



**Depo Piskice**

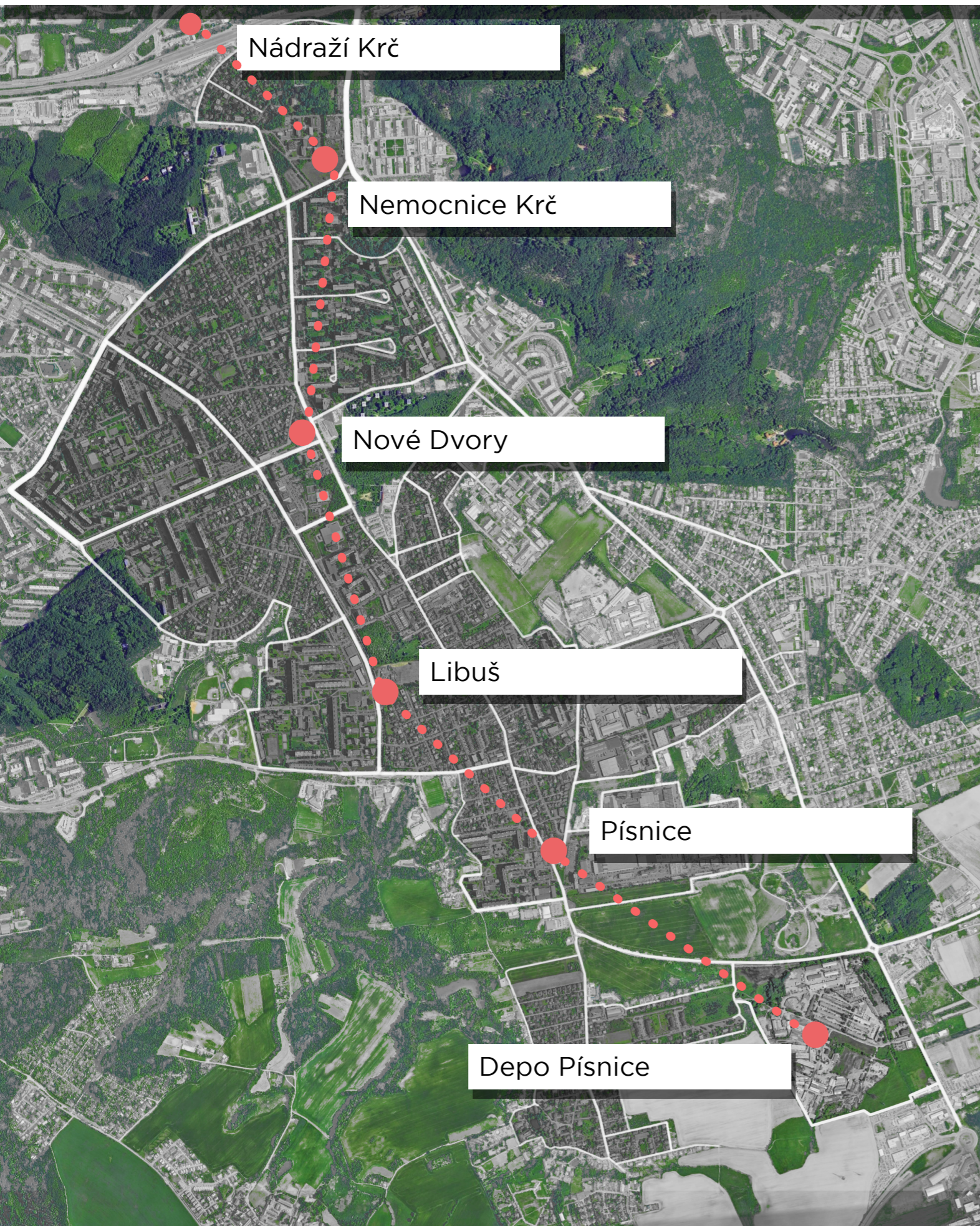


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# Metro D extension proposal



# Depo Písnice: site context

The proposed site for the new Depo Písnice metro station lies approximately 13km south-east of Prague's centre, on the outer edge of the city's limits. The

site currently contains a hodge podge of small industrial production facilities, as well as open unused green space. As a result it is disconnected and isolated from its

semi-urban context, lacking access and with little legibility.



The proposed site sits on industrial space



Factories dominate an illegible site



Commercial Warehouses also occupy the site



The E0 highway bypass runs just south of the site



The 603 road runs along its eastern axis



Commercial premises surround the site



The site is impermeable and inaccessible



Roads are blocked on the site's perimeter



The site is bordered by green space & nature

# SWOT analysis

## *Strengths*

- 11.5km from centre of Prague
- Semi-rural location with access to nature and scenic views
- Well connected by roads, including E0 highway
- Surrounded by residential settlements
- Large site to facilitate multiple uses

## *Weaknesses*

- Industrial site lacking legibility
- Poorly linked to neighbouring residential areas
- Main road can get busy
- Lack of public transport (one bus stop on 603 road)
- Unattractive area in due to surrounding commercial sites

## *Opportunities*

- Growth of suburbs as potential users of site
- Development of neighbouring commerce as potential users of site
- Growth in popularity of outdoor activities
- Increase in use of public transport
- working from home preferences from neighbouring residents

## *Threats*

- Increase in traffic on neighbouring roads
- Overdevelopment damaging natural scenery
- Decline of commuter numbers due to working from home



# Depo Písnice: vision

Despite being an undistinguished site, Depo Písnice lies within an interesting context, between Prague's urban boundaries, and its rural surroundings. The map below demonstrates its position among an 'archipelago' of suburban and semi-rural settlements. This semi-peripheral context provides a unique set of challenges. The aim is

first and foremost to provide a functional metro terminus, with park-and-ride facilities providing a strong new connection for commuters and people outside Prague to access the city without driving into the centre. Secondly it should take advantage of this unique context to provide positive urban development for neighbouring residents, businesses and in-

habitants, befitting its context.

