

# COMMON ANALYSIS

## METRO D LINE

LANDSCAPE AND RECREATION  
PUBLIC SPACES  
ECONOMY  
TRANSPORT  
FUNCTIONS  
DEMOGRAPHY

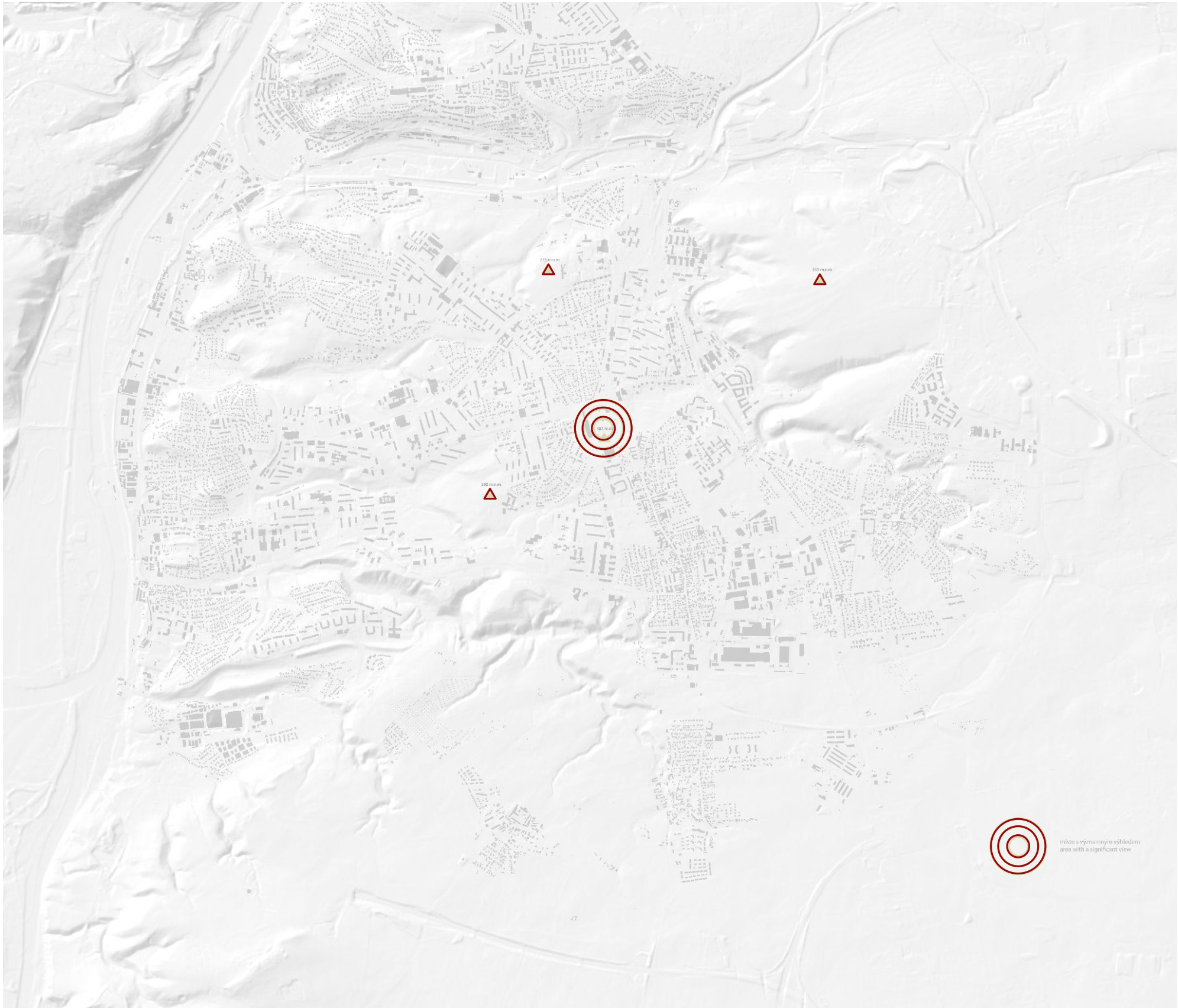
# LANDSCAPE AND RECREATION



TOPOGRAPHY



AREA WITH SIGNIFICANT VIEW







## GREENERY



SIGNIFICANT FOREST PARK



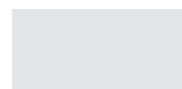
FOREST PARK



PARK



HOUSING ESTATE GREENERY



UNUSED AREA



AGRICULTURAL FIELDS



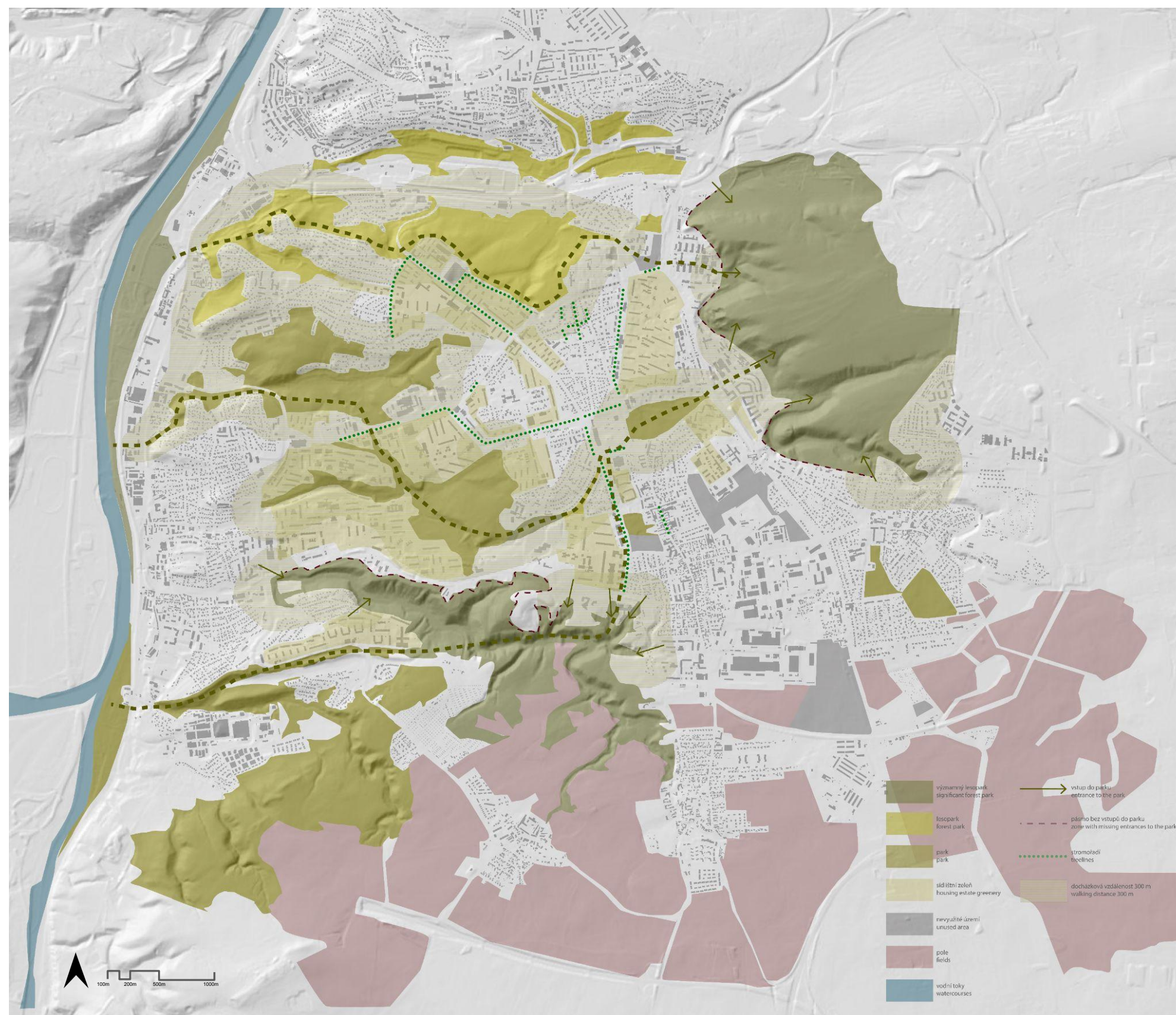
WATER COURSES



TREELINES



WALKABLE DISTANCE 300 M



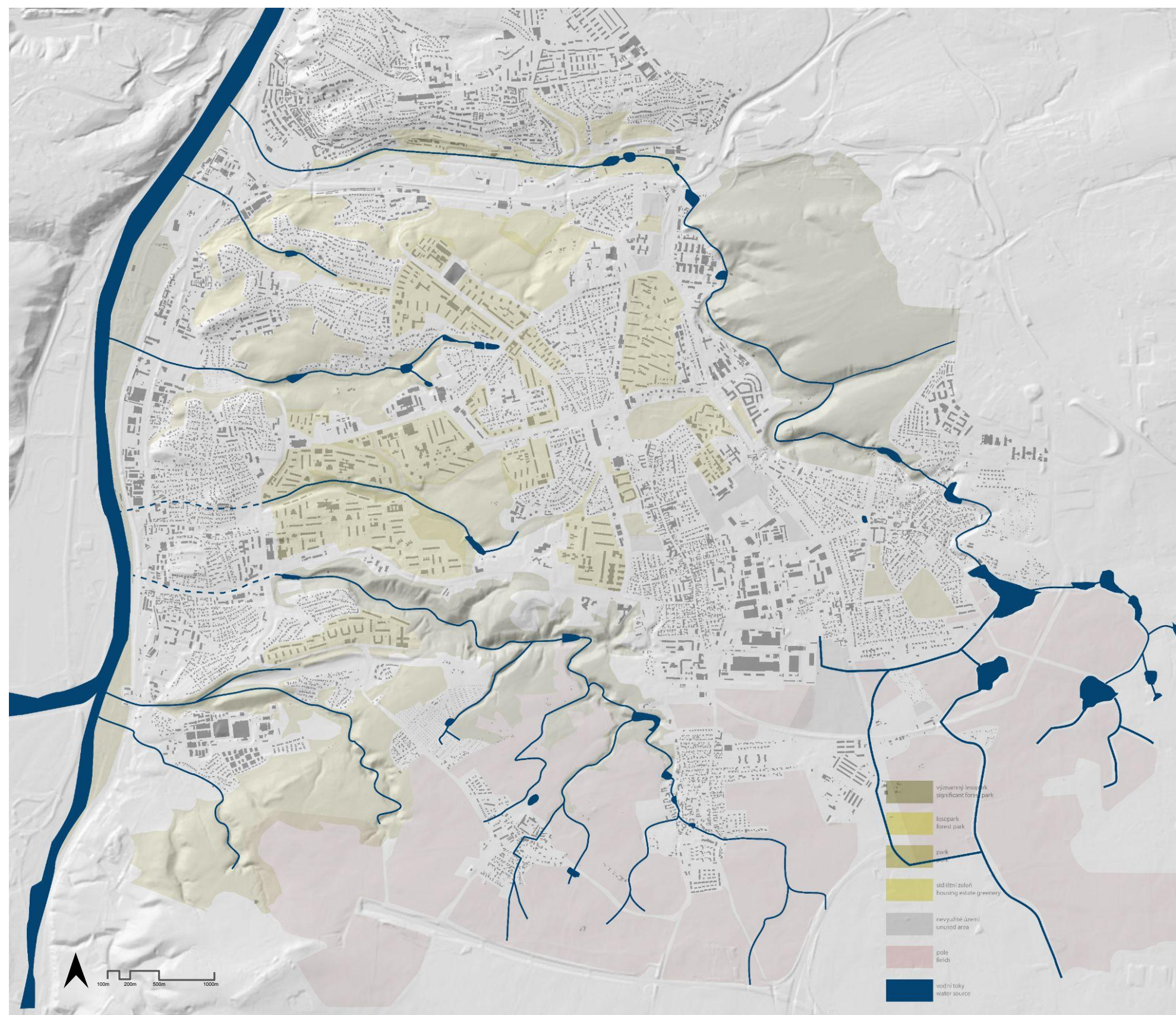




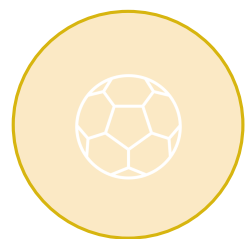
WATER SOURCE



WATER COURSES







## SPORT FIELDS



TENNIS COURT



GOLF COURSE



ATHLETIC STADIUM



