

# Nový Hlavák

New Main Station District

Competitive Dialogue Procurement Procedure

## Tender documentation

### P01.1 General brief *(for Approach Methodology)*

Capital City of Prague  
Správa železnic, state organization  
Prague Public Transit Company, joint-stock company

&  
Prague Institute of Planning and Development, contributory organisation





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# Abbreviations

**NOH** / New Terminal Hall

**FB** / Fantova budova (Fantova building) of the Prague Main Railway Station (historical station building)

**DPP** / Prague Public Transit Company, joint-stock company

**PIT** / Prague Integrated Transport

**TL** / tramway line

**TL** / traction lines

**P+R** / "park and ride" car parking

**B+R** / "bike and ride" bicycle parking

**K+R** / "kiss and ride" short-term car parking

**Metro C** / existing Prague metro line

**Metro D** / planned Prague metro line

**Metro S** / New connections II. / underground suburban railway system

**Stage I** / Comprehensive reconstruction of the roofing of the New Terminal Hall of the Prague Main Railway Station - Stage I

**Stage II** / Comprehensive reconstruction of the roofing of the New Terminal Hall of the Prague Main Railway Station - Stage II - part of the Competition Dialogue and subsequent phases

**RWM** / rainwater management



# Preamble



The Capital City of Prague together with the Prague Public Transit Company and Správa železnic announce Competition Dialogue Procurement Procedure for the revitalisation of Vrchlického sady Park, including the integration of the new tramway line into the area and the reconstruction of the New Terminal Hall of the Prague Main Railway Station (NOH).

Vrchlického sady Park and the New Terminal Hall of the Main Railway Station form a clear part of the centre of the capital city from the geographical and significance point of view. However, with regard to the current needs of the functioning of the urban organism in the locality and in the wider surroundings, the concerned area today fulfils its city-forming role very problematically.

The aim of the Competition Dialogue Procurement Procedure is therefore to find an architectural, urban, landscape and transport solution that is oriented towards the functionality and city-forming role of this extremely important area. At the same time, the aim of the competition dialogue is to find a comprehensive solution that will turn this part of the city into a place visited not only by passing and transferring passengers, but especially by the inhabitants of the adjacent city districts, which today are unnaturally divided by the railway and road infrastructure. It is anticipated that a quality design of the locality will bring natural attractiveness and security to the site. At the same time, the proposed solution will bring, also with regard to the future management of the area, long-term environmental sustainability within the city.

The contracting authorities expect the participants to propose a conceptual solution based on the needs in the area and on the analysis of the problems of the current situation. The competition dialogue will result in the selection of a multi-professional team that will present a corresponding design of the area amendments. The prerequisite for participation in the competition dialogue will be experience with quality solutions of active functional public space, public buildings (especially with transport function) and park amendments in central parts of the city. The winning team will subsequently continue in contractual cooperation with the contracting authorities during the subsequent phases according to the concluded contracts, up to the performance of author supervision.



# Opening words

## doc. Ing. arch. Petr Hlaváček



*It's been a long time since we started looking at how to revitalise the fore-space of the Main Railway Station in Prague, and even longer since the city started trying to build another tram link between Vinohrady and Nové Město. However, the cooperation with Správa železnic has added a new dynamic to our efforts. Although the project of the reconstruction and completion of the station hall and the revitalisation of the park are two completely different architectural tasks, I am glad that the competition teams will work on them together and thus one work will be created.*

*Vrchlického sady Park was designed in the 19th century as an entrance gate to the city. However, the 20th century, through its insensitive interventions, made the place a periphery. Even though the iconic architecture of the New Terminal Hall was created on the site. I believe that with the development of new fast rail links, the place will regain its privileged place as the gateway to the city, and we should therefore approach the competition with full seriousness and restore the place to its dignity.*

*In connection with the past, I would like to remind the unique handwriting that the recently deceased Alena Šrámková imprinted on this transfer junction. I look forward to discussing the values she left us and how to build on her work.*

*On behalf of Prague, I can say that we are very happy to cooperate with such reliable partner as Správa železnic and we look forward to a great result*

## Ing. Petr Hofhanzl



*We are standing in the NOH,  
Between the railway and the city, with a touch of nature,  
Between the rushing and the waiting ones,  
Between the many modes of transport.*

*We are standing between the history and the future. In the vicinity of the Art Nouveau Fantova Building, which we are now reconstructing with care and love, with respect for the original design of NOH and with an eye to the future, we are thus initiating, together with Prague and the Prague Institute of Planning and Development, a competition dialogue that will replace the word „between“ with a quality project.*

*The project of the decade. For a hundred thousand passengers a day, for Prague, for the Czech people.*

## Ing. Jan Šurovský, Ph.D.



*In 1972 the trams stopped running in front of Fantova building of the Main Railway Station. The new tram connection via Vrchlického sady Park will take over the role of the long missing transport connection with a tram stop easily accessible from the Main Railway Station. This will remedy a serious deficiency where the most important railway station in our country is connected to only one metro line and for journeys in other directions passengers, even in shorter distances, have to transfer repeatedly or make a longer walk to the tram. We are convinced that the chosen process of competition dialogue is the right one, also considering the complexity of the territory and the links between the individual designs, and will bring an appropriate solution. At the same time, we also perceive great support for this intention from the Capital City of Prague as well as from Prague 1 and Prague 2 municipal districts.*

# The area concerned

## Definition of the area concerned

*for details see Tender documentation / P02\_area concerned*

The area concerned includes the entire area of Vrchlického sady Park including the adjacent public spaces. On the eastern side, the area is bounded by the west edge of Wilsonova Street and the New Terminal Hall of the Main Railway Station. On the southern side, the area concerned includes the tip of the original park area and ends at the corner of Wenceslas Square. On the western side, the area concerned is bounded by the facades of houses in Washingtonova and Opletalova Streets. On the northern side, the area is also defined by the facades in Bolzanova Street, including the Bolzanova / Opletalova intersection.

The New Terminal Hall will be designed including underground floors up to the level of the 2nd floor (i.e. outside the level of the metro platform C).



*Area concerned*



*Delineation of individual projects*

# General description of topics to be addressed

The aim of the announcement of the Competitive Dialogue Procurement Procedure is to find the most suitable solution for the fundamental revitalisation of not only the building of the New Terminal Hall itself and the adjacent Vrchlického sady Park, but also to find, in the conceptual level to find the optimal way to connect the Main Railway Station with the Masaryk Railway Station.

Individual topics to be addressed will be evaluated across all sub-criteria, i.e.: „Quality of proposed urban and architectural design“, „Quality of proposed landscape design“ and „Quality of proposed transport solution“ - see paragraph 8.3.2; 9.7.2; 10.6.2 of the Tender Documentation.

The competition entries should address especially the following topics, taking into account the territorial and historical significance of the site:

**Vrchlického sady Park**

**New Terminal Hall**

**Tram transport**

**Street space**



# Vrchlického sady Park



The aim is to design modifications of the park and the adjacent public spaces in interconnection with the interior and exterior (roof) of the New Terminal Hall, which will support the considered possibilities of use in relation to the nationally and citywide important transport hub, access to the city, use by the city residents, either in terms of recreation and relaxation or travel to work, for culture and activities within the area, etc. This involves not only incorporating the new tramway line into the area, but also improving pedestrian and cycling permeability and livability, and finding opportunities for its further use. The draft design should work with respect for the historical value of the park.



