



LODEWIJK BALJON  
landschapsarchitecten

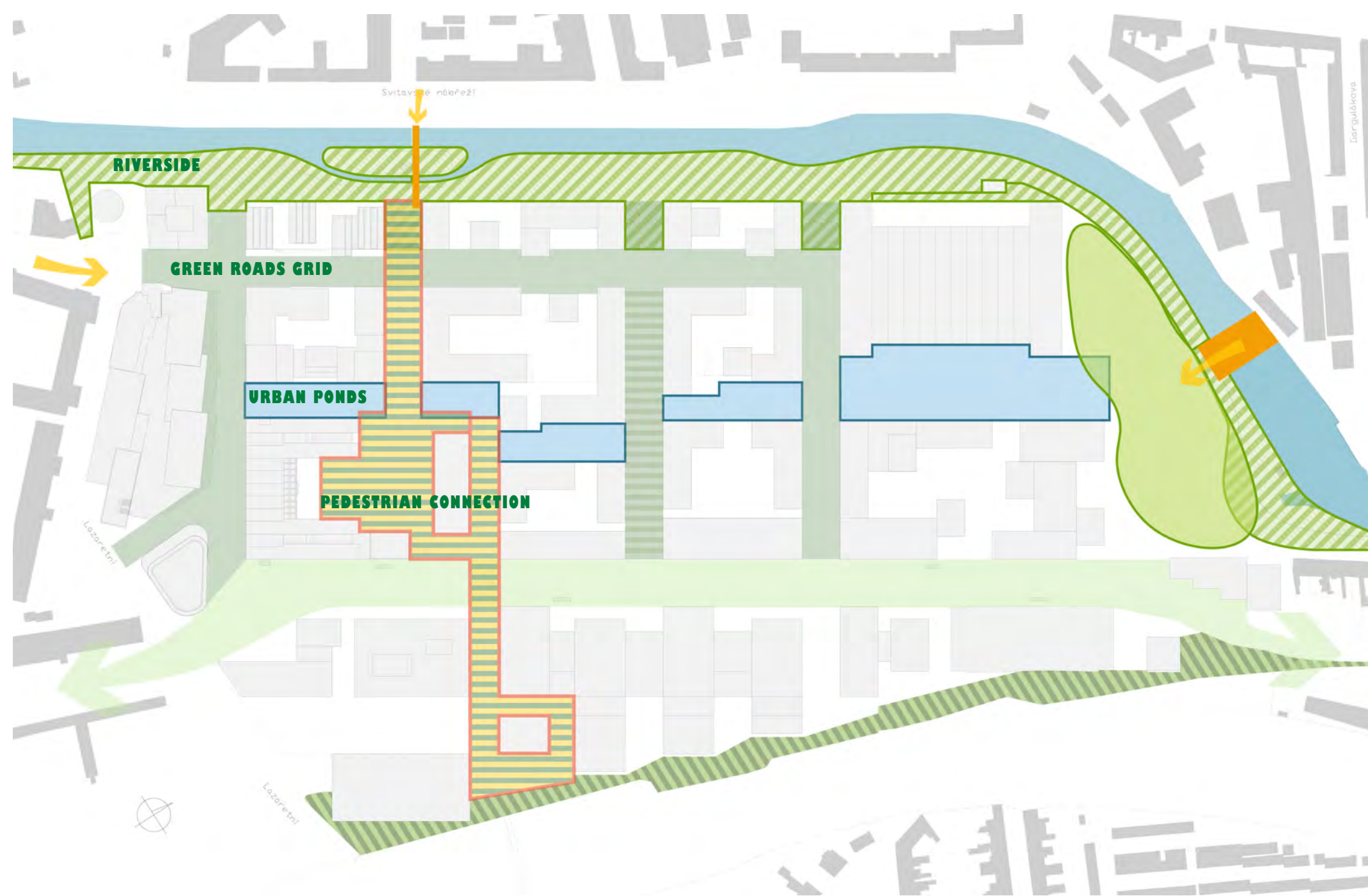
# NOVA ZBROJOVKA

## Brno

Public Space and Landscape Masterplan | 05 March 2021

VISION





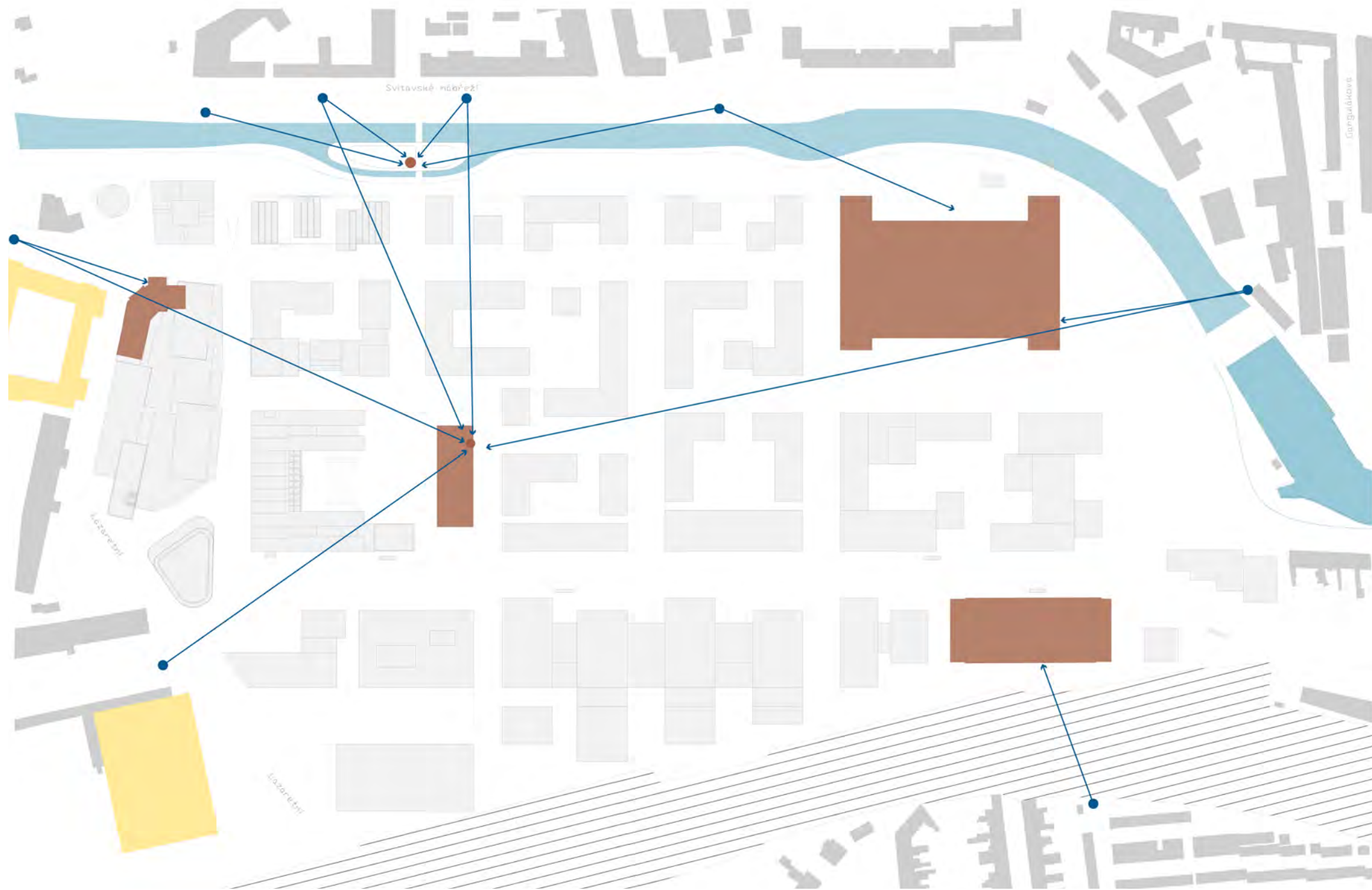
- A clear network of public spaces
- clear entrances
  - one main car route
  - walkable and bikeable city
  - main meeting places connected to historic buildings
  - lush and green streets
  - ecological zone along the railway
  - private courtyards, connected to and visible from the street

- A clear public space network
- 3 pedestrian axes complemented by a pedestrian friendly network of streets:
  - The three pedestrian axes are:
    - a. east-west: riverside
    - b. east-west: urban ponds
    - c. north-south: station to river lookout
  - The pedestrian friendly network of streets with meeting places within the street network.



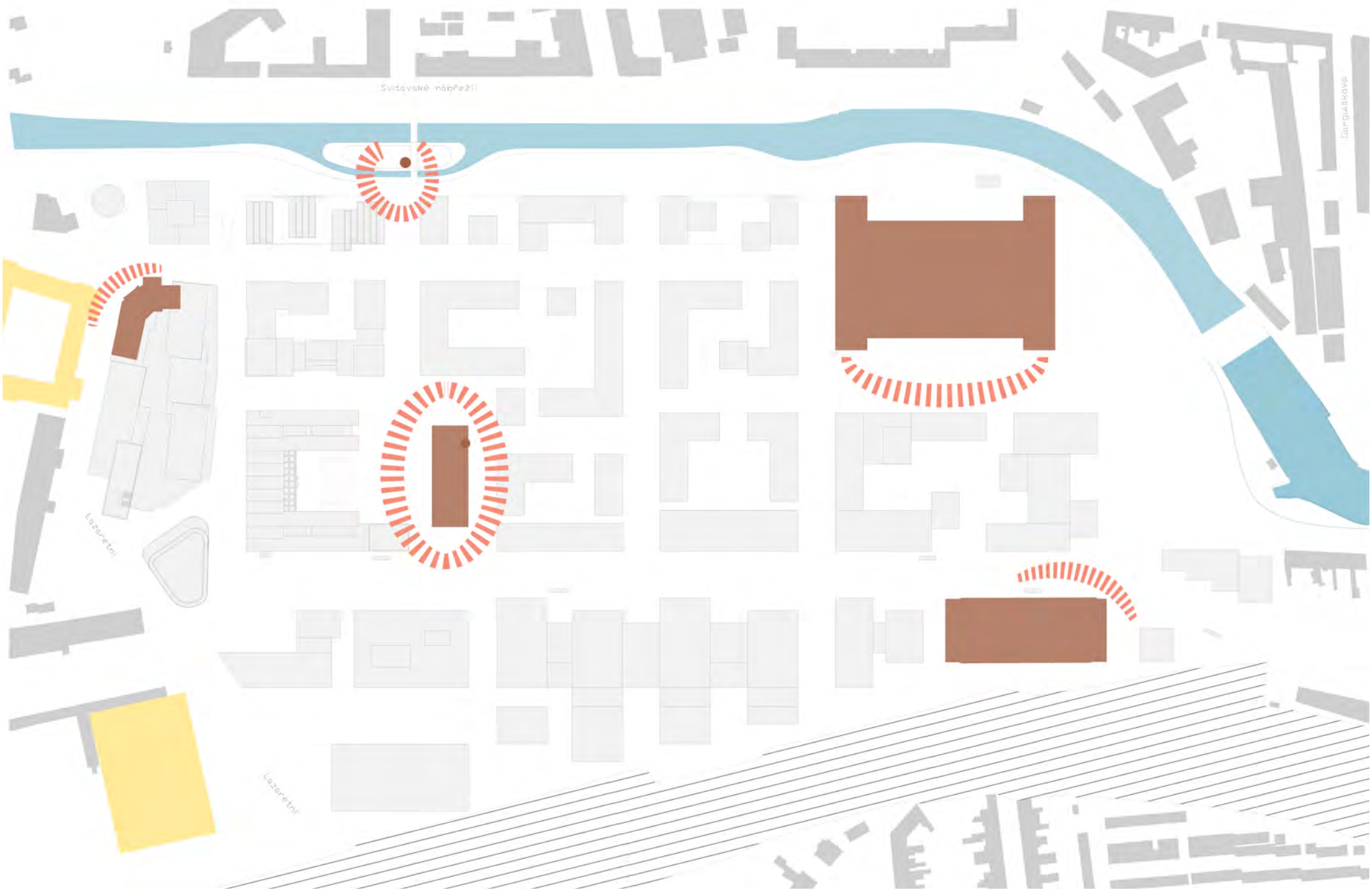
3.4 landmarks visible from outside the site

- landmarks from the industrial heritage are embedded in the urban plan
- the landmarks (buildings and chimneys) are visible at entrances an crucial position outside and inside the the site.



