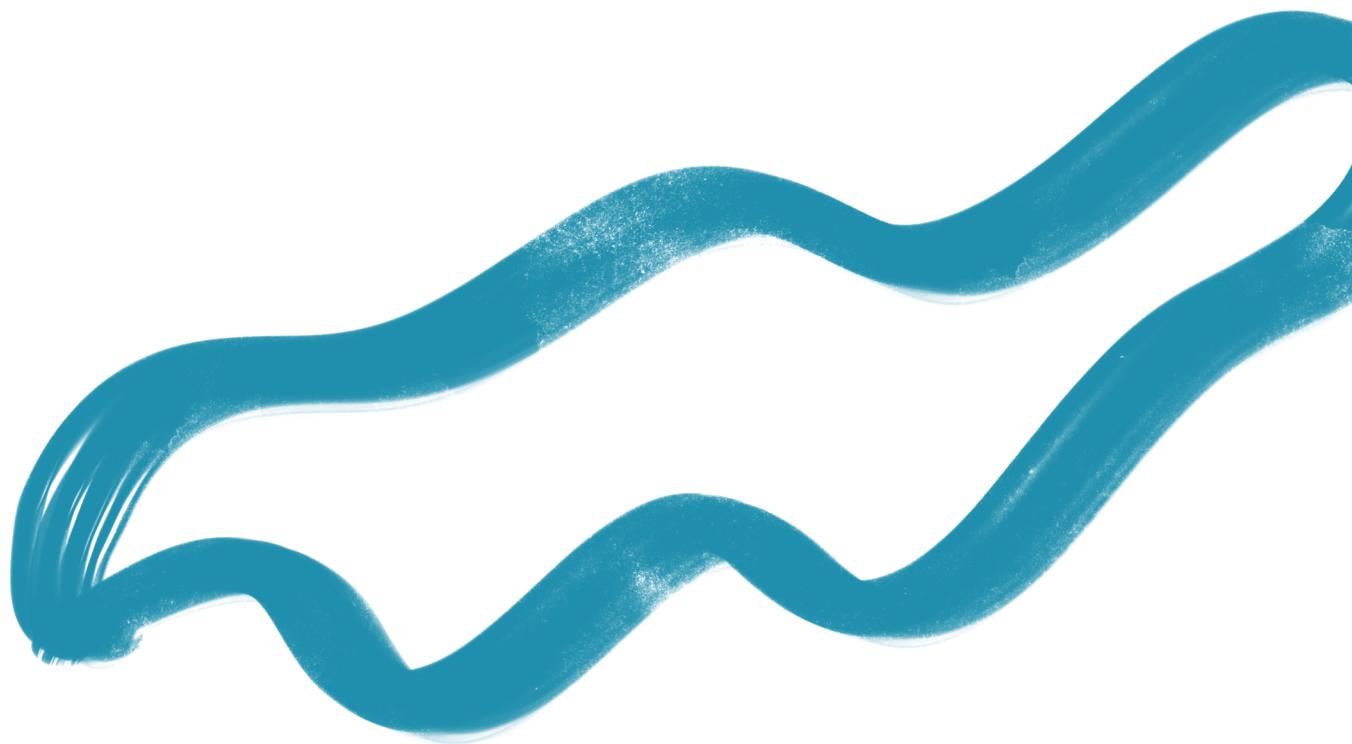


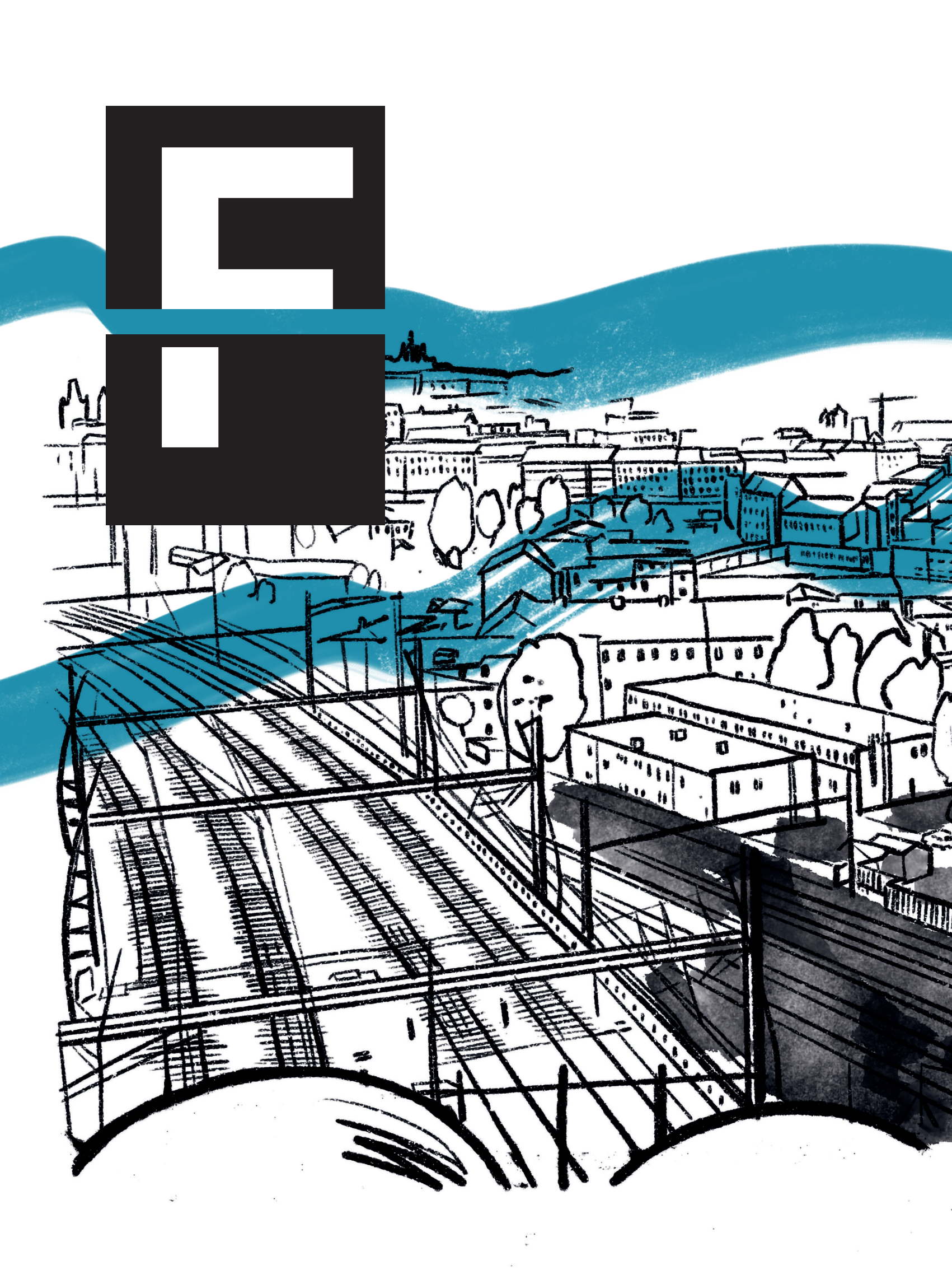
FLORENCE
21ST PHASE
WEST-FOUR
PARALLEL
ARCHITECTURAL
COMPETITIONS

PRAGUE
CZECH REPUBLIC
GENERAL
COMPETITION
BRIEF



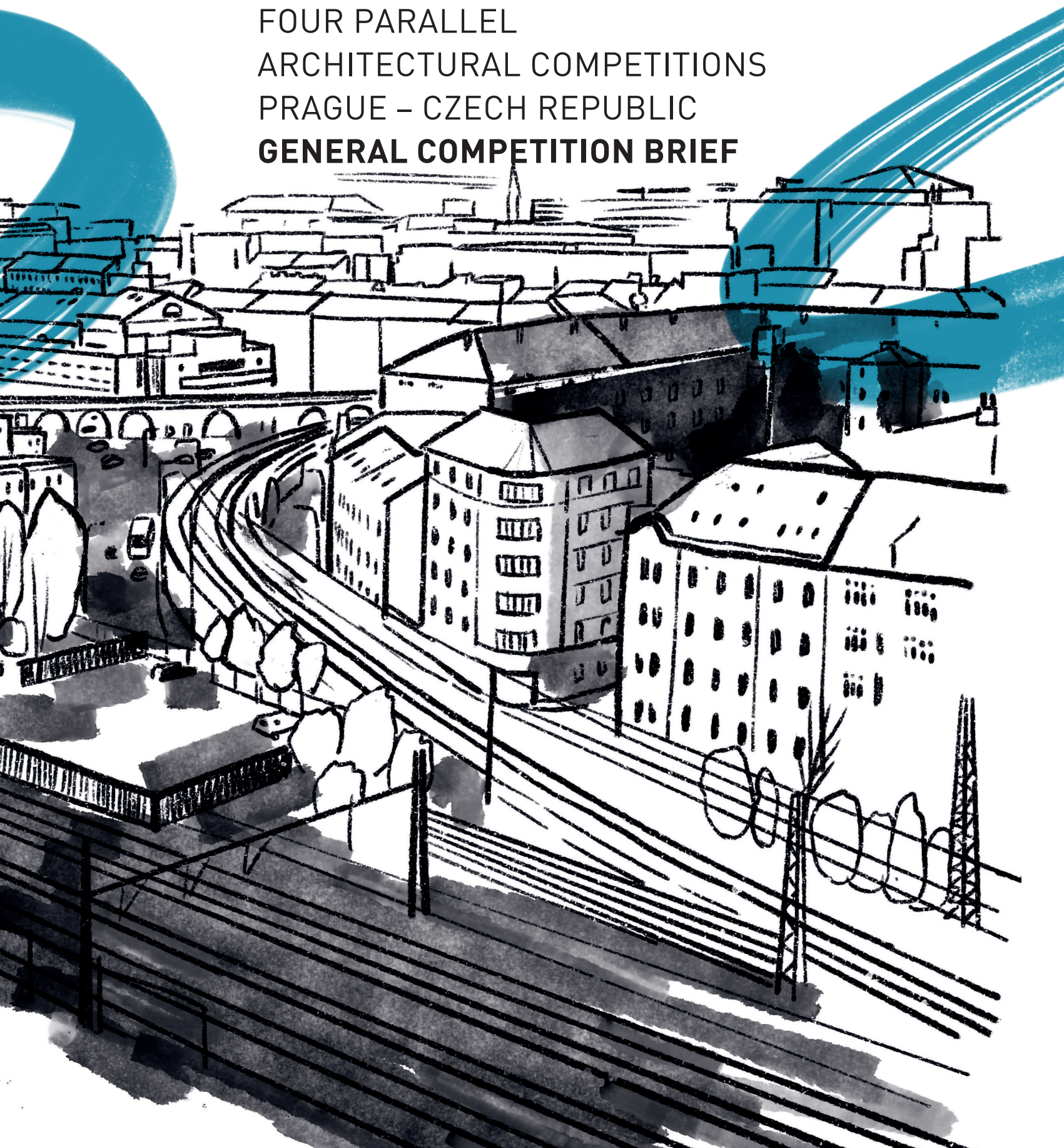
The General Competition Brief was consulted with the Working Group composed of representatives of the main stakeholders of the development of the site: Marek Bělor, Petra Böhmová, Jan Brabec, Ludvík Czital, Jiří Čermák, Martin Dvorský, Filip Dvořák, Dana Favaro, Karel Grabein Procházka, Marek Hein, Ivo Herman, Jan Holeček, Roman Hrabánek, Tomáš Hřebík, Karolína Hýsková, David Chlumecký, Martin Jedlička, Miloš Josefovič, Karolína Koupalová, Pavel Kryštof, Ivo Macek, Michal Nácovský, Petr Návrat, Radomír Nepil, Lucia Pálková, Tomáš Pek, Zdenka Poliačiková, Tomáš Popadič, Vojtěch Ryvola, Tomáš Slabihoudek, Světlana Sladká, Pavel Streblov, Gabriela Šimůnková, Anna Švarc, Filip Tittl, Jan Ungerman, Rudolf Vacek, Vladimír Vacek, Benjamin Voita, Zdeněk Völfl and Petr Zeman





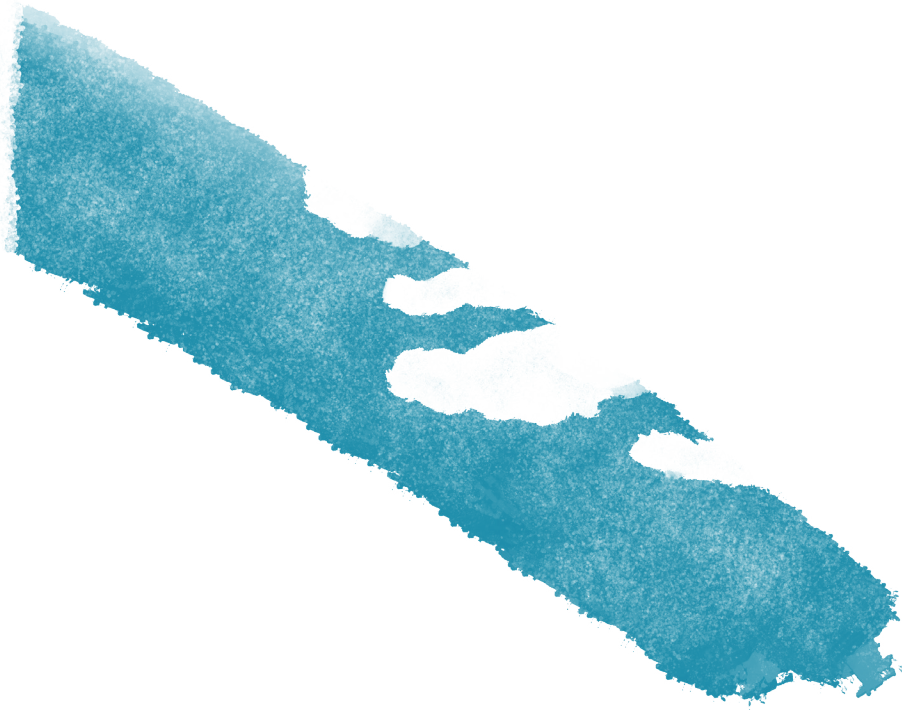
FLORENC21: PHASE WEST

FOUR PARALLEL
ARCHITECTURAL COMPETITIONS
PRAGUE – CZECH REPUBLIC
GENERAL COMPETITION BRIEF





CONTENT





INTRODUCTION

6



SITE INFORMATION

10

2-1	FLORENC AND ITS WIDER CONTEXT	12
2-2	PLANNING HISTORY OF THE FLORENC21 SITE	16
2-3	PHASING OF THE FLORENC21 SITE DEVELOPMENT	18
2-4	FOUR COMPETITIONS OF PHASE WEST	20



SITE DEVELOPMENT COORDINATION

22

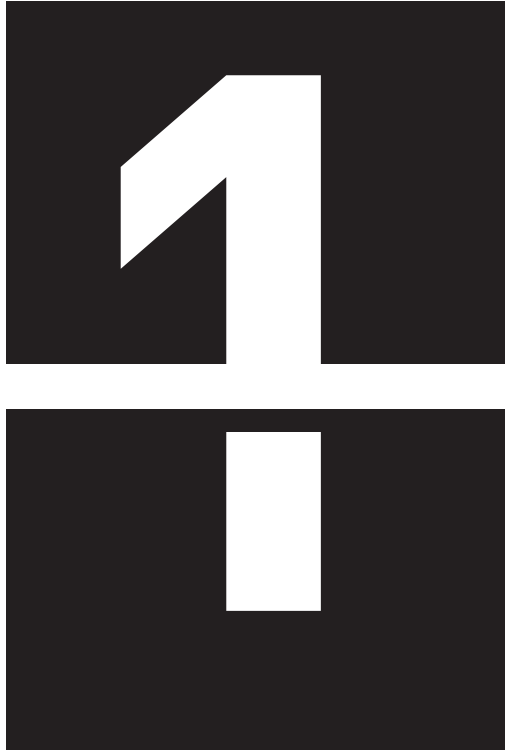
3-1	SITE REGULATION	24
3-2	SITE COORDINATION	28



GENERAL BRIEF FOR EACH COMPETITION

36

	FLORENC21: PHASE WEST – B01	38
	FLORENC21: PHASE WEST – B02	40
	FLORENC21: PHASE WEST – B03	42
	FLORENC21: PHASE WEST – B04	44



INTRODUCTION





Few years ago, the Florenc21 project showed the way out of a complex situation of mutual mistrust and managed to set up a process in which all key stakeholders were heard. From this process resulted the Florenc21 urban design competition and produced a widely respected urban design which we can now build on in more detail. I believe that the atmosphere of mutual respect, but also the desire to design a truly functioning neighbourhood, will be reflected in the quality of the architecture that emerges from the four current competitions.

