DISTRICT

Y

MARGARETA BOGÁROVÁ
NATÁLIA BOŠKOVÁ

Urban planning concept – main idea
The main goal of our urban design proposal was to create a new district that puts people first, while also connecting the northwestern part of Trnava with the surrounding areas of the city, especially its center. A pedestrian zone runs through the heart of the proposed district, ensuring that people on foot feel integrated into urban life, the community, and above all, safe.
We aim to create simpler and more direct routes for pedestrians and cyclists, supporting ecological mobility, reducing dependence on car traffic, and contributing to the sustainable development of the city. At the same time, this concept enhances the quality of public spaces and encourages an active urban lifestyle.

Problematic barrier – railway line
The area under consideration is located beyond the railway line, which currently creates a significant barrier separating the site from the rest of the city. Removing this isolation was a key objective of the proposal. Therefore, we focused on creating new connections that would enable natural movement between the district and the center of Trnava.
Main Node – New Railway Station Along the railway line, we propose a new train station dedicated exclusively to passenger transport. Freight transport has been redirected outside the city to prevent negative impacts on urban relationships, reduce noise and traffic load, and allow the development of high-quality public space. The station becomes the main gateway to the district and a natural transportation hub, forming the foundation for further development links.

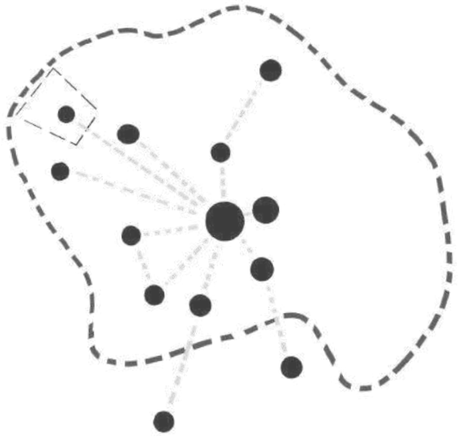
Main Axis – Public Space and Landmark
From the railway station, the main public axis extends all the way to the district's landmark – a multifunctional center. This building is designed as a vibrant hub of culture and social life, offering space for theatre performances, concerts, markets, exhibitions, and community events.
The multifunctional center is situated on the district's main square, which branches further into a pedestrian zone with an active ground floor featuring shops, services, and cafés, and to the left into a landscape-style urban park with water features, diverse greenery, and a biocorridor crossing over the bypass, connecting the area with the surrounding landscape.

Compositional Accents and Civic Amenities
At the end of the pedestrian zone stands a field chapel, which symbolically guides visitors toward nature and a sense of inner calm. Along the promenade, a primary school, a senior center, and additional civic amenities are located. A healthcare center is planned north of the project area, in its immediate vicinity, to ensure accessible medical services.

Building Height and Typology
The building heights gradually increase toward the city — from two above-ground floors in the area near the park to five floors in the central zone and around the railway station. This principle creates a harmonious transition between the landscape and the urban environment while enhancing the legibility of the urban structure.
The building typology is diverse: the basic residential fabric consists of sectional and point-access apartment buildings. Urban villas with two floors are located near the park, creating a quieter environment with a strong connection to greenery. Mixed-use buildings with active ground floors are placed along the main pedestrian axis to support urban life and services, while administrative buildings are positioned near the railway line, forming a natural transport hub with employment opportunities.

Transport, Parking, and Community Spaces
Parking is provided primarily in underground garages located beneath the building blocks, complemented by two parking structures. Near the railway station, a supermarket is integrated into the ground floor of one of the parking structures, increasing the accessibility of services for both residents and visitors

