse functions, and a rich architectural heritage create the preconditions for the rehabilitation of urban street life and the restoration of social connections. “New Urbanism” offers tools that make this possible without large-scale reconstruction:

- “Complete streets” – streets equally convenient for pedestrians, cyclists, and vehicles.
- “Mixed-use development” – functional blending that restores diversity and economic sustainability.
- "Walkability" and "human scale" – creating an environment oriented toward human perception and movement.
- local public spaces and "Third places" – cafes, courtyards, and squares – where every day sociality and neighborhood identity are born.

8.1.3. Synergy of approaches in the context of Terézváros

The Combination of these concepts allows for a strategy for the gradual renewal of the environment without losing its essence. The development of the status quo becomes the basis for preserving the material and cultural framework, while the principles of New Urbanism provide a direction in which this framework can be revitalized and imbued with new meaning. Thus, minimal measures act not as cosmetic, but as structural interventions that transform urban perception. The example of the reconstruction of chengery utca in 2023-2024, implemented according to the “faltól-falig” principle, demonstrates how even small changes can significantly alter the urban microclimate and spatial use scenarios (INT 26). The conceptual framework adopted in this work envisions the development of the district through incremental, human-centered, and sustainable interventions that combine a philosophy of preservation and renewal tools.

8.1.4. Successful international examples reflecting these concepts

- Copenhagen (Denmark): The city is implementing a “Human scale” strategy, emphasizing minimal intervention in the structure of historic districts and the continuous improvement of public spaces. Streets are being redesigned for pedestrians and cyclists without radically rebuilding buildings.
- Lyon (France): In the central Presqu'île district, historic buildings are preserved, green infrastructure is integrated, and pedestrian zones are created without radical street reconstruction. This "careful" approach has increased the attractiveness of the city center.
- Amsterdam (Netherlands): The Historic center maintains the status quo of development, combining architectural preservation with the development of bicycle infrastructure and the introduction of green elements on the streets. The city demonstrates that even densely built-up areas can be made livable.
- Barcelona (Spain): The "Superblocks" project improves the quality of the urban environment in residential areas through minimal planning changes—limiting public transport, prioritizing pedestrians, and creating micro-public spaces. The historic street grid is preserved, but its use is being reimagined.

8.2. Strategic recommendations for Improvement: specific street proposals and a detailed Action plan

Based on the identified problems and an analysis of the current state of Terézváros, specific recommendations were formulated to address the imbalances in the urban environment. The recommendations are based on the principles of an integrated approach (Carmona, 2015), sustainable development (Beatley, 2016), pedestrian priority (Gehl, 2010), and community engagement (Jacobs, 1961). The key proposals are presented below, grouped by specific streets and summarized by key development areas. Each proposal is supported by technical parameters and is based on best practices and regulatory documents (54.pic).

54.picture: Conceptual and functional map of proposals for the development of the streets under study (Link: Kniazeva Aleksandra)

Street recommendations:

Izabella utca: transit axis

Izabella utca (from Podmanitsky utca to Andrassy út) is the main transport artery of the district and currently serves as a transit hub, negatively impacting pedestrian space.

Problem

Heavy traffic (two lanes), noise, and parked curbs. Although the sidewalks are initially relatively wide (over 2 meters), their usable area is reduced by parked cars and narrow, inadequately landscaped green spaces.

Solution

Redesign the street profile with a focus on pedestrians and green infrastructure. It is proposed to maintain the existing roadway width at a minimum of 6.5 meters to ensure safe passage of trolleybuses. The street width from Podmanitsky utca to Király utca varies between 14 and 15 m, so 2 solution options are proposed, depending on the width of the section. In the first case, which involves a 14-m-wide section, it is proposed to leave parking on only one side, which will be chosen based on the traffic load on that side. In this case, parking spaces should be alternated with green spaces for planting trees, maintaining two to three parking spaces per row, followed by a strip of green space. Sidewalks are proposed to be narrowed to a minimum comfortable width of two meters, while completely clearing them of parked cars. The parking space and the adjacent green space must have a minimum permitted width of two meters. On the opposite side of the street, in this case, it is recommended to plant a “Green wall” on the remaining 1.5-m-wide section (57.pic.).

In the second case, which involves a 15-meter-wide section of the street, it is proposed to maintain two-way parking, interspersed with alternating green spaces and plantings. In this case, the roadway width remains 6.5 meters, with parking occupying 2 m on each side. The sidewalk width, however, varies from 2 to 2.25 m (58.pic).

To improve safety at key intersections, such as the intersection of Isabella and Szondi streets, raised pedestrian crossings will be installed to reduce turning speeds. All crossings will be equipped with tactile paving and lowered curbs for people with disabilities.

The sidewalk's cross-section is designed with a slight slope (1.5-2%) toward greenery to direct rainwater toward tree roots. Linear gutters are also installed along the curbs to collect excess water during heavy rainfall.

Landscaping

Trees are planted approximately 10-15 m apart (staggered to alternate sides and ensure uniform street shading, on a site up to 15 meters wide). When selecting tree species, special attention is paid to their resistance to urban stress and their historical appearance: for example, Tilia tomentosa is a traditional Budapest tree, while Ginkgo biloba is a pollution- and drought-resistant tree that is successfully used on city streets and attracts attention with its historical

form. Several specimens of Gleditsia triacanthos 'Sunburst' serve as accents, adding visual variety.

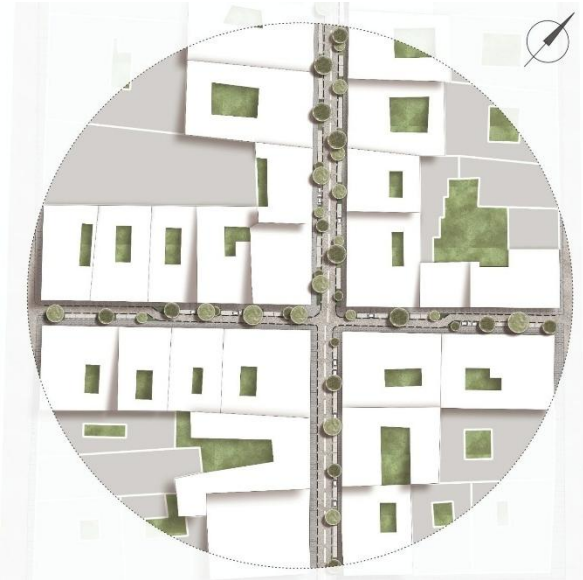
Each planted tree is placed in the ground (not in a tub) in a “ribbon”-type plot (not individual holes, but a single longitudinal strip of land), united into a green corridor along the street. The minimum open ground area per tree is at least 3 m² (a plot measuring 1.5 x 2.0 m). The modern Stockholm Tree Pit standard is used: a multi-layer planting structure with a drainage layer and structured soil. This ensures good drainage, aeration, and sufficient root space, which has been proven to increase the longevity of urban trees. Decorative grates with holes for irrigation and aeration are installed in the tree trunks (55.pic., 56.pic.).

