Urban Design and Architectural Competition Nová Budějárna

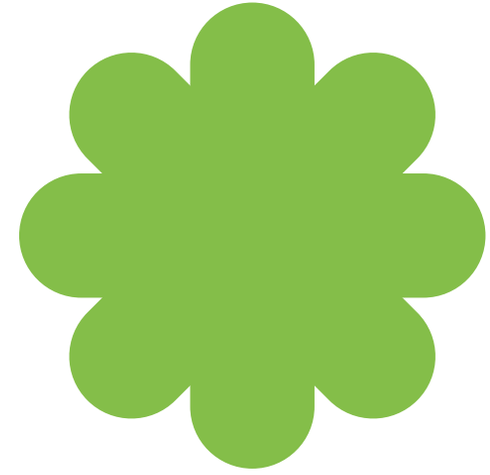
Site Information

The aim of this section is to outline the characteristics of the Competition Site and its wider context, thereby providing all participants with the same information base.

The following members of the working group for the preparation of the Competition contributed to the preparation of the Site Information: on behalf of the City of Prague, Zdeněk Völf, Hana Prokopová Nesrstová, Marek Bělor, Eliška Kokinová; on behalf of the Prague 4 Municipal District, Martin Syrový, David Záruba, Jaroslav Vodák, Zdeněk Hovorka, Iva Vomelová; Viktória Jakubčíková on behalf of the Prague Institute of Planning and Development; Anna Švarc and Filip Jiřík on behalf of the Prague Public Transport Company; Michal Kotrč, Michal Jumr, Karolína Hýsková, Tomáš Popadič, David Chlumecký and Filip Dušek on behalf of the client; and Karolína Koupalová, Gabriela Šimůnková, Petra Kubantová, Esra Akgün Kulin and Martin Ptáček on behalf of the competition organiser.

A. Site information

1 Competition Site



1.1 Delimitation of the Competition Site

The Competition Site, with an approximate area if 40,000 m², is bounded by Budějovická, Olbrachtova, Poláčkova and Antala Staška streets. It comprises a large urban block of commercial and office buildings located in the immediate vicinity of the DBK shopping centre. **The Competition Area** is defined within the adjacent public spaces that may be partially affected by the proposed development on the Competition Site.

Should the design require modifications to public spaces or transport solutions beyond the boundaries of the Competition Site and Competition Area, such modifications may be proposed. However, the implementation of the design on the Competition Site must not be conditional upon these external modifications.

The Competition Organiser anticipates that **the development of the Competition Site will be carried out in two stages**, which will be clearly distinct yet appropriately interconnected in terms of function and urban structure. These two development stages span both the Competition Site and Competition Area.

Details defining the Competition Site are set out in Diagram 1 and Table 1

Note: In preparing the document “Site Information and Detailed Brief” the boundary between Phase 1 and Phase 2 was adjusted compared to the “General Brief” document.

Table 1 Description of the Competition Site and phasing of its development, Author: ONplan

AREA	PHASE	DELIMINATION	DESIGN SCOPE		USE OF OUTCOMES
COMPETITION SITE	1	Building No. 1929, designated for demolition, and the adjacent public spaces bounded to the south by the northern edge of the original DBK building, to the west by Poláčkova Street, to the north by Olbrachtova Street, and to the east by the western edge of the lowered shopping arcade structure.	– overall urban development plan for the entire Competition Site – massing and volumetric design of the new development – design of public spaces, including blue-green infrastructure – Proposal for a transport solution covering all modes of transport, including active mobility.	– architectural design of the new buildings, including the design of the façades and the layout – architectural design of public spaces – design of transport links connecting the area to the existing transport network	The winning design will constitute the basis for the subsequent stages of project documentation and the construction of buildings and public spaces.
	2	The area bounded to the north by Olbrachtova Street, to the east by Budějovická Street, to the south by Antala Staška Street and to the west by Poláčkova Street, excluding the area covered by Phase 1 of the development (see above). The Competition Site also includes the underpasses beneath Olbrachtova Street and Antala Staška Street.		– Design concept for the façades of new buildings, without detailed layout plans – Design concept for public spaces – Design concept for the transport connection of the area to the existing transport network	The winning design will serve as the basis for negotiations between the City of Prague, Prague 4 Muncipal District and local property owners regarding the joint, coordinated and optimal development of Budějovická, as well as any potential amendments to the Metropolitan Plan.
COMPETITION AREA	1	The junction area of Poláčkova and Olbrachtova streets and the adjoining section of Poláčkova street up to the junction with Rabasova street.	– Proposal for the transport connection of the Competition Site to the adjacent street network	– Technical details of the transport connection of the area to the existing transport network	The winning design will constitute the basis for the subsequent stages of the project documentation and the implementation of the transport connection for Phase 1.
	2	The junction area of Poláčkova and Antala Staška streets and the adjoining section of Poláčkova Street up to the junction with Rabasova Street.		– Design concept for the transport connection of the area to the existing transport network – Design concept for the coordination of public spaces on the Competition Site and the wider Competition Area	The winning design will serve as the basis for negotiations between the City of Prague, Prague 4 Municipal District and landowners in the area regarding the joint, coordinated and optimal development of Budějovická and any potential amendments to the Metropolitan Plan.

Competition Site

Diagram 1 Delimitation of the Area Covered by the Competition, Author: ONplan

competition site
competiiton area
Phase 1
Phase 2

0m 20m 40m 60m 80m

Author: ONplan

1.2 Ownership Structure within the Competition Site

The land within the Competition Site is owned by private owners DBK Praha a.s. and Budějovická Alej s.r.o. (owned by DBK Praha a.s.) and the companies BP Olbrachtova s.r.o., BP Budějovická s.r.o., and BP Poláčkova s.r.o., which are jointly owned by Penta Real Estate and DBK Praha a.s. The Site also includes land owned by the City of Prague and the Prague Public Transport Company (Dopravní podnik hlavního města Prahy a. s.).

The adjacent public spaces are owned by the City of Prague.

Diagram 2 Ownership structure within the competition site

2 Site Context

2

2.1 Spatial Context

The Budějovická site is in the southern part of Prague on the right bank of the River Vltava, within the Prague 4 Municipal District, and extends over two cadastral areas: Michle and Krč. It lies at an elevation of approximately 270 meters above sea level and about 1 km from the Pankrác Plain, which forms a prominent element of Prague's skyline. Its own visual impact on the skyline is, however, moderated by the presence of the high-rise buildings in Pankrác.

The area forms part of the city's southern development zone, connected to the north-south axis of Metro Line C, which links the historic city centre with Pankrác and, further on, with the residential districts in the south.

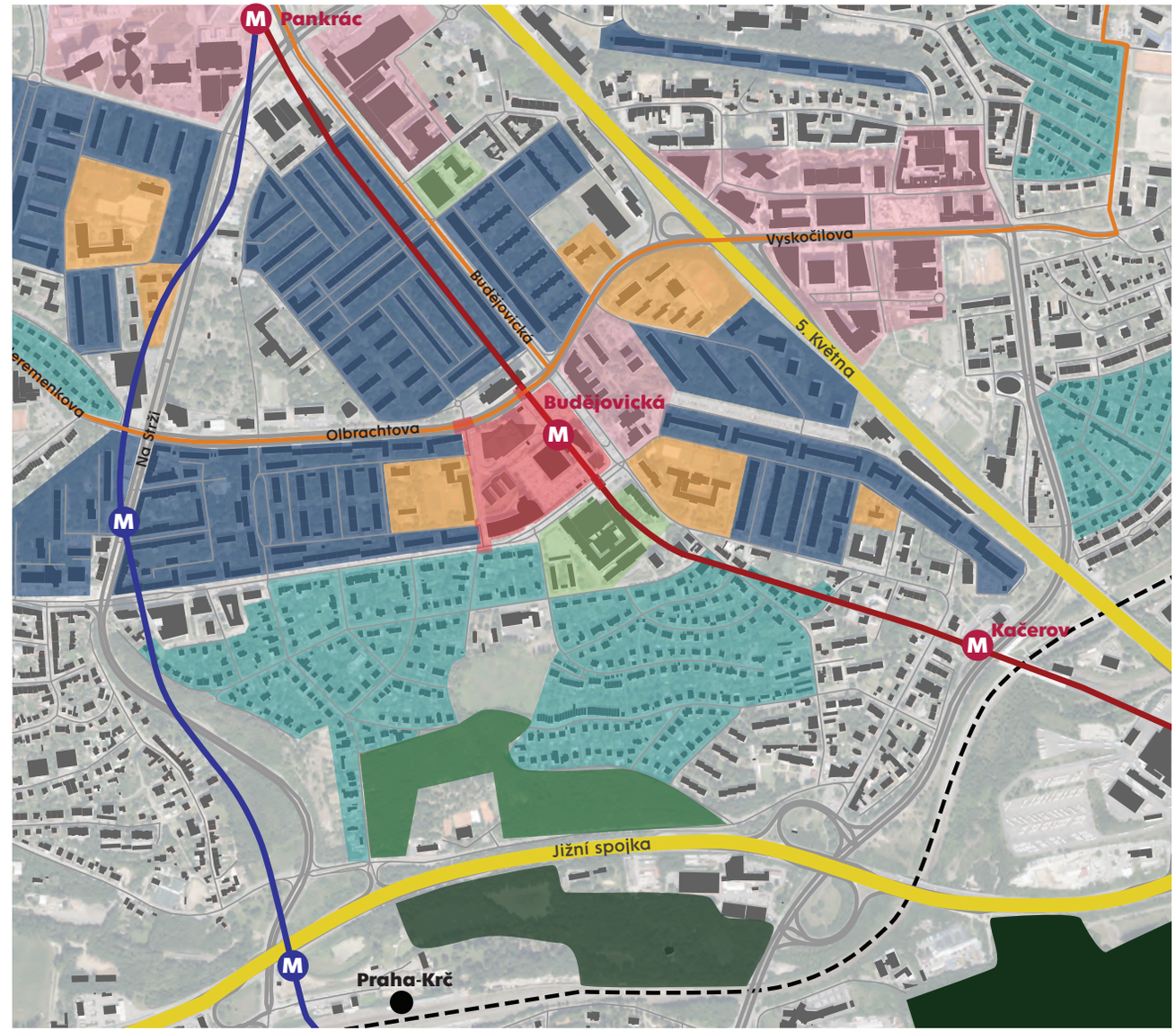
The Budějovická site is bordered by major city through-routes—Vyskočilova, Olbrachtova, and Jeremenkova streets running east–west, and Na Pankráci and Budějovická streets running north–south. Nearby is 5. května Road, which connects to the D1 motorway. The area is therefore well integrated into the city's backbone transportation infrastructure. The Budějovická metro station on Line C, together with the connecting bus services, functions as a major public transport interchange, offering excellent accessibility from across the city; yet, in combination with heavy road traffic, it also results in high traffic volumes and creates barriers within the area.