BASEBALL FIELD



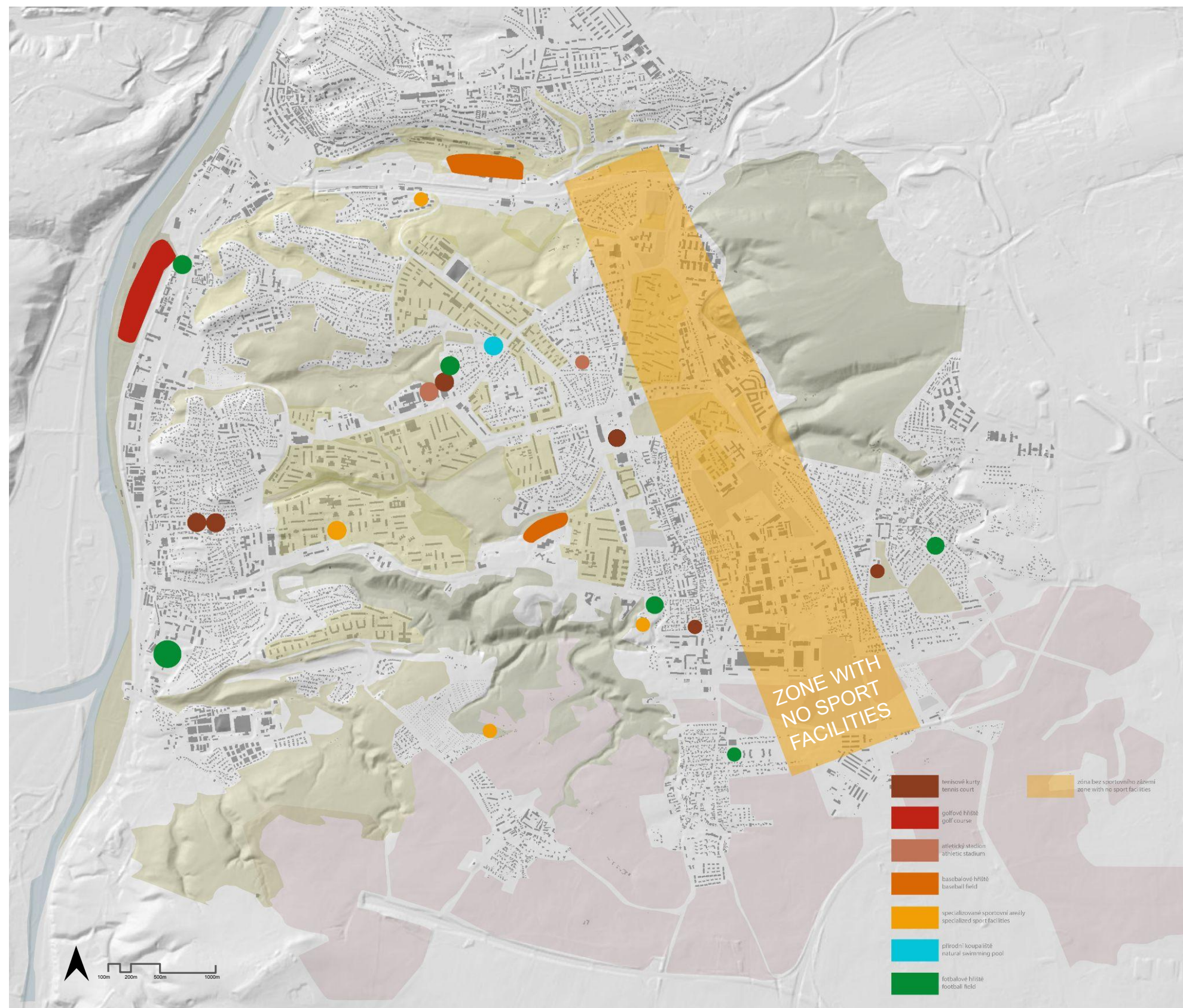
SPECIALIZED SPORT FACILITIES



NATURAL SWIMMING POOL



FOOTBALL FIELD



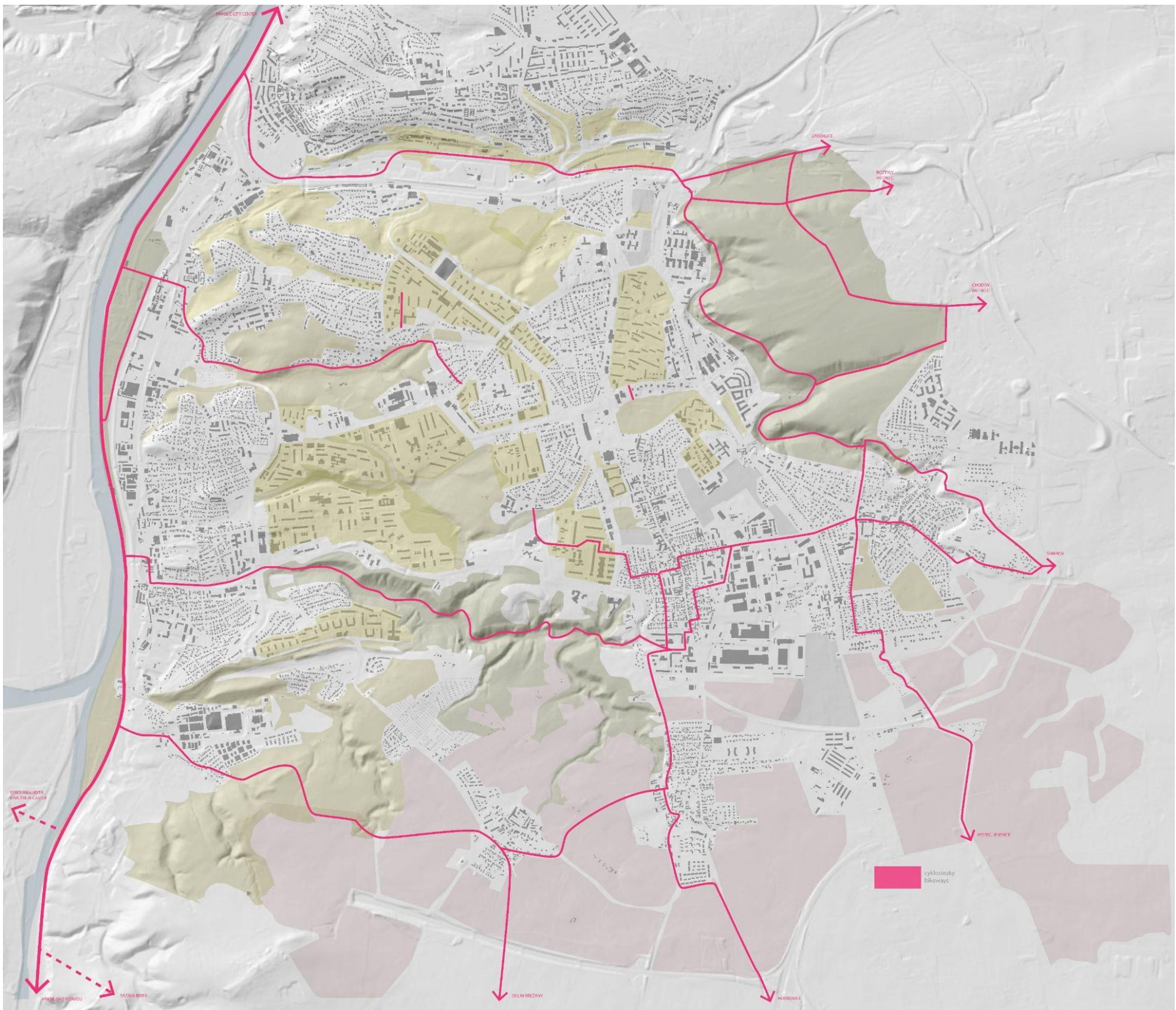




BIKEWAYS

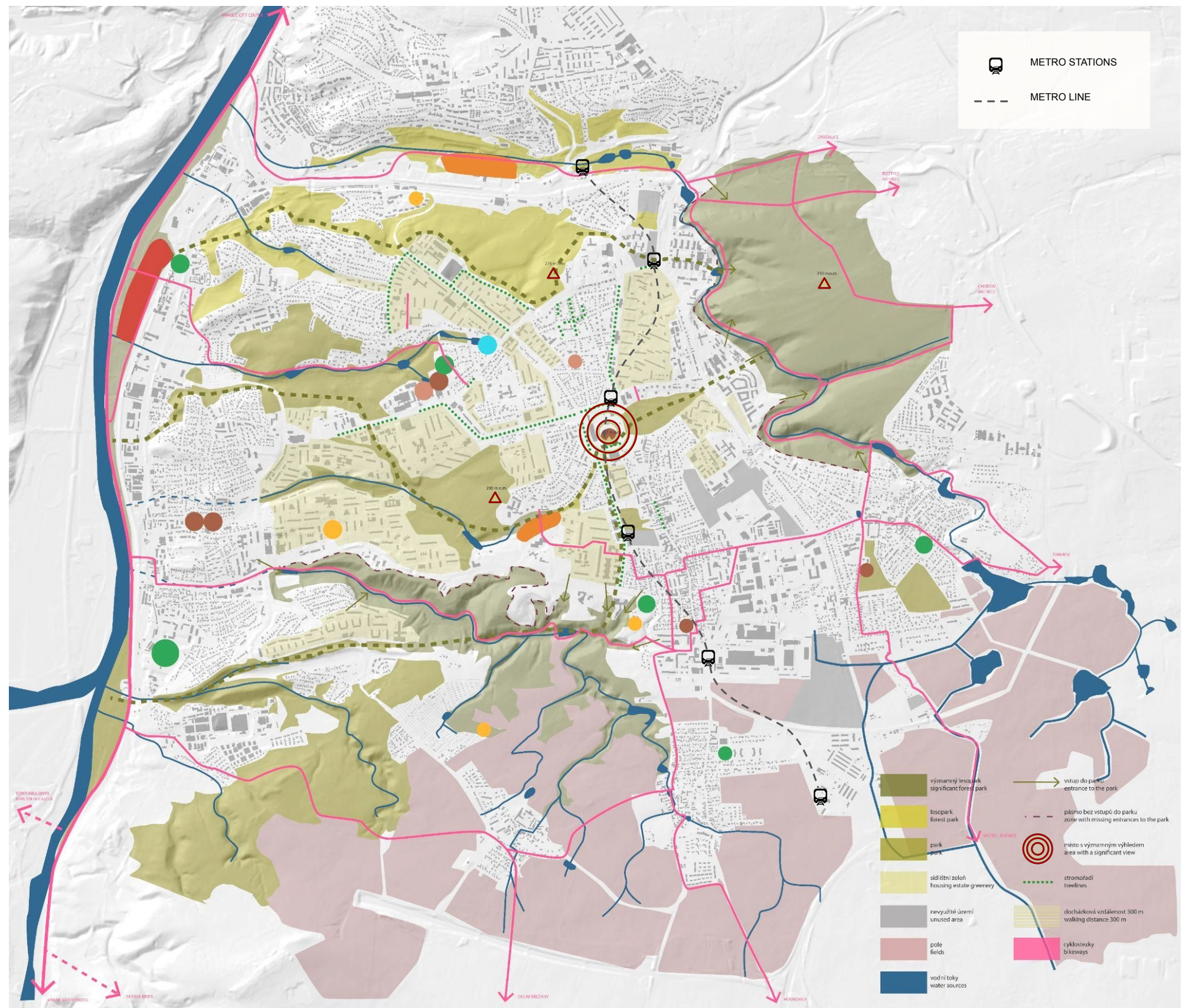


BIKEWAYS





# SYNTHESIS MAP





S1: Big recreational parks at site:  
Modřanská and Krčský Les.

S2: Potential viewpoint thanks to  
topography conditions.

S3: Possible connection with biggest  
bikeway attraction along Moldava River.

S4: Existing bikeways in the big parks  
that can create a connection with the  
Southern open spaces for recreation  
from the site (see large scale).

W1: Disconnection between the big parks of the site.