3.5 points of interest

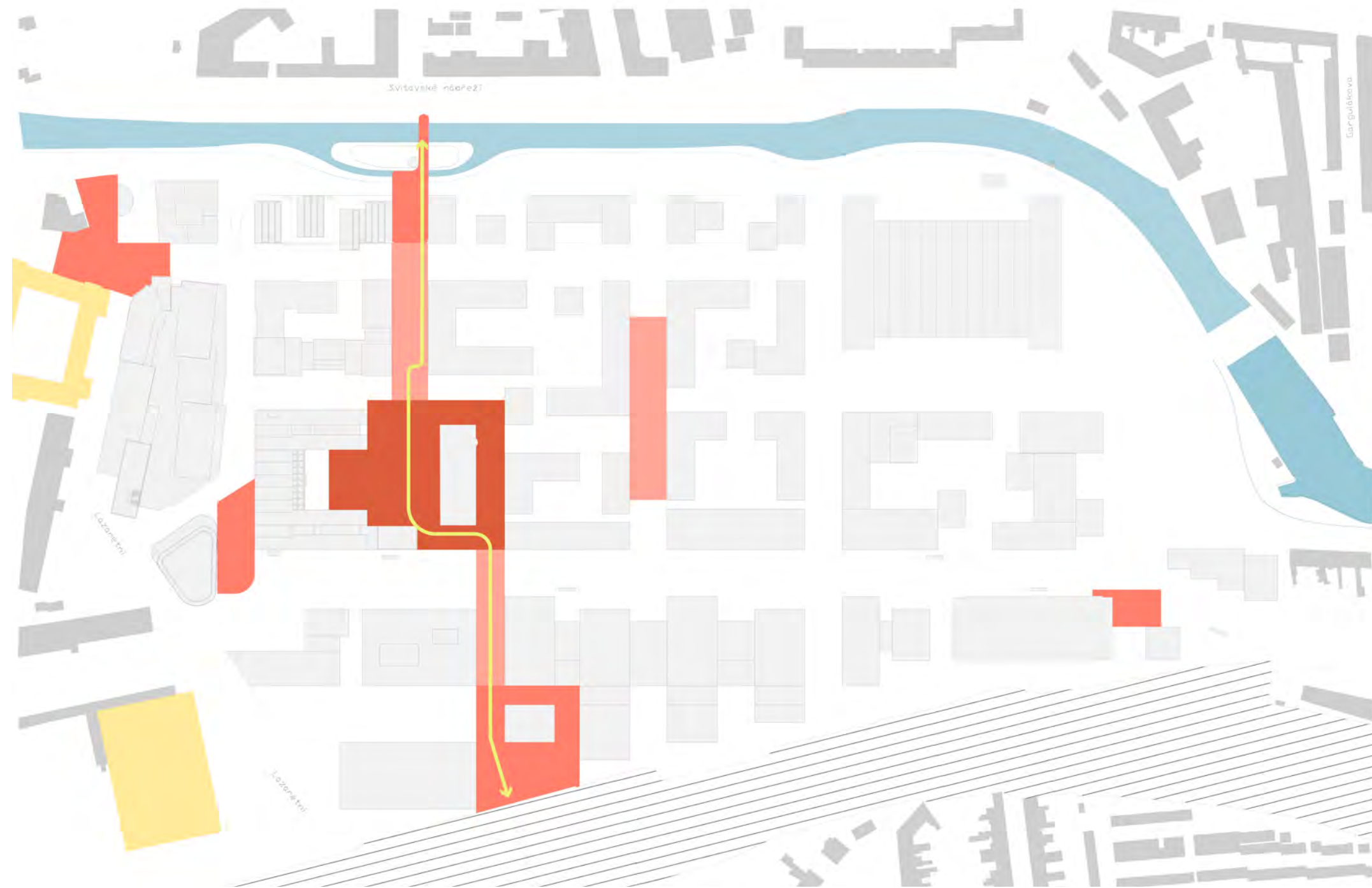
- the historic buildings and structures (chimneys) are points of interest and will be accompanied by public spaces that will be the main places within the site
- the public spaces are next to or around the building and have a specific orientation





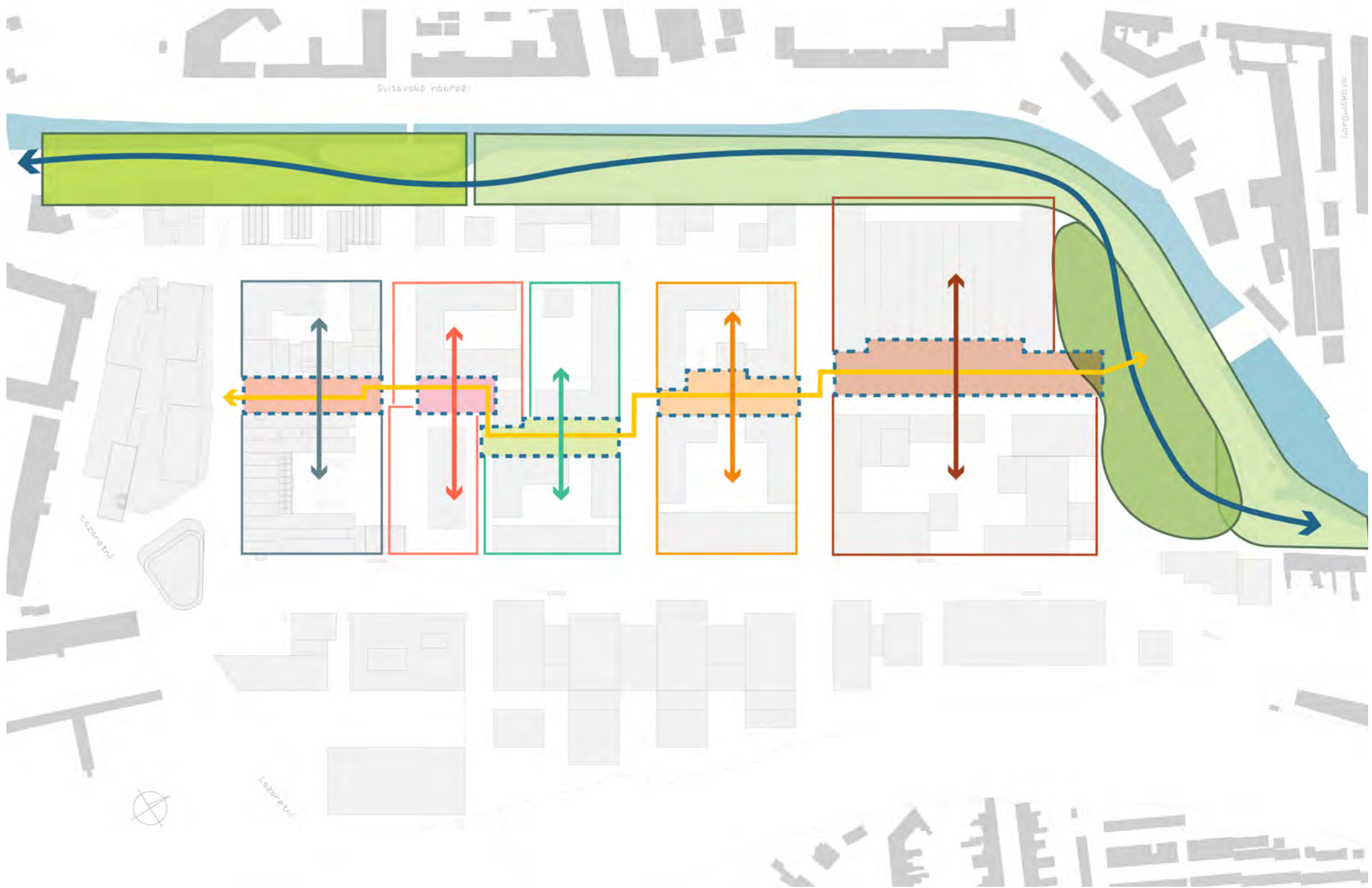
3.6 concept - north south pedestrian axes

- the pedestrian route between the river and the station is a connector between meeting places



3.7 concept - 2 east west pedestrian axes with water

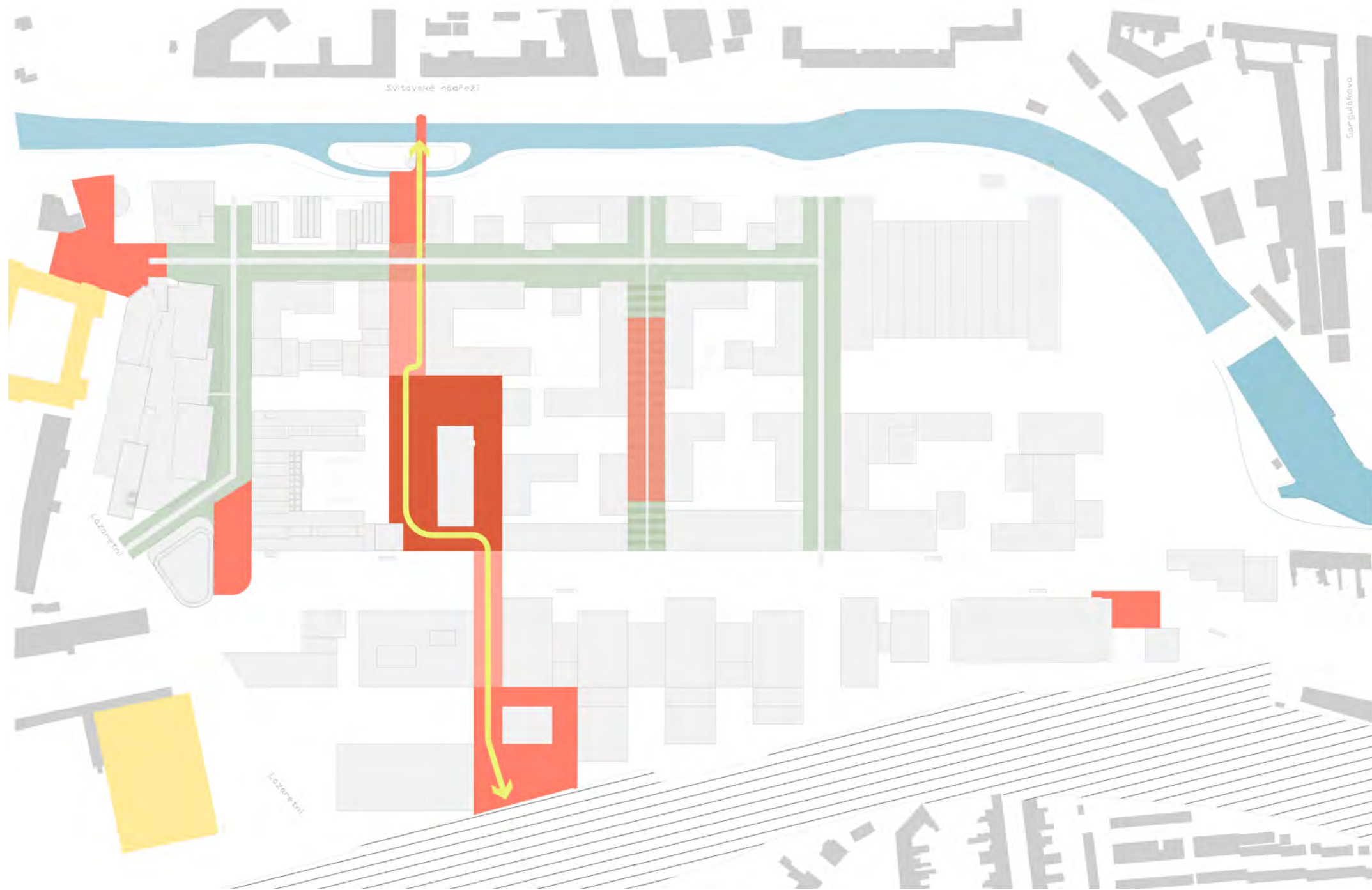
- there are two main water lines in the site:  
\* the riverpark lies on the edge of the site  
\* the series of urban ponds lies within the site  
- the site faces the river (river frontage) and connects to the river  
- the riverpark is dynamic, flood proof and has a natural atmosphere  
- the urban ponds are a series of water related urban meeting places within the urban context, connected by a pedestrian route





3.8 concept - network of pedestrian friendly streets-  
and meeting places

- the streets in this network:
  - \* lush and green, heat stress proof
  - \* low in car traffic, pedestrian friendly
  - \* include specific user oriented meeting places like a community play ground and urban arena



3.9 concept - walkable city

- the extensive underground car parking allows this development to be a walkable city; a healthy city inviting people to walk and to cycle
- green streets with trees that provide shade make it pleasant to walk here





3.10 concept - semiprivate courtyards

- the housing ensembles are positioned in a way that the court yards open up at some points and are visible from the public space
- the use of the court yards is still to be defined.
- the court yards will be used by the residents and could possibly be open to the public during the day
- the court yards are positioned above the half sunken car parks
- one courtyard will be divided in a public and a semi public part to allow for a pedestrian connection between two historic buildings
- the court yards are gardens for the residents, the roofs of the car parks need to be able to carry enough soil for trees.



