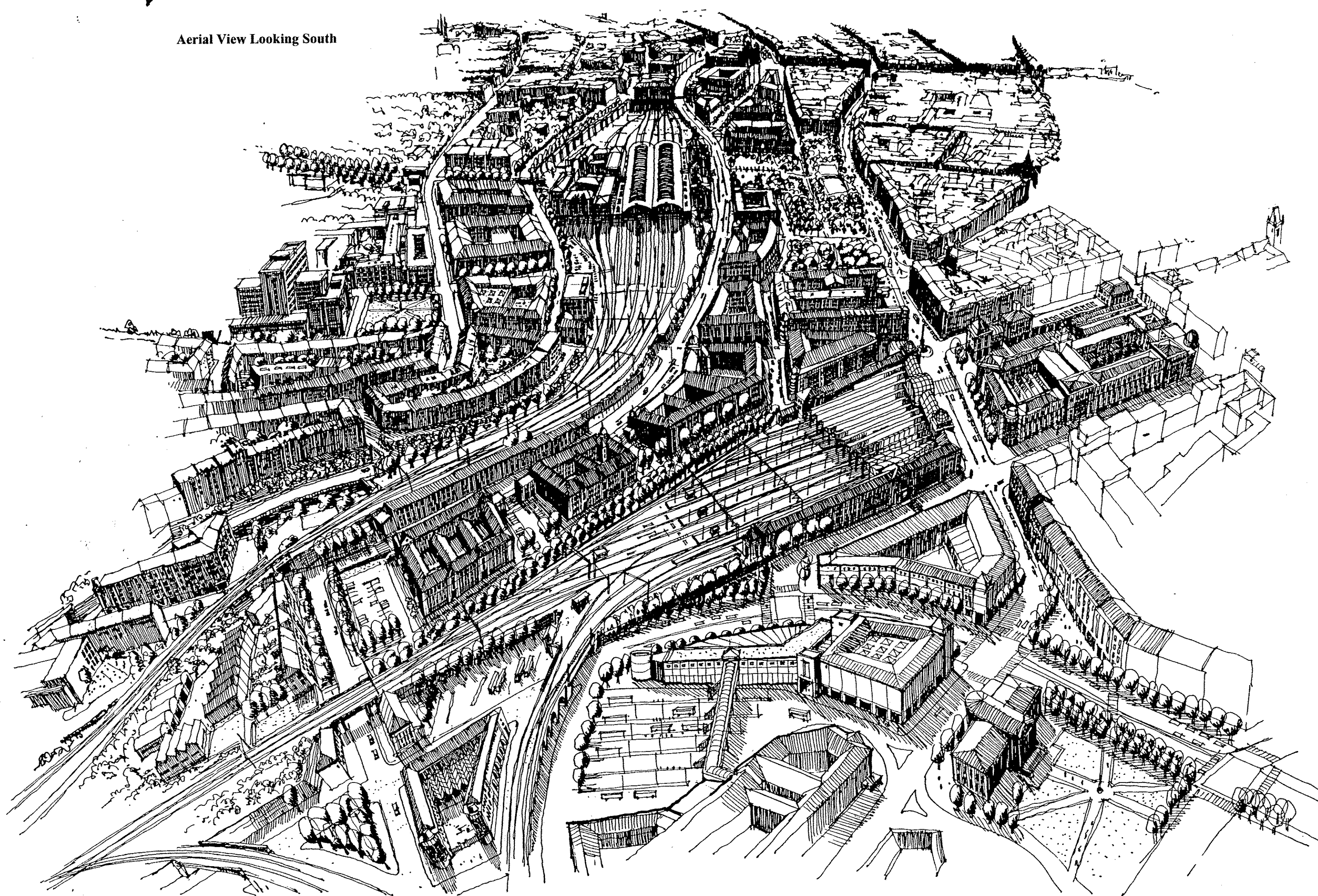


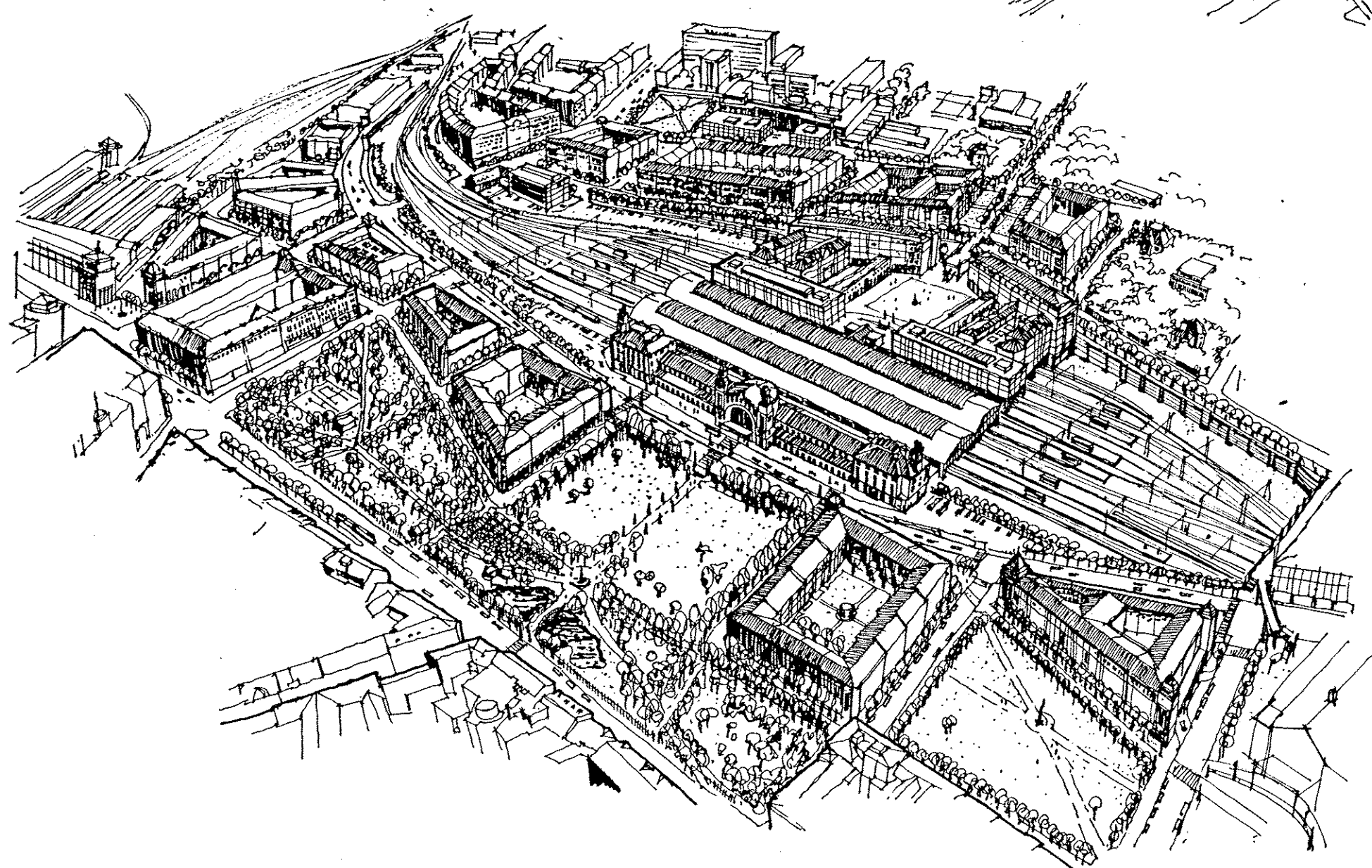
Development Behind Main Station

Wilsonova - View looking south

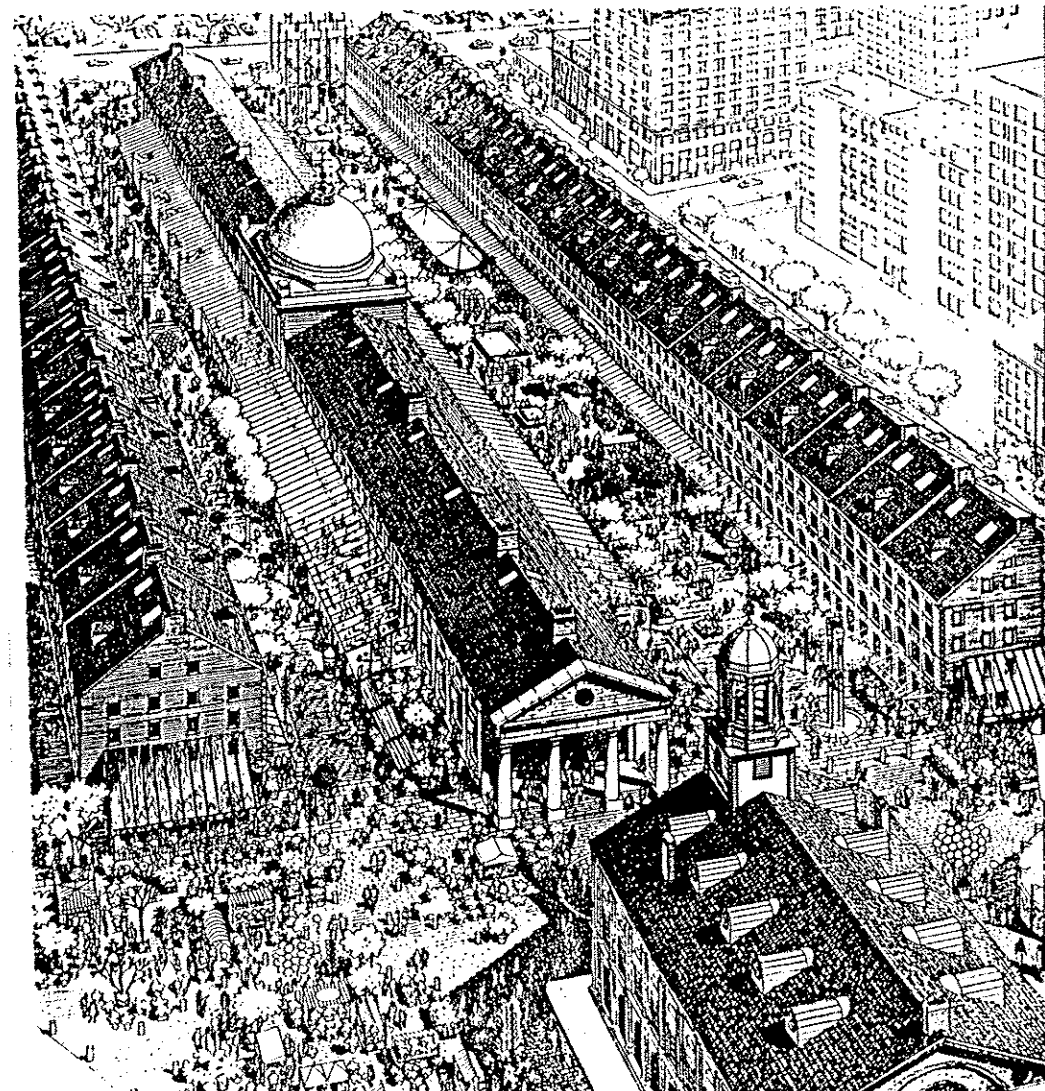
Aerial View Looking South



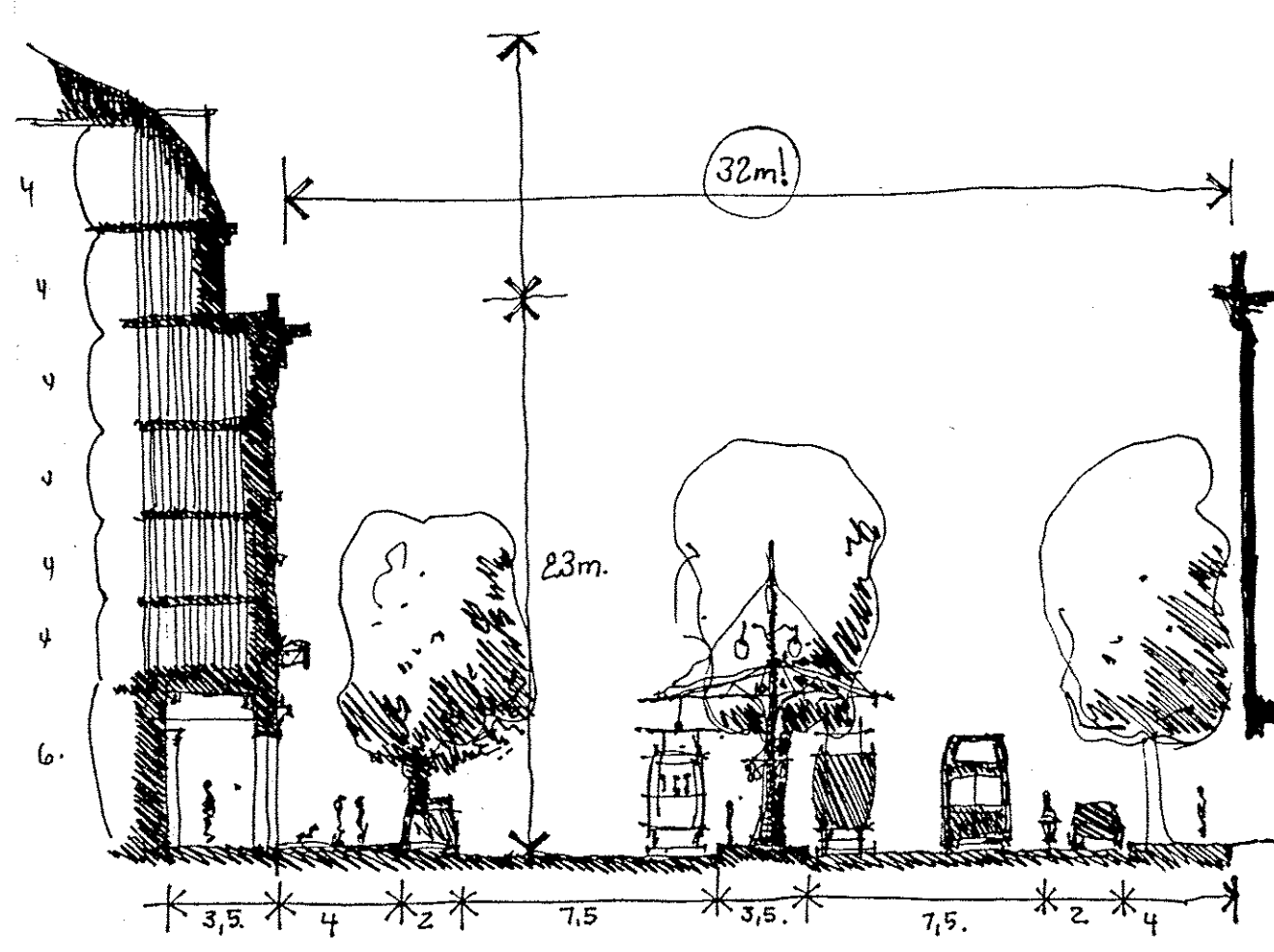
PRAHA



Wilson Station and Vrchlického Sady



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



Typical Section through major road

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 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.

