

CONCEPT OF URBAN DEVELOPMENT OF HOLEŠOVICE (HOLEŠOVICE – BUBNY – ZÁTORY)

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EXPERT REPORT

I. Analysis | Assessment of the locality

I.1 Metropolitan importance of the site / potentials

City on the water

Prague 7 - „The district with Prague´s longest waterfront“

How do we imagine a city for the 21st century in the middle of Europe?

Industrial history has left a piece of land (103 hectared) in the middle of Prague 7 with the chance to conceptualize a future city part: Prague Bubny is comparable to other large city development areas in the middle of European cities, as these other former railway sites are also being transformed into city development districts.

Bubny, however, is unique in this list, as it is of an extremely central location in the city of Prague, it is well connected by public transportation, and it has an exceptionally distinguished topographical situation: It is surrounded by an urban river front on three sides – the large and unique meander of the Vltava River around Prague 7 creates the longest riverfront with an enormous potential for this site. The distance between the Northern and Southern waterfront is only 1.5 km.

I.2 Historical development, future identity

As the historical development of Holešovice – Bubny – Zátory shows, there are many historical layers in the whole area worth to be taken a closer look at and to be evaluated: What is there to treasure, what to keep and what to change?

Right at the Bubny area the bourgeois city of the Letna side (with an average plot size of 100x60 metres) and the industrial building typologies from Holešovice (with plot sizes of up 230x180 metres) meet, as the railway area of Bubny stopped further development from either side.

While there are clear city edges to the North and to the South there are no clear edges of the bourgeois and industrial city to the centre. This leads us to propose to knit the Eastern and Western part together, when the railway is reduced to one track.

Historically different land ownership models also allowed for very different plot sizes to emerge over time: from small parcels to large mono-ownership structures, few in public ownership, most are privately owned.

Within this condition we propose various urban planning instruments:

- the development of an overall masterplan as a part of urban study and specific regulatory plans for larger single-ownership areas

Certainly the modernist planning concepts for a car-oriented city left many traces throughout Prague 7, especially with the South-North connections through Bubny. As the automobile is until today important and necessary to many people, good connections have to be maintained, but they can be restructured in a less space-consuming way due to better public transport and due to the implementation of the Prague City Ring Road. On the local neighbourhood level as well as district level the city of the future is and will be a pedestrian city - a city of short paths. This is why our proposed street schema consists of block sizes which feature a distance from street to street no longer than an average of 180m.

Urban river fronts are currently under change in many cities, as they turn from industrial (port) sites into leisure zones of the highest relaxation quality. We consider the unique meander of the Vltava River to have a high potential – not only for Prague 7, but for all of Prague and for all its inhabitants, which is why we strongly advocate the riverfront to be developed and secured as a continuous public space in the form of a linear park by the water.

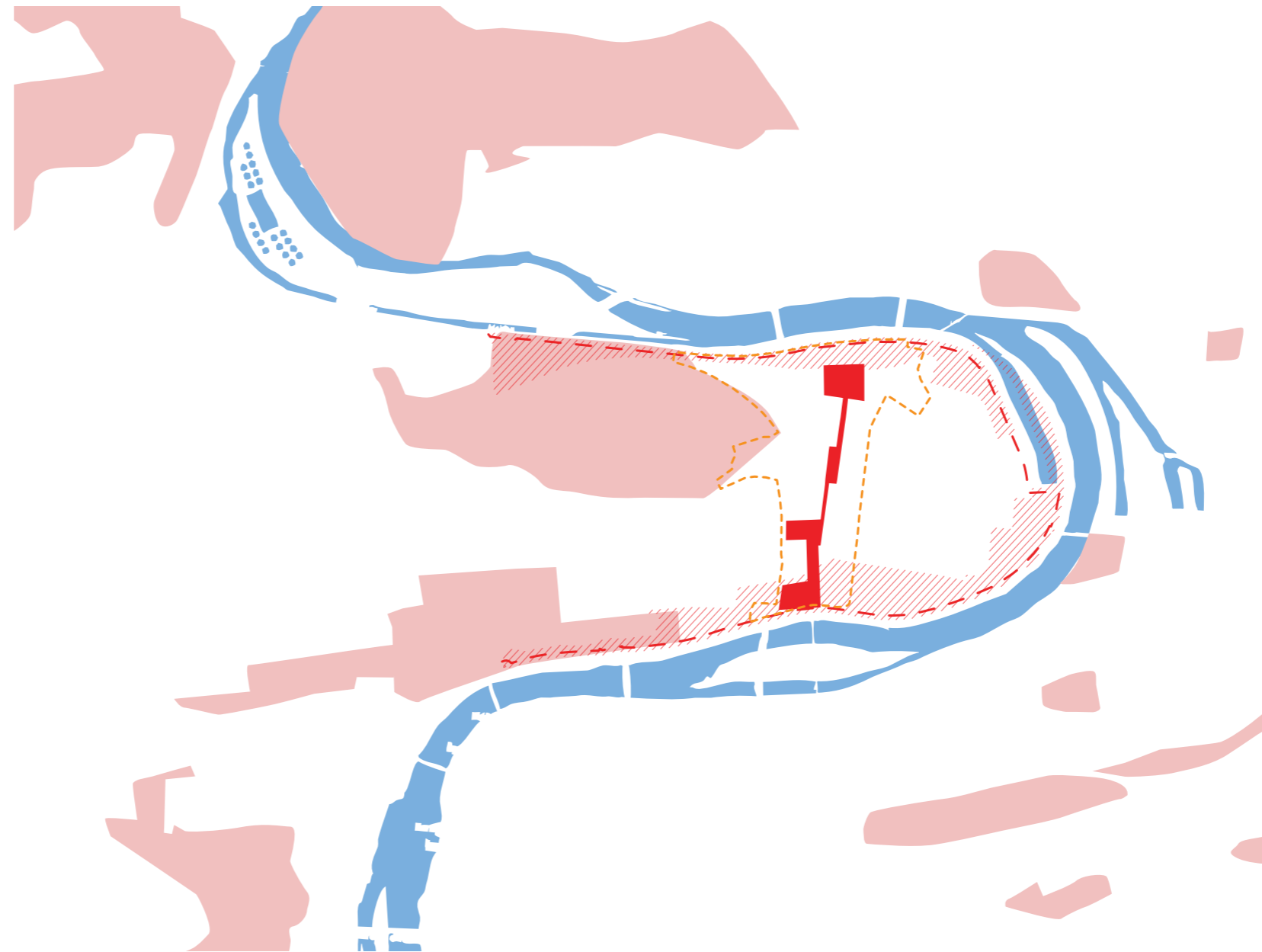
Throughout Prague 7 we can find buildings, which are monuments of modern architecture, which bring their respective specific scales into the area- and: nearly all of these modernist icons are buildings serving a public function. Our study continues with this tradition by suggesting buildings for public use spread throughout the site.

Last but not least: Under Nazi German occupation Bubny station became the departing site for approximately 50.000 Jews to be deported for extermination. The initiative to expand the historic railway station into a memorial site already organized a competition - urbanistically we believe this spot is to be turned into a central plaza for active city life which connects us with urban and cultural memory.

