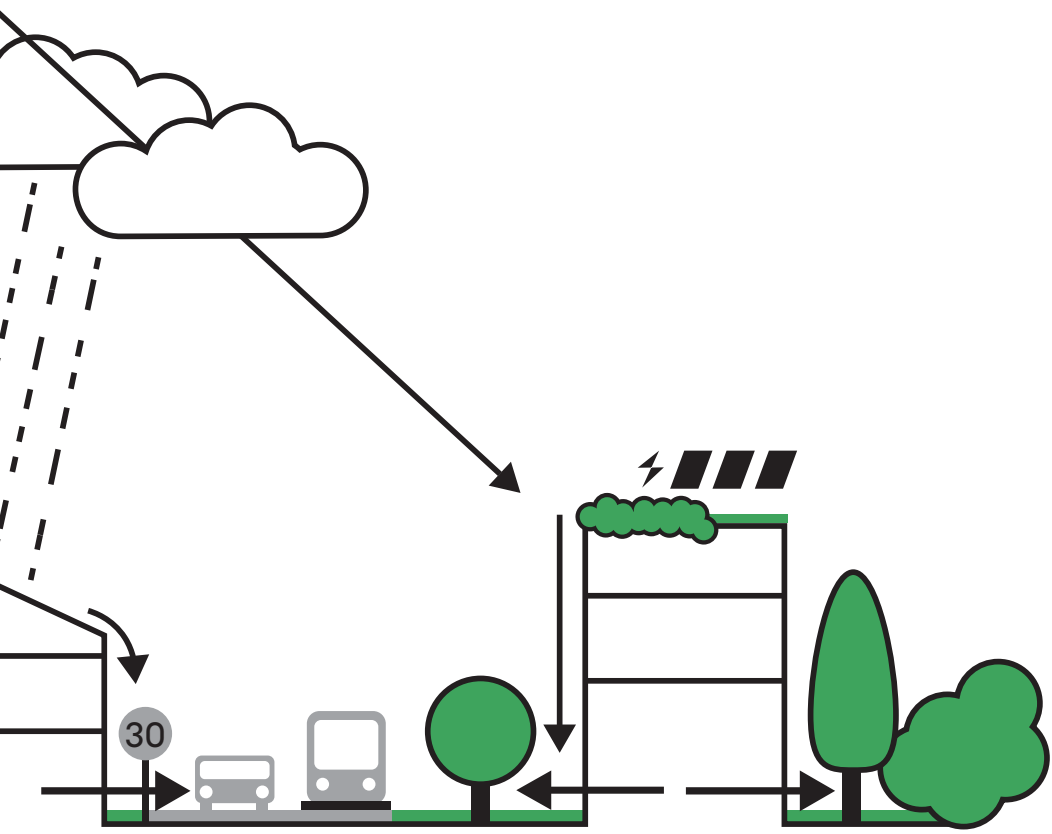
SUSTAINABLE NEIGHBOURHOODS FOR THE 21ST CENTURY

Kees Christiaanse, Gyler Mydyti
Petr Návrat, Barbora Grísová



SUSTAINABLE NEIGHBOURHOODS FOR THE 21ST CENTURY

SUSTAINABLE NEIGHBOURHOODS FOR THE 21ST CENTURY

Authors
Kees Christiaanse, Gyler Mydyti
Petr Návrat, Barbora Grísová

Editors
Petr Návrat
Gyler Mydyti

Concept and supervision
Jaromír Hainc
Michal Bartošek

Interviews by
Dorotea Cimburová
Barbora Grísová

We would like to express our gratitude to the following individuals who generously shared their insights and expertise through interviews for this book:
Štěpánka Endrle
Filip Foglar
Tomáš Kadeřábek
Petr Peřinka
Michaela Pixová
Zdenka Poliačiková
Kristina Ullmannová
Štěpán Valouch
Marek Zděradička

Copy-editor
Brad McGregor

Graphic design
Ondřej Zámiš

Illustrations
Vojta Liebl

Interviewees photos
Libor Fojtík

Published in 2023 by ONplan lab, s.r.o.,
Karmelitská 18/379, Prague 1 – Malá Strana,
Czech Republic

This publication was commissioned by IPR Praha with the aim of promoting discussions on current trends in the development of Prague's new neighbourhoods.

First edition 2023
ISBN: 978-80-11-03514-3

IPR PRAHA

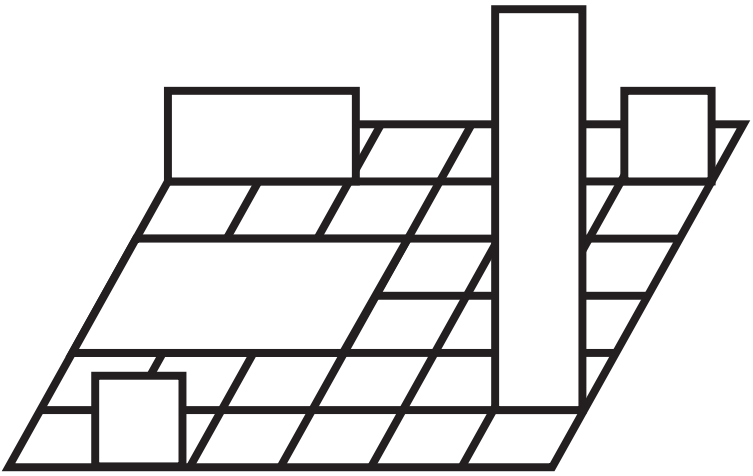
ONplan Art of planning. Together.

KCAP

TABLE OF CONTENTS

"THE STAKEHOLDERS INVOLVED IN THE PLANNING AND BUILDING PROCESS OF NEIGHBOURHOODS SHOULD NOT WORK AS A SINGLE WARSHIP BUT AS AN ARMADA OF DECENTRALIZED VESSELS ACTING AND FUNCTIONING AS AN INTELLIGENT SWARM."

INTRODUCTION



The ambition of the City of Prague is to create new neighbourhoods that ensure a high quality of life and economic, social and environmental sustainability. New neighbourhoods should not only respond to the housing needs of the city's growing population but also offer employment spaces, public amenities and urban design qualities that support the creation of communities. They ought to allow for a strong social mix thanks to varied housing typologies and diversified tenure structures. In the face of the climate crisis, new developments must near carbon neutrality with regard to energy consumption but also in relation to urban mobility.

We know our aims, but do we know how to make our vision materialize?

In the first part, this publication proposes 12 key principles for the development of new neighbourhoods. These principles draw on professional and academic research experience with the transformation of brownfield sites into mixed-use neighbourhoods in a number of European cities.

But what do the stakeholders involved in the planning and development of our city think about the potential and the challenges of building new neighbourhoods in Prague? In the second part of this publication, you will find the views of nine professionals speaking about what we do well and what we need to improve. Good examples of sustainable neighbourhoods, from their perspective, are also shared.

This publication was initiated by Jaromír Hainc, director of the City Development Office at IPR Praha. Kees Christiaanse and Gyler Mydyti of KCAP drafted the urban design principles. Petr Návrat and Barbora Grísová of ONplan developed the overall publication concept and managed its production, linking international experience with local knowledge.

IPR Praha aims to lead the dialogue on how to build new sustainable neighbourhoods, combining knowledge from academic research and planning and building practice. We hope that this publication will serve as a basis for professional and lay discussion on new neighbourhood development not only in Prague but also in other European cities that share our vision and ambitions for 21st century sustainable neighbourhoods.

WHY (NOT JUST) PRAGUE NEEDS TO LEARN AGAIN HOW TO DESIGN SUSTAINABLE NEIGHBOURHOODS?

Prague has a long tradition of building high-quality neighbourhoods. Good examples include not only the well-known districts of Vinohrady and Dejvice, but also Starý Spořilov, which is a prime example of a low-rise high-density residential district. It seems, however, that in past decades we have lost the ability to build such sustainable neighbourhoods.

KRISTINA ULLMANNOVÁ
Head of Public Space Department, IPR Praha

We have many skilled architects and urban designers who know how to design beautiful and functional cities. Currently, several successful projects for new neighbourhoods on former brownfields are in the pipeline, often preserving the genius loci of the former industrial site. Nevertheless, the role of the municipality as leader of the process needs to be strengthened if we want to achieve comprehensively and strategically planned neighbourhoods that we recognize from most Western European cities.

FILIP FOGLAR
Director of the Department of Urban Development of the City of Prague

Prague boasts numerous untapped brownfield sites awaiting development, with strong demand for real estate and abundant investors. However, the primary hindrance to the creation of new neighbourhoods lies in the realm of legislation and bureaucracy, impeding the development process in many cases.

TOMÁŠ KADEŘÁBEK
Director of the Developers' Association

Prague, as well as other post-communist cities, is still struggling with the legacy of the 1990s, when most developable land was privatized and no conditions for its development were set. As a result, the city administration found itself in a position where it could barely influence the shape of large development sites. Thus, progressive municipal leadership is essential for the development of sustainable neighbourhoods.

As we are facing the climate crisis, it is not enough to focus on the energy efficiency of buildings. Equally important is the carbon footprint of construction.

MICHAELA PIXOVÁ
Human Geographer, Charles University and BOKU Vienna

If we build on brownfields within the city, we will reduce the demand for housing on greenfields outside the city. When people live right in the city, it reduces traffic pressure. On average, people make fewer and shorter trips. Public transport, walking and cycling become an attractive alternative to personal vehicle use. A big advantage of brownfield sites in Prague is that they are very well served by transport and technical infrastructure. They are usually part of the road network and are often already served by rail transport. By not having to build this infrastructure, the local government saves on investment and, consequently, on operating costs.

MAREK ZDĚRADIČKA
Deputy Director, IPR Praha

When planning new neighbourhoods in the Czech Republic, we have little capacity for strategic planning. As a result of the communist experience, strategic planning was perceived negatively after 1989 and essentially disappeared. A major opportunity for Prague in developing new neighbourhoods is to increase the supply of housing. At the same time, the main criterion for development should be social inclusiveness. New neighbourhoods should be socially accessible so that people with specific needs can live there.

PETR PEŘINKA
Director of Creative Prague

Prague is a very green city. It certainly does not suffer from a deficit of public green spaces. As such, the problem is not the deficit of green infrastructure but, often, its poor quality. Prague has a low average density, so we should not be restrained by the idea that we want endless green spaces instead of brownfields. On the contrary, we should aim for a reasonable urban density.

ŠTĚPÁNKA ENDRLE
Landscape Architect, Founder of L&SCAPE

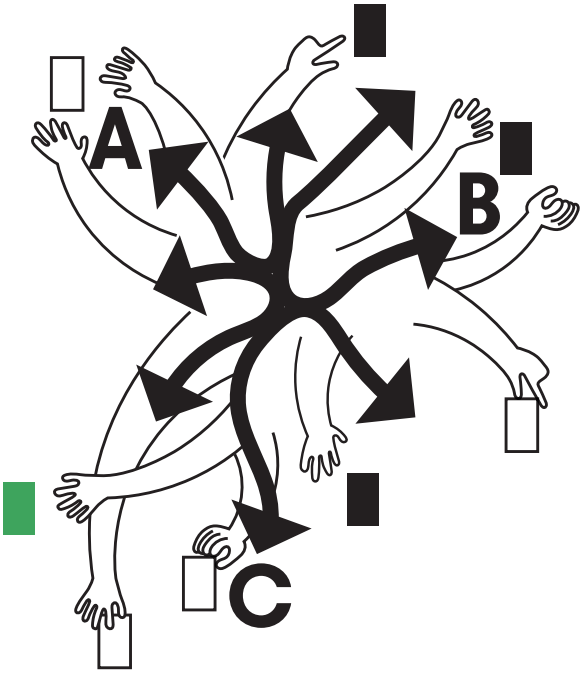
Investors often have a negative attitude towards heritage protection regulations, and recommendations are often regarded unfavourably. However, regulations would help to preserve unique neighbourhood characteristics and aesthetic values. The distinctiveness of new neighbourhoods built on brownfields can be achieved by preserving some of the original buildings. These can then serve a new purpose, while also referencing the history of the site.