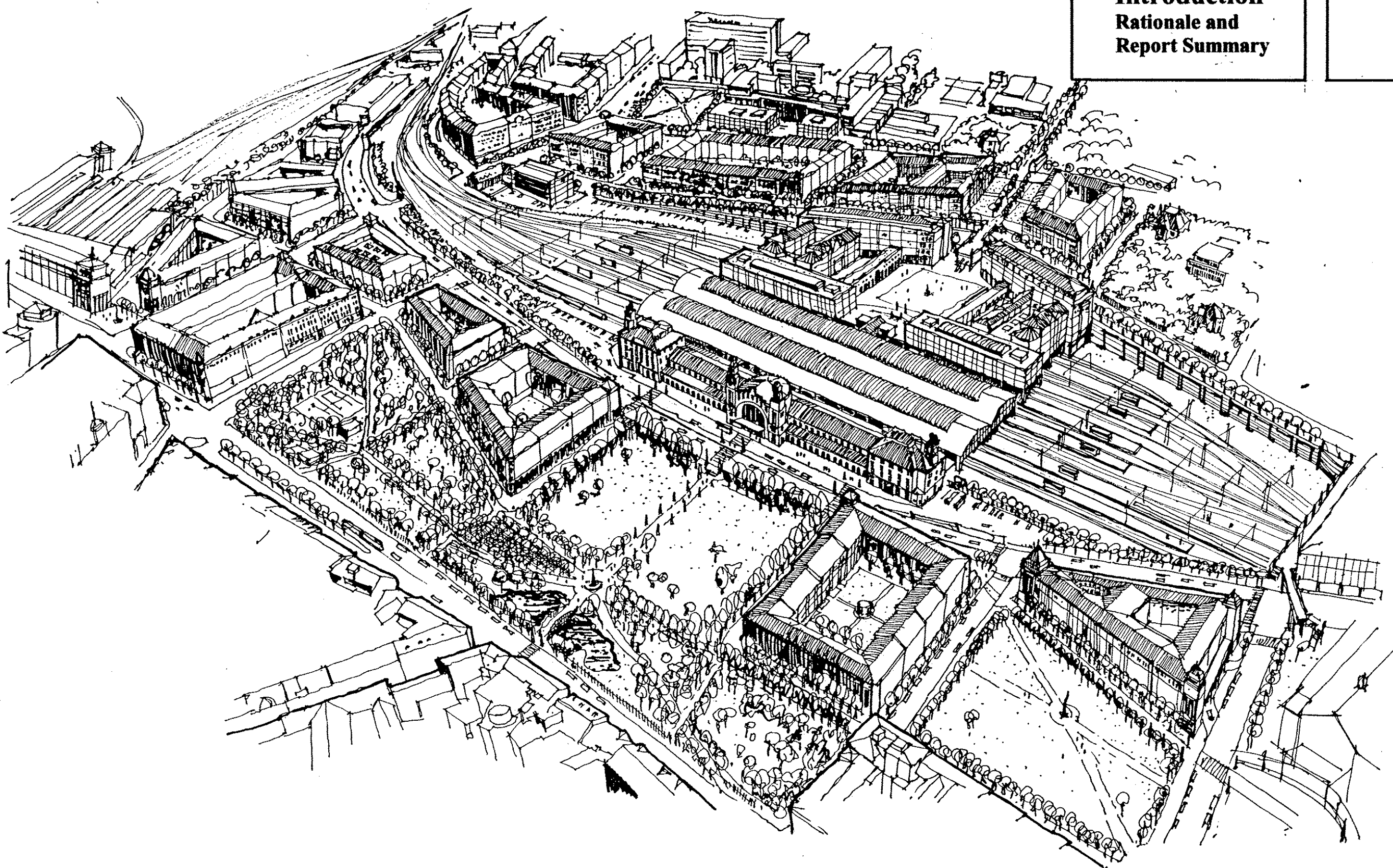
Respecting the City

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.



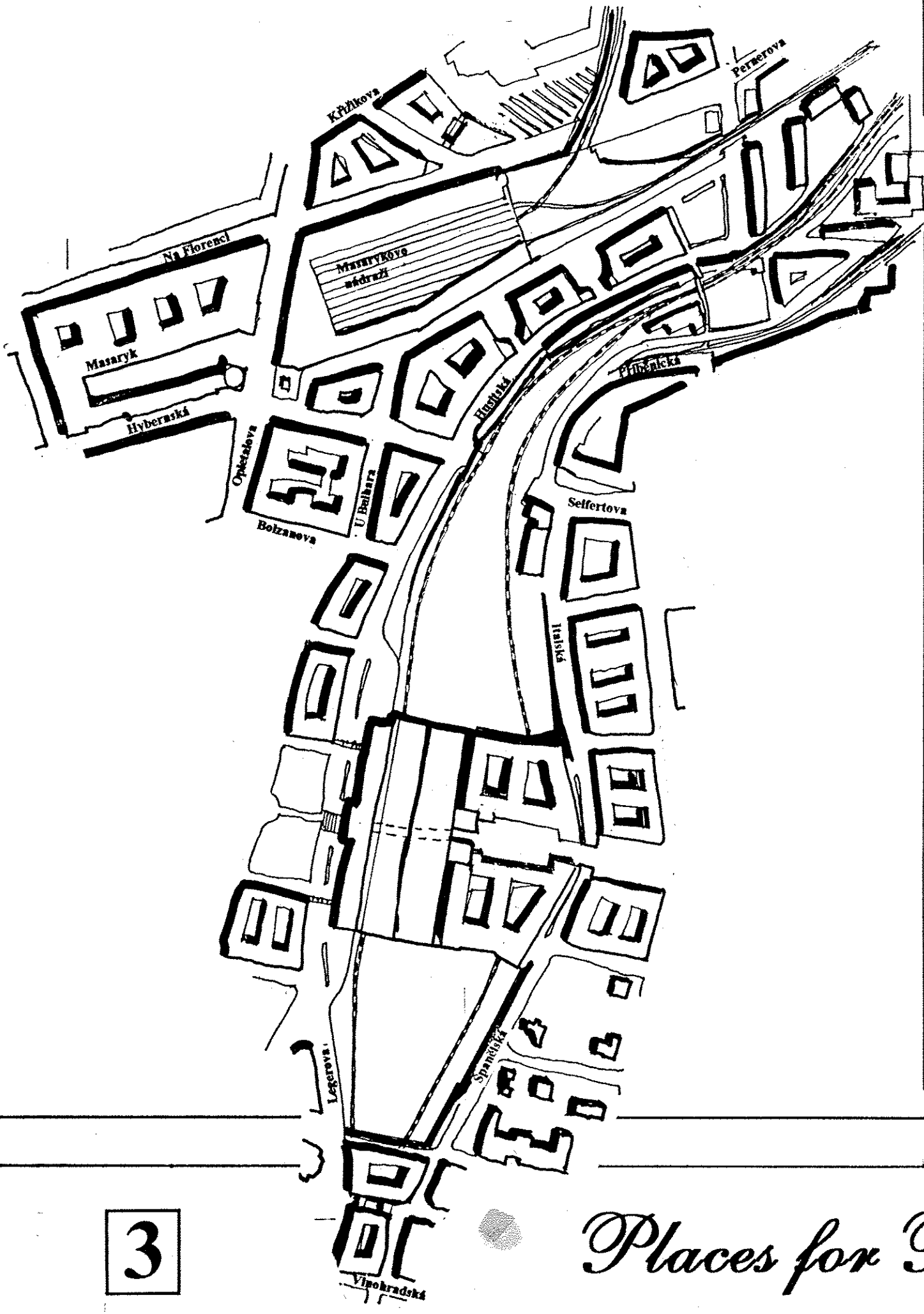
Introduction
Rationale and
Report Summary

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



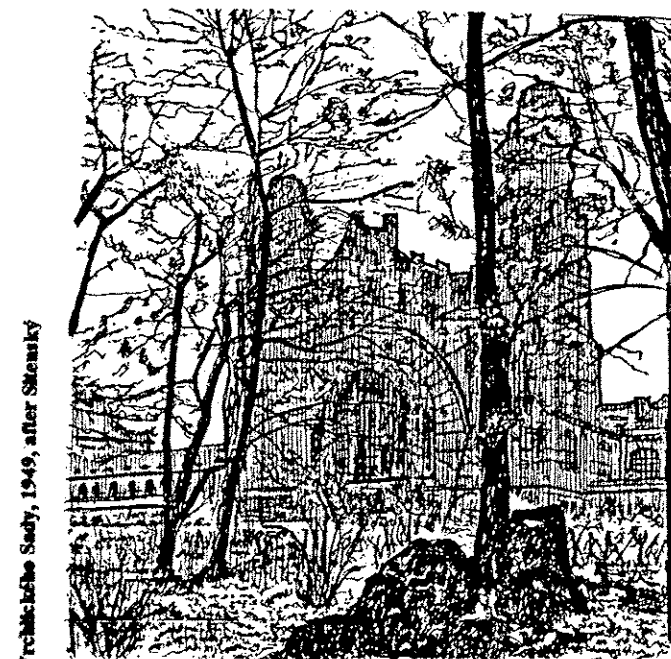
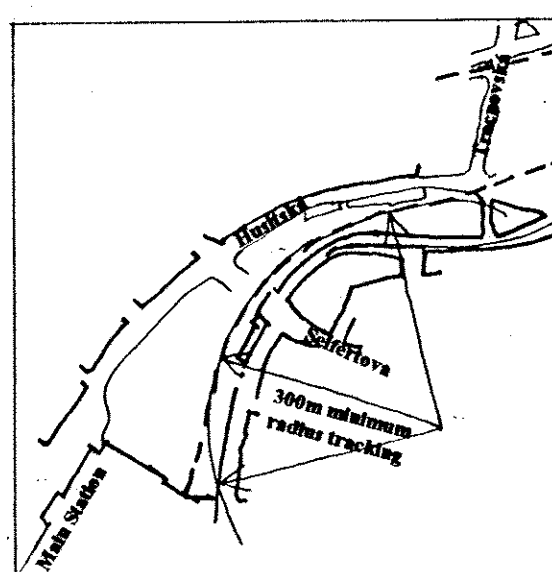
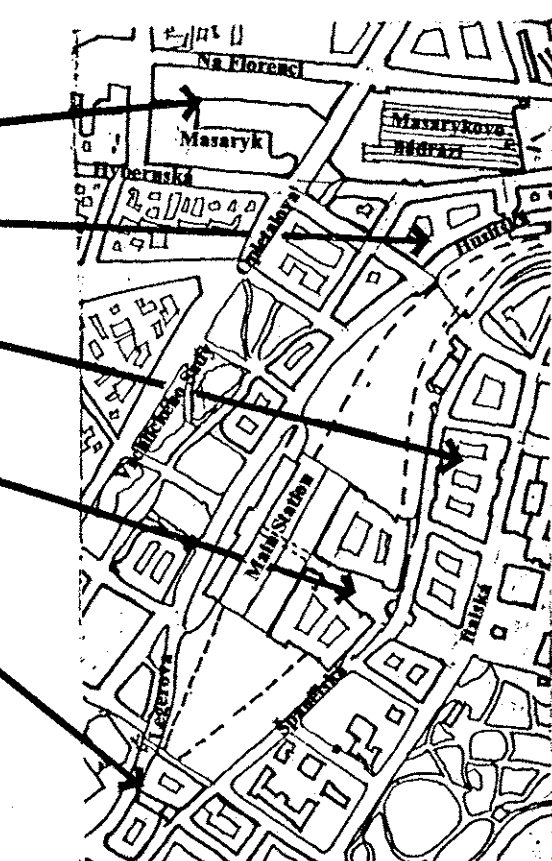
Five major development sites for Czech Railways:

- The Masaryk Retail Centre and New Rail Terminal;
- A Recreational, Residential and Commercial sequence that reclaims the U Bulhara junction and Husitka 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 Husitka 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.
- Refurbishment of the fine, 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:

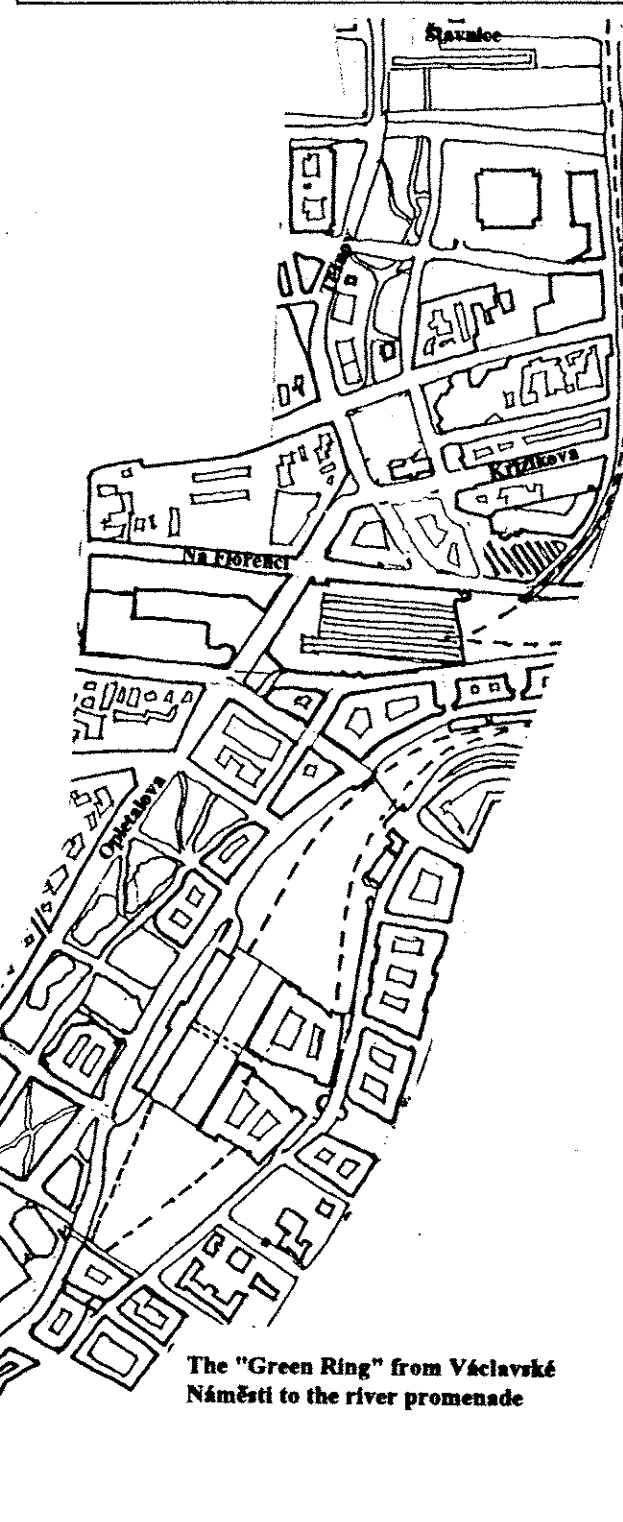
For CZR:

- 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 Husitka 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 Husitka;
- A scenic walk from Příbnická over the Žižkov (high) viaduct into Žižkov Park, enhancing the difficult space behind the Příbnická/Rehořova residential streets;
- A pedestrian route from Rehořova/Příbnická to lower Husitka 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)

Thinking Pedestrians

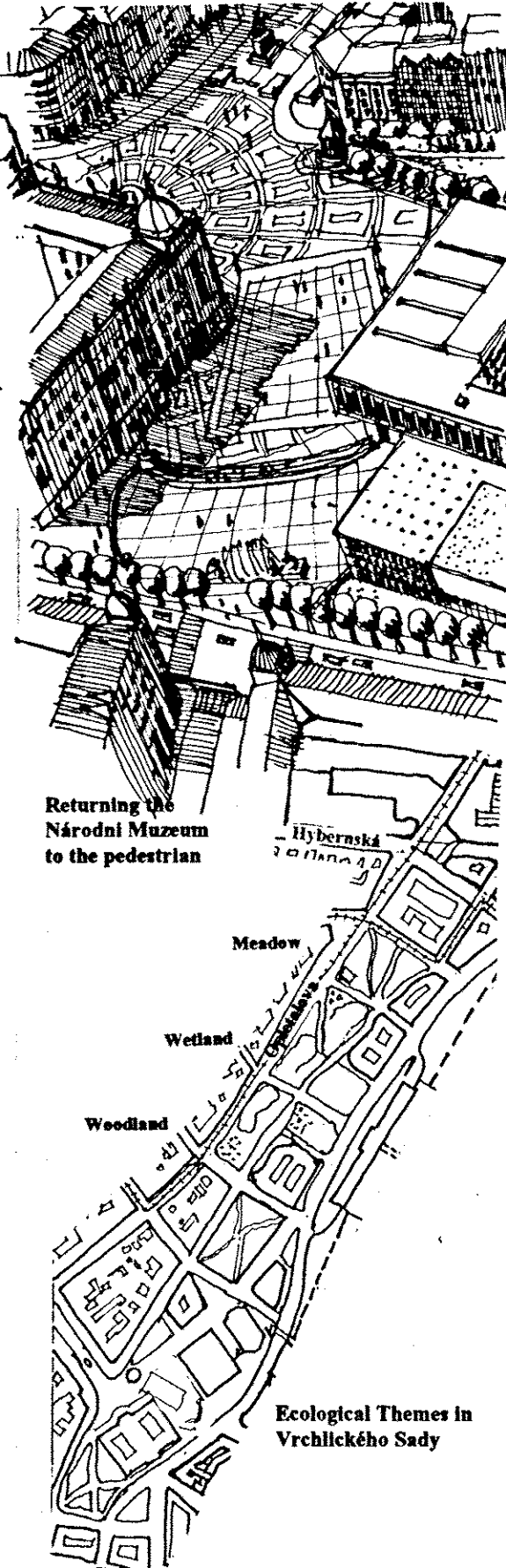
- The Federal Parliament is converted into a National Library and Convention Centre.
- Its activated frontage opens to the square offering tourism, education, research and cultural retail outlets.
- A weekly market and informal and formal cultural events in the summer and skating in the winter, make the square a popular focal point.
- A quiet, tree-bounded garden finishes the square against Washingtonova.
- The adjacent block, linked to the library, houses a new auditorium on the new Smetana 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 Florenc and Na Florenc to Pankrác.
- 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/Florenc

(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 Florenc and between Na Florenc and Pankrác will be major factors in returning the whole stretch from Florenc to the Hlávkův Bridge to being traditional inner city.