Facades and Design code

In parallel with the street improvements, it is recommended to implement a program for the restoration and aesthetic harmonization of the building facades on Isabella Street. Historic facades are cleaned of dirt, and lost decorative elements (stucco, cornices) are restored using archival samples. A unified color scheme for the buildings is being introduced, with a preference for muted pastel tones characteristic of the late 19th century (ochre, light terracotta, cream, pale green, etc.). All new store and office signs must comply with regulatory requirements, such as maximum letter height, the absence of neon lighting, and neutral fonts. Outdoor advertising is strictly controlled—large-format banners on facades, billboards, etc. are prohibited.

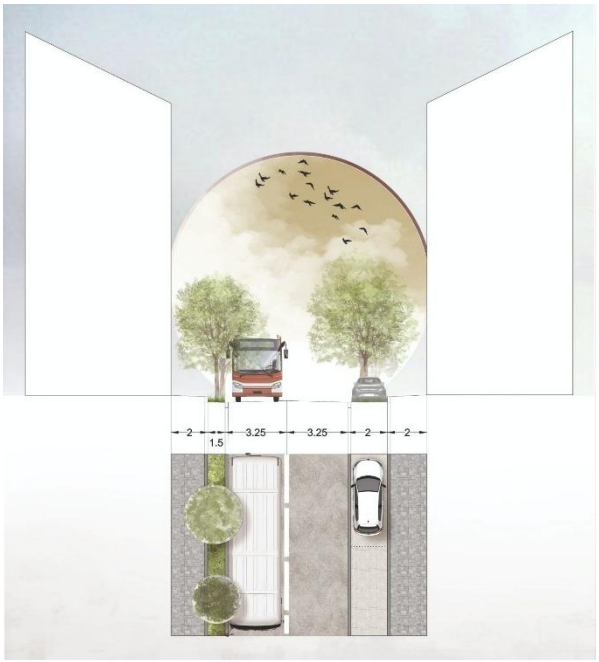
The municipality may launch a co-financing program for ground-floor building owners: reimbursement of up to 50% of the cost of replacing signs and storefronts in line with the overall district concept. The full renovation cycle is planned to be completed within five years, which is standard practice for urban development projects of this scale.

Lighting will be modernized: new LED streetlights will be installed, providing uniform illumination of sidewalks and walkways, improving nighttime safety. It is recommended to use natural stone or clinker tiles in neutral tones (gray-beige), matching the color scheme of the historic buildings. The materials must be smooth and slip-resistant to ensure accessibility.

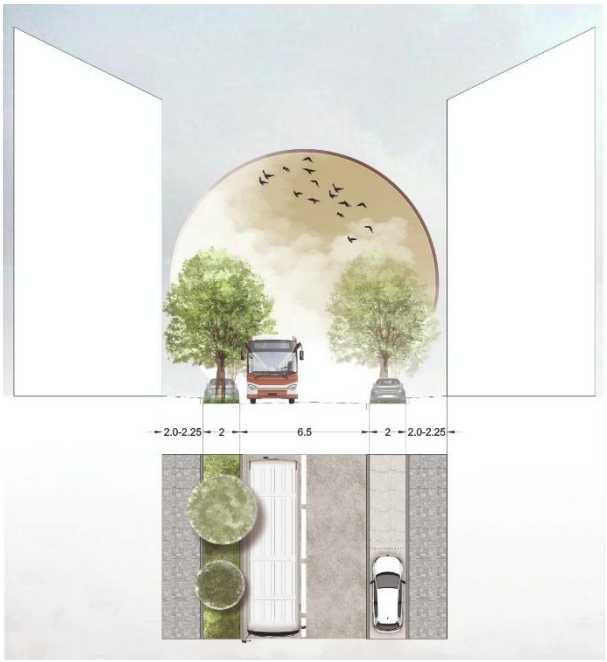


55.picture: Recommended site plan-intersection of Izabella Street and Aradi Street. (Link: Kniazeva Aleksandra)

56.picture: Recommended site plan-intersection of Izabella Street and Aradi Street, detailed. (Link: Kniazeva Aleksandra)



57.picture: Cross-section of the Izabella street, recommendations.
(Link: Kniazeva Aleksandra)



58.picture: Cross-section of the Izabella street, recommendations 2.
(Link: Kniazeva Aleksandra)

Expected impact:

The comprehensive modernization of Isabella utca will bring numerous benefits. Pedestrian traffic will increase thanks to comfortable conditions and new points of attraction – people will walk along the renovated street more often. Social conflicts between pedestrians and vehicles will be reduced. The environmental impact will be a reduction in surface temperatures in the shade of trees by 5-8°c and in street temperatures by approximately 1-2°c during the day,

mitigating the urban heat island effect. The identity of the street and the district as a whole will be strengthened: the historic facades, maintained by a unified design code, combined with the restored rhythm of greenery (linear rows of linden trees, typical of Budapest avenues), will create a recognizable image of the space.

Eötvös utca: An extension of the cultural center

Eötvös utca is a wide, one-way street that crosses the district horizontally. It has the potential to become a connecting link and a logical extension of the cultural axis, echoing, with its renewed function, the active cultural attraction of Eötvös 10.

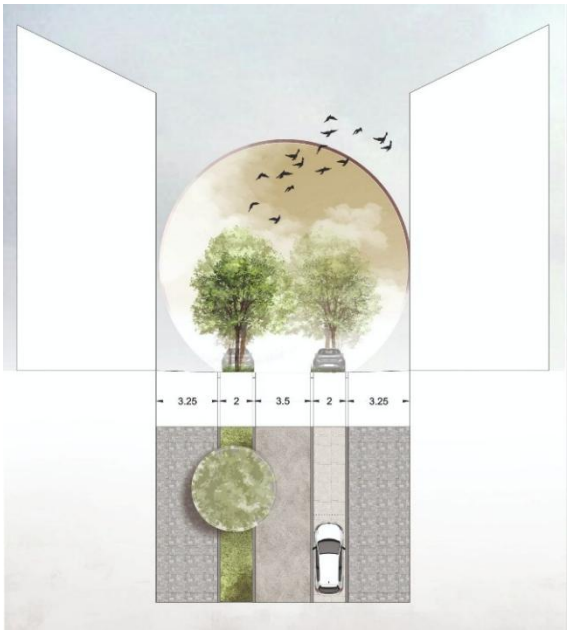
Problem

In its current state, the street does not fulfill its potential as a public space. The roadway (approximately 3.5 meters wide, one-way) is characterized by excessive parking: on one side, cars park parallel to the curb (approximately 2 meters wide), and on the other, at an angle of approximately 45° (herringbone parking, approximately 4.0 meters wide). Parking spaces take up a significant portion of the street profile, leaving pedestrians with only 1.5-2.0 m of sidewalk space. The total width between the facades is approximately 14 meters, offering opportunities for redesign.

