

An aerial photograph of Ušće Park in Belgrade, Serbia. The park is a large green space with rolling hills, scattered trees, and a winding river. In the background, there are residential buildings, industrial structures, and a bridge across the water. The sky is clear and blue.

UŠĆE PARK

People's Park

THE PROJECT IS DELIVERING A STRATEGIC PLAN

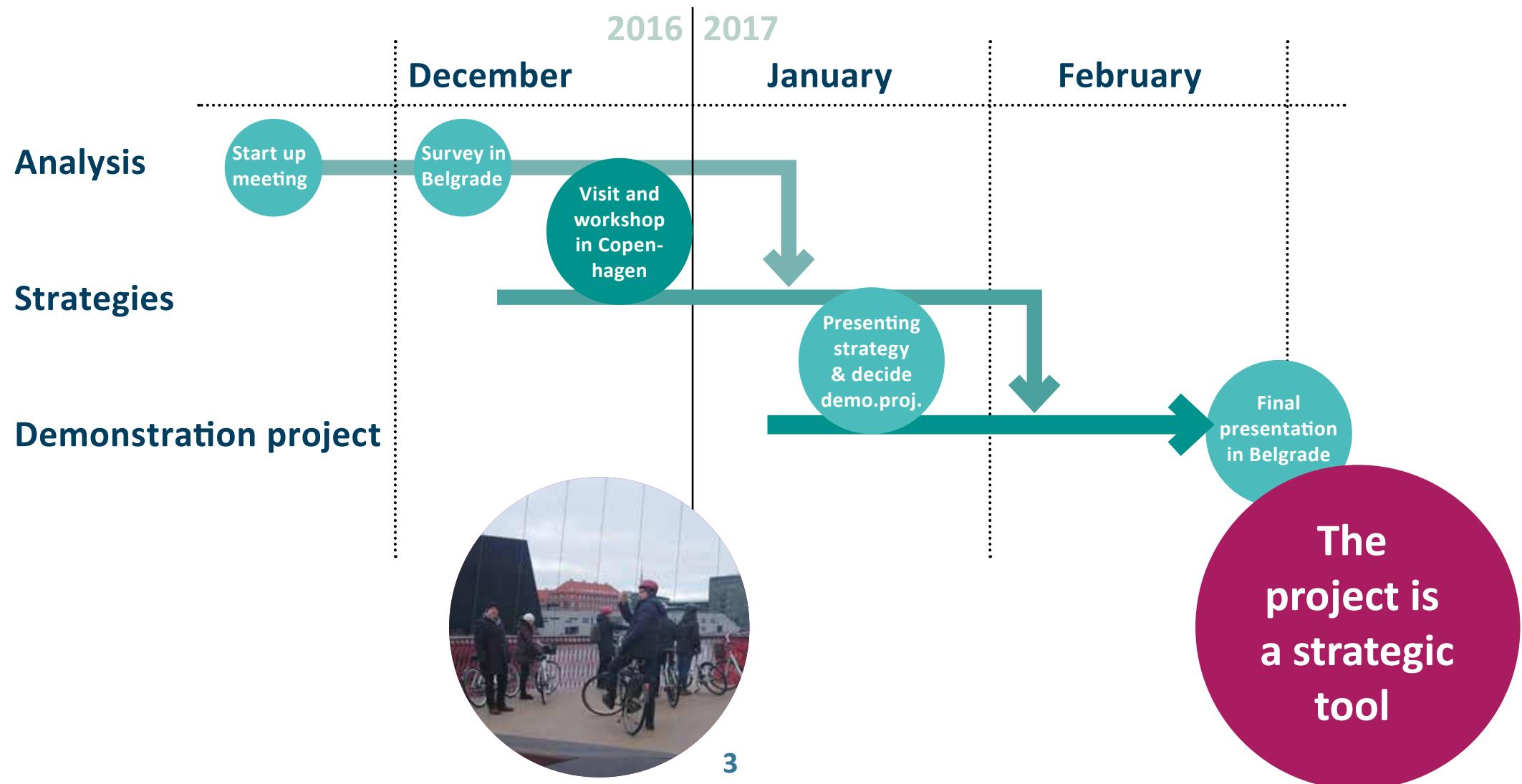
An aerial photograph of Belgrade, Serbia, showing the confluence of the Sava and Danube rivers. The left bank is labeled "New Belgrade" and features a grid-like urban layout with numerous green spaces and sports facilities. The right bank is labeled "Old Belgrade" and shows a more dense, traditional urban area with a mix of green spaces and built-up areas.

Being site-specific
is key in ensuring
the success of the
project

New Belgrade

Old Belgrade

THE UŠĆE PARK PROJECT TIMELINE



VISION

Ušće Park is a lively and dynamic park that invites people to spend time.

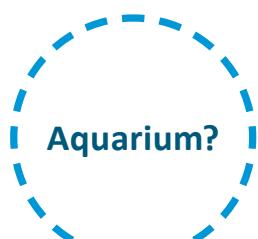
First, it is accessible and inviting to the Belgradians and local people of all ages.

Being a vibrant local space, visitors and tourists are attracted to the authentic atmosphere among the locals and to enjoy the local food, events and nature as a part of their stay in Belgrade.

PROJECT GOALS

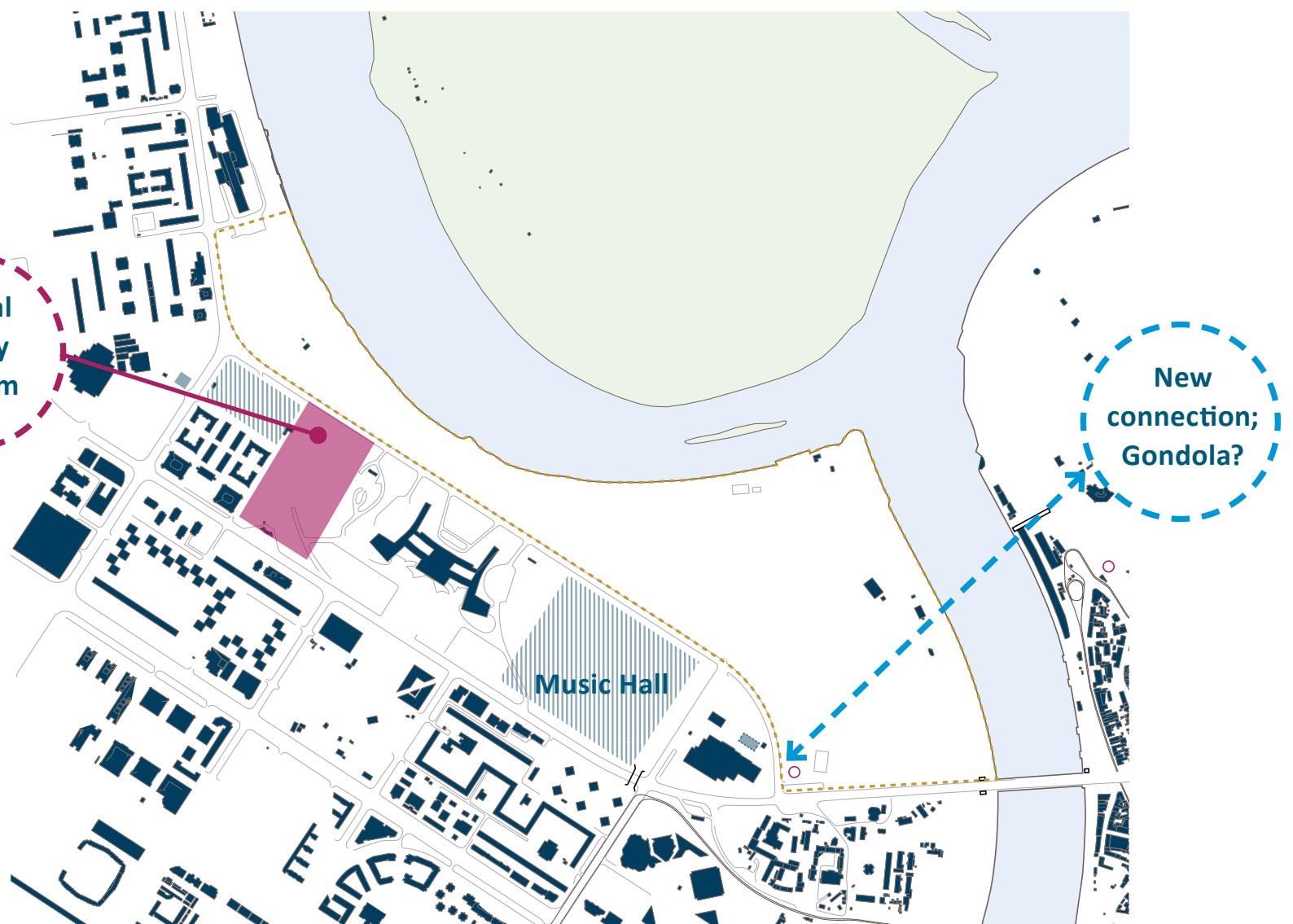
- We want to connect the park and the city
- We want to create a fine-grained network of paths with a clear hierarchy
- We want to maximize existing amenities and invite people to engage and interact

ADDITIONAL IDEAS FOR THE AREA



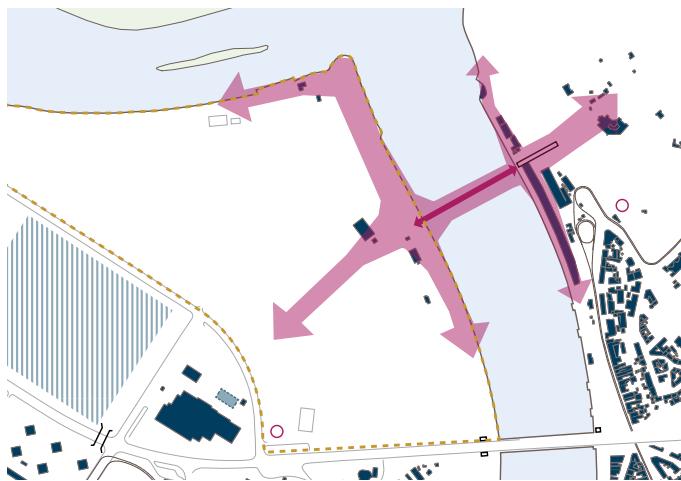
The blue circles:
'Parked' ideas.

The strategy will start by
delivering a robust plan
inviting people to use and
spend time in the park.
Once the park works well,
other destinations and tourist
attractions can be evaluated
and located in the area
- if needed by then



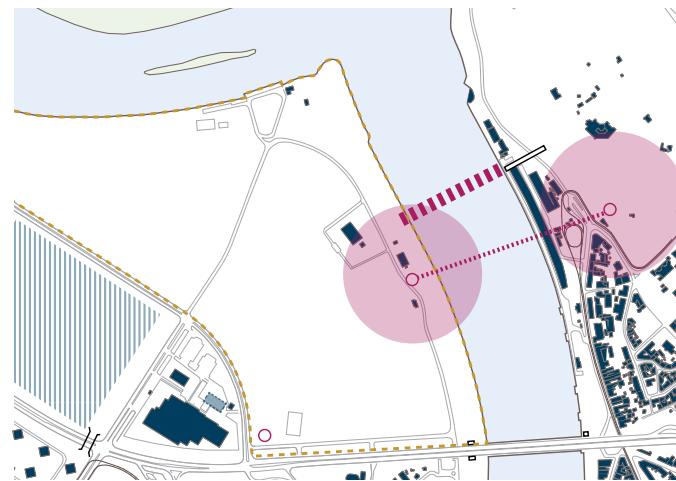
CROSSING THE RIVER - ACTIVATING THE PROMENADE

Pedestrian bridge Connecting the two areas



- + Activates the whole waterfront
- + Can become a landmark/sculptural destination
- + Connects to the new bridge between the fortress and the eastern promenade
- + No waiting time or expenses to get to the other side of the river; Open 24/7
- + Less expensive to construct
- + Could offer seats for people to take a rest and enjoy the view
- The bridge needs to be high to give room for boat traffic

Gondola; New location of stop: Fortress - river promenade/Art museum



- + Arrives at the promenade
- Expensive to run and maintain
- Lossing out of the attraction of sensing the river flying up high
- Inconvenient for people to use - have to wait; not always available when needed
- Ticket costs? = not for everybody

THE COPENHAGEN BRIDGES CONNECTING THE PEDESTRIAN AND BIKE NETWORK



THE PARK AS A DESTINATION OR DESTINATION IN THE PARK?



