

COMMON ANALYSIS

METRO D LINE

LANDSCAPE AND RECREATION

PUBLIC SPACES

ECONOMY

TRANSPORT

FUNCTIONS

DEMOGRAPHY

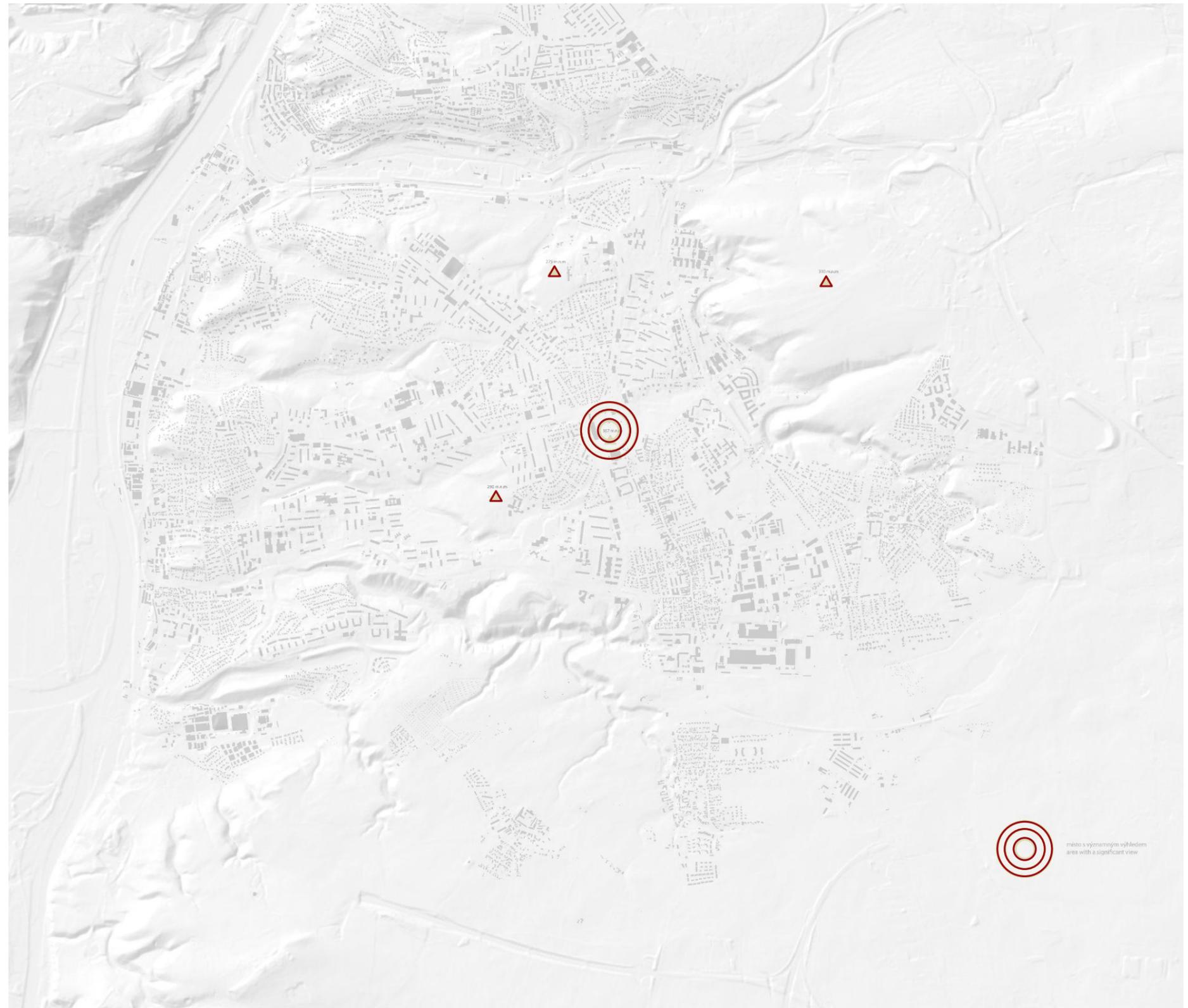
LANDSCAPE AND RECREATION

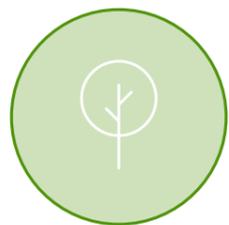


TOPOGRAPHY



AREA WITH SIGNIFICANT VIEW





GREENERY



SIGNIFICANT FOREST PARK



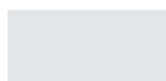
FOREST PARK



PARK



HOUSING ESTATE GREENERY



UNUSED AREA



