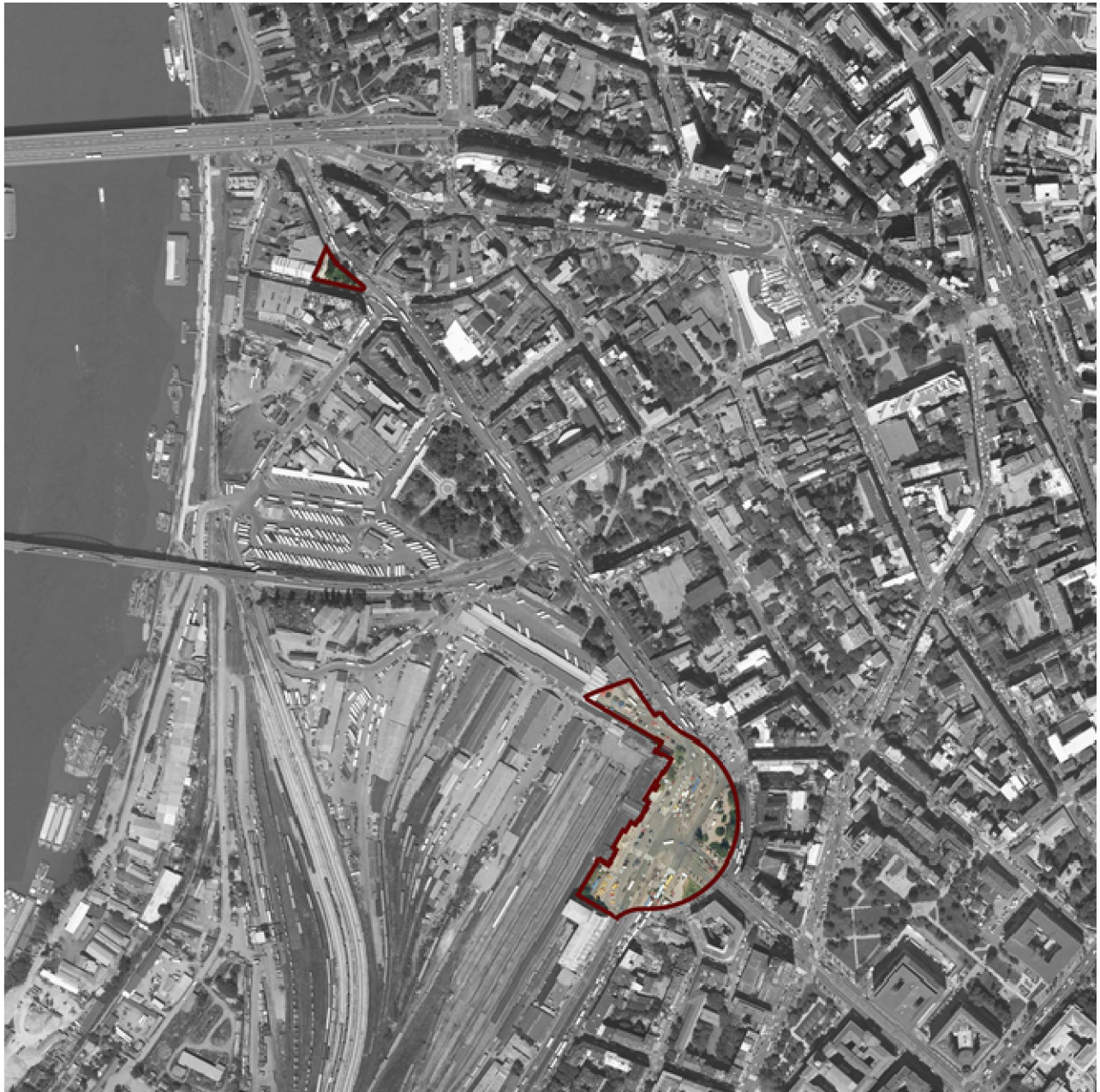


**CITY OF BELGRADE**  
In cooperation with the Union of Architects of Serbia



**COMPETITION PROGRAMME**  
for Open, Poll Based, Architectural and Urban One-phase Competition  
for Savski Square area and Square at the corner of Karađorđeva and  
Travnička Streets, Savski Venac Municipality

November 2018

**COMPETITION PROGRAMME**

for Open, Poll Based, Architectural and Urban One-Phase Competition  
for the Area Savski Square (S) with part of the lot of Old Railway Station in the direction of Savski Square and  
Karađorđeva Street (CL5) and square at the corner of Karađorđeva and Travnička Streets (SQ1),  
Savski venac Municipality

**Announcer / Contracting Authority of the Competition**  
City of Belgrade

**Competition conducted by:**  
Union of Architects of Serbia, Kneza Miloša 7a /III, Belgrade  
[www.u-a-s.rs](http://www.u-a-s.rs)

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## 1. MOTIVE AND GOAL FOR LAUNCHING THE COMPETITION

The direct move for preparation and realization of this Contest is The Decision of the City of Belgrade, after conducted competition for solution for Stefan Nemanja Memorial at Savski Square in Belgrade and in accordance with the Guidelines for the implementation of the *Spatial Plan for the special purpose area and development of part of Belgrade coastal area - the riverside area of the river Sava for the project "Belgrade Waterfront"* ( "Official Gazette of RS", no. 7/15, hereinafter SPSPA (*Spatial Plan for the special purpose area*) *Belgrade Waterfront*), by which, inter alia, the relocation of Belgrade Main Railway Station and Central Bus Station is envisaged, introducing significant changes of the character of this area in terms of its content and use, to undertake the activities of realization of public architectural and urban - competition for the area of Savski Square with the building of the Old Railway Station and Square at the corner of Karađorđeva and Travnička Street with the planned cultural facility intended for creative industry.

The aim of the competition is to select the best architecture, urban and spatial solutions for the landscaping of Savski Square along with the part of the lot of Old Railways Station in the direction of Savski Square and Karađorđeva Street which creates the visual and ambiantal composition with the area os Savski Square, and the Square at the corner of Karađorđeva and Travnička streets.

Taking into account both the needs of citizens and intentions of the Administration of City of Belgrade to provide better accessibility to the open public urban spaces and surrounding contents for pedestrians, as well as to make them more resilient and attractive for different groups of users, the subject matter urban and architectural competition which comprises two units: *Unit 1* - Savski Square and *Unit 2* - Square at the corner of Karađorđeva and Travnička, has been initiated with aim of promoting public interest.



Image 1 – Preview of the positions Unit 1 and Unit 2

The objective is to ensure that among selected solutions for the arrangement of the above mentioned central city areas, a functional, high quality and creative use of the public open space is provided in

accordance with current urbanistic and social needs of Belgrade citizens and visitors, as well as to provide the integration into a framework of existing and planned facilities in the immediate surrounding, having in mind the cultural and historical importance and background of the area.

According to its type, this urban and architectural competition is an open, poll based, one-phase contest for selection of the best solution for the architectural and landscape design of the public open spaces.

Selected solutions shall be the basis for making urban-planning and technical documents and design documents required for planning and construction at the corresponding locations.

## **2. CHARACTERISTICS OF SPACE - WIDER AREA AND DIRECT VICINITY**

### **2.1 General Characteristics**

Units within the scope of this competition are located in the central part of the city, in the immediate backside of the coastal area of the right bank of the river Sava for the project "Belgrade Waterfront" to environment of the right bank of the Sava River and belong to the *Belgrade Center and the Old Belgrade Unit* - the oldest conserved part of the capital that reflects the historical development and growth of the city from the Belgrade Fortress as the historical urban nucleus - towards the banks of the Sava and Danube.

According to the urban characteristics, type of construction, monumental, environmental and other values, *Old Belgrade unit* represents the most complex and the most attractive area of Belgrade resulting of its immense value for the Serbian culture and national identity.

The largest part of this territory is classified as a permanent property of Belgrade, while the large number of cultural properties of different protection levels pertaining to prior protection, as well as protected collimation lines and street areas, are located here.

In terms of the built environment structure, the surrounding comprises a formed matrix of compact blocks with entirely defined street subdivision and regulation, with prevailing edge-type construction and associated open public spaces.

More specifically - Savski Square and the square at the corner of Karađorđeva and Travnička Streets belong to the spatial, cultural and historical ensemble "Savamala", which is important not only as an evidence of historical, economic, urban and architectural development of Belgrade, but also has the exceptional place in the historical development of Serbia - it is the first part of the city erected in the XIX century outside the Turkish trenches - as "Serbian Belgrade".

Hierarchically, the area comprising locations from the contest, both with regard to position and content, concentration of different categories of users and traffic is among the highest ranked areas of the city for Belgrade and its citizens, thus providing a high commercial value.

Although located in the old city core of Belgrade, this area together with its immediate environment represents a place with a very important properties for the city in terms of traffic: two bridges over the Sava - Branko's bridge and Old Sava Bridge, until recently operating Belgrade Main Railway and Main Bus Station, Karađorđeva Street which is very important for the traffic, but frequently faces traffic congestion caused by freight transportation due to the lack of the appropriate ring road, as well as Sava port - the only international passenger terminal of the city - contribute to the high traffic volumes in the this area.

Another uncommon feature of the area comprised by competition which, despite its importance, has not been completely resolved yet - due to its relatively low-lying position in relation to Sava river and the absence of the appropriate protection, Savamala is the only part of the central urban area of Belgrade which was flooded during the extremely high waters recorded in 1984 and 2006.

Outside the zones encompassed by the competition scope, in the immediately vicinity of Sava river, according to *SPSPA (Spatial Plan for the special purpose area) Belgrade Waterfront*, which includes locations comprised by the competition in regards to the planning, began construction of the new part of the town having extensive capacities, urban and morphological character, as well as visual and environmental properties that are different from those existing in the urban fabric of the city. The impact of this construction on *Belgrade Center* and the city as a whole, given the construction capacity, will certainly be huge and measurable only in the future.

Realization of Belgrade Waterfront project has officially started on 26 April 2015, by signing the Agreement on Joint Investment between the representatives of Serbian Government and the Dale Hills Company. This integrated community shall be realized in the zone between Branko Bridge and Belgrade Fair, along the Sava riverbank (1.8 km) and streets Karađorđeva and Savski square, Savska and Vojvode Mišića Boulevard. The project includes the area of about 116 ha (at the right riverbank of river Sava) with total planned construction area of about 2 million square meters.

Within the area covered by the Plan, with the exception of the protected area in the immediate surroundings of the competition scope of this competition, a completely new construction is foreseen.

In terms of intended use, a combination of various content, primarily residential (6,000 residential units, aimed for approximately 14,000 residents) with accompanying functions (recreation, children's centers and playgrounds, educational and healthcare institutions) and commercial ones is envisaged, including business premises, high and middle category hotels (The St. Regis Belgrade and W Belgrade), high-capacity shopping - shopping mall and a number of entertaining facilities along the river bank (1.8 km) and within the public areas - a new public park (2,7 ha) and mini parks within residential units. The goal of the project is to form a multi-purpose space, with diverse contents, within the city.

The morphology of the planned construction, except in the section between Brankov most (Branko Bridge) and the Stari savski most (Old Sava Bridge), is designed in such a way that from the existing city tissue, with borderline along Karađorđeva and Savska streets, the volumes grow in direction of the river, and the planned height of objects is 25m near Karađorđeva and Savska streets, up to 60 and 100m in the zone closer to the coast, with a 168 m tower as the highest.

*A more detailed description of the content of the Belgrade Waterfront Project is given in the accompanying tender documentation: IV PRODUCTS FROM ACTUAL PLANNING DOCUMENTS*

## **2.2 History of the area**

Despite the fact that today Savamala is regarded by the citizens as delineated by the area from Branko's bridge, along Karađorđeva Street - from the Sava river to the Gavril Principa Street and up to the Railway station and Savski Square, according to the list of properties under prior protection, the border of the spatial, cultural and historical unit "Savamala" covers a wider area delineated by the following streets: Brankova, Kraljice Natalije, Dobrinjska, Admirala Geprata, Balkanska, Hajduk Veljkov venac, Sarajevska, Vojvode Milenka, Savska, Karađorđeva, Zemunski put to the bank of the river Sava, along the bank of the river Sava to Brankova Street, including the pylons of the Bridge of the King Alexander I and represents an authentic urban space.

The name of Savamala comes from the name of the Sava river and Turkish word *mahala*, denoting a neighborhood.

The beginning of Savska varoš (Sava town) or, as the Turks called it, Savske jaliye (Sava's bank) development, coincides with the adoption of Sultan's Hatt-i Sharif (Sultan's Edict) in 1830 and the independence of the Serbian authorities, who considered this part of the city towards the river Sava's bank as the only one which was far enough from the Turkish *Varoš u šancu (Town in the trench)* and consequently, out of reach of Turkish influence.

The outset of Savamala's development was marked by the interventions of Prince Milos related to regulation and arrangement of the entire area comprised by current cultural and historical unit.



Aiming to regulate this area, Prince Milos ordered the move of the former residents to Palilula, and demolishing of the existing houses made of transient materials: "So that people involved in trading and mediation could be settled on the Sava riverfront".

