





Tomáš Rausz 2024

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Carpathian - Gateway - Bratislava

Three Following challenges for architecture and urbanism have been omnipresent in 2023:

The need to inhabit the planet in ways responsible to the natural ecosystem, global climate and humanity. Creating a mind-shift from comfortably-traditional to innovatively-sustainable. The emergence of global crises that rapidly require revamping of the environments we are creating for work, education, commercial and social life. A large IT company is establishing its Headquarter Campus on a former military hospital ground at the gateway between the city and the natural reserve around Kamzik mountain. The campus will house more than 1000 employees together with a mix of residential, commercial, event and sport programs. The ambition to create one of most innovative and sustainable campuses is envisioned to bring benefits not just its occupants but also wider public.

The large investment is seen as a highly beneficial development which will bring life to a quiet part of the city, but as a result will present new challenges to the surrounding area ranging from extra footfall to traffic overload in an already overstressed district. The popular recreation area Zelezna Studienka, which is in effect the Small Carpathian gateway, already struggles with recreational crowds. Visitors traditionally come by car (which is the most convenient yet most polluting form of transport). Eventhough the City tries to shift this preference towards public transport, by creating TIOP Zelezna Studienka, at this moment it has barely been seen as a viable replacement. The popularization of this area has to be carefully planned in order not to overload its facilities and disrupt its environment.

We propose to explore a brief from two directions:

Half the program is a real physical project, dealing with the challenges of connection between the site and adjacent recreational area with the city and wider context. In this respect it will be necessary to re-visit their current amenities and functions within the area and suggest solutions for enabling creation of world class recreational gateway.

The other half would contemplate an ideal connection scenario within the realm of alternative reality. Students are to imagine that cars have never been invented and people have never experienced a need for this mode of transport. The task would be to explore possibilities and impacts on local urbanism and how those learnings could be implemented into the real world.

The studio will be run together with a representative of Bjarke Ingels Group BIG:

Matthew Oravec, Ioanis Gio

And supported by INFLOW

Jan Baska, Michal Rachela, Andrej Boros

**Transforming problems
into arguments for innovative
experiments.**

Fast Line

The concept is based on the search for a link between the existing value of the site and the newly designed object. The main idea in rendering the functional complex of the location was primarily the creation of a fast line between two platforms, and the created TIOP becomes an important intersection within Bratislava with better connectivity. The entrance to the building is formed by an arcade accent passing into the landscape architecture communicating with the hill above it. By gradually opening and closing the defined space, a compact unit is created connecting to the existing tunnels. The shape of the building copies the primary idea of vaulting in tunnels. This principle helps the architecture's ability to create colorful greenery on the roof. The construction is not invasive and positively completes the territory in connection with the new technological background of the IT company. Fast Line works as a fast link between TIOP stops. This creates an opportunity to complete the relevant neighborhood to the created linear element in the territory. Despite the strict linearity, it creates natural transitional teeth where users can get on and off the travelator route. The concept is based on the historical morphology existing across the entire treated area. The curve forming the arcades is found in adjacent buildings such as the red bridge. It is also repeated in the transcription on the gable wall of Mlyn, defining the territory of Mlynská dolina. Of course, it is a strong element in the construction of tunnels, which I am directly connected to with my proposal. The principle of arcades is thus directly rewritten in the construction of the entrance to the tunnels and also in the places where the travelator can be covered.

Project Description

The mass is formed by the expansion and subsequent division of the basic shape of the tunnel. The operation functions as a stop for tiop users. It starts with a shelter and crossing at the Lamač road. It continues as a long line crossing the territory towards the entrance to the tunnels.

It contains primarily four functions. Prvov is a bakery that directly communicates with the function of the cafe opposite. Two separate areas ensure the differentiation of the offered products and overall speed up the waiting time when ordering goods. As part of the operation, takeaway also operates on the principle of mobile ordering. In the entrance part of the tunnel, there is an entrance to the museum with a shop.

Subsequently, the building branches into three wings of tunnels. In the west wing there are leasable warehouse spaces. There is an escalator route in the central corridor that connects the area with TIOP platforms. In the eastern part, the branch turns into a continuous museum communicating with the route of the proposed travelators. The topic was transport solutions. The investor has been fighting for a long time with the possibilities and potential of creating a high-quality TIOP within the territory.

Bratislava has high-quality transport hubs. The connection of the train station, bus, and trolleybus can be very beneficial as it creates an intersection between three different types of transport. The vision of the Innovation District necessarily requires a significant traffic point to ensure accessibility.

ANALYSIS

History

Patrónka

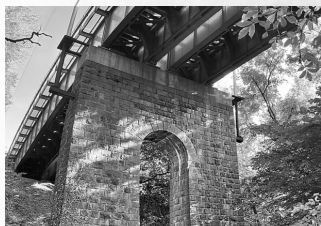
Patron - bullet - This area was named after old Juraj Roths bullet factory and it had been called Westend or Westende by Germans until 1940-50.

Mlynska dolina

In the past small river Vydrica defined this part of city. It is named by 9 water mills which worked until 1960. These days only some of those exist and one had been changed into villa by Enea Lafranconi. This area has become home for majority of the students studying in the city.

Surrounding Cities

Prague - 329km Northwest
Warsaw - 678km Northeast
Vienna - 78km Southwest
Budapest - 161km Southwest



Wider Context



Main Train Station
3,5km



Bratislava Airport
9,5km



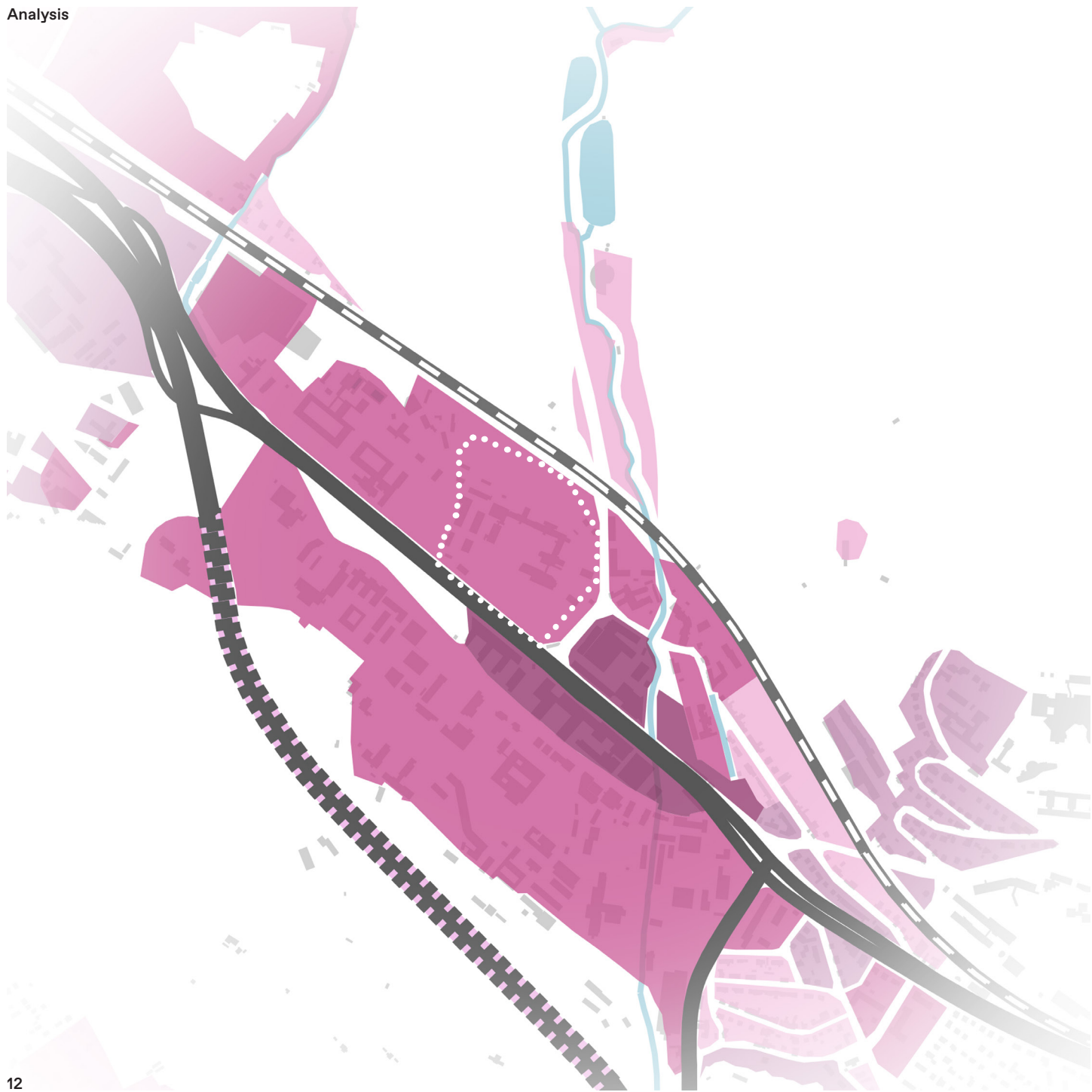
Main Bus Station
4km



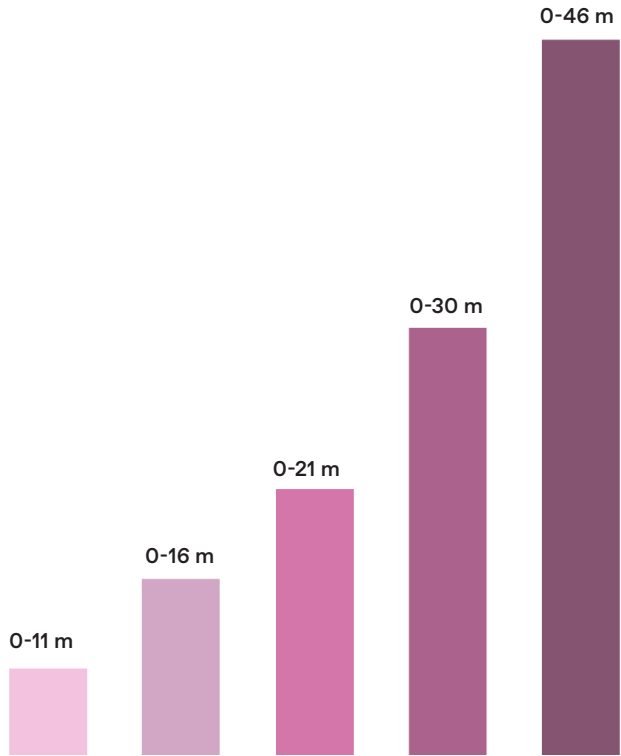
Public Port
4km



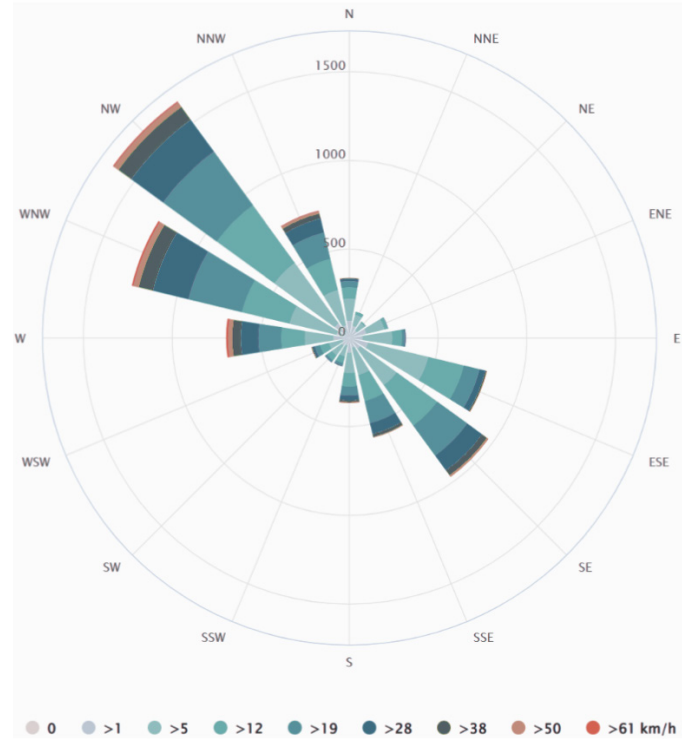
Airport Vienna Schwechat
40km



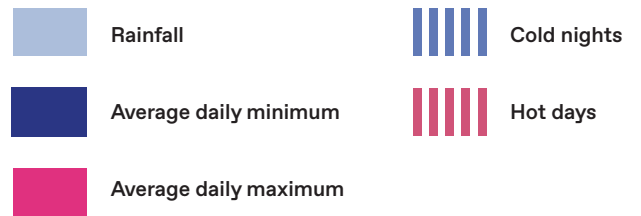
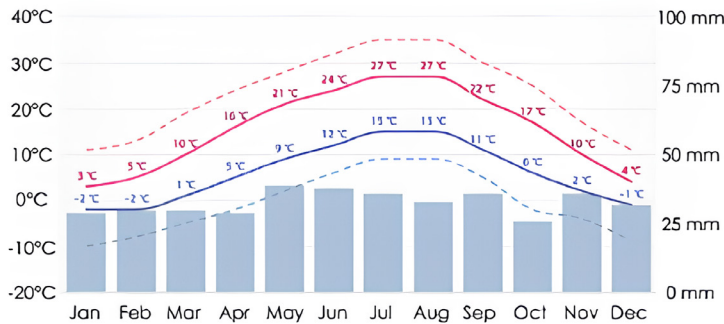
Height Description



Prevailing Winds



Climate Details

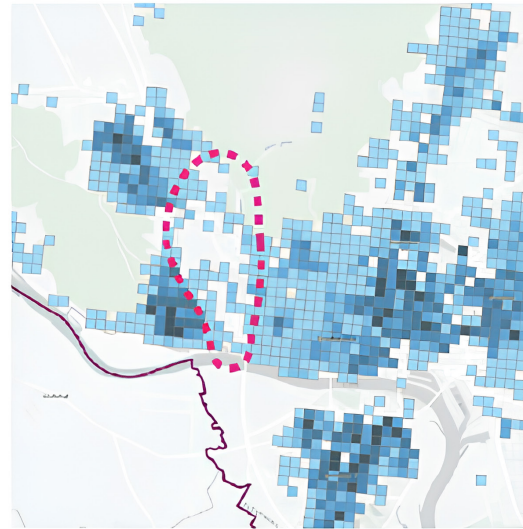
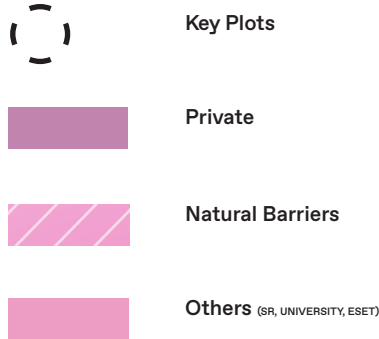


Carpathians

Geomorphologically, the Little Carpathians belong into the Alps-Himalaya System, the Carpathian Mountains sub-system, its province Western Carpathians, and its subprovince the Inner Western Carpathians.

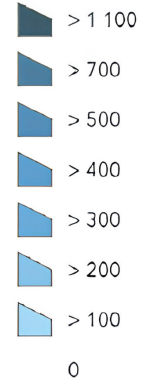


LEGEND



Estimated number of apartments and family houses.

grid 0,25 × 0,25 km



Demographics

According to the 2001 census, the city had 428,672 inhabitants (the estimate for 2005 is 425,459).

