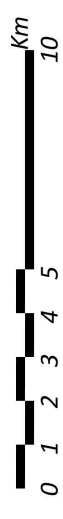
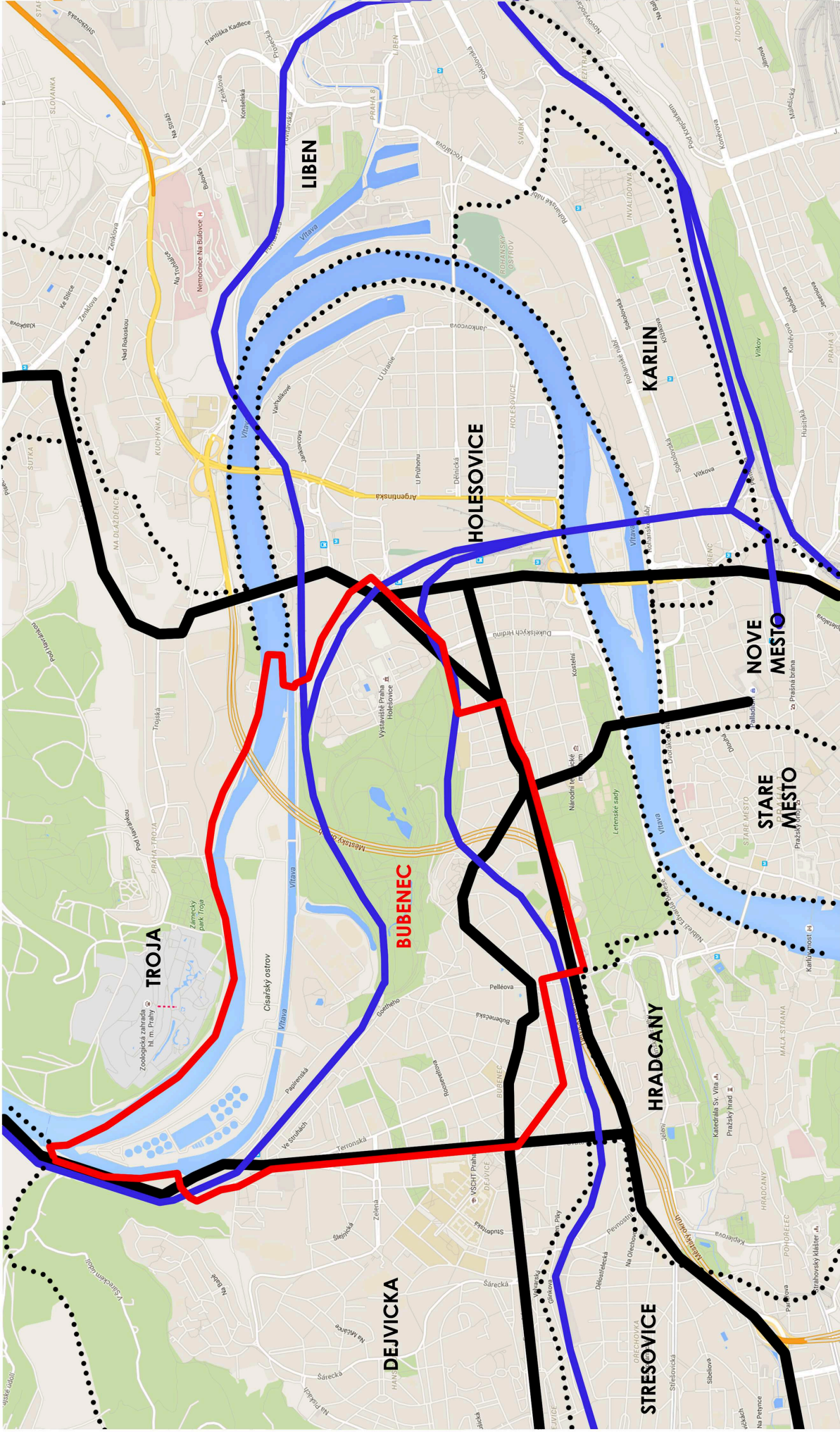