ZDENKA POLIAČIKOVÁ
Heritage Protection Expert at the National Heritage Institute

On the outskirts of Prague, thousands of flats are being built in dormitory-like neighbourhoods where people commute just to sleep. These are dysfunctional neighbourhoods lacking basic public amenities and congested with car traffic. They don't even offer that much green space compared to the 1970s' housing estates.

ŠTĚPÁN VALOUCH
Architect, Founder of ov-a,
Czech Architecture Prize Laureate

12 DESIGN PRINCIPLES FOSTERING URBANITY



The aim of defining principles for designing sustainable neighbourhoods in the 21st century is to achieve a durable but dynamic equilibrium of diverse components and forces operating in built environments (cultural landscapes) that make urbanity thrive.

Urbanity is a situation that attracts a high density and concentration of people from different backgrounds, where the diversity of actors leads to productive exchanges, the accumulation of knowledge and the emergence of new social, cultural and economic networks from existing ones. Urbanity promotes cultural diversity, tolerance, social control and synergy, prosperity and innovation. It can also promote sustainability, as dense urban tissue may have a relatively small ecological footprint.

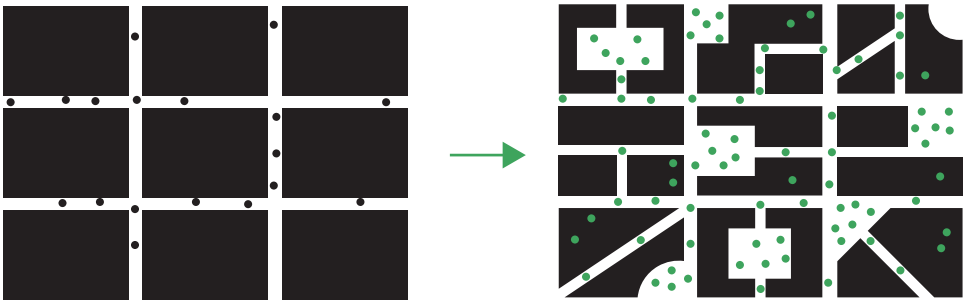
In the past, urbanity was primarily associated with physical structures and presence, such as centrality. Today, due to digitization and mobility, it appears dense and spread out over greater distances.

Urbanity is not designed. It is a fragile quality that needs to be cultivated. Urbanity emerges because of the structural and programmatic conditions that define urban spaces. Urbanity does not show an area-wide intensity, but rather develops in concentrations with certain impacts on the surrounding area. It redefines and redevelops itself constantly under the influence of contemporary dynamics and diverse urban processes that are caused by climate change, globalization, mass migration towards urban areas and widening social inequalities. Accordingly, and in addition to centrality, diversity, interaction, accessibility, adaptability and appropriation constitute other relevant aspects of urbanity.

The urban design principles presented here, therefore, are aimed at constructing sustainable, liveable and inclusive urban conditions, ones which are able to respond and adapt to the rapidly changing contemporary circumstances.

1

THE OPEN CITY



Imagine a city where inclusivity is at the forefront of urban design, where physical spaces are intentionally created to promote social interaction and co-existence. The Open City is a concept that recognizes the power of design in shaping communities and fostering diverse interactions.

At the heart of the Open City concept is a finely meshed, porous street pattern that encourages active street fronts. By increasing the total façade length of the buildings, by creating semi-open blocks, vibrant and engaging urban environments can be generated. These streets become more than just pathways, they become places where people from all walks of life can come together, exchange ideas and build connections.

Transitional spaces between public and private areas, such as the fore zones of streets and semi-open courtyards, serve as breeding grounds for social, economic and cultural exchange. These places shall provide opportunities for communities from distinct backgrounds to settle and thrive, creating a rich tapestry of diversity within the city.

The concept of the Open City was first identified by Jane Jacobs in her seminal book The Death and Life of Great American Cities, as was the phenomenon of gentrification, which threatens to homogenize neighbourhoods.

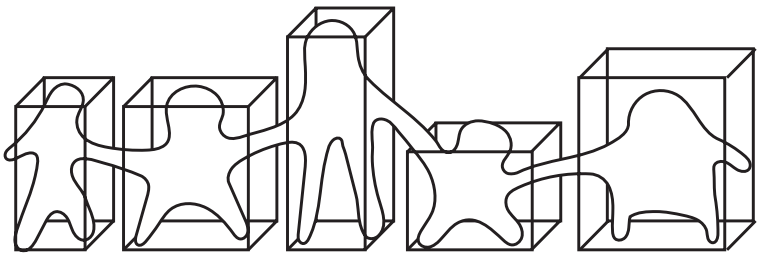
An Open City neighbourhood is both self-sufficient and an integral part of the larger urban organism, similar to Abercrombie's innovative 1943 "Potato Plan" for London, where each neighbourhood—a potato—has distinctive characteristics and provides elemental amenities for its residents but is also part of a greater whole—the metropolis of many potatoes.

The Open City is not a rigid urban vision but rather a dynamic situation that requires active intervention strategies to balance the forces of integration and disintegration. It is a vision that emphasizes the importance of programmatic and typological diversity, curated by local authorities through urban design guidelines to ensure a minimum critical mixture of distinct activities.

Moreover, the implementation process of urban transformation is just as crucial as the design framework itself. Carefully deliberated approaches to implementation are essential in realizing the vision of the Open City and ensuring its success in promoting inclusivity and social interaction.

2

ENHANCED STAKEHOLDER MANAGEMENT AND COMMUNITY PARTICIPATION



When designing neighbourhoods, you should strive to create the right conditions for life rather than life itself. The participants involved in the planning and building process of neighbourhoods should not work as a single warship but as an armada of decentralized vessels acting and functioning as an intelligent swarm.

This co-creation process and the project-management method resembles a game of "simultaneous chess", where various parties work on multiple project workflows at the same time, allowing for shortcuts and feedback loops to emerge. This intentional approach accelerates and deepens the elaboration process, providing fertile ground for innovative ideas to flourish and generating deliberate disruption.

Involving the community and managing stakeholders is paramount to creating sustainable neighbourhoods. Large-scale physical models serve as an essential tool for community participation and stakeholder management. That's why advocating for the installation of an on-site information centre right from the start of the project is crucial. This information centre serves as a platform to mediate the progress of the development process to stakeholders from the beginning, ensuring transparency and engagement.

To guarantee an effective participation process, conducting an inventory of stakeholders and interest groups is essential. By doing so, participants can be included in a hierarchical participation scheme where the degree of influence is described and agreed upon. This approach recognizes that the interests of various stakeholders, such as property owners and neighbourhood residents, may differ, aiming to ensure a fair and inclusive participation process.

3

BROWNFIELDS NOT GREENFIELDS

When it comes to constructing sustainable neighbourhoods, we should prioritize brownfield sites over greenfields. Rather than occupying new unbuilt surfaces, we should reuse, replace, densify and connect existing built surfaces. This not only limits our impact on the environment but also cultivates diversity by intermingling old and new architecture.

As early as the 1960s, Jane Jacobs and Cedric Price recognized the potential of brownfields and industrial landscapes to house new and diverse activities that can revitalize declining parts of cities. These post-industrial spaces have a captivating and liberating effect on new users. They can also serve as hotbeds for technological and social innovation by providing flexible production units and changing collaboration patterns.

By regenerating former inner-city harbour, industrial and railway sites, we can meet the market demand for diverse, compact and well-connected neighbourhoods. A well-designed urban environment can thus significantly boost local economic development.

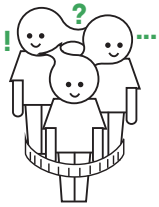
Should greenfield development be unavoidable, proper compensation in the form of the reclamation and renaturization of brownfields or the creation of other natural localities should be undertaken.

From the same perspective, it is important to plan relatively dense and compact neighbourhoods in order to foster a critical density of people and limit the built environment's physical and ecological footprint. This includes the limitation of hard pavement covering and proper rain and groundwater management.

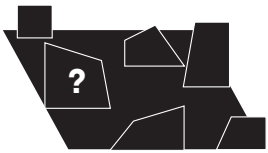
Adequate connectivity to public transport for these new sites is also an essential pre-condition. And, finally, a proper spatial transition between the existing urban tissue and further development is of utmost importance.

4 STREAMLINED DEVELOPMENT PROCESS

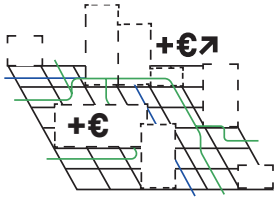
A) SITE IN PUBLIC HANDS



municipal development corporation



brownfield

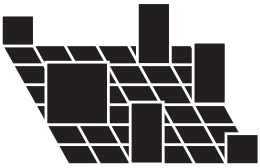


infrastructure financing will increase land values

architectural and urban design competitions

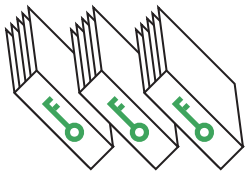
the plots are sold to the developer when the building permit is submitted

B) SITE IN PRIVATE HANDS



urban design masterpan

+



regulations and urban design guidelines

+

stakeholder participation

The success of a new neighbourhood is heavily dependent on the development process. Achieving high-quality urban design requires a development process of equal calibre. Whether it's public or private land development, large or small, the development process plays a crucial role in achieving desirable outcomes.

For extensive public land development, such as in Hamburg HafenCity, a development corporation can be a useful tool for achieving a high-quality design. This model allows for 100 % public ownership while also maintaining a lean organization that operates like a private company. The land on the site can be capitalized to fund the construction of roads, public transportation and other public infrastructure, and revenues from plot sales gradually pay off the project's investment.

High-quality public space and architecture can be realized by organizing architecture competitions or tenders and by connecting the sales transaction of plots to private developers to the moment the documentation for the building permit is submitted. In this way, the publicly owned development corporation can set market standards for architectural and urban design quality, building programme and sustainability.

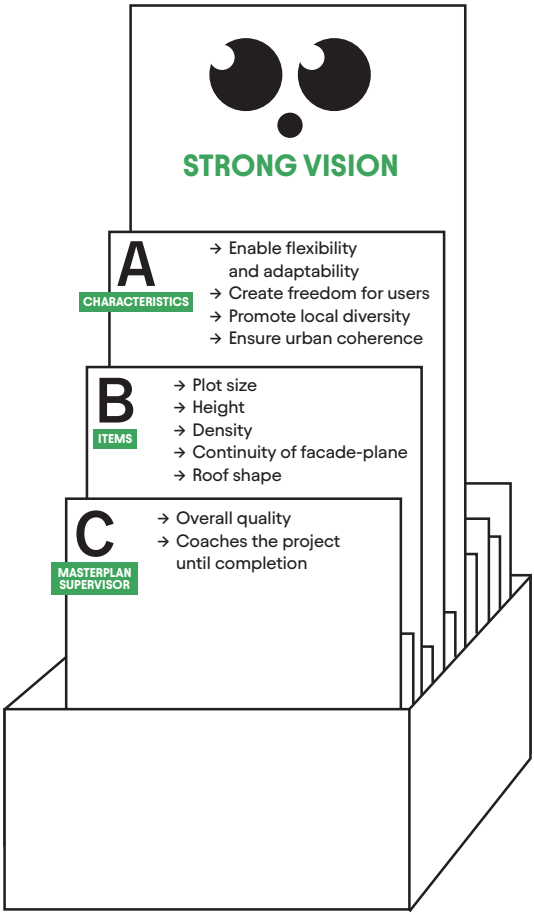
For development on private land, detailed urban design masterplans combined with specific urban design guidelines (see Principle 5) and pre-agreements with landowners about stakeholder management (see Principle 2), as well as the municipality as a coordinating body, can achieve a comparable quality of architecture and public space.