Area of the project site in ha: 55 ha

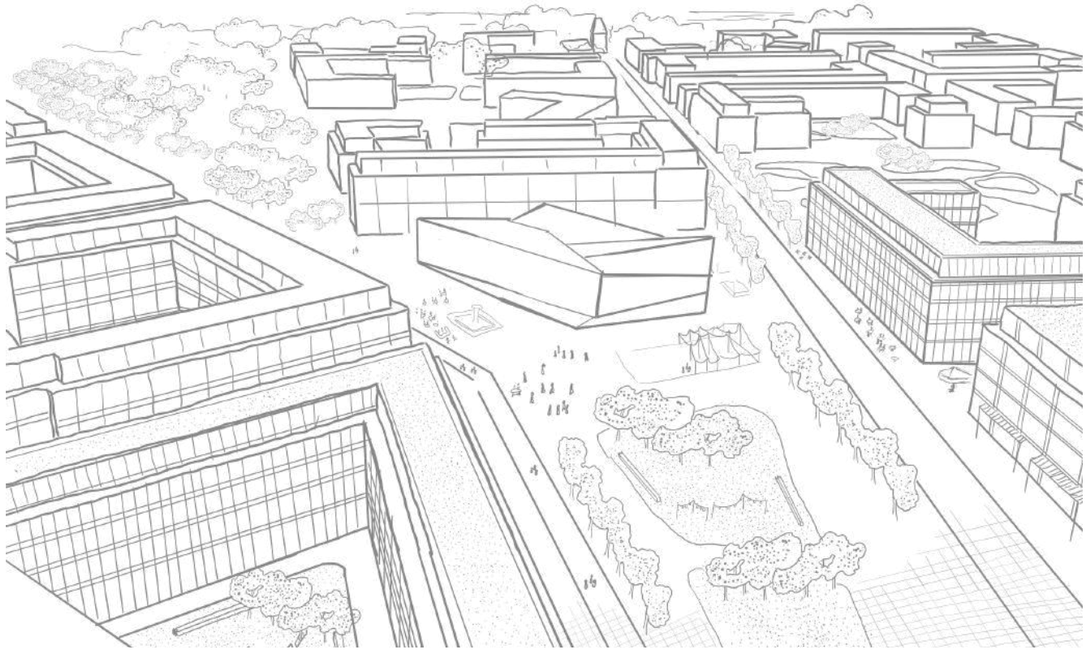


LAND USE
Built-up areas: 106,465 m²
Built-up area coefficient: 19%
Paved areas: 209,000 m²
Paved area coefficient: 37%
Green areas: 234,535 m²

POPULATION
Total population: 7,810
Population per 1 ha of the project area: 142 inhabitants per 1 ha

HOUSING
Total number of dwellings: 3,124 units
Number of dwellings per 1 ha of the project area: 57 units per 1 ha

TRANSPORTATION
Total number of parking spaces: 3,749 parking spaces
Number of parking spaces per dwelling: 1.2 parking spaces per dwelling



ACCOMPANYING REPORT

BALANCES

SLOVAK UNIVERSITY OF TECHNOLOGY IN BRATISLAVAFACULTY OF ARCHITECTURE AND DESIGN

STU FAD

SUBJECT: DESIGN STUDIO IV

DEPARTMENT: IUUP

SUPERVISOR: PROF. ING. ARCH. BOHUMIL KOVÁČ, PHD.

COURSE GUARANTOR: ASSOC. PROF. ING. ARCH. KATARÍNA SMATANOVÁ, PHD.

TOPIC: TRNAVA – WHAT ARE THE QUALITIES OF A GOOD CITY

AKACADEMIC YEAR: 2025/2026 WS

STUDENTS: MARGARETA BOGÁROVÁ NATÁLIA BOŠKOVÁ

WIDER CONTEXT

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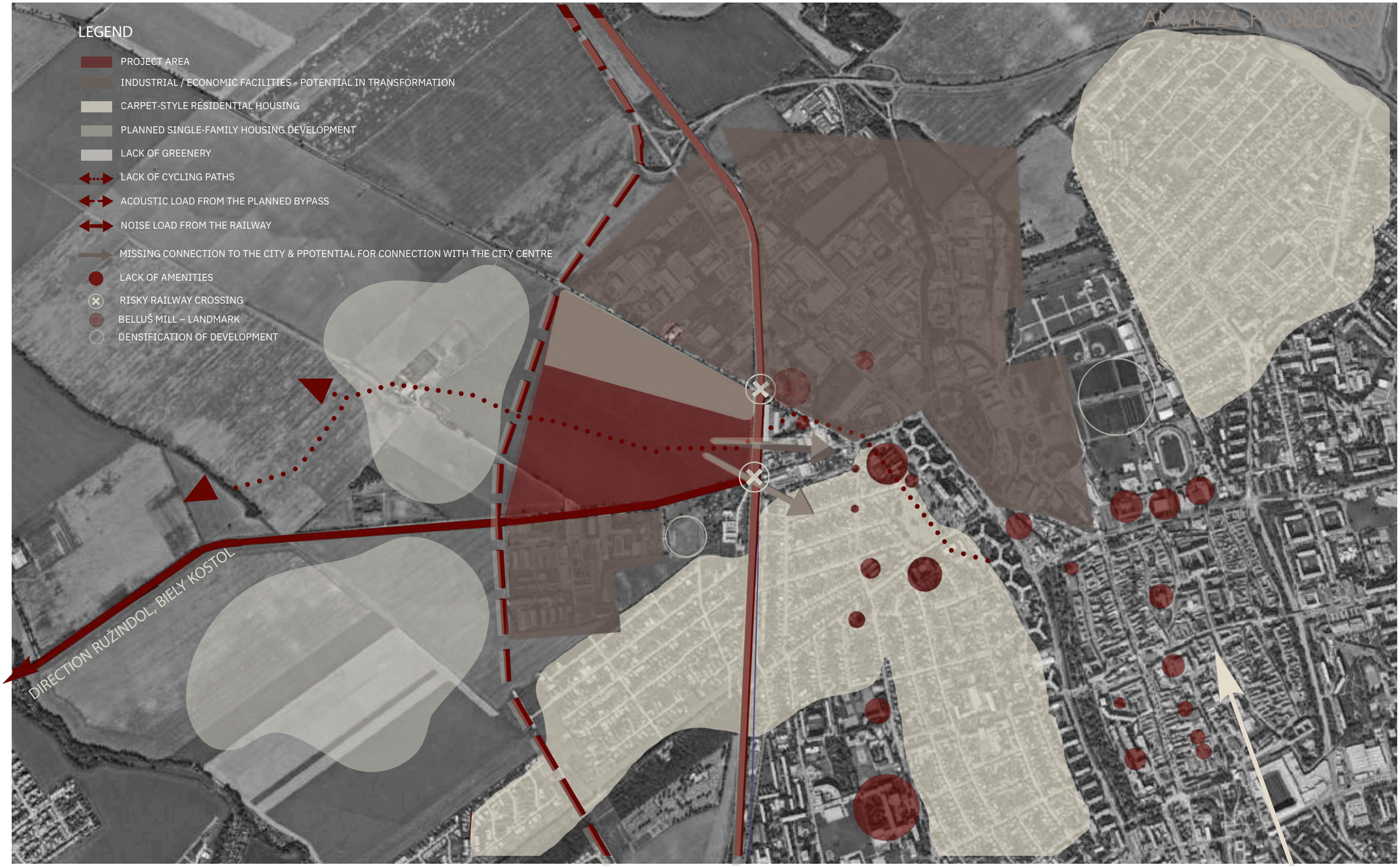
CONTENT OF THE DRAWING: WIDER CONTEXT