W2: Other existing green areas of the site are currently nonfunctional and fragmented.

W3: Big areas lacking walkable accessibility to public green spaces.

W4: The railway at the West creates a barrier for connections to Moldava and the North green spaces.

W5: Agricultural fields separate green patches of the site to the South green ring (see large scale).

W6: Disconnected bikeways at site.

W7: Few and scattered sport facilities for inhabitants.

Q1: Local demand for quality recreational areas in walkable distances (due to the new metro line), increased by population growth.

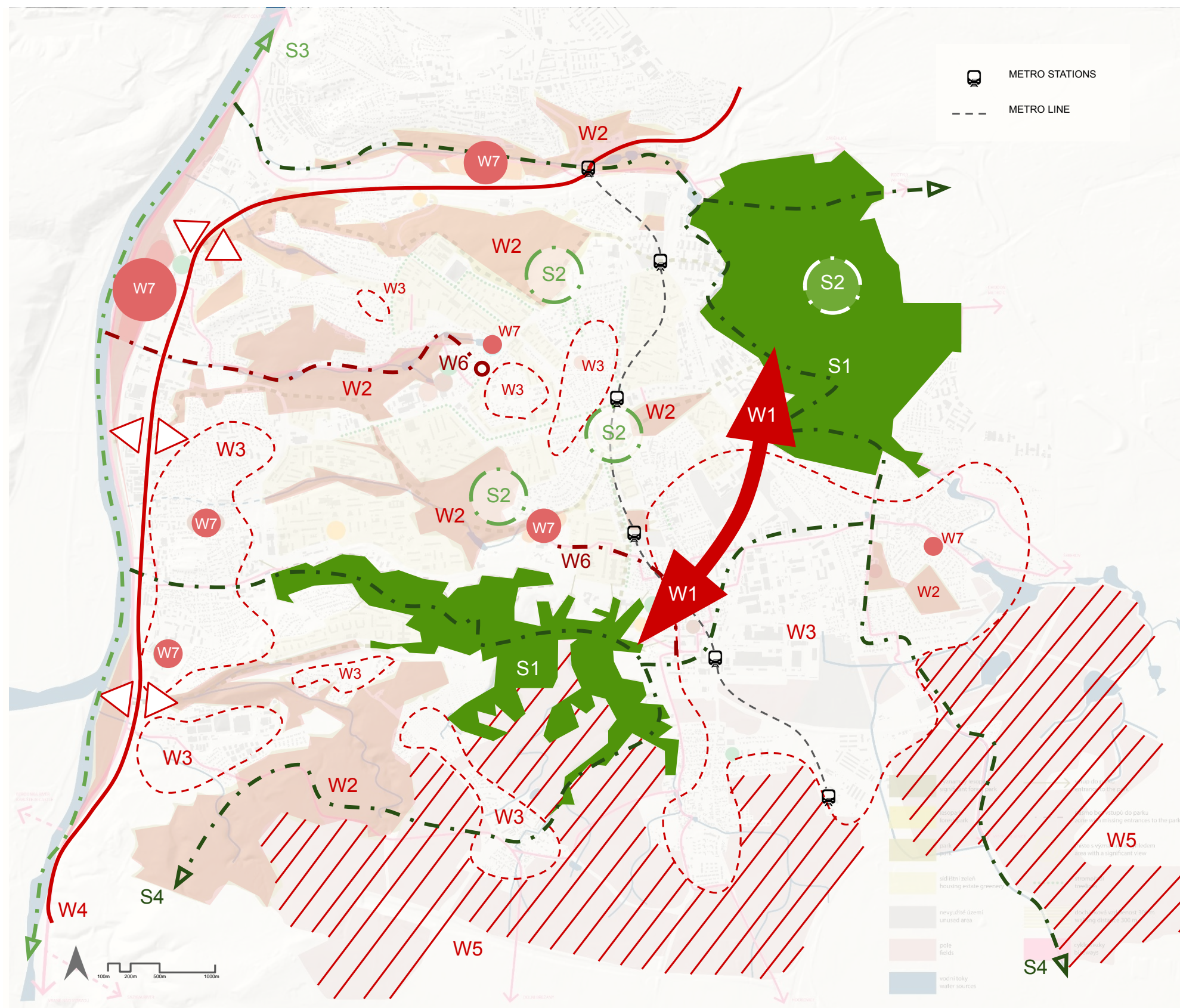
Q2: Increase of people looking for outdoor activities due to another wave of covid pandemy.