From an urban-planning perspective, the area—characterised by a hybrid urban structure—is located at the intersection of distinct development patterns: functionalist housing estates (ÚAP: site 136 Zelená liška Housing Estate, site 140 Jihlavská), modernist housing estates (ÚAP: site 533 Michelská Housing Estate, site 535 Antala Staška) and the garden city-style developments of detached houses in the south of the site. This position at the interface of different urban forms creates a specific context that must be taken into account in the design. Given the civic amenities on the Competition Site and its immediate surroundings together with good transport links, the Budějovická area currently serves as a significant local centre of Prague 4, with a reach that extends into the wider urban area.

Larger areas of continuous greenery are situated at some distance from the Site. These are primarily the Habrovka forest park, approximately 500 m away, and the Kunratický potok biocorridor on the boundary of the extensive Zelené údolí Krč recreational transformation area south of the Jižní Spojka motorway. Beyond the Jižní Spojka lies the Kunratický Forest, accessible from the Site by two metro stops, which forms a major leisure area with the character of a suburban forest. In the immediate vicinity of Budějovická, landscaped park areas are incorporated into the surrounding housing estates to the north east and east (Antala Staška and Zelená Liška) and to the west (the estates around Jihlavská Street).

Site Context

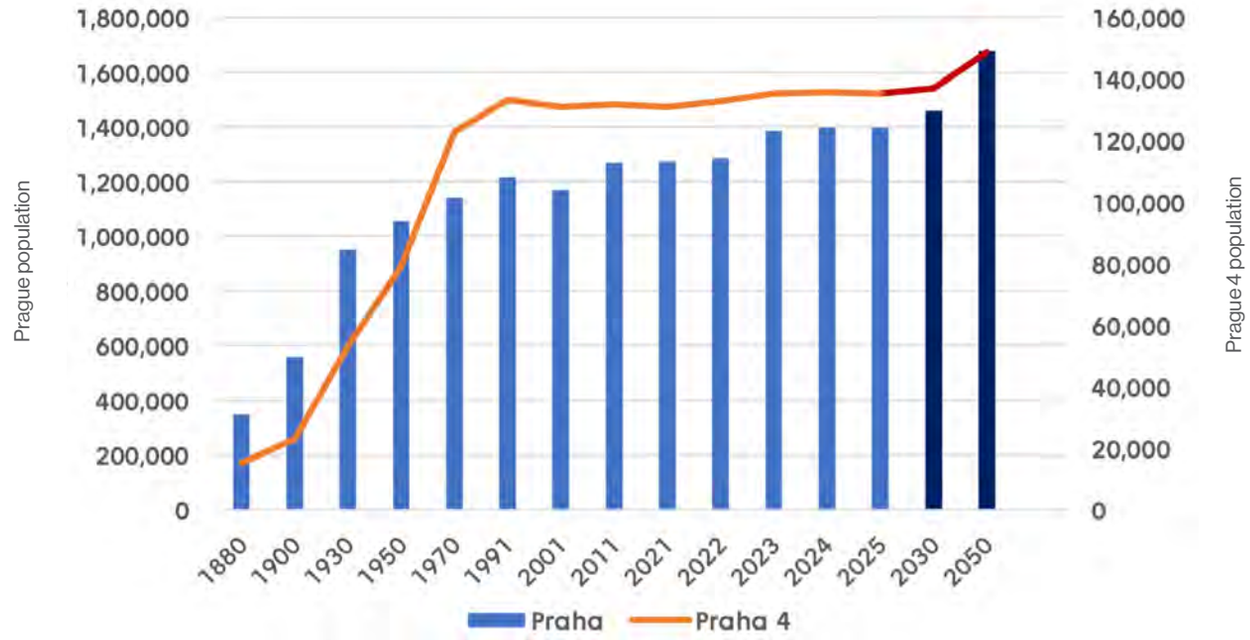
Diagram 3 Wider Context



2.2 Demographics

Prague 4, with more than 135,000 inhabitants, is the most populous district of the capita. Graph 1 shows the long term population growth of both the Capital City of Prague and the Prague 4 district, drawing on data from the Czech Statistical Office. Spatial analysis projections indicate an increase to 148,816 residents by 2050.

Chart 1 Population trends in Prague 4 and the Capital City of Prague, source: CZSOČSÚ



In the vicinity of the Competition Site (bounded by Poláčkova, Pacovská, Budějovická, Batelovská, Sedlčanská, U Krčské vodárny and Antala Staška streets), approximately 1,563 residents live within 12.4 ha, which corresponds to a relatively high population density typical of the wider city centre.

There is no residential use within the Competition Site at present. The area is characterised predominantly by office buildings, retail outlets, services and transport infrastructure. This is reflected in the movement patterns recorded by the City of Prague, based on data from mobile phone movements.

Figure 1 presents the maximum weekday density of workers, which varies between 20,000 and 100,000 people per km². This demonstrates that the Competition Site currently serves as the administrative and commercial centre of the wider area, whereas the adjoining neighbourhoods are largely residenti.

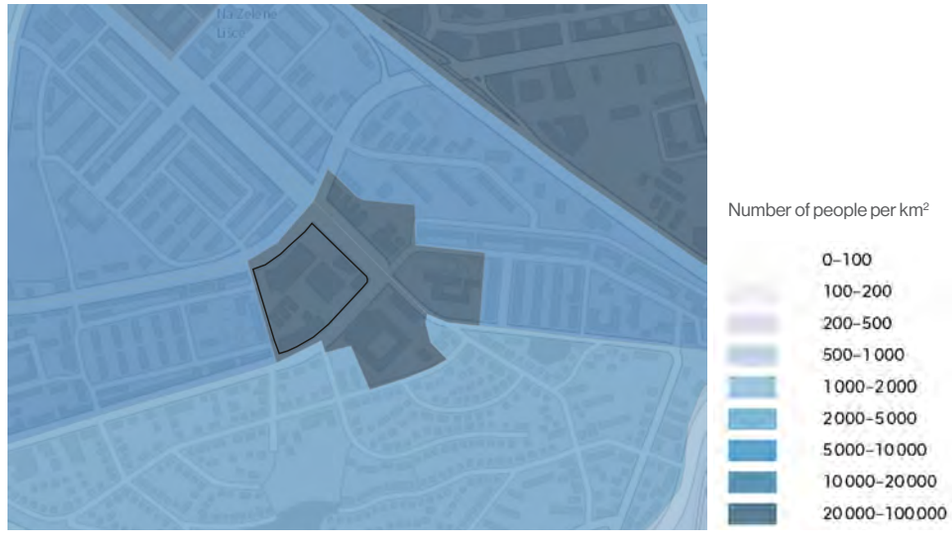


Figure 1 Density of workers on weekdays, source: IPR Prague, 2026

Figure 2 demonstrates that the density of people in transit on the Competition Site and in the adjoining areas to the north and south west reaches 200,000–500,000 people per km² on a weekday. This is due to Budějovická's role as the local centre of Prague 4 and simultaneously as a major interchange in Prague's public transport network. The area is also intersected by the principal through routes Budějovická and Olbrachtova, where heavy road traffic is present.

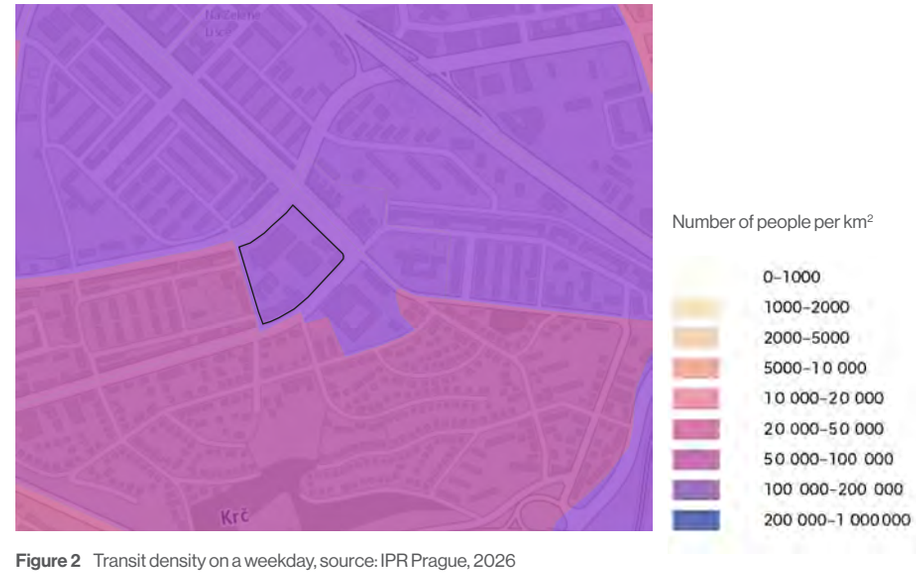


Figure 2 Transit density on a weekday, source: IPR Prague, 2026

3 History

Until the 20th century – an Agricultural Landscape

Until the 19th century, the area around today's Budějovická metro station was part of the agricultural landscape beyond the boundaries of the City of Prague.