ANALYSIS OF ISSUES & POTENTIALS

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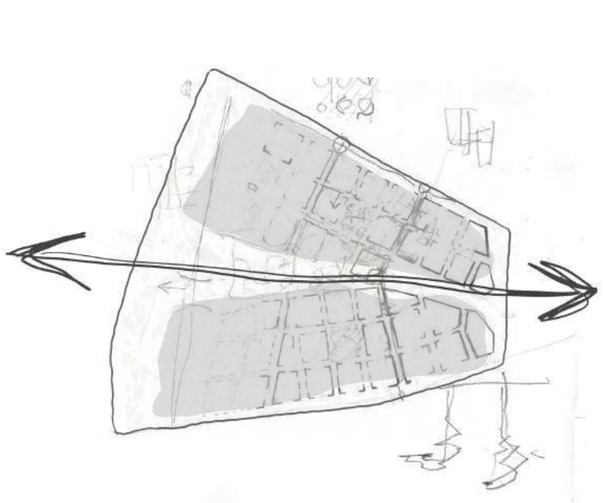
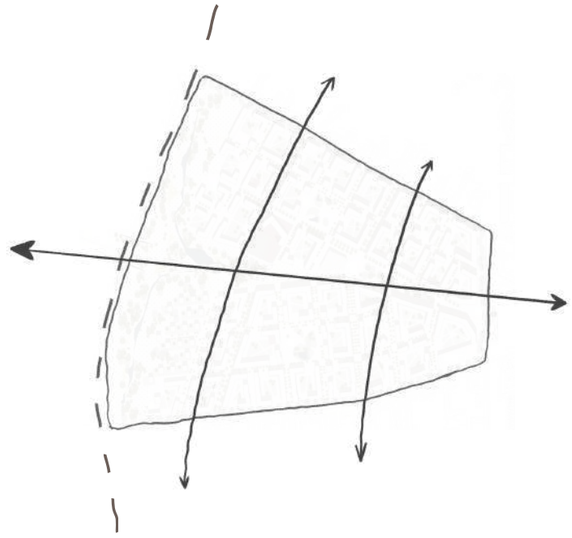
CONTENT OF THE DRAWING: ANALYSIS OF ISSUES & POTENTIALS

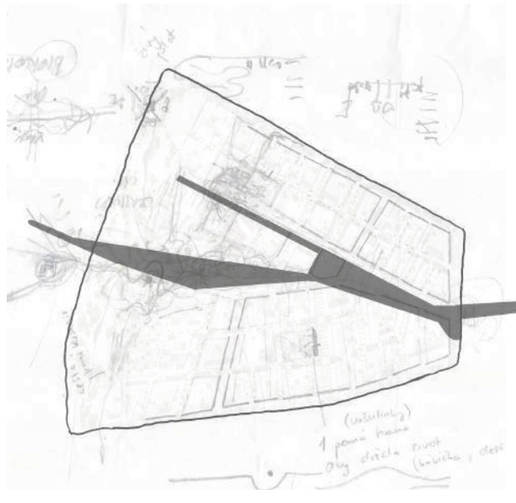
GRID SYSTEM WITH RADIALITY



CONNECTION BETWEEN THE CITY AND THE LANDSCAPE THROUGH THE RAILWAY AND BYPASS



CONNECTION AND STRUCTURING



PUBLIC SPACE, ACTIVE GROUND FLOOR, AND PEDESTRIAN ZONE

LIBRETTO

SLOVAK UNIVERSITY OF TECHNOLOGY IN BRATISLAVAFACULTY OF ARCHITECTURE AND DESIGN

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CONTENT OF THE DRAWING: LIBRETTO