Q3: Renovation of green areas thanks to new developments at site.

T1: Pressure on green spaces due to rising of land prices.

T2: Drying of water sources in the area because of global warming.

T3: Overheating of public spaces with no greenery in the summer because of global warming.





# LARGE SCALE

## Recreational bikeways

R1: green bikeway ring near the metro stations.

R2: green bikeway ring that runs through the green zone at the South of the site.





# PUBLIC SPACES

Problem map



Legend

- ★

W1 "Negative" landmark
- W2 Node - roundabout / cross-roads
- ⬢

Significant area
- ★

S1 Landmark
- ▲

S2 Viewpoint
- W3 Centr - monofunctional
- W3 Centr - monofunctional
- S4 Centr - functional, local
- S4 Centr - functional
- S4 Centrum - functional, significant

⬢

W4 Missing center connection

⬢

W5 Inattractive connection / lack of social surveillance

←

Catchment area

■

Housing- estates

■

W6 Use of public space for parking

|||

S5 Areas with pedestrians

|||

W7 Areas without pedestrians / missing connectivity

~

W8 Roads as barriers

~

Roads with high traffic

~

S6 Historic roads

~

W9 Negected areas

~

Paths

~

Streets, roads

~

Significant streets, roads

~

Handling areas

~

Pedestrian space

~

Footpaths

~

Parks

~

Park landscaped areas

~

Buildings

## STRENGTHS

- S1 Landmarks** as orientation points (Hospital Krč, IKEM, Academy of Sciences, Nový Dvůr, SAPA, Church (Kostel Panny Marie Královny míru) Kunratice tvrz
- S2 Viewpoint** – watereservoir
- S3 Significant areas as orientation points**– Hospitals, Academy of Sciences, SAPA
- S4 Centers – functional**  
Local:, Hospital Krč, Lidl, SAPA, Písnice – Bikeclinic Cholupice – náves, Městská knihovna Modřany  
Locality: Promenáda Štúrova, Albert,  
Main: Novodvorská, Poliklinika Modřany, Modřany Kaufland
- S5 Lively areas - pedestrian „zones“** – Promenáda Štúrova, Novodvorská, Libušská – ELTODO, Pšeničkova – k Albertu od sídliště, Pšeničkova – od Alberta ke gymnáziu, Lhotecká – k Lidlu, Gen. Šišky- promenáda, Pertoldova, Písnice
- S6 Historic road as catalysators** genius loci
- S7 Large unbuilt areas in the ownership of Municipality Prague**
- S8 Human scale of public areas – kolonie Tempo, stará Libuř**

## OPPORTUNITIES

Traffic restriction due to the metro D  
Demand for development / unbuilt areas  
Suburbanisation, trends to live close to nature  
Trends towards healthy lifestyles, interest in cycling  
High demand for housing projects in Prague  
Decreasing interest in central locations (pandemic, working from home)  
Development of regional centres away from Prague  
Development of suburban railways

## WEAKNESSES

- W1 Negative Landmarks** – high rise buildings ELTODO, suppressed classical landmark – Church Panny Marie Matky míru
- W2 Nodes represented by roundabouts and cross-roads** Novodvorská/ Durychova, Novodvorská/Chynovská
- W3 Centres - non-functional** – no squares, monofunctional nature (shopping, parking, no cultural centres or other amenities); parking and neglected space in front of Nemocnice Krč, missing identity, no real hierarchy
- W4 Segregation of centres**, catchment areas are fragmented (pedestrian zones are not interconnected, cul-de-sac in housing estates, tangencial impermeability)
- W5 Inattractive connection**, insufficient conectivity for pedestrians, **Lack of social surveillance** in housing estates - entrances into buildings have rather big distance; insufficient light at nigt
- W6 Improper use of public space** (parking)
- W7 Missing connectivity** – inatractive connection for pedestrians
- W8 Main roads as barriers**, wide roads serve for traffic rather than for pedestrian, monotonous surrounding, wild greenery, no active partere
- W9 Neglected areas** (wild greenery)
- W10 No concept / „code“ of public spaces – no „code“**

## THREADS

Damage to public areas /natural areas due to the metro construction  
Parking of cars in public spaces if P+R have insufficient capacity/are not functional  
Uncoordinated / monofunctional development  
Unused commercial facilities, office centres etc. if the metro development is not finished  
Lack of working opportunities