I. Analysis | Assessment of the locality

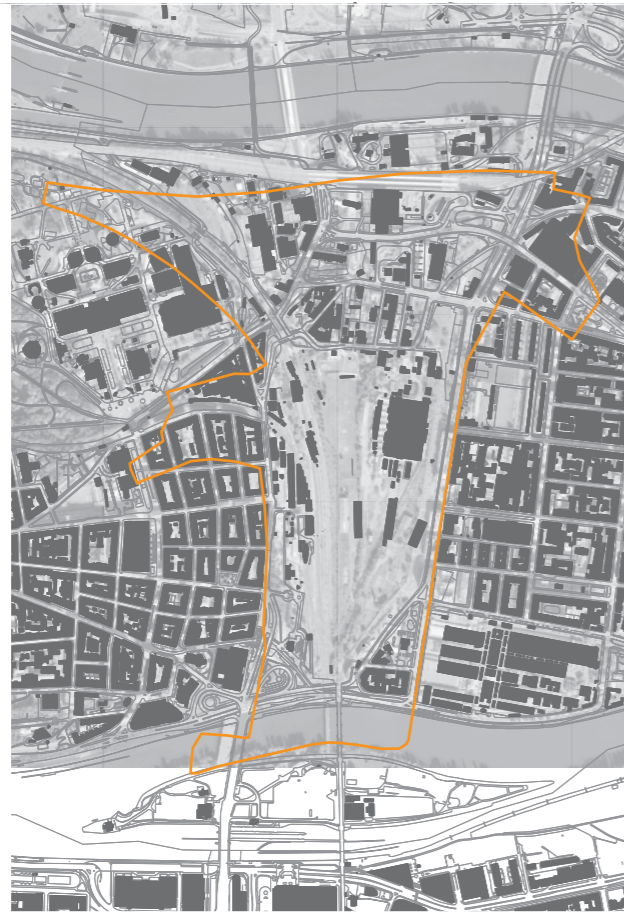
City on the water

Prague 7 - „The district with Prague ´s longest waterfront“



Large urban development site

1,5 km



BUBNY PRAHA

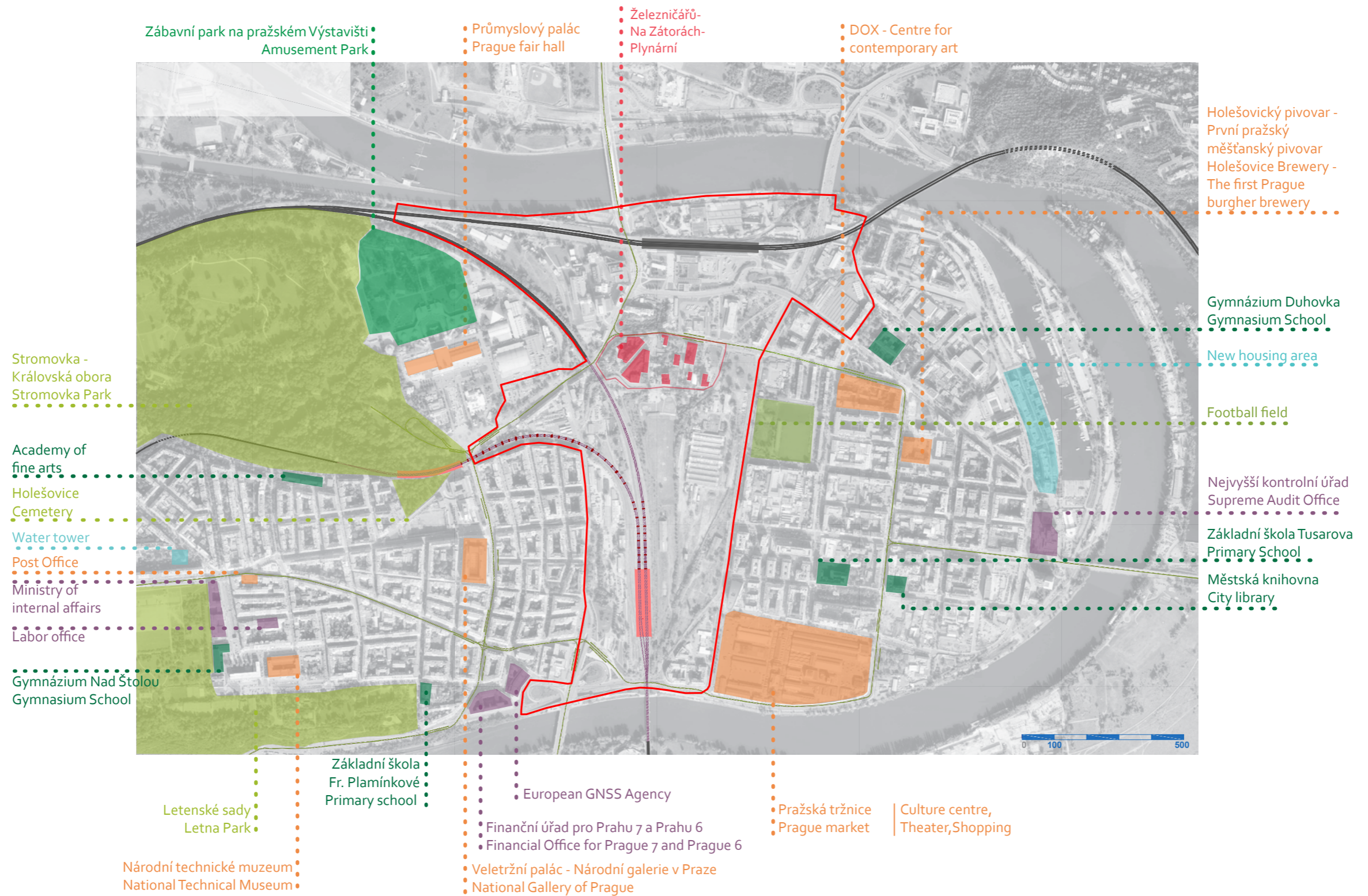


GLEISDREIECK BERLIN

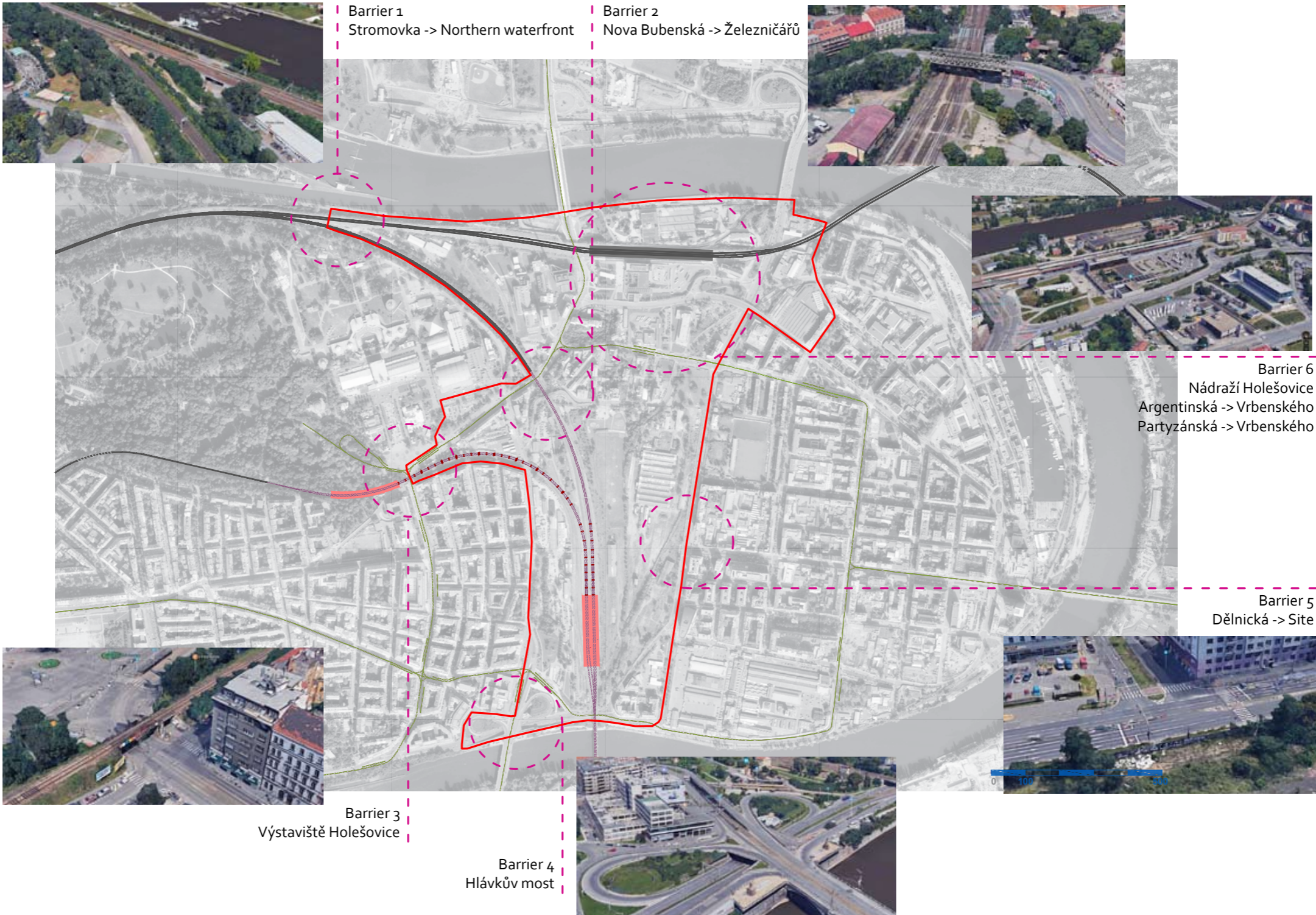


HAUPTBAHNHOF WIEN

I. Analysis | Assessment of the locality: existing potential



I. Analysis | Assessment of the locality: barriers



II Vision for the site | Identity of the locality

II Vision for the site | Identity of the locality

II.1 City on the water

The site of this study connects the Northern waterfront with the Southern waterfront.

As a large-scale measure we suggest the active planning and protecting of a public riverfront all around Prague 7, with the following overarching goals: to create not a central but an encompassing continuous park around Bubny, a park that also supports the ongoing flood protection measures.

It is with the water front that we see the overall identity of the Holešovice – Bubny – Zátory area. The river is no border anymore but a valuable public space – ever more in urban summer heats. As a planning tool we propose a „non-building plan along the Vltava river edge (comparable to the non-building plan, which we developed for the Viennese Donaukanal, commissioned by MA 19, city of Vienna).

Special measures waterfront South:

new Hlavkuv bridge: reduce highway structures to city road crossing
create an urban entrance situation as a cultural plaza with a new music hall

platform and public space by the riverfront: visibility of distant horizons of Prague's topography

Special measures waterfront North

public park by the waterfront
easy connection to Stromovka Park and from new station plaza.

II.2 City of Commons | Sharing and Caring

Within this vision we conceptualize a city of common spaces for the future, with a focus on sharing and caring:

- * through clever distribution of public buildings - as the dominant structures visible on the site