FUNCTION

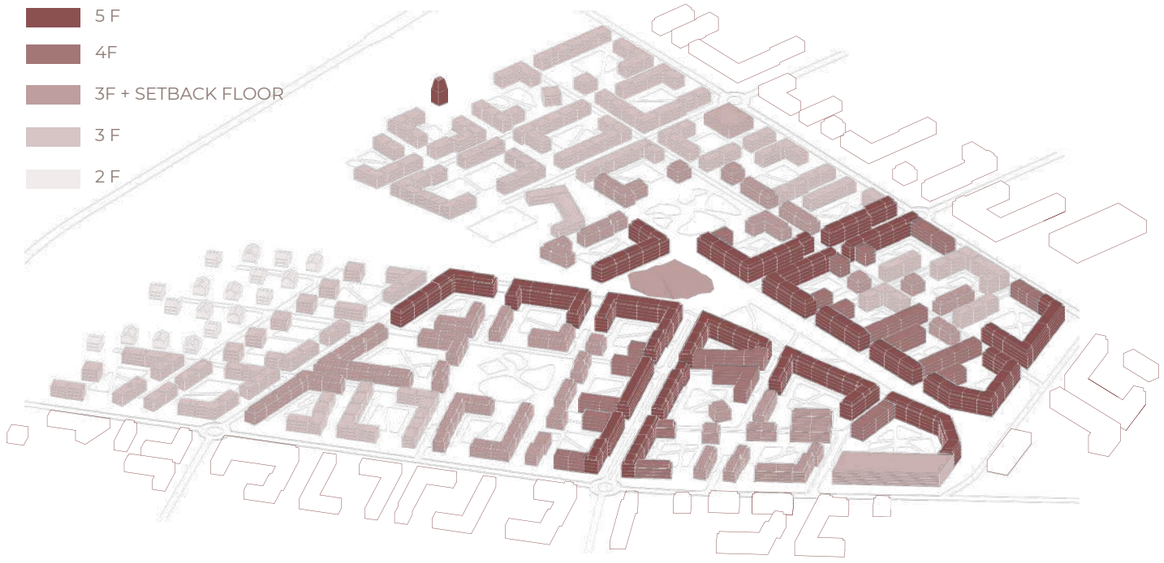
- RESIDENTIAL BUILDINGS
- RESIDENTIAL BUILDINGS – ACTIVE GROUND FLOOR
- RESIDENTIAL BUILDINGS – MIXED USE
- PARKING HOUSE
- CIVIC AMENITIES – NON-COMMERCIAL
- HOME FOR SENIORS

PUBLIC SPACES

- BUILDINGS
- PRIMARY PUBLIC SPACE
- SUPPORTING PUBLIC SPACES
- OPEN INNER COURTYARDS
- SEMI-PUBLIC INNER COURTYARDS
- PRIVATE SPACE

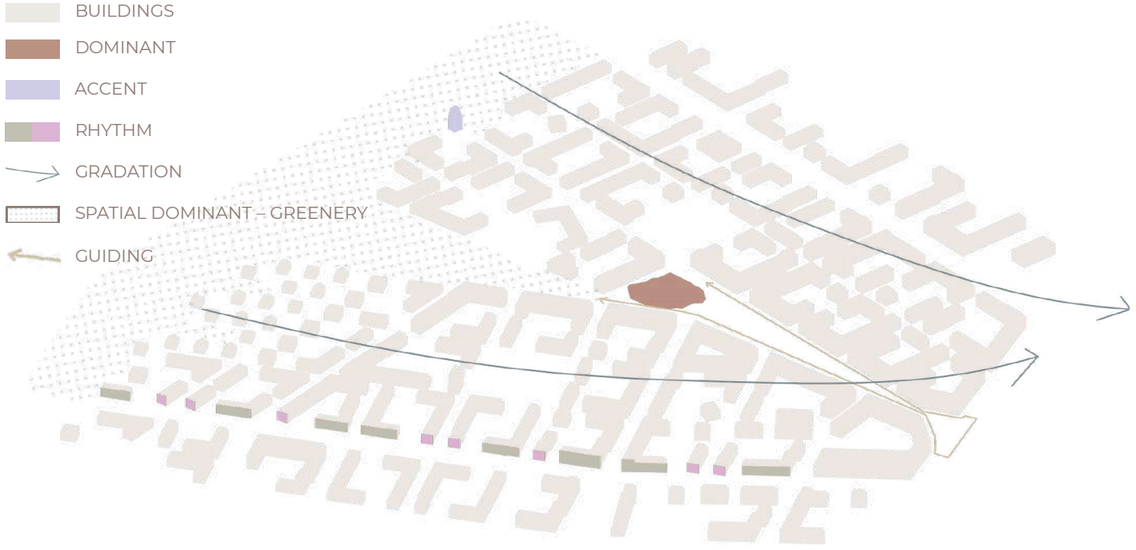
FLOOR-LEVELS

- 5 F
- 4F
- 3F + SETBACK FLOOR
- 3 F
- 2 F



COMPOSITION

- BUILDINGS
- DOMINANT
- ACCENT
- RHYTHM
- GRADATION
- SPATIAL DOMINANT – GREENERY
- GUIDING



SCHEMES

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CONTENT OF THE DRAWING: SCHEMES