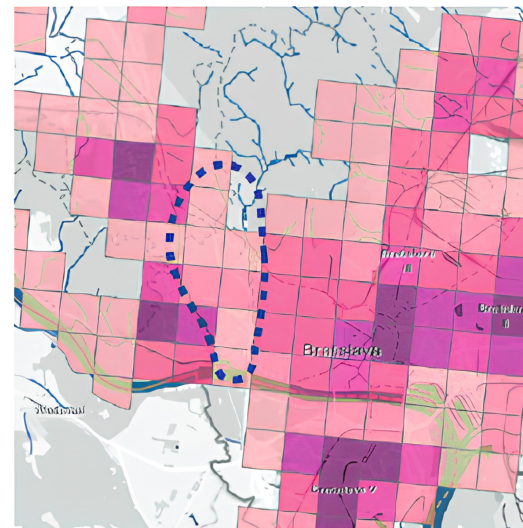
The average population density was 1,157 inhabitants/km2 (2,997/mi²).

Population

The most populous district is Bratislava V with 121,259 inhabitants, followed by Bratislava II with 108,139, Bratislava IV with 93,058, Bratislava III with 61,418 and Bratislava I with 44,798.

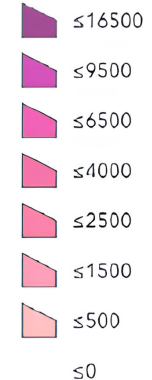
The largest ethnic groups in 2001 were Slovaks with 391,767 inhabitants (91.37% of the city population), followed by Hungarians with 16,541 (3.84%) and Czechs with 7,972 (1.86%).

Other ethnic groups are Germans (1200, 0.28%), Moravians (635, 0.15%), Croats (614, 0.14%), Ruthenes (461, 0.11%), Ukrainians (452, 0.11%), Romani (417, 0.08%), and Poles (339, 0.08%).



Estimated number of the number permanent residents.

grid 1 × 1 km

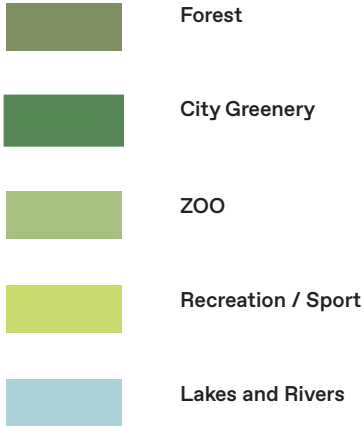




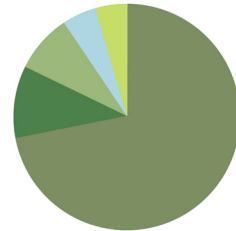
Greenery

forest, city greenery, zoo, recreation, sport, water elements

Areas



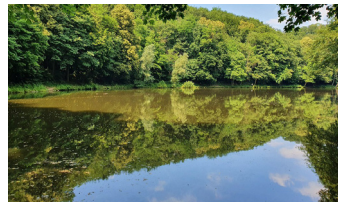
Summary



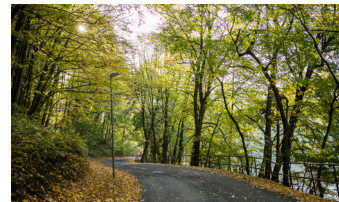
70% Forests
10% City Greenery
8% ZOO
6% Recreation/Sport
6% Lakes and Rivers



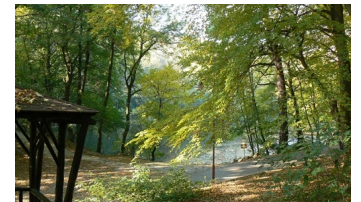
Cable Cabin



Forest Lake



Bicycle Paths



Forest Valleys

Description










Most of the greenery in developed area is defined as forest. This also includes recreational zone with forest character. In the zone of campus site there is area of greenery expanding from the top part of the site. Small river also crosses developed area but it is not significant. Goal in final proposal is to recreate this small water element and bring recreational lake into the site.



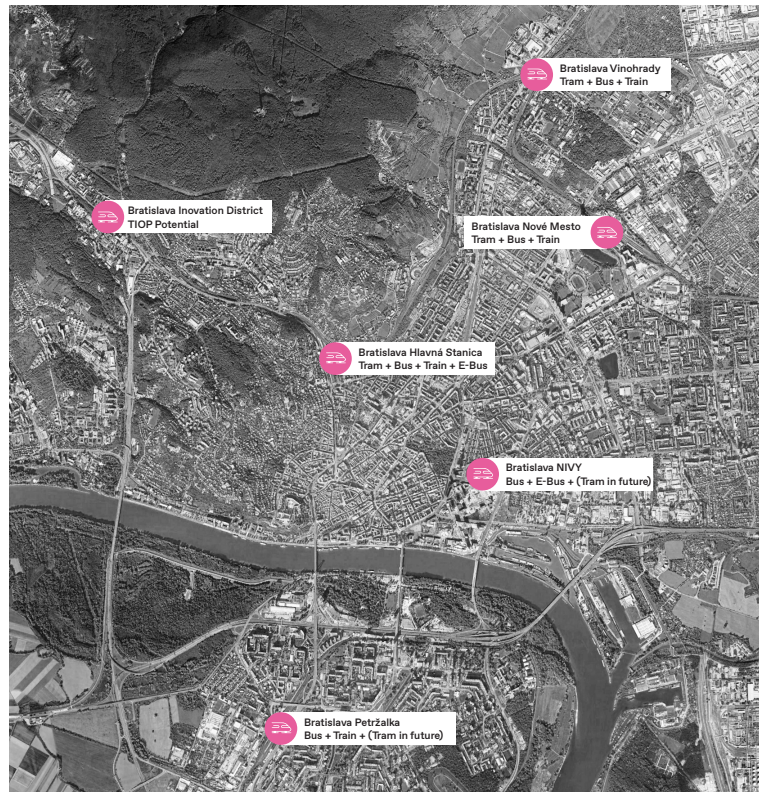
Communications

Sorting and analysing main connections and communications.

LEGEND

	Rivers
	Main Streets
	Train Rail
	Roads
	Highways
	Bridges
	City Bus Line A
	City Bus Line B
	Bike Trails

TIOP - Transportation Connections



Innovation District

There is a huge ambition of creating a strong Innovation district in Bratislava. By connecting SAV Campus, STU University campus and big company headquarters like ESET or Innovatics, we can create a functional zone with similar functions. This could lead to better cooperation and communication between companies and university segments.



Height Difference

Steep terrain cutting our site is one of the biggest problems of this developed zone. Problematic accessibility for pedestrians and other forms of transportation.



Fragmentation

As this area developed on connection of different city parts, there is no rational system in positioning transportation points. This creates problematic connection with city, but also developed zone.



Big Distances

Positions of public transportation stops, are in very uncomfortable distances in between each other, which makes it disfunctional.

CONCEPT



Existing Bus Stop

Bus stop Mokrohájska is positioned next to the plot.

Reposition

Moving Bus stop closer to our site, gives us opportunity to create better connection.



Train Station + E-Bus

Existing train station is the most problematic spot to be repositioned. Its location is strictly defined by existing railway.

Reposition

Simple reposition of existing e-bus stop to the north, creates direct connection in between two different kinds of transportation.

Main Problems

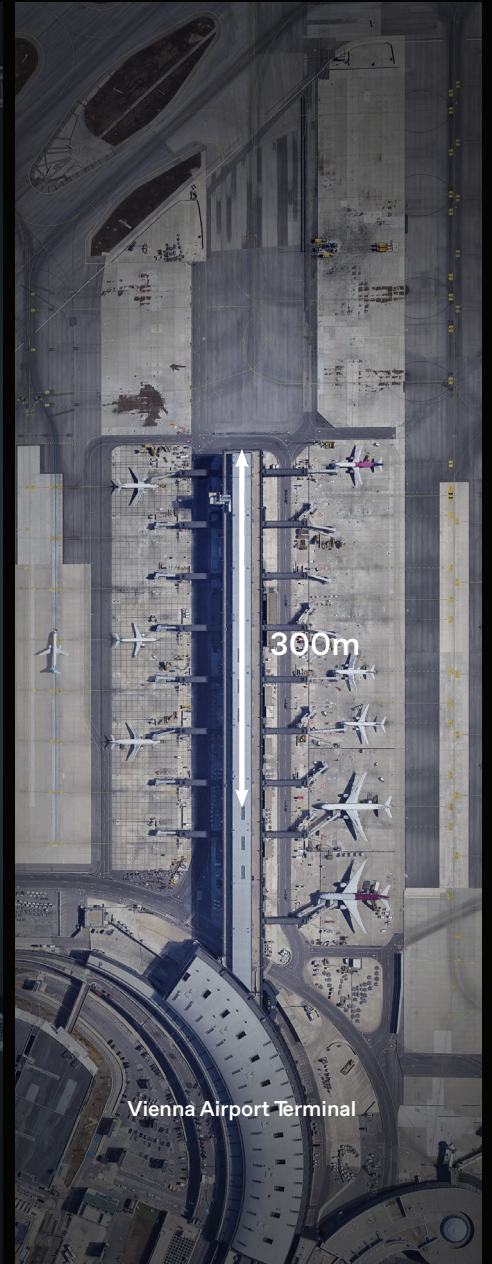
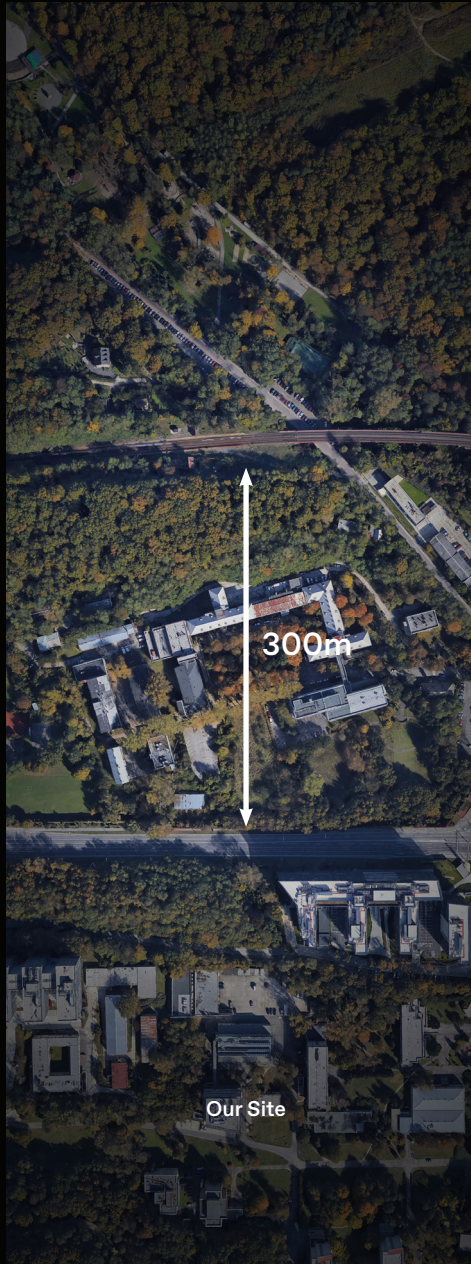
Height difference, Fragmentation of Transportation, Potential TIOP Distances.

Problem Solving

Main ambition of the design is to connect two new stations with the best possible transportation option, which is considering the most problematic elements of our site.

Site Silhouette

Challenging reality of the Site is steep hill deviding plot into two sections.



120m (connected)



Kreschatik Metro Station
/ Kyiv, Ukraine

800m



Central-Mid-Levels
escalator Hong Kong

120m (connected)

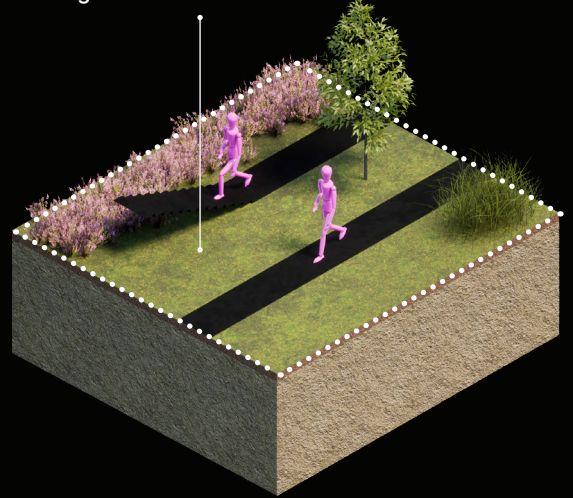


Ploshchad Lenina Metro Station
/ St. Petersburg, Russia

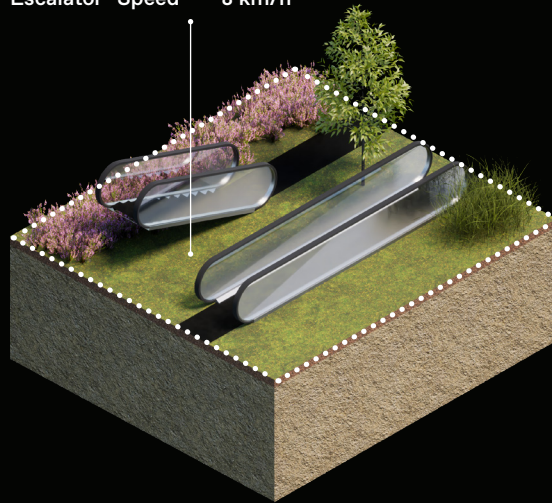
Concept

Average speed 300m / 3,36 min
Average additional speed 300m / 2 min
Final average speed 300m / 1,17 min

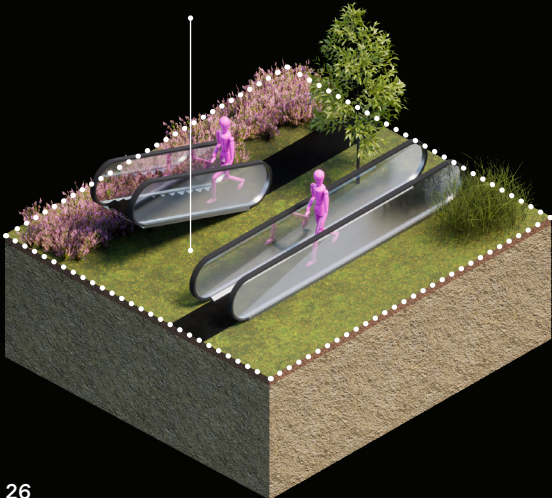
Walking on the Ground 6 km/h
Walking on the Stairs 4 km/h



Travelator Speed 10 km/h
Escalator Speed 8 km/h



Walking on the Travelator 16 km/h
Walking on the Escalator 12 km/h



Summary

Average speed	5km/h
Average additional speed	9km/h

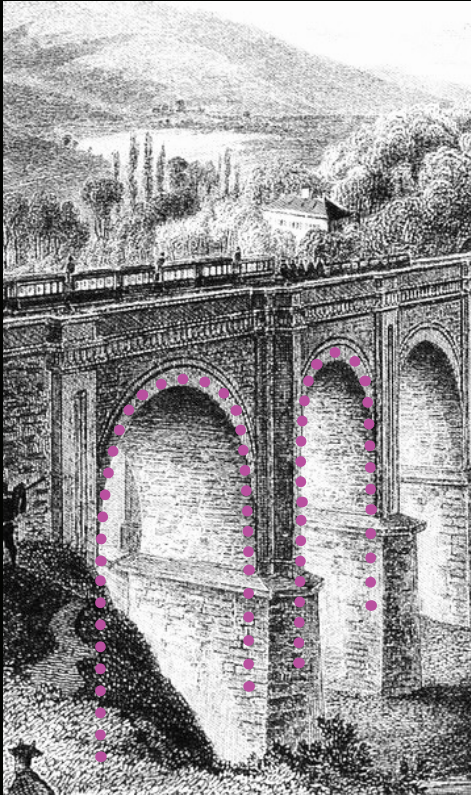
Final average speed	14km/h

Speed increase on 300m:

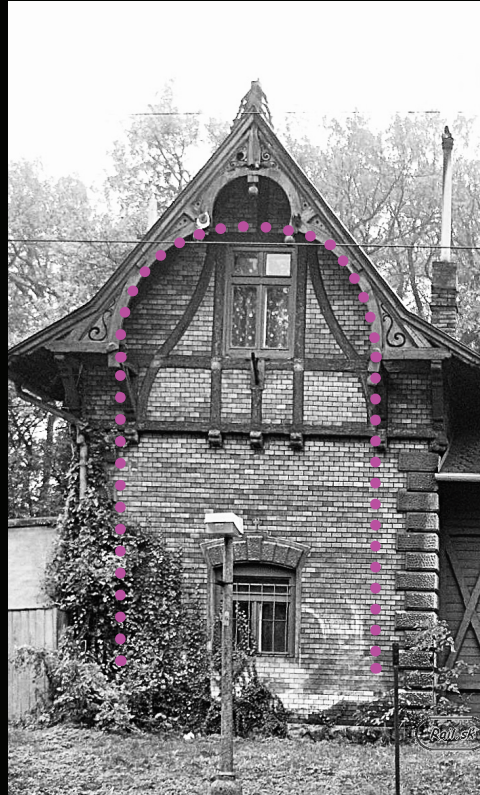
3,5 min → 1,2 min

ARCHITECTURE

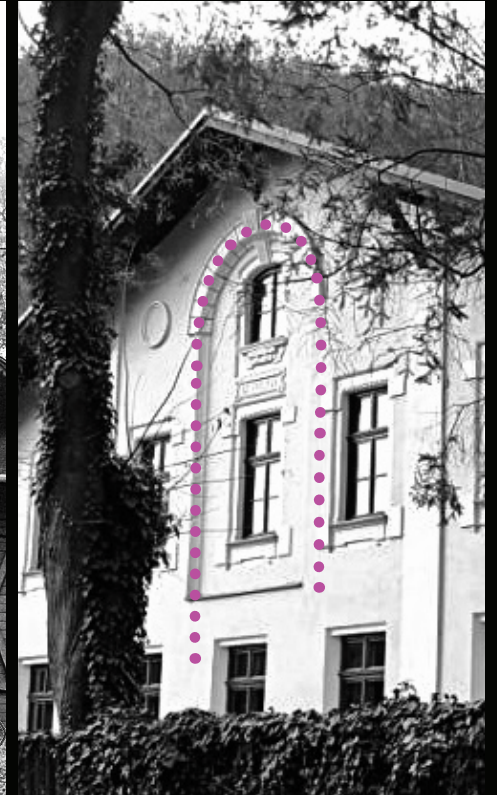
Site History



Red Bridge



Train Station



Mills

Existing Underground



Middle Corridor



Underground Art



Raw Materials

Underground Entrance



Harry Potter
Ministry of Magic



Bratislava Železná
Studnička



Lord of the Rings
Moria Entrance

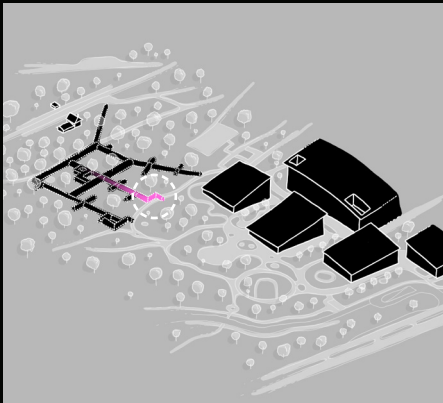
Underground Inspiration



High Ceilings

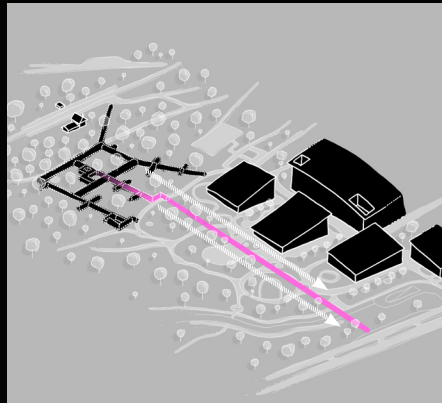
Arcades

Skylights



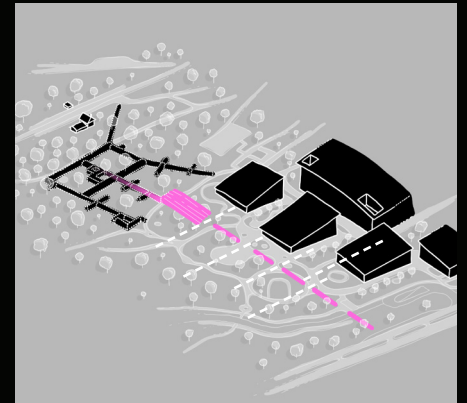
Tunnel expansion

The beginning of the mass becomes the central entry into the existing tunnels. The subsequent expansion creates the primary mass defining the overall approach to the urbanism of the territory and to the creation of the shape of the building.



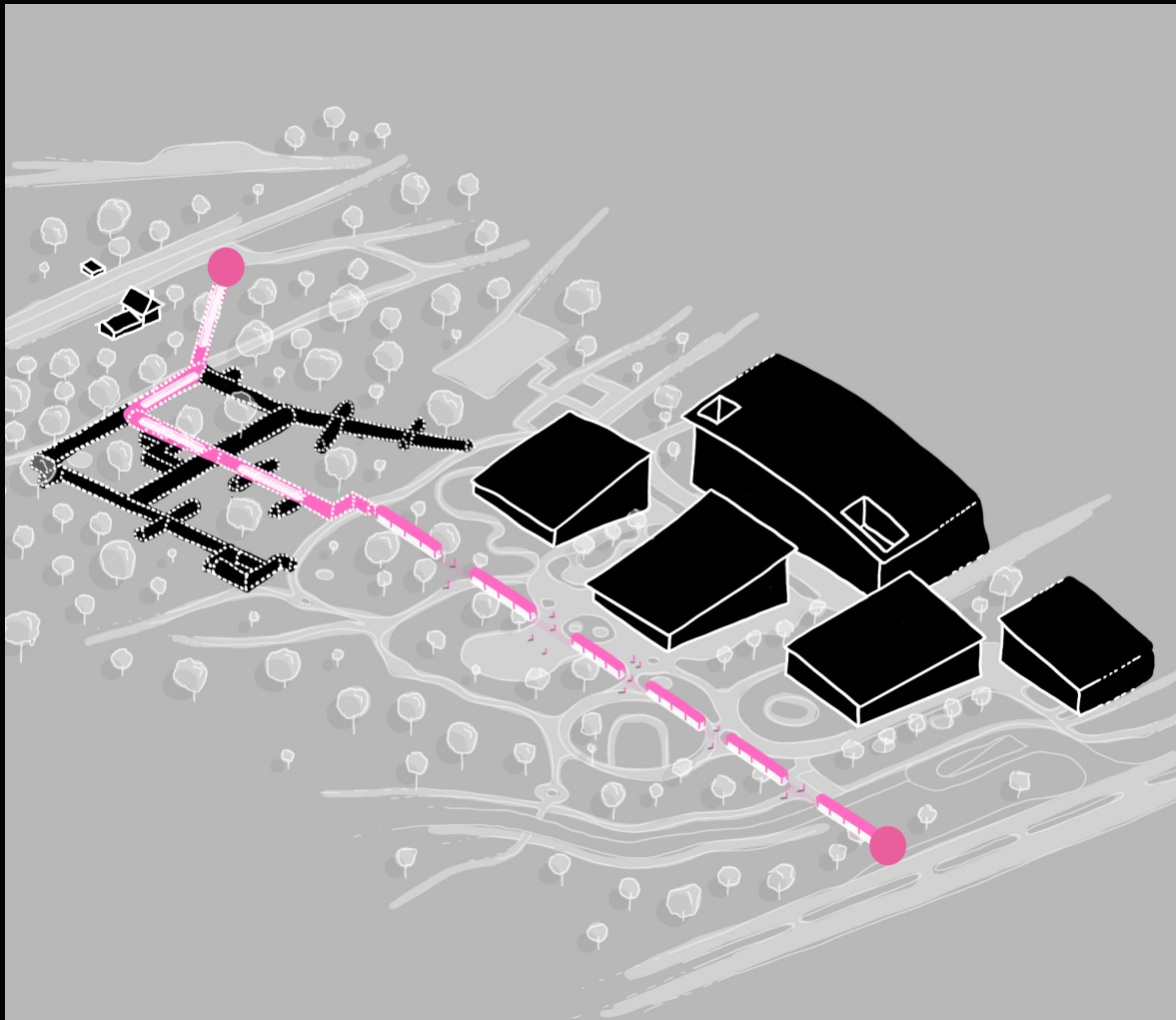
Fast line

By connecting the two main points in the territory, the Fast Line is created, which serves as the primary communication between the stops at Lamačská cesta and the railway station.



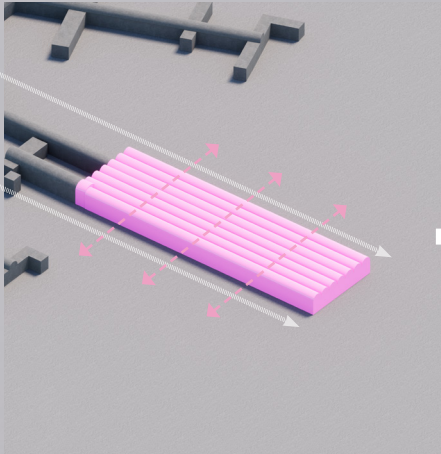
Division

The mass is intersected by the routes emanating from the area, natural elements such as hills, river and greenery in the landscape, with continuity to the existing connection to the surrounding buildings and urbanism.



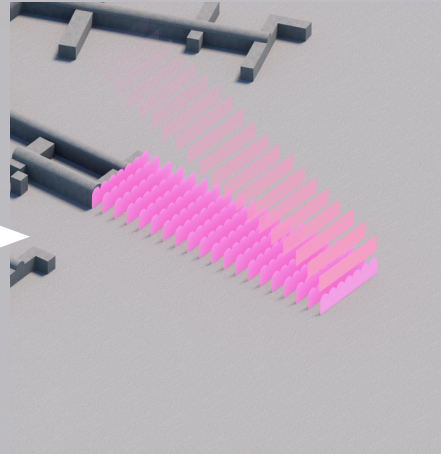
FAST LINE

- connects two most important points to create TIOP Železná studnička. Maximizing the potential of existing tunnels.



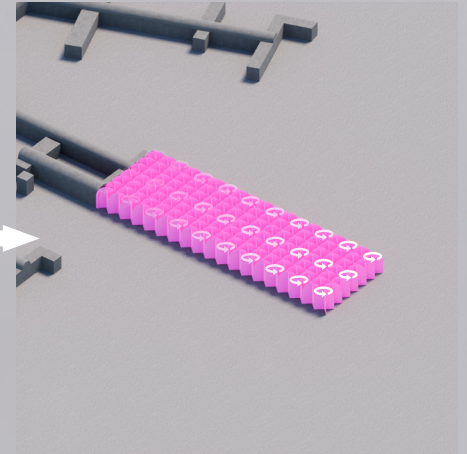
Multiplying the mass of the tunnel

Extending the basic shape of the tunnel and creating a connected unit.



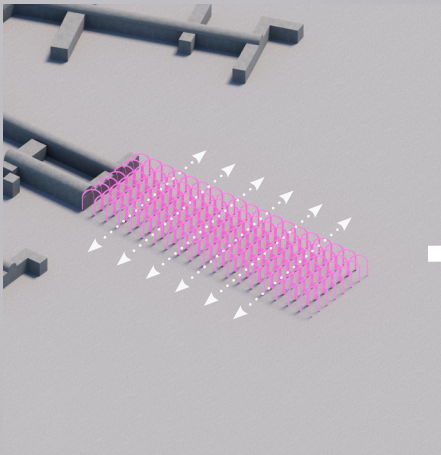
Cutting mass into segments

By creating a number of cross-sections, arcades are created as a basis for the construction of the building.



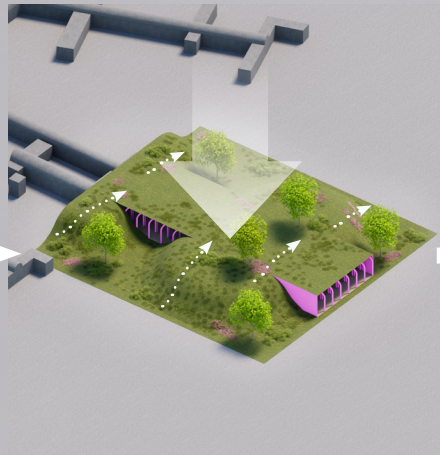
Animation

By rotating, the arcades turn into a modular system of a vaulted structure, where the element of the curve in the ceiling stands out strongly.



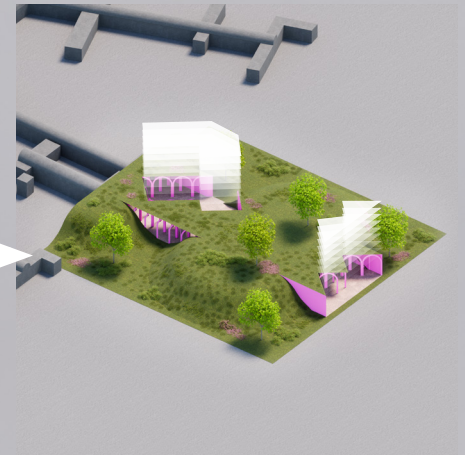
Opening

By completely opening the walls, a simple, pragmatic skeleton is created, which is the ideal member of a segmented building.



Landscape

Greenery flows through the building from the north side, and a meadow surrounds the side construction on the west side of the facade.