A Ferris Wheel

- A destination only for the few
- + Tourist destination and landmark
- There is nothing to look down at in Usce Park: The City would benefit from waiting for activity to happen in the park before deciding whether a Ferris Wheel is needed at all....
- A Ferris wheel is a destination that delivers an experience from above - not at eyelevel. People in the wheel are segregated from life in the park - people do not interact with the life in the park (only shortly, when coming and going)
- A Ferris wheel is generally not a destination people visit more than once; it is therefore mostly for tourists/a few people
- The design and type of activity (tivoli) is commercial and will be better suited in another context than a public park

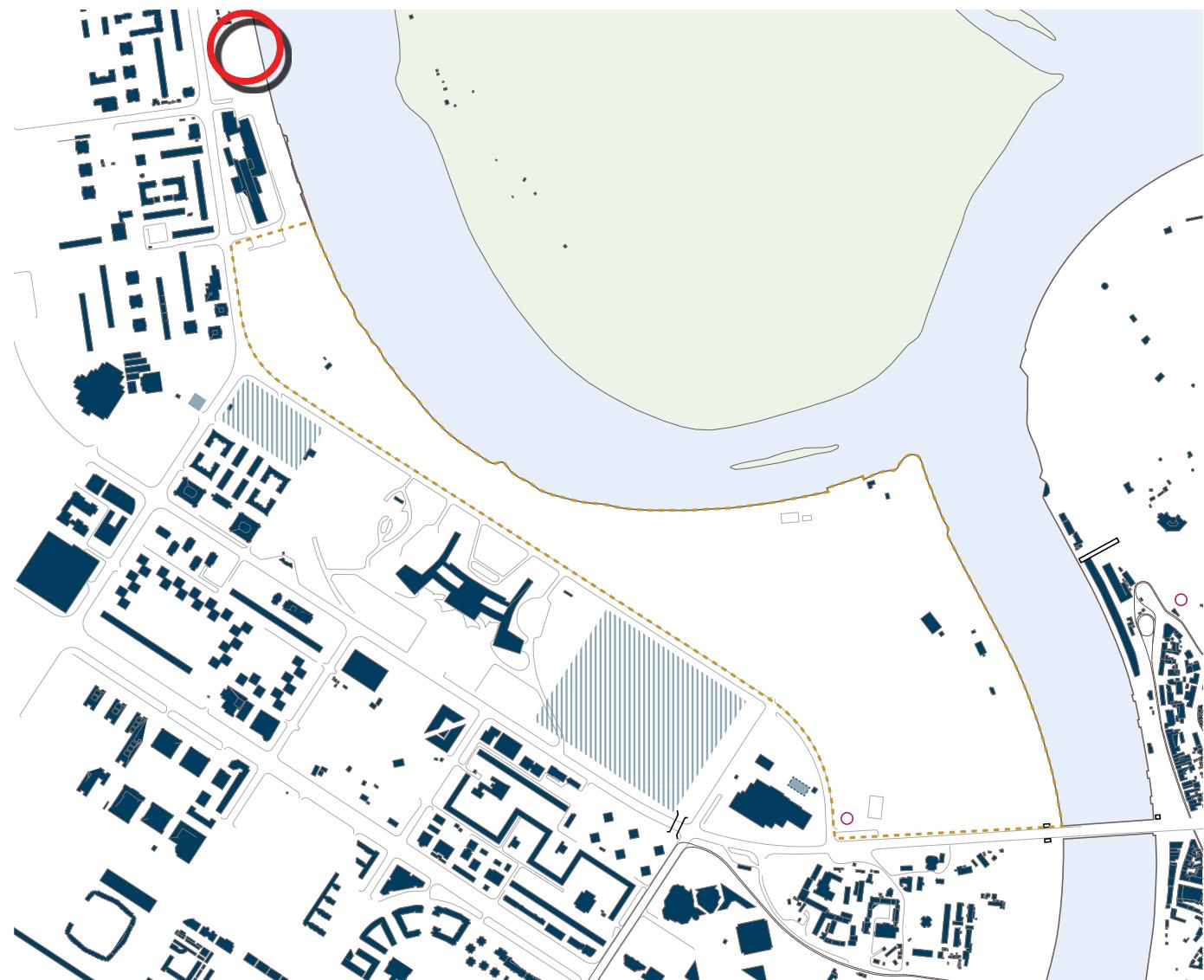
A DESTINATION WITH A HISTORY



IF A FERRIS WHEEL SHOULD BE PLACE..

Possible location 1 :

Related to an area where
there has been a Tivoli.



MAIN FINDINGS FROM THE ANALYSIS



Difficult arrival

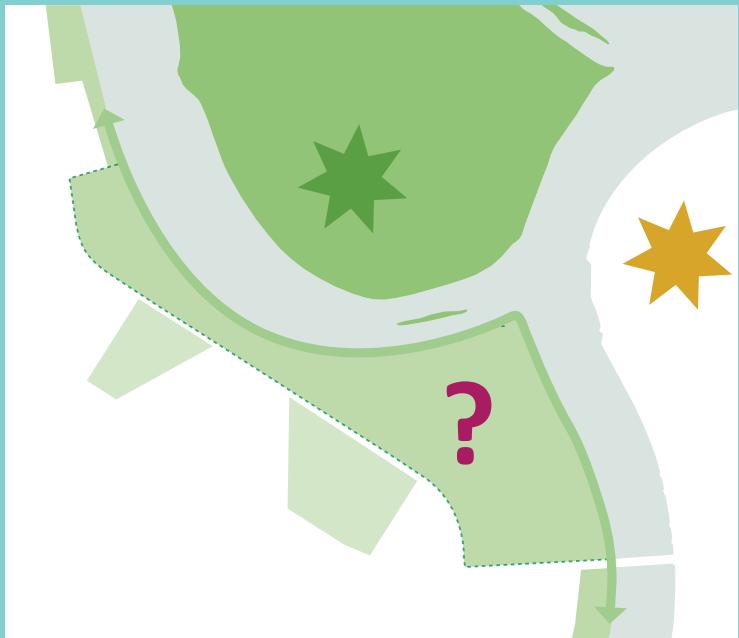


Low quality of routes

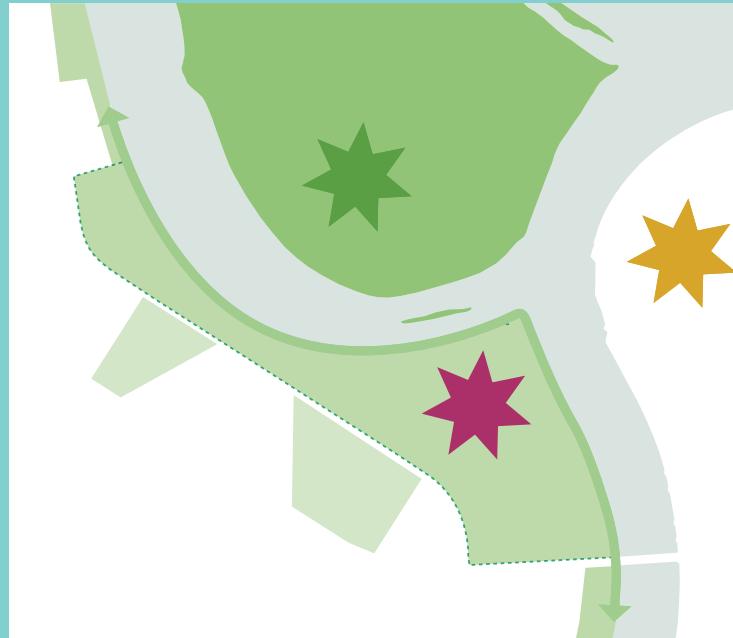


Few variations in experiences

THE IDENTITY



From a green void with a weak identity...



...to a clear identity as a people's park

3 BIG STRATEGIC MOVES TO ATTRACT AND GENERATE LIFE

1

THE ARRIVAL



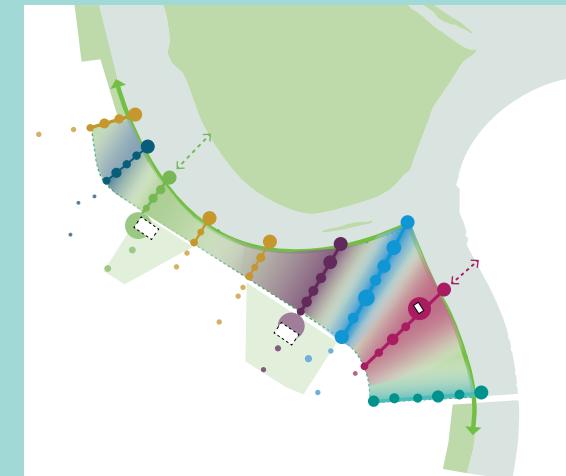
2

THE NETWORK



3

THE ACTIVITIES



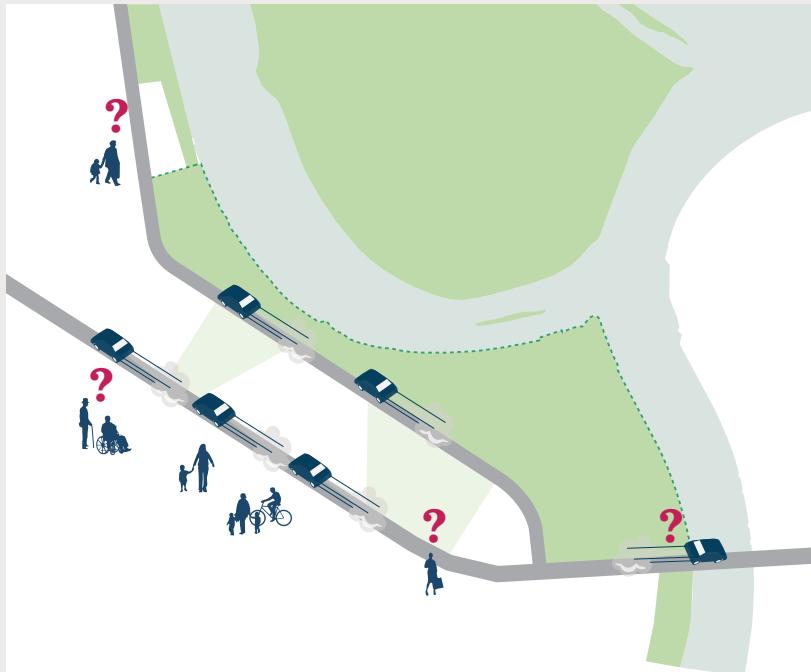
We want to connect the park and the city

We want to create a fine grained network of paths with a clear hierarchy

We want to maximize existing amenities and invite people to engage and interact

1

THE ARRIVAL



From a park-island that is difficult to get to...



...to a park that is well connected to the city for all modes of transportation

IMPROVE ACCESS TO THE PARK

- Delivers an optimal 5 minute catchment area
- Increases the accessibility for people living and working nearby
- Reduces the dependency on cars

A new connection to the fortress, places the park only a 5 min walk from Belgrade's no. 1 tourist destination

5 minute catchment area

By foot

By bike



MAKING AN INTERESTING ARRIVAL

Concept principals

Provide good wayfinding with signs and a clear hierarchy of routes

Provide good lighting at all access routes

Make all crossings raised to sidewalk level and make short waiting time at crossing lights

Make seating and activity at/close to arrival points - here you can wait for your friends

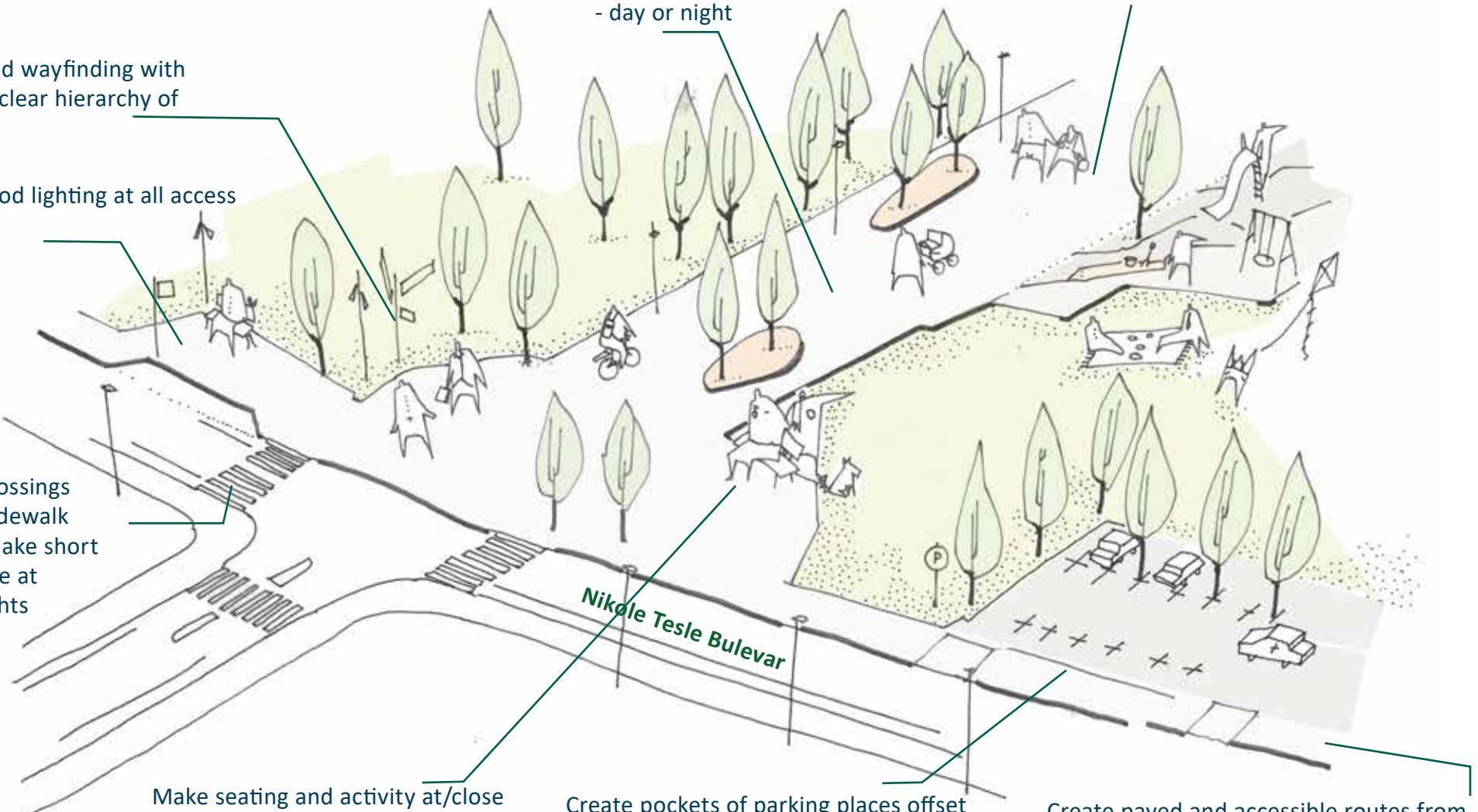
Make the primary route easy to find and inviting to use - day or night

Nikole Tesle Bulevar

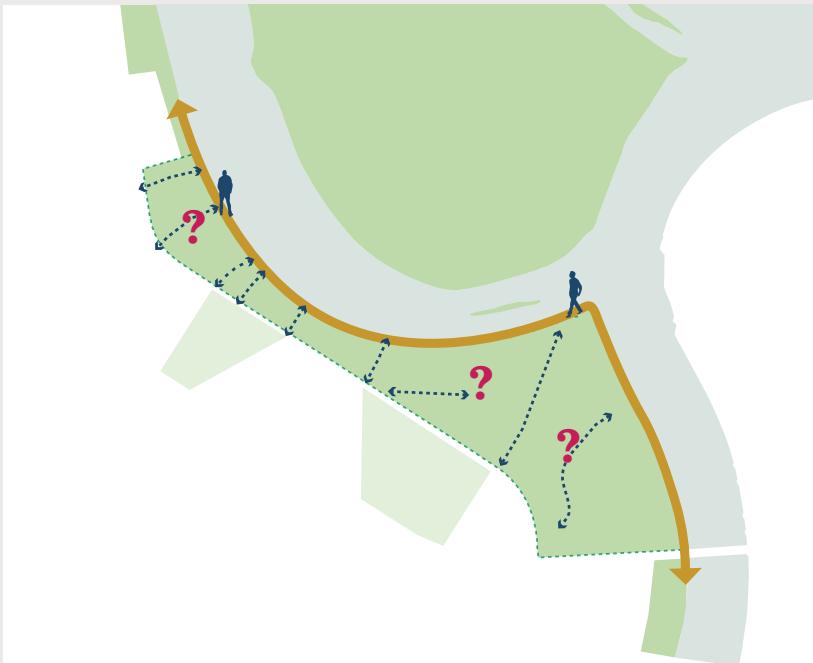
Create pockets of parking places offset from the main entrances and along Nikole Tesle Bulevar