# *Location of Bubenec*





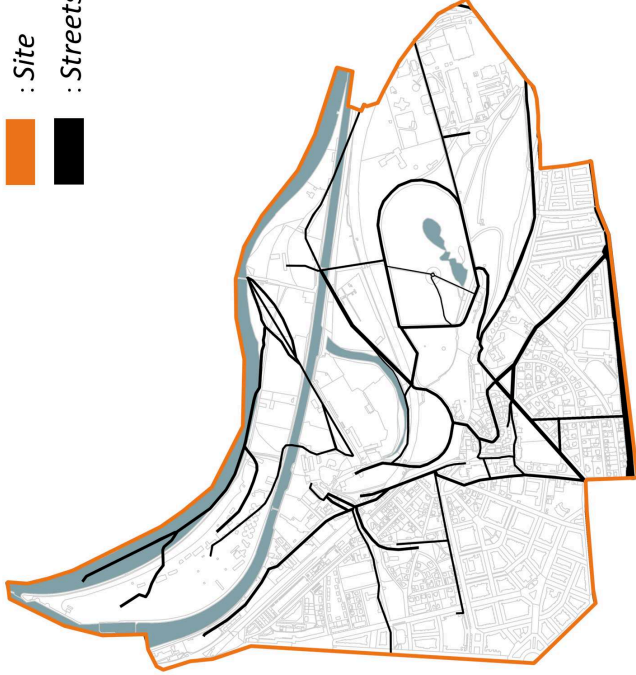
**CONNECTION WITH CITY**

- █ SITE
- █ ROADS CONNECT WITH OTHER
- ..... DISTRICTS
- █ TRAIN LINES

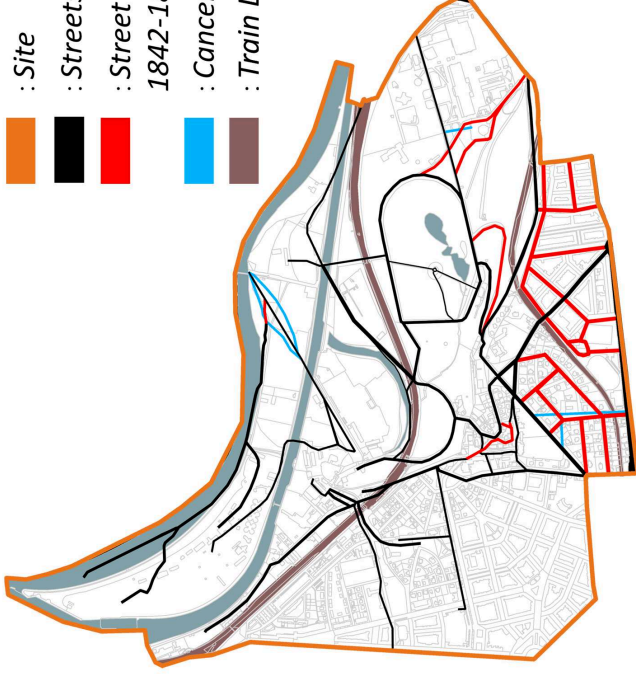
# BUBENEC





## AGES OF ROADS

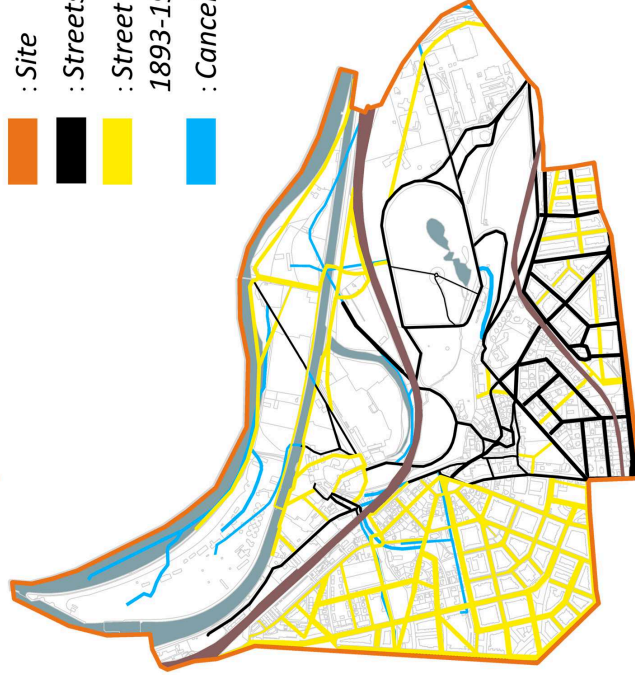
-  : Site
-  : Streets in 1842








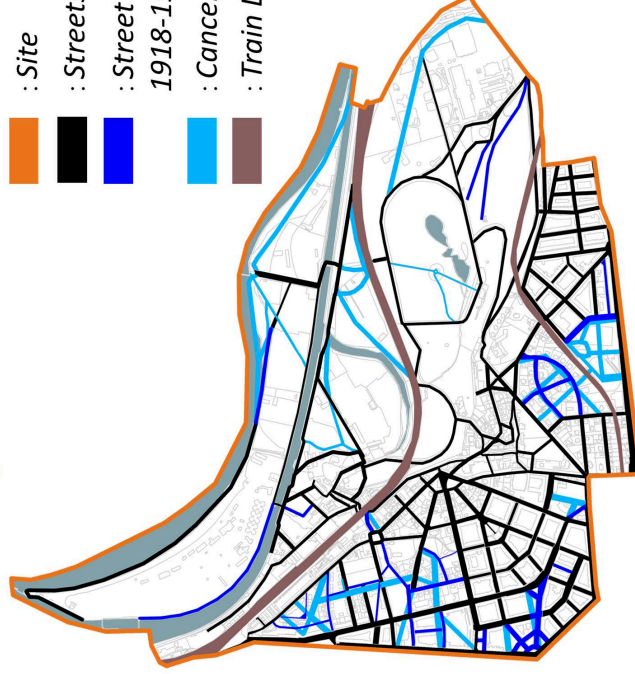
-  : Site
-  : Streets from older years
-  : Street Addition Between 1842-1893
-  : Cancelled Streets
-  : Train Line



-  : Site
-  : Streets from older years
-  : Street Addition Between 1893-1918
-  : Cancelled Streets












