

Praha: Přijďte Pobýt

Come to stay (... not, pass through)

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Entering the city over the Hlávkův Bridge or along the connectors through Karlín, down from Žižkov and Vinohrady, north from Vyšehrad and Nusle or by bus or rail, incomers to the centre of Praha are met by barriers of traffic movement and poorly utilised land. The same is true for those who venture out from the old city.

Our proposal extends the existing character of Praha and its inner suburbs to each "gateway". It calms the vehicular bustle that has dominated the urban form around Wilsonova. The districts are consolidated as they reconnect to Nové Město.

As those who live in, work in and visit the city move from street to street, to parks and public spaces, to recreational facilities, to their work and to shopping, they will feel the same comfort of urban space as is experienced in the streets of the historic city.

The proposal envisages:

- flexible options for the removal of Wilsonova
- a new retail and commercial centre based on the conserved Masaryk Station building;
- a sequence of public spaces all the way from the Hlávkův Bridge to the National Museum;
- new movement lines for pedestrians and for traffic;
- remaking the spoiled lower ends of Karlín, Žižkov and Vinohrady and their connections to the city;
- re-forming and extending the existing parks;
- new ecological facilities as part of the restoration of Vrchlického Sady;
- prestigious commercial sites of well-located retail and office space.

The main commercial sites are on the land of Czech Railways and provide high-yield developments in return for a major - and necessary - challenge to CZR's current bridge development proposal which will have a negative effect on lower Žižkov and the city, similar to that of U Bulhara. The Main Station is refurbished and, in moving Masaryk Station, we provide a new terminal for commuters and those arriving on the international airport link.

Respecting the City

Our objective is to blend respect for the historic city with the demands of **traffic management, local movement, local public spaces and facilities, job creation and training and major commercial developments** to provide the momentum for area regeneration in a city of international status. Integration of housing and local amenities consolidates existing communities.

The city has a unique opportunity to set in place its urban transport policy for the next millennium. We make an assumption that the development will progress in tandem with the continued development of peripheral routes for through traffic. We encourage the development of city wide public transport systems, recommend major parking facilities at Vltavská and probably Pankrác and Anděl Metro stations ("Park and Ride"), and propose extensions to the tram system (Drawing F).

We offer a process rather than a blueprint. Our "ideal" scheme proposes the removal of Wilsonova and we set out a development framework that sets the process in motion. It offers a vision of a possible outcome (Drawings A and B) and phasing that will function in its own right (adapted "phasing" drawing, E). On Drawing C, we show that the principles of our proposal can be maintained even with the retention of most of Wilsonova and the CZR bridge proposal.

On the Phasing Drawing (E) we also make recommendations for the conduct of the development process.

The City and Czech Railways

Holding the Golden Key

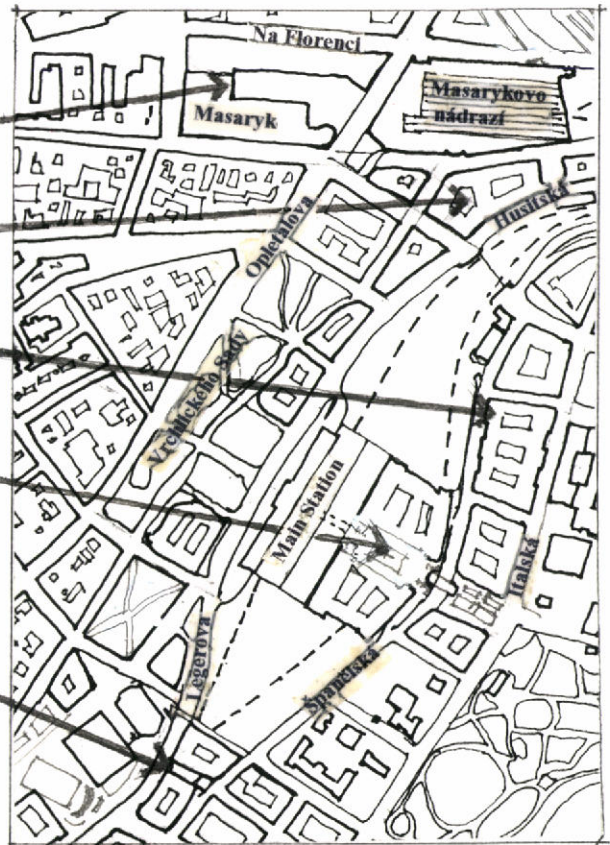
The regeneration of this area of the city is critically dependent on the land-use policy of CZR. Key developments all round the site will make a major contribution to the restoration of the local areas. We believe they will offer a high return on investment. They provide a "golden key" for CZR, but also for the urban form of the city and its inner suburbs.

The phasing permits the early development of key sites providing substantial capital returns. Further, the scheme functions successfully whether or not Wilsonova is demolished. On Drawing E we show two stages of development prior to demolition and on drawings B and C we show completed schemes with and without the road and rail flyovers

Five major development sites for Czech

Railways:

- The Masaryk Retail Centre and New Rail Terminal;
- A Recreational, Residential and Commercial sequence that reclaims the U Bulhara junction and Husitská for the city.
- A series of prestigious Commercial, Residential and Administrative blocks on an extended Italská/Španělská grid;
- A new commercial development sitting beneath the magnificent panorama from behind the main station, and incorporating a pedestrian route from Riegrovy Sady to the station and the city;
- A Commercial and Retail Development, modelled on the original city, at Vinohradská/Španělská/Legerova;



A Financial Strategy for CZR

In addition, we propose a multi-million CK saving on current expenditure proposals for the Husitská Bridges and Žižkov Tunnel. If the proposals for the new bridge, high-speed bridge and tunnel go ahead (and, on Drawing C, we show a possible scheme), it will end any possibility of repairing the lower end of Žižkov. The requirements for 300m minimum radius tracking into the Main Station and an easing of the gradients can be accommodated on the existing lines and on the Žižkov embankment. And... if the High-Speed rail link is not stopping in Praha then, like cars, it should take another route around the city.

The combination of released capital and development revenue provides finance for the New Masaryk Station, with its own marketable floor-space greatly enhanced by the proximity of the Masaryk Centre. It will also assist the new rail bridges (two are already in CZR's budget) at Trocnovská, Seifertova/U Bulhara, Husitská (widening the existing line) and probably on the Florenc viaduct.

The financial package requires two other strategic changes by CZR. Firstly, the proposals for the road connections from Karlín to the city and the car routes from Hybernská to Trocnovská (and their related developments) require the removal of the heavy shunting yards from their inner-city location to the ample land-space barely a kilometre or two to the east. Secondly, we seek an abandonment of the vast Main Station Concourse under Wilsonova. That space is a major contributor to the mis-use of public space in and around Vrchlického Park. We propose to retain enough of the underground space to maintain the present passenger service facilities in the station and the links to the Metro. The fine, but greatly under-used Fanta building will be refurbished to provide street level passenger services. The dome will be the focus for international rail travel and a radial point for movement in the city.

Upgrading the character of the Main Station, carried out in conjunction with the city, permits the restoration of Vrchlického Park to its former glory. The two commercial and residential blocks on the parking lot and land damaged by the underground will assist the financial package.

The benefits of this proposal are numerous:

For CZR:

- A development package in harmony with the planning needs of the city;
- Sites with early capital gain;
- Substantial Capital Generation (and, if preferred, revenue);
- Separately packaged development sites;
- Passenger-oriented investment in terminal facilities;
- Incorporation of new international airport link;
- Low cost accommodation of autocouchet and services;
- Concentration of technical and operational staff

For the City:

- The phased removal of Wilsonova;
- The restoration of Vrchlického Sady;
- The development and further integration of the public transport system;
- A new, primarily residential area on lower Husitská with local shopping facilities and recreation space;
- The consolidation of the retail area in Florenc;
- The restoration of U Bulhara to being "town" again;
- The re-creation of the "green ring" from Václavské Náměstí to the Hlávkův Bridge.
- A panorama and pedestrian link from Riegrovy Sady to Jeruzalémská and the city;
- A secondary vehicular route from Seifertova to upper Husitská,
- A scenic walk from Přiběnická over the Žižkov (high) viaduct and into Žižkov Park, enhancing the difficult space behind the Přiběnická/ Řehořova residential streets;
- A pedestrian route from Řehořova/Přiběnická to lower Husitská and to Karlín;

Finally, the removal of the CZR offices from Španělská to the foot of the Italská/Španělská grid will bring the CZR operation alongside their new building on the north of the main station site and provide further rationale for the location of the Autocouchet and service facilities accessed from the extended Španělská. That block, beside the enlarged Churchill Park, will contain the Metro, some medium range retail units, other commercial premises residential units and social services to make an active consolidation of that lower end of Žižkov and Vinohrady.

Václavské/ Vrchlického/ Masaryk

At Václavské, popular movement is drawn to a cultural/ historical focus opening a greened way north to the river.

Thinking Pedestrians

We suggest conversion of the Federal Parliament to a National Library and Convention Centre. An active frontage opens to the square offering tourism, education, research and cultural retail outlets. A weekly market and informal and formal cultural events in the summer and, by slight sinking, skating in winter, will make the square a popular focal point enhancing property uses and values in the adjoining area.

A quiet garden finishes the square against Washingtonova. The adjacent block, linked to the library, houses an auditorium accessed from a new Smetana square. Tree-lined avenues point north to the main station, park and to Masaryk.

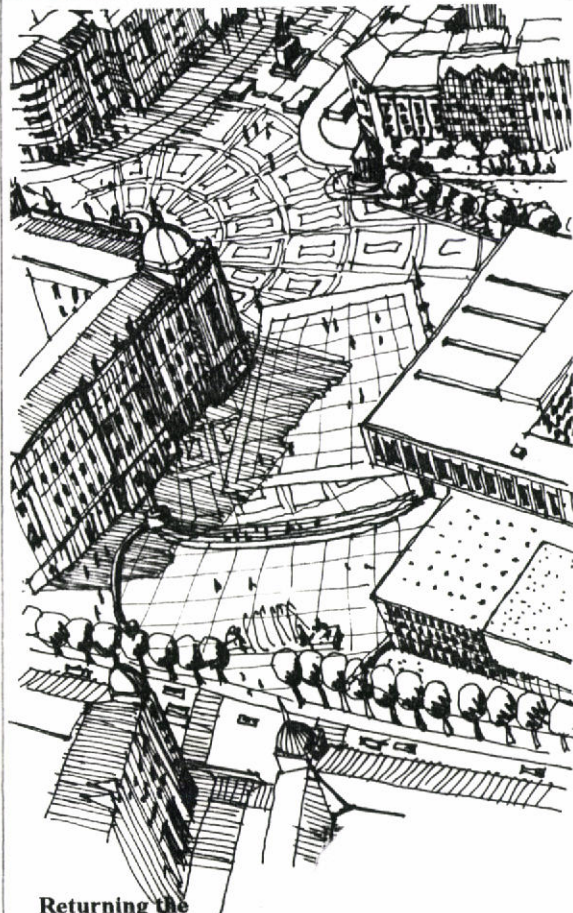
Mixed habitats

Residential and commercial accommodation interspersed with diplomatic and hotel uses fill the blocks leading to and surrounding the park. We propose that the architecture of these prominent blocks pays special attention to environmental design. Wetland, woodland and meadowed areas will re-create some of the beloved images of the old park. Between the lake and the existing children's area, we propose some ecological "toys" to consolidate the impression.

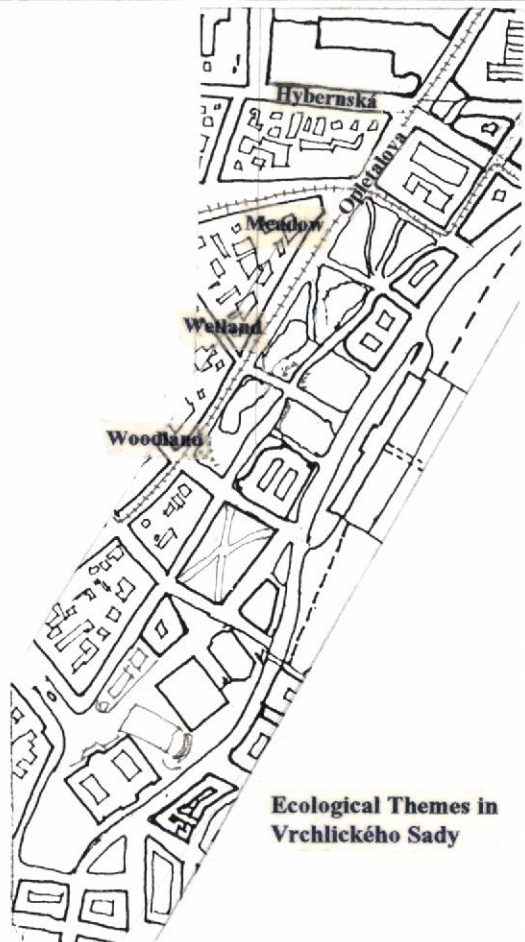
Making Connections

A livelier Opletalova provides a direct link from the station to the tram system. We suggest a line from Hlávčův to Politických Vězňů and Jindřišská. South-bound cars are prevented from continuing past Politických Vězňů. Hyberská and Bolzanova are the main links to Wilsonova. There is a new Metro entrance in the park and the opening of a route through the Main Station permits local movement on the line from Jeruzalémská to Riegrovy Park.

Blocks at U Bulhara re-form the town after the removal of Wilsonova. Earlier work at the junction will make the new Masaryk Retail Centre and the connection through to Florenc a popular part of the city with accessible street-space and good locations for leisure activities such as cinemas and restaurants. The new Masaryk Station is the nodal point for the area.



**Returning the
Národní Muzeum
to the pedestrian**



**Ecological Themes in
Vrchlického Sady**

Karlín/Florenc

The development of the retail centre at Masaryk and the opening up of new movement lines between Opletalova and Na Florenci and between Na Florenci and Pernerova will be major factors in returning the whole stretch from Florenc to the Hlávkův Bridge to being traditional inner city, with active buildings, public spaces and controlled traffic.

Thinking Pedestrians

We propose to remodel the full length of Švermy Park beginning with a formal garden in front of the City Museum (modelled on Praha's Royal Garden). Across Křižíkova will be a more relaxed park with recreational facilities, the return of a cafe pavilion, and connecting paths towards the city and to the river. Nearer the river we propose a more heavily wooded area (to the west) against the road and two main park paths: one up and over the Hlávkův Bridge which will be redesigned to give more comfortable pedestrian space (à la Plečnik in Ljubljana), and the other to complete the "green ring" round the old city connecting to the river promenade and a new footbridge over the weir to the lock gates and Štavnice island.

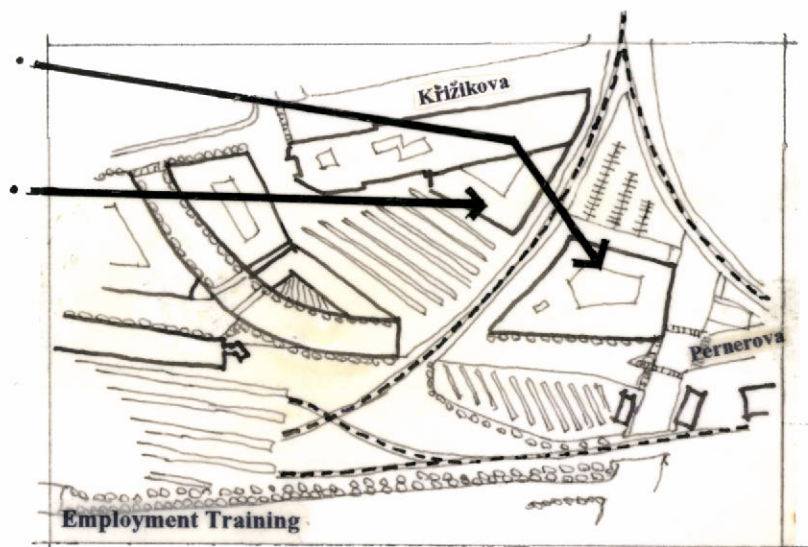
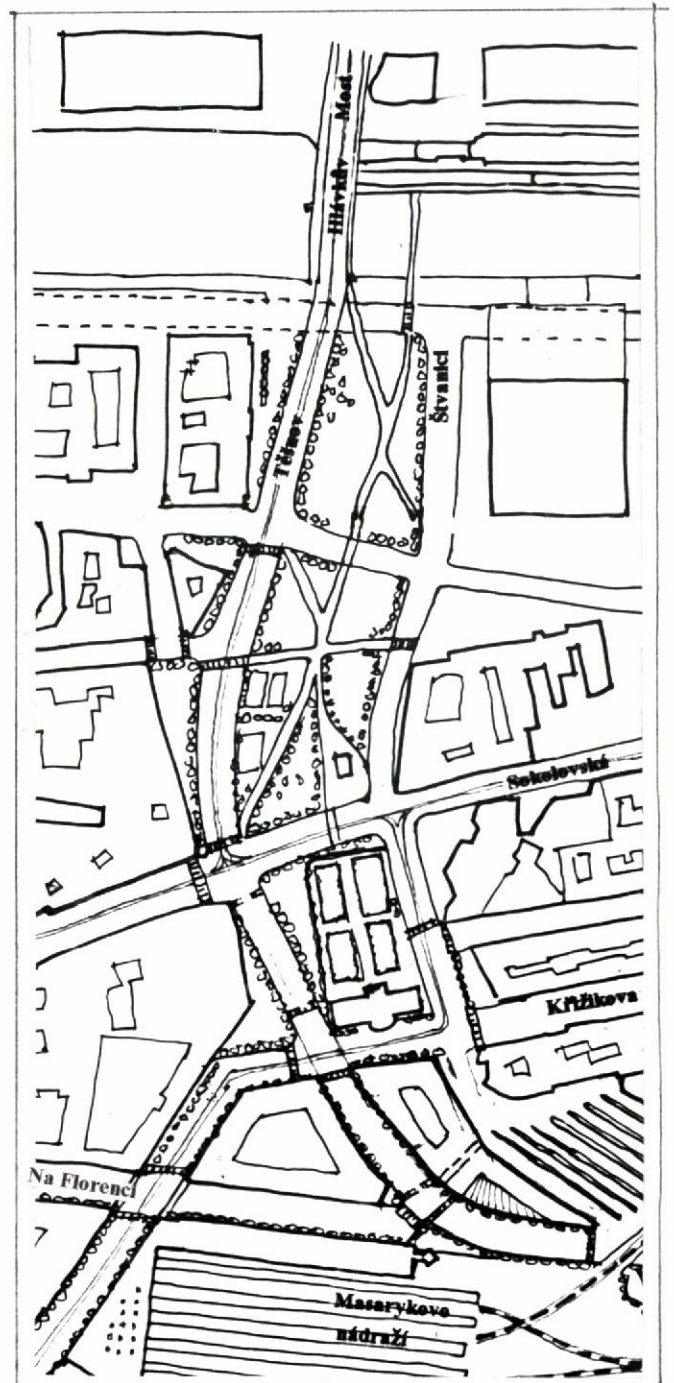
Making Connections

With or without Wilsonova, southbound traffic can ease rightwards over the Hlávkův bridge and take the old street pattern at Těšnov. City-bound traffic can turn right at Florenc; others follow the road towards Trocnovská and Husitská. The improved grid around Karlín will accommodate the likely traffic flows.

