

"TOWARDS A HUMANE CITY"
Reshaping Mobility
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RESOLVING THE PARKING SPACE DURING THE RECONSTRUCTION OF THE ALMAŠKI REGION IN NOVI SAD

Keywords

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Abstract

The reconstruction of the old and protected part of Novi Sad (Almaški region) will require a design solution that derives from the basic guidelines of the General Urban Plan of Novi Sad. These guidelines are reflected in the new ground-floor arrangement of the Almaški region and the formation of a pedestrian zone. The paper analyzed whether and to what extent the design solution responded to the requirements of the general regulation plan by introducing parking garages on the perimeter of the reconstructed settlement.

1. INTRODUCTION

The analyzed area represents the protected zone of the spatial, cultural and historical unit of the Almaški region in Novi Sad. This area represents the old part of Novi Sad, north of the traditional city center. The street network of this area is very characteristic due to the unusual mix of narrow streets. The narrowness of the space is reinforced by the large number of parked cars, given that the residents' need for at least one vehicle is expressed. The problem is that, after the Second World War, a large number of residential units were formed in courtyard wings on plots of mostly single-story buildings. During that time, the number of inhabitants increased significantly, forming the so-called horizontal solitaires. This conflicts with the capacities of the urban matrix, which is dimensioned for family and not multi-family housing. This results in a significant lack of space for parking cars.

In practice, it is not possible to satisfy the norms prescribed by the valid General Regulation Plan of the Almaški Region in Novi Sad [2]. That is, one housing unit has one parking space. The new General Urban Plan of Novi Sad until 2030 is even more restrictive. It prescribes 1.1 to 1.8 parking spaces per building plot.

In this paper, the planning documentation that predicts the parking solution in the observed area, as well as the design documentation that led to the final ground floor solution for Almaški kraj (including the parking solution) was analyzed. Through a comparative analysis of planning documentation from several different periods, and technical documentation of the design solution, this work should determine whether the set goals for the arrangement of public space, as well as the parking solution for Almaški Kraj, have been met.

2. ANALYSIS OF THE EXISTING SITUATION

The area analyzed in the paper is the southern part of the Podbara settlement. The area is adjacent to the city center of Novi Sad. It covers the space between Pašičeva and Gundulićeva streets and Temerinska and Kosovska streets, which can be seen in Figure 1.



Figure 1. Scope of research

The existing situation with parking at the analyzed location is such that people park in the public space of the street (Figures 2 and 3). There are two reasons why this is so. The first is due to the fact that few buildings have a car entrance to the lot. The second reason is that those who have a car entrance to the plot do not use the yard space for parking, but do so in the public space of the street (public purpose area).

Where the street regulations are wider, the parking spaces in the street are marked, and in the streets where the regulation is narrower, the parking spaces are not marked. Vehicles are parked on sidewalks or on the road. Parking is mostly free of charge. This is a very important fact. Research by designers of the public part of the space and the parking lot of the analyzed area showed that those who park in the streets of the mentioned area are employed in institutions in the surrounding boulevards and streets. They take advantage of free parking, which is a particular problem during business hours.



Figures 2 and 3. Presentation of the current way of parking in the streets of the Almaški region

3. POSSIBLE SOLUTIONS

Possible options for parking within the observed area appeared as early as in the Plan of General Regulation of the Almaški Region. The first option provided for the organization of a parking lot with a larger capacity around the perimeter of the Almaški region. This primarily referred to larger plots in the zone where access is possible from Temerinska Street (which is the border street of the area). The second option provided for the creation of a parking garage for the users of Matica Srpske and for public use, in payment mode, within the spacious plot of land of Matica Srpska. The third option provided for parking garages to be organized on the outskirts of the Almaški region. Two locations are defined for this. The first location is between Kosovska and Šumadijska Streets next to the heating plant [3], and the second is in Temerinska Street itself [4] (figure 4). It is an effective concept of how to release the protected zone and meet the parking needs.