Atrium

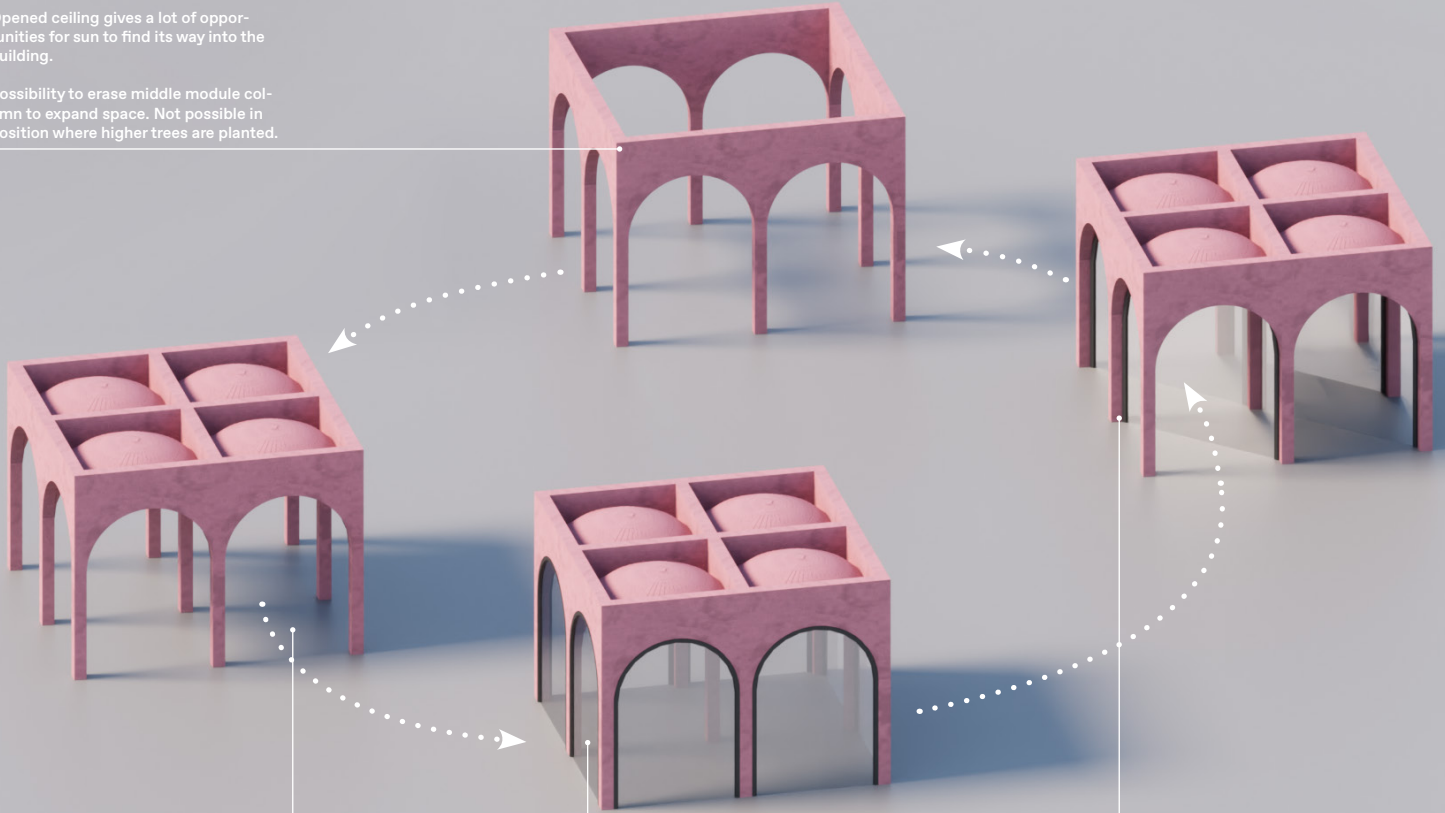
By omitting the modules, an atrium effect is created and thus light reaches the nearest spaces.

Modularity

A) Empty module

Opened ceiling gives a lot of opportunities for sun to find its way into the building.

Possibility to erase middle module column to expand space. Not possible in position where higher trees are planted.



B) Opened module

Dome with combination of opened walls creating pleasant arcade exterior space.

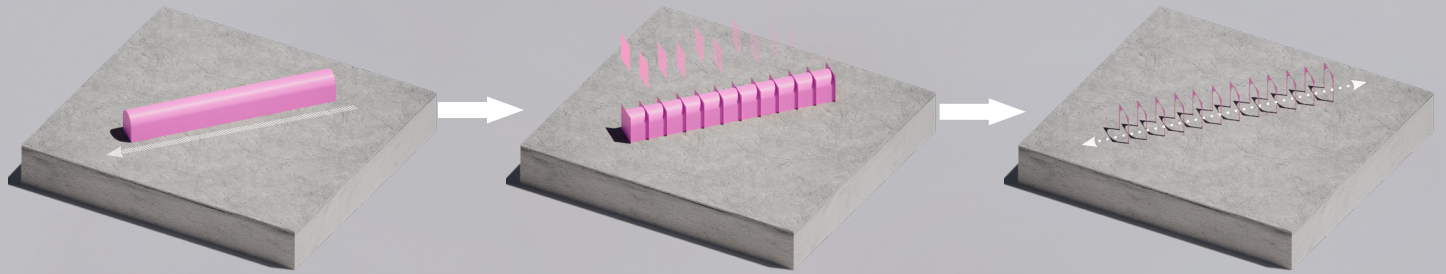
C) Interior module 1

Fully glazed walls in combination with filled structure defining interior space.

D) Interior module 2

Rotation of glass inside of the structure gives huge flexibility in modular system.





Tunnel expansion

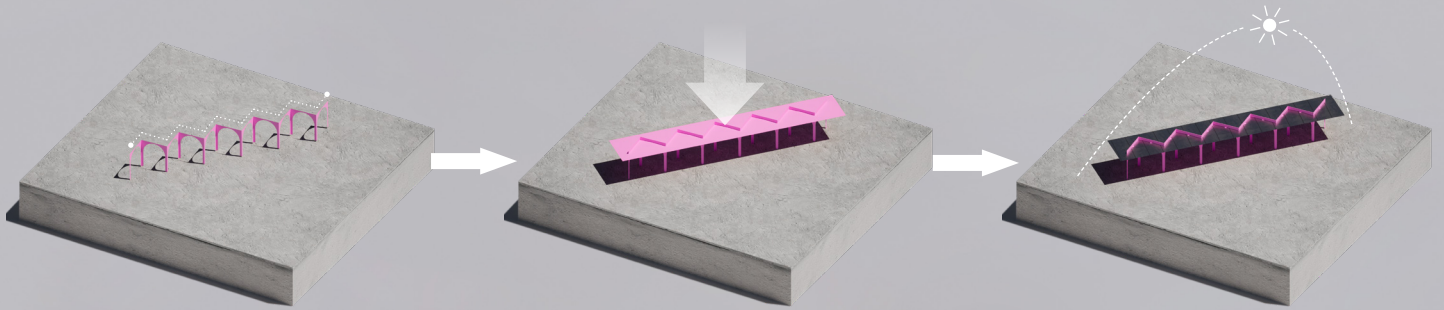
Extending the basic shape of the tunnel and creating a block defining the subsequent usable area for travelers.

Division of mass

Dividing the mass into individual segments by simply cutting in the vertical direction.

Arcades

A cutout of the original mass, leaving the elements that define the size of the individual segments.



Rotation

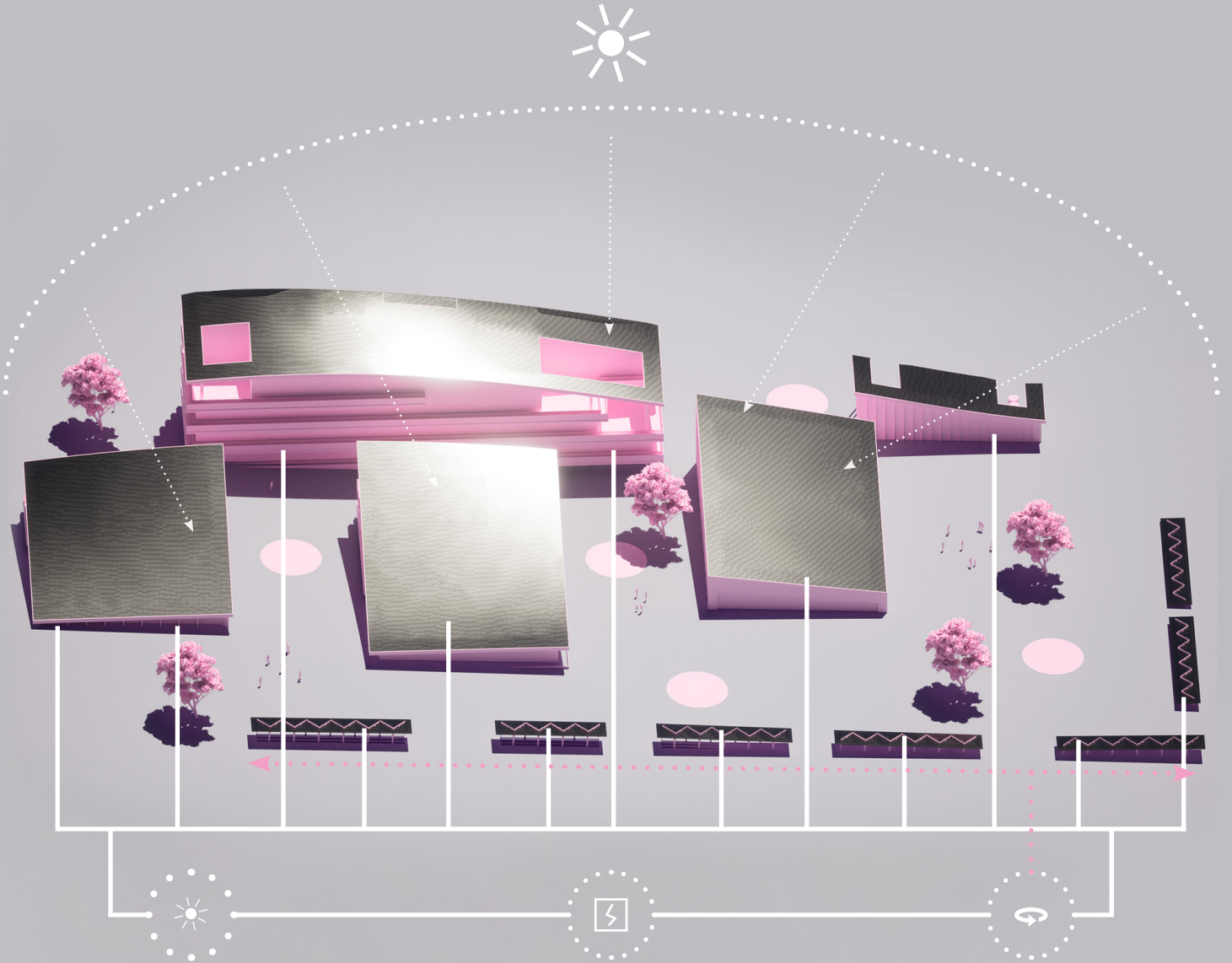
Ensuring stability and continuity effect. Construction with minimal construction costs.

Roofing

A simple steel self-supporting plate cutting zig-zag through the construction of the roof of the travelator.

Solar panels

Driving travelators on a sustainable ecological basis and thus on the principle of solar roof panels.



Collecting Energy

Campus is collecting huge amount of energy by using its solar panel roof.

Storing Energy

Such amount of energy needs to be stored to reduce waste of energy generated in sunny days.

Active Storage

Travelator also creates its own energy, but also uses energy waste collected by Campus roof.

MASTERPLAN



North TIOP Station

Connection of the train station and electric buses stop. Expansion of road to create simple compact station where buses can change the direction.

Forest Path

Tunnel sun path created by several skylights, which are connecting forest with the underground.

Tunnel Entrance

Entrance created by expansion of the tunnels into the landscape architecture with arcade form.

Fast Line

Main connection of travelers connecting two main points of Železná studnička TIOP

Underpass

Entrance into the underpass in between two sides of the street. Creating underground access.

South TIOP Station

Connection in between south and north points of Lamačská street, and second main transportation point of the site.



D

E

F

43



Underground water

Volume of underground water is constantly changing under the influence of raining periods, i.e. with the change of the season.

Soil + Terrain

Soils with very weak water absorption and with a constant level of underground water.












300m









100m

50m











Area

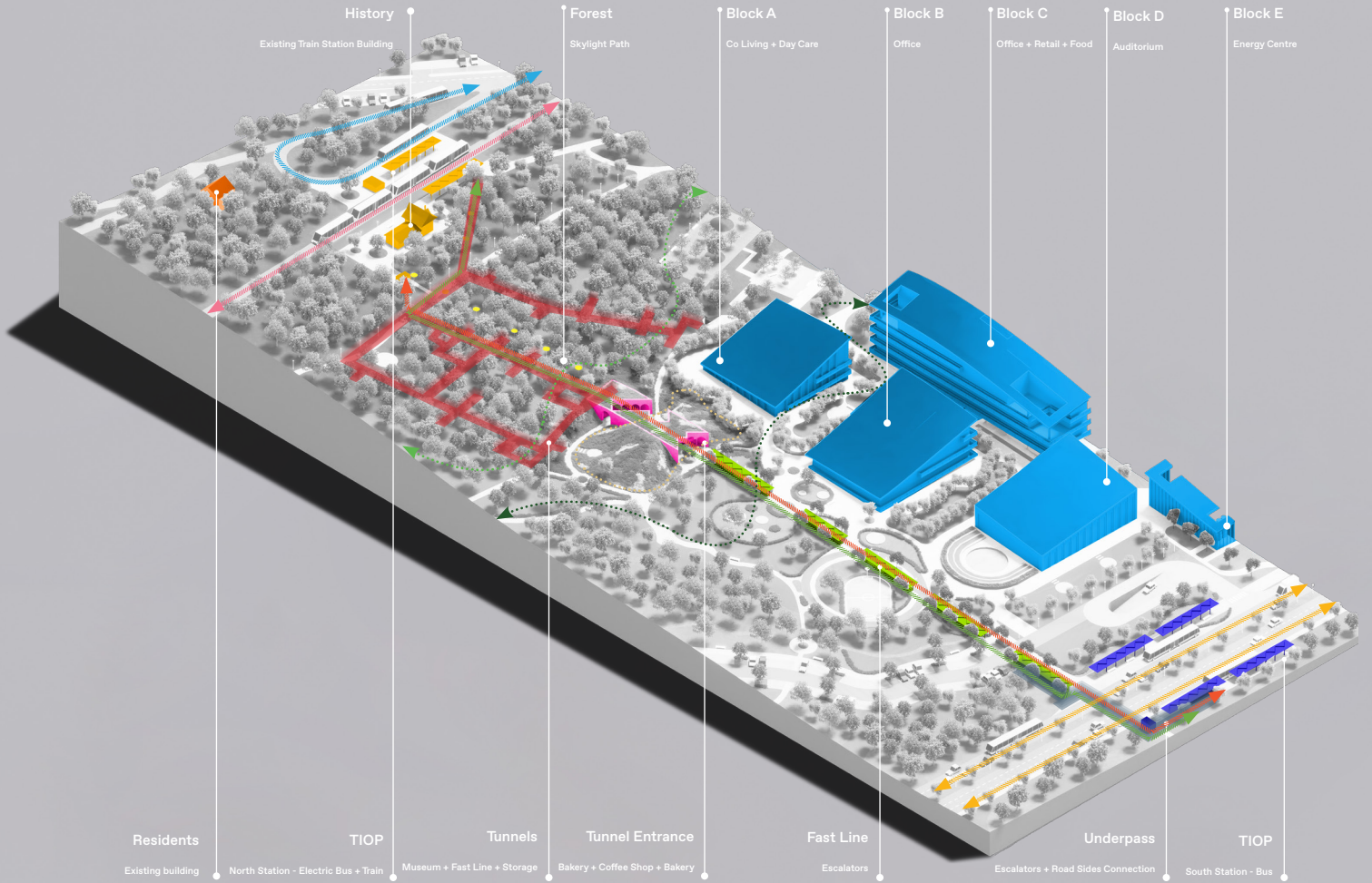
- | | | | |
|--|---------------|---|-------------------|
|  | City Greenery |  | Platform |
|  | Forest |  | Meadows |
|  | Roads |  | Parking + Squares |
|  | Pedestrian |  | Bicycle Path |
| | |  | Water |

Buildings

- | | | | |
|---|------------------|---|-----------------|
|  | Campus |  | Tunnel Entrance |
|  | Fast Line |  | Underpass |
|  | Parking Entrance |  | Tunnels |
|  | Forest Path | | |
|  | North TIOP | | |

Functions

- | | | | |
|---|-------------|---|----------------------|
|  | Sport |  | Shop |
|  | Office |  | Food and Office |
|  | Museum |  | Day Care + Co Living |
|  | Coffee Shop |  | Auditorium |
|  | Bakery |  | Self Storage |



300m

100m

50m

Buildings

- Residents
- North Station
- Tunnels
- Tunnel Entrance
- Fast Line
- Campus
- South Station
- Underpass

Main Connections

- Bus
- Train
- Electric Bus
- Bike
- Escalators

Park Zones

- Forest Park
- City Greenery
- Meadows

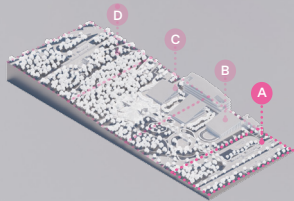
Detail A - South Station

Garage Entrance

Parking is devoted to company employees but it is also opened for visitors on the weekends.