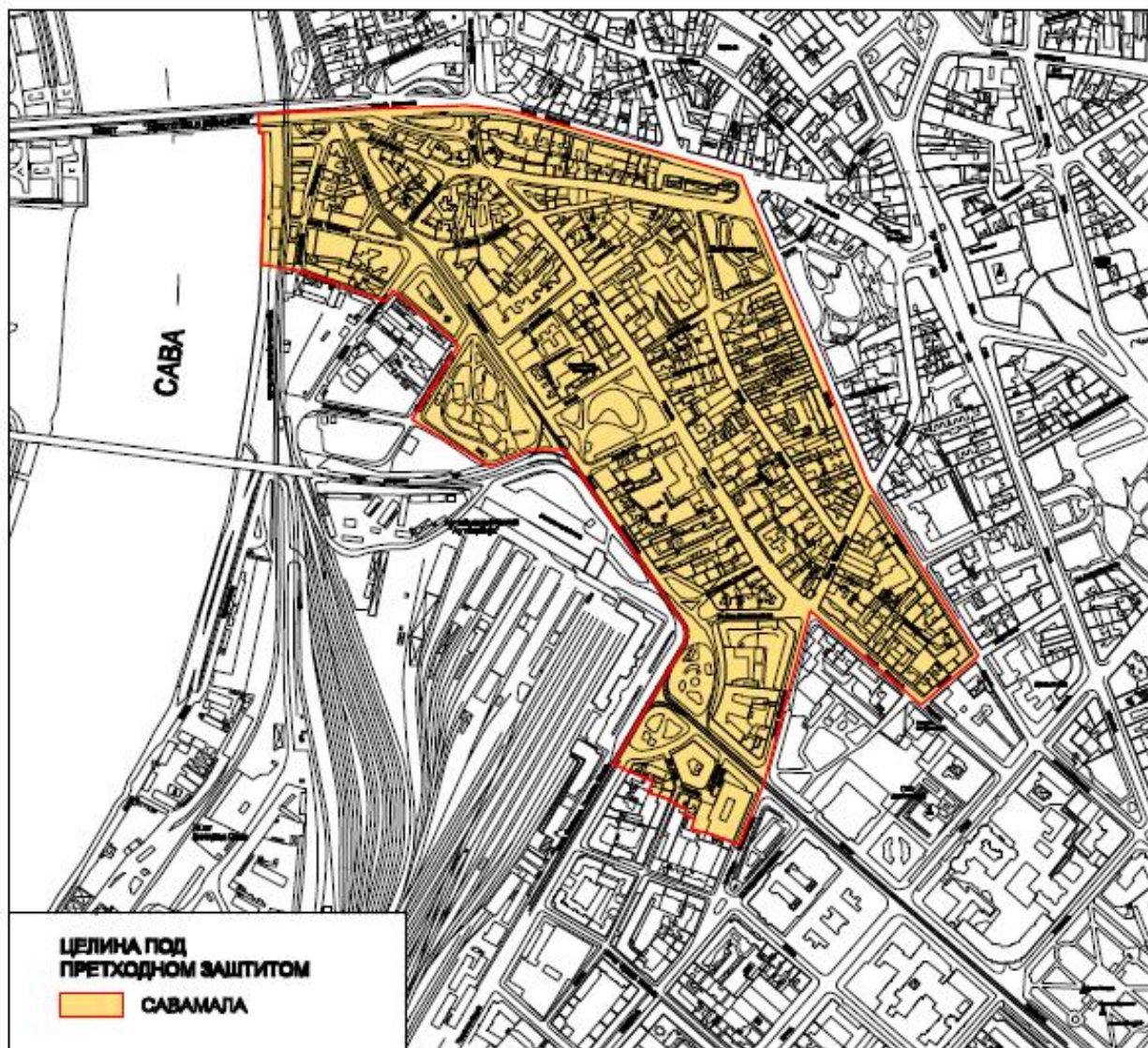


Image 2 - Savamala - unit under prior protection

One of the first interventions was to establish the *Little-Market-on-Sava (Mali pijac)* (in contrast to the Great market inside the trench), at the junction of several bystreets, today grown to Karađorđeva, Svetozara Radica, Travnička, Hercegovačka and Kraljevića Marka Streets.

Ciganska bara (*Gypsy Marsh*) was located behind the Little market. It extends from today's Svetonikolski Square to the mouth of the Topčiderska river unto the Sava river, and its name was subsequently changed into *Bara Venecija* (Venice Marsh).

The first European-style building erected in this area was Đumrukana (Customs House) in Karađorđeva Street 13 (1835). Đumrukana was damaged in the bombing in 1944, and destroyed after the World War II, although the previous damages were only partial.

Extremely rapid development of the city along the Sava River and a large number of traders who were regularly coming to Belgrade brought to construction of commercial warehouses, shops and new European-style hotels with still existing hun (inns).

The fact that Savska varoš (Sava town) has lost its old, suburban character was confirmed in 1862, when Karađorđeva Street and Little market become part of the main city streets list. Also, a symbol of victory over the Turks - Cross made of red marble was mounted in the Small market (today it is located in the *park of Hotel Bristol*).



*Image 3 – Mali pijac (Little-Market-on-Sava) around 1875*

In the sixties and seventies of the XIX century, Savamala was inhabited by merchants who previously had only magazines and stores in this area along the Sava.

Backfilling of Bara Venecija (Venice Marsh) commenced in 1867, a space of the Railway Station was backfilled in 1882, while the economic growth of Savska varoš (Sava town) was further supported by the construction of railway infrastructure - the Railway Station located at Savski Square and the railway bridge over the Sava were built in 1884.

Besides that, a significant impact was made by the construction of tramway tracks in 1893, which connected West Vračar and Slavija with Sava Port (through Karađorđeva Street).

Karađorđeva street was regulated up to the Small market, while along its front began construction of representative residential and commercial buildings.

Owing to the initiative of the state and private entrepreneurs, at the end of the 19th century, Savamala became a part of the economically developed urban district, although the spatial properties of such a development had not yet been determined - the area was partially regulated and arranged, its building fund consisted of a small number of representative buildings and great number of temporary facilities intended for trading.

The 20th-century impact was the most powerful exactly in this portion of the city - during fourteen years, until the beginning of World War II, this urban area was formed, streets were regulated, plotting was completed, construction of the port began, an elementary school was constructed, Serbia's first banking institution founded and finally, Venice Marsh was backfilled.

In 1907, on the plot between Karađorđeva, Travnička and Hercegovačka Streets (Karađorđeva 48), business-commercial-residential Belgrade Cooperative building was erected, as one of the most important works of Belgrade and Serbian architecture from the early 20th century and one of the most valuable achievements of architects Andra Stevanović and Nikola Nestorović.

During the same year started the construction of Sava quaysides from the bridge up to Krsmanović's stores, but it was suddenly interrupted due to technical problems associated with financial difficulties.



Although unfinished, the idea of the quay was the first one related to the descent of the city to the riverbanks.

Thereafter, with the the development of railways, the national project conducted over decades without consent and without considering the objections of the Belgrade Municipality and the development needs of Belgrade, connection of the city with its riverfront has been greatly impeded.



*Image 4 - Little-Market-on-Sava in 1920'ies*

From the renewal of Serbian state after the end of Turkish reign, up to the creation of the Kingdom of Yugoslavia, in less than a hundred years, a former suburb of Belgrade, Sava mahala and Savski liman (Sava bay), owing to their position adjacent to the border crossing between Serbia and Austria, customs and trade, became the centre of economic and financial power of the Serbian state.

Such economic growth has brought to urban development and transformation of this area into a new town centre with authentic atmosphere, which completely transformed the image of the city.

Luka Ćelović gave particularly important contribution to the development of this part of the city. He was the founder of the Belgrade Cooperative and participated in the construction of the Belgrade Cooperative building Hotel Bristol. He financed the construction of numerous other buildings in the area of Savamala, including the house where he lived, located in the 1, Kraljevića Marka Street, while the park located in Karđorđeva street (*Bristol Park*) opposite of the park which bears his name today, was also built as a public space for his life on his property. Luka is Ćelović has left all his property to the Belgrade University.

Geopolitical changes after World War I, the dissolution of the Habsburg Monarchy and the creation of a new state, the Kingdom of Serbs, Croats and Slovenes, have led to disregard and disappearance of Savamala area. Belgrade became the capital of a far larger country, the river Sava was no longer a border between the two countries, and the city began its expansion on the left bank of the Sava.

After World War II, with the changed social and political structure of the country, the interests of the urban development of the city were inclined to totally neglect and even devastate this area.

Many buildings were damaged in bombing during World War II

Today's view of the Karađorđeva Street and neighbouring streets. The traces of its glow from the beginning of the twentieth century are hardly noticeable.

*A detailed overview of the history and evaluation of the space and single facilities is given in the accompanying Competition documents: III GUIDELINES OF COMPETENT INSTITUTIONS / Conditions of the Belgrade City Institute for the Protection of Cultural Monuments and VI OTHER DOCUMENTS ACCOMPANYING PROGRAMME / History and Architecture of the Train Station in Belgrade\_I. Kleut and Little market on the Sava river in late XIX and early XX century\_ V. Pavlović Loncarski.*

### 2.3 Natural characteristics of the area

The climate of Belgrade is a moderately continental, with four seasons and about 2,096 hours of sunshine per year, with the mean maximum in July, and the mean minimum in December.

The annual precipitation is 669.5 mm, and includes rain, hail, icy rain and snow. The highest number of days with precipitation in: April, June and December.

The relevant area belongs to Topoclimatic zone Center, characterized by the average annual temperature of 12.3 °C, the mean minimum temperature in January -1.3 °C, and a mean maximum temperature in July of 27.2 °C, in the total range of about -20, 0 °C to around 40.0 °C, in the extreme situations. The number of days with temperatures higher than 25 °C is 95 per year.

Belgrade is a windy area exposed mainly to the winds coming from southeast, northeast, north and northwest. Calm periods are rare and occur mostly during the summer. The most common and the strongest southeast wind - *Košava*, which blows throughout the year, with a peak intensity in September and during the winter, and the minimum in June and July, having an average speed of 25 up to 45km/h, with storms up to 130km/h. The coldest winter winds are those from north and northwest.

### 2.4 Traffic

As previously stated, close surrounding of the units as part of this contest, in terms of traffic, is extremely frequent with high concentration of different means of transport.

Relocation of Railway and Bus stations, as well as expected finishing of all elements of Belgrade ring road intended by the plan, excludes some specific traffic categories - railway traffic, inter-city busses, cargo-transport from this area, in a relatively near future, which is an ultimate benefit.

However, construction of new high-capacity roads in close surrounding of the Sava river and Gazela bridge is also planned, as well as the realization of new high-capacity roads connected to it, Savski Boulevard being the most significant, as well as tunnel connection between Sava and Danube slopes where Sava's entrance portal, according to the DRP draft, is intended in the Gavril Principa Street –via route of extended Old Sava Bridge, through roundabout on the position of the former Lasta Bus Station, Karađorđeva Street and crossing through Luka Čelović Park, making the subject area more transitory, primarily for motor vehicle traffic.

#### **Road and street network**

Borders of contest areas affects roadways, Karađorđeva and Savska Streets in the category of primary and principal traffic arteries, which have a dominant role in terms of right Sava bank approach zone.

**Savska Street** is a two-way road with several lines in each direction and with variable regulation width, containing tram yards in its profile, excluded from the contest is kept in that profile.

As part of the contest, in the zone of Savski Square, according to the new regulation, the existing direction going from Savska street in front of Railway station is suspended and it is repositioned peripherally along the "roundabout" square towards Nemanjina Street. Tram traffic routes are kept within Savski Square area at the existing positions.

**Karađorđeva Street** is a roadway with variable regulation width, which also contains tram yards in its profile. The profile of this roadway is established for two-way traffic regime with different width sidewalks on both

sides, with circular roundabout in the roadway profile in front of Belgrade Cooperative. In the area between circular roundabouts, in front of the Belgrade Cooperative up to Branko's Bridge, Karađorđeva Street has a profile for one –way traffic.

In terms of area included in the contest, profile of this roadway is kept in the present state.

**Travnička Street** represents the part of secondary street network, with principal purpose of functional connecting and reaching of specific locations.

According to special purpose area Spatial Plan of "Belgrade Waterfront", Mostarska, Zvornička, Travnička and parts of Braće Krsmanović Street and Hadži Nikole Živkovića Street, are planned as integrated vehicle-pedestrian streets, adjusted to levels of the existing field state.

### ***Pedestrian Traffic***

Pedestrian traffic of different intensity is continuously flowing within the areas included in the contest.

As principal problem in creation of continuity in pedestrian traffic, there is a weak connectivity and poor state of pedestrian lines and sidewalks.

Planned reorganization of the motor vehicles routes, as well as the change of content within the contest scope, is expected to provide a different organization, character and frequency of pedestrian traffic.

### ***Bicycle traffic***

Within the contest areas, there are no formed bicycle lines, and bicycle traffic in this zone is performed primarily on the trails along the Sava river bank.

### ***Public city transportation***

Contest area is covered by city lines of public transportation, bus and tram JGS ( Public city Transportation) sub-systems.

Tram traffic as part of contest scope is kept on present routes, while bus transportation as well as all the public city transport stops will be coordinated with planned reorganization of the street network.

## **2.5 Green Areas**

In the close surroundings of areas comprised by the contest, only two arranged green surfaces are along Karađorđeva Street in the area connecting *Unit 1* and *Unit 2* into locations of the contest:

- *Luka Ćelović Park* between east regulation of Karađorđeva, Lička, Gavril Principa Streets and The Faculty of Economics and
- *Bristol Park* – between the west regulation of Karađorđeva Street, Hadži Nikola Živković Street, and Belgrade Railway and Bus stations.

*Bristol Park*, as a public park or European style garden, was founded by Luka Ćelović with permission of the city authorities, on his property and at his own expense in the first decade of the XX century. Originally, the park spread from Bristol hotel to the Main Railway Station in Belgrade.