The draft design of the whole area must work with a number of stakeholder groups - e.g. passengers, passersby, parents with children, tourists, vulnerable groups (users of illegal substances, homeless people, socially vulnerable people coming for work, etc.), dog walkers, etc. – see the research document “User habits and needs in the Vrchlického sady Park and the surroundings of the Main Railway Station in Prague - Anthropictures 2020, annex to the Tender Documentation P06.1), which are present in the area and will also be present to a greater or lesser extent in the future.

In general, improvements in security and opportunities for natural social control of the area are anticipated. This is also related to the clarity and transparency of the proposed landscape designs. An important aspect will be barrier-free accessibility and natural permeability of the area in relation to individual public transport stops and main destinations in the wider surroundings.

Consideration will include the appropriate design of other complementary/seasonal/temporary activities in the area.

## New Terminal Hall



It is expected that the Main Railway Station will be better connected to the surrounding public spaces and to other means of the surface public transport. The competition entries should improve the permeability of the Main Railway Station area and connect the Old Town with Vinohrady and Žižkov.

A new use of the roof of the New Terminal Hall and improvements to its connection with historical Fantova building will be proposed. (A pedestrian crossing will be placed in front of Fantova building as part of the upcoming modifications to the north-south highway. Preparation and implementation is not the subject of this Competitive Dialogue). It is expected that the roof of the New Terminal Hall will be better connected with the adjacent Vrchlického sady Park.

As part of the competition entries, the participants are expected to redesign the transport ramp areas to the south and north of the New Terminal Hall. Consideration is expected of the possibility to extend the hall by new premises within the limits of the current zoning plan.

The aim is to design the modifications to the interior of the New Terminal Hall to meet current standards and trends in public transport and related facilities for passengers and station staff. It is assumed that the leasable areas of the New Terminal Hall will be expanded and will serve both users - passengers and users - residents of the capital city. The expansion of the leasable areas will be related to the design of the composition of their content.

It will be necessary to resolve the principle of supply, especially in relation to the anticipated expansion of the leasable areas. The supply must be led from the Wilsonova street. The parking solution for the Main Railway Station is envisaged within the „Bolzanova“ Garage, which is expected to be more integrated into the traffic scheme.

A general improvement in the visibility of the NOH areas is expected, especially within the individual interchanges.

The design of the modifications will also take into account the possibility of the future connection of the metro line D and the New Connection II (transferring most of the suburban traffic to the newly built underground lines). At the same time, the expected increase in the number of passengers in connection with the increase in the quality of rail transport outside Prague (increase in speed, implementation of high-speed rail) will be taken into account.

The competition entries will address ensuring the reliable operation of the hall, ensuring interoperability requirements, ensuring barrier-free access, ensuring conditions and quality facilities for the employees of the railway operator, ensuring conditions for maintaining maximum security in the hall and the adjacent Vrchlického sady Park, removing the unsatisfactory condition of the building and ensuring the requirements of applicable legislation. It is assumed that the proposals for the alteration of the New Terminal Hall will be in accordance with the principles of a sensitive approach to the reconstruction of buildings in the Prague Monument Reservation.

The overall design of the New Terminal Hall is intended to bring about the long-term environmental sustainability of the building.



## Tram transport



The area concerned is intersected by the tramway line in Bolzanova Street, the location of which, including the existing tram stop Hlavní nádraží, will be preserved.

The partial aim of the competition entry is to design a new tramway line complementing the tram network in the city centre. This tramway line should not be a new barrier in the area, but on the contrary, its design should bring new qualities to the area. It is assumed that the design of the tramway line and its height design is solved in close cooperation with the design of the park revitalization and the design of the NOH reconstruction. The tramway line itself is based on the valid zoning plan of the Capital City of Prague. The aim of the Competitive Dialogue is not to find another variant of the tramway line, but to refine the observed route and its maximum integration into the design of the public space and the park with regard to the reconstruction of NOH.

The new tramway line will run from Vinohradská Street through Wilsonova Street, Politických vězňů Street, Washingtonova Street and then along the New Terminal Hall of the Main Railway Station to Opletalova Street and Bolzanova Street (within the limit of the principle of the zoning plan regulations). One tram stop in the pre-space of the NOH will be implemented in the new section of the tramway line. The tramway line will be designed as a classical line with overhead contact lines.

The establishment of the tramway line will significantly contribute to improving the accessibility of the Main Railway Station from locations in the narrower and wider city centre that are not currently served by metro lines.



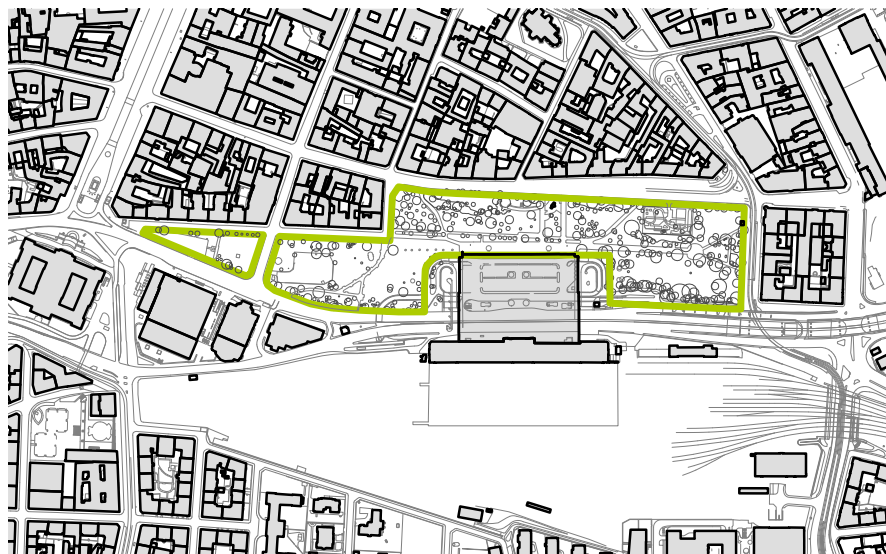
## Uliční prostranství



A design for the transformation of the street spaces in the area concerned, which are connected to Vrchlického sady Park, is assumed. The proposed modifications will reflect the current requirements for the area permeability by pedestrians and cyclists, the new tramway line in the affected sections and the necessary transport serviceability of the adjacent houses. At the same time, it envisages a comprehensive street design, including, for example, the addition of tree lines.

# Specification of the topics to be addressed

## Vrchlického sady Park

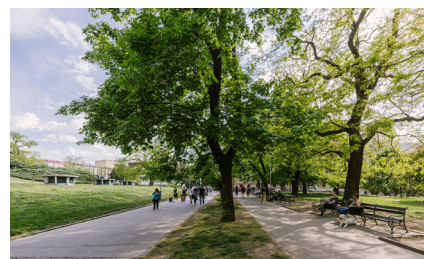


### Landscape / Park / Rainwater management

The design will provide a clear opinion on the park's target character and name the values it wishes to preserve and develop. At the same time, it is assumed that the solution will bring long-term environmental sustainability of the whole area, both in terms of landscape, social, transport, activity possibilities, etc.

