



International Urban Design Competition
Prague — Czech Republic

Report from public consultation of competition proposals submitted in Phase 2 of the competition

The public consultation of competition proposals submitted in Phase 2 of the Florenc 21 competition took place from 16th to 25th November 2021. From 16th November, three final competition proposals were presented at a public exhibition at CAMP / IPR Prague in the form of printed panels and at the same time displayed in a digital form on the competition website. The public had the opportunity to comment on each proposal via a form on the competition website. The comments of the public were summarized, translated into English and provided to the competition jury before the final jury meeting, which took place on 30th November and 1st December 2021. This report contains all the comments received in their original form.

Thank you to everyone who participated in the public consultation of the competition proposals.

No. 1: MARTIN ŠIMEK			
Topic	Team 24	Team 50	Team 55
Site development strategy		Team 50 was the best of the 3 final proposals at designing the proportion of green area to buildings. (Greenery is also part of the UAN Florenc roofs).	
Site structure		Excellent solution from Team 50, a beautiful green park at the Prague City Museum. UAN Florenc is a modern concrete development with components of green roofs.	
Functional use of the site			
Transport and mobility			
Public space			
Blue-green infrastructure			
Other suggestions		As someone who lives in Florenc, my most favourite is the proposal submitted by Team 50 because they convert the currently dirty, concrete Florenc into an urban park and an arterial route of the 21st century at the same time.	

No. 2: ZBYNĚK KARBUSICKÝ			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility	<p>All proposals maintain the triangle crossroad formed by Prvního pluku and Pernerova Streets which is wholly senseless in my opinion. Permeability of this crossroad from Pernerova Street to the Žižkov neighbourhood is an absolute tragedy where cars get stuck in a traffic jam for ten, fifteen or even more minutes every afternoon.</p> <p>Moreover, coaches turn across the sharp corner, which complicates and slows down the traffic even more.</p> <p>I think a round-about would be much more reasonable or a different shape of the crossroad to improve the permeability.</p>	<p>All proposals maintain the triangle All proposals maintain the triangle crossroad formed by Prvního pluku and Pernerova Streets which is wholly senseless in my opinion. Permeability of this crossroad from Pernerova Street to the Žižkov neighbourhood is an absolute tragedy where cars get stuck in a traffic jam for ten, fifteen or even more minutes every afternoon.</p> <p>Moreover, coaches turn across the sharp corner, which complicates and slows down the traffic even more.</p> <p>I think a round-about would be much more reasonable or a different shape of the crossroad to improve the permeability.</p>	<p>All proposals maintain the triangle crossroad formed by Prvního pluku and Pernerova Streets which is wholly senseless in my opinion. Permeability of this crossroad from Pernerova Street to the Žižkov neighbourhood is an absolute tragedy where cars get stuck in a traffic jam for ten, fifteen or even more minutes every afternoon.</p> <p>Moreover, coaches turn across the sharp corner, which complicates and slows down the traffic even more.</p> <p>I think a round-about would be much more reasonable or a different shape of the crossroad to improve the permeability.</p>

	I have been working in Karlín for 6 years and it really complicates the life to at least hundreds of people every day. My comment applies to all 3 projects.	I have been working in Karlín for 6 years and it really complicates the life to at least hundreds of people every day. My comment applies to all 3 projects.	I have been working in Karlín for 6 years and it really complicates the life to at least hundreds of people every day. My comment applies to all 3 projects.
Public space			
Blue-green infrastructure			
Other suggestions			

No. 3: ALEX			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure	<p>The clear comprehensible structure perfectly fits in with the complex context of the surroundings. It fits in well with the historic buildings of the old town as well as the rectangular structure of Karlín. I also like the flexibility of the proposal which allows varied options of the development. Future architects who will work on a detailed concept of individual buildings have a big space for creative expression.</p>		<p>The competition involves an urban study, not an architectural study. This proposal presents final appearance of the buildings and their facades, which is obviously very attractive. However, the design of building blocks alone is not very flexible. The structure makes any other concepts of buildings impossible – the orientation of buildings, depth of the tract, etc., are determined in fact.</p> <p>The capacity of development of the site is insufficient – we are in the centre of the city, we must build effectively.</p>
Functional use of the site	<p>As to functionality, the proposal complies with current requirement for modern development – there is a balanced mix of residential buildings, services and administration.</p>		ok
Transport and mobility	<p>Unlike other proposals, this one brings the best solution to overcome the railways. The area is passable in all directions.</p>		<p>I miss the connection across the railways towards the railway museum.</p> <p>The proposed arterial road running in parallel with the footbridge is not very convincing... I would more appreciate a</p>

			city boulevard with tramways and a strip of grassland.
Public space	I appreciate the diverse character of the public space – the squares, open areas, parks – they all have their place and each of them has its specific character.		<p>The public space fails to have a clear structure, it is a little bit expansive in terms of the surroundings... Some places appear unfinished, such as the area in the north between the viaducts.</p> <p>The same applies to the unused space along the railways – the strip of grassland looks like an isolation green area rather than a green passageway.</p> <p>The park concept looks interesting, it is probably rather a question of the design. The other teams propose the same size.</p>
Blue-green infrastructure	flawless		flawless
Other suggestions	An amazing proposal, if it is implemented, it would be really great!		