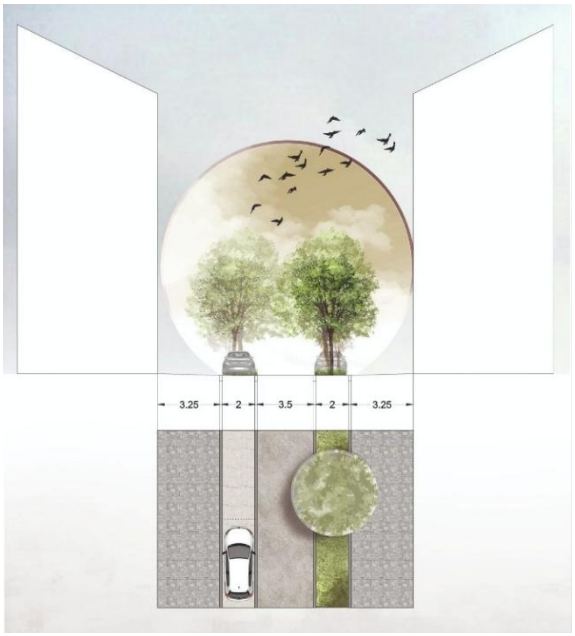
Solution

It is proposed to completely eliminate the parking at an approximately 45° angle on one side, replacing it with a parking lot with alternating “Green pockets”. A similar solution will be applied to the opposite side, alternating them in a staggered pattern. This will reduce the overall number of parking spaces, but the freed-up space will be used for landscaping. The sidewalk on the side cleared of parking will be widened to 2.5 m. (59.pic.,60.pic).

The remaining expanded area near the facades will be pedestrianized and actively used: it can accommodate summer cafes, exhibition stands for local galleries, and benches. This strip will effectively become a series of “mini-parks” along the street: instead of rows of parked cars, it will house a series of themed areas. To maintain the flexibility of the space, the paving of the widened sidewalk will be uniform (paving stones or concrete slabs at the same level), allowing emergency services to access it if necessary.



59.picture: Cross-section of the Eötvös street, recommendations.
(Link: Kniazeva Aleksandra)



60.picture: Cross-section of the Eötvös street, recommendations 2.
(Link: Kniazeva Aleksandra)

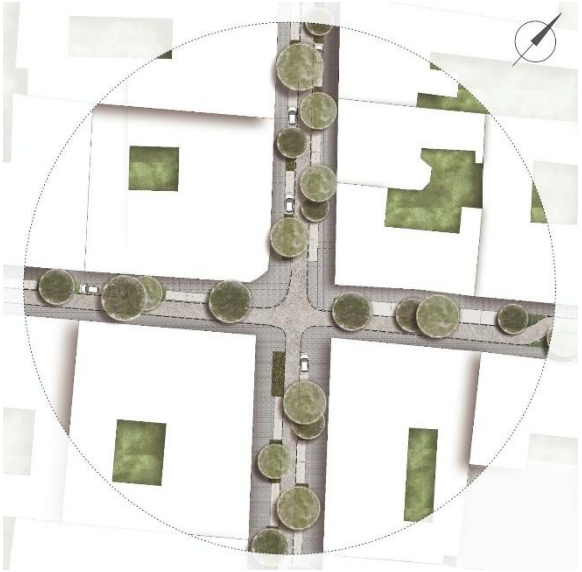
Landscaping

An alley of low-growing trees and ornamental shrubs has been created along Eötvös utca. Since the street's width is limited by the height of buildings (approximately 4-5 stories), compact species were chosen: for example, Acer platanoides 'Globosum', which forms a neat, rounded crown approximately 4-5 m in diameter, fits well with the street's scale and creates a rhythmic flow, or Carpinus betulus “Fastigiata”, with its narrow, columnar crown. The trees are planted in groups of 2-3 trees per block, alternating with seating areas. The distance between groups is approximately 10-15 m.(61.pic., 62.pic).

Shrub layer: plant ornamental flowering and long-lived species, such as Spiraea japonica, which forms a low border with pink flowers and is easy to maintain, Hydrangea arborescens “Annabelle”, and Buxus sempervirens, which forms neat green borders and retains its decorative appearance throughout winter.

This way, the street will appear multi-layered. This will increase biodiversity and visually soften and inviting the space, reflecting the concept of a garden on a city street.

61.picture: Recommended site plan-intersection of Eötvös Street and Szondi Street. (Link: Kniazeva Aleksandra)



62.picture: Recommended site plan-intersection of Eötvös Street and Szondi Street, detailed. (Link: Kniazeva Aleksandra)

Facades and Design code

The design of Eötvös utca should emphasize its creative and local character. Paving stones can include patterns and color inserts developed in collaboration with local artists, for example, using quotes from Hungarian writers or abstract patterns related to the street's history. Such artistic paving will become the focal point of the space and a source of pride for residents. Hardscape elements (benches, trash cans, and bicycle racks) are chosen in a contemporary style but in a neutral design to complement the historic buildings. The color of the hardscape elements is a uniform dark gray or black. Lighting includes low decorative lanterns (4-5 m) along the pedestrian area, as well as garlands or artistic tree illumination in the evening.

Expected Impact

Eötvös utca will become a model for neighborhood renovation. Multifunctional sidewalks will provide space for social interaction – new points of attraction (new terraces and art installations) are expected to appear, and pedestrian traffic is expected to increase by 30%. The environment will become inclusive: barrier-free intersections and smooth sidewalks will be convenient. The street will be more effectively shaded (new trees will cover approximately 30% of its area within 10 years of planting), reducing the impact of urban heat and creating a comfortable microclimate for recreation. The street, previously considered a “no-human's area” will acquire a new identity as a creative space for the district.

Szondi utca: An international residential artery

Szondi utca is a long and characteristic street in the district, connecting the dense urban fabric with the quieter and greener Villanegyed near Városliget. Its nature as a transitional space makes it an important element of the district's internal structure. Despite its predominantly residential use, the street already bears an international character: it is home to a large number of ethnically oriented services for the local population. However, this quality is not yet supported spatially: the street's visual and functional condition remains unsatisfactory. Narrow and uneven sidewalks, haphazard parking, the lack of a unified green structure, and worn facades create a fragmented and unattractive urban environment.