3.11 concept - public space program



- semi private courtyards
- public space
- front gardens along main street
- park
- ecozone

# THE LANDSCAPE PLAN

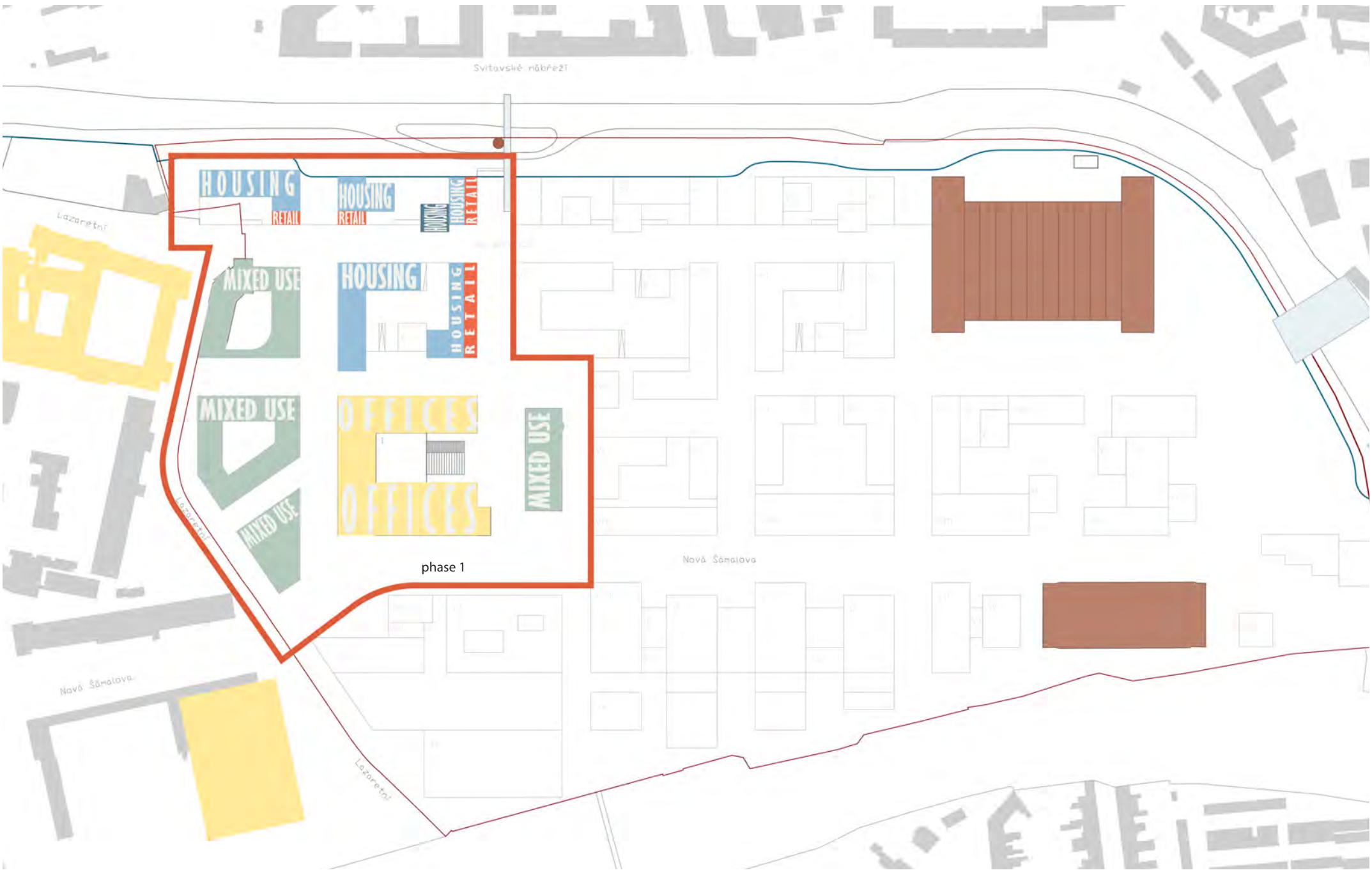


4.0 public space and landscape masterplan



4.0 public space and landscape masterplan

- the masterplan is explained by theme and by typology in the next chapters



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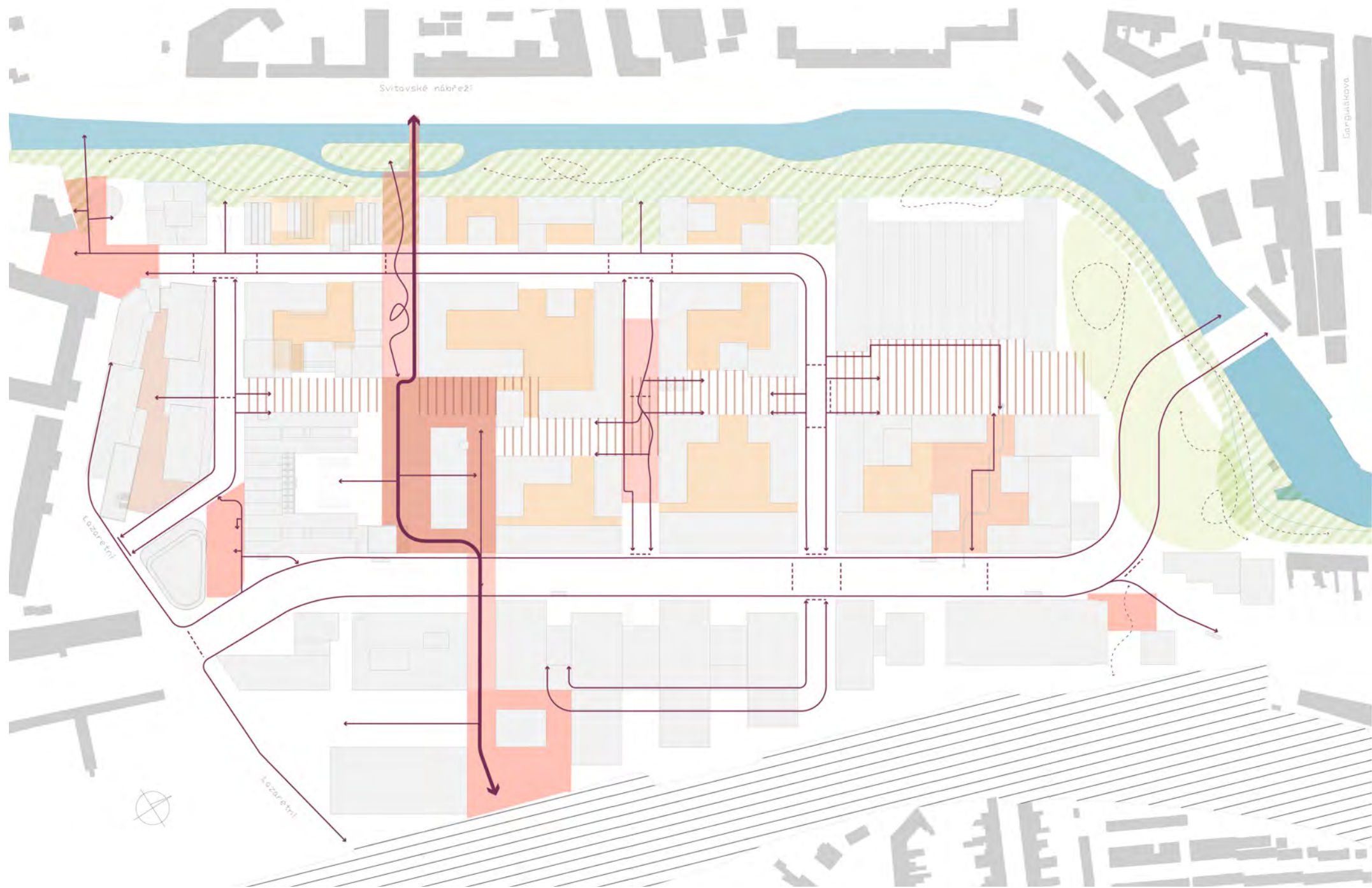


# STREETS



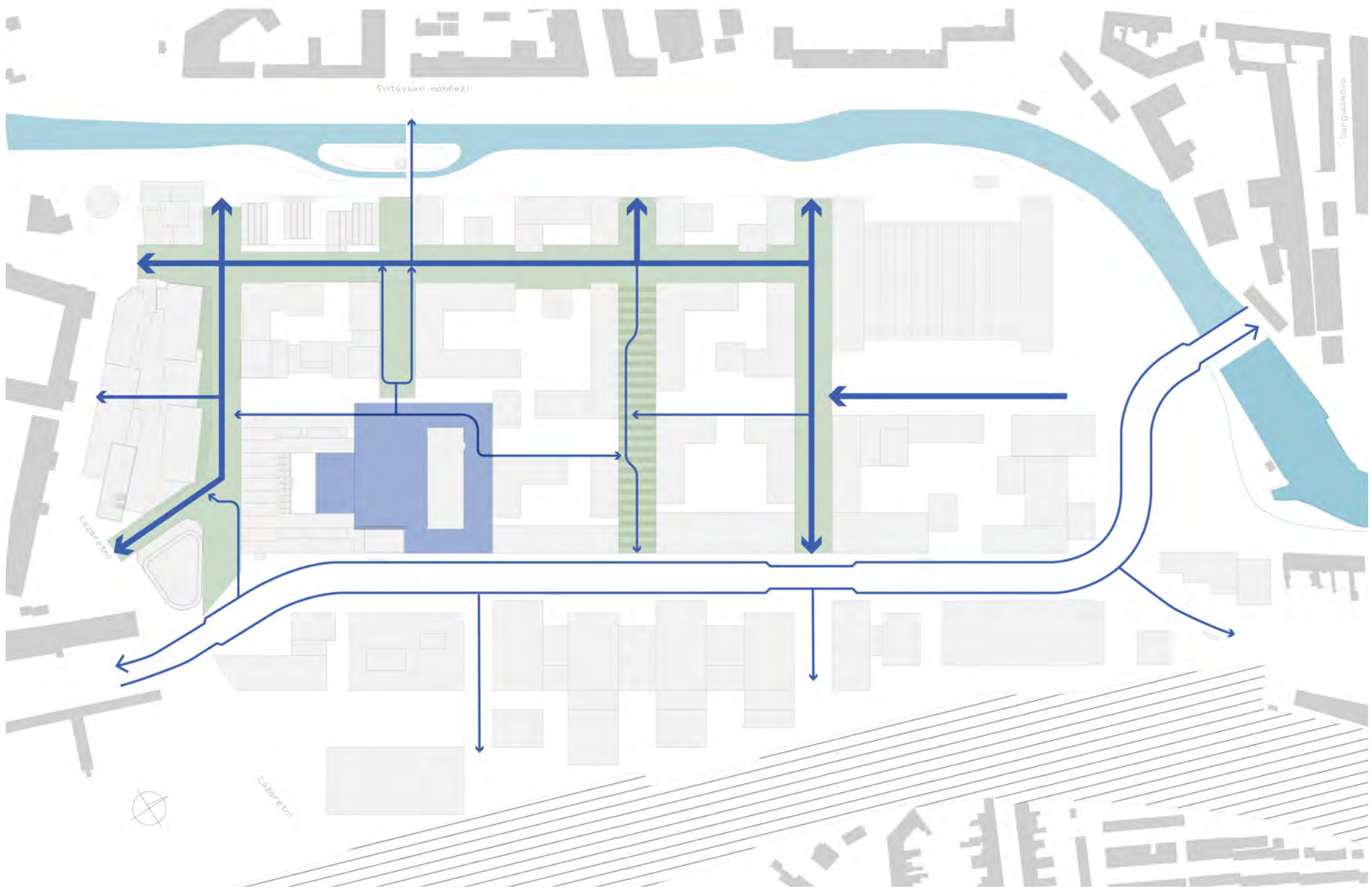
6.0 pedestrian circulation

- the two car free pedestrian axes are connected to a network of footpaths in the streets and the riverside park
- this network has the potential to connect to a riverside walk



6.1 bicycle circulation

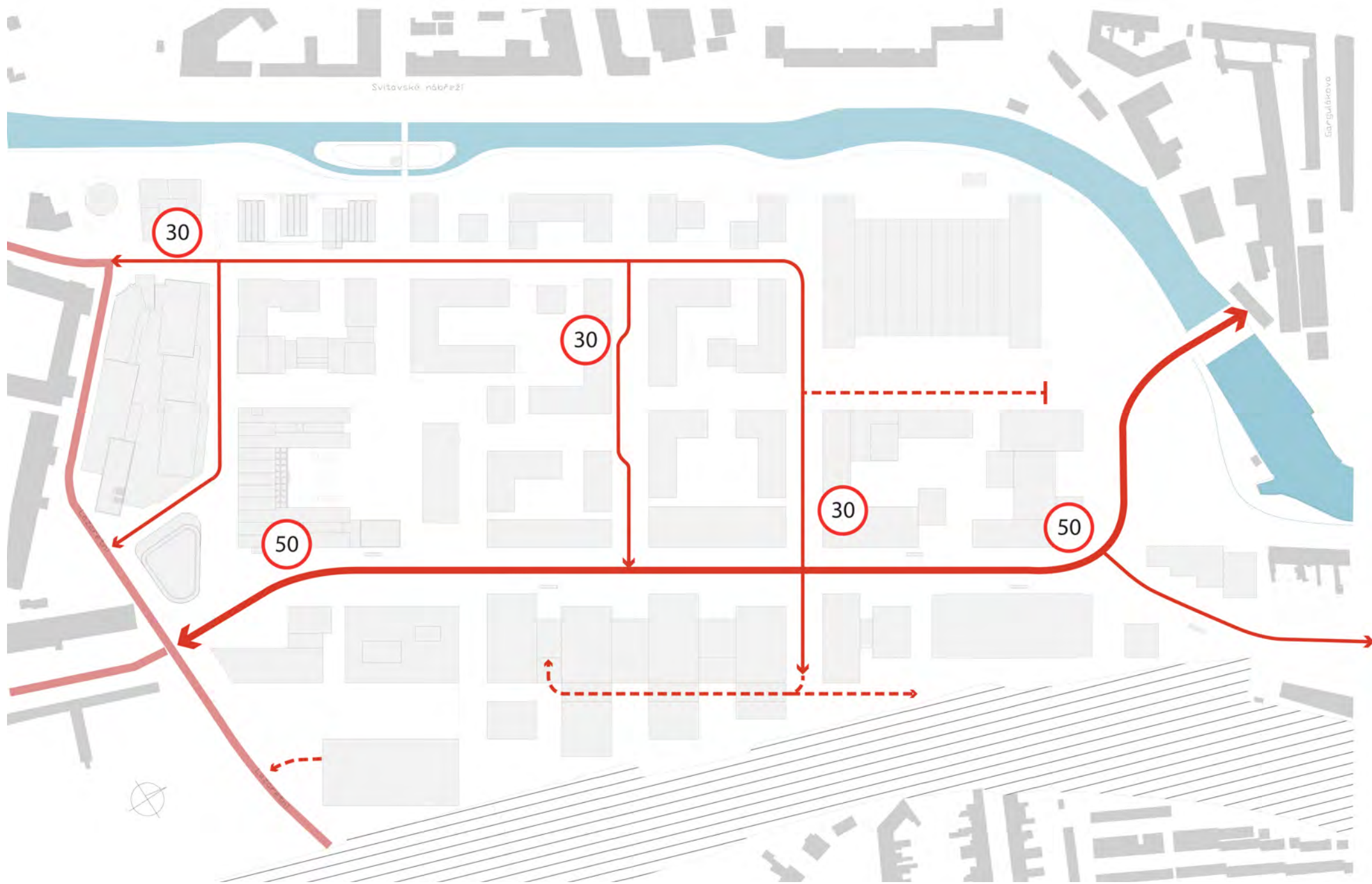
- the main street that runs through the site has the most car traffic and therefore has separate bike lanes.
- on all other streets there is little traffic and the cyclists use the street