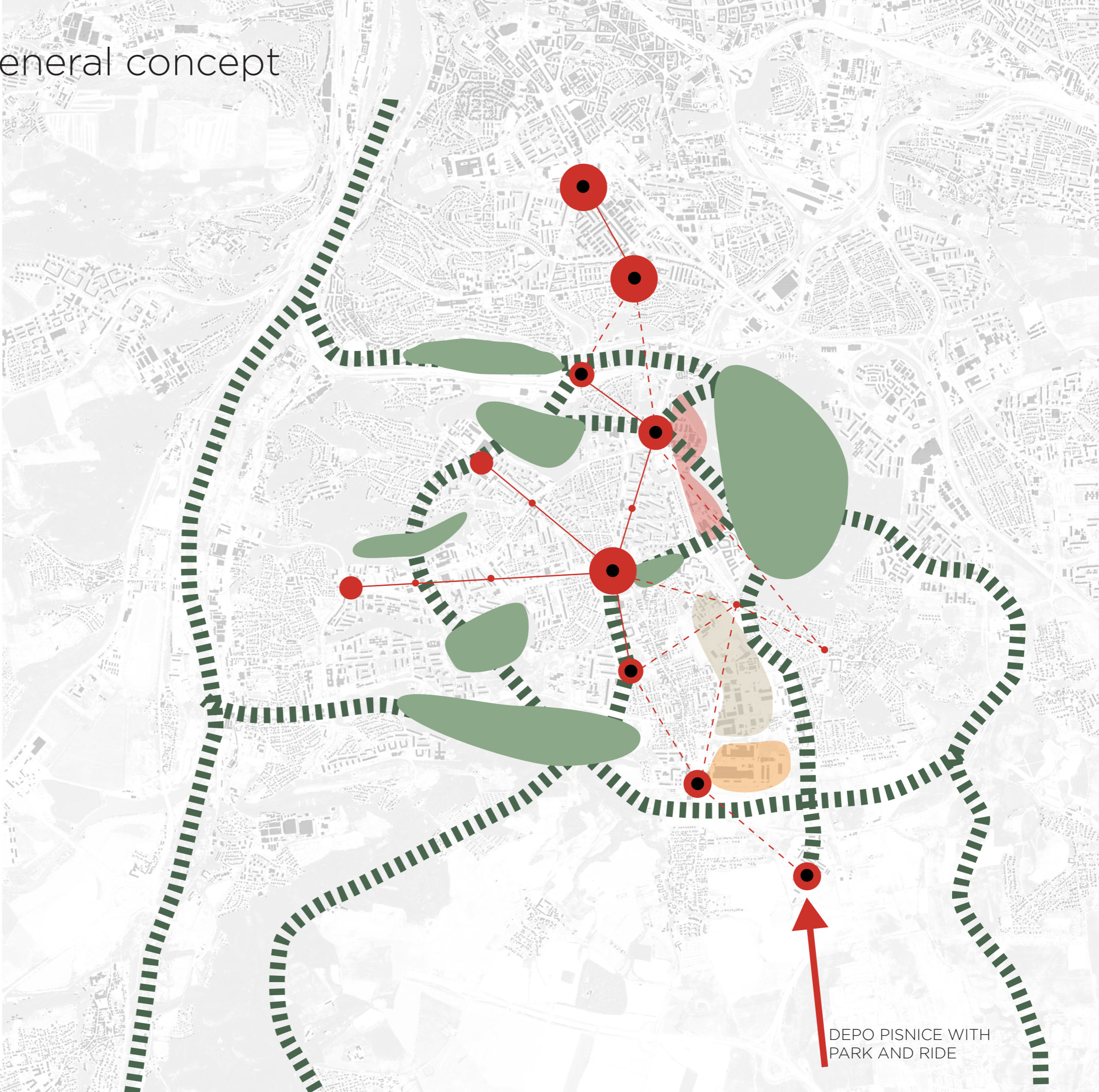
In this light it would be a strong concept to **combine the functionality of a metro depo and station, with the human-scale proportions and functionality of a pedestrian-orientated space**. Therefore the vision is to **create a pedestrian-orientated destination featuring commercial, office and leisure premises surrounding**

**the depo, while functioning as a park-and-ride for commuters. The commercial activity will be restricted to larger-scale businesses that serve the suburban economy, without damaging local small businesses, with leisure services promoting rural/healthy activities, suitable for its location as a transition space between the urban and the rural.**



# Metro D extension general concept

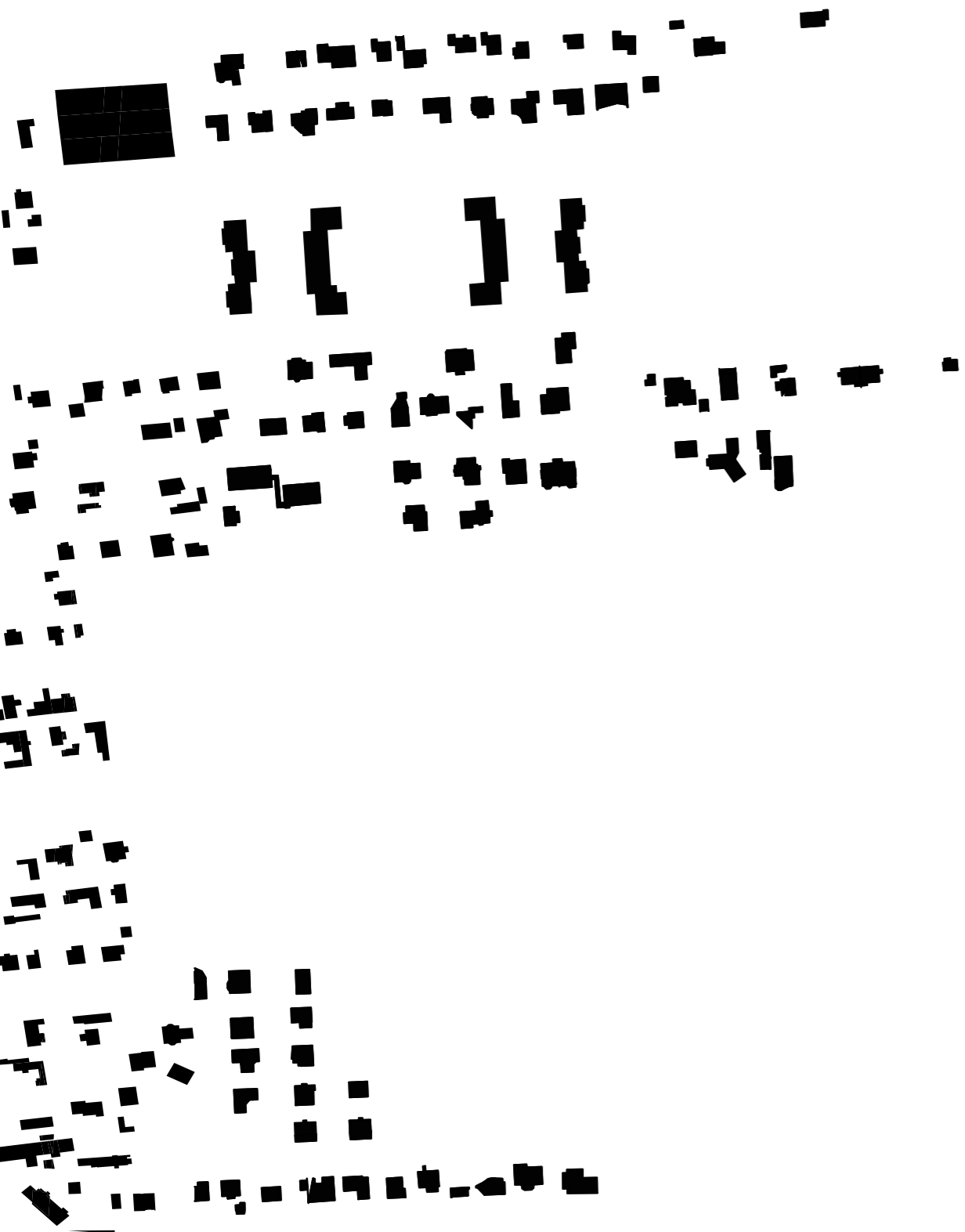
- Metro Stations
- Green areas
- Green connections
- Public spaces
- Strong connections between public spaces
- Mental connections between public spaces
- SAPA
- Hospitals
- Industrial Zone