- * through a strong network of public space (with the tool of a Non-Building-Plan): park network
- * through a maximum share of public space in a maximally dense city: „contact zones“

Network of medium size places:

- * Waterfront South
- * Cultural plaza with music hall
- * Bubny station plaza
- * Historical plaza with Holocaust memorial
- * Holešovice station plaza with surrounding governmental buildings
- * Waterfront North

Secondary network of smaller neighbourhood places

- spread throughout the site (e.g., 1 place per 400m diameter)
- in different layouts and designs of public space, yet advisable for all:
 - trees for shading
 - places are connected by green pedestrian walkways

Affordable housing

With regard to the growing need for affordable housing, which we consider an important infrastructure for a just city development, we suggest to secure a percentage of housing units in the vicinity of each of these neighbourhood places within the affordable prize range. (see V. Process design)

II.3 City of short paths with a robust urban structure

Our goal is to conceptualize a robust city structure which allows for changing programs as well as an active appropriation by the citizens.

II.3 Robust urban planning

Main structural concept:

A matrix of of clearly defined street edges, plazas and special sites for public use is connection open city blocks (for mixed functions) and programmatic heterogeneity: Throughout the masterplan we consider a possible building depth of 21 metres, as well as the possibility to change volumes within the plot, so that different building forms and typologies are possible. The concept of the street, however, has to be maintained.

Vertical layering:

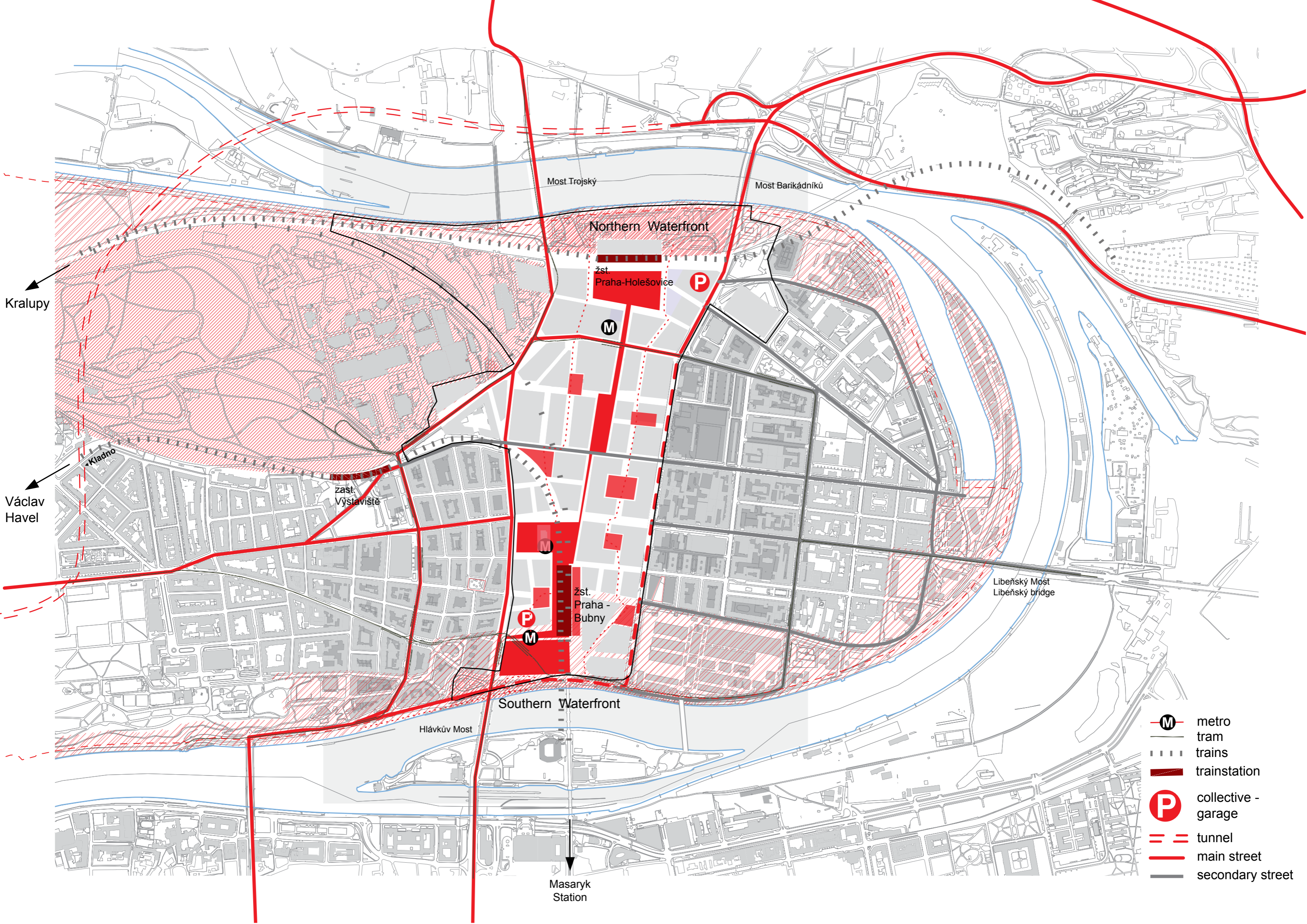
Along the primary streets the parterre / ground floor has to be of a height and quality for gastronomy and small scale commerce to happen: we suggest a minimum of 4 metres. In the plots with up to 230x180m size ground floor areas can be deep, allowing larger retail structures, for mixed-functions and small scale „clean“ industry in the courtyards.