Today's dimensions of the park are a consequence of Old Sava Bridge approach road construction, built during World War II as well as construction and extending of Bus Station in Belgrade in 1984. Present surface of the park is approximately 12.240 m<sup>2</sup>

What stands out, as special value of this park is prior mentioned Cross from the Little market, from 1862., as one of the oldest monuments in Belgrade which, since 1987. represents immovable property of great importance to the cultural heritage.

According to the special purpose area Spatial Plan of Belgrade Waterfront decision plan, this park is intended to be kept within present borders and capacity.

*Luka Ćelović Park*, originally named *Park at the Faculty of Economics*, was built on the location of *Savska Elementary school*, demolished in World War II. Positioned across the Belgrade Bus station, since its establishment it had a very dynamic and not so bright social history- during 60s and 70s of the last century it was a nest of street prostitution, and from 2015 until 2017 it served as a camp where Middle East

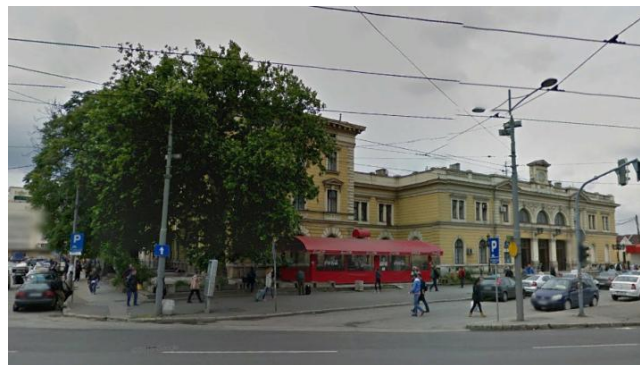


immigrants resided. It has been renovated a couple of times, last of which was in 2012, and total surface of the park is approximately 6.670m<sup>2</sup>.

According to Detailed Regulatory Plan draft of the Tunnel connection between Sava and Danube slope, and positioning entry tunnel portal on the east side of the park, the main part of the park ceases to exist.

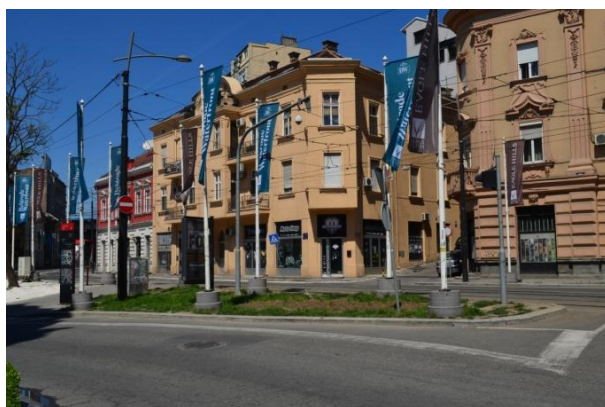
On the area comprised by the contest, there are no arranged green surfaces.

As part of *Unit1*, on the Savski Square, green surfaces are almost negligible. A few young maple trees are present. The only two trees worth the attention are one plane tree (*Platanus x acerifolia* (Alt) Willd.) and one Sophora tree (*Sophora japonica* L.) whose trunk cross sections are approximately 120 cm. Their aesthetic value is satisfactory, and bearing in mind the size of their habitus, they represent a valuable resource of high vegetation in and from both biological and aesthetic aspect. Also, in Nemanjina Street, along the Savski Square area, there is an alley of European Ash (*Fraxinus excelsior* L), which is an integral part of the tree alley in the area from Slavija to Savski Square; therefore keeping it is necessary in order to preserve the continuity.



*Image 5 – Green surfaces Savski Square*

In the square zone on the corner of Travnička and Karađorđeva streets, there is a group of high vegetation in the category of trees with leaves.



*Image 6 - green surfaces - Square on the corner of Travnička and Karađorđeva Streets*

## 2.6 Infrastructure

The subject area, being extremely frequent central city and traffic area, is a crossroad of different high capacity infrastructure networks.

Special significance for *Unit1* of the contest area is a planned reconstruction of the existing above-ground sewage pumping station 'Railway Station' in southeast part of Savski Square, by which the above-ground part of the KCS will be relocated outside the competition area, while the underground part will be retained in the existing volume, providing access by the stairways from the terrain.

Existing routes of infrastructure networks are presented in the horizontal alignment in accompanying competition documentation: *II DIGITAL GRAPHIC DATA/ Cadaster of above-ground installations.*

Planned network and infrastructure routes of interest for the contest area, are presented in accompanying competition documentation: *I GRAPHIC INFORMATION APPENDICES/ Excerpt from SPSPA - Infrastructure networks with the boundaries of the competition scope*

### 3. SPATIAL FEATURES - COMPETITION SCOPE, BY UNITS

The subject of the Competition includes two units: *Unit 1* - Savski Square (s) with a part of the Old Railway Station lot (KL5), in direction of Savski Square and Karađorđeva street, which forms a visual and ambient unit with the area of the Savski Square and *Unit 2* - Square at the corner of Karađorđeva and Travnik streets, connected by Karadjordjeva Street, which is not the subject of the Competition.

#### 3.1 Unit 1 – Savski Square

##### 3.1.1 Current condition

Savski Square – “area in front of the Railway Station” is situated on the “crossroad” of vital traffic routes, Savska – Nemanjina – Karađorđeva Streets. As one of Belgrade’s largest squares, it is spatially, hierarchically and significantly of exceptional potentials as an outstanding public urban space. However, since World War II, it has been used and perceived primarily as a transport hub, while pedestrian areas within the square mainly have a transit role.



Image 7/8 - Savski Square



In the existing situation, even though the spatial configuration - Representative objects of the architectural heritage its disposition, the form and character, form a space which is the market for utilization of ground level, in particular the pedestrian surfaces - very frequent traffic roads Nemanjina and Sava that are in the area in question intersect and share it into three independent units - make the market only in segments.

The three segments: western – in front of the Main Railway Station up to Savska street, northeastern – to the east of Savska Street and to the north of Nemanjina Street and southeastern – to the east of Savska Street and to the south of Nemanjina Street, function as three separate areas, due to the frequent traffic flows separating them and the extreme diversity of purposes and content of the facilities that determine them.

Southeastern area (in front of the Home for people with disabilities) and the southeastern area (in front of the Saint Sava Hospital) form a whole in terms of the visual arrangement and landscaping - Memorial to the war victims and defenders of the homeland from 1990 to 1999, completed from 2011 – 2012, based on the first runner-up solution of architects Jelena Pančevac and Žarko Uzelac, in cooperation with professor M. Timotijević and landscape architect Aleksandar Bobić.

Square area is surrounded, and both physically and environmentally formed by the buildings from different periods. Stylistically heterogeneous space, it initially mainly possessed high architectural and aesthetic values, while today some of them are devastated.

Buildings of particular importance for the character and the identity of the square area are:

- Railway Station Building; Savski Square No.2
- Post Office Belgrade 6; Savska Street No. 2
- Saint Sava Hospital; Nemanjina Street No.2
- Home for people with disabilities; Savski Square 9-11 and Nemanjina street No. 1
- Belgrade City Hotel (Hotel Petrograd), Savski Square No. 7



*Image 9 - Railway Station building*

The square's formal and symbolic central position, as well as the dominant collimation line from the direction of Nemanjina Street, starting from the city's central Slavija Square, at the distance of around 1km, marks the Railway Station building- the cultural monument of great importance for the Republic of Serbia and a material evidence of the technical and architectural development of Serbia in the last decades of the 19th century.

### **3.1.2 Historical background of the area, built and cultural heritage**

In the period starting from the Railway Station construction until the second decade of the XX century, what we today know as Savski Square area was a neglected field in which Nemanjina and Savska (formerly called Moravska) Streets ended and from which Karađorđeva Street started.

From the landscape urbanism point of view, the position of the Railway Station, defined by Nemanjina Street axes, had a major influence on the later shape of the contemporary Savski Square.

**The Main Railway Station building** was erected in 1884 when the first railways line in Serbia was established (the works were fully completed in 1885), immediately after the establishment of the first railway line in Serbia in part of the former Venice Marsh area, which was drained and filled with soil from Prokop for construction purposes, according to the conceptual design of the Austrian architect Wilhelm von Flattich, which was elaborated by the architect Dragiša Milutinović. There is no doubt that, at the time of its construction, the Railway Station building was, and still is, one of the most representative public buildings in Serbia dating from the late nineteenth century and symbols of the kingdom's capital.

It was one of the first railway stations in Serbia, whereas its plan included a specific architectural program and facilities adapted to Europe's technological achievements. It was shaped in the spirit of academism as a representative edifice with a jagged base, on the model of the station buildings of big European cities of the time. The architectural composition is dominated by the central classical Avant corps of the main entrance, superimposed by the triangular tympanum. By its specific design, the building stands as the evidence of technical and architectural development of Serbia in the last decades of XIX century.

The Belgrade Railway Station has been conceived as a bay platform terminus, which type of a platform is mostly characteristic of old and big cities, in the shape of the Cyrillic letter G (peculiar to this type of stations), the passenger building including tracks from two sides. The jagged base of the building resulted in a complex composition of masses reflected in the division of the composition into five parts, with emphasized central and side segments on the main wing towards the Savski square, whereas the wing in Karađorđeva street originally had a slightly more flexible composition.





Image 10 - Railway Station building, 1885.

The composition of masses of the main facade, which radiates balance, symmetry and the harmonic assembly of all the components, has been broken into five parts - three emphasized pavilions and two lower, retracted fronts. It is those lower and retracted parts that represent the core of the building. The side pavilions, as the extreme masses, represent the framework of the composition.

The side wing, towards Karađorđeva street, with three passages, actually represents an exit hall. The facade's original composition was slightly more flexible than today as it was fragmented with edge "towers", which were torn down during the major restoration of the railway station in the 1960s.

The facades looking onto the platforms have been shaped with elements of more modest classical vocabulary.

In accordance with the academic rules, public edifices were decorated with certain heraldic symbols, which were also present in the large tympanum of the central pavilion - the monumental coat-of-arms of the Kingdom of Serbia, as well as in the field above the lunette - above the exit onto the platform, the latter being of a somewhat more modest workmanship. During the restoration after the Second World War, the heraldic insignia were replaced with the new ideological symbols - the five-pointed red stars.

In comparison with the buildings to be constructed in Belgrade in that period and long afterwards under the same urban planning circumstances, the station building stood out due to another important attribute - in addition to its size and function. Its portal having been skilfully placed into the axis of today's Nemanjina street and the then Spomenička street, the building undoubtedly represented its visual point, at the same time causing a type of emotional action the reasons of which were well defined by B. Maksimović: *"Apart from its architectural value, the station triggered another type of emotion as well - owing to its unique function in the city and metropolitan architecture, the only aspect connecting Belgrade both with Europe and the East, it looked like a segment from a big city far away."*

The Railway Station building was classified as a Cultural heritage monument of great importance for the Republic of Serbia (Decision from the Official Gazette of the Republic of Serbia, no. 28/83).

After the regulation of Karađorđeva street in 1907 and its expansion to additional 20 meters, **Savski Square** was almost completely defined in 1911, according to the urban plan of the French architect Édouard Léger, *"by pointing the compass in the main entrance to the Station vestibule and inscribing a 120m radius circle"*. The area in front of the station was conceived as the parade "vestibule" of the capital, with two green areas in between traffic flows and a complete architectural framework of the buildings.



Image 11 - Savski Square

**Hotel "Petrograd"** (present name Belgrade City Hotel), was built in 1912 within new regulation plan (the old hotel was torn down due to the construction of Savski Square) according to design of architect Petar Popović. After construction, it was an outstanding building of a symmetrical front, built in Neo-Baroque and Neo-Renaissance style. The Hotel was damaged in the World War II, after which it was restored partially and without much consideration. This caused the building to lose its former exquisite elements and features. ***The present condition envisages the revitalization of the building and the restoration of its original characteristics related to its form and style, the number of floors to be increased to P+3+M (ground floor + four floors + attic) and the hotel's purpose to be preserved.***



Image 12 - Hotel Petrograd 1930

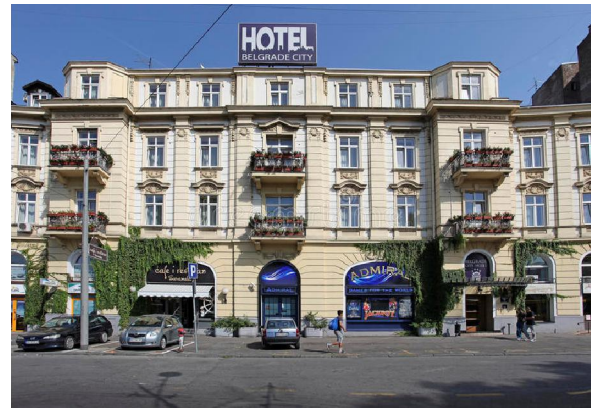


Image 13 - Hotel Petrograd today

In 1928, in the vicinity of Railway Station the building of **New Post Office** was built on the corner of Savska Street, according to the design of architect Momir Korunović. Thanks to its massive volume and a dominant position in the Square, the Post Office used to be one of the most exquisite examples of public buildings architecture and one of the most significant buildings of the national style of Serbian architecture. The building abounds in various historic styles and is dominated by the facade details of the medieval Serbian-



Byzantine style combined with Baroque and Art Nouveau features. The prominent volumes, with horizontal and vertical harmony of window lines, medallions, gaps and plenty of other details used to be an unrivalled pattern of the inspiring and somewhat romantic national expression.