The reformed bus station gives buses easy access in all directions.

Employment and Job Training

The bus station site also provides a home for some employment and a major employment training initiative. The new blocks re-house displaced uses and accommodate a wholesale market with open space and parking in the point of the triangle. The viaduct arches will be used for related outlets, storage and garaging. We also propose to locate a building skills centre there to extend the training of young workers with the skills - particularly in plasterwork, masonry, carpentry and joinery - that will be necessary if the whole development is to retain the character of the city and the adjoining suburbs. Where better to learn than "on site"?



Žižkov

For an area that is apparently only marginally affected by the competition we make some major proposals.

New residential blocks along Husitská, will step down (similar to the stepping down from Seifertova to Havličkovo Náměstí and many other locations in Praha) to a new road where some professional and commercial uses will occur. The additional grid lines from Karlín, U Bulhara and Hybernská will ease the traffic flow on Trocnovská and Husitská generated by the downgrading of the U Bulhara junction.

Local Districts!

Employment

Trocnovská is straightened (a new bridge is already proposed by CZR) and a small neighbourhood centre is located there with a medium size supermarket and a few local shops. Across the road is a residential terrace. The space behind is suitable for light industrial uses (and is a possible home for the re-located postal service). Under the new Husitská bridge we use the small enclosed space for a kindergarten (partly under the bridge) and community recreation space.

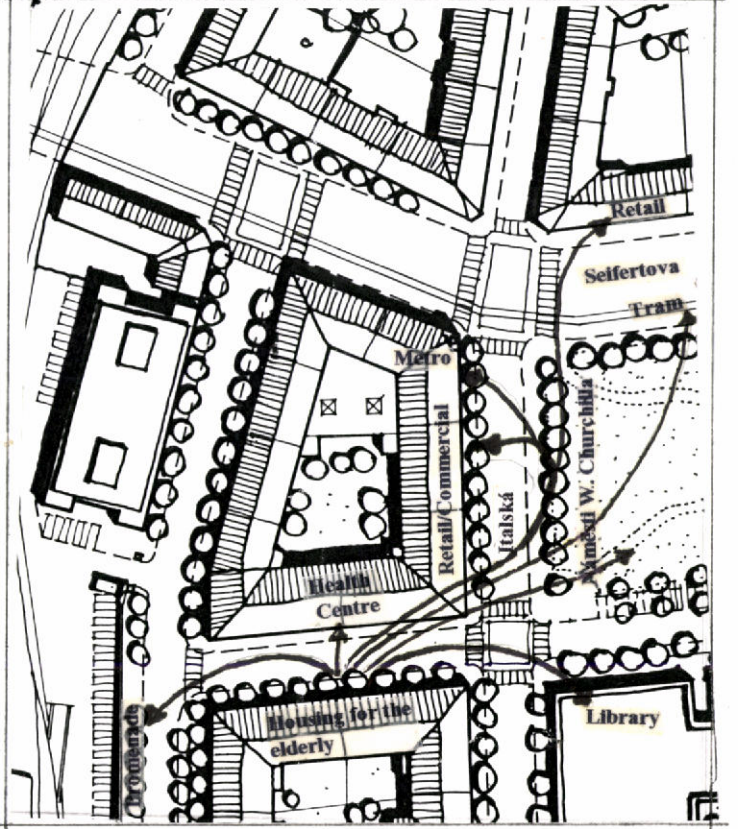
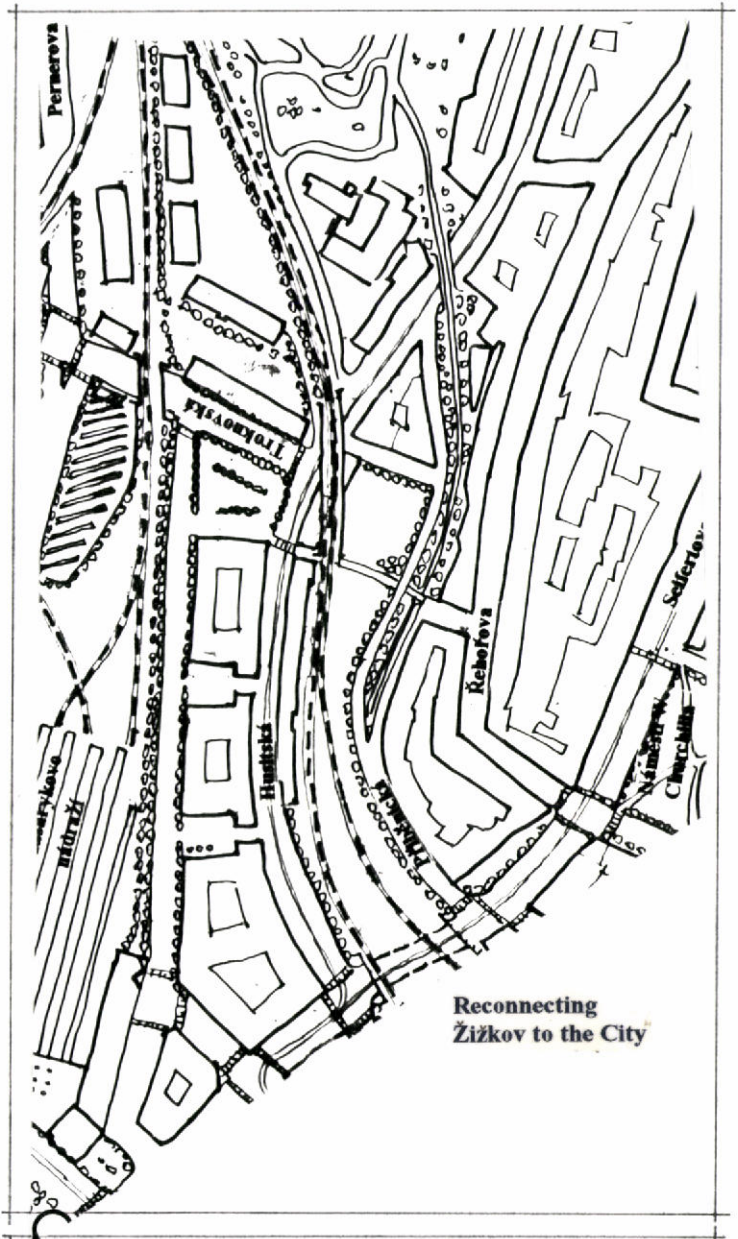
Making Connections/ Thinking

Pedestrians

CZR's closure of the high rail line allows a secondary road to run from Seifertova briefly up the line of Přiběnická on to the old embankment and down to the gap between the cubist residential block and the viaduct at upper Husitská. The area will be landscaped with a scenic walk, up and over the old viaduct. Further, a pathway and footbridge will run from Přiběnická/ Řehořova under the rail bridge, down to the new Husitská residential centre and to Karlín. Přiběnická will be protected by taking the priority road line down to Husitská.

Local Districts ...again

The realignment of the rail bridge at Seifertova permits a proper junction with Přiběnická. The development of the Italská/Španělská grid, the enlargement of Churchill Park and the new block, housing the Metro station on the corner, virtually guarantee that the area round the square will continue to evolve into a fine suburban centre. There is the Economics School, a new library, housing for the elderly, health care, commercial uses, retail outlets, easy access to public transport, a fine park and access to a new "promenade" walk along Španělská. It sounds wonderful! Better still, when locals walk under the Seifertova bridge, they will find U Bulhara transformed.



Vinohrady/ Museum

Our object is to protect and enhance the elegant suburb of Vinohrady.

Thinking Pedestrians

A more formal entrance to the fine Riegrovy Sady will be fronted by a quiet square at the present Kunětická. Kept at the high level of Italská, it provides a wonderful panorama through the towers of the Fanta building to the spires of the city and to the castle. Behind the station, "Spanish Steps" drop down into a public space flanked by primarily commercial premises. The pedestrian route leads to a high level open metal walkway over the rail lines, dropping down to the foyer of the Fanta building and to the city.

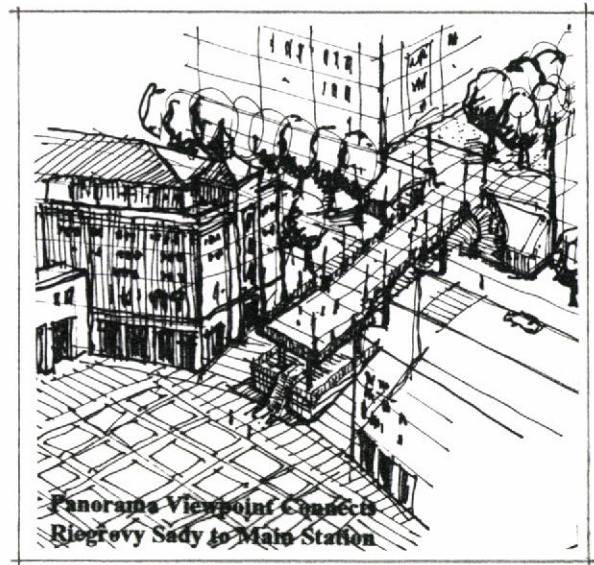
The tree lined promenade on the extended Italská/Španělská grid with its prestigious office space (worthy of governmental uses) offers a magnificent backdrop to the city as viewed from Hradčany and Letná.

At the foot of Vinohradská, the return of the commercial blocks over the rail lines gives the opportunity to realign Legerova to sweep more comfortably round the Smetanovo Divadlo. On the other side, Rubešova and Škrétova are reformed to provide a block with social housing on two sides. Up-market residences over-look the new square between the Národní Museum and the Federal Parliament Building. This block's outstanding location may put it under pressure from commercial developers and its design, like many others in the scheme, will require architectural "coding".

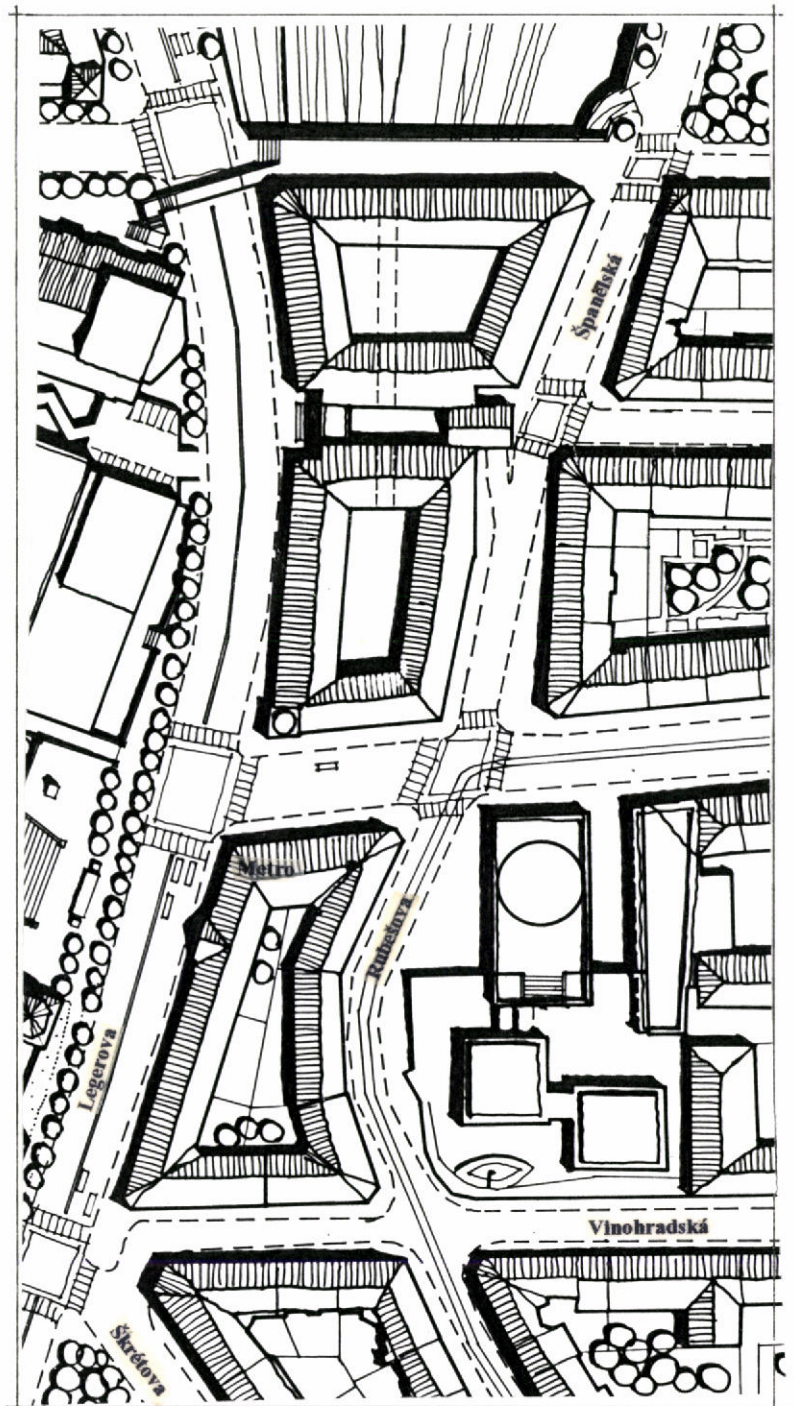
Making Connections

The new connections from Na Smetance (footbridged over Legerova) and Mánesova provide pedestrian links to the city. The latter suggests a specialist retail mall (antiques?). The Vinohradská - Legerova corner provides a new Metro entrance and controlled surface and underground crossings to the city. The tram is routed along the reformed Rubešova.

There will be a visual break - a sculpture?, fountain? - to turn traffic north or south on to Legerova.



Panorama Viewpoint Connects Riegrovy Sady to Main Station



The Development Process

The suggested phasing is only indicative of the development process. Economics and politics will create their own dynamics. We show that the proposal will work under various conditions, including the retention of Wilsonova, but we wish to make a few recommendations.

Firstly, we recommend a major public consultation exercise using the winning entries in a tour of accessible public exhibitions and workshops both in the city centre and in local areas, e.g. Masaryk Station, Florenc, Seifertova, Vinohradská and Nové Město. The city users will provide many refinements that will benefit the designs.

Secondly, we propose a city wide transport study. We have made many assumptions and have endeavoured to satisfy the competition requirements regarding traffic movement and parking. However, we believe that Praha has a unique opportunity to reduce the impact of automobile traffic on the city environment. This can be begun by limiting through traffic and parking provisions. Considerable savings, both in immediate development costs and in long term environmental terms, can be made on the required design criteria. We anticipate that a transport study would reveal that the overwhelming majority of city users arrive by means other than the car. The city already has an excellent public transport system that is capable of considerable expansion.

Thirdly, whilst we have been conscious of the need to create employment opportunities and training, there is also a need to provide long term funding for the care and maintenance of public parks. We strongly recommend such a commitment.

Finally, we recommend consideration of a number of design controls, codes, to be used to inform the design of block form, building heights, use mixes and the large number of prominent facade and corner details that our scheme generates. If any single factor stands out in the historic city's architecture, it is the richness of such detail.

The following notes are reproduced from, and refer to, Drawing E.