## Space Syntax - integration („to movement“)



Global integration

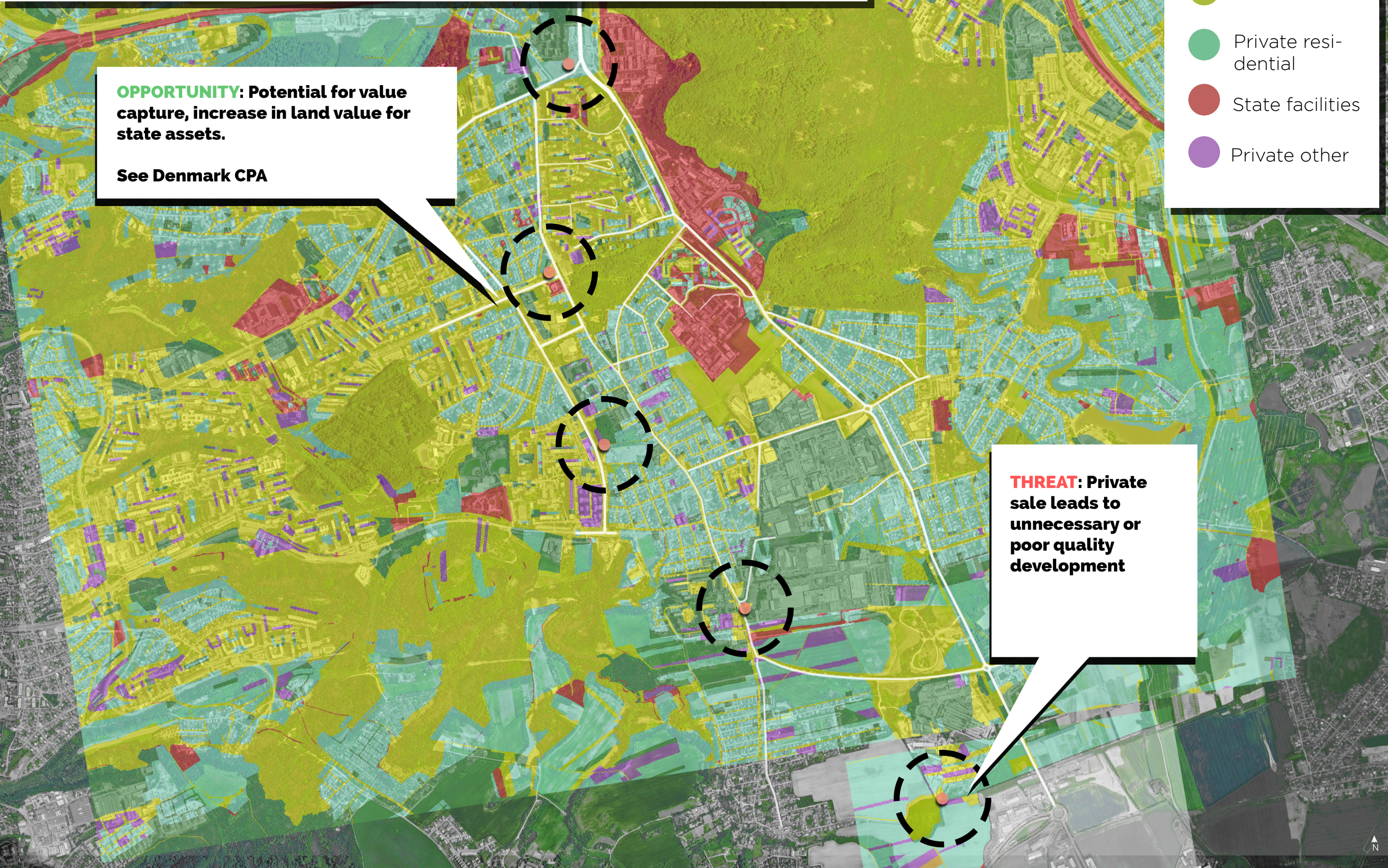


Local integration - R3



# ECONOMY

Economic opportunities and threats: mapped over land use patterns





# Economic opportuni- ties and threats

- Commercial/  
logistics
- Sites of potential  
development
- Medical/research

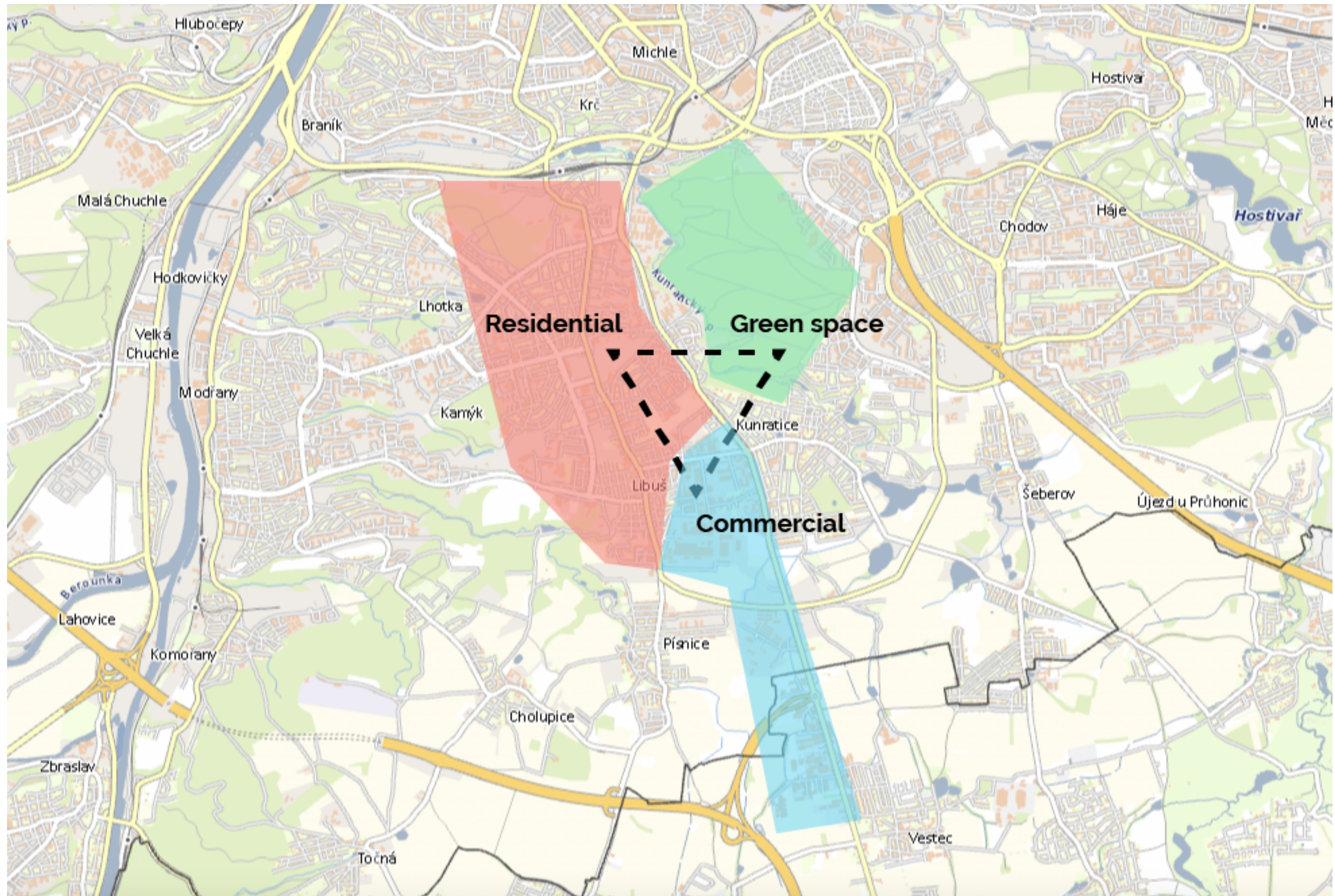
**Opportunity:**  
Develop  
science/research/  
logistics clusters  
to promote  
economic  
agglomeration

