

New-Old Prešov



Urban Characteristics of the Area

The proposed site is located in the city of Prešov, in its northern part, in the Koryto locality towards Veľký Šariš. The plot is situated in a calm residential environment dominated by family houses and a high proportion of greenery. There are currently no civic amenities such as a secondary school, church, or public park in the immediate vicinity. The area also includes an existing garden colony whose current condition and use are not optimal in the long term and require a new urban structure.

Concept

The core idea of the proposal is to establish a clear spatial polarity: a public park as a recreational and landscape zone on one side, and a school with sports facilities as an active community hub on the other. These two poles frame the residential development. The existing housing structure is connected through a strong urban gesture ensuring spatial continuity and logical organization. Traffic is directed along the perimeter in a loop system, minimizing transit traffic within residential areas and supporting the calm character of the neighborhood.

Spatial Composition

The design connects to the supra-local compositional axis of Sabinovská Street, integrating the area into the broader urban structure of Prešov. A main pedestrian axis forms the backbone of the proposal. It organizes the space, connects key functions, and creates a clear orientation system. The composition is strengthened by dominant elements and spatial accents that improve legibility, hierarchize public spaces, and enhance the urban character of the development.

Transportation Strategy

The transport concept is based on a balanced representation of transport modes, with a clear separation of the main pedestrian route. Pedestrian movement is prioritized and supported by a safe and logically structured network of public spaces. Cycling routes are integrated and smoothly connect to the EuroVelo network, providing direct access to the city center. Public transport is reinforced by two proposed bus stops, ensuring quality integration of the new district into the city transport system. Car traffic is led along the perimeter of the site. Access to the inner parts is limited, and parking is primarily located in underground garages connected to the main transport axis. This solution strengthens the pedestrian character of the central space and improves the overall quality of the urban environment.

Green and Ecological Concept

Green and ecological solutions represent one of the key pillars of the proposal. The goal is to systematically integrate greenery throughout the area as a natural part of everyday life. The public park and school campus are designed as significant green spaces with high landscape value. The design incorporates permeable surfaces and rain gardens to support natural water retention. Emphasis is placed on planting tall greenery to improve the microclimate, provide shade, and enhance the quality of public spaces. Continuous tree planting along the main pedestrian axis creates a pleasant environment during summer months and increases user comfort. Greenery is understood not only as an aesthetic element, but also as an active ecological and climatic tool shaping a sustainable urban environment.

Economic and Urban Planning Balance of the Proposal:

Land Use:

Plot area: 17.1212 ha
Built-up area: 41,938 m²
Building coverage ratio: 24.5%
Paved areas: 104,297 m²
Ratio of paved areas: 60.917%
Green areas: 48,893 m²

Population:

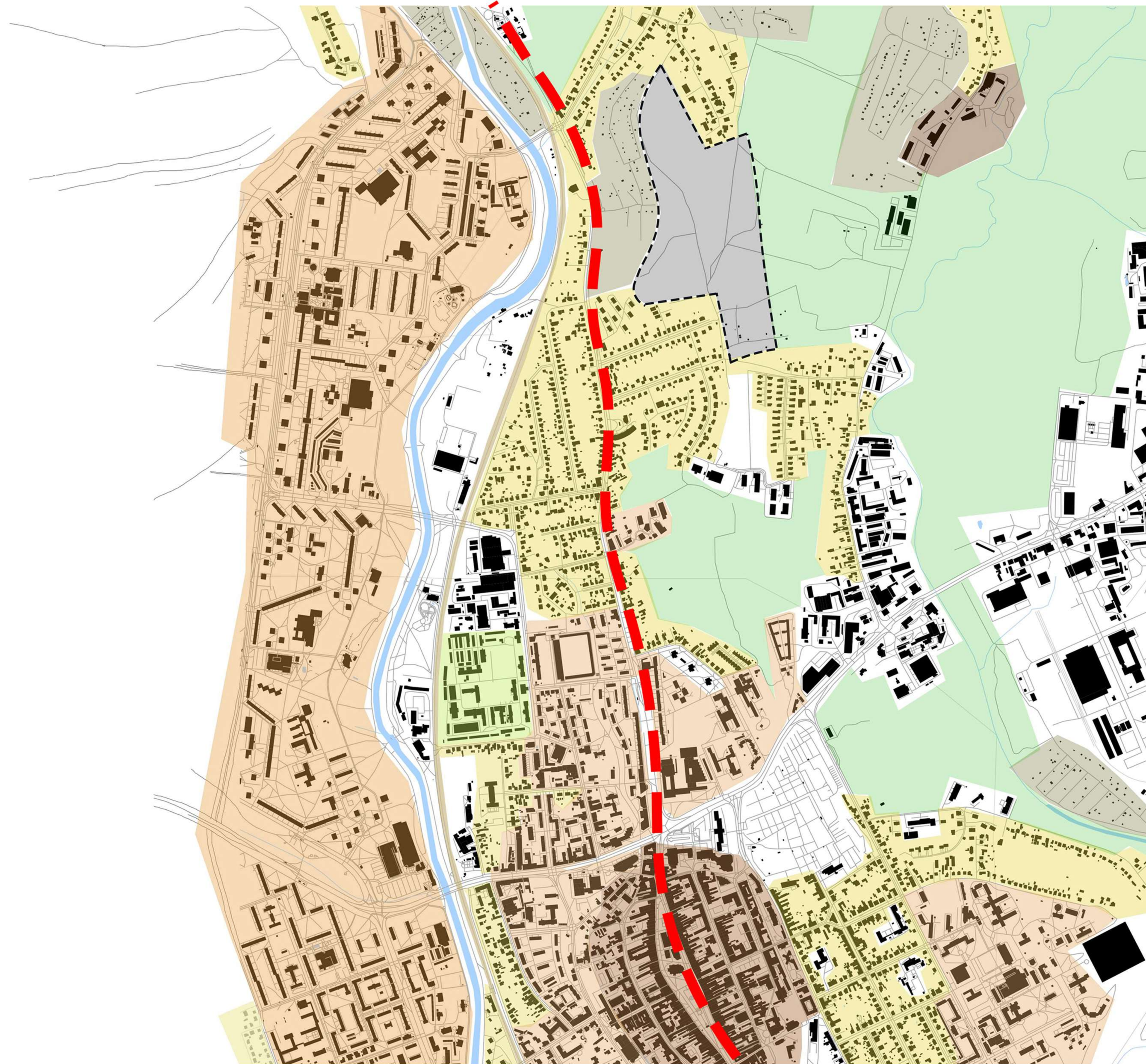
Total number of inhabitants: 2,306
Number of inhabitants per 1 ha of the designed area: 134




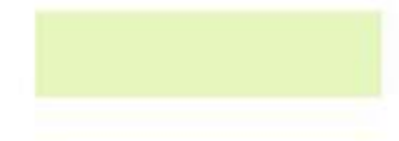




Housing:

Total number of houses/apartments: 922
Number of houses/apartments per 1 ha of the designed area: 53

Transport:

Total number of parking spaces: 1,475
Number of parking spaces per 1 house/apartment: 1.6



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|--|---------------------|---|--|
|  | MAIN TRANSPORT AXIS |  | HISTORIC CENTER |
|  | FAMILY HOUSES |  | SOKOL BARRACKS |
|  | GARDEN HOUSES |  | GREEN AREAS (MEADOWS, FORESTS) |
|  | RAILWAY |  | URBANIZED ENVIRONMENT (RESIDENTIAL AREAS, CIVIC AMENITIES, SPORTS) |
|  | AGRICULTURAL LAND |  | PROPERTY BOUNDARIES |