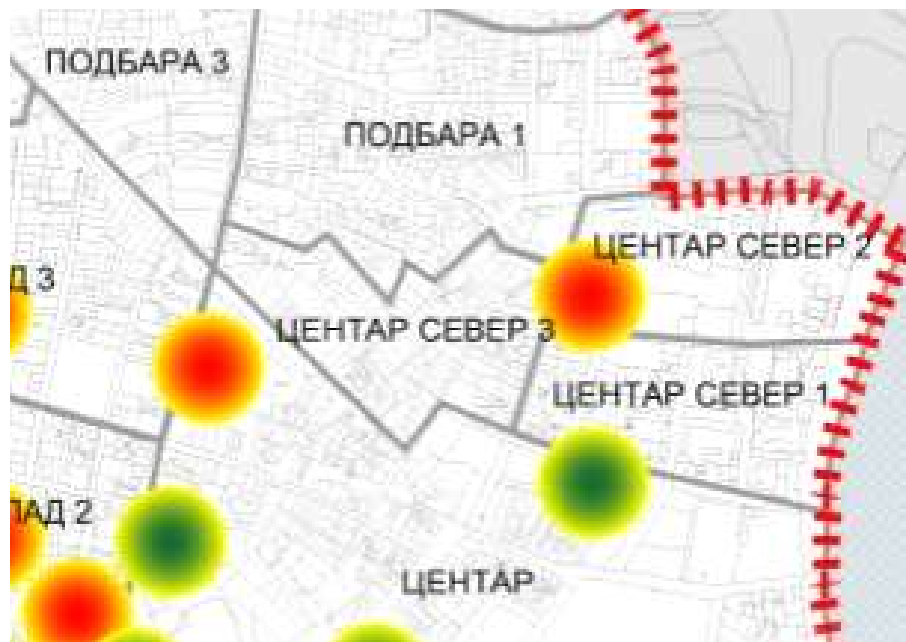


Figure 4. Locations provided for public parking garages in the Almaška region (Smart Plan – Phase II)

4. DESIGN SOLUTION

In order to reconstruct the Almaški region, which involves the replacement of dilapidated communal infrastructure (water, electrical energy, traffic and others), ground floor and horticultural landscaping, AP Vojvodina and the City of Novi Sad initiated and financed the development of project documentation in 2021. In 2022, the first phase of the reconstruction of the part bordering the pedestrian zone of the traditional center of Novi Sad began. The project documentation was prepared by the company "DB ARCHITECTS" from Novi Sad. Their project task was to design a new ground-floor apartment with the guidelines from the planning documentation. Among other things, there are several key guidelines. The first is that the observed space is a protected zone and that must be maintained (by turning off the car). The second is that the buildings are mostly ground level, so they cannot be seen in the space of the parked cars in front of those buildings. The third guideline is greening, so it is suggested that the space be greened rather than used for parking.

The approach of the designers was to arrange the space in a way and in accordance with the architecture and spirit of the Almaški region, which implies pedestrian communication and movement, i.e. the establishment of pedestrian zones in those parts where street regulations are the narrowest. This approach excludes the current way of parking and makes it difficult for vehicles to access some lots, but this will be regulated by a special regime.

5. CONCLUSION

In the previous processes of urban reconstruction of parts of Novi Sad, there was rarely an opportunity to design and arrange traffic areas in such a way as to reduce the conditions for the movement of car traffic. Although the regime of pedestrian zones in Novi Sad was established only once, in the city center at the beginning of the 1980s, the next one will be implemented in the Almaški region, according to the project from 2021. The protection of this part of Novi Sad, as a spatial cultural-historical entity, promotes the preservation and restoration of the existing architectural structure and public space of the part of the city dominated by family housing in single-story buildings. This is the main reason for the change in priorities, i.e. the emphasis on pedestrian versus car traffic. Although this way seems to lower the standards of the modern needs of the inhabitants, the value of public space and the inherited structures of the Almaški region deserve it. Along with the necessary definition of the access regime to the existing facilities, the new ground floor arrangement makes it impossible to park in locations that were not designed for it. At the same time, the lack of parking spaces will be compensated with new alternative locations for parking garages around the perimeter of the Almaški region or in the peripheral zones of the immediate neighborhood. This way of planning, designing and realizing the urban reconstruction of a valuable cultural heritage zone can be a good example for those localities where conditions for a freer and safer stay of people should be provided. Alternative modes of movement (pedestrian and bicycle) are also promoted compared to automobile.

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