No. 4: JAN PÁNEK			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility			
Public space			
Blue-green infrastructure			
Other suggestions	<p>Segmentation and diversity of the full-fledged city with short distances is precisely what Prague needs in new development projects and what it desperately missed in the last decades. Quality of the proposal stands out particularly in contrast with the oversized Penta project in Na Florenci Street, ostentatiously ignoring the urban structure. I think that this proposal shows the best understanding of the place, city and</p>		

	needs of the residents. This is an unambiguous winner for me.		
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No. 5: MARTIN MACURA			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility			
Public space			This is the most suitable concept and structural greenery integration in the competition site in my opinion. The architectural concept of buildings is number one of the offered solutions. I recommend to accept this proposal and complete the details – reduce the large paved areas, separate roads with green bushy strips, etc.
Blue-green infrastructure			
Other suggestions			Too much sterility – I went through such designed real neighbourhoods (e.g., Ulm) and they are user unfriendly. Several benches and fountains and large greenery pots will not help...

No. 6: TOMÁŠ VÍCH			
Organization: AAVÍCH and Piráti Prague 1			
Topic	Team 24	Team 50	Team 55
Site development strategy		This is a concept which stops the wall ventilation corridor at the time of climate changes even if only in part, which is completely devastating for the strategy of the city centre survival.	This is a concept which stops the wall ventilation corridor at the time of climate changes even if only in part, which is completely devastating for the strategy of the city centre survival.
Site structure		The site structure in the form of a labyrinth is broken and confusing, it leads to disorientation of visitors. Missing clear points of orientation. The line of flat roofs is vague and does not contribute to the Prague panorama.	The amorphous structure makes a schematic impression without any fixed points of orientation.
Functional use of the site		Residential houses along the arterial road will be unpleasant and unhealthy to live in. I miss the percentage of available apartments for the city and the park interconnection between Těšnov, Vítkov and Vrchlické sady!	Residential houses along the arterial road will be unpleasant and unhealthy to live in. I miss the percentage of available apartments for the city and the park interconnection between Těšnov, Vítkov and Vrchlické sady!
Transport and mobility		It is a mistake to preserve the motorway running through the centre, the arterial road in its current appearance should be removed, transformed to the network of urban roads and got rid of it for good.	It is a mistake to preserve the motorway running through the centre, the arterial road in its current appearance should be removed, transformed to the network of urban roads and got rid of it for good.

Public space		I cannot see any squares or parks in the proposal, just relatively narrow street corridors.	I cannot see any squares or a new parks in the proposal, just street corridors.
Blue-green infrastructure		The centre needs to set up a new central park in place of the old gardens between the historic centre and adjacent neighbourhoods which will become its right lung, as much as Petřín and Letná are its left lung.	The centre needs to set up a new central park in place of the old gardens between the historic centre and adjacent neighbourhoods which will become its right lung, as much as Petřín and Letná are its left lung.
Other suggestions		The worn-out neofunctionalism architecture from the 1990s appears non-inventive in the world context and it is a wasted opportunity to bring the current progressive, environmental, community and contextual, i.e., sustainable architecture to Prague. All three proposals are quite similar in this respect, the assignment was either too restrictive or the diversity of opinions in their approach was not adequately considered in the selection of competition teams. Generally, all the concerns specified and foreseen by our opponent group in the spring have come true. The general impression from the competition proposals is that there is not enough air or any vision.	The formal morphology appears to be non-inventive and it is a wasted opportunity to bring the current progressive, environmental, community and contextual, i.e., sustainable architecture to Prague. All three proposals are quite similar in this respect, the assignment was either too restrictive or the diversity of opinions in their approach was not adequately considered in the selection of competition teams. Generally, all the concerns specified and foreseen by our opponent group in the spring have come true. The general impression from the competition proposals is that there is not enough air or any vision.

No. 7: SIMONA KOUTNÁ			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility			
Public space			
Blue-green infrastructure			This is a solution at world level – I like the extensive green areas, plenty of trees, and I hope the drainage paving will work (most importantly, no asphalt)
Other suggestions			It is beautiful, the proposal fits in very well with the site, I am sure, everyone will feel good here. I will envy such a neighbourhood to my friends who live in Karlín. Thank you.