The Competition Site was originally farmland lying between the villages of Michle, Horní Krč and Dolní Krč, situated along a major road. This route, formerly a trade road and later known as the 'Imperial Road', was the main connection towards Benešov and further to southern Bohemia, towards Tábor and České Budějovice. The name of today's Budějovická Street most likely stems from this, as the street still follows the course of the original road.

On this road, on the Michle side, stood the Zelená Liška coaching inn, (recorded on the permanent cadastral map under the German name Grüner Fuchs). This inn subsequently lent its name to the housing estate that adjoins the Competition Site to the north.

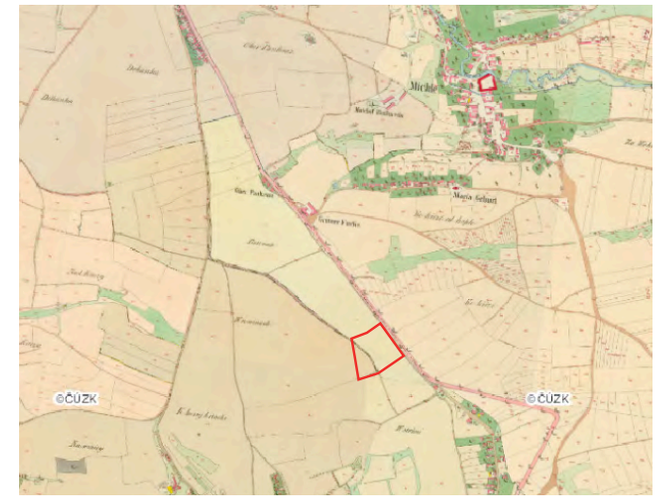


Figure 3 Map of the permanent cadastral register from 1842.
Source: Dvě Prahy, www.dveprahy.cz, adapted by ONplan

The 1920s – first considerations regarding Development

In the Orientation Plan of the Royal Capital Prague and Neighbouring Municipalities from 1909–1914 a block-development concept was envisaged for the area, but it never materialised. At that time, the surrounding area was shaped mainly by industrial development.

By the late 19th century, the former Zelená Liška inn had been incorporated into an industrial complex, first accommodating a shoe making enterprise and, from 1922, Zbrojovka Ing. F. Janečka, whose production focused on machine guns and hand grenades. The site was subsequently adapted for the manufacture of Jawa motorcycles, with the company's headquarters located there until 1963, when Jawa was moved to ČKD Polovodiče

In 1922, Michle, Krč and Nusle were officially incorporated into Greater Prague.

1930s to 1940s – the first Developments in the Area

In the 193s, the area's population steadily increased. To the north of the Competition Site, the functionalist Zelená Liška housing estate—one of Prague's earliest housing estates—was built following an architectural competition. To the south, a residential area of detached houses gradually took shape, adjoining Horní Krč.

In 1930, a tram line was established along Budějovická Street, running from Pankrác to the Kačerov depot, and in 1938 this route was extended along Antala Staška Street westwards to the area known as Ryšánka.

From the early 1940s until the 1980s, when the DBK department store was built and the area was gradually redevelopment, the Competition Site was known as Budějovické náměstí. The name implies that the area functioned as a public space and a focal point for the surrounding neighbourhood.

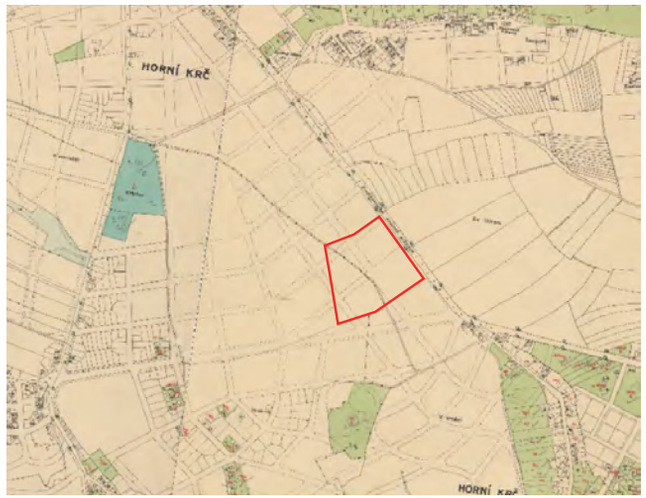


Figure 4 Orientation plan of the Royal Capital City of Prague and Neighbouring Municipalities (1909–1914), showing a proposed layout for a new district, that was never implemented. Source: Dvě Prahy, www.dveprahy.cz, adapted by ONplan

Figure 5 The Jawa factory situated between today's Budějovická and Pankrác, with the 1907 Vršovice watertower by Jan Kotěra in the background. The watertower remains standing and is now a listed building. Source: Idnes.cz, www.idnes.cz/auto/zpravodajstvi/jawa-janecek-tynec-nad-sazavou-strasnice.A211001_210712_automoto_fdv/

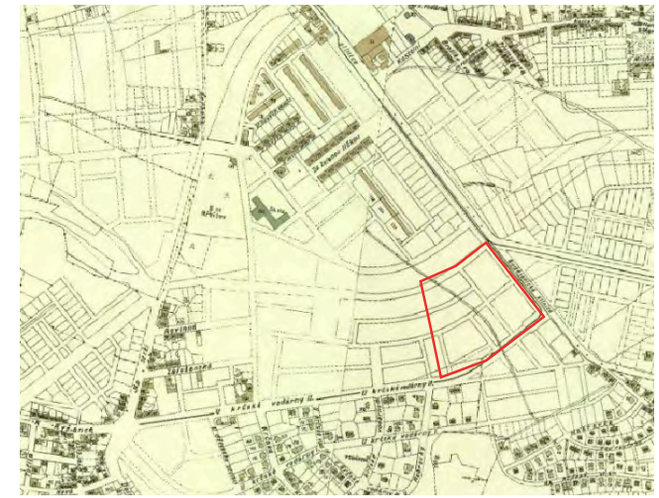


Figure 6 A 1938 map of Prague showing the planned new district and the earliest housing estate developments, specifically the Zelená Liška estate. Source: Dvě Prahy, www.dveprahy.cz, adapted by ONplan

The second half of the 20th century – Housing Estates, the Metro and DBK Department Store

In the post war period, large scale construction of pre cast housing estates commenced in the southern part of Prague, and the area surrounding the Competition Site underwent significant urbanisation.

During the 1950s and 1960s, the Heralecká housing estate—an extension of the earlier Zelená Liška development—was built to the north of the Competition Site. To the west, the Antala Staška housing estate was developed, incorporating the present day primary school on Poláčkova Street. To the east, the Michelská housing estate was constructed, together with residential buildings along Jihlavská and Sedlčanská Streets and the building that now houses Budějovická Grammar School.

Figure 7 An aerial photograph from 1966 showing the construction of housing estates to the north, west and east of the Competition Site. A temporary fire station is located within the Competition Site.
Source: Dvě Prahy, www.dveprahy.cz, adapted by ONplan

Figure 8 The temporary fire station on Budějovické náměstí, built during the Second World War, remained in place until the 1970s.
Source: Retro DBK, retro.dbkpraha.cz/historie-budejovicke

A fire station for the 6th Fire and Rescue Brigade was constructed during the Second World War at the corner of Antala Staška and Budějovická Streets. Intended as a temporary civil defence facility for air raid protection, the building nonetheless remained on the site until the 1970.

In 1968, construction began on Metro Line C, fundamentally reshaping the appearance of the Competition Site. A construction pit was excavated along the metro route; it was never fully backfilled to ground level and later became today's lower level shopping arcade. Two new bridges were built on Antala Staška and Olbrachtova Streets to span the metro pit. Budějovická metro station opened in 1974.

After the metro opened, the tram line in the Budějovická area was discontinued and ended at Pankrác.

Figure 9 Construction of Metro Line C, showing the bridge over Olbrachtova Street, 1971. Source: 40 let DBK, 40let.dbkpraha.cz

Figure 10 Construction of Metro Line C, view towards Antala Staška Street.
Source: Aktuálně.cz, zpravy.aktualne.cz/retro-fotky-prazskeho-metra

In 1964, architect Vladimír Balla produced an urban design study for Budějovické náměstí, envisaging a cinema, a cultural centre, mixed use buildings and a health centre on Antala Staška Street. The scheme was subsequently abandoned once it was confirmed that the first line of the Prague Metro would run through the area.

Architect Věra Machoninová prepared a new development plan for the area around the future metro station, including a comprehensive design for the DBK building, its surroundings and metro access. A sunken pedestrian passageway was to connect DBK and the metro entrance with nearby housing. The plan also proposed a hotel, a spa, a Youth Travel Agency building and the Škoda administrative centre, but these were not realised as originally envisaged

The department store opened in 1981 and became the main showcase of the Czechoslovak furniture industry. In addition to the furniture exhibition displays, sales counters and warehouses, the DBK also featured a restaurant, a snack bar and a cinema.

In the 1990s, IKEA opened its first store in Czechoslovakia—and later in the Czech Republic—in the DBK building. During the same decade, the department store's seventh floor was also completed.

The DBK department store represents a significant example of Czechoslovak Brutalist architecture of the 1960s and 1970s. The building—registered under no. 1667 and situated on plots 1257/1, 1257/2 (excluding the building on plot 1257/4) and 1257/3 in the cadastral district of Krč, at 64 Budějovická Street—has been proposed for cultural monument listing. However, no proceedings have been initiated to date, nor are they anticipated in the near term.