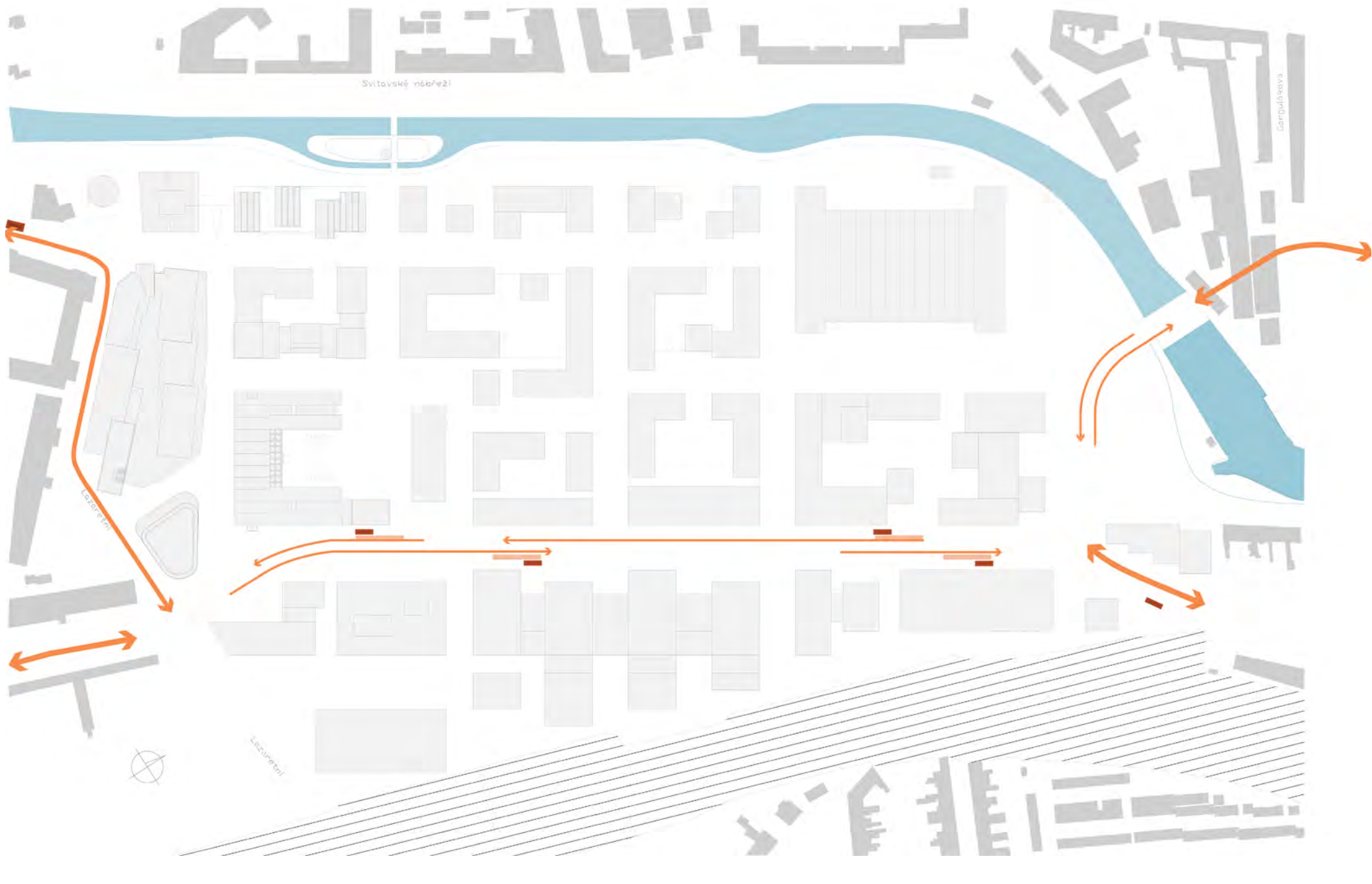
6.2 car circulation

- the main street that runs through the site is designed for a maximum speed of 50 km/ hr
- all other streets that cars can enter are residential streets with a maximum speed of 30 km/hr. These streets are small and the cars are the guest in these streets that are the domain of the pedestrian and the cyclist and even playing children
- there is a substantial amount of public space that is car free



6.3 bus circulation

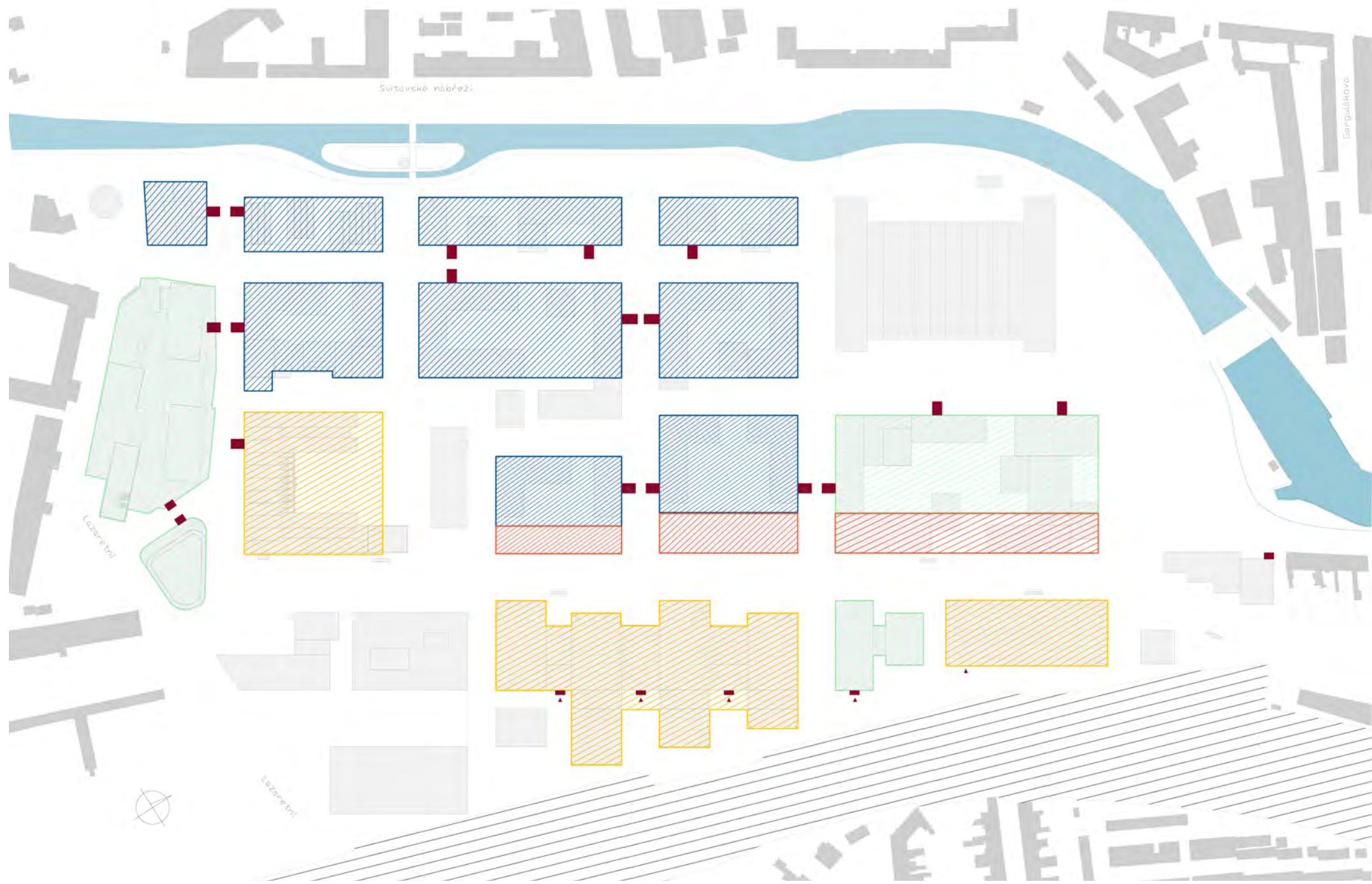
- the bus stops are located along the main road





6.4 underground parkings

- the vast majority of the car parking is facilitated in underground car parks.
- the entrances of the underground car parks are located in the residential street in order not to slow down traffic in the main street
- a percentage of these car parks need to be public to also meet the needs of visitors that come to restaurants or other facilities in the site.

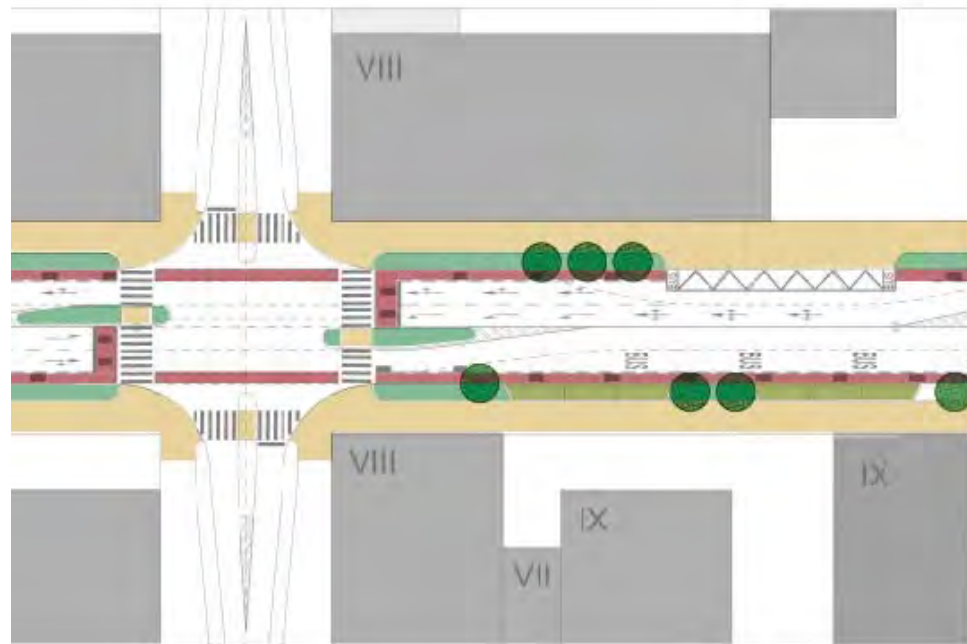


6.5 outdoor visitor parking

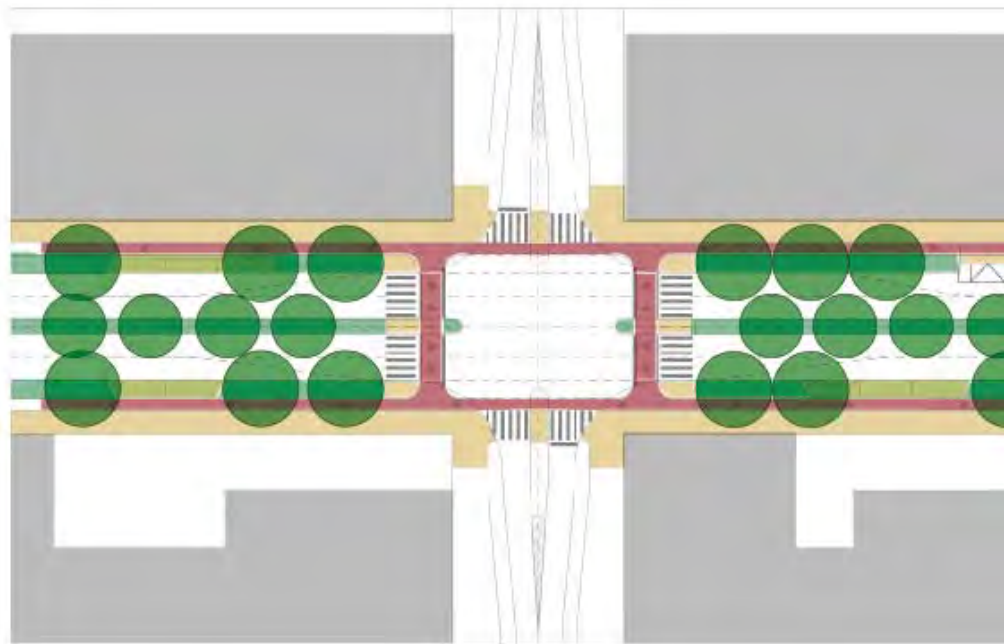
- a small number of car parks is provided in the streets to facilitate short term visitor parking