No. 8: ŠTĚPÁN HOLUB			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility		The positive thing about the proposal is that it reduces the arterial road in some way, and envisages creation of pedestrian infrastructure. An arterial road can never work as a creator of the urban spirit. Apart from others, huge costs of future repairs can be expected. The authors of the proposal should have gone further and completely eliminate the arterial road.	The proposal is really worthwhile to eliminate the arterial road to a great extent. The arterial road cannot create the urban spirit. Apart from others, huge costs of future repairs can be expected. Accordingly, its elimination is a right thing.
Public space			
Blue-green infrastructure			
Other suggestions			

No. 9: DAVID NEUHÄUSL			
Topic	Team 24	Team 50	Team 55
Site development strategy	<ul style="list-style-type: none"> – realistic phasing – this proposal integrates the locality into the rest of the city in every phase of implementation 		the posters do not clearly show the project phasing
Site structure	<ul style="list-style-type: none"> – creation of an original site which complements and interconnects the urban structures of Nové Město and Karlín linked to Žižkov – adequate size and designation of blocks – comprehensibility – careful work with the terrain, which eliminates barriers on the site to a possible minimum, the elevation is dealt with within the buildings – work with distinctive elements of the site and their integration into the structure (e.g., the Negrelli Viaduct) 		<ul style="list-style-type: none"> – formal shaping of the blocks – more isolated structures than a coherent urban structure – the authors did not consider the potential of the specific place, this is a project interchangeable in the context of Western Europe – missing links to the surroundings
Functional use of the site	<ul style="list-style-type: none"> – I appreciate that the authors considered the character of living in the area in the way that the whole site is financially and socially sustainable – intelligent work with functions in the way that all functions can do the most on the site to maximum possible quality 		

Transport and mobility	<ul style="list-style-type: none"> – good permeability and linkup to the existing structure and complemented interconnection – development of the functional concept of the bus terminal linked to good organization of public transport – realistic work with the arterial road 		
Public space	<ul style="list-style-type: none"> – comprehensible public space and its hierarchy – adequate proportion of the space which reflects its potential and allows sustainable administration by different entities – intelligent interconnection between the urban neighbourhoods using the shared public space (e.g., the linkup to Žižkov, linkup to the Masaryk Railway Station) – creation of original elements to increase the site attractiveness (e.g., the promenade along the rail line towards the future railway museum) 		<ul style="list-style-type: none"> – the public spaces are of inadequate size and incomprehensible (maintenance? sustainability?) – complicated work with the terrain (creation of barriers and uneasy solutions)
Blue-green infrastructure	<ul style="list-style-type: none"> – noticeable cooperation of all entities on the complex solution – realistic thinking over the proposal in the Prague context – thoroughly developed concept of rain water management 		<p>generic work with over-designed water elements in the park</p>

	<ul style="list-style-type: none"> – the concept works with the proposal as part of a higher unit, linkup to the surrounding greenery 		
Other suggestions	<ul style="list-style-type: none"> – for me personally, this is the best-quality proposal and the most sophisticated without useless formalities – absolutely the most comprehensible presentation 		<ul style="list-style-type: none"> – (perhaps too much) impressive visualisation – do you know the legendary PDF "Capacity masking"?

No. 10: TOMÁŠ KOSTELECKÝ			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure	I really like that the architects design the buildings on the site using a bigger number of smaller buildings. The city would be able to preserve its "human character" and structure similar to other parts of the inner town. It seems to me to be the key advantage of the proposal compared to the two other proposals.		
Functional use of the site			
Transport and mobility	Bridging the rails by the arterial road and its subsequent immersion underground (if I understand the proposal well) looks like a sensible solution to me, because the underground transport will not interfere with pedestrians on the surface. At the same time, it is not realistic to expect great reduction in traffic, the arterial road will be necessary to connect the city centre with Holešovice in the future. The		

	location of the bus terminal also seems to be well designed. I could not find it in the proposed development, but it is there and functional I hope.		
Public space	The ambition to create more smaller public spaces in the area seems to me better than focusing on one large-scale public space like a park (the traffic would still be massive around it). Moreover, there is a number of larger parks in the area – there is one right on Štvanice near the river, "cut-off from" the traffic, interchanged bridge, or Vítkov.		
Blue-green infrastructure			
Other suggestions			