**Threat:** Damage to sense of  
place and landscape issues  
arising from too much  
commercial/research building





# Spatial analysis: functional clusters





# TRANSPORT

**STRENGTH:**  
Connection with ringway

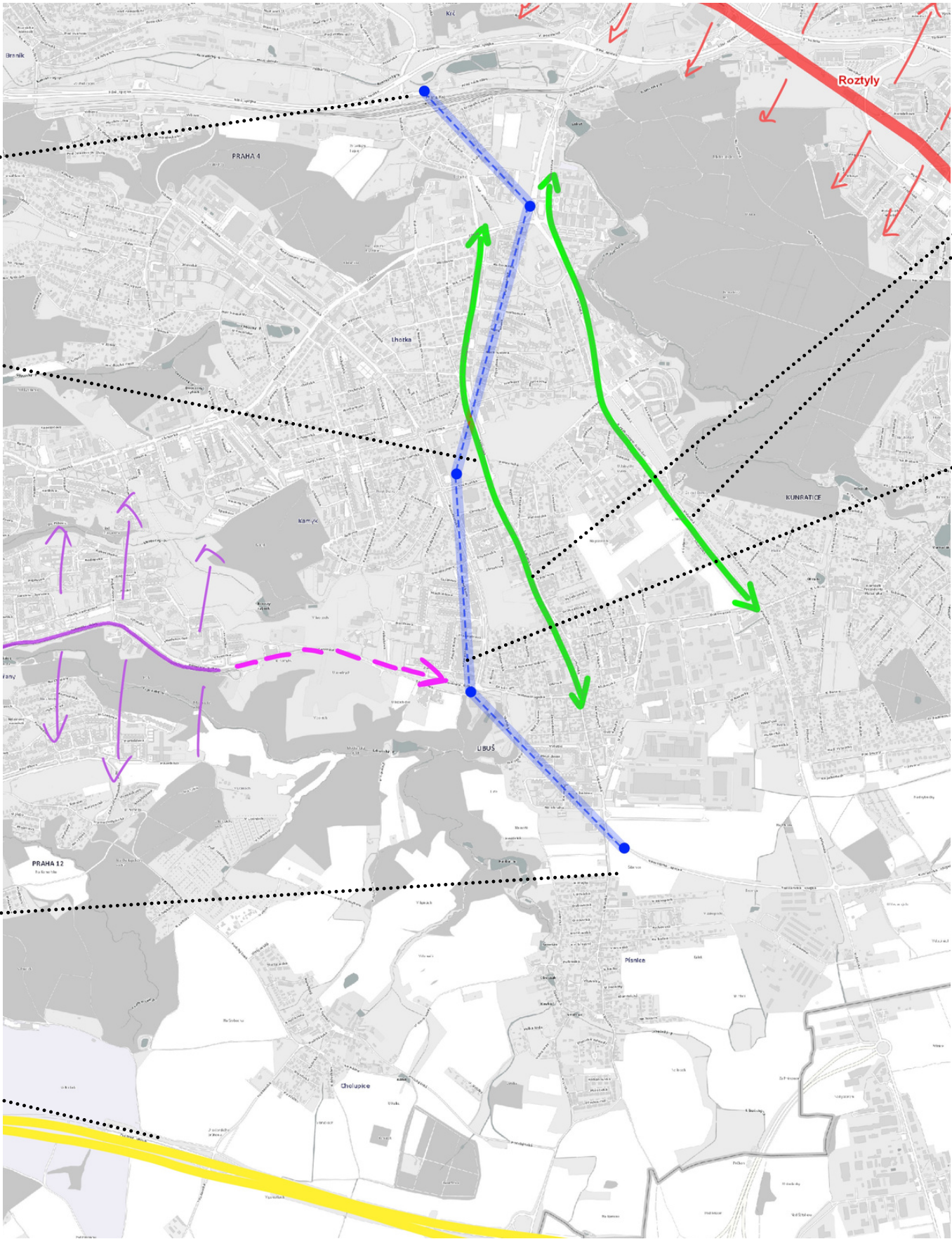
**STRENGTH:**  
Linear flow

**OPPORTUNITY:**  
Shorter commuting time to center

**OPPORTUNITY:**  
Decrease need of cars,  
solve partially traffic problem

**OPPORTUNITY:**  
Paking center potential area

**STREGTH:**  
Connection with Railway  
station



**WEAKNESS:**  
Traffic jams

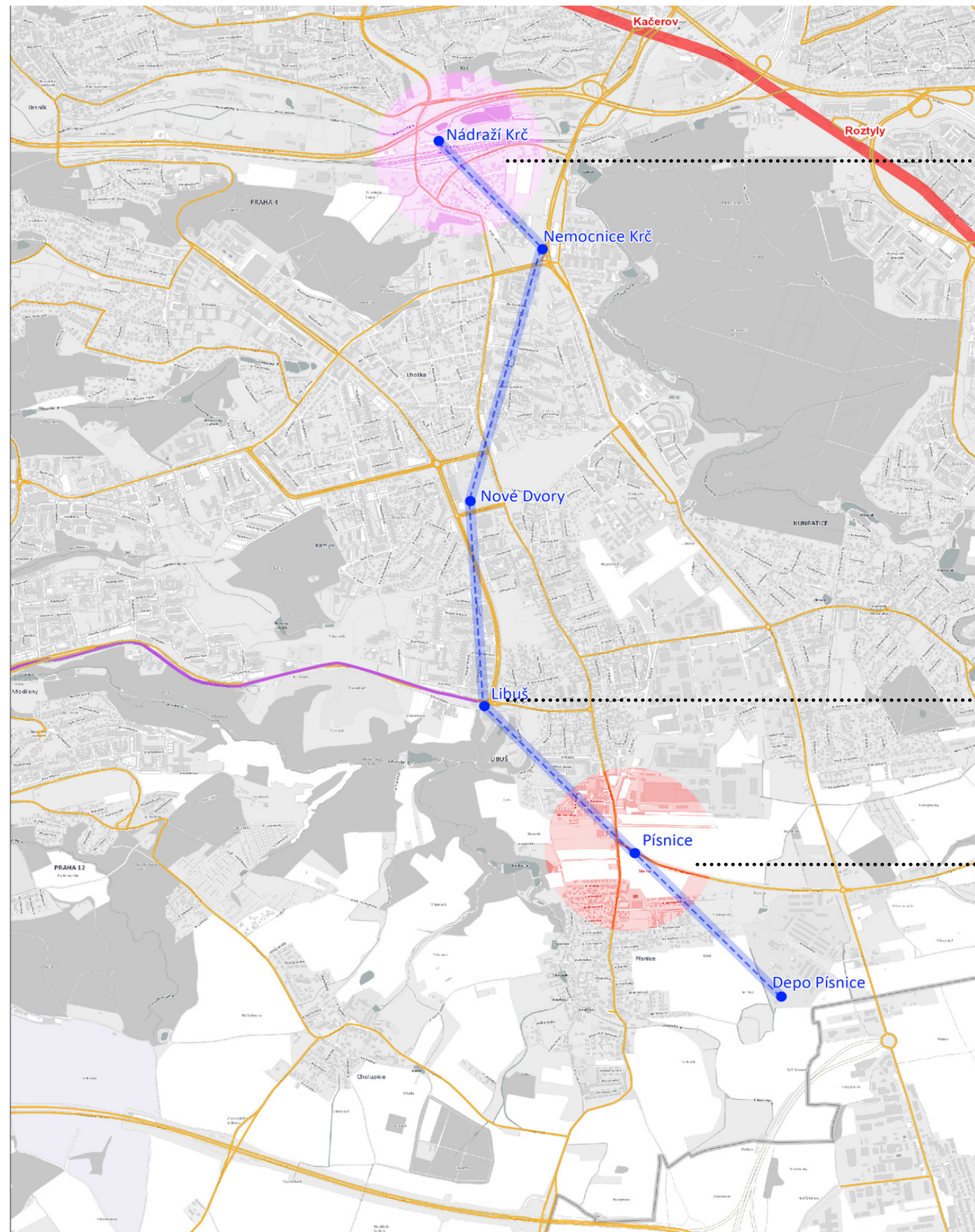
**WEAKNESS:**  
Only one public transport type