While three years ago we were looking for answers to many questions, today we have a clear idea of the key aspects of the Florenc area. Thanks to the Těšnov21 workshop, which followed the Florenc21 urban design competition, we already know how the North-South Arterial Road will be shaped in the years to come. More specifically, we know how the new railway will connect the Negrelli Viaduct to the Prague Central Station. But above all, thanks to the Florenc21 competition, we know what kind of urban environment we are in. So, I have no choice but to wish the participants the best of luck and good ideas on how to create a functioning and resilient city for life in the 21st century in this complex place.

PETR HLAVÁČEK

Deputy Major of the City of Prague for Territorial Development and Urban Planning



Dear all,
three years ago, in the Florenc21 International Urban Design Competition, we managed to find a common consensus on how this important part of Prague should be transformed in the coming years. We greatly appreciate the fact that not only the City of Prague and the Prague Institute of Planning and Development, but also representatives of all the municipal districts were involved, as well as the professionals and the public.

Now we have a challenging and responsible task ahead of us – to select the best architectural teams that will make Florenc a great place to live. Our goal is to create an architecturally and functionally diverse, vibrant neighbourhood. That is why we have divided the area into four units and are now launching parallel international architectural competitions. We have set up a joint steering and working group to prepare the competitions. The competitions will also have one jury, established according to the rules of the Czech Chamber of Architects. Its task will be to select architectural designs for the individual blocks that together will form a diverse but harmonious whole.

I am pleased that the jury and the working group include several excellent experts who will help us find the best solutions. I am also pleased with the continued close cooperation with the city and the municipal districts, which oversee over the public interests in the area and the needs of the metropolitan city.

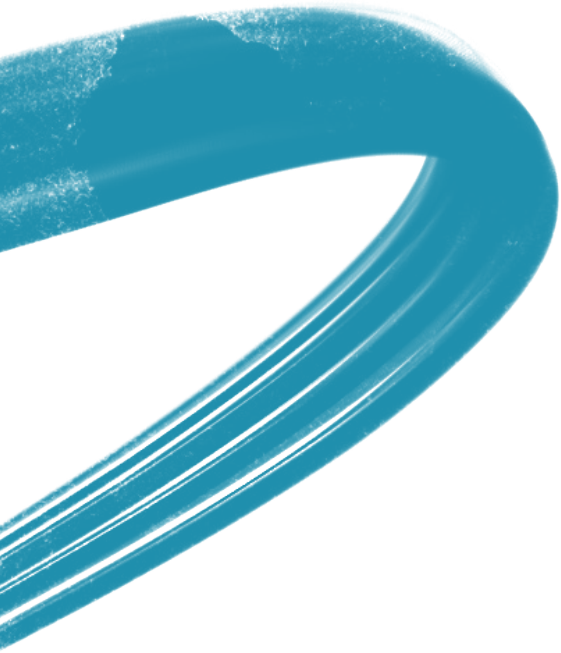
The opportunity to transform such a large and neglected area in the heart of a major metropolitan city is exceptional and rarely comes along. I therefore believe that the competitions will attract a number of great professionals from home and abroad who will showcase their talents and help us guide Florenc into the 21st century.

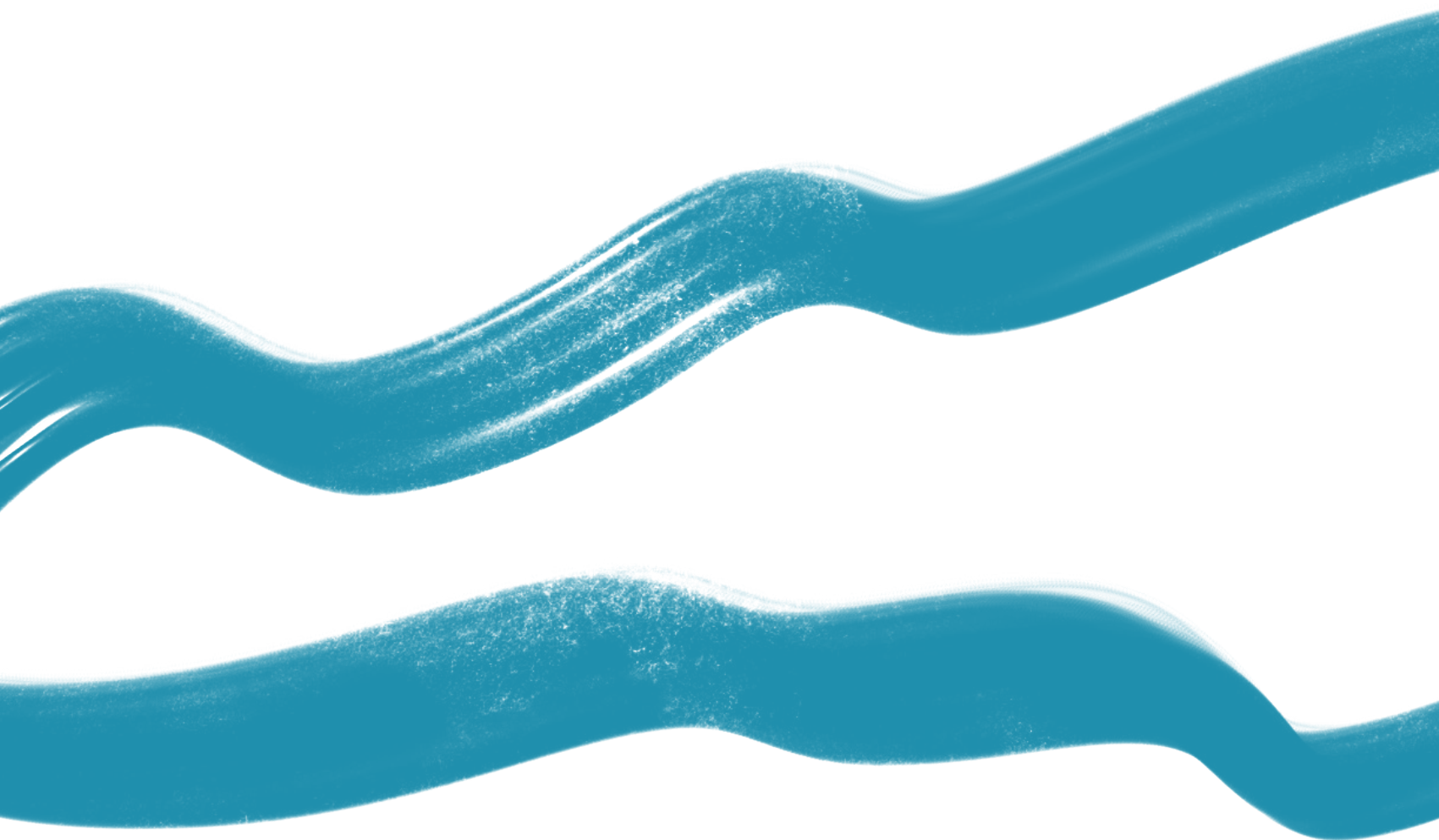
DAVID MUSIL

Managing Director for the Czech Republic
Penta Real Estate



SITE INFORMATION







FLORENC AND ITS WIDER CONTEXT

Florenc is a transformation zone located in the centre of Prague, between Nové Město and Karlín, that is at the boundary between Prague 1 and 8, at the foothill of Vítkov. In the past there was the town fortification in this area, the demolition of which in mid 19th century gave the way to the construction of a freight railway infrastructure. This is the reason why this area has not been fully developed to date.

The area surrounding the site is characterised by dense morphology, which has partly developed organically and partly consists of block structure dating back to the 19th and the first half of the 20th century. Public spaces and centralities are clearly defined by these blocks.

The masterplan that integrates the site into the urban fabric of its surroundings is the result of the International Urban Design Competition Florenc 21, Prague – Czech Republic, which took place in 2021.

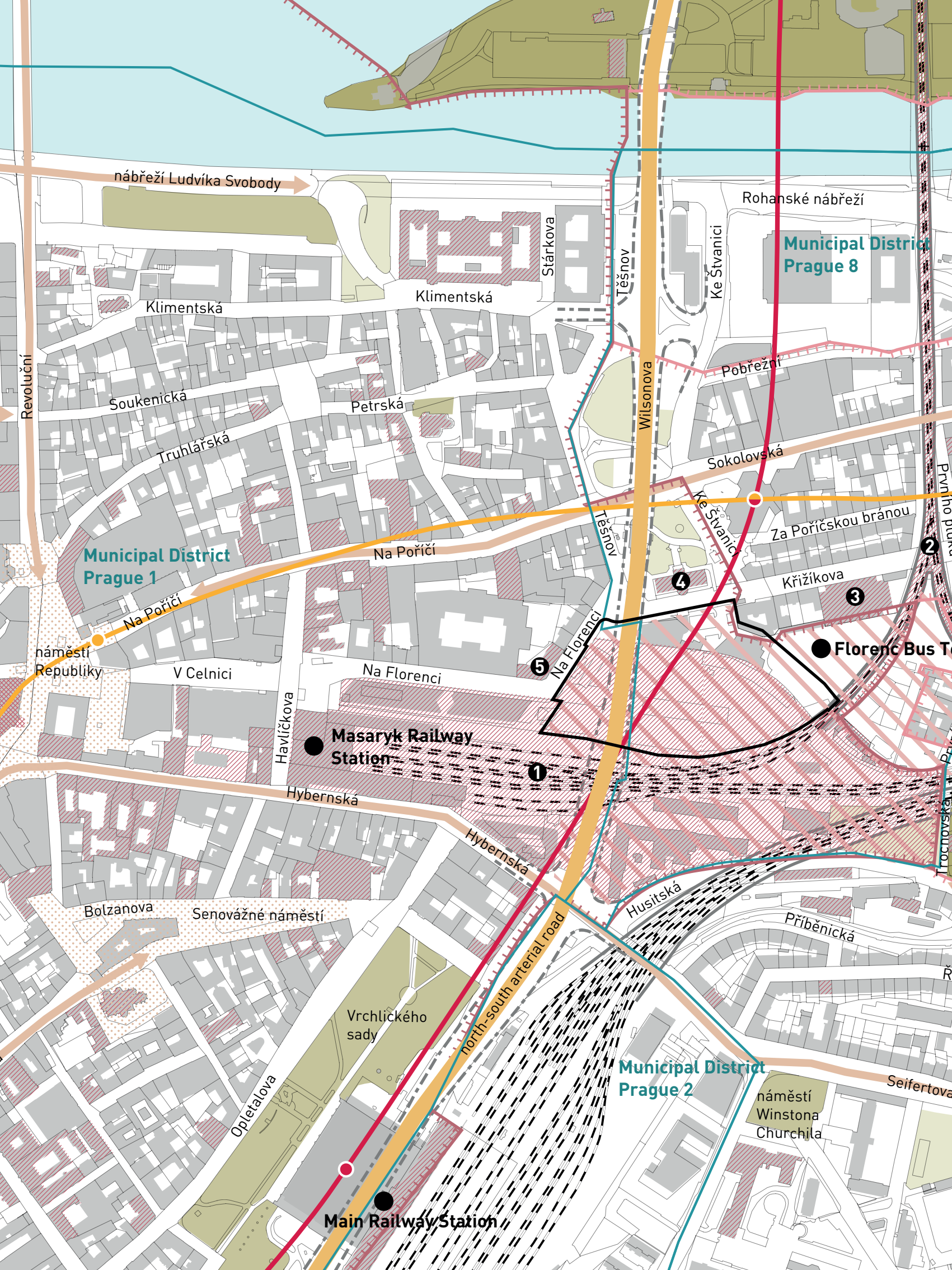
A significant area of Florenc is part of the Prague Conservation Area, which is also a UNESCO World Heritage Site, while a smaller area falls within the Karlín Conservation Zone and the buffer zone of the World Heritage Site. There is also Masaryk Railway Station, a cultural heritage site, in this area.

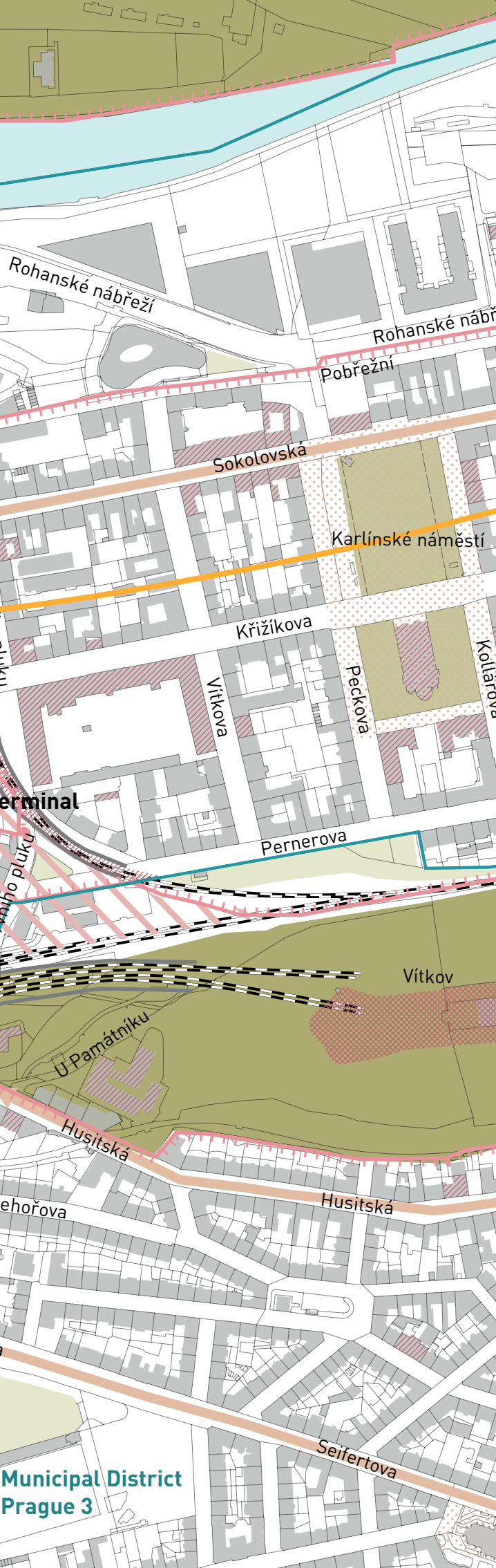
The site is surrounded by many historically and architecturally valuable buildings and cultural heritage sites, which are complemented by contemporary architecture. Next to the competition site there are important cultural institutions: Museum of the City of Prague, Karlín Music Theatre and the industrial buildings of the former locomotive depot at Masaryk Railway Station, where the National Technical Museum plans to establish a railway museum. New buildings have already been constructed within the Florenc transformation zone: the Masaryčka building at Na Florenci Street, Hotel One in Hybernská Street and the Bastion building in Křižíkova Street.