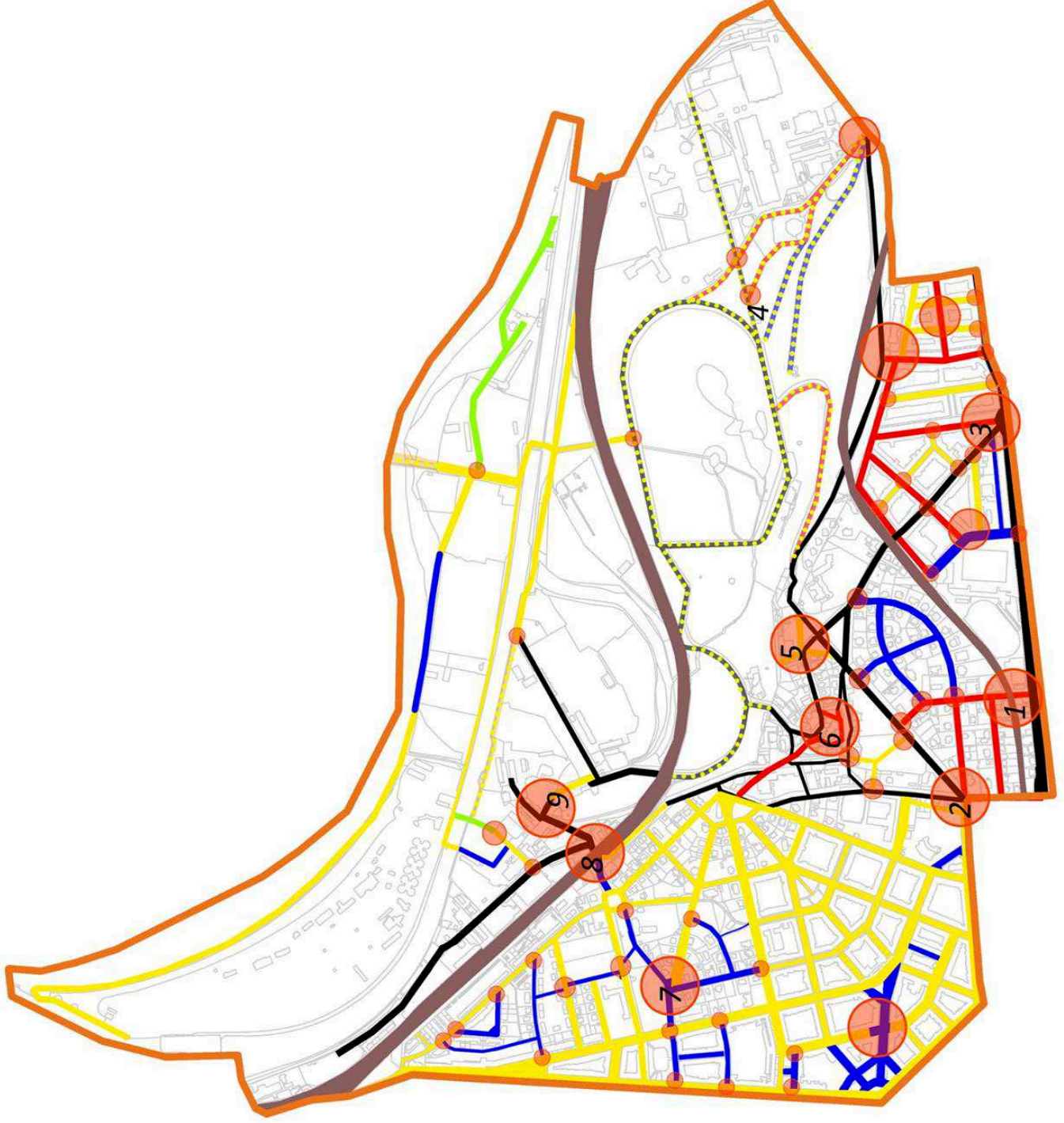
-  : Site
-  : Streets from older years
-  : Street Addition Between 1918-1938
-  : Cancelled Streets
-  : Train Line

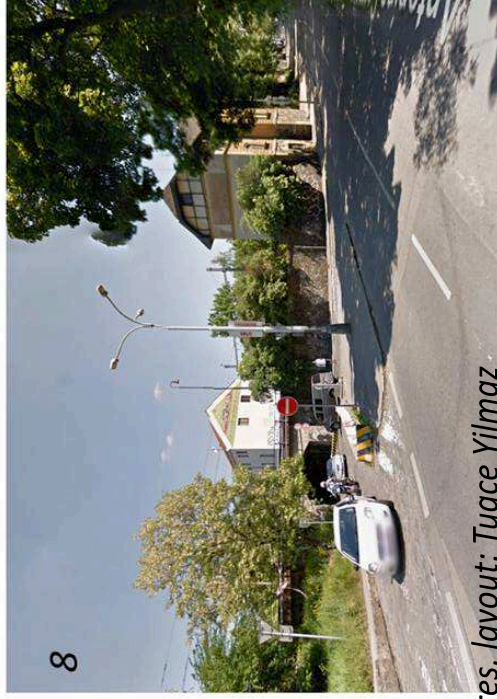
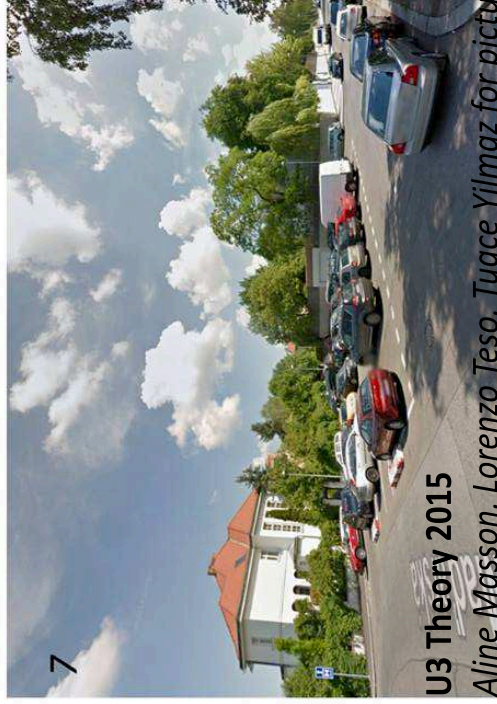


# 2015 Street Pattern

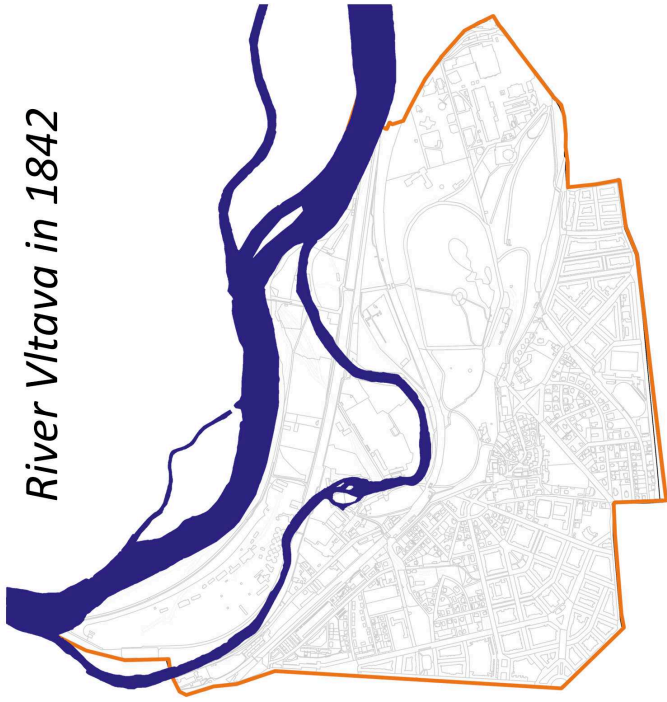
## Legend

-  : Site
-  : -1842
-  : 1842-1893
-  : 1893-1918
-  : 1918-1938
-  : 1938-1975
-  : Train Line (1893)
-  : Connects of roads different aged
-  : Paths with the lowest or without car traffic, pedestrian and bicycle paths