Thinking Pedestrians

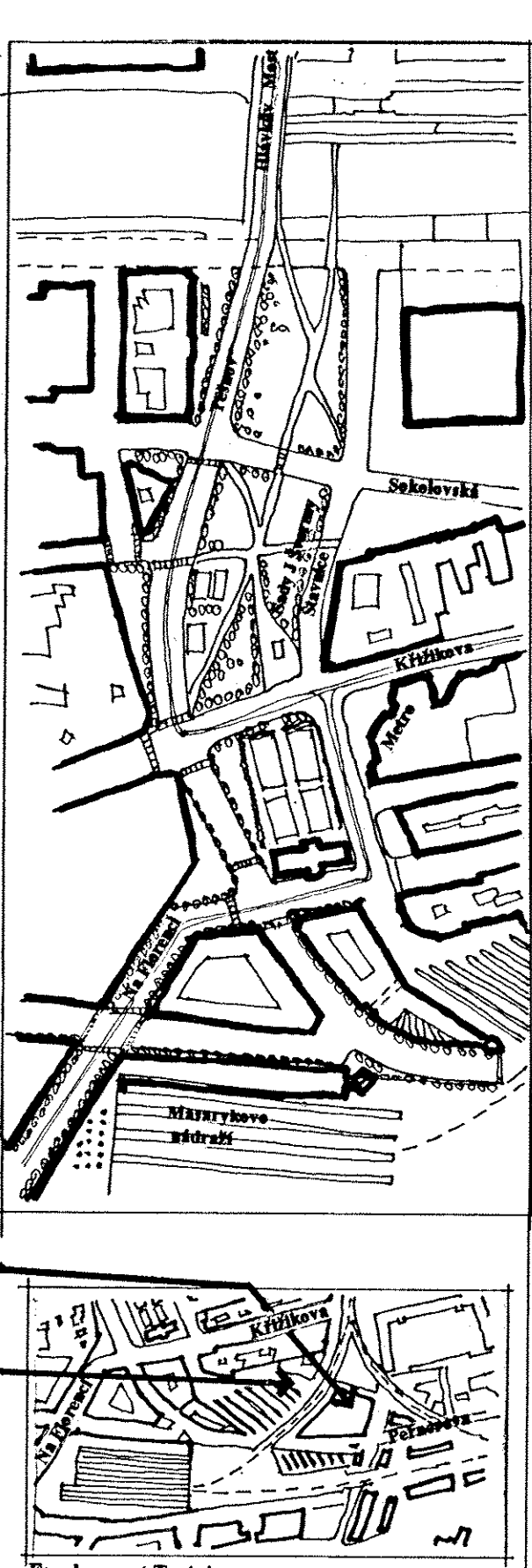
- Re-modelling of the full length of Sverny Park.
- A formal garden in front of the City Museum.
- Neighbourhood Park with recreational facilities and the return of the cafe pavilion.
- Connecting paths towards the city and to the river.
- Two main park paths: one up and over the Hlávkův Bridge - redesigned 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 Stavnice Island.

Making Connections

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

Employment and Job Training

- A wholesale indoor market space.
- New uses for the Viaduct 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 Husitka, 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 Husitka junction is a kindergarten and community recreation space.

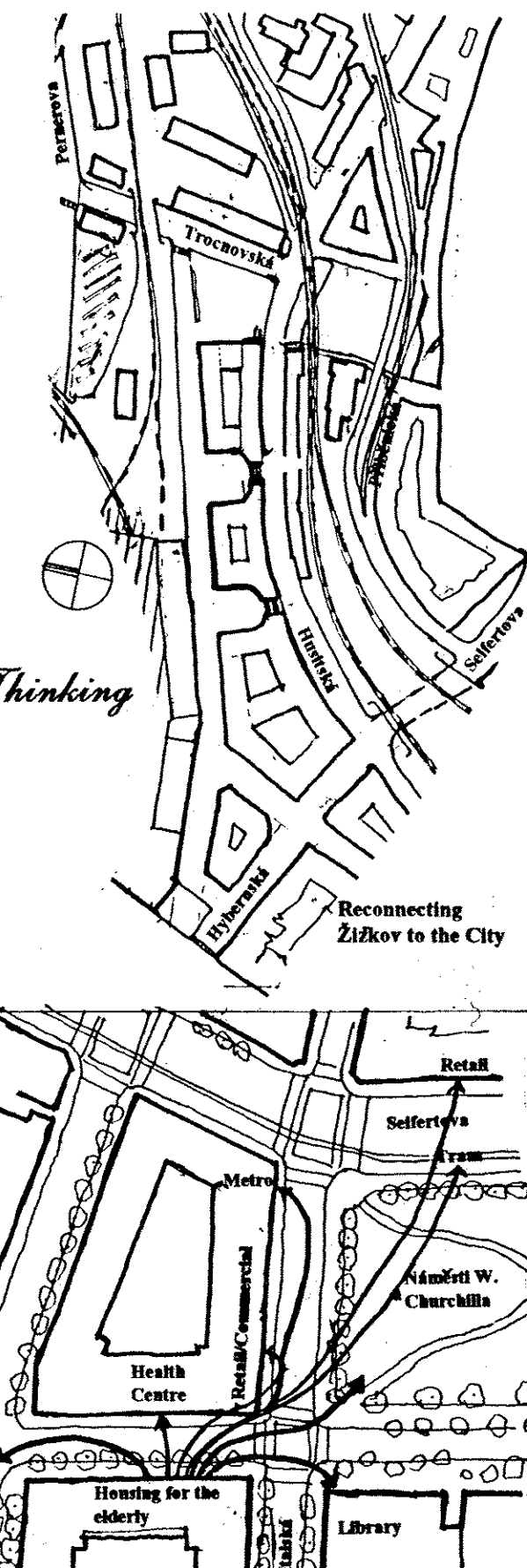
Making Connections/Thinking

Pedestrians

- A secondary road from Seifertova to upper Husitka.
- Landscaping and a scenic walk, up and over the old viaduct to the park.
- A pathway and footbridge from Příbnická/Rehořova down to the new Husitka residential centre and to Karlín.
- Protection and enhancement of Příbnická.

Local Districts...again

- A new Příbnická - 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)

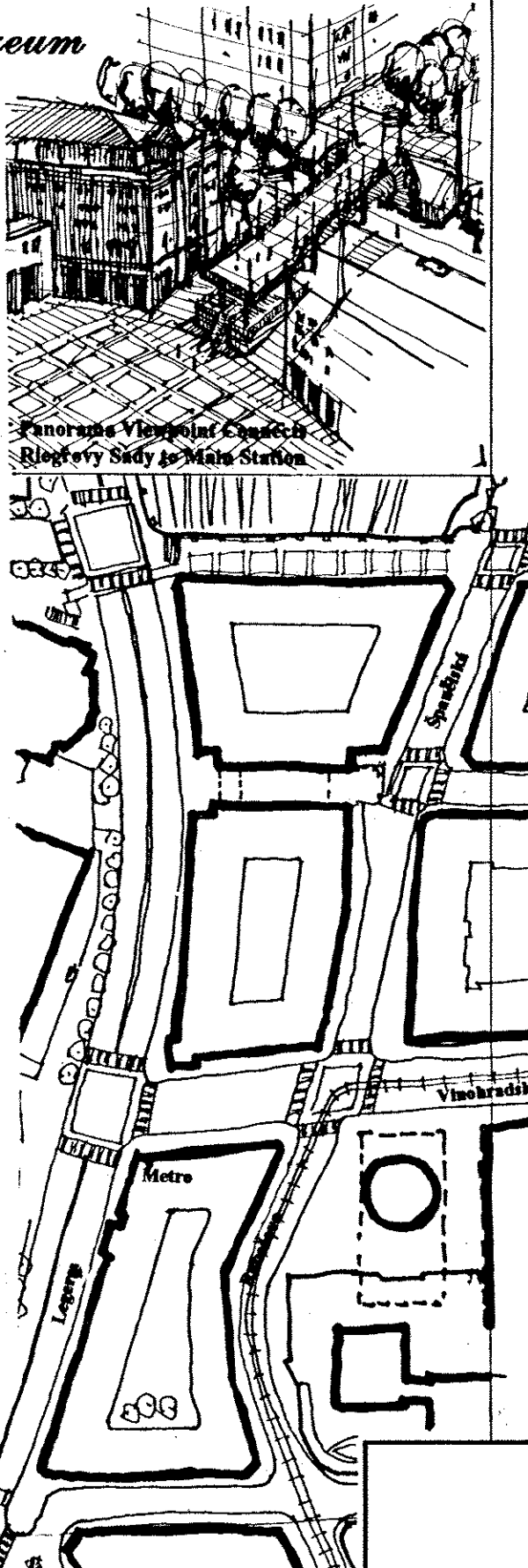
Our object is to protect and enhance the elegant suburb of Vinohrady.

Thinking Pedestrians

- A more formal entrance to the fine Riegrovy Sady.
- A quiet garden square at Kunčická.
- 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.
- Realignment of Legerova to sweep more comfortably round the Smetanova Divadlo.
- Rubcova and Skřetova are reformed to provide a residential block overlooking a new square between the Národní Museum and the old Federal Parliament Building.

Making Connections

- New connections from Riegrovy Sady, Na Smetance (footbridge) over Legerova and Mánesova provide pedestrian links to the city.
- Controlled surface and underground crossings to the city.
- A visual break at the end of Vinohradská to turn traffic north or south on to Legerova.
- A new Metro entrance and Tram route.



progression of text

Must make clear station is moved
CZD was used in planning reference to: did not understand

Praha: Přijďte Pobýt

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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:

- a new retail centre based on the conserved Masaryk Station;
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- remaking the spoiled lower ends of Karlín, Žižkov and Vinohrady and their connections to the city;
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- 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 development proposal which will have a negative effect on lower Žižkov and the city, similar to that of U Bulhara. We also provide a modern Masaryk Station for commuters and those arriving on the international airport link and a refurbished Main Station.

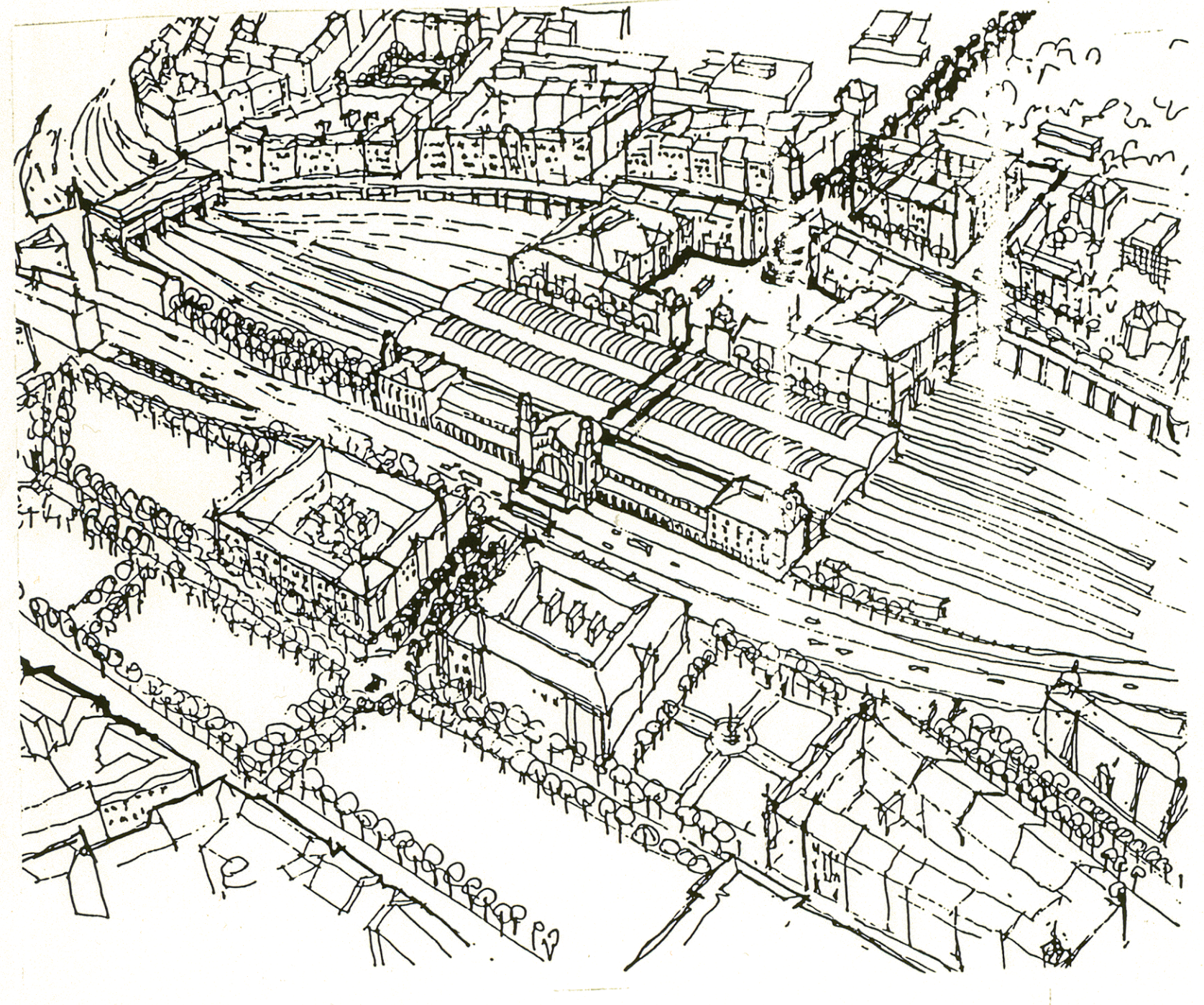
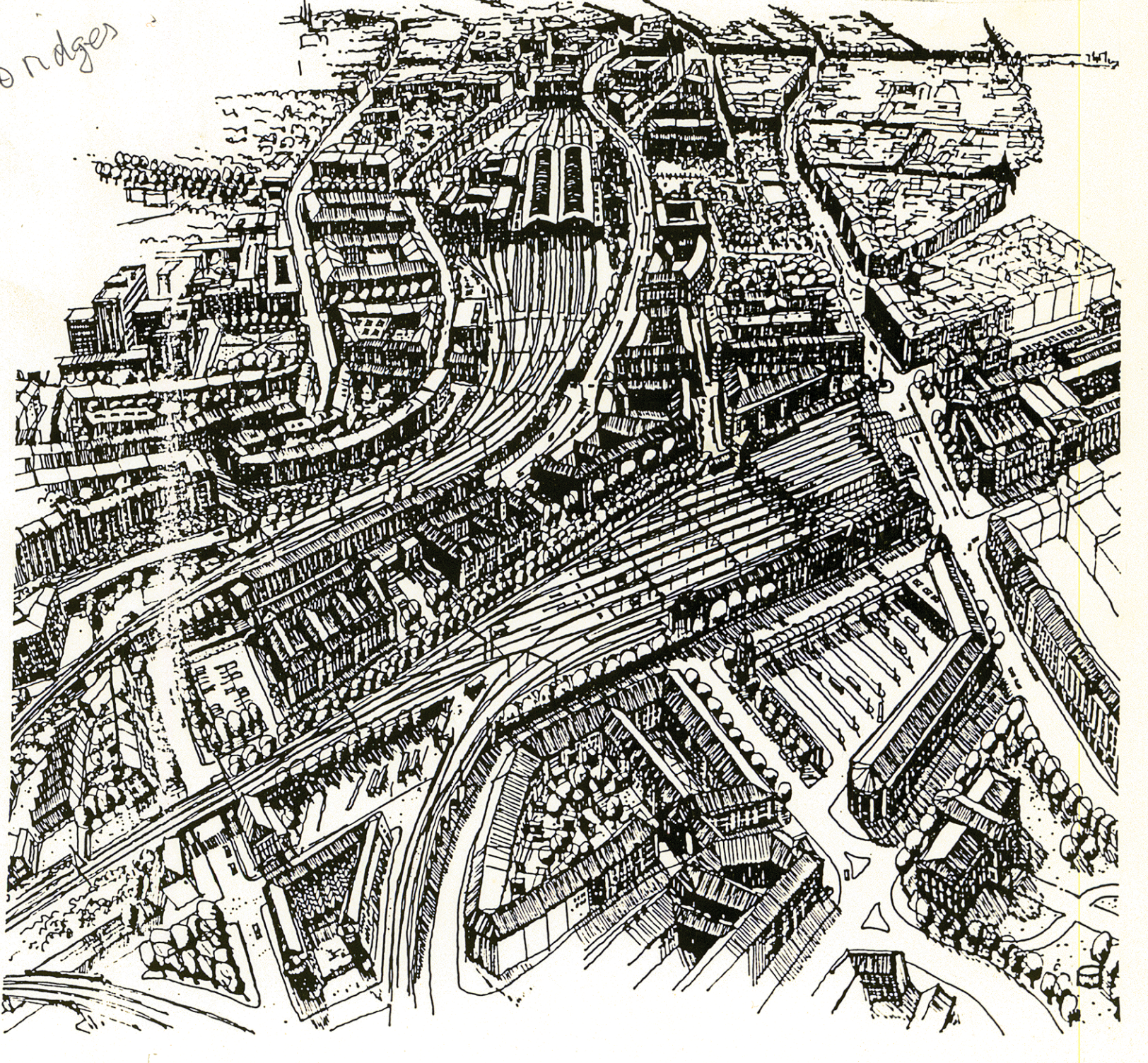
Respecting the City