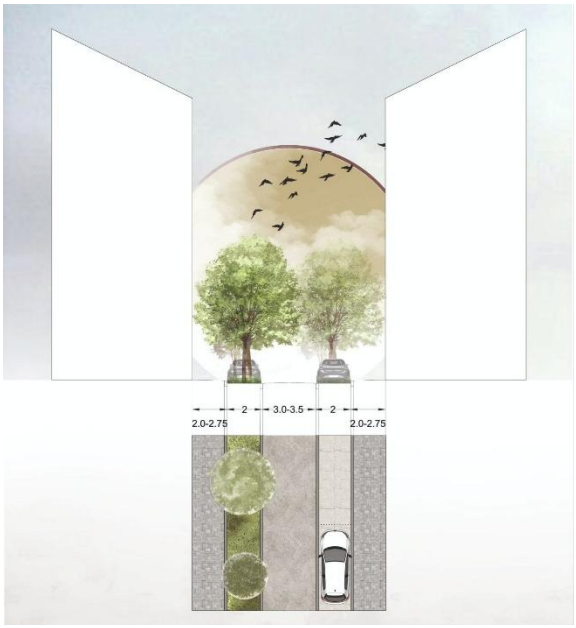
Problem

Due to the uneven width of the roadway and sidewalks, residents are forced to walk alongside parked cars, and green spaces, where they exist, do not form a continuous green corridor. At the same time, the street's morphology offers a unique opportunity to create a linear green framework linking the central part of the district with the northern neighborhoods and Városliget.

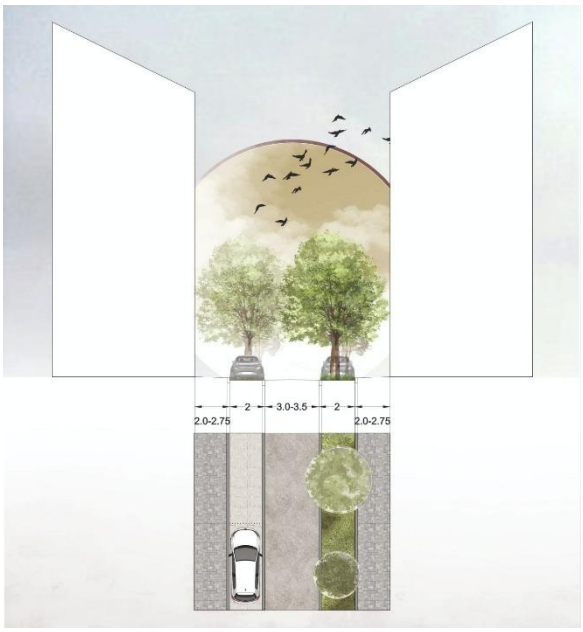
Solution

The main idea behind the proposed transformation of Szondy Street is to create a comfortable, green, and socially active public space that combines the functions of a residential street and a multicultural public corridor. Since the street is one-way, the roadway width is set at 3.5 meters along its entire length, allowing for the redistribution of the freed-up space for pedestrians and greenery. In the wide sections located between Bajza and Szinyei Merse Pál streets, with a total width of approximately 14 m, it is proposed to retain two-way parking with a 2m space on each side and create a green buffer zone approximately 1.25 m wide between the parking lanes and sidewalks (65.pic). This “green wall” will create a visual separation between the traffic and pedestrian zones, reduce noise levels, and provide a more comfortable microclimate. In the central part of the street, where the width varies between 11 and 13 m, parking is organized in a checkerboard pattern, alternating green spaces and parking spaces (63.pic., 64.pic).

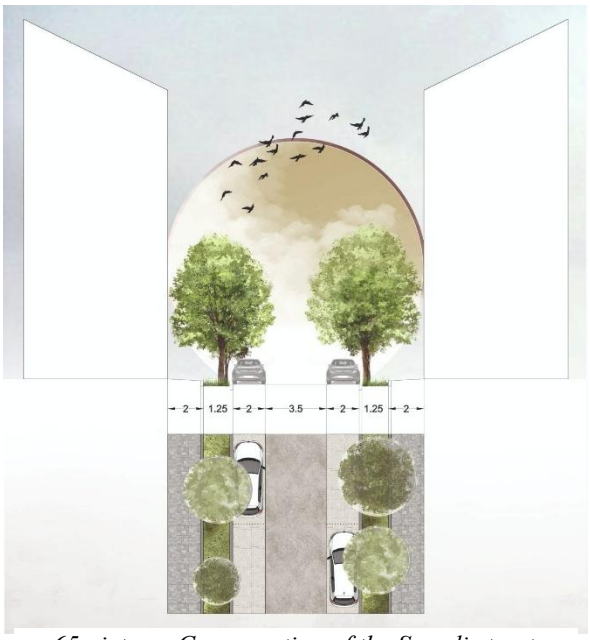
In sections where the width narrows to 10-11 m, closer to Terez körüt, a “snake” layout is introduced: parking is retained on only one side, while the opposite side is reserved for widened sidewalks 2.25-2.75 m wide (68.pic.). Additional amenities are placed along these sidewalks, including benches, trash cans, shrubbery, and spaces for small cafes or local initiatives.



63.picture: Cross-section of the Szondi street, recommendations.
(Link: Kniazeva Aleksandra)



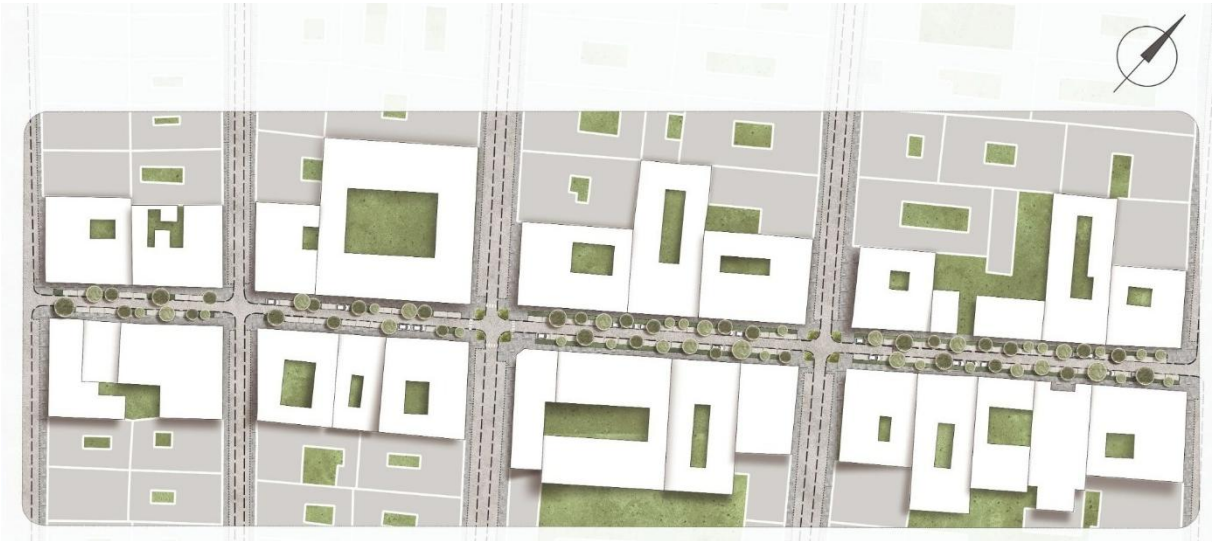
64.picture: Cross-section of the Szondi street, recommendations 2.
(Link: Kniazeva Aleksandra)