No. 11: MIROSLAV PÍŠE			
Topic	Team 24	Team 50	Team 55
Site development strategy	The phasing looks good. The Penta investment group will be able to build the planned office buildings and finalize the project from their point of view. No one will get involved in building residential buildings on such a place because there are much bigger areas to build-up nearby (Rohan island), which offers much more peace and opportunities for building.		
Site structure			
Functional use of the site			
Transport and mobility	Not much attention paid to personal transport. Parking space is not designed at all, either for residents or visitors / office staff. The authors apparently expect that most people will not have a car, let alone an electric one.	The proposal does not offer parking for residents of new houses (their visitors), or office staff / visitors. The authors probably assume transport phase-out on the arterial road, and hand in hand with this trend, they envisage a considerable limitation to personal mobility.	
Public space	The density of buildings does not allow to create any public spaces. No open areas or playgrounds. The authors of the proposal presumably	The park along the arterial road is beautiful. It only needs completing the appearance, there is no grass growing under the bridge. With no sunshine there will hardly be any green areas	

	think that this infrastructure will be built in Karlín or Žižkov.	as presented in the proposals. Nonetheless, the continuous strip of greenery is very interesting and creates a significant public place.	
Blue-green infrastructure	The green strips along the rails look good. Unfortunately, it is not in harmony with the Railway authority regulations. They do not want to have any trees in the restricted strip along the rails. Accordingly, there will be no natural barrier between the rails and residential buildings.		
Other suggestions	Locating residential buildings close to the rails will need to increase the sound insulation of the buildings. As to buses parked before departing underground, the area will need to be ventilated. The air conditioning will result in increased noise in the surroundings.		

No. 12: ROBERT GÁJA			
Organization: for myself			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure	<p>The proposed, mostly block buildings in different height levels and separately designed housefronts are of similar size and disposition as the historic buildings in neighbouring areas. But corner dominants are rather dense which makes a purposeful impression. For example, the building at the corner of Na Florenci street does not respect the dimensions of the linked buildings and the Desfours palace and it closes Na Florenci Street to form a certain square. Similarly negative impression is made by the tower dominant feature in Pod Výtopnou Street, which stands in the way of the new axis the City of Prague Museum - Military museum.</p>	<p>The main development axis in the area which is formed by direct continuation of Na Florenci Street is originally completed with the new main urbanization axis parallel to Křižkova Street.</p> <p>The proposed structure of buildings, mostly in parallel built plate buildings, is not beneficial for the area. The same applies to the platform above the bus terminal which magnifies the problem of different height levels in the competition site.</p>	<p>The buildings are located in polygonal block or strips, non-contextually with the neighbouring historic neighbourhoods, belonging rather to urban outskirts. The height of individual blocks is often oversized compared to the surroundings (they do not meet the limit of 8 floors in the assignment), the cut-off street profiles make a bad impression.</p>
Functional use of the site	<p>The proportion of the public space and the built-up area is very low and follows from the proposed capacity of the buildings.</p>		

<p>Transport and mobility</p>	<p>The project fails to propose a specific humanization of the arterial road. New buildings are proposed in close vicinity of the arterial road - 2 - 3 m distance, which can be an obstacle to its humanization in the future. Generally, building activities will generate high IAD transport burden, unless exceptions for parking spaces are determined.</p>	<p>The concept of arterial road humanization which proposes to maintain the arterial road at the existing level, but at the same time, make it more peaceful and narrower, and divide it into two parts, represents an interesting alternative to the existing unfavourable condition.</p> <p>As to the permeability of the area, the platform unifying the buildings above the bus terminal and buildings on the land of the Masaryk Railway Station appear to be rather problematic.</p>	<p>The proposed lowering of the arterial road to the terrain level of the crossroad with Křižíkova Street or alternatively Na Poříčí Street is positive.</p>
<p>Public space</p>	<p>The main urbanization axes in the area are well selected = extension of Na Florenci Street as well as the road in the historic trace between the City of Prague Museum and the preserved Karlín block. However, the importance of these roads, which should be revived with a two-story parterre, is not reflected in the total hierarchy of the width of the public spaces. In both cases, the road is designed only in width of 16 m, similarly as the side connecting streets. To reduce the street profile of Na Florenci Street from 24 to 16 m is a gross urban mistake.</p>	<p>What I find positive about the proposal, is the park below the arterial road, where both main urbanization axes join. The park links to the green areas of the former circuit of the city fortified wall. The corner building in this open area towards the City of Prague Museum is predestined to play an important part.</p>	
<p>Blue-green infrastructure</p>	<p>The small amount of greenery in the competition site following from the assignment was apparently complied</p>	<p>What I find positive about the proposal is the higher amount of greenery than</p>	

	with. It only shows that it is not enough. The proposal gives no opportunity to extend the existing park at the City of Prague Museum.	the obligatory quantity given in the assignment.	
Other suggestions		<p>The eight-storey office buildings on the corner of Na Florenci Street, west of the arterial road, do not respond to the size and importance of the Desfours palace.</p> <p>The buildings on the southern part of the competition site stand out in an undesirable manner and close the vista in the west-east axis of the continuation of Na Florenci Street.</p>	