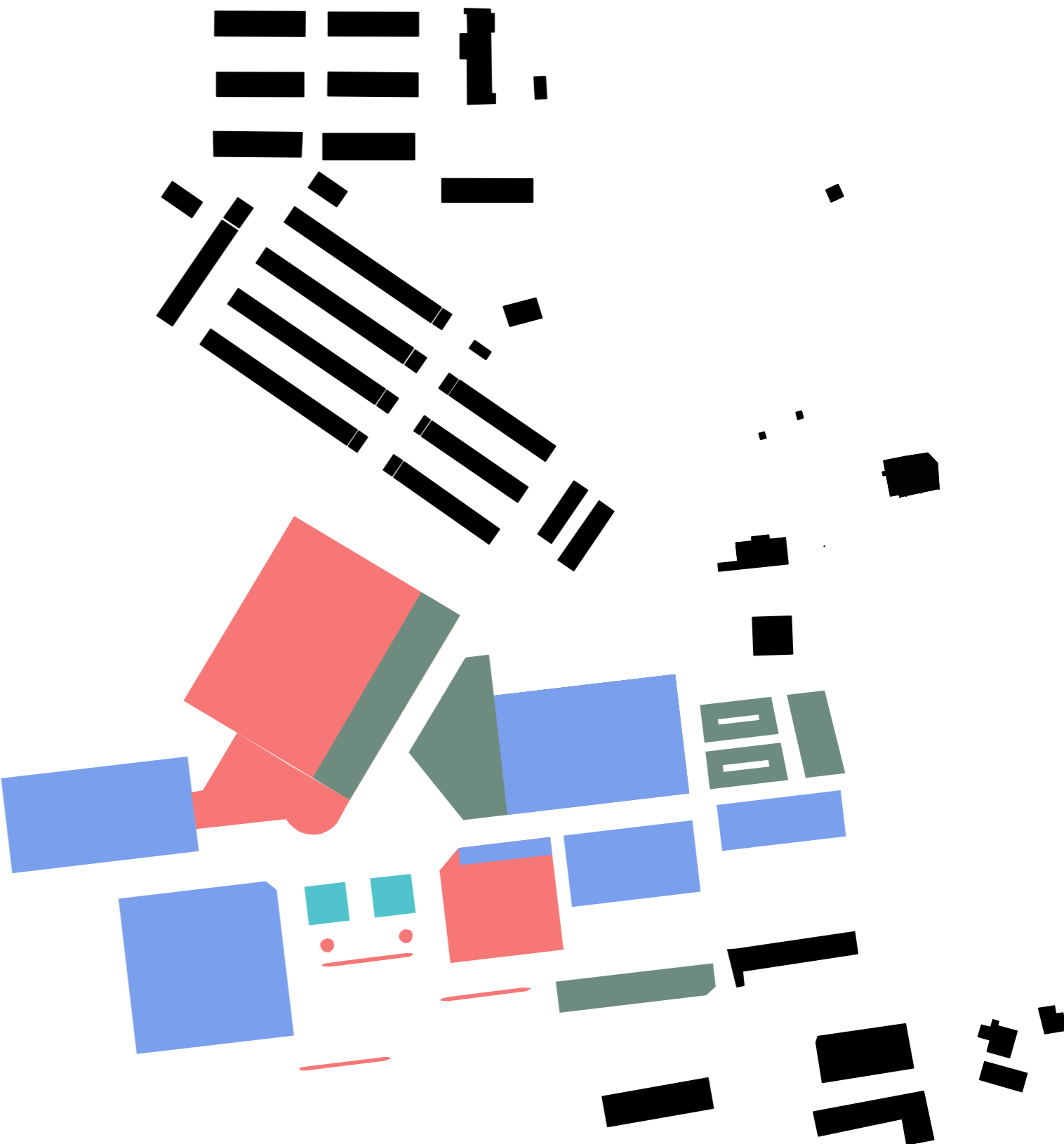
# Depo Písnice Masterplan



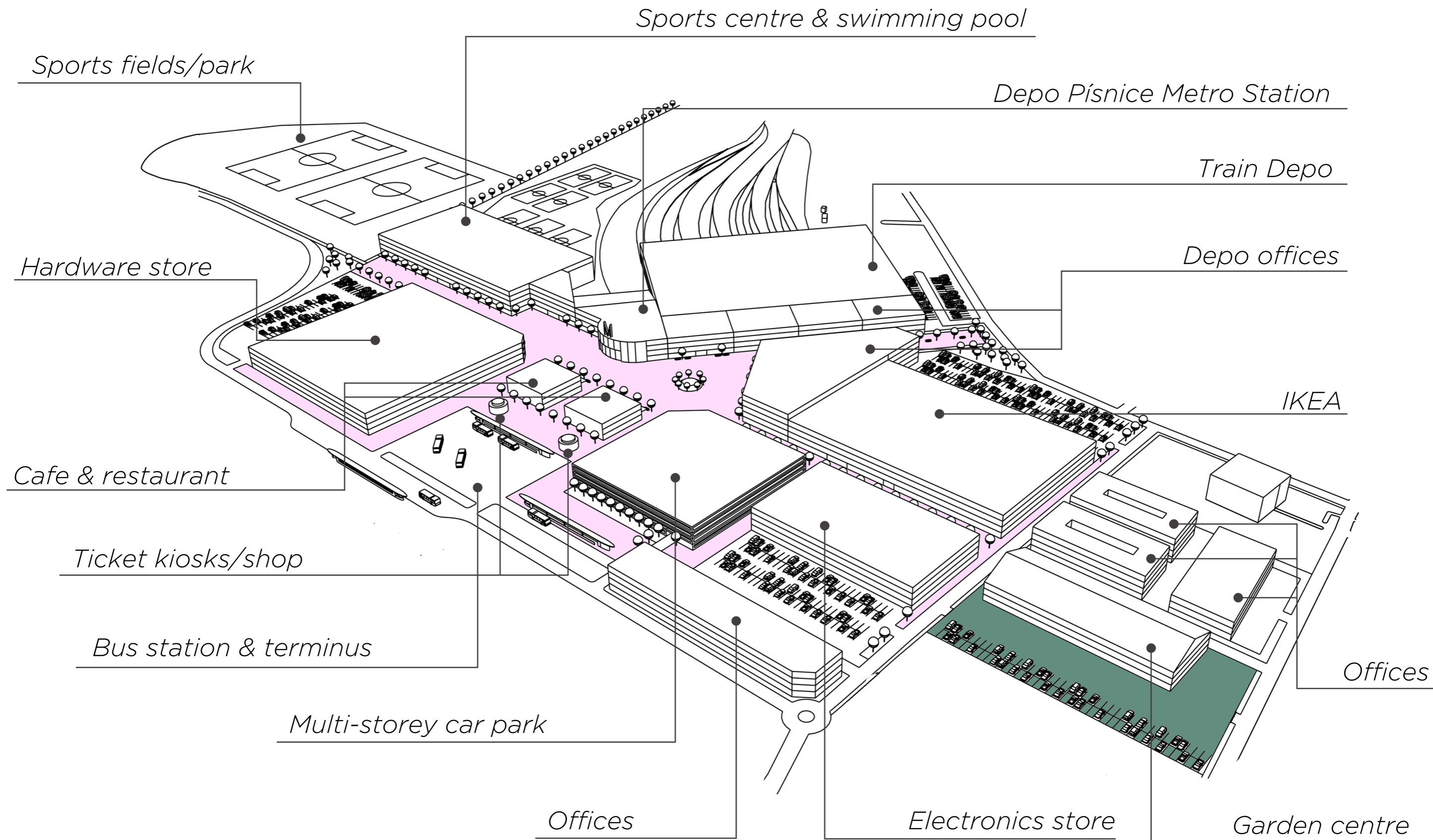
# Functions and figure-ground plan



- Transport
- Food/drink
- Office
- Commercial/retail



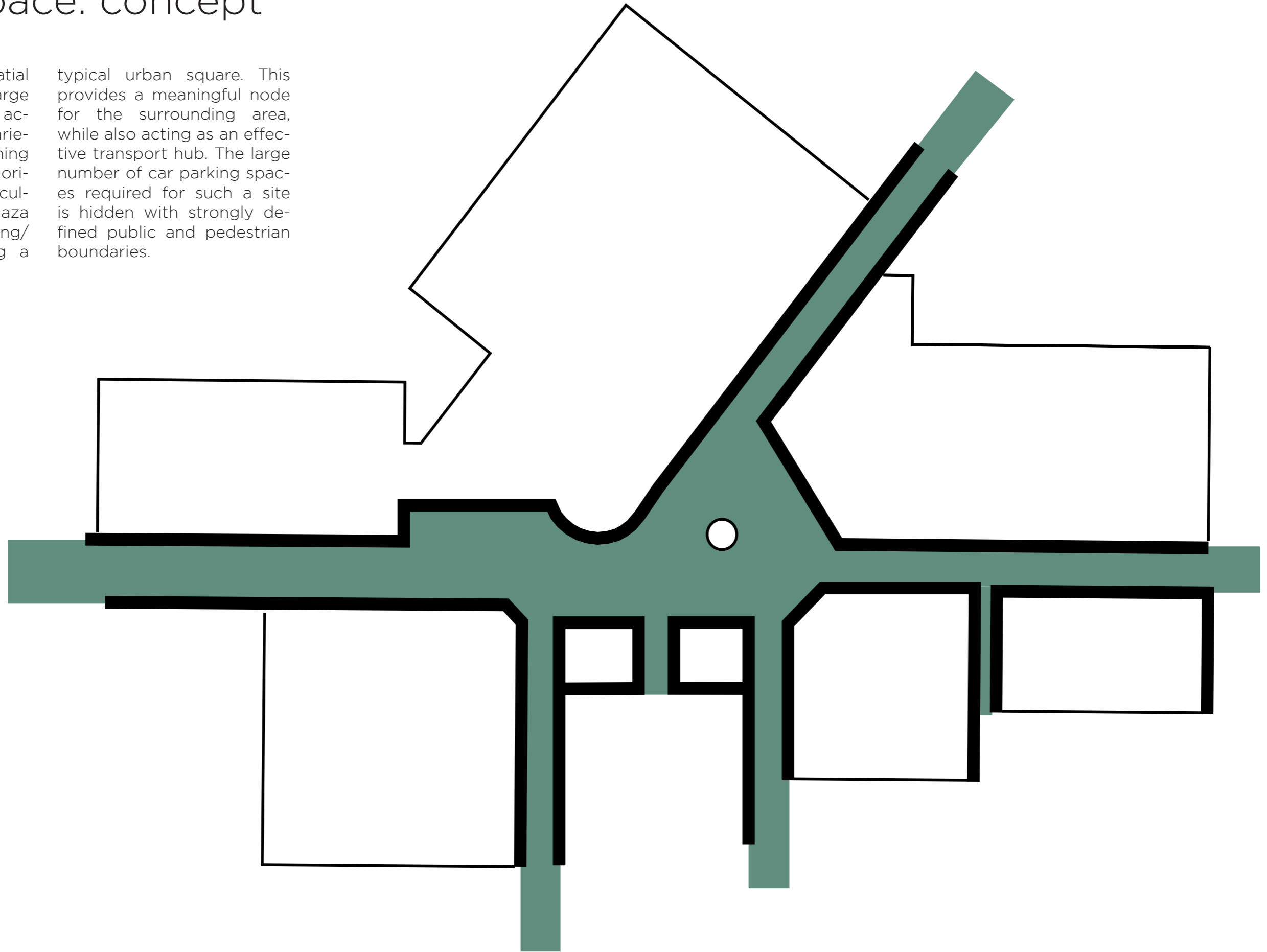
# Functions in detail

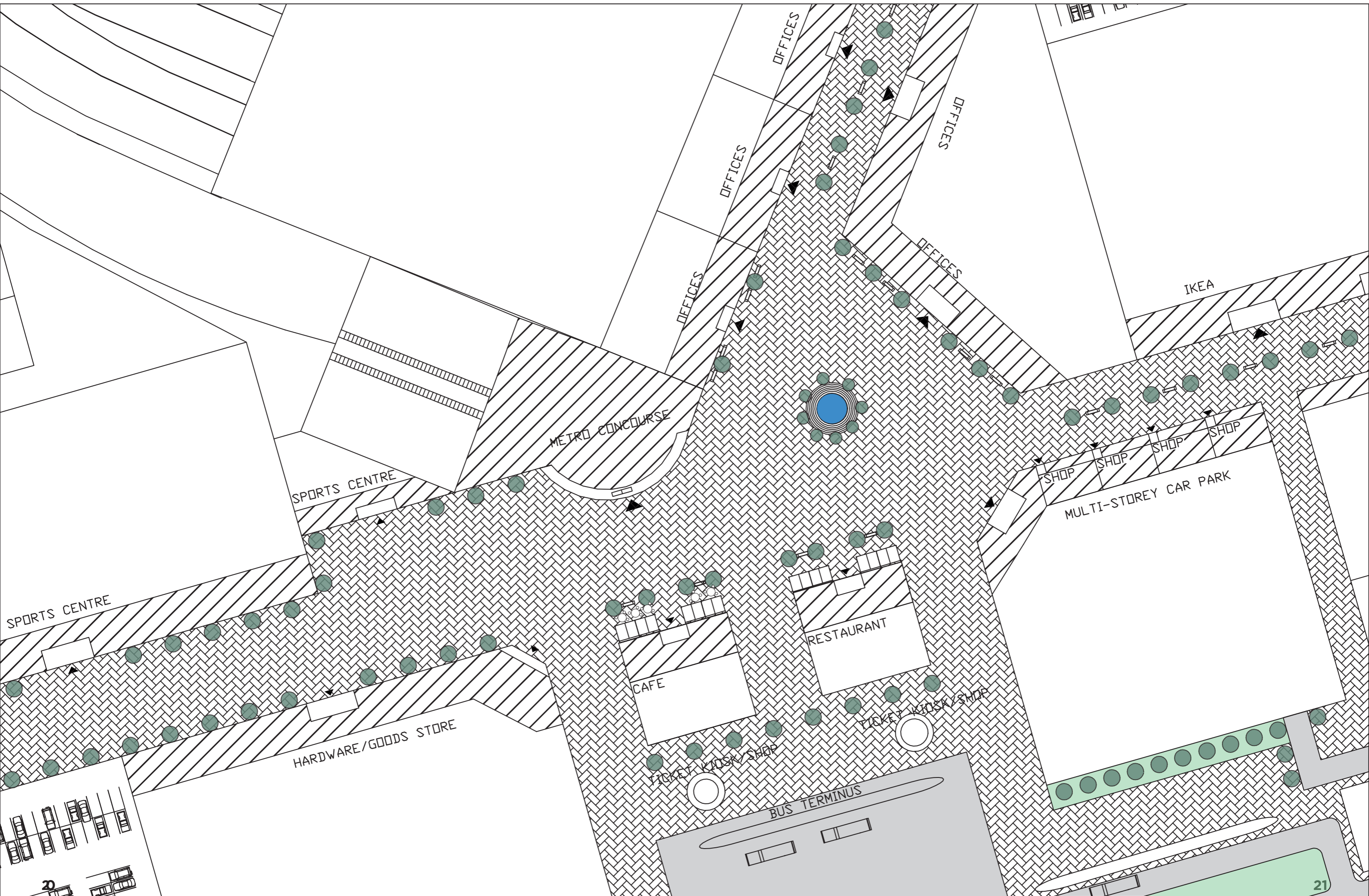


# Public space: concept

The site's core spatial concept is that of a large central axis that can accommodate the wide variety of uses, while retaining a