AGRICULTURAL FIELDS



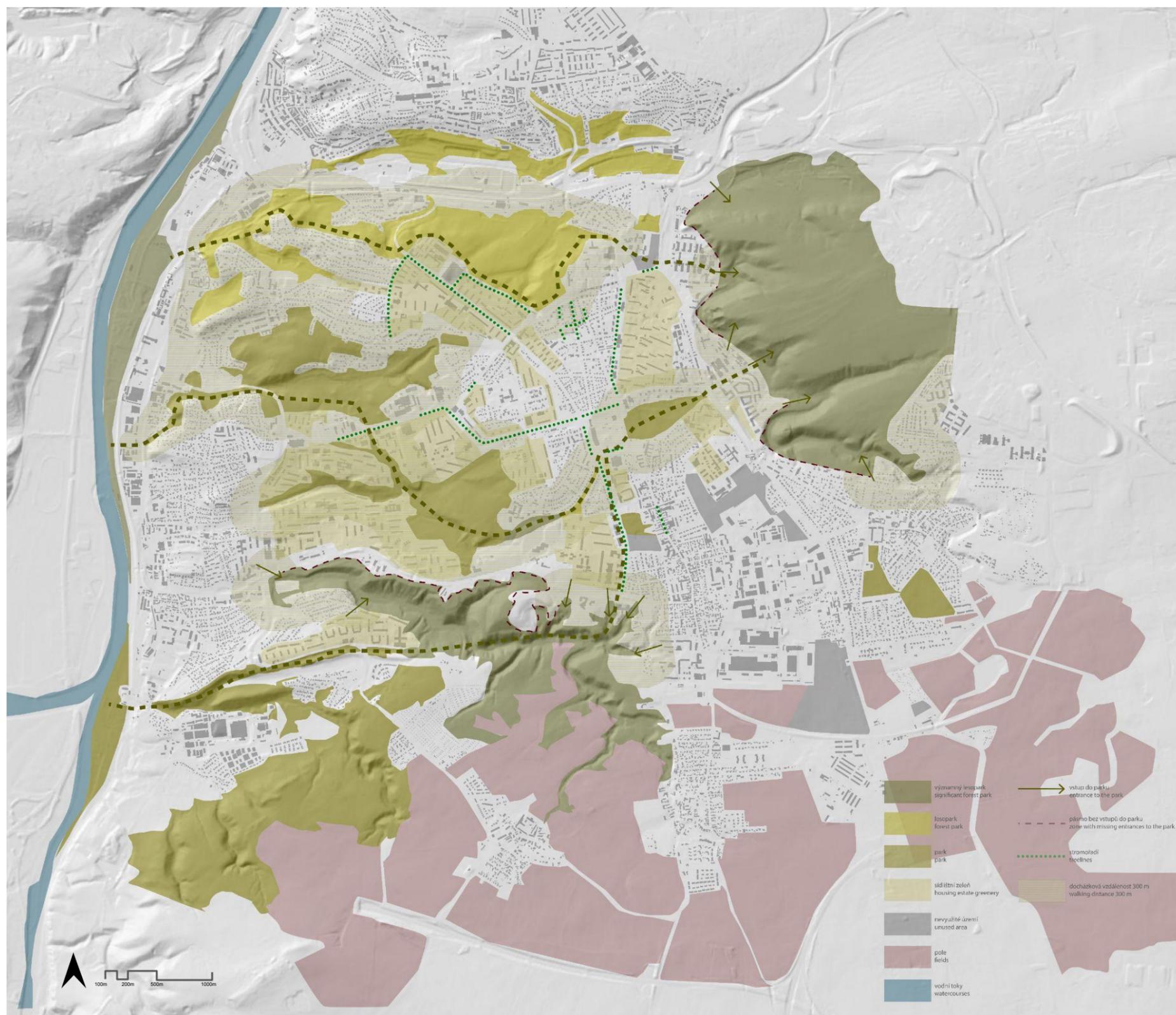
WATER COURSES



TREELINES



WALKABLE DISTANCE 300 M

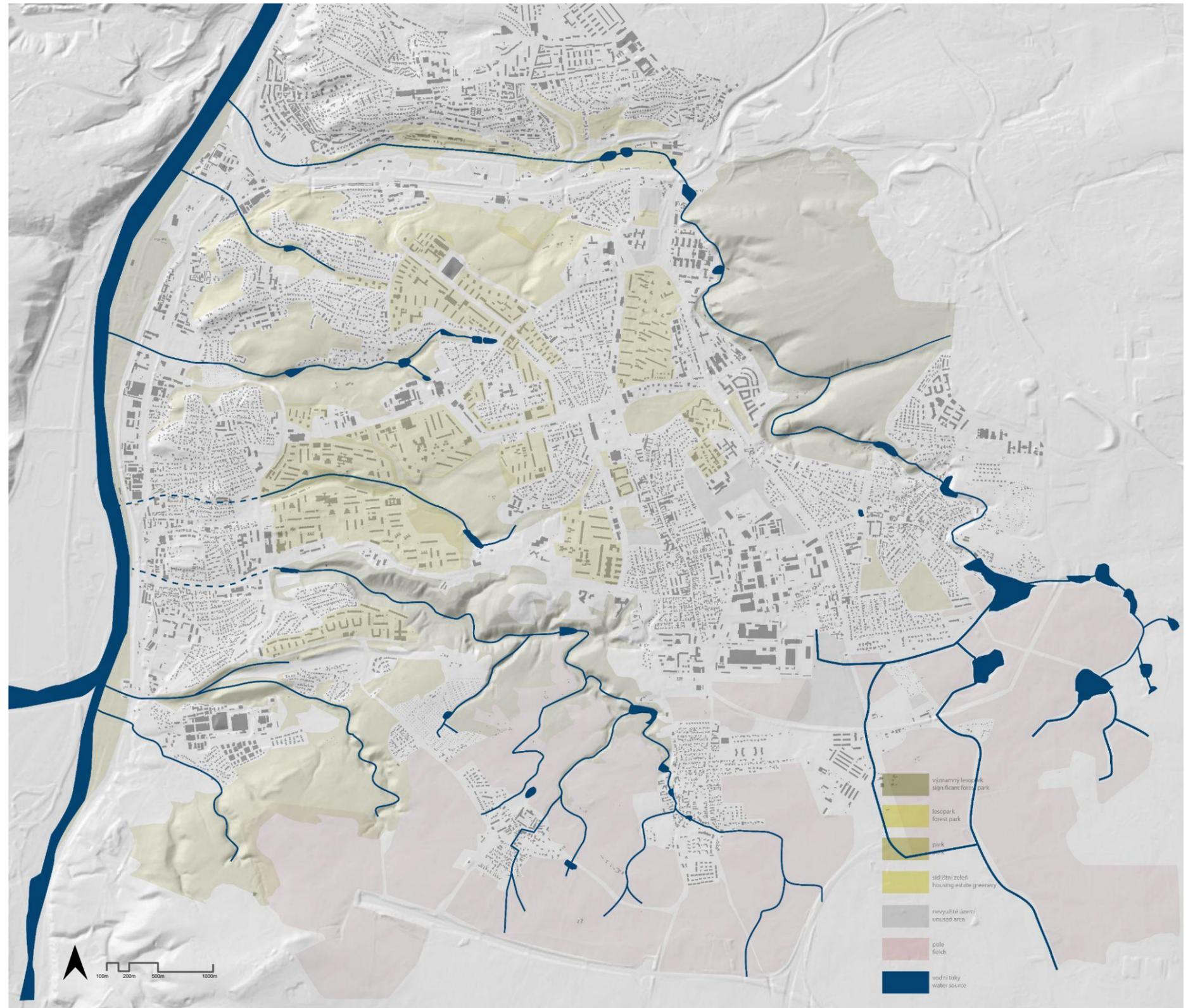


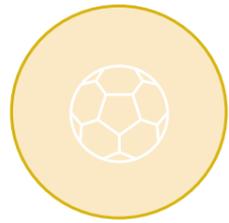


WATER SOURCE



WATER COURSES





SPORT FIELDS



TENNIS COURT



GOLF COURSE



ATHLETIC STADIUM



BASEBALL FIELD



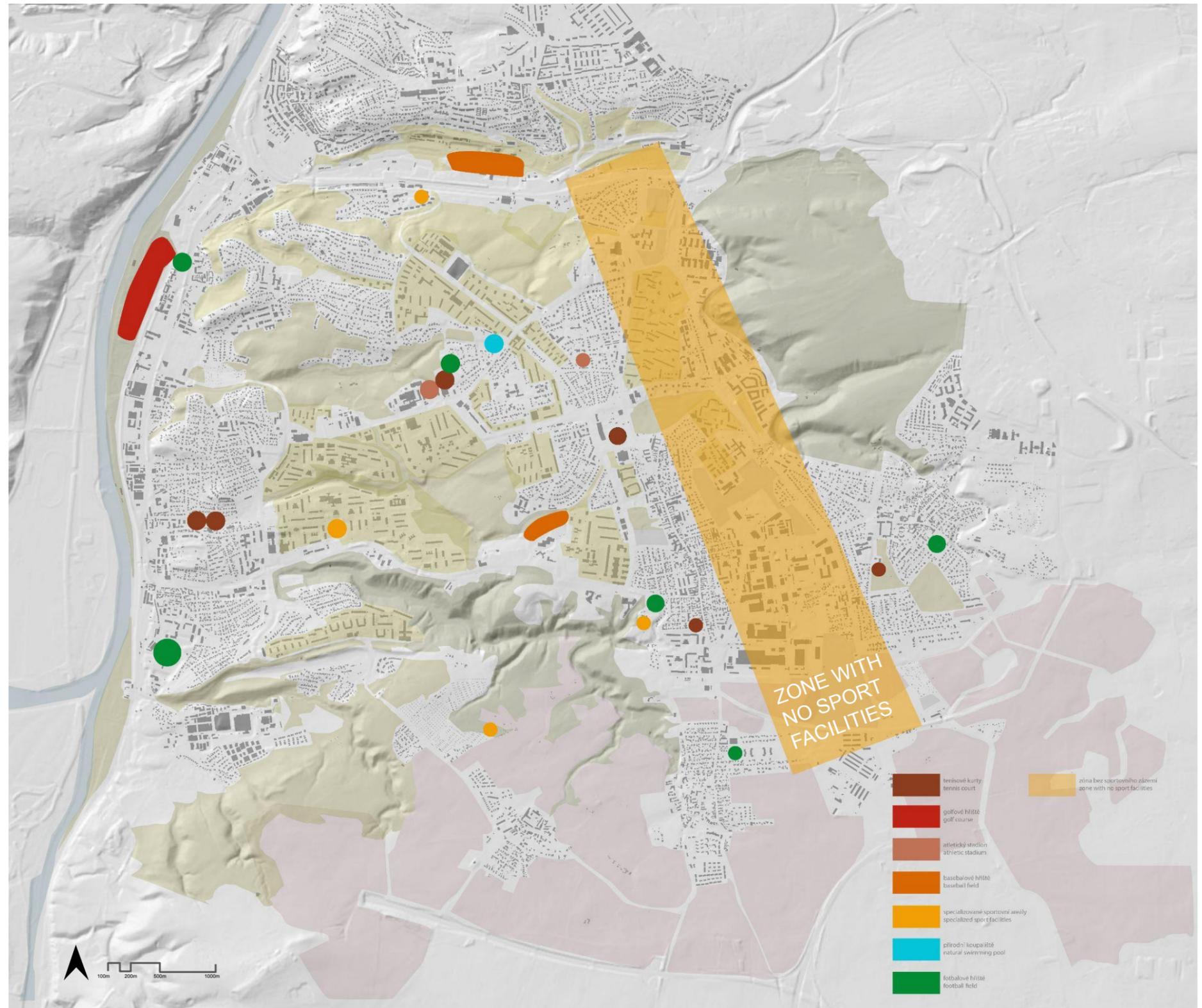
SPECIALIZED SPORT FACILITIES



NATURAL SWIMMING POOL