No. 13: JAN DOBIÁŠ			
Topic	Team 24	Team 50	Team 55
Site development strategy	The project takes the opportunity to improve the surroundings of the City Museum of Prague, Memorial on Vítkov, Masaryk Railway Station, etc., it brings these places together and connects the individual buildings. Incorporating the Florenc bus terminal in the building is also suitable and it allows to deal with new development on the site gradually, until building of the bus terminal has been completed.		
Site structure	The proposal respects the size and type of buildings in central Prague and develops it in an excellent manner. This type of street network is in the nearby Petřská district, for example. In this regard, this proposal considerably outmatches the other two finalists.		
Functional use of the site			
Transport and mobility	The proposal links to the existing street network and creates new connections which invites to walk and use, thanks to the size and type of the streets – block buildings with street parterre.		

Public space	An original neighbourhood can come into being here, full of interesting streets and corners, which can transform the place of so many bridges into picturesque and cosy area in place of "no man's land under the bridge" making an unsafe impression.		
Blue-green infrastructure			
Other suggestions			

No. 14: Mgr.A. MILAN HAKL			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility			
Public space			
Blue-green infrastructure			
Other suggestions	<p>This is the only proposal out of the presented ones which heals the scarred face of the city and creates a completely believable functioning urban neighbourhood. The other proposals make more or less an uneasy impression of the "left over" urban space. The proposal manages to fluently link to the surrounding urban structure, particularly thanks to its own structure which contains the "spirit" and character of the Central</p>		

	European metropolis. In simple terms, this is the "most Prague-like" solution.		
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No. 15: ALEŠ HLAVÁČEK			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility	<p>The idea seems to be unfeasible purely from the point of view of transport. Wilsonova Street is so busy every day, so I think it is completely out of question to transfer it from the bridge structure and ground it with several crossroads crossing it. Probably in the vision of Prague without cars or with high congestion charges and traffic in the capital. However, it will not be the trend Prague will go in the near future.</p>		<p>The idea seems to be unfeasible purely from the point of view of transport. Wilsonova Street is so busy every day, it does not seem feasible to me to make the street narrower and split the traffic to the streets adjacent to the newly established Florenc park. Staying in the park would be very noisy and a dangerous experience for children.</p> <p>Probably in the vision of Prague without cars or with high congestion charges and traffic in the capital. However, it will not be the trend Prague will go in the near future.</p>
Public space			
Blue-green infrastructure			

Other suggestions			
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No. 16: MARTIN ZELENÝ			
Topic	Team 24	Team 50	Team 55
Site development strategy			The site development with the emphasis on the Těšnov park is really good in my opinion.
Site structure			
Functional use of the site			
Transport and mobility			This proposal has the best developed interconnection of all types of transport of all proposals.
Public space			
Blue-green infrastructure			
Other suggestions			

No. 17: MAREK EIBA			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure			
Functional use of the site			
Transport and mobility			
Public space			
Blue-green infrastructure			<p>Considering the existing climate change, the city should adapt to it and new spaces should count on it right at the beginning - either to reduce temperature in the area, improve the life of residents or practical things such as watering the greenery.</p> <p>This proposal provides the best solution on large scale out of the proposals in Round 2. Whatever proposal will be selected by the jury, the final proposal should be definitely extended with a proposal for work with water, water elements and areas, unless it contains such things.</p>

Other suggestions			
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No. 18: LUKÁŠ OBDRŽÁLEK

Topic	Team 24	Team 50	Team 55
Site development strategy	It is the most contextual proposal, which also seems to be the most well thought out (phasing, transport, feasibility, public space programme, traffic management). I especially appreciate the flexibility in phasing and the public space programme.		
Site structure	I do like the fact that the urban structure is dense, and feels like that this part of the city has always been there (“roslé město” / “grown city”), which I believe is the goal. It respects the size of the surrounding blocks, building plots and street network. It connects the public spaces without leaving any part left out. There is the best connection to Žižkov area out of all proposal.		To me, the buildings seems to be too large given the context. Also the public spaces might be a bit too large. It's a bit alien to the structure around it which, in my opinion is not the best solution.
Functional use of the site	Dense, intensive, respectful. I appreciate it.	Too much public areas without clear borders.	
Transport and mobility	I doesn't bring any strong vision for the arterial road (“magistrála”) but it leave space for its future revision. I appreciate the fact that the buildings are as close as possible to it which will help to minimise its impact to its surroundings.	I really like the proposal of the reshaped arterial road which might be quite realistic!	Very interesting and ambitious revision of the arterial road. If this would be realistic considering the traffic load, it would be a good change for the overall area.