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. We integrate housing and local amenities to consolidate the existing communities.

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 area. 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.



Five major development sites for Czech Railways:

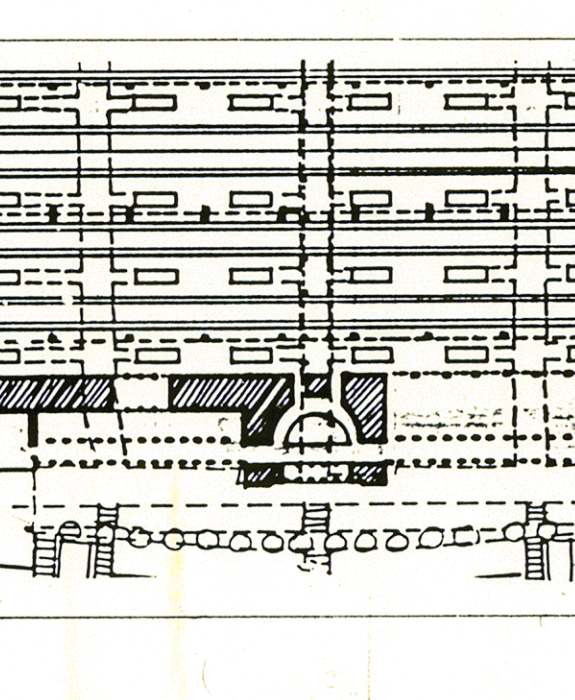
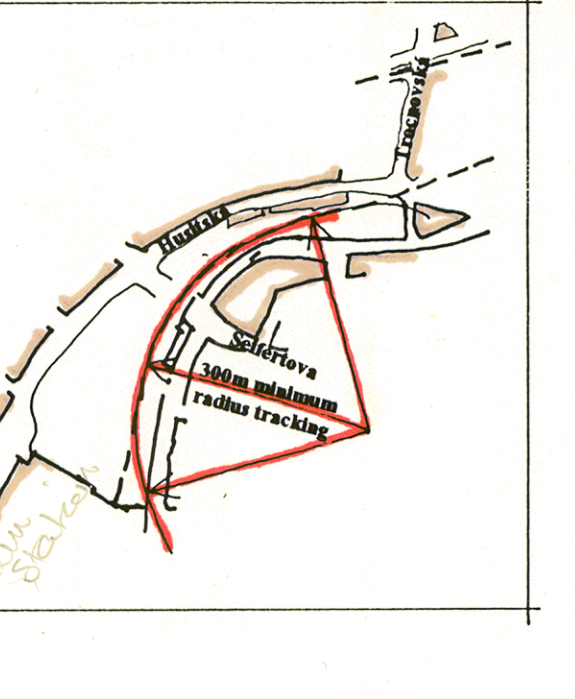
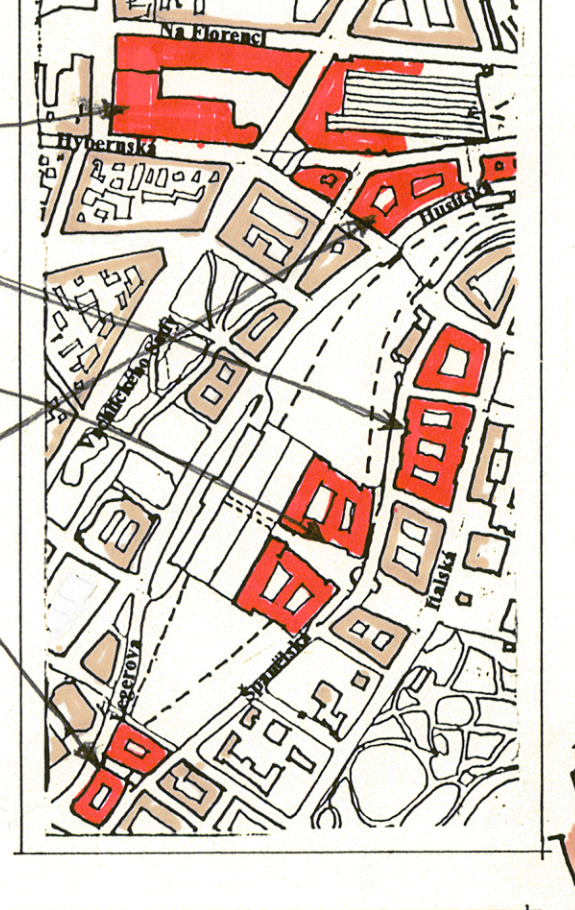
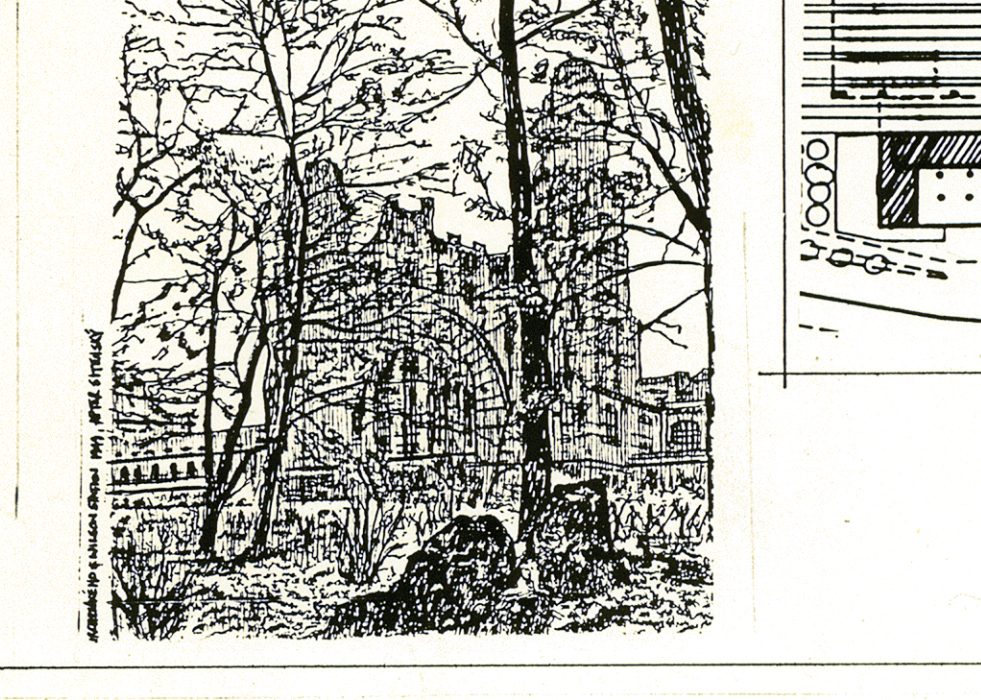
- The Masaryk Retail Centre and New Rail Terminal;
- A series of prestigious Commercial, Residential and Administrative blocks on an extended Italská/Španělská grid;
- A new commercial development sitting beneath the magnificent panorama from behind the main station, and incorporating a pedestrian route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

In addition, we propose a multi-million CK saving on current expenditure proposals for the Husitka 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 track 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 Retail Centre. It will also assist the new rail bridges (two are already in CD's budget) at Trocnovská, Seifertova/U Bulhara, Husitka (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:

- 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 restoration of Vrchlického Sady;
- A panorama and pedestrian link from Riegrový Sady to Jeruzalémská and the city;
- A secondary vehicular route from Seifertova to upper Husitka;
- A scenic walk from Příbická over the Žižkov (high) viaduct and into Žižkov Park, enhancing the difficult space behind the Příbická Řehořova residential streets;
- A pedestrian route from Řehořova/Příbická to lower Husitka and to Karlín;
- A new, primarily residential area on lower Husitka 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.
- 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 and residential units to make an active consolidation of that lower end of Žižkov and Vinohrady.

Václavské/Vrchlického/Masaryk

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 with an active frontage opened to the square offering tourism, education, research and cultural retail outlets. With a weekly market and informal and formal cultural events in the summer and, by slight sinking, skating in the winter, the square will be a popular focal point enhancing property uses and values in the adjoining area.

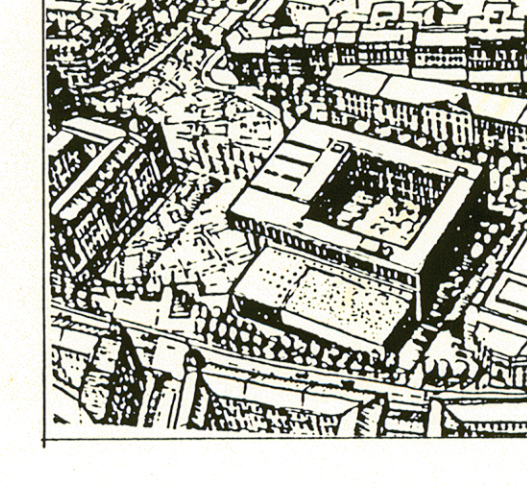
A quiet, tree-bounded garden finishes the square against Washingtonova. The adjacent block, linked to the library, houses a new auditorium entranced from the new Smetana square. Either side, tree lined avenues point north to the main station, the park and to Masaryk.

Mixed habitats

Residential and commercial accommodation interspersed with diplomatic and commercial uses dominate 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 much better Opatovská provides a direct link from the station to the tram system. We suggest a line from Hlávkův to Politických Vězňů and Jindřichův. (The one way system and road widths in Ve Smetaně require further study for our preferred route across to Žitná.) South-bound cars are prevented from continuing past Politických Vězňů. Hybernská and Bolzanova are the main links to Wilsonova. 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 facilities for leisure activities such as cinemas and restaurants. The new Masaryk Station will be the nodal point for the area.



Karlín/Florenc

The development of the retail centre at Masaryk and the opening up of new movement lines between Opatovská 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 Smetanův Park beginning with a formal garden in front of the City Museum (modelled on Praha's Royal Garden). Across Křížkova 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. Near 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 (a la Placnik 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 Štávicův island.

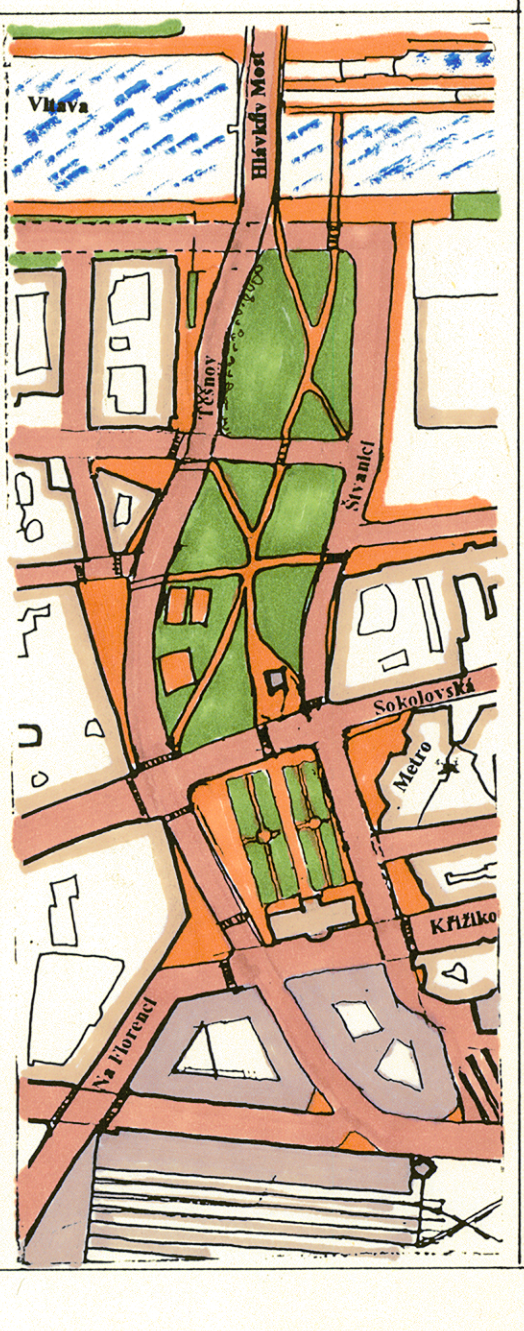
Making Connections

Southbound traffic causes right-of-way over the Hlávkův bridge and takes the old street pattern at Těšnov. City-bound traffic can turn right at Florenc; others follow the road towards Trocnovská and Husitka. The improved grid around Karlín will accommodate the likely traffic flows.

The reformed bus station gives buses easy access in all directions and the clearing of the "triangle" between the viaducts (where, unfortunately, the road connection necessitates one of our few demolition proposals) provides a home for some employment and a major employment training initiative.

Employment and Job Training

The replacement blocks re-house the 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 be retained. Better still, when locals walk under the Seifertova bridge, they will find U Bulhara transformed.