Appendices

Chart of Building Locations and Uses

Chart of Building Floor Areas and Uses

*Chart of Building Floor Area Distribution by
District*

Parking Data

Description of Phasing

Chart of Building Locations and Uses					
Building Nr	Location	Uses	Building Nr	Location	Uses
1	Washingtonova	Cultural Events, Library (attached to New National Library), Tourist Services,	17	Trocnovská	Residential
2	Wilsonova	Hotel and Parking	18	Behind Trocnovská	Light Industrial (and possible Postal Services)
3	Vrchlického Sady	Commercial/Office Space, Residential, Parking, Hotel, Retail	19	Husitská/ East Masaryk	Residential, Retail, Health and Social Services. (Delete if HSR bridges proceed; Reed Beds)
4	Vrchlického Sady	Commercial/Office Space, Residential, Parking, Retail	20	Husitská/ East Masaryk	Residential (incl. Housing for the Elderly) Parking, Professional/ Commercial Offices, Etc. (Ditto)
5	Vrchlického Sady	Commercial/Office Space, Residential, Parking, Retail	21	East Husitská	Residential (including Housing for the Elderly)
6	U Bulhara	Residential, Commercial/ Office Space, Retail, Parking, Other	22	East Husitská	Nursery, Community Centre, Sports Club
7	U Bulhara	Parking, Residential (incl. Homeless Shelter), Retail, Commercial/ Office Space, Sport and Recreation, Cinema, etc.	23	Seifertova	Commercial and Retail
8	Hybernská	Commercial/Office Space, Parking, Residential, Retail	24	Seifertova/ Španělská	Commercial/ Office Space, Residential. Parking, Retail, Metro Station, Health and Social Services
9	Hybernská/ Opletalova	New Masaryk Station, Commercial/Office Space, Retail	25	Španělská/Italská	Parking, Education Faculty, Residential (incl. Housing for the Elderly), Commercial Space
10	Hybernská/ Křižikova	Parking, Commercial, Retail, Residential, Crèche, Other Services	26	Italská	Library, Education
11	Na Florenci/ Křižikova	Parking, Residential (including Housing for the Elderly), Commercial/Office Space, Retail, Health Centre.	27	Italská/Španělská	Parking, Commercial/ Offices Space, Residential, Retail (Service)
12	Křižikova/ Těšnov	Retail, Commercial/ Office Space, Residential (incl. Homeless Shelter), Bus Services and Administration, Public services, Note: In the event of the retention of Wilsonova, the retail area will reduce significantly.	28	Italská/Španělská	Parking, Hotel, Commercial/ Office Space, Residential
13	Bus Station Site	Building Craft Training School, Sundry Uses	29	Španělská/ Behind Main Station	Commercial/ Office Space, Parking, Residential, Service Retail, Cafe/Bar, Restaurant Etc., CZR Fire Services, Power Rooms and Safety Centre
14	Viaduct	Residential, Commercial/ Office Space, Wholesale Market, Bar/Restaurant Etc.	30	Legerova/Španělská	Residential, Commercial Office Space, Parking, Retail (including specialist retail mall).
15	Pemerova	Religious Facility	31	Legerova/Vinohradská/ Rubešova	Residential (incl. Homeless Shelter and Housing for the Elderly), Commerce/ Office Space, Retail, Parking, Health Care
16	Trocnovská	Cafe/ Bus Services/ Toilets			

Chart of Building floor areas and uses (sq.m.)													
Bldg	Nr of	(Incl)	Floor Area										
Nr.	floors	Bsmt	I	II	III	IV	V	VI	VII	VIII	IX	X	Total
		Floors	Trade	office	hotel	house	parkg	health	educ	sport	culture	other	
1	4										2250	3800	6050
2	7	2			10000		4800						14800
3	7	2	1000	13550	3000	11600	4800						33950
4	7	2	1800	7200		7250	5600						21850
5	7	2	2500	7500		7250	6000						23250
6	7	1	2700	8500		8500	2000					1000	22700
7	8	3	6000	4000		6500	10800			3000	2000		32300
8	6		1000	7050		1000	6000						15050
9	5		4000	8250		2000						10000	24250
10	3to8	0to3	26000	32400		5000	51000					2500	116900
11	7	2	4500	5000		5625	9450	4500					29075
12	6	1	7000	1000		3800						1700	13500
13	3			1300					5000			2600	8900
14	5		2500	3350		8750						500	15100
15	1											600	600
16	1		200									50	250
17	3					2700							2700
18	1											3500	3500
19	3to5		900			7700		500					9100
20	3to5	2to3		600		6800	2000					750	10150
21	3to5					2400							2400
22	1											450	450
23	3		300	2100									2400
24	6	1	2000	10000		7500	2000	500				1000	23000
25	5	2		7000		7500	12000		11500				38000
26	4								4000		8000		12000
27	6	2	1000	13600		8200	16000						38800
28	6	2		4400	9000	4000	12000						29400
29	1to5	2	1000	37000		2500	22000					1000	63500
30	5		5000	11000		11200	6000						33200
31	6		2200	5850		11300	1000	200					20550
Totals			71600	190650	22000	139075	173450	5700	20500	3000	12250	29450	667675
Percentage			11%	29%	3%	21%	26%	1%	3%	0%	2%	4%	100%

Chart of Building Floor Area Distribution by District (sq.m.)												
Area	I	II	III	IV	V	VI	VII	VIII	IX	X	Total	
	Trade	office	hotel	house	parkg	health	educ	sport	culture	other		
A	5000	11000	0	11200	6000	0	0	0	0	0	33200	
B	1000	37000	0	2500	22000	0	0	0	0	1000	63500	
C/D	30000	40650	0	7000	51000	0	0	0	0	12500	141150	
Bus-Florenc (bus site area)											over 6000	
1	4500	5000	0	5625	9450	4500	0	0	0	0	29075	
2	7000	2300	0	3800	0	0	5000	0	0	4300	22400	
3	2700	3350	0	8750	0	0	0	0	0	1150	15950	
4	1000	7050	0	1000	6000	0	0	0	0	0	15050	
5/6	0	0	0	2400	0	0	0	0	0	450	2850	
7	3300	37100	9000	27200	42000	500	15500	0	8000	1000	143600	
8/9	6900	4600	0	21000	12800	500	0	3000	2000	750	51550	
9A	0	0	0	2700	0	0	0	0	0	3500	6200	
10	8000	36750	13000	34600	23200	0	0	0	2250	4800	122600	
11	2200	5850	0	11300	1000	200	0	0	0	0	20550	
Totals	71600	190650	22000	139075	173450	5700	20500	3000	12250	29450	667675	
Note: The parkland in Area 10 (Vrchlického Sady) has increased from approx 4 to over 5 hectares.												

Phase 1

The new road system requires an early start on the rail bridges at Trocnovská, Husitská and Seifertova. In doing so, both Trocnovská and Seifertova are realigned with minimal disruption of traffic flows. The realignment of Trocnovská assists the width adjustment of the existing Husitská Bridge rail line.

Traffic and Transport

We suggest that "Park and Ride" facilities are opened at Vltavská, Anděl and Pankrác Metro stations (and/or preferably further out). Line D of the Metro should be made ready for use.

To ease the pressure on the U Bulhara junction, the first targets must be the exit roads from Wilsonova. An interim south-bound exit, necessitating minor roadworks at Těšnov, is taken rightwards at the Hlávkův Bridge. Only city bound traffic will enter the street system.

Postal Services are moved to Trocnovská (or further out). The Tram line is re-routed into U Bulhara and the north-bound road (on ground) is constructed to form the main road to Husitská. The slip road remains fully operational. Bolzanova is connected under the motorway to the new road.

Gradual removal of shunting yards from Masaryk will permit a start on the Na Florenci - Pernerova and Hybernská - Trocnovská grid roads. There is likely to be a need for a viaduct bridge on Na Florenci - Pernerova.

Building and Landscaping

Karlín and Masarykovo nádraží

As soon as ground clearance permits, we seek the construction of the new Bus Station buildings and the Building Craft Training Centre at Florenc.

Completion of the first phase of the New Masaryk Station (the new main Building and platforms) is a prerequisite to the opening of the Opletalova - Na Florenci connection early in "phase 2". This will also permit an early development of the prestigious Masaryk Retail Centre.

Ližkov

The first phase of the new residential and recreational block (7) is built on Husitská, beginning to reclaim the U Bulhara junction.

Italská is re-aligned and a substantial part of the new Španělská formed. The block at Seifertova/Italská (which includes the Metro Station) is constructed and the park at Churchill extended. At the top of the hill, the commercial, residential and hotel developments behind the main station and flanking the re-aligned Kunětická allow the early creation of the fine high square with its bridged panorama of the city spires and the new boulevard entrance to Riegrovy Park.

Vinohrady

Decked blocks over the rail lines at Španělská/Legerova open pedestrian routes from Vinohrady and incorporate a modest realignment of Legerova. Across Vinohradská, on Římská, social housing is built to accommodate residents of the Nad Museem block. Its subsequent demolition, allows complete development of the important visual facade at the top of the new square. Also, the road system at the foot of Vinohradská can be re-made.

Nové Město and Main Station

Work on the new square between the old Federal Parliament Building and the National Museum can begin almost immediately with the conversion of the Federal Parliament (we suggest a National Library, Cultural and Convention Centre) and construction of its attached auditorium and additional facilities on Washingtonova. There is an early start on the new public space fronting the Smetanovo Divadlo, the visual lines from Václavské Náměstí to the Main Station and Vrchlického and the new park. The Car Park remains in the first phase. Landscaping of the different habitats in the lower section of Vrchlického Sady can also begin.

Finally, the refurbishment of the Main Station is undertaken along with its new (road level) concourse. This entails minimal disruption to traffic flows on Wilsonova.

Phase 2

Beyond the site, work is undertaken on the Hlávkův Bridge to change the character of the public space entering the inner city. The bridge width permits a good pedestrian walk-space. Cars must feel the presence of the city ahead. The footbridge over the weir can be installed and the gardens, parks and recreation spaces at Těšnov and Švermy and along the river can be restored.

Traffic and Transport

The exit slips from Wilsonova at U Bulhara are removed. A formal, if temporary, Husitská/ Wilsonova junction would also permit the removal of the south-bound access road. In place of the south-bound *exit* slip, a new road drops down from Hybernská to the Hybernská-Trocnovská Road. New Masaryk Station is opened and block 8 constructed. The Opletalova - Na Florenci road is made and the Masaryk Retail Centre can be developed.

The construction of the Těšnov road line will mean that the whole road system is in place: Těšnov to Na Florenci-Pernerova, Trocnovská, Trocnovská-Hybernska, Husitská, and Opletalova-Na Florenci. The only temporary road will be to take Těšnov through the motorway piers adjacent to the city museum.

New tram routes are proposed:

- from Vltavská Metro to Václavské and beyond (via Na Florenci and Opletalova)
- from Koněvova and Husitská to join the 5, 9 and 26 route turning left into U Bulhara and Bolzanova.
- the Number 11 tram from Vinohradská turns into the renewed Rubešova and back into the system (avoiding Legerova)

Building and Landscaping

Karlín, Lískov and Masaryk

With the main infrastructure complete, development can proceed in Florenc, Pod Viaduktem, Trocnovská and Husitská. The completion of the rail bridges permits the closure of the east-bound "high" rail line out of the main station thus allowing the construction of the Přeběnická-Husitská road link down the old embankment and the new walk to Žižkov Park over the high viaduct. The west side of the road is finished with the community facilities and social housing as it joins upper Husitská.

The lettable wings of the new Masaryk Station are completed along with the Masaryk Centre. The remainder of the bus station block at Florenc is also ready for completion; its uses depend on a final decision on Wilsonova.

The move of CZR construction staff to new premises in block 24 (or 23) allows building of the faculty block on Španělská/Italská along with the new library and additional educational facilities across the road. (There is also sufficient space there to house a primary school if required.)

Vinohrady and Nové Město

Both Italská and Španělská are complete as are the pedestrian connections from Riegrovy Sady through the main station to the city and from Na Smetance and Mánesova. At the foot of Vinohradská, as the decked blocks are completed, the two-way Legerova is opened allowing completion of the public spaces between the Museum and Library and towards Vrchlického. The Rubešova /Legerova block can be completed. At the high end of the square we suggest a sculpture (rising storks in water sprays?) to visually break the end of Vinohradská.

The hotel on the car park site next to Smetana Divadlo can be built as can the block overlooking Vrchlického Sady. With the completion of the main station, the landscaping of the station side of the park can be carried out and the blocks against Wilsonova partially constructed.

Meanwhile...

Sufficient time has elapsed for the formation of the peripheral road system. Most of the urban form is now in place. We are ready for the big decision regarding Wilsonova. When it is removed, the Klimentská - Pobřežní junction can be re-formed and blocks at Florenc and Hybernská completed.

The construction of the two blocks from Vrchlického Sady to Hybernská will make the infamous U Bulhara a normal city street again. Drawing B shows "Phase 3": a completion of the process.

1 Praha: Přijďte Pobýt

Come to stay (... not, pass through)

Entering the city over the Hlávkův Bridge or along the connectors through Karlín, down from Žižkov and Vinohrady, north from Vyšehrad and Nusle or by bus or rail, incomers to the centre of Praha are met by barriers of traffic movement and poorly utilised land. The same is true for those who venture out from the old city.

Our proposal extends the existing character of Praha and its inner suburbs to each "gateway". It calms the vehicular bustle that has dominated the urban form around Wilsonova. The districts are consolidated as they reconnect to Nové Město.

As those who live in, work in and visit the city move from street to street, to parks and public spaces, to recreational facilities, to their work and to shopping, they will feel the same comfort of urban space as is experienced in the streets of the historic city.

The proposal envisages:

- flexible options for the removal of Wilsonova
- a new retail and commercial centre based on the conserved Masaryk Station building;
- a sequence of public spaces all the way from the Hlávkův Bridge to the National Museum;
- new movement lines for pedestrians and for traffic;
- remaking the spoiled road ends of Karlín, Žižkov and Vinohrady and their connections to the city;
- re-forming and extending the existing parks;
- new ecological facilities as part of the restoration of Vrchlického Sady;
- prestigious commercial sites of well-located retail and office space.

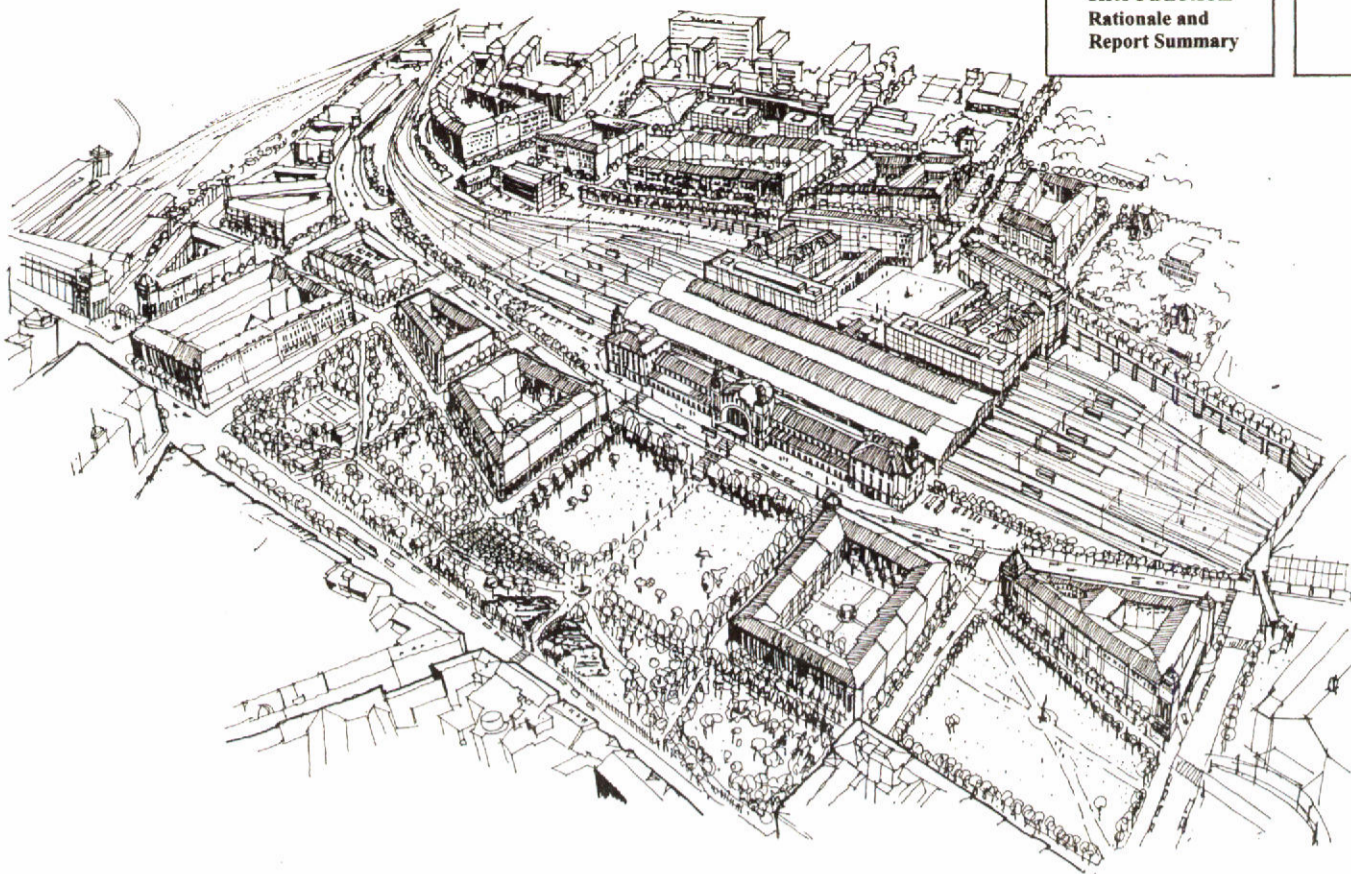
The main commercial sites are on the land of Czech Railways and provide high yield developments in return for a major - and necessary - challenge to CZR's current bridge development proposal which will have a negative effect on lower Žižkov and the city, similar to that of U Bulhara. The Main Station is refurbished and, in moving Masaryk Station, we provide a new terminal for commuters and those arriving on the international airport link.

Respecting the City

Our objective is to blend respect for the historic city with the demands of traffic management, local movement, local public spaces and facilities, job creation and training and major commercial developments to provide the momentum for area regeneration in a city of international status. Integration of housing and local amenities consolidates existing communities.