The main route is a shared surface, that invites all modes at a very low speed

Create paved and accessible routes from all main arrival points - the bus stop, car parking, bike lanes and footpaths



2 THE NETWORK

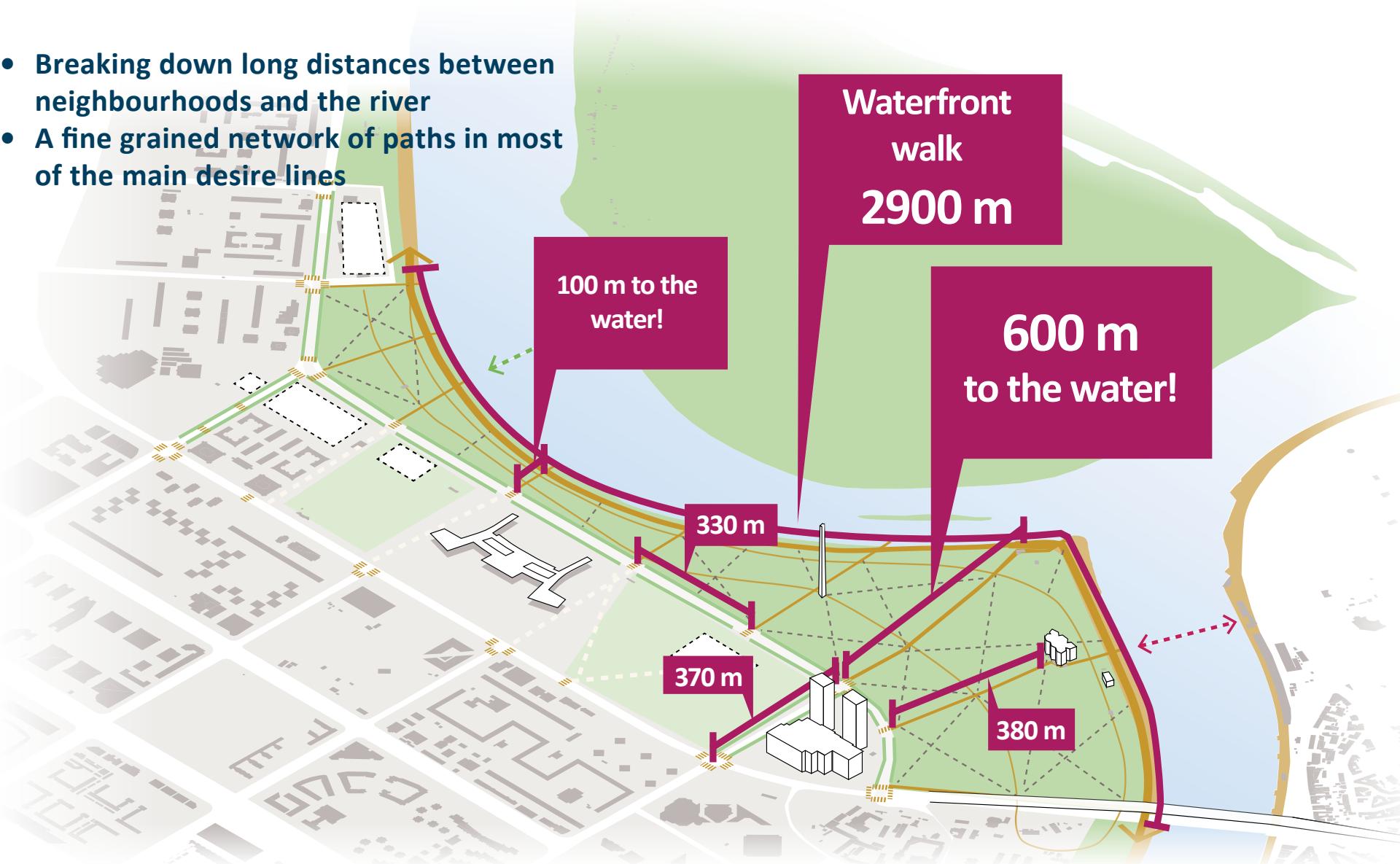


From many informal paths mostly
of poor quality...

...to a fine-grained network and clear
hierarchy of accessible routes

A BIG SCALE PARK NEEDS A FINE GRAINED NETWORK

- Breaking down long distances between neighbourhoods and the river
- A fine grained network of paths in most of the main desire lines

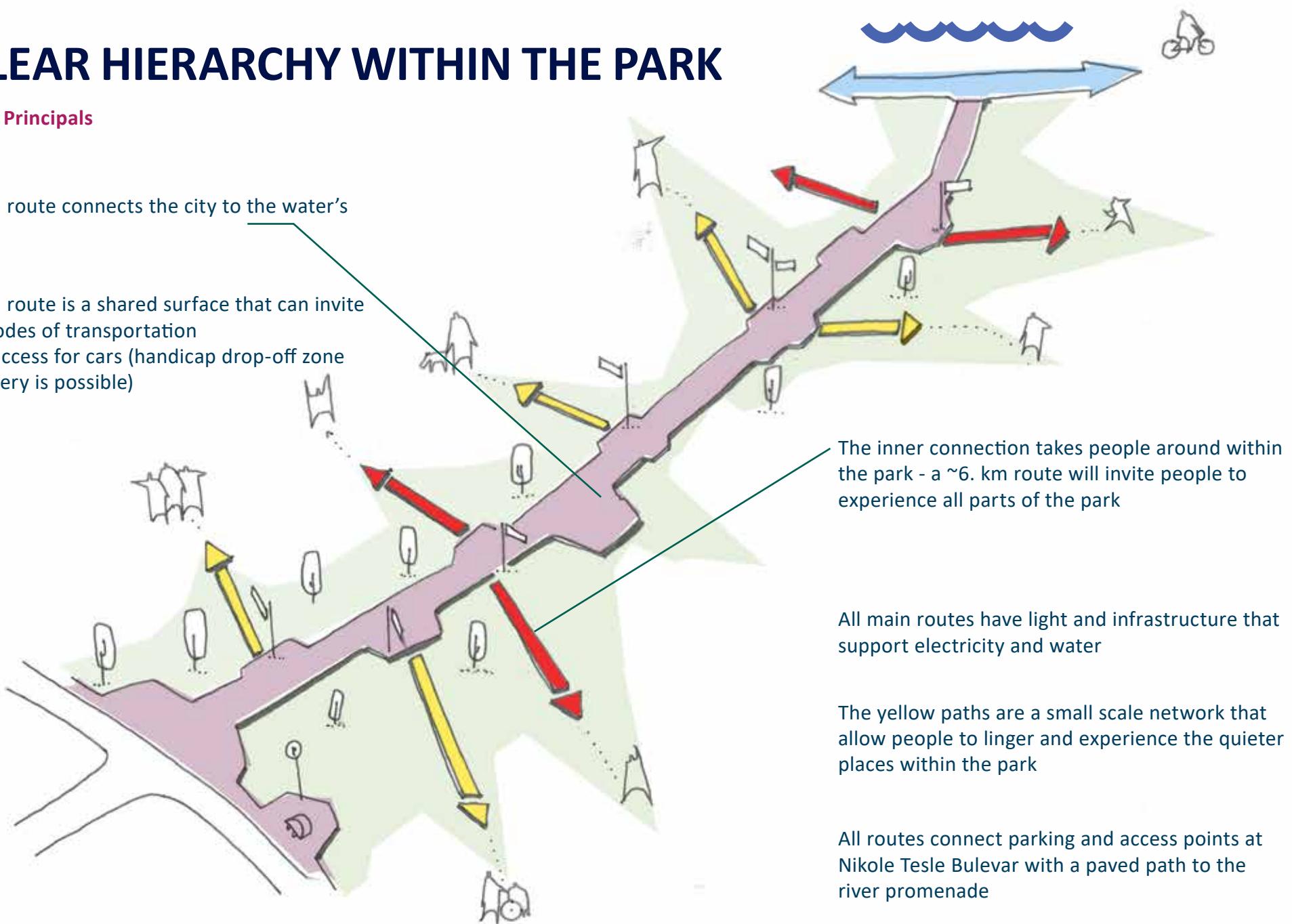


A CLEAR HIERARCHY WITHIN THE PARK

Concept Principals

The main route connects the city to the water's edge

The main route is a shared surface that can invite for all modes of transportation
Limited access for cars (handicap drop-off zone and delivery is possible)



The inner connection takes people around within the park - a ~6. km route will invite people to experience all parts of the park

All main routes have light and infrastructure that support electricity and water

The yellow paths are a small scale network that allow people to linger and experience the quieter places within the park

All routes connect parking and access points at Nikole Tesle Bulevar with a paved path to the river promenade

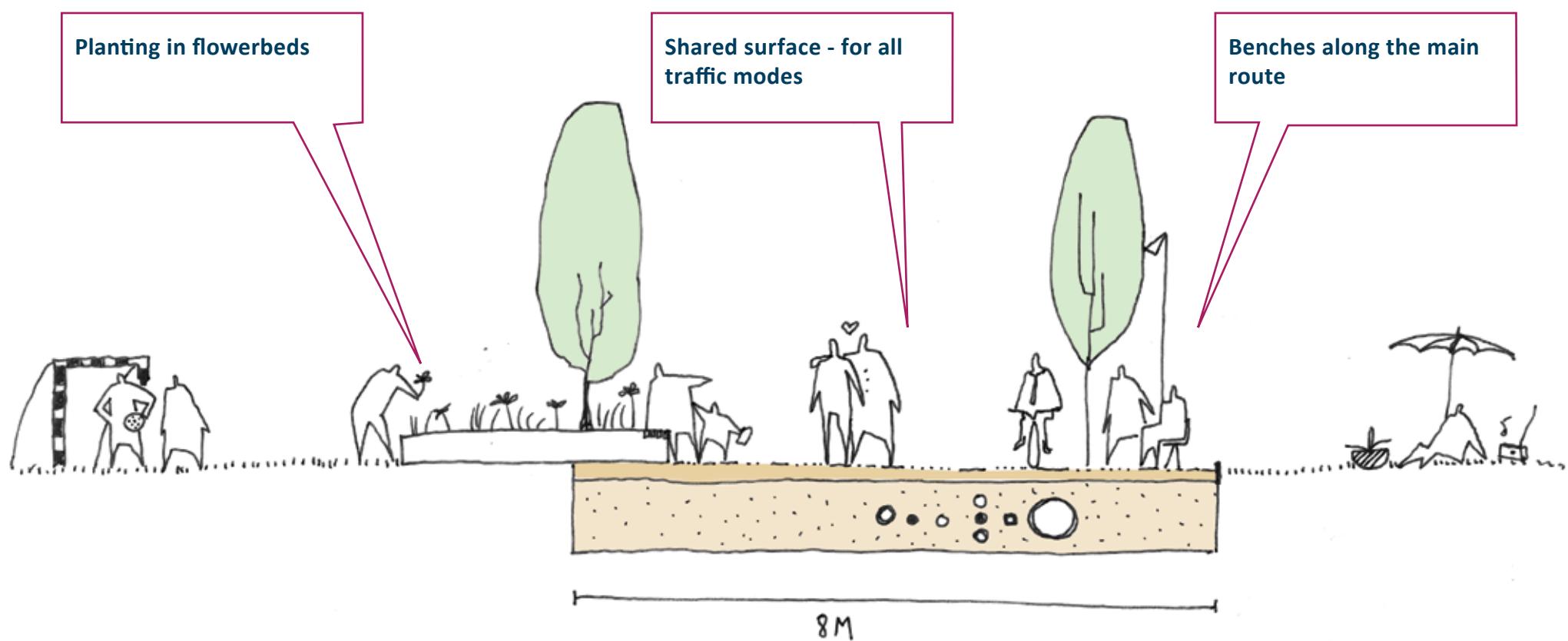
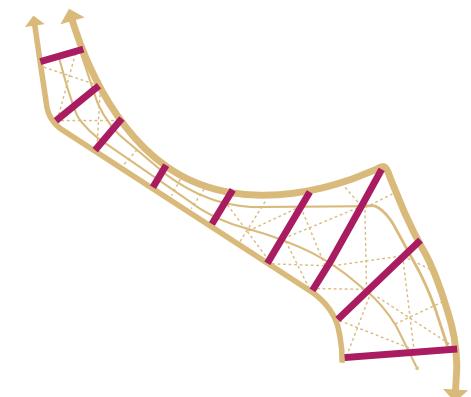
MAIN ROUTES TO WATER

Shared surface - slow traffic

Suitable Lighting

Seating and activities along the route

Invitation for informal play



RIVERWALK - DANUBE AND SAVA

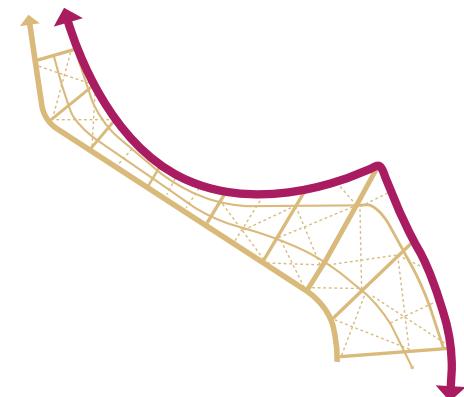
Boardwalk:

Good accessible paving

Lighting

Seating and activities along the boardwalk

Pedestrian zone - Slow bicycling is possible

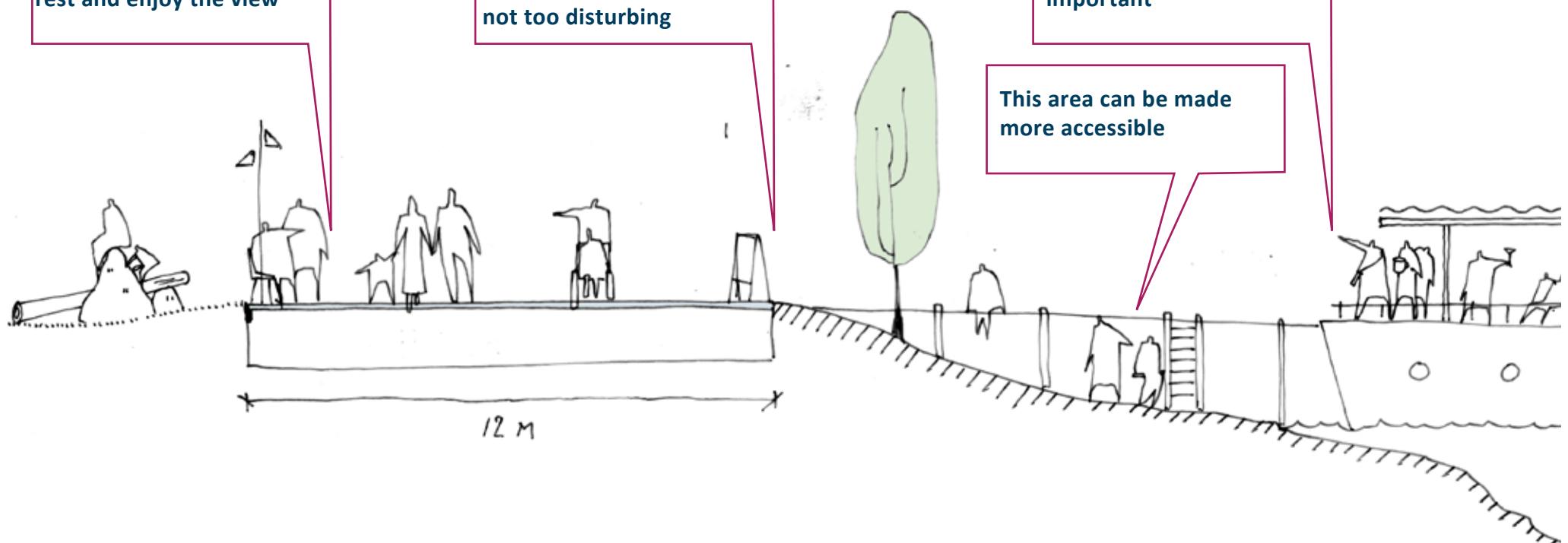


Benches can invite people to rest and enjoy the view

The entrances to the boats must be simple and not too disturbing

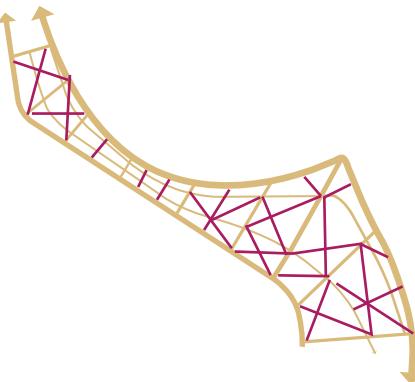
The restaurants are still important

This area can be made more accessible



FINE GRAINED PATHS

Paths connecting other larger routes
Simple tertiary or gravel path
Giving access to experiences within the park



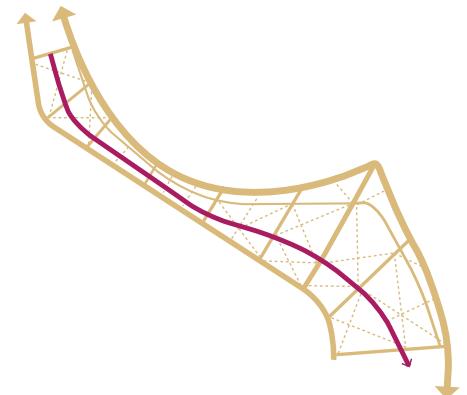
Simple surface - easy to maintain

Invites for more quiet experiences



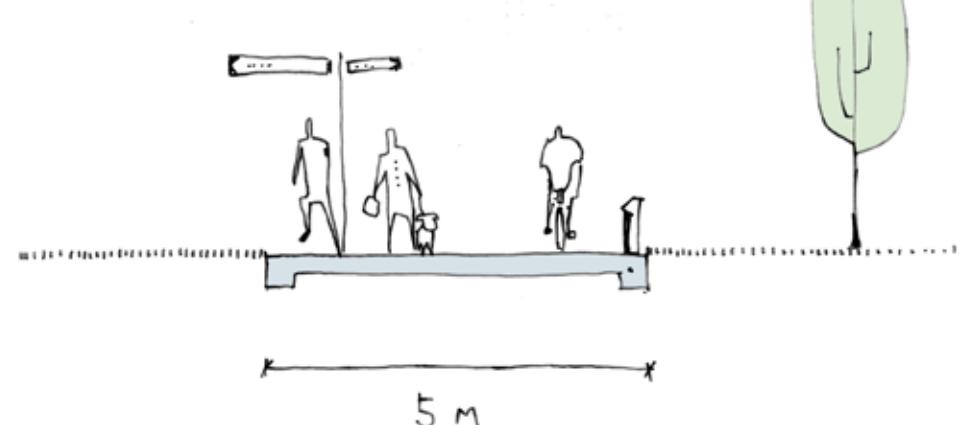
INNER CONNECTION

For running, walking, and cycling
Good access paving
Minimum Lighting



Simple clear way-finding

Possibility for running, walking and leisure biking



NIKOLE TESLE BULEVAR

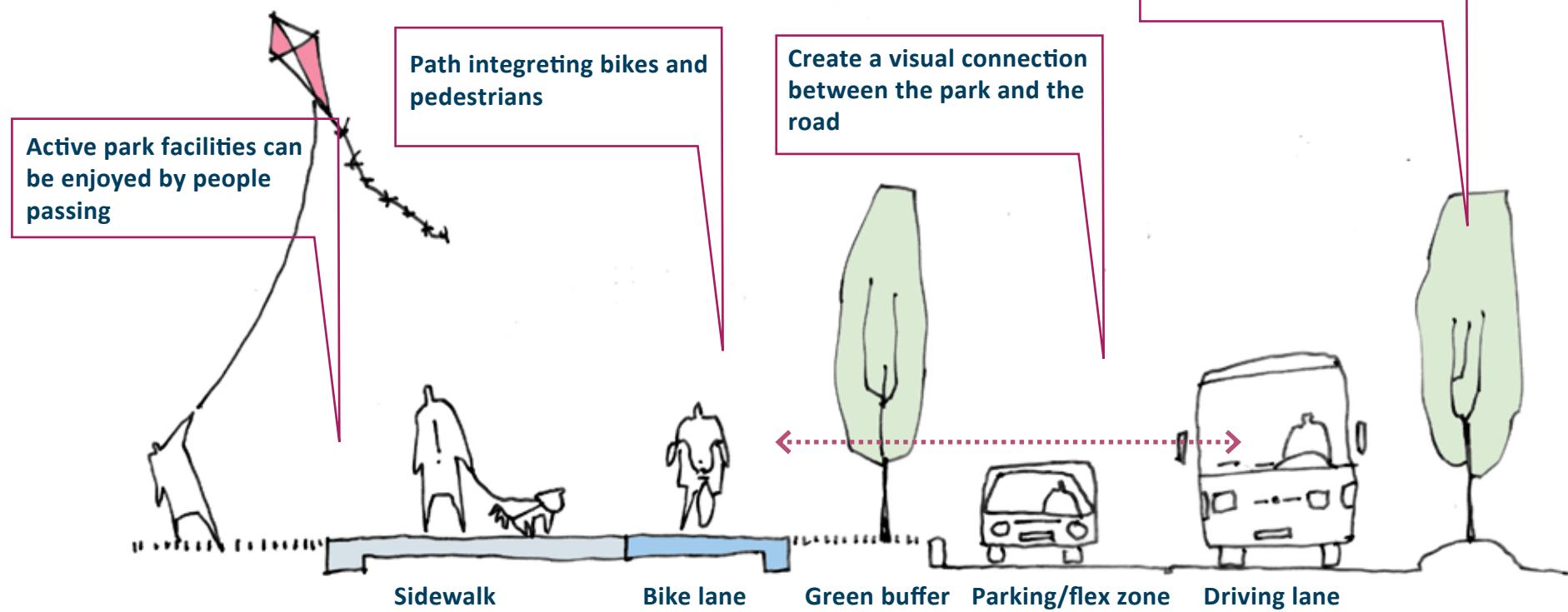
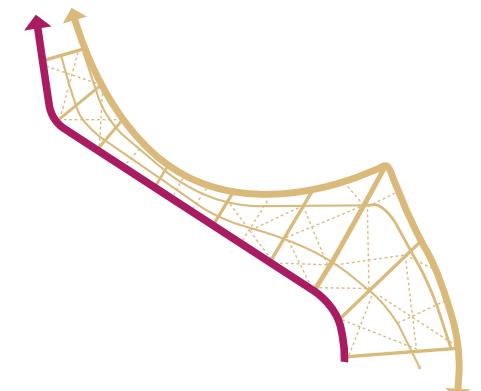
From barrier to boulevard!

Good cycling and walking - safe from traffic

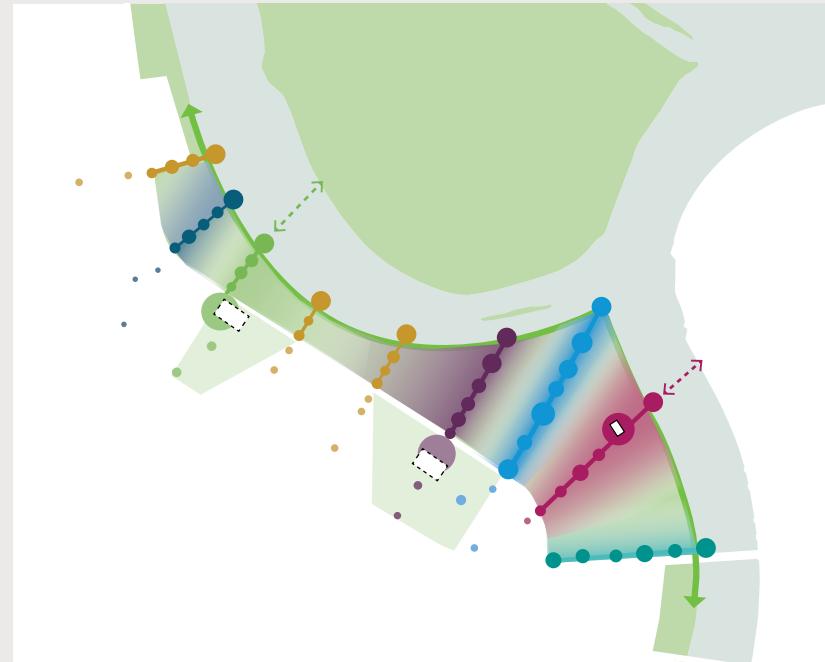
Public transportation - bus stops

Flex zone for buses stopping or parking

Good visual and physical contact with the park



3 THE ACTIVITIES



From few activities - very little to do in the park...

...To a variety of activities along different routes leading to the riverfront

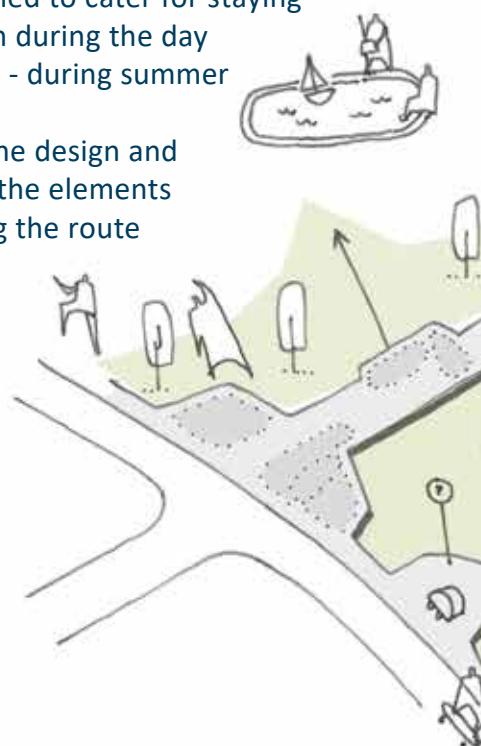
AN INTERESTING CONNECTION BETWEEN THE CITY AND THE WATER

Concept Principals

Each main route caters to both passive and active use - e.g. seating, playing, sports, learning and positive sensory input.

Each route:

- is grown from nearby destinations that can anchor the activities
- consists of big and small interventions
- is programmed to cater for staying activity both during the day and evening - during summer and winter
- influences the design and program of the elements placed along the route



Parking is located close to Nicole Tesla Bulevar which makes it easy to walk to any destination



Infrastructure (power/ water, waste) can be established as part of each connection- and thereby create a simple system that covers the whole park

ALL SCALES, ALL USERS, ALL USES, 24-7-365

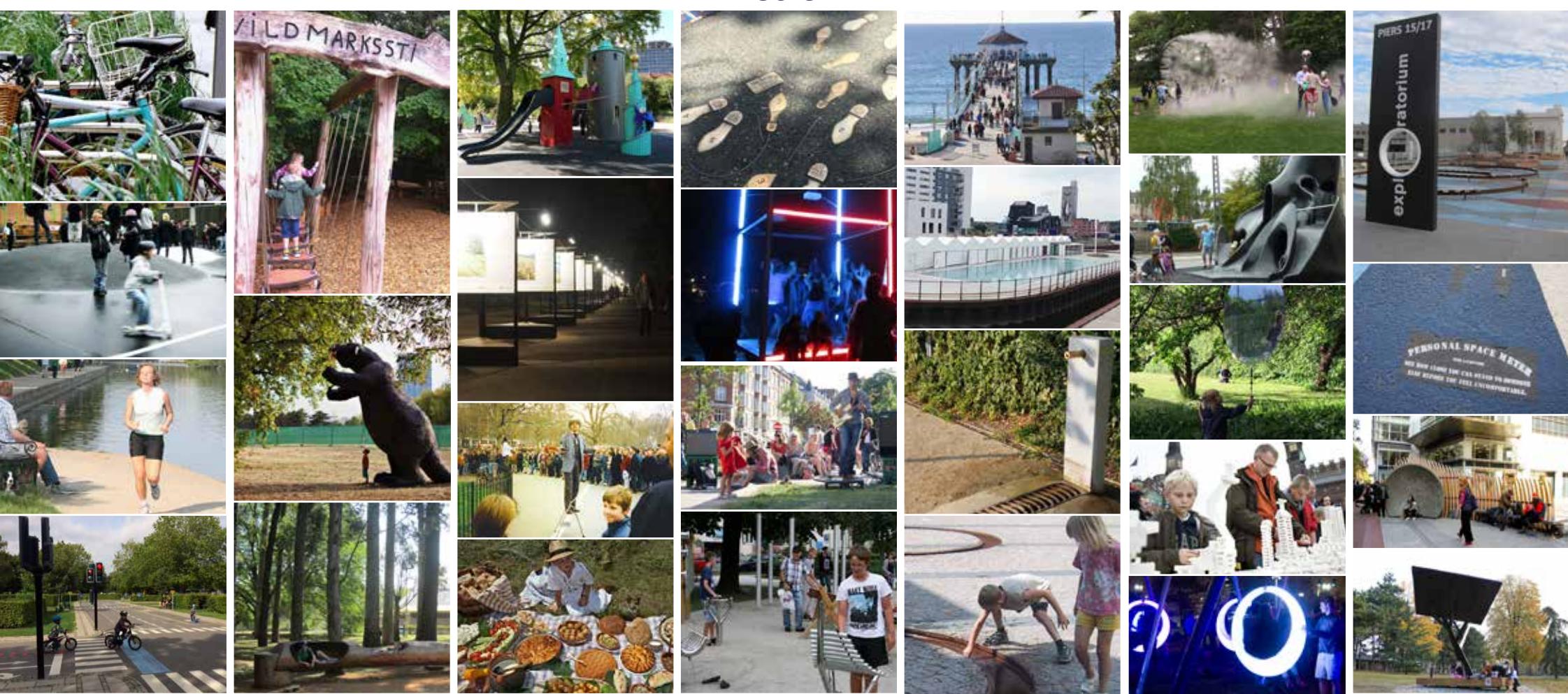
EVERYDAY/SMALL SCALE - EVENT/LARGE SCALE
FLEXIBLE - PERMANENT
INFORMAL - FORMAL
STREET VENDOR - PAVILLION/KIOSK