65.picture: Cross-section of the Szondi street, recommendations 3.
(Link: Kniazeva Aleksandra)

Landscaping

The concept of a continuous longitudinal planting strip, uniting the trees into a green ribbon, is used. The minimum area of open ground per tree is at least 3 m² (1.5 x 2 m), ensuring optimal conditions for the root system. Species resistant to urban conditions and historically typical of Budapest streets are planted along the street: Ulmus glabra "Camperdowni", Acer campestre "Elsrijk", Celtis occidentalis, and Sorbus aria, creating a rhythmic and visually rich green corridor. Low-growing shrubs such as Spiraea japonica and cornus alba, and shade-tolerant perennials such as Geranium macrorrhizum and Hosta are proposed under the tree canopy, providing a multi-layered landscaping structure and year-round decorative appeal. In low-lying areas and near storm drains, the creation of rain gardens and the implementation of permeable pavements are recommended to retain moisture and reduce surface runoff (66.pic., 67.pic).



66.picture: Recommended site plan of Szondi Street. (Link: Kniazeva Aleksandra)

67.picture: Recommended site plan of Szondi Street, detailed.
(Link: Kniazeva Aleksandra)

68.picture: Recommended site plan of Szondi Street, detailed 2.
(Link: Kniazeva Aleksandra)

Facades and Design code

The building facades on Szondi utca are in the most unsatisfactory condition of the four streets analyzed. Therefore, a restoration and harmonisation program is proposed. The colour palette should be muted natural tones, typical of historic architecture from the late 19th century: RAL 1015 (light ivory), RAL 1001 (beige), RAL 7032 (pebble grey), and RAL 7033 (cement green). Soft contrasts of dark grey and olive shades (RAL 7002, 8019) are permitted for architectural details. All signs must be standardized: no neon lighting, letter height no more than 40 cm, and

neutral fonts. Large outdoor advertising is prohibited. Modern warm-white LED lighting (approximately 3000 K) will be installed along sidewalks and in green areas, providing uniform illumination and safety in the evening.

Multicultural Function and Public Spaces

Szondi utca is envisioned as a street where Multiculturalism and neighborhood become part of everyday urban life. On the ground floors of buildings, it is proposed to preserve and support small shops, family-run bakeries, and cafes catering to local residents of different cultural backgrounds. It is important that such spaces operate during the daytime, without disrupting the tranquility of the residential environment. These spaces will allow residents to interact beyond the formal boundaries of home and work, strengthening the social resilience of the neighborhood and enhancing a sense of community.

Expected Impact

Increasing pedestrian space, introducing a green framework, and creating buffer zones between transport and housing will improve comfort, microclimate, and environmental performance. Greenery will reduce surface temperatures by 5-8°c in the shade and mitigate noise pollution. Restoration of the facades and standardization of signage will create visual integrity, while new public spaces and "Third places" will revitalize social life and strengthen ties between residents of different cultural backgrounds. As a result, Szondi utca will become an example of the harmonious combination of residential functions, the local economy, and green infrastructure, reinforcing the image of Terézváros as a district open to diversity while preserving its historical and human character.

Aradi utca: A space of local scale

Located parallel to Szondi utca, closest to Andrassy ut, Aradi utca is one of the narrow and intimate streets in the Terézváros district. Its morphology is characterized by high building density and limited street space, where every meter of width is crucial for the balance between transportation, landscaping, and pedestrian use. Unlike Szondi utca, a quieter, more local rhythm prevails here. Aradi Street is a typical residential street in the historic center, which has retained its quiet character but currently suffers from a lack of maintenance, irregular landscaping, and deteriorating architectural facades.

Problem

The street's main problems are related to its physical limitations. The average street width is approximately 9-11 m, which does not allow for comfortable pedestrian sidewalks without compromising functionality. The building facades are located very close to the roadway, and there is no landscaping, creating a narrow, shady, and congested feeling. Existing parking along both sides takes up almost all of the street's usable width, obscuring views and compromising pedestrian safety. Along the facades, there are areas with poor-quality pavement, missing curbs, and damaged drainage systems.

Solution

In accordance with its morphology and function, Aradi utca should maintain its quiet residential character and become an example of a well-maintained, intimate street on a local scale. Traffic on the street will remain one-way, with the roadway width set at 3.5 m, ensuring safe and relaxed travel while limiting vehicle speed.

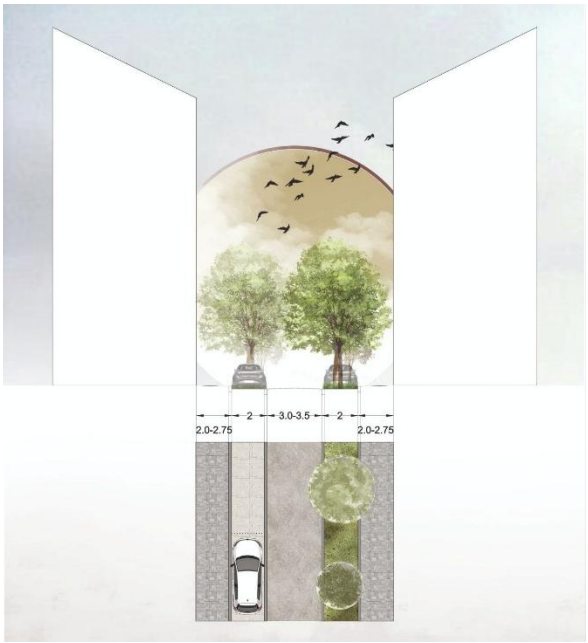
In areas where the street profile width reaches 11 m, two-side parking is proposed to be retained, but organized in a staggered pattern with alternating green spaces. Each pocket is approximately 2 m wide and is used to plant compact trees and shrubs, creating a visually rhythmic and warm space. This layout breaks up the solid parking lane and adds street life with minimal intervention.