The city has a unique opportunity to set in place its urban transport policy for the next millennium. We make an assumption that the development will progress in tandem with the continued development of peripheral routes for through traffic. We encourage the development of city wide public transport systems, recommend major parking facilities at Vitavská and probably Pařízkova and Anděl Metro stations ("Park and Ride"), and propose extensions to the tram system (Drawing F). We offer a process rather than a blueprint. Our "ideal" scheme proposes the removal of Wilsonova and we set out a development framework that sets the process in motion. It offers a vision of a possible outcome (Drawings A and B) and phasing that will function in its own right (adapted "phasing" drawing, E). On Drawing C, we show that the principles of our proposal can be maintained even with the retention of most of Wilsonova and the CZR bridge proposal.

On the Phasing Drawing (E) we also make recommendations for the conduct of the development process.

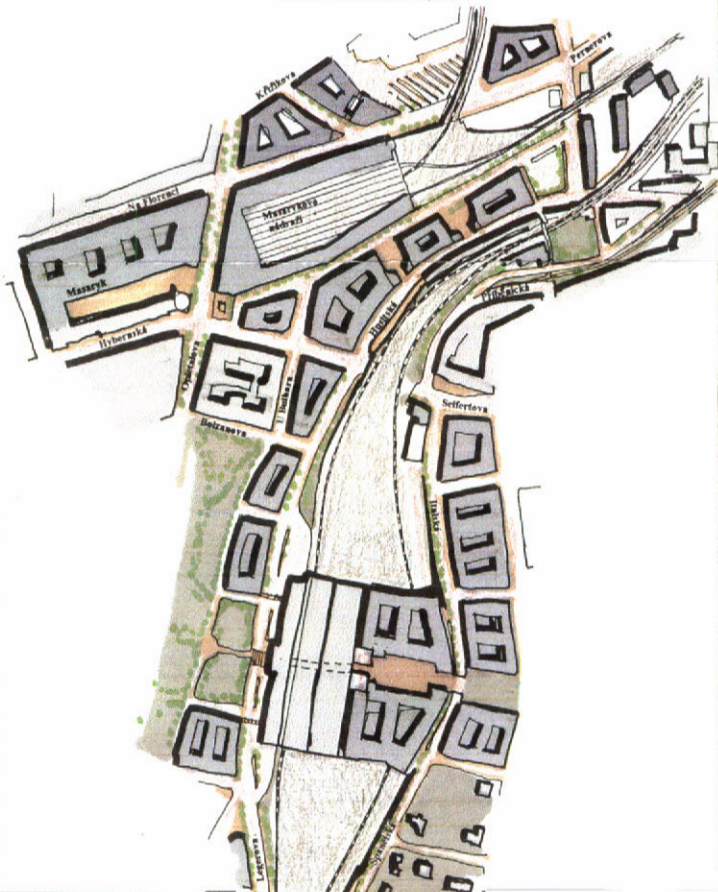


2 The City and Czech Railways

Holding the Golden Key

The regeneration of this area of the city is critically dependent on the land-use policy of CZR. Key developments all round the site will make a major contribution to the restoration of the local areas. We believe they will offer a high return on investment. They provide a "golden key" for CZR, but also for the urban form of the city and its inner suburbs.

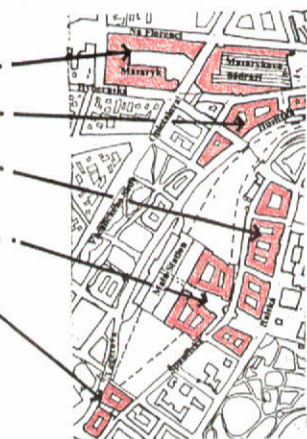
The phasing permits the early development of key sites providing substantial capital returns. Further, the scheme functions successfully whether or not Wilsonova is demolished. On Drawing E we show two stages of development prior to demolition and on drawings B and C we show completed schemes with and without the road and rail flyovers.



Five major development sites for Czech Railways:

Railways:

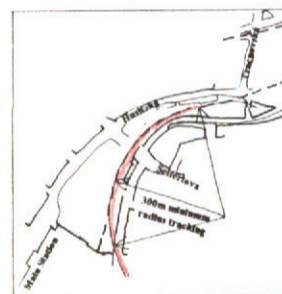
- The Masaryk Retail Centre and New Rail Terminal;
- A Recreational, Residential and Commercial sequence that reclaims the U Bulhara junction and Husitká for the city;
- A series of prestigious Commercial, Residential and Administrative blocks on an extended Italská/Španělská grid;
- A new commercial development sitting beneath the magnificent panorama from behind the main station, and incorporating a pedestrian route from Riegrovy Sady to the station and the city;
- A Commercial and Retail Development, modelled on the original city, at Vinohradská/Španělská/Legerova;



A Financial Strategy for CZR

(Full text in Report Document)

- A multi-million CK saving on current expenditure proposals for the Husitká Bridges and Žižkov Tunnel.
- The combination of released capital and development revenue to finance New Masaryk Station and the new rail bridges.
- The removal of the heavy shunting yards from their inner-city location to the ample land space barely a kilometre or two to the east.
- The removal of the Postal Services to the land behind Trocnovská.
- Re-functionalisation of the site, but greatly under-used, Fanta building to provide street level passenger services at the Main Station, retaining underground space to maintain the present passenger service facilities in the station and the links to the Metro. The dome will be the focus for international rail travel and a radial point for movement in the city.
- Upgrading the character of the Main Station, carried out in conjunction with the city, permits the restoration of Vrchlického Park to its former glory. The two commercial and residential blocks on the parking lot and land damaged by the underground will assist the financial package.



The benefits of this proposal are numerous:

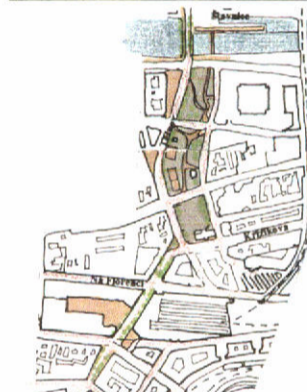
For CZR:

- A development package in harmony with the planning needs of the city;
- Sites with early capital gain;
- Substantial Capital Generation (and, if preferred, revenue);
- Separately packaged development sites;
- Passenger-oriented investment in terminal facilities;
- Incorporation of new international airport link;
- Low cost accommodation of autocouchet and services;
- Concentration of technical and operational staff

For the City:

- The phased removal of Wilsonova;
- The restoration of Vrchlického Sady;
- The development and further integration of the public transport system;
- A new, primarily residential area on lower Husitká with local shopping facilities and recreation space;
- The consolidation of the retail area in Florenc;
- The restoration of U Bulhara to being "town" again;
- The recreation of the "green ring" from Václavské Náměstí to the Hlávkův Bridge;
- A panorama and pedestrian link from Riegrovy Sady to Jeruzalémská and the city;
- A secondary vehicular route from Seifertova to upper Husitká;
- A scenic walk from Přibitnická over the Žižkov (high) viaduct and into Žižkov Park, enhancing the difficult space behind the Přibitnická/Réhofova residential streets;
- A pedestrian route from Réhofova/Přibitnická to lower Husitká and to Karlín.

Finally, the removal of the CD offices from Španělská to the foot of the Italská/Španělská grid will bring the CD operation alongside their new building on the north of the main station site and provide further rationale for the location of the Autocouchet and service facilities accessed from the extended Španělská. That block, beside the enlarged Churchill Park, will contain the Metro, some medium range retail units, other commercial premises, social services and housing to actively consolidate that lower end of Žižkov and Vinohrady.



3 Places for People

Václavské/Vrchlického/Masaryk

(Full Text in Report Document)

At Václavské, we propose to draw popular movement to a cultural/historical focus opening up a greened way north to the river.

Thinking Pedestrians

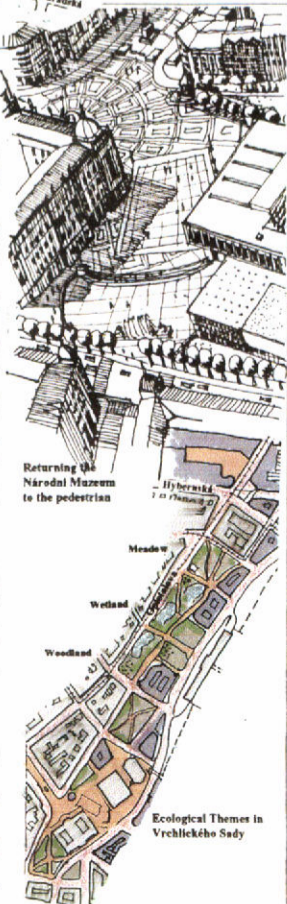
- The Federal Parliament is converted into a National Library and Convention Centre.
- Its activated frontage opens to the square offering tourism, education, research and cultural retail outlets.
- A weekly market and informal and formal cultural events in the summer and skating in the winter, make the square a popular focal point.
- A quiet, tree-bordered garden finishes the square against Washingtonova.
- The adjacent block, linked to the library, houses a new auditorium on the new Smetanova square.
- Either side, tree lined avenues point north to the main station, the park and to Masaryk.

Mixed habitats

- Residential and commercial accommodation interspersed with diplomatic and commercial uses overlook the park.
- Wetland, woodland and meadow areas will re-create some of the beloved images of the old park.
- Ecological themes run through the park, into the children's area.

Making Connections

- A wholly re-formed U Bulhara
- The direct connection of Opletalova to Na Florenci and Na Florenci to Pererova.
- A direct link from the station to the tram system on Opletalova.
- A new Metro entrance in the park.
- A pedestrian link from Jeruzalémská through the Park and Station to Riegrovy Sady.
- New Masaryk Station will be the nodal point for the area.



Karlín/Florenco

(Full Text in Report Document)

The development of the retail centre at Masaryk and the opening up of new movement lines between Opletalova and Na Florenci and between Na Florenci and Pererova will be major factors in returning the whole stretch from Florenc to the Hlávkův Bridge to being traditional inner city.

Thinking Pedestrians

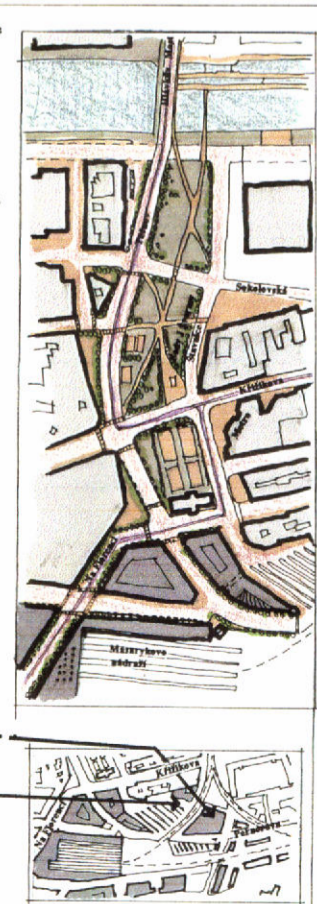
- Re-modelling of the full length of Smetana Park.
- A formal garden in front of the City Museum.
- Neighbourhood Park with recreational facilities and the return of the cafe pavilion.
- Connecting paths towards the city and to the river.
- Two main park paths one up and over the Hlávkův Bridge - redesigned to give more comfortable pedestrian space, and the other to complete the "green ring" round the old city connecting to the river promenade and a new footbridge over the weir to the lock gates and Savince island.

Making Connections

- The phased removal of Wilsonova
- The restoration of a normal city street system
- Traffic takes the old street pattern at Italská: City-bound traffic can turn right at Florenc; others follow the road towards Trocnovská and Husitká.
- New bus station with easy access in all directions.

Employment and Job Training

- A wholesale indoor market space.
- New uses for the Viadukt arches
- A building skills centre in Florenc to extend the training of young workers with the building skills.



Žižkov

(Full Text in Report Document)

For an area that is apparently only marginally affected by the competition we make some major proposals.

Local Districts

Employment

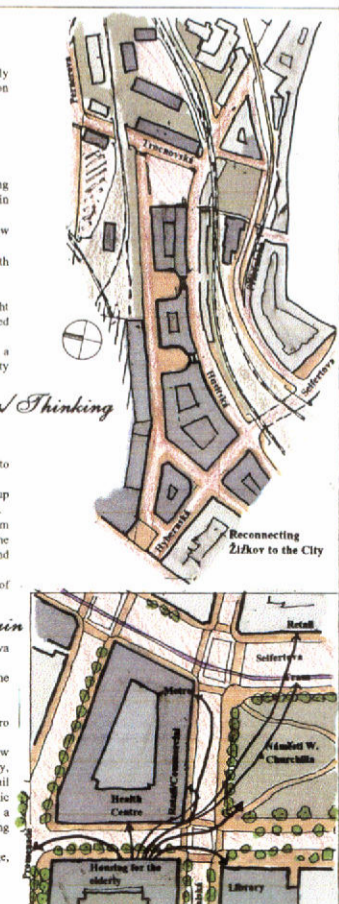
- New residential blocks along Husitká, stepping down to Karlín and the city.
- A re-aligned Trocnovská with new bridges.
- A small neighbourhood centre with supermarket and shops.
- New housing on Trocnovská.
- Behind Trocnovská is located light industrial uses and the re-located Postal Service.
- At the Husitká junction is a kindergarten and community recreation space.

Making Connections/Thinking Pedestrians

- A secondary route from Seifertova to upper Husitká.
- Landscape and a scenic walk, up and over the old viaduct to the park.
- A pathway and footbridge from Přibitnická/Réhofova down to the new Husitká residential centre and to Karlín.
- Protection and enhancement of Přibitnická.

Local Districts...again

- A new Přibitnická - Seifertova junction
- The development of the Italská/Španělská grid.
- Enlargement of Churchill Park
- A new corner block housing a Metro station.
- A fine suburban centre with a new library, housing for the elderly, health care, commercial uses, retail outlets, easy access to public transport, a fine park and access to a new "promenade" walk along Španělská.
- A walk under the Seifertova bridge, to a transformed U Bulhara



Vinohrady/Museum

(Full Text in Report Document)

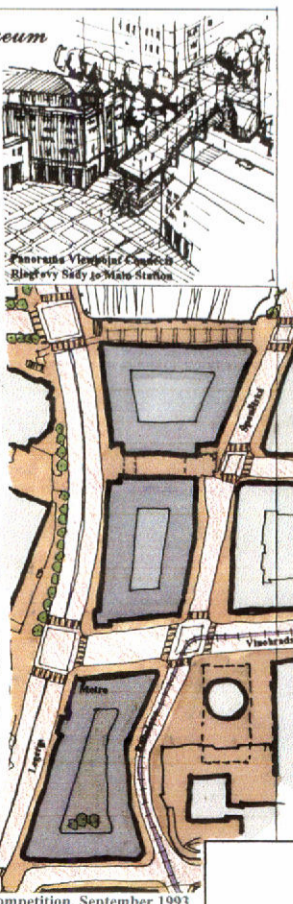
Our object is to protect and enhance the elegant suburb of Vinohrady.

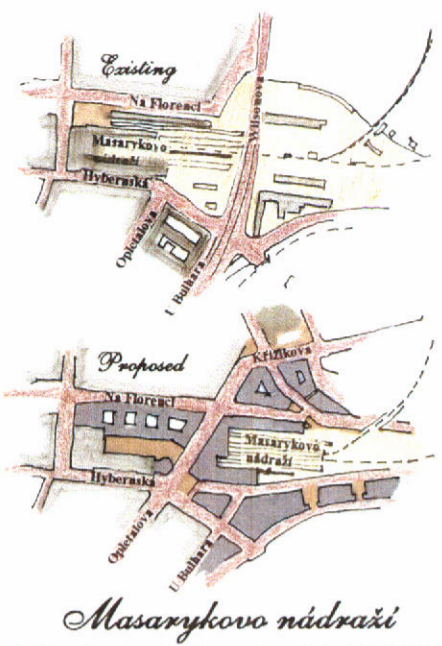
Thinking Pedestrians

- A more formal entrance to the fine Riegrovy Sady.
- A quiet garden square at Knaflčíka.
- A panorama through the towers of the Fanta building to the spires of the city and to the castle.
- Behind the station, "Spanish Steps" drop down into a public space flanked by primarily commercial premises.
- A pedestrian route leads to a walkway over the rail lines, dropping down to the foyer of the Fanta building and to the city.
- A tree lined promenade on the extended Italská/Španělská grid with its prestigious office space (worthy of governmental uses) provides a magnificent backdrop to the city as viewed from Hradcany and Letná.
- At the foot of Vinohradská, the return of the commercial blocks over the rail lines.
- A pedestrian route from Riegrovy Sady, Na Smetance (footbridged over Legerova) and Matesova provide pedestrian links to the city.
- A specialist retail arcade.
- A visual break at the end of Vinohradská to turn traffic north or south on to Legerova.
- A new Metro entrance and Tram route.

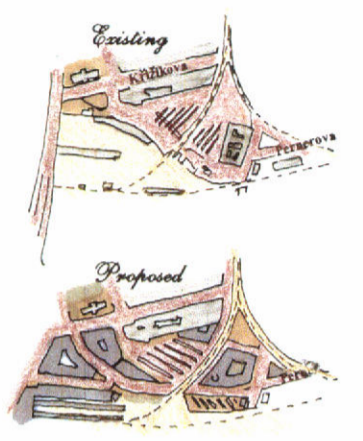
Making Connections

- New connections from Riegrovy Sady, Na Smetance (footbridged over Legerova) and Matesova provide pedestrian links to the city.
- A specialist retail arcade.
- A visual break at the end of Vinohradská to turn traffic north or south on to Legerova.
- A new Metro entrance and Tram route.