HISTORICAL STRUCTURE

- CITY-FORMING
- HUMAN-SCALE AND PLEASANT
- 15-MINUTE CITY
- SUSTAINABLE

- LITTLE SUNLIGHT AND VENTILATION
- NARROW STREETS AND OVERCROWDING
- RAPID SPREAD OF DISEASES



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MODERN STRUCTURE

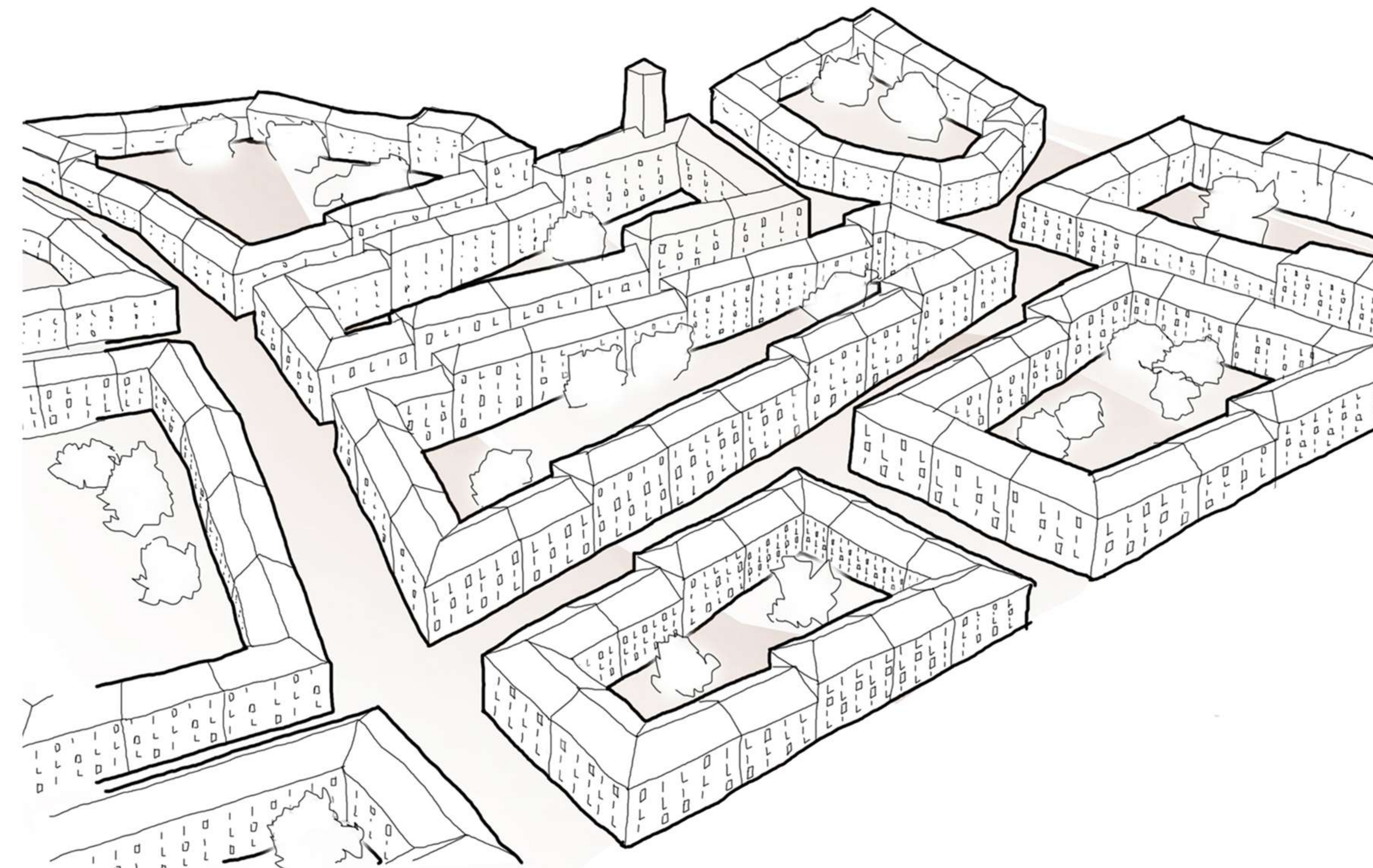
- SUFFICIENTLY DAYLIT
- PROVIDED PEOPLE WITH A HIGHER STANDARD OF LIVING (HOT WATER, ELECTRICITY)