Florenc and the surrounding area are an important national and European transport hub. It includes the Masaryk Railway Station, the Florenc Bus Terminal and the Line B and Line C underground stations. There are tram stops within walking distance in Sokolovská Street and local bus stops in Křižíkova and Ke Štvanici streets. Masaryk Railway Station serves as a terminal station for suburban train lines from the eastern, northern and partly also northwestern Prague suburban area and by 2030 it will also offer a direct train connection to Václav Havel Airport Prague. The Prague Central Railway Station is also located within walking distance of about 500 m far from the site.

The transport infrastructure forms major barriers in the area. In the north-south direction, the site is crossed by the North-South Arterial road. In the east it is intersected by the historic Negrelli Viaduct (railway) and in the south there is the large area of rail yard of the Masaryk Railway Station. The need to improve the permeability of the area was one of the main topics of the urban design competition and the proposed masterplan therefore offers several new connections.

The majority owner of the Florenc transformation zone is Prague CBD2, s.r.o. (part of the Penta Real Estate Group), which is also the client of these four international architectural competitions.

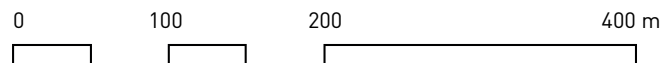




Scheme 1 WIDER CONTEXT
scale 1: 5 000
author: ONplan, 2024

LEGEND

-  THE COMPETITION SITE
-  BUILDINGS
-  PARCELS
-  PRAGUE MUNICIPAL DISTRICTS
-  THE NORTH-SOUTH ARTERIAL ROAD
-  RAILWAY TRACKS
-  RAILWAY TRACKS ABOVE GROUND LEVEL
-  VLTAVA RIVER
-  OTHER CITY GREENERY
-  PARKS
-  METROPOLITAN PARKS
-  SQUARES OF DISTRICT IMPORTANCE
-  STREETS OF DISTRICT IMPORTANCE
-  PRAGUE HERITAGE RESERVATION / UNESCO
-  PRAGUE HERITAGE ZONE
-  IMMOVABLE NATIONAL CULTURAL HERITAGE
-  IMMOVABLE CULTURAL HERITAGE
-  ① MASARYK RAILWAY STATION
-  ② NEGRELLI VIADUCT
-  ③ KARLÍN MUSICAL THEATRE
-  ④ THE CITY OF PRAGUE MUSEUM
-  ⑤ DESFOURS PALACE
-  TRANSFORMATION ZONE
-  PUBLIC TRANSPORTATION NODE
-  ARTERIAL ROAD
-  METRO LINES
-  METRO STATION
-  TRANSFER METRO STATION





PLANNING HISTORY OF THE FLORENC21 SITE



Figure 1 The axonometric drawing from the winning design of the Urban Design Competition Florenc21, author: UNIT architekti, A69 – architekti and Marko&Placemakers, 2021

2021 INTERNATIONAL URBAN DESIGN COMPETITION FLORENC21, PRAGUE – CZECH REPUBLIC

In 2021, an international urban design competition Florenc 21 was held to identify the optimal urban planning approach to the Florenc transformation zone and its surroundings. The competition was commissioned by Masaryk Station Development, a.s. and ČSAD Praha holding a.s. It was prepared in cooperation with the City of Prague, Prague Institute of Planning and Development, and Municipal Districts of Prague 1, 2, 3, 7 and 8. The main stakeholders and the public were involved in the preparation of the competition documents. The winner of the competition was a team consisting of UNIT architekti, A69 – architekti and Marko&Placemakers.

More detailed information about the competition is available at www.florenc21.eu.

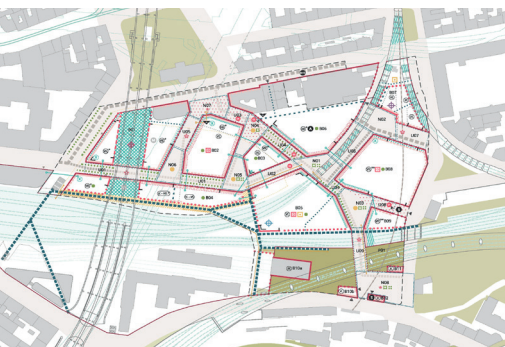


Figure 2 Planning Diagram, author: UNIT architekti, A69 – architekti and Marko&Placemakers, 2023

2022–2024 SITE REGULATION AND DEVELOPMENT PRINCIPLES

The winning team of the urban design competition finalised its design proposal in the document “Site Regulation and Development Principles” which serves as a guidance for a gradual and coordinated development of the site as well as the basis for the ongoing change of the current zoning plan. It is also the key document in the ongoing negotiations about a planning agreement between the City of Prague and Penta Real Estate.

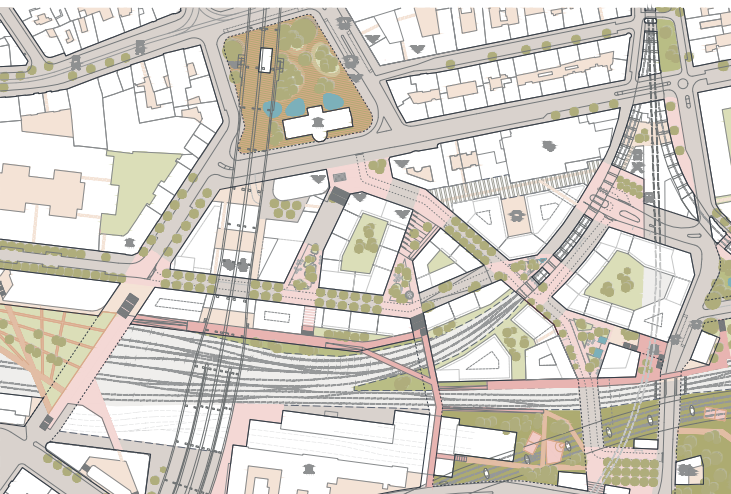


Figure 3 Florenc21 site as shown in Site Coordination document, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

2024 SITE COORDINATION

“Site Coordination” is a document based on the “Site Regulation and Development Principles” with the aim to coordinate the site development during Phase West, especially the transport and utility infrastructure and further develop the public spaces based on the results of the urban design competition. The “Site Coordination” document is being drafted by UNIT architects, A69 – architects and Jakub Cigler Architects. It will become the key document for all four parallel architectural competitions.



Figure 4 Blocks to be addressed by each competition outlined in a 3D model of Florenc21 site from the Site Coordination document, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

2024–2025 FLORENC21: PHASE WEST, FOUR PARALLEL ARCHITECTURAL COMPETITIONS

In 2024, the preparation of four parallel architectural competitions Florenc21: Phase West started, which will yield architectural designs of the blocks in the western part of the Florenc transformation zone. As in the case of the Florenc21 Urban Design Competition, these competitions are being prepared in cooperation with the City of Prague, the Prague Institute of Planning and Development (IPR), and Municipal Districts of Prague 1 and Prague 8. All the key stakeholders in the area, including the Railway Authority, the Prague Transport Company (DPP), the National Heritage Institute (NPÚ) and the Museum of the City of Prague, are also involved in the preparation of this competition.



SITE DEVELOPMENT PHASING

The development of the Florenc21 transformation zone is divided into two phases – Phase West and Phase East. The dividing line is the new street (as delimited in the winning design of the Florenc21 Urban Design Competition and subsequent studies), which crosses the Florenc area from the Museum of the Capital City of Prague towards southeast under the Negrelli viaduct and continues towards Žizkov.

In these four parallel architectural competitions, the development of the western part of the area will be addressed, i.e. the area defined by Na Florenci Street to the west, by Křižíkova Street to the north and by the railway line to the south.

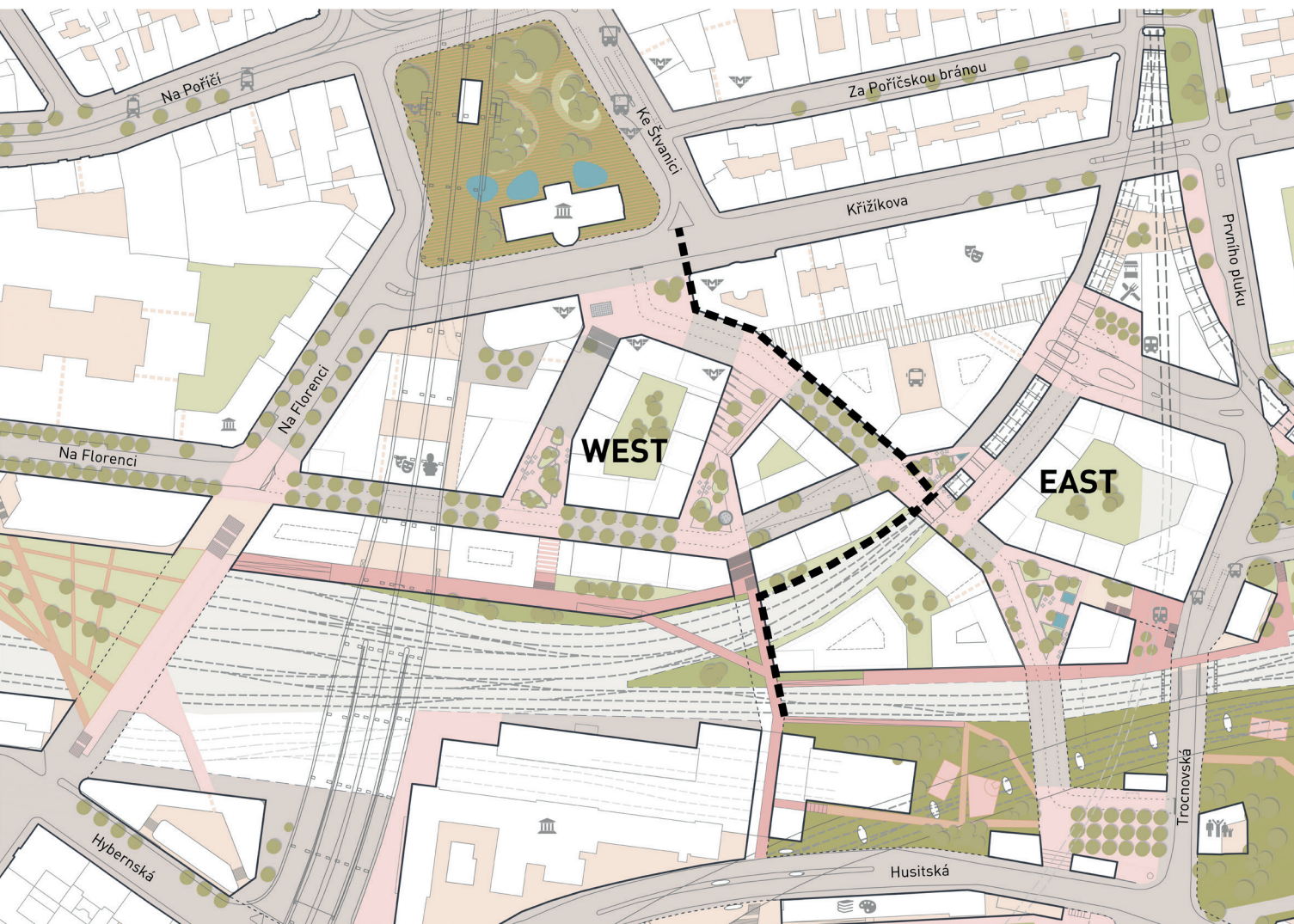


Figure 5 Phasing of Florenc21 site development, based on the site plan from the Site Coordination document, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024.



FOUR COMPETITIONS OF PHASE WEST

These four architectural competitions running in parallel will seek for optimal architectural designs for Phase West of the Florenc21 transformation zone development. The phase is divided into four parts, which are the subject of individual competitions.

- Scope of the Competition **Florenc21: Phase West – B01 is architectural design of block B01** shown in **Figure 6**.
- Scope of the Competition **Florenc21: Phase West – B02 is architectural design of block B02** shown in **Figure 6**.
- Scope of the Competition **Florenc21: Phase West – B03 is architectural design of block B03 and norther part of block B05** shown in **Figure 6**.
- Scope of the Competition **Florenc21: Phase West – B04 is architectural design of block B04** shown in **Figure 6**.

These four parallel architectural competitions will be coordinated by a single international jury to achieve a harmonious whole despite its deliberate composition of diverse parts.