YOUNG - ELDERLY
RESIDENTS - VISITORS
WORKERS - LEISURE
KIDS PLAY - ADULTS PLAY

ACTIVE - PASSIVE
DAY - EVENING
WINTER - SUMMER



THE THEMATIC ROUTES COLOUR THE ACTIVITIES



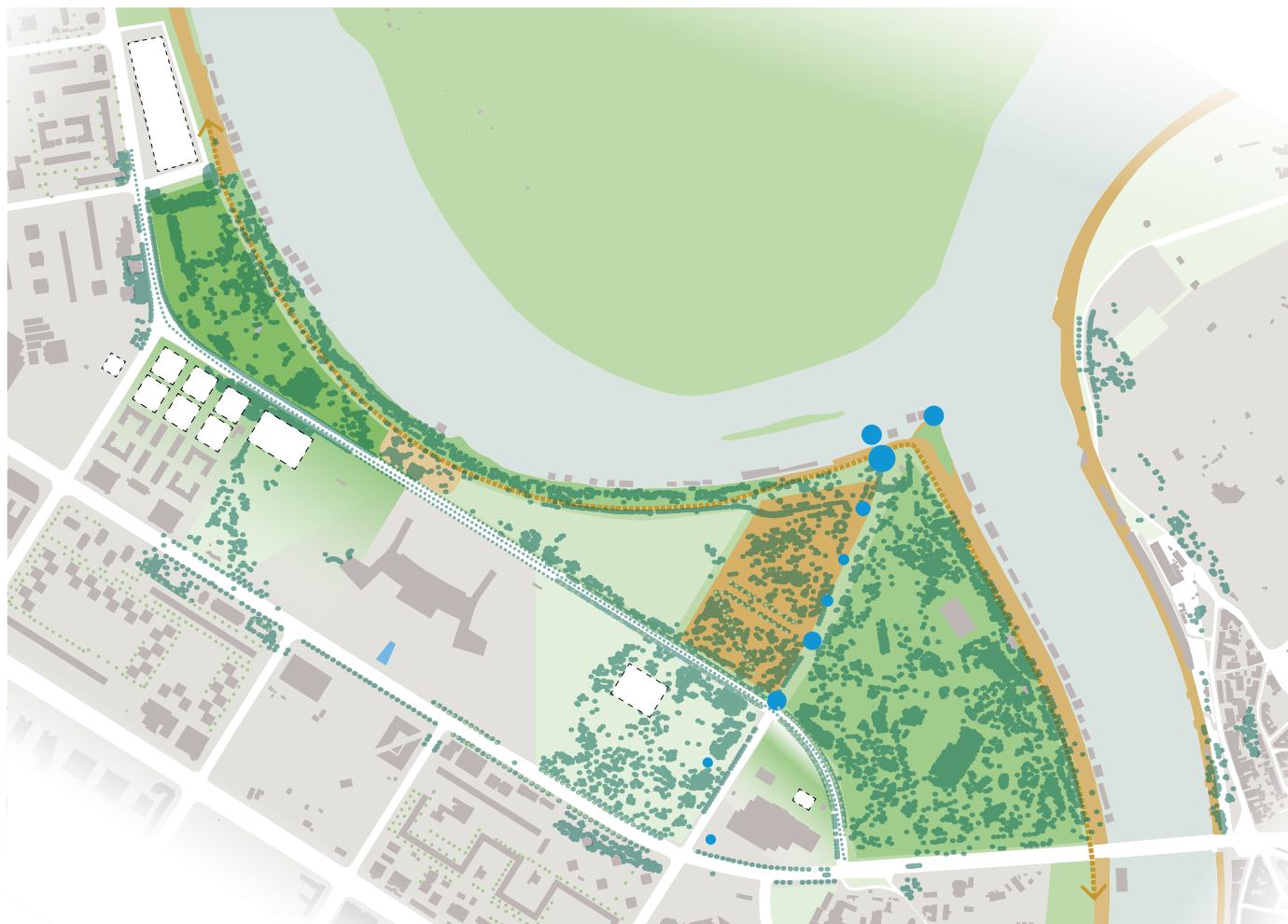
PUBLIC SPACE PLAN /SUMMARY



Wow!

THE DESIGN STRATEGIES - OVERALL LANDSCAPING

- Preserve the mature trees and develop the individual typologies in different zones
- Keep large open areas for events - add an every day program e.g. fields for ball games & moveable furniture
- The friendship park is complimented (revisit and upgrade) with more spectacular species and a clear relation to the path-hierarchy
- The Serbian area/theme shows local spicies
- Water elements are active and playful when on the ground



REORGANIZE PLANNED SPORT ELEMENTS

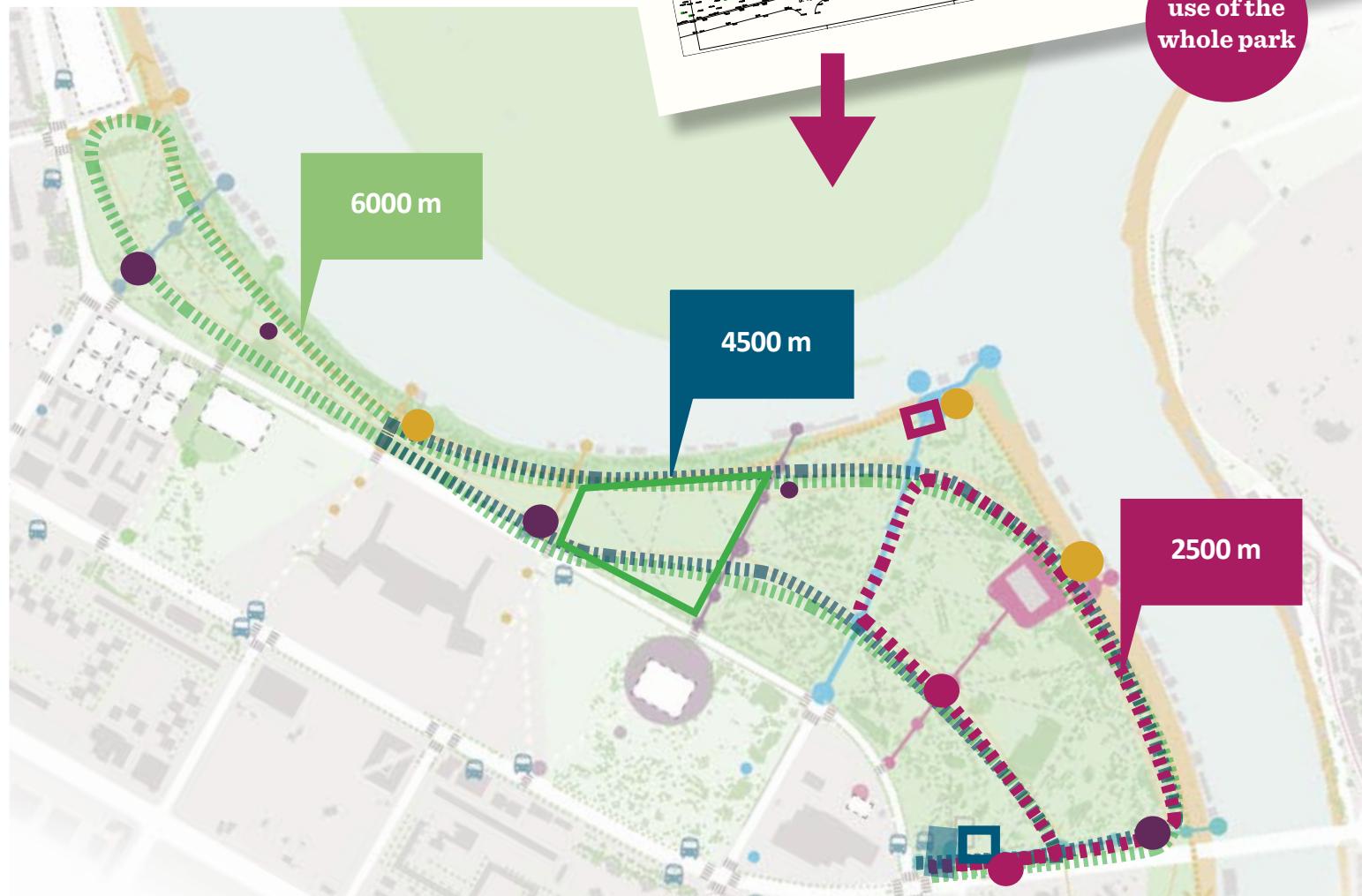
Intgrate sports in all connections

Facilities integrated in the future structural plan of the park (elements included in the 2017 budget/project):

- xx KM signed running routes
- many x football goals
- 2 x basketball
- 2 x beachvolley
- 2-3 x 1 lane petanque
- 3 x outdoor fitness (small=existing)
- 2 x playgrounds

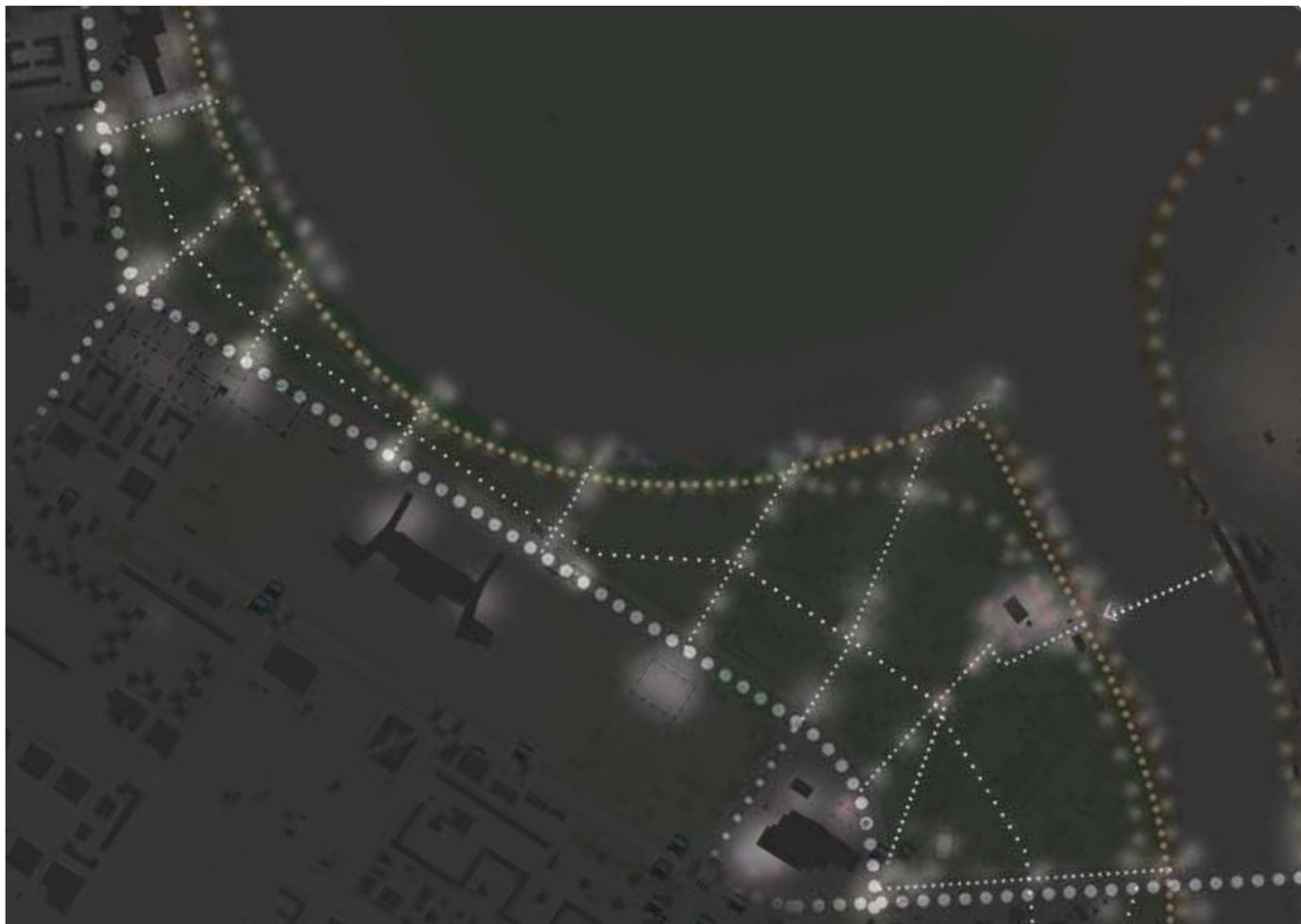
In your future planning:
The new planned activities are very different- therefore consider where each activity will be of the most use to the people using the park already and how they can help activate the park the best way possible.