- NOT CITY-FORMING
- OFTEN ASOCIAL
- DOES NOT CREATE COMMUNITY
- A LOT OF LOW-QUALITY PUBLIC SPACE



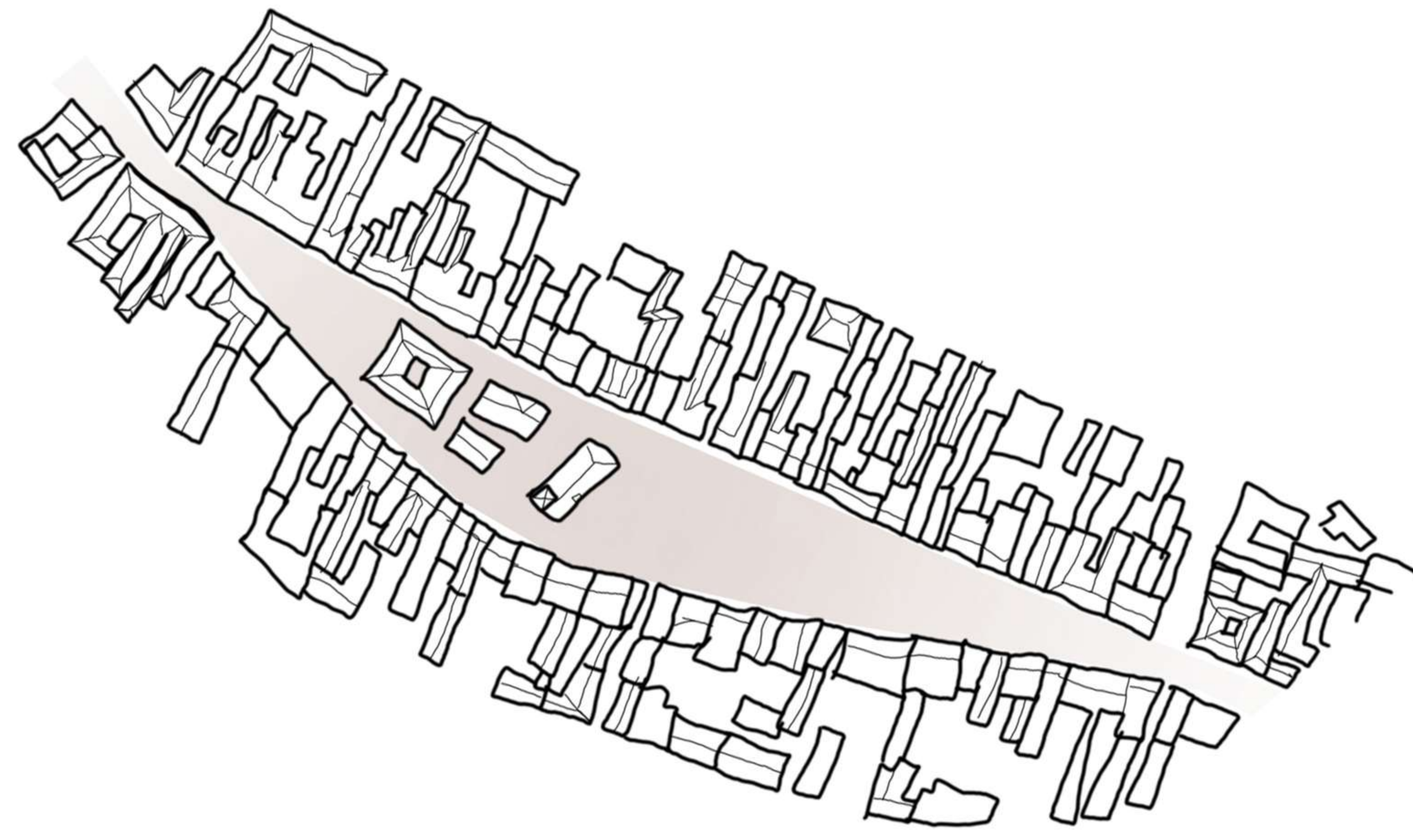
OUR STRUCTURE

- CITY-FORMING
- HUMAN-SCALE AND PLEASANT
- 15-MINUTE CITY
- SUSTAINABLE

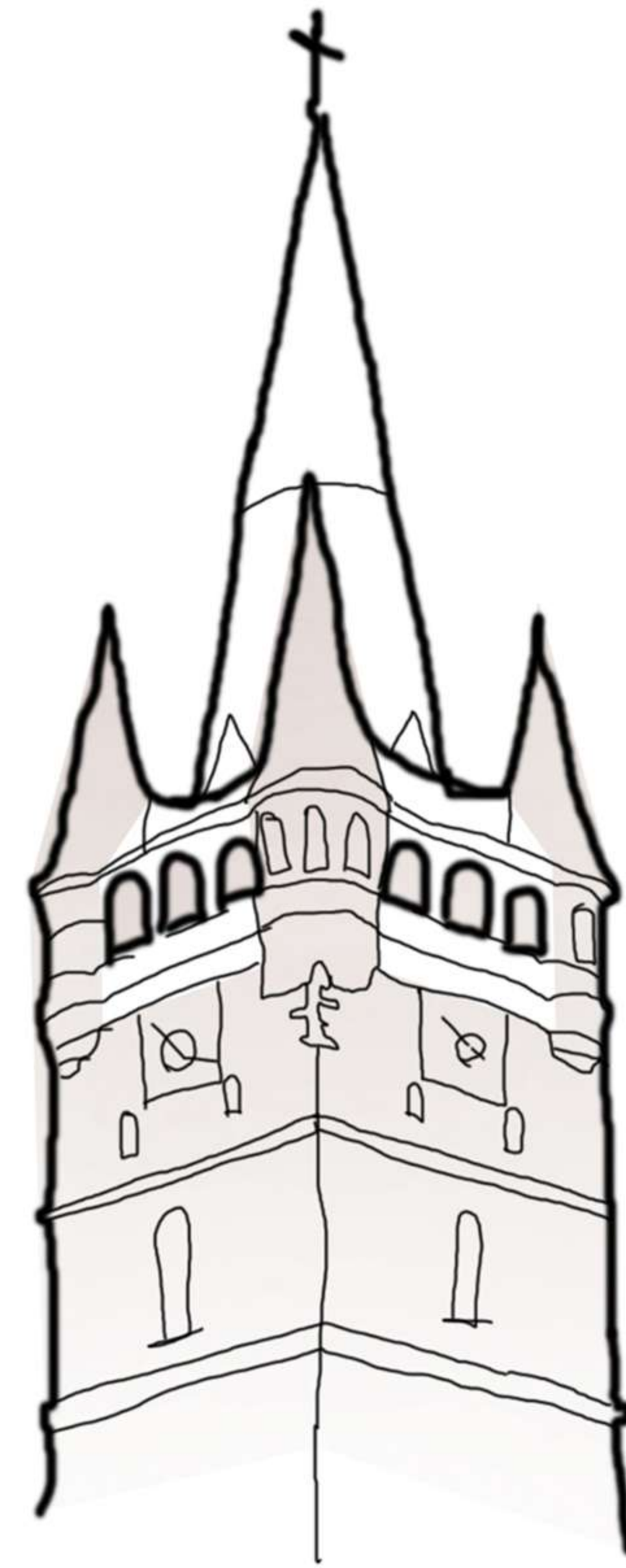


- SUFFICIENTLY DAYLIT
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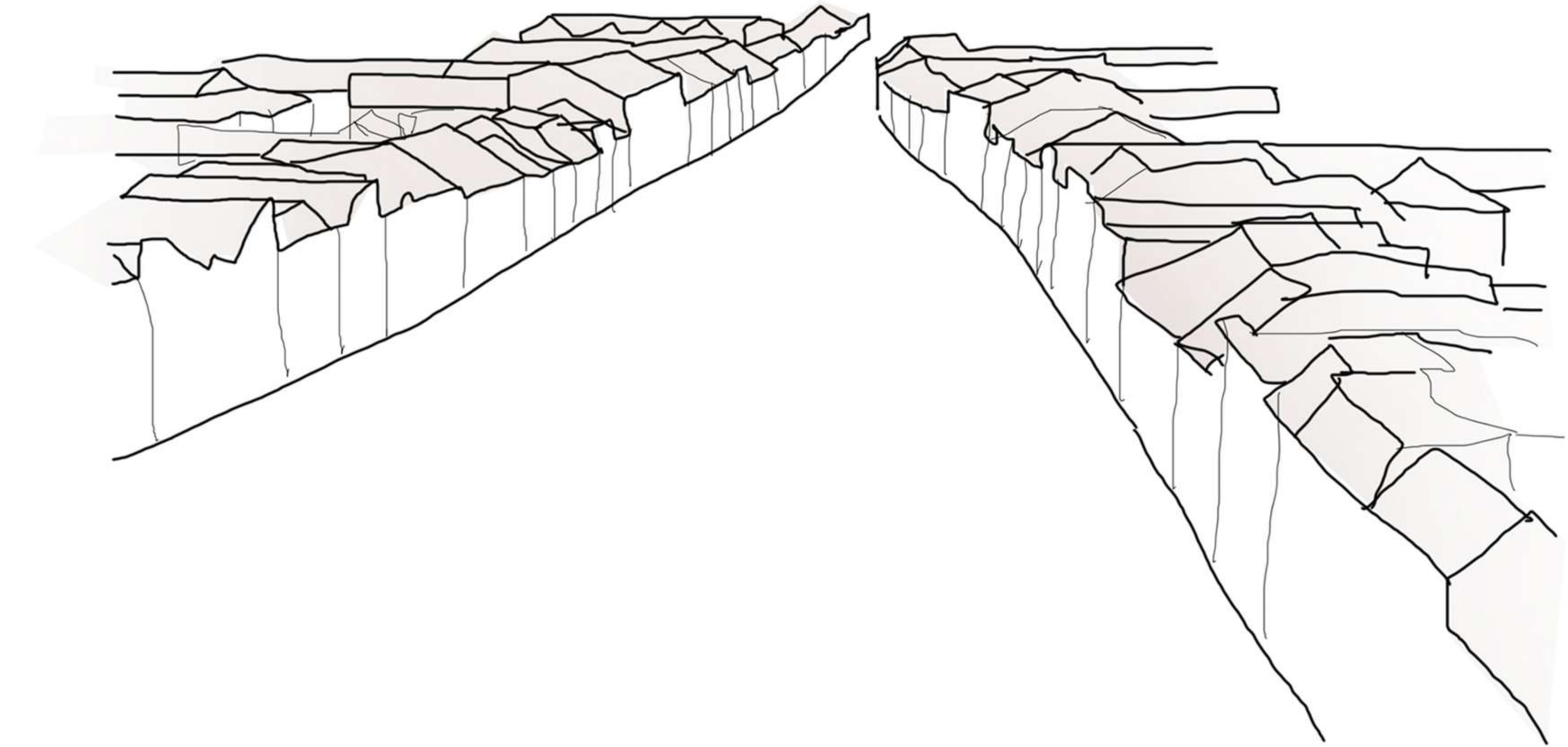
WHAT DOES OUR DESIGN HAVE IN COMMON WITH THE CITY OF PREŠOV?