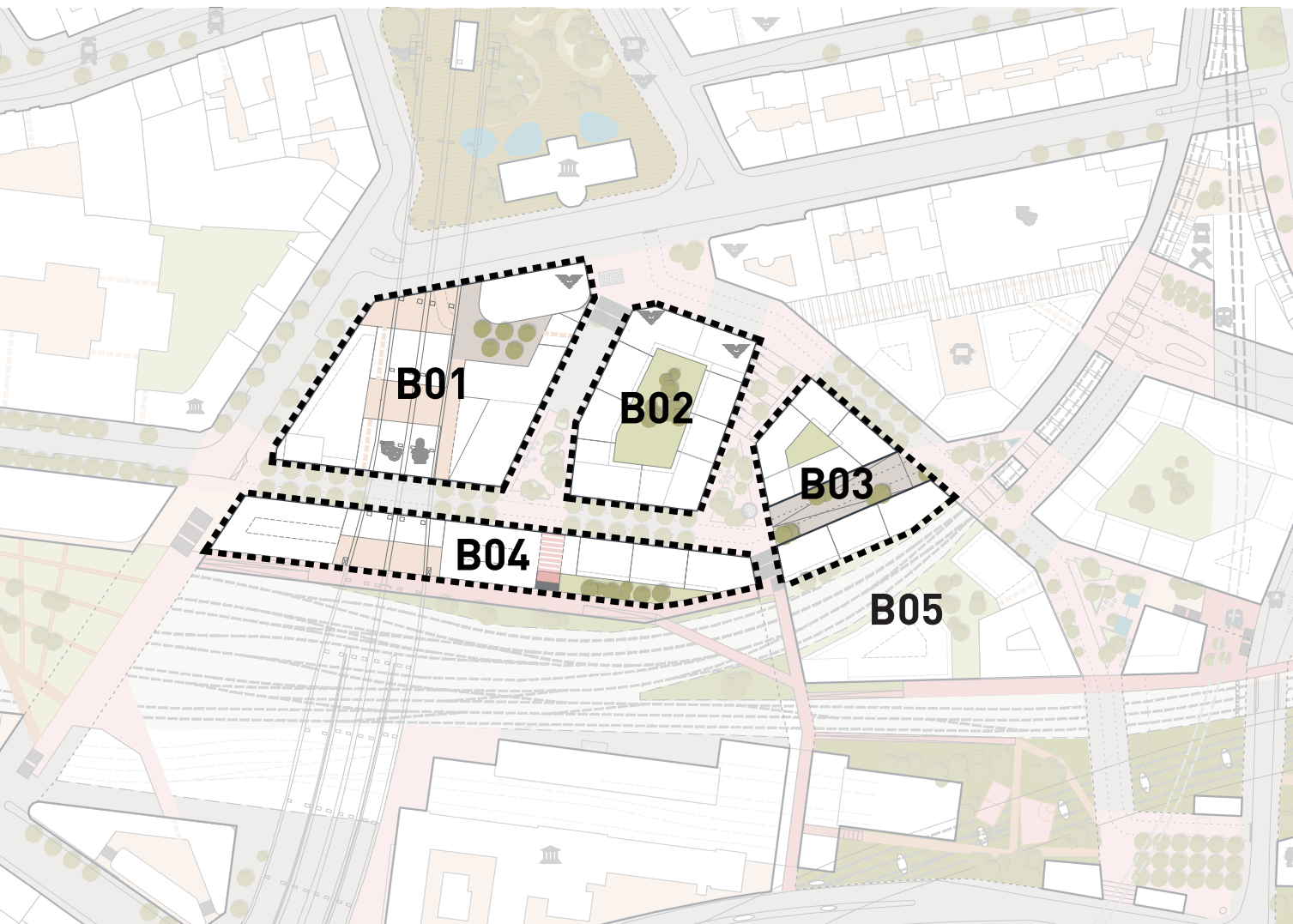


Figure 6 Outline of individual blocks to be addressed by the relevant architectural competition of Florenc21: Phase West, extract from the Site Coordination, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024



SITE DEVELOPMENT COORDINATION





SITE REGULATION

The regulation requirements applicable to the site are set in **“Site Regulation and Development Principles”**. The authors of the document are UNIT Architects, A69 Architects and Marko & Place Makers.

The document covers the entire Florenc21 transformation zone. It sets the spatial and functional framework within which the key public and private actors shall come to an agreement on the transformation zone development, including the links to its surroundings. The document has been discussed with the relevant public authorities and serves as the basis for the ongoing amendment of the Zoning Plan. The finalisation of the document is currently subject to the negotiation of the planning agreement between the City of Prague and Penta Real Estate.

The competition participants will receive the full version of “Site Regulation and Development Principles” with the site regulation drawing together with the invitation to participate in Phase 1 of the competition.

The document consists of two parts the Site Regulation Drawing and the Site Regulation and Development Principles.

SITE REGULATION DRAWING

In addition to the regulation drawing, this part of the document also contains a simplified comprehensive legend, general rules relating to the details and degree of flexibility of the regulation and written notes to the drawing explaining the specifics of some regulations. The regulation drawing scale is 1 : 2 000.

The site capacity (gross floor area permitted) is determined by the Zoning Plan (after the relevant amendments are approved). The spatial organisation and density in the regulation

drawing corresponds to the site total capacity in the amended Zoning Plan. The specific distribution of the GFA between the individual building blocks is provided in more detail in the “Site Coordination” document.








SITE REGULATION AND DEVELOPMENT PRINCIPLES

This part of the document describes in more detail the principles of the site development and regulation. The key development principles of Florenc21 site are the following:












- 01/ Legible block structure
- 02/ Compact town of human scale
- 03/ Characteristic roofscape
- 04/ Multifunctional town
- 05/ Vibrant public spaces
- 06/ Site permeability and barrier-free accessibility
- 07/ Emphasis on blue-green infrastructure
- 08/ Integrated transport solution

LEGEND, REGULATION DRAWING (drawing on pages 26 and 27)










SITE STRUCTURE

-  STREET LINE OF THE BLOCK WITH BUILDINGS
-  STREET LINE OF THE BLOCK WITH NO BUILDINGS
-  STREET AREA
-  UNDERGROUND CONNECTIONS
-  USE OF THE SPACE UNDER THE STREETS
-  AREA OF THE BLOCK WITH BUILDINGS
-  AREA OF THE BLOCK WITH NO BUILDINGS










PUBLIC SPACES AND PERMEABILITY

-  OUTLINE OF SQUARE/PIAZZA
-  OUTLINE OF STREET SECTIONS
-  REQUIREMENT FOR ART IN THE PUBLIC SPACE – LANDMARK
-  REQUIREMENT FOR ART IN THE PUBLIC SPACE – ARTISTIC INTERVENTION
-  INNER COURTYARD SPACE OPEN TO THE PUBLIC
-  PUBLIC PEDESTRIAN LINK ACROSS THE BLOCK WITH BUILDINGS – APPROXIMATE ROUTE
-  PUBLIC PEDESTRIAN LINK ACROSS THE BLOCK WITH BUILDINGS – IN ANY ROUTE
-  ELEVATED PROMENADE SPACE
-  REQUIRED FOOTBRIDGE FOR PEDESTRIANS AND CYCLISTS
-  REQUIRED BARRIER-FREE CONNECTION
-  RECOMMENDED BARRIER-FREE ACCESS CONNECTED WITH THE METRO STATION ENTRANCE HALL





BUILDING REGULATIONS

-  BUILDING LINE (BUILDING ALIGNMENT) CLOSED
-  BUILDING LINE EITHER CLOSED OR OPEN
-  BUILDING LINE FREE
-  APPROXIMATE POINT OF CONTACT OF BUILDING LINES
-  REQUIREMENT FOR AN OPEN INNER COURTYARD
-  CANTILEVERED PARTS OF BUILDINGS
-  REQUIRED STREET FRONTAGE ARTICULATION
-  ELEVATED STREET LEVEL (GROUND LEVEL)
-  PROMINENT CORNER DESIGN

SITE UTILISATION














-  MINIMUM SHARE OF RESIDENTIAL AREA REQUIRED
-  SOCIALLY SAFE PLACE
-  PRESCRIBED ACTIVE FRONTAGE
-  RECOMMENDED ACTIVE FRONTAGE
-  USE OF THE SPACE UNDER THE BRIDGE STRUCTURE – PERMANENT
-  USE OF THE SPACE UNDER THE BRIDGE STRUCTURE (FLYOVER) – FOR A LIMITED PERIOD OF TIME
-  SYMBOL FOR A BLOCK WITH CULTURAL AND SOCIAL AMENITIES
-  SYMBOL FOR A BLOCK WITH RETAIL OUTLETS
-  SYMBOL FOR A BLOCK WITH CIVIC AMENITIES

BLUE AND GREEN INFRASTRUCTURE













-  REQUIRED LINES OF TREES
-  TREES REQUIRED TO BE PLANTED ON THE SQUARE
-  SQUARE WHERE SUSTAINABLE RAIN WATER MANAGEMENT MEASURES ARE REQUIRED
-  BLOCK WHERE GREEN ROOFS ARE REQUIRED FOR RAIN WATER RETENTION

TRANSPORT INFRASTRUCTURE


COMMUNICATION NETWORK ON SITE:

-  REQUIRED PEDESTRIAN ZONE ACCESSIBLE TO CYCLISTS, EMERGENCY AND DELIVERY VEHICLES
-  REQUIRED PEDESTRIAN ZONE ACCESSIBLE TO CYCLISTS, EMERGENCY AND DELIVERY VEHICLES / RESIDENTIAL AREA / ZONE 30
-  STREETS WITH NO REQUIREMENTS FOR TRAFFIC CALMING
-  RECOMMENDED ENTRIES TO THE UNDERGROUND PARKING
-  RECOMMENDED LOCATION OF THE BUS TERMINAL
-  RECOMMENDED ENTRANCE TO THE BUS TERMINAL
-  REQUIRED LOCATION OF KISS+RIDE (SETDOWN) PARKING
-  CORRIDOR FOR NEW RAILWAY CONNECTION II (METRO S; OSA)
-  RECOMMENDED LOCATION OF THE RAILWAY STOP
-  RECOMMENDED ACCESS TO THE RAILWAY STOP
-  RECOMMENDED ACCESS TO THE METRO ENTRANCE HALL
-  INTEGRATION OF THE METRO VENTILATION OUTLET
-  POSSIBLE LOCATION OF THE BIKE DEPOT








HEIGHT REGULATION

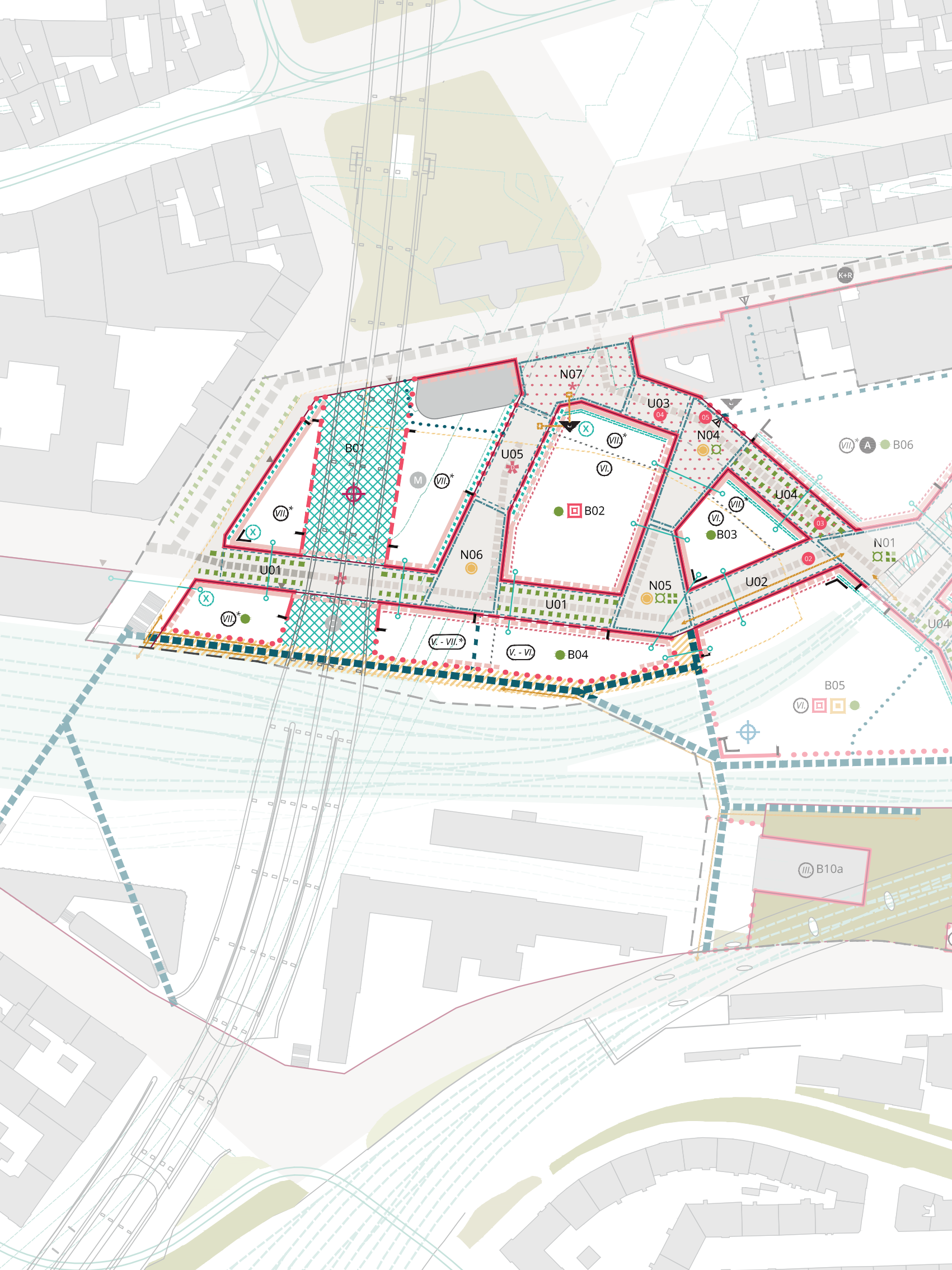
-  HEIGHT LEVEL I. 0–6 m
-  HEIGHT LEVEL II. 0–9 m
-  HEIGHT LEVEL III. 0–12 m
-  HEIGHT LEVEL IV. 9–16 m
-  HEIGHT LEVEL V. 12–21 m
-  HEIGHT LEVEL VI. 16–26 m
-  HEIGHT LEVEL VII.* 21–31 m
-  HEIGHT LEVEL VII.** 21–33 m
-  HEIGHT LEVEL VII.*** 21–35 m
-  HEIGHT LEVEL VII. 21–40 m
-  LINE BETWEEN AREAS OF DIFFERENT HEIGHT LEVELS
-  MINOR LOCAL LANDMARK

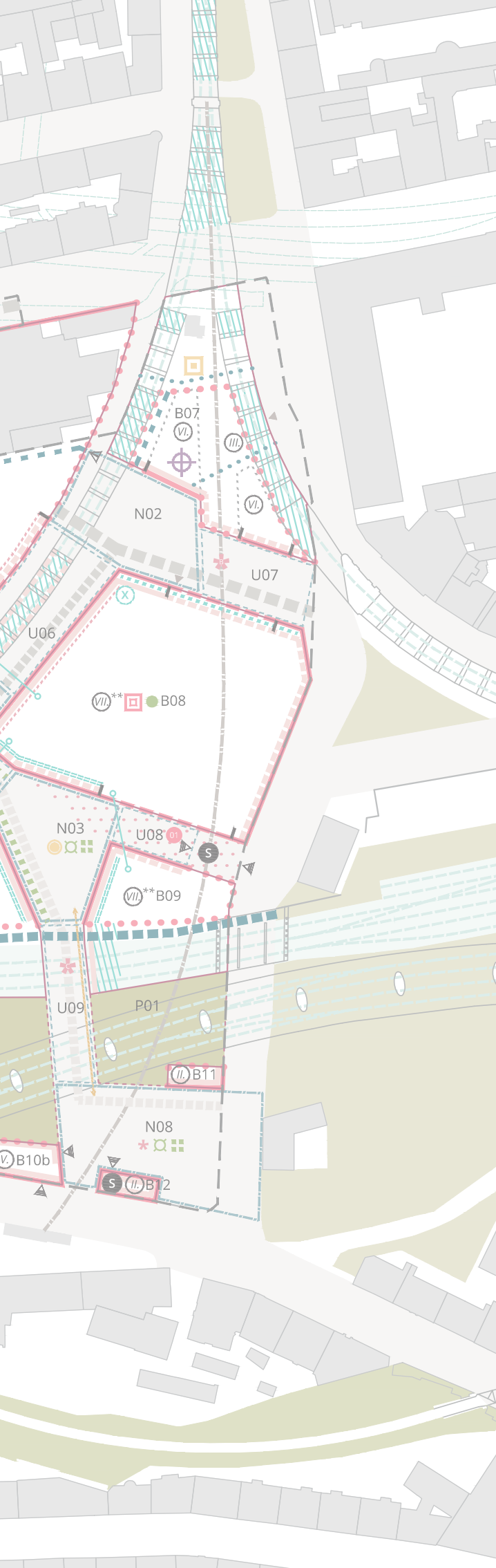
SITE STRUCTURE COMPONENTS

- B01 IDENTIFICATION OF THE BLOCK WITH BUILDINGS
- P01 IDENTIFICATION OF THE BLOCK WITH NO BUILDINGS
- N01 SQUARE/PIAZZA IDENTIFICATION
- U01 IDENTIFICATION OF THE TYPE OF STREET PROFILE
-  NOTES

GENERAL INFORMATION

-  SITE BOUNDARIES
-  EXISTING BUILDINGS
-  PARK AND LEISURE AREAS
-  RAIL TRACKS
-  RAILWAY LINE (TRACK AXIS)
-  METRO (CONTOURS OF THE UNDERGROUND PART)
-  METRO ENTRANCE HALL





Scheme 2 REGULATION DRAWING

scale 1: 2 000

autor: UNIT arhitekti, A69 – arhitekti
a Marko&PlaceMakers, 2023

LEGEND (on page 25)

The are of the Competitions is highlighted in the drawing.