During the second half of the 20th century, the former Budějovické náměstí gradually evolved into an important and heavily used commercial and transport hub

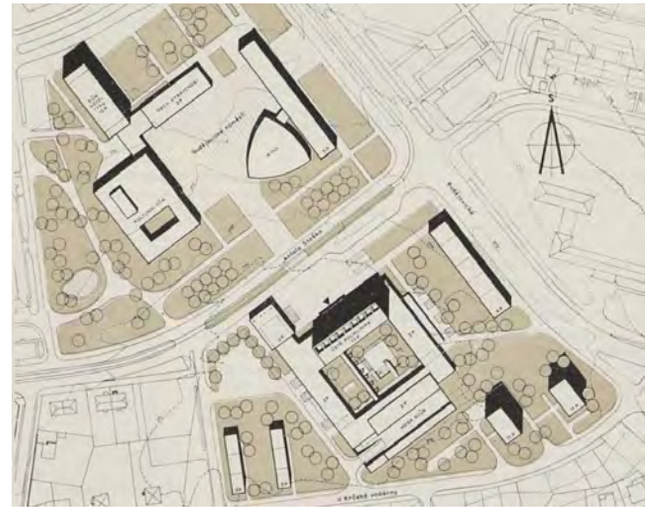


Figure 11 Vladimír Balla's 1964 plan of Budějovické náměstí and its surroundings, an unimplemented proposal. Source: 40 let DBK, 40let.dbkpraha.cz

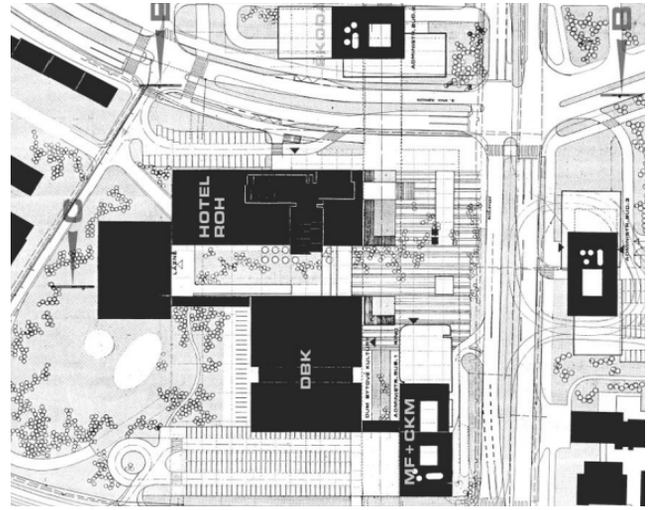


Figure 12 Věra Machoninová's 1968 development plan, from which only the DBK building was ultimately realised.
Source: Kryštof Vicherek (2020). Budějovická – Master's thesis

Figure 13 A 1983 photograph showing the underpass beneath the Olbrachtova Street bridge, connecting to the DBK building, 1983.
Source: 40 let DBK, 40let.dbkpraha.cz

Figure 14 A 1980 photograph showing the car park south of the DBK building, with a view towards Antala Staška Street across the landscaped area where the Budějovická Alej building now stands.. Source: 40 let DBK, 40let.dbkpraha.cz

The 1990s – early 21st century – Office Buildings

In the late 1980s, construction of a hotel began in accordance with Věra Machoninová's original development plan for Budějovická; however, by the time of the 1989 revolution, only the supporting structure had been completed. In the 1990s, the unfinished building was acquired by Česká spořitelna bank, which established its head office on Budějovická and completed the structure as an office building (today the tallest building in the area, at Olbrachtova 1929/62). In the following years, two more office buildings were constructed for the bank, including the building on the corner of Budějovická Street and east of DBK, designed by architect Pavla Kordovská, daughter of Věra Machoninová.

In 1995, Pavla Kordovská's PAK studio prepared an urban planning study for the square. The study sought to reinforce the square's role as a city wide commercial centre through new development and to improve the urban design of the complex's ground floor level in relation to pedestrian routes and connections to transport hubs. This was to be achieved by linking the new buildings directly to the pedestrian arcade. The study was only partially implemented in 2002, when the Square building for Raiffeisenbank was constructed on the opposite side of Olbrachtova Street, together with below ground retail units at the corner of Olbrachtova and Budějovická Streets.

By 2005, additional office buildings had been constructed in the area, including Budějovická Alej and the office building on Poláčkova Street. In 2006, the DBK building underwent renovation aimed at creating space for the present day shopping centre with its wide range of shops, services and restaurants.

Figure 15 Aerial photograph from 1996 showing the new development on the square and in the surrounding area. Source: Dvě Prahy, www.dveprahy.cz, adapted by ONplan

Figure 16 PAK studio's design based on the 1995 urban study of the area. Source: Kryštof Vicherek (2020). Budějovická – Master's thesis

Figure 17 Photograph from 2015 showing the DBK building with the surrounding high-rise buildings and car park. Source: 40 let DBK, 40let.dbkpraha.cz

Current situation

2024 – consolidation of ownership structures

DBK commissioned the architectural studio A8000 to prepare a feasibility study aimed at assessing the development potential of the area and formulating initial urban planning considerations regarding its future development.

2025 – consolidation of ownership structures

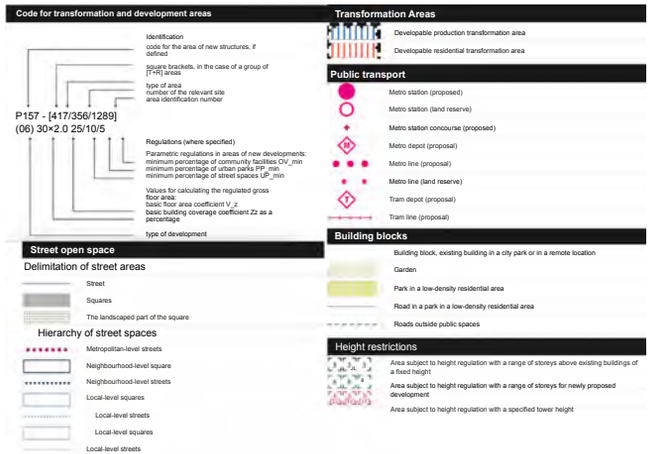
A wider opportunity for the redevelopment of the Budějovická area emerged when Česká spořitelna initiated plans to relocate its headquarters to Smíchov and subsequently placed its Budějovická properties on the market. In 2025, the portfolio was jointly acquired by Penta Real Estate and DBK. As part of the joint venture, DBK provides in depth knowledge of the site and its historical and operational context, whereas Penta contributes its expertise in the preparation and implementation of large scale projects in complex ownership and technical environments.

4 Planning and Documentation

4.1 Metropolitan Plan

According to the Prague Metropolitan Plan (hereinafter the Metropolitan Plan), approved by the Prague City Council on 28 May 2026 and due to come into effect on 1 September 2026, the Competition Site forms part of Zone 060 Budějovická. This zone is defined as having a hybrid structure. The proposed regulations aim to preserve the spatial layout, reconnect the area to the tram network, supplement development within the designated transformation areas in line with the site's potential, foster diversity and strengthen the cultural function, while respecting the height composition of the area. The designated use is residential, with office buildings and commercial facilities also present.

As part of Zone 060 Budějovická, a transformation area complementing the existing structure 411/060/2262, with an area of 32,605 m², is defined in the vicinity of the Budějovická metro station. The DBK building and the Alej Budějovická building are not included in this area. A hybrid structure type and residential use have been designated for this transformation area



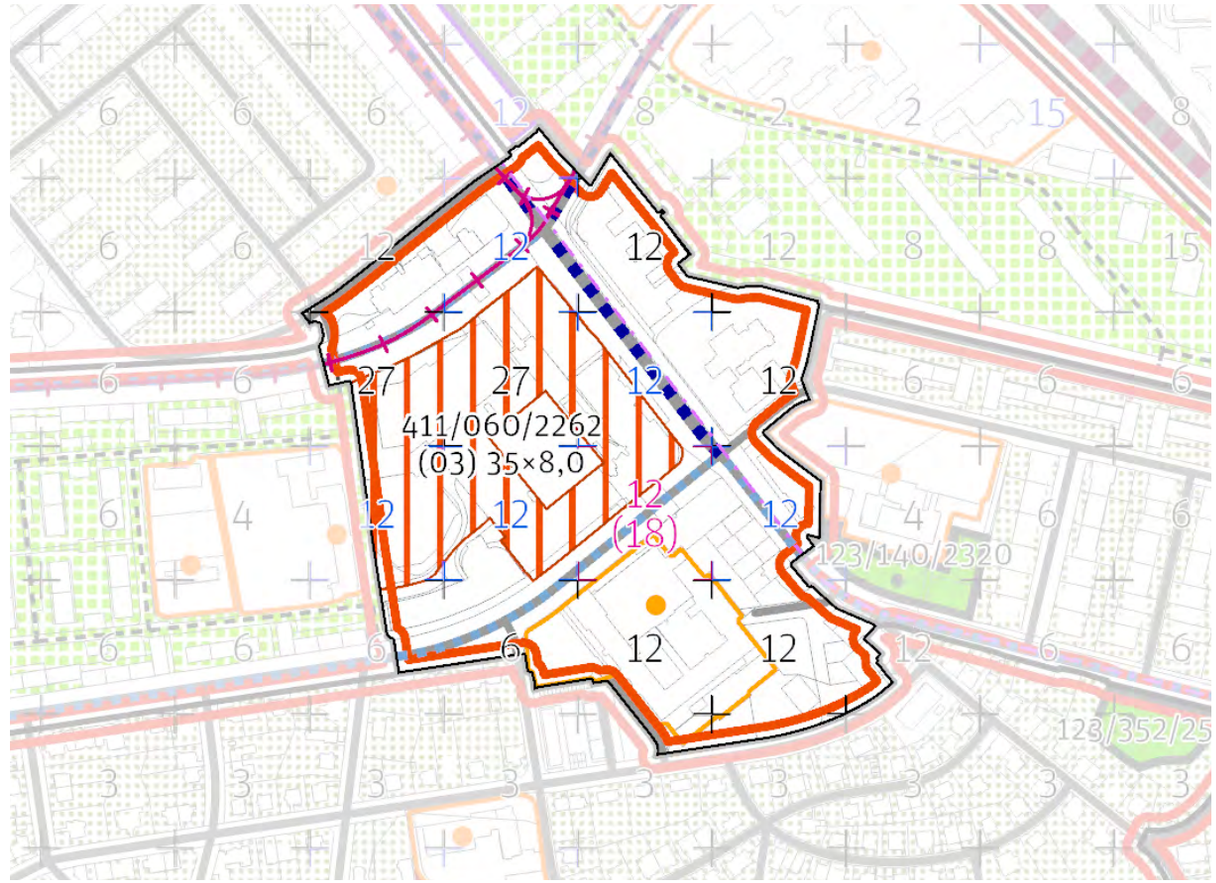


Figure 18 Extract from Drawing 702 Main Structure Drawing, Metropolitan Plan, October 2025 version for joint consultation
Source: Metropolitní plán, plan.praha.eu

Urban Structure

The Metropolitan Plan assigns a hybrid urban structure to transformation area 411/060/2262. Under Article 43, this structure is characterised as an intensive urban form comprising compact and open blocks and, where appropriate, freestanding buildings, typically associated with local urban centres. Such development is usually enclosed by publicly accessible spaces and may integrate multiple typologies within a single structural composition. In areas designated as hybrid structure, the following spatial principles apply:

- the street line is generally defined by the facades of the buildings or is not defined (non-building parts of building blocks connect freely to public spaces),
- the building line may be continuous or not, in exceptional situations, freely positioned,
- the unbuilt portion of the block between the building line and the street line is, as a rule, publicly accessible,
- large blocks are, as a rule, permeable via passageways or arcades; in new development within regeneration and development areas, full ground floor build up of building blocks is permissible;
- variation in height arrangement is permissible, subject to the protection of cultural values.