Building heights concept:

The masterplan is to set out the maximum number of levels with a recommendation of a minimum of 3,60m floor height above ground level. The zoning process is to make sure, that the dedicated floor area is constructed for residential as well as non-residential purposes throughout the site. Along the primary main streets there shall be a higher percentage of public functions than along the secondary, more residential streets.

As for maximum number of floors we suggest a general rule for the residential area: 7 +1 floors. Exceptions to that height can be granted to public functions.

In the area by the Holešovice station buildings may go up to 12 floors with some high-rise structures for the administration buildings up to 18 floors.



Most Trojský

Most Barikádníků

Northern Waterfront

zst. Praha-Holešovice

P

M

zst. Vystaviště

zst. Praha-Bubny

P

M

Southern Waterfront

Libeňský Most
Libeňský bridge









Hlávkův Most

Masaryk
Station

Kralupy

Kladno

Václav
Havel

-  metro
-  tram
-  trains
-  trainstation
-  collective garage
-  tunnel
-  main street
-  secondary street

Securing the entire urban waterfront as public space

-  free waterfront 25m
-  non-building zone



Weaving streets together



III.4 Special features

II.4.1 Railway line from Masaryk station to Václav Havel Airport

If the railway line to Václav Havel Airport could not run underground (which would be regrettable), we suggest to design the structure in a way that allows easy crossing, as well as to make it possible to install small venues (like shops, bars, small music venues – a good comparison is the Gürtel in Vienna)

II.4.2 New concert hall

The new concert hall for 2,000 spectators is well located in the area of the Vltavská public transit station, as we are suggesting a public urban terrace next to Hlavkuv Most, connecting Bubny station to the Moldava.

II.4.3 Holocaust monument

This study considers the site on which to preserve the historic Bubny station as a Holocaust monument has the potential to become a plaza on the North-South pedestrian / shared space connection.

II.4.4 Modern administrative district for government

We are suggesting to develop a new centre around the new Holešovice station plaza, especially with the anticipated capacity of 8,000 employees to be on the urban hub of good public transport, Northern waterfront park and the Northern entrance to the network of public plazas.

II.4.5 Prague 7 city hall

It is well located in the planned location.

II.4.6 Instalment of social programme

With the potential of nearly to 30.000 new inhabitants we calculated roughly 5 new schools and 2-3 kindergartens to be needed, 50.000 m2 for bicycle parking. Generally houses should be flexible to change use. Non housing areas provide for convenience retail, groceries, farmacies, hotels, medical supply, general merchandise, entertainment and spaces for free use.

BGF Total	1700000	m2
BGF Housing	940000	m2
Housing	ca. 12000	units
Non-housing / free use	760000	m2
for: offices / administration schools, kindergarten, concert hall venues, gastronomy, shops		
expected people working there	ca. 10000	
number of residents	ca. 27000	
kindergartens	2	
primary schools	3	
secondary schools	2	
playgrounds 1 per house	ca. 30	
bicycle parking	50000	m2

II.5 Transport concept for the territory: a city for pedestrians

Reduction of automobile traffic

If you want to control the traffic rather than the traffic controlling you, build fewer roads. Hence, as a future development traversal traffic through the Bubny area could be reduced to one traversing road (we suggest Bubenska)

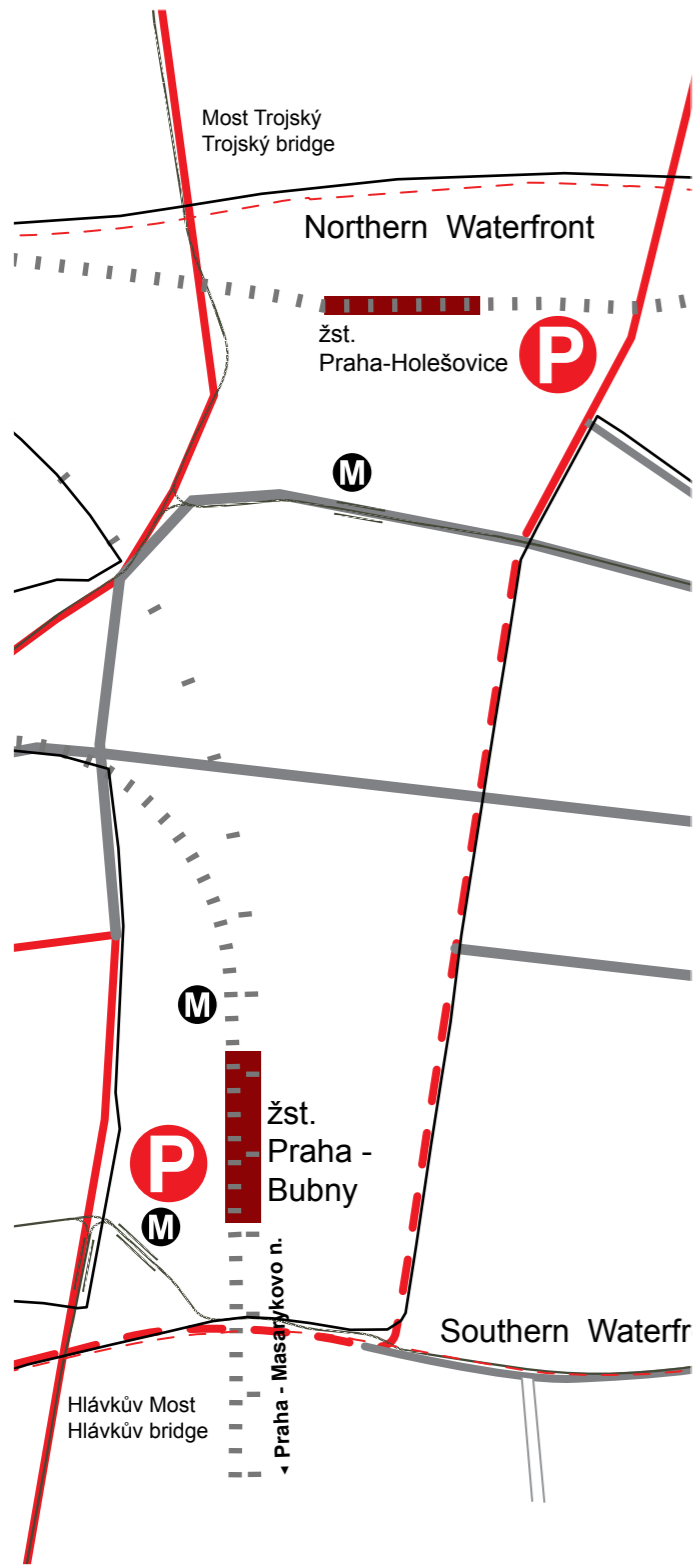
In this scenario there would be two major entrance routes into Bubny area: in the South via Hlavkuv Most, in the North via Most Barikádník. With such a new traffic / public transportation scheme some heavy barriers at the site can be overcome and the weaving together