The design must take into account the significant traffic load, both in terms of pedestrian and cyclist movement, but also from the social security perspective and the associated use of the park by different groups of persons, which have very different and often conflicting needs (see Anthropological research on user needs and habits: Vrchlického sady Park and the surroundings of the Main Railway Station- Anthropictures 2020, Annex P06.2 of the Tender Documentation). The design of the landscaping solution must take account of these pressures and be sustainable and functional in the long term. The overall solution must include the design of a site-wide stormwater management concept (i.e. including NOH).

The design should also include consideration of the design of the entire park area, both in terms of maintenance and long-term development of the area. It will also include consideration of the operational regime of the park or parts of the park (e.g. the possibility of closing part of the park at night). This will also be further developed as a Management Plan for the management and maintenance of the area in subsequent phases.



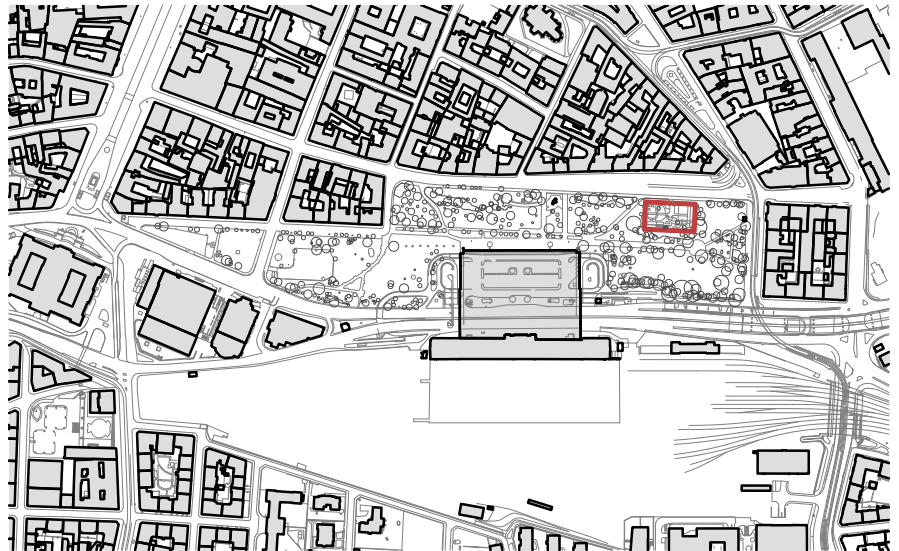


## Existing specific areas in the area concerned



The southern end of the area concerned in the direction of Wenceslas Square is today mainly used as a parking lot and is largely above the ceiling slab of the Muzeum C metro station. In a way, this affects the potential for transformation to some extent. Nevertheless, the aim is to make this area a full-fledged connection between the park and Wenceslas Square, as well as the pre-space of the New Building of the National Museum. The parking area does not need to be maintained. The boundary of the area concerned runs along the inner side of the pavement, which will be modified as part of the investment project of the tramway line Wenceslas Square; in the case of the future modification of the number of lanes in Wilsonova Street, the edge of this pavement is fixed (the roadway would be narrowed from the side of the New Building of the National Museum). In this section, it is necessary to maintain a barrier-free connection to the Muzeum-C metro station by means of an elevator.

## Playground



The existing location, extent and design of the playground can be revised and designed differently as part of the overall design of the area. The playground should be of a similar size to the existing playground to allow children of different ages to play.

## Permeability

It will be up to the participants in the Competition Dialogue to work with the existing roadway network and add/adjust it to better respond to the desired links between the station (and public transit stops in general) and the city, whether it be its lower level of the terminal hall or upper level of the roof/Wilsonova Street (see Other Transportation/ Pedestrians and Cyclists section).

## Other contents of the territory

A wider reflection and draft design is envisaged on the incorporation of other (alternative) activities in the area, which will also serve as a destination for attendance. These activities/events may also be temporary/seasonal/occasional/regular. This is also related to their location, requirements for connection to the technical infrastructure, but in the context of considerations over the use it is necessary, especially in the case of occasional/seasonal events, to propose also function/use outside these activities.

The following activities, for example, can be sought for use within the area under consideration (not a binding or comprehensive list):

*summer cinema*

*markets (e.g. Christmas/Easter)*

*food court*

*dog playground*

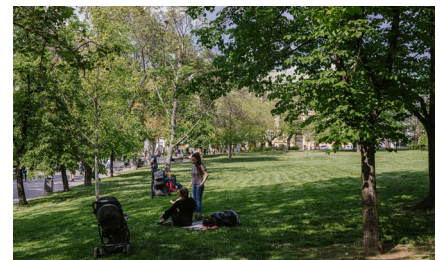
*ice rink*

*skatepark*

*recreational meadow*

*Toilets*

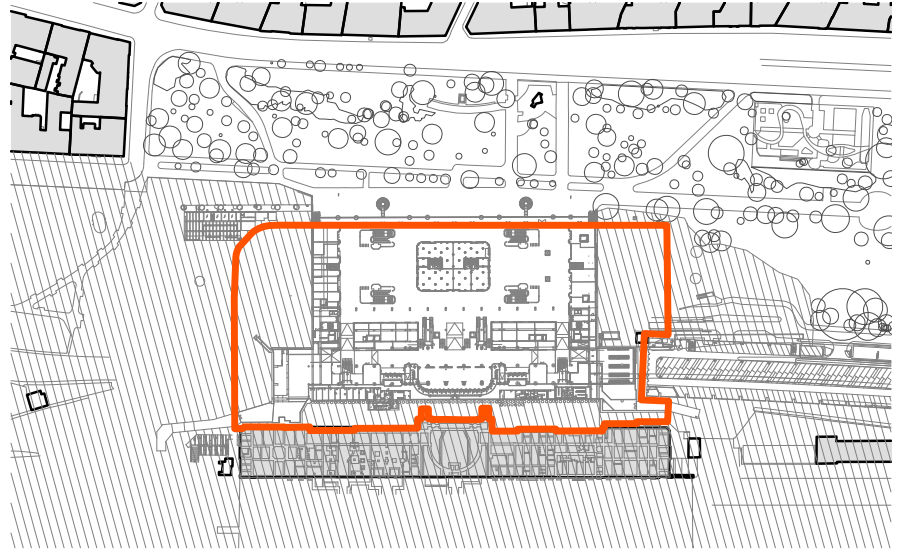
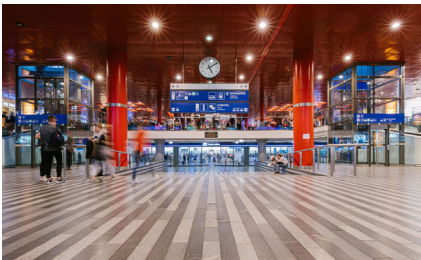
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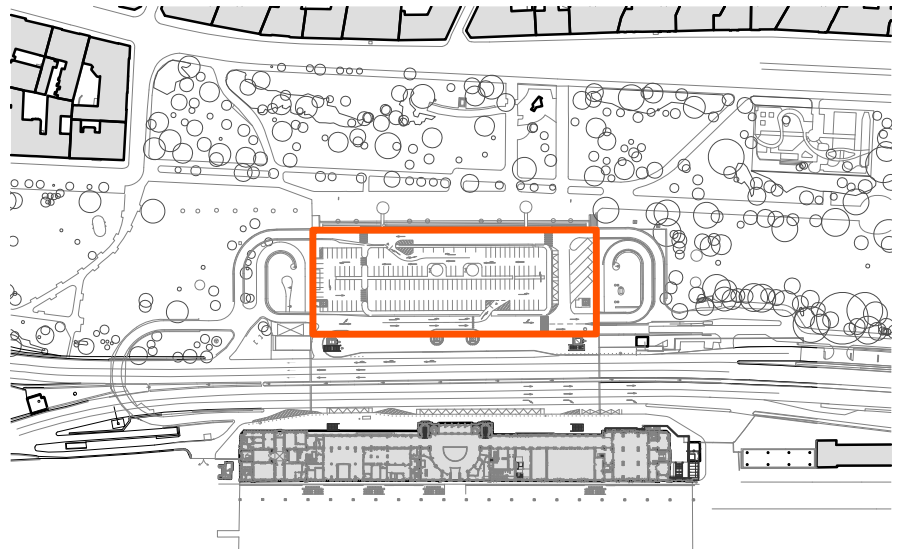
## New Terminal Hall