Budějovická Street is designated as a district level street. Under Article 82 of the Metropolitan Plan, district level streets are considered urban boulevards. Development along such boulevards must be arranged so that the ground floor level has a direct interface with the street space and is capable of accommodating public amenities.

Parametric Development Regulations

The following regulations are set out in the Metropolitan Plan for transformation area 411/060/2262:

The maximum Building Coverage Coefficient (Zmax) specifies the maximum allowable ratio between the combined regulated areas of all buildings and the total development area. Zmax **= 70%**

The basic Building Coverage Coefficient (Zz), which represents the typical building-coverage value for the proposed structure. Zz **= 35%**

The basic Floor Level Coefficient (Vz), which represents the average anticipated number of above-ground storeys, based on building coverage compliant with the Zz coefficient.
Vz = 8.0

Zz and Vz do not set a spatial limit and are used solely for calculating the regulated gross floor area.

The regulated Gross Floor Area (HPPreg) is defined, pursuant to Article 96 of the text section of the Metropolitan Plan, as the sum of the gross floor areas measured to the outer structural contours of all above ground and underground storeys. This excludes areas of associated garages located outside the first above ground storey, and areas for civic amenities situated on the first and second above ground storeys or in underground storeys. Also excluded are technically necessary, operational and ancillary spaces, areas for technical and transport infrastructure, and areas designated for public amenities, including retail and goods distribution areas.

The regulated gross floor area is calculated using the following formula, in which Pzáměr (Psite) represents the project's assessed site area:

HPPreg = Pzáměr × Zz × Vz

Height Regulation

Height regulation is detailed in Articles 97–105 of the text section of the Metropolitan Plan. It establishes the maximum regulated number of above ground storeys for new development and sets out the associated detailed provisions. It further determines tower heights and mandates the use of panoramic photographs to assess the impact of proposed development on the city's overall composition and skyline

Number of storeys

Drawing Z02 and Diagram S03 show the range of the maximum regulated number of above ground storeys using a 100 × 100 m square grid. Each height regulation square is assigned a storey range defining the maximum permissible number of regulated above ground storeys for development. No minimum building height is prescribed. The storey range applicable to the Competition Site is presented in Figure 19 and Table 2.

Within building blocks, it is permissible to locate buildings with a maximum number of regulated above ground storeys within the assigned storey range. In transformation and development areas, the height of existing development is not taken into account.

If the project under consideration is located at the boundary of multiple height-regulation zones, the higher storey range may be applied provided that at least 75% of the regulated building area lies within the zone specifying the higher storey range.

The maximum number of regulated above-ground storeys (RNP) may be increased:

- 1 (one) regulated above ground storey for buildings situated along metropolitan and district through routes and within metropolitan and district squares,
- an additional 1 regulated above ground storey for buildings located along metropolitan boulevards and on metropolitan squares within transformation and development areas that have a specified storey range of 6 or more,

– 2 regulated storeys above a maximum of one third of the regulated building area for buildings on corners at the junctions of metropolitan, district and local boulevards and squares, provided this does not conflict with the character of the area.

The permissible increases to the maximum number of regulated above ground storeys may be combined.

Existing buildings that exceed the permitted number of regulated above ground storeys may be replaced by new buildings with any number of regulated above ground storeys, on condition that the regulated floor area of the new building[1] does not exceed the regulated number of above ground storeys of the original building and that its regulated height does not surpass that of the original building.

Tower Height

A designated **tower height regulation area** is defined within the southern part of the Site (see Figure 19 and Table 2).

The tower height regulation area allows the maximum number of regulated storeys to be increased for part of the development within the designated height regulation area. Development in areas with a specified tower height level is limited by the maximum regulated building height and by the maximum development density to which the tower height level may be applied.

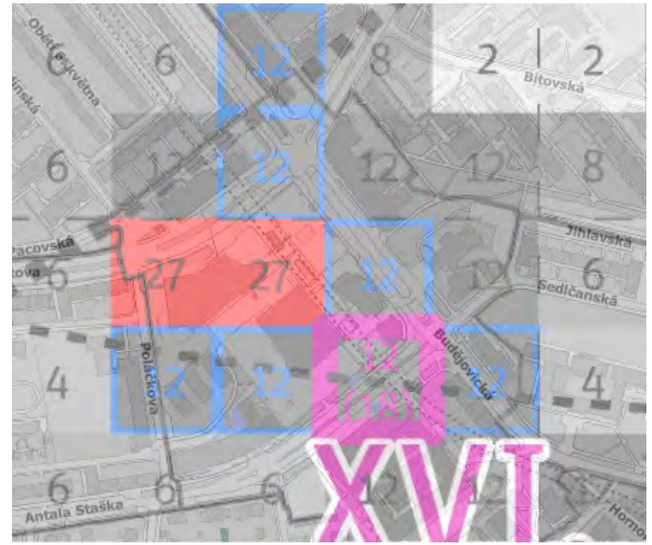


Figure 19 Extract from drawing S 03 Height Regulation Scheme, Metropolitan Plan, October 2025 version for joint consultation.
Source: Metropolitní plán, plan.praha.eu

Table 2 Height control categories defined in the Budějovická area, Source: www.plan.praha.eu

Types of Height Regulation Areas	Range of regulated above-ground floors on the Competition Site	Maximum Regulated Height
Height Control Zones with specified tower heights	7–12 (18) – maximum number of regulated above-ground storeys according to tower height	40 m (70 m*)
Areas with a range of storeys for newly proposed development	7–12	40 m
Areas with a range of storeys above established development	21–27	100 m

1 The regulated building area is the area defined by the orthogonal projection of the outer structural contours of the above ground storeys of a building onto a horizontal plane, excluding elements located in front of the building line. In areas with structure type (03) hybrid structure, any development of the first above ground storey within the interior of the block is not included in the regulated building area.

Assessment of the impact on the overall composition and skyline

Buildings with a regulated number of above ground storeys based on the specified tower height, prominent horizontal lines, and, in exceptional cases, other structures with a significant impact on the cityscape are always assessed in terms of their effect on the overall composition of Prague.

Within the protection zone of the Prague Conservation Area, these assessments apply to buildings whose regulated number of above ground storeys derives from the specified tower height level, as well as to additions in height regulated areas with a specified storey range permitting newly proposed development of eight storeys or greater.

An intervention is deemed an unacceptable addition to the city panorama where, in light of the viewing distance and consequent visibility, it disturbs the Prague skyline or the characteristic composition of the relevant part of the city.

Verification of the addition to the city's composition is carried out through selected panoramic photographs taken from the city centre towards its outskirts.

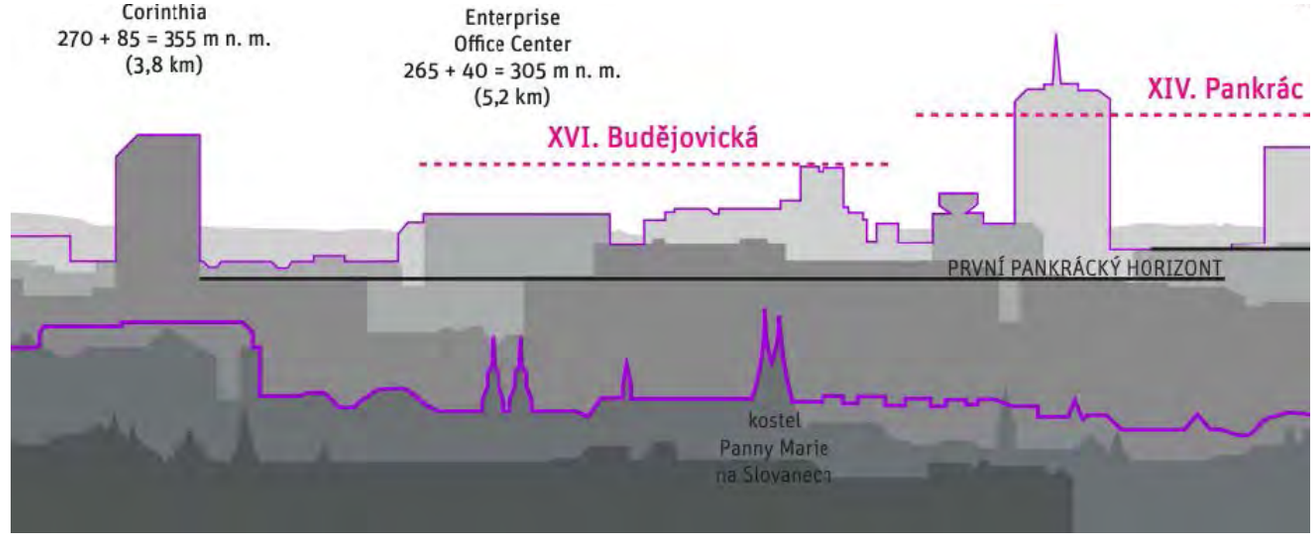


Figure 20 Detail from the panoramic view taken from the Prague Castle ramp,
Source: Annex No. 1 to the text section of the Metropolitan Plan, Panoramas and vedutas, praha.eu/web/metropolitniplan/ke-stazeni