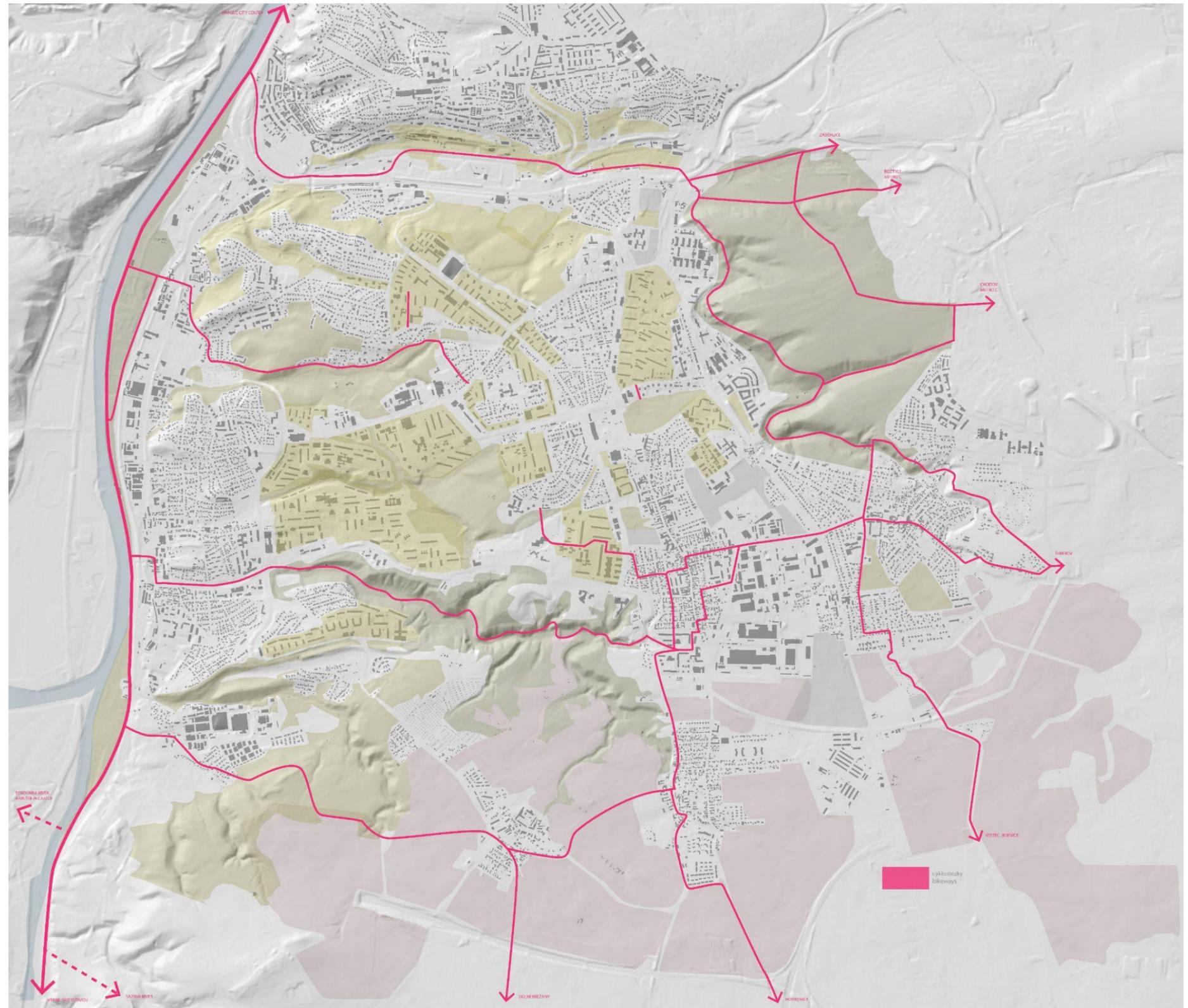
FOOTBALL FIELD





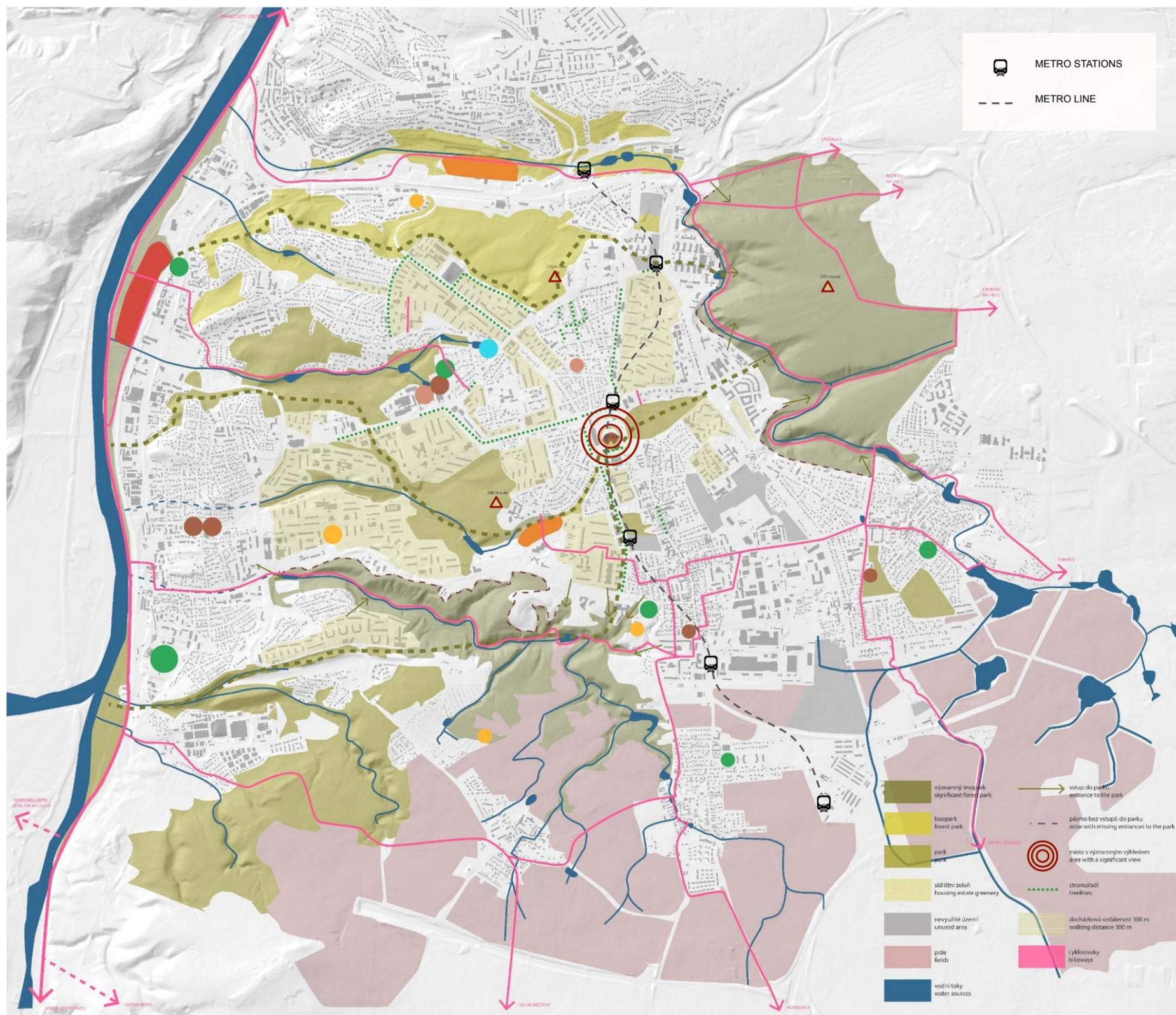
BIKEWAYS

— BIKEWAYS



SYNTHESIS MAP

-  AREA WITH SIGNIFICANT VIEW
-  SIGNIFICANT FOREST PARK
-  FOREST PARK
-  PARK
-  HOUSING ESTATE GREENERY
-  UNUSED AREA
-  AGRICULTURAL FIELDS
-  WATER COURSES
-  WATER COURSES
-  BIKEWAYS
-  TREELINES
-  WALKABLE DISTANCE 300 M



S

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).