Žižkov

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

Local Districts/ Employment

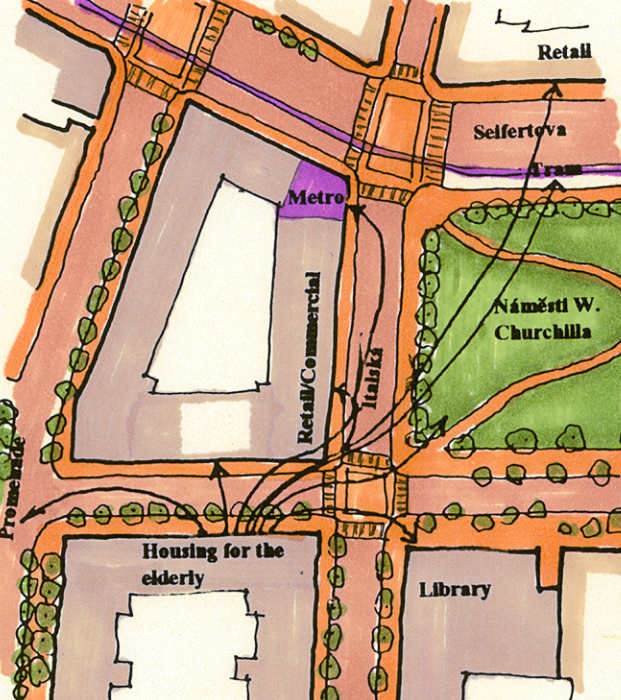
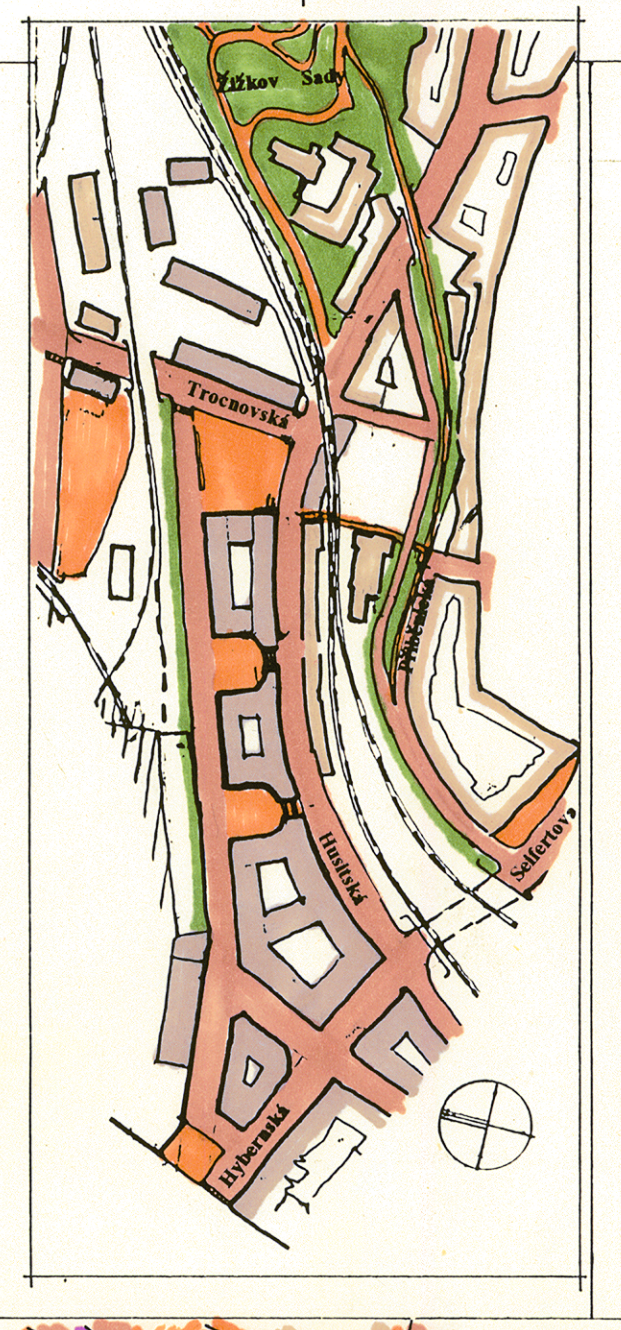
The line of Trocnovská is straightened (CD already proposes a new bridge) and a small neighbourhood centre is located there with a medium size supermarket and a few local shops. Across the road is a residential terrace and the space behind is suitable for a variety of light industrial uses. Under the new Husitka bridge we use the small enclosed space for a kindergarten (partly under the bridge) and community recreation space.

Making Connections/ Thinking Pedestrians

City's closure of the high rail line allows a secondary road to run from Seifertova briefly up the line of Příbická on to the Smetanovo Divadlo. The development of the Husitka/Španělská grid, the enlargement of Churchill Park and the new block, housing the Metro station on the corner, virtually guarantees 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.

Local Districts...again

The realignment of the rail bridge at Seifertova permits a proper junction with Příbická. The development of the Husitka/Španělská grid, the enlargement of Churchill Park and the new block, housing the Metro station on the corner, virtually guarantees 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

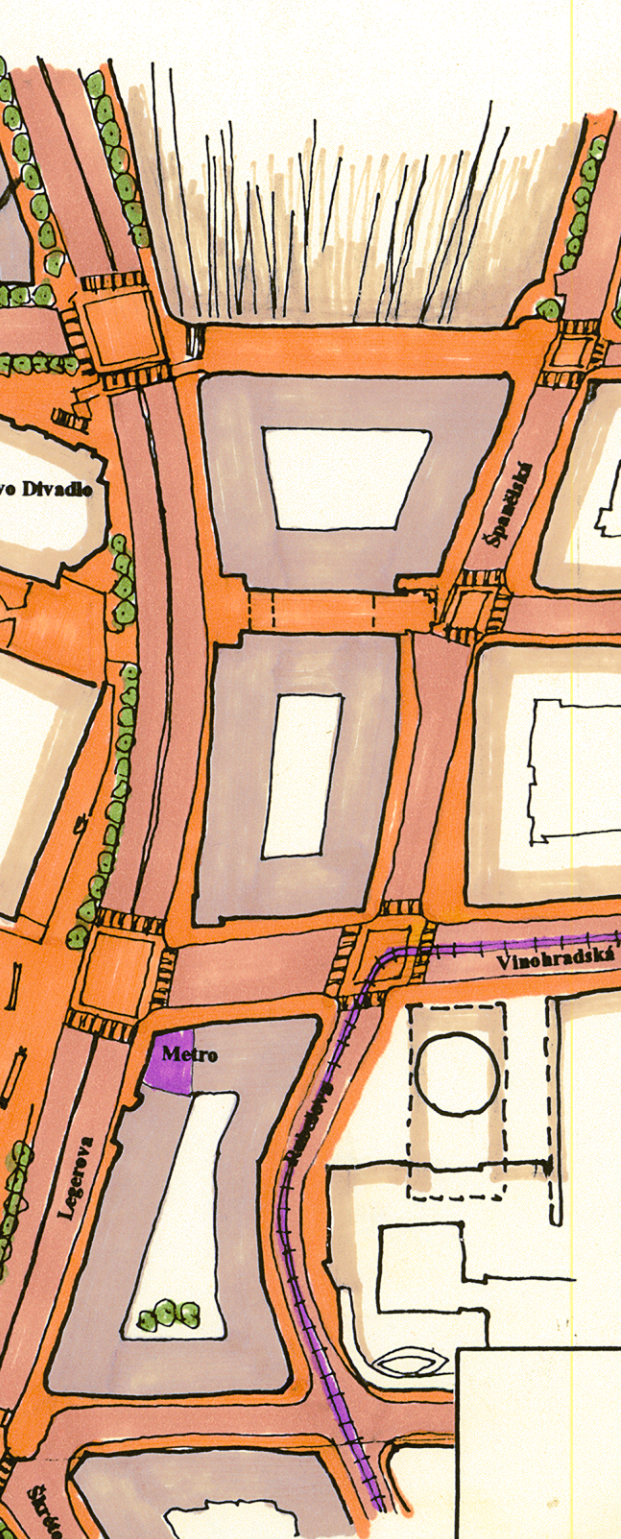
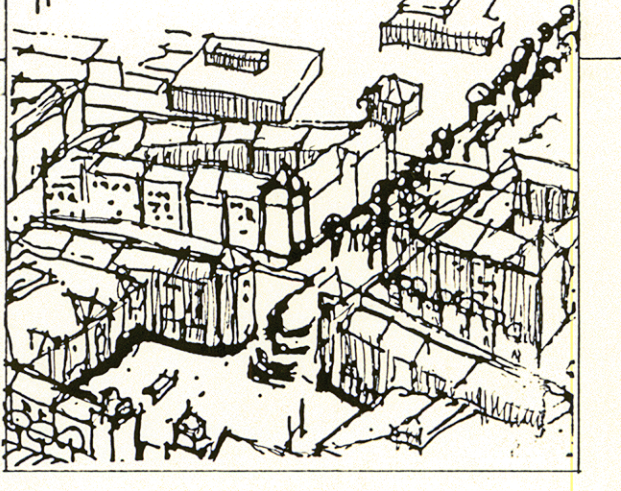
A more formal entrance to the fine Riegrový Sady will be fronted by a quiet square kept at the high level of Italská to provide a wonderful panorama through the towers of the Fanta building to the spires of the city and to the castle. Behind the station, "Spanish Steps" will drop down into a public space flanked by primarily commercial premises. The pedestrian route will lead 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 Lán.

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, Rubelova and Skřetova are reformed to provide a block with social housing on two levels. Up-market residences overlook 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). Vinohradská provides controlled surface and underground crossings to the city but there will be a visual break to turn traffic north or south on to Legerova.



Praha: Přijďte Pobýt

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

Entering the city over the Hlávkův Bridge or along the connectors through Karlín, down from Žizkov 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:

- a new retail centre based on the conserved Masaryk Station;
- 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, Žizkov 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 development proposal which will have a negative effect on lower Žizkov and the city, similar to that of U Bulhara. We also provide a modern Masaryk Station for commuters and those arriving on the international airport link and a refurbished Main Station.

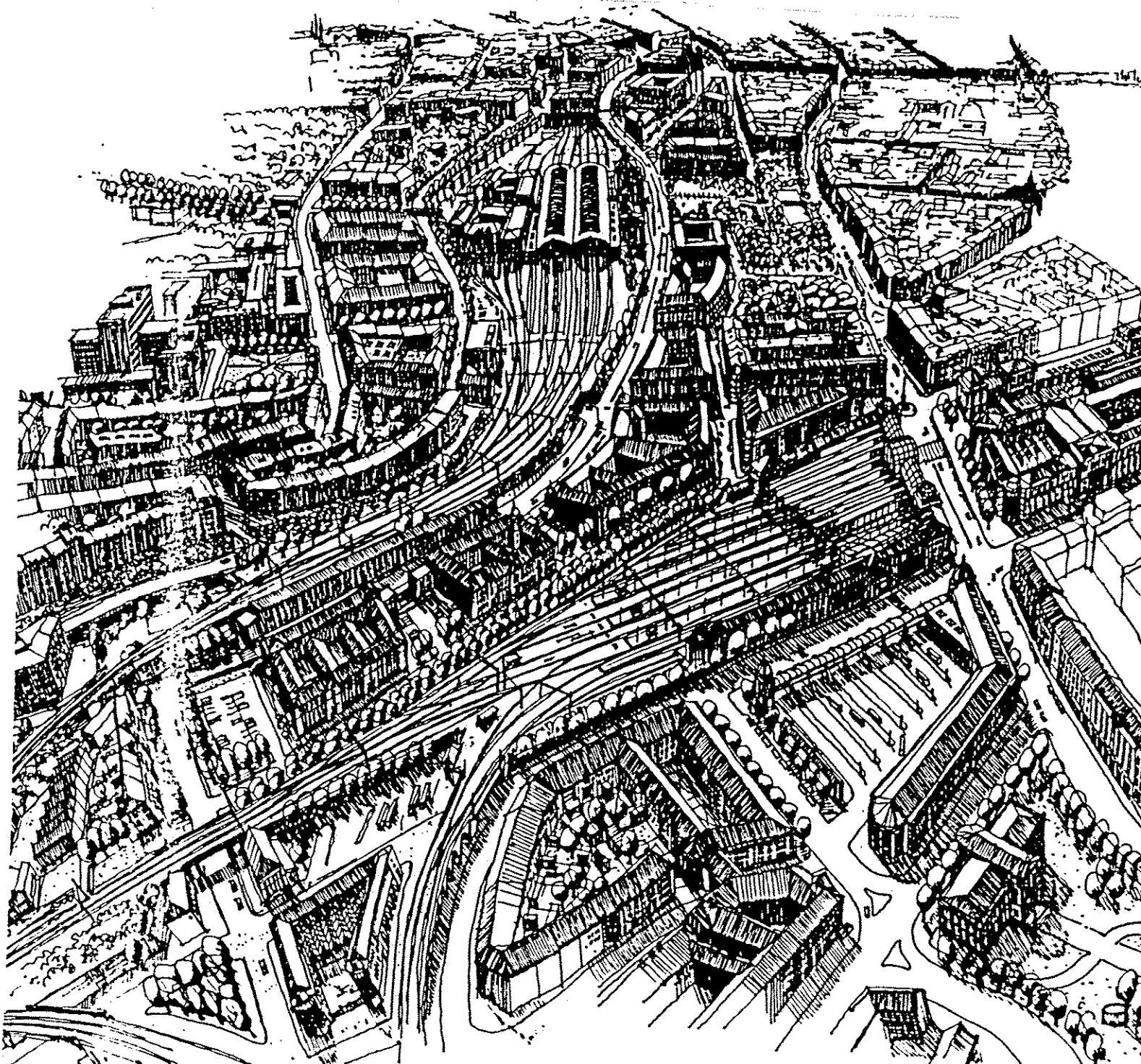
Respecting the City

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 regeneration in a city of international status. We integrate housing and local amenities to consolidate the existing communities.

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 Andel 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.

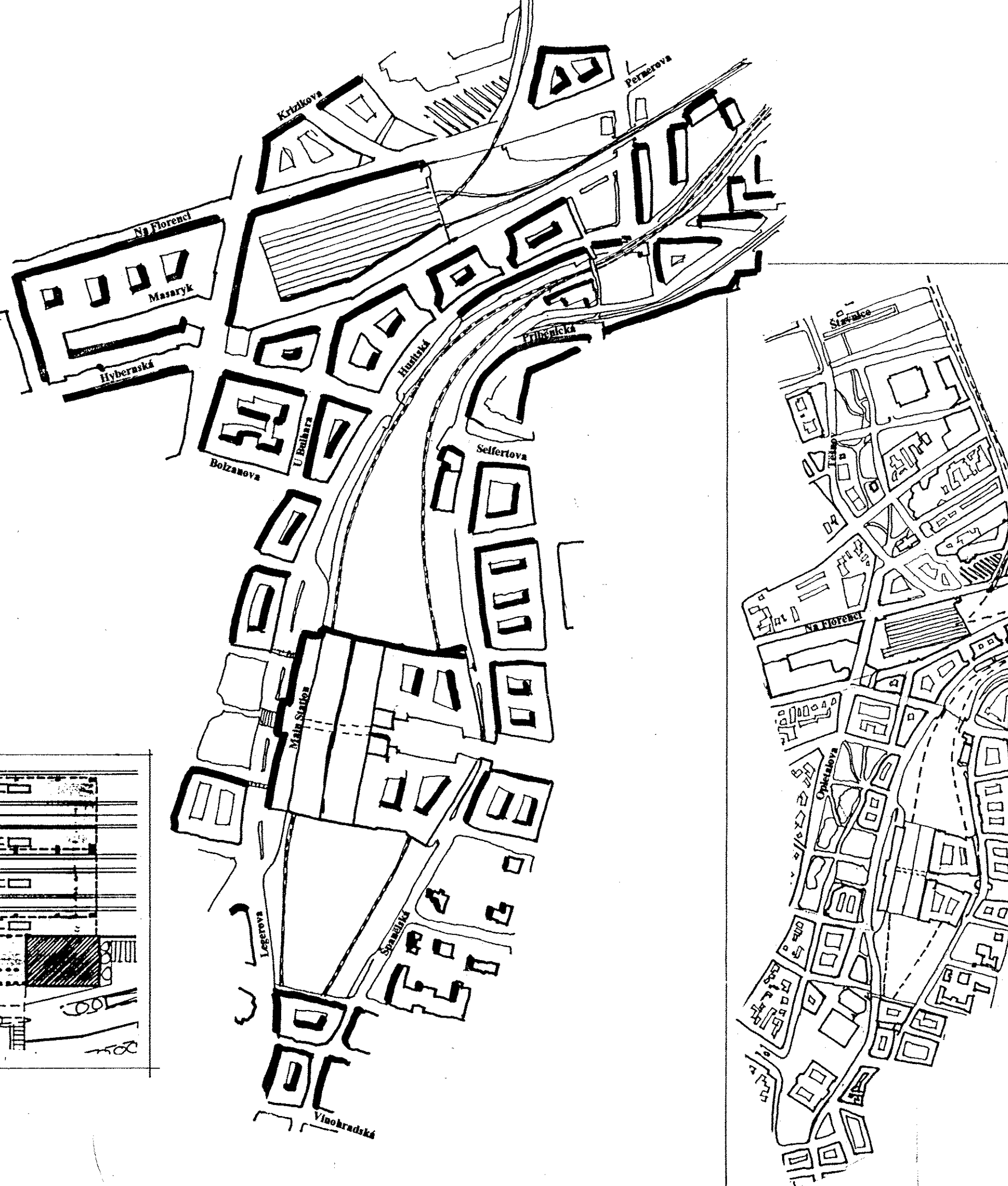
On the Phasing Drawing (E) we also make recommendations for the conduct of the development process.