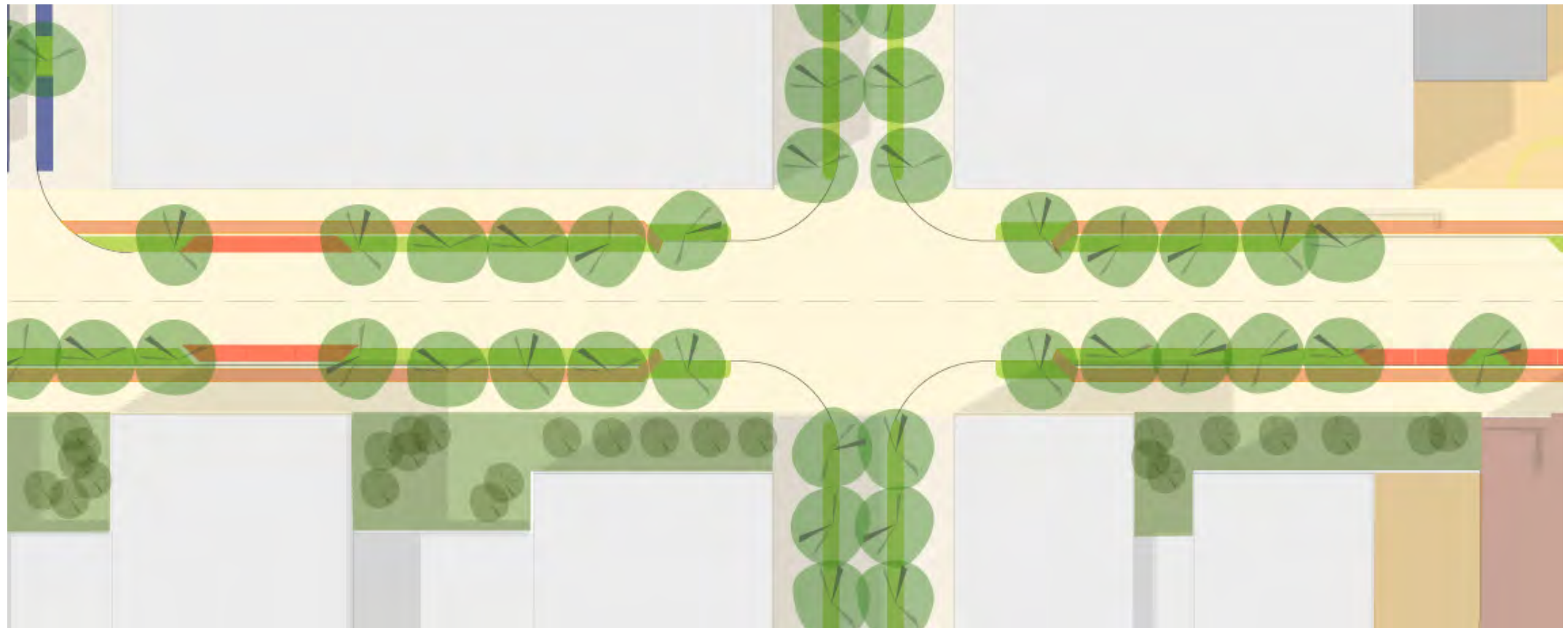
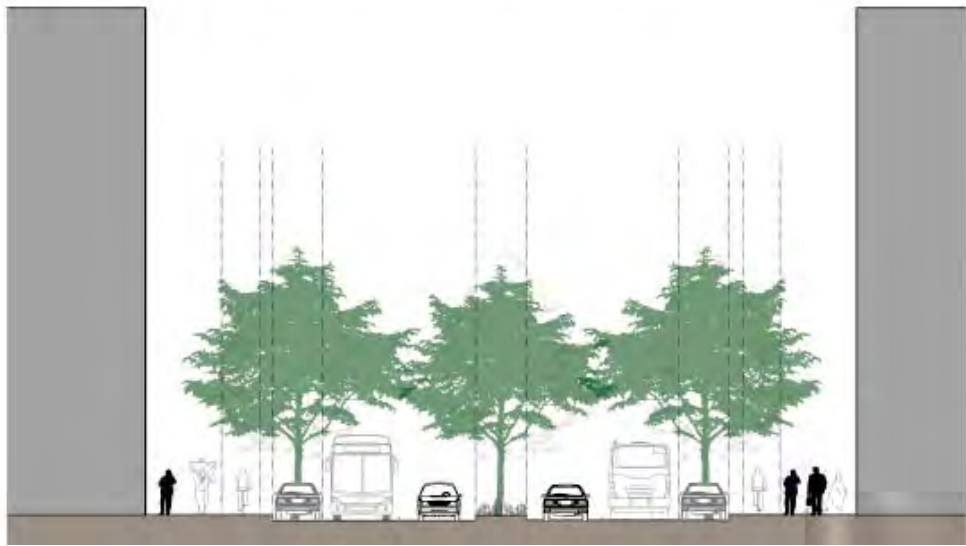
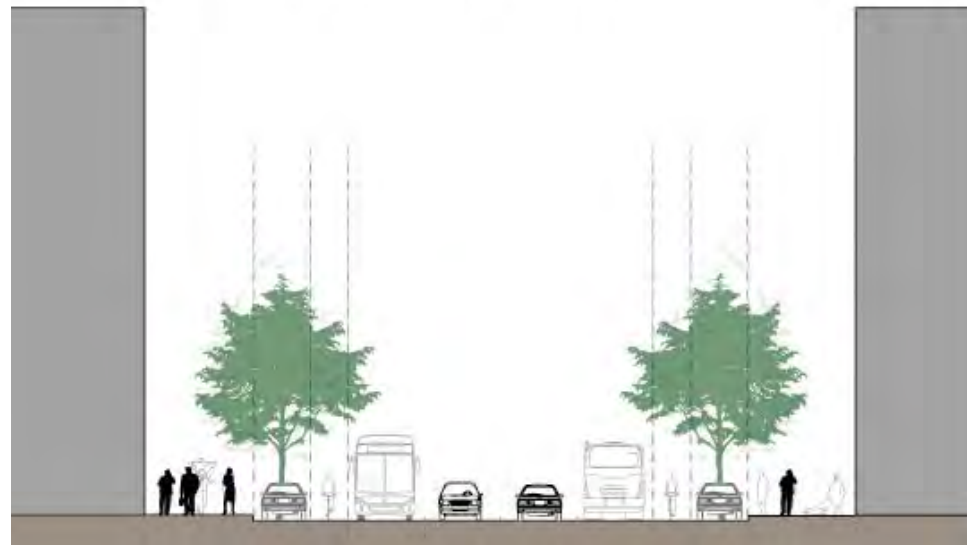