SITE COORDINATION



SITE COORDINATION

The document “**Site Coordination**” deals with the capacities and other topics of the site development to meet the requirements of the client, local government and state administration authorities. The key principles of the site coordination cover the entire Florenc21 transformation zone, but the document focuses in more detail on the site development in Phase West.

The competition participants will receive the full version of the “Site Coordination” together with the invitation to participate in Phase 1 of the competition.

Before the start of Phase 1 of the competition, the document, or its parts, will be consulted with relevant state administration authorities, infrastructure providers and with the competition working group members.

The “Site Coordination” document deal with the following topics:

- possible massing/volume of buildings in 3D model taking into account the existing transport infrastructure, site constraints and regulations, envisaged projects in the adjacent area and the client’s requirement for the program in each building or its part;
- coordination of the site, or its parts, connections to the transport and service infrastructure including parking in the underground garages in the buildings;
- overall approach to the design of public spaces and related blue-green infrastructure which define individual blocks and connect the western part of Florenc21 transformation zone to the surrounding.

Figure 7 shows the functions and GFA for each block of the site as proposed in the “Site Coordination” document.

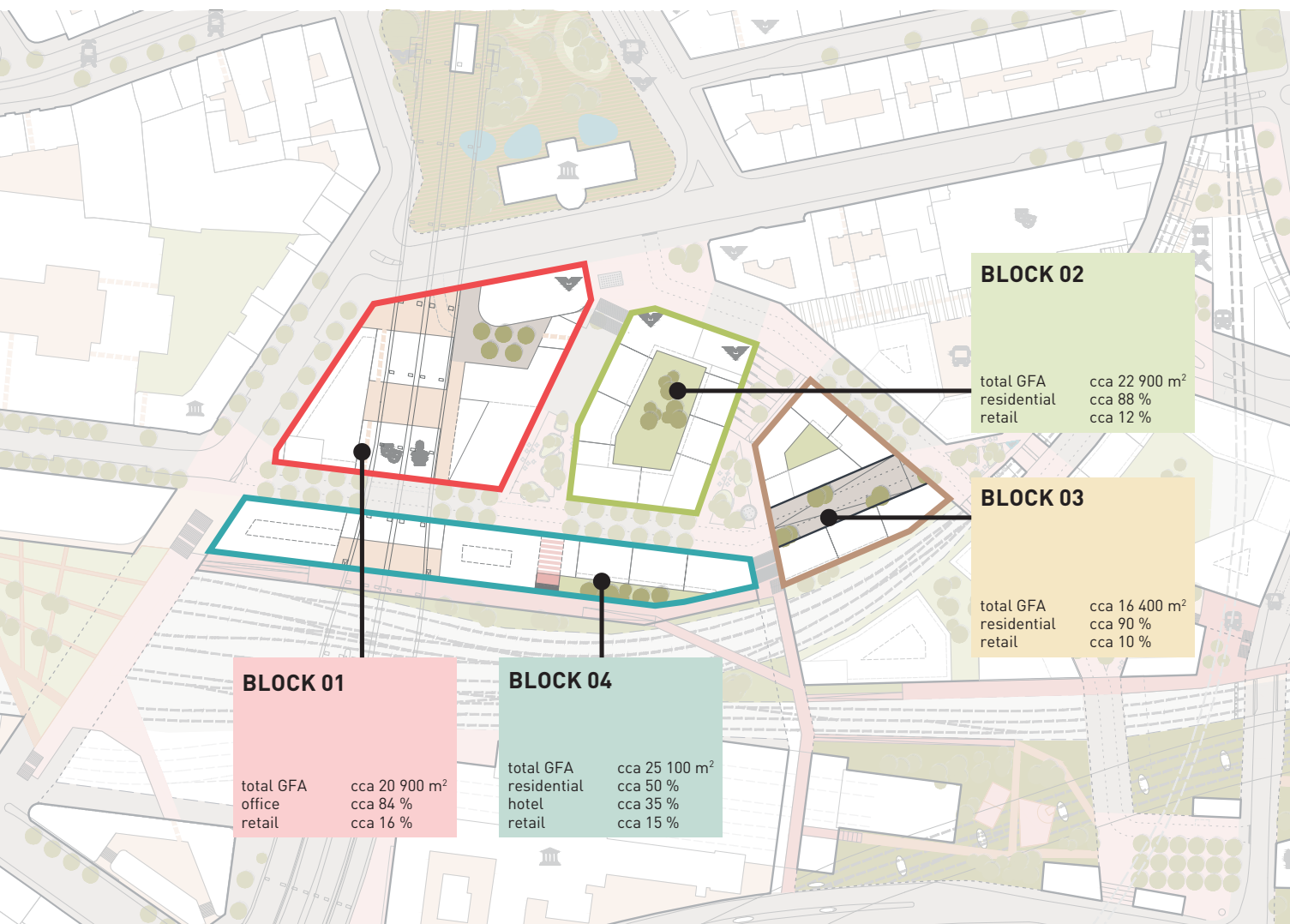
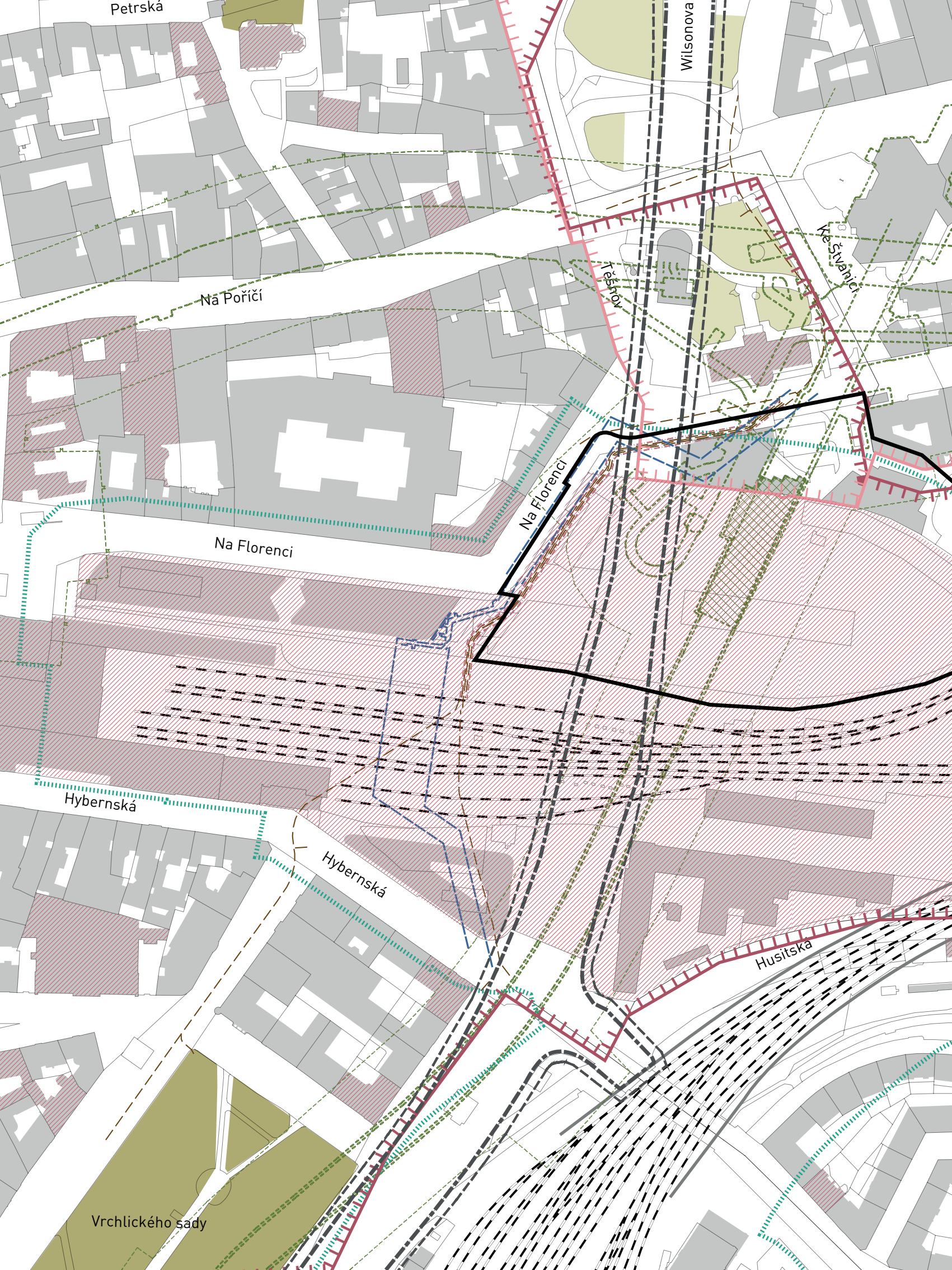
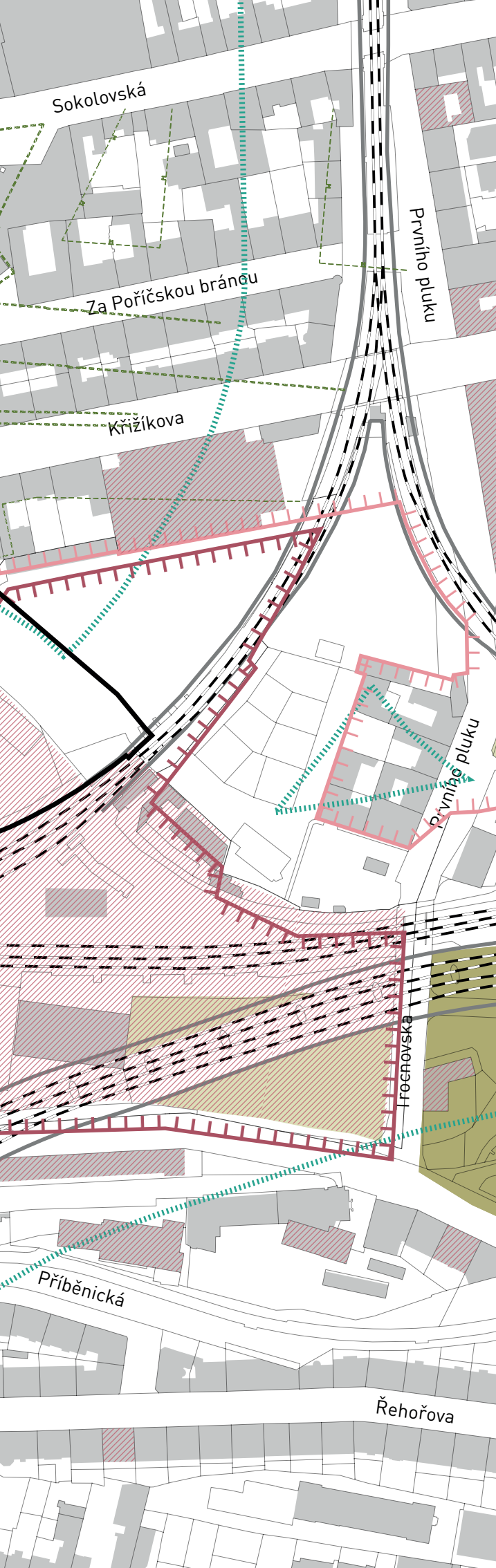


Figure 7 Functions and GFA of each block on the site of Florenc21: Phase West, source: Site Coordination, UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024





3-2-2

SITE CONSTRAINTS

The “Site Coordination” document also addresses the main issues and constraints that have a direct impact on the development of the western part of the Florenc21 site (see **Scheme 3**). The document provides guidance how to deal with the main constraints and issues in the entire area.

Scheme 3 SITE CONSTRAINTS

scale 1: 2 500

author: ONplan, 2024, data source:

Site Coordination, UNIT architekti, A69 –

architekti and Jakub Cigler Architekti, 2024

LEGEND



THE COMPETITION SITE



BUILDINGS



PARCELS



RAILWAY TRACKS



RAILWAY TRACKS ABOVE GROUND LEVEL



OTHER CITY GREENWAY



PARKS



METROPOLITAN PARKS



PRAGUE HERITAGE RESERVATION / UNESCO



PRAGUE HERITAGE ZONE



IMMOVABLE CULTURAL HERITAGE



HISTORIC MOAT WITH BUFFER ZONE



REMAINS OF HISTORICAL FORTIFICATIONS – RAMPARTS



THE NORTH-SOUTH ARTERIAL ROAD



THE NORTH-SOUTH ARTERIAL ROAD BUFFER ZONE



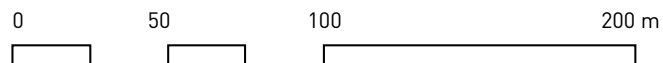
RAILWAY BUFFER ZONE



METRO STRUCTURES



METRO BUFFER ZONE





KEY PROJECTS IN THE AREA

The development of Florenc21 site is in the “Site Coordination” document coordinated with several projects that are in various stages of preparation. The key projects that are, or will be, subject to coordination in the project documentation of respective blocks of the Florenc21 site are listed in **Table 1**.

Besides the bellow listed projects, the ceiling slabs of the Florenc Metro Station are being currently replaced. In addition, close to the site there are other projects under preparation which have been and will be coordinated with the design of public spaces in the Florenc21 site , such as the revitalisation of Vítkov Park, the refurbishment of the forecourt of the Museum of the City of Prague, or the establishment of retail outlets in the arches of the Negrelli Viaduct.