When most of the land in a project is privately owned, a public-private partnership (PPP) can be a promising vehicle for development. In a PPP, the public hand is responsible for the development of everything that is collective, such as public space, roads, technical infrastructure, schools and social amenities.

In both scenarios, it's vital to develop land incrementally, for instance, block by block, to produce a human scale and diverse architecture and users. Furthermore, to ensure sustainable development, a city should also formulate general policies for urban development, particularly regarding themes like habitat, climate and sustainability (see Principle 12).

5

URBAN DESIGN GUIDELINES



In the words of urban designer Kees Christiaanse, "While the architect works within the constraints of his fine taste, the urban designer is the coordinator of the common lack of taste." Urban design guidelines (UDGs) are crucial for striking a balance between urban coherence, local diversity and user freedom.

Well-formulated UDGs should be simple and effective, ensuring the quality of urban design, public space and architecture without stifling innovation. Unlike the rigid Beaux Arts urban design, UDGs are flexible and adaptable to changing circumstances while maintaining a robust urban design vision.

Urban design guidelines can be a useful tool for city governments to direct and guide commercial development towards desirable outcomes. UDGs can apply to plot size, density, building height, façade-plane, roof shape continuity and ground floor typologies. They are in line with and complement existing construction legislation in which distance, insolation, view and shadow-casting are prescribed. Each set of UDGs is, however, specific to a particular area or project and typically arises from a political policy covenant.

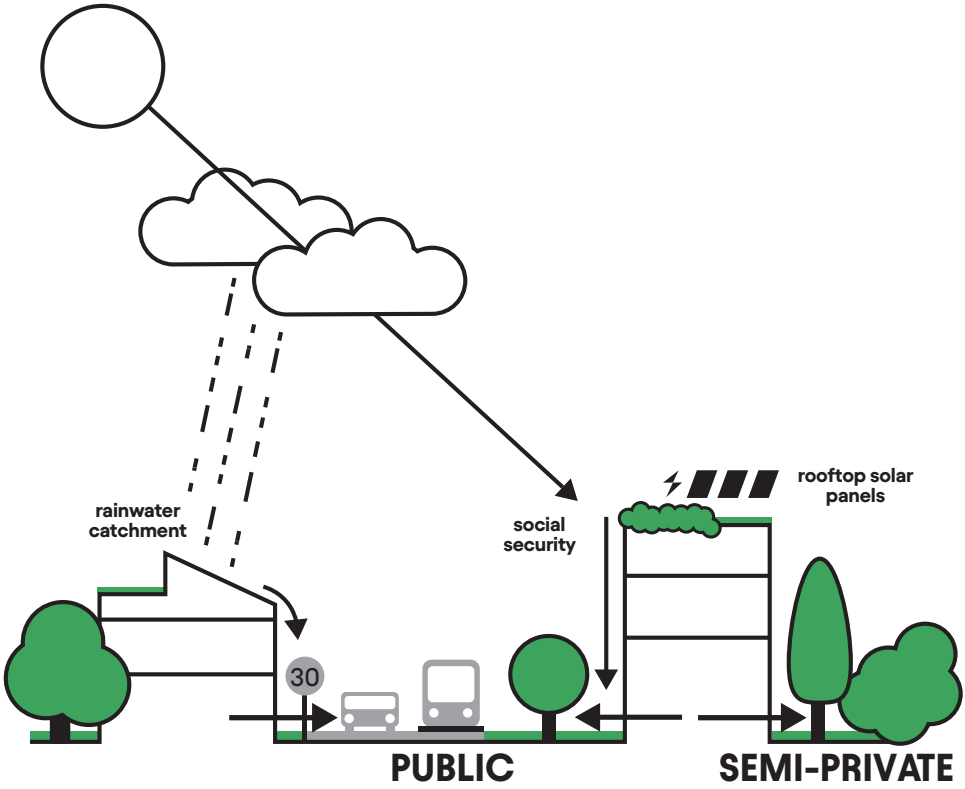
In Central European inner-city zones, UDGs commonly prescribe a perimeter block typology with a mean floor area ratio of 2.3–2.7 and a mean height of approximately 20 m, with occasional height accents on landmark locations.

To ensure the overall quality of a development, it is advisable to have a masterplan supervisor, coordinating architect or a quality team—comprised of a town planner, an urban designer, a landscape architect, an architect, a mobility expert and a sustainability expert—that can oversee the project from start to finish.

By following UDGs, high-quality urban design, public space and architecture can be achieved while still allowing for flexibility and adaptability to changing circumstances.

6

GROUND FLOOR, PODIUM AND ROOF ACTIVATION



An important element in creating sustainable and vibrant neighbourhoods is ground floor and roof activation. Active floors and roofs add greater flexibility to building uses and allow for effective utilization of green infrastructure and rainwater harvesting.

Groundfloor activation means creating flexible ground floor spaces throughout new developments. The creation of double-height ground floors in most buildings is especially desirable. Such adjustable ground floor and mezzanine levels can accommodate a range of uses, such as retail, gastronomy, workshops, co-working spaces and other amenities. These floors also enable the creation of maisonettes or living-praxis units in less dense urban areas. To maximize the potential of ground floors, each unit should have direct access to a private outdoor space or garden. In addition, units between the ground floor and the roof may have a private allotment on the ground.

Similarly, roofs can also be transformed into attractive and functional spaces. Rather than simply serving as a lid on a building, roofs can be designed to include rooftop terraces, rainwater-catching green spaces and solar panels. Unfortunately, many buildings do not take advantage of their roofs.

By activating ground floors and roofs, we can create a sense of community and promote safety in our immediate living environment. As Jane Jacobs famously described, this Eyes-on-the-Street concept allows for social control and visibility, discouraging vandalism and reducing city maintenance costs.

7

PUBLIC SPACE AND CONNECTIVITY

The success of any urban design project relies on a legible and resilient public space and street structure. This structure must establish a connection between the site and the contextual lines of the surrounding urban fabric. The framework should be based on existing, latent or logical lines within the site's historic contours or topography. This framework serves as the primary structure for access and mobility, providing a logical and intuitive layout that can adapt to change over time. The street pattern should be fine-meshed and multidirectional, all working together to create a coherent and robust framework.

Well-designed public spaces such as squares, parks and waterfronts can significantly enhance the liveability of a neighbourhood. In fact, they play a crucial role in creating a sense of community and identity. To create a cohesive and attractive environment, these public places should be thoughtfully placed throughout the neighbourhood, with regular intervals in between. Careful consideration should be given to the mix of uses and amenities surrounding these spaces, as they define the centralities and subcentralities within the masterplan. By doing so, the public spaces and their supporting elements can form a complete sequence, inviting residents to explore and engage with their surroundings.

The detailed public space framework defines blocks and plots where building ensembles will be realized. As noted in Principles 1 and 6, it is essential to design semi-private transitional zones within blocks and semi-open courtyards to enable residents and other users to appropriate their immediate living and working environment. They can use these places for relaxation, children's play, tending plants or as an outdoor workspace.

By prioritizing public space and connectivity in urban design, we can create sustainable neighbourhoods that enhance social cohesion and that are accessible and adaptable to change in use over time.

8

MULTIMODAL MOBILITY

A sustainable urban neighbourhood should provide an inclusive mobility offer with various transportation options. It's important to locate neighbourhoods near existing public transportation stations or provide high-quality public transportation services within the neighbourhood itself. This could include train, metro, tram or bus stops that are easily accessible and serve the quarter. Free bus lanes for bus rapid transport (or BRT) may be necessary in remote areas with low passenger volumes until a rail line is feasible.

Walking and cycling distances to major public transport stops should follow the 15-minute walking standard and be no more than three hundred meters apart. Major stops should also include mobility hubs for car-sharing, parking, bike-sharing and storage, battery-charging and parcel delivery services, potentially in combination with other amenities like waste collection or a convenience store. Such interventions promote reduced use of motorized individual vehicles (MIVs) and help maintain a proper balance between MIV presence and other modes of transportation.

To achieve this balance, a clear hierarchy scheme should prescribe (one-way or two-way) access, limited access and prohibited access for cars, as well as zones with 30 km/h and 50 km/h speed limits. While two-way roads with a speed limit of 50 km/h should be designed exclusively for main traffic arteries, street profiles can be flexible and gradually transform intensities and modes, transitioning from a MIV-oriented profile to a public transport and cycle profile.

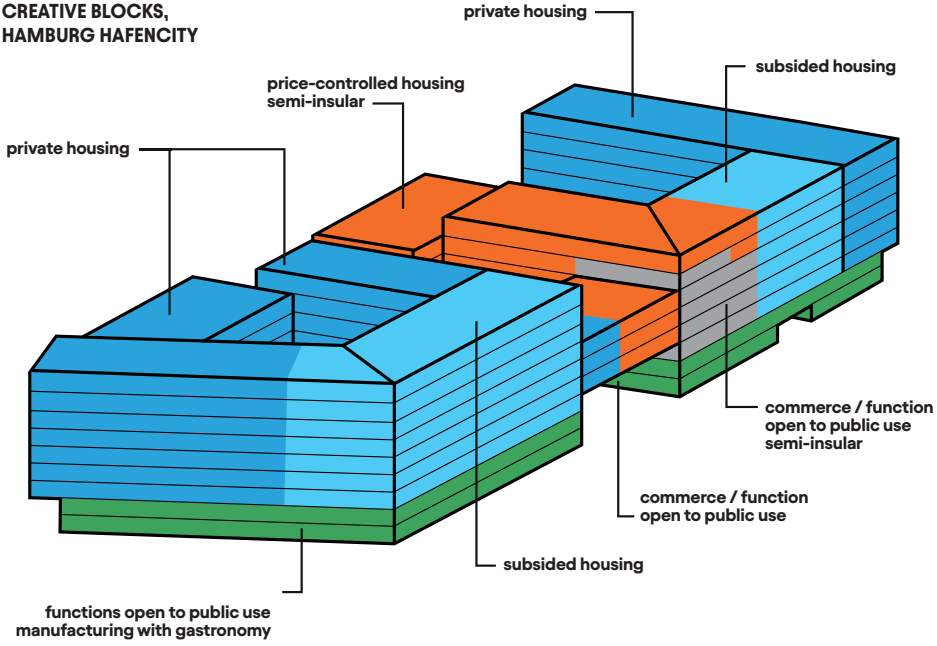
Furthermore, parking in and outside buildings should be reduced in higher-density neighbourhoods, with around 15 % of indoor parking spaces reserved for car-sharing. All parking places should be able to accommodate a charging unit. Above-ground parking silos, possibly in combination with micro-hubs, are a recent trend, replacing expensive, inflexible and groundwater-disturbing underground parking basements. These actions should run parallel with reducing parking places in public spaces and implementing a city-wide pricing policy.

As neighbourhoods become denser and more mixed-use, residents will become less dependent on MIVs.

9

CO-EXISTENCE OF LIVING AND WORKING

CREATIVE BLOCKS, HAMBURG HAFENCITY



A thriving urban neighbourhood must offer diverse building typologies and spaces that can cater to various uses. Depending on the neighbourhood's size, several centres and subcentres should be created at key nodes in the urban design framework. These subcentres serve as natural hubs for retail, gastronomy, services, educational facilities and co-working spaces.