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 benefits of this proposal are numerous:

For CZR:

- 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 restoration of Vrchlického Sady;
- 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 Pribenická over the Žizkov (high) viaduct and into Žizkov Park, enhancing the difficult space behind the Pribenická/Rehoroř residential streets;
- A pedestrian route from Rehoroř/Pribenická to lower Husitská and to Karlín;
- 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 recreation of the "green ring" from Václavské Náměstí to the Hlávkův Bridge.
- 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 and residential units to make an active consolidation of that lower end of Žizkov and Vinohrady.

Five major development sites for Czech Railways:

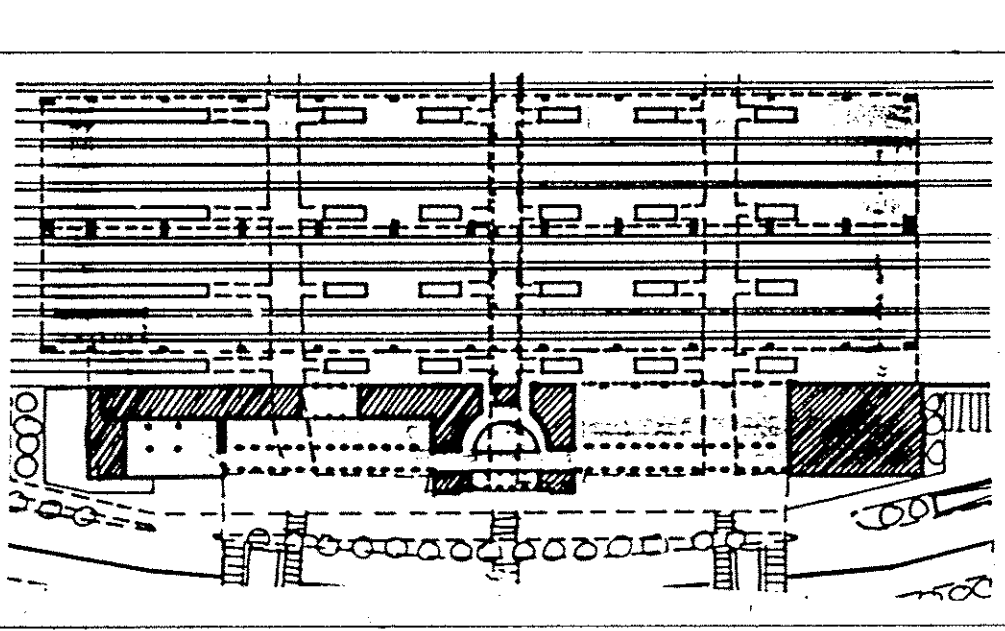
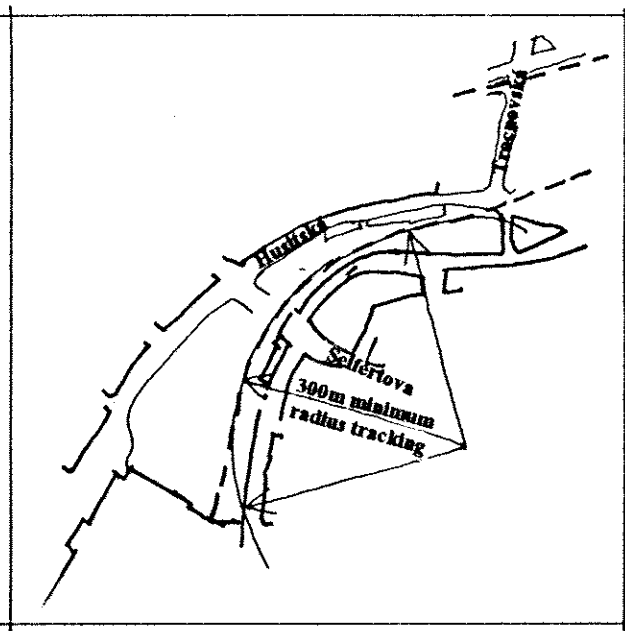
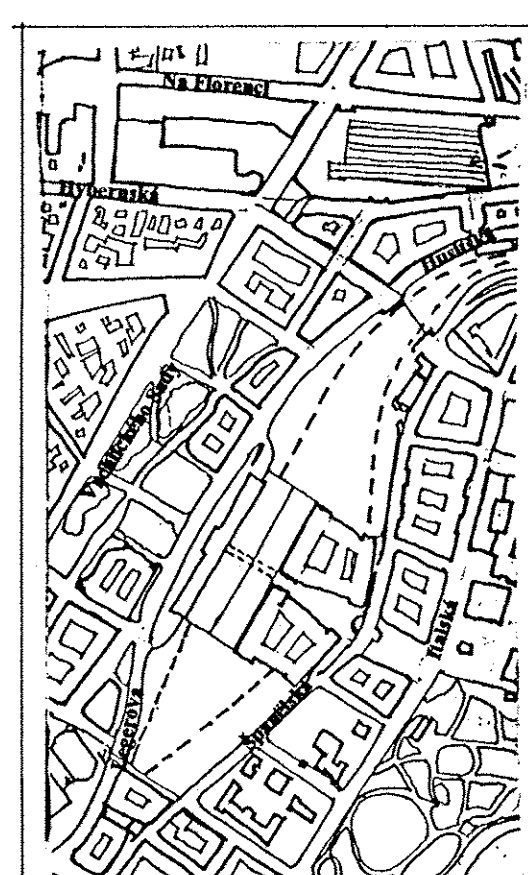
- The Masaryk Retail Centre and New Rail Terminal;
- A series of prestigious Commercial, Residential and Administrative blocks on an extended Italská/Španělská grid;
- A new commercial development sitting beneath the magnificent panorama from behind the main station, and incorporating a pedestrian route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

In addition, we propose a multi-million CK saving on current expenditure proposals for the Husitská Bridges and Žizkov 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 Žizkov. 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 Žizkov 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 Retail Centre. It will also assist the new rail bridges (two are already in CD'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.



Václavské Vrchlického Masaryk

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 with an active frontage opened to the square offering tourism, education, research and cultural retail outlets. With a weekly market and informal and formal cultural events in the summer and by slight sinking, skating in the winter, the square will be a popular focal point enhancing property uses and values in the adjoining area.

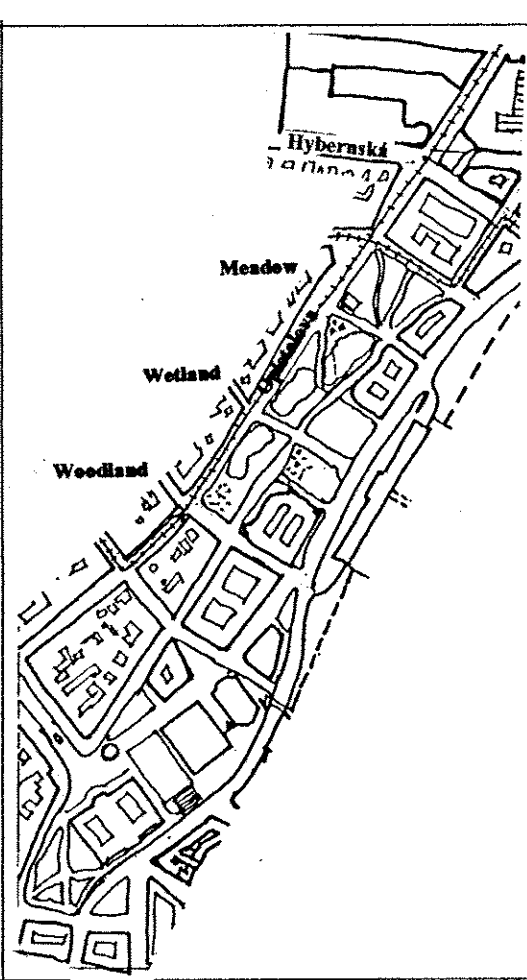
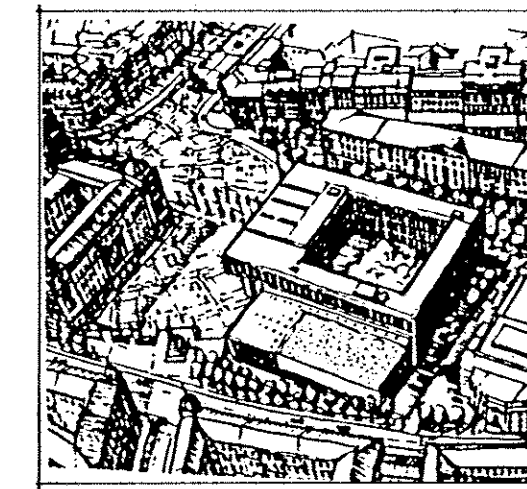
A quiet, tree-bounded garden finishes the square against Washingtonova. The adjacent block, linked to the library, houses a new auditorium entrance from the new Smetanova square. Either side, tree-lined avenues point north to the main station, the park and to Masaryk.

Mixed habitats

Residential and commercial accommodation interspersed with diplomatic and commercial uses dominate the blocks leading to and surrounding the city. 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 much livelier Opletalova provides a direct link from the station to the tram system. We suggest a line from Hlávkův to Polnických Věží and Jindřichská. (The one way system and road within in Ve Smečkářích require further study for our preferred route across to Zita). South-bound cars are prevented from continuing past Polnických Věží, Hybernská and Bolzano are the main links to Wilsonova. 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 will be the nodal point for the area.



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 Pankrác 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 Svermy Park beginning with a formal garden in front of the City Museum (modelled on Praha's Royal Garden). Across Krizkova will be a more relaxed park with recreational facilities, the return of a safe pavilion, and connecting paths towards the city and to the river. Near 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 (a la Piccadilly in London), 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 Smetanova Island.

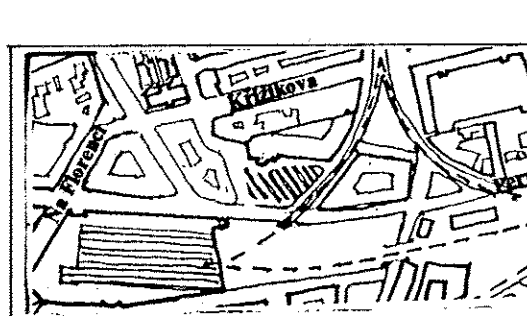
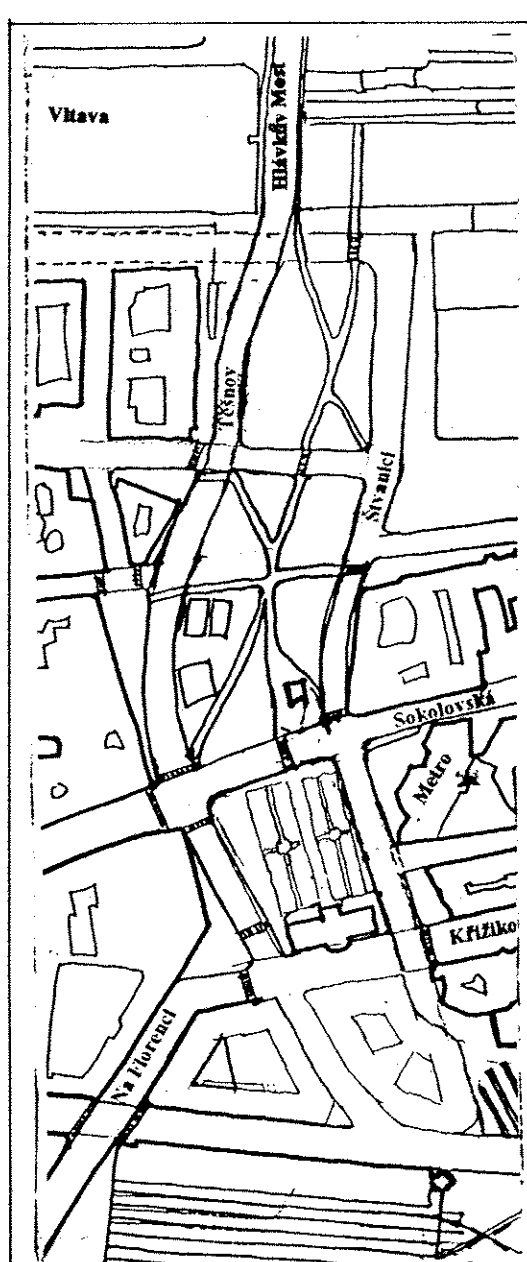
Making Connections

Southbound traffic eases rightwards over the Hlávkův bridge and takes 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 and the clearing of the "triangle" between the viaducts (where, unfortunately, the road connection necessitates one of our few demolition proposals) provides a home for some employment and a major employment training initiative.

Employment and Job Training

The replacement blocks re-house the displaced users 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"?



Žizkov

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 Havlickovo 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 use the traffic flow on Trocnovská and Husitská generated by the downgrading of the U Bulhara junction.