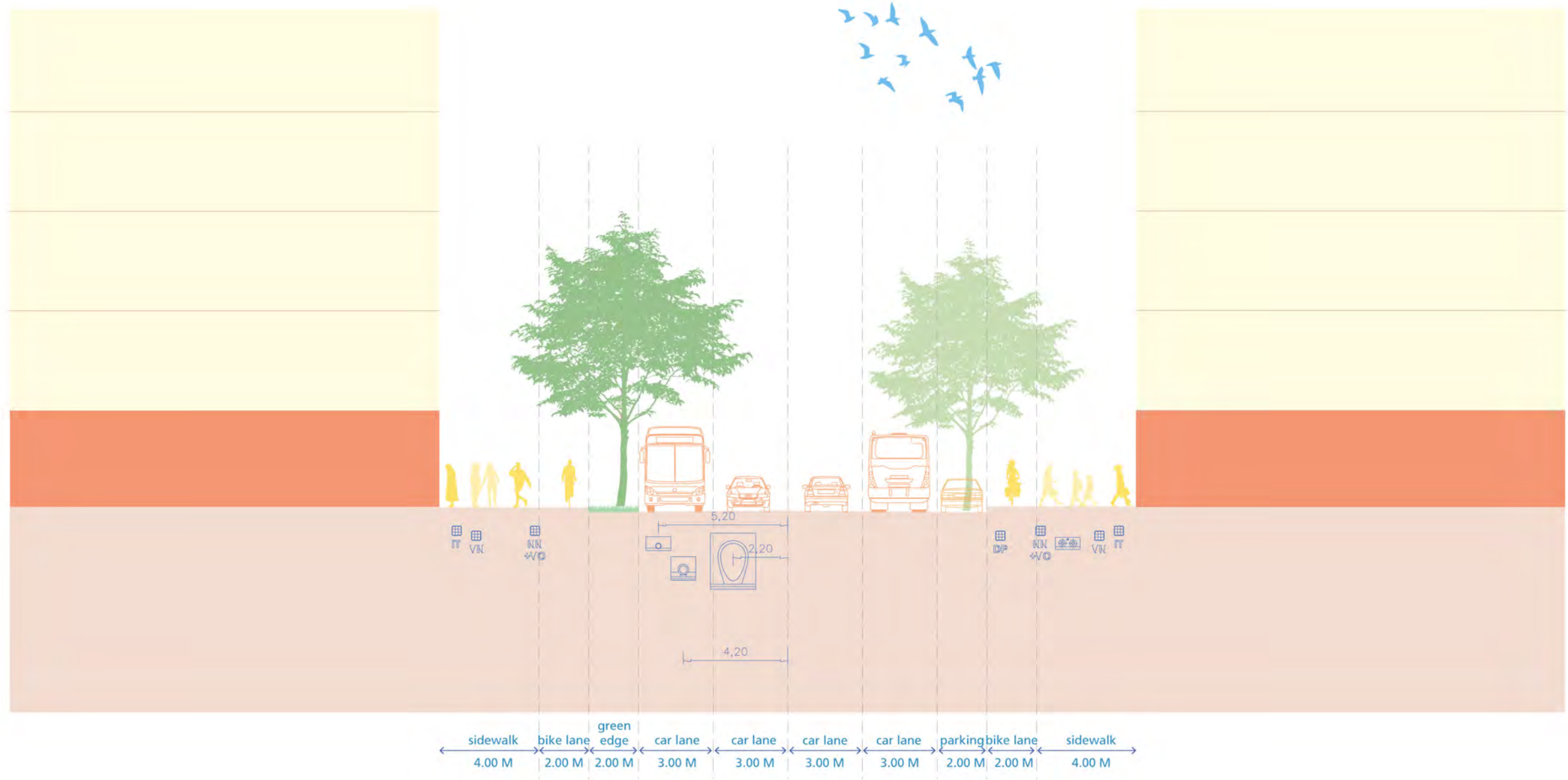
profile main street, original proposal



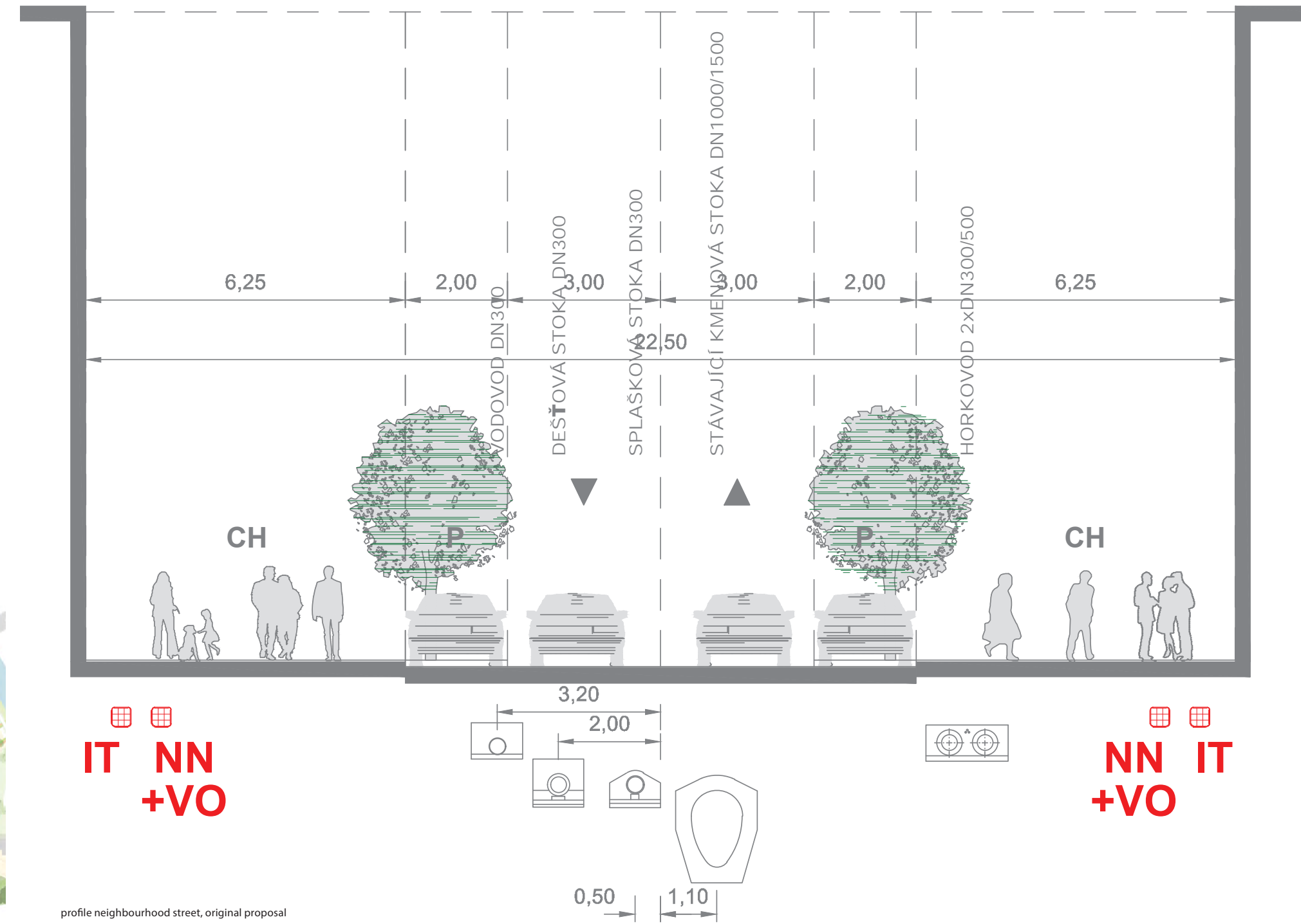
profile main street, proposal by BALJON in workshop, rejected



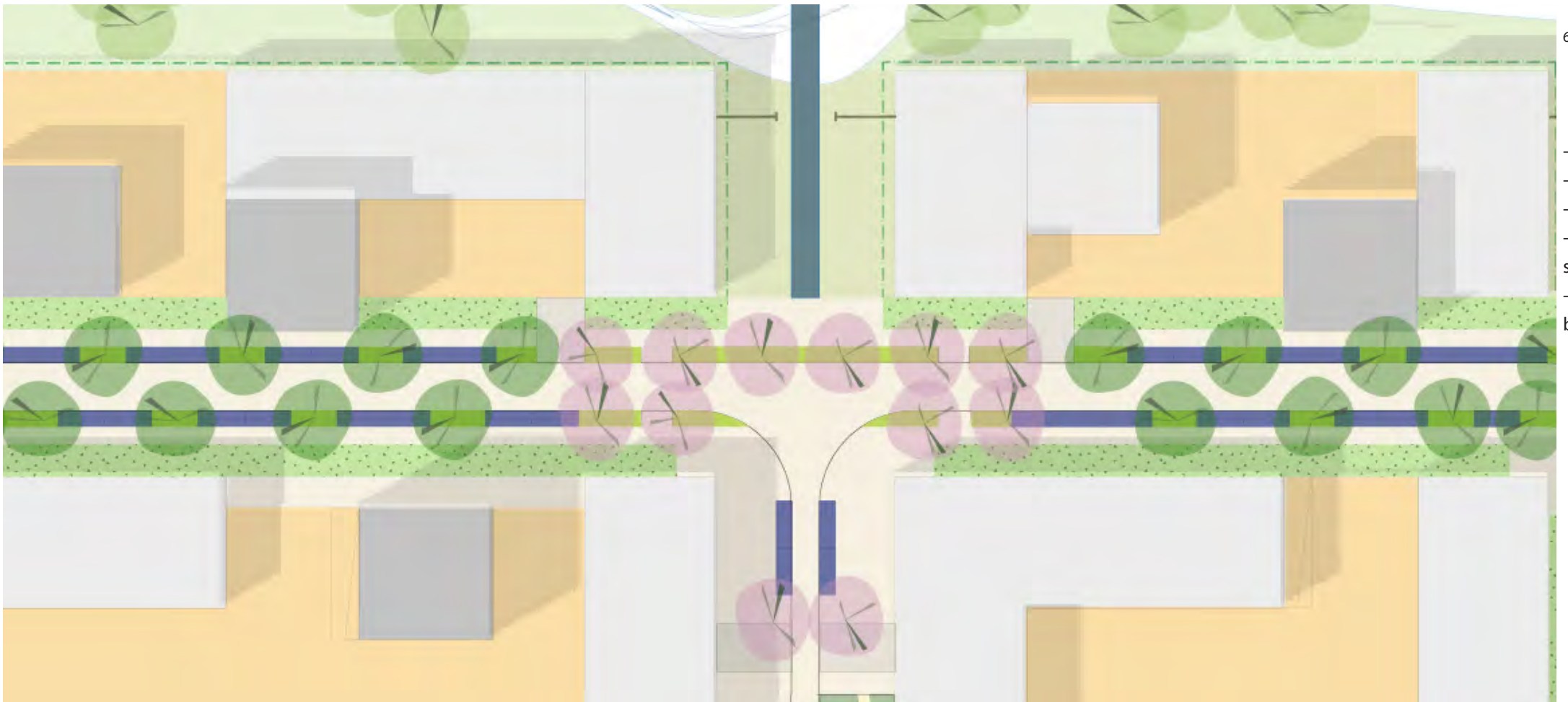
- trees between the parking
- wide zones for pedestrians and cyclists separated from motorised traffic
- at intersections the cyclists are on the road according to Tsjech traffic legislation