**WEAKNESS:**  
Not connected public transport

**THREAT:**  
High demand to reach metro  
by car from suburbs

**THREAT:**  
Lack of parking places after  
development





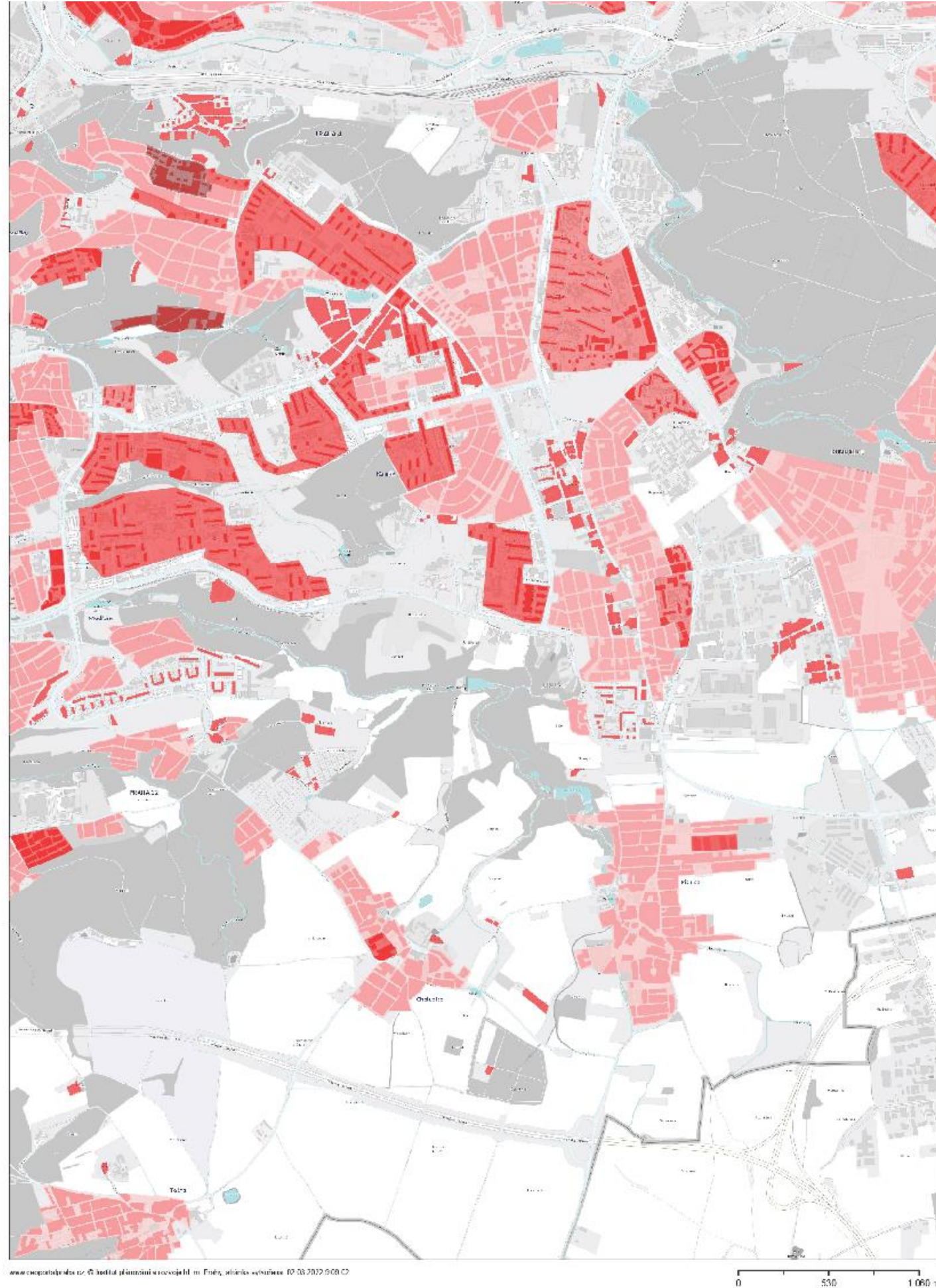
**Railway connection node**

**Public Transport node**  
Connection of tram-metro-bus

**Transfer node**  
Parkings, connection



# FUNCTIONS



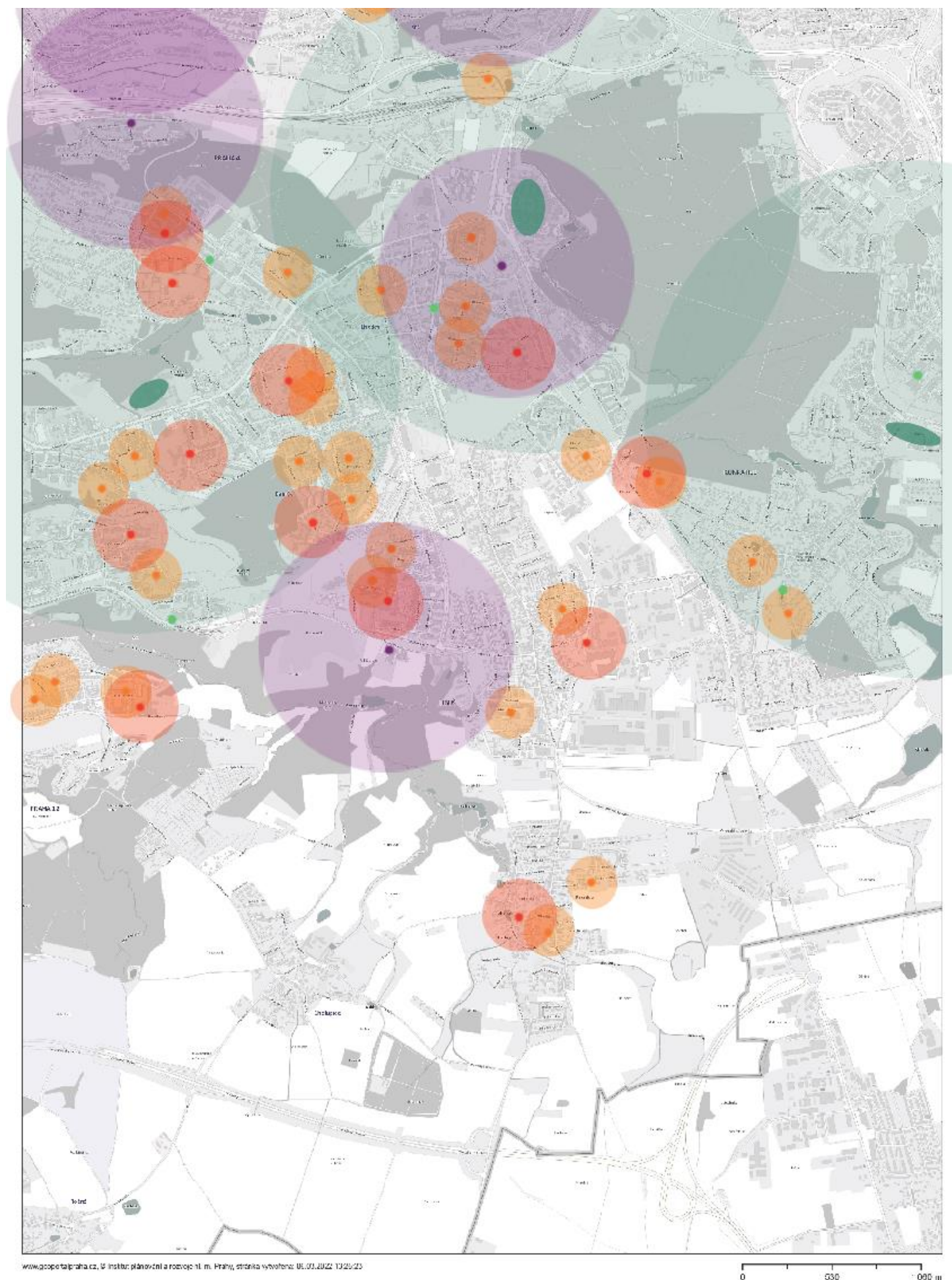
## Types of Housing

Family Houses ●

Blocks of Flats ●

Apartment Houses ●





## Education Centers-Cultural Activities

Kindergardens ●

400m-600m area ●

Primary Schools ●

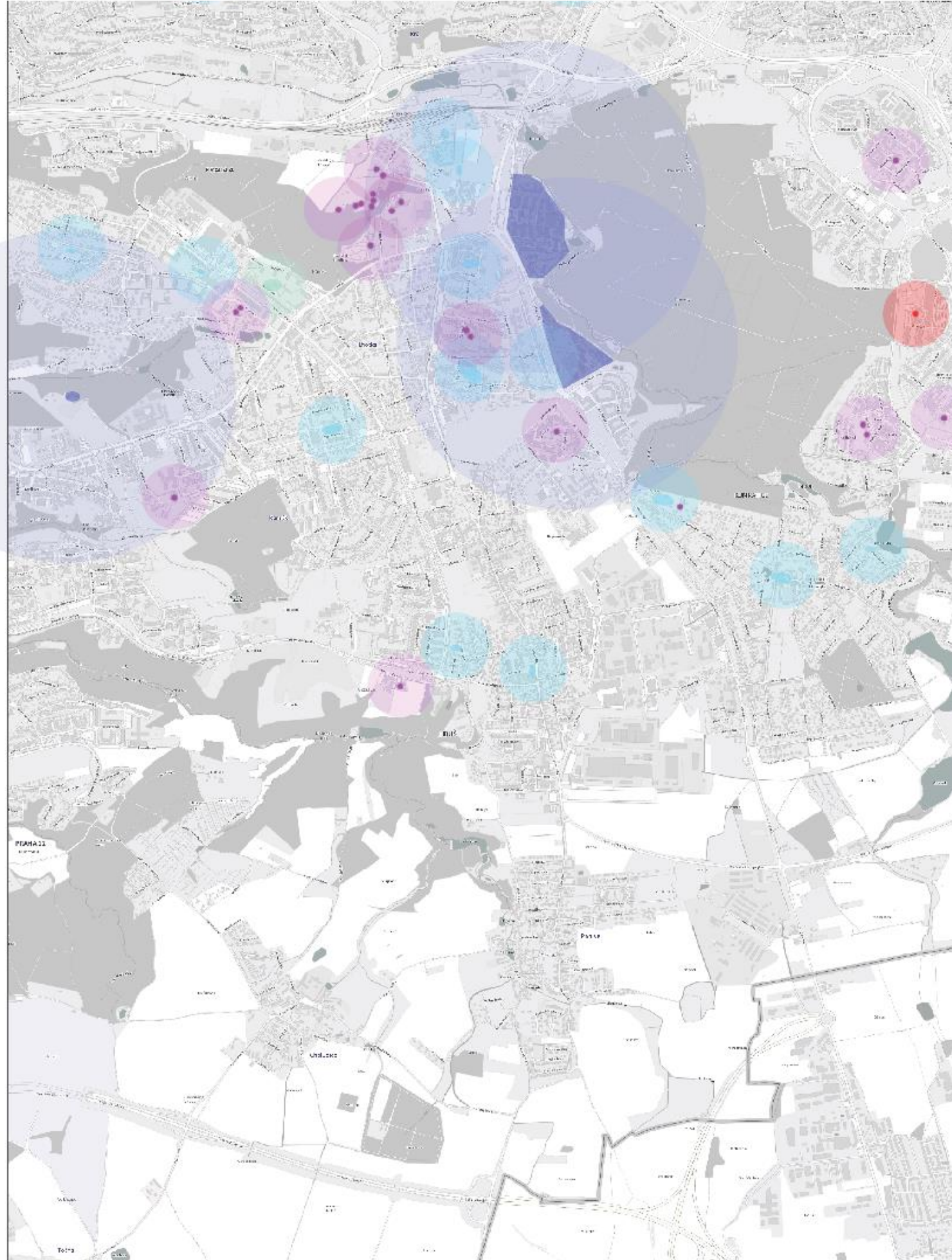
800m area ●

Secondary Schools ●

Universities-Faculties ●

Library ●





## Health Centers

Social Service Residential ●