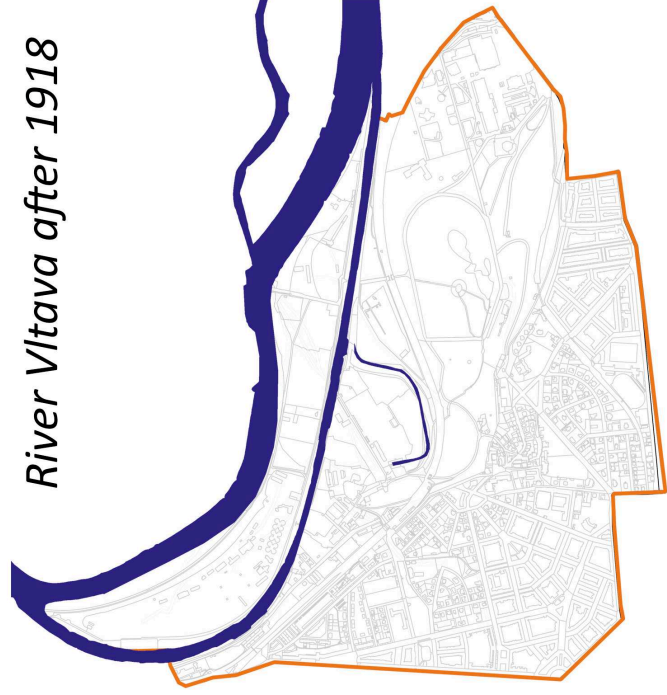




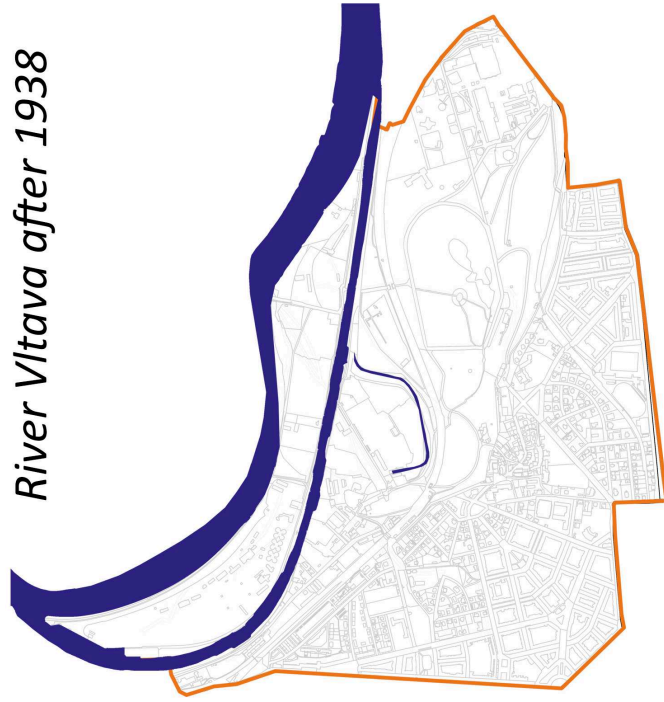
*River Vltava in 1842*



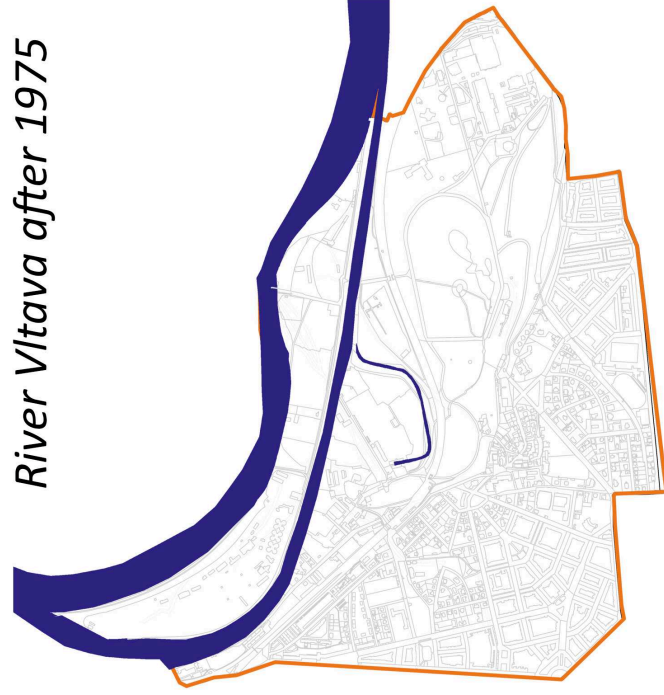
*River Vltava after 1918*



*River Vltava after 1938*



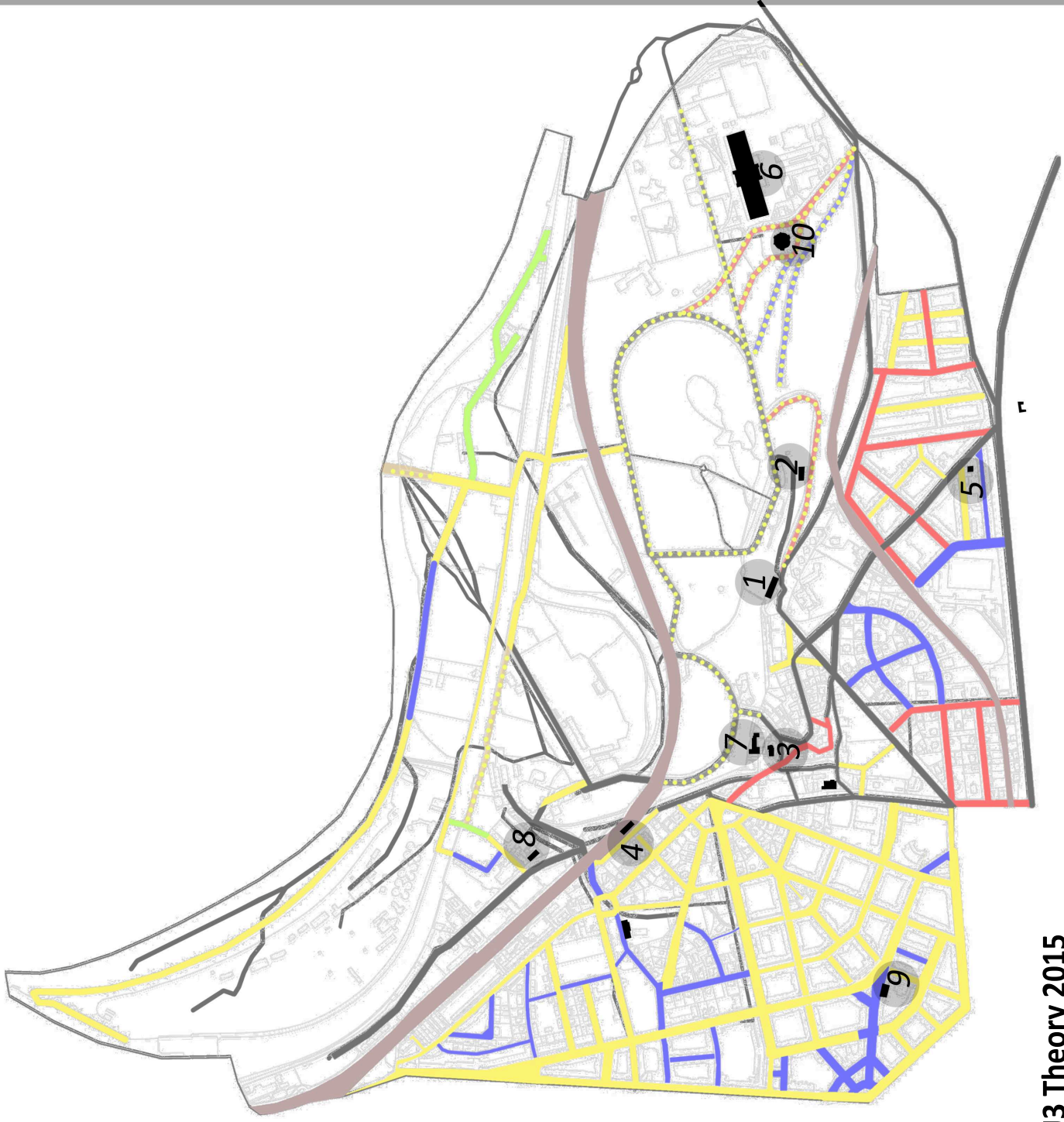
*River Vltava after 1975*



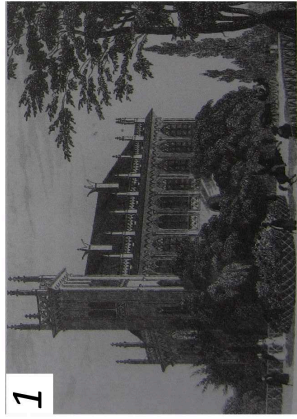
