



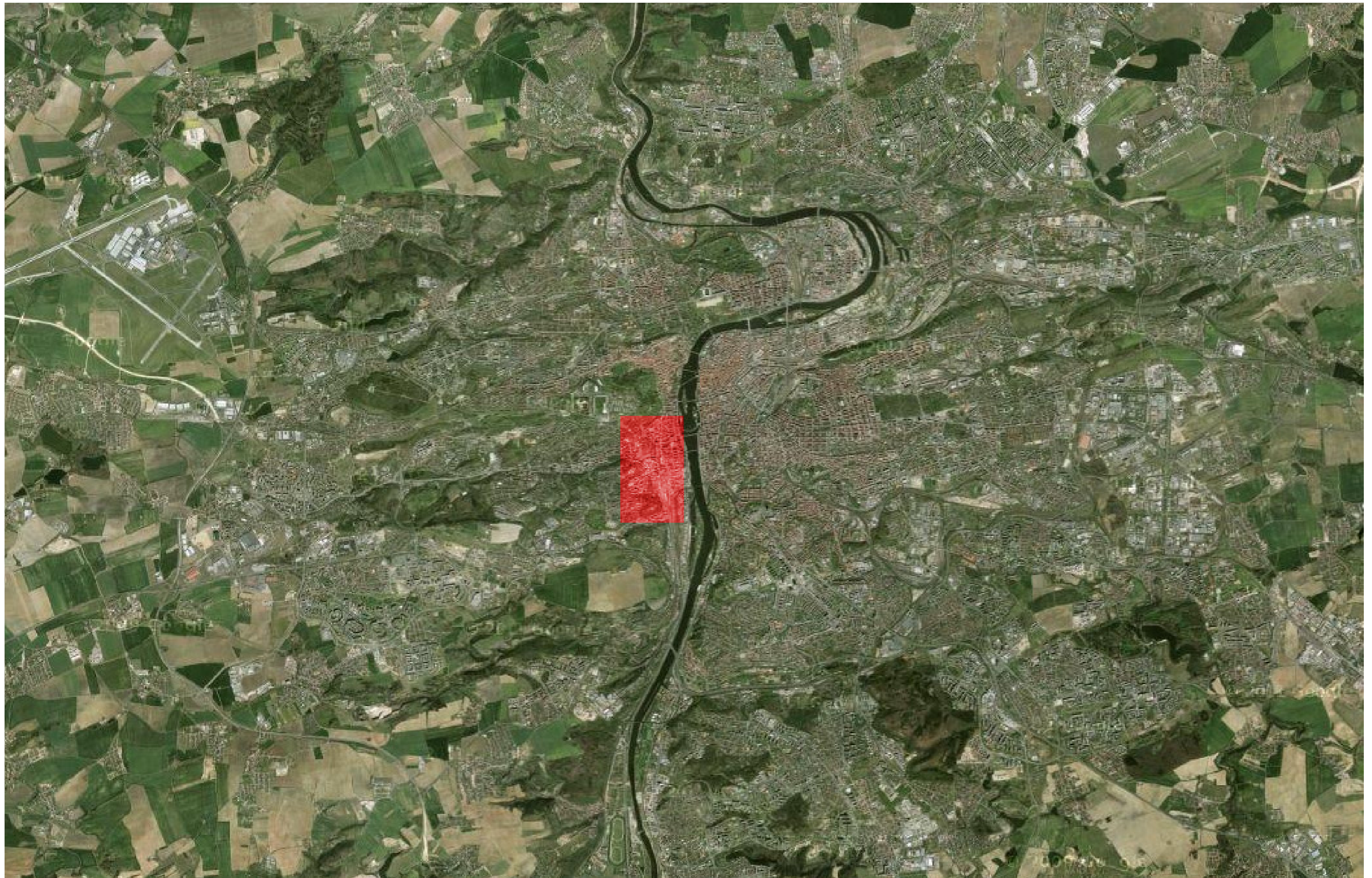


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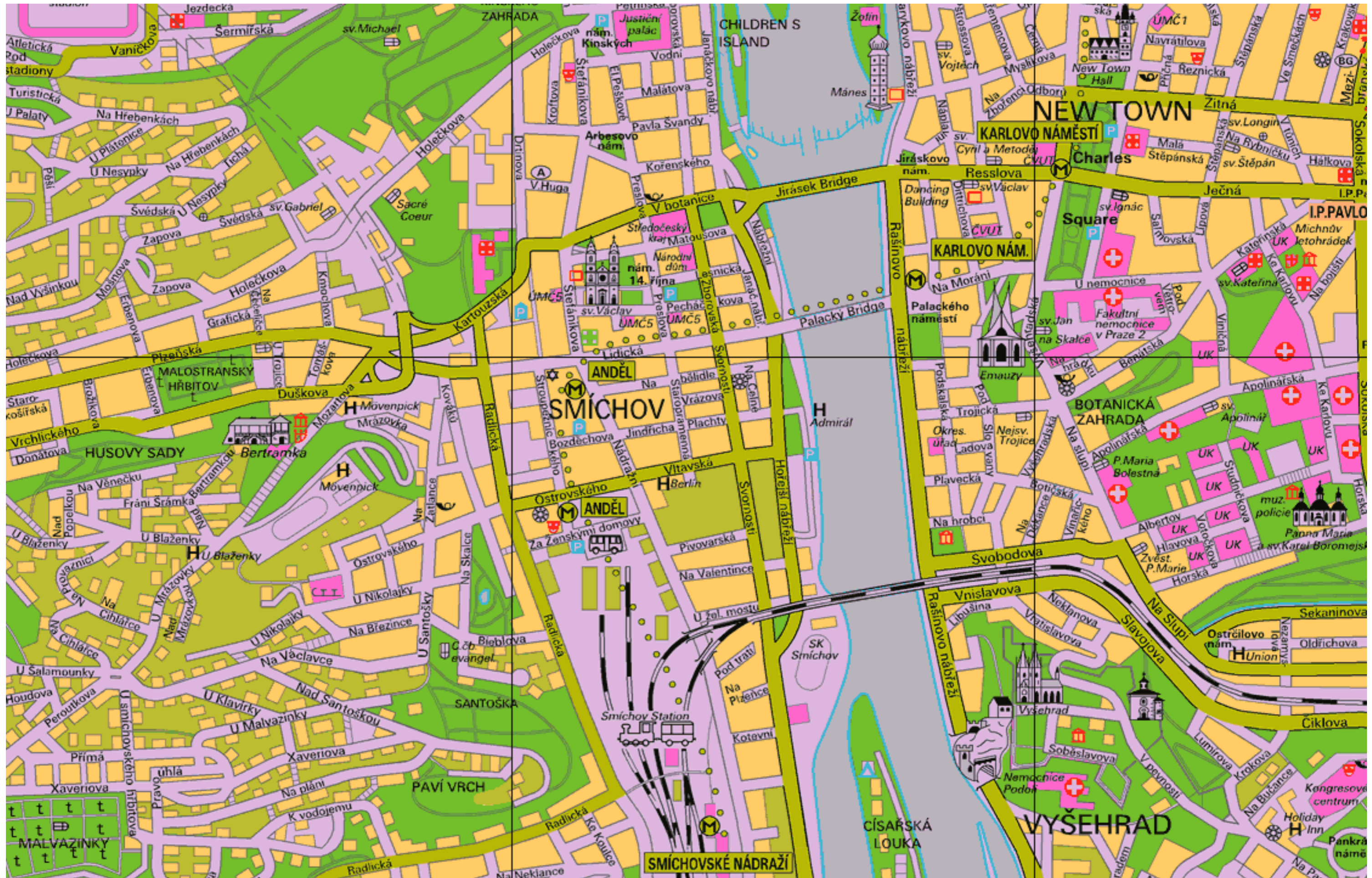
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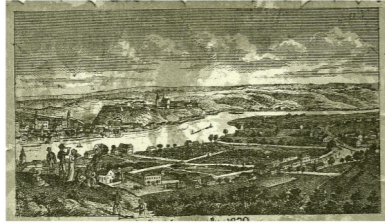
LOCATED IN PRAGUE



TOURISTIC MAP

PRAGUE IS ESTABLISHED

- The Prague castle is founded
- Smichov is essentially an agricultural area



START OF INDUSTRIAL REVOLUTION

- Heavy industries are established in the Smichov area
- Rail link with Bohemia is created



START OF COMUNISM REGIME

END OF COMUNISM REGIME

- Prague started to open up to the world
- Revitalizations of the left bank of Vltava River
- New development plan of Smichov



880 1000 1200 1400 1600 1800

Construction of the first stone bridge over the Vltava river: Judith Bridge

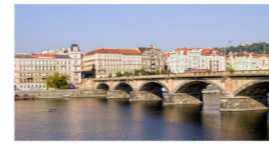
1172

1357
Construction of Charles Bridge



Construction of Palackeno Bridge

1876

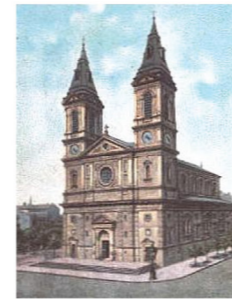


Reconstruction of Smichov Sinagogue

1930



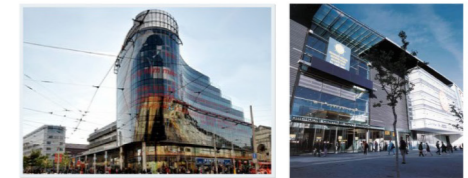
1885
Construction of Basilica of St. Wenceslas