### Architectural and layout modification of the New Terminal Hall



It will be up to the participants in the Competition Dialogue to redesign the internal layout of the New Terminal Hall in relation to the expected changes in the use of the roof at the level of the 1st overground floor. It is assumed that the design of modifications of the New Terminal Hall will correspond with the current standards and development trends in the field of public transport. Within the limits of the current zoning plan, it is possible to increase the leasable areas and resolve their supply. It is assumed that designs for modifications of the New Terminal Hall will be in accordance with the principles of a sensitive approach to the reconstruction of buildings within the territory of the Prague Monument Reservation.

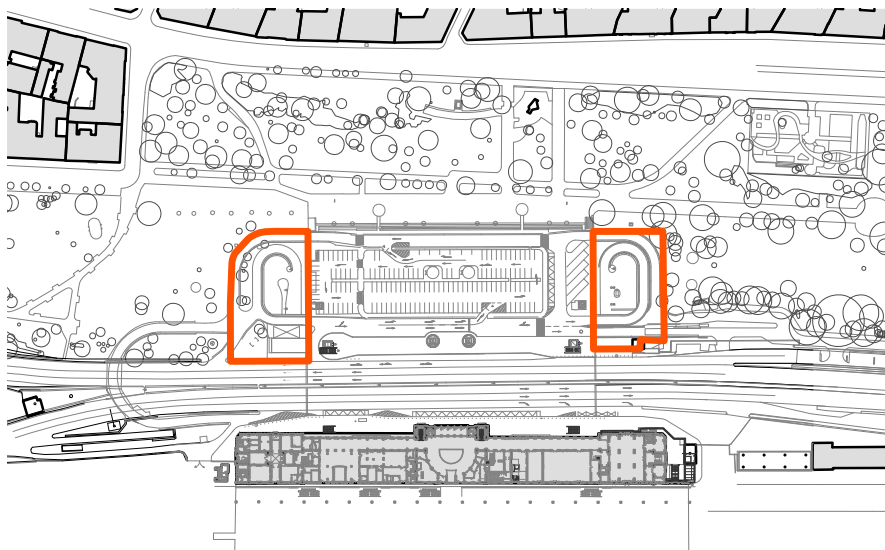
### Design of the new use of the roof of the New Terminal Hall



It is expected that the design will provide a clear opinion on the new use of the existing car park on the roof of the New Terminal Hall, including all the necessary links for the quality functioning of the site, both towards Fantova building and the Main Railway Station's track yard, and towards Vrchlického sady Park.

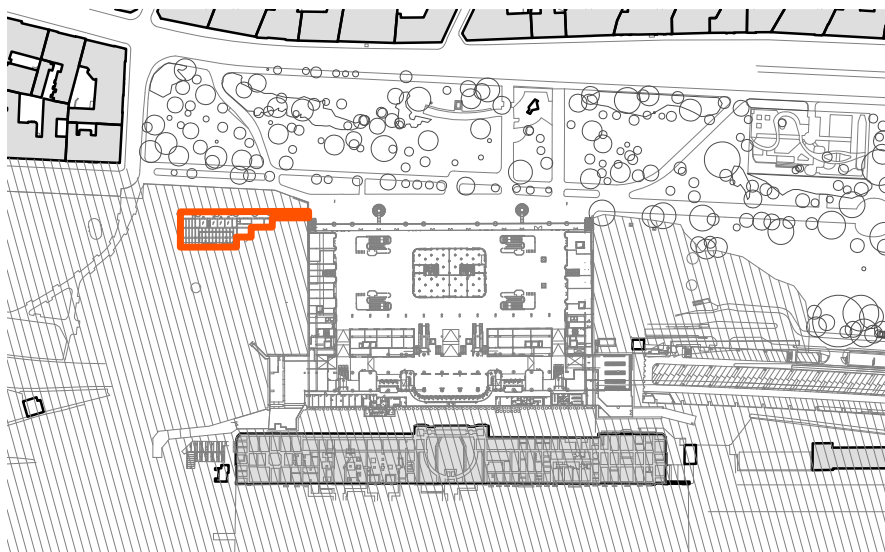
The design must take into account the significance of the site in terms of the site's position in the city and in terms of the historical development and importance of the site.

## Solution of the area of southern and northern ramps



The area of the southern and northern ramps is closely linked to the functioning of the roof of the New Terminal Hall. As part of the change in the roof function, the ramp area is expected to be completely redesigned. The way of redesigning the ramps, the use of ramp spaces (and their connection to the surroundings), building completion or new construction is up to the decision of the competition teams. A design of a quality functional solution is expected, that will help revitalise and improve the functioning of not only the New Terminal Hall, but also the immediate surrounding area.

## Design of the transformer station of the Main Railway Station



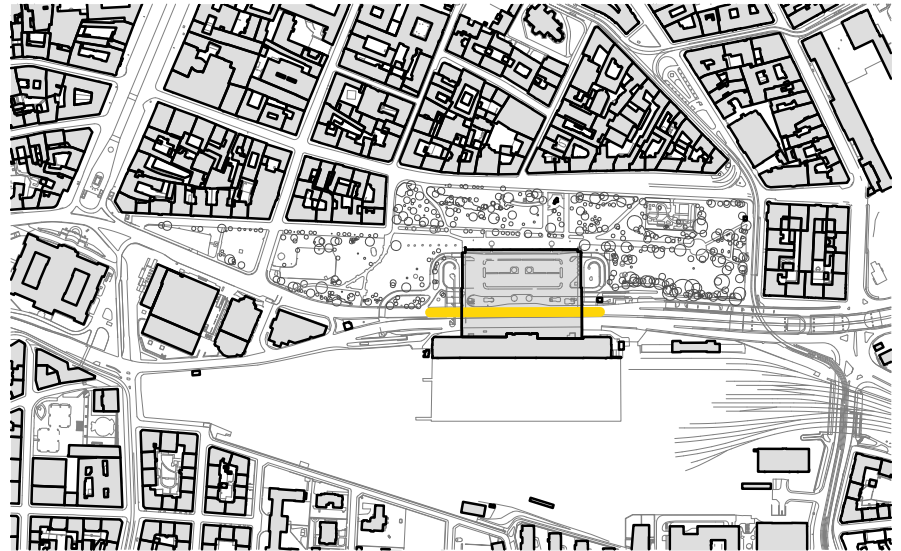
In the area concerned, there is an important technological object of the Main Railway Station - a transformer station - supplemented by the necessary premises of the electricity distributor. The transformer station supplies electricity to the entire area of the Main Railway Station and is one of the main technological nodes of the site.