Suggested re-organisation of facilities
- connected to the new routes between the City and the Rivers



THE DESIGN STRATEGIES - LIGHTING

- Lighting along the river boardwalk
- Lighting along the thematic routes and connections - programmed zones have an individual light scheme
- Lighting at buildings
- Spectacular light at and under the bridges
- Good lighting at all access points/ gates; bus stops and parking



THE ART ROUTE - OVERALL STRATEGIC PLAN



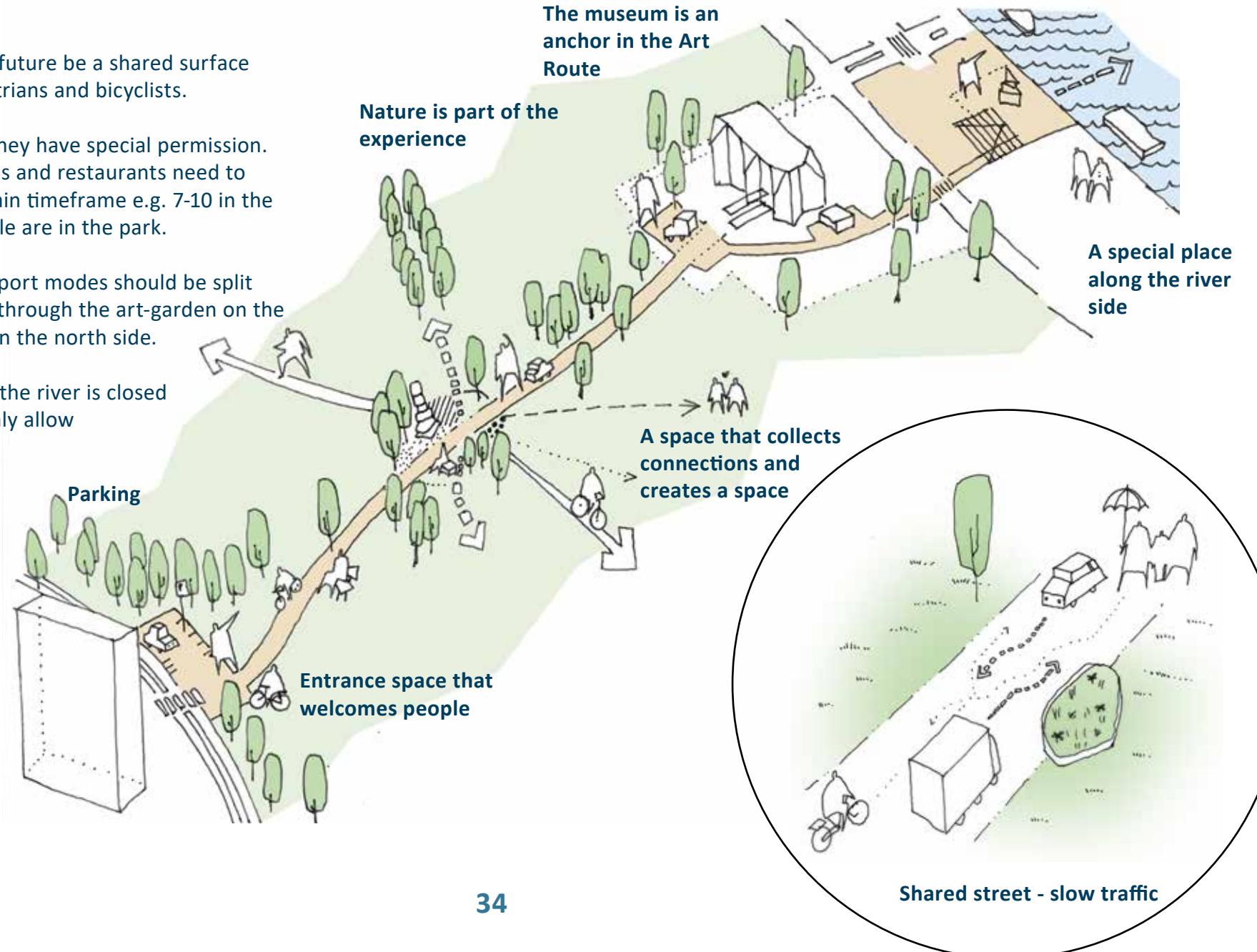
FLows AT THE ART ROUTE

The Art Route will in the future be a shared surface mainly catering to pedestrians and bicyclists.

Cars are only allowed if they have special permission. Delivery of goods to boats and restaurants need to be handled within a certain timeframe e.g. 7-10 in the morning, when few people are in the park.

At the museum the transport modes should be split up: the pedestrians pass through the art-garden on the south side and the cars on the north side.

The existing street along the river is closed for through traffic and only allow delivery trucks to turn.



THE ART ROUTE - THE BASIC LAYOUT

The surface material: (step 1) a compacted self bound gravel.

The paving is constructed with 2x5 cm compacted crushed granite aggregates, 20 cm sub-base and 20 cm compacted sub-grade. The 2x5 cm gravel can alternatively be constructed with 20 cm on-site concrete. (reinforced if heavy traffic loads).

The surface should be constructed with slopes towards the sides for rainwater run-off. The rainwater will run off to the neighboring lawns and percolate.

Maintenance:

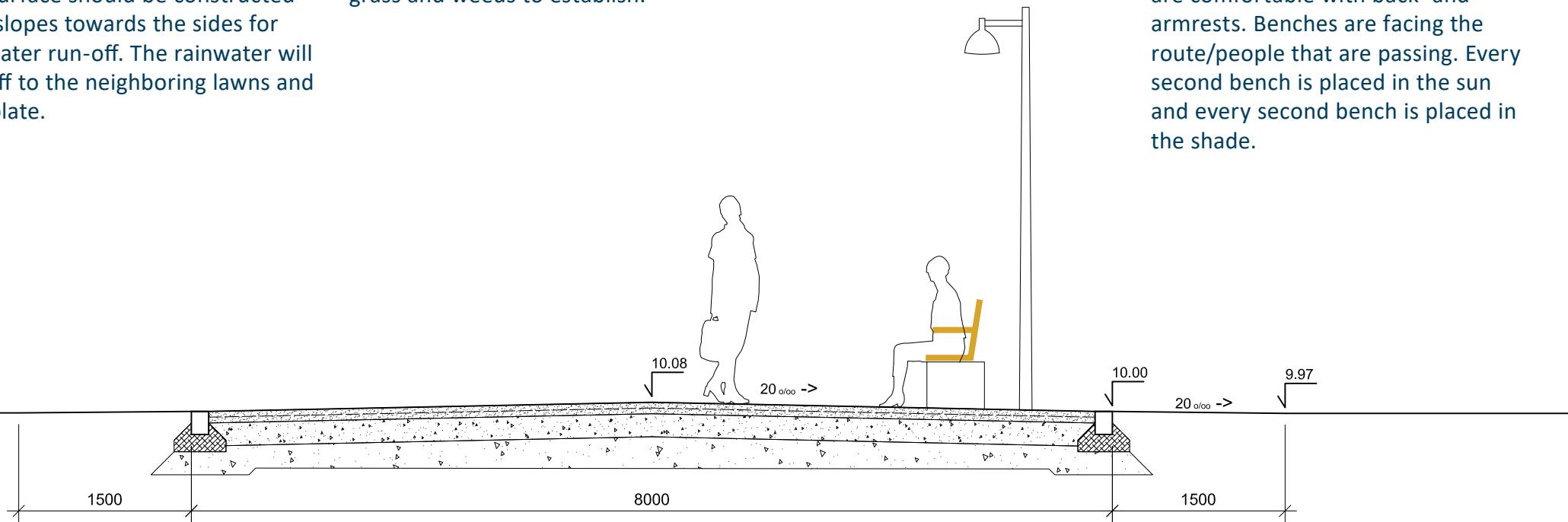
For optimised maintenance it is proposed to establish edges on both sides, separating the gravel surface from the lawn. This optimizes the maintenance costs of the gravel surface.

The gravel type should be with edged particles that will make the surface harder and compacted, and thereby reduce the possibilities for grass and weeds to establish.

The lighting masts are 3,5 m tall and placed with about 12,5 meters inbetween.

LED techniques should be used for optimizing everyday use costs. The LED technique makes it possible to regulate the lighting level when needed.

2 benches are placed every 25 meters along the route. Benches are comfortable with back- and armrests. Benches are facing the route/people that are passing. Every second bench is placed in the sun and every second bench is placed in the shade.



MAIN CHARACTER ALONG THE ROUTE

ART

Along the route more interventions and interacting art can be placed once new opportunities occur. Not all art pieces are to be placed on the path - active use of the surrounding landscape is also needed.

Work with art as visual connections and stepping stones that can catch people's attention and invite them into the park.

Information about the art is located both at central locations and at each art piece.

LANDSCAPE

The existing landscape is preserved as it is today - and new medium size plants and planting is added.

The path respects and includes existing trees in the paving offering plant-holes.

Existing trees are used both as a framework for art (hanging, spanning, light-art,..) and as a spine for benches and seating elements.

SEATING

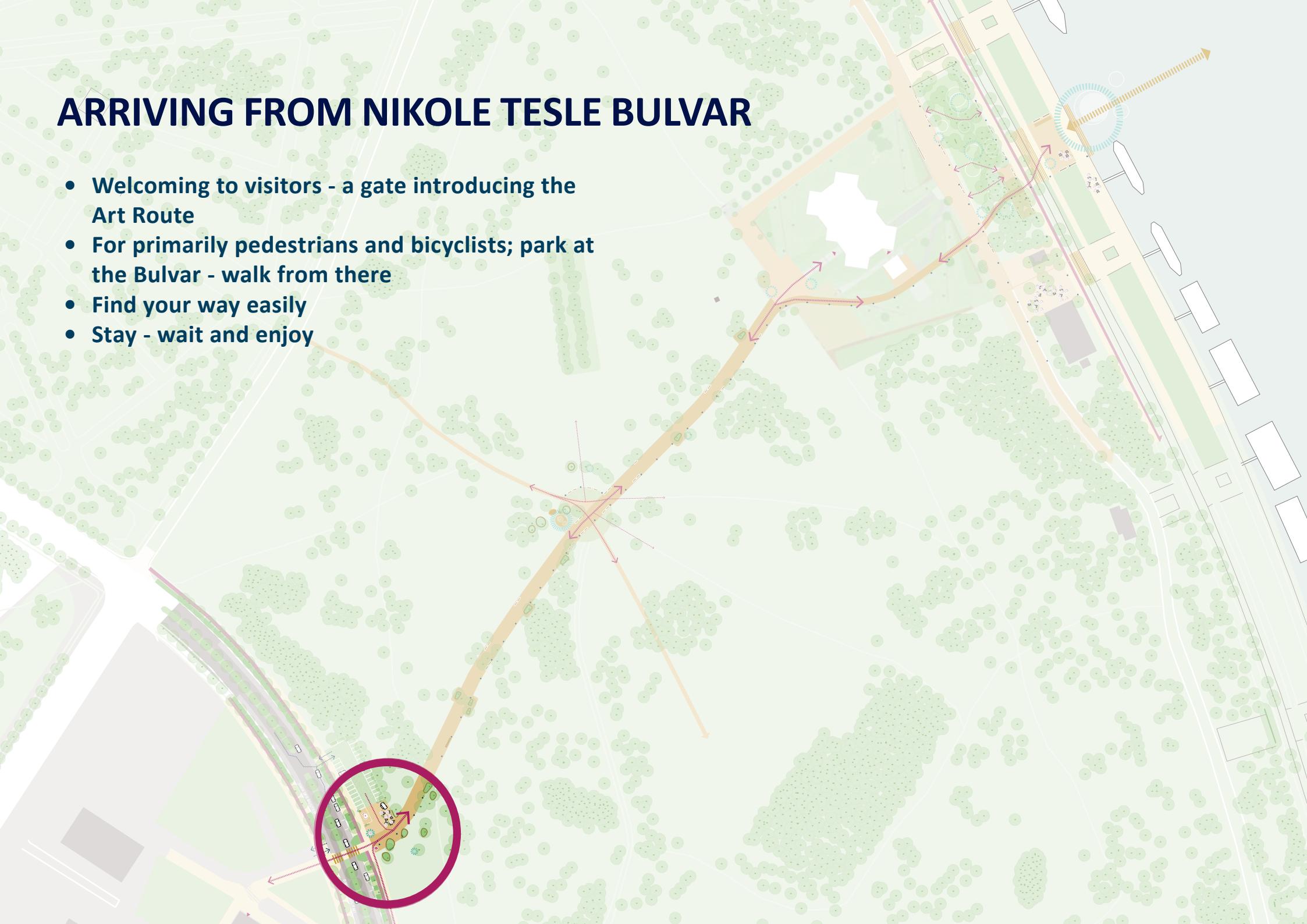
As an addition to the benches placed along the route, more seating elements are located where the landscape invites people to stop, rest and/or interact.

At these locations other types of, and more unique seating, elements are placed according to the context - e.g. surrounding or hanging from a tree, a spot with a beautiful view of the landscape or an art element.



ARRIVING FROM NIKOLE TESLE BULVAR

- Welcoming to visitors - a gate introducing the Art Route
- For primarily pedestrians and bicyclists; park at the Bulvar - walk from there
- Find your way easily
- Stay - wait and enjoy



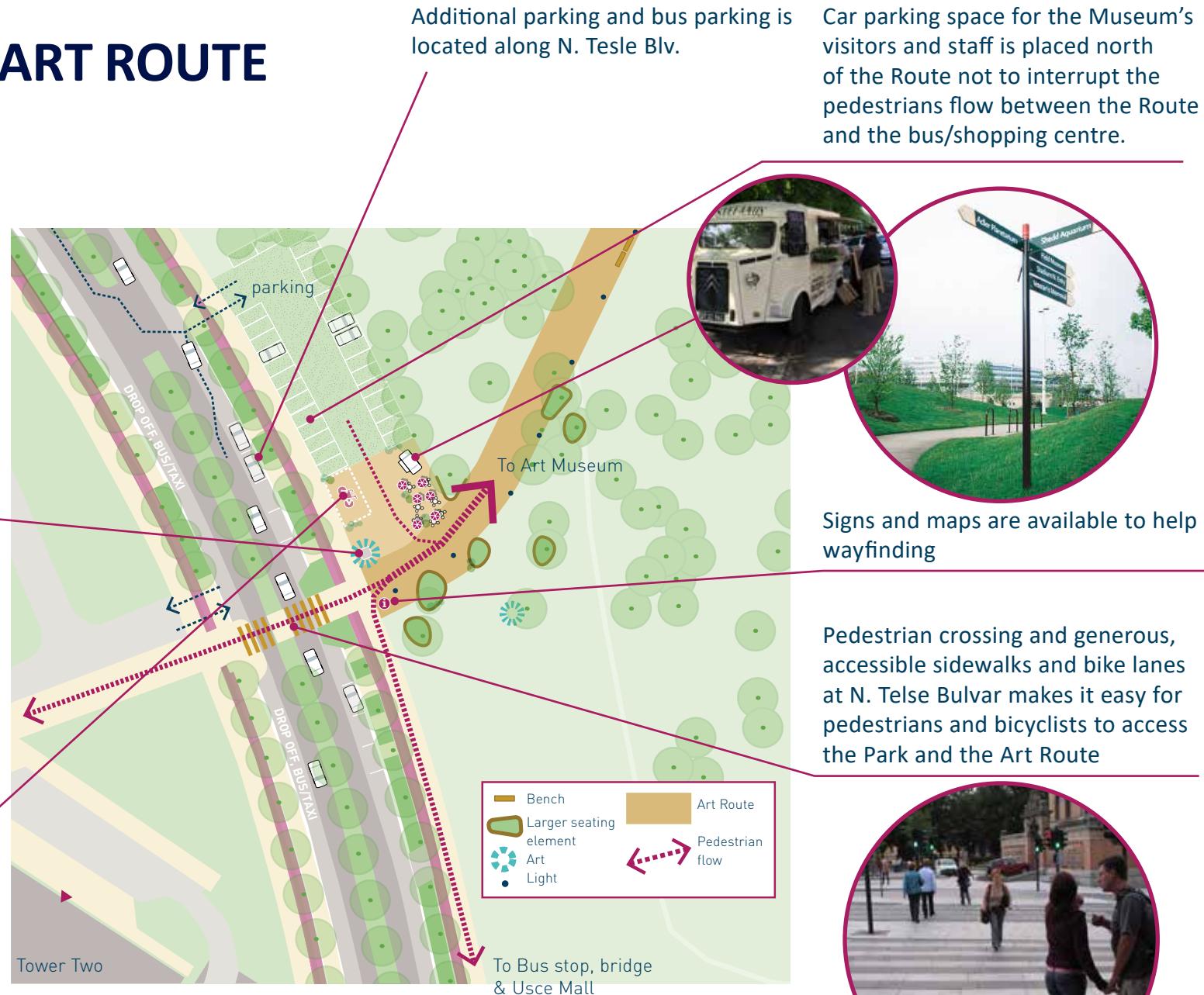
ARRIVING TO THE ART ROUTE

The Arrival space invites people in. It becomes an important place between the shopping centre and the park.