legible, pedestrian-oriented design. This culminates in a central plaza with offices and dining/food uses mimicking a

typical urban square. This provides a meaningful node for the surrounding area, while also acting as an effective transport hub. The large number of car parking spaces required for such a site is hidden with strongly defined public and pedestrian boundaries.





SPORTS CENTRE

SPORTS CENTRE

HARDWARE/GOODS STORE

METRO CONCOURSE

CAFE

RESTAURANT

TICKET KIOSK/SHOP

TICKET KIOSK/SHOP

SHOP SHOP SHOP SHOP

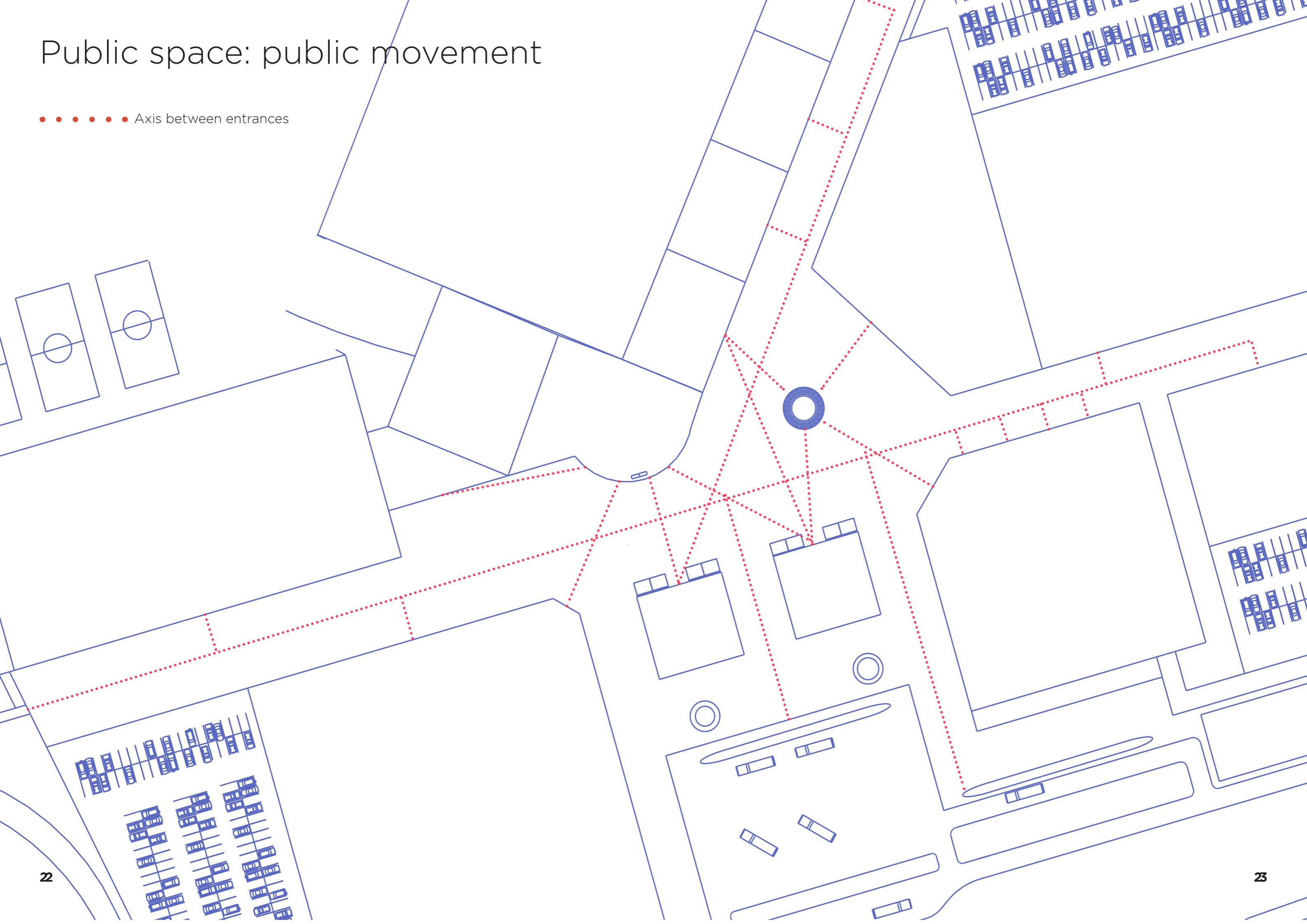
MULTI-STOREY CAR PARK

IKEA

BUS TERMINUS

# Public space: public movement

● ● ● ● ● Axis between entrances



# Transport

Bus and metro access are on-site while a designated cycling and pedestrian pathway links the site with the more tranquil eastern area of Písnice. These differing forms of transport all intersect in the central plaza, making it an effective and user-friendly hub.