O

O1: Local demand for quality recreational areas in walkable distances (due to the new metro line), increased by population growth.

O2: Increase of people looking for outdoor activities due to another wave of covid pandemic.

O3: Renovation of green areas thanks to new developments at site.

W

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.

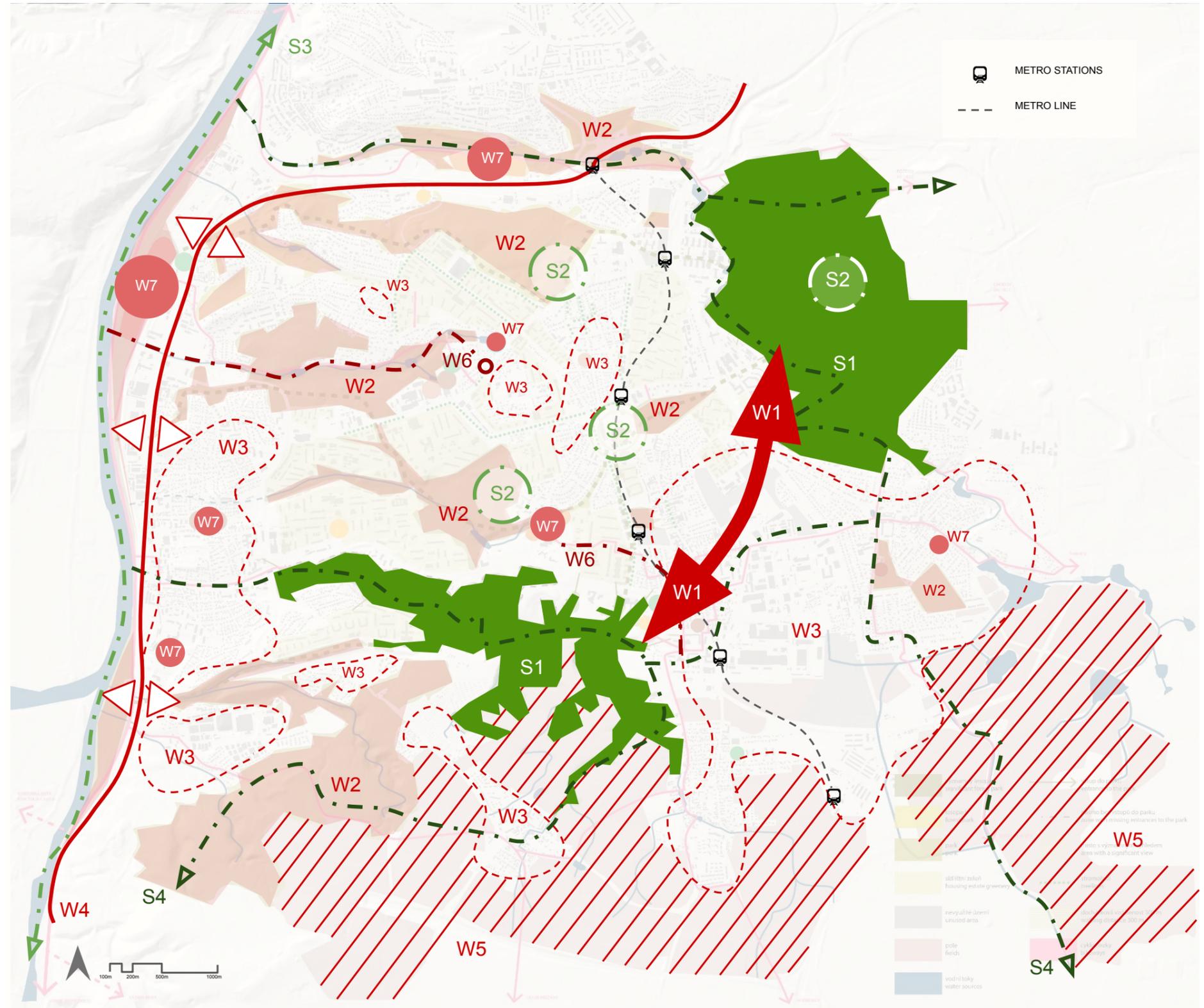
W7: Few and scattered sport facilities for inhabitants.

T

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 Centre - monofunctional
- W3 Centre - monofunctional
- S4 Centre - functional, local
- S4 Centre - functional
- S4 Centrum - functional, significant
- S4 Centrum - functional, significant
- 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 Neglected 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 Libuš**

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** – inattractive 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“)



