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

6.10.2017
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

BUBNY PRAHA

GLEISDREIECK BERLIN

HAUPTBAHNHOF WIEN
I. Analysis | Assessment of the locality: existing potential
I. Analysis | Assessment of the locality: barriers

Barrier 1
Stromovka → Northern waterfront

Barrier 2
Nova Bubenská → Železničářů

Barrier 3
Výstaviště Holešovice

Barrier 4
Hlávkův most

Barrier 5
Dělnická → Site

Barrier 6
Nádraží Holešovice
Argentínská → Vrbenského
Partyzánská → Vrbenského
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 ob 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.
Northern Waterfront
- Most Trojský
- Most Bankářský

Southern Waterfront
- Masaryk Station
- Václav Havel

Výstaviště Kladno
- Northern Waterfront
- Southern Waterfront

Trains
- Prague - Bubny
- Prague-Holešovice

Tram
- Most Trojský

Collective garage
- Zast. Výstaviště Kladno

Tunnel

Main street
- Northern Waterfront
- Southern Waterfront

Secondary street
Securing the entire urban water front as public space

- free waterfront 25m
- non-building zone

Weaving streets together
II.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.

<table>
<thead>
<tr>
<th></th>
<th>BGF Total</th>
<th>1700000 m²</th>
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<td>BGF Housing</td>
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<td>Housing</td>
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<tr>
<td>Non-housing / free use</td>
<td>76000 m²</td>
<td></td>
</tr>
</tbody>
</table>

Stringly:

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 Bubesíka).

In this scenario there would be two major entrance routes into Bubny area: in the South via Hlavkuv Most, in the North via Most Barikádníků. 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
The elevated tracks of the airport connection allows for a path or small venues under the track and a linear park.

Bubny station connects the different terrains around plazas.

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