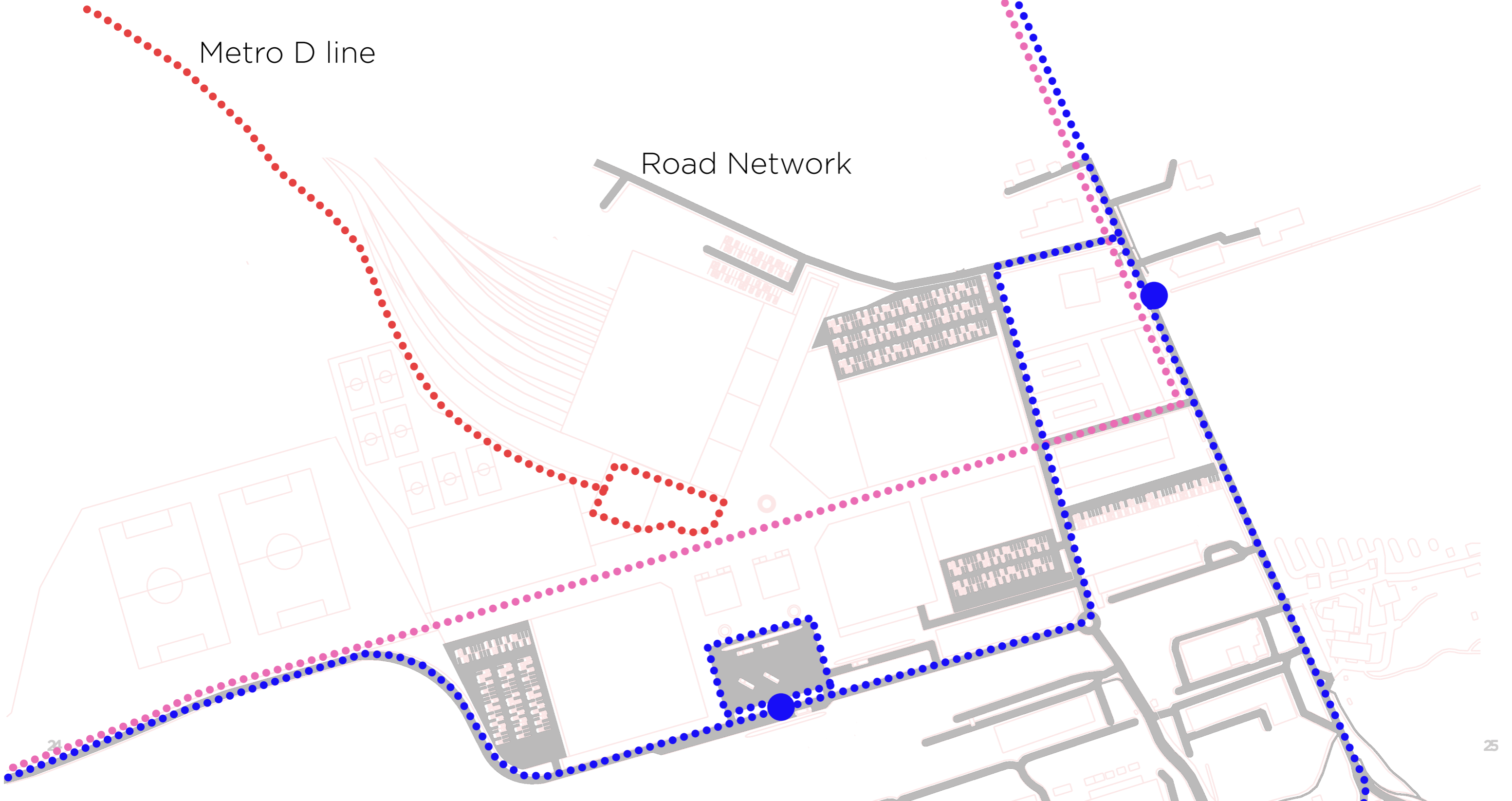
New roads also provide car access from Písnice to the east, and the E0 highway bypass to the south.

Pedestrian & cycle path

Bus route (● Bus stop)

Metro D line

Road Network



# Masterplan analysis

1. A new road with adjoining pedestrian and cycling path connects the site with Písnice and surrounding village thoroughfares

2. A centralised axis creates a square around Depo Písnice Metro Station, providing easy and legible access to all users of the site, as well as creating a highly open and permeable public space

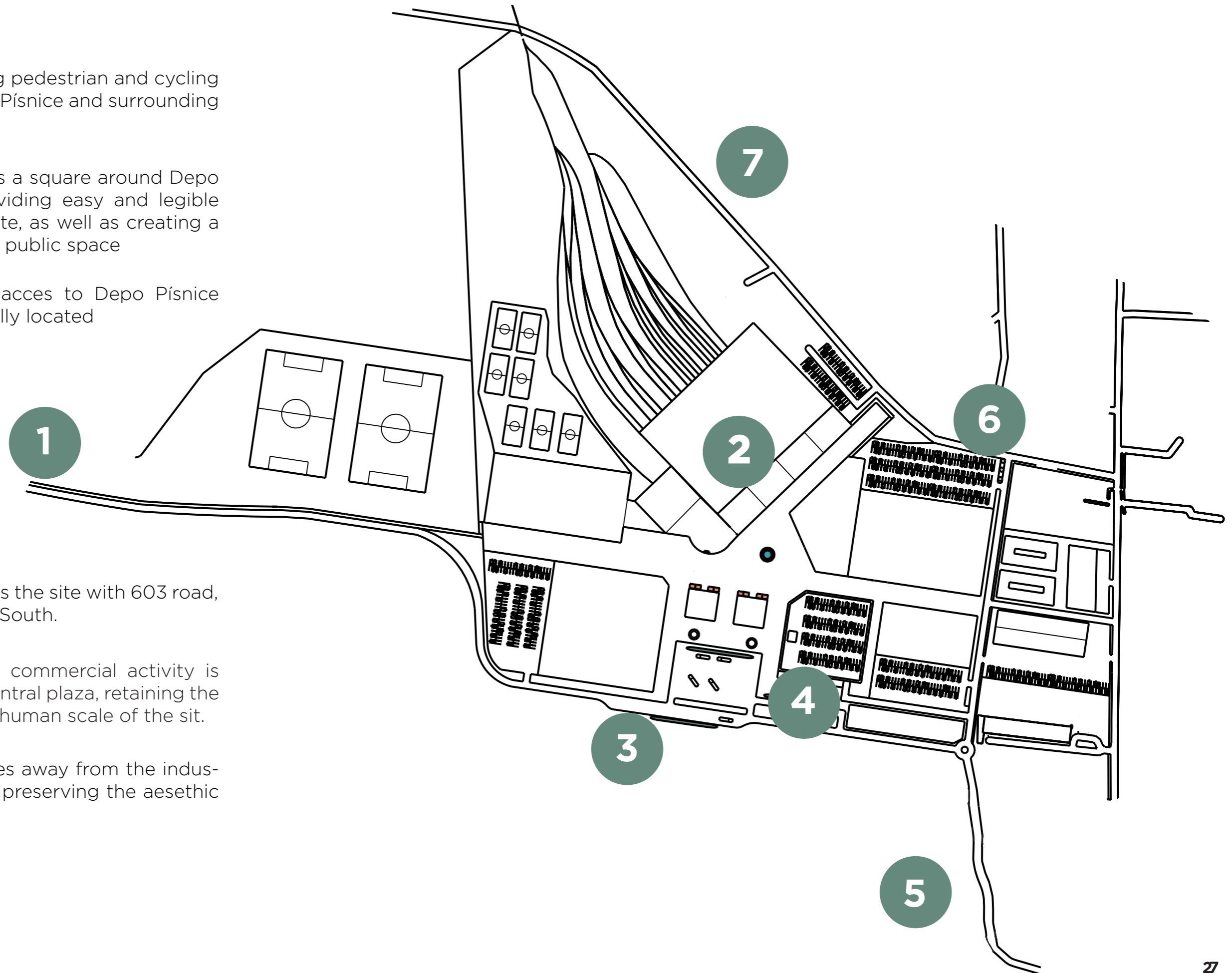
3. Bus terminus provides access to Depo Písnice Metro Station, and is centrally located