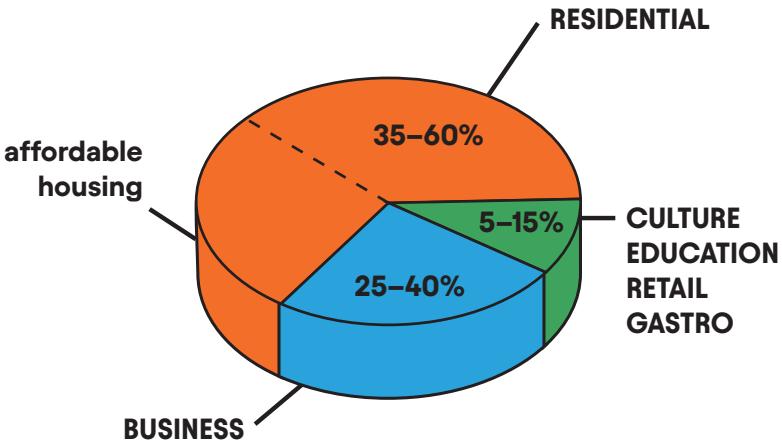
For example, in Hamburg HafenCity, the density and diversity of uses increase in subcentres and exponentially in the central Überseequartier, which includes theatres, hotels and a cruise terminal fully integrated into the block structure of a pedestrian-oriented neighbourhood core that was designed according to the superblock principles. Meanwhile, the residual areas are dedicated to residential or office programmes, with local shops and small-scale entrepreneurship on the street level.

Every comprehensive urban design project must also include spaces for creative industries and productive businesses, such as manufacturing and digital fabrication. Thanks to digitalization, many modern industry forms are small-scale and produce on demand without emissions, noise or heavy logistics.

These creative industries require a better-educated workforce. In addition, the new generation of young workers in these sectors tend to live in 1–2 person households and want to reside in central urban districts without having to commute to business parks on the periphery. Furthermore, this group of city residents requires multiple services and amenities to support their lifestyle, adding to the mixed-use requirement in their neighbourhood.

This neighbourhood production and consumption feedback loop is the basis for more sustainable circular economic development. This condition fosters the emergence of cultural and economic activities that create the required community "humus" and, ultimately, a strong sense of community.

10 AFFORDABLE HOUSING AND BUILDING COLLECTIVES



A diverse mix of residential and commercial spaces is essential to creating a truly inclusive urban district, as discussed in the previous principle. This means that, on average, 35–60 % of a neighbourhood should be devoted to residential buildings, with 25–40 % dedicated to businesses. The remaining space can be used for cultural and educational institutions, retail stores and restaurants.

Within the residential mix, setting aside 25–30 % for affordable housing is crucial. This can be achieved through the development of housing corporations, which will ensure that neighbourhoods do not take on a specific social group character and remain available to a variety of residents.

The percentages dedicated for individual uses should be defined for each neighbourhood by the set UDGs and encouraged by the local planning and building regulations.

An increasingly popular phenomenon is building collectives Baugruppen, where groups of people come together and collaborate to develop the buildings in which they live and work. These collective buildings act as catalysts for social and cultural development and feature communal guest apartments and professional spaces, making them attractive to residents. As the residents are involved in the procurement, curation and stewardship of their buildings, they are motivated to engage in community building and improve the quality of their environment.

In HafenCity, for example, there are various building collectives, including the Musician House, which features several soundproof rehearsal rooms and a guest apartment for musicians and their families. There is also a Church House with a small chapel and guest rooms for a religious community. Additionally, the New Peninsula Group houses architects, designers, small-scale creative professionals, their families and their respective enterprises' studio spaces, an event space and a guest apartment. These communities and creative associations emerge organically—when the right mix of conditions is provided—and can regulate disparities and gentrification and guide the development of a district.

11

CREATING A HERITAGE CONTEXT

To create a truly unique and meaningful urban space, an urban designer should act as an archaeologist, carefully uncovering valuable historical elements and integrating them into the masterplan. In this way, the new neighbourhood is anchored in the site's history, strongly contributing to its identity. For example, the connectivity lines of the new neighbourhood's framework of public spaces-linking the site to its surroundings—add significant new urban qualities when informed by historical patterns.

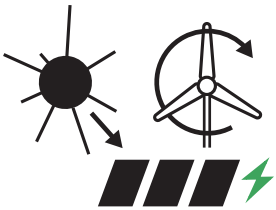
Renewing urban spaces through the lens of history has proven to be a successful approach. A few powerful heritage items, such as an old water tower, a factory canteen or an old quay wall, can already produce a strong sense of historical identity. Historical buildings, plotlines, pavement materials, railways and trees are all valuable elements that should be identified in an initial inventory before developing the actual urban design framework.

Historic buildings are often deemed unusable or technically unsustainable, but they can be revitalized and repurposed with an appropriate approach. Architects and experts now have experience in curating the renewal of such structures, often in combination with temporary uses and a smart way of programming. An initial programme can be the project information centre and project team meeting place, which can later evolve into a neighbourhood centre or event space (as mentioned in Principle 2).

In Hamburg's HafenCity, there are several heritage buildings, but the 19th century Speicherstadt provides a strong horizon for the district. Maintaining the low quays and historical quay walls along the harbour basins was critical, despite the need to raise the entire site by 3.5 meters for flood protection. The quays now provide a strong identity to the site.

In regard to historical materials, many cities have established material banks, where historic and reusable materials, like cobblestones, bricks, cast-iron columns, trusses or harbour cranes, are stored, waiting for adaptive redesign and reuse following contemporary standards.

12 REACHING SUSTAINABILITY GOALS

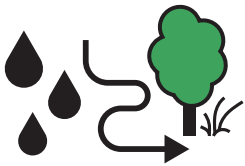


sustainable energetics

effective buildings

sustainable mobility

circular economy



adaptive measures

In the European Union, countries and cities are actively working towards sustainability goals for climate mitigation, resource consumption and emissions reduction. These goals are already integrated into planning and construction legislation in member states and in countless policy documents meant to guide developing parties towards sustainability. Therefore, we won't repeat or summarize these goals in this document.

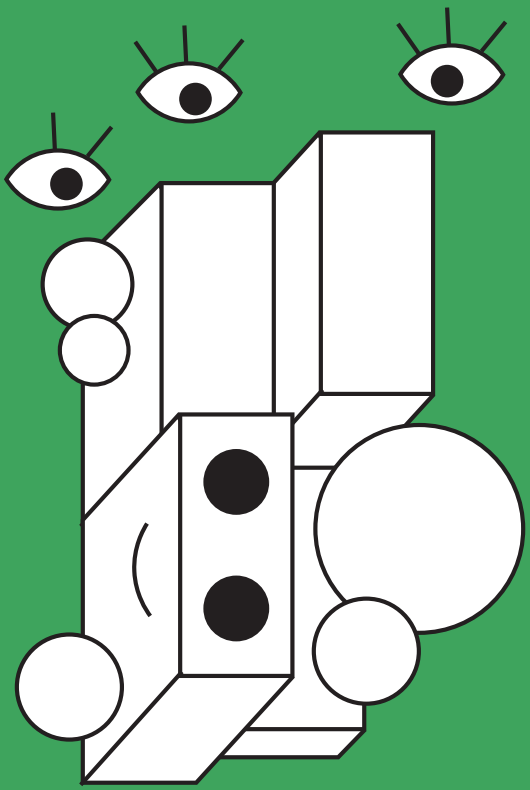
However, there are two challenges worth addressing. Firstly, we need to ensure that sustainability goals are effectively translated into facts on the ground. This requires integrating sustainability into the planning process by extending the municipality's project team with a mandated sustainability and climate expert. One useful method is to define which legislation and policy documents apply to a project. For example, in HafenCity, building projects are monitored and checked against a virtual zero-emission shadow-building during their elaboration.

Secondly, achieving climate neutrality, circularity and sustainability largely depends on human behaviour. In previous chapters, we have included several important sustainability goals in our recommendations, as their impact is more significant and inclusive than other measures. These inclusive combinations provide an urban environment that stimulates sustainable behaviour, creating an urban breeding ground (see also Principle 1). For instance, a subcentre in a neighbourhood with local supply options, social infrastructure within walking distance and good public transport connectivity can foster sustainable mobility behaviour.

Overall, it's important to recognize that achieving sustainability goals requires a combination of effective planning, technical expertise on the ground and an overall urban design framework that incentivizes residents and users towards more sustainable behaviour. Achieving sustainability goals is not a simple task, but we can create neighbourhoods that benefit everyone by adequately addressing these challenges.


租仓库
STALINGRAD
MAMA PRAHA

9 VOICES OF PRAGUE: WHAT NEIGHBOURHOODS SHALL WE BUILD?



"THE CITY SHOULD BE ONE STEP AHEAD OF THE INVESTORS' INTENTIONS, NOT ONLY IN THE PLANNING AND DESIGN PHASE BUT ALSO AS AN ACTIVE NEGOTIATOR AND CITY INFRASTRUCTURE DEVELOPER, INCLUDING PUBLIC SPACE."

Where I would like to live?
In Prague: Old Spořilov garden city—a low-rise high-density walkable neighbourhood combining qualities of urban and rural living.
Abroad: Gartenstadt Puchenau, Linz (AT)—a dense development of family houses, combined with a rich hierarchy of outdoor spaces: public and private, both covered and uncovered, playgrounds and communal places. No car entry to internal streets saves space, and a direct railway connection to Linz reduces car dependency for residents.

My inspiration for new neighbourhoods in Prague?
Peter Barber's Donnybrook Quarter, Rochester Way, London (GB)—compact low-rise high-density street-based city quarters, with an intimate scale and shared public space. Houses have numerous private entrances and terraces and balconies that provide a sense of ownership and an opportunity for personalization.

Starý Spořilov, Prague, Czech Republic, was designed by Josef Bertl, Josef Barka and Josef Sinkule and built between 1926 and 1929. It is a sophisticated and yet simple design combining the qualities of urban and rural living. The centre is formed by the large Roztylske Square with a dominant church. The hierarchy of public spaces is very well defined. The main streets with alleys are parallel to the contour lines and complemented by a network of small streets.

KRISTINA ULLMANNOVÁ

Head of Public Space Department, IPR Prague

Prague has a long tradition of building high-quality neighbourhoods. It does not have to be just a traditional urban block-building structure. An excellent example of a planned low-rise high-density residential district is Starý Spořilov. This neighbourhood was built between 1926 and 1929 based on an elaborate masterplan inspired by Ebenezer Howard's Garden City concept, including relevant community life infrastructure. The residential density of compact low-rise neighbourhoods such as Spořilov can compete with multi-story apartment buildings but provides some unique qualities, such as a rich variety of public, semi-public and private outdoor spaces; separate entrances and gardens for each dwelling; and many opportunities for community life. It is a good compromise between suburban sprawl and high-rise apartment blocks.

This interesting type of urban housing typology was further developed in various countries in the post-war years. An example is the work of Austrian architects Roland Rainer and Harry Glück. Built in the 1960s, the Gartenstadt Puchenau district on the outskirts of Linz consists of a carefully composed set of atrium and terraced houses, creating a pleasant and richly structured outdoor living environment in the middle without access to cars. Community life was supported by a kindergarten and community centre and was later supplemented by a school and a church.

Current British architect Peter Barber is further developing this kind of approach. His inspiring neighbourhoods are designed for a human scale, with a distinct identity of their own—examples include the Donneybrook Quarter and Rochester Way projects. Low-rise high-density development can suitably complement the housing supply with a type well-suited for families with children and for city outskirts or natural environments.

We are still trying to establish again the ability to plan new neighbourhoods in a coordinated and comprehensive way in Prague, as our ancestors did a hundred years ago. The city should be one step ahead of the investors' intentions, not only in the planning and design phase but also as an active negotiator and city infrastructure developer, including public space. Insufficient active coordination is delaying development to the detriment of the city and private owners.

The challenges Kristina talks about are addressed by the principles

2 5 7

Donnybrook Quarter, London, UK. Designed by Peter Barber Architects and built in 2006. Compact low-rise high-density street-based city quarter, intimate scale, town houses with private gardens.