The existing position of the transformer station and its necessary communication premises significantly affects the layout of the area in the close proximity of the New Terminal Hall. Any proposals for construction modifications to the transformer station must be consistent with the designs and recommendations of the technical analysis of the existing condition of the New Terminal Hall technology.



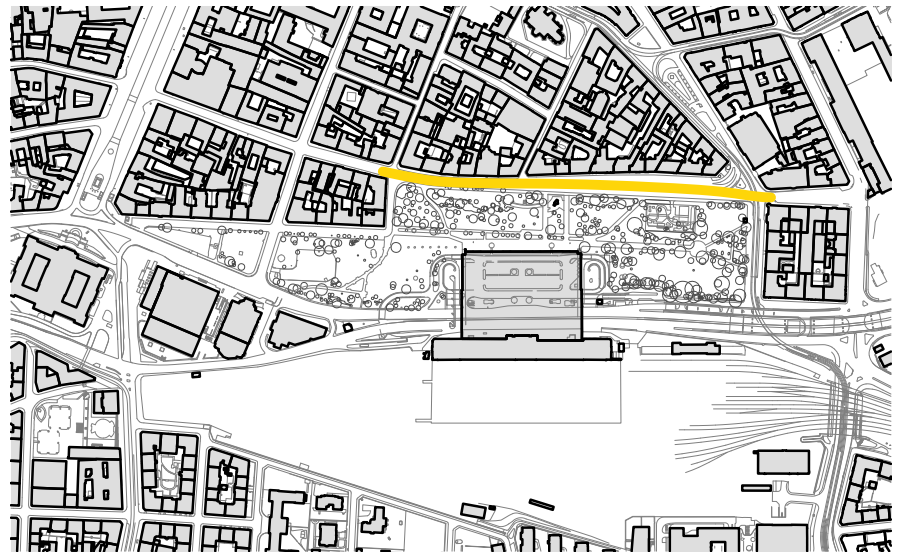
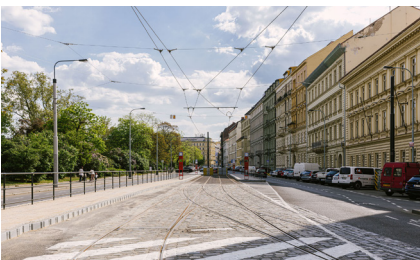
## Street space

### Wilsonova Street



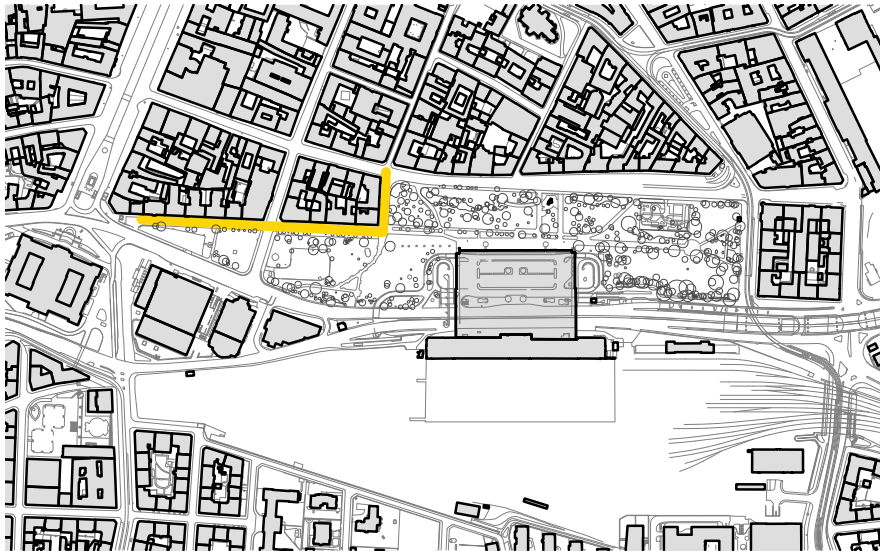
Wilsonova Street (north-south highway) is not part of the area concerned. However, with regard to the necessary connections to the park area, minor modifications to the interface between the park and the roadway of the street itself are expected, especially in the section between the NOH and Politických vězňů Street. It is important to connect the public space on the ceiling slab of the terminal hall for pedestrians and cyclists along Wilsonova Street towards Wenceslas Square.

### Opletalova Street



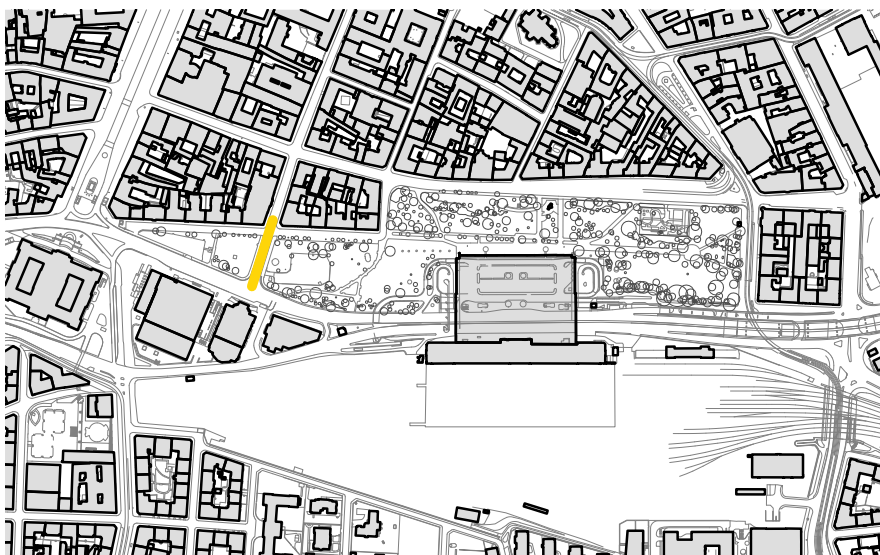
Opletalova Street is the interface between the city buildings and Vrchlického sady Park. This is also related to the required permeability within this street, which is logically mainly related to Jerusalemská Street, Růžová Street, Senovážné Square and the continuation of Opletalova Street on both sides. At the same time, the street is a place with several important institutions and has the related potential for improving especially pedestrian links between the park/station and the west side of Opletalova Street.

## Washingtonova Street



Tramway line will newly run through Washingtonova Street in the section Politických vězňů - Vrchlického sady Park. Partial retention of parking is anticipated, as well as strengthening pedestrian links while at the same time improving the character of the street and making the park edge more connected to the street.