4. Multi-storey park-and-ride opposite the metro station provides parking capacity for commuters into central Prague, while economising ground-space taken up by parking.

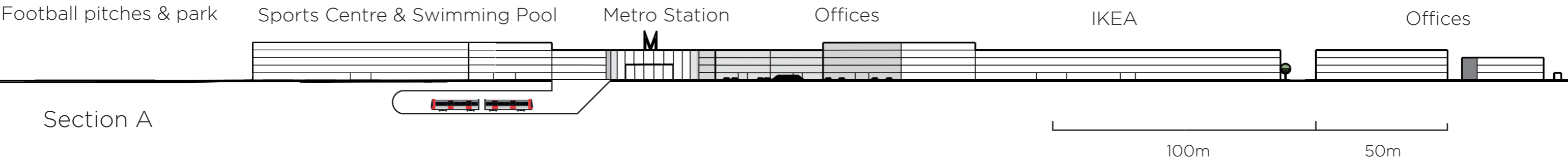
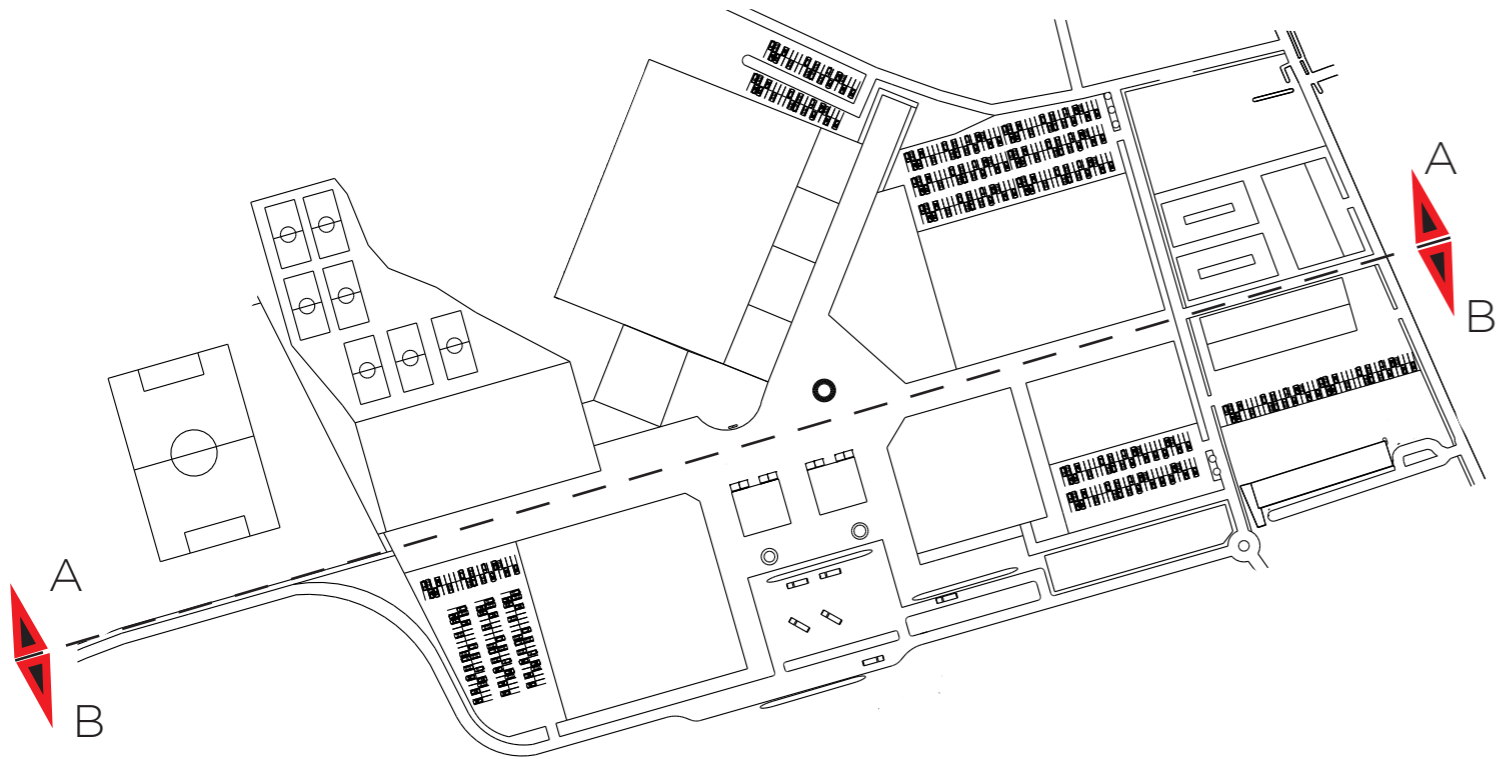
5. New road access connects the site with 603 road, and the E0 Highway to the South.

6. Parking space for large commercial activity is contained away from the central plaza, retaining the pedestrian-orientation and human scale of the site.