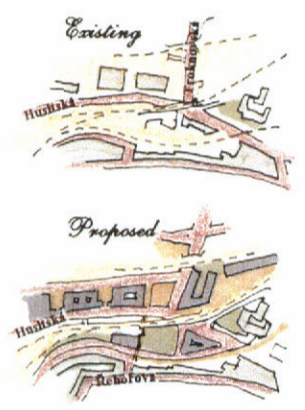




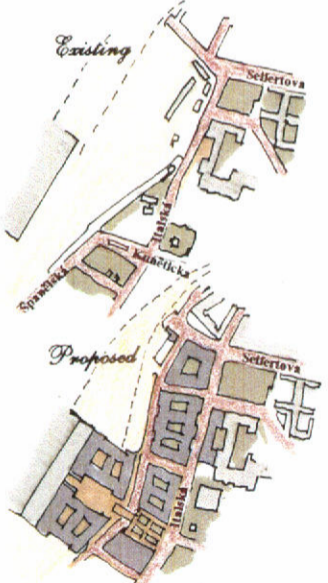
Masarykovo nádraží



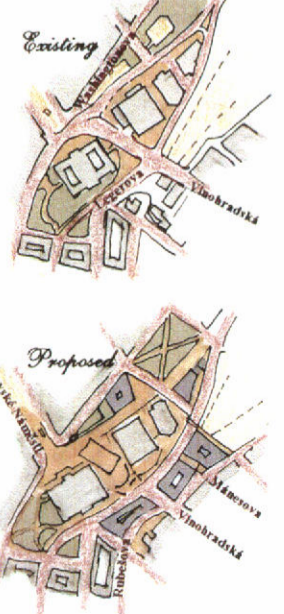
Bus Station - Florenci



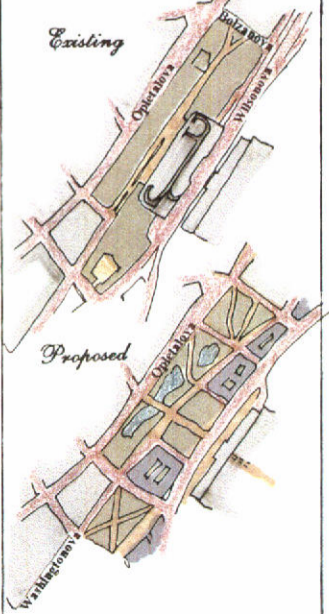
Trocnovská - Husitská



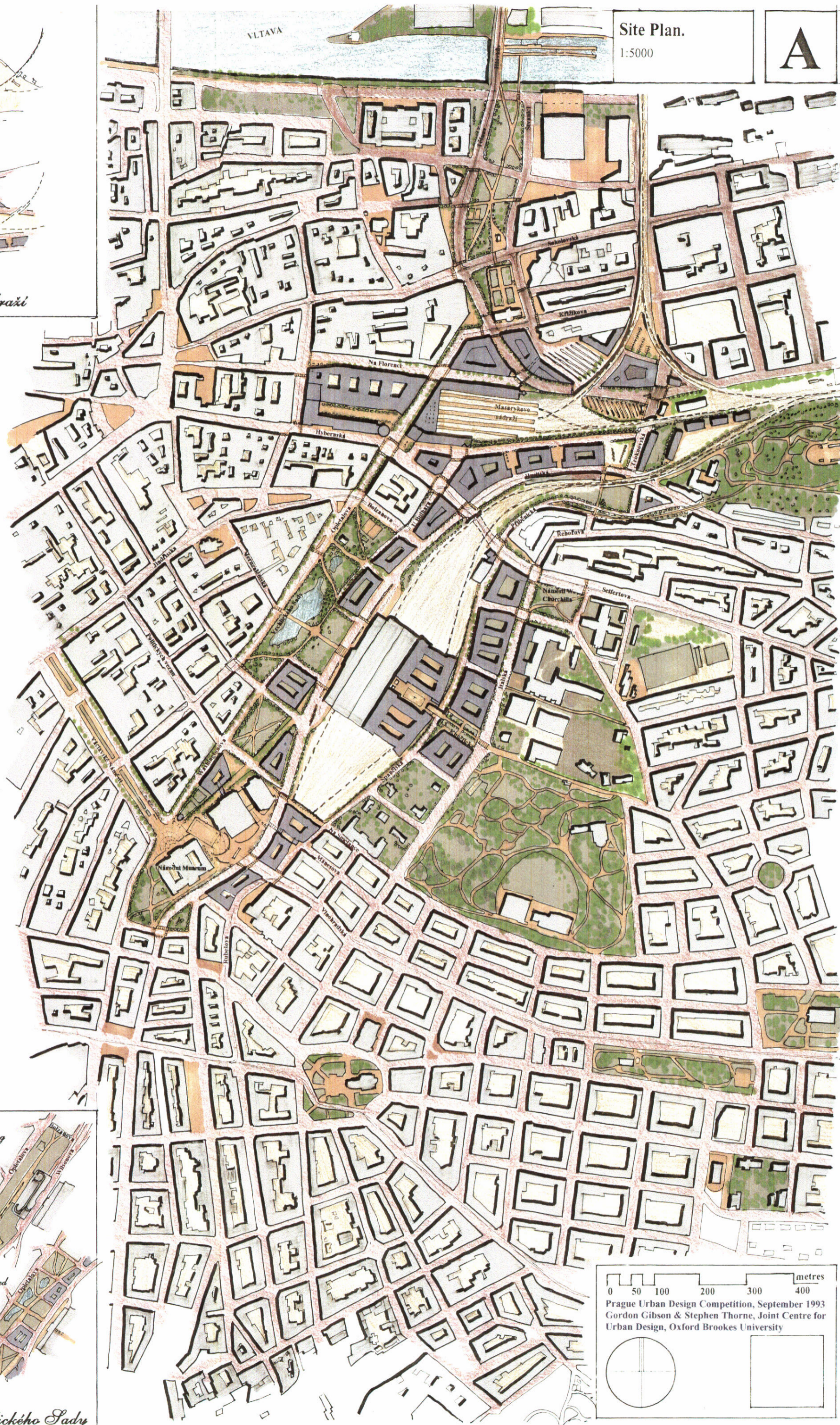
Náměstí W. Churchilla - Kunětická



Národní Muzeum



Vrchlického Sadů

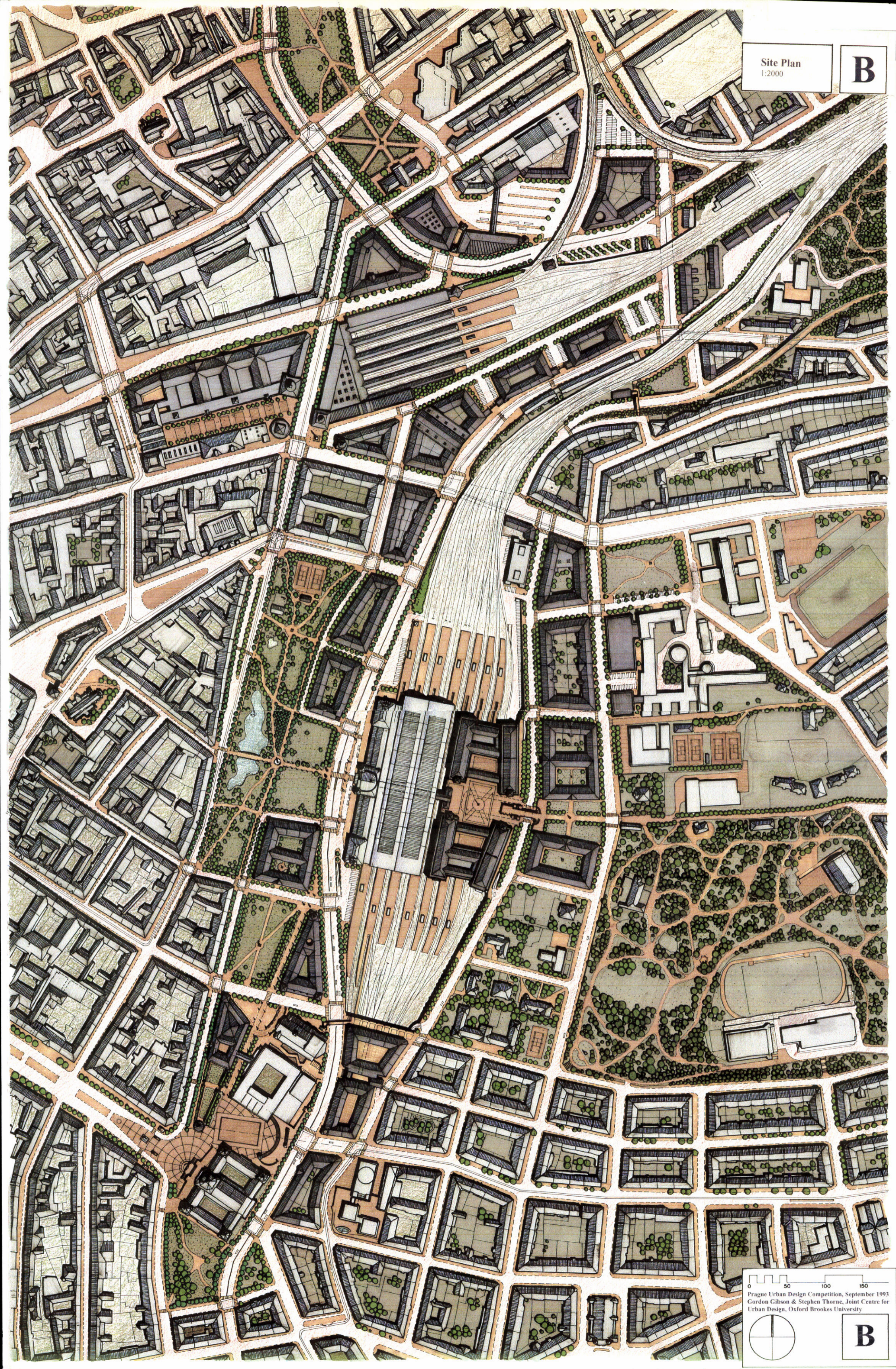


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Prague Urban Design Competition, September 1993
Gordon Gibson & Stephen Thorne, Joint Centre for
Urban Design, Oxford Brookes University

Site Plan
1:2000

B



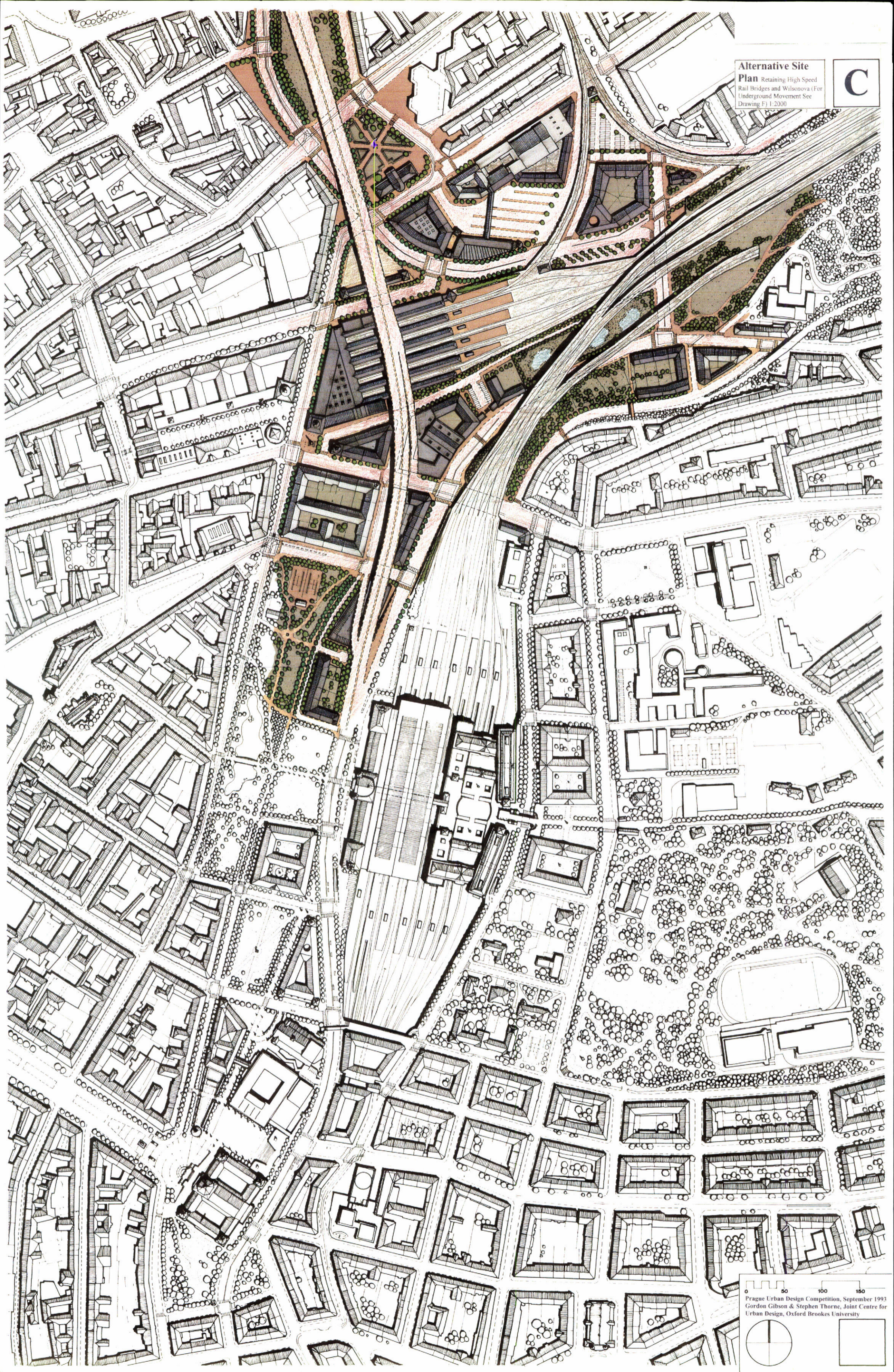
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Prague Urban Design Competition, September 1993
Gordon Gibson & Stephen Thorne, Joint Centre for
Urban Design, Oxford Brookes University



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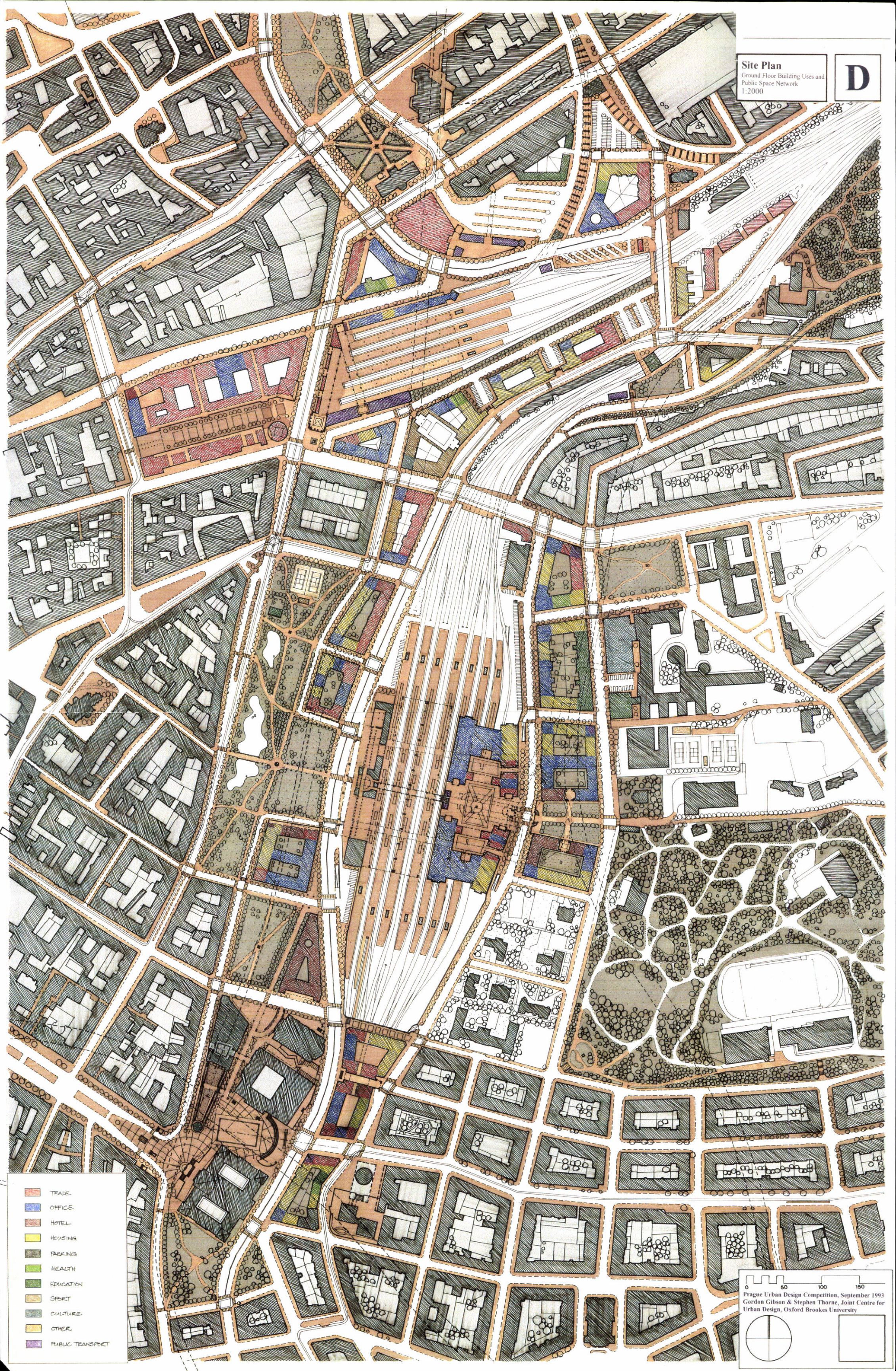
Alternative Site
Plan Retaining High Speed
Rail Bridges and Wilsonova (For
Underground Movement See
Drawing F) 1:2000

C



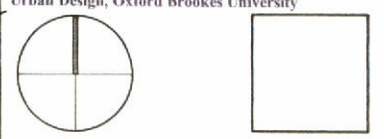
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Prague Urban Design Competition, September 1993
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- TRADE
- OFFICE
- HOTEL
- HOUSING
- PARKING
- HEALTH
- EDUCATION
- SPORT
- CULTURE
- OTHER
- PUBLIC TRANSPORT

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Prague Urban Design Competition, September 1993
Gordon Gibson & Stephen Thorne, Joint Centre for
Urban Design, Oxford Brookes University



Phase 1

1:5000

The Development Process

The suggested phasing is only indicative of the development process. Economics and politics will create their own dynamics. We show that the proposal will work under various conditions, including the retention of Wilsonova, but we wish to make a few recommendations.