<p>Public space</p>	<p>I appreciate that the proposal introduces several smaller squares with diverse program instead of fewer larger public spaces. I think that's what's creates better feeling in the city. I like that it also takes what works now – the food market and finds it a nice new place.</p>	<p>I think that the park around the arterial road is too large and difficult to use and maintain. I would prepare higher number of smaller public spaces.</p>	<p>I like that this proposal goes well behind the competition zone, and it develops the wider Florenc area in detail. It uses good mix of parks, museums, park areas, pavements, water basins... I don't like, however, the fact that the areas under the railway bridge doesn't seem to have a clear use and the connection to Žižkov seems to quite limited.</p>
<p>Blue-green infrastructure</p>	<p>Seems well though out</p>		<p>I like that nothing is missed out, everything is well connected and there's extensive use of water basins. Never thought of that at Florenc before.</p>
<p>Other suggestions</p>	<p>I consider this to be the best proposal for the competition site by far. It respects the historical and spatial context and creates a dense area with multiple public spaces and good connections. It fits to the city center. Also it's the most complex and though out proposal.</p>	<p>I was looking forward the proposal of this young Swiss studio and its partners very much. However it's a bit difficult to grasp it as I'm not an urbanist myself. I do not understand the structure of the network of public spaces. It's seems that it's too loose without clear borders, I would prefer a more dense and defined city here at Florenc.</p>	<p>This goes the further than other proposal when the interactive zone, revision of the arterial road and architecture of the buildings. I like the proposal overall, however I don't find the urban structure to be perfectly fitting to the area, and I'm afraid of some blind/dead spots especially heading to Žižkov.</p>

No. 19: ANNA VINKLÁRKOVÁ**Organization: Arnika**

Topic	Team 24	Team 50	Team 55
Site development strategy	<p>The first step are the buildings along the arterial road and east of it. The potential humanization of the arterial road is the last and "independent" step. The scope of solutions to humanize the arterial road and implement the selected solution will be rather limited by the fact that the arterial road will have a very dense complex of buildings in near vicinity, so the options will be considerably limited and very complicated. The proposal brings no vision or strategy of solution in this regard, it only proposes that the arterial road should be on the ground without any other justifications.</p>	<p>The strategy of progressive humanization of the arterial road and its final condition seem to be realistic also considering the financial cost of the solution. The arterial road is not a barrier any more, it becomes an integral part of the urban structure. The area under the arterial road and in its close surroundings, including the park from Štvanice up to Florenc, have a completely different quality of staying here. (With regard to the fact that the horizontal construction of the arterial road is in obsolete condition in the whole section from the railway yard of the Masaryk Railway Station up to the Hlávkův Bridge, it would be good to use this opportunity.)</p>	<p>Not obvious from the published documentation.</p>
Site structure	<p>The proposal arranges the buildings in a relatively small size and different height level into blocks or semi-blocks with local dominant features. The proposal appears to create a similar urban structure as the neighbouring Nové Město or Karlín. In fact, it might be a bit confusing, because the capacity and heights of the buildings</p>	<p>The urban solution contains newly proposed buildings as rather solitary plate buildings. Their capacity might be considerably high. The depth of some buildings seems to be oversized for their meaningful use. It would be worth considering their breaking down into smaller buildings with independent entrances. The urban</p>	<p>The material solution to the rectangular block buildings is completely out of the size of the surrounding city and makes a general impression it should be rather in the outskirts. Locating the architectural museum as a landmark in the revitalized park is an interesting idea.</p>

	are higher in many places - e.g., it is rather problematic to locate dominant features, in terms of the height, comparable with Florentinum or "Zahou Hadid" west of the arterial road.	solution should have better responded to the level of the terrain.	
Functional use of the site	The functional and social mix seems to be relatively well thought out. However, as to the social mix, it is not clear how to achieve it. Spatial dimensions of some office buildings challenge their feasibility.	The functional use could be better mixed by breaking down the buildings as stated above.	Functions are barely mixed in the area and the fact is not justified at all.
Transport and mobility	The published documentation does not clearly show the solution to the public transport serviceability of the competition site - the presented very calmed streets seem to be somewhat unrealistic. The effectiveness and collision-free two-level bus terminal design is controversial. Locating parked buses from the Florenc Bus Terminal under the arterial road only reinforces the perception of this space as "residual", locating other parked buses in Na Poříčí Street is extremely inappropriate. It is not fair to remove non-fitting functions from the competition site to the neighbouring area.	The bus terminal is situated near the buildings in its current place, the axis generally extends the existing level of the Masaryk Railway Station up to the Negrelli Viaduct. Consideration could be given to the idea of breaking down the axis or making it smaller.	The eastern part of the arterial road is converted to the linear park inspired by the New York Highline, the western part devoted to transport is converted to a platform connected to the roundabout near the park on Těšnov. This solution is interesting and might be worth of detailed screening.
Public space	The system of public spaces between the new buildings is the best thought out compared to the other proposals.	The revitalization of the Těšnov park, its extension to the south where both generous new boulevards join and the	The concept of the park is inventive, it comprises water basins along the indicated historic trace of the city wall