Puchenau Gartenstadt, Linz, Austria. Designed by Roland Rainer and built in 1963–1968, the neighbourhood is a combination of an extremely dense development of family houses, each with its own entrance and garden, and a rich hierarchy of outdoor spaces: private covered and uncovered, public covered and uncovered, children's playgrounds, places for community activities. The absence of car entry to internal streets saves space, and the railway connection to Linz reduces car dependency.

"IF IT IS POSSIBLE TO PLAN COMPREHENSIVELY AND STRATEGICALLY ABROAD, IT MUST ALSO BE POSSIBLE HERE. OUR TASK IS TO MAKE IT HAPPEN."

Where I would like to live?
In Prague: A newly planned neighbourhood, e.g., the former Pragovka factory location.
Abroad: New Islington, Manchester (GB) – a former major industrial site that has been redeveloped into a new mixed-use district, with a central park and water canals as its important features.

My inspiration for new neighbourhoods in Prague?
New Islington, Manchester (GB)

New districts currently planned in Prague have the potential to fully complement existing urban structures. In Vysočany, a new masterplan has been proposed for the former industrial area of Pragovka. The goal is to create a mixed-use block structure with clearly defined streets and squares. Several extraordinary buildings and objects that represent the exceptional industrial genius loci of the location will remain on the site.

FILIP FOGLAR

Director of Department
of Spatial Development
of the City of Prague

If you ask what the best neighbourhoods to live in Prague are, the overwhelming majority of people agree that they are neighbourhoods like Vinohrady, Holešovice or Dejvice. These are very densely populated districts that have a well defined structure and clear hierarchy of public spaces. Thanks to their density, social, commercial and cultural life functions well here. In addition, they also include high-quality parks or extensive green corridors. However, we have not yet succeeded in fully explaining to the public that an appropriate density is important for environmentally, economically and socially sustainable neighbourhoods.

I dare say that references to foreign examples are not that important for us planners. We have enough smart studios here that are trying to implement the principles of sustainable neighbourhoods in Prague. My colleagues and I can very well imagine what kind of quality neighbourhoods should be created in Prague. We know exactly how these neighbourhoods should be planned. If it is possible to plan comprehensively and strategically abroad, it must also be possible here. Our task is to make it happen.

One of the prerequisites for building quality neighbourhoods is to put local government in a leading role in planning and coordinating the development of these neighbourhoods. Local government must coordinate all the important players in the planning process to achieve a win-win situation for both the public and private sectors when planning a new neighbourhood.

Currently, planning processes are inefficient and lengthy, involving a patchwork of authorities and civil servants from central and local governments. Because the process for developing new neighbourhoods begins long before the planning application, when zoning plans are changed or more detailed development studies are requested, it takes more than 15 years to prepare quality regeneration projects.

The situation should also be improved through Prague's new spatial plan, the Metropolitan Plan. Unlike the current plan, which defines land uses and intensities of use, the Metropolitan Plan will work with the structure of the city and the characteristics of individual localities. For brownfields, described as transformation areas in the Metropolitan Plan, more detailed spatial planning documentation shall be designed.

The challenges Filip talks about are addressed by the principles

2 4 11 12

New Islington, the former industrial heartland of Manchester, underwent a transformation to become one of the city's coolest communities. It is a low-rise high-density neighbourhood where multiple residential typologies are side by side with independent businesses and amenities needed for a growing community to thrive, such as great public transport, a school and a health centre. Water and greenery are essential to this neighbourhood—canals go around its two sides and, in its heart, there is a park.

"LOCAL GOVERNMENT LACKS THE ABILITY TO FORMULATE DEVELOPMENT VISIONS. IT LIMITS ITSELF TO ADMINISTERING EVERYDAY OPERATIONS. IT CAN STAMP APPROVALS, IT CAN ENSURE THAT THE TRAM ARRIVES ON TIME, BUT IT CANNOT PREPARE A COHERENT STRATEGY AND NEGOTIATE AN AGREEMENT ON ITS IMPLEMENTATION."

Where I would like to live?
In Prague: Prague 7 Letná and Holešovice—a high concentration of cultural institutions, creative industries and a sense of belonging and community development; good neighbourly relations are actively supported by the local government.
Abroad: Telliskivi, Tallinn (EE)—a creative district with art institutions that are resisting gentrification; it maintains a diverse mix of residents, including the creative class as well as middle- and lower-income groups.

My inspiration for new neighbourhoods in Prague?
El Poblenou, Barcelona (ES)—an innovation district in the former industrial area of Barcelona.

Prague 7 Letná and Holešovice, Czech Republic. The neighbourhoods combine a high concentration of cultural institutions and creative industries with sense of belonging. Community development and good neighbour relations are actively supported by the local government.

PETR PEŘINKA

Director of Creative Prague

A major opportunity for Prague in developing new neighbourhoods is to increase the supply of housing. From an economist's point of view, the increased supply should lead to a reduction in the price of flats—Prague has one of the highest in Europe. At the same time, the main criterion for development should be social inclusiveness. New neighbourhoods should be socially accessible so that people with specific needs can live there. The conditions for a social mix must be created in new neighbourhoods. Unfortunately, Prague has sold off a large part of its urban housing stock and has thus lost this tool for promoting inclusiveness.

When planning new neighbourhoods in the Czech Republic, we have little capacity for strategic planning. As a result of the communist experience, strategic planning was perceived negatively after 1989 and essentially disappeared. Local government lacks the ability to formulate development visions. It limits itself to administering everyday operations. It can stamp approvals, it can ensure that the tram arrives on time, but it cannot prepare a coherent strategy and negotiate an agreement on its implementation. Strategy preparation is often outsourced outside the local government office.

The cause already exists in the structure of the education system, which does not produce enough planners and strategists who think not only about urban design that deals with the physical environment but also the context of social and economic development. In Western Europe, strategic city and regional planning are taught at universities, and their graduates can prepare and manage complex regeneration projects.

A good example of how to develop a part of a city that has undergone structural change is El Poblenou in Barcelona. In this former manufacturing and working-class neighbourhood, the municipality has set itself the goal of building a cluster of audio-visual industries to move closer to the vision of creating an important European centre for Barcelona's creative sector with well-paid jobs.

They thought of the neighbourhood as an ecosystem that needs certain elements, such as education, business and community infrastructure, to meet the set goal of urban regeneration. They then incorporated these social and economic elements into the masterplan. Former factories and warehouses were converted into lofts, galleries and shops. More than 4,500 new companies opened their offices in the district, creating over 50,000 jobs.

The challenges Petr talks about are addressed by the principles

1 2 4 10 12

El Poblenau, Barcelona, Spain. The transformation from a former industrial area to an innovation district started in 1992. While creating the neighbourhood, the municipality thought of it as an ecosystem that needs certain elements, such as education, business and community infrastructure, to meet the set goal of urban regeneration. They then incorporated these social and economic elements into the masterplan. Former factories and warehouses were converted into lofts, galleries and shops. More than 4,500 new companies opened their offices in the district, creating over 50,000 jobs. The contrast between the old working-class quarter and the new audio-visual cluster supports the dynamics of the neighbourhood.

Telliskivi, Talinn, Estonia. A creative district with art institutions that is resisting gentrification. It maintains a diverse mix of residents, including a creative class as well as middle and lower-income groups.

"PRAGUE'S NEW NEIGHBOURHOODS REPRESENT AN OPPORTUNITY TO CREATE NOT ONLY A PLEASANT ENVIRONMENT TO LIVE IN BUT ALSO TO MEET ENERGY EFFICIENCY TARGETS AND OTHER IMPORTANT CRITERIA FOR CLIMATE CHANGE MITIGATION."

Where I would like to live?
In Prague: Letná, Praha 7
Abroad: Neukölln, Berlin (DE)

My inspiration for new neighbourhoods in Prague?
LILAC, Leeds (GB)

The Neukölln neighbourhood in Berlin is a district with a diverse social structure. During World War II, some parts of the building blocks were demolished, and some of them were not rebuilt but left to be used as parks. The mixed-use function and proximity to the popular Tempelhof Park make it a good example of a 15-minute city.

MICHAELA PIXOVÁ

Human Geographer, Charles University and BOKU Vienna

Prague is still struggling with the legacy of the 1990s when large development sites were privatized without setting up a structure for public spaces, their land use and the conditions for their development. The city is thus in a position where it is less able to influence the design of new neighbourhoods that emerge on these brownfield sites.

Thus, progressive municipal leadership is essential for the development of sustainable neighbourhoods so that planning tools that enable the creation of liveable and functional environments can be sought in collaboration with residents. This should include the promotion of sustainable modes of transport and quality public spaces, but also the participation of investors in building civic amenities and affordable housing.

Prague's new neighbourhoods represent an opportunity to create not only a pleasant environment to live in but also to meet energy efficiency targets and other important criteria for climate change mitigation. It is common for new buildings to be energy efficient, but of equal importance is the carbon footprint of construction, for example, the use of environmentally friendly and recyclable materials. All buildings should generate their own energy and be involved in the Prague Renewable Energy Community or other energy cooperatives.

Efficient management of rainwater and grey water, sufficient tree cover and the application of other blue-green infrastructure elements to, for example, cool the city during the summer months are important for adaptation to climate change.

In Prague there is a great demand for gardening—growing your own food. New neighbourhoods should provide conditions for urban gardening and infrastructure linking cities to local farmers. Shared gardens help to build community, shorten the food chain and, in combination with blue-green infrastructure, increase the biodiversity of the city.

In terms of geography, the flows of funds and the Right-to-the-City concept in the context of the current housing crisis are important to me. Housing is a basic human need, and it is the responsibility of the state and local governments to ensure its affordability. Allowing foreign funds to buy up large portfolios of housing only drives up its price while the local economy loses out on the rental income that goes abroad. This further increases already huge inequalities that are incompatible with sustainable development.

The challenges Michaela talks about are addressed by the principles

1 2 6 9 10 12

Bo01 in Malmö, Sweden began as a part of the 2001 European Housing Exhibition and served as a prototype to help transform the former docklands into a new sustainable neighbourhood. The masterplan devided the area into multiple plots of different size. Each of them was then developed by a different company. This approach helped to create the unique and varied architecture of the neighbourhood. High standards were also set with respect to biodiversity, water management and energy consumption.

LILAC is a co-housing community in Leeds, England. It embraces the concept of living sustainably and communally. Members of LILAC have their own individual homes but share financial responsibility, the land, the development and day-to-day management of the project. This supports greater resilience and provides permanently affordable housing.

"COMPARED TO WESTERN EUROPEAN CITIES, THE BIGGEST WEAKNESS OF PRAGUE'S BROWNFIELDS IS THAT THE CITY DOES NOT HAVE OWNERSHIP OVER THEM."

Where I would like to live?
In Prague: Holešovice—a neighbourhood of short distances, located beside the river, well served by public transport and enough high-quality public space and greenery for leisure.
Abroad: Nordhavn, Copenhagen, (DK)—cars are allowed to park only on the edges of the neighbourhood, which makes more space for other activities in the public space (gardens full of cafés and restaurants, cycling lanes, benches, greenery, etc.). It combines different housing typologies.

My inspiration for new neighbourhoods in Prague?
Seestadt Aspern, Vienna (AT)—the complex development of a new district.

Aspern Seestadt in Vienna, Austria, is one of Europe's largest urban development projects. A neighborhood with excellent transport links to the rest of the city, designed to accommodate the whole spectrum of life. A multi-phase development through to the next decade will see the creation of high-quality housing for over 25,000 people and, eventually, thousands of workplaces.

MAREK ZDĚRADIČKA

Deputy Director,
IPR Prague

From a city-wide or regional perspective, if we build on brownfields, we will reduce the demand for greenfield housing outside the city. And, at the same time, when people live right in the city, it reduces traffic pressure. People make fewer trips, and those are shorter on average.