Firstly, we recommend a major public consultation exercise using the winning entries in a tour of accessible public exhibitions and workshops both in the city centre and in local areas, e.g. Masaryk Station, Florenc, Seifertova, Vinohradská and Staré Město. The city users will provide many refinements that will benefit the designs.

Secondly, we propose a city wide transport study. We have made many assumptions and have endeavoured to satisfy the competition requirements regarding traffic movement and parking. However, we believe that Praha has a unique opportunity to reduce the impact of automobile traffic on the city environment. This can be begun by limiting through traffic and parking provisions. Considerable savings, both in immediate development costs and in long term environmental terms, can be made on the required design criteria. We anticipate that a transport study would reveal that the overwhelming majority of city users arrive by means other than the car. The city already has an excellent public transport system that is capable of considerable expansion.

Thirdly, what we have been transparent of the need to create employment opportunities and training, there is also a need to provide long term funding for the care and maintenance of public parks. We strongly recommend such a commitment.

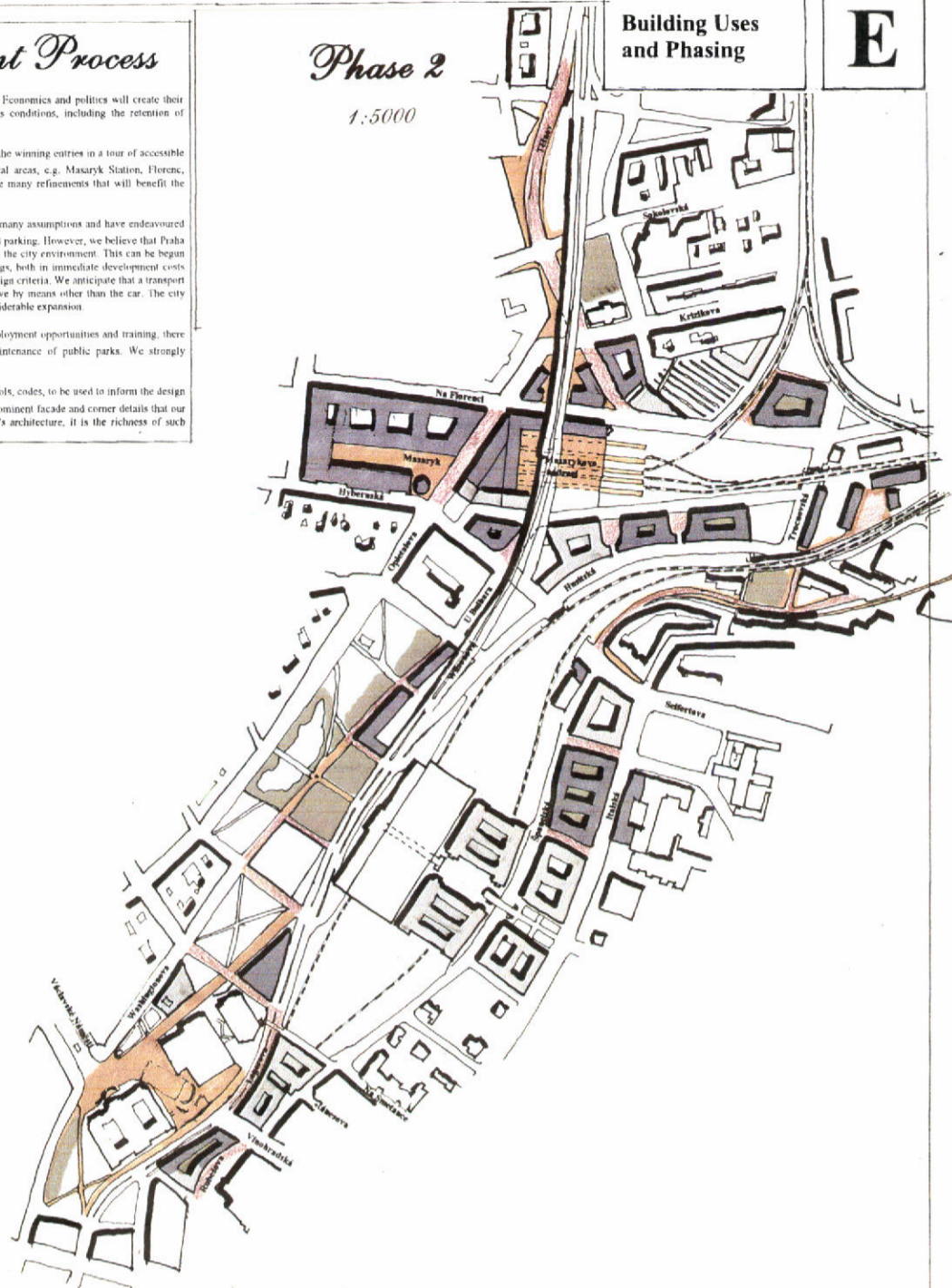
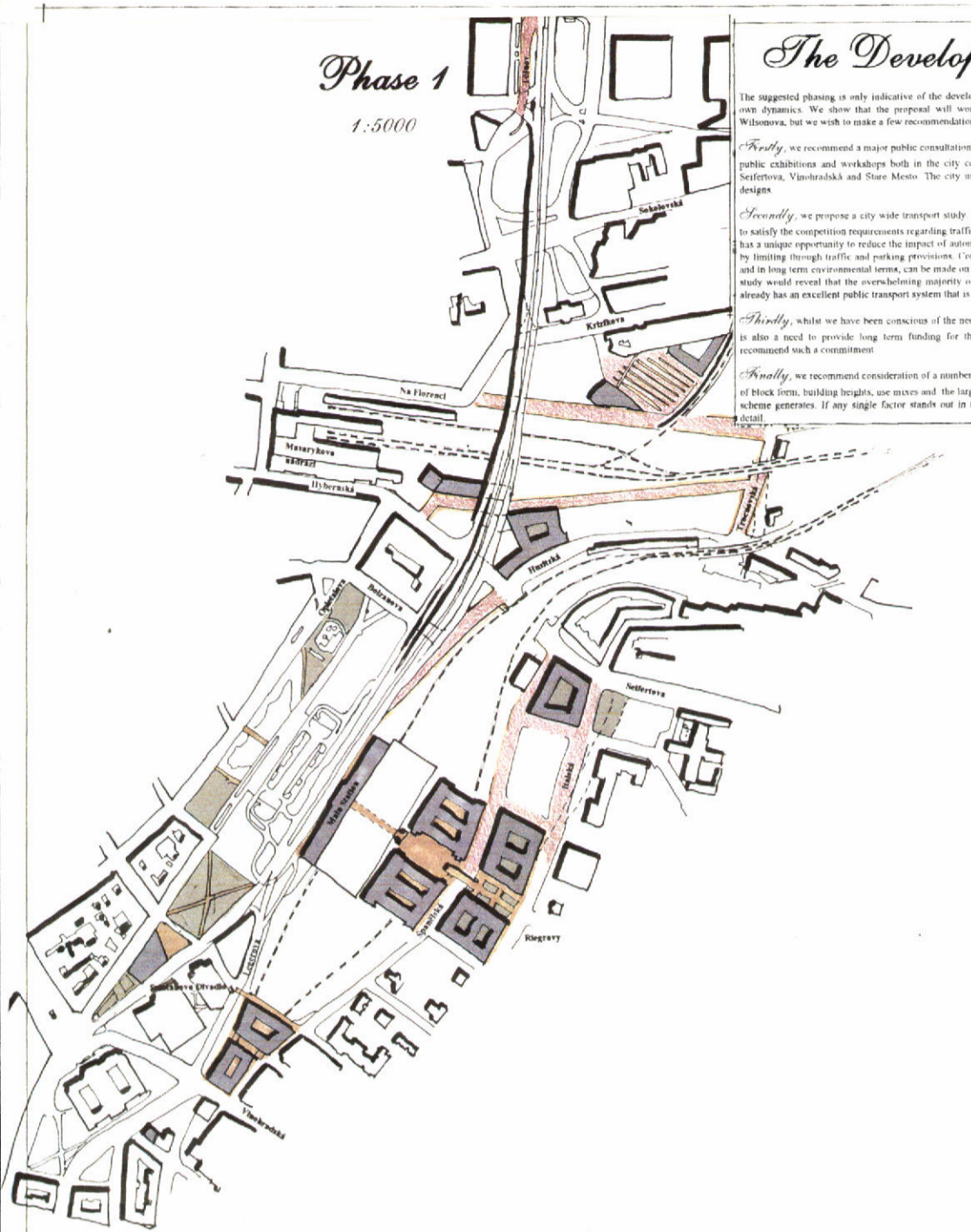
Finally, we recommend consideration of a number of design controls, codes, to be used to inform the design of block forms, building heights, use mixes and the large number of prominent facade and corner details that our scheme generates. If any single factor stands out in the historic city's architecture, it is the richness of such detail.

Phase 2

1:5000

Building Uses and Phasing

E



Phase 1

The new road system requires an early start on the rail bridges at Trocnovská, Husitská and Seifertova. In doing so, both Trocnovská and Seifertova are realigned with minimal disruption of traffic flows. The realignment of Trocnovská assists the width adjustment of the existing Husitská Bridge rail line.

Traffic and Transport

We suggest that "Park and Ride" facilities are opened at Vitavská, Anděl and Pankrác Metro stations (and/or preferably further out). Line D of the Metro should be made ready for use.

To ease the pressure on the U. Šubera junction, the first stages must be the exit route from Wilsonova. An interim south-bound exit, necessitating minor roadworks at Těšnov, is taken rightwards at the Hlávkův Bridge. Only city bound traffic will enter the street system.

Postal Services are moved to Trocnovská (or further out). The tram line is re-routed into U Bulhara and the north-bound road (on ground) is constructed to form the main road to Husitská. The slip road remains fully operational. Bolzanova is connected under the motorway to the new road.

Gradual removal of shunting yards from Masaryk will permit a start on the Na Florenci - Pernerova and Hybernská - Trocnovská grid roads. There is likely to be a need for a viaduct bridge on Na Florenci - Pernerova.

Building and Landscaping

Karlín and Masarykovo nádraží

As soon as ground clearance permits, we seek the construction of the new Bus Station buildings and the Building Craft Training Centre at Florenc.

Completion of the first phase of the New Masaryk Station (the new main building and platforms) is a prerequisite to the opening of the Opletalova - Na Florenci connection early in "phase 2". This will also permit an early development of the prestigious Masaryk Retail Centre.

Kiškov

The first phase of the new residential and recreational block (7) is built on Husitská, beginning to reclaim the U Bulhara junction.

Husitská is re-aligned and a substantial part of the new Španělská formed. The block at Seifertova/Husitská (which includes the Metro Station) is constructed and the park at Churchill extended. At the top of the hill, the commercial, residential and hotel developments behind the main station and flanking the re-aligned Kunštická allow the early creation of the fine high square with its bridged panorama of the city spires and the new boulevard entrance to Riegrovy Park.

Vinohrady

Decked blocks over the rail lines at Španělská/Legerova open pedestrian routes from Vinohrady and incorporate a modest realignment of Legerova. Across Vinohradská on Rimska, social housing is built to accommodate residents of the Nad Muzeum block. Its subsequent demolition, allows complete development of the important visual facade at the top of the new square. Also, the road system at the foot of Vinohradská can be re-made.

Staré Město and Main Station

Work on the new square between the old Federal Parliament Building and the National Museum can begin almost immediately with the conversion of the Federal Parliament (we suggest a National Library, Cultural and Convention Centre) and construction of its attached auditorium and additional facilities on Washingtonova. There is an early start on the new public space fronting the Smetanovo Divadlo, the visual lines from Václavské náměstí to the Main Station and Vrchlického and the new park. The Car Park remains in the first phase. Landscaping of the different habitats in the lower section of Vrchlického Sady can also begin.

Finally, the refurbishment of the Main Station is undertaken along with its new (road level) concourse. This entails minimal disruption to traffic flows on Wilsonova.

Phase 2

Beyond the site, work is undertaken on the Hlávkův Bridge to change the character of the public space entering the inner city. The bridge width permits a good pedestrian walk-space. Cars must feel the presence of the city ahead. The footbridge over the weir can be installed and the gardens, parks and recreation spaces at Těšnov and Semy and along the river can be restored.

Traffic and Transport

The exit slips from Wilsonova at U Bulhara are removed. A formal, if temporary, Husitská-Wilsonova junction would also permit the removal of the south-bound access road. In place of the south-bound exit slip, a new road wraps down from Hybernská to the Hybernská-Trocnovská Road. New Masaryk Station is opened and block 8 constructed. The Opletalova - Na Florenci road is made and the Masaryk Retail Centre can be developed.

The construction of the Těšnov road line will mean that the whole road system is in place. Těšnov to Na Florenci-Pernerova, Trocnovská, Trocnovská-Hybernská, Husitská, and Opletalova-Na Florenci. The only temporary road will be to take Těšnov through the motorway piers adjacent to the city museum.

New tram routes are proposed:

- from Vitavská Metro to Wenceslas and beyond (via Na Florenci and Opletalova)
- from Koňšova and Husitská to join the 5, 9 and 26 route turning left into U Bulhara and Holzanova
- the Number 11 tram from Vinohradská turns into the renewed Rubelova and back into the system (avoiding Legerova)

Building and Landscaping

Karlín, Kiškov and Masaryk

With the main infrastructure complete, development can proceed in Florenc, Pod Viaduktem, Trocnovská and Husitská. The completion of the rail bridges permits the closure of the east-bound "high" rail line out of the main station thus allowing the construction of the Hřbitovní-Husitská road link down the old embankment and the new walk to Žitkov Park over the high viaduct. The west side of the road is finished with the community facilities and social housing as it joins upper Husitská.

The lettable wings of the new Masaryk Station are completed along with the Masaryk Centre. The remainder of the bus station block at Florenc is also ready for completion; its uses depend on a final decision on Wilsonova.

The move of CZR construction staff to new premises in block 24 (or 23) allows building of the faculty block on Španělská along with the new library and additional educational facilities across the road. (There is also sufficient space there to house a primary school if required.)

Vinohrady and Staré Město

Both Husitská and Španělská are complete as are the pedestrian connections from Riegrovy Sady through the main station to the city and from Na Smetance and Měnsava. At the foot of Vinohradská, as the decked blocks are completed, the two-way Legerova is opened allowing completion of the public spaces between the Museum and Library and towards Vrchlického. The Rubelova/Legerova block can be completed. At the high end of the square we suggest a sculpture (rising stairs in water sprays) to visually break the end of Vinohradská.

The hotel on the car park site next to Smetana Divadlo can be built as can the block overlooking Vrchlického Sady. With the completion of the main station, the landscaping of the station side of the park can be carried out and the blocks against Wilsonova partially constructed.

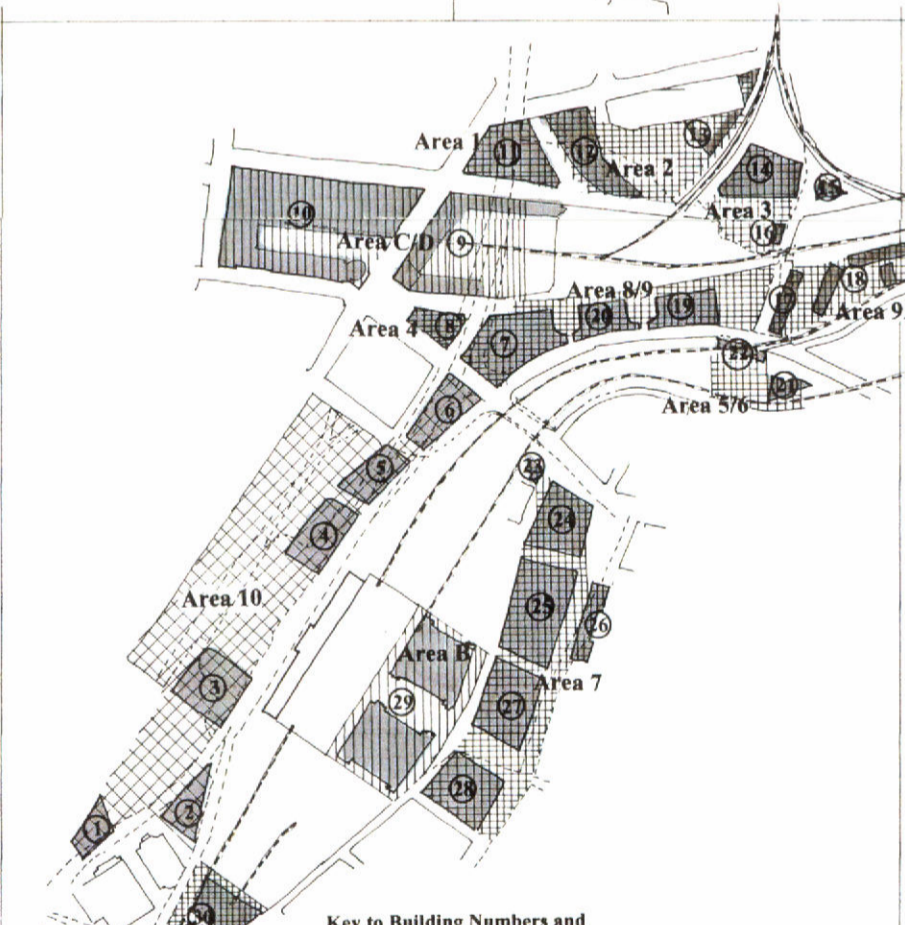
Meanwhile...