# Mains buildings / years of roads

## Legend

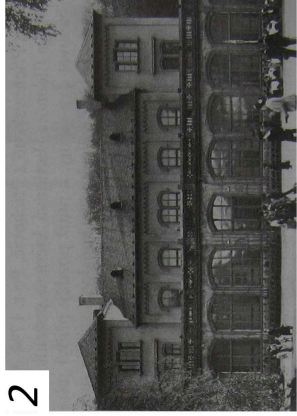
- : -1842
- : 1842-1893
- : 1893-1918
- : 1918-1938
- : 1938-1975
- : Train Line (1893)



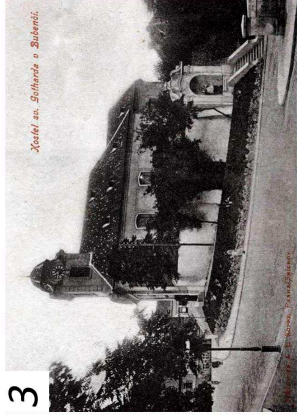




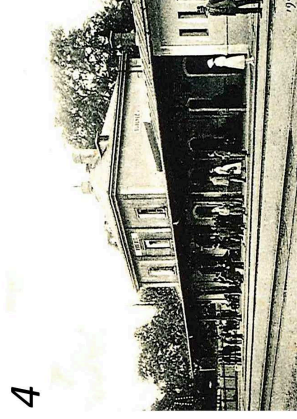
1495: Místodržitelství letohradek



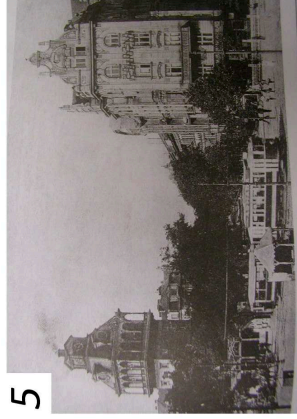
1688: Dolní letohradek, Slechtova restaurace