A big advantage of brownfield sites in Prague is that they are very well served by transport and technical infrastructure. They are usually part of the road network and are often already served by rail transport. By not having to build this infrastructure, the local government saves on investment and, consequently, on operating costs.

However, compared to Western European cities, the biggest weakness of Prague's brownfields is that the city does not have ownership over them. It is thus dependent on agreements with the landowners, who are often numerous. It is difficult for the city to coordinate development given this. Prague has missed several opportunities. In Bubny, for example, the city had the opportunity to buy the land and organize the development of the area in its own way and then sell the plots, but it missed this chance.

With regard to mobility, districts such as Copenhagen's Nordhavn, for example, can be a good example, where new apartment buildings do not have parking spaces and street parking is not available. Cars are parked on the edge of the neighbourhood. There is much less space dedicated to car traffic, and more space can be used for residential activities and recreation. At the same time, the city has extended the metro line here, so the area is well served.

The challenges Marek talks about are addressed by the principles

3 4 8

The development plan for Nordhavn in Copenhagen was designed by Studio Sangberg. The building phase started in 2009. Redeveloped warehouses and shimmering new buildings blend styles, sizes and heights on fragmented, small-scale plots. Cars are not allowed to park on most of the streets, which creates car-free and safe public spaces. Instead of car traffic, alternative means of transport have been implemented, such as autonomous buses.


CN 91 877

"IN BUILDING NEW NEIGHBOURHOODS, WE HAVE THE OPPORTUNITY TO CREATE A PART OF THE CITY THAT COMBINES ALL THE ASPECTS OF WHAT WE ADMIRE ABOUT PRAGUE'S BEST NEIGHBOURHOODS."

Where I would like to live?
In Prague: Karlín – I appreciate the well legible block structure, trees in the streets and the nearby parks and river. The district is on flat ground, which is one of the reasons why cycling mobility is so developed here.
Abroad: The Hague (NL) – densely built-up neighbourhoods have quality architecture and combine different modes of transport on a small area.

My inspiration for new neighbourhoods in Prague?
Dutch and Danish cities in general.

Karlín, Prague, Czech Republic is an urbanistically completed neighbourhood, with good access to parks. The neighbourhood is flat, which naturally creates good conditions for cycling mobility.

TOMÁŠ KADEŘÁBEK

Director of the
Developers Association

There are many brownfield sites in Prague that are still waiting to be developed. There is demand for real estate and no shortage of money and investors. The problem lies in legislation and bureaucracy, which, in many cases, hinders the process of city development. Prague's new spatial plan has been in the pipeline for over 10 years. Society has become accustomed to long time periods; comments on the masterplan take 2.5 years to be dealt with. This should not become the norm. In my opinion, there is no shortage of ideas on how to develop the city, but bureaucracy prevents ideas from being put into practice.

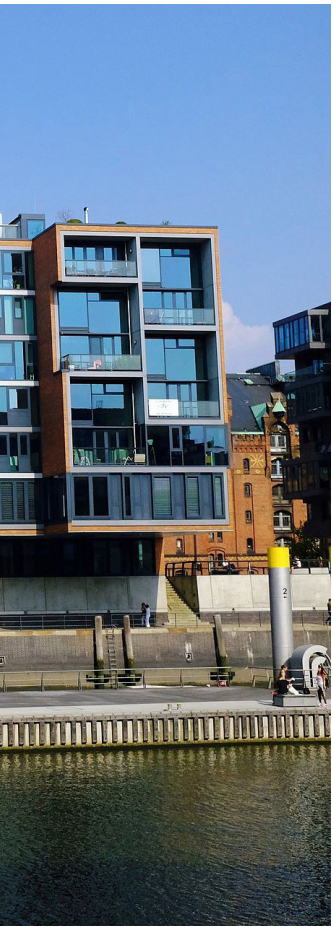
In building new neighbourhoods, we have the opportunity to create a part of the city that combines all the aspects of what we admire about Prague's best neighbourhoods. For me, this is Karlín, a district that is already urbanistically complete, has great charm—enhanced by the sensitive combination of old and new buildings—and offers everything one needs: employment; shopping; social life; good transport links via all modes of transport, including the metro; and a wide range of schools. Everything is also easily accessible on foot. It is surrounded by two parks, one of which is adjacent to the banks of the Vltava River, so you can easily walk from the densely built-up city to the countryside. Examples from this Prague neighbourhood can be used as inspiration for the design of new neighbourhoods on brownfield sites.

Dutch cities are also inspiring to me. I know, for example, The Hague well. I like how the Dutch are able to combine all modes of transport in a small area. Apart from car and public transport, they also put a lot of emphasis on cycling and walking. They develop new neighbourhoods of higher density, but, at the same time, they have a feel for how to create a welcoming and pleasant city.

The challenges Tomáš talks about are addressed by the principles

1 3 4 8

With HafenCity in Hamburg being a redevelopment of a former harbor, the presence of water is significant and natural throughout the district. The buildings do not form a continuous mass, allow for street views of the water. The strong contact with the water is also achieved by the fact that the roads for cars do not form a barrier between the water and the public spaces. The embankments are pedestrian zones where cyclists are allowed to enter, and benches attract people to sit and rest quietly.



The streets in Haag are spacious enough to create space for multiple means of transport together with trees. This picture features car and bike lanes, a pedestrian sidewalk and a raised train line.

In the Netherlands, large cities have a well-orchestrated organizational process to coordinate projects with the help of a special project-management department. The project manager gathers experts from distinct departments, like town planning, roads and infrastructure, mobility, parks and water, into one single project team, which then manages the development process for more significant private land developments.
In addition, communities in the Netherlands have a quality control body called the Commissie Ruimtelijke Kwaliteit (Commission for Spatial Quality), which must approve every building permit request.
In Amsterdam, public land remains the city's property and is leased for 99 years to developing parties.
This model has proven to foster public spaces and architecture of outstanding quality.

"WE SHOULD FOCUS ON THE QUALITY OF PUBLIC SPACES, INCLUDING GREEN PUBLIC SPACES, RATHER THAN THE QUANTITY."

Where I would like to live?
In Prague: Braník or Podolí – these are compact, urbanistically completed neighbourhoods but with less density than the popular Vinohrady.
Abroad: HafenCity, Hamburg (DE)

My inspiration for new neighbourhoods in Prague?
Llobregat River Park, Barcelona (ES)—the park was created during the construction of the transport and technical infrastructure; this project shows the benefits of multidisciplinary collaboration on large transport or even technical infrastructure projects that can integrate new green public spaces of high quality.

Braník's proximity to the Vltava River makes it easy to connect to the backbone cycle route that follows the riverbank.

ŠTĚPÁNKA ENDRLE

Landscape architect

Prague is a very green city. It certainly does not suffer from a deficit of public green spaces. The city offers a mosaic of different types of green spaces, from local and larger metropolitan parks to large forests. This is a great prerequisite for a happy and healthy city life.

As such, the problem is not the deficit of green infrastructure but its often poor quality. Prague has a low average density, so we should not be restrained by the idea that we want endless green spaces instead of brownfields. On the contrary, we should aim for a reasonable urban density.

For example, Prague's modernist housing estates, where there are huge areas of green spaces, are not among the most sought-after locations to live in. The modernist garden city, despite its large green areas, has not proved to be the most attractive. We should therefore focus on the quality of public spaces, including green public spaces, rather than the quantity. At the same time, Prague's existing green infrastructure needs to be better interconnected.

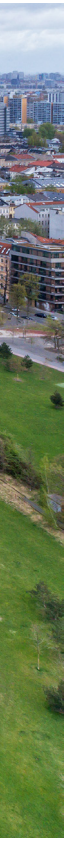
We need to create parks and green spaces that are locally specific. As landscape architects, we should not just copy trends from other European cities. In Berlin, for example, wild natural parks with a strong emphasis on biodiversity were established this century. In Prague, however, we already have large green areas with a certain degree of environmental protection, so we don't need to copy Berlin. It is good to take inspiration from elsewhere, but examples need to be synthesized, not copied. Landscape design must be based on local needs and respond to the specific context of the place.

The challenges Štěpánka talks about are addressed by the principles

2 3 6 7

The Park am Gleisdreieck is a public green and recreational area in Berlin. The approximately 31.5-hectare park is located on the wasteland of the former Anhalter and Potsdamer freight station at Gleisdreieck. The complex consists of three park sections, which were opened between 2011 and 2014.

The Llobregat River Park in Barcelona's metropolitan area was created during the construction of the transport and technical infrastructure. It is the result of a regional transformation that reveals the river to be a multifunctional space in which economic, ecological and social aspects converge. More than 10,500 participants and 500 experts from various fields were involved in a complex participatory process during the recovery and conservation of the Llobregat River. The involvement of the local administration has also been fundamental for coordinating the conservation and development projects. This project shows the benefits of multidisciplinary collaboration on large transport or even technical infrastructure projects that can integrate new green public spaces of high quality.



"I SEE REGULATION RELATED TO HERITAGE PROTECTION AS AN EFFORT TO PRESERVE AND ENHANCE VALUES THAT BENEFIT A WIDE RANGE OF STAKEHOLDERS."

Where I would like to live?
In Prague: Vinohrady
Abroad: Leeuwarden (NL)

My inspiration for new neighbourhoods in Prague?
Leeuwarden (NL), Dutch cities in general.

Leeuwarden, like other Dutch towns, is interspersed with canals. In addition to the ubiquitous water, the landscape comes into the city in the form of green belts, parks and avenues of trees.

ZDENKA POLIAČIKOVÁ

Heritage Conservation Expert,
National Heritage Institute

Walking around my native Vinohrady, I always find many interesting things to observe. Many artistic and artisanal details catch my eye, as well as impressive urban compositions, such as interesting vistas of local landmarks. The variety of architectural elements and the thoughtful arrangement of buildings provide me with small everyday pleasures and contribute to the unique atmosphere of this neighbourhood.

The aim of heritage conservation is to preserve this uniqueness, and this also applies to Prague's brownfields, where we often find industrial monuments. By appropriately integrating these monuments into new neighbourhoods, we can achieve greater authenticity and uniqueness of place. Combining the historic with the modern creates a varied and visually attractive atmosphere. In addition, industrial monuments can be used for offices, retail and other amenities that are often lacking in new neighbourhoods. They usually also become iconic parts of a new neighbourhood. I believe it is a mistake when industrial heritage buildings on Prague's brownfield sites are demolished instead of preserved.

In this respect, I see regulation related to heritage protection as an effort to preserve and enhance values that benefit a wide range of stakeholders. The aim of regulation is to preserve and enhance the image of a place, its distinctive character, its structure or its delicate integration with the surrounding landscape. Regulation then results in the unique character of a settlement, which, for many, is the reason why they want to live there. It therefore also has a positive financial impact for investors and property owners.

In Western European cities, regulation of new development—not only in conservation areas—is widespread for these reasons. Builders are thus governed by the zoning plan as well as special regulations, such as design manuals created for specific sites. These regulations guide the typology of buildings, their façades and the use of materials, as well as the form and character of the adjacent public spaces. They are generally viewed positively, enhancing the culture of buildings, helping to reinforce the character of a place and the aesthetics of the built environment and thus bringing financially quantifiable value.

In the Czech environment, people often have a negative attitude towards regulations. They see them as public sector interference in private property. However, in many cases, when we discuss the matter in depth, people recognize that certain rules have meaning and importance.

The challenges Zdenka talks about are addressed by the principles

1 5 7 9 11

Rotermann is a neighbourhood in the Estonian capital, Tallinn. Thrivingly developed in in the 19th century, it was the location of a department store; a factory that produced starch, spirits, tables and pasta; a mill that produced flour for locally-made bread; a steam saw and a salt warehouse. Now the former industrial site has been given a new life. Besides new apartment buildings and offices, there are cafes, restaurants and shops which create an energetic neighborhood anchored in its historical context.