Local District Employment

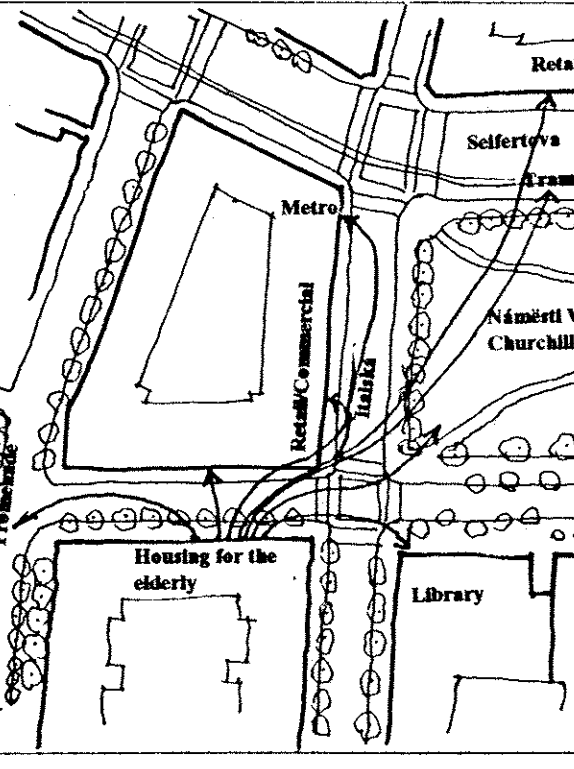
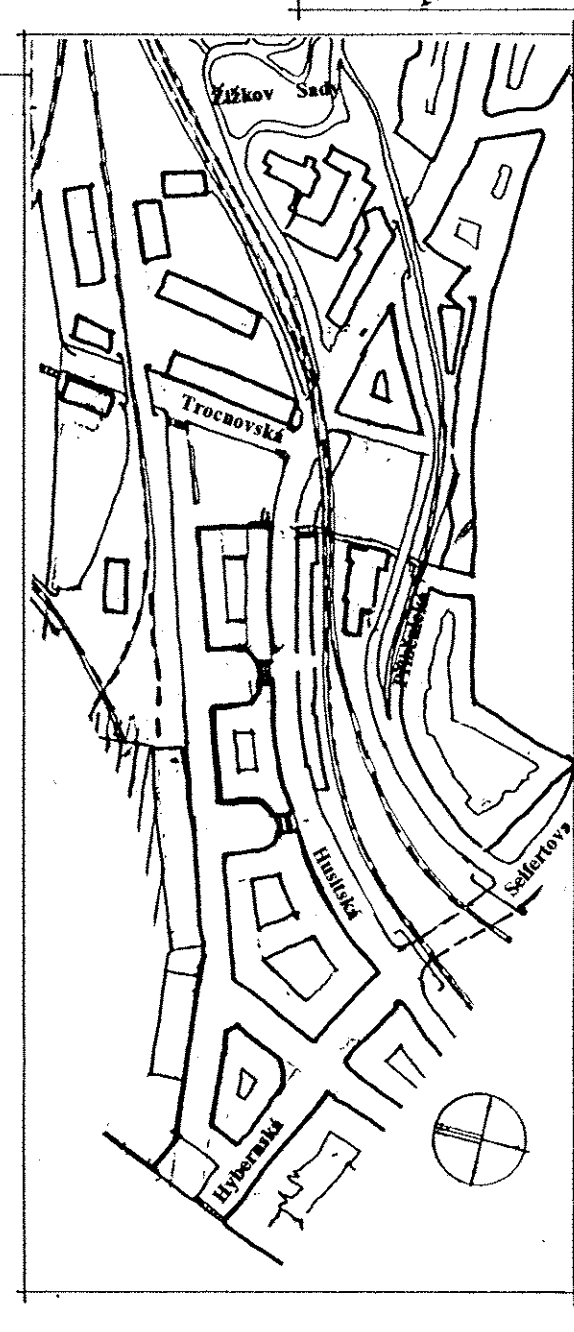
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Making Connections/Thinking Pedestrians

CD's closure of the high rail line allows a secondary road to rise from Seifertova briefly up the line of Pribenická on to the old embankment and down to the gap between the cubic 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 Pribenická/Rehoroř under the rail bridge, down to the new Husitská residential centre and to Karlín. Pribenická 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 Pribenická. 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 would be wonderful to see, when locals walk under the Seifertova bridge, they will find U Bulhara transformed.



Vinohrady Museum

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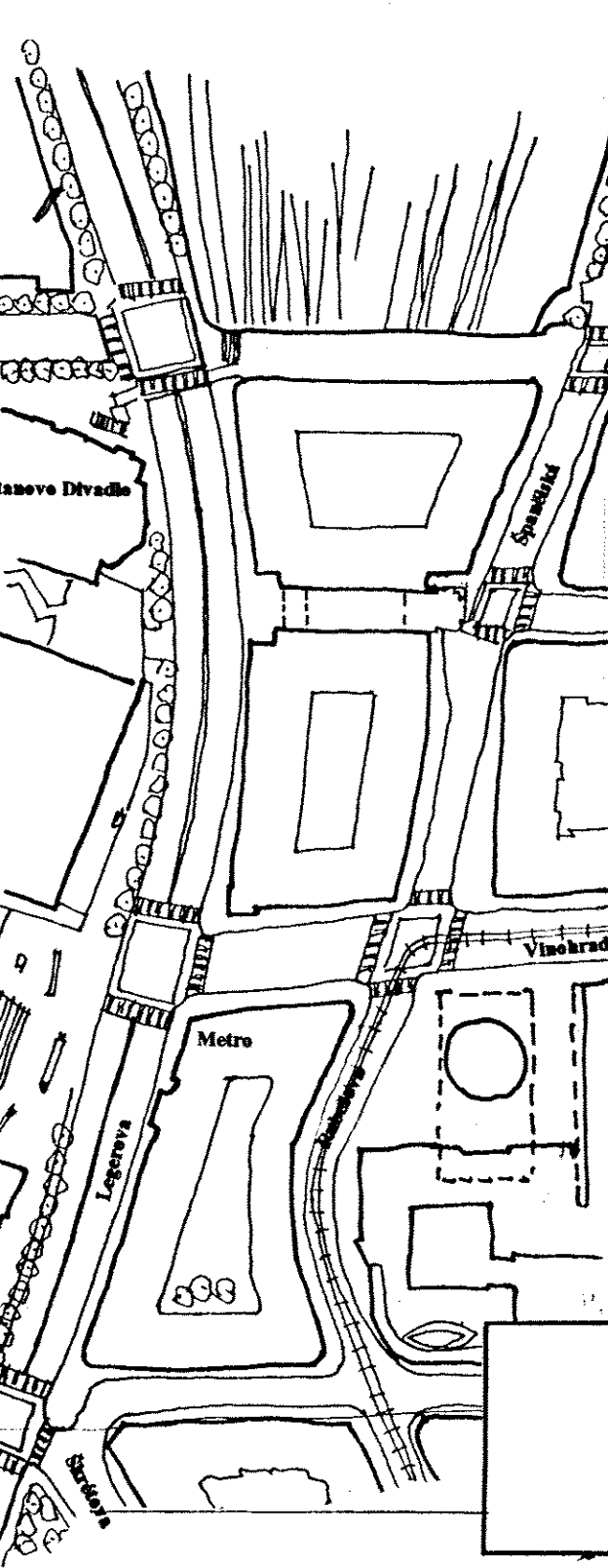
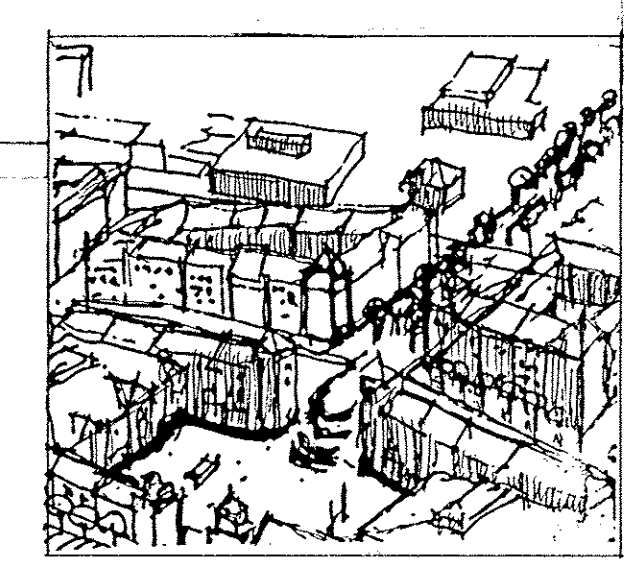
Thinking Pedestrians

A more formal entrance to the fine Riegrovy Sady will be fronted by a quiet square kept at the high level of Italská to provide 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" will drop down into a public space flanked by primarily commercial premises. The pedestrian route will lead 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 use) 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 Smetanova Divadlo. On the other side, Hrabkova and Seifertova are reformed to provide a block with social housing on two sides. Up-market residences overlook the new square between the Narodní 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 "coddling".

Making Connections

The new connections from Na Smetance (footbridge over Legerova) and Mlásova provide pedestrian links to the city. The latter suggests a specialist retail mall (outlets). "Jindřichská" provides controlled surface and underground crossings to the city but there will be a visual break to turn traffic north or south on to Legerova.



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, but we wish to make a few recommendations regarding the development process.

Firstly, we recommend a major public consultation exercise with 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 Smetana. 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. 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, we have not specified the 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 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.

Chart of Building Floor Area Distribution by District												
Area	Trade	office	hotel	house	parkg	health	educ	sport	culture	other	Total	
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	42650	0	5000	51000	0	0	0	0	12500	141150	
Bus-Florenc												
1	0	0	0	0	0	0	0	0	0	0	0	
2	0	1300	0	0	0	4500	5000	0	0	4600	15400	
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	33000	40100	9000	24200	42000	500	15500	0	8000	1000	143600	
8/9	7500	4600	0	20400	12800	500	0	3000	2000	750	51550	
9A	0	0	0	2700	0	0	0	0	0	3500	6200	
10	8000	37750	13000	33600	23200	0	0	0	2250	4800	122600	
11	2200	5850	0	11300	1000	200	0	0	0	0	20550	
Totals	60700	190650	22000	123050	164000	5700	20500	3000	12250	29750	631600	

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

Chart of Building floor areas and uses												
Bldg	Nr of	(Incl)	Floor Area									
Nr.	floors	Bsmt	I	II	III	IV	V	VI	VII	VIII	IX	X
			Floors	Trade	office	hotel	house	parkg	health	educ	sport	culture
1	4					10000		4800				2250
2	7	2										3800
3	7	2				13550	3000	11600				
4	7	2				1800	7700	6750	5600			
5	7	2				2500	8000	6750	6000			
6	7	1				2700	8500	8500	2000			1000
7	8	3				6000	4000	6500	10800		3000	2000
8	6					1000	7050	1000	6000			
9	5					4000	10250					10000
10	3to8	0to3				26000	32400	5000	51000			2500
11	7	2										
12	6	1							4500			2000
13	3					1300				5000		2600
14	5					2500	3350	8750				500
15	1											600
16	1					200						50
17	3							2700				2700
18	1											3500
19	3to5					1500		7100		500		9100
20	3to5	2to3					600	6800	2000			750
21	3to5							2400				2400
22	1											450
23	3					300	2100					2400
24	6	1				2000	12000	5500	2000	500		1000
25	5	2					7000	7500	12000	11500		38000
26	4									4000	8000	12000
27	6	2				1000	14600	7200	16000			38800
28	6	2					4400	9000	4000	12000		29400
29	1to5	2				1000	37000	2500	22000			1000
30	5						5000	11000	11200	6000		33200
31	6						2200	5850	11300	1000	200	20550
Totals						60700	190650	22000	123050	164000	5700	20500
Percentage						10%	30%	3%	19%	26%	1%	3%

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 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. 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 Hlávčkův Bridge. Only city bound traffic will enter the street system.

The train lines are re-routed from Seifertova and the new north-bound road (on ground) is constructed to form the main road to Husitská. The slip road remains fully operational. Bolzano is connected under the motorway to the new road.

The gradual removal of the shunting yards from Masaryk will permit the commencement of the Na Florenci - Pernerova and the Hybernská - Trocnovská connections. There is likely to be a need for a new viaduct bridge on Na Florenci - Pernerova.

Building and Landscaping

Karlín and Masaryk Station

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 pre-requisite 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.

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

The decked blocks over the rail lines at Španělská/Legerova open the new pedestrian routes from Vnohrady and incorporate a modest realignment of Legerova. Across Vnohradská on Rimská, social housing is built to accommodate the residents of the Nad Museum block. Its demolition, early in phase two, will allow the complete development of the important visual facade at the top of the new square. It will also allow the re-formation of the road system at the foot of Vnohradská.

Staré Město and Main Station

The proposal for a 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 the construction of its attached auditorium and additional facilities on Washingtonova. This also catalyses the creation of the new public space fronting the Smetana Divadlo, the visual lines from Wenceslas to the Main Station and Vrchlického and the commencement of 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.

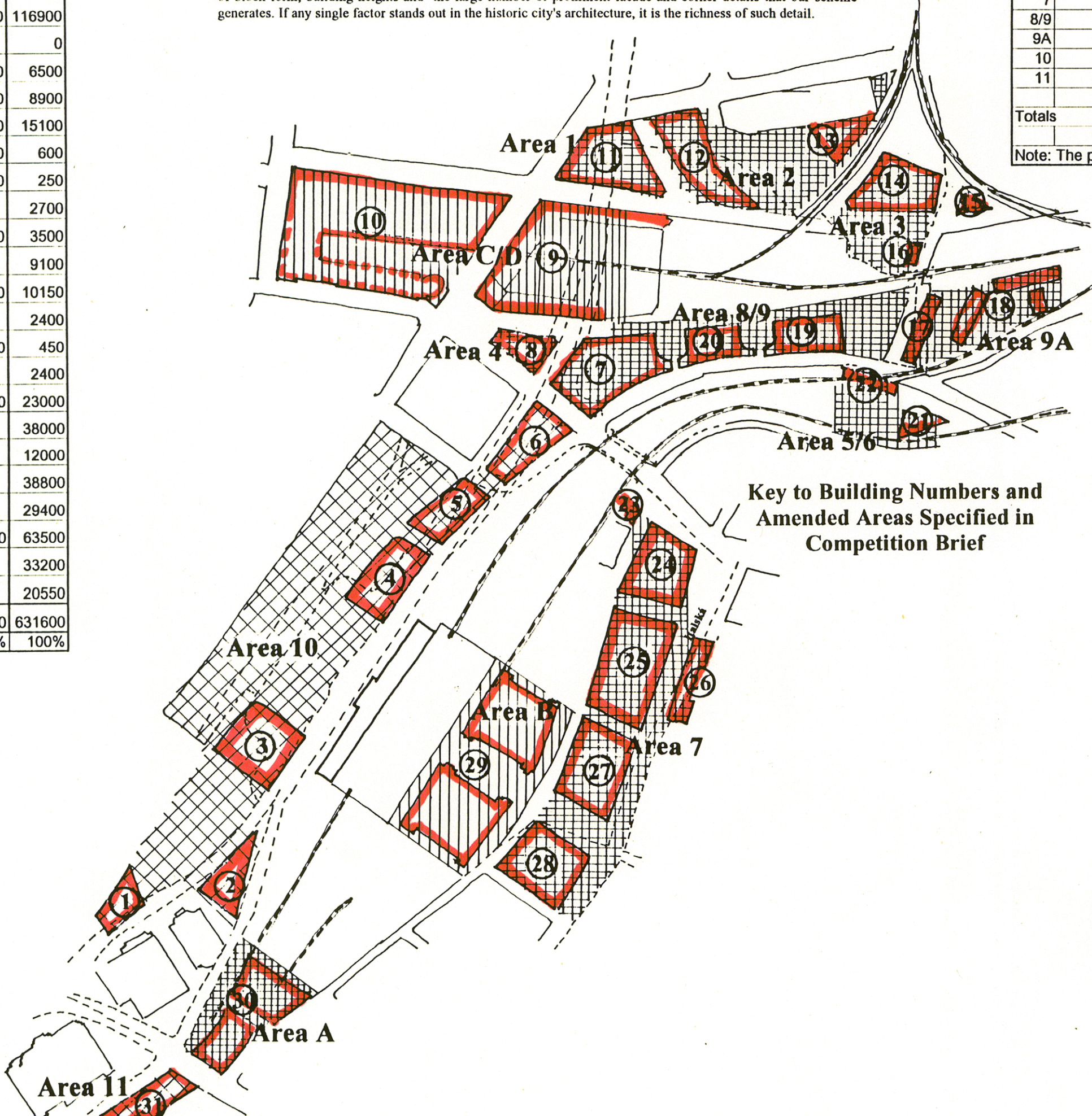


Chart of Building Locations and Uses					
Building Nr	Location	Uses	Building Nr	Location	Uses
1	Washingtonova	Cultural Events, Library (attached to New National Library), Tourist Services.	17	Trocnovská	Residential
2	Wilsonova	Hotel and Parking	18	Behind Trocnovská	Light Industrial
3	Vrchlického Sady	Commercial Office Space, Residential, Parking, Hotel, Retail	19	Husitská/ East Masaryk	Residential, Retail, Health and Social Services. (Delete if HSR Rail bridges proceed. Replace with Road Bridge)
4	Vrchlického Sady	Commercial Office Space, Residential, Parking, Retail	20	Husitská/ East Masaryk	Residential (incl. Housing for the Elderly) Parking, Small Professional/ Commercial Offices, Etc. (Min)
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/ Italská	Parking, Education Faculty, Residential (incl. Housing for the Elderly), Commercial Office Space
10	Hybernská/ Křižkova	Parking, Commercial, Retail, Residential, Canteen, Other Services	26	Italská	Library, Education
11	Na Florenci/ Křižkova	Commercial/ Office Space, Retail, Residential, Parking	27	Italská/ Španělská	Parking, Commercial/ Office Space, Residential, Retail (Service)
12	Křižkova/ Těšnov	Retail, Commercial/ Office Space, Bus Services and Administration, Public services, Health Centre. 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 units)
15	Pernerova	Religious Facility	31	Legerova/ Vnohradská/ Rubelova	Residential (incl. Homeless Shelter), Commerce/ Office Space, Retail, Parking, Health Care
16	Trocnovská	Cafe/ Bus Services/ Toilets			

Phase 2

Beyond the site, work is undertaken on the Hlávčkův 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 Svermy 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-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 train routes are proposed:

from Vitavská Metro to Wenceslas 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 Bolzano.