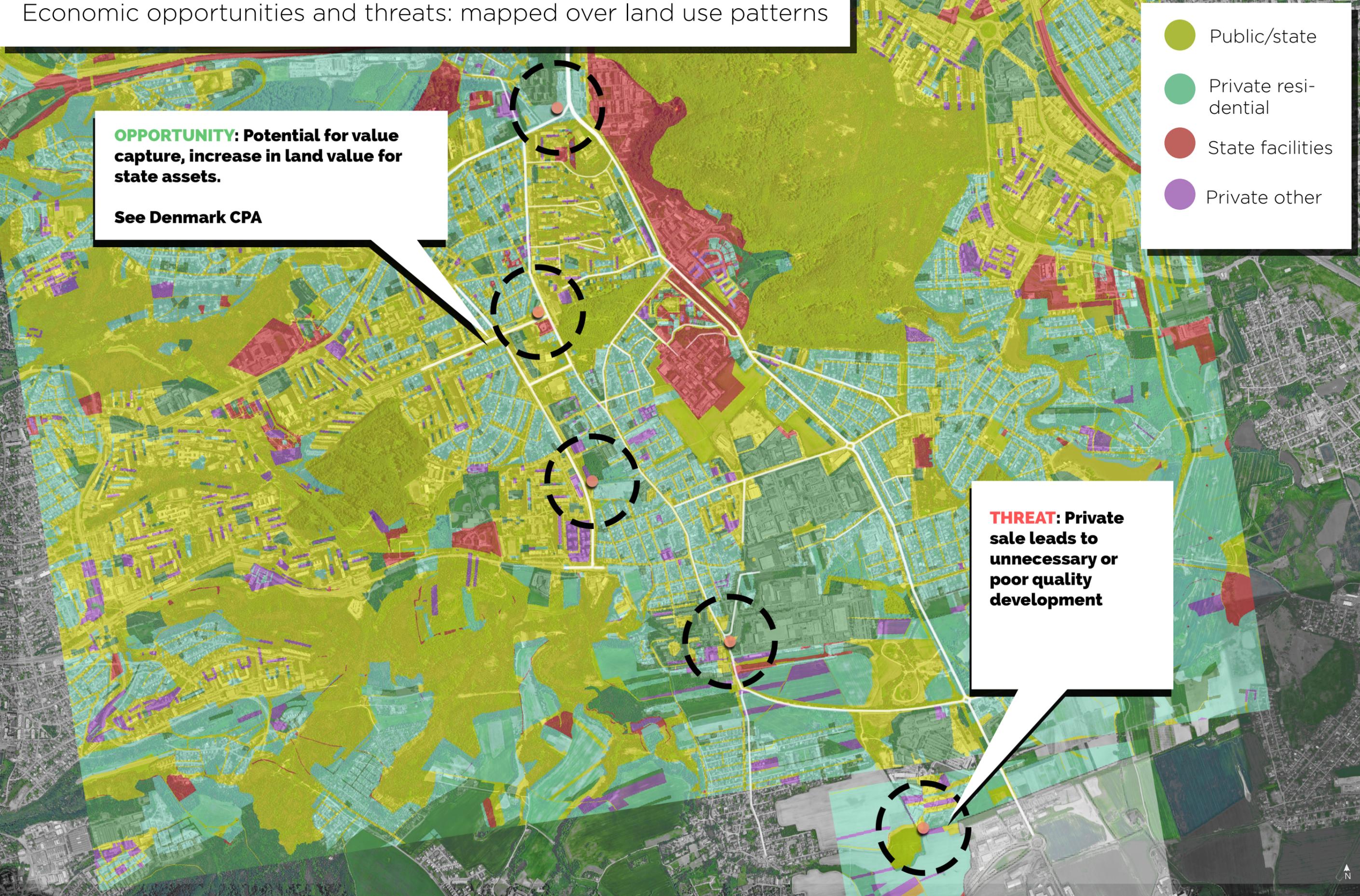
Global integration



Local integration - R3

ECONOMY

Economic opportunities and threats: mapped over land use patterns



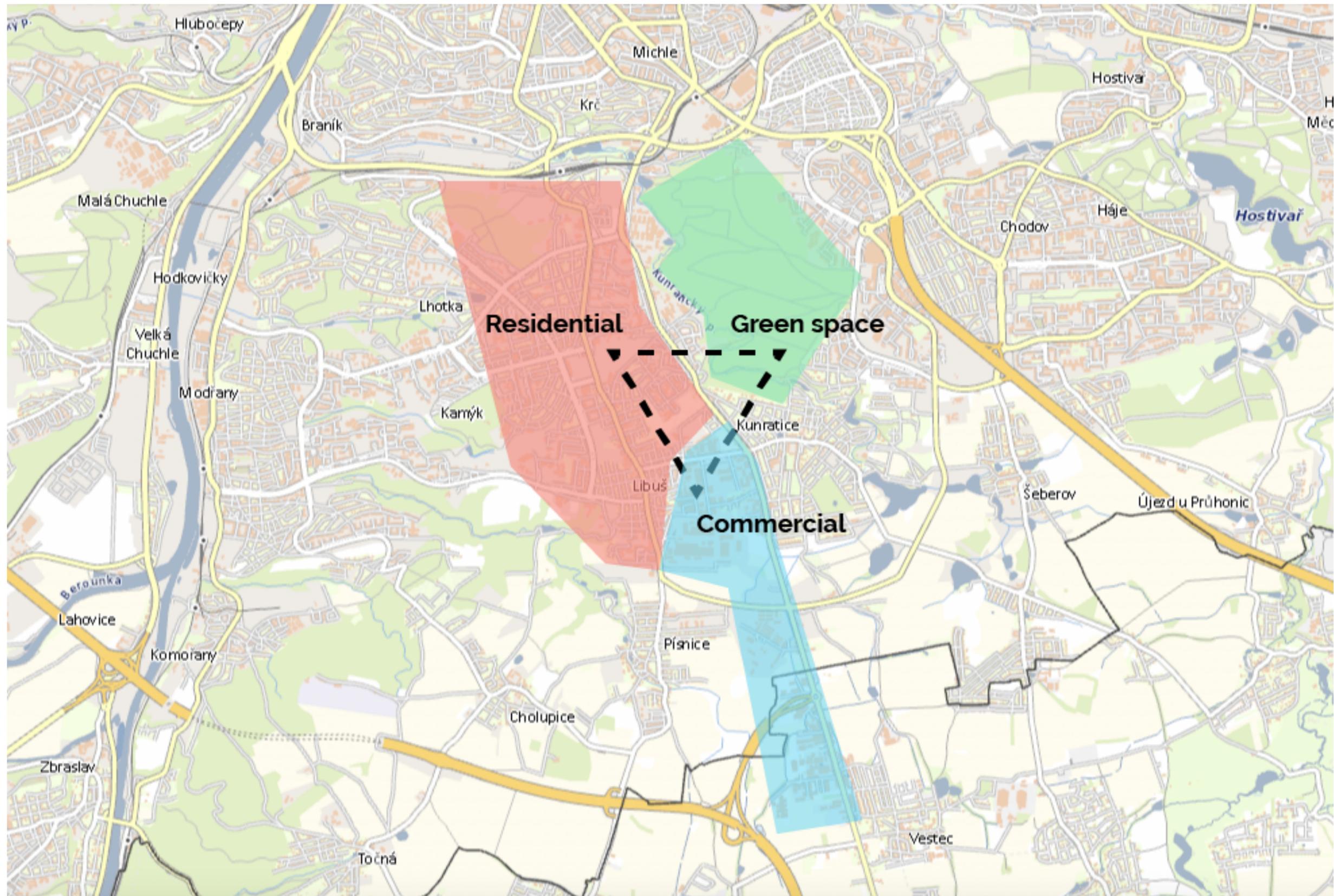
Economic opportunities and threats

-  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

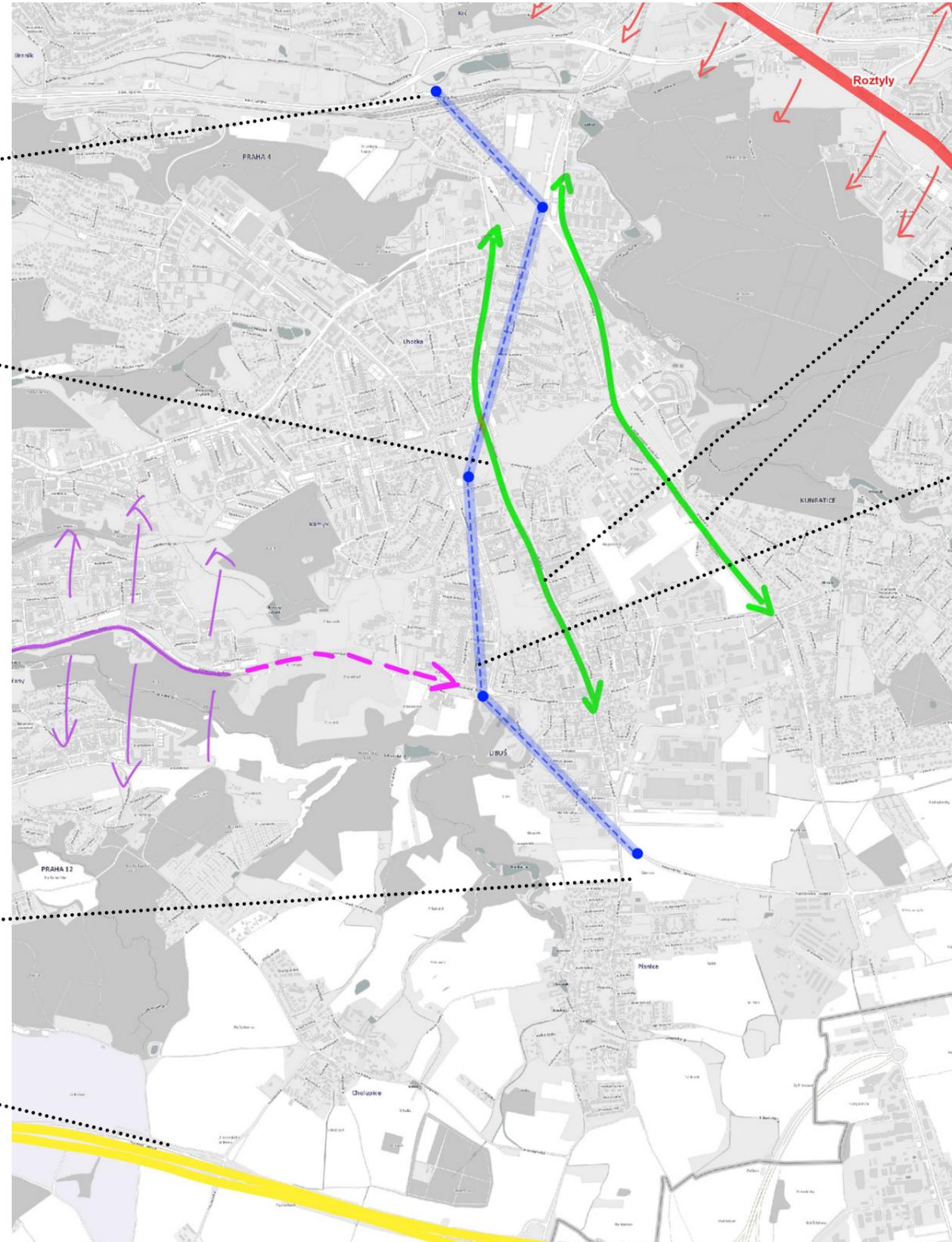
STRENGTH:
Linear flow

OPPORTUNITY:
Shorter commuting time to center

OPPORTUNITY:
Decrease need of cars,