The building was heavily damaged in the World War II and further completely devastated by reconstruction of the architect Pavle Krat in 1947. ***There is a possibility to reconstruct the building and restore its initial outstanding features, followed by transforming the building into public facility,*** since the existence of a post office has become unnecessary due to technological development and dislocation of the railway traffic from the Square.



Image 14 - Post office building in Savski Square in 1929



Image 15 - Post office building in Savski Square today

Building of Saint Sava Hospital was initially built as the District Office for Labor Insurance in 1932, according to the winning design of architect Lavoslav Horvat from Zagreb. The design was slightly changed during the construction by architect Petar Gačić. The building was adapted for hospital needs in 1946.



Image 16 – Building of Regional Office for Workers' Insurance 1940



Image 17 – Building of the Sveti Sava Hospital today

### 3.1.3 Disadvantages, planned status and possibilities of space

#### Disadvantages

The conflict of motor, railway and pedestrian traffic, the confusing concept of pedestrian traffic and exceptionally long distances when crossing from one side of the street to another, the division of the Square into segments which are not mutually corresponding, inadequate facilities and public areas organization, which are not intended for longer stay – these are the general features of Savski Square today, the facilities and structure of which are not corresponding to the location's capacity and potential.



## Planned condition

Key change brought by the execution of Belgrade Waterfront SPSPA to this entire area is the essential change of the purpose and character of this space, due to the dislocation of the Main Railway station and Bus Station Belgrade. Through the change of purpose of the space from strategic-traffic hub to cultural/touristic/commercial spot, the goal is to transform the Savski Square area and its surroundings into a generator of activities which require a short of a long stay of both Belgrade's citizens and tourists.

According to the Spatial Plan competition scope **Unit 1 - Savski Square (S) part of the (CL5)**, belongs to Unit II - the space between the Old Sava bridge, Gazela Bridge, the new Savski boulevard and Savska Street in which protection, reconstruction and restoration of the cultural heritage of the Railway Station building a new representative public city space is formed – New Savski Square, including a zone in front of the building of the Railway Station and planned extension to Karadjordjeva Street..

A new regulation is planned in the Savski Square area, which will suspend the existing direction of Savska Street in front of the Railway Station building and its repositioning along the square roundabout towards Nemanjina Street including: 14m wide traffic lane and 1,5m to 5m wide pavement on the Eastern side. Tram traffic routes are kept within Savski Square area at the existing positions.

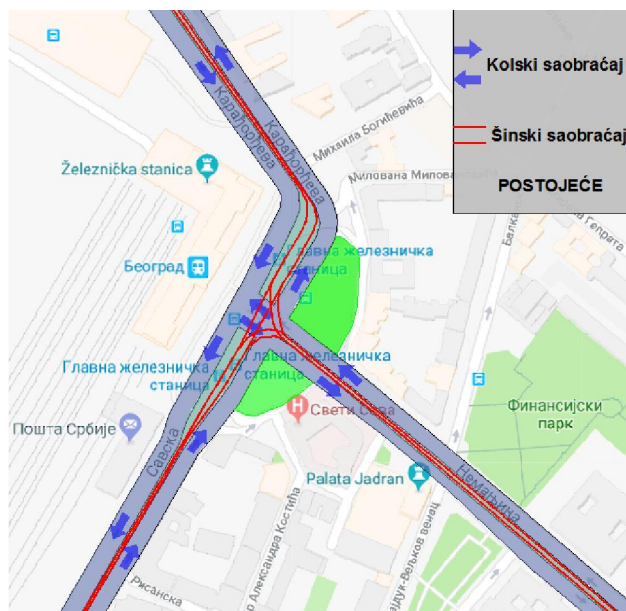


Image 18 - Current traffic situation



Image 19 - Planned traffic situation

**New Savski Square** shall become a public pedestrian and green area (including tram traffic) enabling the landscaping and introduction of new facilities, including the Railway Station building as a supreme cultural facility.

**Block 11**, which includes the **CL5** Complex whos free areas in direction of Savski Square is subject to this Competition, consists of and contains the following:

- **The old Railway Station building**, as part of the CL5 complex, according to the special purpose area Spatial Plan of "Belgrade Waterfront", is intended for an object of culture of national importance, With regard to the specific use of the building, there is an ongoing initiative to transform it to Serbian Historical Museum. As part of this complex, a public underground garage with a capacity of 220 parking lots is planned.
- **CL4** cultural facility (museum or gallery space) on JS-13 parcel behind the Railway station towards and along the newly planned road SAO6, whereas construction is planned on delimitation line towards SAO 6 and towards side borders of the parcel, with the distance of at least 15m to the last building line from the parcel's border, maximum height up to 20,0m,

according to conservation standards of the Belgrade City Institute for the Protection of Cultural Monuments (ZZZSK)

- Having in mind that the need for its previous purpose have ceased, the **Post Office building**, the southeastern neighbouring facility of CL5 complex along Savska Street shall change its purpose into a public facility (cultural, educational or public administration, etc.) or a commercial facility, with the possible reconstruction aimed at restoring former valuable visual and stylistic elements (which existed prior to World War II) and the condition of the building and
- **Zone S2**, located behind the CL5 complex towards the newly planned SAO6 road and towards South – West is intended for the family apartment complex and the corresponding commercial objects. Construction is planned on regulation towards SAO 6, with the distance of 29,0 m from the side border of the lot towards CL4 and 15,0m from the last building line to the CL5 complex, having maximum height up to 20,0m.

Newly planned road SAO6 is the second most important longitudinal street within the new Belgrade waterfront construction, connecting the wider area of the competition scope with Belgrade Fair. In the zone of the intersection with Karađorđeva Street, it creates the the northeastern border of the Competition scope.

The facilities that make up the spatial framework of the Sava Square are kept in the existing size, volume and character, with minimal interventions in terms of rehabilitation, restoration and revitalization of facades. The exception is the former hotel "Petrograd", today "Belgrade city hotel", Savski Square no.7, which is foreseen to be upgraded to GF+3+Attic. An eventual new construction, which would ultimately shape the Square, can be expected at the location of temporary facilities between the Post Office Hotel and the Sveti Sava Hospital, or between the streets of Savska and Aleksandar Glišić.

During 2018, an international competition for the Stefan Nemanja Memorial in Savski Square in Belgrade was held. The award-winning project by Russian sculptor professor Alexander Rukavišnikov and professor Petar Arsić with associates was selected.

The position of the monument is one of the subjects of the landscape-architectural plan of Savski Square.

### **Potentials**

Firstly, the possibilities of the space are based on its attractive location in the city urban core. As one of the historically most significant spots in Belgrade, this area is a multiple place of identity of the city in historical context, containing numerous facilities of architectural-urbanistic and cultural-historic value.

Exceptional collimation lines from the direction of Nemanjina Street to the Railway Station and vice versa, as well from Savska Street, facilities representing early pre-war and post-war architecture, with the Railway Station as the ultimate feature from the direction of Nemanjina Street, the proportions and shape of square in relation to the surrounding structures, spatial possibilities to introduce significant new green and water areas and other contents, have the capacity for activation of this space, as the pedestrian square, in the first place.

Organization of traffic according to the Spatial Plan which includes the relocation of motor vehicles traffic to the border of the square, as well as the relocation of The Memorial to War victims and defenders of the homeland from 1990 to 1999 to a more appropriate location. The solution enables the connection of the existing squares and pedestrian zones into an integral unit of outstanding features, which positively impacts area's potential.



Image 20 - From Slavija to the Savski Square Vladimir Milovanović

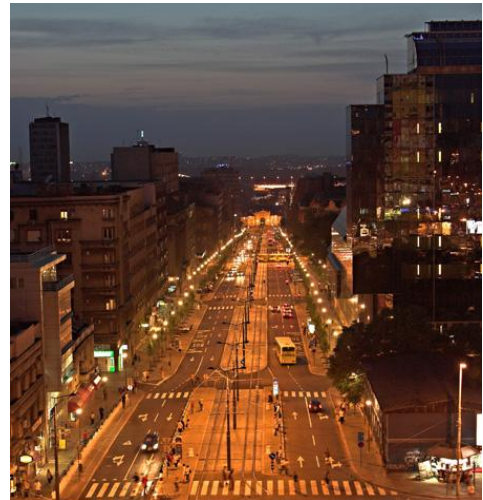


Image 21 - From Slavija to the Savski Square

The planned implementation of the content of culture - Museum of Serbian History in the Old Railway Station building and positioning the Stefan Nemanja memorial at the Savski Square, provide a significant upgrade of the entire space and confirm its cultural and historical importance.

### 3.2 Unit 2 – The square on the corner of Karađorđeva and Travička Street

#### 3.2.1 Current situation

The square at the corner of Karađorđeva and Travička street, belongs to a city block surrounded by Karađorđeva, Travička and Braće Krsmanović streets. Part of Karađorđeva street in front of the Belgrade Cooperative has been reconstructed, and a roundabout was formed which directly adjoins the square which is the subject of this contest.

This skver along with the roundabout, with its disposition, spatially defines and ambiently forms representative objects created at the beginning of the 20th century, with significant architectural-urban and cultural-historical values, built for different purposes and with different contents and different state of physical structure and planned new construction in the hinterland of Square, which is not the subject of this competition.

The most prominent buildings that have shaped the character and the identity of this area are as follows:

- The building of Belgrade Cooperative, situated in Karađorđeva No. 48, used as a place of business and a gallery for the Belgrade Waterfront company since 2015,
- Hotel Bristol, located in Karađorđeva No. 50, used as an accommodation for special categories of displaced persons since 1990s
- Vučo's house on Sava, in Karađorđeva street No. 61 to 61a, a residential and commercial building with commercial and hospitality sector on the ground floor.

On the back side of the square, (zone of planned construction) there are buildings dating from the late 19th century, originally designed to be warehouses, shops, etc, that have been in a state of negligence and advanced decay from the Second World War up to 2011. The revival of this part of the town has started with the foundation of the cultural centres Magacin and Grad in close proximity but gained momentum by moving the Mixer Festival to Savamala district. A new kind of a cultural urban oasis was formed offering different urban programs (workshops, plays, lectures, market places, galleries, restaurants, cafés, etc.).

Due to the foundation of Mixer Festival and its position as the leading independent organization for development and promotion of the creative industry and culture, in the reconstructed warehouse space in the back side of the aforementioned Unit 2 of the contest (Krađorđeva street, No. 46), a



creative cluster of Savamala has been established, recognized in 2015 by *The Guardian* magazine to be the new creative hub. At the same time, Belgrade has been designated as one of the top ten alternative culture cities in Europe thanks to Sava Mala district and Mixer Festival (The Guardian, 2015).

In time, the growing tourist interest in this part of the city has led to opening of more and more hospitality contents and has gradually changed the course of development of this district more towards entertainment and less towards culture, so it came as no surprise when in 2016 Mixer House has been closed and its venue rebuilt and re-appropriated for hospitality purposes.

The change in direction of Savamala's development was also influenced by the changes in its surrounding area, marked by the beginning of a big commercial project - *the Belgrade Waterfront*.

There are some indications towards the possibility of repositioning the Savamala district and shifting its focus back to the creative industry. The city council's decision stipulates that the building located in Braće Krsmanović street No.2, *The Spanish House*, should be reconstructed and re-appropriated for *Architecture House*.

### **3.2.2 Historical background of the area, construction history and cultural heritage**

The square formed by Travnicka and Karađorđeva street belongs to the area of the former *Mali pijac (Little Market)*, the center of the Savska Varos (Sava Town).

Little market took place between today's hotel "Bristol" and the Belgrade Cooperative building to the street Svetozara Radića and regardless of different opinions, it had all the features of the square. It was the gathering place for the merchants, local and foreign, and for a long time a synonym for the trade in Belgrade.

Following the further development of Savamala, the surrounding area became home to the estates of the respectable merchants and lawyers, turning it into an elite neighbourhood reserved for the richest and the most renowned citizens of Belgrade.

The area where Little market used to lie is entirely comprised of buildings dating back to the time the market was still there, except for the zone at the corner of Karađorđeva and Travnicka street, which is the subject of this contest.

Chronologically speaking, **the first segment of the outskirts of this area** is formed by the row of buildings in Karađorđeva street, No. from 53 to 59. Those are the single-storey houses belonging to the merchants of the time, built in the last decade of the 19th century, the most prominent being the house of the brothers Krsmanović, Karađorđeva No. 59, dating back round to 1894, designed by the architect Gašpar Beker and Milos Savčić, the engineer. This row of buildings stands to this day, in various state of decay.

***The Belgrade Cooperative building***, situated in Karađorđeva No. 48, was built in 1907 on a lot surrounded by Karađorđeva, Travnicka and Hercegovačka street, designed by the architects Andra Stevanović and Nikola Nestorović, and it represents one of the most important works of Serbian and Belgrade architecture of the 20th century.

The Belgrade Cooperative's social standing determined its style – representative and monumental - as the only possible approach to its design. Shaped in style of Academism, this building's design was greatly influenced by the eclectic Academism as well as the modern Art Nouveau architecture.

The whole architectural concept – functional components in harmony with the compositional elements of the building, with rich sculptural and plastic ornaments on the façades, the consistency of stylistic approach, including interior design, the quality of construction work and innovative building techniques seen for the first time, with the usage of new materials and many other architectural decisions make this building one of the greatest examples of Belgrade architecture. The Belgrade Cooperative has been declared the cultural monument of great value for the Republic of Serbia (*Decision published in the Official Gazette of the Republic of Serbia, No. 14/79*).