Table 1 List of key projects that shall be coordinated with respective block developments on the Florenc21 site

in Scheme 4	project	owner	project stage	coordination with Florenc21 site development	document
Z1	Roof over the tracks at Masaryk Railway Station	Railway Authority	Work in progress	Shall be reflected in the blocks B04 and B05 projects.	Competition participants will receive project documentation together with the invitation to participate in the competition.
Z2	Railway line New Connection II/ Metro S	Railway Authority	Feasibility study underway	Impact on the development of the eastern part of Florenc21 the site.	
Z3	Railway and Electrical Engineering Museum of the National Technical Museum	National Technical Museum	Zoning Permit Documentation underway (DUR)	Shall be reflected in design of block B04 and norther part of block B05.	
Z4	Restoration of Desfours Palace	Museum of the City of Prague	Initial idea stage	Shall be reflected in design of block B01.	
Z5	Office Hybernská	Penta Real Estate	Planning approval consultations	Vistas and architectural context can be reflected in the B04 design.	
Z6	Humanisation and urbanisation of the North-South Arterial road	Prague city	idea stage	Reflected in the Site Coordination document.	
Z7	Design concept of the intersection of Křižíkova and Na Štvanici streets	Prague Institute of Planning and Development	concept	Reflected in the Site Coordination document.	
Z8	Renovation of public space around Negrelli viaduct	Technical Road Administration Prague	Zoning Permit Documentation underway (DUR)	Reflected in the Site Coordination document.	



Figure 8 Key project Z1 – Roof over the tracks at Masaryk Railway Station, source: Seznam zprávy, 20. 12. 2023



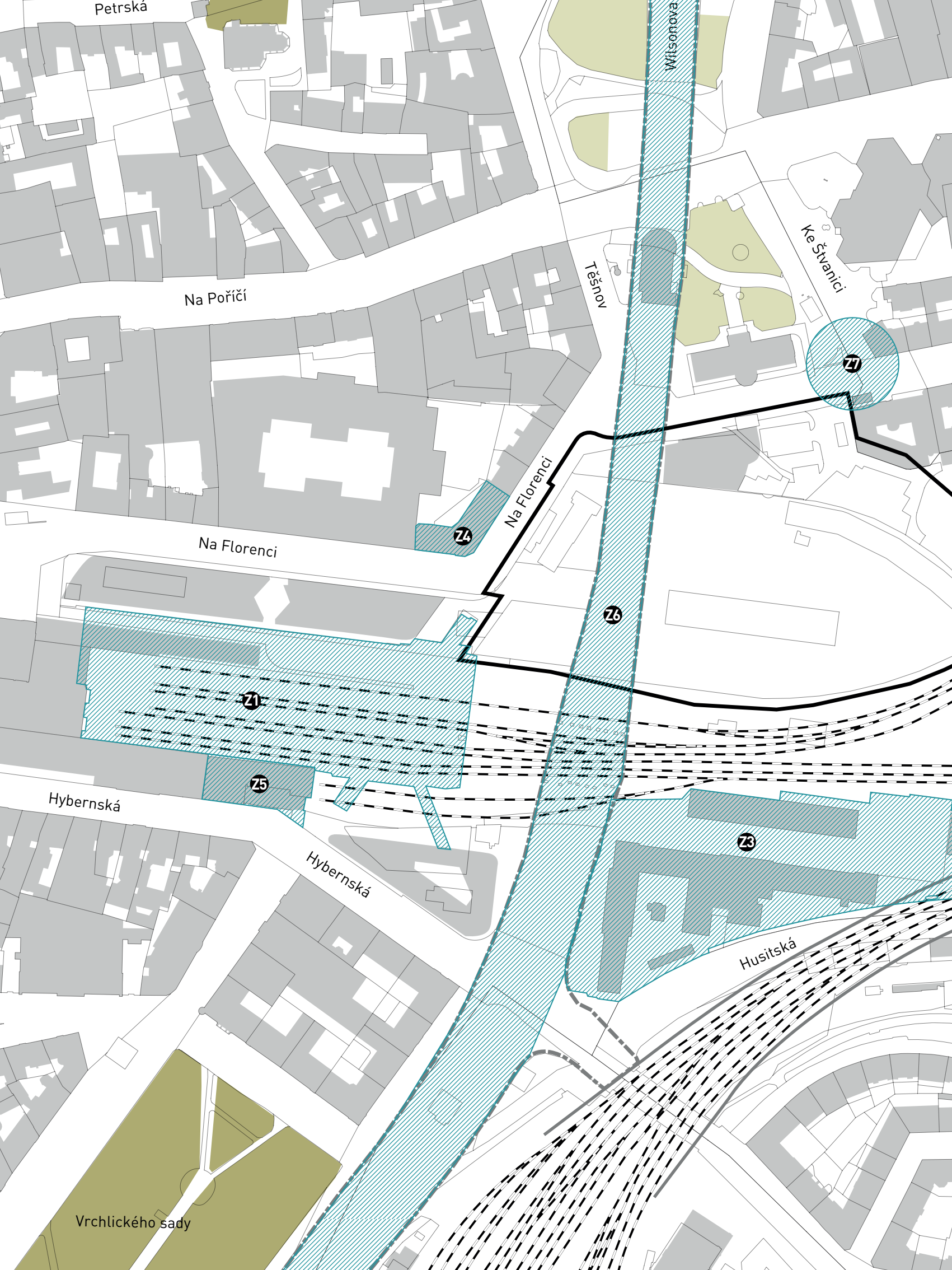
Figure 9 Key project Z3 – Railway and Electrical Engineering Museum of the National Technical Museum, source: National Technical Museum, 2024



Figure 10 Key project Z5 – Office Hybernská, source: Penta Real Estate, 2024



Figure 11 Key project Z8 – Renovation of public space around Negrelli viaduct, source: praha.eu, 2019



Petrská

Na Poříčí

Těšnov

Wilsonova

Ke Štvanici

Na Florenci

Na Florenci

Z4

Z6

Z7

Z1

Z5

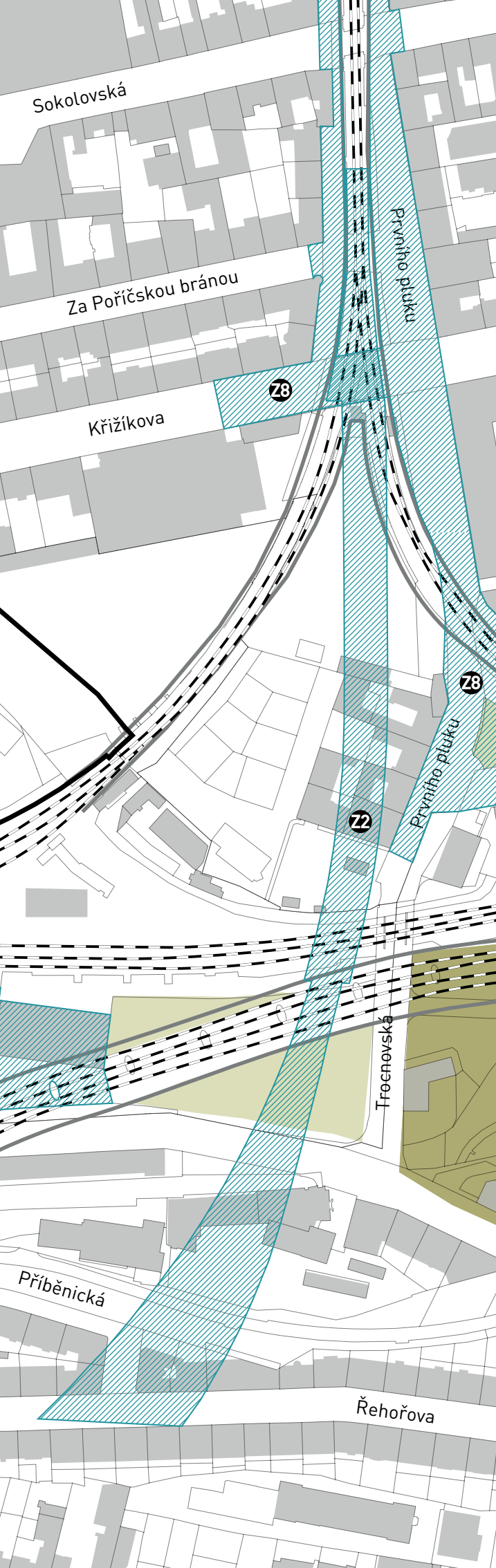
Hybernská

Hybernská

Z8

Husitská

Vrchlického sady



Scheme 4 KEY PROJECTS IN THE AREA

scale 1: 2 500

author: ONplan, 2024, data source:

"Site Coordination", UNIT architekti, A69 –
architekti a Jakub Cigler Architekti, 2024

LEGEND



THE COMPETITION SITE



BUILDINGS



PARCELS



RAILWAY TRACKS



RAILWAY TRACKS ABOVE GROUND LEVEL



OTHER CITY GREENERY



PARKS



METROPOLITAN PARKS



ROOF OVER THE MASARYK STATION TRACKS



RAILWAY TRACK NEW CONNECTION II / METRO S



RAILWAY AND ELECTROTECHNICAL MUSEUM
OF THE NATIONAL TECHNICAL MUSEUM



PALACE DESFOURS RECONSTRUCTION



OFFICE HYBERNSKÁ



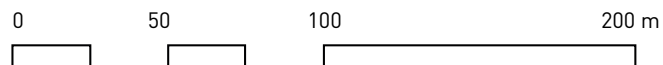
HUMANISATION AND URBANISATION OF
THE NORTH-SOUTH ARTERIAL ROAD



DESIGN CONCEPT OF THE INTERSECTION
KŘÍŽÍKOVA / NA ŠTVANICI

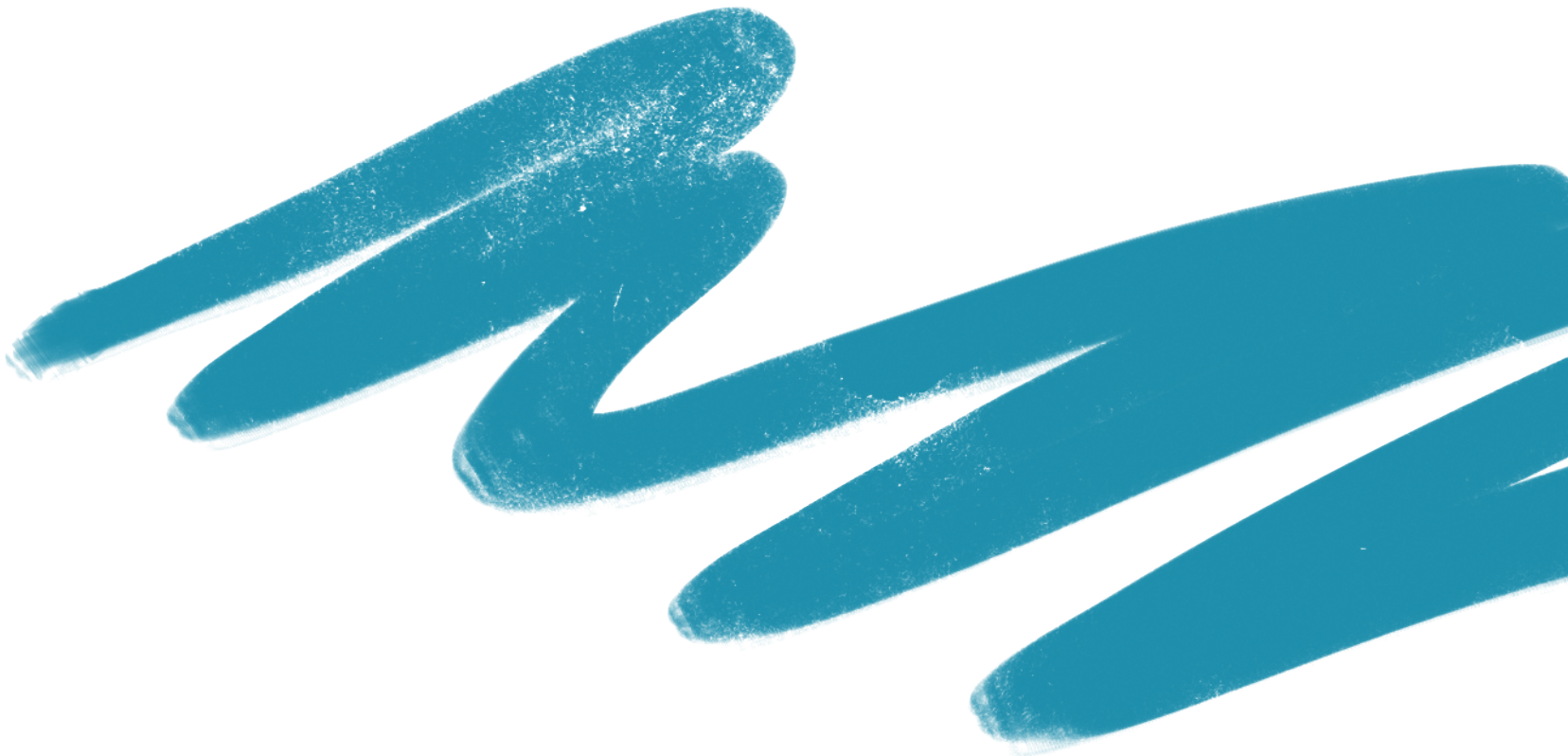


RENOVATION OF PUBLIC SPACE AROUND
NEGRELLI VIADUCT





GENERAL BRIEF FOR EACH COMPETITION



The key points of the brief for each block (that is parts of the site as defined in the scope of each competition) **are stated in the following sections. The competition participants will receive a detailed client brief together with the invitation to participate in Phase 1 of the competition.**

Note: The public spaces on the site defining each block are not subject to the competitions.

The documents mentioned in the previous chapters are the key inputs for the preparation of the architectural designs of the blocks and the contestants will receive the full version of these documents together with the invitation to participate in Phase 1 of the competition.

— **Site Regulation and Development Principles** (see Chapter 3.1 of the General Brief)

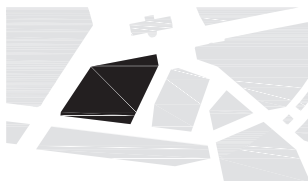
This is the **binding document** for all four competitions. The competition participants will receive the full version of “Site Regulation and Development Principles” together with the invitation to participate in Phase 1 of the competition.

— **Site Coordination** (see Chapter 3.2 of the General Brief)
The site concept elaborated in this document **examines the possible design of each block** in compliance with the site regulation (see previous paragraph) and requirements of public space design, site transport infrastructure solution, utilities and basements of the buildings. Its purpose is to coordinate the entire site of Florenc21: Phase West. The proposals contained in the “**Site Coordination**” **are not binding requirements for the competition**. However, the binding regulatory conditions taken from the regulation drawing remain binding.

If the competition participants deviate from the designs of the blocks as proposed in this document, they must justify their approach and at the same time explain how such change will affect the coordination of the entire area, i.e. the design of the adjacent blocks, public spaces, utilities and transport infrastructure and the basement of the buildings, or how it addresses the site constraints and issues or the client’s requirements.



FLORENC21: PHASE WEST – B01



WIDER CONTEXT

The block is located at the edge of the Florenc21 development zone, and it is the closest one to the city historic centre thus representing the most important gateway into the area. It is situated between Na Florenci Street, Křižíkova Street and two new streets and squares on site. Two important historical buildings are located nearby – the Desfours Palace and the Museum of the Capital City of Prague. An important metropolitan road the North-South Arterial, running on a flyover, passes through the centre of this block. The north-eastern corner of the block shall be linked with the Florenc transport hub. The existing Bastion Florenc building is part of the block.