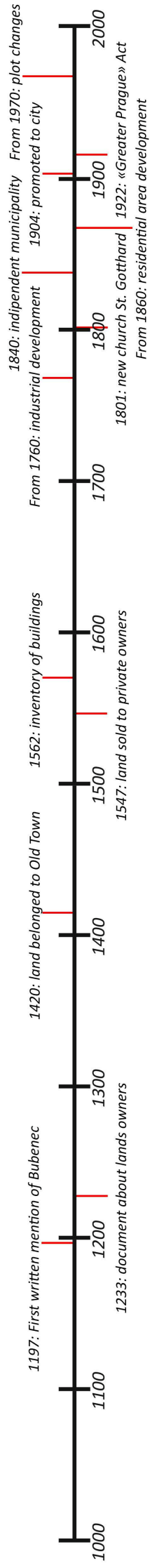
1801: new church St. Gotthard



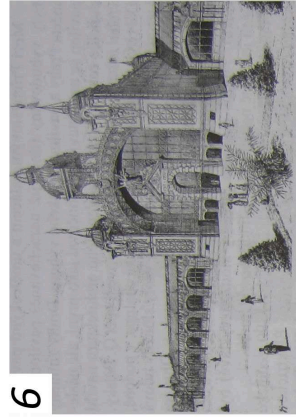
1850: La station Bubene nádraží Bubeneč



1888: Letenská vodárna



1891: Průmyslový palác



1904: Stara bubenecka farní skola  
Bývalá bubenečská radnice



1906: stara cistirna odpadnich vod



1921: Ministerstvo národní obrany



1960: Planetarium











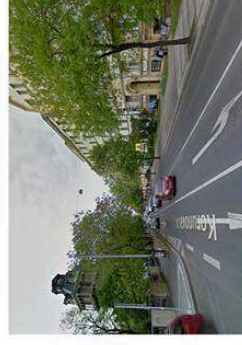
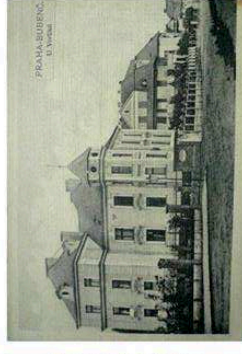
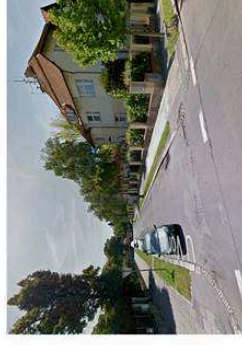
## U3 Theory 2015

Mains buildings: Aline Masson; Time line: Lorenzo Teso

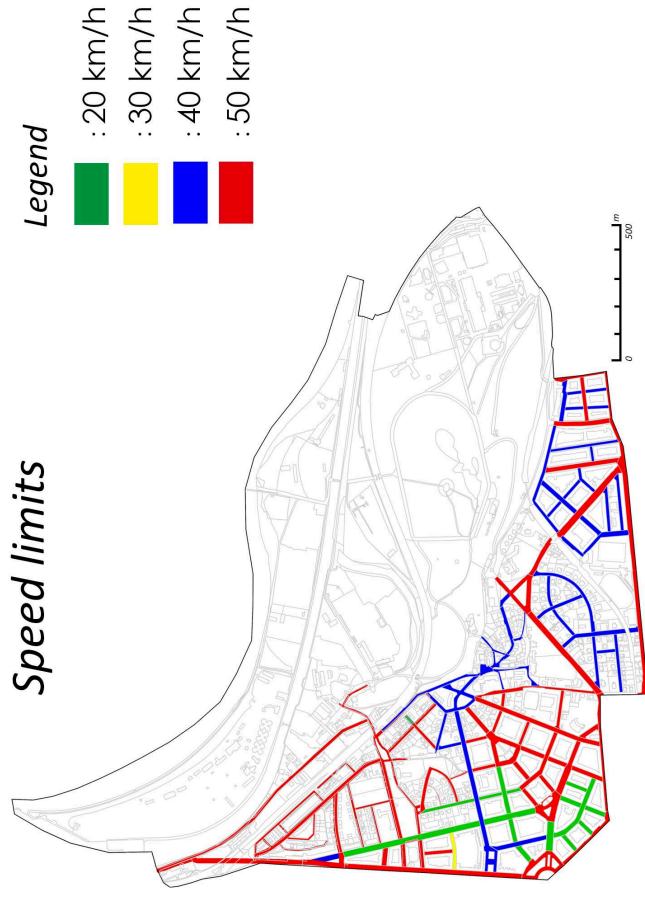
# Existing Road Texture

## Legend

-  : Site
-  : Asphalt Roads
-  : Stone Paved Roads
-  : Earth Roads
-  : Grass Gravel Bitumen
-  : Asphalt and Tram on Gravel
-  : Train Line (1893)
-  : Pedestrian and bicycle paths with the lowest or without car traffic.



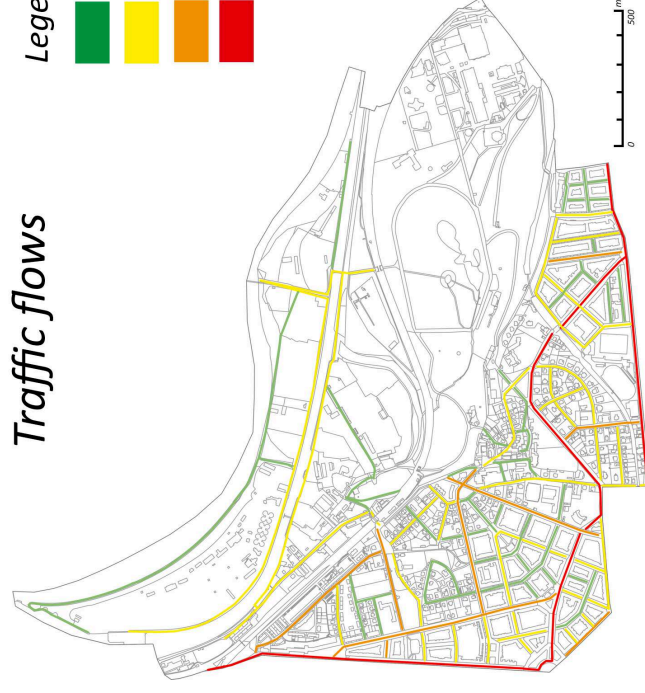
## Speed limits



### Legend

- : 20 km/h
- : 30 km/h
- : 40 km/h
- : 50 km/h

## Traffic flows



### Legend

- : Very low traffic flow
- : Low traffic flow
- : Medium traffic flow
- : High traffic flow