Image 24 - The building of Belgrade Cooperative, early 20th century



Image 25 - The building of Belgrade Cooperative today

**Đorđe Vučo's House**, located in Karađorđeva No. 61 – No. 61a, across the street from the Belgrade Cooperative, at the corner of Karađorđeva and Kraljevića Marka streets, also known as **Vučo's House on Sava**, was built in 1908 and designed by the architect Dimitrije T. Leko. The mansion is the perfect example of a two-storey building meant for dual usage, and the first building of the Art nouveau style in this part of the town. Spatially, this building is the counterpart of the building of Belgrade Cooperative located opposite to it, and stands as the monument of the entire area of Little market – and it has also been declared the cultural monument of the Republic of Serbia (Declaration published in the Official Gazette of the Republic of Serbia, No. 51/97).



Image 24 – Vučo's house at Sava River (right) 1910

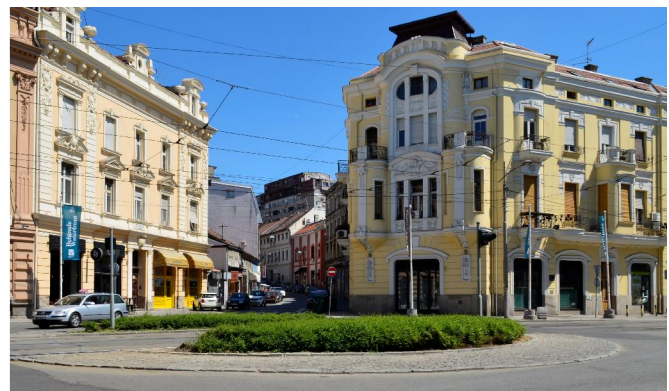


Image 25 – Vučo's house at Sava river (right) today

**Bristol Hotel**, located at Karađorđeva 50, designed by Nikola Nestorović, was built in 1912 as the building of the Insurance and Credit Association of the Belgrade Cooperative. The hotel is located where Paranos' inn used to lie – on the lot, the block surrounded by streets on all sides. At the time when it was built, purpose-wise it was attuned with the traditional style of its surroundings, but design-wise it was new, thus contributing to the more European look of this area which marked the end of the transformation of the Little market.

Hotel Bristol is not only one of Belgrade's first grand modern hotels, but an anthological example of Modern Serbian Architecture and the mature phase of Belgrade Art Nouveau, as well. The building itself, with regards to the social and economic climate of the time, is considered to be a great contribution to the engineering, architectural and town-planning development of Belgrade and the most prominent work of the architect Nikola Nestorović. It was declared the cultural monument of the Republic of Serbia (Declaration published in the Official Gazette of the Republic of Serbia, No. 16/87, on 10th of July 1987).



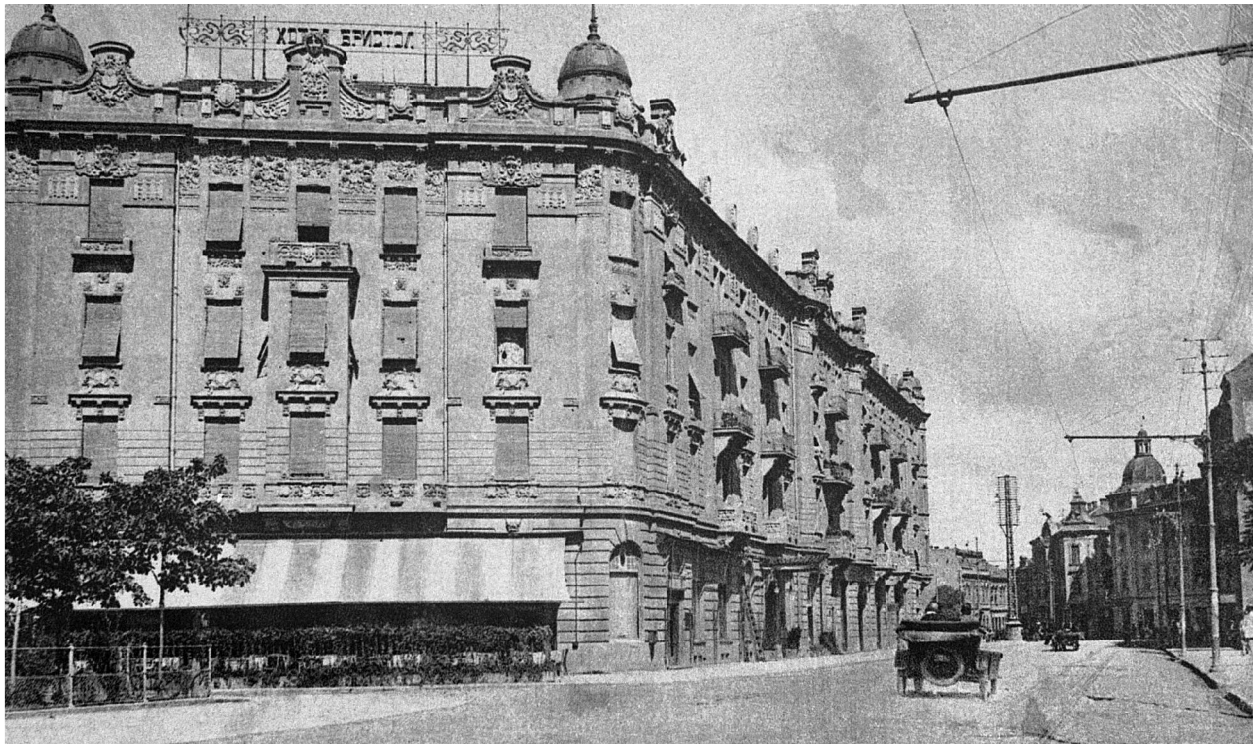


Image 26 – Bristol Hotel in 1920s

The open space on the square, on the corner of Karađorđeva and Travička Streets, which is the subject of the urban design proposal of this contest, is situated where hotel Bosna used to be. Hotel Bosna was built in 1860, only to be completely redecorated by the architect Aleksandar Bugarski at the request of its owner, Rista Paranos, only fifteen years later, to meet the demands of a new age brought about by the rapid development of Savamala district. It was in this hotel in 1895 that the Belgrade Stock Exchange was founded and started operating. After the Belgrade Cooperative building was erected, hotel Bosna no longer fitted in its new surroundings, with its worn-out looks, and the Sava merchants gathered money to buy the building, which they eventually did in 1909, and tore down the old hotel.



Image 27 – The Sqzare at Travička, Hotel Bosna early 20th century



Image 28 - Square Travička in the 1930s

In 1909 the Cross from Little market was also removed, as it no longer fitted in the idea of the new town, and that which it was meant to commemorate had been long since conquered. This cross is now preserved in the park of the Bristol Hotel, as the only authentic monument to the victory against the Turks of its time.



**In the hinterland of Square** there are also objects in Tranvička Street No. 2 and No. 4 of the standard form of commercial purpose from the beginning of the twentieth century, and are located on a lot where one of the brothers Krsmanović, in 1911, according to the press, had the intention to build a new four-storey house that "was supposed to face three streets" and definitely shape the square, which are in the zone of planned construction of a new cultural object for creative industries.

The last initiative done in Savamala, before the First World War, was the reconstruction of the square in front of the Belgrade Cooperative, designed by the city council's architect, Jelisaveta Načić. The square itself was a part of a much larger project of reconstruction of the Little Market, which, among other things, entailed the installation of a fountain, the Nymph of Sava, as named by the author - the sculptor Đorđe Jovanović.

Since nothing was quite the same after World War I, this project has never been realised.

None of the ideas set in motion before World War I, has been realised after the war ended. In the condition it was in 1914, Little market has remained, unchanged, to await the dawn of a new, XXI century.

### **3.2.3 Deficiencies, planned situation and potentials of the space**

#### **Deficiencies**

Deficiencies of this space are primarily reflected in inconsistency and incompliance of the micro-environments forming this space, as well as in the high motor-vehicle traffic.

The reconstruction of the Belgrade Cooperative building, the construction of a roundabout as part of the regulation of Karađorđeva Street, and the renovation of the Vučo's House façade have marked the beginning of the space reconstruction in accordance with planned directions.

In their current condition, the square at the corner of Travnička and Karađorđeva Streets with pebbled, formerly green surface, non-reconstructed buildings in the hinterland, as well as frequent traffic along Braća Krsmanović and Travnička Streets, do not correspond to the overall ambient environmental values.

#### **Planned condition**

According to the *Belgrade Waterfront Spatial Plan for Special Purpose Area (SPSPA)*, the scope of competition covering Unit 2 - **the Square at the corner of Karađorđeva and Travnička Streets (SQ1)** belongs to spatial Unit 1 - the area between Branko's Bridge and Old Sava bridge, within which the following is planned: preservation of the existing development character (primarily along Karađorđeva Street), protection, reconstruction and restoration of cultural heritage (Belgrade Cooperative building, Hotel "Bristol", Bristol Park), preservation of the existing street matrix and physical structure in the zone of Savamala, creation of blocks having uniform surface area and structures of limited height, maximum 18.5 m, i.e. 15.5 m on parcels in the contact zone of the Belgrade Cooperative as the reference building, as well as the establishment of a city district with cultural and historical content.

As per the traffic solution of the *Belgrade Waterfront SPSPA*, the existing rim traffic routes for vehicles of *Block 2*, Travnička and Braće Krsmanović Streets, are planned as integrated areas for vehicles and pedestrians, with the levelling adjusted to the existing situation in the field and the width of existing regulation.

**Block 2**, which contains SQ1, consists of the planned contents of the **CL2** culture intended for creative industries in the hinterland of the Square and the commercial **zone K1**, along the Karađorđeva Street and towards Branko Krsmanović Street.

Within this zone, preservation is envisaged for single-floor buildings with shops on the ground floor in 40, 42 and 44 Karađorđeva Street, which represent cultural, historical and architectural value, with recovery, restoration, revitalisation and minor interventions on the courtyard side for the arrangement of the block interior. The physical structure in Braće Krsmanović Street from No. 3 to No.

11 will be preserved in its current size, with all necessary interventions for its improvement and bringing the physical and functional properties of buildings into proper condition.

The new planned high-capacity traffic route – the Savski Bulevar street, (connected with the roundabout in front of the Belgrade Cooperative with the route of Hercegovačka Street and the new SAO 9, i.e. Karadjordjeva street ), which through the background of the former bus and railway station and through the area of former railway tracks, as the main longitudinal road in the area of new construction – *Belgrade Waterfront*, connects the old core of the city with Bulevar Vojvode Mišića street, the Belgrade Fair and the eastern part of the city, will certainly not reduce the traffic frequency of the respective area in terms of motor traffic.

The planned high-capacity residential contents in the hinterland of this area, as part of the new construction complex – *Belgrade Waterfront*, towards the Sava River, make a big difference in relation to the entire period of urban existence of this part of the city, which will, in addition to former ones, bring new groups of users to this area.

### **Potential of the area**

The potential of the area primarily includes the attractive position of the location at the very core of the former Little Market.

As one of the historically most valuable parts of Belgrade, this area is a multiple place of identity in the historical context, comprising a number of facilities – cultural monuments with a high rank of protection. Merchants from all sides used to gather here and this area has long been a synonym for Belgrade's overall trade.

The potential is also reflected in the visibility of the area from different directions, particularly from Branko's Bridge, from where it is possible to see almost the entire area of today's Savamala.

This area is also special for its character formed in recent past – a hub of the creative cluster and development of cultural and creative industries in Savamala, with a limited capacity in the current state, but with reactivation potential.

The planned reconstruction of Travnička and Braće Krsmanović Streets in the zone of Block 2 and their conversion into integrated surfaces for vehicles and pedestrians provides an opportunity for the construction of a small pedestrian zone and integration of square SQ1 into a representative unit.

The potential is also reflected in the exceptional proximity of the Sava River, particularly in the context of expected displacement of the railway tracks and possible activation of this part of the bank by means of diverse contents and accessibility to various profiles of users, which is also favoured by the formation of the previously mentioned mini pedestrian zone, as Travnička Street “exits” to the bank.



Image 29 - A view to Savamala

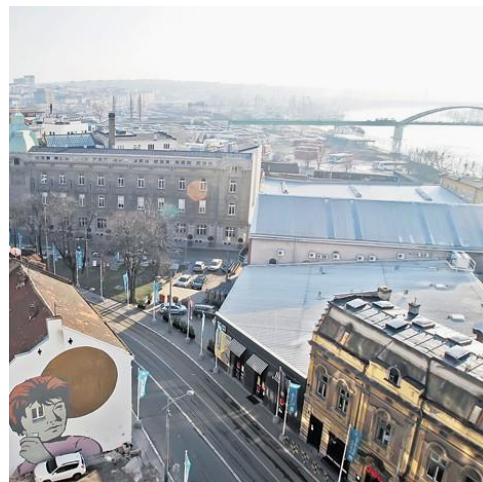


Image 30 - A view to SQ1 and CL5

## 4. COMPETITION TASK

### 4.1 Subject of the competition, general guidelines and recommendations

The subject of the competition includes the design and program solution of the landscaping of open public spaces within the two units: *Unit 1* - Savski Square (S) including the zone in front of the Old Railway Station in the direction of Savski Square and Karađorđeva street (part of the lot CL5) which makes the visual and the Ambient Unit and *Unit 2* - the Square on the corner of Karađorđeva and Travnička Street (SQ1)

The competitive solution implies, above all, the formation of affirmative ambients in relation to the context, significance and high cultural and historical values of the space, with the programme and landscape design of open and green areas in accordance with the needs of both existing and planned contents.

**Unit 1 - The new Savski Square** makes the area covered by the new semicircular regulation of the pedestrian area of the Savski Square, then the south-east regulation of the pedestrian area of Karađorđeva street to the intersection with newly-formed SAO-6, southwest SAO6 regulation to the building line of the building of the Railway Station, then the building line of the existing building of Railway Stations towards Karađorđeva Street and towards Savski Square, the border line of the present zone of the platform and the boundary of the lot containing Post Office building.