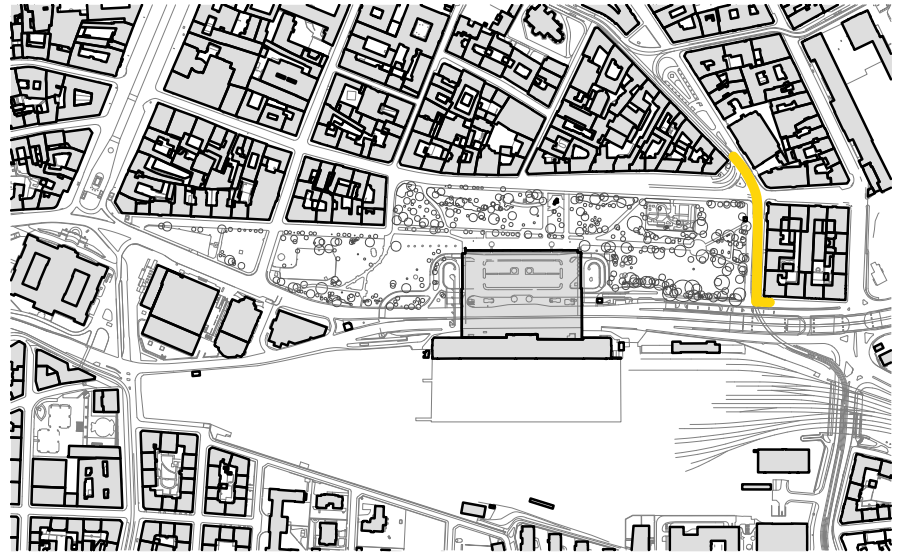
## Politických vězňů Street (a part between Washingtonova-Wilsonova Streets)



The section of Politických vězňů Street under consideration should especially not form a significant barrier in the relationship between the Main Railway Station and Wenceslas Square. It is also important to take into account, within the design, the viewing axis of the State Opera building.



## Bolzanova Street



Calmed character of the street is envisaged with provision of the necessary traffic service to adjacent houses, and improvements to the character and access to public transport stops.

## Other transport

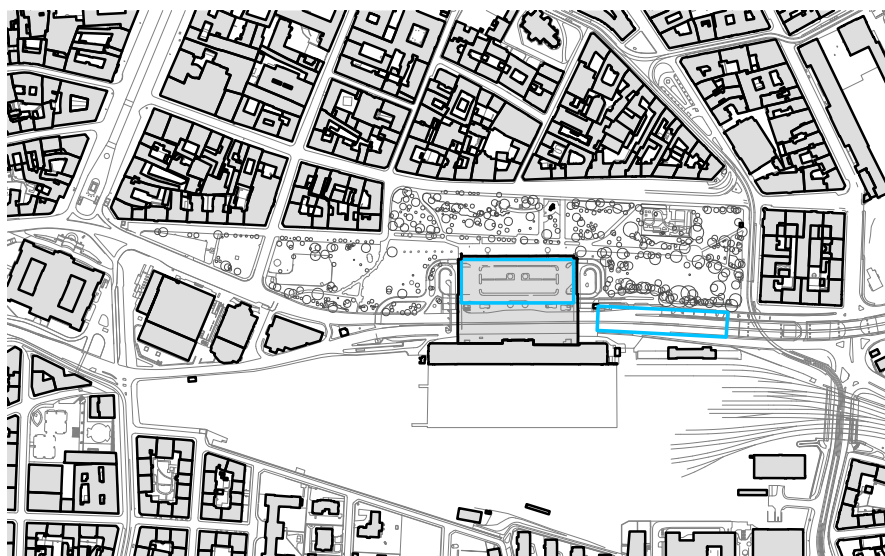
### Pedestrians and cyclists

The Main Railway Station is an important destination for pedestrians. The draft design should thus ensure not only good permeability of the park and continuity with the surrounding road network, but also good accessibility of the Main Railway Station from the main directions, not only at the level of the New Terminal Hall, but also at the level of the historical Fantova building with a connection to the roof of the terminal hall. The design of the cross pedestrian link in the axis of Fantova building across Wilsonova Street is part of the comprehensive reconstruction of the ceiling slab of the New Terminal Hall Stage I.



### Off-street parking (car parking/supply)

#### Parking facilities



The wider area now includes two or three parking facilities - the NOH roof, the Slovan parking house and the Bolzanova parking facility (below the level of the highway). The Bolzanova parking facility, located north of the NOH under the highway, has a capacity of 319 cars and 52 motorcycles. The building now also includes a car service and car wash. The building has three parking levels that are accessible by a ramp leading from the NOH roof.

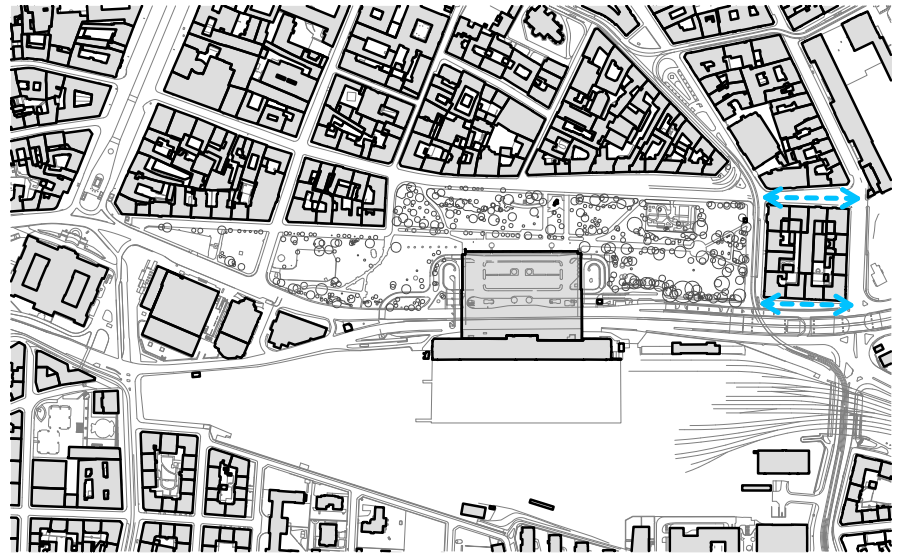
In the future, it is planned to preserve the parking capacity and to close the car service and car wash. A cycling depot for city-logistics should be newly part of the building. Participants should come up with a concept for the layout of the Bolzanova parking garage area so that it becomes a more natural part of the area concerned, especially the interface between the park and the Bolzanova and NOH garage buildings. Participants can also come up with other possible uses for the building as part of the concept (e.g. for social services and park management facilities). This building will be used primarily to serve the Main Railway Station. It is envisaged that direct pedestrian connection to the NOH will be enabled.

The Slovan Parking House is located between Wilsonova Street and Legerova Streets next to the State Opera House and is outside of the area concerned. It has a capacity of 468 cars, and in the future its pedestrian connection to the Main Railway Station is planned to be improved and its use for serving the Main Railway Station is anticipated.

The design does not envisage an increase in parking capacity around the Main Railway Station compared to the current state. It is not necessary to strictly maintain the current number of parking spaces in the area concerned.