Aline Masson, Lorenzo Teso, Tugce Yilmaz (the site has been separate in 3 parts)

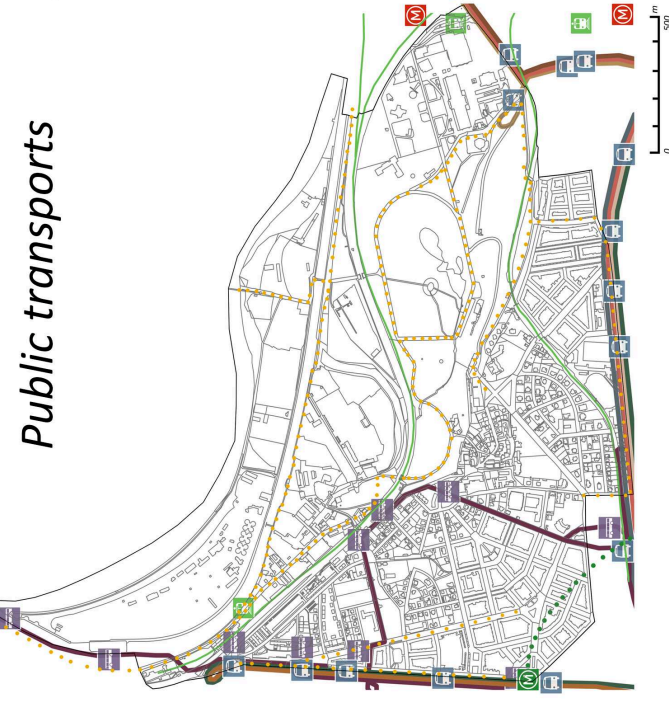
## Width of traffic lanes



### Legend

- : 45m
- : 28 - 30 m
- : 20 - 23 m
- : 15 m
- : 12 - 13 m
- : 8 - 10 m
- : 4 m

Lorenzo Teso



### Legend

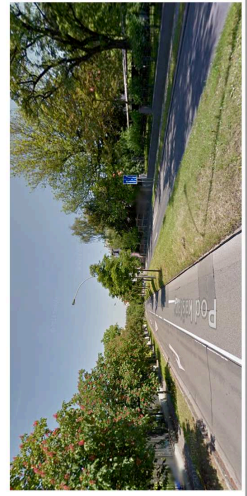
- : tram stop
- : tram lines
- : bus stop
- : bus line
- : metro stations
- : metro line
- : train line
- : train line
- : Bicycle paths

Aline Masson, Lorenzo Teso, Tugce Yilmaz (the site has been separate in 3 parts)

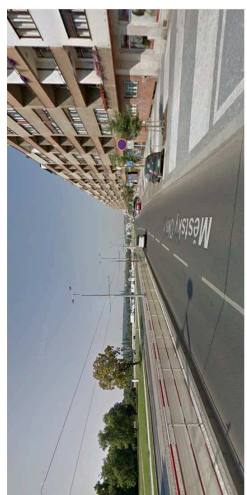
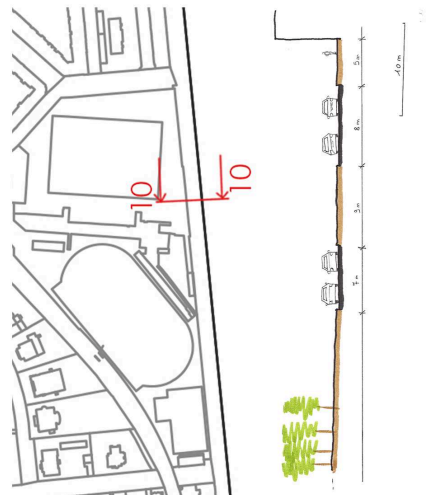
Aline Masson

1842

Section 8:



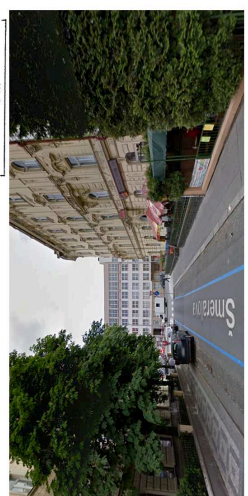
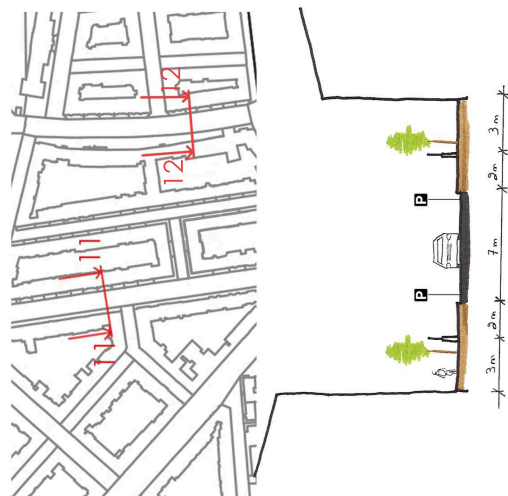
Section 10:



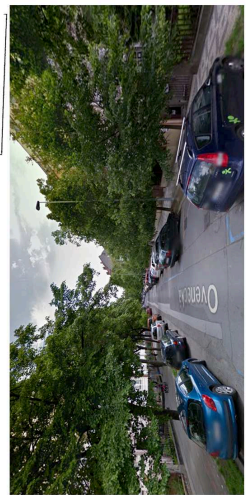
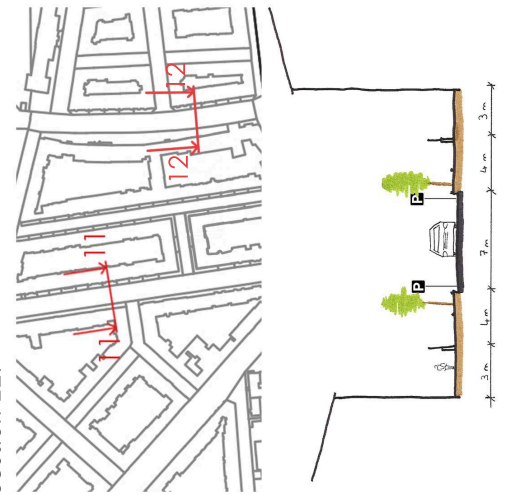
1842-

1895

Section 11:



Section 12:



# Sections

general sections map:

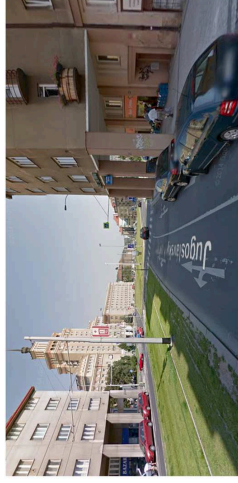


Historical map roads:

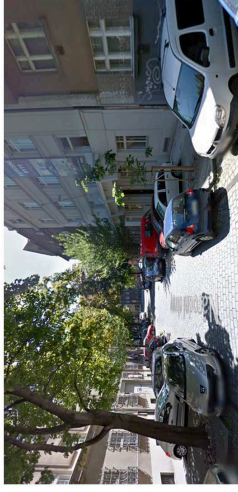
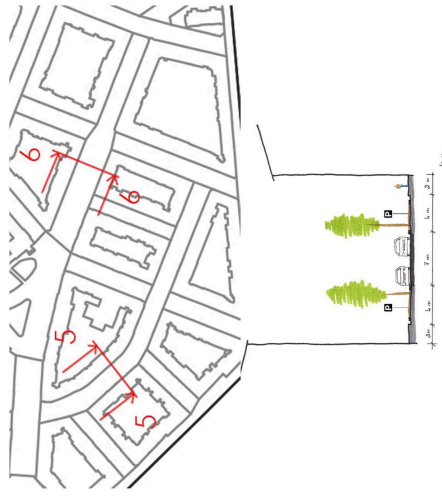


1895 -  
1918

Section 2:

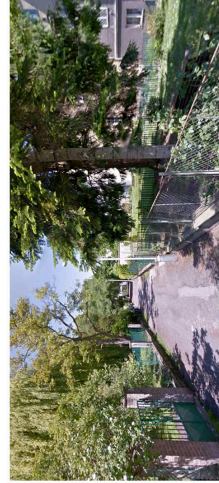


Section 5:

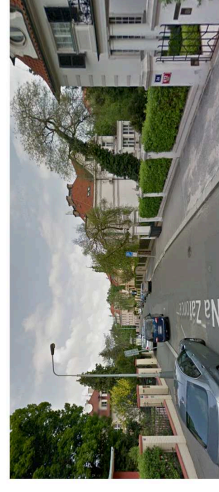


1918 -  
1938

Section 1:



Section 9:

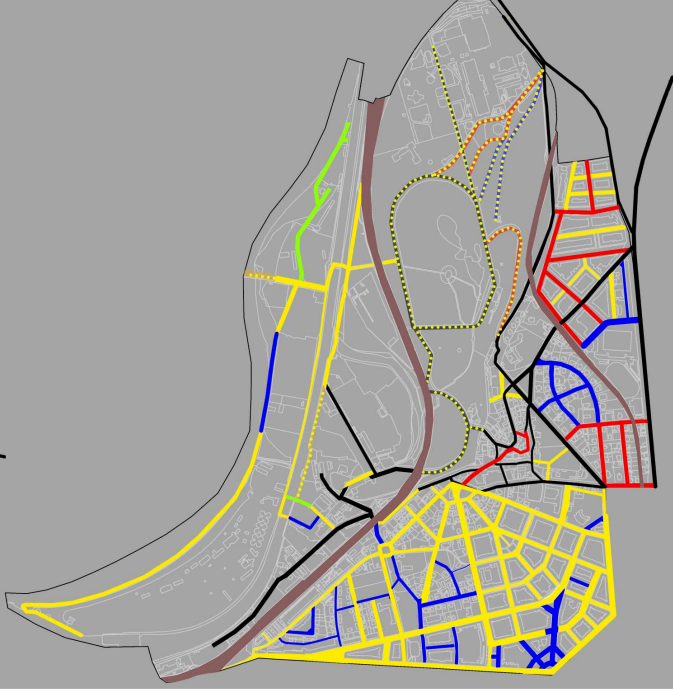


## Sections

general sections map:



Historical map roads:



# BUBENEČ

## HISTORICAL PLOT CHANGES

*In the late 18th and especially the 19th century, there were major changes gradually originally agricultural character of the village Near Ovence when near the river built several industrial enterprises. In the 80s of the 19th century town houses have been built in Letna, on the 19th and 20th century, it originated residential area east of present-day Pelléova streets and in Sanders were built apartment houses.*

*In 1881 was mainly due to the amount of the apartment and excise taxes, and demands for the introduction of drinking water and sanitation, lighting and connections to the transport network, rejected a proposal to merge with Prague. Further discussions about the connection was commenced in late 1896. Bubeněč thus became part of the capital after the 1st World War to January 1, 1922 under the Act to create a "Greater Prague".*

*The growing importance of the village in the first three decades of the 20th century clearly shows population increase. Further development stop the occupation*