TRAFFIC

- BUILDINGS
- URBAN BLOCK
- BUS STOP
- RAILWAY LEVEL CROSSING
- ROUNDABOUT
- ROAD BYPASS
- MAIN SERVICE ROADS
- RAILWAY LINE
- LOCAL ROADS
- MIXED-USE TRAFFIC AREAS
- CYCLING ROUTES
- UNDERGROUND PARKING
- P PARKING HOUSE

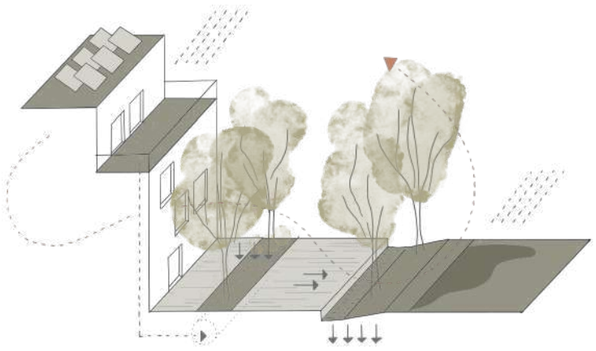
KINDERGARTENS AND PRIMARY SCHOOLS

- BUILDINGS
- URBAN BLOCK
- PRIMARY SCHOOL
- KINDERGARTEN
- OUTDOOR SCHOOL AREA

DIAGRAMS

LEGEND

- BUILDINGS
- URBAN BLOCK
- VEGETATED ROOFS
- SEMI-PUBLIC GREENERY
- PRIVATE FRONT YARDS
- FOOTBALL FIELD
- SILVER BIRCH
- ENGLISH OAK
- HRON MAPLE
- LANDSCAPE PARK



VEGETATION PLAN

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CONTENT OF THE DRAWING: VEGETATION PLAN

LEGEND

- BUILDINGS
- URBAN BLOCK
- VEGETATED ROOFS
- RETENTION WATER AREA
- COMMUNAL FRONT GARDENS
- PHOTOVOLTAIC PANELS
- MOBILITY HOUSE
- ENERGY-HARVESTING KINETIC WALKWAY
- ENERGY-HARVESTING KINETIC BENCHES
- WIND-TURBINE FACADE

ECOLOGICAL PLAN

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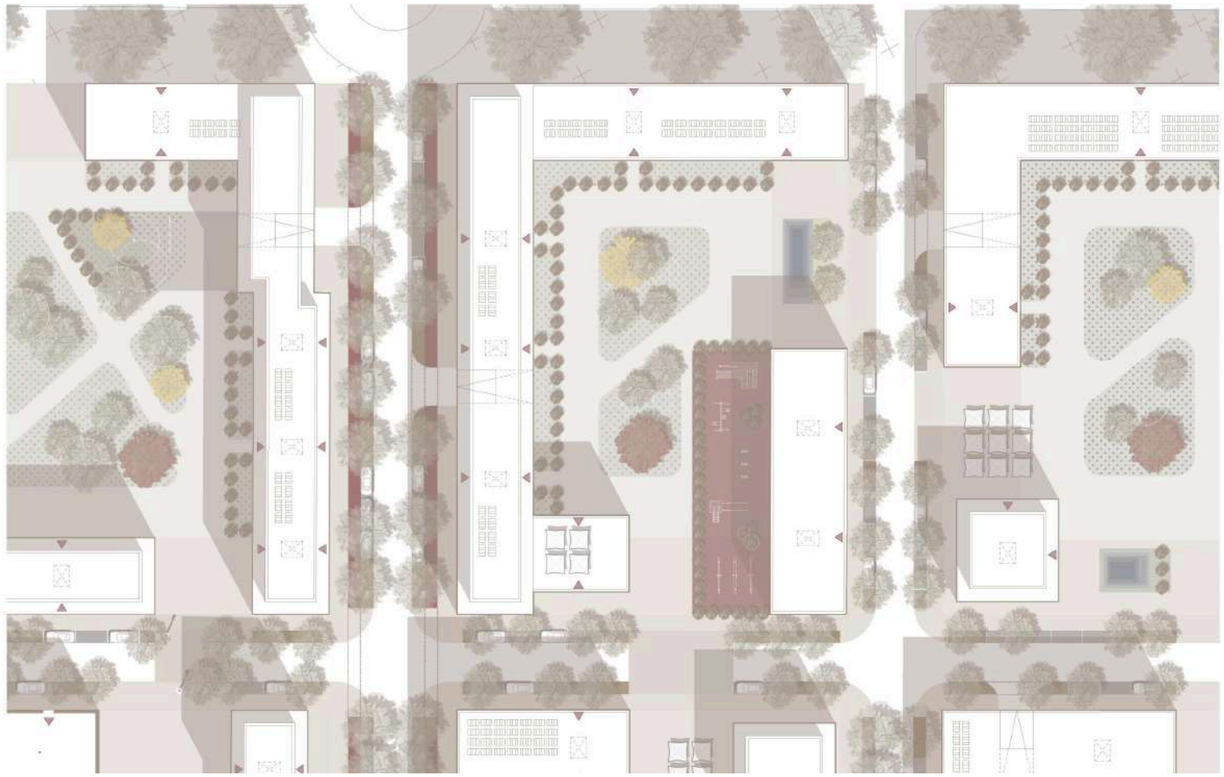
CONTENT OF THE DRAWING: ECOLOGICAL PLAN