**Unit 2 - The square at the corner of Karađorđeva and Travnička Streets** makes the area covered by the Karađorđeva, Travnička and regulation lines of new construction CL2.

*Coverage of Units 1 and 2 are shown in the accompanying Competition Documentation: I INFORMATION GRAPHIC APPENDICES / Boundaries of the Competition Scope.*

The design of the new Savski Square and the square at the corner of Karađorđeva and Travnička Streets primarily pertains to the definition of a new character of these open, public, urban areas in accordance with purposes in their environment, taking care that the proposed solutions support the existing and introduce new pedestrian routes for the purpose of creating a unique network of public areas along Karađorđeva Street and safe movement.

**The competition participants are expected to provide architectural and urban-landscape solutions for the floor design of open areas Unit 1 and Unit 2 :**

- New Savski Square - in accordance with contextual characteristics and values of the environment, taking care of the fact that Savski Square represents a “vestibule” of the cultural property of great significance intended for the Historical Museum of Serbia, that it will include a monument of one of the most significant Serbian rulers - Stefan Nemanja, as well as that the newly-created area should be in accordance with the needs of contemporary models of utilisation of public urban areas for various user groups.
- Square at the corner of Karađorđeva and Travnička Streets - creation of an open public space in accordance with contextual characteristics and exceptional values of the environment defining this square and in line with the needs of the content of new construction in its hinterland and various groups of users.

The obligation is to further develop the selected architectural-urbanistic and landscape solutions of open public spaces, in accordance with the functional and contentive needs of reconstruction, extension and new construction.

Proposed design and programme solutions must be appropriate for the most representative and, culturally and historically, one of the most significant parts of Belgrade, founded in valuation of the existing historical, natural, cultural and functional significances of this area.

When designing all new facilities and surfaces, it is necessary to achieve a high aesthetic standard.

In the improvement of city urbanization, open public spaces play an important role as the initiators of the active participation of residents in the social life of the city, and in their formation, apart from the ambient values, functionality and adequacy and attractiveness of design, active space use should be enabled in



terms of different ways of utilization and incentives for interaction, as well as a sense of comfort and safety, adequate maintenance, not only from the communal point of view, but also taking into account relation of users towards the space and sustainability.

The proposed design solutions must be based on the philosophy of improvement of the quality of life and environment in accordance with sustainable development principles.

All planned interventions should support improving the quality of this area and affirmation of its overall potential.

Priority should be given to realistic and sustainable solutions.

The planned surrounding traffic flow matrix, protection measures for cultural property, and existing routes and collimation lines from a wider surrounding region represent permanent elements for the competition solution.

### **General guidelines for open public areas**

- Observing the historical context of locations, the distinguished and monumental character of buildings creating them, and the fact that these are very valuable urban areas in cultural and historical terms, all interventions should be carefully envisaged for the purpose of producing the highest quality solution possible for the improvement of artistic and functional characteristics of the ambient.
- The proposed solutions must be in the spirit of contemporary tendencies in architecture, design and arrangement of public urban areas, with no imitation of historical styles, both in terms of aesthetics and organisation.
- The space should be planned for great variety of uses of different groups of users - as dynamic, active, attractive and appealing to different groups of users at different times throughout the year.
- Multifunctionality and space flexibility should be enabled both for everyday operation and for occasional or periodic organization of various events and manifestations.
- Architectural concepts must be in line with the position and significance of the area in relation to the city centre, the existing ambient and architecture, and materialised in contemporary materials and visual processing.
- The security of space for different user groups is important - from adequate selection and spatial forms of high greenery, through lighting and parking for bicycles in safe places to special elements and tactile fields for groups of users with special needs.
- It is mandatory to provide representative design and arrangement of the plaza/square area, which visually connects the constructed building with open space through materialisation, shaping of green areas, decorative lighting, introduction of various suitable contents and other design elements.
- In the overall area perception, significant buildings in the immediate vicinity and values of the respective plaza/square should be pronounced and differentiated through the aesthetics and function of each micro-ambient: spatial dominant, micro-ambient of green areas, water, stopping places, etc.
- In that sense, it should be clearly underlined that this is a valuable segment in the network of public urban areas through "graduation" in equipping the area and contents with furniture.
- Having in mind that the character of the given area is largely determined by pedestrian communications - routes that connect individual parts of the city, the proposed solution should be based on the facilitation of pedestrian movement through the area so that the space is accessible to all user categories (disabled persons, old persons, people in wheelchairs and those with small children), adequately equipped (lighting, road signs, info-boards, urban furniture, etc.), attractive and free from existing traffic congestion.
- The planned significant increase in the capacity of green areas as part of competition units should be envisaged in accordance with the concept of proposed solutions, and they should constitute a vital

integral part of the urban landscape, while their visual and functional specificities should be adjusted to the content of micro locations and architectural environment.

- The planned green areas should be designed as an important segment. The geometry of green spaces in all three dimensions of the space should be taken care of, so that greenery becomes a recognizable and definite spatial element, a means of artistic expression, taking into account the necessary functions, humanity and security.
- It is necessary to consider the possibility of visual separation of pedestrian and motor traffic with various surfacing (materialisation and colouring), and directing routes with low and high greenery at the street level, with various elements of urban furniture, in accordance with European and global practices, in order to arrange the entire square area at a single level, i.e. with no vertical barriers.
- The solution must also include the elements of street furniture (public lighting, benches, boxes for greenery, waste bins, signposts, signalization, interactive tables, etc), with a possibility of envisaging a special design of each of the subject space units (the two squares).
- The design of urban furniture elements should be contemporary, uniform and recognisable in the functional architectural expression, with no imitation of historical styles and elements.
- All elements are expected to be of high visual and aesthetic value (high-quality low and medium vegetation, water elements, lighting at the floor level or lighting of greenery, urban furniture, etc.), which will complement the overall visual impression.
- The design, in terms of functionality, should be adapted to pedestrians and enable use to all groups of users.
- Urban equipment should enable a rational, innovative, functional and dynamic use of the public space with particularly emphasized need of transformation of the public space in order to enable different scenarios of cultural and social events.
- For urban equipment requiring the use of electricity, it is necessary to apply new technical and technological solutions, particularly in terms of renewable energy consumption.
- As the character of the subject area, in addition to pedestrian communications and routes, is also determined by elements of inactivity - stops and meeting places, the proposed solution should consider possible roofing and spatial accentuation and shaping of these spaces (eaves and other furniture).
- Functional and decorative lighting (floor, lighting of green areas and in green areas, as part of spatial elements and content, diffuse or directed, depending on shaping) should be discreet and in line with the concept of the overall space design.

The proposed design and programming solutions must:

- affirm the potential of the subject area and, in addition to the primary function of pedestrian traffic in the highest quality conditions possible, allow for multi-purpose use of the area activated, depending on the location and primary character of the micro ambient, with contents from the domain of culture and arts, which will make the area attractive for various groups of users throughout the year and at different times of the day;
- ensure conditions for independent utilisation of individual units within a single public area, observing conditions set by the traffic (plaza, square, garage, etc.).
- allow for the realisation of various activity scenarios depending on the primary area character and purpose of surrounding facilities;
- ensure that the planned floor arrangement, in terms of design and materialisation, is based on the use of precious and durable materials when it comes to the selection of surfacing for pedestrian areas, urban equipment and lighting of the public city area.

- affirm to the largest possible extent the concept of sustainability in terms of environmental protection, energy and economy, as well as easy and efficient exploitation and maintenance;
- provide mobility, availability, security and use of space without obstacles for all groups of users, as well as smooth movement and access to all public pedestrian traffic areas, traffic terminals, parks and green areas, public spaces and facilities and customer service, which in particular refers to the provision of conditions of unobstructed and unrestricted use of public space for groups of users with difficulties in accessing.
- ensure phase realisation, particularly for Savski Square.

The planned interventions must not jeopardize safety, stability and normal functioning of the area and facilities.

## **4.2 Special programme conditions, guidelines and recommendations by units**

### **4.2.1 Unit 1 – Savski Square**

The area of Savski Square (S) and open areas within the parcel (CL5) between the construction and regulation lines towards Savski Square, Karađorđeva Street and the Post-Office building at Savski Square, should be treated, in terms of shaping, as a single unit – New Savski Square, observing various relations that the subject area creates towards the existing and planned constructed structure as well as towards various conditions of planned vehicle and pedestrian surfaces adjacent to it.

The following needs to be proposed:

- programme and design solution for a new floor design of open areas at Savski Square. The proposed floor design should allow for multi-purpose use of space – pedestrian movement, stopping places, meeting places, realisation of various cultural and artistic activities and events in the field of culture and art, including a suggestion of adequate urban furniture, the significant presence of floor and high greenery and, if in accordance with the proposed concept - water elements (calm water surfaces, fountains, drinking fountains, etc.)
- the position of the monument of Stefan Nemanja, in accordance with the area characteristics, the 1st prize winning solution for the monument, and a new programme and floor design of the square.  
*The Supplementary Competition Documentation: VI OTHER DOCUMENTATION SUPPORTING THE PROGRAMME / Competition for a memorial of Stefan Nemanja at Savski Square in Belgrade, includes an excerpt from the programme and study of the 1st prize winning solution at the said competition.*

**New Savski Square** should be envisaged as a pedestrian public and green area with a representative programme and floor design, in accordance with high values of the location – cultural, historical, ambient and hierarchical, as well as the planned environmental and contents present at the square.

The square size and diversity of surrounding contents imply creation of a multifunctional area, possibly as a number of interconnected/separate units, to be simultaneously used by various groups of visitors.

The square has been planned as a primarily pedestrian one, but the present tram routes will be retained. The area of the square should also include a bikeway route so as to provide continuity, i.e. a possibility of realizing a link with the present/planned bike-lanes in the contact area.

It is possible to design art installations for the purpose of creating a special identity or for children play. Priority shall be given to interactive elements for children play in order to promote socializing.

It is necessary to take into account the fact that this area also represents a “vestibule” of the building having the status of cultural heritage of great importance for the Republic of Serbia which is intended for the Historical Museum of Serbia, as well as the impact of other representative facilities creating the square so that they represent visual symbols or accents in the area.



It is necessary to take account of the different purpose of buildings framing the square, having in mind that function is a changeable category and that the potential adjustment of zones adjacent to buildings with the needs of the current content can only be realised through careful interventions.

It is necessary to take account of “long” collimation lines at the site from different directions, particularly from the direction of Nemanjina Street.

Consider the disposition of urban mobility in the context of multipurpose space use.

In the south-eastern part of Savski Square, in front of the “Sveti Sava” Hospital, there is a sewage pumping station “Railway Station”, which will be reconstructed and turned into an underground facility, above which no construction or planting is permitted (except in jardinières), and which requires a stairway access to the underground area.

Foundation of the sculptural content and equipment as well as deep planting should not be envisaged on the planned infrastructural routes.

#### **Conditions set by the plan and guidelines**

- at least 50% of green areas, 30% of which in direct contact with soil (without underground facilities and/or underground floors) should be provided;
- the floor design, urban equipment, furniture and texture should pronounce the representative character of the square;
- lighting should be organised so as to underline the significance of the facility and the entire area;
- along the square rim, towards Karađorđeva and Savska Streets, it is possible to erect a low transparent or green fence, up to 40 cm high.
- adequate surfacing should be envisaged in the tram route area, e.g. *a lawn*.
- it should be made possible to place displays at public transportation stops that would show information regarding lines, announcement of vehicle arrivals and other useful information.

Memorial to victims of war and homeland defenders from 1990 to 1999, in the southeast (in front of Sveti Sava Hospital) and in the north-east (in front of the Home for people with disabilities) part of the square is planned to be displaced.

#### **4.2.2 Unit 2 – Square at the corner of Karađorđeva and Travnička Streets (SQ1)**

The following needs to be proposed:

- programme and design solution for new floor arrangement of the open area at the Square at the corner of Karađorđeva and Travnička Streets. The proposed floor solution should allow for the use of space through pedestrian movement, stopping places, meeting places, realisation of various activities, including the proposed adequate urban furniture and the presence of floor and high greenery, etc., and should be in line with the character and needs of the content of the new cultural facility in the square hinterland.

The square should be planned as an active and attractive pedestrian public and green area intended for a short rest and meetings, with dominantly environmental and aesthetic function, in line with contextual characteristics of the space, the needs of the content of the new cultural facility in the hinterland of the square and the character of Savamala as a cultural and historical creative district.

The architectural and landscape design of the square should correspond to cultural and historical values of the environment and, at the same time, comply with developmental directions of today's Savamala and ensure the space utilisation in accordance with contemporary needs of expected user groups.

The goals of the design should include promoting the complementary uniqueness of various contents in the vicinity, establishing activation strategies and raising the quality of the user experience of this small public urban space.

It is possible to design artistic installations for the purpose of creating a special identity or for children playing. Priority should be given to interactive elements for children play in order to promote socializing. It is also possible to manage the public art strategy in terms of finding optimal solutions.

It is necessary to take account of the fact that, in accordance with the *Belgrade Waterfront SPSPA*, Travnička Street and a part of Braća Krsmanović Street are planned as integrated vehicle and pedestrian surfaces, and that the subject square will be part of a small “pedestrian zone”.

It is necessary to consider the collimation lines at the site from different directions, particularly from Branko’s Bridge.