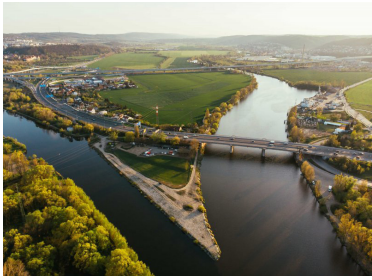
An environmentally friendly and car-free residential area on the former site of the municipal drinking-water company (GWL) in Amsterdam. Owing to its strong cohesion and high density, the GWL site presents itself as a single, large-scale urban element in its surroundings. At the same time, it is an open zone with residential blocks in the midst of greenery, an oasis of calm in the metropolitan chaos. KCAP designed the masterplan and three individual building blocks.

"AGAIN, WE ARE IN DANGER OF BUILDING ONLY DORMITORIES WHERE PEOPLE WILL COMMUTE JUST TO SLEEP."

Where I would like to live?
In Prague: Radotín, where I live—in proximity to the Berounka River and nature. Dejvice, where I work—a stable block structure with shops and restaurants on the ground floor and a diverse mix of people.
Abroad: Manhattan, New York (US)—a city district with energy that is worth experiencing once in a lifetime.

My inspiration for new neighbourhoods in Prague?
Sonnwendviertel, Vienna (AT)—compact, low-rise high-density, pedestrian-friendly, active street frontage, living on ground floors with open private gardens.

Dejvice, Prague, Czech Republic was designed by Antonin Engel and built in 1922–1928. It features a compact block structure with shops and restaurants on the ground floors and a diverse mix of people. On the contrary, Radotin is close to the confluence of the Vltava and Berounka rivers, situated in a natural environment.



ŠTĚPÁN VALOUCH

Architect, Czech
Architecture Prize laureate

New neighbourhoods in Prague offer higher comfort flat interiors as well as low energy building consumption, but I am not sure if they offer adequate, quality public spaces.

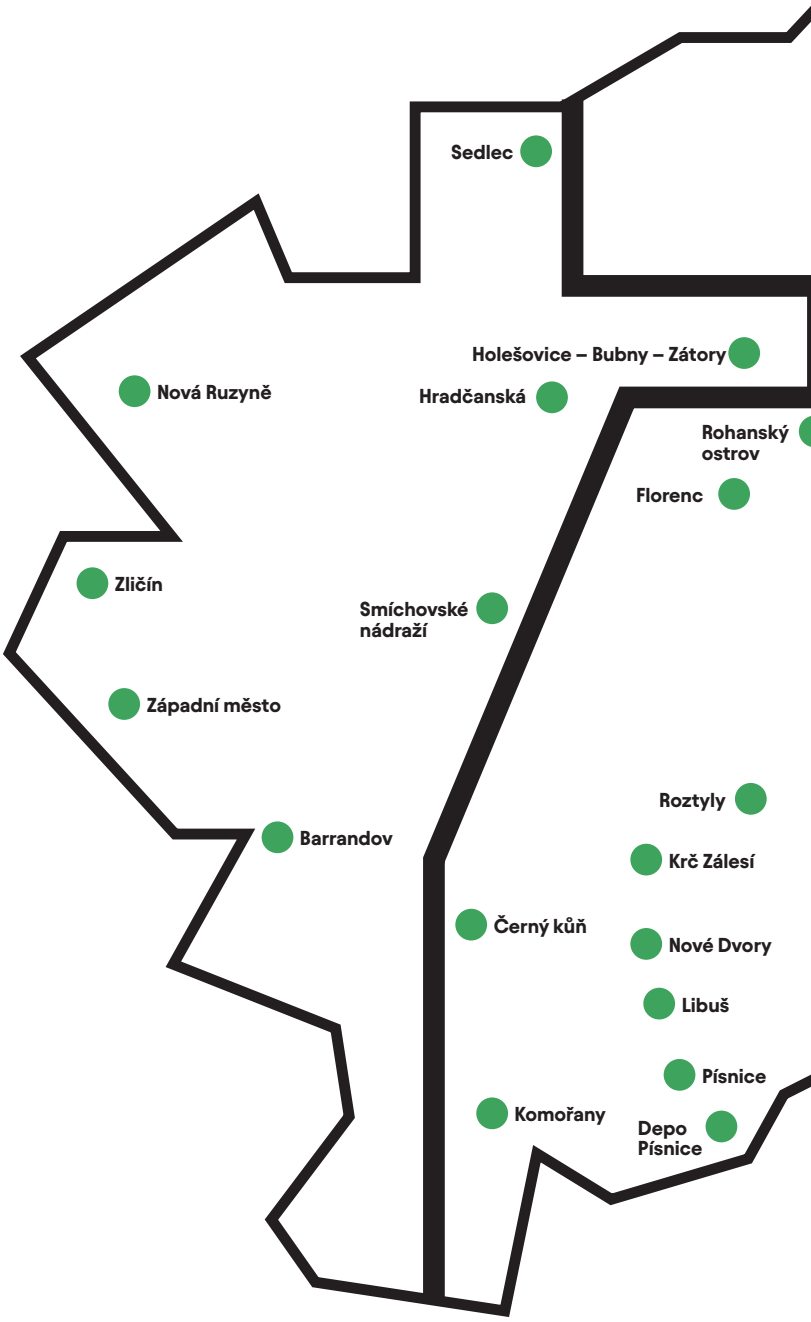
New vibrant quality neighbourhoods are emerging in Prague's core, such as Smíchov City. But on the outskirts of Prague, thousands of flats are being built in neighbourhoods that are basically dysfunctional, congested with car traffic. They are building cheaper versions of garages above ground. As a result, these buildings can't have an active street frontage. It's an irreversible mistake. You can't make anything better out of garages. Again, we are in danger of building only dormitories where people will commute just to sleep. These new dormitories, however, don't even have that much green space compared to the 1970s' housing estates.

The city should require developers to build more residential buildings with active street frontages and retail spaces with a connection to public space—even as they seek tenants for these spaces—until the neighbourhood becomes established. This is the only way to create attractive, vibrant, walkable neighbourhoods.

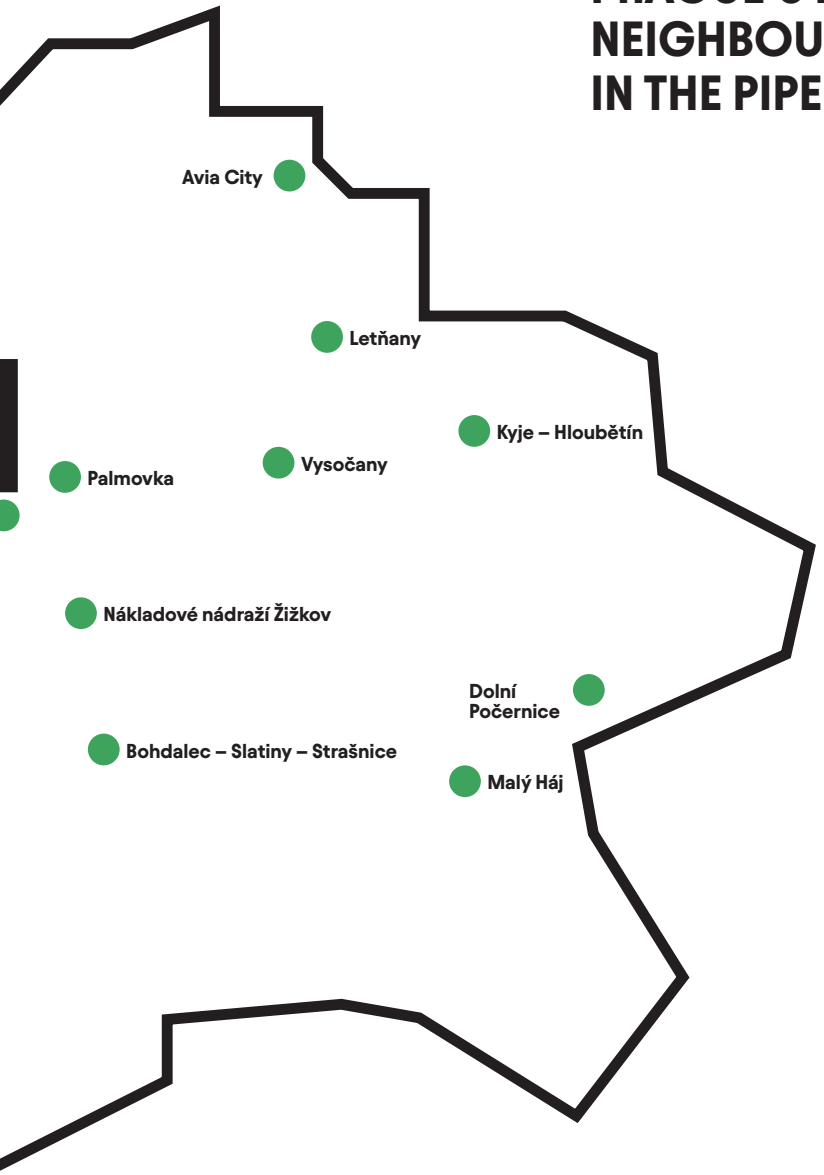
The challenges Štěpán talks about are addressed by the principles

1 5 6 7 9

Sonnwendviertel, Vienna, Austria. Designed by Atelier Wimmer and completed in 2015, it is a compact low-rise high density neighbourhood designed around a park. Apartments on the ground floors open their private gardens to the public space. Active street frontages help to create viable public spaces.


Sedlec
Holešovice – Bubny – Zátory
Nová Ruzyně
Hradčanská
Rohanský ostrov
Florenc
Zličín
Smíchovské nádraží
Západní město
Roztyly
Barrandov
Krč Zálesí
Černý kůň
Nové Dvory
Libuš
Písnice
Komořany
Depo Písnice

PRAGUE'S NEW NEIGHBOURHOODS IN THE PIPELINE



PHOTOCREDITS

p. 36, 38, 40
Jan Malý, IPR, Prague

p. 42
Aleš Jungmann

p. 46
Jakub Lysák, Martin Ouředníček

p. 48 up
Gordon Joly, CC BY 3.0 License

p. 48 down
Peter Barber Architects

p. 49 up
Otto Normalverbraucher,
CC BY-SA 2.0 License

p. 49 down
Kristina Ullmannová

p. 50
Aleš Jungmann

p. 52
Urbansplash, Somewhere

p. 53
David Dixon, CC BY-SA 2.0 License

p. 54
Zažít mesto jinak,
archive of the Auto-Mat Association

p. 56
Jorge Franganillo, CC BY 3.0 License

p. 57
Liilia Moroz, CC BY-SA 4.0 License

p. 58
Kaethe17, CC BY-SA 4.0 License

p. 60 up
Dorotea Cimburová

p. 60 down
Stefan Anderberg

p. 61
Rob Crawshaw

p. 62
Petr Návrat

p. 64, 65
Leif Jørgensen, CC BY-SA 4.0 License

p. 66
Barbora Grísová

p. 68
Spyros Drakopoulos, CC BY 3.0 License

p. 69
Ben Bender, CC BY-SA 3.0 License

p. 70
Barbora Grísová

p. 72
A. Savin, Free Art License

p. 73
Jorge Franganillo, CC BY-SA 3.0 License

p. 74
Antoine, CC BY-SA 4.0 License

p. 76
Barbora Grísová

p. 77
Alain Rouiller, CC BY-SA 2.0 License

p. 78 left
Pavel Hrdlička, CC BY-SA 4.0 License

p. 78 right
IPR Praha

p. 80, 81
Kurt Hoerbst

LIST OF CASE STUDIES MENTIONED IN INTERVIEWS

AUSTRIA
Gartenstadt Puchenau, Linz
Seestadt Aspern, Vienna
Sonnwendviertel, Vienna

CZECH REPUBLIC
Braník, Prague
Dejvice, Prague
Holešovice, Prague
Karlín, Prague
Letná, Prague
Starý Spořilov, Prague

DENMARK
Nordhavn, Copenhagen

ESTONIA
Rotermann, Tallinn
Telliskivi, Tallinn

GERMANY
HafenCity, Hamburg
Neukölln, Berlin
Park am Gleisdreieck, Berlin

SPAIN
El Poblenau, Barcelona
Llobregat River Park, Barcelona

SWEDEN
BO01, Malmö

THE NETHERLANDS
GWL Terrein, Amsterdam

UNITED KINGDOM
Donnybrook Quarter, London
LILAC, Leeds
New Islington, Manchester

AUTHORS AND EDITORS

Kees Christiaanse

Architect and urban planner, the founding partner of KCAP Architects & Planners. With offices in Rotterdam, Shanghai and Zurich, KCAP works on architectural and urban design projects throughout Europe and Asia. From 1996 to 2003 he was a professor of architecture and urban planning at the Technical University of Berlin, and later the Chair of Architecture and Urbanism in the Institute for Urban Design at ETH in Zürich. Next to his activities as architect, Kees Christiaanse was the chief curator of the 4th International Architecture biennale Rotterdam in 2009 entitled "Open City: Designing Coexistence" and since 2010 program leader of the ETH Future Cities Laboratory (FCL) in Singapore. At present he is a visiting professor at TU Munich.