Art - The Gate: A platform designed by a local artist to be used by the Museum to highlight the ongoing exhibition; creating a gate to the Art Route.



Bike racks and city bikes are placed at the entry point along the street



TODAY



THE ARRIVAL



THE ART-CROSSROAD

- Many paths are crossing - people are meeting and interacting
- Art becomes a landmark for people walking through the park and along the Art Route



THE ART-CROSSROAD

Several routes meet at this point:

- the Art Route
- the loop
- the diagonal path - here leading to the skate park/bus stop.

The Art Route has its own character of lighting and paving - the other secondary routes have other characteristics (which support wayfinding).

The main piece of art is placed at a location that serves as a landmark for people arriving from all directions and paths.



Play is integrated with art - this is not an ordinary playground but a piece of art that is inviting for children and adults both to enjoy and play.



The visual connection to other landscape elements and art in the landscape are marked by a bench and the main desire lines are paved with 'stepping stones' into the park.

Art is integrated with the nature in an interactive way - e.g. utilizing the existing trees for hanging and/or framing art pieces.



TODAY



THE ART-CROSSROAD



INTERACTING WITH THE MUSEUM

- The Museum Art Garden is integrated with Usce park
- The current expo can influence what art is shown in the park
- The design of the museum garden and the Art Route must be coordinated with materials and work together where the designs meet



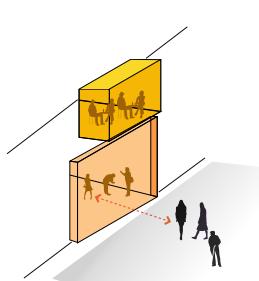
INTERACTING WITH THE MUSEUM

At the arrival of the museum the flows of pedestrians, cyclists and vehicles are split. Pedestrians can choose to enter the museum or garden or continue through the garden on a main path that could be led centrally through the garden.

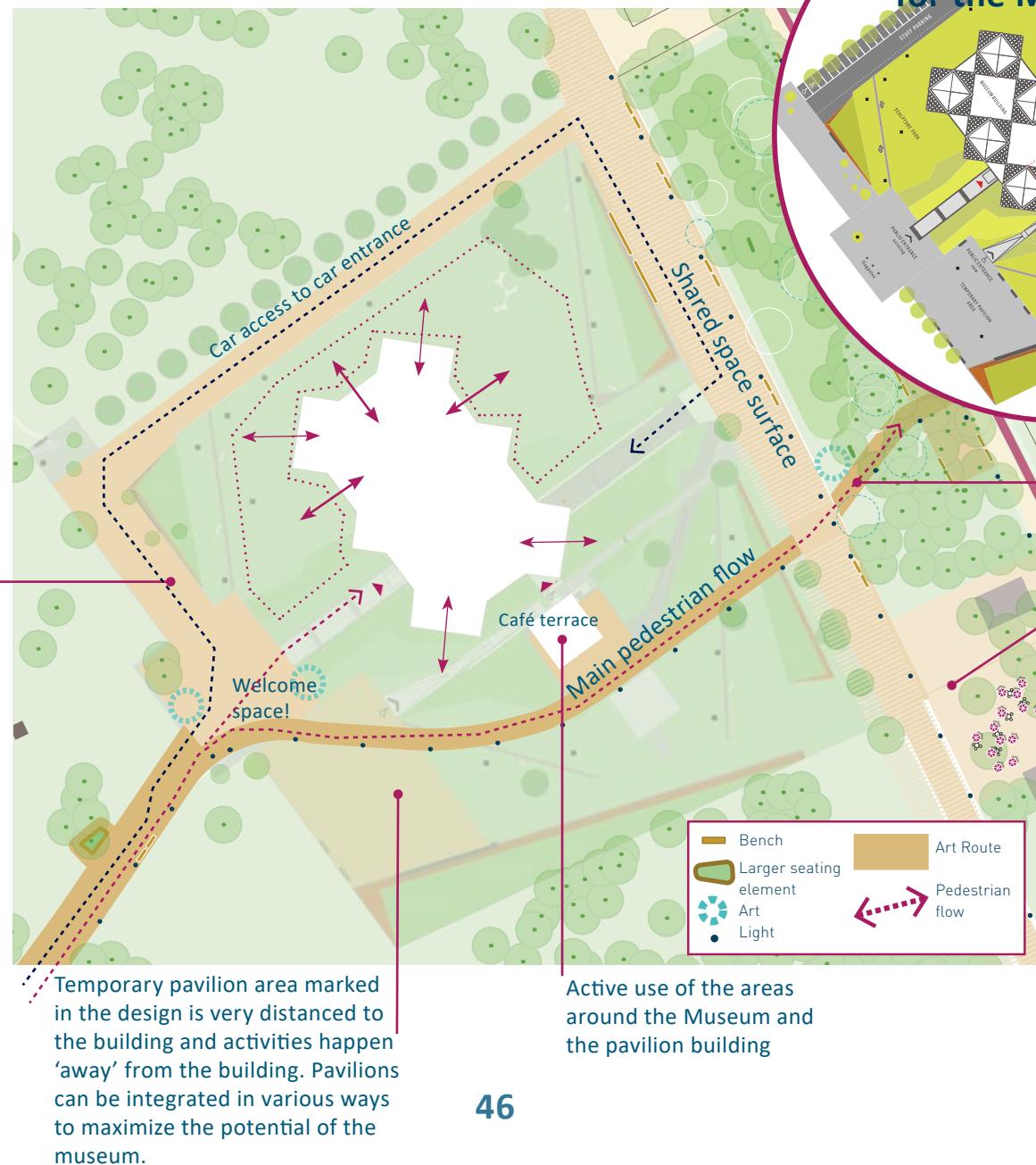
The path continues down to the water.

Vehicles are led around the north of the museum and can access the car entrance from there.

Parking is mainly moved to Nikole Tesla Bulvar with a few spaces remaining to ensure accessibility for all users.



To ensure the best possible situation for the museum as well as the park, it is necessary to have a dialogue about the interface between them. What is the best possible experience from outside/in as well as from inside/out.



Existing design proposal
for the Museum area

Access to waterfront
Access to waterfront through restaurant outdoor area



Maximize potential: the edge of the building can create more interest, a broader range of activities and more income. To create scenic views, art gets a back drop of nature at Louisiana Museum in Denmark.

INTEGRATING THE MUSEUM OF CONTEMPORARY ART

- Create a public accessible platform to/ at the water - activating the edge of the river with water-art
- Connect the Museum of Contemporary Art and the art museums at the city center - visually and later also physically (new bridge)
- Transform the backside of the museum into a face towards the river boardwalk and the city
- Using light at night to attract and activate visitors to the area from the city centre



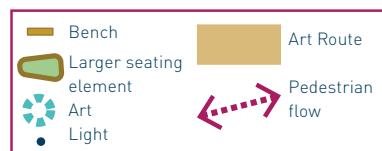
LINKING THE ROUTE TO THE MUSEUM AND THE RIVER

The Art Route splits around the museum. Deliveries to boats, the restaurant and museum enter from the northside of the museum.

Pedestrians are sent through the art garden south of the museum

Only the pedestrian route is connected to the river edge (and future pedestrian/bike bridge to the city centre).

The street should be closed to traffic in the future and only be used by cars delivering goods. Instead skaters, scooters and events can benefit from the even surface on what used to be a road for cars.



The lower river boardwalk is mostly used by pedestrians visiting the river boats and the art.

Water and art become part of the space's identity and a public destination along the river bank.

A platform and seating can create a stage for art performances, exhibitions and fairs.

The new river space should be upgraded with improved paving and seating. From here, there is a view to Old Belgrade and 'a future connection' across Sava can depart from here.

TODAY



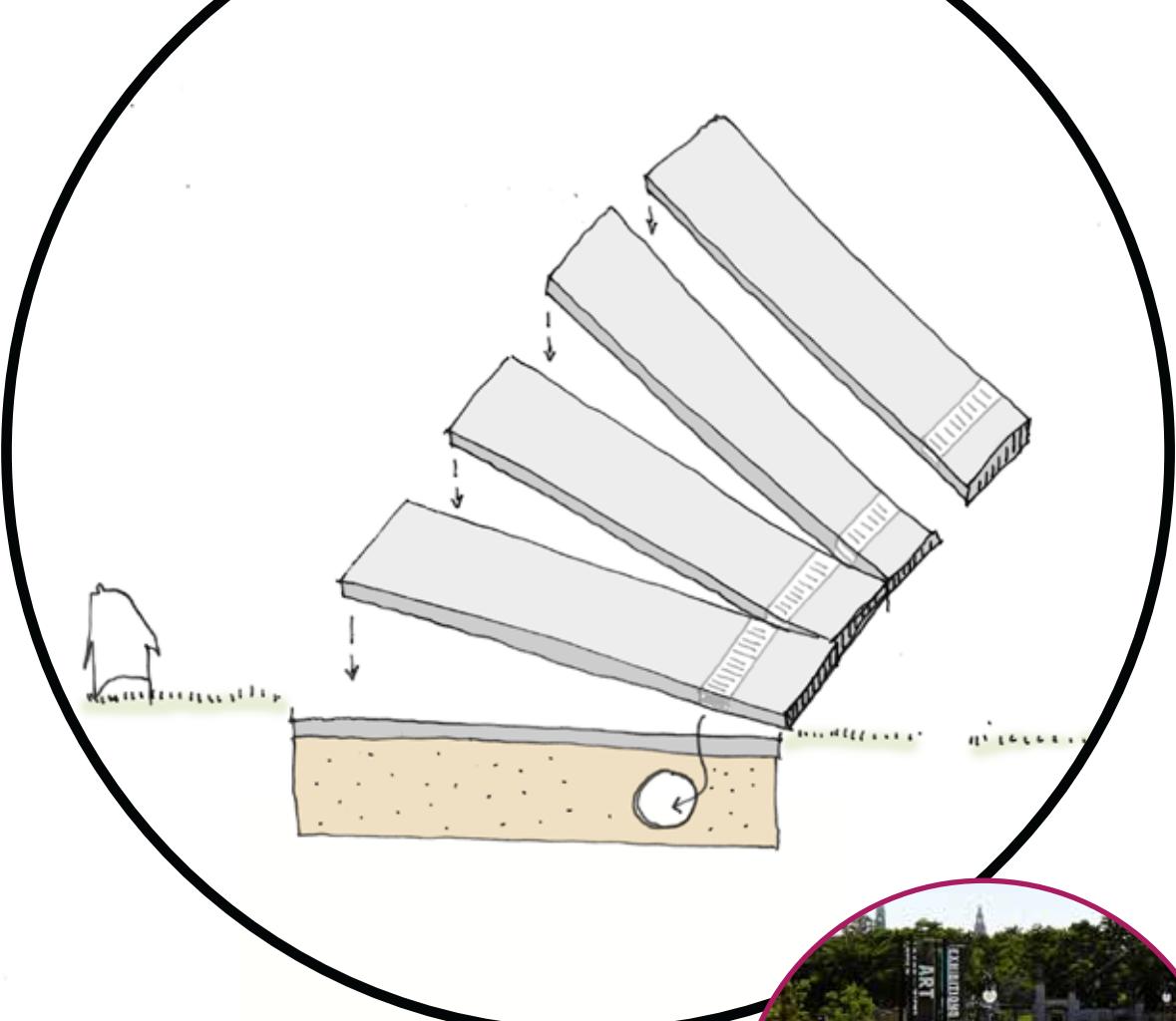
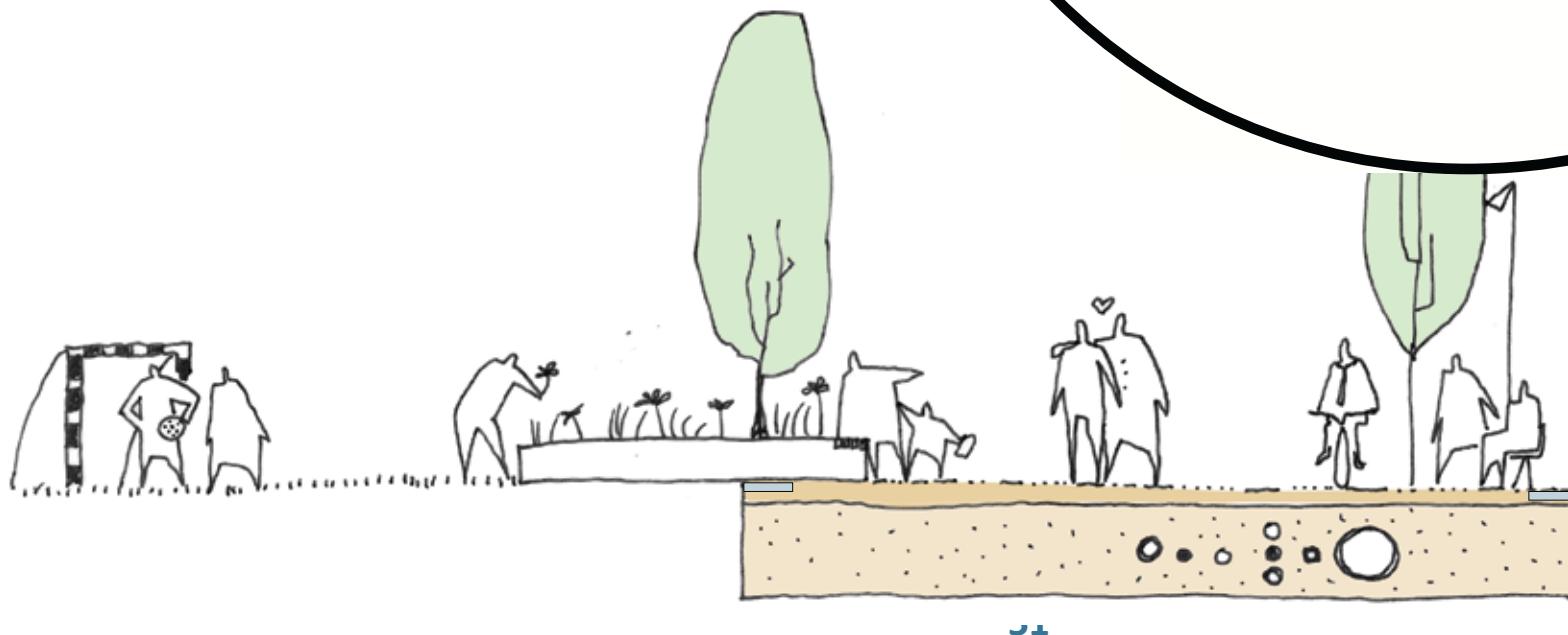
ART ON THE RIVERFRONT



THE ART ROUTE

Surface material is gravel - a material that is easy to maintain, cheap and simple to establish and it welcomes all traffic modes.