## Topics of the conceptual solution

### Connection to Masaryk Railway Station



On the conceptual level, the participants are expected to express their opinion on the possibility of pedestrian connection between Masaryk Railway Station and the Main Railway Station. It is assumed that an important part of the participants' considerations will be the planned roofing platform for Masaryk Railway Station, the preparation of which is currently in the phase of documentation for the building permit.

The pedestrian connection should address a simple and fast transfer from the train connections of Masaryk Railway Station to the connections served by the Main Railway Station. It is assumed that the consideration on the connection of the two stations will smoothly move from the conceptual part of the Competition Dialogue to a specific solution within Vrchlického sady Park and the entire area concerned.

# Evaluation committee

## Regular members of the evaluation committee / independent part



**Jaroslav Wertig**

*chairman  
of the evaluation committee*

Jaroslav Wertig graduated from the Faculty of Architecture of the Czech Technical University in the studio of Professor Ladislav Labus in 1997. Since 2010 he has been running his own studio at the Architectural Institute in Prague. He was a long-time member of the editorial board of the magazine ARCHITEKT (later ad Architektura), the editor of the yearbook Czech Architecture 2002-03. Since 1997, he has been a co-owner of the successful architectural studio A69 – architekti, which was listed among the TOP 101 best young architects in the world by Wallpaper magazine in 2007. Jaroslav Wertig is not only a prolific author but has also won prestigious architectural competitions.



**Peter Gero**

Peter Gero graduated from the Faculty of Civil Engineering, majoring in civil engineering and transport structures; subsequently graduated in city construction - urban development. He worked for the City Council in Hamburg for thirty years, twelve of which he was the Director of Planning and Development of Hamburg's central districts. He was responsible for the creation of the HafenCity district with its many interesting buildings by world-class architects. He is currently a consultant to city councils and an educator in urban planning and urban development.



**Štěpánka Šmídová**

Štěpánka Šmídová graduated from the Czech University of Life Sciences in Agricultural Engineering - Horticulture. At the Mendel University in Brno she studied Garden and Landscape Architecture. She completed a study stay at the Universität für Bodenkultur in Vienna and currently runs her own studio, Šmídová Landscape Architects. She tries to show professionals and the public that landscape architecture is increasingly influencing our everyday lives and that it is worth taking a look at what our surroundings look like. She regularly participates in thematic conferences and lectures.





### **Jana Pyšková**

Jana Pyšková studied horticulture in Lednice na Moravě (today part of Mendel University in Brno). She is a member of the Czech Chamber of Architects and an authorised landscape architect. She tries to apply the principles of sustainability in her landscaping projects. She also gives lectures not only at professional conferences and exhibitions, but also for the general public. Her work has been awarded many times in the Garden of the Year competition.



### **Igor Marko**

Igor Marko studied architecture at the Academy of Fine Arts in Bratislava. Subsequently, he gained experience abroad, especially in London, where he co-founded the interdisciplinary design studio FoRM Associates. As its director, he led a number of transformational projects in Europe and North America, including Northala Fields Park in London and Irwell River Park, a comprehensive waterfront regeneration strategy in Manchester. As an architect, urban planner and urban designer for 25 years, Igor Marko has advised on and delivered successful projects that transcend architecture. His experimental approach to urban design has resulted in winning contracts for visionary projects such as London Without Cars, which set the scene for the transformation of London's pedestrian and cycling environment.



### **Zdeněk Lukeš**

Zdeněk Lukeš graduated from the Faculty of Architecture of the Czech Technical University. After graduation he joined the National Technical Museum, where he worked in the architecture archive. After the revolution in 1990, he started working at the Prague Castle, where he became a member of the cultural section and then the conservation department. He participated in the project of revitalisation of the Prague Castle during the era of President Václav Havel. In 1995-1997 he worked as an assistant professor at the University of Arts, Architecture and Design in Prague (UMPRUM). From 2000 to 2005 he was a lecturer at the Faculty of Architecture of the Technical University in Liberec, and from 2000 to 2003, he held the position of Dean of this faculty. He is the author and co-author of many articles and books, lectures, critical works and teaching texts. As part of his practice, he also organises lectures for the general public.

# Evaluation committee

## Regular members of the evaluation committee / dependent part



### Petr Hlaváček

Petr Hlaváček graduated from the Faculty of Architecture of the Czech Technical University, where he has taught since 1990. In 1991 he founded the architectural studio RUA with architect Hana Seho-Münzová. In 1993 he was a visiting professor at the University of Michigan College of Architecture. In 2010, he became Vice-Dean for Development of the Faculty of Architecture of the Czech Technical University and founded the studio Headhand Architects. In 2015-2016 he served as the director of the Prague Institute of Planning and Development. Since 2018, he has been the 1st Deputy Mayor of the Capital of Prague for urban development and land use planning.



### Jan Šurovský

Jan Šurovský completed his engineering studies at the Faculty of Civil Engineering of the Czech Technical University (1997), and his doctoral studies at the Faculty of Transport of the Czech Technical University (2003). His entire working career has been connected with transport companies, where he has worked since 1994, starting as a tram driver (he is licensed to drive all types of Prague Public Transport trams). Since 2005, he has held many managerial positions: Head of the Vokovice Depot, Head of the Tramway Transportation Unit, Technical Director, Head of the Historical Vehicles Section, current Technical Director – Surface Transport. He is a member of the Board of Directors of the Dopravní podnik hl. m. Prahy, a.s., which will be the investor of the project of the new tramway line Muzeum-Bolzanova.



### Jan Rak

Jan Rak is the Director of the Property Management Department of the Prague City Hall, which is the administrator of Vrchlického sady Park and the investor of the revitalisation project.



### **Michal Kliský**

Michal Kliský graduated from the Faculty of Transport of the Czech Technical University in Transport Systems and Technology in 2014. From 2014, he worked at the Ministry of Transport of the Czech Republic, where he held the position of Ministerial Councillor at the Strategy Department specialising in rail transport from 2014 to 2020. Since 2020, he has held the position of Ministerial Councillor in the Rail and Navigation Infrastructure Division of the Department of Infrastructure and Land Use Planning. The main issues dealt with include the modernisation of dispatching buildings on the railway network in the Czech Republic together with a comprehensive assessment of the possibilities for railway network development.



### **Petr Hofhanzl** *vice-chairman of the evaluation committee*

Born in 1975, Peter Hofhanzl graduated from the Secondary Industrial School of Civil Engineering in Prague, then graduated from the Czech Technical University, majoring in Structures and Transport with a specialisation in steel bridges. His first job was with Czech Railways, Investment Department; in 2003 he joined Správa železnic where he worked as a specialist in bridge and tunnel structures. In 2014, he assumed the position of Director of the Construction Preparation Department, and since 2018 he has been Director of the Construction Administration-West.