1948

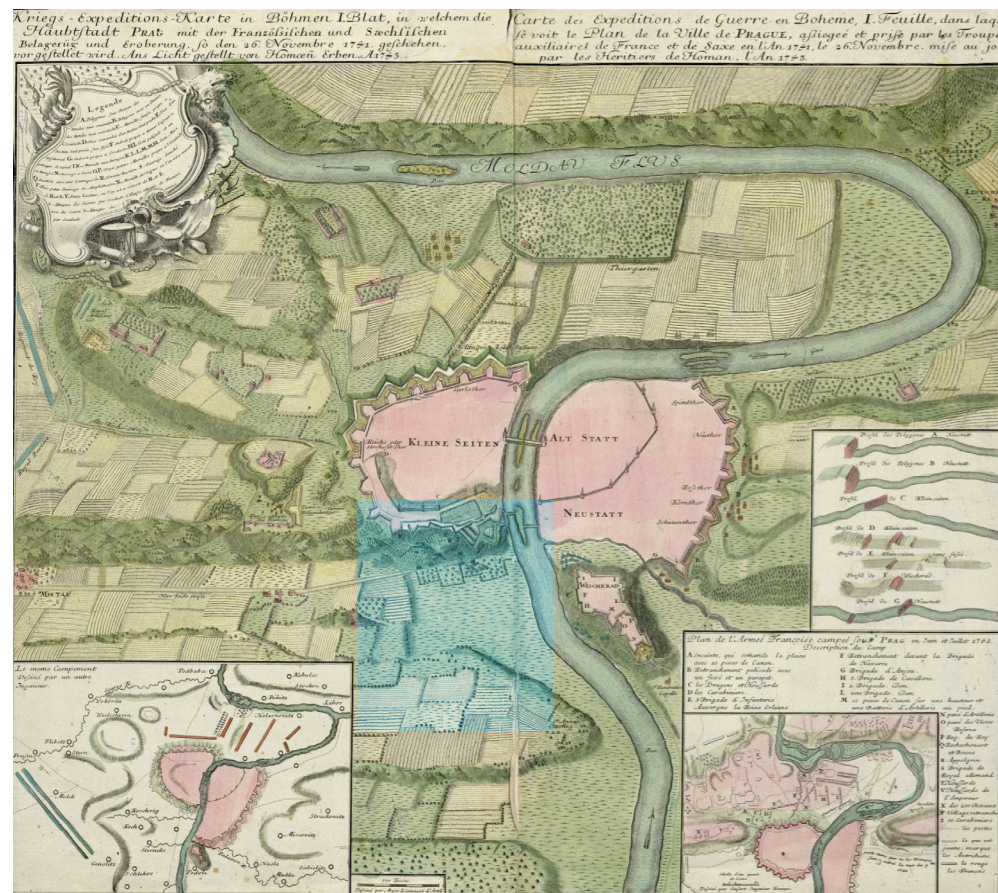
1989

2000 2011
"Zláty Andel" and "Novy Smichov" Shopping Mall are open

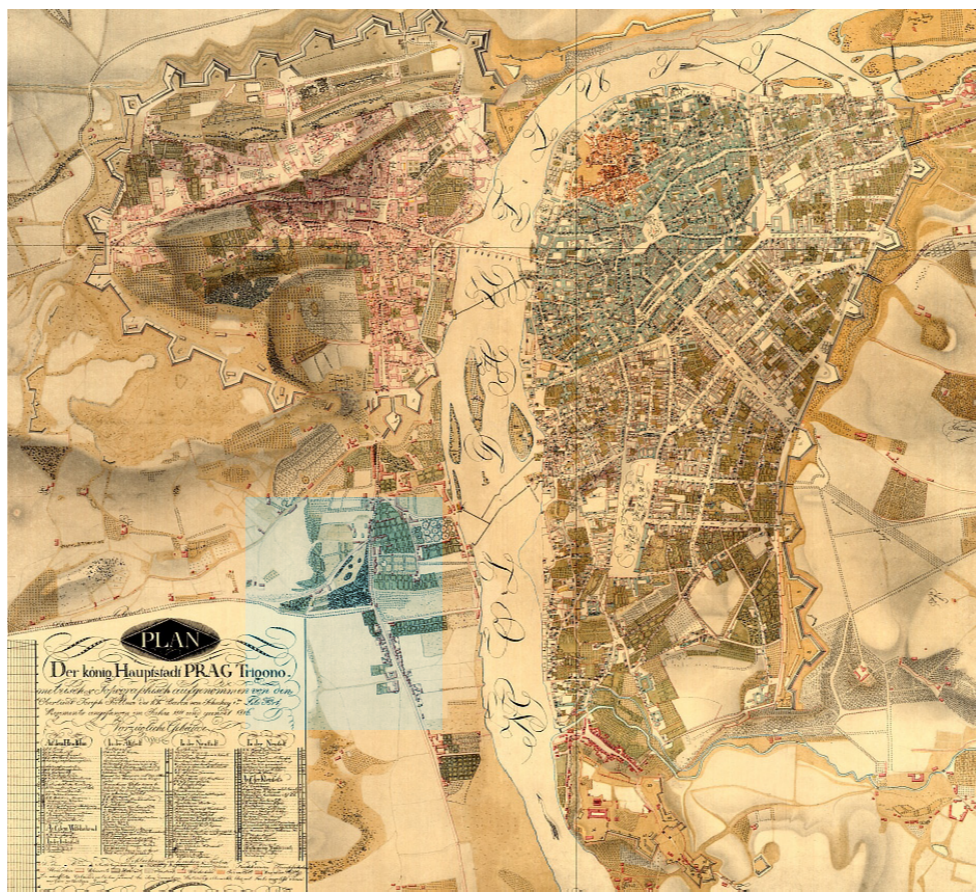


1980
Start the construction of the Metro Line B
The original "Zláty Andel" building is demolish

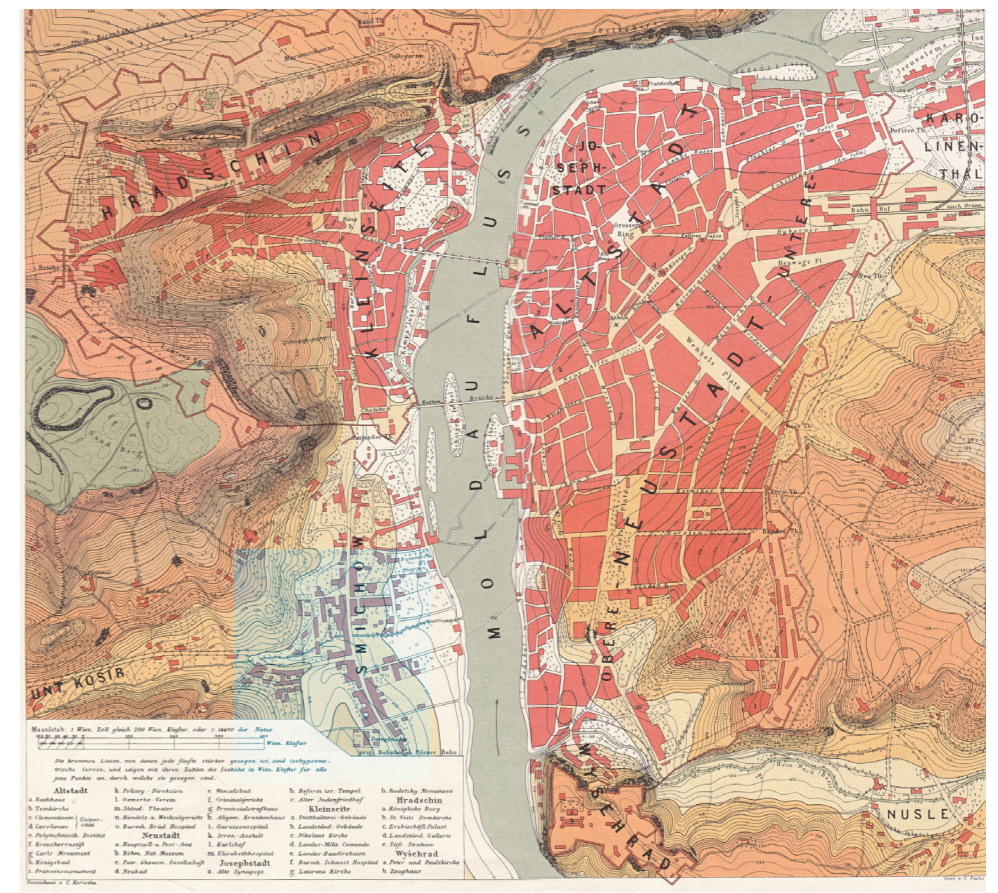




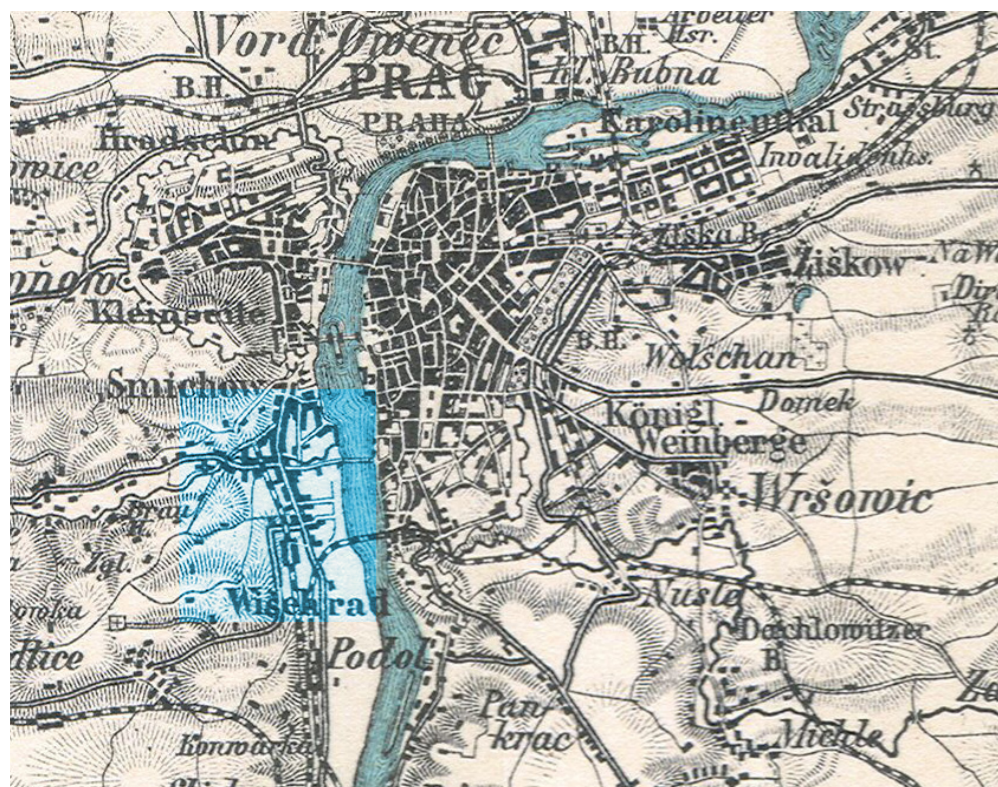
1743



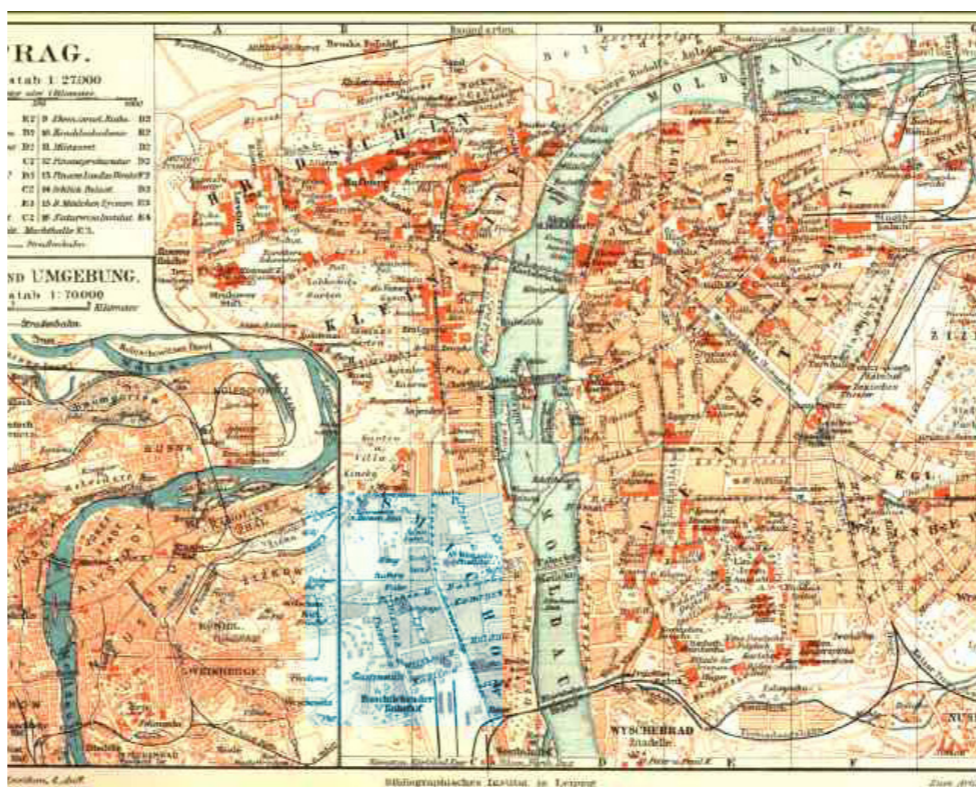
1816



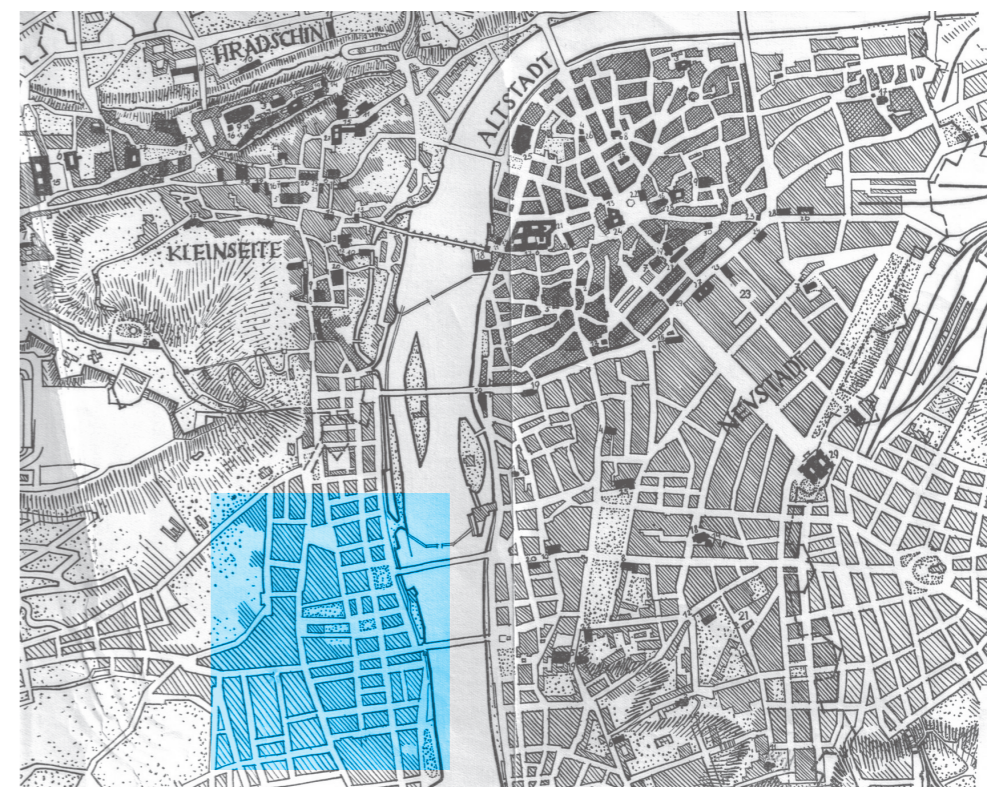
1858



1892



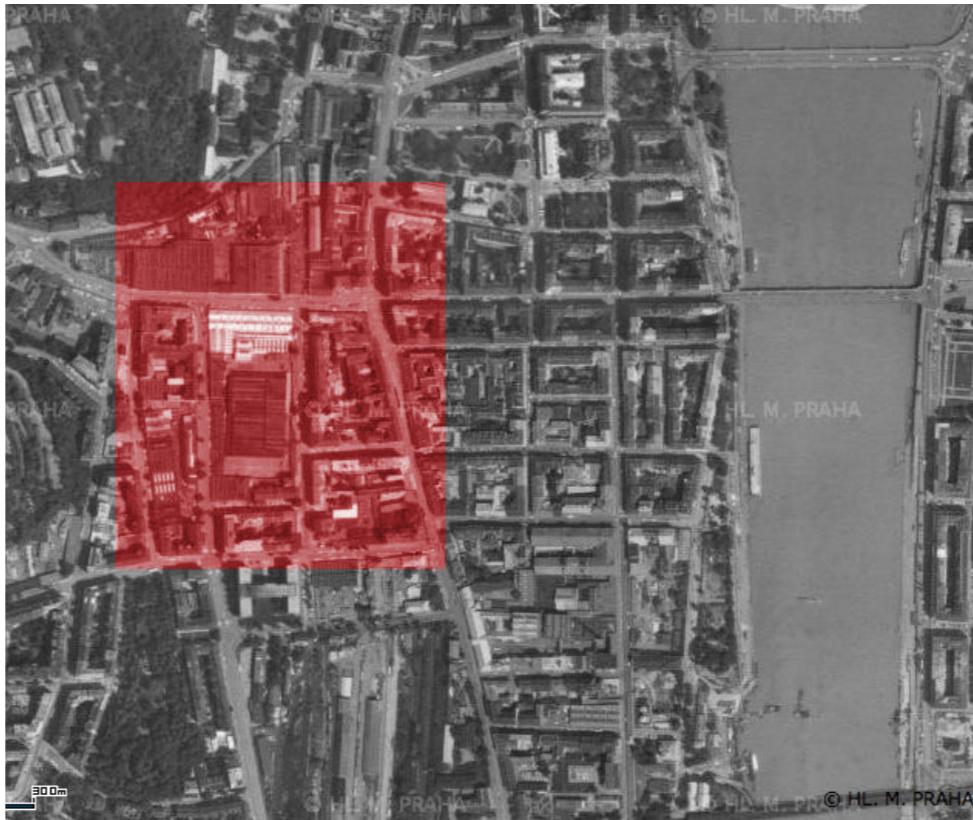