Sufficient time has elapsed for the formation of the peripheral road system. Most of the urban form is now in place. We are ready for the big decision regarding Wilsonova. When it is removed, the Klimentka - Pobežnická junction can be re-formed and blocks at Florenc and Hybernská completed.

The construction of the two blocks from Vrchlického Sady to Hybernská will make the infamous U Bulhara a normal city street again. Drawing B shows "Phase 3": a completion of the process.

Chart of Building Floor areas and uses (sq.m.)

Nr.	floors	Bsmt	Floor Area										Total	
			Floors	Trade	office	hotel	house	park	health	educ	sport	culture		other
1	4											2250	3800	6050
2	7	2			10000		4800							14800
3	7	2	1000	13500	3000	11600	4800							33950
4	7	2	1800	7200		7250	5600							21850
5	7	2	2500	7500		7250	6000							23250
6	7	1	2700	8500		8500	2000				1000			22500
7	8	3	6000	4000		6500	10800			3000	2000			32300
8	6		1000	7050		1000	6000							15050
9	5		4000	8250		2000						10000		24250
10	3to8	0to3	26000	32400		5000	51000					2500		116900
11	7	2	4500	3000		5625	9450	4500						29075
12	6	1	7000	1000		3800						1700		13500
13	3			1300					5000					2600
14	5		2500	3350		8750								15100
15	1													600
16	1		200											250
17	3				2700									2700
18	1													3500
19	3to5		900			7700		500						9100
20	3to5	2to3		600		6800	2000							7500
21	3to5					2400								2400
22	1													450
23	3		300	2100										2400
24	6	1	2000	10000		7500	2000	500				1000		23000
25	5	2		7000		7500	12000		11500					38000
26	4								4000		8000			12000
27	6	2	1000	13600		8200	16000							38800
28	6	2		4400	9000	4000	12000							29400
29	1to5	2	1000	37000		2500	22000					1000		63500
30	5		5000	11000		11200	6000							33200
31	6		2200	5850		11300	1000	200						20550
Totals			71600	190650	22000	139075	173450	5700	20500	3000	12250	29450		667675
Percentage			11%	29%	3%	21%	26%	1%	3%	0%	2%	4%		100%



Key to Building Numbers and Amended Areas Specified in Competition Brief

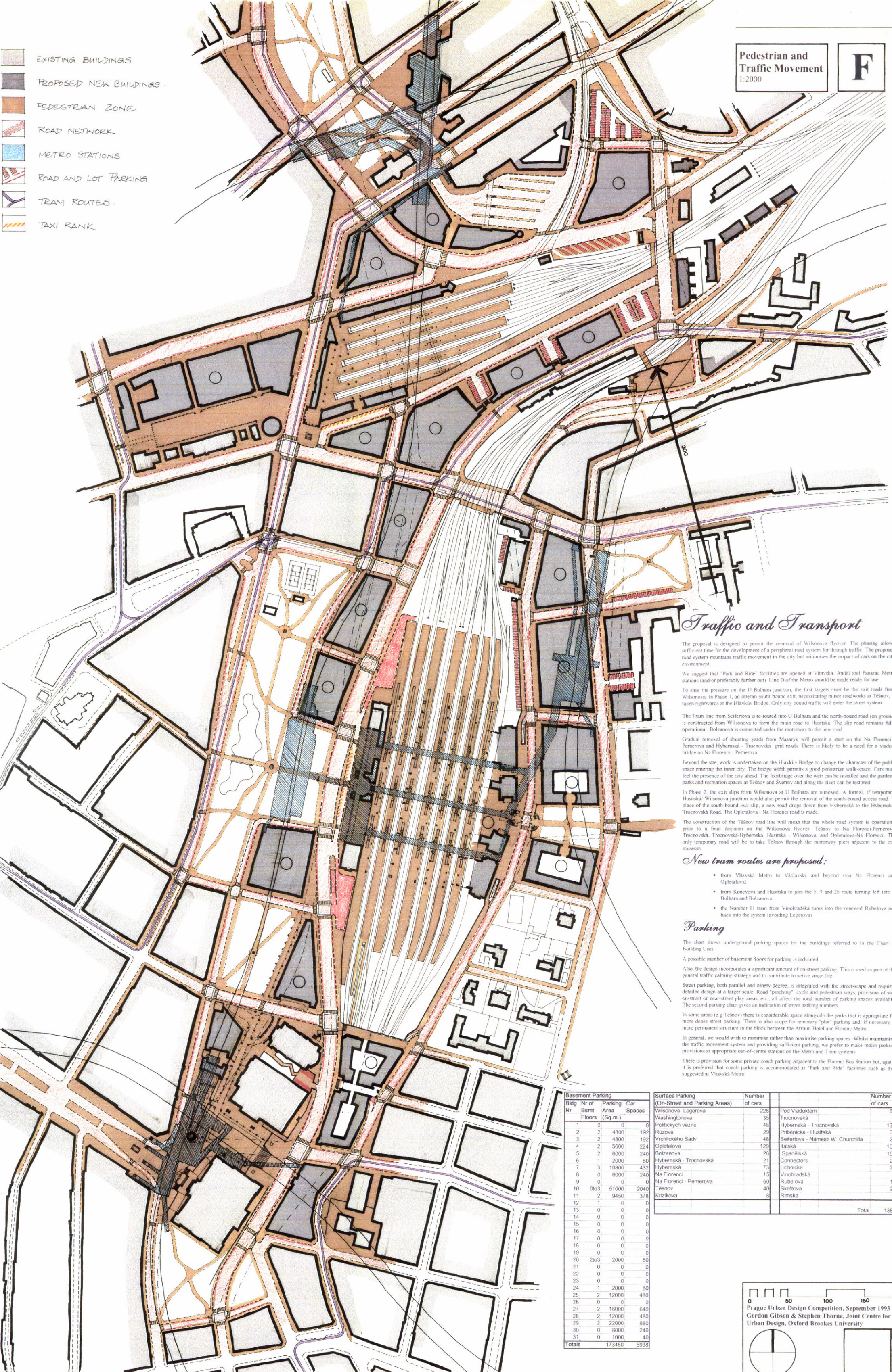
Building Nr	Location	Uses	Building Nr	Location	Uses
1	Washingtonova	Cultural Events, Library (attached to New National Library), Tourist Services.	17	Trocnovská	Residential
2	Wilsonova	Hotel and Parking	18	Behind Trocnovská	Light Industrial (and possible Postal Services)
3	Vrchlického Sady	Commercial Office Space, Residential, Parking, Hotel, Retail	19	Husitská: East Masaryk	Residential, Retail, Health and Social Services (Dedicated HSR Rail bridges proceed. Replace with Retail block)
4	Vrchlického Sady	Commercial Office Space, Residential, Parking, Retail	20	Husitská: East Masaryk	Residential (incl. Housing for the Elderly)
5	Vrchlického Sady	Commercial Office Space, Residential, Parking, Retail	21	East Husitská	Residential (incl. Sheltered Housing)
6	U Bulhara	Residential, Commercial Office Space, Retail, Parking, Other	22	East Husitská	Nursery, Community Centre, Sports Club
7	U Bulhara	Parking, Residential (incl. Homeless Shelter), Retail, Commercial Office Space, Sport and Recreation, Cinema, etc.	23	Seifertova	Commercial and Retail
8	Hybernská	Commercial Office Space, Parking, Residential, Retail	24	Seifertova Španělská	Commercial Office Space, Residential, Parking, Retail, Metro Station, Health and Social Services
9	Hybernská Opletalova	New Masaryk Station, Commercial Office Space, Retail	25	Španělská Ralská	Parking, Education Facility, Residential (incl. Housing for the Elderly), Commercial Office Space
10	Hybernská Krizkova	Parking, Commercial, Retail, Residential, Other	26	Italská	Library, Education
11	Na Florenci Krizkova	Parking, Residential, Commercial Office Space, Retail, Health Centre	27	Italská Španělská	Parking, Commercial Office Space, Residential, Retail (Service)
12	Krizkova Těšnov	Retail, Commercial Office Space, Residential, Services, Health Centre. Note: In the event of the retention of Wilsonova, the retail area will reduce significantly.	28	Italská Španělská	Residential, Hotel, Commercial Office Space, Residential
13	Bus Station Site	Building Craft Training School, Study Uses	29	Španělská Behind Main Station	Commercial Office Space, Parking, Residential, Service Retail, Cafe-Bar, Restaurant etc., CZR Fire Services, Power Rooms and Safety Centre
14	Viadukt	Residential, Commercial Office Space, Wholesale Market, Bar, Restaurant etc.	30	Legerova Španělská	Residential, Commercial Office Space, Parking, Retail (including specialist retail mall)
15	Pernerova	Religious Facility	31	Legerova/Vinohradská Rubelova	Residential (incl. Homeless Shelter), Commercial Office Space, Retail, Parking, Health Care
16	Trocnovská Pláze	Cafe, Bus Services, Toilets			

Chart of Building Floor Area Distribution by District (sq.m.)

Area	I	II	III	IV	V	VI	VII	VIII	IX	X	Total
A											33200
B											63500
C/D											141150
Bus-Florenc (bus site area)											over 6000
1	4500	5000	0	5625	9450	4500	0	0	0	0	29075
2	7000	2300	0	3800	0	0	5000	0	0	0	4300
3	2700	3350	0	8750	0	0	0	0	0	0	11500
4	1000	7050	0	1000	6000	0	0	0	0	0	15050
5/6	0	0	0	2400	0	0	0	0	0	0	450
7	3300	37100	9000	27200	42000	500	15500	0	8000	1000	143600
8/9	6900	4600	0	21000	12800	500	0	3000	2000	750	51550
9A	0	0	0	2700	0	0	0	0	0	0	3500
10	8000	36750	13000	34600	23200	0	0	0	2250	4800	122600
11	2200	5850	0	11300	1000	200	0	0	0	0	20550
Totals	71600	190650	22000	139075	173450	5700	20500	3000	12250	29450	667675

Note: The parkland in Area 10 (Vrchlického Sady) has increased from approx 4 to over 5 hectares.

- EXISTING BUILDINGS
- PROPOSED NEW BUILDINGS
- PEDESTRIAN ZONE
- ROAD NETWORK
- METRO STATIONS
- ROAD AND LOT PARKING
- TRAM ROUTES
- TAXI RANK



Traffic and Transport

The proposal is designed to permit the removal of Wilsonova flyover. The phasing allows sufficient time for the development of a peripheral road system for through traffic. The proposed road system maintains traffic movement in the city but minimises the impact of cars on the city environment.

We suggest that "Park and Ride" facilities are opened at Vitavská, Andel and Pankrac Metro stations (and/or preferably further out). Line D of the Metro should be made ready for use.

To ease the pressure on the U Bulhara junction, the first targets must be the exit roads from Wilsonova. In Phase 1, an interim south-bound exit, necessitating minor roadworks at Tešnov, is taken rightwards at the Hlavkuv Bridge. Only city bound traffic will enter the street system.

The Tram line from Seifertova is re-routed into U Bulhara and the north-bound road (on ground) is constructed from Wilsonova to form the main road to Husitska. The slip road remains fully operational. Bolzanova is connected under the motorway to the new road.

Gradual removal of shunting yards from Masaryk will permit a start on the Na Florenci - Pernerova and Hyberska - Trocnovska grid roads. There is likely to be a need for a viaduct bridge on Na Florenci - Pernerova.

Beyond the site, work is undertaken on the Hlavkuv Bridge to change the character of the public space entering the inner city. The bridge width permits a good pedestrian walk-space. Cars must feel the presence of the city ahead. The footbridge over the weir can be installed and the gardens, parks and recreation spaces at Tešnov and Svermy and along the river can be restored.

In Phase 2, the exit slips from Wilsonova at U Bulhara are removed. A formal, if temporary, Husitska - Wilsonova junction would also permit the removal of the south-bound access road. In place of the south-bound exit slip, a new road drops down from Hyberska to the Hyberska - Trocnovska Road. The Opletalova - Na Florenci road is made.

The construction of the Tešnov road line will mean that the whole road system is operational prior to a final decision on the Wilsonova flyover. Tešnov to Na Florenci - Pernerova, Trocnovska - Hyberska, Husitska - Wilsonova, and Opletalova - Na Florenci. The only temporary road will be to take Tešnov through the motorway piers adjacent to the city museum.

New tram routes are proposed:

- from Vitavská Metro to Václavské and beyond (via Na Florenci and Opletalova)
- from Konešova and Husitska to join the 5, 9 and 26 route turning left into U Bulhara and Bolzanova.
- the Number 11 tram from Vinohradská turns into the renewed Rubešova and back into the system (avoiding Ležerova)

Parking

The chart shows underground parking spaces for the buildings referred to in the Chart of Building Uses.

A possible number of basement floors for parking is indicated. Also, the design incorporates a significant amount of on-street parking. This is used as part of the general traffic calming strategy and to contribute to active street life.

Street parking, both parallel and ninety degree, is integrated with the street-scapes and requires detailed design at a larger scale. Road "pinching", cycle and pedestrian ways, provision of safe on-street or near-street play areas, etc., all affect the total number of parking spaces available. The second parking chart gives an indication of street parking numbers.

In some areas (e.g. Tešnov) there is considerable space alongside the parks that is appropriate for more dense street parking. There is also scope for temporary "plot" parking and, if necessary, a more permanent structure in the block between the Atrium Hotel and Florenci Metro.

In general, we would wish to minimise rather than maximise parking spaces. Whilst maintaining the traffic movement system and providing sufficient parking, we prefer to make major parking provisions at appropriate out-of-centre stations on the Metro and Tram systems.

There is provision for some private coach parking adjacent to the Florenci Bus Station but, again, it is preferred that coach parking is accommodated at "Park and Ride" facilities such as that suggested at Vitavská Metro.

Basement Parking				Surface Parking (On-Street and Parking Areas)		Number of cars	
Bldg Nr	Nr of Floors	Parking Area (Sq.m.)	Car Spaces	Number of cars	Number of cars	Number of cars	Number of cars
1	0	0	0	228	Pod Vladutkem	83	
2	2	4800	192	35	Trocnovska	5	
3	2	4800	192	48	Hyberska - Trocnovska	132	
4	2	5600	240	29	Pribenicka - Husitska	35	
5	2	6000	240	48	Seifertova - Namesti W Churchilla	27	
6	1	2000	80	129	Italska	101	
7	3	10800	432	26	Spanelska	153	
8	0	6000	240	21	Connectors	25	
9	0	0	0	73	Lichnicka	20	
10	0	0	0	15	Vinohradska	8	
11	2	9450	378	60	Rubešova	10	
12	1	0	0	40	Skrétova	23	
13	0	0	0	8	Rimska	6	
14	0	0	0				
15	0	0	0				
16	0	0	0				
17	0	0	0				
18	0	0	0				
19	0	0	0				
20	2to3	2000	80				
21	0	0	0				
22	0	0	0				
23	0	0	0				
24	1	2000	80				
25	2	12000	480				
26	0	0	0				
27	2	16000	640				
28	2	12000	480				
29	2	22000	880				
30	0	6000	240				
31	0	1000	40				
Totals		173450	6938				1384