In narrower sections, where the width is reduced to 9-10 m, a “snake” layout is used: parking is limited to one side of the street, alternating with sidewalk widenings. The parking lane width increases to a comfortable 2.5 m, while the sidewalks on the opposite side reach 3 m. This solution creates more space for pedestrians, installs benches and small planting areas, and integrates container greening. Widened sidewalk sections can serve as mini-spaces where residents can relax, meet, or display small workshops and cafes (70.pic., 71.pic.).

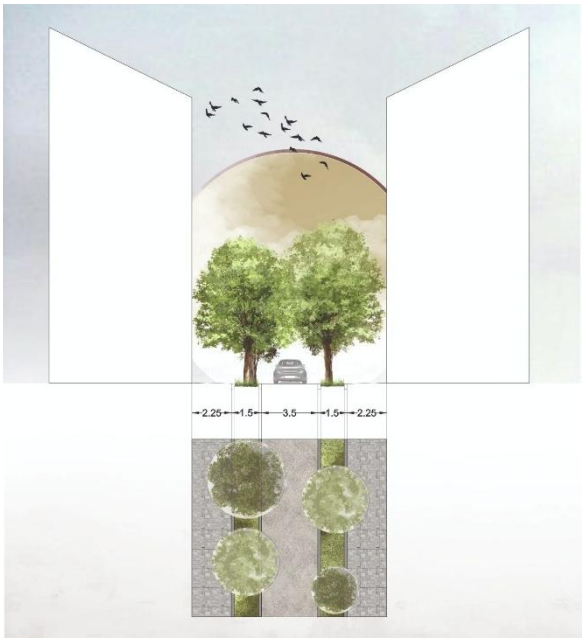
Landscaping

Due to the narrow profile of Aradi utca, the landscaping requires the use of compact and shade-tolerant species. Plantings are arranged in longitudinal strips with a minimum open ground area of at least 2-3 m² per tree. To create a regular rhythm and visual softness in the space, compact, slow-growing species are recommended: Acer platanoides “Globosum”, Tilia cordata “Greenspire”, Koelreuteria paniculata, and Amelanchier lamarckii, which are resistant to urban stress and decorative in different seasons. Shrubs and perennials, such as Spiraea japonica, Lavandula angustifolia, and Nepeta racemosa, to provide an additional greenery (69.pic).

69.picture: Recommended site plan of Aradi Street.
(Link: Kniazeva Aleksandra)



70.picture: Cross-section of the Aradi street, recommendations.
(Link: Kniazeva Aleksandra)



71.picture: Cross-section of the Aradi street, recommendations 2.
(Link: Kniazeva Aleksandra)

Facades and Design code

As part of the unified urban improvement program, we propose cleaning and painting facades using a color scheme that matches the historical appearance of the area: RAL 1013 (pearl white), RAL 1001 (beige), RAL 7035 (light gray), and RAL 7030 (stone gray). contrasting shades of RAL 7006 and RAL 8019 are permitted for decorative elements and window frames. All store and business signs must be consistent in height and style, without neon lighting or excessive advertising. corner buildings may feature simple wayfinding with neutral

backlighting. Street lighting is provided by warm-spectrum LED streetlights (approximately 3000 K), creating uniform, soft illumination of sidewalks and intersections.

Social function and potential of small initiatives

Despite its predominantly residential character, Aradi utca can retain an element of social activity through small craft workshops, galleries, and cafes focused on the local community. Such spaces should not dominate or disrupt the quiet, but can add street life and contribute to the creation of a "quiet cultural corridor". Small ateliers, ceramics studios, or art studios on the ground floors of buildings will help enliven the facades without attracting excessive footfall. This format maintains the tradition of mixed-use buildings in central Budapest, maintaining a balance between residential and public functions.

Expected Impact

Implementation of the proposed measures will restore Aradi utca to its dignity and coziness, characteristic of the historic residential quarters of Terézváros. Reducing parking and implementing a "snake" layout will improve pedestrian traffic and reduce visual clutter from cars. Landscaping will restore microclimatic balance and add shade to the street space.

9. Conclusion

9.1. Achieving the research objectives

The aim of the study was to conduct a comprehensive analysis of the identity of the Terézváros district through the prism of the state and development of its public spaces, as well as to formulate recommendations for improving the quality of the urban environment. The following results were achieved:

- A detailed analysis of the district's historical development was conducted, identifying key features of its architectural, functional, and social character.
- An identity structure for Terézváros was developed and substantiated, taking into account its architectural heritage, transportation system, green infrastructure, and social practices.
- The main problems hindering the development of a comfortable and inclusive urban environment were identified: limited pedestrian areas, congested transportation infrastructure, lack of green infrastructure, and fragmentation of identity.

- Recommendations for preserving the district's unique appearance were developed, including a concept for the development of the status quo, strategic proposals for street improvement, and the creation of vibrant public spaces integrating history, modernity, and social life. It is shown that a district's identity is shaped not only by material elements but also by the everyday practices of residents, their engagement with the space, and local culture.

9.2. Directions for further research

Despite the extensive analysis conducted in this paper, the study of Terézváros remains open to further development. The most promising areas are:

- In-depth analysis of microsociological aspects of district life: community structure, local identity, and the formation of informal interaction points.
- Exploring scenarios for implementing green infrastructure at the street and block level, taking into account dense development and limited space.
- Developing and testing programs for engaging residents in district improvement processes and preserving their identity, including creating platforms for dialogue and supporting cultural initiatives and local traditions.
- Analysis of successful international practices in the renovation and development of historic districts with the aim of adapting these solutions to Terézváros, taking into account its unique cultural and architectural heritage.
- Modeling integrated transport and green infrastructure to improve the sustainability and quality of the urban environment.

9.3 Inference

A city is more than just a space of buildings, streets, and squares. It is a living organism, whose life is reflected in every element—from its architectural appearance to the micro-scenarios of everyday life. Terézváros is a striking example of how historical heritage and modernity are intertwined into a complex, multi-layered fabric of urban identity. The analysis conducted in this paper demonstrated how fragile this fabric can be and how easily it loses its clarity when attention to detail gives way to functional or commercial interests.