solve partially traffic problem

OPPORTUNITY:
Paking center potential area

STRENGTH:
Connection with Railway
station



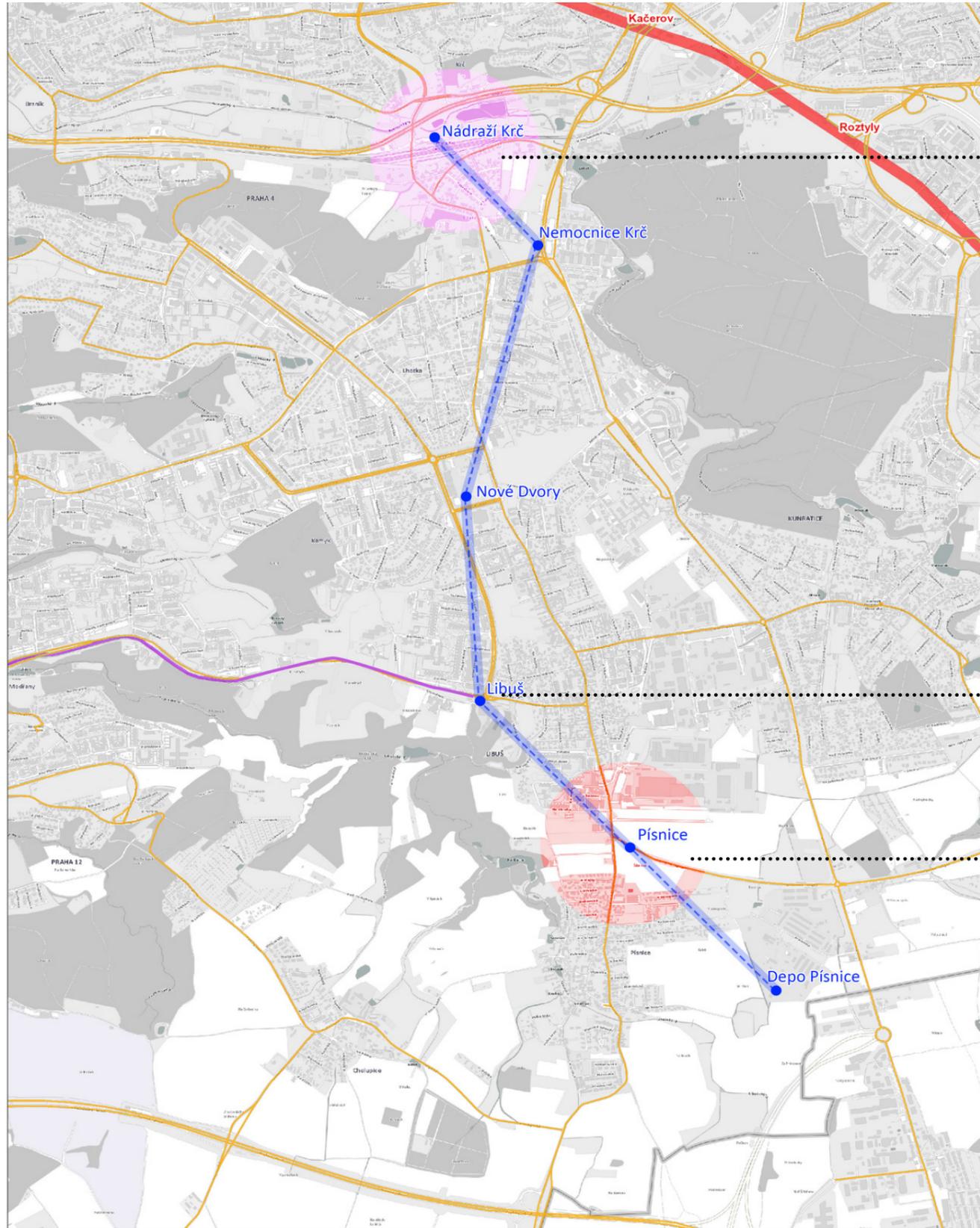
WEAKNESS:
Traffic jams

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

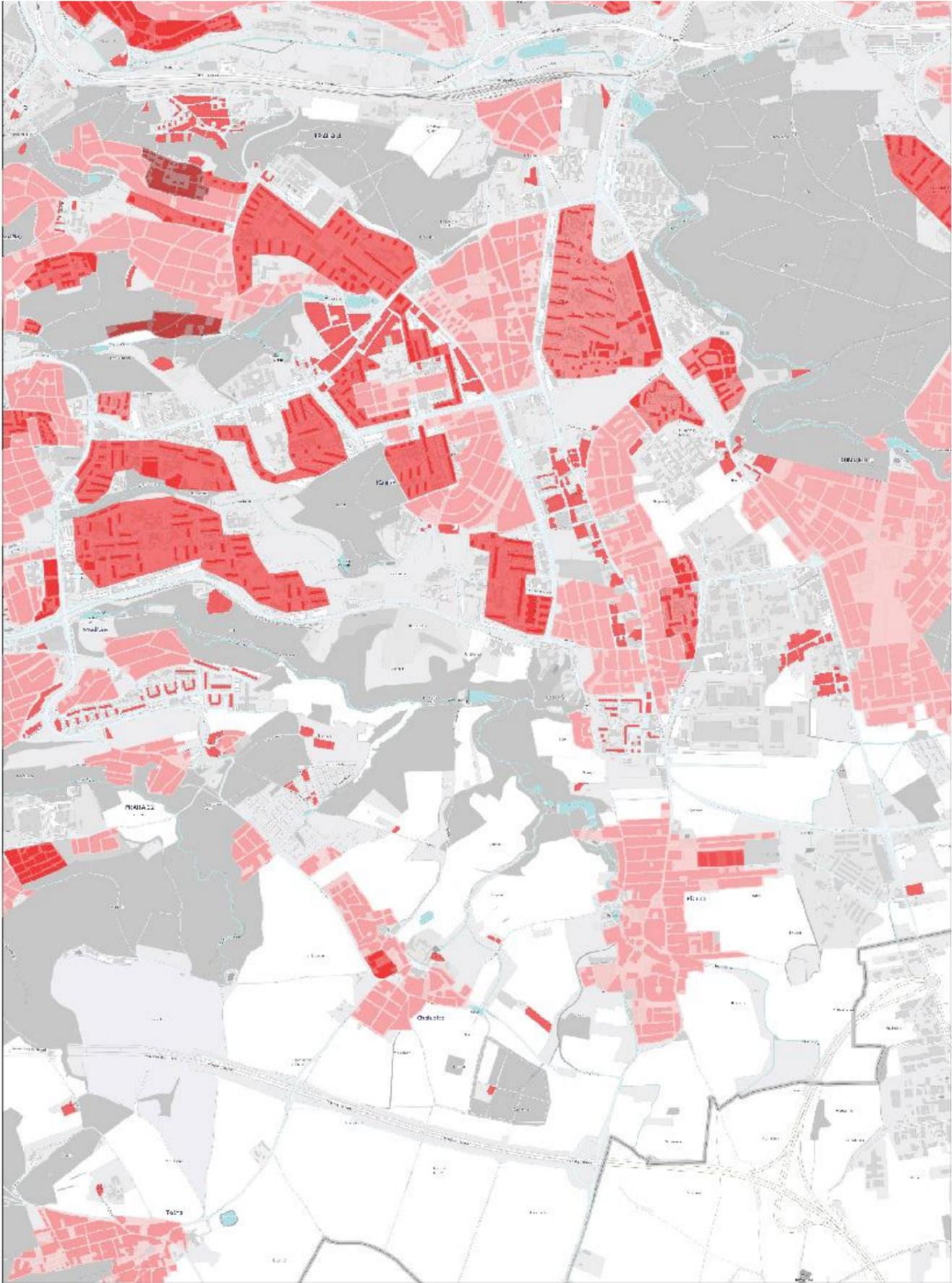


Railway connection node

Public Transport node
Connection of tram-metro-bus

Transfer node
Parkings, connection

FUNCTIONS

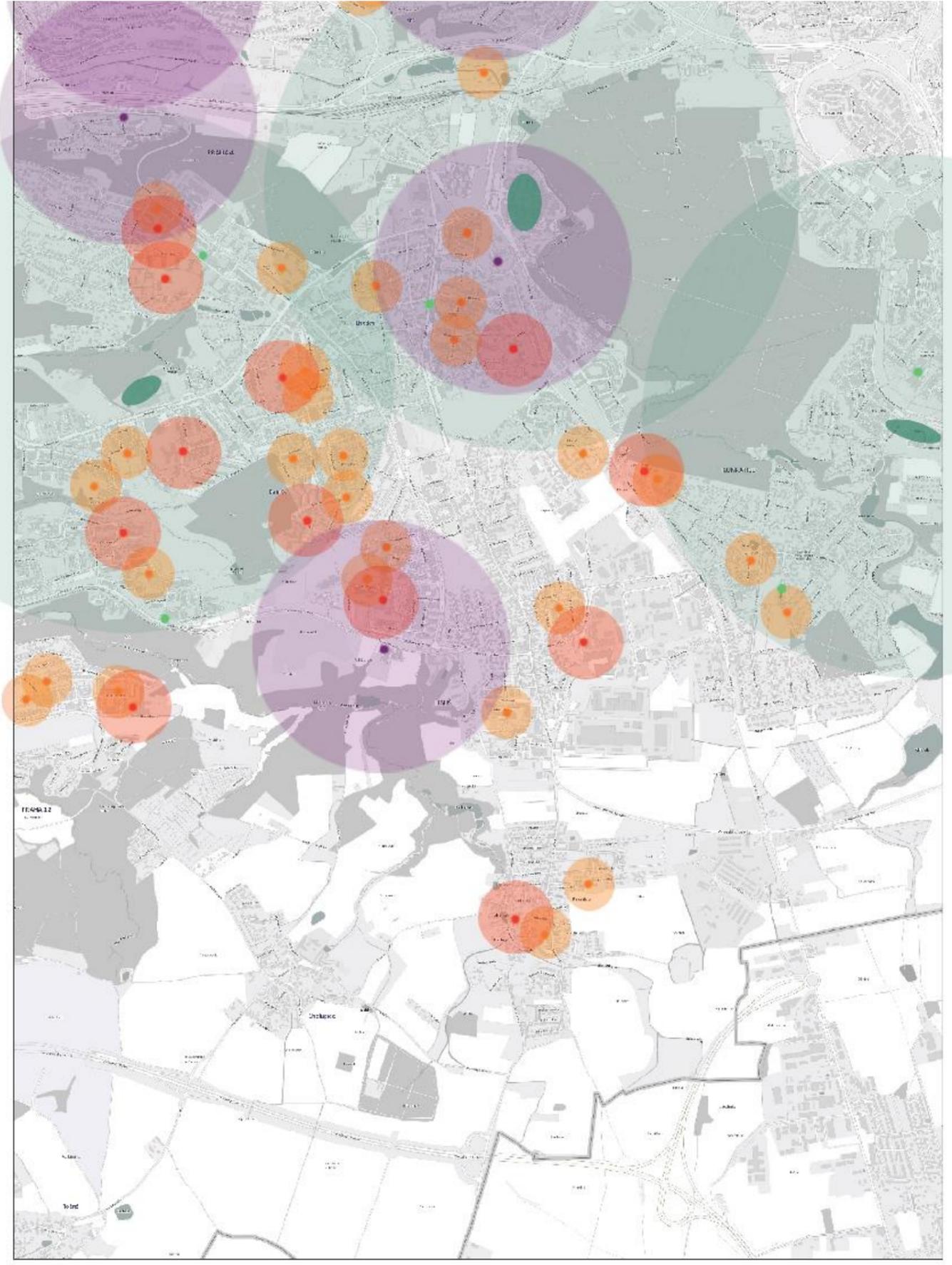