1900



1935



1938



1953



1975



1998

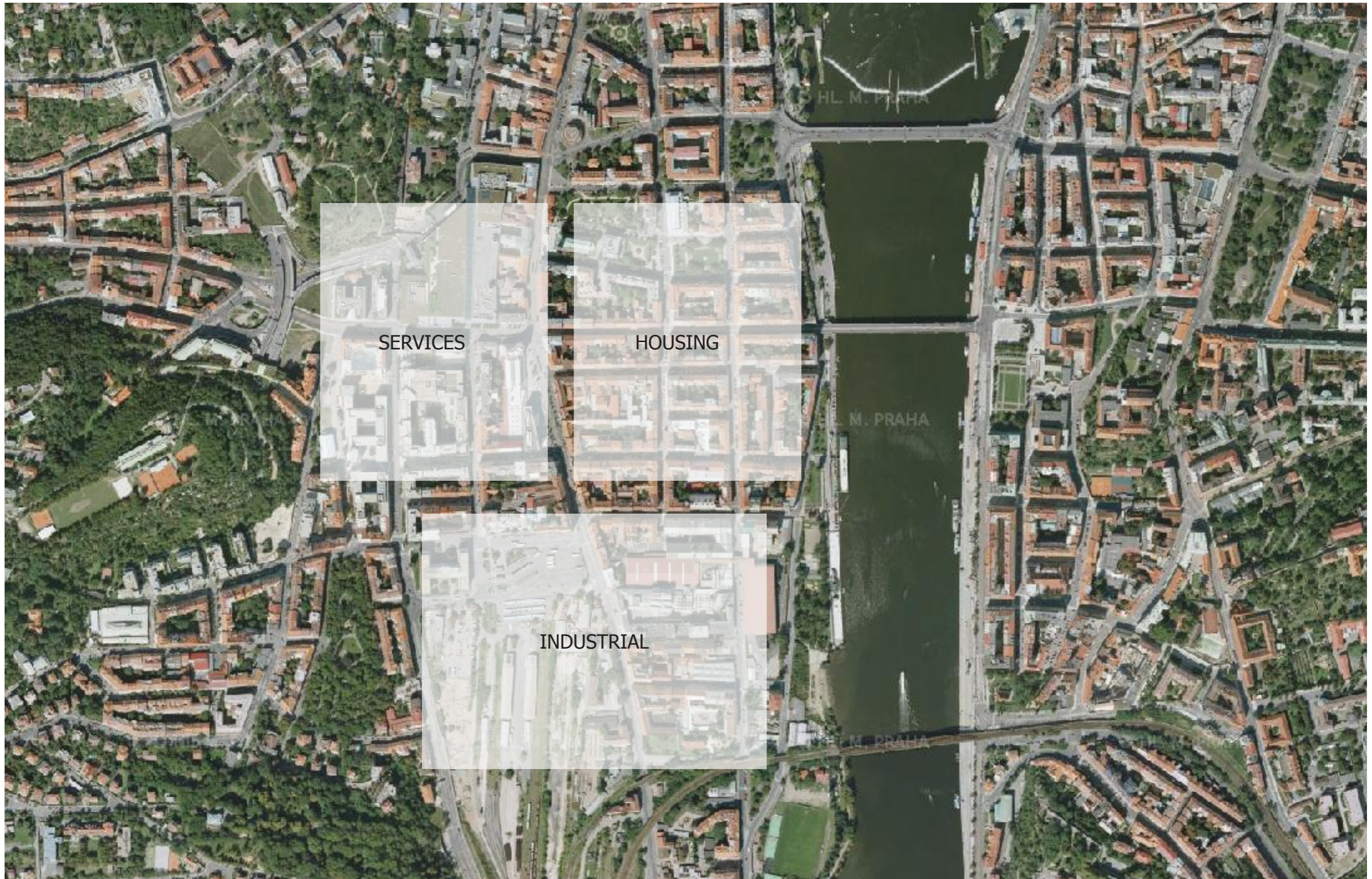


2000



2008

AERIAL PICTURES OF SMICHOV

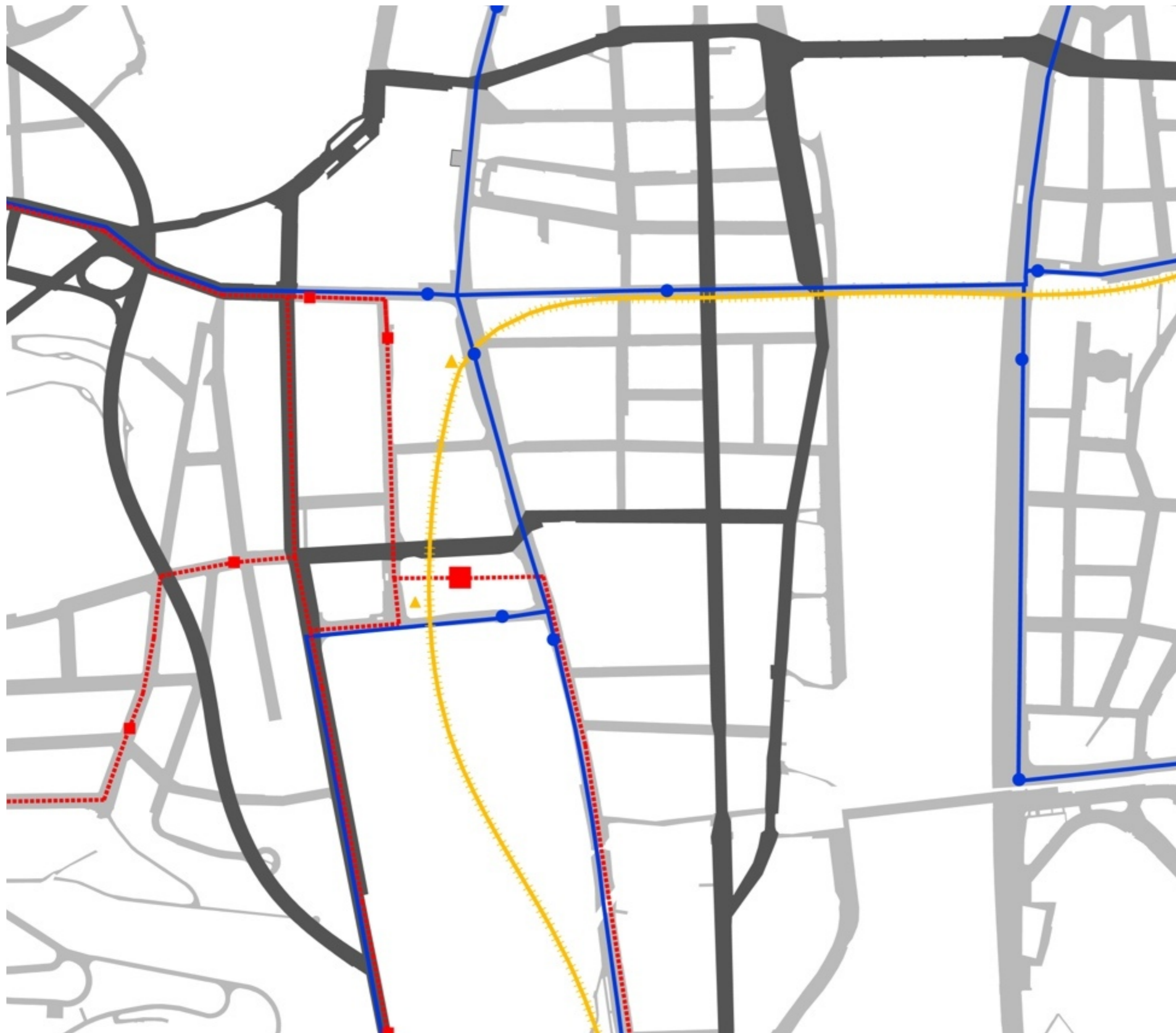








The area of Smichov around the new commercial centre is well connected by public transportation. There are 9 tram lines, the metro line B and 6 bus lines passing this area at day. Furthermore it is linked to whole czech republic by motorway and train station, which are directly in this area. City traffic of cars is going around the centre. So the middle of Smichov is used more by pedestrians and trams.

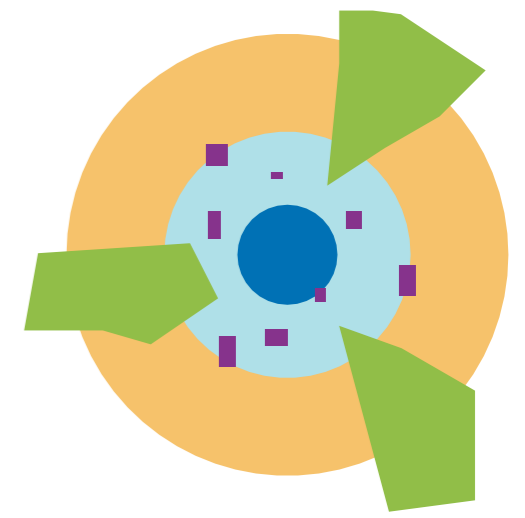


- Intense Car Traffic
- Low Car Traffic
- Bus
- Tram
- Metro

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MOBILITY MAP

Smichov is like a radial city. In the centre is dominated by retail uses, which means especially buildings of the new development after 1990. This is surrounded by mixed used with some public facilities. Around this is a belt of housing.