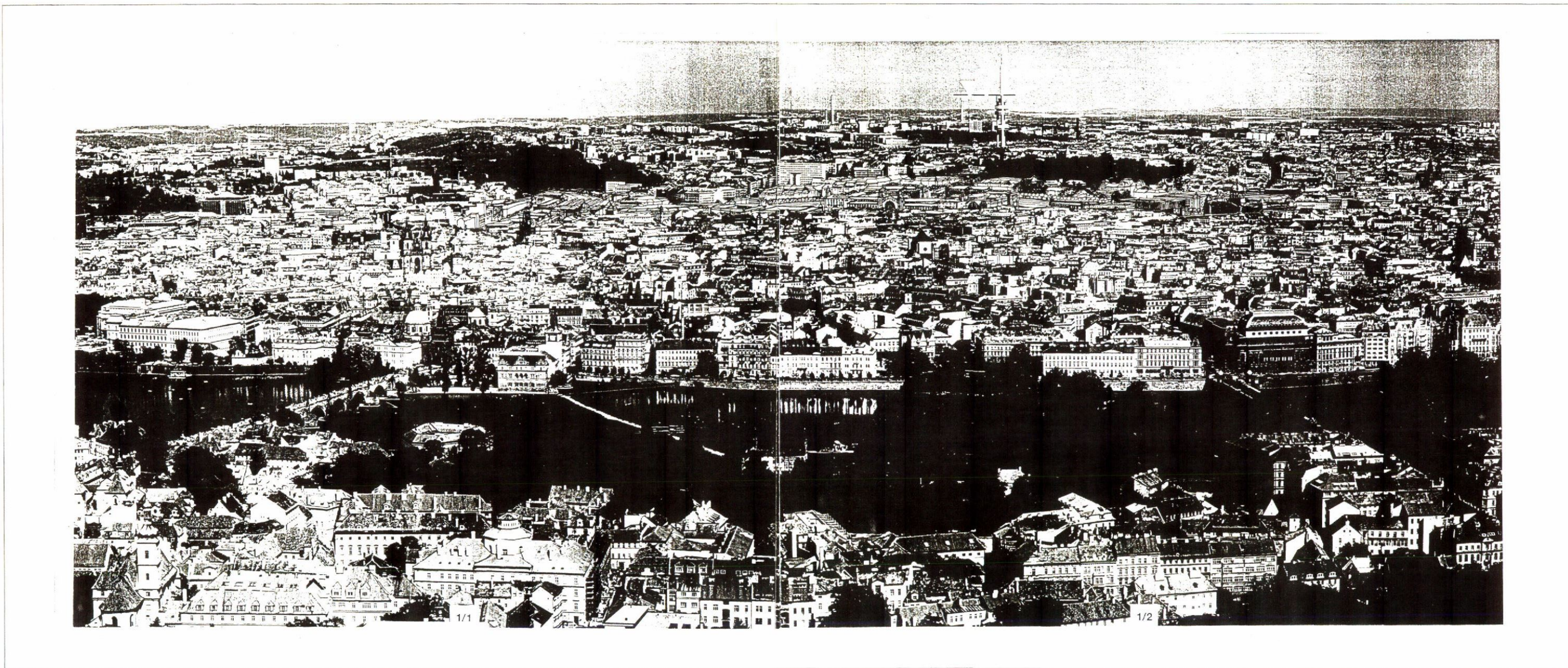
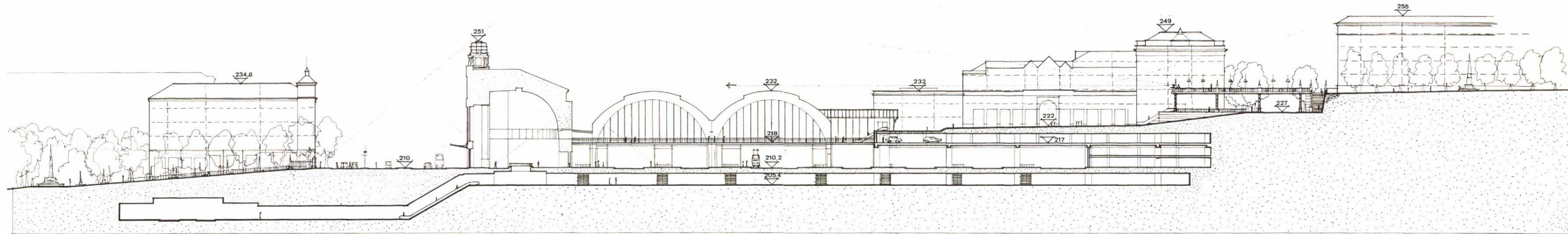


PERSPECTIVE VIEW
FROM SEIFERTOVA RAILWAY BRIDGE

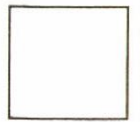
0 10 20 30 40

Prague Urban Design Competition, September 1993
Gordon Gibson & Stephen Thorne, Joint Centre for
Urban Design, Oxford Brookes University

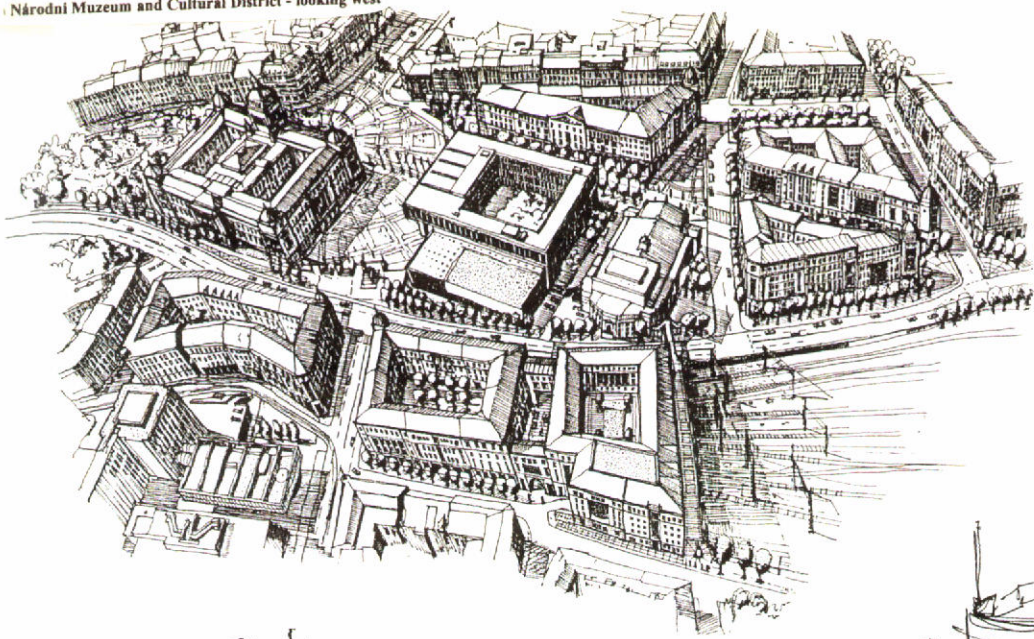
The block contains a scale bar at the top with markings at 0, 10, 20, 30, and 40. Below the scale bar is a north arrow symbol, which is a circle with a cross inside. To the right of the north arrow is a simple rectangular box.



Perspective
For other aerial views,
see Drawing M



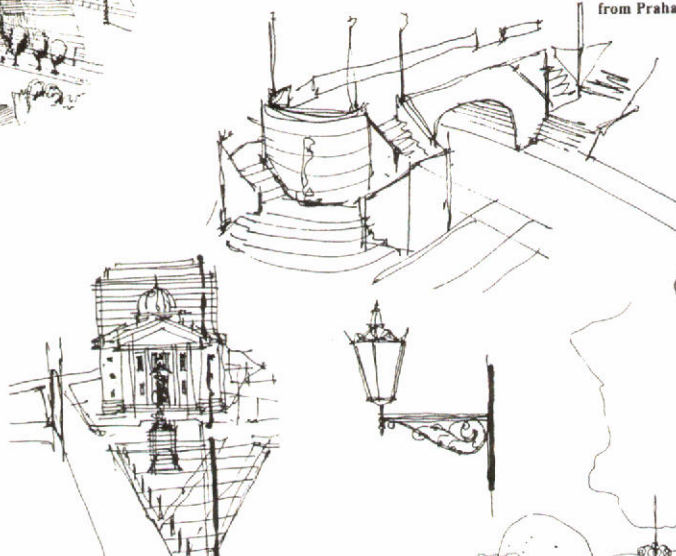
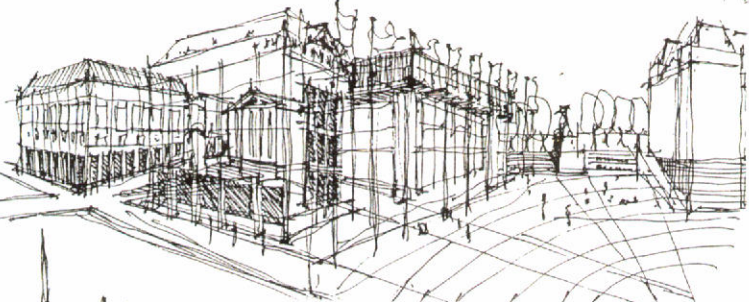
Národní Muzeum and Cultural District - looking west



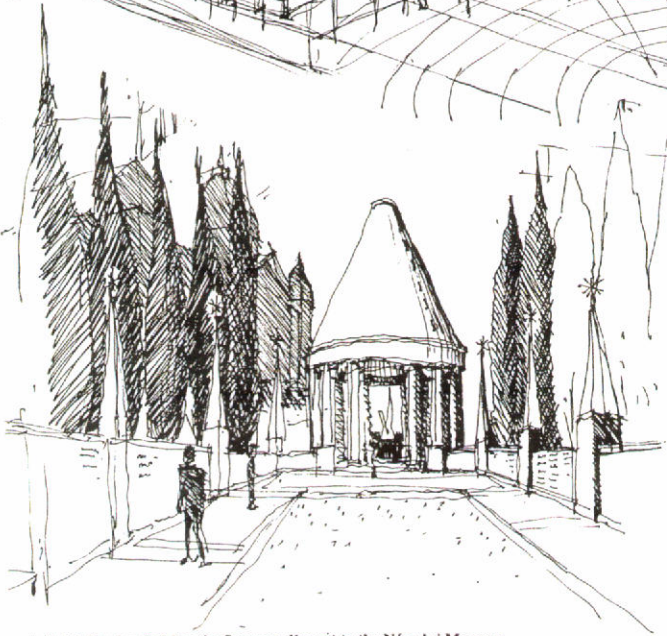
Developing a Language from Praha



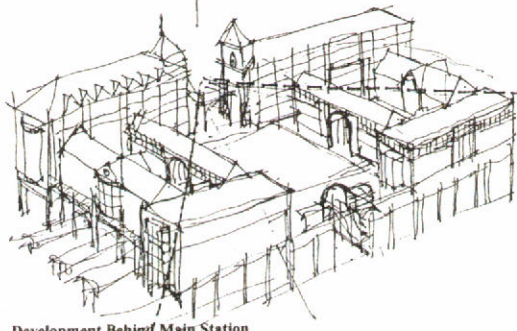
Národní Muzeum reconnected to Václavské Náměstí



Smetanovo Divadlo along the axis of Politických vězňů



A Quiet Garden finishes the Square adjacent to the Národní Muzeum

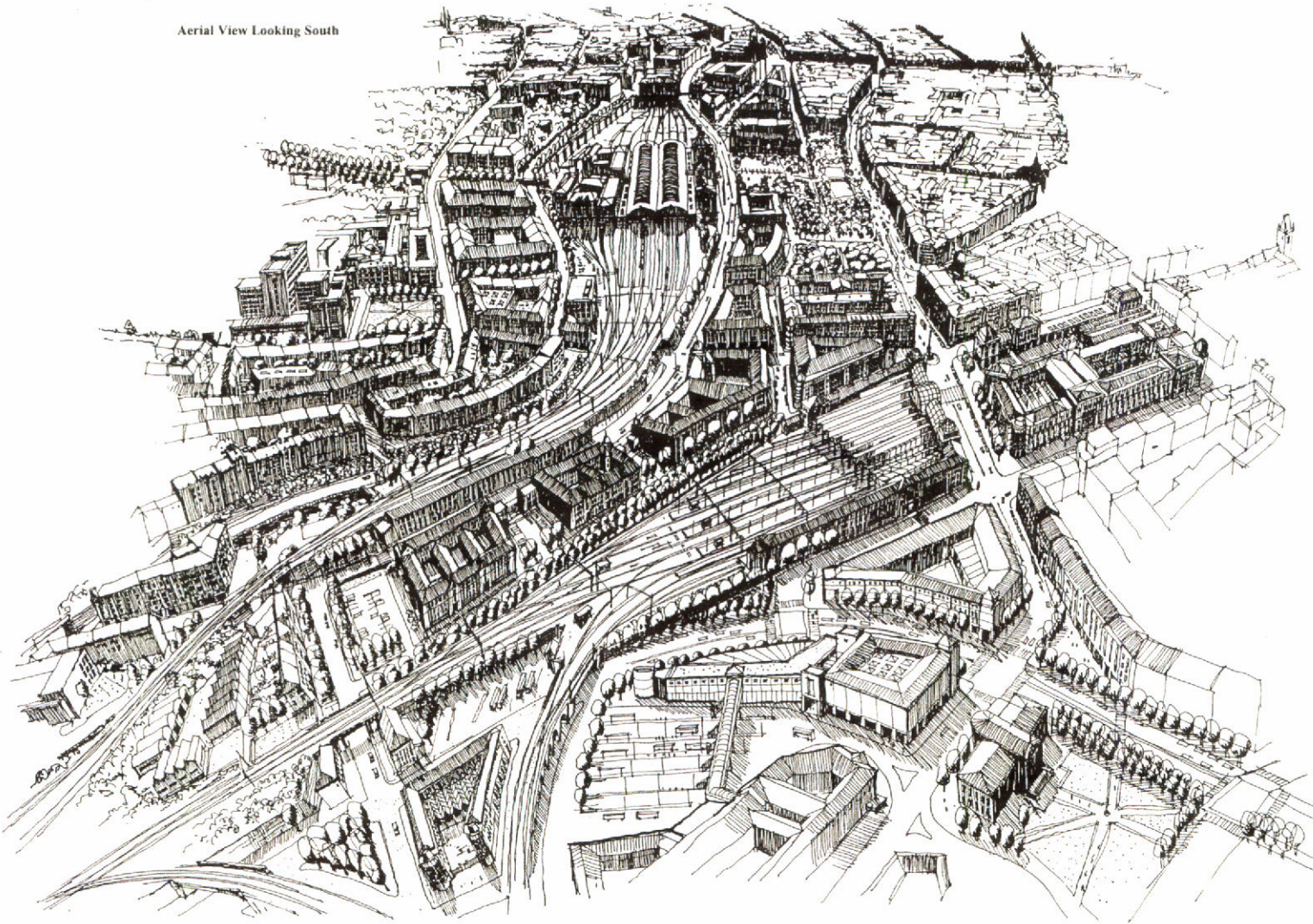


Development Behind Main Station

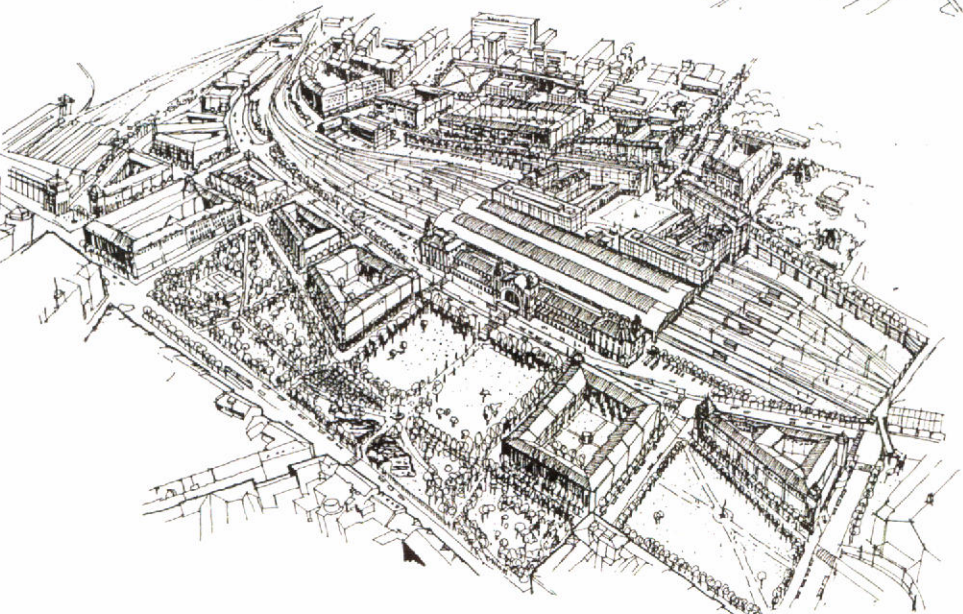


Wilsonova - View looking south

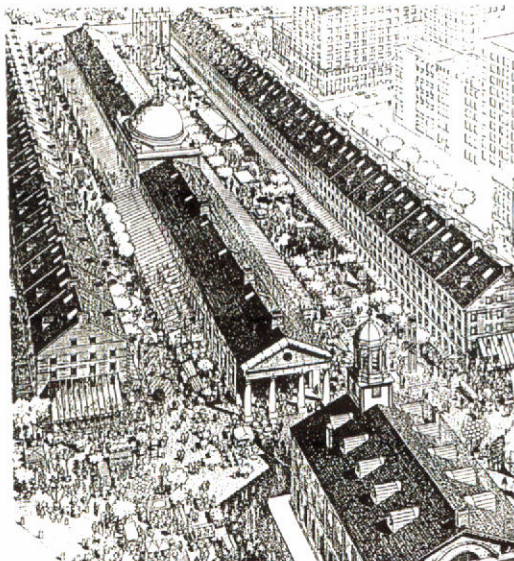
Aerial View Looking South



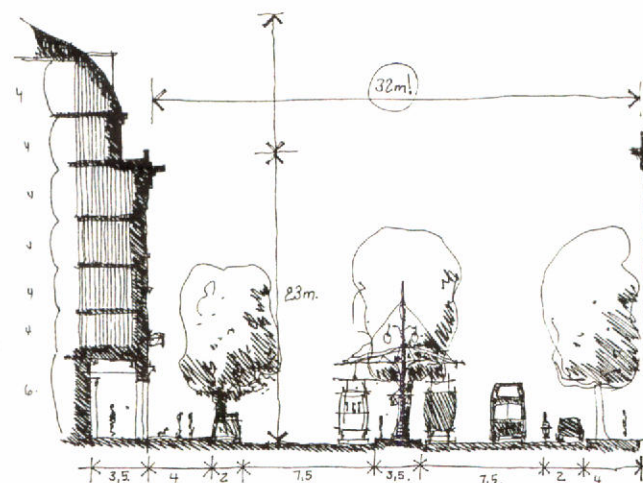
PRAHA



Wilson Station and Vrchlického Sady



Quincy Market, Boston, USA - a reference for the new Masaryk Centre



Typical Section through major road