GENERAL PLAN 1:2000

D1



D2

DETAILS

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CONTENT OF THE DRAWING: DETAILS

MAIN AXONOMETRY

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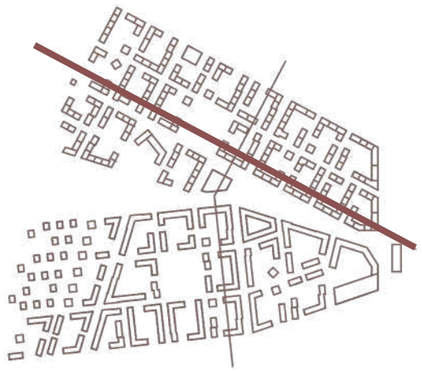
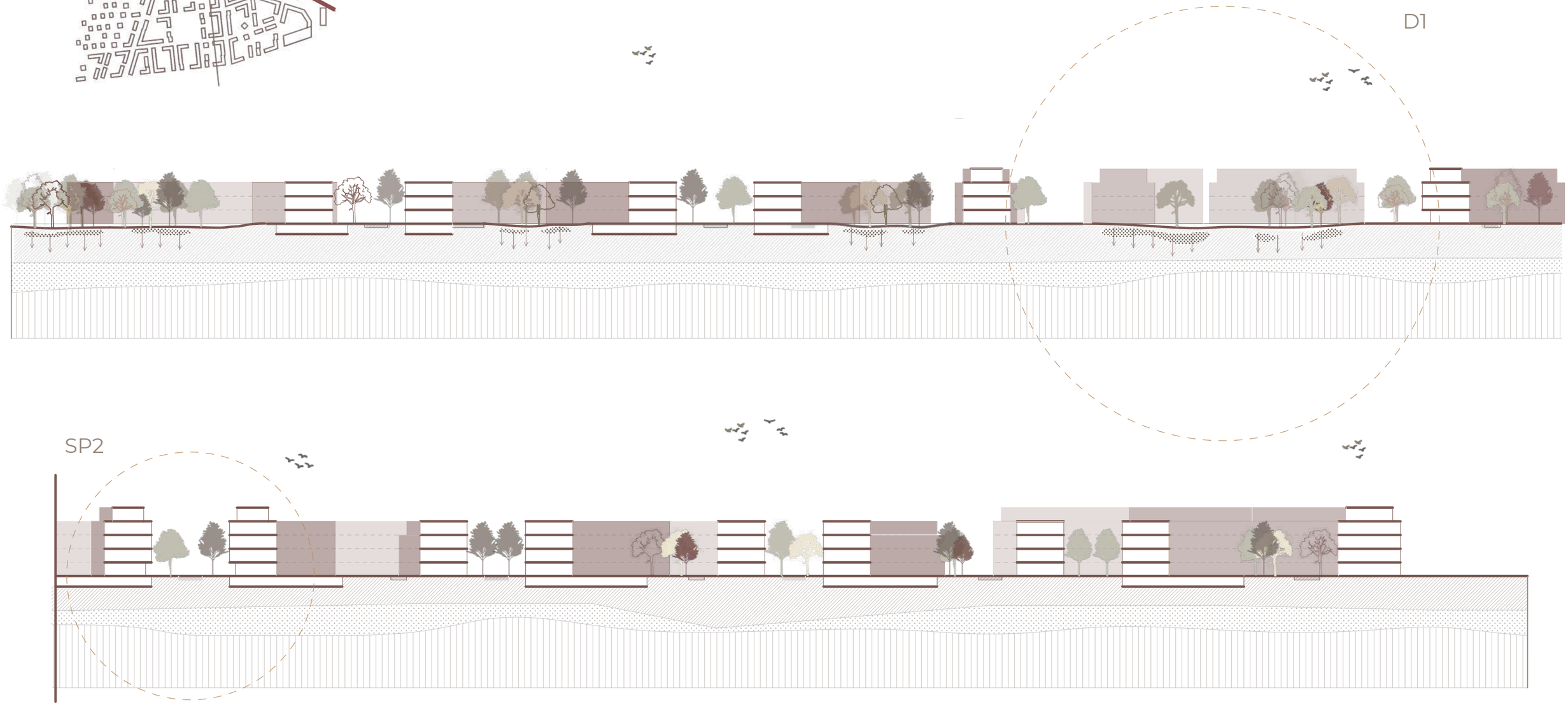
CONTENT OF THE DRAWING: MAIN AXONOMETRY