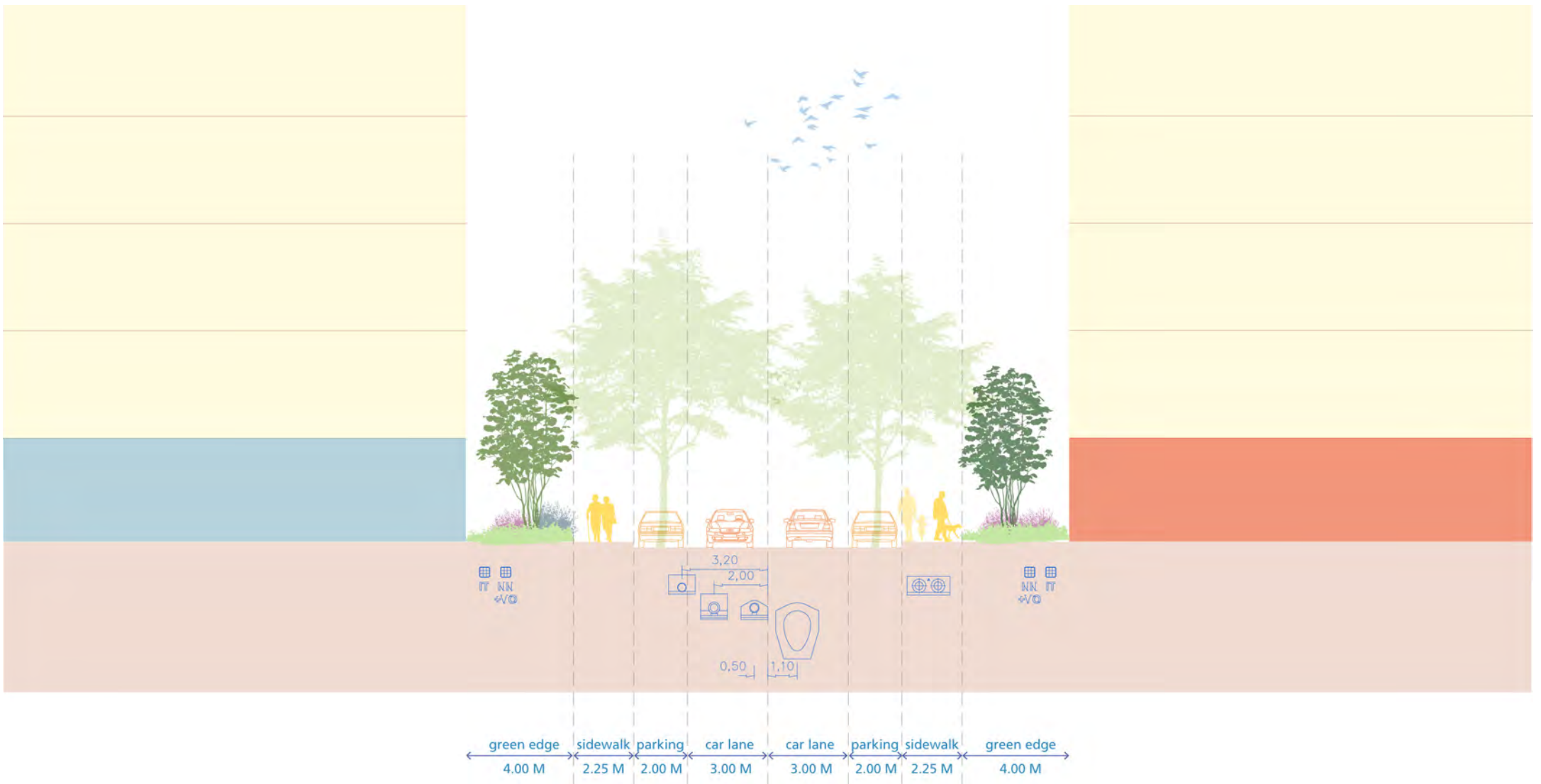




profile neighbourhood street, original proposal



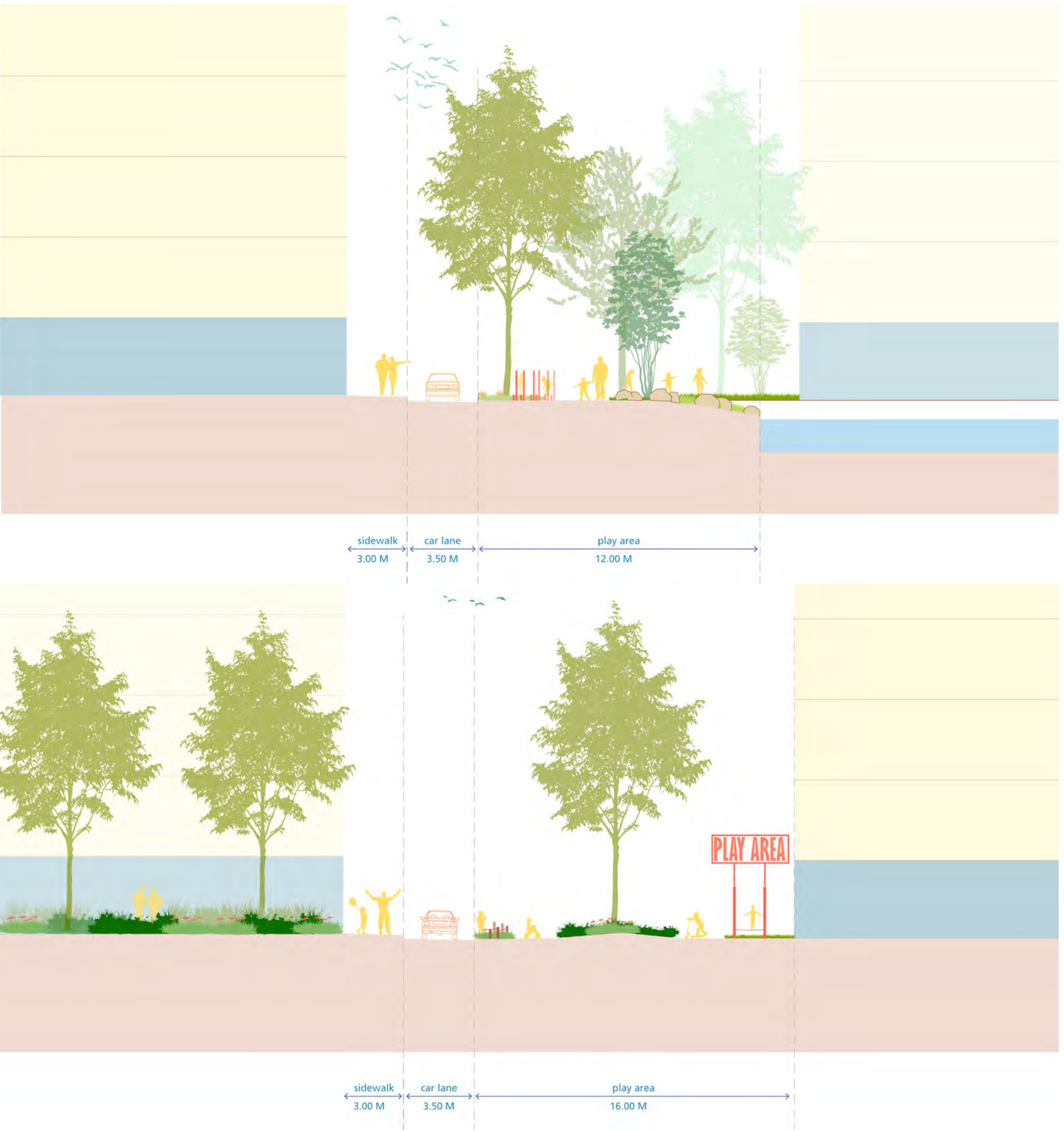
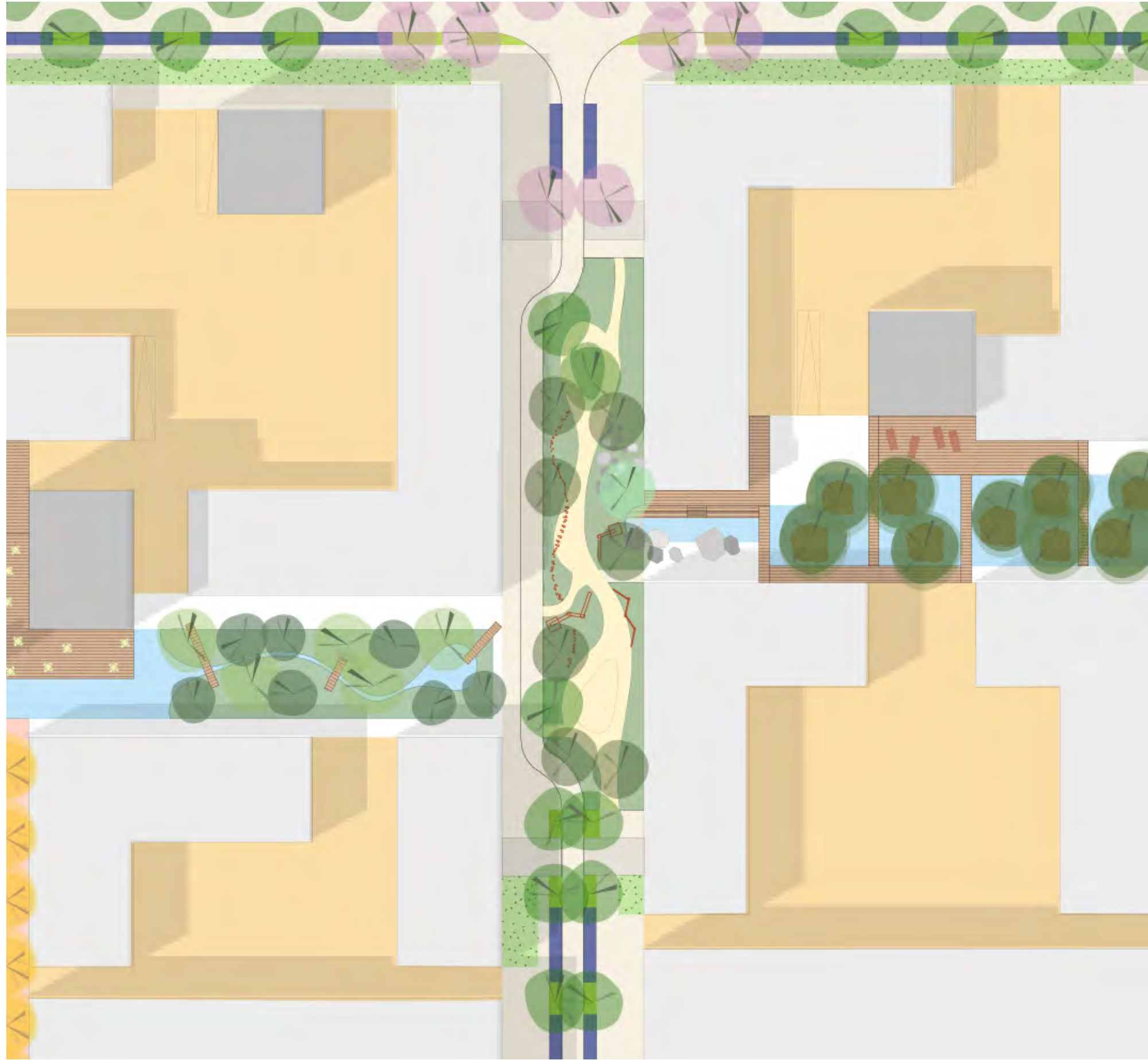
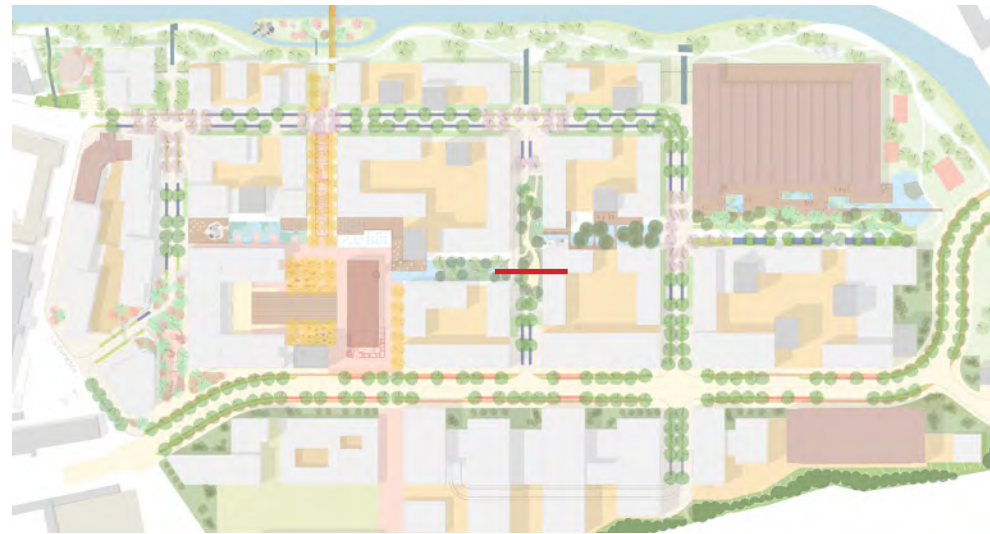
- the trees have a green character
- the streets are lined with trees
- trees between parallel parking
- richly planted verges border onto the pedestrian zones providing shade and a park like environment
- the rich planting in the street contributes to the urban biodiversity





6.8 zoom : play street

- this street is located in the heart of the residential area
- the street gives access to four underground car parks
- between the underground car parks the street has an asymetrical profile allowin a wide green zone to occur
- to optimise the width of the green zone the street is a one way street. this makes it a safe street for children
- the wide green zone is positioned on the sunny side of the street.
- this zone is designed as woody, lush green environment where children can play by adding a circuit and natural play equipment
- the one way traffic also contributes to the low car intensity in the neighbourhood streets



6.8 play street, sections

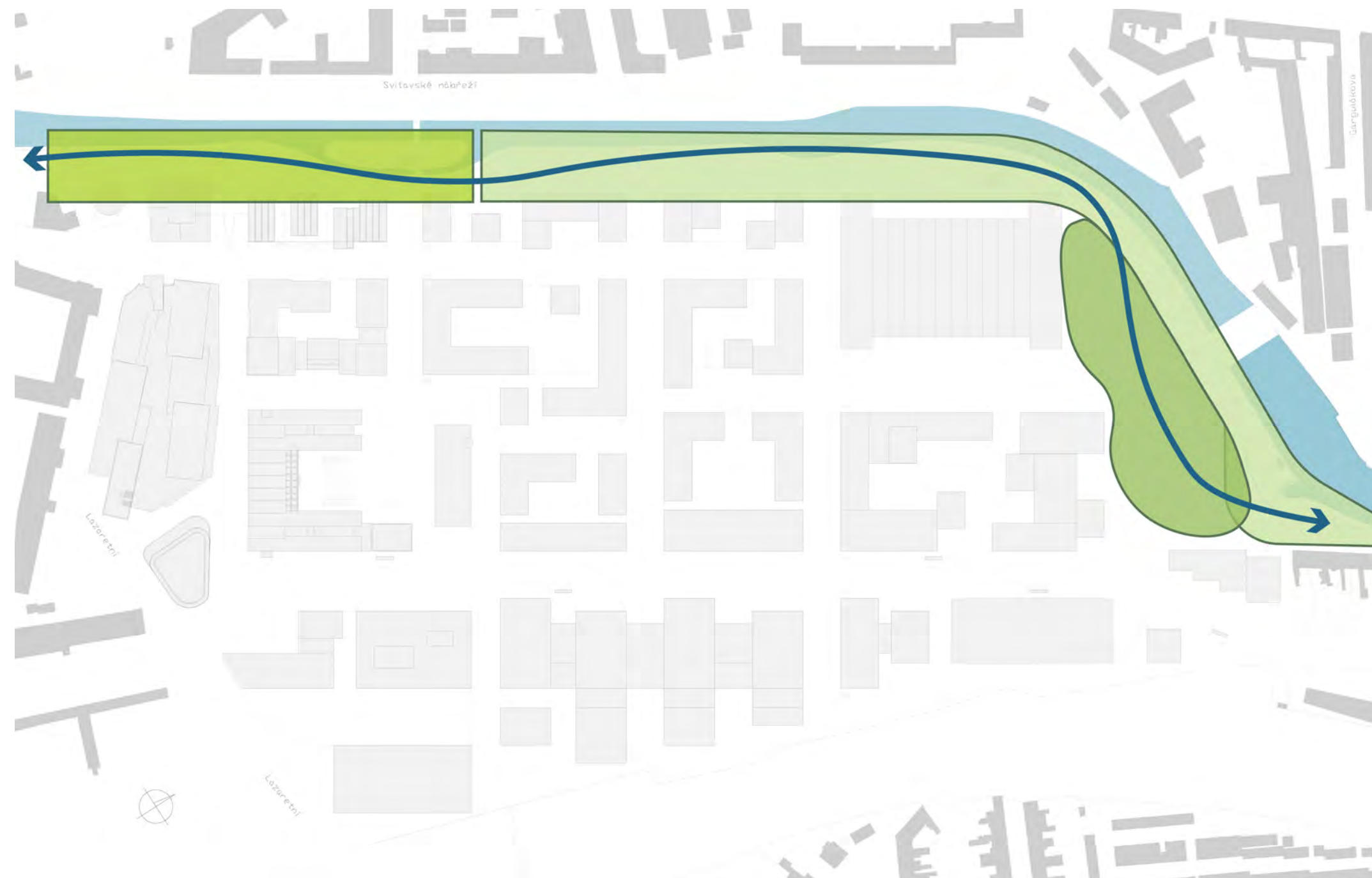
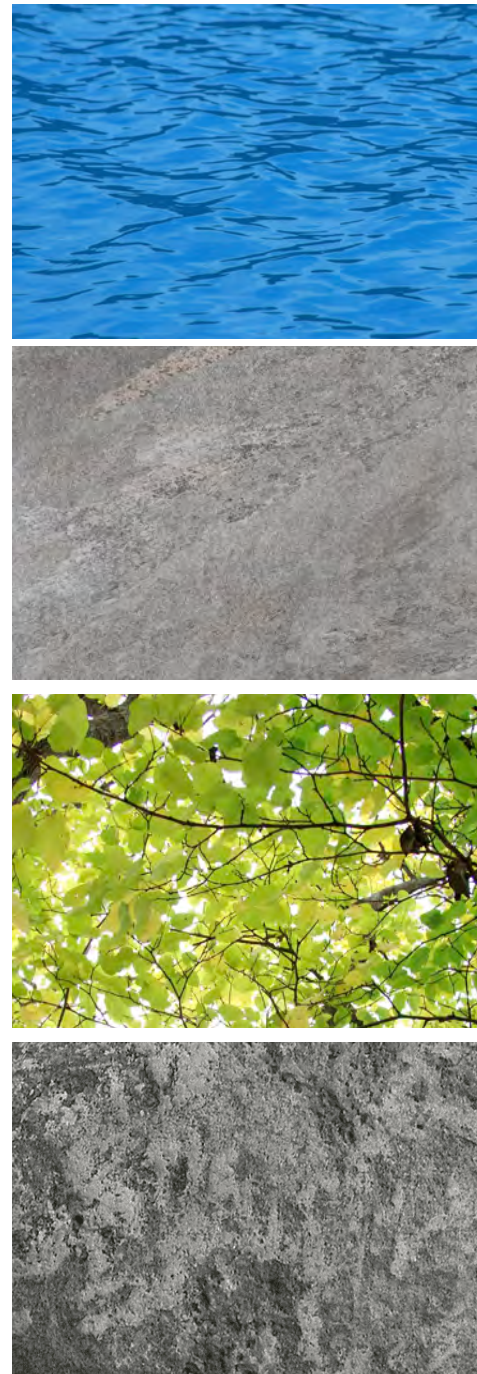