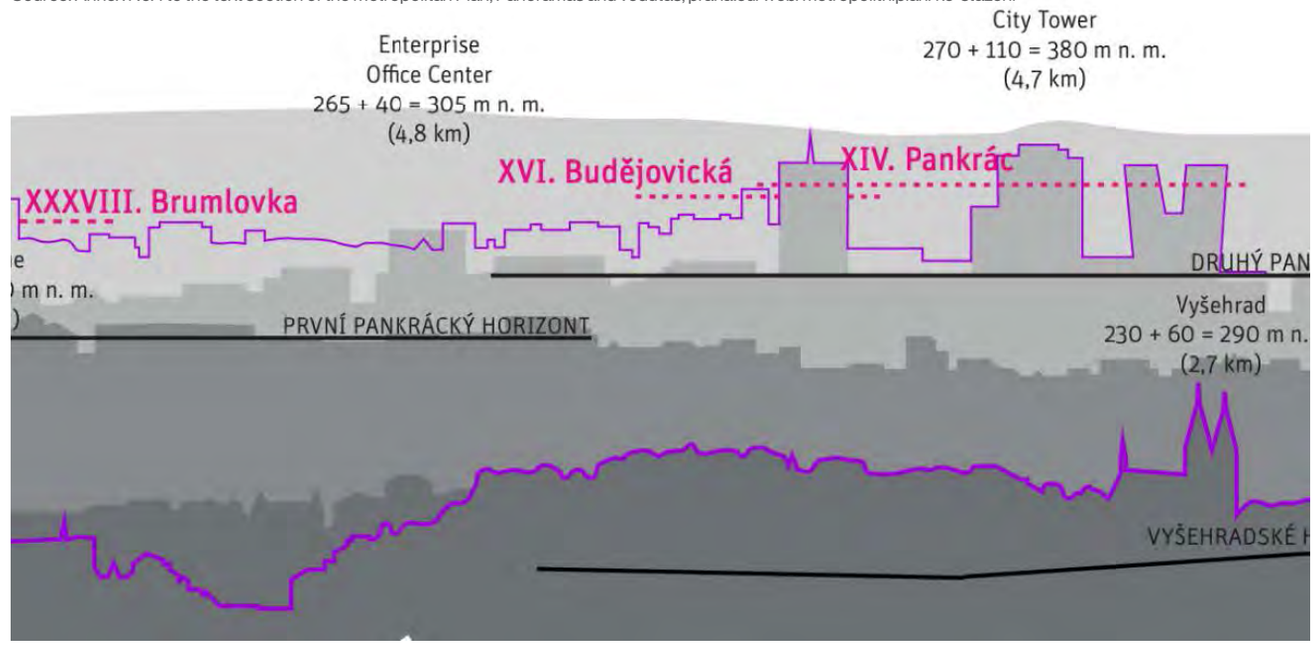


Figure 21 Detail of the view from the Petřín Lookout Tower,
Source: Annex No. 1 to the text section of the Metropolitan Plan, Panoramas and vedutas, praha.eu/web/metropolitniplan/ke-stazeni

4.2 Strategies, Concepts, Methodologies

The City of Prague has developed numerous conceptual and strategic documents. Competition entries shall take into account, in particular, the following strategies, concepts and methodologies:

Strategic Plan of the City of Prague (IPR Prague, 2016)

CZ	https://iprpraha.cz/assets/files/files/f2263cbbfa9e744aeb78b71add833120.pdf
EN	https://iprpraha.cz/assets/files/files/ab454067ce34d585bd02c6050faa331d.pdf

Public Spaces

– Strategy for the Development of Public Spaces in the City of Prague (IPR Prague, 2014)

CZ	https://iprpraha.cz/assets/files/files/9842e3d82c85146f69ce82d47650e6b5.pdf?v=1631524098
EN	https://iprpraha.cz/uploads/assets/dokumenty/obecne/ppsd.pdf

– Manual for the Creation of Public Spaces in the City of Prague (IPR Prague, 2014)

CZ	https://iprpraha.cz/assets/files/files/b956942f2d4563de94d21c8c97679009.pdf
EN	https://iprpraha.cz/uploads/assets/dokumenty/obecne/ppsd.pdf

– Catalogue of recommended elements for public spaces in the City of Prague (IPR Prague, 2022)

CZ	https://iprpraha.cz/assets/files/files/5bd1a2765dc9f2d572e67491e620c933.pdf?v=1662028934
EN	https://iprpraha.cz/uploads/assets/dokumenty/obecne/ppsd.pdf

– Works of Art in Public Spaces in the City of Prague (IPR Prague, 2018)

CZ	https://iprpraha.cz/assets/files/files/98147eeff701847129661cfc7d40456e.pdf?v=1631524101
EN	https://iprpraha.cz/assets/files/files/0cfc6b9e9d01e3b343d3a1c763a349f3.pdf?v=1740488642

Environment and Blue-Green Infrastructure

– Prague City Council's Climate Change Adaptation Strategy (Prague City Council, 2020)

CZ	https://iprpraha.cz/assets/files/files/0dc7c2ed327091d4b6180249f408fb7d.pdf?v=1619119205
EN	https://adaptacepraha.cz/wp-content/uploads/2020/08/adaptation_strategy_eng_web_compressed.pdf

– Standards for stormwater management in the City of Prague (CTU in Prague, 2021)

CZ	https://iprpraha.cz/assets/files/files/bddf4f520d27099cbc0f7a3609918e90.pdf
EN	Not available

– Municipal standard for the planning, planting and maintenance of street tree lines as a key element of blue-green infrastructure for climate change adaptation (IPR Prague, expert working group on tree lines, 2021)

CZ	https://iprpraha.cz/assets/files/files/b2c8378b7b20f1d02498f9b7925eafa9.pdf
EN	Not available

Transport and Mobility

– Sustainable Mobility Plan for Prague and the Surrounding Area (City of Prague, 2019)

CZ	https://polad-prahu.mngsocial.cz/wp-content/uploads/2019/10/PNavrh_2019-05-24.pdf
EN	https://poladprahu.cz/wp-content/uploads/2019/11/Mobility_Plan-Brochure_EN.pdf

– Active Mobility Standards in Prague (Prague City Hall, Transport Department (2022)

CZ	https://iprpraha.cz/assets/files/files/40c127de02591fb941e557ace26aa50f.pdf
EN	

– General Plan for Cycling in the City of Prague (IPR Prague, updated 2019)

CZ	https://opendata.geoportalpraha.cz/datasets/999e4a28af374bc5a87021bce082c392/explore?location=50.061946%2C14.481286%2C11
EN	Not available

– Concept for tram track surfaces in the City of Prague (IPR Prague, 2016)

CZ	https://iprpraha.cz/assets/files/files/36e808966a9be1ae189571b2ad2839c2.pdf
EN	Not available

– PID Stop Standard (ROPID, CTU FD, IPR Prague, 2018)

CZ	http://standardzastavek.pid.cz/wp-content/uploads/2017/09/standard_zastavek_pid.compressed.pdf
EN	Not available

– Guide to Traffic Calming and the Creation of Public Spaces around Schools, Walking through the City, Collective of Authors (2024)

CZ	https://peskymestem.cz/pruvodce/
EN	Not available

5 Spatial Analysis of the Competition Site

5.1 Urban Planning

The Competition Site is situated at the interface of several distinct urban structure types within the built environment.

The dominant urban forms in the wider area are the functionalist housing estates, consisting of pre cast residential buildings on the 1930s Zelená Liška estate and the 1950s Antala Staška and Jihlavská estates, which were further expanded in the 1980s through the addition of modernist prefabricated slab and block apartment complexes, shaping their current configuration.

South of the Competition Site, the urban structure undergoes a marked shift, giving way to the lower density villa neighbourhood characteristic of the garden city of Horní Krč.

The urban structure of the Competition Site is heterogeneous. It is largely defined by development from the 1970s to the 1990s, comprising freestanding buildings of differing heights and volumes situated within extensive public spaces predominantly used for transport infrastructure and parking. The central landmark of the area is the House of Housing Culture (DBK), an exemplary work of early 1980s Brutalist architecture, which is to be retained within the Site.

The prevailing height range within the Competition Site is 12–26 m (levels IV–VI in accordance with PSP § 18 Height Regulation), complemented by a dominant 22 storey office building on Olbrachtova Street. The Site is further enclosed by several taller, predominantly office buildings of 9–13 storeys, including The Square, Trianon, the ILF Hotel, the Tetris office building, and the municipal district office and health centre. To the north lies the Pankrác Plain, with high rise buildings of 25 storeys or more that have a pronounced impact on the Prague skyline.

In the vicinity of the Competition Site, housing estates of modernist and hybrid structures typically comprise buildings with an average of five to eight above ground storeys.

A defining characteristic of the Site is the intricate configuration of its ground floor levels, comprising a partially open shopping arcade on the first basement level linked to the underground station exits. This stratified layout, combined with the natural elevation differences in the surrounding terrain – with Antala Staška Street positioned slightly above Olbrachtova Street – diminishes pedestrian accessibility and complicates wayfinding throughout the area.