SECTION

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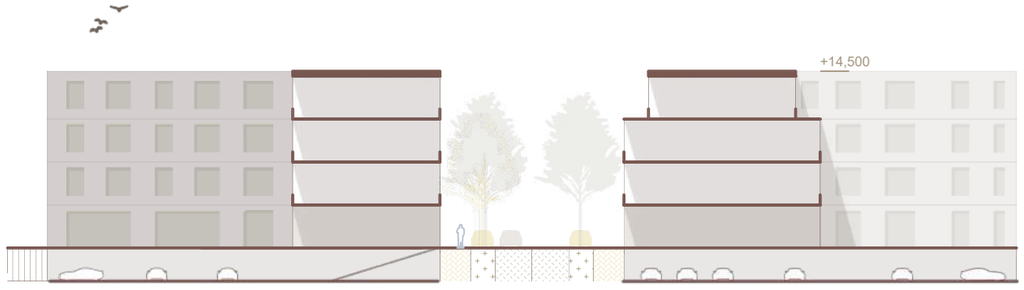
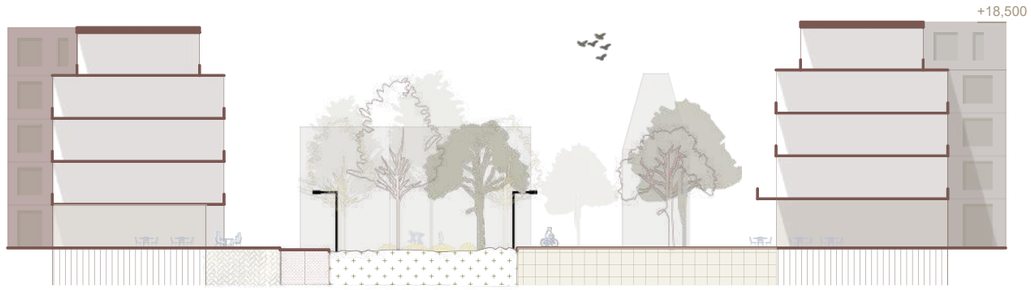
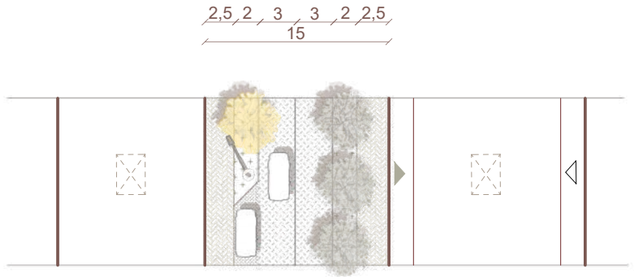
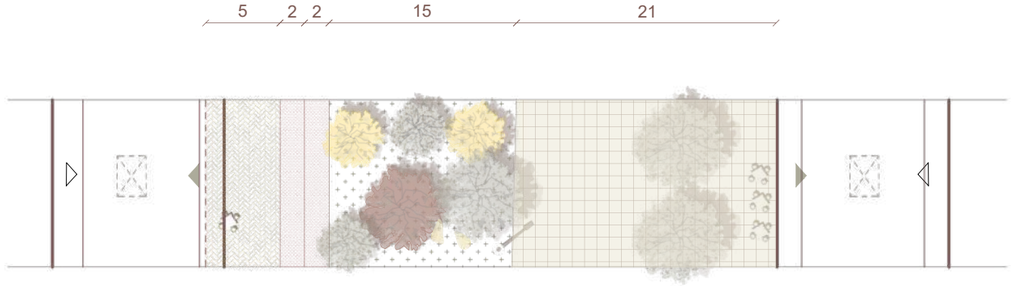
CONTENT OF THE DRAWING: SECTION