Bus Lines

On the bus stop Lamačská circulates buses number: 21, 25, 30, 37, 42, 63, 43, 83, 84, 192, 205, 209, 215, 219, 245, 250, 251, 269, 299, N21, N37



Bus Stop

Fast line concept is suitable for creating shelter for people waiting at bus station.

Elevators

Underpass is connected both with elevators and escalators for best efficiency.

Underpass

Escalator continues as the Fast Line expansion onto the other side of the road.

Area

City Greenery

Roads

Bicycle Path

Parking + Squares

Pedestrian

Bus Stop

TIOP

Bus

Parking

Bike

Escalators

N



Central Rings

Fast line spills out at main connection points, and it creates small plazas for people to enter.

Connectivity

Whole area is interconnected with a lot of pedestrian paths and roads cutting through plazas and greenery.



Park and Greenery

Greenery concept is based on gradient in between forest and city greenery. This gradation creates natural connection in between nature and city.

Sport and Recreation

Sport court from original masterplan keeps its function and it also becomes part of the Fast Line.

Area

- City Greenery
- Water

- Clay
- Court + Auditorium

- Bicycle Path
- Pedestrian

Functions

- Sport
- Auditorium

TIOP

- Bike
- Escalators



Detail C - Tunnel Entrance

Green DNA

Landscape grows on top of the roof and creates natural transition in between roof and forest above the building.

Coffee and Bakery

Two independent retail functions with shared spaces. This strategy can increase speed of order for better user experience

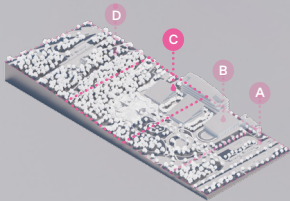


Meadows

Building is covered in meadow hills which gives a big opportunity to bring back fauna and flora species living in this area in the past.

Entrance A

Offsetting entrance into the site creates tunnel enter point experience much more opened and full of light.



Area

City Greenery

Campus Square

Bicycle Path

Meadows

Pedestrian

Clay

Functions

Museum

Coffee Shop

Bakery

Shop

TIOP

Bike

Escalators

N

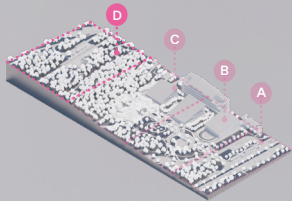
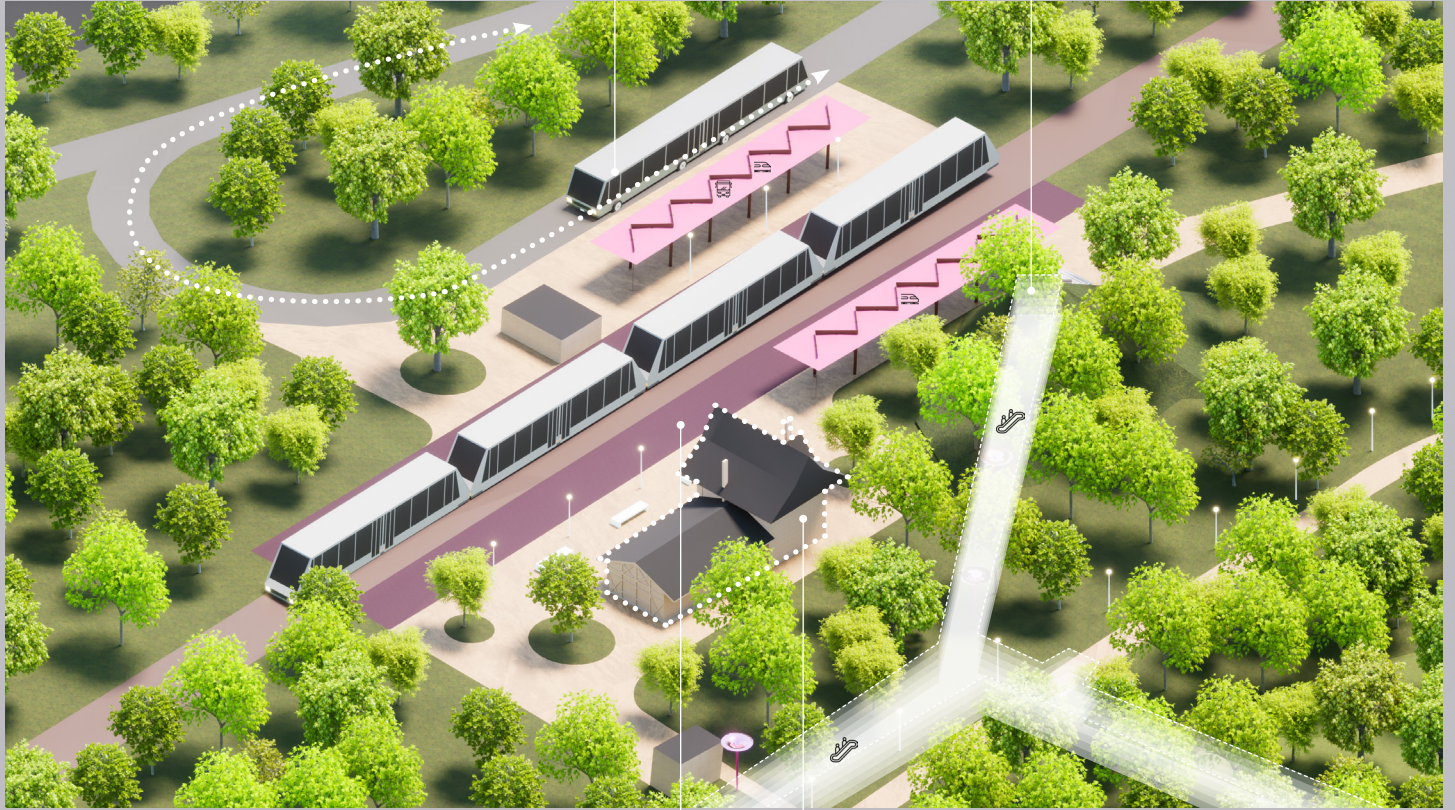


E-Bus Loop

Creating a loop is necessary in moving trolley bus to the top section of the area, as it is using round-about in the central position of our site now.

Tunnel Entrance B

At the opposite end of the tunnels there is direct connection to the station platform.



City Train

Train has a potential of becoming the fastest connection in between city center and Innovation district zone.

History

Existing train station is valuable historical element enriching North station of the TIOP.

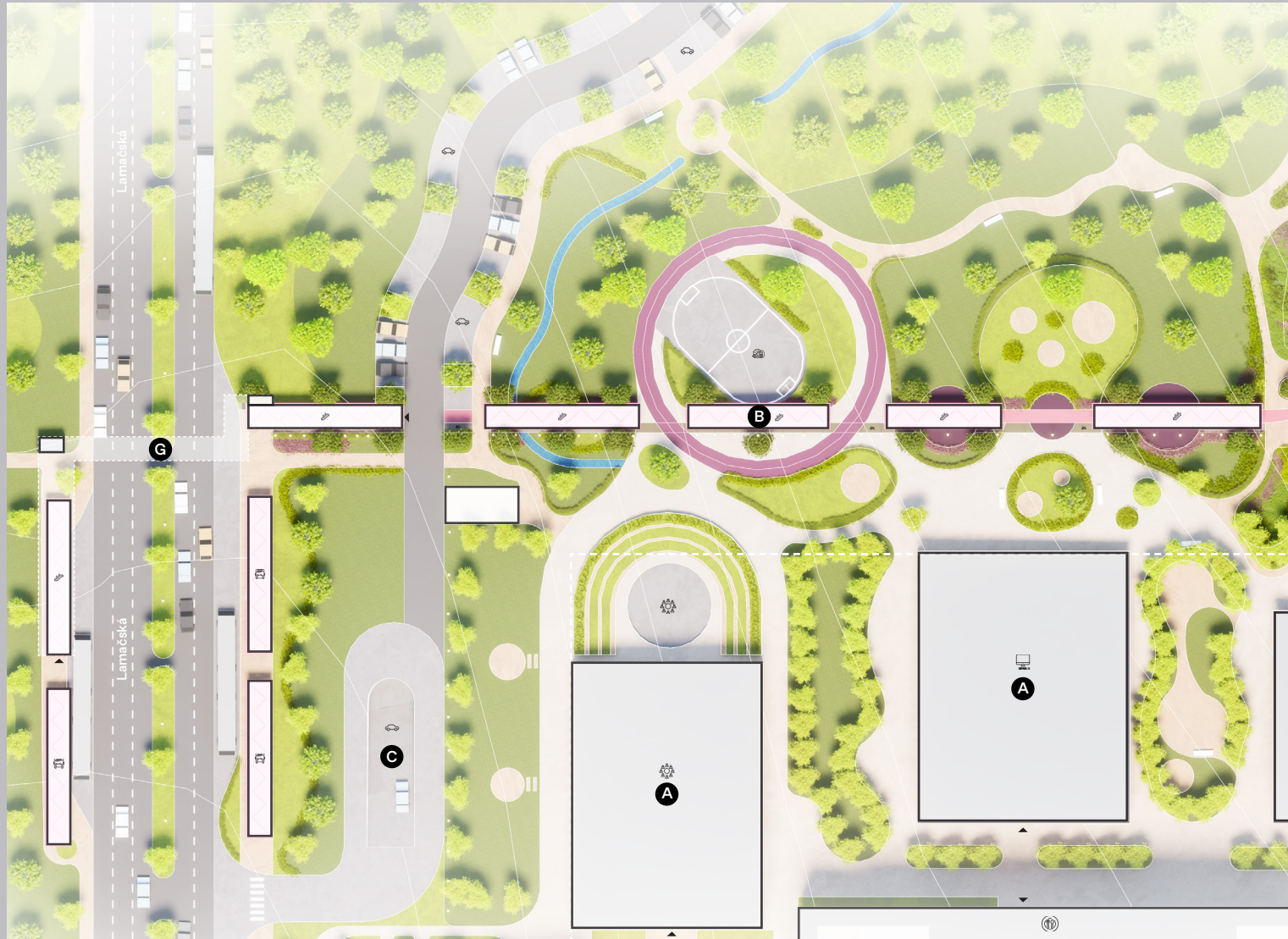
Area

- Forest
- Platform
- Pedestrian
- Roads
- Meadows
- Rails

TIOP

- Electric Bus
- Escalators
- Train





Area

- City Greenery
- Forest
- Roads
- Pedestrian
- Platform
- Meadows
- Parking + Squares
- Bicycle Path
- Water

Buildings




- A Campus
- B Fast Line
- C Parking Entrance
- D Forest Path
- E North TIOP
- F Tunnel Entrance
- G Underpass
- H Tunnels




Functions

- Sport
- Office
- Museum
- Coffee Shop
- Bakery
- Shop
- Food and Office
- Day Care + Co Living
- Auditorium
- Self Storage



TIOP

-  Bus
-  Train
-  Electric Bus

-  Bike
-  Escalators
-  Parking

Masterplan

Area was design to complete existing urbanism of Campus and existing structures next to developed zone. Creating main composition ax is helpful in closer definition of whole zone functions.