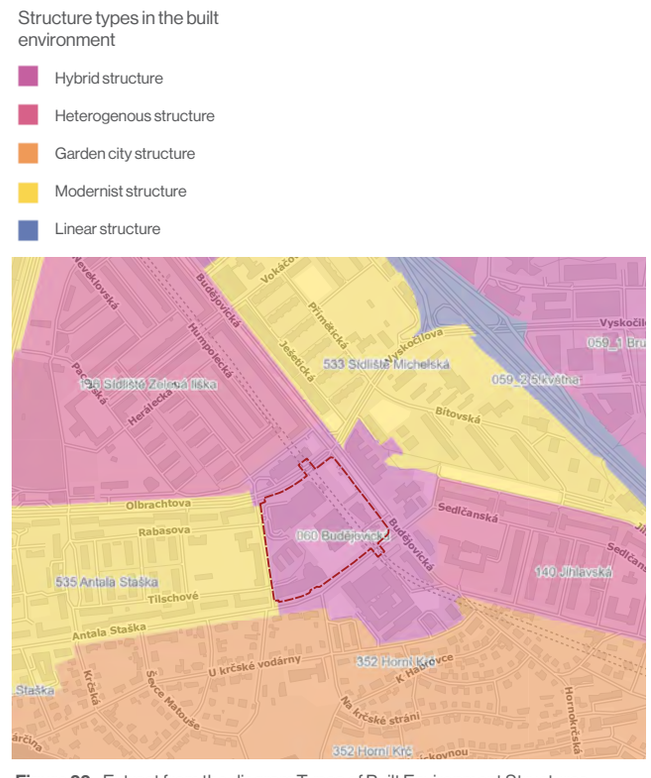


Figure 22 Extract from the diagram Types of Built Environment Structures.
Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

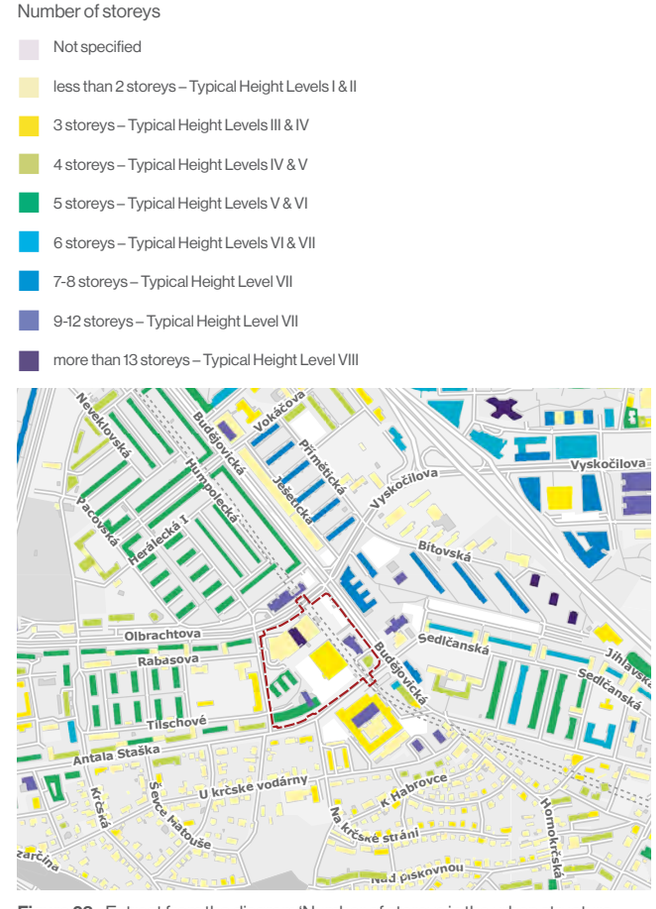


Figure 23 Extract from the diagram 'Number of storeys in the urban structure.
Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

5.2 Architecture

Buildings in the Competition Site which will be retained

1 – DBK Department Store (House of Housing Culture)

Construction: 1972–1981

Architect: Věra Machoninová

Style: Brutalism

The House of Housing Culture ranks among Věra Machoninová's most important works. Conceived as the central structure of the public space above Budějovická metro station, it features an unconventional layout in which odd and even floors are offset by half a storey. The interior is defined by a central escalator hall with a distinctive red, dynamically modelled ceiling and a concrete wall bearing reliefs by Slavoj Nejedlý. The façade is finished with Atmofix steel cladding, accented by red frames to the projecting windows. The immediate surroundings are characterised by the futuristic ventilation structures serving the underground car park levels.

The building documentation is attached as Annex B1

Figure 24 The current appearance of the DBK shopping centre. Source: DBK Praha, dbkpraha.cz

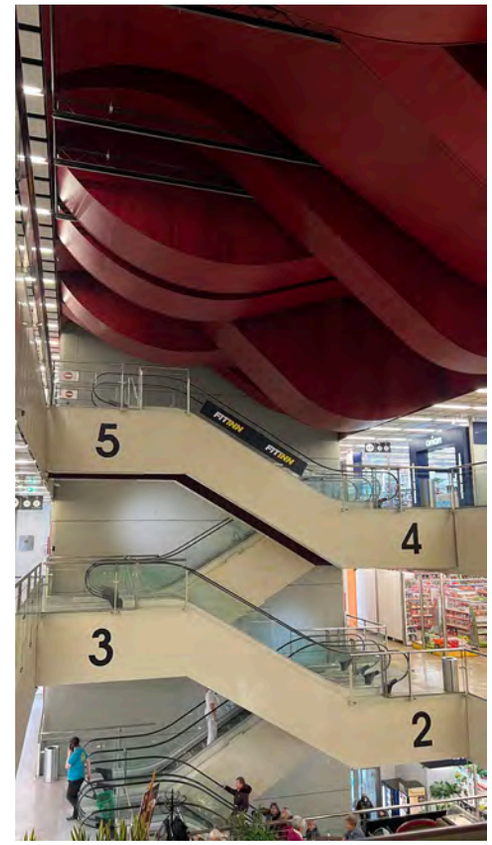


Figure 25 The current appearance of the main hall of the DBK shopping centre. Author: ONplan, 2026

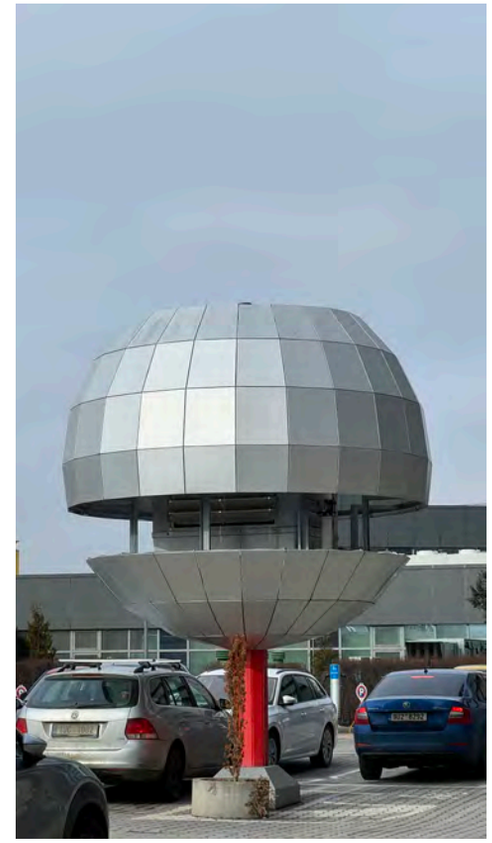


Figure 26 Ventilation outlets from the car park garages to the south-west of the DBK building. Author: ONplan, 2026

2 – Budějovická Alej

Completion: 2003–2005

Architect: Loxia

The office building on the corner of Antala Staška and Poláčkova Streets is a retail and office complex comprising two interconnected buildings: a five storey horizontal block and a ten storey high rise. The ground floor, accessed directly from Antala Staška Street, accommodates retail and service functions, while entrance lobbies provide access to office spaces on the upper floors. Parking is provided on three underground levels.

The building documentation is in Annex B2

Figure 27 The Budějovická Alej office building on the corner of Antala Staška and Poláčkova streets. Source: Prague Offices, pragueoffices.com

3 – Česká Spořitelna building, Budějovická 1912/64b

Completion: 1992–1994

Author: Pavla Kordovská

Style: Postmodernism

A 12 storey postmodern office building constructed for Česká spořitelna. Its main volume is clad in dark green granite with continuous ribbon windows, flanked by circular segment circulation cores. The building is linked by a narrow passageway to a smaller four storey structure on the corner of Budějovická and Antala Staška Streets.

The building documentation is in Annex B3

Figure 28 Česká spořitelna office building Budějovická 1912/64b by Pavla Kordovská. In the foreground, the lower part of the complex on the corner of Antala Staška and Budějovická streets. Source: Penta Real Estate

5

Buildings on the Competition Site designated for demolition

4 – Česká spořitelna building, Olbrachtova 1929/62

Construction: 1994–1996

The Česká spořitelna head office, formed by completing an originally unfinished hotel building.

The primary reason for demolishing the building on Olbrachtova Street is that it was originally designed as a hotel and subsequently converted into an office building, making it unsuitable for contemporary residential use. Key issues include insufficient floor heights, an inflexible structural system that prevents the creation of efficient and high-quality layouts, and inadequate basement levels with insufficient parking capacity that cannot be effectively expanded. The building is also affected by structural constraints that prevent modifications necessary to meet current acoustic standards and to accommodate balconies or loggias.

Buildings on the Site to be assessed during the Competition

5 – Poláčkova 1976/2 building

Completion: 1996

An office building occupied by Česká spořitelna, designed with a floor plan in the form of the letter 'E'. The structure is directly connected to the public space adjoining the forecourt of Poláčkova Primary School.

The building documentation is in Annex B5

6 – extension to the building at Budějovická 1912/64b

A small office building situated on the corner of Antala Staška and Budějovická streets. It is connected to the main building by a covered walkway.