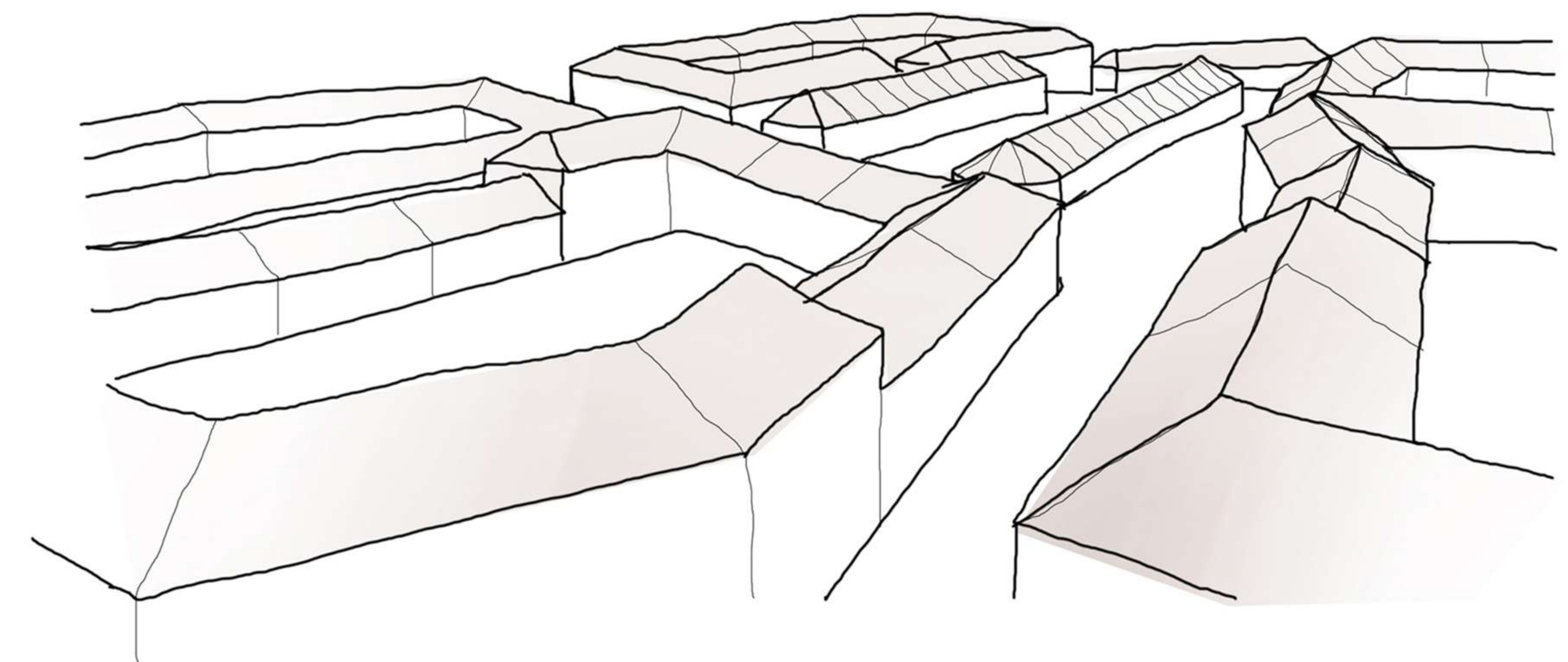
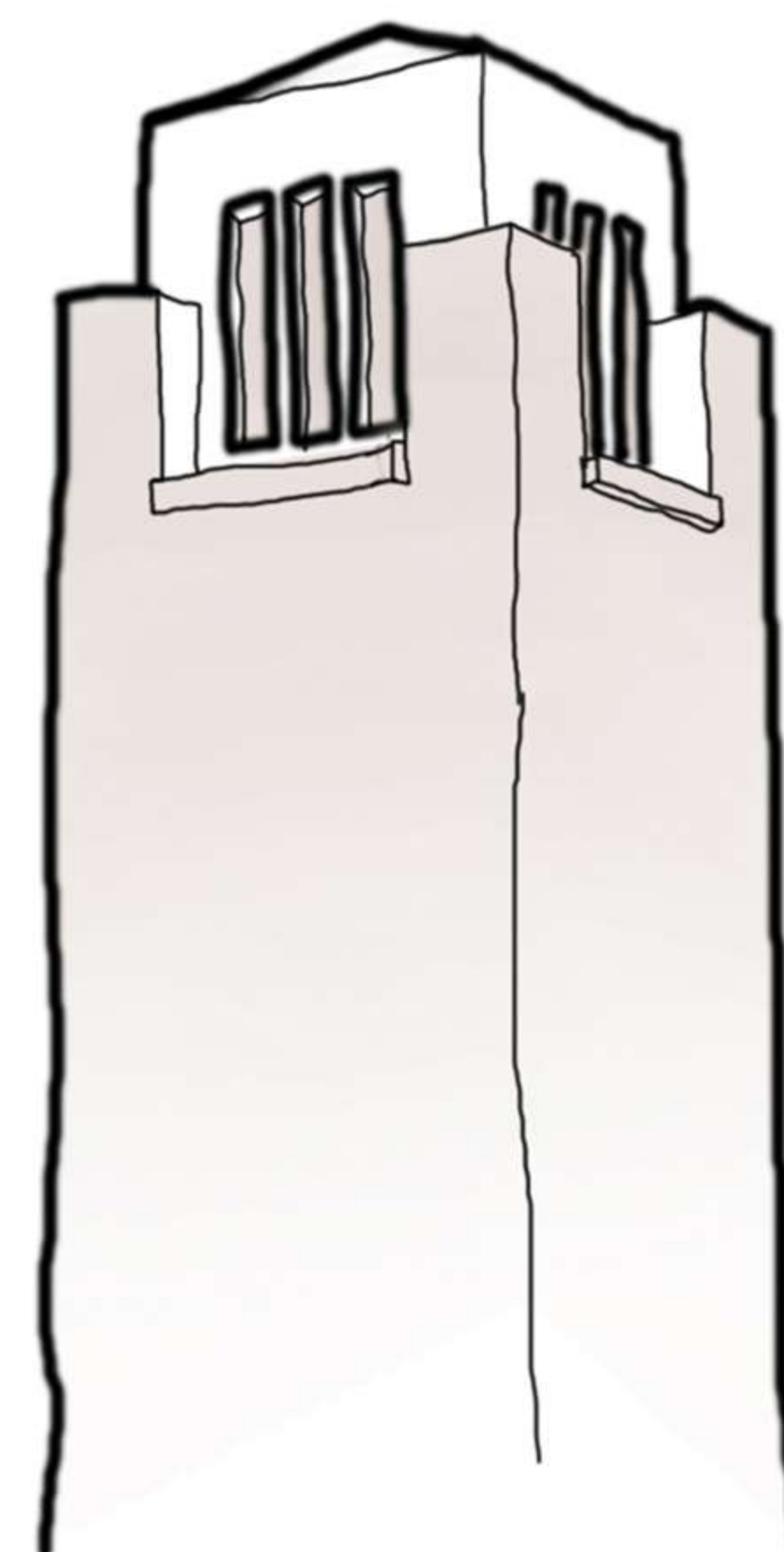
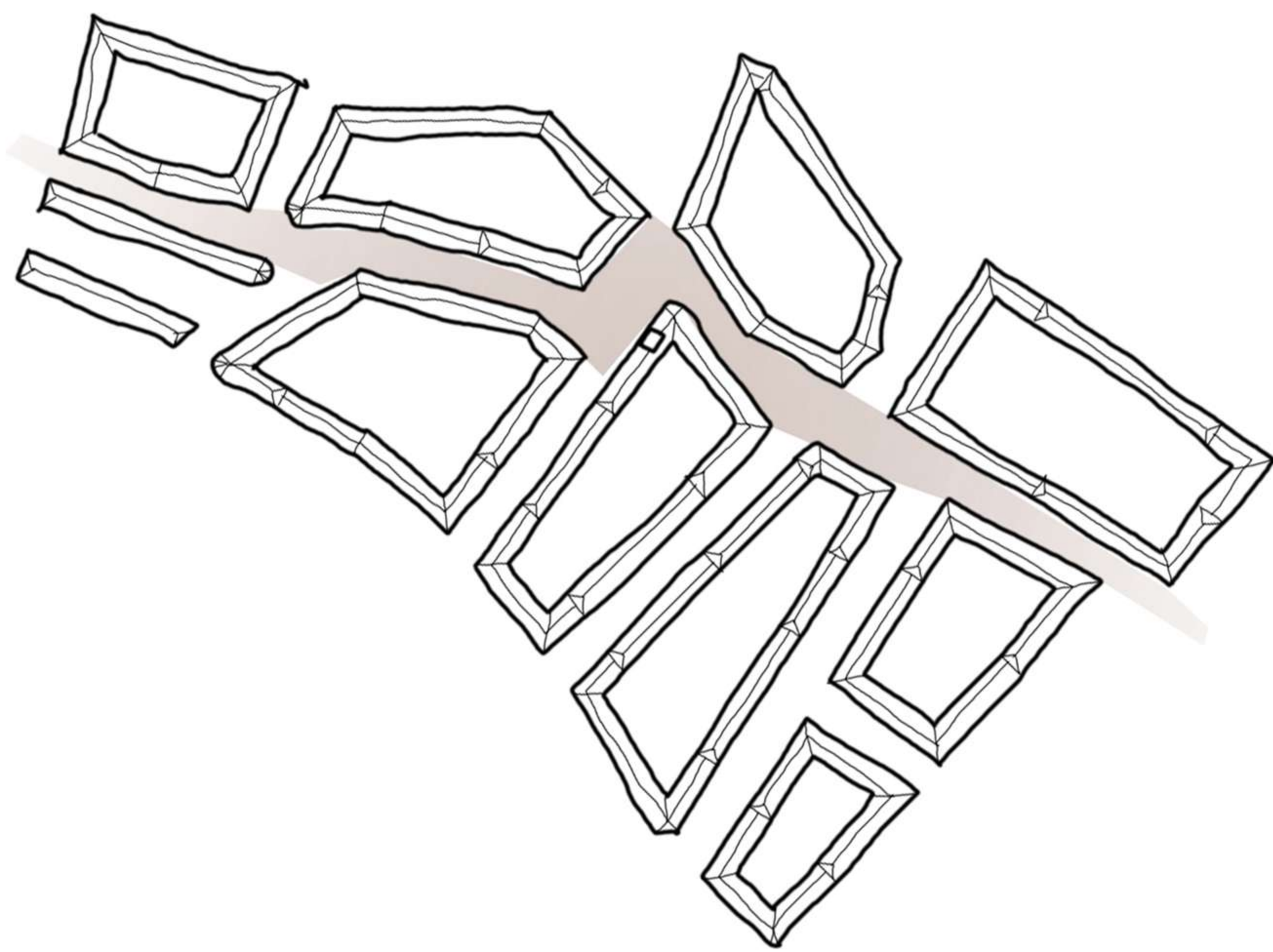
PEDESTRIAN AXIS (ZONE) DOMINANT FEATURE (TOWER)



ABSTRACTION OF THE TOWER MASS (DOMINANT FEATURE)