Preserving the identity of Terézváros is not simply a matter of preserving old facades or restoring architectural elements. It is, above all, about restoring the human dimension to the space. It is about creating an environment in which residents and visitors feel not just observers, but participants in urban life. This space must speak the language of the past, not be captive to it. It must inspire new forms of interaction, where social activity, aesthetics, history, and sustainable development become one. Today, Terézváros faces challenges familiar to many historic districts of large cities: traffic congestion, a lack of green infrastructure, fragmentation of public spaces, and a loss of local identity. But it is precisely in these challenges that growth opportunities lie. A return to a human-centered approach, prioritizing pedestrian environments, and developing green routes and spaces for social interaction could form the basis of a new development strategy for the district, one in which the past is not a burden but rather a support for the future. It is important to remember, however, that architecture and space are not ends in themselves.

They serve as a backdrop for human stories, shape habits and routes, and create conditions for encounters and dialogue. The identity of a district resides not in its walls, but in its people—in their memories, in their perception of the place as home. Terézváros has every chance of preserving its uniqueness and becoming an example of the harmonious blend of history and modernity if priority is given not only to the material environment but also to the social fabric that informs it. Thus, the future of Terézváros will be determined not only by architectural solutions but also by the quality of interaction between the space and its inhabitants. And the stronger this connection becomes, the more stable and humane the urban appearance of the district will become.

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DECLARATION

Kniazeva Aleksandra (student Neptun ID: GOJ5DR) as a consultant, I declare that I reviewed the thesis and informed the student about the requirements, legal and ethical rules for the correct handling of literary sources.

The thesis is to be defended at the final exam **I recommend / I do not recommend**

The thesis contains a state or official secret: yes **no** *[1]

Date: 2025.11.02

internal consultant

[1] A megfelelő aláhúzandó.

NYILATKOZAT

Kniazeva Aleksandra (hallgató Neptun azonosítója: GOJ5DR) konzulenseként nyilatkozom arról, hogy a szakdolgozatot áttekintettem, a hallgatót az irodalmi források korrekt kezelésének követelményeiről, jogi és etikai szabályairól tájékoztattam.

A szakdolgozatot a záróvizsgán történő védésre **javaslom / nem javaslom**[1].

A dolgozat állam- vagy szolgálati titkot tartalmaz: igen **nem***[2]

Kelt: 2025.11.02

belső konzulens

[1] A megfelelő aláhúzandó.
[2] A megfelelő aláhúzandó.

Statement from students and doctoral candidates on the use of artificial intelligence (AI)

1. General data

Student name:	**Kniazave Aleksandra**
Neptune code:	**GOJ5DR**
Education level:	X BSc/BA ☐ MSc/MA ☐ (PhD) ☐ Other:……
Subject name/code:	**Thesis**
Title of the work:	**Transformation of public spaces and urban identity in the Terézváros district**

2. Statement on the use of AI

The undersigned, in full awareness of my ethical responsibility, makes the following declaration: *(Please choose one of the options below!)*

☐ A) I did not use an artificial intelligence system or service.

(If you have indicated this, you do not need to complete the additional tables.)

X B) I have used an artificial intelligence system or service.

(Please fill in the relevant tables!)

3. Detailing the use of artificial intelligence

I. TABLE: Assistant or minor use (e.g. translation, language proofreading, brainstorming, etc.)

(For these uses, attaching specific prompts and responses is not necessary.)

Purpose of use	**Name and version of the AI tool used**	**Affected part (if it does not apply to the entire text)**
Translation between Hungarian, English and Russian	GPT5	
Language correction/proofreading (e.g. finding the right terminology)	GPT5	
Helping you find appropriate open access resources on a given topic	GPT5	

II. TABLE: Significant content contribution (e.g. generation of a complete figure or a longer text passage)

(In these cases, the key prompts used and the raw responses given by the AI must be documented and attached in the appendix of the work.)

Purpose of use	**Name, version, availability of the AI tool used**	**The exact number of the relevant chapter / figure / table**	**The entry number of the attachment containing the prompt log**

3/A. Oktató által előírt kiegészítő szabályok (ha vannak)

If the instructor or supervisor of the given subject has set specific rules or expectations regarding the use of AI tools, please summarize these in the field below:

E.g. banning the use of AI for certain types of tasks; only using specific tools is allowed; different citation expectations; documentation format, etc.

Rules prescribed by the instructor or supervisor:

……

……

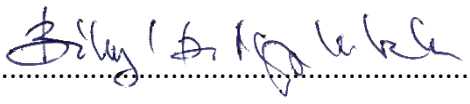
……

……

4. Statement for all students:

I declare that I have critically reviewed, edited and incorporated any AI-generated content into the work in all cases. I take full responsibility for all elements of the submitted work, its originality and scientific correctness. I acknowledge that the Hungarian University of Agricultural and Life Sciences may check the submitted work with an artificial intelligence detector and may initiate proceedings if my statement is untrue or incomplete.

Date: 2025.11.02



…… ……

Student signature **Consultant/Supervisor's signature**

Hallgatók, doktoranduszok nyilatkozata mesterséges intelligencia (MI) alkalmazásáról

1. Általános adatok

Hallgató neve:	**Kniazave Aleksandra**
Neptun-kódja:	**GOJ5DR**
Képzési szint (a megfelelőt jelölje X-szel):	**X** BSc/BA ☐ MSc/MA ☐ Doktori (PhD) ☐ Egyéb: ……
Tantárgy neve/kódja*:	**Szakdolgozat**
A munka címe:	**Transformation of public spaces and urban identity in the Terézváros district**

* doktori értekezés esetén nem kitöltendő

2. Nyilatkozat az MI használatáról

Alulírott, etikai felelősségem teljes tudatában az alábbi nyilatkozatot teszem:

(Kérjük, válasszon egyet az alábbi lehetőségek közül!)

☐ A) Nem alkalmaztam mesterséges intelligencia rendszert vagy szolgáltatást.

(Amennyiben ezt jelölte, a további táblázatok kitöltése nem szükséges.)

X B) Alkalmaztam mesterséges intelligencia rendszert vagy szolgáltatást.

(Kérjük, töltse ki a vonatkozó táblázatokat!)

3. A mesterséges intelligencia használatának részletezése

I. TÁBLÁZAT: Asszisztensi vagy kisebb mértékű felhasználás (pl. fordítás, nyelvi korrektúra, ötletelés stb.)

(Ezen felhasználások esetében a konkrét promptok és válaszok csatolása nem szükséges.)