Street height concept:

The different terrain heights of lower Holešovice and the area of Letna can be overcome in the new Bubny station. Generally street heights shall be on terrain level. One primary task for the public planning authorities should be to remove barriers

Kralupy train connection: We propose to study if the shortcut to the Kralupy connection is needed, as the trains from and to Kralupy are connected to the city centre also via Praha Holešovice. The connection to the airport and to Prague as the working site for many commuters shall be properly maintained. If this railtrack is not needed, quite some barriers in the site would be resolved.

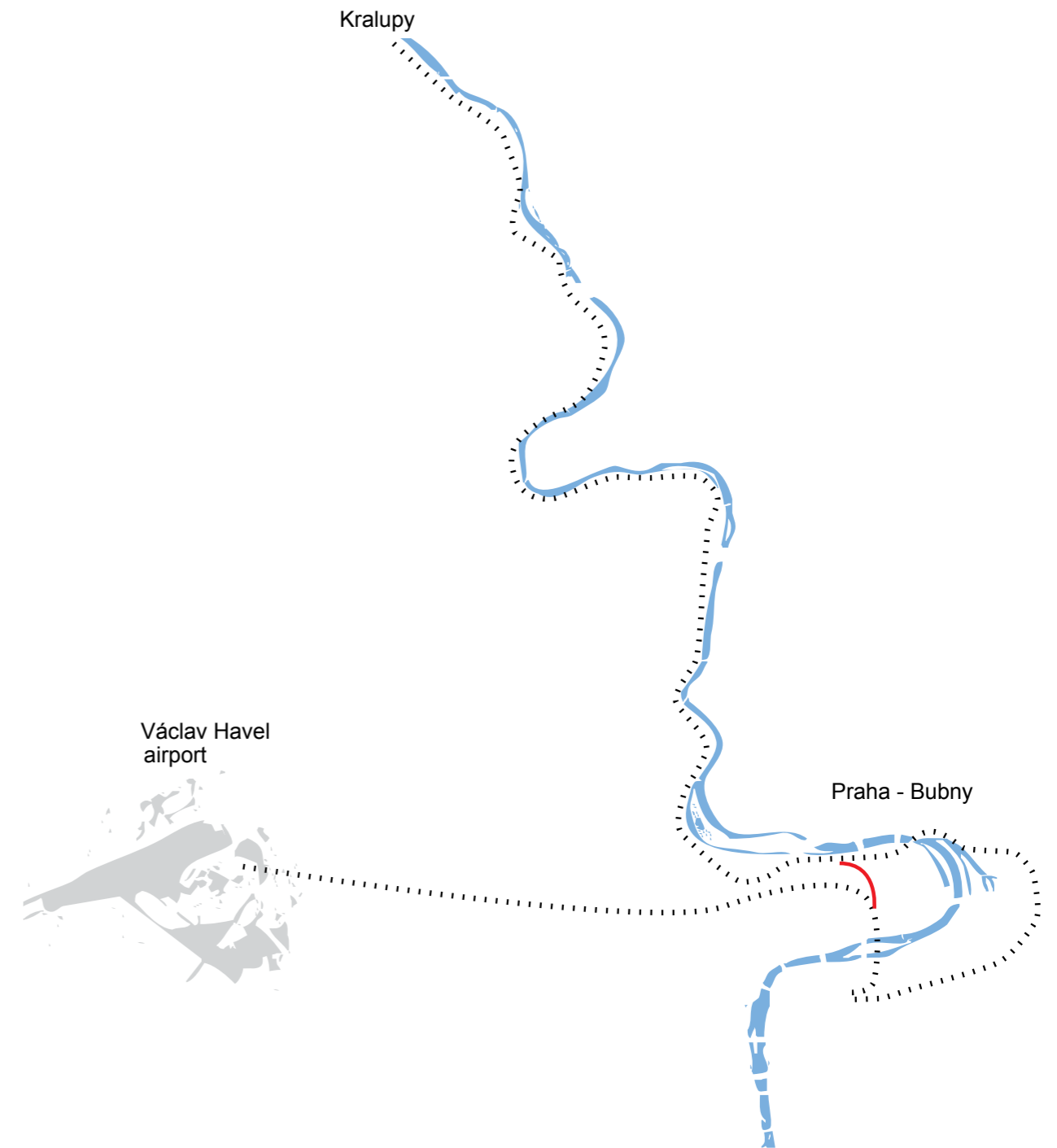
main traffic roads