	<p>However, considering the capacity of the buildings and their foreseen height, the final impression might not be as favourable as in the visualisation. Dimensions of some spaces are somewhat underestimated – e.g., the width of the continuing Na Florenci Street and other streets between the new buildings. These spaces can feel rather confined in the end.</p>	<p>transformation of the space under the arterial road and in its surroundings would bring a superior quality to the Prague centre and represent a great strength of the proposal. Consideration could be given to the idea of selecting a more generous concept of the public space at the Florenc underground station, pointing the eastern end of the boulevard linked to Na Florenci Street with a more specific space as to the composition.</p>	<p>circuit. The public spaces solution in different height levels is interesting, especially the continuation of Na Florenci Street with the extended space which goes under the arterial road. The public spaces of the new neighbourhood are converted into an original urban landscape in this way, they are attractive and original.</p>
<p>Blue-green infrastructure</p>	<p>I appreciate the work with the rainwater collection system. However, considering the fact that vast majority of the greenery is on constructions or there are trees in the streets, there is a very small possibility of working with the natural water cycle.</p>	<p>The proposal contains plenty of non built-up areas offering the possibility of natural water cycle and with the potential of cooling the surrounding red-hot city - a large park, areas along the rails of the Masaryk Railway Station and new connections.</p>	<p>The concept of the park and leaving the areas at the foot of Vítkov without buildings would be a welcomed refreshment of the city centre.</p>
<p>Other suggestions</p>	<p>Participation promised by the municipal authority within the competition should look different. It is impossible for common residents to be able to study the expert proposals and evaluate them on their own. Residents should be given an opportunity to have their say at a moderated discussion and their opinions should be submitted to the competition organizers and jury with the assistance of experts in participation.</p>		

No. 20: VALERIE CLARE TALACKOVÁ			
Topic	Team 24	Team 50	Team 55
Site development strategy			
Site structure	This proposal is the only well thought out proposal in terms of the site structure. I mostly appreciate the variety and segmentation of the public space and their sequencing as well as the roofs, etc. It has a human dimension. The disposition does not look like a world of its own but as a natural part of the city: I would feel good here as a resident of the nearby neighbourhood.	The proposal does not appeal to me at all due to the long lines of the building and a reserved character to the surrounding city.	The proposal does not appeal to me due to oversized buildings and dull public spaces between them.
Functional use of the site	I really appreciate the functional variety, however, I would wish to have here a bigger proportion of student housing from several reasons (including transport use).		
Transport and mobility	The proposal brings a good (perhaps the best of all three) option to put the arterial road on the ground.		
Public space	see the Site structure. I like the variety and sequencing of public spaces.		see above
Blue-green infrastructure	I appreciate larger water basins outside the museum. Generally, the	Little attention is paid to the blue-green infrastructure in the proposal.	I find the solution of the arterial road great.

	proposal works well and with great care and dignity with the environmentally-friendly challenges within the assignment.		
Other suggestions			

No. 21: DOMINIK SAITL			
Topic	Team 24	Team 50	Team 55
Site development strategy		A humble approach to the current (non)values in the area, the proposal to convert step by step the arterial road seems to be a comprehensible recipe for the regeneration of the area.	
Site structure		This simple division into a park part (along the arterial road) and urban part (along the viaducts and in the axis of transport hubs) improves the clear character of the area, their disposition also creates conditions for revival (disrupted by the arterial road) of the continuity between the existing urban structures across the Florenc territory. Their fine interconnection enhances the user-friendly character of the place.	
Functional use of the site			
Transport and mobility		Maintaining the arterial road and the proposal for its progressive transformation are based on realistic (financial, infrastructural, environmentally-friendly) possibilities of the city. The proposal suggests successive steps to transform the arterial road from a scar in the city	

		centre to the multi-use connection axis of the city, which can be used both in the current north-south direction as well as the east-west direction in the future. The network of newly proposed human oversized roads / paths under the arterial road gently links to the existing infrastructure in the surroundings.	
Public space		The reduced airy arterial road and the park stretching underneath, which is simple, friendly, cultural, recreational and offers possibility to practise sports, is an excellent start for natural link to Nové Město, Karlín and Žižkov, as well as for a new actively used public space in the centre of the metropolis. The interior block on the roof of the bus terminal is a proven added value for residents (famous from the Zurich Kalkbreite, for example).	
Blue-green infrastructure			
Other suggestions		The area may not need more than proposed: a multi-use park, simple and clear structure of residential, commercial and transport buildings as well as functional architecture responding to the challenges of the city in the 21 st century.	