The material can change to a finer concrete material when there is time and money to do so.



THE ART ROUTE

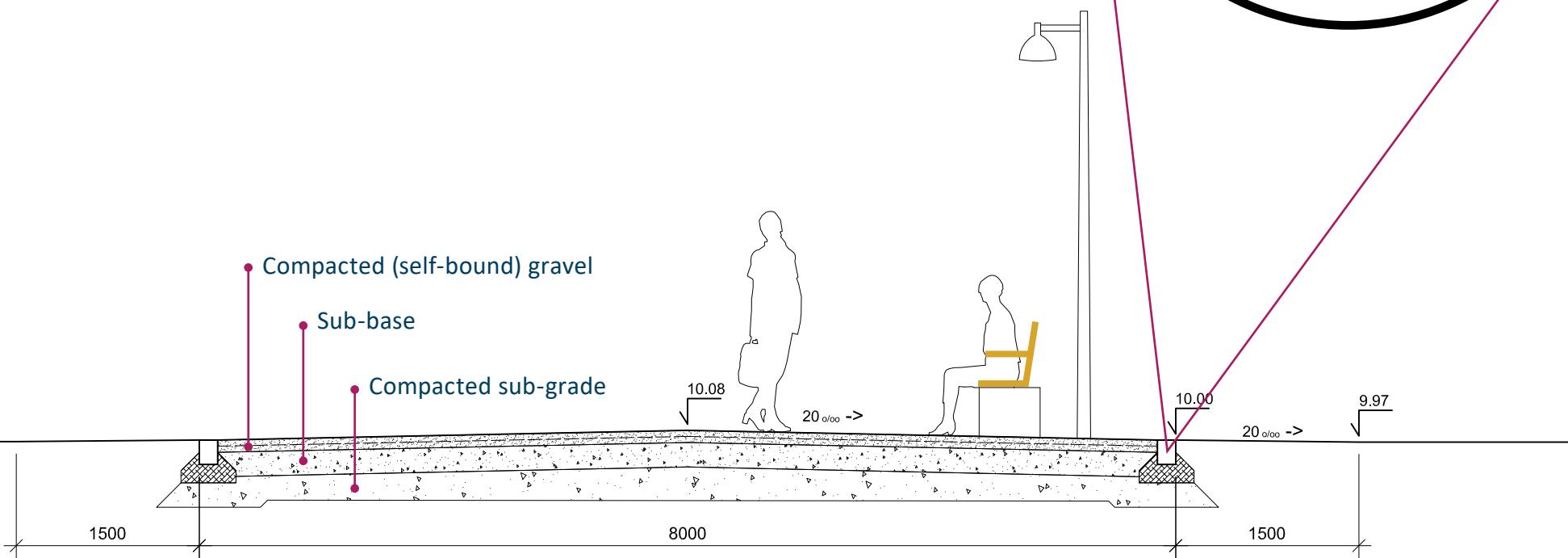
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Phase 1: Establishing a path with a gravel surface (crushed granite aggregates) and granite curb element

2x50 mm crushed granite aggregates (0-8 mm)
200 mm sub-base (0-32 mm)
200 mm compacted sub-grade (0-62 mm)

Phase 2: Poured on-site concrete surface as alternative to gravel surface:

Clearance of 2x50 mm gravel surface
200 mm on-site concrete (reinforced, dimension to be cleared depending on expected load)



THE ART ROUTE - TODAY



THE ART ROUTE - OCTOBER 2017 (MUSEUM OPENS)

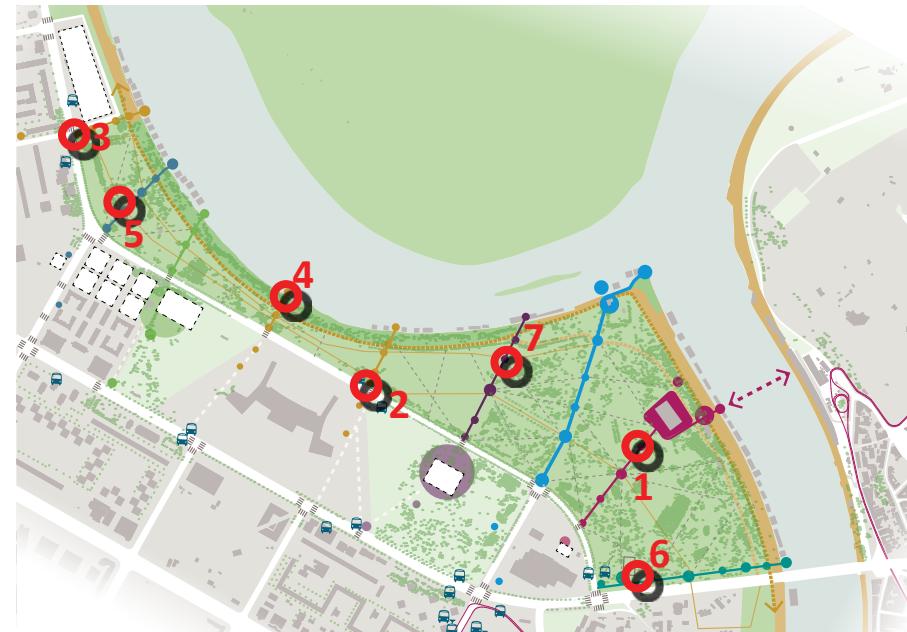
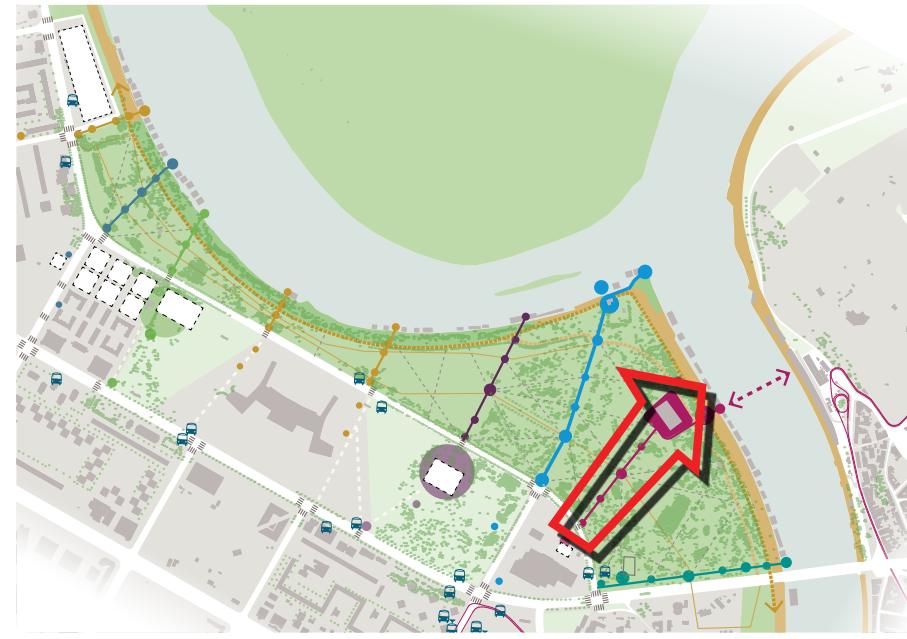


THE ART ROUTE - VISION

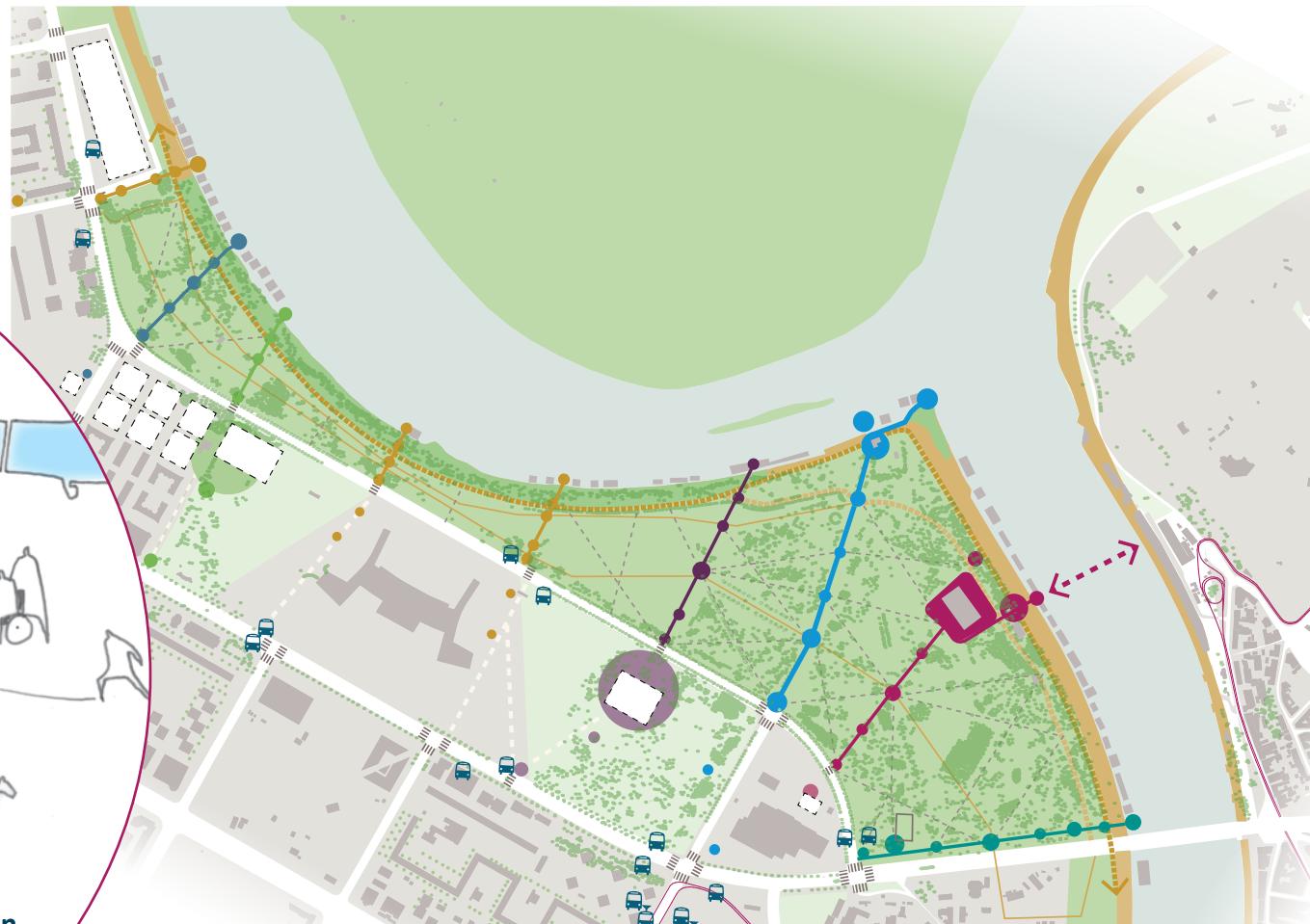


PUBLIC SPACE PLAN AS A FRAMEWORK

- The intention is that the framework is robust enough to last for many years. (change in political climate, include new ideas, include sponsors and include new trends and demands)
- There are possibilities to develop one stretch at a time or to add mini-interventions across the whole park over time.
- There is space for small and big investments and different ways of engaging the residents.
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- We have already started....



INVITE AND ENGAGE! A ROBUST PLAN OPENS UP FOR MANY OPPORTUNITIES



PROCESS PLAN - STARTING UP; WHEN THE MUSEUM RE-OPENS

Organizing & Collaborating

- Appoint a project manager who will be in charge of managing the future process.
- Coordinate the opening of the Art Route with the re-opening of the Museum of Contemporary Art.
- Plan for and utilize every opportunity to add more activities and elements to the Art Route in order to get the full strategic plan implemented.



The Art Route

- Collaborate with the museum - so that the Art Route and the museum landscape project work together.
- Implement the full route in gravel from N. Tesla Bulvar to the river - including underground infrastructure power, drainage and water.
- Place out benches, planters and light (incl. power plug-in) for every 25 meters.
- Design and implement the four main stops along the route:
 - the welcome space
 - the cross road
 - the edge of the museum
 - The edge of the river



Overall; Usce Park Strategy

- Improve paving on river boardwalk and other existing paths through the park.
- Stop through traffic along the river outside of the museum.
- Narrow N Tesla Bulvar to only one lane each direction. Put out planters in the 2nd lane to give room for bus stops and parking along the street.





Thank you Questions?