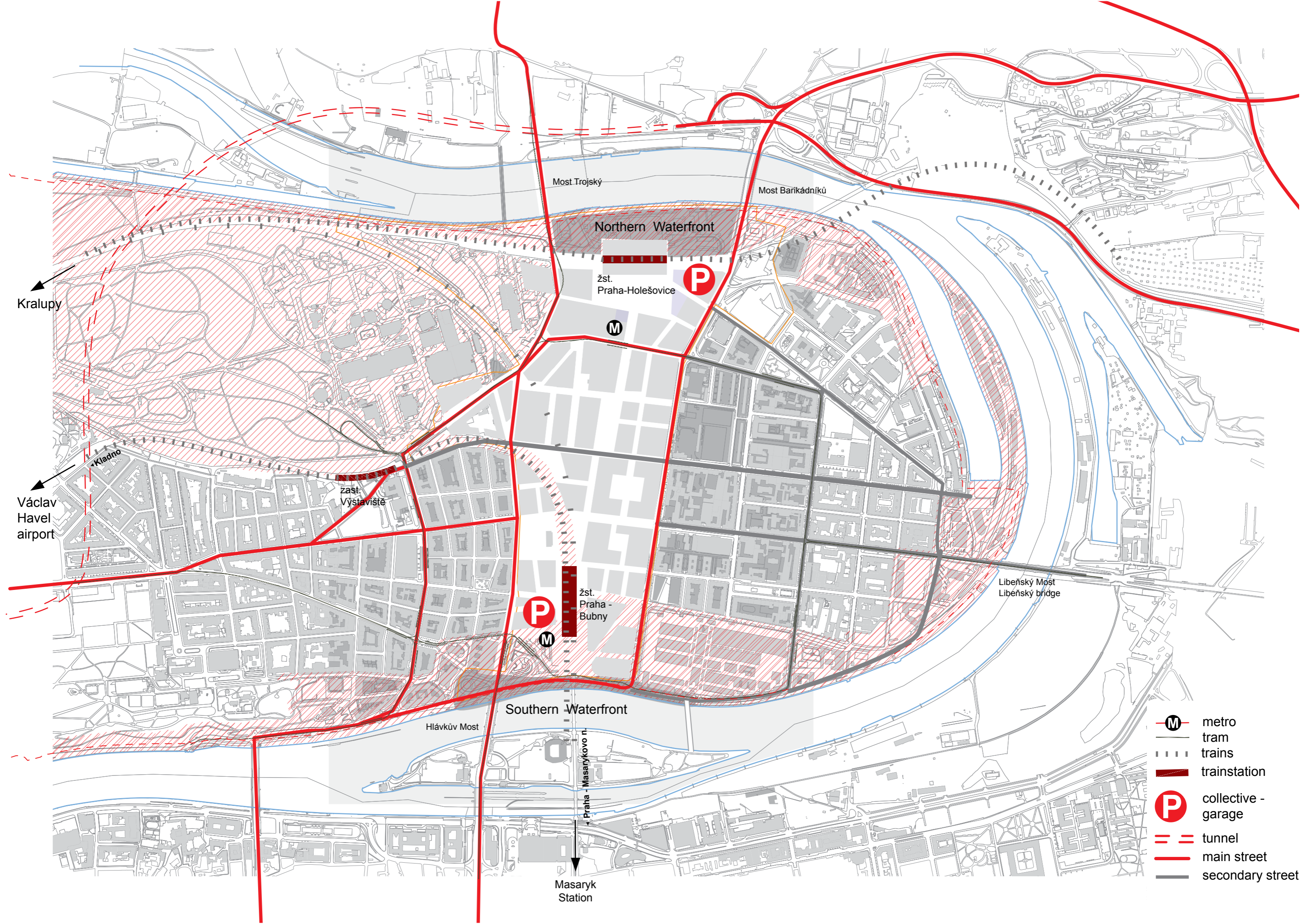


central public space connecting Northern waterfront to Southern waterfront
> shared space with a series of plazas



analysis of Kralupy connection





Kralupy

Václav Havel airport

Kladno

žst. Vystaviště

Most Trojský

Most Barikádníků

Northern Waterfront

žst. Praha-Holešovice

M

P

žst. Praha - Bubny

P









M

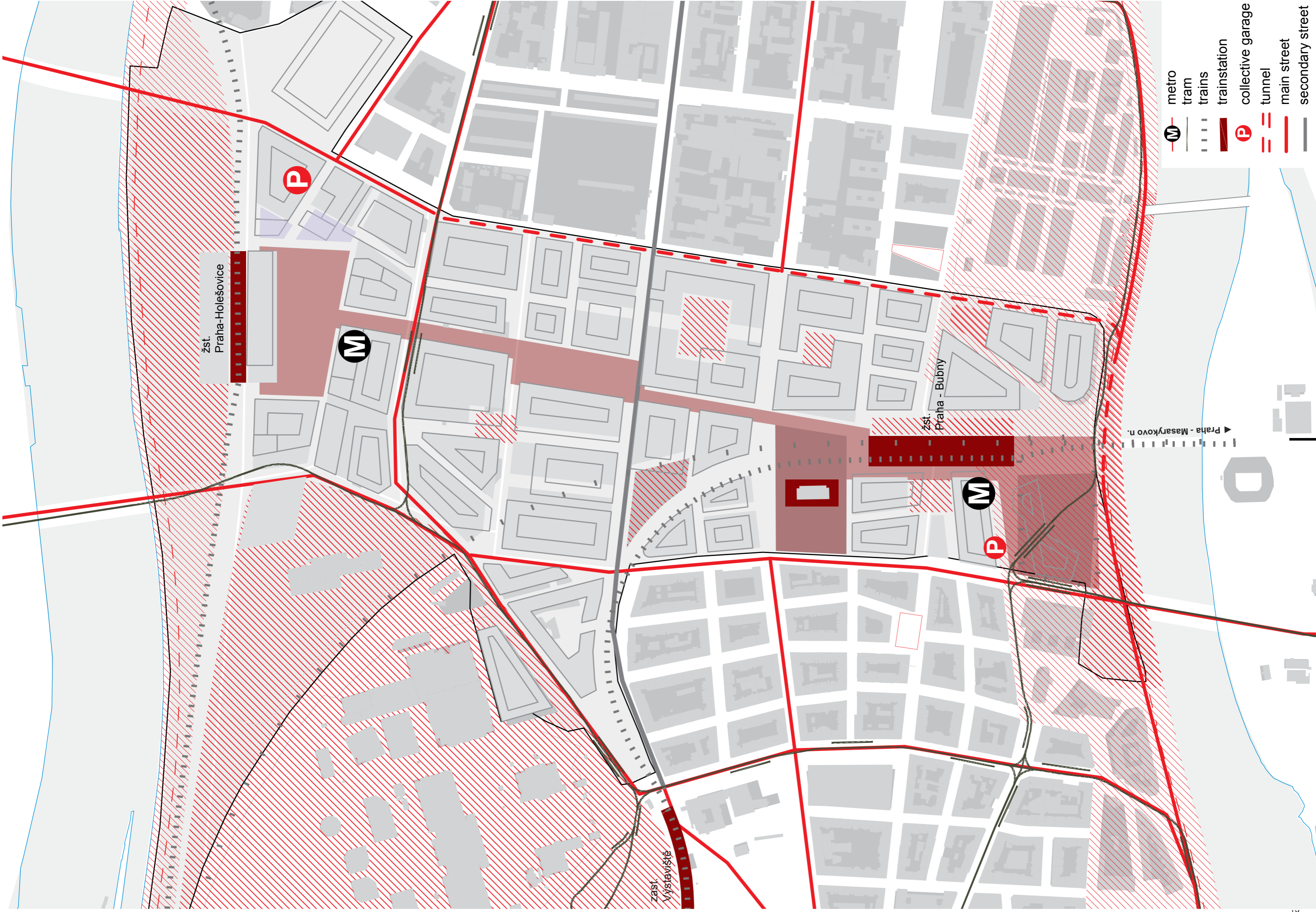
Southern Waterfront

Hlávkův Most

Libeňský Most
Libeňský bridge

Praha - Masarykovo n.
Masaryk Station

-  metro
-  tram
-  trains
-  trainstation
-  collective-garage
-  tunnel
-  main street
-  secondary street



žst.
Praha-Holešovice

P

M

žst.
Praha - Bubny

M

P

žst.
Výstaviště

► Praha - Masarykovo n.