7. The site's orientation faces away from the industrial buildings to the North preserving the aesthetic qualities of the site



Sections



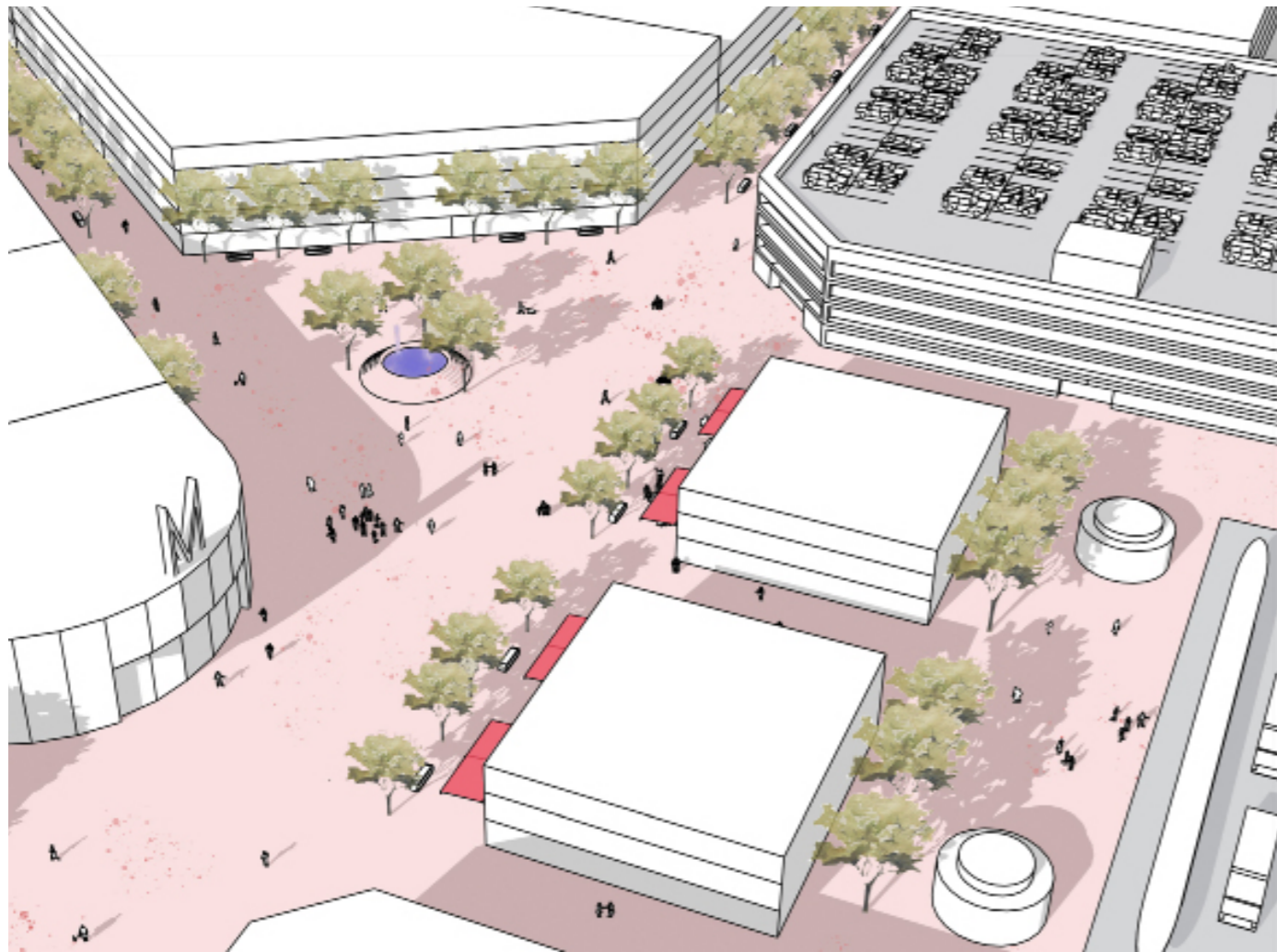
Main square looking west





Shop fronts under car park

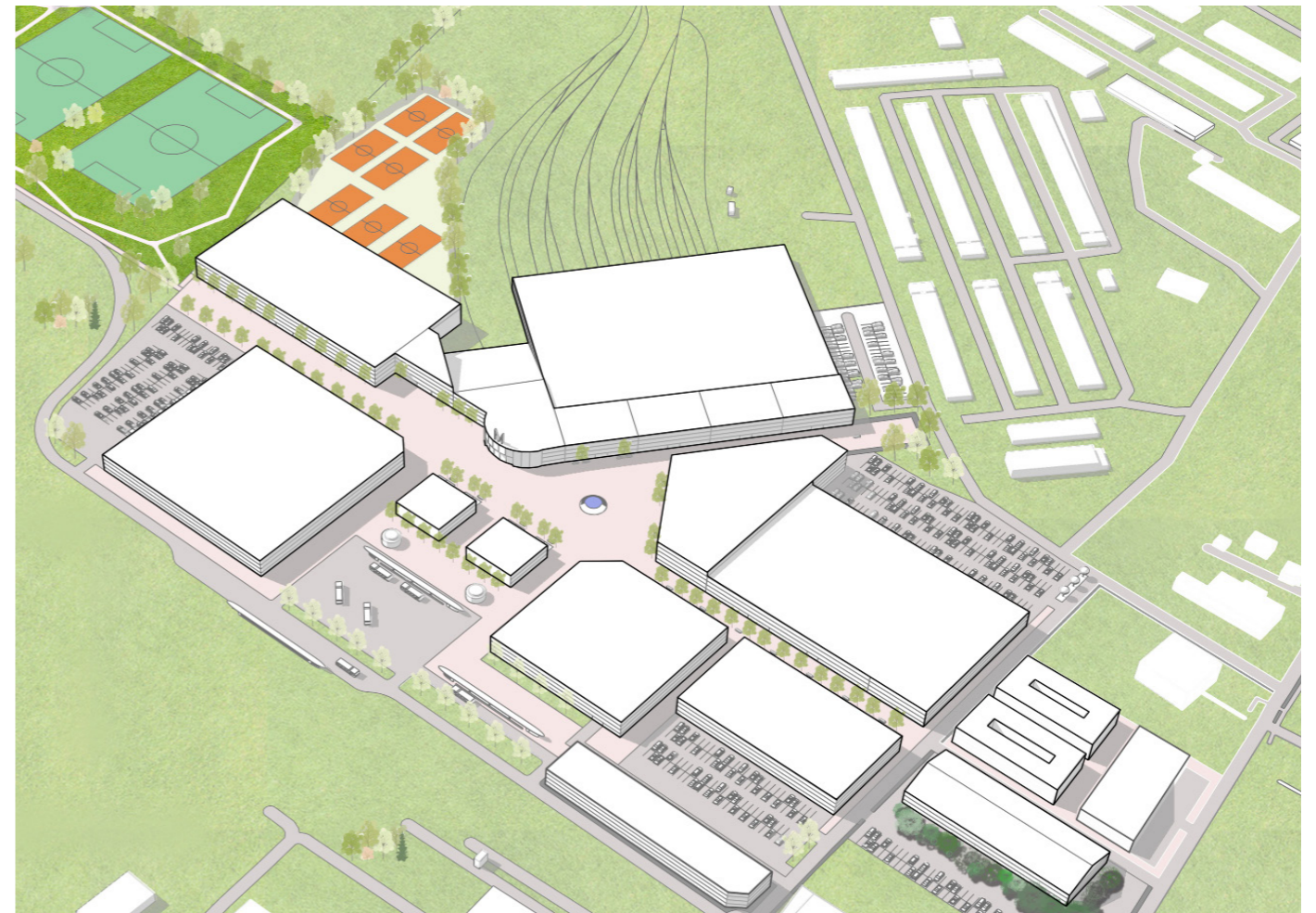
Main square



Main square looking south



Pedestrianised axis looking east



Masterplan