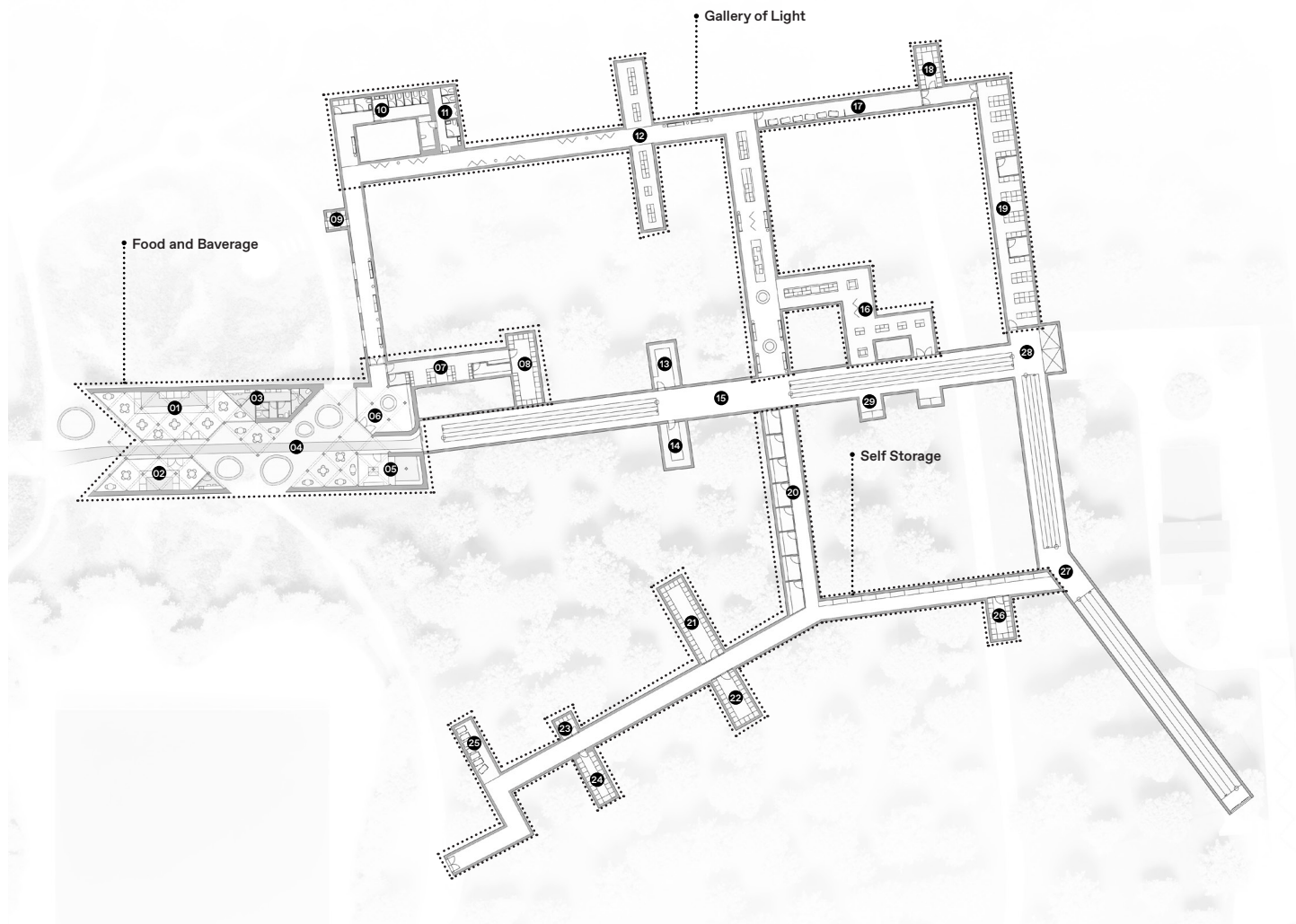


100m

50m

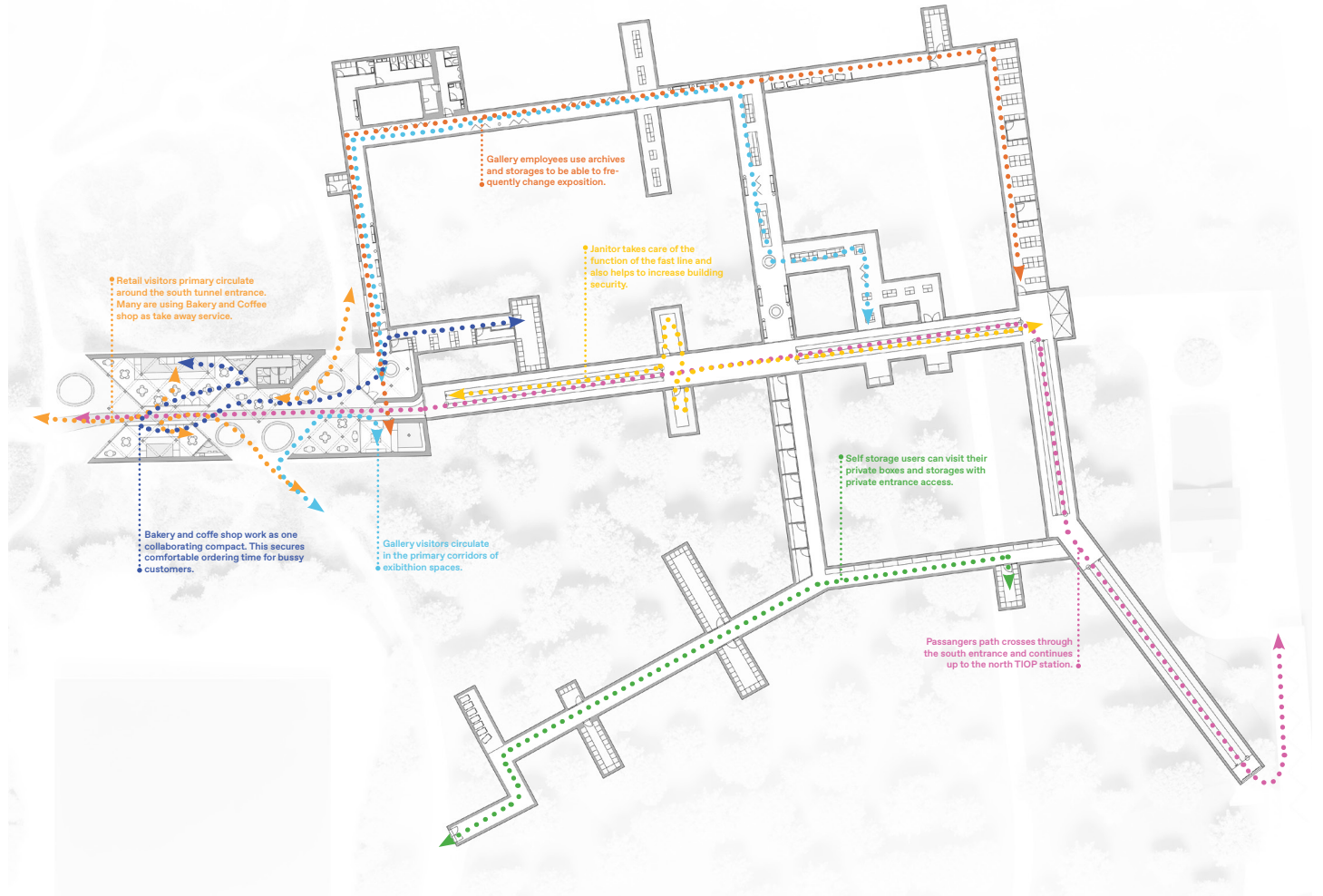
10m

Floorplan



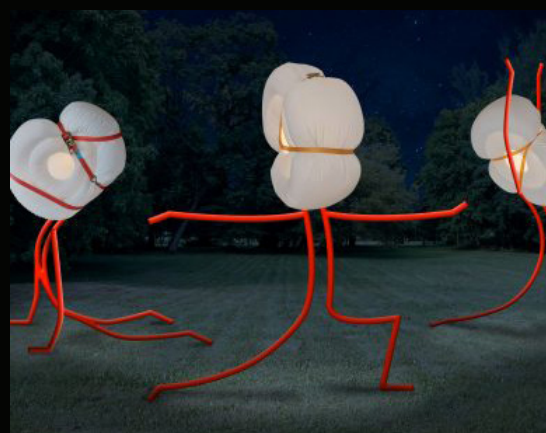
Floorplan

- | | | | | | |
|----------------|--------------------------|---------------|-----------------------|-----------------------|-----------------------|
| 01 Coffee shop | 05 Gallery shop | 10 Hygiene | 15 Fast line corridor | 20 Self storage units | 25 Cart zone |
| 02 Bakery | 06 Gallery entrance | 11 Hygiene | 16 Exposition B | 21 Self storage A | 26 Self storage E |
| 03 Hygiene | 07 Bakery storage + tech | 12 Exposition | 17 Cart zone | 22 Self storage B | 27 Fast line corridor |
| 04 Atrium | 08 Coffee shop storage | 13 Technical | 18 Storage | 23 Self storage C | 28 Elevator hall |
| | 09 Back entrance | 14 Technical | 19 Archive | 24 Self storage D | 29 Vending machines |



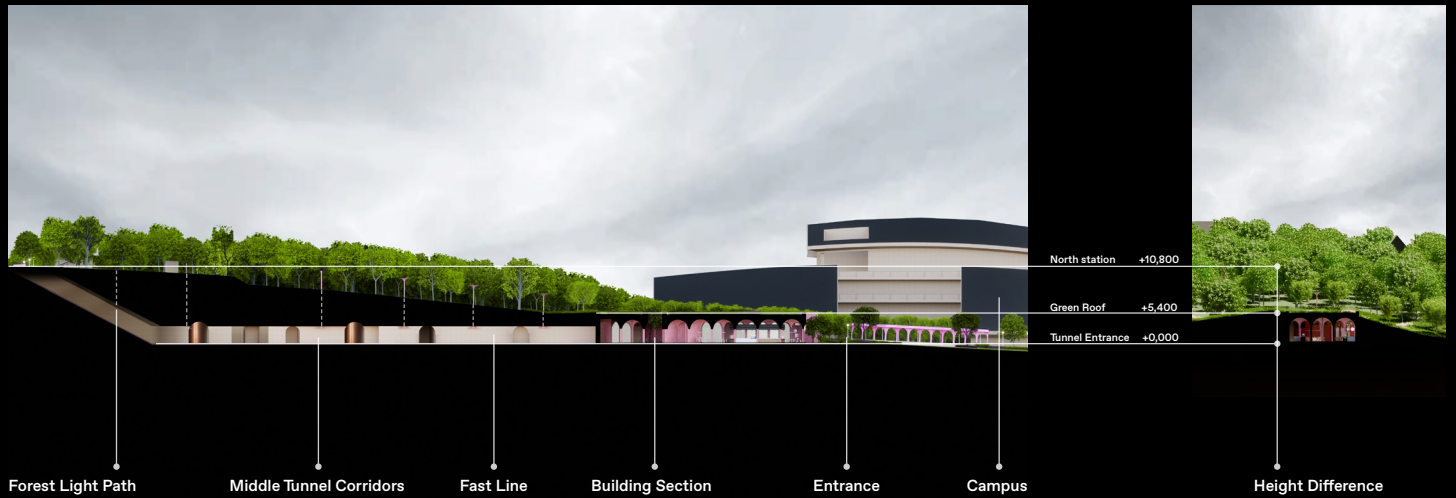
Users

- 
Passenger
- 
Retail Visitor
- 
Gallery Visitor
- 
Storage Visitor
- 
Retail Employee
- 
Gallery Employee
- 
Janitor



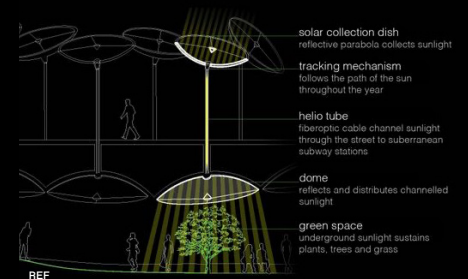


Sections



Description

Combination of pillars, domes and glazing in two directions creates rational and flexible scheme. Main height difference of the site is overcome in existing tunnels by using stair case and transforming it in Fast Line element.

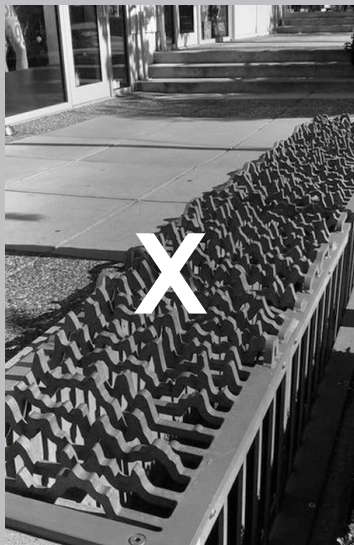


Lowline NEWYORK

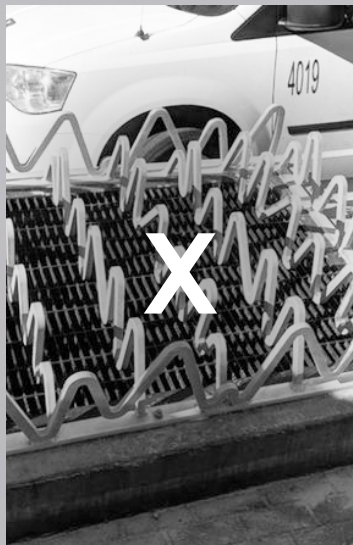
In July, the New York City Economic Development Corporation (NYCEDC) approved the development of the Lowline, soon to be the world's first underground park. In a few years you'll be able to walk into an abandoned Manhattan trolley tunnel filled with exotic flora from around the world, all sustained by natural sunlight channeled into the cavern by an intricate arrangement of solar collectors, mirrors, and a transparent tube system. Conceived by James Ramsey and Dan Barasch, the Lowline collects light at street level by using a system of mirrors—that pivot and rotate to follow the sun's journey across the sky.

Hostile design

Negative References



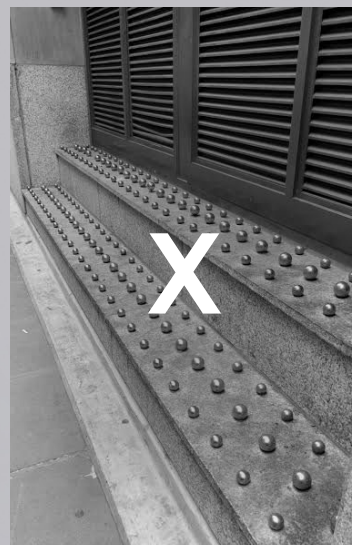
Bench Spikes



Air ventilation barrier



Pedestrian barrier



Shopfront barrier

Positive approach



A lot of light



Visible security and monitoring



Classical Music



One Continual Corridor

VISUALS





Materials Moodboard



Tinted Concrete



Clay



Oak Wood



Stainless Steel



Polished Concrete



Tiles



Cobble stone



Corten Steel



David Adjaye LA's beverly center

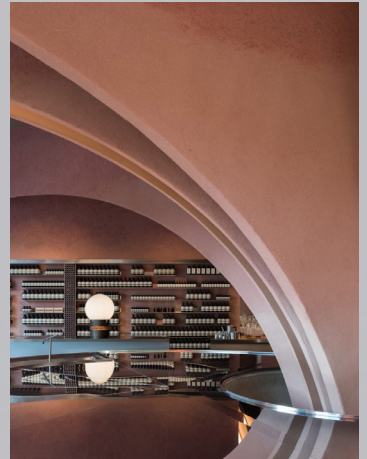
Adjaye associates, the architecture firm led by David Adjaye, has completed a ground-up retail development adjacent to the beverly center in los angeles. The project, which is the firm's first in LA, is defined by its use of tinted concrete. 'there are fashion stores that are made with so many materials,

and so much waste,' david adjaye told surface magazine in an in-depth article on the project. 'I wanted to see if I could just use one colorway for the primary palette as a background to the multi-colored clothes and merchandise featured in the store.'



Snøhetta Aesop store in London's Chelsea

Twelve rose-tinged clay arches fan out over a huge stainless-steel sink in this Snøhetta-designed Aesop store in west London, designed in tribute to Brazilian modernist Oscar Niemeyer.



A large column set in the centre of the 108-square-metre shop dictated the starting point of the design for Snøhetta's Oslo office.



Villa Berg / R21 Arkitekter

The house in Nils Lauritssøns is located on a narrow plot in a residential area on Berg in Oslo. It is placed in a secluded position, withdrawn from the road. The building has a homogeneous, clear, and precise shape. It follows the rhythm of the neighboring houses in the area with a narrow facade facing the road.



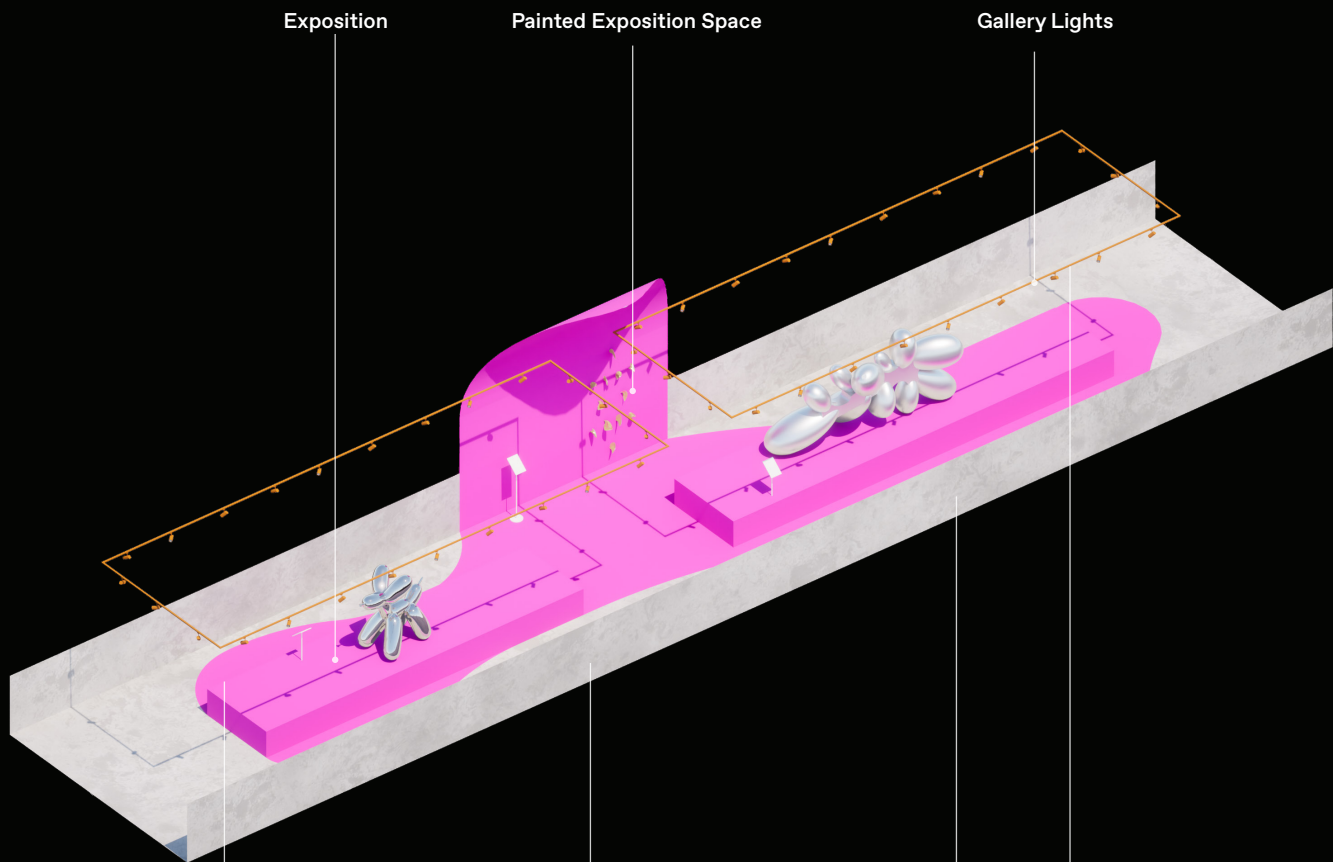
A long body takes advantage of the sloping terrain on the site. The narrow building volume contributes to shaping a private, enclosed outdoor space in-between the neighboring houses. The courtyard is given its form by encircling brick walls, an outdoor kitchen, and a pool.











