

URBAN SETTING 1:20000



BUILDING MASS 1:5000

Urbanism in the beginning of the 21st century is marked by an urban shift: the allocation of the worn and less profitable industrial network.

While docks along urban waterfronts are being refurbished with dense housing developments and other industrial infrastructure is losing its user, the present industry concentrates itself in outskirts of the city, and abandons its territory inside the city boundaries.

All over Europe metropolises rediscover this new land in close proximity to the city center. In the case of Prague and the assigned site Dejvice the railway tracks and its facilities will be removed from the surface.

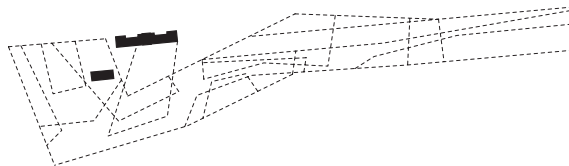
The underground rail connection, which is being planned next to the submersion of the city ring road, will enhance the current rupture of the city fabric. Besides having a regional train connection directly on site, also trams, busses and a subway station meet at the same location. But if people get out off the mechanical network, they are left undirected by the lack of urban continuation. Currently visitors have no motivation to stay. Inhabitants become trespassers in their own neighbourhood. There is no established organization and subsequently no orientation or place. To withhold any identity, first the district has to be contained. Dejvice makes poor use of the already present potential: as a major distribution point it can turn Prague into a decentral network - in addition it has to position itself in the nodal coexistence of urban centers.

But these brownfields are the cities last reserves. The UNESCO regulates a "building-stop" preventing further growth inside the historic center, protecting it from overuse. The last undeveloped patches of land have to be planned with caution, exactly because the void was the last barrier between the metropolitan center and the suburban ring. The area marks their intersection, their relation and the different qualities.

A single effort can have different effects on each side. The situation calls for a reinvention of the urban tissue. The significance of position, the size of the area and the experimental affection of the architect can be combined to change the identity of the district. If the redevelopment of the brownfields escort the dispersal of public activities through the whole city, the oversaturated historic center will be relieved from its intense attendance, moreover subordinate districts can be rejuvenated by tapping into the flow of people and money.

Rivers and roads have always been the guideline for the structural orientation. But with the submersion of mechanical transport, the regularity of the urban texture will become a field condition. The structure is no longer regulated by the restrictions of mechanical movement (speed and turning radii), but it can be much more agile. Buildings can now be more responsive to the user, than to the street.

The external functioning of the shrink-wrap: the formal distribution of the building mass is essential to enclose a center for Dejvice. That is why we chose for a concept of linear intensity. We stretched the mass to be long enough to erect a proper vis-à-vis with the borderline of Prague 1. The bar is subdivided into bits, according to the existing structure, so it will not exclude the southern movement from the northern movement, creating a permeable city wall. Integration into the existing structure is also approached by reflection of scale and continuation of open space. With these methods we obtain an intrinsic relation to the context.



CONCEPT-LINES 1:5000

6 FLOORS MAX
2.2 FAR
98.800 m²

potential area = 36.200 m²

x 6 = 217.360 m²

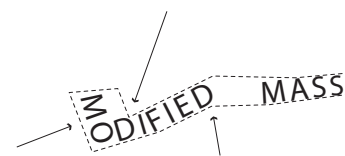
30% open

70% built = 36.200 m²

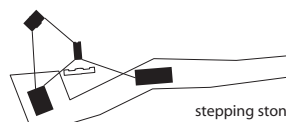
outline of proposed intervention



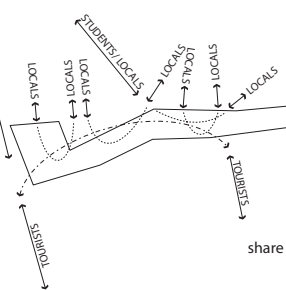
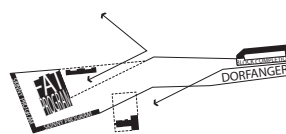
exemplary Engels Block



penetration



stepping stones



TAILORING THE VOLUME