The Number 11 tram from Vnohradská 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 Příbšnická-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 notable wings of the new Masaryk Station are completed along with the Masaryk Retail Centre. The bus station block at Florenc is also ready for completion. Its uses depend on a final decision on Wilsonova's future.

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 Staré Město

Residents of Vnohrady get early benefit from the development. 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 Vnohradská, as soon as the decked blocks are complete, the two-way Legerova is opened allowing the 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 new square we suggest a sculpture (rising storks in water sprays?) to also provide a visual break to the end of Vnohradská.

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.

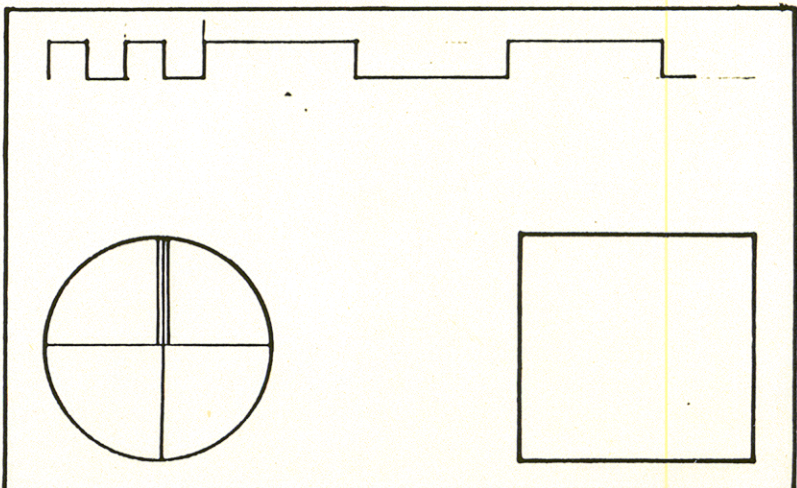
Mass transit...

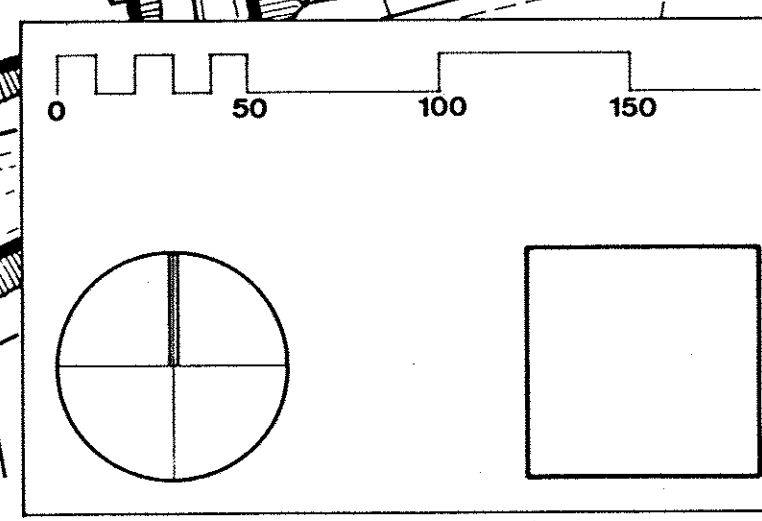
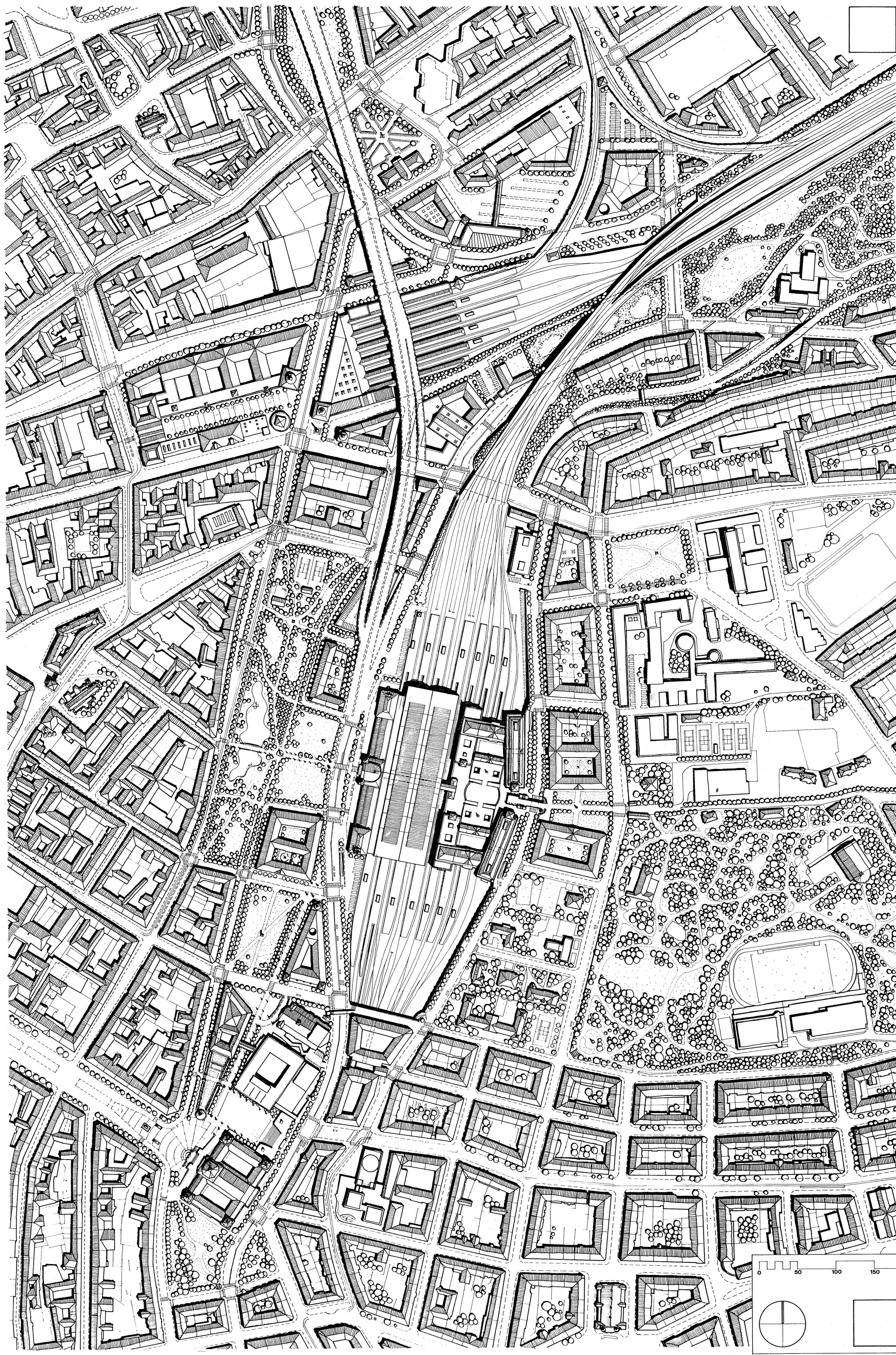
Sufficient time has elapsed for the formation of the peripheral road system. Most of the urban form is now in place. We are ready for the big decision regarding Wilsonova. When it is removed, the Klimentinská - Pobežní junction can be re-formed and blocks at Florenc and Hybernská completed.

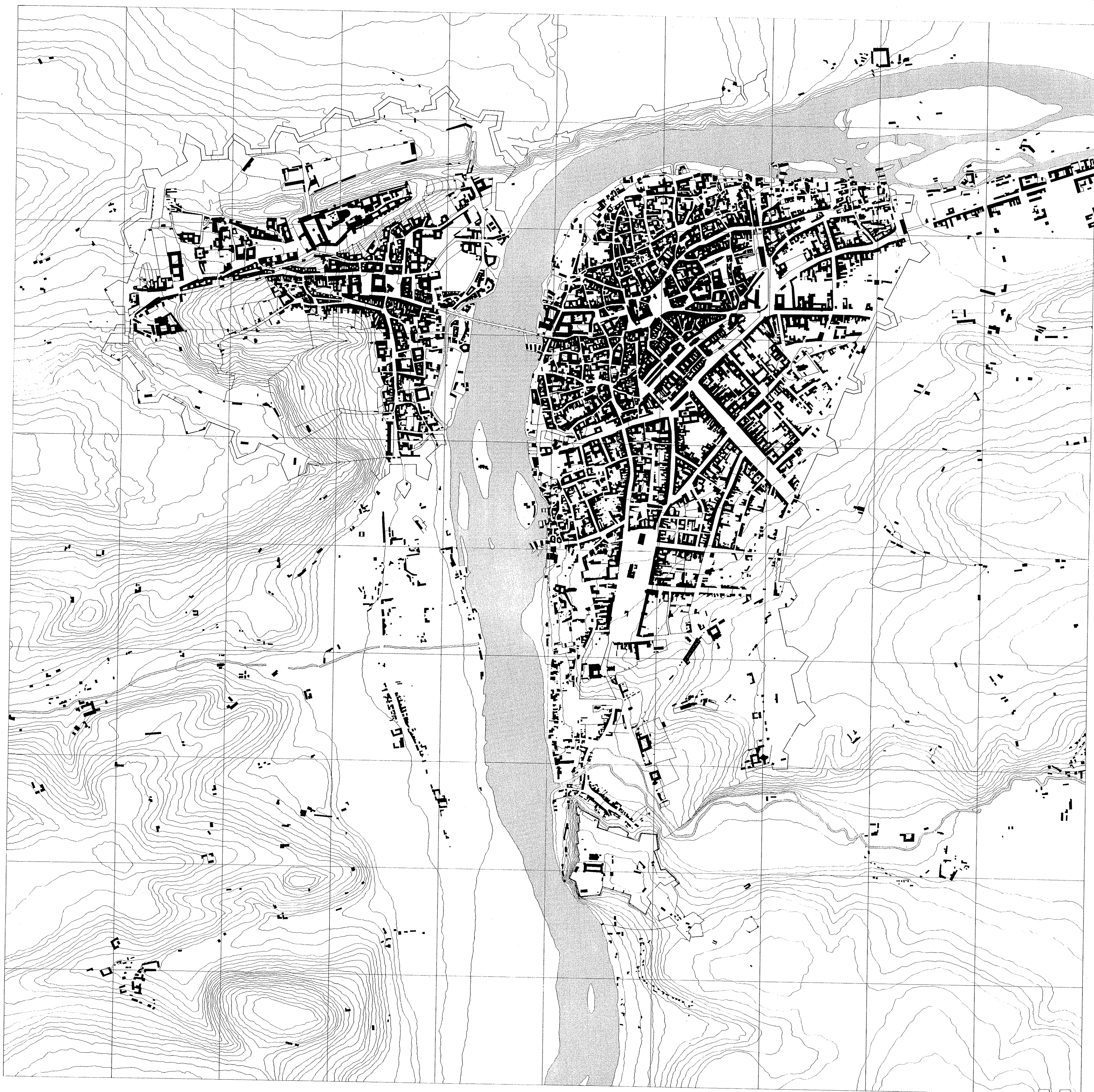
The construction of the two blocks from Vrchlického Sady to Hybernská will make the infamous U Bulhara a normal city street again.

Phase 1
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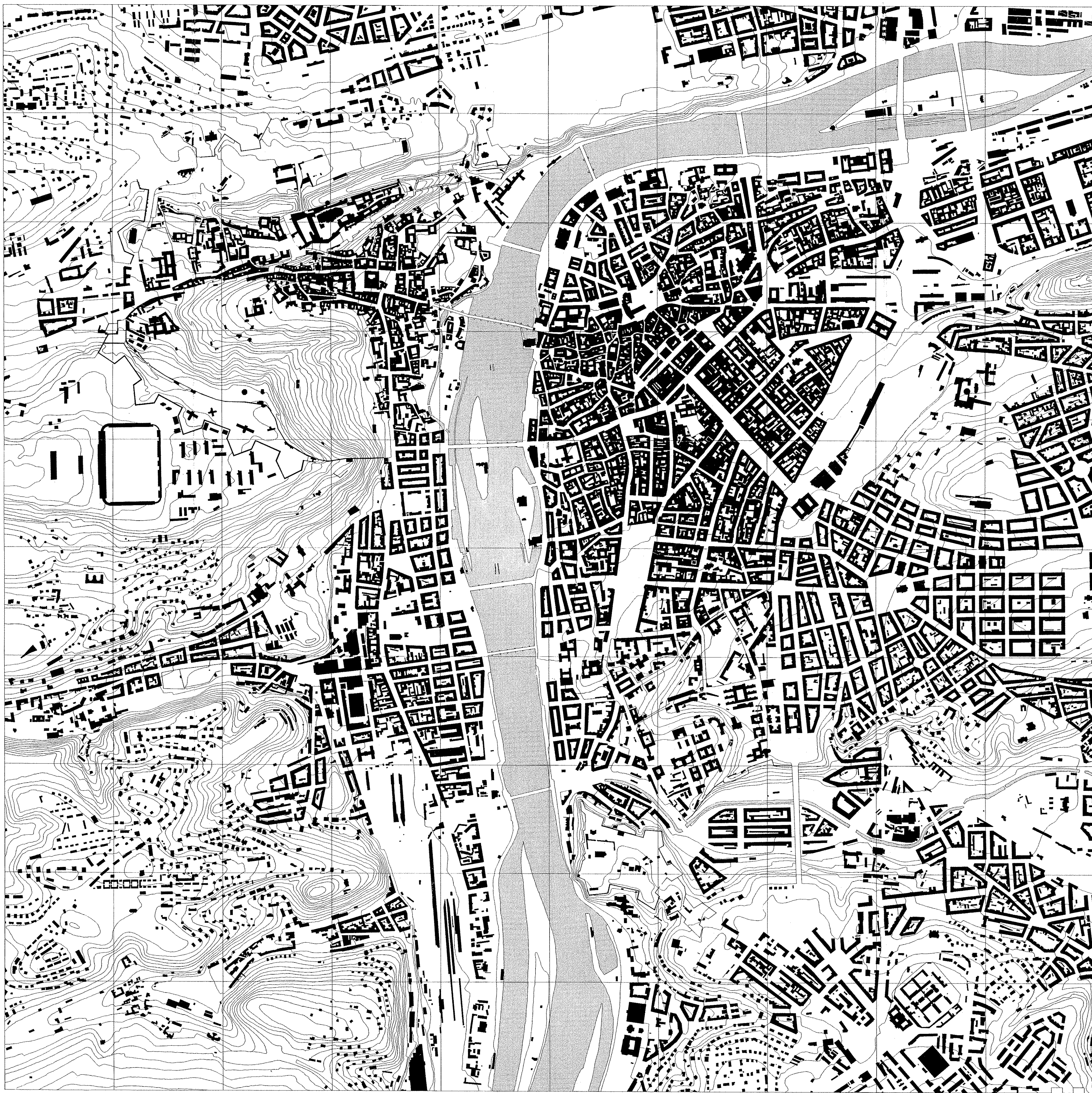
Phase 2
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Praha
1816



Praha
um 1987