600m area

Social Service Ambulatory ●

600m area

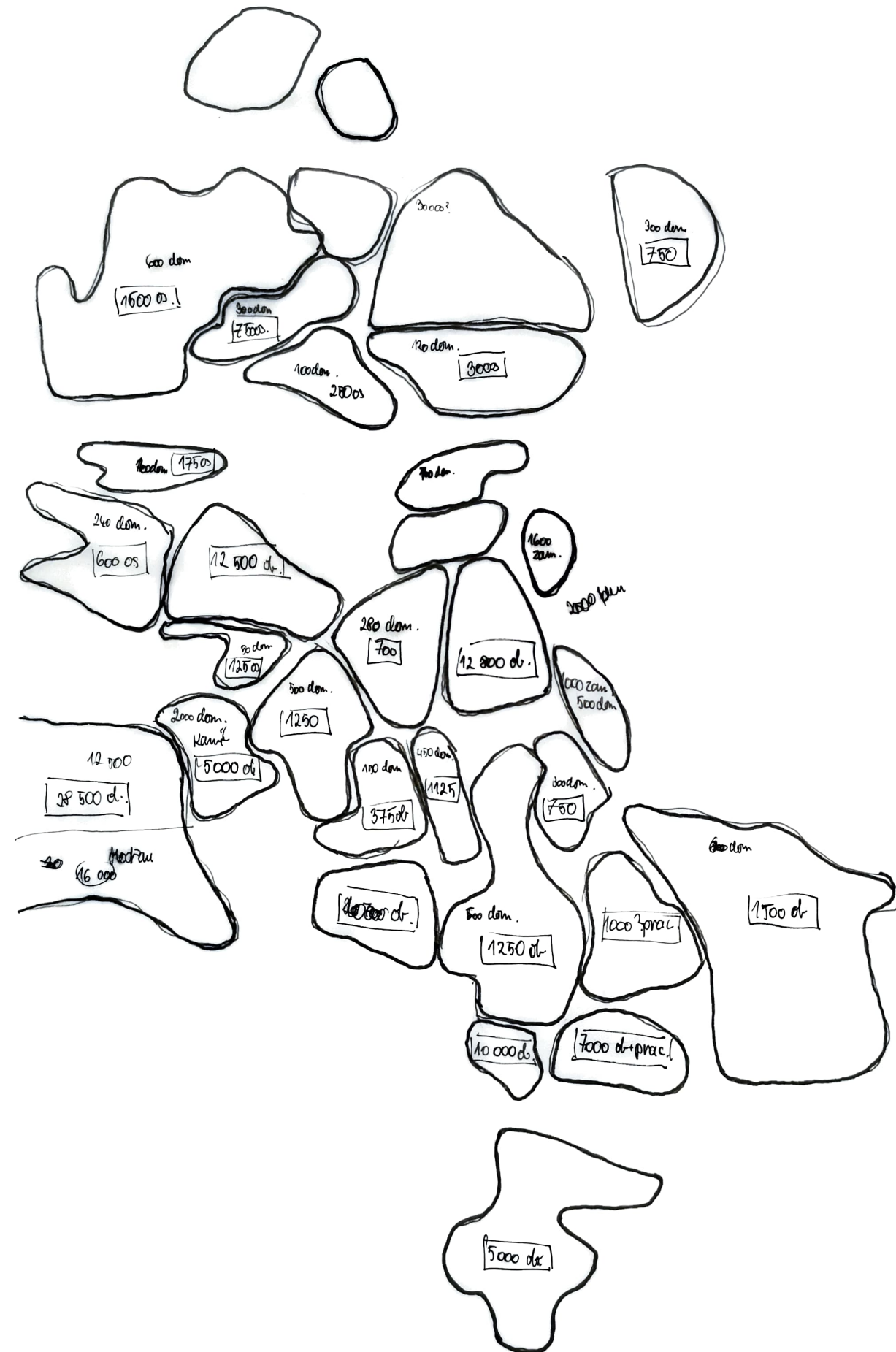
Hospitals ●

Clinics ●

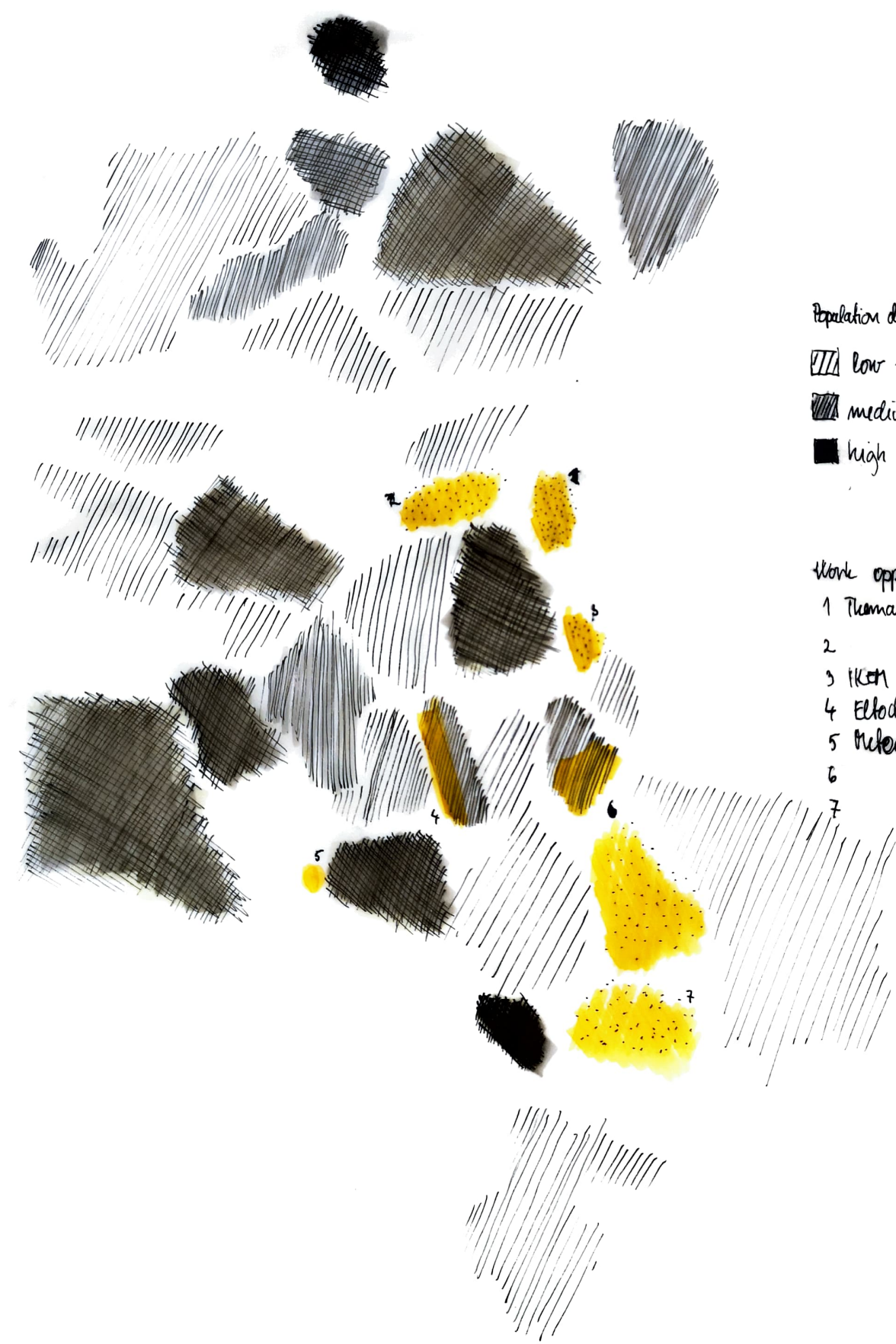
600m area



# DEMOGRAPHY







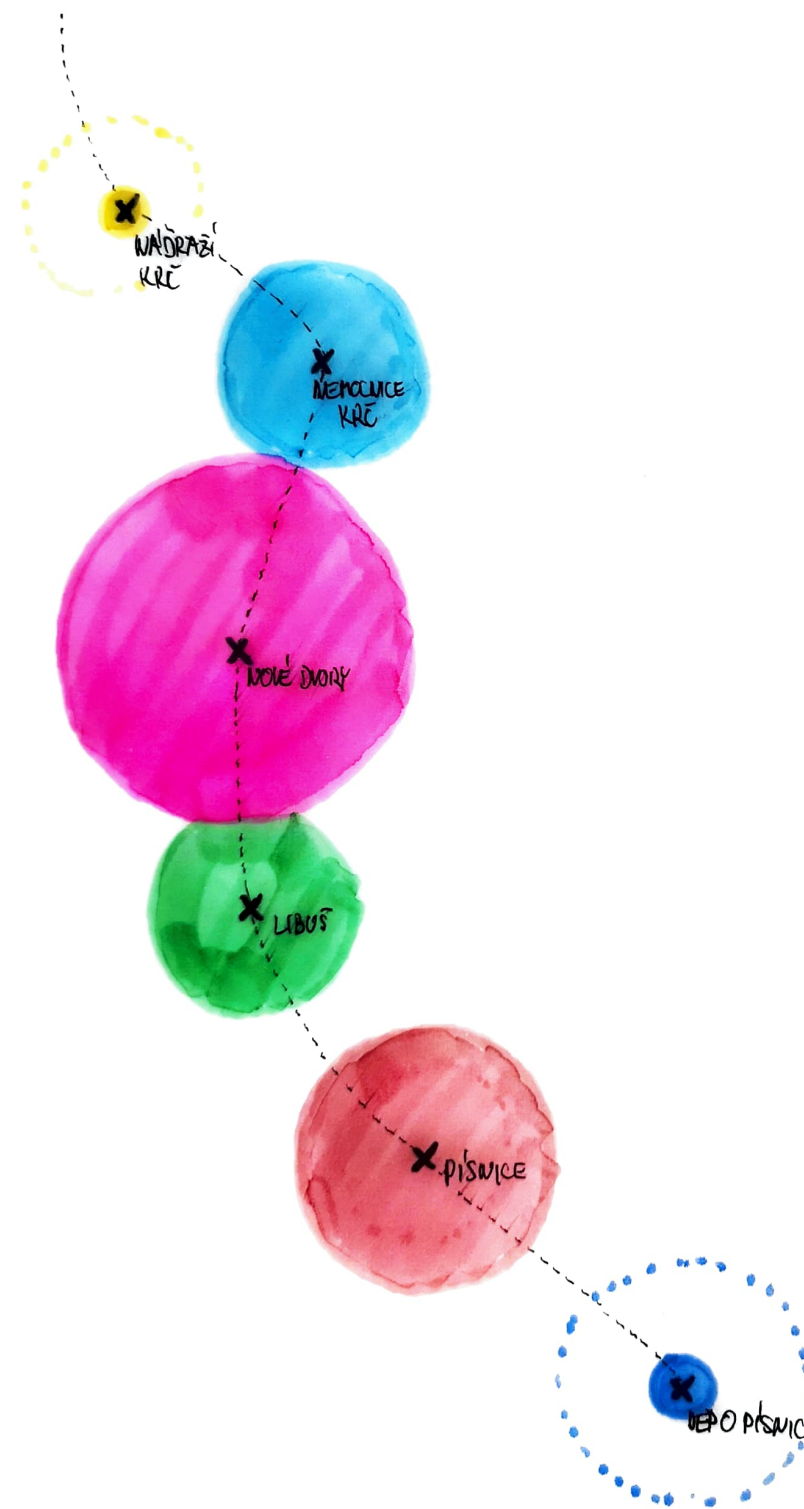
Population density

- low - detached housing
- medium/mixed
- high - housing estates

Work opportunities

- 1 Thomayer university hospital
- 2
- 3 KKH
- 4 Elbodo
- 5 neurological station
- 6
- 7





VISION: beads on a string  
 - each station - own identity  
 - stations interconnected by paths (cycle paths/greenery?)  
 - new local centre at Nole Dory

■ strength (current)  
 □ potential strength - estimate

Size of each bead is relative to the estimated number of people using the station