No. 22: PETR KLÁPŠTĚ			
Topic	Team 24	Team 50	Team 55
Site development strategy	<ul style="list-style-type: none"> – The proposal works very well as to preservation of the existing format of the arterial road and its transformation to the urban road. Neither of them is an emergency option, it has all necessary links in terms of urban planning and mobility. – Flexible phasing enables implementation in small units. 		<ul style="list-style-type: none"> – It is not prepared for any transformation of the arterial road to the urban road in the future, or it is maintained in the interchange location, where the calmed traffic does not revive the public space.
Site structure	<ul style="list-style-type: none"> – The human size to the public spaces, blocks and buildings. It will help balance the size inappropriate interventions in the place – the buildings of Penta at the Masaryk Railway Station and the office building on Tišnov. It will support the life in public spaces. – Conveniently located dominant features which help orientation. 	<ul style="list-style-type: none"> – Directions of streets and lines of buildings link formally to the remote linkups not perceived in the real space, the structure will look illogical from the horizon of eyes. Missing dominant features or other elements helping with organisation. – Links up in size to the long Karlín blocks with a larger size of buildings. It even emphasises the inappropriately large size of the buildings on the site. 	<ul style="list-style-type: none"> – Extension of green park spaces improves the city microclimate. The best interconnectivity of the green infrastructure of all presented proposals. A very good solution with extensive greenery and unpaved areas on the main diagonal pedestrian connecting path between Vítkov and the Tišnov park. – Quotation of the historic baroque fortification in the added building of the archaeological museum. – An appropriate size and shape of blocks considering the character and diversity of public spaces. – A large-scale size of buildings – the blocks are often formed by one building. It even emphasises the

			inappropriately large size of the buildings on the site. A solution could be to change the size of individual buildings and regulation.
Functional use of the site			
Transport and mobility	<ul style="list-style-type: none"> – This is a compact format of the bus terminal which conveniently prevents the space from overheating in the summer with its short connection to the underground. 	<ul style="list-style-type: none"> – Undeveloped bus stops and waiting for public transport bus lines (135, 207, 194, 133). 	
Public space	<ul style="list-style-type: none"> – The UHI simulation is positive, however, the method of its setting was not presented, i.e., to specify the scenario of climate development according to which the limit conditions have been set up. Important is the evaluation over a longer time period and in less favourable scenarios (RCP 4.5 and higher) – Inconvenient connection between the green area on Vítkov and that of the Těšnov park to form a united green infrastructure, both in terms of the recreational interconnection and the ecological point of view. A solution might be to extend the main diagonal pedestrian path in the south-east and north-west 	<ul style="list-style-type: none"> – Extension of green park spaces improve the city microclimate. Unfortunately, the location – extension of the Tišnov park - is not very suitable, neither from the point of view of the possible recreational use (conflict with the arterial road), nor from the point of view of the adaptation to the climate change (where a number of smaller interconnected green spaces would be more effective). 	<ul style="list-style-type: none"> – Extension of green park spaces improve the city microclimate. The best interconnectivity of the green infrastructure of all presented proposals. A very good solution with extensive greenery and unpaved areas on the main diagonal pedestrian connecting path between Vítkov and the Tišnov park.

	<p>direction to the south and more trees and unpaved surfaces in the final profile. This is absolutely crucial, the problem can be resolved within the concept, it must be dealt with.</p>		
Blue-green infrastructure	<ul style="list-style-type: none"> – Inconvenient connection between the green area on Vítkov and that of the Těšnov park to form a united green infrastructure, both in terms of the recreational interconnection and the ecological point of view. A solution might be to extend the main diagonal pedestrian path in the south-east and north-west direction to the south and more trees and unpaved surfaces in the final profile. This is absolutely crucial, the problem can be resolved within the concept, it must be dealt with. 	<ul style="list-style-type: none"> – Extension of green park spaces improve the city microclimate. Unfortunately, the location – extension of the Tišnov park - is not very suitable, neither from the point of view of the possible recreational use (conflict with the arterial road), nor from the point of view of the adaptation to the climate change (where a number of smaller interconnected green spaces would be more effective). – Despite the extended green spaces, the links to the green infrastructure between Vítkov and Tišnov park are rather weak. 	<ul style="list-style-type: none"> – Extension of green park spaces improve the city microclimate. The best interconnectivity of the green infrastructure of all presented proposals. A very good solution with extensive greenery and unpaved areas on the main diagonal pedestrian connecting path between Vítkov and the Tišnov park.
Other suggestions	<ul style="list-style-type: none"> – Regulations identified and focused on relevant topics. In the future, they need to be specified in detail and complemented. Other issues important to achieve the qualities presented in visualisations – such as the size of facades, parter concept, etc. - should be developed. 		<ul style="list-style-type: none"> – Greenwashing visualisations with oversized greenery. Do not allow something like that in the final presentation.