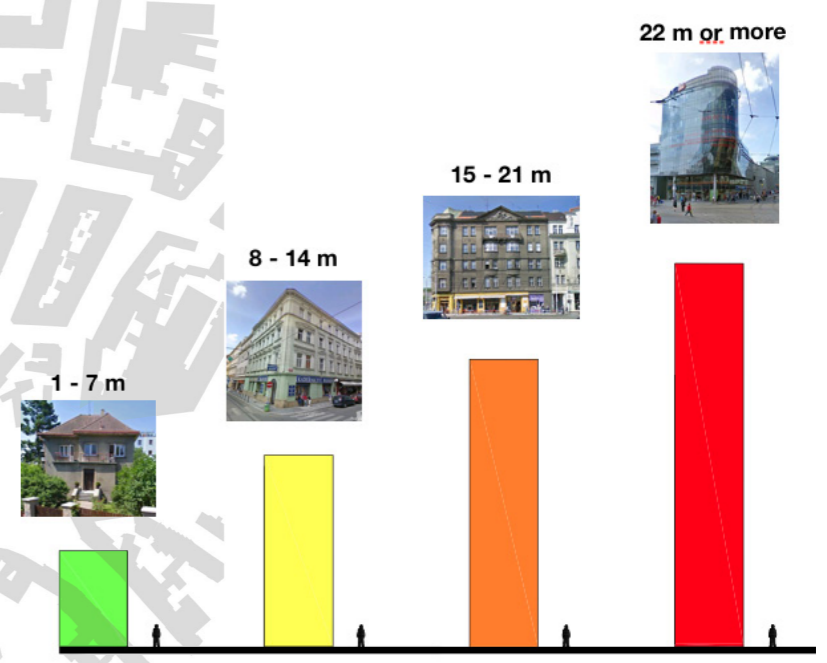
-  Retail
-  Mixed Use
-  Housing
-  Public Green Areas
-  Public Facilities

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LANDUSE MAP



The highs of the buildings accord to the uses. The housing area consists most times of low or middle rise buildings. Conspicuous is the brewery concerning to the highs of the buildings, because the buildings are really low. Buildings which are built in the last 20 years are higher than the buildings which are build around 1900. the reason for it is the importance of the economic viability.



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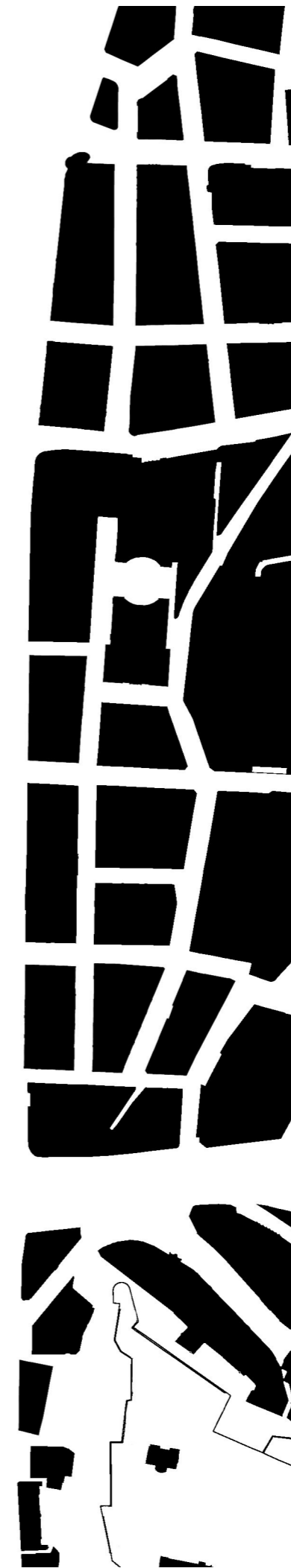
HEIGHTS MAP



Clear to see is the grid of 19th century buildings. But the train station break this grid. So we have the feeling of disconnecting in this area.

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CITY PATTERN
STREET PATTERN



The new development follow the grid but in a bigger scale. You can see that the streets are continued. But the grid is not really regular.

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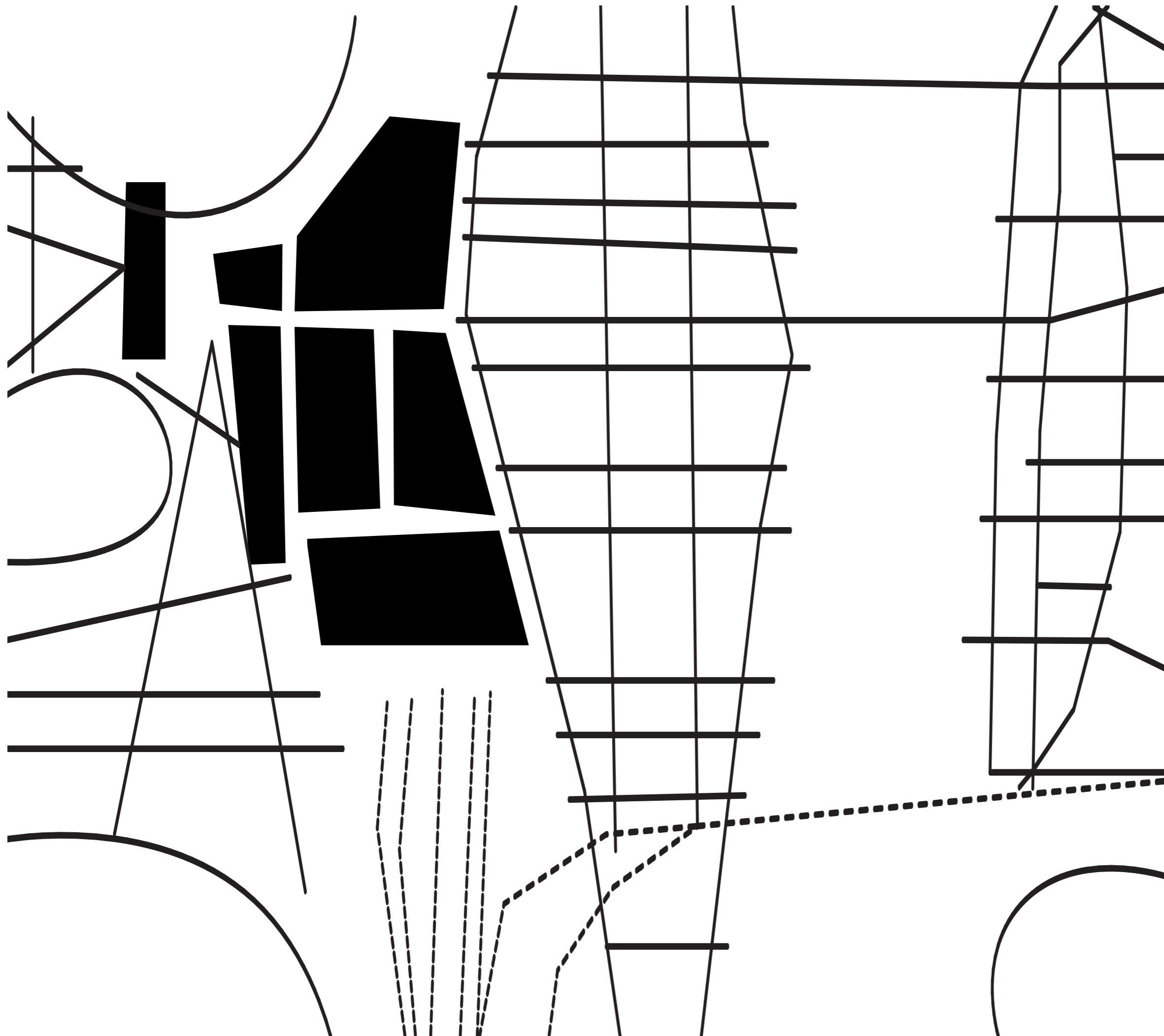
CITY PATTERN
LOT PATTERN



In the block pattern map it is visible that the building density is really high. Buildings to the east follow perimeter block development with backyards and they are smaller houses directly next to each other. A half of these backyards have buildings on it and they seem to be more chaotic. The buildings more to the west are characterized in the block pattern map as huge buildings sometimes with big backyards.

1:5000 

CITY PATTERN
LOT PATTERN



There are 4 layers which form Smichov. On one hand we have the grid of 19th century buildings and on the other hand the more compact buildings of the new development. Furthermore underline three hills the shape of Smichov and the train station characterize it still.

1:5000 

CONCEPTUAL MAP



This conceptual map shows the natural layers of smichov. One site Smichov is defined by the Vltava river and on the other site the green areas on the hills. Furthermore you can see there two streets to connect Smichov with the south and the north and two street or bridges to connect it to the over riverbank. But one is always important for public transportation.