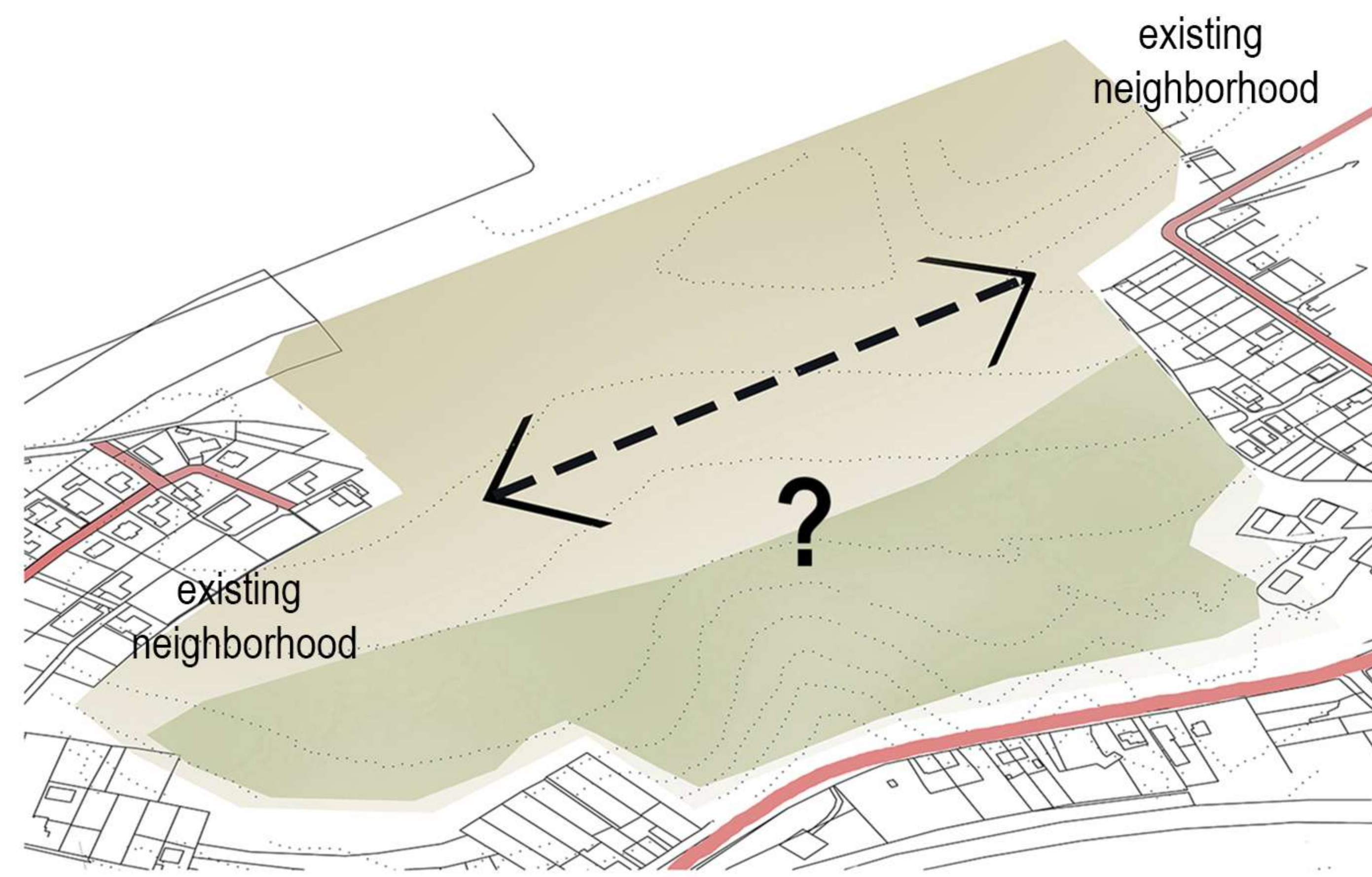


ROOFSCAPE / PITCHED ROOFS (VIEW FROM THE TOWER)

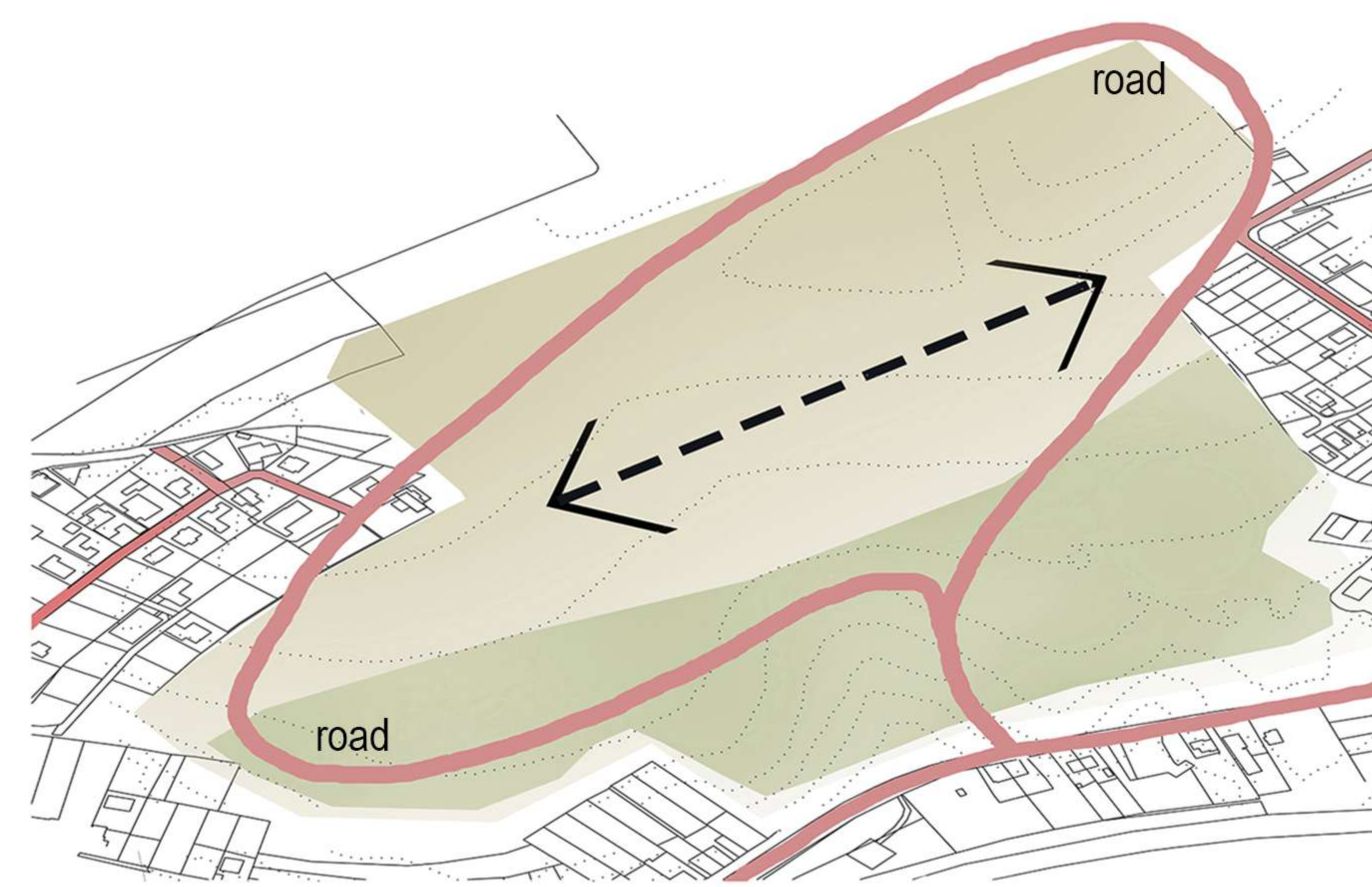


CONNECTION WITH PREŠOV

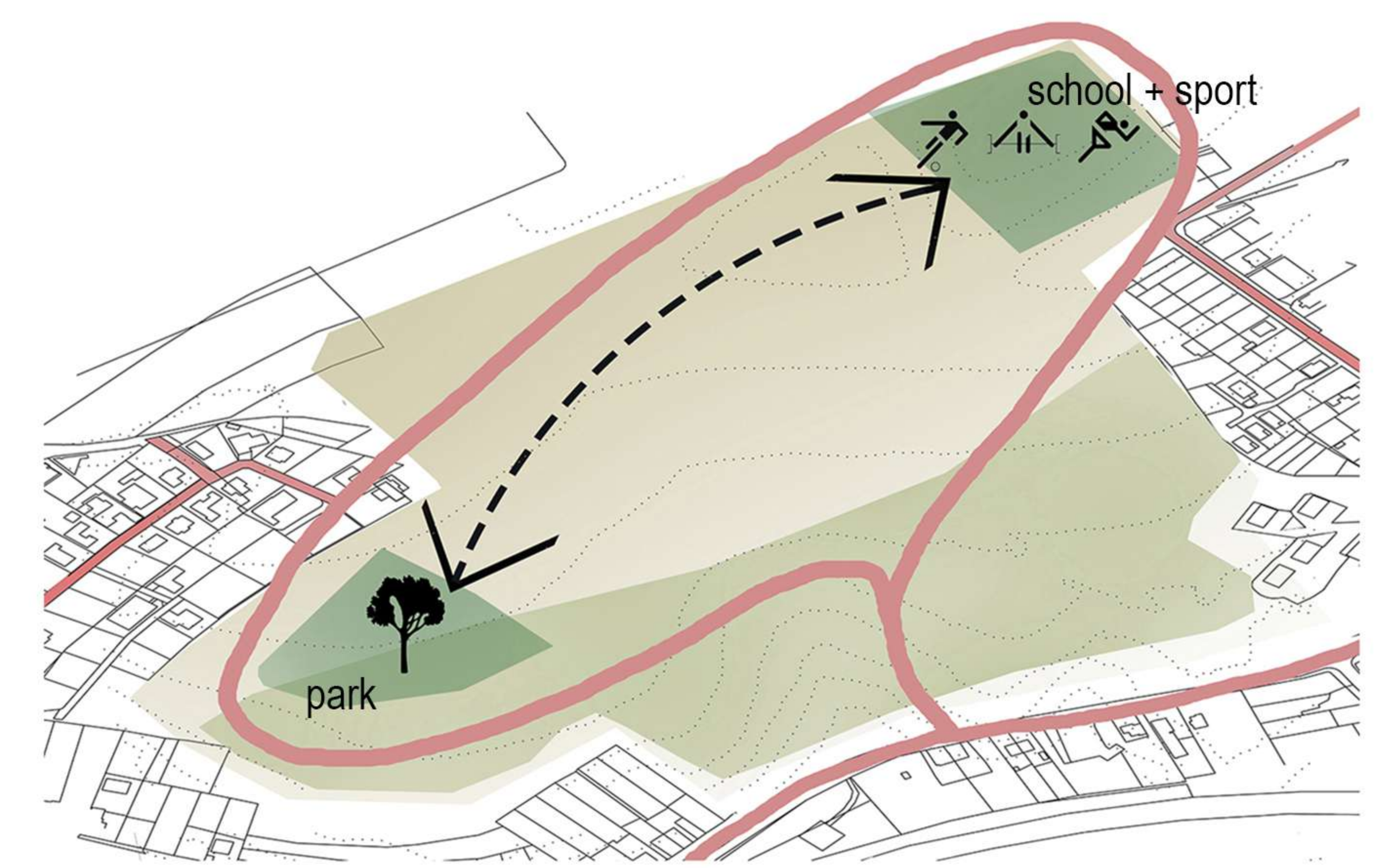
1. CONNECTION TO THE EXISTING NEIGHBORHOOD