Gyler Mydyti

Gyler Mydyti, a Kosovo-born architect, urban planner, and researcher, currently serves as the Senior Urban Designer and Business Development Manager at KCAP in Zurich. Her expertise lies in the socio-spatial transformation and reconstruction processes of post-socialist and post-war territories, primarily in the Western Balkan countries. With distinguished achievements, she earned a BSc degree in Architecture from Istanbul Technical University and an MSc degree in Urban Studies from Politecnico di Milano. In 2014, she obtained her PhD from Politecnico di Milano, focusing on the City-University relationship and its profound impact on large urban transformations, particularly former industrial sites. Prior to her arrival in Zurich, where she accumulated over five years of experience as a post-doctoral scholar and lecturer at ETH Zürich, Gyler also worked in renowned design firms and research institutions in Istanbul, Milan, Paris, and Prishtina.

Petr Návrat

Urban planner and economist. In 2014 he founded ONplan, a planning consultancy that provides comprehensive solutions and services in the field of urban regeneration and development and strategic planning. From 2013 to 2016 he worked at IPR Prague, where he was first in charge of the economic part of Prague's strategic plan, and later as Deputy Director he founded the public participation department and introduced methods of public participation in the city's planning processes. From 2005 to 2011 he worked in Sri Lanka. There, as a consultant to GIZ, he introduced local planning reform in the northeastern part of the island. He worked on projects in Cuba, the Philippines, Cambodia and Nepal. He taught urban planning, economic development and urban regeneration at the International School of Architecture – ARCHIP in Prague. He is currently coordinating the preparation of a new master's programme "Development" at the Faculty of Architecture of the Czech Technical University. He studied urban planning at the Bartlett School of Planning, UCL, London and economics at the University of Economics in Prague.

Barbora Grísová

Architect and urban planner originally from Slovakia. At ONplan she is responsible for the preparation of strategies and development projects ranging from urban districts to large post-mining areas. She studied architecture and urban planning at the Faculty of Architecture of the CTU in Prague and at the University of Ljubljana. She completed her architecture studies with a focus on spatial planning. In her master thesis she investigated the possibilities of development of a region stimulated by cycling infrastructure.

CONCEPT AND SUPERVISION

Jaromír Hainc

Chartered architect and urban planner. Since 2012 he has been working at IPR Prague, he is a co-author of the draft Metropolitan Plan of Prague, now he is the Director of the City Development Section. He graduated from the Faculty of Architecture of the CTU in Prague, where he received a doctorate in urban planning and spatial planning. During his studies he completed a stay at TU Delft in the Netherlands. Currently, he works at the Faculty of Architecture of the CTU in Prague as a researcher and teacher, and since 2019 he has been the coordinator of the Development Module. During his internship, he worked with OECD on the Governance of Land Use project, on master plans and specialized studies for Iraqi cities, and participated in many studies of development sites in Prague. He is a member of the Metropolitan Areas EUROCITIES working group, the Urbanism and Competition working groups of the Czech Chamber of Architects, the Investment Expert Committee of PDS Prague and a member of the UNESCO World Heritage Council in Prague.

Michal Bartošek

Authorized architect and urban planner, authorized inspector. Since 2014 he has been working at IPR Prague, he was the main professional coordinator of project preparation of the development area Holešovice – Bubny-Zátory, now he is the head of the Office for the Development of Urban Neighbourhoods. After graduating from the Faculty of Architecture at the CTU in Prague, he focused on planning investment projects abroad and the development of the Prague-Břevnov urban district. In 1991, he founded his own office with the main focus on the development of master plans and regeneration of towns and villages and their districts. Internationally, he has been involved in master plans and specialized studies for Iraqi cities. He was a member and chairman of the Supervisory Board and he still is a member of the Examination Commission of the Czech Chamber of Architects. He taught at the Faculty of Architecture of the CTU in Prague in the institutes of urban design and urban planning.

INTERVIEWEES

Štěpánka Endrle

Landscape architect with a focus on ecology and sustainability. In 2002, she founded the landscape studio ŠMÍDOVÁ LANDSCAPE ARCHITECTS (now L&SCAPE), which specializes in a wide range of landscape projects from urban spaces to historic buildings. The most interesting projects include the revitalization of parks in Prague and other Czech cities and the regeneration of ponds in České Budějovice.

Štěpánka Endrle seeks to change the perception of landscape architecture in the Czech Republic

and is involved in projects that emphasize interdisciplinary collaboration, long-term sustainability, functionality and connection to the urban context. She is active as a lecturer and juror in architectural competitions, and collaborates with foundations and international teams. She has contributed to the development of IPR Prague methodologies and as a member of the Smart City team also to the sustainability strategies of Czech municipalities. She graduated from CULS in Prague and Mendel University in Brno.

Filip Foglar
Architect and urban planner, from 2022 Director of the Department of City Development of the City of Prague. From 2018 to 2023, he served as Head of the Office of the Deputy Mayor of the Capital City of Prague. He also served as the. He significantly contributed to the preparation of the Methodology of Investor Participation in the Development of the Capital City of Prague. He was also a key contributor to the development of the City of Prague. He graduated from the Faculty of Architecture of the CTU in Prague and completed his studies with a diploma thesis on the metropolitan region of Prague.

Tomáš Kadeřábek
Expert in real estate development, director of the Association of Developers of the Czech Republic since its establishment in 2015. He currently represents the Czech Republic in the European organisation Build Europe. Since 2006 he has been working as an independent expert in commercial real estate development through TRESS, which he co-owns. He started his career in the construction company Metrostav. He has been in the development sector since 1993, when he joined ING Real Estate, where he managed a number of development projects and worked his way up to the position of CEO, responsible for, among other things, the construction of the now iconic Zlatý Anděl building. He is a graduate of the Faculty of Civil Engineering of the CTU in Prague.

Petr Peřinka
Expert in strategic planning and cultural and creative industries. Director of Creative Prague, an organisation that develops the environment for culture and creative industries in Prague. Thanks to his experience gained at IPR Prague, ONplan and the Ministry of Culture, he has been working for a stronger position of culture in society for a long time. He is spreading this conviction internationally as an expert on cultural and creative industries in the EU4Culture project. He graduated from the University of Economics in Prague.

Michaela Pixová
Critical social geographer. She is involved in scientific research, activism, teaching and journalism. Her areas of interest include social movements and civic activism, various areas of socio-ecological transformation, especially sustainable and socially just transformations of the contemporary city and food system, climate and environmental politics, and feminist issues. Her publications focus on the right to the city, alternative spaces, squatting and activism in the Czech Republic. She has also published a monograph entitled Contested Czech Cities: From Urban Grassroots to Pro-democratic Populism (Palgrave Macmillan, 2020). She is currently a postdoctoral researcher at BOKU University in Vienna (Institute of Development Research), where she is part of the FoodAlternatives.at project, and a researcher at FSV UK (Institute of Sociological Studies), where she is working on the international project SustainAction. She also teaches at the University of New York in Prague and at UMPRUM.

Zdenka Poliačiková
Architect, urban planner with a focus on conservation. For part of her professional career she has dealt with issues of spatial development, now for 17 years she has been working on the agenda of monument urbanism in the territory of Prague, specifically on issues of spatial planning and building plans in the area of area monument protection, currently she works at the National Heritage Institute. As a professional expert of the jury in the field of monument protection she has judged proposals in several urban design and architectural competitions. She studied architecture at the Faculty of Architecture of CTU in Prague.

Kristina Ullmannová
Chartered architect of the Czech Chamber of Architects, since 2017 head of the IPR Prague Public Space Office, where she has contributed to the Catalogue of Recommended Elements of Public Spaces of the City of Prague. She is the author of a publication on compact low-rise housing. She has collaborated on large-scale architectural projects and worked independently on projects primarily for housing. She has served as a juror in architectural and urban design competitions in the Czech Republic. She studied architecture at the Faculty of Architecture of the CTU in Prague, where she successfully completed her doctoral studies in 2020.

Štěpán Valouch
Architect and educator. He leads the design studio at the Faculty of Architecture of the CTU in Prague. He has participated as a juror in urban planning and architectural competitions. Together with Jiří Opočenský, he founded the architectural office ov-a in 2007. They have completed a number of projects ranging from small buildings to housing complexes, schools and transport structures. They have won numerous architectural competitions and received various awards for their buildings. In 2020 they won the Czech Architecture Award for the headquarters of Lasvit.

Marek Zděradička
Traffic Engineer, Director of the Infrastructure Section and Deputy Director at IPR Prague. After completing basic military service, he joined the then Development Department of the Capital City of Prague in 2001. In 2007 he headed the Transport Infrastructure Office and in 2015 he became Director of the Infrastructure Section. He is a chartered transport engineer of the Czech Chamber of Chartered Engineers and Technicians. He graduated from the Faculty of Transportation of the CTU in Prague.

Published in Prague in 2023
by ONplan lab, s.r.o.
Karmelitská 18/379, Praha 1 – Malá Strana,
Czechia

First edition 2023

ISBN: 978-80-11-03514-3

www.onplanlab.com
www.kcap.eu
www.iprpraha.cz

IPR PRAHA

ONplan | Art of planning. Together.

KCAP

SUSTAINABLE NEIGHBOURHOODS FOR THE 21ST CENTURY

Kees Christiaanse, Gyler Mydyti
Petr Návrat, Barbora Grísová

This book is a personal guide for all those who want to have a say in the development of new neighbourhoods in our growing cities. It should find its place in the pockets of politicians, planners, architects and developers as well as engaged citizens that wish to advocate for a more sustainable future.

Sustainable Neighbourhoods for the 21st century offers a comprehensive checklist of 12 principles developed by Kees Christiaanse based on his research at ETH Zurich and as an urban designer and founder of KCAP. It provides answers to how we can make new neighbourhoods more than just dormitories, how we can achieve carbon neutrality and how we can build prosperous, healthy and more democratic communities.

Commissioned by the Prague Institute of Planning and Development and curated by ONplan, this publication is a compelling contribution to the discussion on the urban transition to a sustainable future. Presenting nine interviews with key stakeholders from Prague's planning and development sector, it connects local knowledge and expertise with globally applicable principles.

ISBN 978-80-11-03514-3
9 788011 035143

IPR PRAHA

ONplan Umění plánovat. Společně.

KCAP