- metro
- tram
- trains
- trainstation
- collective garage
- tunnel
- main street
- secondary street

Waterfront North
184.520 m²

connecting to Stromovka park

Vistaviste area
164.000 m²

cultural
"factory" area

government plaza

Station / government zone
172.170m²

Mixed use zone
80.140 m²

residential plaza

Residential mixed zone
307780 m²

memorial plaza

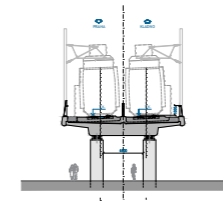
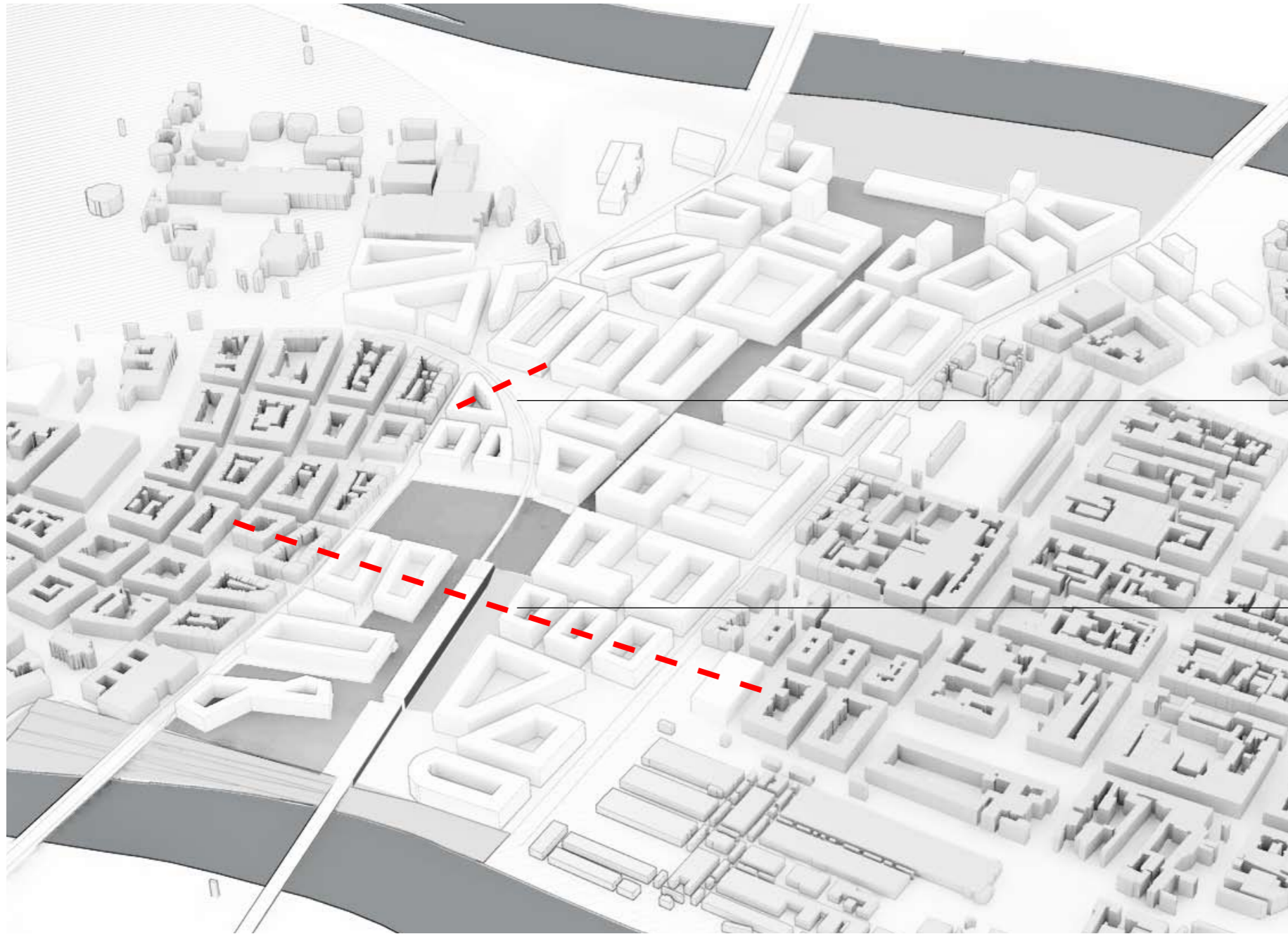
cultural plaza
with concert hall

Bubny station area
104630 m²

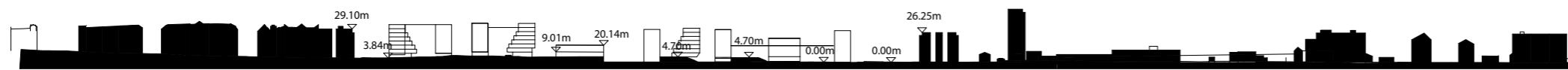
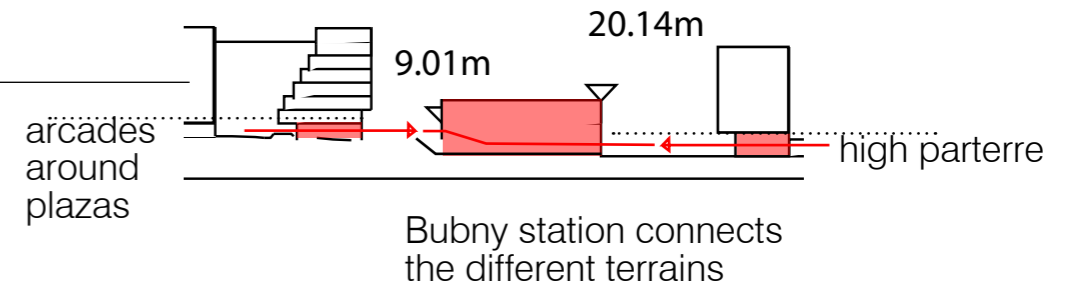
Waterfront South
34950 m²