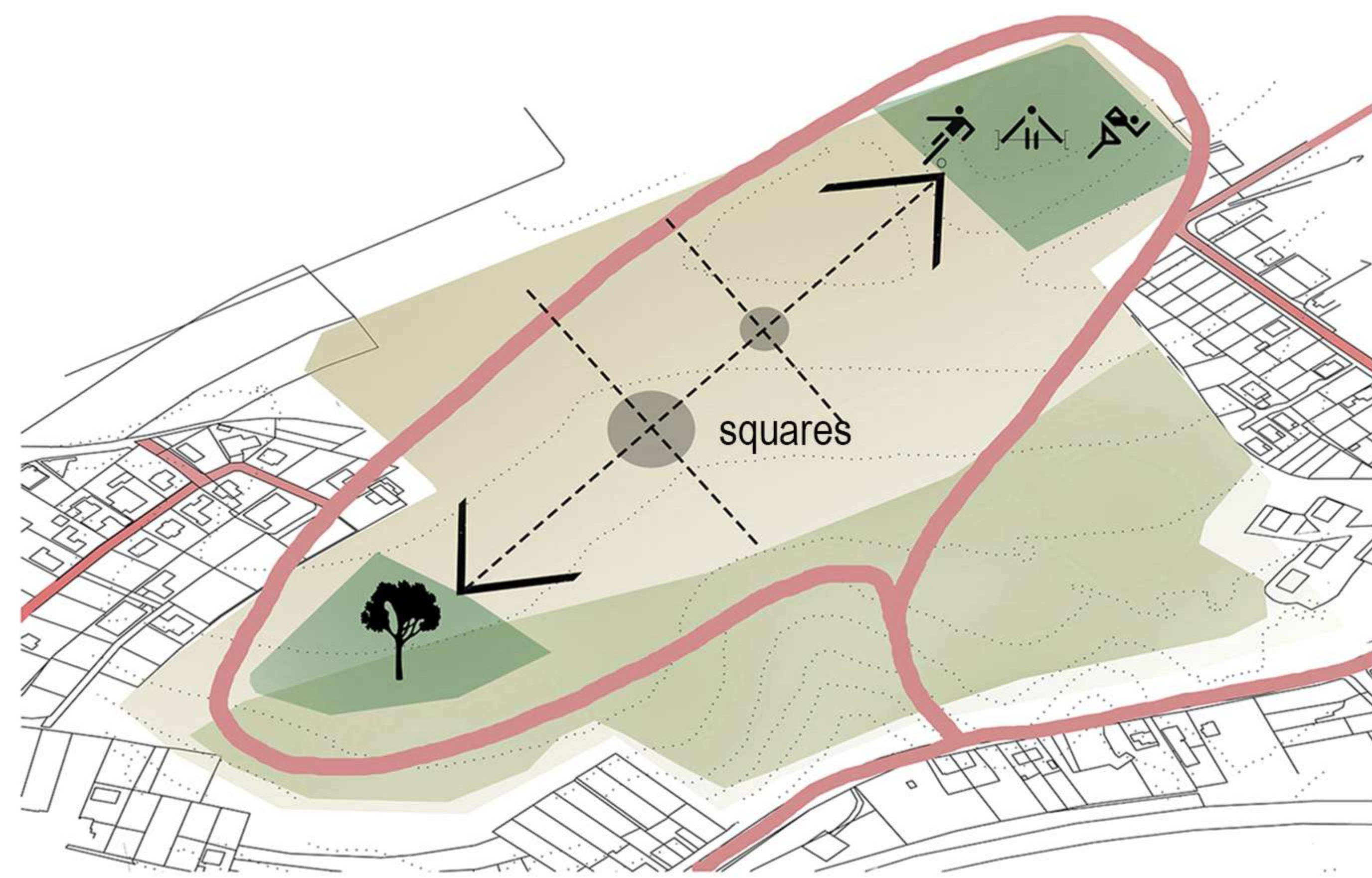
2. ESTABLISHING A ROAD AROUND THE PEDESTRIAN ROUTE