Paint



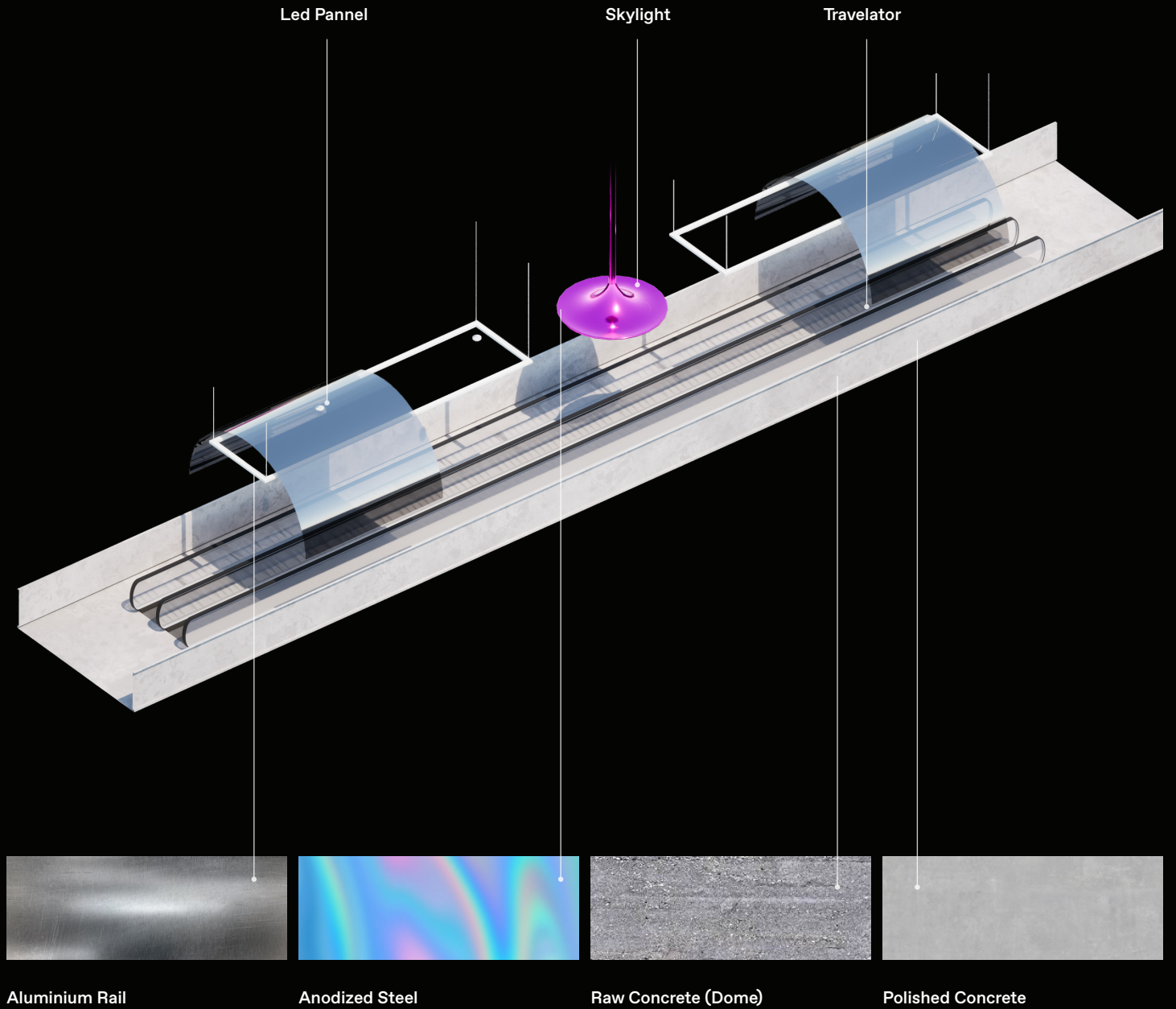
Polished Concrete



Raw Concrete (Dome)



Aluminium Rail







Materials - Coffee Shop





Take Away Strategy

The location of the cafe is on a busy traffic route. The main requirement is to ensure the minimum waiting time for the ordered product.

The online ordering method allows you to pick and order your favourite beverage, and be ready to go while you pass through the Fast Line.



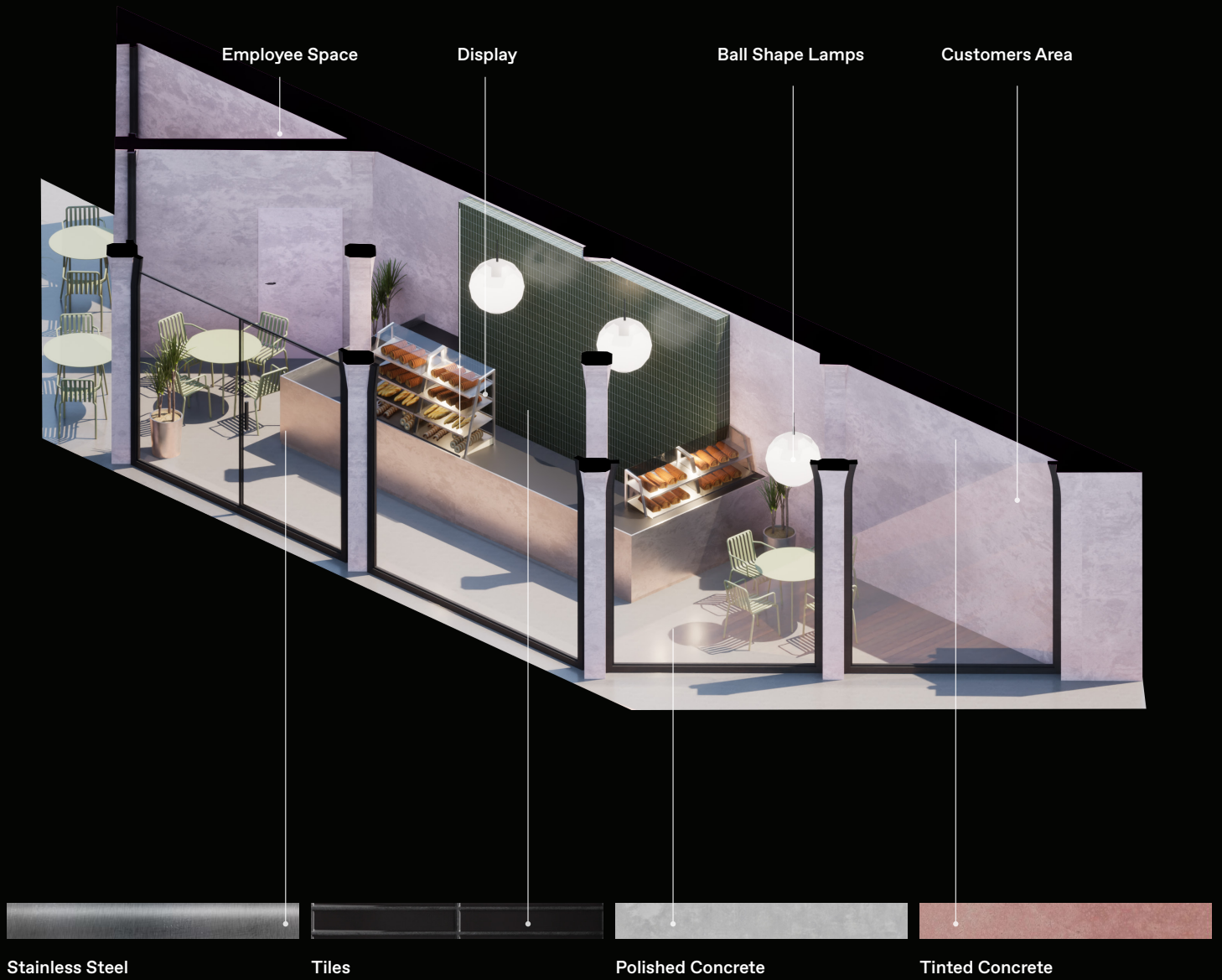




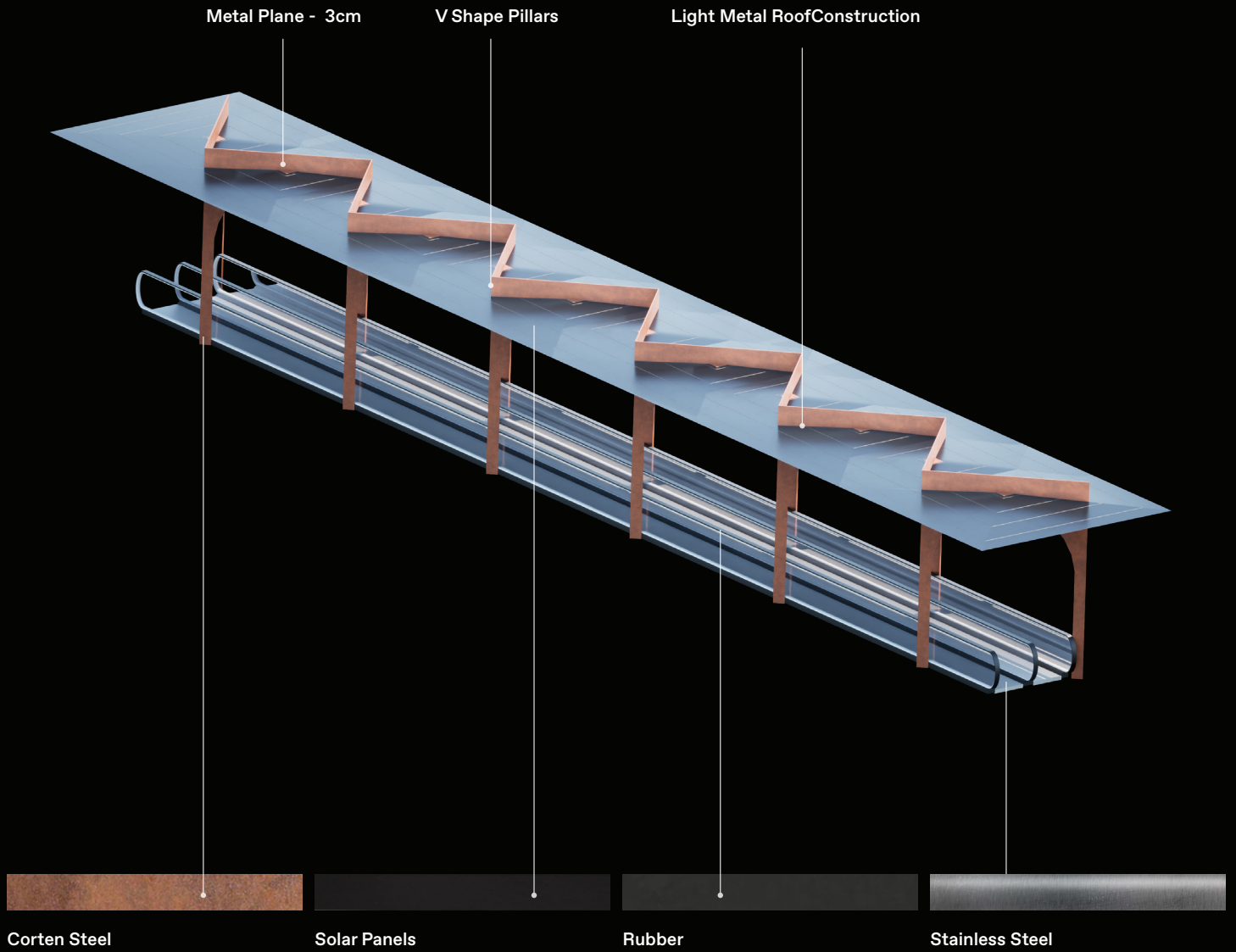


Colaboration Strategy

The cooperation of two services working as one unit is essential at the speed of orders. Before entering, the client chooses the type of service he is looking for and has the opportunity to choose a service, which rapidly decreases waiting time.







View C



Public Space Quality

Creating comfortable public spaces includes high quality city mobilier with emphasis on zone differentiation. This increases standards of user experience and also creates well functioning and accesible zones.

Light strategy keeps public space alive in the night. Navigation and security is based on visibility of main connections.



City Mobilier



Zone Differentiation



Public Lights Strategy



Accessibility

Elevations

View A



City Greenery



Meadows

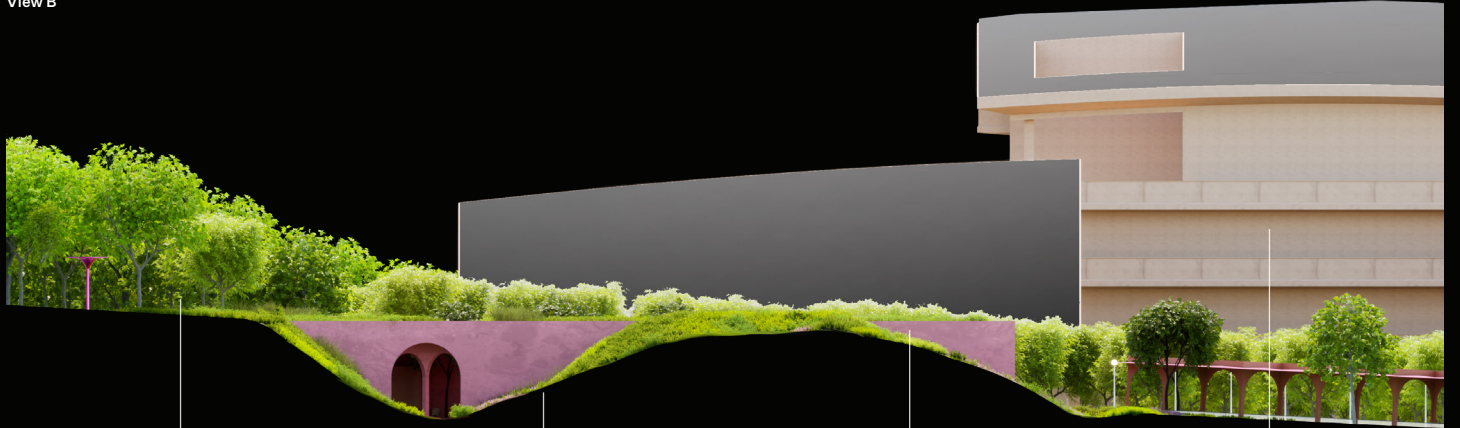


Roof



Forest

View B



Natural Environment



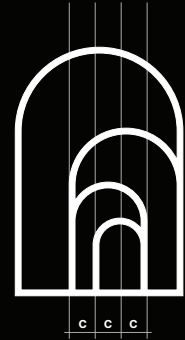
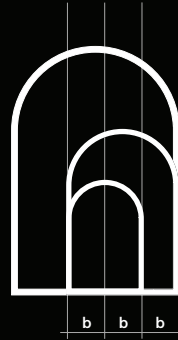
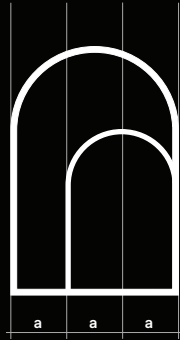
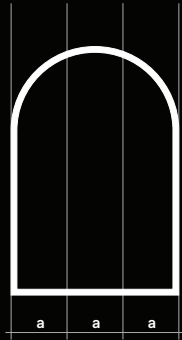
Biodiversity