FUNCTION

Office building with retail outlets on the ground level and under the arterial road flyover.

Total: cca 20 900 m² GFA

● Office (cca 84 %)

● Retail (cca 16 %)

● Parking and technical facilities of the building

KEY SPATIAL PARAMETERS AND REGULATORY CONSTRAINTS

The block is defined by the street and building lines, and a height limit. It is possible to add a local landmark (hight) on the corner facing towards Na Florenci Street. The lower floors of the buildings will be cantilevered above the metro and sewage protection zone. The block is in the Prague Conservation Area

REQUIREMENTS FOR ARCHITECTURAL DESIGN

The aim is to design a unique building in a prominent location that complements the site's smaller scale development. The requirement

is to design a representative gateway into the area with a moderate accent placed on its height whilst seamlessly falling into the city skyline. The possibility of incorporation or integration of the Bastion Florenc office building into the design will be addressed

SPECIFIC REQUIREMENTS

The following requirements to be addressed in the B01 design:

1. to respect the distance from the North-South Arterial Road structure, design the new building in such way that it will not prevent the future modification/alteration of the arterial road,
2. use of the space under the arterial road flyover shall be designed for a limited period only,
3. to integrate the entrance to the underground garage into the block,
4. to design a distinctive corner at the end of the street which will respect the Desfours Palace,
5. to consider the requirement for cantilevered part of the building over the drainage/sewage system protection zone,
6. to integrate underground (Metro) ventilation technology into the building, either in its current or relocated position,
7. to consider the requirement for cantilevered part of the building over the underground (Metro) structure,
8. to investigate the possible connection with the Bastion Florenc office building.

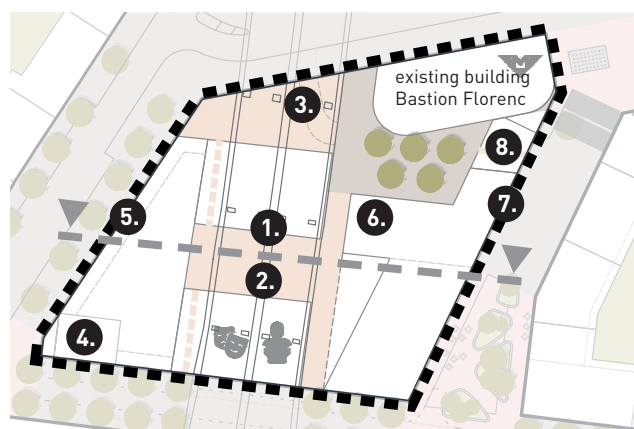


Figure 12 Illustrative design of Block B01 with specific requirements, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

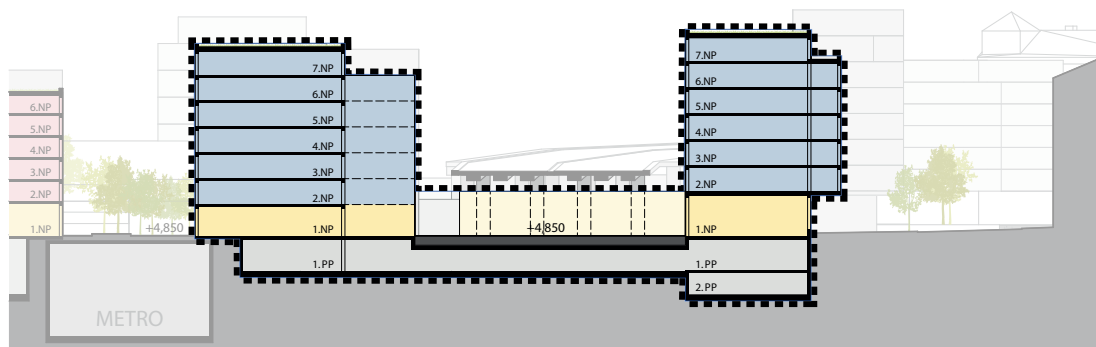


Figure 13 Illustration of the expected distribution of functions in the section, author: UNIT architekty, A69 – architekty and Jakub Cigler Architekty, 2024

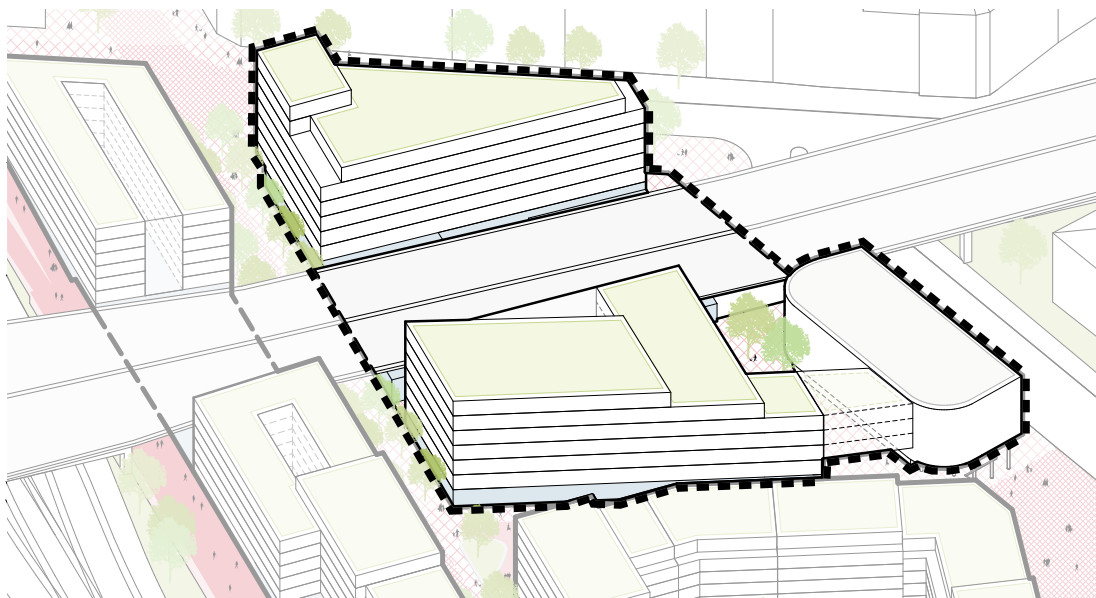


Figure 14 Illustration of the possible massing of the block based on a more detailed coordination of the area, author: UNIT architekty, A69 – architekty and Jakub Cigler Architekty, 2024

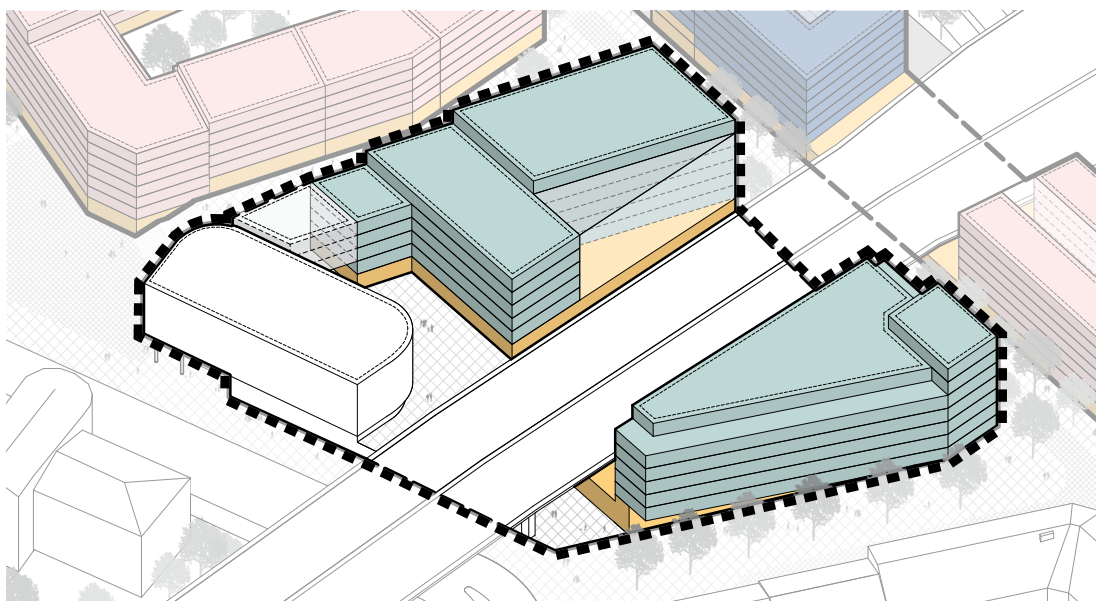
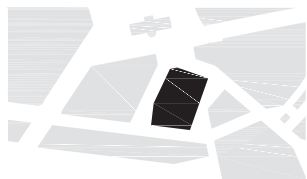


Figure 15 Illustration of the expected distribution of functions, author: UNIT architekty, A69 – architekty and Jakub Cigler Architekty, 2024

B02 FLORENC21: PHASE WEST – B02



WIDER CONTEXT

The block is located in the centre of the site - surrounded by new public spaces.

The northern corner is directly connected with the Florenc underground station and forms an important entry point to Florenc21 transformation zone from Křižíkova Street and from the Museum of the Capital City of Prague. Prague. All corners of the block are oriented to the squares full of life. The block is located at a point with the biggest difference in height – the ground level in the northern part is approximately one storey lower than in the southern part.

FUNCTION

Residential block with retail outlets on the street level.

Total: cca 22 900 m² GFA

● Residential (cca 88 %)

● Retail (cca 12 %)

● Parking and technical facilities of the building



Figure 16 Illustrative design of Block B02 with specific requirements, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

KEY SPATIAL PARAMETERS

AND REGULATORY LIMITS

The block is defined by the street and building lines, and the requirements are set for a height limit. The street frontages will be divided into smaller units. The block will include an undeveloped inner court. The block is in the Prague Conservation Area.

REQUIREMENTS FOR ARCHITECTURAL DESIGN

To design a structured block consisting of several buildings of a smaller scale. On the northern building it is possible to design a corner of a special shape to create an attractive gateway into the area.

SPECIFIC REQUIREMENTS

The following requirements to be addressed in the B02 design:

1. to cantilever part of the building above the underground (Metro),
2. the design of the building shall communicate with the specific public space on the slope.

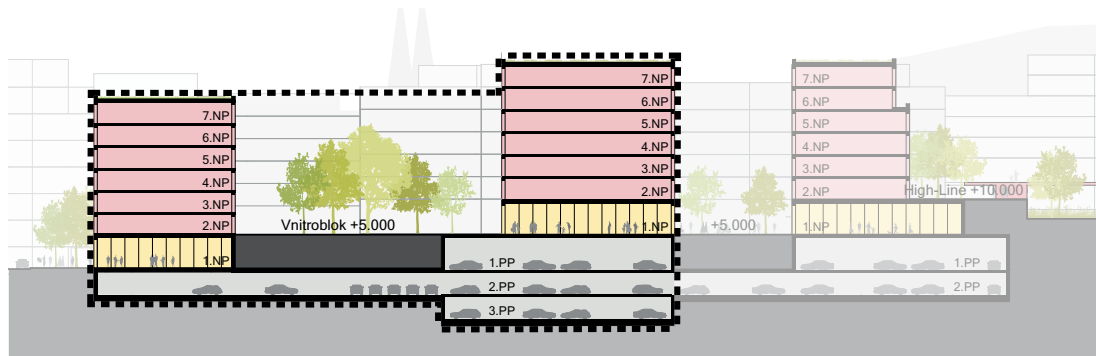


Figure 17 Illustration of the expected distribution of functions in the section, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

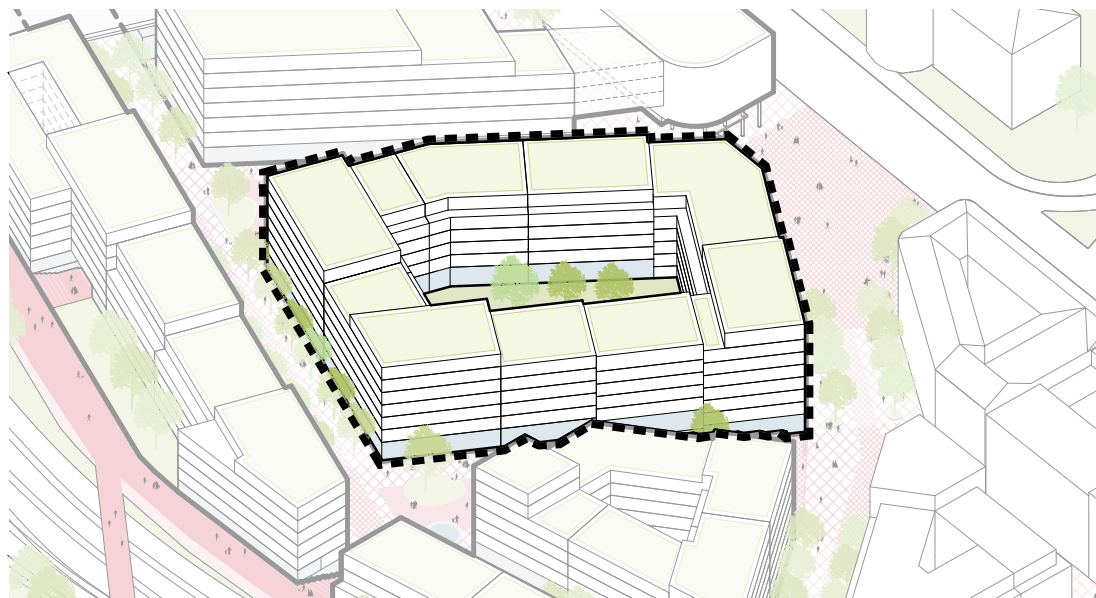


Figure 18 Illustration of the possible massing of the block based on a more detailed coordination of the area, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

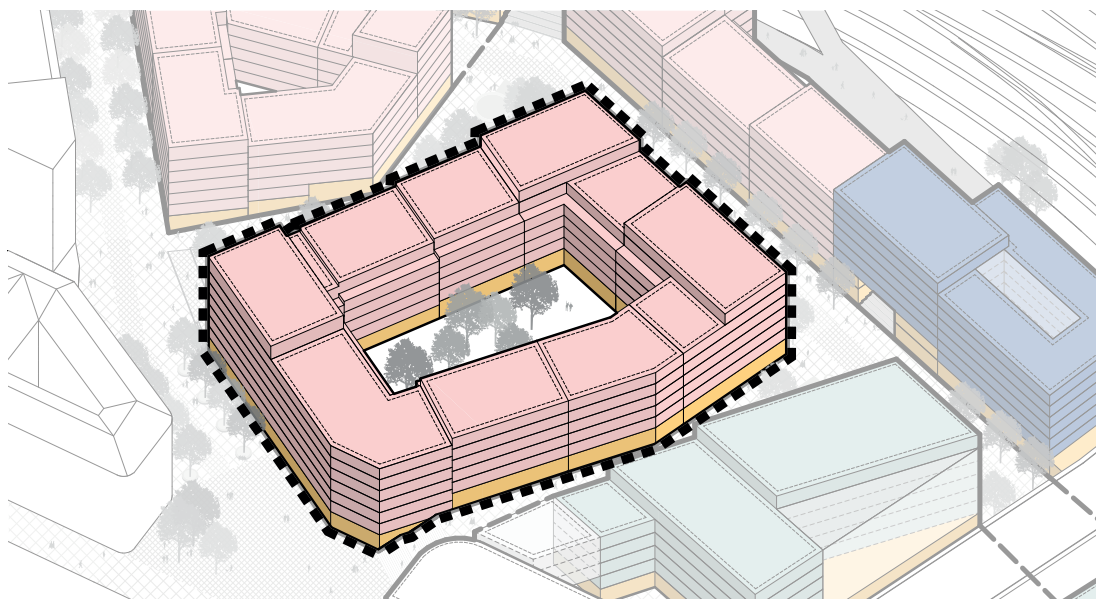
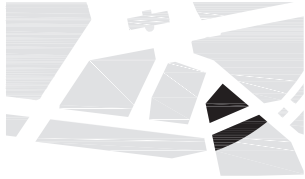


Figure 19 Illustration of the expected distribution of functions, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024



FLORENC21: PHASE WEST – B03



WIDER CONTEXT

The design objective is B03 block and the northern part of B05 block. B03 block is located in the centre of the site, and it is surrounded by new public spaces. The eastern edge of the block is oriented to the new street connecting Florenc and Žižkov. The northern part of B05 block is separated from B03 block by a new public space and in the south, it is lined by a railway track. The corners of both blocks are facing lively squares, each of a different type. The buildings are on ground of different heights.