Types of Housing

Family Houses ○

Blocks of Flats ●

Apartment Houses ●



Education Centers-Cultural Activities

Kindergartens ●

400m-600m area ●

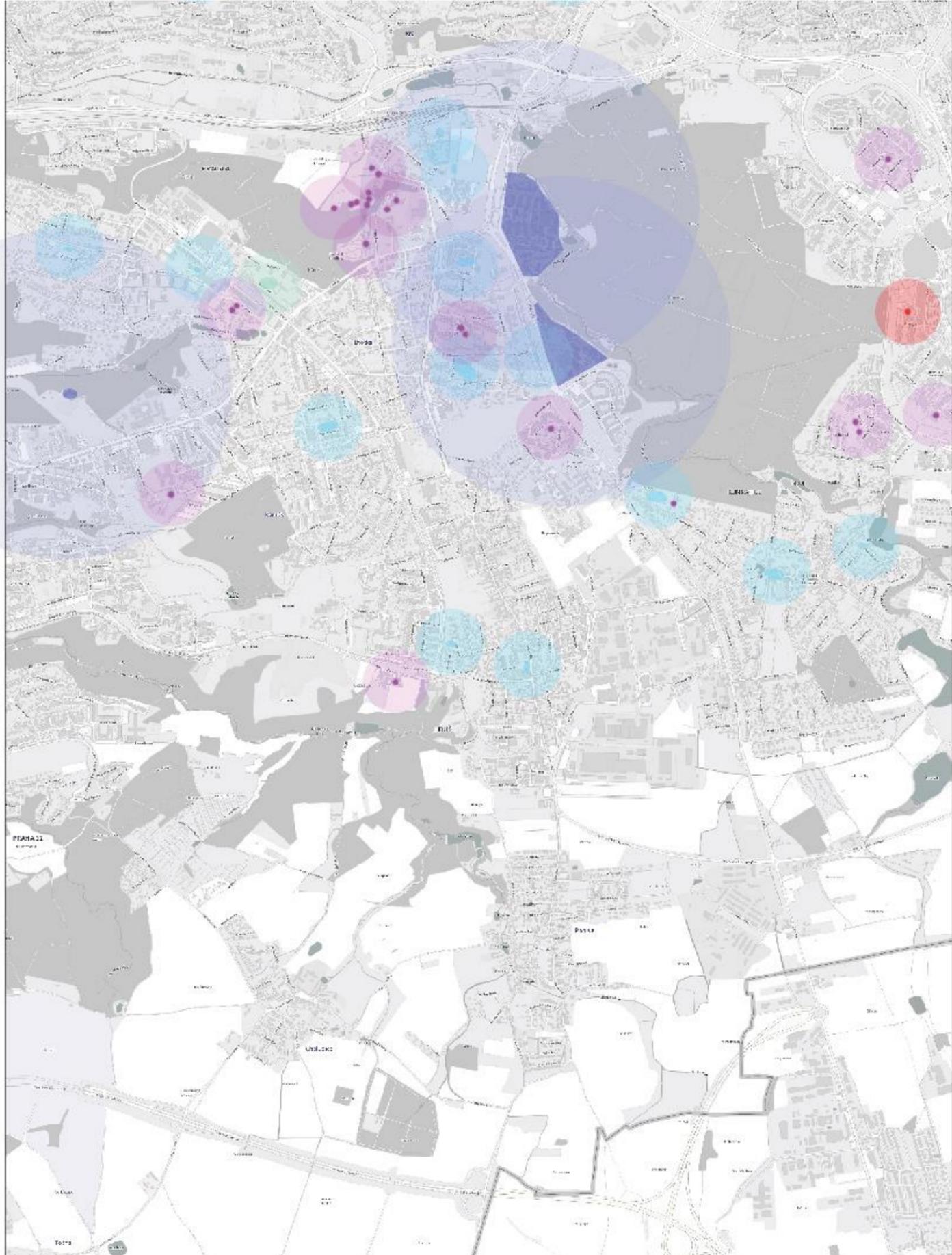
Primary Schools ●

800m area ●

Secondary Schools ●

Universities-Faculties ●

Library ●



Health Centers

Social Service Residential ●

600m area ○

Social Service Ambulatory ●

600m area ○

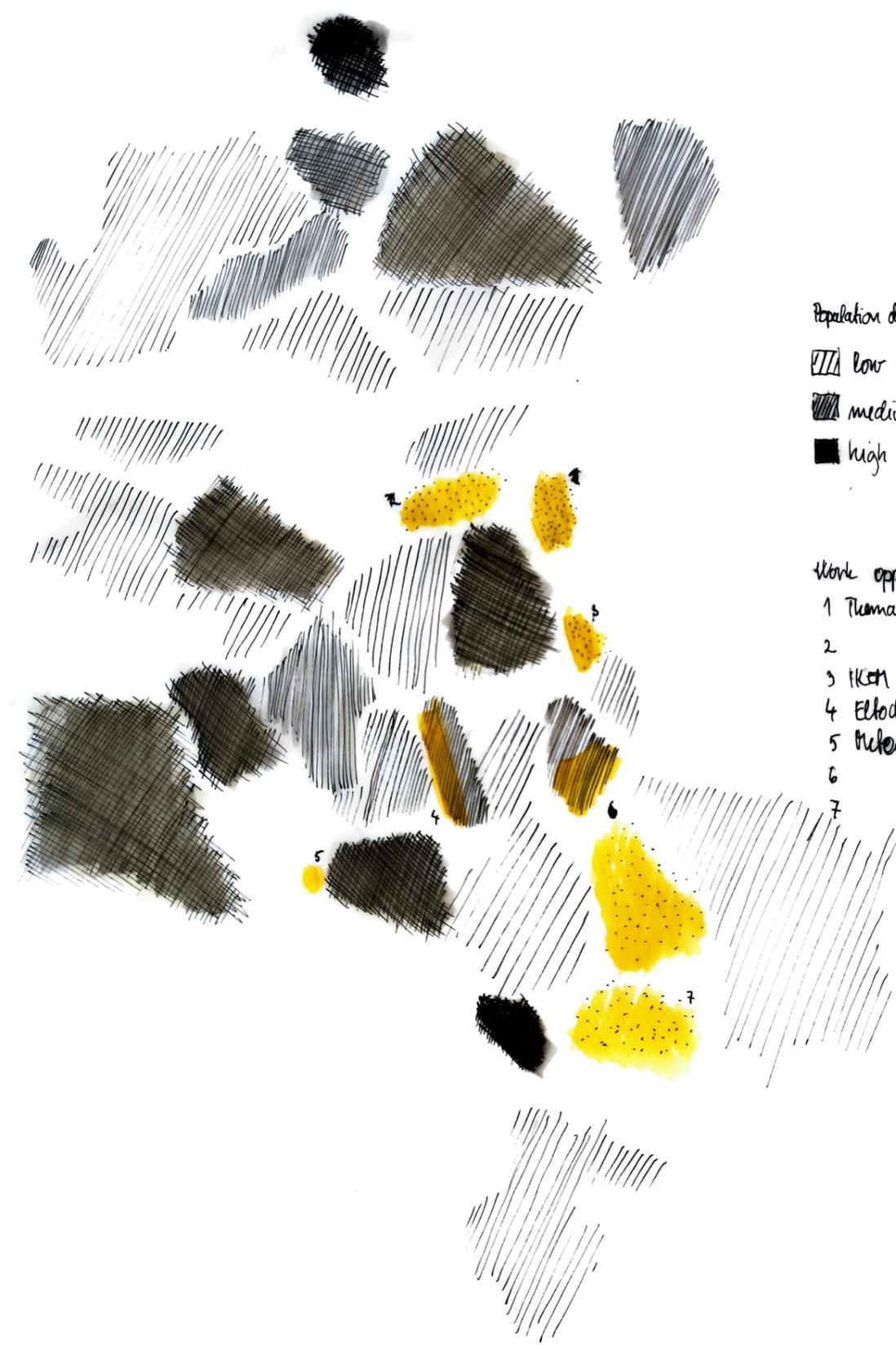