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CONCEPTUAL MAP





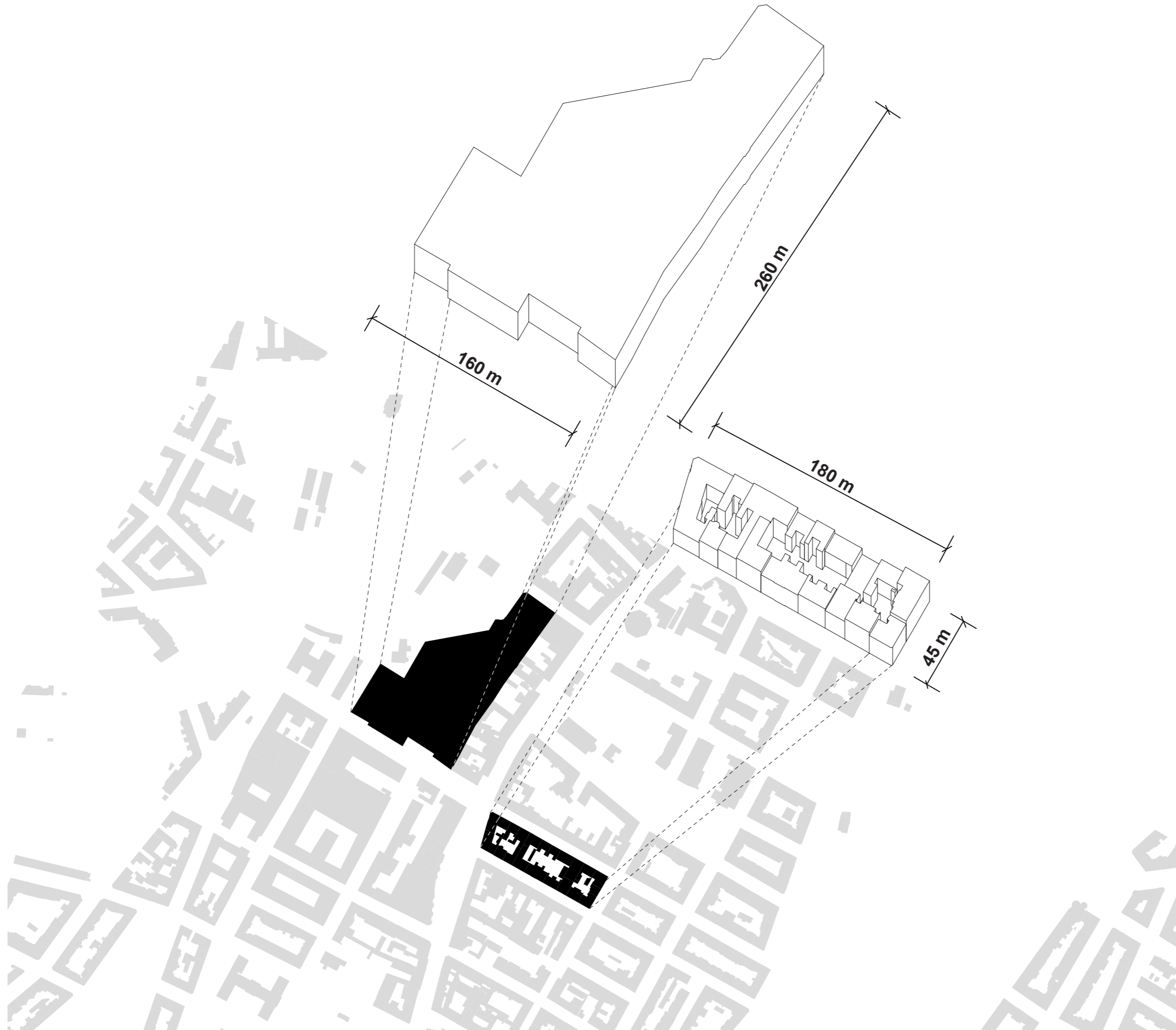
We decided to divide the age of the buildings in 3 parts. On part are buildings which are build after 1990 and one with buildings before 1950. these two are the most important, because the buildings between 1950 and 1990 are not really numerous. This shows that there were two important development at the district Smichov. First one is when Smichov was growing during the Industrialization and die second one is the development of the old factory part of Smichov in the last 20 years.



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AGE OF
THE BUILDINGS

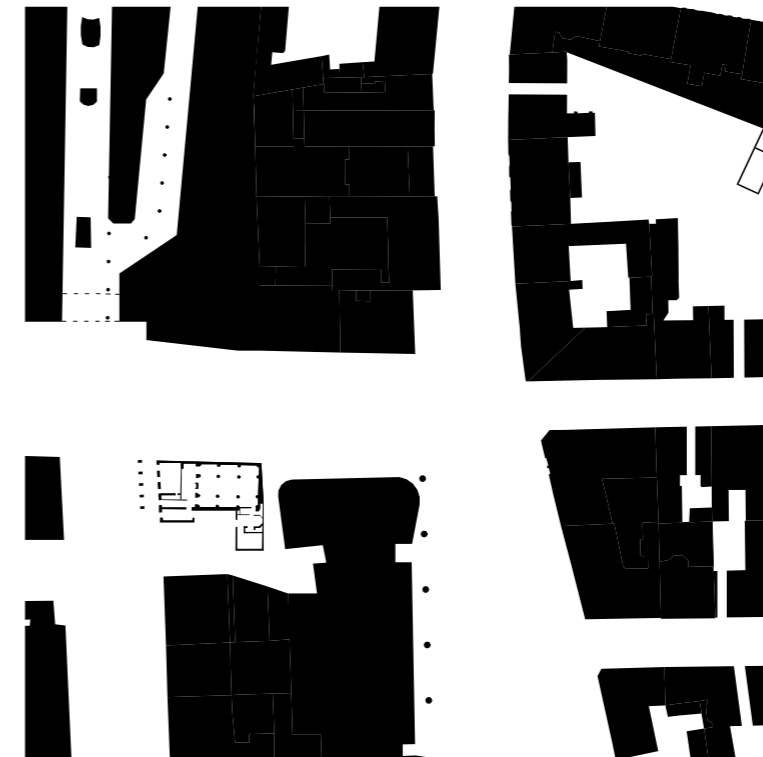
To look at Smichov it is important to notice the scale of the new development. For this we compared one building the Shopping Centre Novy Smichov with one block which consists of many buildings. We can say that the Shopping Centre is about three times bigger than the block.





The Nolli map shows public and private spaces. Significant to see is that the streets and public areas are wider in the west. In the east wider public spaces reside in the backyards of the blocks. We show here backyards as public spaces if we were able to enter them or if it is needed to enter buildings in the backyard. Thus the backyard is then most times a common area. Sometimes are shops and restaurants located there.

As a public space we also defined the so called streets in the shopping centre Novy Smichov, because if we look back in the history, shopping centres were just streets with shops and the roof was made of glass. What we can see here on this map is that the entrance of the shopping centre is an extension of Stroupeznickeho street. Thus the entrance is like it was when there was the factory.