FUNKCE

Residential buildings with smaller flats, retail outlets and minor amenities on the street level.

Total: cca 16 400 m² GFA

- Residential (cca 90 %)
- Retail (cca 10 %)
- Parking and technical facilities of the building

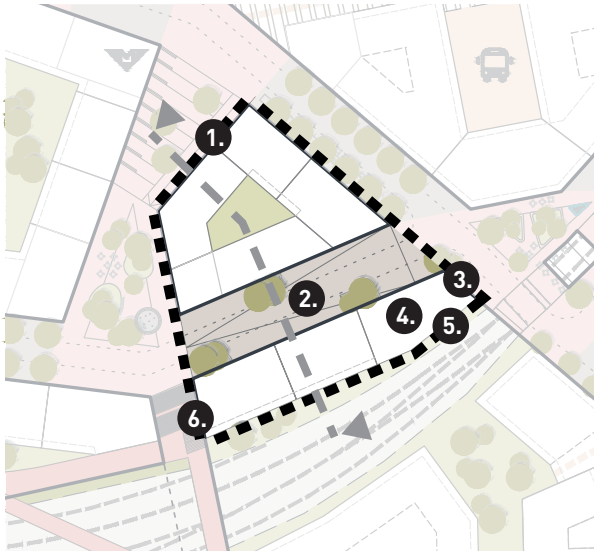


Figure 20 Illustrative design of Block B03 and northern part of B05 with specific requirements, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

KEY SPATIAL PARAMETERS AND REGULATORY LIMITS

The block is defined by the street and building lines and the requirements for height limits, division of the block into smaller units and the frontage design at the main boulevard are set. It is possible to add dominant features on top of the corners not significantly exceeding the height. The block is in the Prague Conservation Area.

REQUIREMENTS FOR ARCHITECTURAL DESIGN

Design of a structured block consisting of smaller scale buildings adequately coping with the different height levels.

SPECIFIC REQUIREMENTS

The following requirements to be addressed in the B03 and the northern part of B05 design:

1. the design of the buildings shall communicate with the specific public space on the slope,
2. the design shall respect the sloping street of a set inclination running between the buildings,
3. to adequately communicate the street front with the Negrelli Viaduct,
4. to examine the possible integration of the retaining wall adjacent to the Negrelli Viaduct,
5. to respect the minimum setback distance from the railway,
6. to respond to the street level and the railway promenade in the design of the two-storey street front.

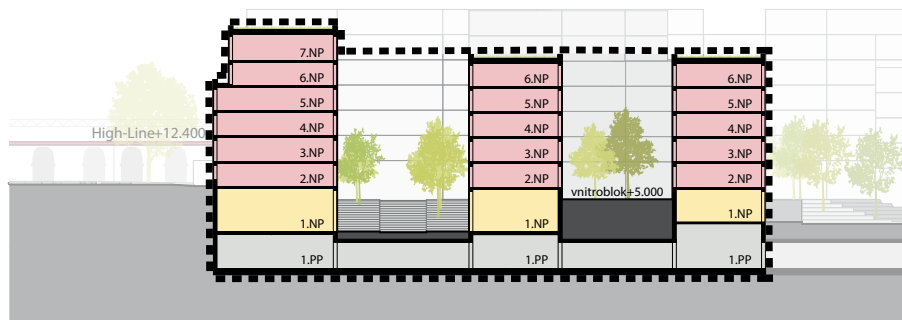


Figure 21 Illustration of the expected distribution of functions in the section, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024



Figure 22 Illustration of the possible massing of the block based on a more detailed coordination of the area, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

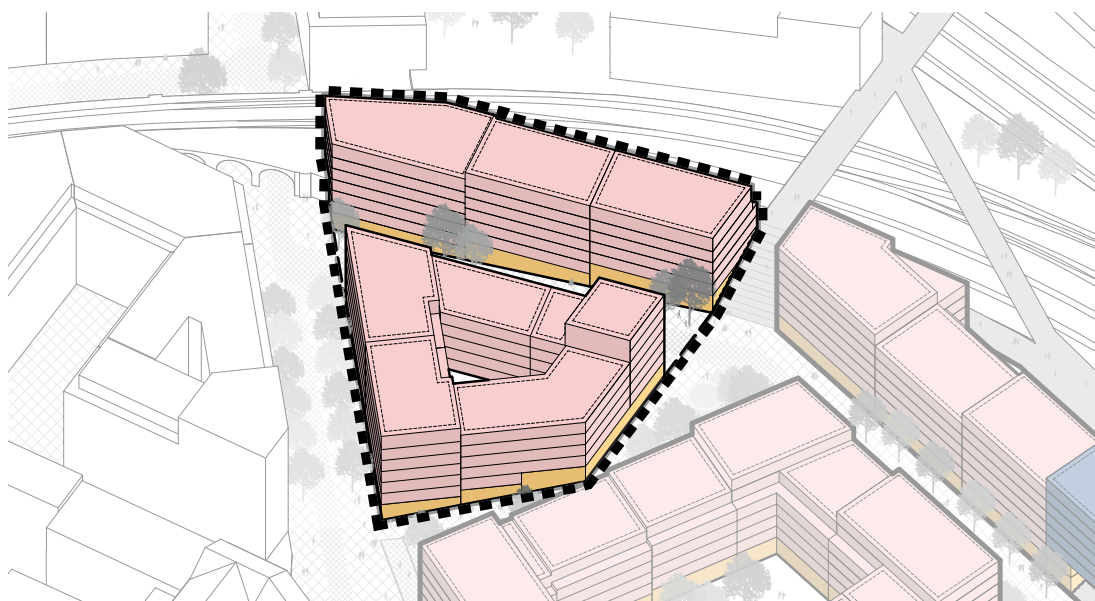


Figure 23 Illustration of the expected distribution of functions, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024



FLORENC21: PHASE WEST – B04



WIDER CONTEXT

The block is located in the southern part of the site and is defined by Na Florenci Street from the north and the rail yard of the Masaryk Railway Station at the south. An elevated pedestrian railway promenade is proposed along the tracks. It is a specific type of residential public space elevated above the tracks with a view of the city. An important metropolitan road – the North-South Arterial, running on a flyover, crosses this block. Towards the south, there are views of Žižkov neighbourhood.

FUNCTION

Residential block with a hotel in its centre and retail outlets on the street level and under the flyover.

Total: cca 25 100 m² GFA

- Residential (cca 50 %)
- Retail (cca 35 %)
- Hotel (cca 15 %)
- Parking and technical facilities of the building

KEY SPATIAL PARAMETERS

AND REGULATORY LIMITS

The block is defined by the street and building lines, the requirements for height limits and the street frontage division into smaller units are set. The design of the corner towards Na Florenci Street can be unusual and stand out. Between the small square (piazzetta) and the promenade there is a requirement for a pedestrian passage. An active street front is recommended at the interface with the railway promenade. The block is in the Prague Conservation Area.

REQUIREMENTS FOR ARCHITECTURAL DESIGN

To design a structured block made up of individual buildings. Architecturally conceived entrance to the area from Na Florenci Street. The refined block's structure and roofscape create a new skyline when viewed from Žižkov. Adequate links to the railway promenade.

SPECIFIC REQUIREMENTS

The following requirements to be addressed in the B04 design:

1. to consider the requirement for cantilevered part of the building over the drainage/sewage protection zone,
2. to solve the direct contact between the building and the promenade and the connection with the roof over the tracks at Masaryk Railway Station,
3. to respect the distance from the North-South Arterial Road structure, design the new building in such way that it will not prevent the future modification/alteration of the arterial road,
4. use of the space under the arterial road flyover shall be designed for a limited period only,
5. to consider the possibility of linking the functional use of the space under the arterial road to the adjacent buildings,
6. to address the pedestrian passage between the footbridge on the new roof and the square as part of the design,
7. to communicate in the design of the two-storey street front with the street and the railway promenade.

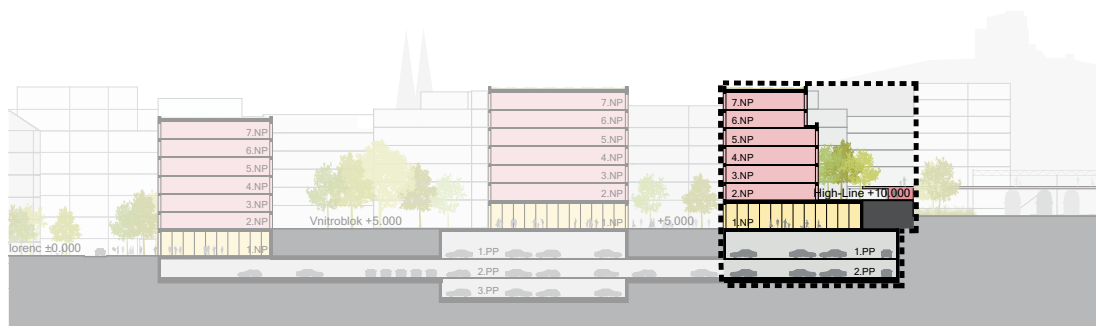


Figure 24 Illustration of the expected distribution of functions in the section, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

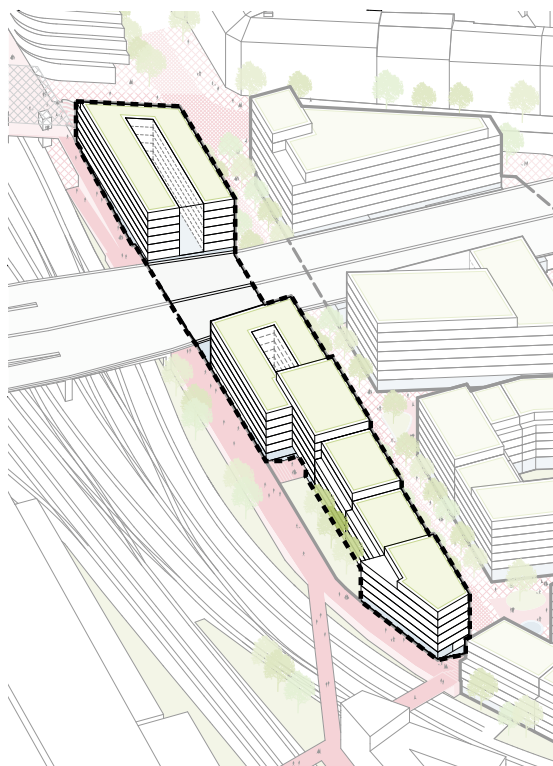


Figure 25 Illustration of the possible massing of the block based on a more detailed coordination of the area, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

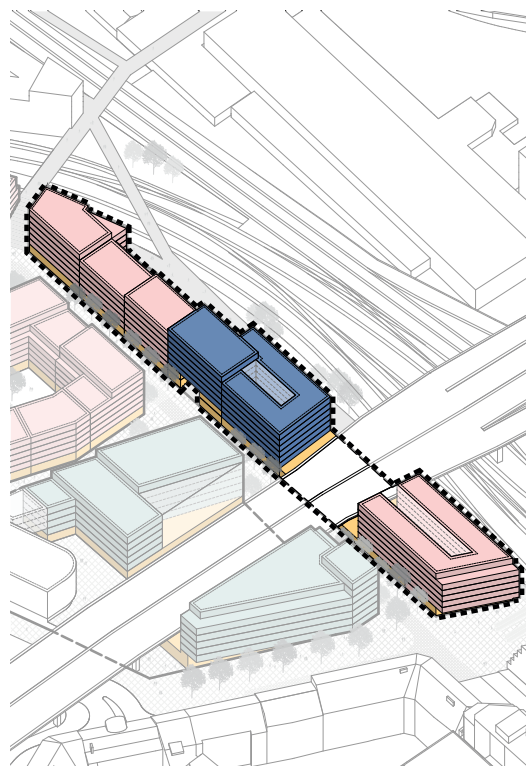


Figure 26 Illustration of the expected distribution of functions, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024

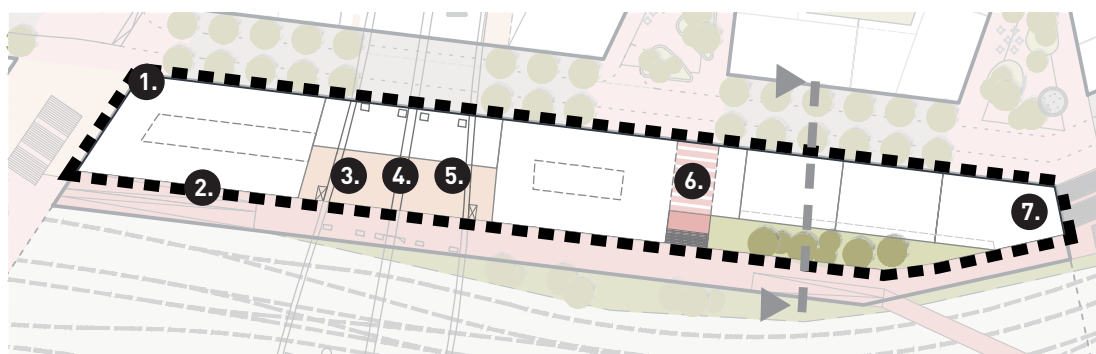


Figure 27 Illustrative design of Block B04 with specific requirements, author: UNIT architekti, A69 – architekti and Jakub Cigler Architekti, 2024



FLORENC 21: PHASE WEST

FOUR PARALLEL ARCHITECTURAL COMPETITIONS

PRAGUE – CZECH REPUBLIC

COMPETITION BRIEF

© ONplan lab, s. r. o., 2024

Illustrations: Dana Ledl

Graphic Design: Gabriela Šimůnková, Ondřej Zámeš

English Translation: Marta Nedvědícká, Petr Návrát

Issue 11/2024