# Evaluation committee

## Alternates to regular members / independent part



### Jiří Jand'ourek

Architect, urban planner, teacher, musician. Jiří Jand'ourek graduated in civil engineering from the Faculty of Civil Engineering at the Brno University of Technology and in architecture and urbanism from the Faculty of Art and Architecture at the Technical University of Liberec. He is currently a lecturer in the Urban Planning Department and works on his PhD thesis on Architecture and Music ("Spatial Interpretation of Contemporary Classical Music"). In 2011 he was the head of an international project "Liberec – a town with a vision for the 21st century" - a structural plan for the town of Liberec. He is a frequent juror of architectural and urban planning competitions. Together with Jana Jand'ourková Medlíková, he founded the architectural studio Atakarchitekti, where they worked together on the preparation of award-winning public and private structures. Their joint projects include the New City Hall in Liberec, the Reconstruction of T.G.M. Square in Frýdlant v Čechách, the IGI Community Centre in Vratislavice nad Nisou, Building G of the Technical University in Liberec, and the reconstruction of the historic house U Páva in Liberec. Since 2019, he has been the head of the Department of the City Architecture Office - KAM L at the Liberec City Hall. In his spare time, he enjoys music and travelling for architecture. He is the author of the music for the play Sialská trojčata.



### Markéta Zdebská

Markéta Zdebská graduated from the University of Arts, Architecture and Design in Prague and completed a work placement in Josef Pleskot's studio. She founded the BY architects studio, whose projects have been published in Czech and international publications. In addition to nominations for the Czech Architecture Awards and other awards in public competitions, the studio is part of the team of authors of the winning design of the Revitalisation of Charles Square in Prague. Markéta is a regular member of juries in public and student competitions and in May 2022 was elected to the Board of Directors of the Czech Chamber of Architects.



### Milota Sidorová

Milota Sidorová studied landscape architecture and urban planning at universities in Europe, Asia and America. In 2013 she received a Fulbright scholarship and was a founding member of the international urban planning festival reSITE. She is currently the Director of the Office of Participatory Planning at the Bratislava City Institute.





### **Klára Brůhová**

Klára Brůhová graduated from the Faculty of Architecture at the Czech Technical University and Art History at the Faculty of Fine Arts and the University of Arts, Architecture and Design in Prague (UMPRUM). She specialises in the history of architecture and urbanism of the 20th century, with a focus on post-war buildings and issues of their conservation. She currently works at the Department of Theory and History of Art at the University of Arts, Architecture and Design in Prague and at the Institute of Theory and History of Architecture at the Faculty of Architecture of the Czech Technical University in Prague.



### **Kamila Krejčířiková**

Kamila Krejčířiková graduated from Mendel University in Brno with a degree in Garden and Landscape Architecture and co-founded the Ateliér Krejčířikovi studio, which focuses on landscape architecture. In her practice, she specialises in the restoration of historical buildings, where she brings life back to well-known and forgotten gardens. She has won several prestigious awards for her work, including the Europa Nostra Grand Prix and the German Design Award.



### **Jan Magasanik**

Jan Magasanik is an architect from Ústí nad Labem, living in Copenhagen, Denmark, and working in the BIG - Bjarke Ingels Group studio. He graduated in architecture from the Faculty of Art and Architecture of the Technical University in Liberec.

# Evaluation committee

## Alternates to regular members / dependent part



### Adam Scheinherr

Adam Scheinherr graduated from the engineering program with a focus on mechanical engineering from the University of West Bohemia in Pilsen and subsequently obtained a master's degree with a scientific specialisation at the Université de la Méditerranée in Marseille and a PhD at the École Centrale in Marseille. During his PhD studies he worked at CNRS in Marseille as a researcher. Since 2018, he has been the Deputy Mayor of the Capital of Prague for Transport.



### Filip Jiřík

Filip Jiřík graduated from the Faculty of Transport of the Czech Technical University in Prague. From 2004 to 2016 he worked as a designer of transport structures and participated in many projects for the construction of new tram lines. Since 2016 he has worked for Dopravní podnik hl. m. Prahy as a project manager in the Investment – Surface Transport Department, specialising in the preparation of new constructions on the tram network.



### Jakub Hendrych

Jakub graduated in architecture and urban planning from the Faculty of Arts and Architecture of the Technical University of Liberec. He has long been involved in the creation of public space in the city and works as an architect at the Prague Institute of Planning and Development. As a chief architect, he participated in the landscaping of the surroundings of the Historical Building of the National Museum in Prague. He is the guarantor of the Competition Brief for the project of the Capital City of Prague and the Prague Public Transit Company.



### Marek Zďeradička

Marek Zďeradička graduated from the Faculty of Transport of the Czech Technical University in Prague, majoring in territorial transport infrastructure in 1999. Currently he is the Deputy Director of the Prague Institute of Planning and Development. He is also the Director of the Infrastructure and Landscape Division.



### Miroslav Penc

A graduate of the Faculty of Civil Engineering of the Czech Technical University and a graduate of the doctoral programme of the Faculty of Transport of the Czech Technical University, Miroslav Penc has worked for a long time in Dopravní podnik hl. m. Prahy, where he is the head of the Tramway Transportation Unit responsible for the administration, maintenance, repairs and reconstruction of the infrastructure for tramway and newly developing trolleybus transport.



### Lukáš Tittl

Lukáš graduated from the Faculty of Transport of the Czech Technical University in the field of transport systems and technology in 2015. Since 2013 he has worked at the Prague Institute of Planning and Development, specialising in transport policy and sustainable mobility since 2013. His main focus is on the functioning of transport as a service for passengers. He is involved in the new Smíchov terminal, the landscaping of the surroundings of the Historical Building of the National Museum, and the drafting of the Prague Metropolitan Railway Development Strategy. Since 2019, he has also been a lecturer on sustainable mobility at the Faculty of Transport at the Czech Technical University.



### **Antonín Krejčí**

Antonín Krejčí graduated in law in Bratislava in 1986 and from the Faculty of Business Administration and Economics of the Czech University of Agriculture in Prague in 2018. His entire professional practice is focused on public administration. He is a renowned expert in public procurement. Currently, he works as a lawyer for the State Fund for Transport Infrastructure. He is also a lecturer at the Faculty of Operational Economics of the Czech University of Life Sciences in Prague, Department of Law.



### **Jakub Cigler**

Jakub Cigler graduated from the Faculty of Architecture of the Czech Technical University. He is the author of significant buildings not only in the Czech Republic but also abroad and the holder of several Czech and international awards. He is the guarantor of the Competition Brief for the project of Správa železnic, státní organizace.



### **Pavel Paidar**

After graduating from the Czech Technical University in Prague, Pavel Paidar joined a private construction company where he held various positions. Since 2003, he has been employed by Správa železnic, first at the Construction Administration Plzeň and later at the Construction Administration West, where he was involved in the preparation of investment projects. Currently, he works for Správa železnic as the Director of the Construction Preparation Department of the Railway Modernisation Section at the General Directorate of Správa železnic, státní organizace.



### **Jakub Bazgier**

Jakub Bazgier graduated from the University of Technology in Brno, Faculty of Civil Engineering, with a specialisation in building construction. In addition, he is a certified real estate appraiser. After his studies he was employed in a small development company in Brno, which focused on the construction of office buildings. In his further career, he spent less than a year working for the Ministry of Transport. As he wanted to connect his professional activity mainly with investments and construction of transport infrastructure, he became a project manager at Správa železnic. After a few years, he left the Správa železnic for some time and continued to work on the construction of aeronautical buildings at

the Air Navigation Services of the Czech Republic, both in terms of preparation and implementation. After this mission he returned to Správa železnic, where he now works as a Technical Deputy for the Prague Region.









# Nový Hlavák

Zadávací řízení se soutěžním dialogem



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