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1



6



2



7



3



8



4



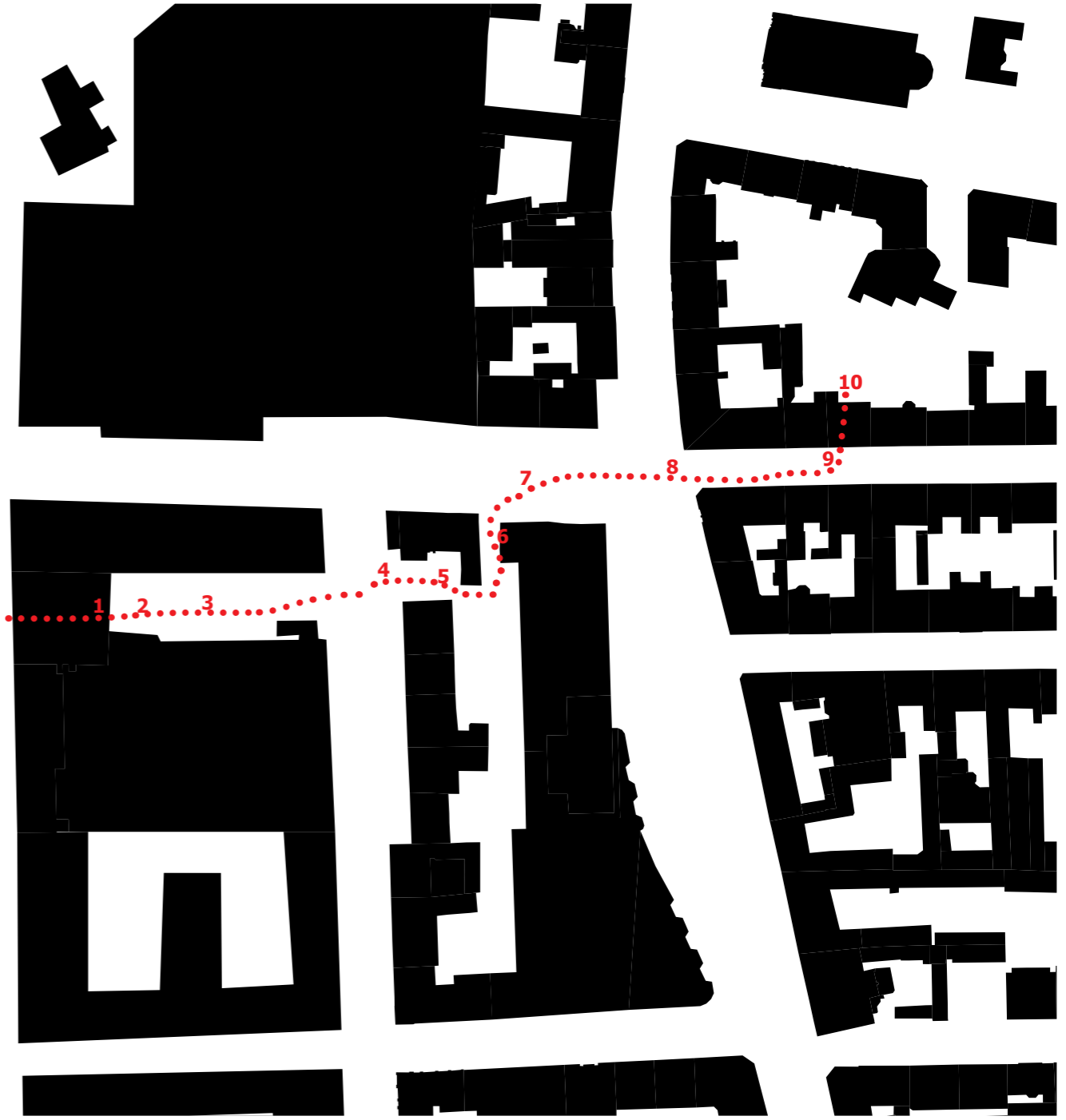
5



9

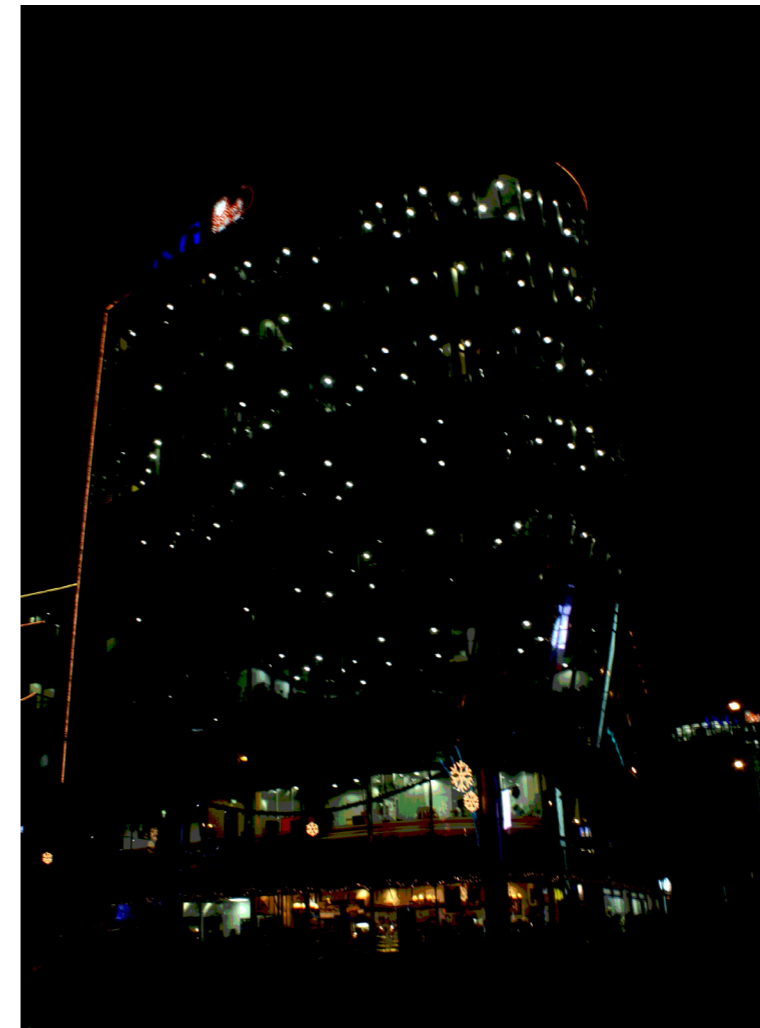
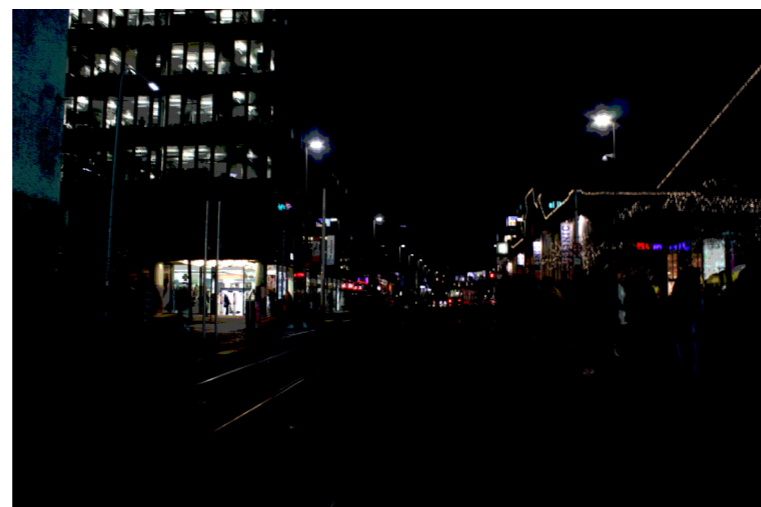
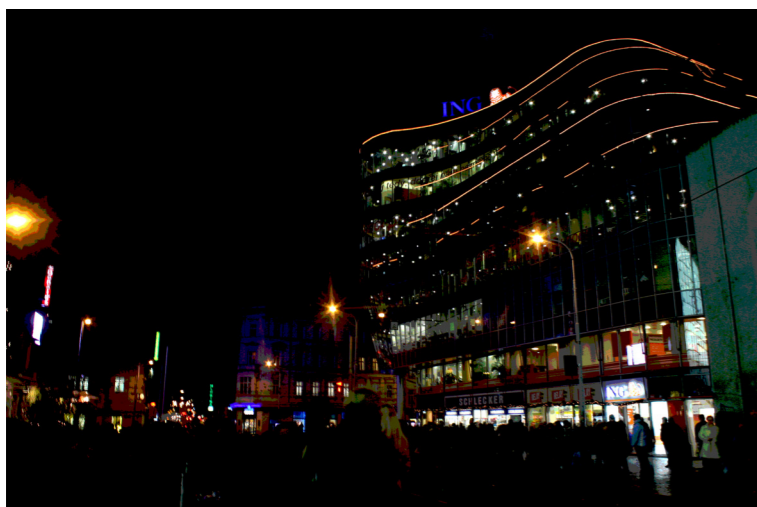
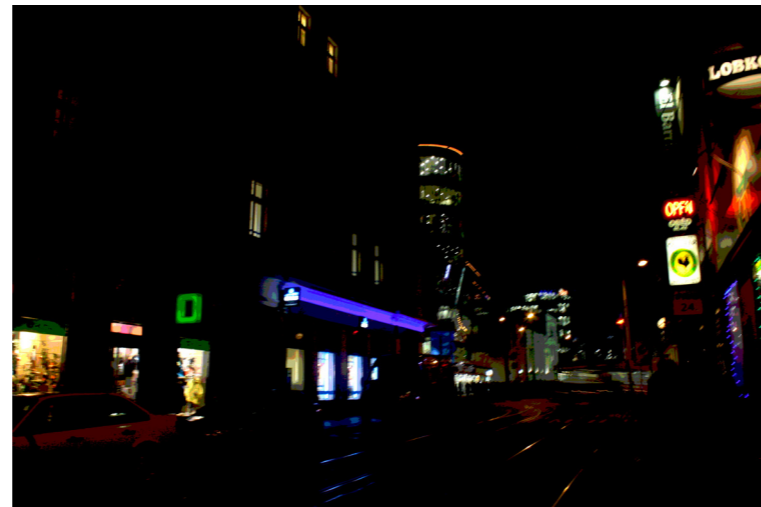
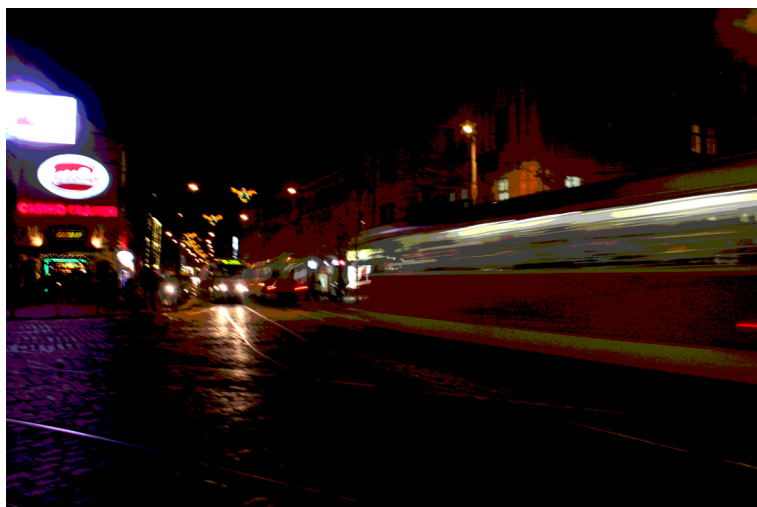
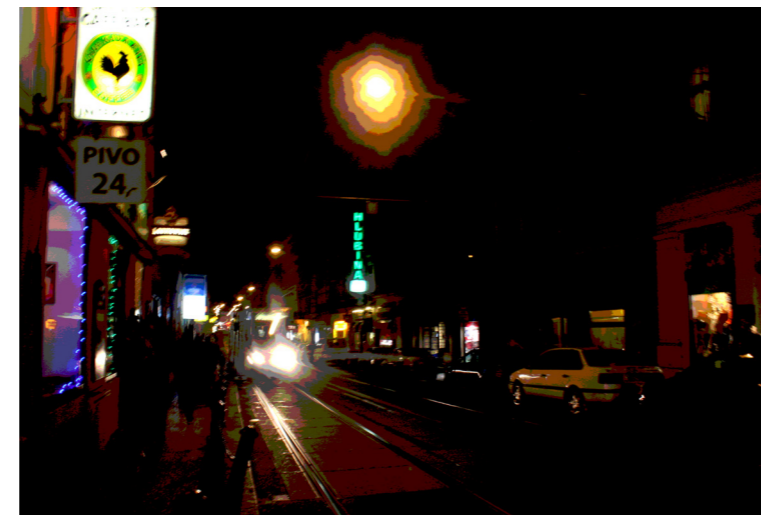