#### **Conditions set by the plan and guidelines**

Preservation and reconstruction of the existing square are envisaged by observing the following rules:

- the existing square boundaries should be preserved;
- construction of above-ground and underground facilities is not permitted;
- temporary facilities should be removed;
- the area should be enriched with high decorative deciduous trees and low greenery to the greatest possible extent;
- pedestrian communication should be formed by the square rim in accordance with the envisaged programme solution;
- passers-by should be provided with an opportunity for a short rest
- at least 60% of surface covered by vegetation (green areas) in direct contact with soil (without underground facilities and/or underground floors) should be provided;

*In the accompanying Competition Documentation: VI EXCERPT FROM VALID PLANNING DOCUMENTS / SPSPABW, includes the Regulation and Levelling Plan*

### **4.3 Guidelines and recommendations for all units**

#### **4.3.1 Guidelines and recommendations for attitude towards building and cultural heritage**

Cultural heritage should be treated as a non-renewable resource, source of identification and cultural capital representing one of the essential elements of spatial and urban development and arrangement. The conceptual solution should affirm the urban continuity and enable the integrative protection of cultural heritage and also the management of the same as a generator of not only the tourist development, but also the broader economic one.

The protection of the present character of the built structures, respect for the present street scheme, the restoration and overhaul of structures, the strict control of the latest construction process, as well as the preservation, development and improvement of the present public space should be a priority in decision-making during the competition as there are important cultural assets and a valuable construction heritage in the immediate vicinity.

The locations for which the competition has been scheduled - the Savski square and the square on the corner of Karadjordjeva and Travnička streets - represent open urban spaces with extremely busy traffic. However, while interventions at Savski Square should be designed in the direction of functional arrangement of the open space, the square at the corner of Karađorđeva and Travnička Streets should, primarily, be defined in terms of planning the new construction by which this square would be articulated.

**The spatial concept ought to be in the spirit of contemporary tendencies in architecture, design and development of open urban spaces.**

The spatial framework of open public spaces of the plaza/square is represented by cultural heritage. For its architectural and urban articulation, it is particularly important that it is perceived in the context of the closer surrounding, having in mind that the space is defined by facilities constructed in various periods, through different styles, and it, however, represents a harmonious unit. In that

sense, materialisation, equipment and overall design of the open public space should correspond to the inherited construction fund in the surrounding area, in terms of functionality and aesthetics. The significance of the facilities, their historical, architectural, urban, stylistic and aesthetic characteristics, their spatial disposition as well as recognisable visual dominants in the mental map of the city should be taken as a starting point for determining the future character of the space and planning the scope of interventions.

- Observing the historical context of locations, the distinguished and monumental character of buildings creating them, and the fact that these are very valuable urban areas in cultural and historical terms, all interventions should be carefully envisaged for the purpose of producing the highest quality solution possible for the improvement of artistic and functional characteristics of the ambient.
- When shaping the planned facilities and landscaping the locations, collimation lines from characteristic positions should be preserved through the control of height adjustment of urban furniture, the position of planned sculptures and other elements.
- Green areas and high greenery should be used for directing collimation lines and the layout solution of open spaces.
- It is possible to underline and appropriately present the specificities and elements of identity in the subject area, and to overlap the contemporary and historical context by means of shaping and materialisation (through presentation/visualisation of historical layers, introduction of greenery, signalisation and road signs, lighting, etc.).
- New elements of urban furniture should be designed in contemporary artistic expression and form, so that the space represents a single unit in the visual sense.
- It is important to include and connect the existing construction fund with the future spatial solution by means of materialisation, type and manner of paving, shaping of open spaces and directing collimation lines and movement routes.
- Special attention should be paid to decorative and functional lighting of both open spaces and facilities in which such spaces are defined.

All interventions within the plaza and the square imply a contemporary author's architectural expression of representative character, incorporated in inherited values of the existing surrounding area.

*The Supplementary Competition Documentation: III GUIDELINES OF COMPETENT INSTITUTIONS / IPCMB, includes guidelines of the Institute for the protection of cultural monuments of Belgrade for the Urban and Architectural Competition for the area of Savski Square and the square at the corner of Karađorđeva and Travnička Streets*

#### **4.3.2 Guidelines and recommendations for the arrangement of undeveloped and green surfaces**

##### **Guidelines and recommendations for the arrangement of open areas**

Pedestrian routes should be designed taking into account a wider context of the space and assumptions regarding the target movement of pedestrians in the given area.

- for overcoming the height difference between the pedestrian area and the access road leading to the facility, ramps for pedestrians and persons in wheelchairs should be planned for the height difference of up to 76 cm, while outer stairs, ramps, staircases and lifting platforms should be planned for height differences greater than 76 cm;
- a ramp should be installed for overcoming height differences of up to 76 cm between two pedestrian surfaces and on the access road leading to the facility, so that the ramp elevation does not exceed 5% (1:20); however, if the conditions are not suitable for a ramp with 5% elevation, the elevation may amount up to 8.3% (1:12) for short distances (of up to 6 m). The maximum permissible total length of the ramp in special cases is 15 m, for distances longer than 6 m, and up to 9 m. In case of lower elevation, they should be separated with landings with minimum length of 150 cm. The minimum clear



width of a single-way ramp amounts to 90 cm, and if the ramp is two-way its minimum clear width should be 150 cm, with a landing of at least 150cm. Ramps must be protected on outer sides by curbs that are 5 cm high and 5-10 cm wide, and equipped on both sides with two-level handrails of a suitable shape for gripping, at the height of 70 cm, i.e. 90 cm.

- a 1-2% slope (of paths, plateaus) should be provided to allow for normal drainage of surface water towards the surrounding porous soil or atmospheric sewage, which requires drainage elements (earthen gutters, gutter-channels, channels);
- paths and plateaus should be covered with high quality and decorative materials in accordance with ambient characteristics of the environment, which must be safe for use in all weather conditions;

Recommendation of the Secretariat for transport:

- the pavements and plazas should be separated from the carriageway in terms of levelling and adequate curbs should be implemented
- construction of fountains should not be envisaged in the immediate vicinity of the carriageway due to adverse consequences for traffic safety, creation of water film and partial wetting of the carriageway surface.
- improvement of tourist signalisation in the subject zone should be envisaged.
- it is necessary to take account of clear sight triangles in the zone of intersection branches (no facilities or urban furniture that would reduce traffic visibility and thus affect safety should be installed).

#### **Guidelines and recommendations for materialisation**

High quality and decorative materials should be envisaged in accordance with ambient characteristics of the environment, and they must be safe for use in all weather conditions;

- The quality and type of materialisation should reflect the significance and representative nature of the space, and it is thus necessary to envisage contemporary, chromatically and aesthetically compatible materials.
- The envisaged materials must be of high quality, durable, resistant and lasting, with high-level manufacture and consistent quality.
- It is recommended that the surfacing of floor pedestrian areas should be made of stone.
- The use of cast concrete for surfacing of pedestrian areas is excluded.
- Within the proposition for the formation of elements of urban equipment, urban furniture and urban texture, a designer can, in addition to proposals of authors, use the Catalogue of Urban Equipment for the Development and Equipment of Public Surfaces in Part of the Territory of the City of Belgrade included in the General Urban Development Plan ("Official Journal of the City of Belgrade" no. 75/16), which forms a constituent part of the programme's documentation, provided that the same represents a criteria in terms of the minimal requirements which must be honoured with the author's solution as to the quality of materials, finish, the thickness of stone plates (min. d= 8.0 cm), LED lights, etc.

*The Supplementary Competition Documentation: VI OTHER DOCUMENTATION The Catalogue of Urban Equipment for the Development and Equipment of Public Surfaces in Part of the Territory of the City of Belgrade included in the General Urban Development Plan ("Official Journal of the City of Belgrade" no. 75/16) has been enclosed with the programme.*

#### **Guidelines and recommendations for the arrangement of green areas**

In addition to their significance for the city, public spaces in the historical core of Belgrade also have the local character. Therefore, the subject space should be perceived in the context of its historical development, and green areas should be observed as a structural element of this area.

The planned green surfaces within the competition area should constitute a system of green surfaces - a vital part of the urban landscape; their visual and functional specificities should be adjusted to micro-locations, architectural and ambient environment, and they should not jeopardize the cultural and historical identity and visual values of the area included in the competition.

Green areas should be reshaped in a manner that will contribute to the affirmation of ambient potential of these public spaces in line with their character and purpose.

For the purpose of realisation of the competition objectives, reorganisation, repositioning and introduction of new green areas are needed.

The trees within the green areas of the squares shall be placed to provide efficient protection of visitors from the sunlight during the day, and through careful use of light at night, to form a safe city public space. The type and geometry of the selected trees should provide a continuous visual presence of the "green element" throughout the year and at the same time to regulate, depending on the season, the infiltration of sunlight into the protected area it forms. Adequate selection and geometry of greenery should aim to create a pleasant shade in the summer time in accordance with the overall concept, and in the winter months lower vegetation protects visitors from the prevailing winds.

When creating green areas, the following rules should be observed:

- during the reconstruction of public green surfaces it is necessary to evaluate the existing state of vegetation, preserve valuable trees and integrate them in the new landscape and architectural solution;
- composition solutions for vegetation and green areas should be designed in a manner that will ensure visibility and "airiness", in addition to high functional and aesthetic values, for the purpose of better perception and safety in the area;
- mainly indigenous plant species belonging to natural potential vegetation should be used for greening, and they should be adaptable to local environmental conditions, with a long vegetation period, increased phytocidal and bactericidal properties, resistant to city dust and exhaust gases, and of highly aesthetic value; application of invasive and allergenic species is forbidden; it is possible to use exotic species that have been proven to be well adapted to environmental conditions.
- for avenues it is necessary to use educated seedlings of deciduous trees with minimum height of 3.5 m, trunk clear of branches up to the height of 2.5 m and breast diameter of at least 30 cm;
- when positioning avenue seedlings, it is necessary to observe the minimum distance to certain installations (water supply system, sewage, gas pipeline, telecommunications network, etc.).

Considering limitations of biological and morphological character, limitations arising from habitat conditions (climate, soil), traffic density, pollution level, lighting regimen and spatial capacity, as well as the interaction of all these factors, it is necessary to make a proper selection of avenue seedling species that can optimally meet the said eligibility criteria.

#### **4.3.3 Guidelines and recommendations for traffic surfaces**

The traffic solution as part of the competition should be adjusted with the Spatial Plan of Special Purpose Area for the arrangement of part of the river bank of the City of Belgrade - part of the Sava River bank for the project *"Belgrade Waterfront"*, *Official Gazette of the Republic of Serbia*, No. 58/14, 7/2015

##### **Pedestrian Traffic**

Pedestrian traffic within the open public pedestrian areas of the plaza/square that are a subject of this competition should be solved in accordance with the *Guidelines and recommendations for the arrangement of open areas*.

Pedestrian communications and crossings for disabled persons should be designed in accordance with the Rulebook on Technical Standards for Planning, Designing and Construction of Facilities Which Ensure Smooth Movement and Access for Disabled Persons, Children and Elderly Persons ("Official Gazette of the Republic of Serbia", No. 22/2015);

If an alley of trees is to be placed, it should be designed in a way that will not impede the movements of pedestrians, especially disabled persons.

### **Bicycle traffic**

In the area covered by the competition, cycle tracks should be planned and continuity in managing cycle traffic in relation to the contact area (existing and planned tracks) should be provided. Cycle tracks should be planned with a minimum width of 2.2m and should be kept independently of the road (min. 0.75m of the outer edge of the road). The cycle tracks free profile of 2.5m in height should be preserved along the entire surface of the cycle track.

Within the Savski Square, it is possible to plan an area for a public bike renting station, considering the fact that this location has been defined by the Plan for Areas for Placing Bike Renting Stations in the Territory of the City of Belgrade (*"Official Journal of the City of Belgrade" no. 5/17*), which was shown in *Accompanying Competition Documentation*.

Near a cultural building, the placing of the P profile for parking bicycles should be planned.

*The Supplementary Competition Documentation: III GUIDELINES OF COMPETENT INSTITUTIONS/TRAFFIC SECRETARIAT the guidelines of the City of Belgrade Traffic Secretariat have been enclosed.*

### **Public transportation lines**

The regulation transverse and longitudinal profiles of streets included in the scope of competition should comprise, in terms of their layout and levelling, all necessary dimensions and elements for placing alignments for tram subsystems of the public city transport.

The stops are planned in the length of 60.0m in the direction for trams, stop plateaus 3.0m wide. The stop plateaus should be integrated into the pavement.

The access to stops needs to be adjusted to the needs of disabled persons.

If bike paths are to be designed within the specified area, they should be designed so as not to disturb the entry/exit of passengers to/from public transport vehicles, the movement, stopping and departure of public transport vehicles in the zone of stops, i.e. the functioning and safety of public transport vehicles should be ensured along the subject route and so should the safety of pedestrians, passengers and cyclists in the zone of stops.

In the tram stop zone, stop plateaus for passengers, 3.0 meters wide and 2.5 meters wide in exceptional circumstances, are planned.

Placement of station pillars and eaves should be planned on public transportation stops, with "city-light" boxes and displays announcing the arrival of vehicles.

It is possible to install lighting on pillars of the tram overhead contact line, while overhead contact line cannot be installed on public lighting pillars.

#### **4.3.4 Guidelines for infrastructure**

From the point of view of infrastructure equipment, it is possible to enable connection to communal infrastructure (electric power, telecommunication, water supply, sewage, hot water and gas network) in the required capacity.

The sewage pumping station "Railway Station", in the southeast part of the Savski Square, has been planned for reconstruction so that its surface part should be relocated from the Savski Square area, outside of the competition span zone, whereas the underground part should stay at the present location, within the competition span, but which requires providing the access stairways from the terrain level.