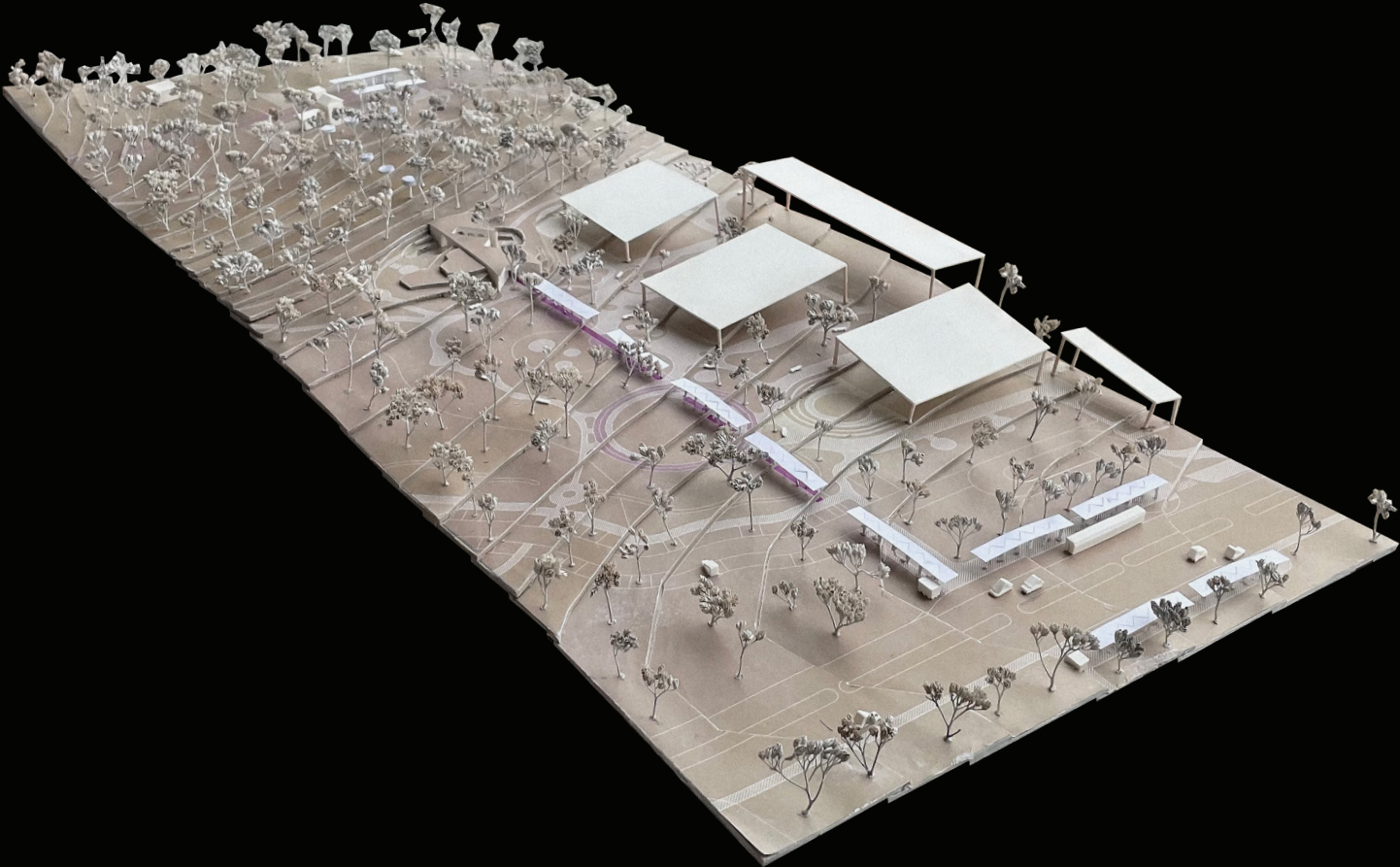
Landscape Architecture

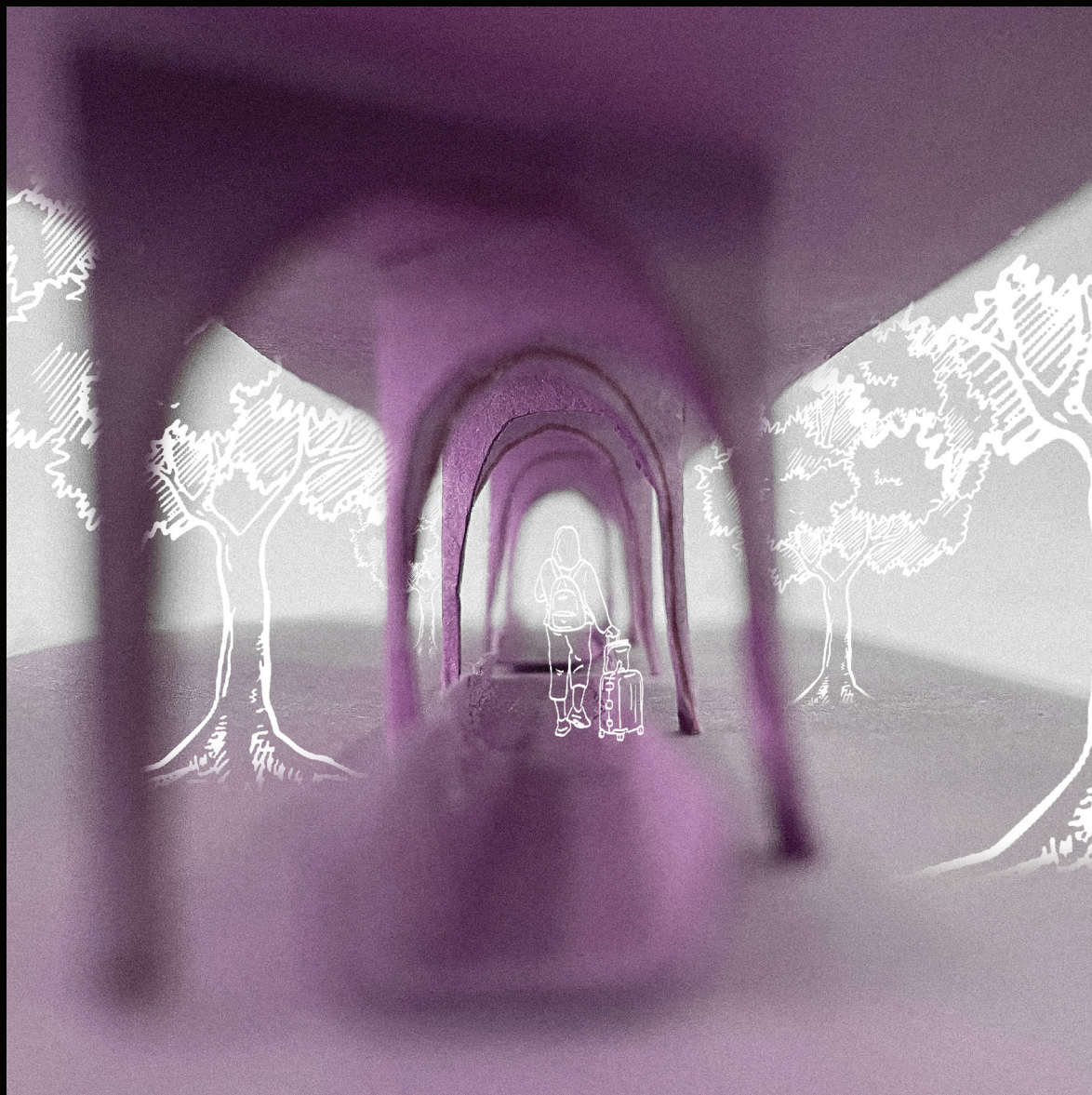


Campus

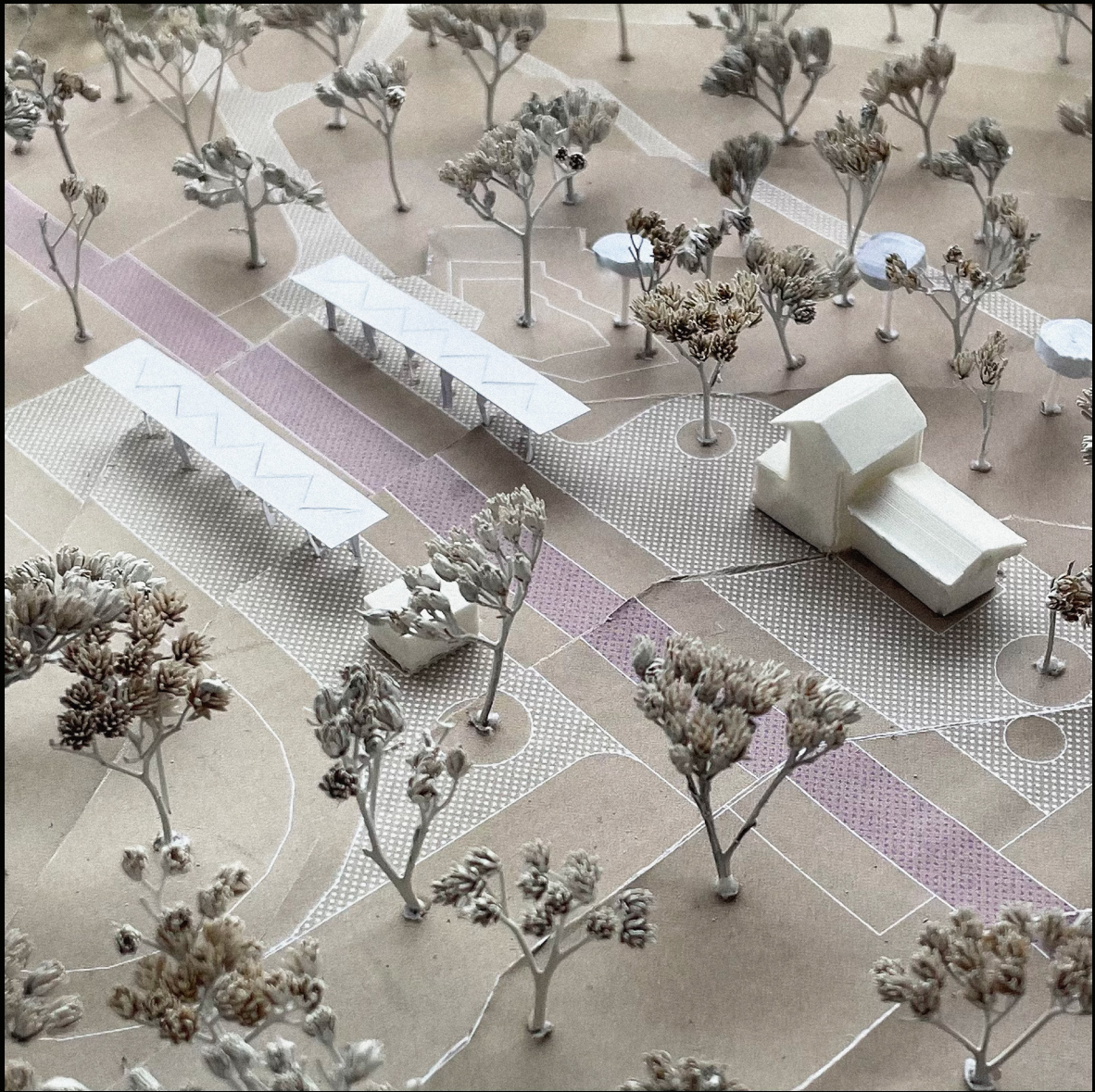


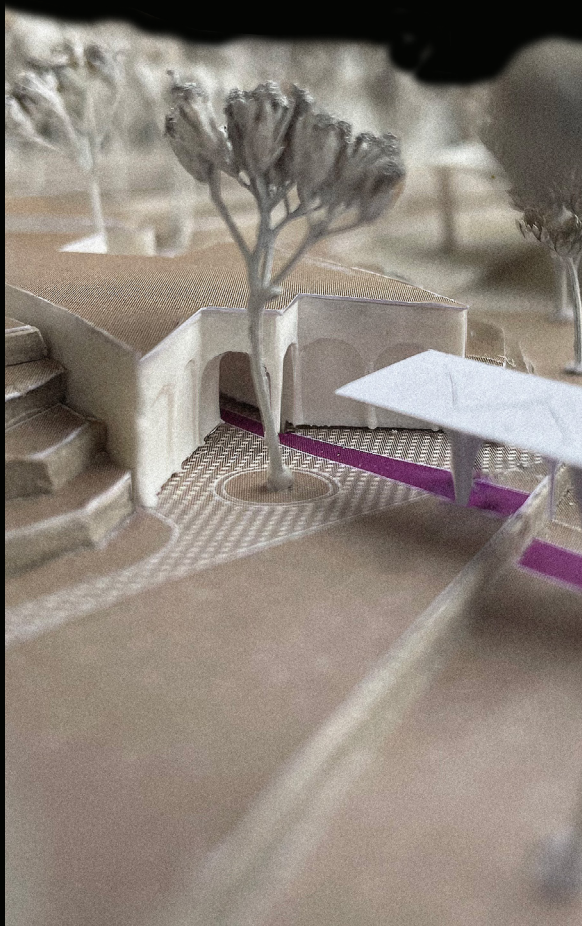
MODEL

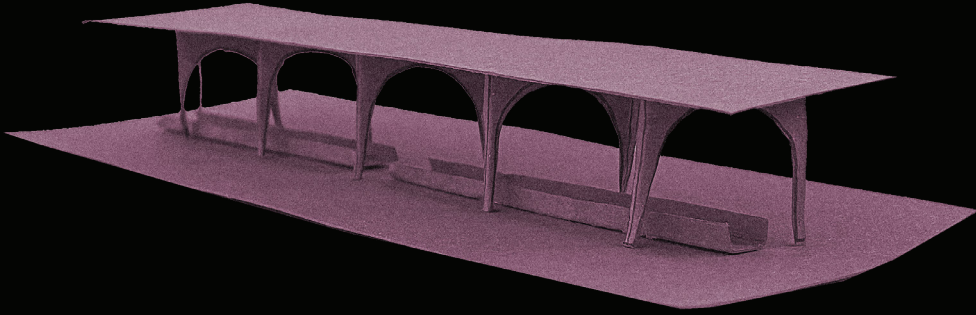
















Epilogue

An architect performs a balancing act on the edge of three worlds. One of which is his own, which is the world of creativity, the second realm is the constant struggle between form giving and functionality – the technical issue of his creation. The third and final intersection is the most distant and challenging realm of business and empathy - and that is the world of our clients. The problematic combination of these three segments is what makes our position many times unbearably difficult. We put our heart into creating art, but the final creation ends up being used by someone else, who can either understand and appreciate it or destroy it. Running in circles of intellectuality can be crucial for our best attempts to create something beautiful. And as in the past simplicity evolved in pursuit of creating something incredibly complicated as universe yet simple as one atom, our joy is in mimicking nature in its very nature. Each of us, no matter if we love kitsch or classic art, we once were children. Everyone can understand what the flower or house or car or square or circle is. The power of collective understanding is placed in simplicity of our concept. Our goal should be to make things easy to understand because when its simple, it becomes valuable, because most people can own it, and give it its value. Without understanding there is no value in art. The paper which carries Van Goghs watercolours burn the same way as the one you throw into fire after reading news from it. Alvar Alto once said that words of architects are useless. Simple pictures and shapes are the language of all and simplicity in understanding is what creates our humanity.

Special Thanks

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