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SERIAL VISION
GORDON CULLEN'S APPROACH



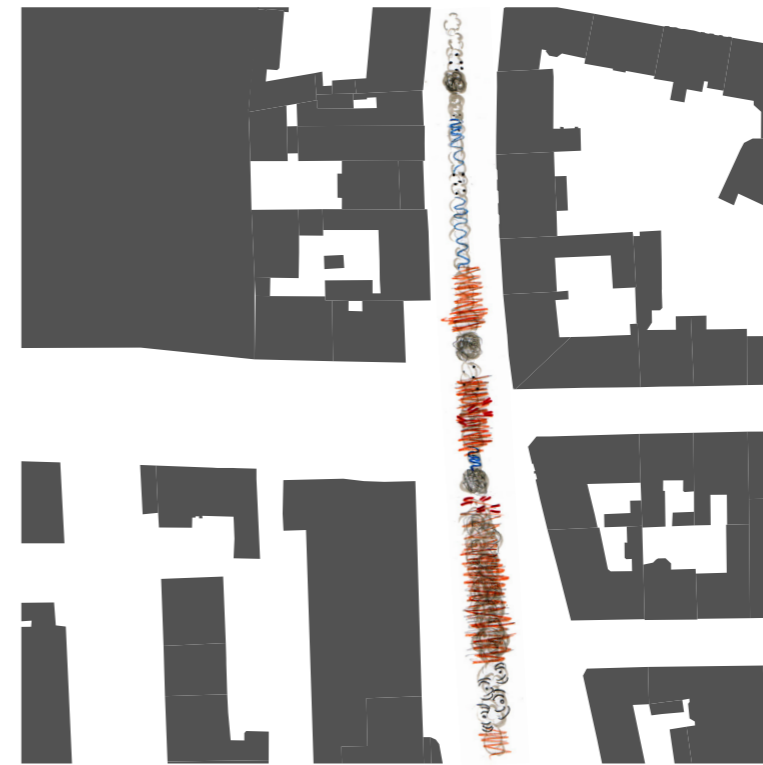
For this area it is interesting to compare the two parts of Smichov in relation to the character in the night. The east has warm light. The colour of the light is more yellow or orange, because here is still the illuminant of filament lamp in use on streets and in the flats as well. There is just one kind of street lighting which is one lamp hanging between the façades of both street sides. This implicate many shadows on the pedestrian ways if there parking some cars. All in all this streetlightning in the east part of Smichov emphasize a scary atmosphere at night.

The west part is more illuminated. It seems to be more colder light, because the colour of the lights are more white and blue. As illuminant LED and hallogen lamps dominate this area. Lampposts are on both sides of the streets. Furthermore the buildings are lightend to. Thus a atmosphere of more activity is emphasized by the streetlight. People feel more saved, because there are less shadows because of the arrangement of light.

Important to say is that these analysis of Smichov at night take place in the Christmas time. So light and feeling can be different there at other seasons.

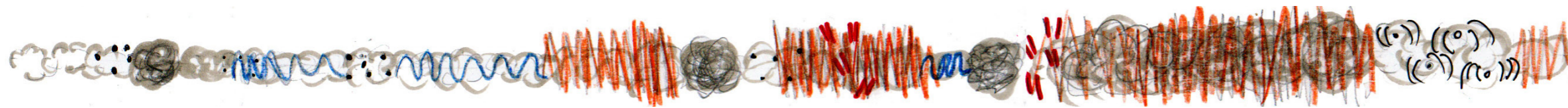
**SENSE OF THE CITY
NOCTURNAL CITY**
MIRKO ZARDINI'S APPROACH

-  Police Car
-  High Heels
-  People Talking
-  Tram
-  Tram Bell
-  Car

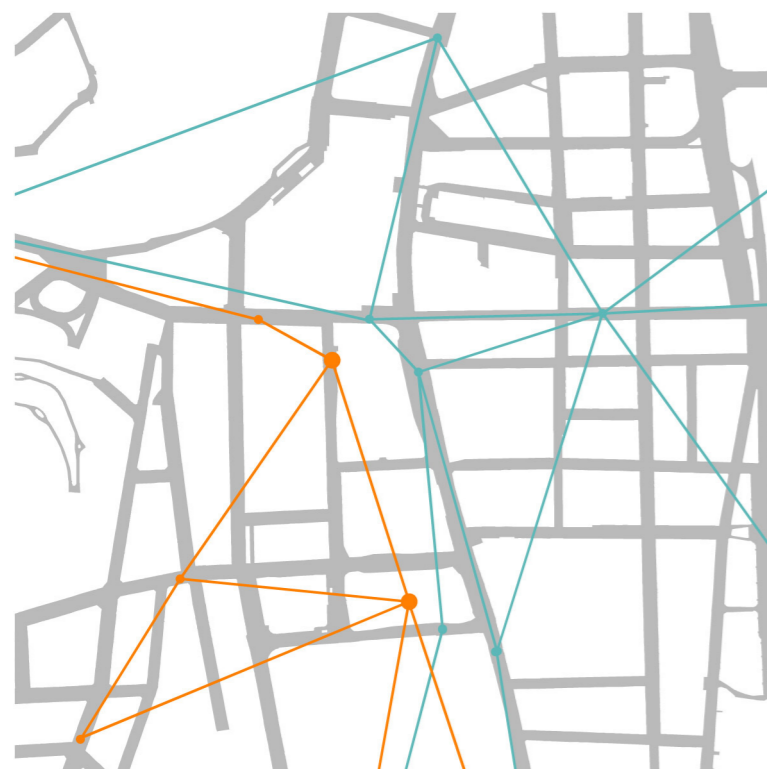


Smichov is today a area of many activity. Many trams are going there. Thus many people for shopping, working and living too. That is why we were thinking that the noise of the Street between the east and the west part is really important. There is the metro station and the tram station in the south of the analysed which brings many people to there. To the north we expected that it should be less noisy, because most of the people use more the south-west part of the area. So we recorded the walk from the north to the south and transferred this to the diagram. The expectation that the north is less noisy and south is dominate by people and trams are applied.



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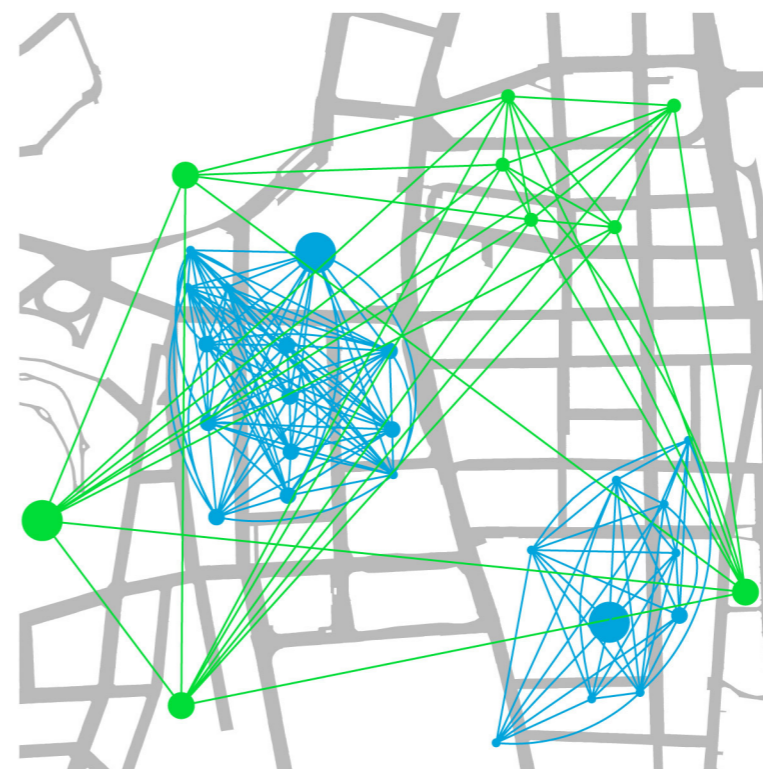


SENSE OF THE CITY
SOUND OF THE CITY
 MIRKO ZARDINI'S APPROACH





TRANSPORTATION CONNECTIONS
 The map of transportation connections shows to types of public transportation, tram and bus. For bus is bus station really important. All buslines passing it. But you can see that there is now connection to the city centre of prague by bus, because this is mainly connected by tramlines. On the other hand the south-west of the analysed area is not connected by tram. After the bus stop and tram stop at Andel there is a big distance to the next stop in the west.

-  Bus
-  Tram



RETAIL AND PUBLIC SPACES
 There are two important retail areas at Smichov. One is more the service part and is located around the shopping centre and the Zlaty Andel building. The other retail area is located around the Staropramen brewery and it is more characterized as a factory. Green public areas surround the retail areas. So they work like a green belt.

-  Retail
-  Green Public Spaces

1: 10 000 

URBAN WEB
NODES/CONNECTIONS
 NIKOS SALINGAROS APPROACH

- Good transport connection
- Important architectural heritage
- Strong economic activity
- Surrounded by green areas

- Segregation of uses
- Sound pollution (trams)
- Conflict ways (pedestrians/tram)
- Big contrast of social and economic level
- Inefficient use of train station
- Motor rail works like a barrier

S W
O T

- Successful development plan could attract more investments for the area
- Possible use of backyards

- Economic interests could erase the past of the area
- New developments could increase the contrast between the areas