connecting to Letna park

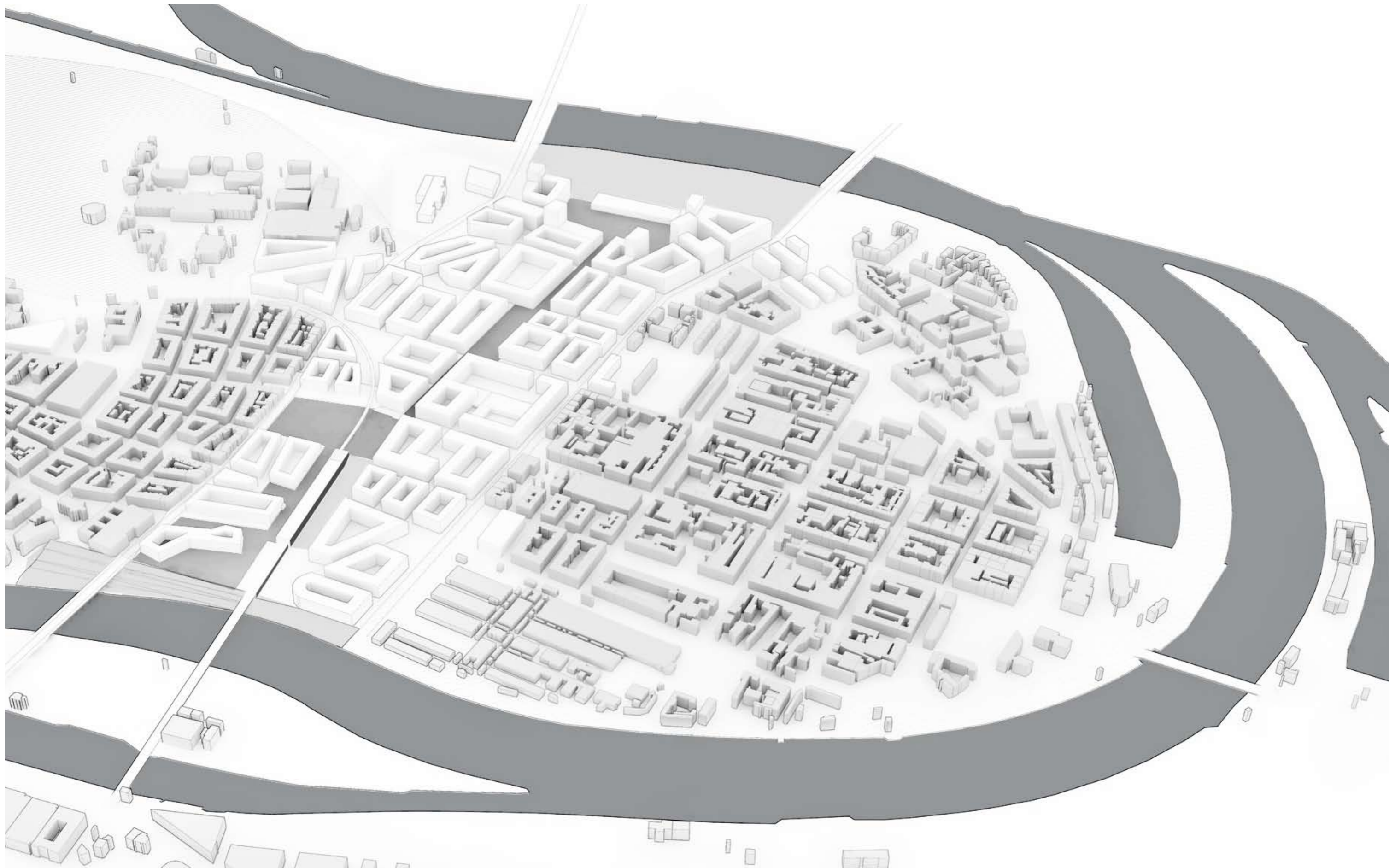
connecting to linear Waterfront park



The elevated tracks of the airport connection allows for a path or small venues under the track and a linear park.



section through station



III Process design

III.1 Transparent process design

Naturally a careful process design is of highest importance. We believe that there needs to be an advisory committee throughout the process with external experts, commissioned by the city.

Step-by-step and temporary measures

Long-term concepts such as the reduction of automobile traffic require a step-by-step planning tool.

Mix of instruments

to be implemented on the path from the land-use study towards a new valid spatial plan:

- 1) expert reports / study: general ideas for site
- 2) citizen participation
- 3) urban masterplan including special documents with definition of investor's duties and rights
- 4) regulatory plans for larger plots
- 5) procedures for planning deals | calculation of public infrastructure
- 6) urban architectural competitions for different areas

III.2 Definition of investor's duties / rights

As part of the right to the development, which will be formulated with the new masterplan we recommend to define clear and transparent rules for the investing parties with regard to their duties relating to the development. Aside from the calculation for social programme (kindergartens, schools, parks, etc.) as well as quality control of the specific urban/architectural projects also provisions for enough social housing units have to be implemented into the right for more development. Our recommendation is to define a percentage (e.g. 50 %) of the development as affordable housing (spread throughout the houses) - with the allocation process organised by the district administration.

V.4 Participation of inhabitants

Throughout the process Prague citizens are to be informed and encouraged to participate in the public discourse about the strategic goals of the site. We also consider participatory budgeting a good tool for public space development and neighbourhood creation.

We also encourage to start processes with people for whom Bubny station has become an important place exactly the way it is now (e.g. vulnerable groups at subway station) in order to ensure their active inclusion in the process and also to prevent gentrification to displace people from their home.

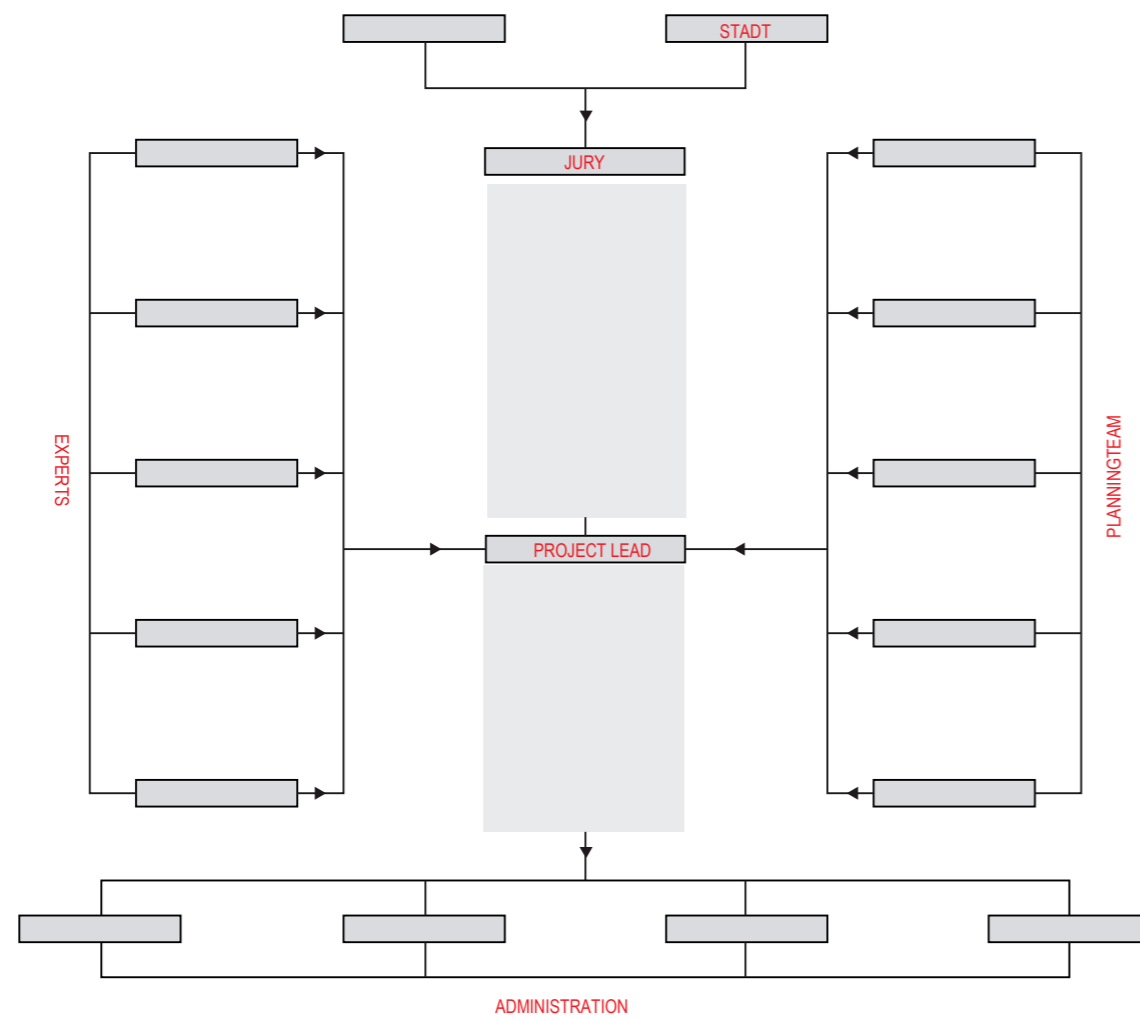
IV. List of Maps included

Analysis of site potential
Analysis of problems
1:5000 plan
including
urban riverfronts
matrix of public spaces / non-building plan
network of neighbourhood parks
public buildings and program
long-term traffic solution

Urbanistic solution / zoning & land use

Basic transport concept for the territory

Height relations / schemes of permeability



process partners
 diagram to be developed

Credits

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