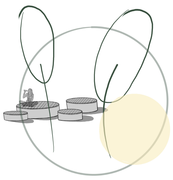
HUSAPARK RE-VIVO

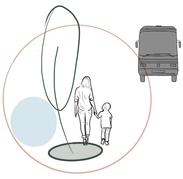
MOBILITY BALANC

SHARED STREET AREA
VIBRANT STREET PARTERRE - PARK OPENING
SMOOTH CONNECTION BETWEEN STREET AND PARK AREAS



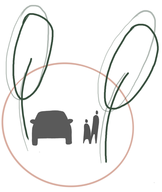
GREEN PARK AREAS

UNIFIED SHAPE
VALUABLE TREES IN THE CENTER
RESIDENTIAL ZONES WITHOUT PATHS
OPEN CLEAN SPACE



MOST FREQUENTLY USED SHARED ARE

REDUCING VEHICLE SPEED
EXPANDED BUS STOP FACILITY
GENTLE WATER INSTALLATION
TREES INCORPORATED INTO THE SIDEWALK



STREETS AREAS

GENTLE DIFFERENCES BETWEEN CAR LANES AND PEDESTRIAN PATHS
CONNECTION AND COMMUNICATION WITH PARK AREAS

GREENERY

The design of the large green areas in the park follows the layout of the historic park. The interior of the park is dominated by lawn areas. The grassy area closest to May 9th Street is designed as a stress-resistant lawn, capable of withstanding increased foot traffic. The remaining two grassy areas are intended as relaxation lawns that will not be as heavily used.

Other green features include the park's green edges, consisting of perennial beds. These beds are also utilized to create green circular spaces in the pavement under the newly planted trees.

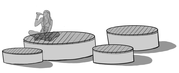
The trees in the park mainly consist of valuable and healthy existing trees. The space will be supplemented with approximately 10 new trees, predominantly planted in the pavement to encourage the integration of the park's greenery with the street spaces and to provide necessary shade.

FOAMED AREAS

The street spaces around the park are designed based on the shared space concept. Shared street space attempts to compensate for the unbalanced mobility in the area, providing more space for pedestrians. This approach includes a materially unified area that serves to compensate for existing height differences between roads and sidewalks.

The overcoming of the height difference between the park and the street is most noticeable in the second part of the park, further away from the station. Here, the height differences are addressed by steps and intermittent perennial zones around the perimeter of the park. A further change in the height difference is between the park sections, where the current road is below the level of the park section. In the proposal, the road is raised to the park level to give a tighter plan of the park and at the same time provide pedestrians with space for unrestricted movement and slow down passing buses.

Another paved area is the area around the Hus monument, which is covered with a mud surface.

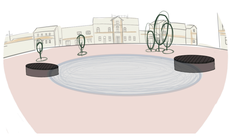


MOBILIAR

BENCHES
The benches have a circular shape and come in three sizes that can be combined to form separate seating areas or groups of elements that, for example, together form a playground.

DRINKING WATER
The drinking fountain is located at the front of the park in the busy area between the stations.

WASTE BINS
Waste bins are located along the park area in a total of twelve, with additional bins located in front of the station.

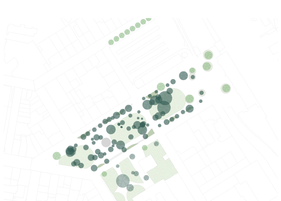


WATER ELEMENT

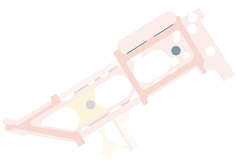
The water feature is situated at the location of the existing fountain. The water element is very subtle and shallow, formed by a small depression in the pavement. The water level reaches a maximum depth of approximately 5 cm. Its primary function will be during summer, serving as occasional cooling on hot days. In winter, the water will be drained, but due to its shallow depth and the gentle slope of the bottom, it will not create a barrier in the space once emptied, allowing for free passage through the area.

RAINWATER MANAGEMENT

Rainwater will be actively collected and stored in retention basins located beneath the park surface. Rainwater conveyance channels will run along the perimeter of the park's streetscape, collecting and directing rainwater to the detention basins. The interior portion of the park will be designed so that rainwater is directed to grassy areas, where it will then seep into the soil. The collected rainwater will subsequently be utilized to irrigate trees and other green features within the park

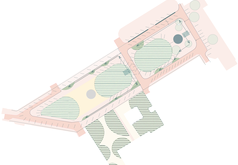


GREENERY DIAGRAM



FOAMT AREAS DIAGRAM

MOBILIAR DIAGRAM



RAINWATER MANAGEMANT DIAGRAM

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MIDDLE SCALE LS 2023_2024