# THE RIVER PARK

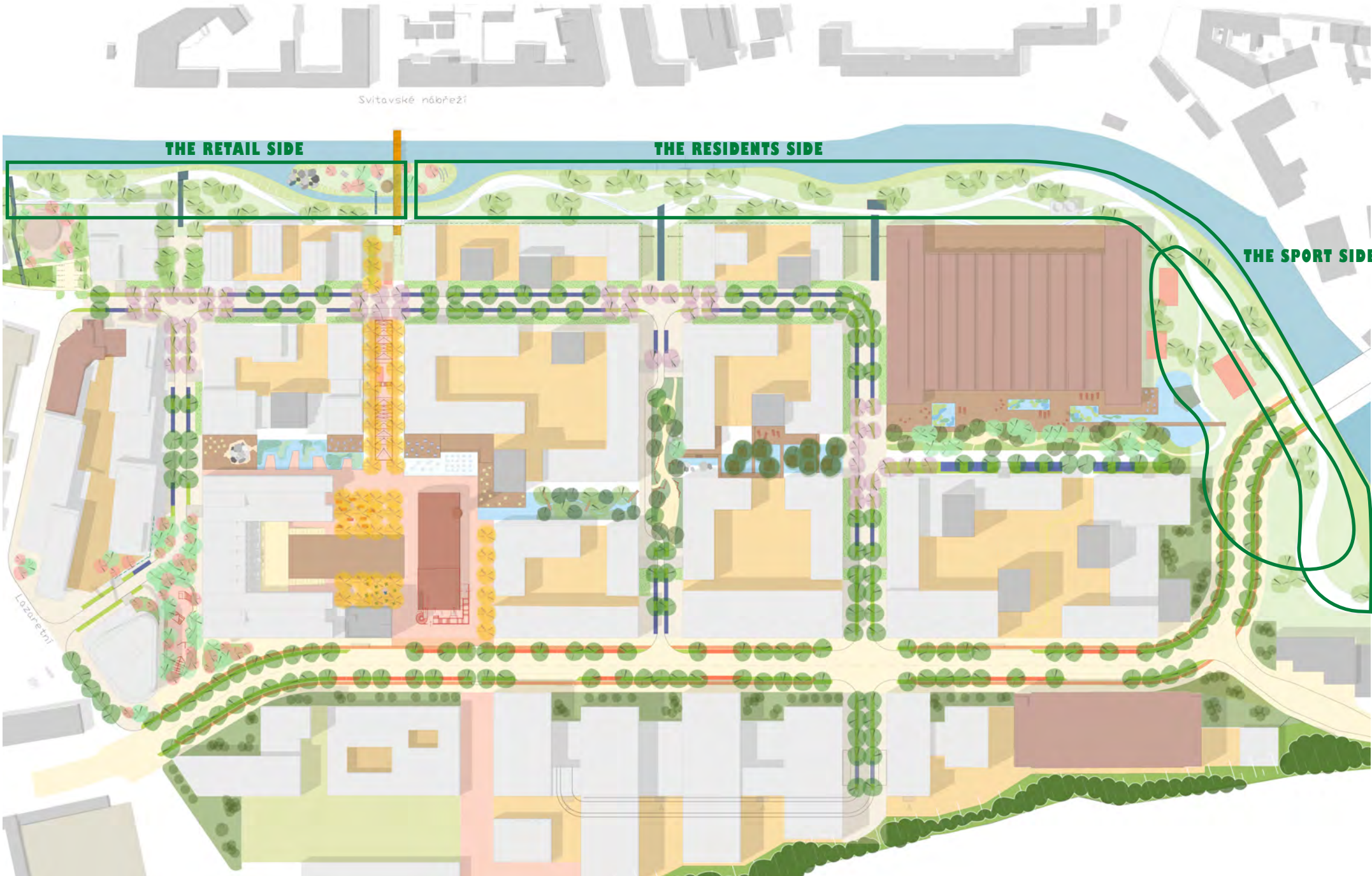


7.2.0 the river park

- river park as natural as possible
- flexible space allowing for natural dynamics: designed for flooding (fixed and sturdy furniture)
- flooding as an attraction and experience
- focussing on views along the river in stead of accross
- temporary installations for summer events

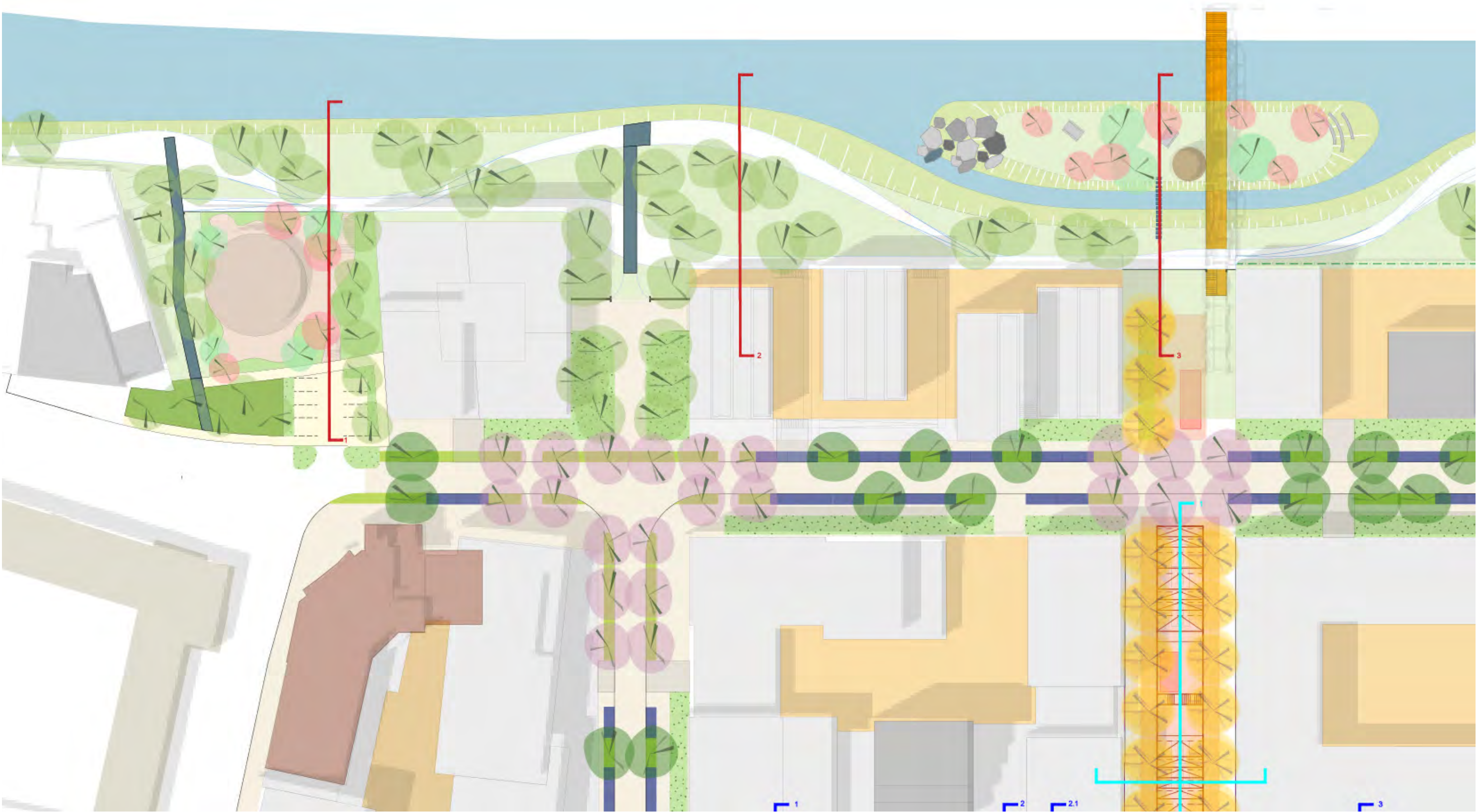
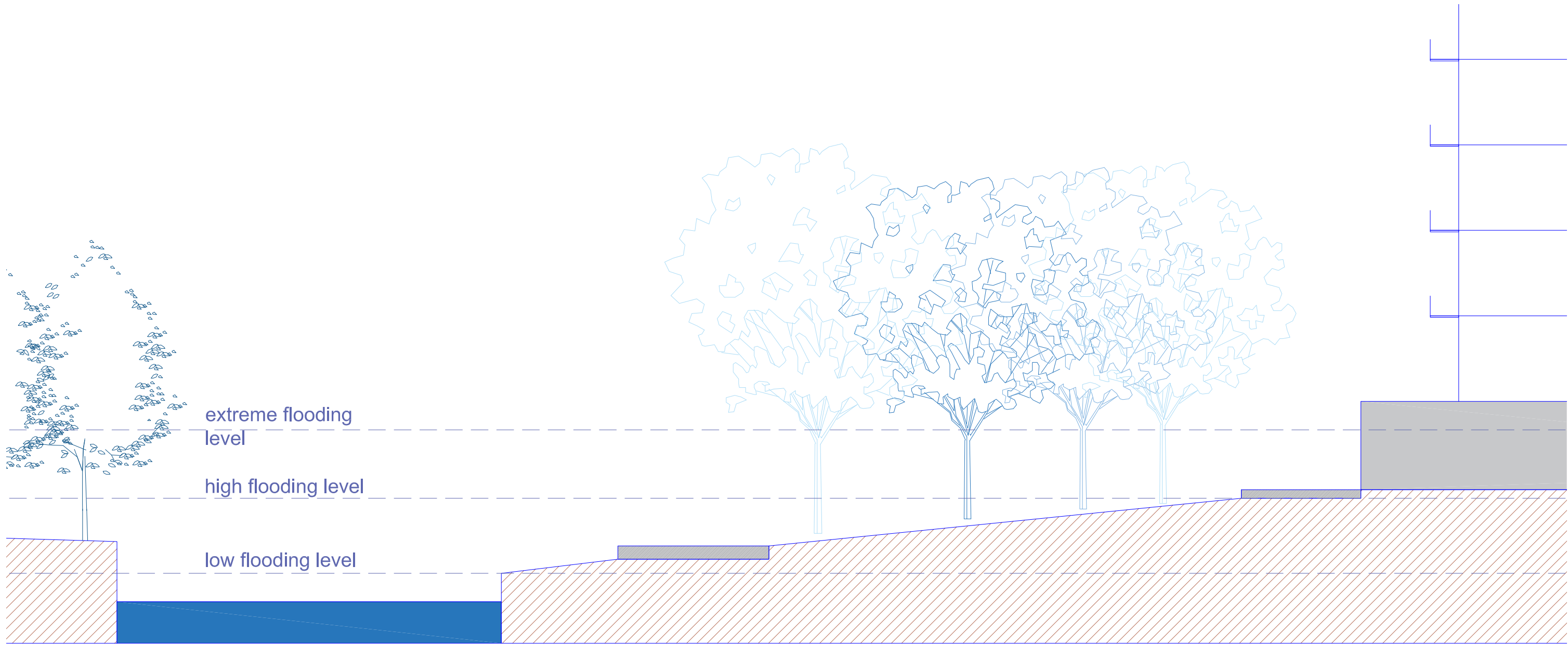


7.2.0 the river park - names



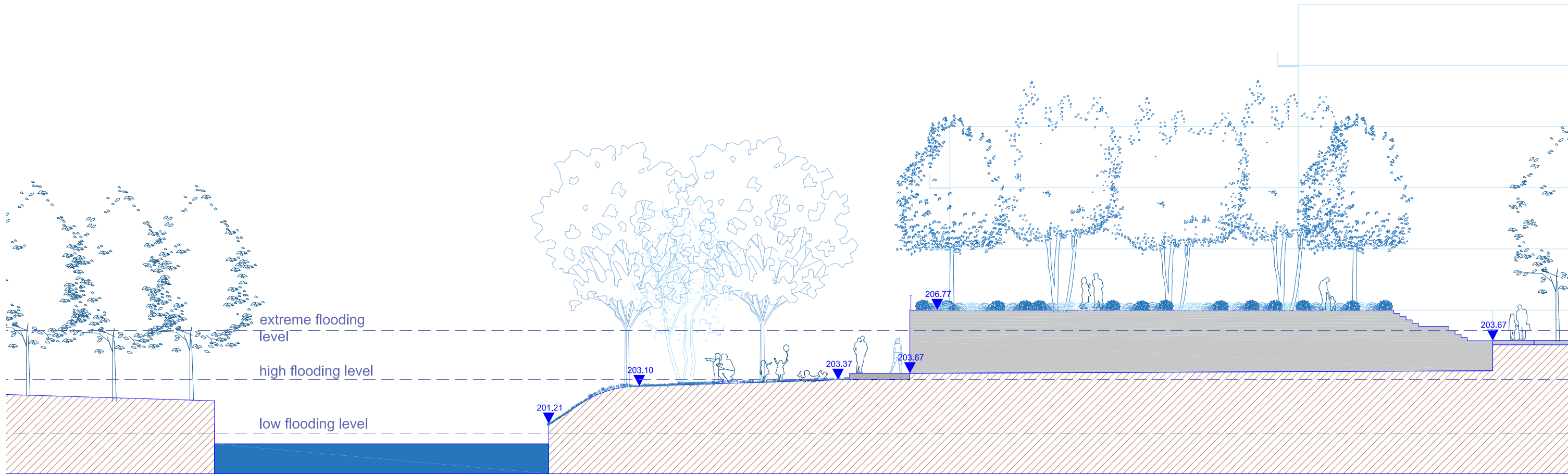


indicative flooding levels





profile 1



profile 2