A felhasználás célja	**Alkalmazott MI-eszköz neve és verziója**	**Érintett rész (ha nem a szöveg egészére vonatkozik)**
Fordítás magyar, angol és orosz között	GPT5	
Nyelvjavítás/nyelvi korrektúra (pl. a megfelelő terminológia keresését)	GPT5	
Segítségnyújtás megfelelő nyílt hozzáférésű források megtalálásában egy adott témában	GPT5	

II. TÁBLÁZAT: Jelentős tartalmi hozzájárulás (pl. egy teljes ábra vagy egy hosszabb szövegrész generálása)

*(Ezekben az esetekben a felhasznált kulcsfontosságú promptok és az MI által adott nyers válaszok dokumentálása és a munka **mellékletében való csatolása szükséges**.)*

A felhasználás célja	**Alkalmazott MI-eszköz neve, verziója, elérhetősége**	**Az érintett fejezet / ábra / táblázat pontos sorszáma**	**A prompt-naplót tartalmazó melléklet bejegyzésének sorszáma**

3/A. Oktató által előírt kiegészítő szabályok (ha vannak)

Amennyiben az adott tantárgy oktatója vagy témavezetője az MI-eszközök használatára vonatkozóan külön szabályokat vagy elvárásokat határozott meg, kérjük, az alábbi mezőben foglalja össze ezeket:

Pl. az MI használatának tilalma bizonyos feladattípusokra; csak konkrét eszköz használata engedélyezett; eltérő hivatkozási elvárások; dokumentációs forma stb.

Oktató vagy témavezető által előírt szabályok:

……

……

4. Minden hallgatóra vonatkozó nyilatkozat:

Kijelentem, hogy az MI által esetlegesen generált tartalmakat minden esetben kritikailag felülvizsgáltam, szerkesztettem és a munkába illesztettem. A leadott munka minden eleméért, annak eredetiségéért és tudományos helytállóságáért teljes körű felelősséget vállalok. Tudomásul veszem, hogy a Magyar Agrár- és Élettudományi Egyetem a benyújtott munkát mesterséges intelligencia detektorral ellenőrizheti, és eljárást kezdeményezhet, amennyiben a nyilatkozatom valótlan vagy hiányos.

Kelt: 2025.11.02

....

Hallgató aláírása **Konzulens/Témavezető aláírása**

MATE Organizational and Operational Regulations
III. Student Requirements System
III.1. Study and Examination Regulations
Appendix 6.13: The MATE Unified Thesis /
diploma thesis / final thesis / portfolio preparation guide
Annex 4.2: Declaration on public access and originality of the final thesis/dissertation/diploma thesis/portfolio (amended: October 16, 2025)

DECLARATION

on the public access and originality of the thesis

Student's name:	Kniazeva Aleksandra
The Neptune Code of the Student:	GOJ5DR
Title of the thesis:	Transformation of public spaces and urban identity in the Terézváros district
Year of publication:	2025
Name of the consultant's institute:	Landscape Architecture, Urban Planning and Garden Art
The name of the consultant's department:	Urban Architecture and Green Infrastructure

I declare that the thesis I have submitted is an individual, original work of my own intellectual creation. I have clearly indicated the parts that I have taken from the work of other authors and included them in the bibliography. I further declare that the use of artificial intelligence tools (e.g. text generation, language correction, translation, data analysis) used in the preparation of the thesis did not replace my own research and creative work, I have indicated their application among the sources or in the methodological section, and I have acted in accordance with professional and ethical expectations.
If I have made any untrue statements in the above statement, I acknowledge that the final examination committee will exclude me from the final examination and I can only take the final examination after completing a new thesis.

I authorize viewing and printing of the submitted thesis, which is a PDF document, but not editing.

I acknowledge that the use and utilization of the thesis I have prepared as an intellectual creation are subject to the provisions of the current intellectual property management regulations of the Hungarian University of Agricultural and Life Sciences.

I acknowledge that the electronic version of my thesis will be uploaded to the library repository system of the Hungarian University of Agricultural and Life Sciences. I acknowledge that the defended and

- unclassified thesis after defense
- thesis authorized for encryption 5 years have passed since its submission

will be publicly available and searchable in the University's library repository system.

Date: 2025.11.02

_____
Student signature

MATE Szervezeti és Működési Szabályzat
III. Hallgatói Követelményrendszer
III.1. Tanulmányi és Vizsgaszabályzat
6.13. sz. függeléke: A MATE egységes szakdolgozat / diplomadolgozat / záródolgozat / portfólió készítési útmutatója
4.2. sz. melléklete: Nyilatkozat a záródolgozat/szakdolgozat/diplomadolgozat/portfólió nyilvános hozzáféréséről és eredetiségéről (módosítva: 2025. október 16.)

NYILATKOZAT

a szakdolgozat nyilvános hozzáféréséről és eredetiségéről

A hallgató neve:	Kniazeva Aleksandra
A Hallgató Neptun kódja:	GOJ5DR
A dolgozat címe:	Transformation of public spaces and urban identity in the Terézváros district
A megjelenés éve:	2025
A konzulens intézetének neve:	Tájépítészeti, Településtervezési és Díszkertészeti
A konzulens tanszékének a neve:	Településépítészeti és Zöldinfrastruktúra

Kijelentem, hogy az általam benyújtott szakdolgozat egyéni, eredeti jellegű, saját szellemi alkotásom. Azon részeket, melyeket más szerzők munkájából vettem át, egyértelműen megjelöltem, és az irodalomjegyzékben szerepeltettem. Továbbá kijelentem, hogy a dolgozat elkészítése során alkalmazott mesterséges intelligencia-eszközök (pl. szöveggenerálás, nyelvi javítás, fordítás, adatelemzés) használata nem helyettesítette a saját kutatási és alkotói munkámat, azok alkalmazását a források között vagy a módszertani részben feltüntettem, és a szakmai-etikai elvárásoknak megfelelően jártam el.

Ha a fenti nyilatkozattal valótlant állítottam, tudomásul veszem, hogy a záróvizsga-bizottság a záróvizsgából kizár és a záróvizsgát csak új dolgozat készítése után tehetek.

A leadott dolgozat, mely PDF dokumentum, szerkesztését nem, megtekintését és nyomtatását engedélyezem.

Tudomásul veszem, hogy az általam készített dolgozatra, mint szellemi alkotás felhasználására, hasznosítására a Magyar Agrár- és Élettudományi Egyetem mindenkori szellemitulajdon-kezelési szabályzatában megfogalmazottak érvényesek.

Tudomásul veszem, hogy dolgozatom elektronikus változata feltöltésre kerül a Magyar Agrár- és Élettudományi Egyetem könyvtári repozitori rendszerébe. Tudomásul veszem, hogy a megvédett és

- nem titkosított dolgozat a védést követően
- titkosításra engedélyezett dolgozat a benyújtásától számított 5 év eltelte után

nyilvánosan elérhető és kereshető lesz az Egyetem könyvári repozitori rendszerében.

Kelt: 2025.11.02

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Hallgató aláírása