The public surface above the underground part of the pumping station should be developed in accordance with the following conditions:

- The content for the development of plateau surfaces should be selected depending on the bearing capacity and permeability of the structural slab of the facility.
- Avoid solutions with elements that have higher mass concentration and dimensions that can affect the bearing power of the facility slab.

- Access should be provided to trucks and boom trucks should be provided through overhaul plateau openings.

*The Supplementary Competition Documentation: VI OTHER DOCUMENTATION ENCLOSED WITH THE PROGRAMME - an excerpt from the project of the present condition of BVK KCS Railway Station has been provided.*

## **5. CRITERIA FOR EVALUATION OF PROJECTS**

Along with complying to and fulfilling the requirements from the programme and competition task, and conformity of the concept solution with specified urban conditions and recommendations, the Jury will evaluate the design concepts based on the following general criteria:

- Clear spatial concept recognisable for its main idea
- Character and quality of urban identity improvement
- Spatial distribution of intended use and contents, functionality of proposed solution
- Urban-architectural and spatial shaping and ambient characteristics of the solution
- Relation with the context, architectural and cultural heritage
- Cost-effectiveness of the solution when it comes to implementation and exploitation
- Application of environmentally and energy sustainable solutions for preserving and improving environmental quality (eco-design implementation)
- Viability of the solution in accordance with competition terms
- Credibility of arguments - clear presentation through graphic attachments.

## **6. TERMS OF COMPETITION**

### **6.1. Terms of participation**

Pursuant to Article 28 of the Rulebook on the method and procedure for the announcement and implementation of urban and architectural competitions ("Official Gazette of the Republic of Serbia", number 31/2015), all natural persons with acquired high education (university degree) in the field of architecture are entitled to participate in the competition, regardless of their territorial affiliation and personal characteristics, as well as all legal persons that have appointed a person with acquired high education in the field of architecture

Participants in the competition are free to include in their teams experts from other professions who could contribute with their professional opinions and knowledge to improvement of competition solutions, as well as students.

Competition participant may not be person who is directly engaged in preparation and conducting of Competition, or is relative or directly cooperate with such person, nor it can be person who is member of management or is employed with the institution who announced this competition.

Mandatory conditions for participation at the competition

- Competition design must be submitted in timely manner and in a way stipulated by the Competition Announcement.
- Competition design must follow all the requirements of technical and layout formatting and must contain all parts determined by the competition announcement.

### **6.2. Conditions for conducting the competition**

The competition is announced in accordance with the Rulebook on the method and procedure for the announcement and implementation of urban and architectural competitions ("Official Gazette of RS" No. 31/2015), (hereinafter: The Rulebook)



Each competitor who has taken the Competition Documentation is granted the right to take part in competition.

By submitting an entry to competition, each participant accepts the propositions of this competition.

### 6.3. Content of the proposed works

#### 1. Textual portion

The solution rationale contains the following:

- Explanation of the creative idea of competition design, rationale and description of the project concept and proposed solutions by units
- Reduced graphic attachments of the proposed solution in A3 format.

#### 2. Graphic attachments

- **Competition area in the context of direct surrounding area by units**  
Conceptual plan - Layout of basic characteristics of planned landscaping, relation and connection with the surrounding area, movements, considerations. S=1:500
- **Spatial - programming solution of competition area by units**  
Layout and composition plan – disposition of contents and purposes in space, spatial and functional relations, relation with the existing and planned building and contents, their position and dimension characteristics, levelling solution, movement – pedestrians, bicycles etc. S=1:333.33
- **Architectural, urban and landscaping solution of open public spaces by units**  
layout of floor with all characteristics of floor design and design of green surfaces S=1:250  
characteristic cross-sections and appearances S=1:250  
spatial view  
floor and urban equipment details  
(basis and cross-section in the appropriate proportion, and spatial view)  
*Architectural, urban and landscaping solution should be presented by units, i.e. the scope for Unit 1 is T1 and CL5, and the scope for Unit 2 is SQ1 and CL2.*
- **3D views from given directions and as selected by competitors**

All above elements and attachments to the competition elaborate, textual and graphic attachments with described content, represent mandatory parts of competition design. The works that do not contain the above described and required elements and attachments shall not be taken into consideration.

- **Other graphic attachments - at sole discretion**

#### 3. Optional offer for the development of further phases of the project

The Offer shall include the following design phases:

- Concept Design
- Schematic Design
- Detail Design
- Coordination with Infrastructure
- High Resolution Rendering
- 3D model

**NOTE 1: Details required for submitting the Offer – to be announced at later point, along with announcement of the answers of the Jury to queries of competition participants, 13.12.2018.**

**Note 2: Only the offers of selected competition works by the Jury ( awards and purchases) , will be opened and considered.**

#### 6.4. Method of technical and design processing of the work

All attachments, textual and graphic must be submitted in hard copy and electronically ( in PDF format, in resolution of 350 dpi. on CD / USB) .

The submission of the competition work is exclusively in English.

##### Textual part

- Textual explanation on A3 format shall be submitted in 6 copies.
- Textual explanation must be designated with the same code as the graphic part, consisting of five digits in upper right corner of the cover page, font Arial, Bold, 30.
- **The language of the competition is English.**
- The texts must be written in the Arial font, size: 11 points.

##### Graphic part

- Graphic attachments shall be submitted in B1 format, 100 x 70 cm,
- All graphic attachments must be designated by the code in upper right corner, font Arial, Bold, 50
- Graphic attachments shall be mounted on Styrofoam up to 5 mm thick.

All attachments, graphic and textual, must be packed in non-transparent portfolio, which has to contain list of all attachments and **3 sealed envelopes** (AUTHOR, CONTACT DATA and THE OFFER). External side of the portfolio should be designated only with the same design code of five digits, font Arial, Bold 50.

Envelopes are marked with code in upper right corner.

- The envelope labelled with "AUTHOR" should contain the *Statement of Competitors* signed and marked with the code.
- Envelope designated as "CONTACT INFORMATION", contains a list with names of authors, members of team of authors and associates, designated with the code and contact information (zip code and e-mail) and contact phone number.

Each participant may submit only one competition design. Competition design contains only one solutions and variants of the solution are not allowed.

All contents of Competition design: graphic portion, textual portion, envelopes, declarations and map, should be designated with the same code.

All attachments, textual and graphic must be submitted electronically, in PDF format, in resolution of 350 dpi, on CD or flash memory.

Technical and layout formatting of competition elaborate as described and requested, with dimensions, and number of copies as stipulated, is mandatory content of competition design. The works that do not contain the above described and required elements and attachments shall not be taken into consideration.

#### 6.5. Content of the competitors' statement

Competitor is every participant (author, team of authors), who submitted competition design in accordance with this Competition Announcement.

Contents of the Competitor's Declaration include the following:

- First and last name (of author, members of team of authors; associates), address as recorded in ID card and ID card or passport number.
- Signatures of authors/members of team of authors and associates
- Declaration on acceptance of terms of competition and was of distribution of prizes.
- Declaration on transfer of all propriety rights of author.
- Declaration on consent on potential further development of competition project in case of award or purchase.

- Statement of legal entity, if it appears as participant, on appointing person who fulfils professional and other requirements in accordance with this Competition Announcement, i.e. fulfils the requirements to participate in competition.
- Manner of distribution of potential money award given in percentages with payment information for declared persons (authors and associates).
- Declaration on consent to publish name(s) of author(s) in the catalogue at the exhibition of designs in case that the design is not among awardee or purchased works.

## 6.6. Competition deadlines

- **Beginning of the competition period / date of announcement** **19.11.2018.**
- Competition Documentation can be obtained free of charge from the web-portal of the Administration of Belgrade - [www.beograd.rs](http://www.beograd.rs) and the Association of Architects of Serbia [www.u-a-s.rs](http://www.u-a-s.rs)
- **Deadline to send the inquiries is** **06.12.2018.**  
Any inquiries may be made by sending an e-mail to [sas-dab@eunet.rs](mailto:sas-dab@eunet.rs)  
Answers of the Jury to the inquiries received will be published at the web page of the City of Belgrade, web page of the Union of Architects of Serbia within seven days upon expiry of the period for making inquiries and will be available at the above web sites until the deadline for submission of works.
- **Deadline for submission of works is** **15.01.2019.**  
until 15,00 (local time), regardless of the manner of submission (directly or by mail).  
**Participants in the competition themselves bear all the costs of submitting their works.**  
Address:  
**Union of Architects of Serbia**  
**Republic of Serbia,**  
**11 000 Belgrade, Kneza Milosa 7a/III**
- **Announcement of the results of the Competition** **31.01.2019.**  
The results will be published on the website of the Union of Architects of Serbia, the website of the City of Belgrade.
- Rewarded and unrewarded works, in electronic format will be posted on the websites of the City of Belgrade and the Union of Architects of Serbia within 30 days from the day of publishing the Competition results. Basic information (code of the work, award, name (s) of the authors will be published besides all the works, unless otherwise specified in the application for the Competition.
- The exhibition of the Design Concepts and public discussion on results of the competition shall be organized at latest 60 days after the announcement of competition results.
- The participants will be notified on the time for taking back the unrewarded works on the website of the Union of Architects of Serbia, if they want to get back the unrewarded works, foreign participants shall bear the costs of the work being sent to the specified desired address.

## 6.7. Type and the amount of awards

If at least 6 design concepts are received until the defined deadline and if they meet the requirements of the competition the following prizes will be awarded in the total net amount of the prize fund of 75,000.00 Euros to be distributed as follows:

- |                |                 |
|----------------|-----------------|
| ▪ First Prize  | 50,000.00 Euros |
| ▪ Second prize | 15,000.00 Euros |
| ▪ Third prize  | 10,000.00 Euros |

The Competition Jury may also elect to make additional purchases of 5,000.00 net per work - out of the planned net prize fund, but not more than four additional purchases.

The Jury will distribute the prizes completely in accordance with the provisions of the Rulebook, however the Jury may distribute the prizes in a different manner within the planned award fund.

The Investor undertakes to make payments for the selected and awarded design concepts in line with the decision of the Jury, and pursuant to the Competition Documentation - by means of an announcement to be made within 45 days from the day the Investor acknowledges the Decision of the Jury.

## **6.8. Composition of the jury and reporters**

### **Jury members**

Prof. Janez Koželj, Architect, representative of the Union of Architects of Serbia  
Jovan Mitrović, Architect, representative of the Union of Architects of Serbia  
Milutin Folić, Architect, City Urban Planner of Belgrade, representative of the Investor  
Dr Milena Kordić, Architect, representative of the Union of Architects of Serbia  
Osama Al Hassan, Landscape Architect, representative of the Investor

### **Reporters**

Tamara Petrović Komlenić, Architect  
Dr Milena Grbić, Architect

### **Secretary of the Jury**

Ana Glavički

## **6.9. Legal and financial consequences for the type and amount of the reward and conditions of copyright protection, and transfer of ownership right of the author to the investor**

- An author of a design concept is a participant who has created the design concept and has, in this way, published the design concept by submitting it for the Competition. The team of the authors consists of the signatories of design concepts, co-authors and, therefore, the holders of all common copyrights.
- By submitting the Design Concept, the authors (a team of authors) assign and transfer all ownership rights of the author to the Investor in case that the subject Design Concept is has been awarded or purchased.
- The awarded and purchased design concepts may be used entirely or partially, and in the course of producing planning and technical documentation, the design concepts will be adjusted to the on-site conditions, namely spatial and technical potentials and limitations.
- The Investor is not obliged to engage the Author as a producer of the planning and technical documentation.
- If it is necessary and if there is a mutual interest, the Investor may consult the authors of the awarded and purchased design concepts during further development of the project, the authors shall provide the consultancy services as requested. Every potential cooperation between the parties shall be regulated by the separate contract.
- Authors reserve the right to publish their design concepts.
- The Investor is entitled to use all the received design concepts, to publish them and to promote results of the competition.



## ATTACHMENTS TO THE PROGRAMME - BASIS AND ACCOMPANYING DOCUMENTATION

### Informative graphic attachment

- Boundaries of the Competition area
- Orthophoto with boundaries of the Competition area and the positions of the set directions
- Excerpt from the SPSPA - surface purpose with boundaries of the Competition area
- Excerpt from the SPSPA - regulation and levelling plan with boundaries of the Competition area
- Excerpt from the SPSPA - infrastructure networks with boundaries of the Competition area
- Restrictions of the underground infrastructure for the Competition area - Unit 1
- Contents in the surrounding area

### Graphical digital data

- Cadastral and topographic plan
- Cadastral plan of underground installations
- Orthophoto image
- Basemap for enclosures - plans in scale 1:500
- Basemap for enclosures - plans in scale 1:333.33 and 1:250

### Guidelines of competent institutions

- Institute for the Protection of Cultural Monuments of the City of Belgrade
- Secretariat for Traffic, City Administration of the Belgrade City
- Public Communal Enterprise "Zelenilo - Beograd",

### Inserts from actual planning documents

#### Photographs of the location

#### Other supplementary documentation of the program

Monument to Stefan Nemanja - the solution of the first prize winner

Urban equipment catalogue

BVK-KCS Railway Station - excerpt from the project of the present condition

History and Architecture of the Belgrade Railway Station, *Ivan Kleut*

Little Market on the River Sava in the Late 19th and the Early 20th century, *Vera Pavlović Lončarski*

Belgrade, 19.11.2018.

Competition Jury members:

Prof. Janez Koželj, Architect

Jovan Mitrovic, Architect

Milutin Folić, Architect

Dr. Milena Kordić, Architect

Osama Al Hassan, Landscape Architect