Hospitals ●

Clinics ●

600m area ○

DEMOGRAPHY



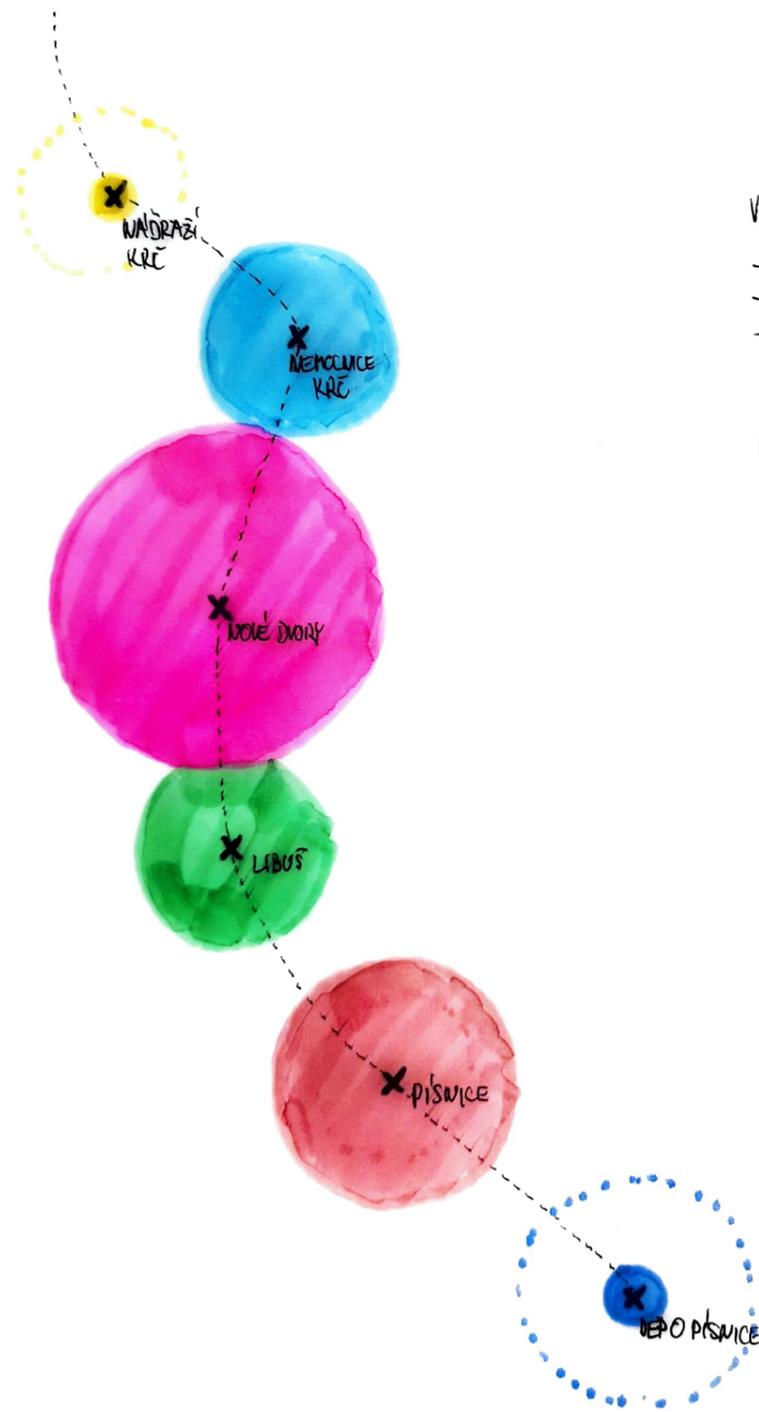


Population density

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

Work opportunities

- 1 Thomayer university hospital
- 2
- 3 IKEM
- 4 Ellado
- 5 meteorological station
- 6
- 7



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

- strength (current)
- ⋯ potential strength - estimate

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