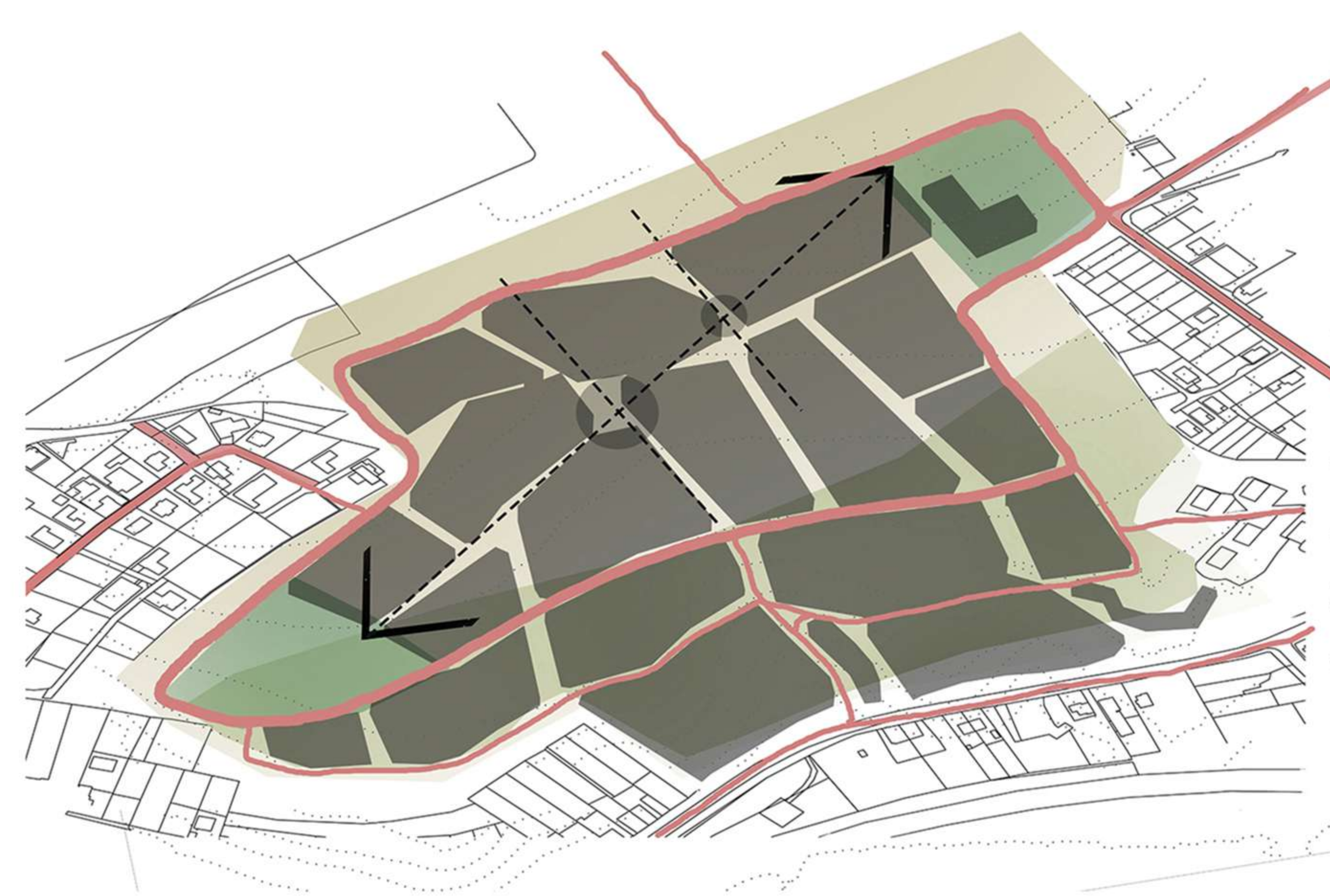
3. PLACING A PARK ON ONE SIDE AND SPORTS ACTIVITIES AND SCHOOLS ON THE OTHER



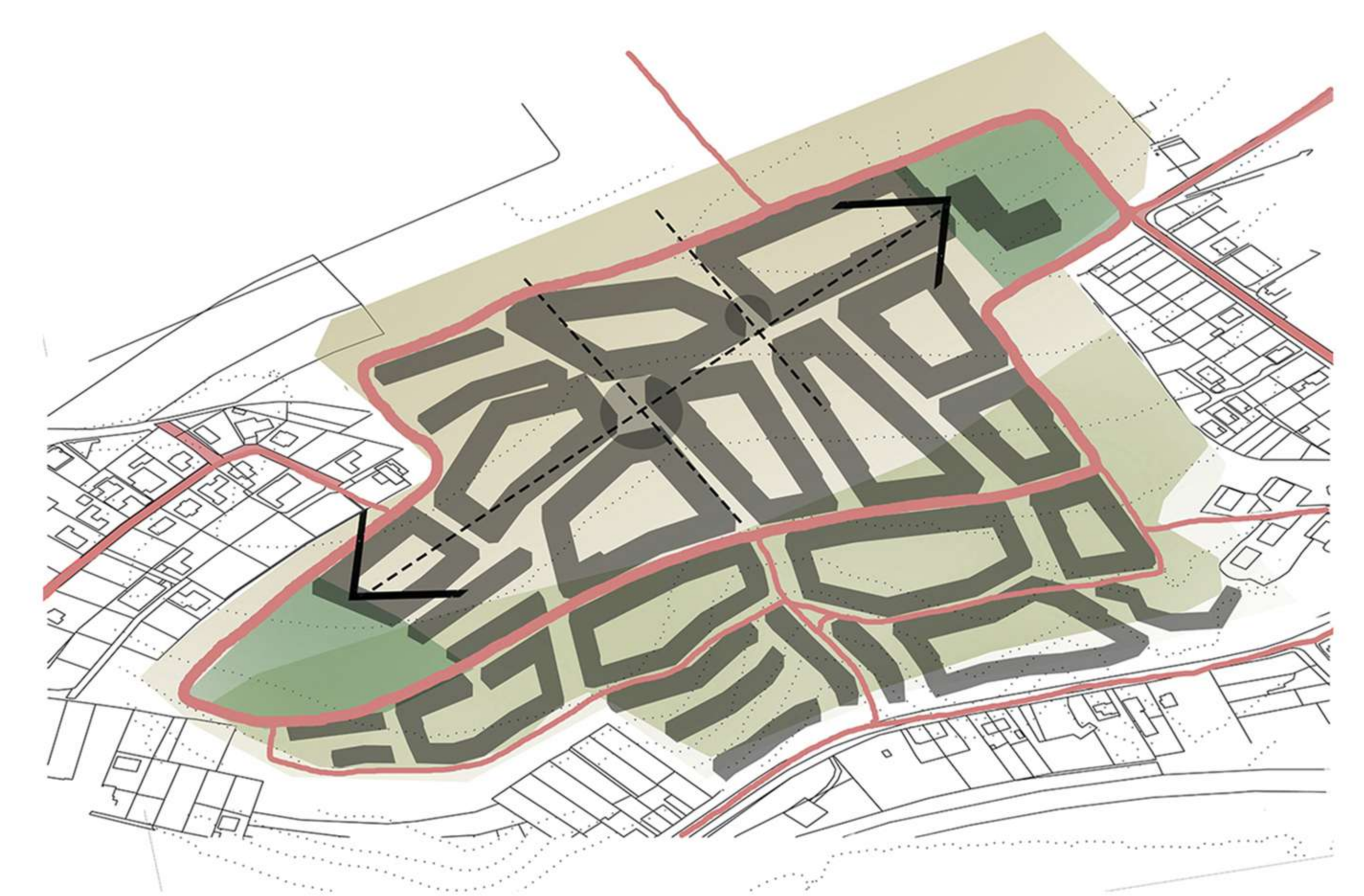
4. CREATING A SQUARE HALFWAY ALONG THE PEDESTRIAN ROUTE



5. PLACING BLOCKS AROUND THE PUBLIC SPACE



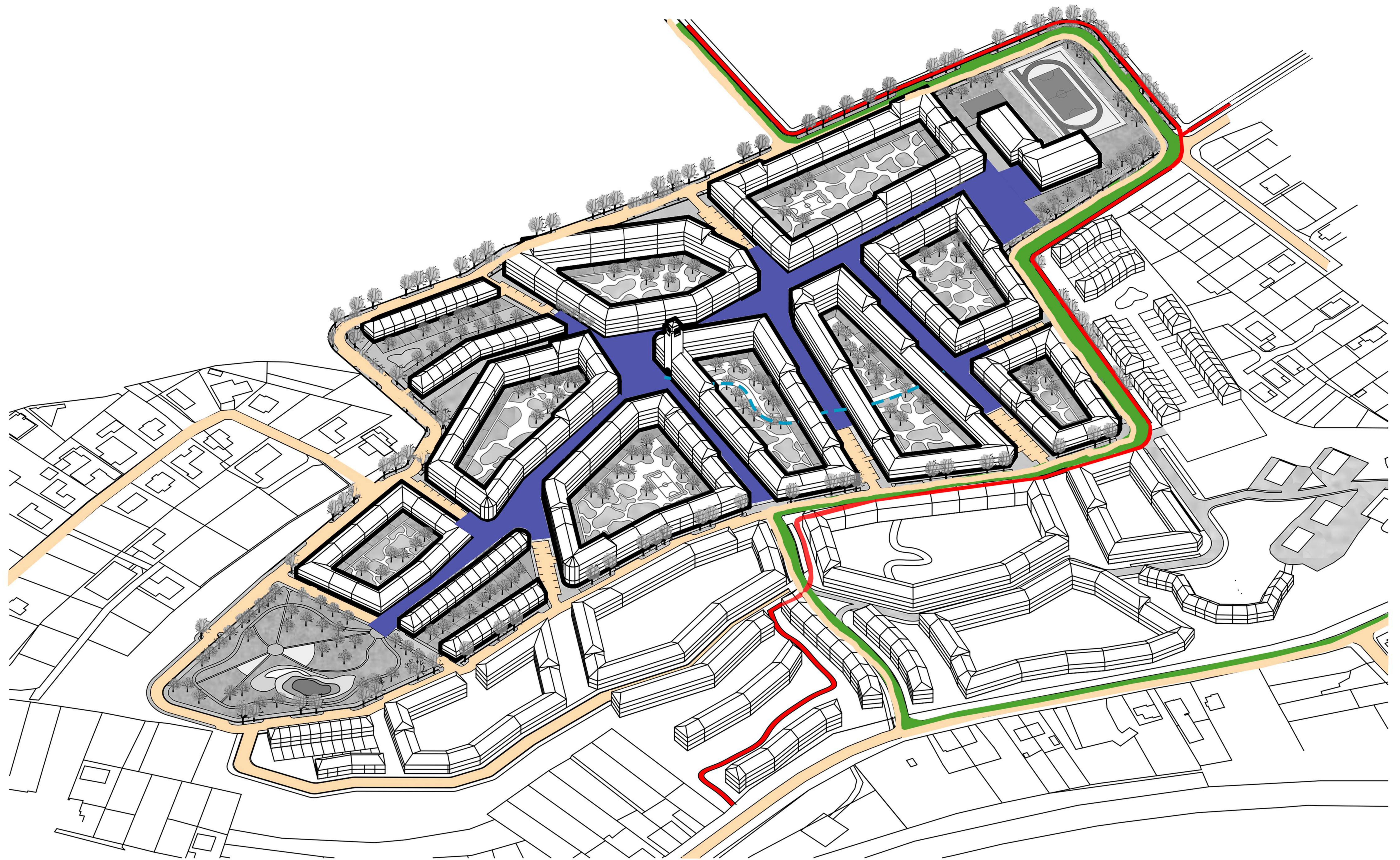
6. DIVIDING THE BLOCKS INTO INDIVIDUAL BUILDINGS



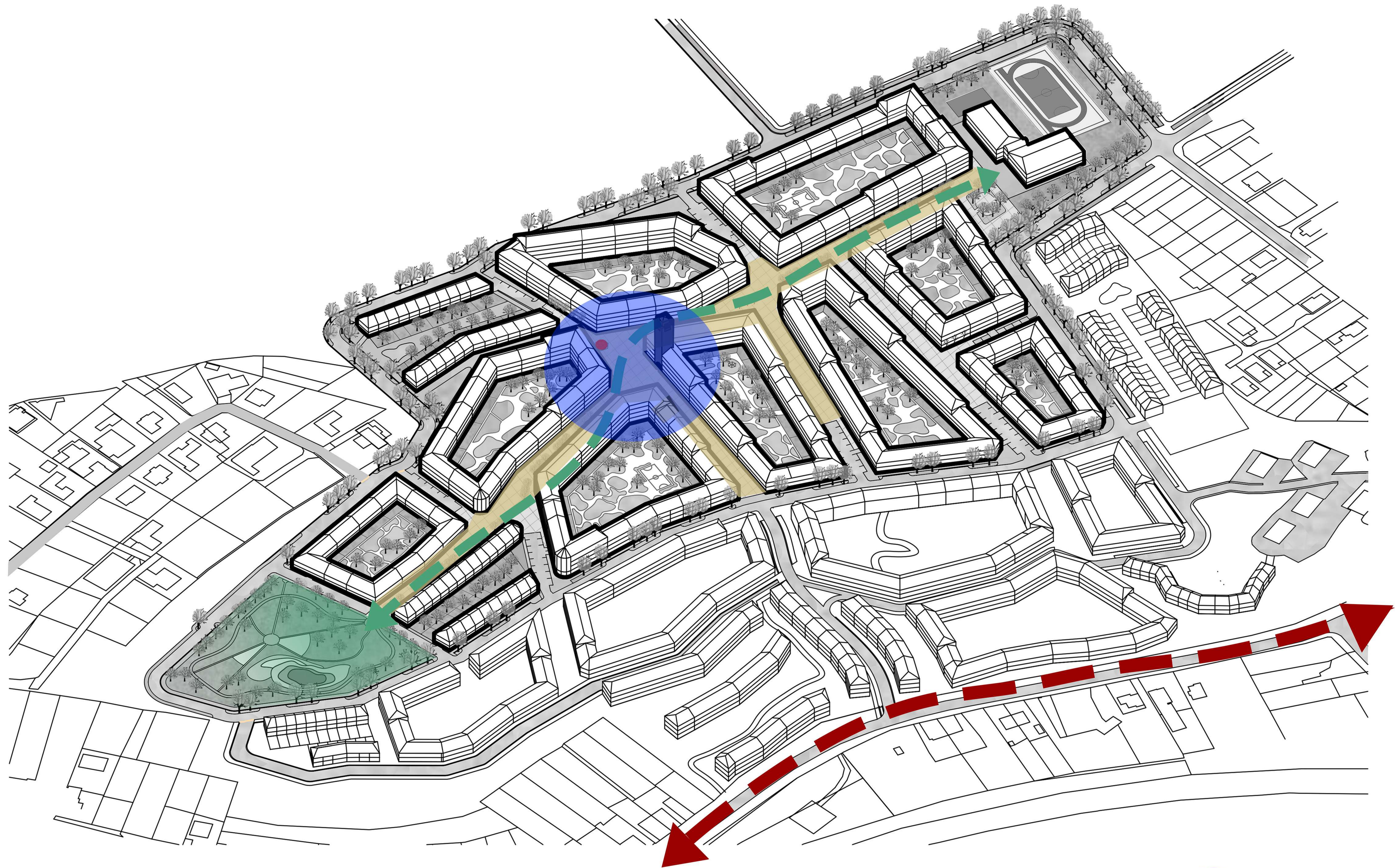


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|---|---------------------------|---|-----------------|---|----------|---|-------------------|---|----------------------|