STREET CROSS-SECTION 1



STREET CROSS-SECTION 2

STREET CROSS-SECTIONS

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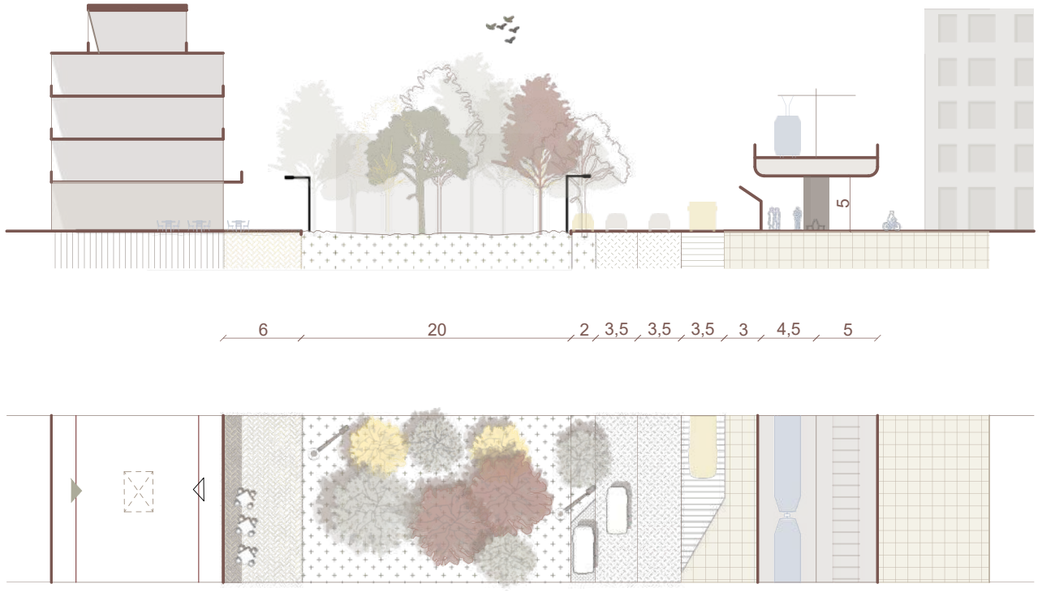
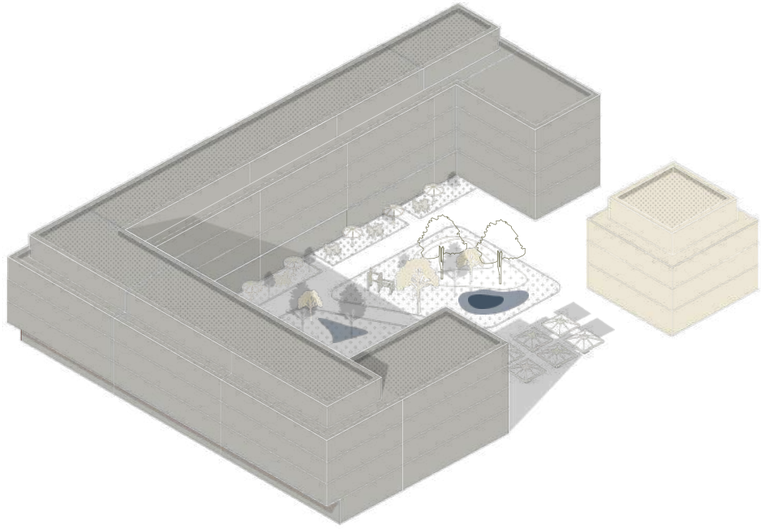
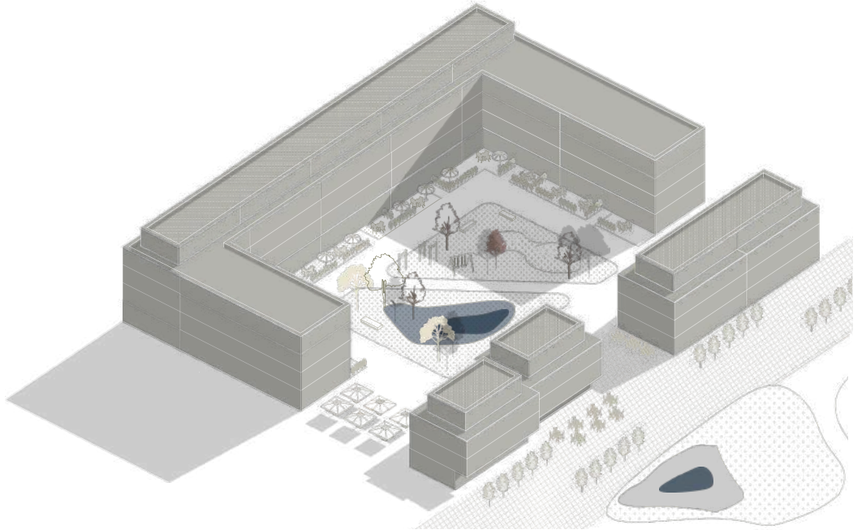
CONTENT OF THE DRAWING: STREET CROSS-SECTIONS



STREET CROSS-SECTION 3





STREET CROSS-SECTIONS & COURTYARD SCHEMES

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CONTENT OF THE DRAWING: STREET SECTIONS & COURTYARD SCHEMES