|  | PROPOSED BUILDINGS |  | PAVED SURFACES |  | TARTAN |  | SHARED CYCLE PATH |  | SIDEWALK |
|  | ROADS |  | PUBLIC SPACES |  | GREENERY |  | WATER SURFACE |  | STREET TREE PLANTING |
|  | INNER-BLOCK HIGH GREENERY |  | LINEAR PLANTING | | | | | | |

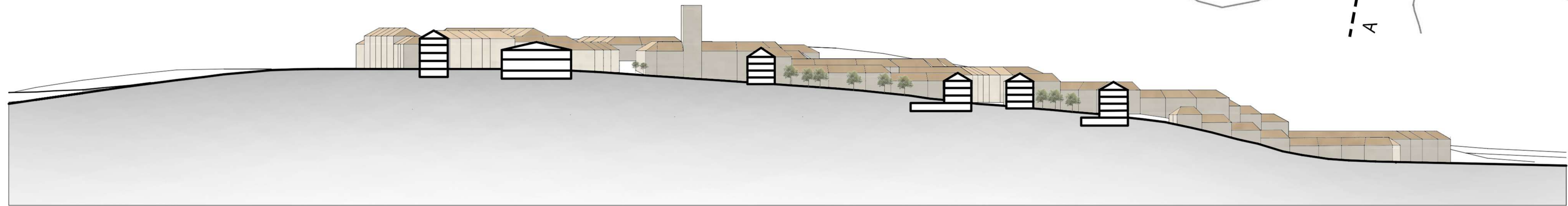
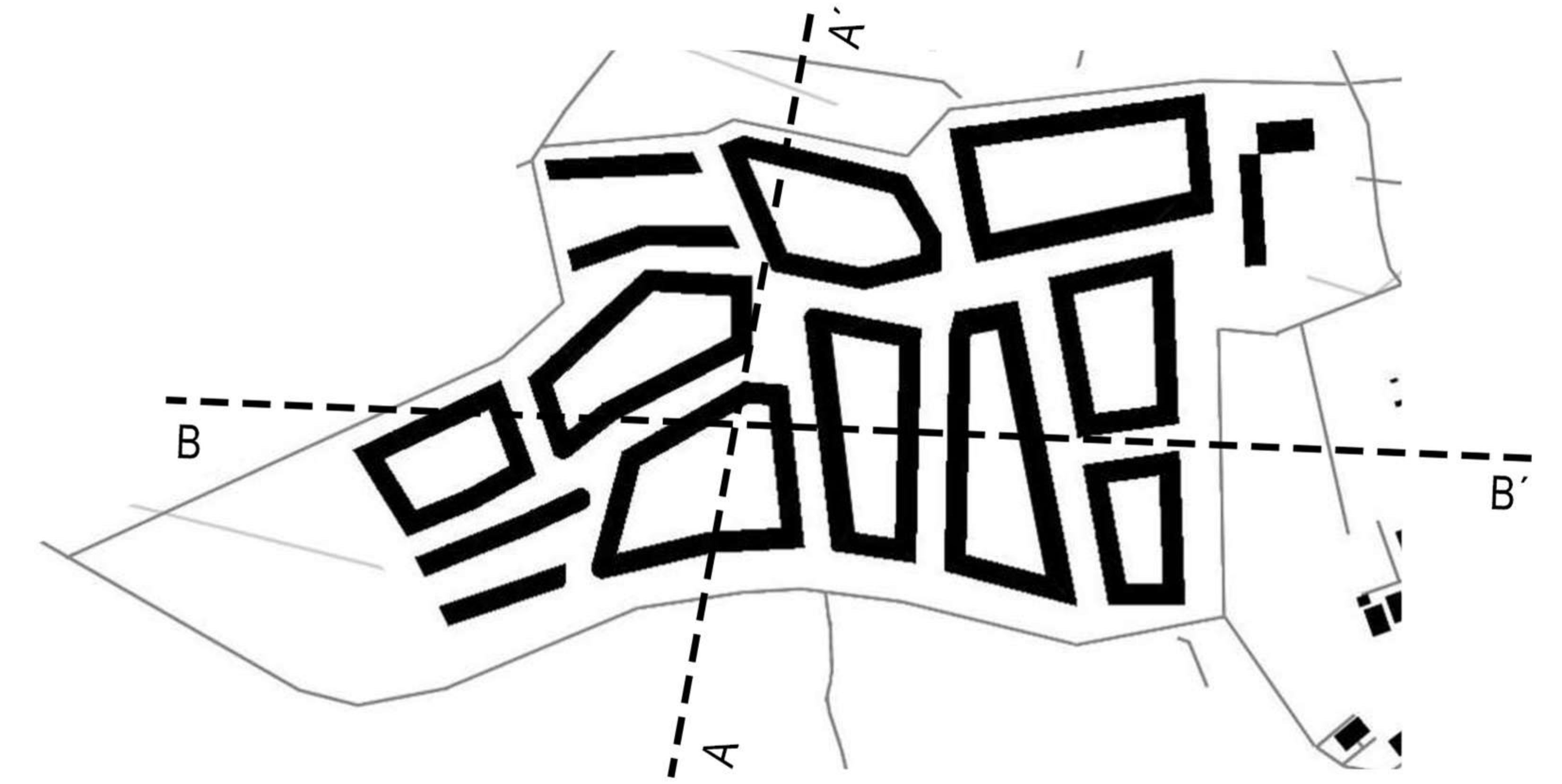




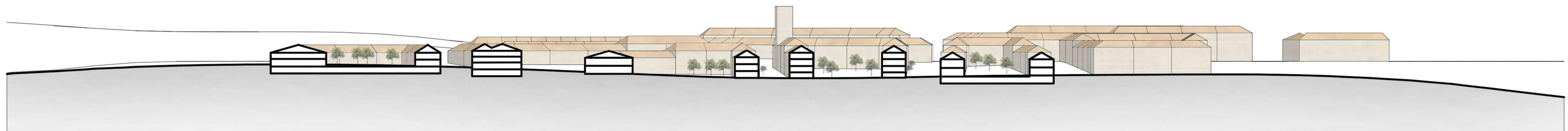
MAIN PEDESTRIAN ROUTE
 CYCLING TRANSPORT
 PUBLIC TRANSPORT
 CAR TRAFFIC



-  CITYWIDE COMPOSITIONAL AXIS
-  ACCENT
-  LANDMARK
-  MAIN PEDESTRIAN AXIS
-  MAIN FOCAL AREA
-  COMPOSITIONAL NODE



A-A'



B-B'