The building documentation is in Annex B6

Figure 31 Office building at Olbrachtova 1929/62. Source: Penta Real Estate

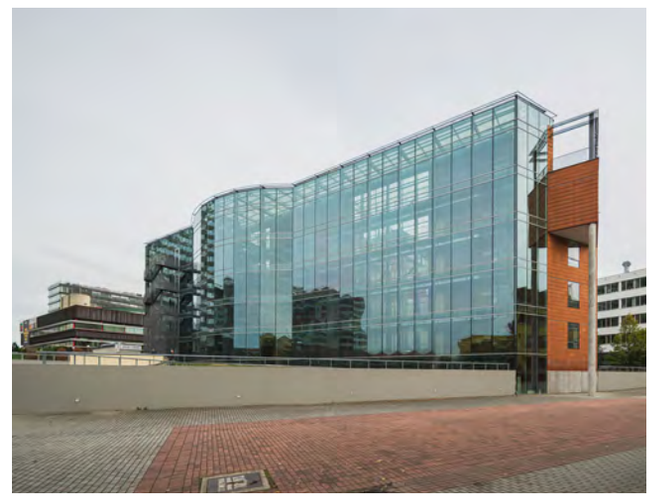


Figure 29 Poláčkova 1 – 976/2 office building. Author: ONplan

Figure 30 A small extension to the office building at Budějovická 1912/64b. Author: ONplan

Architecture around the Site

The immediate vicinity of the Site consists predominantly of detached buildings that strongly shape the character of the area. Although the development is diverse, its prevailing typological and formal feature is the free arrangement of buildings without a continuous street frontage, resulting in weaker spatial definition and a limited hierarchy of public spaces. It is therefore essential that the design carefully considers the relationship between the proposed development, public spaces and existing buildings, and ensures their coherent integration into the wider urban structure, with an emphasis on safety, clarity and the quality of the urban interior (shared public spaces, active ground floor).

7 – The Square building

This 14 storey office building, completed in 2002, is a prominent landmark on Olbrachtova Street. A shopping arcade runs beneath the building on the first basement level, providing connections to exits on both Olbrachtova and Pacovského Streets. The building features an active ground floor facing Olbrachtova Street, with bus stops located directly in front.

8 – Trianon

This eight storey office complex comprises four wings and a distinctive 12 storey cylindrical tower, which forms a dominant landmark at the intersection of Budějovická and Vyskočilova Streets. The corner accommodates an active ground floor frontage. The building was completed in 2009.

9 – ILF Hotel

A hotel with conference facilities situated on Budějovická Street, complemented by publicly accessible amenities on the ground floor. It is a simple ten storey modernist building from the 1980s, characterised by horizontally articulated façades and a utilitarian appearance typical of its period.

Figure 32 The Square office building on Olbrachtova Street.
Source: The Square, dsquare.cz

Figure 33 The Trianon office building on Budějovická Street.
Source: Reico, reico.cz

Figure 34 Hotel ILF with conference centre on Budějovická Street.
Author: ONplan

11 – Prague 4 District Office and Budějovická Health Centre

This large public service complex combines administrative and healthcare functions. Its forecourt is connected to the Site by an underpass beneath Antala Staška Street, leading directly to the shopping arcade on the first basement level. The front part of the building, facing Antala Staška Street, accommodates the Prague 4 District Office in leased premises, while a major portion houses the largest private health centre in Prague. The building therefore generates substantial visitor traffic.

12 – Poláčkova Primary School

Constructed in 1961 and refurbished in 2002–2004, the primary school is a three storey building with its principal entrance on Poláčkova Street. A traffic calmed public space is situated in front of the school; however, it presently exhibits minimal functional or spatial integration with the public spaces of the Competition Site..

Figure 35 Entrance to the Prague 4 Municipal Authority, which is located in the same building complex as the Budějovická Polyclinic. Author: ONplan

Figure 36 The main entrance to the primary school building on Poláčkova Street. Author: ONplan

Residential Development nearby

The wider area comprises residential complexes constructed in different periods of the 20th century, embodying a range of urban planning concepts and housing typologies. This stratified development pattern is expressed in the diversity of the surrounding urban structure and establishes a distinct context for the proposed design.

Zelená Liška Housing Estate

Construction: 1932–1938, extension 1954–1955

Designer: original urban planning – Antonín Černý

Style: Functionalism, extension in Socialist Realism (Sorela)

The housing estate was developed following an architectural competition in the 1930s. It originally comprised rental housing with very small flats intended for lower income residents. The buildings were constructed with open galleries, some of which have since been enclosed through later structural alterations. The estate was not fully completed before the Second World War; the area around Heralecká Street was finished in 1954–1955 in the Socialist Realism (Sorela) style.

Figure 37 A balcony-corridor building from the 1930s in the Zelená Liška housing estate. Source: Praha Neznámá, www.prahaneznama.cz/praha-4/krc/zelena-liska/

Figure 38 Completion of the Zelená Liška housing estate in the 1950s, incorporating Prague's first pre cast residential blocks executed in the Socialist Realism (Sorela) style. Source: TN CZ, Paneláková NEJ Česka, tn.nova.cz

Antala Staška Housing Estate

Construction: 1957–1962

Designer: Jaroslav Pelc

The completion of the Zelená Liška housing estate represents one of the earliest applications of prefabricated housing in Prague, constituting a significant milestone in the shift from traditional brick construction to fully industrialised building methods based on concrete pre cast slabs.

Figure 39 The Antal Staška housing estate from the 1950s, one of the first housing estates in Prague. Source: mapy.com

Diagram 4 Architecture, Zdroj: ONplan

competition site

competition area

Buildings within the competition site

buildings to be preserved -
1 – objekt DBK
2 – office building Alej Budějovická
3 – Česká spořitelna Building, Budějovická 1912/64b

building designated for demolition -
4 – Česká spořitelna High-Rise Building, Olbrachtova 1929/62

Retention or demolition at the competitors' discretion
5 – Office Building, Poláčkova Street
6 – Corner Building, Budějovická 1912/64b

Architecture surrounding the site

7 – The Square
8 – Trianon
9 – hotel ILF
10 – Tetris office building
11 – Prague 4 Town Hall & polyclinic
12 – Poláčkova Primary School

Surrounding Residential Complexes

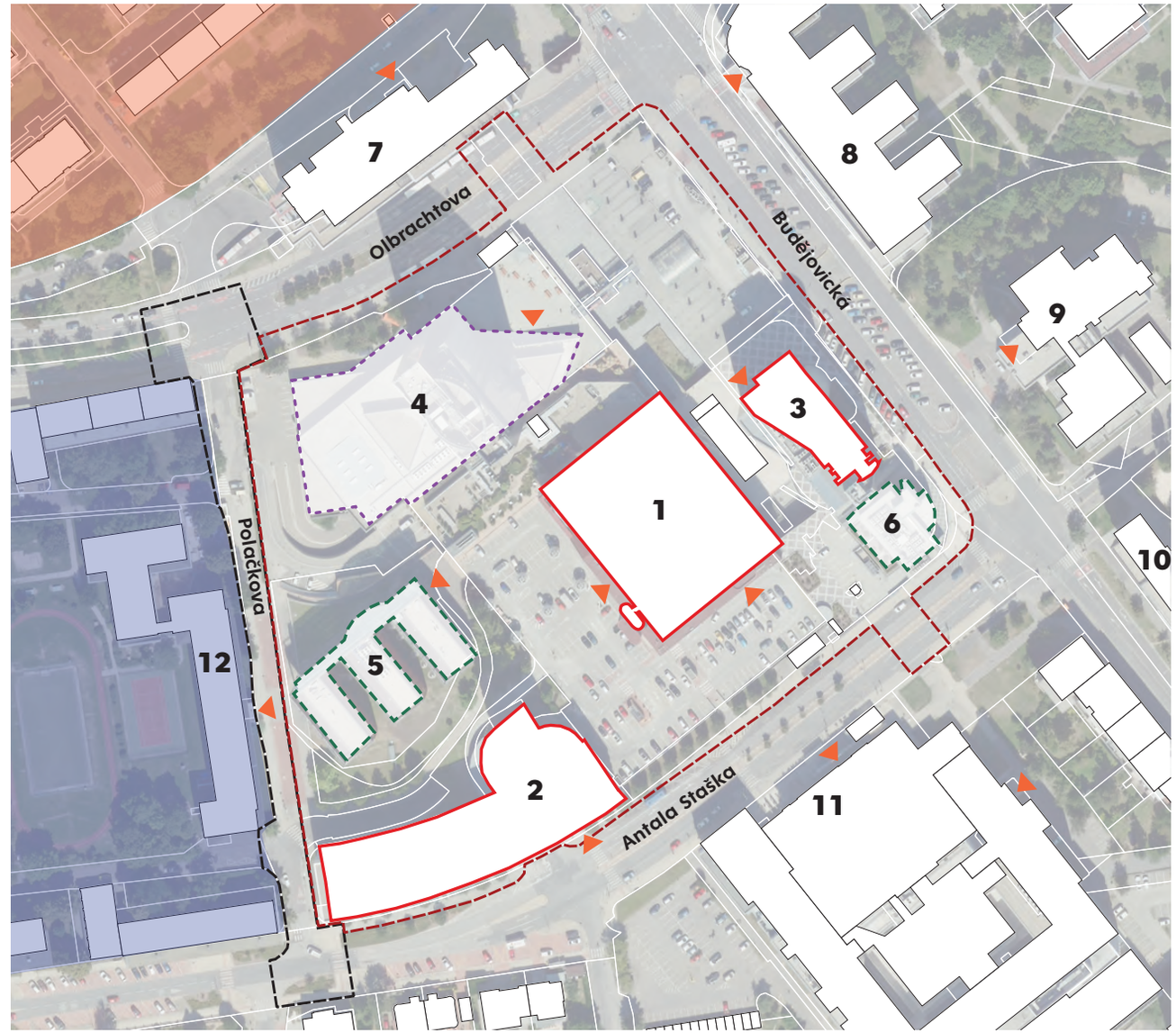
Zelená liška Housing Estate (including the later extension along Heránlecká Street)

Antala Staška Housing Estate

Main entrances to buildings

0m 20m 40m 60m 80m

Author: ONplan



5.3 Public Spaces

The public spaces of the Competition Site feature two modest pedestrian nodes associated with public transport stops on Olbrachtova and Antala Staška Streets. These points are predominantly linked by an open shopping arcade on the first basement level, forming the principal pedestrian axis. The arcade contains metro entrances and an entrance to the DBK department store, and is flanked on both sides by retail premises along almost its full extent, from Antala Staška Street to Olbrachtova Street, (including the area beneath the latter).

The remaining public spaces are fragmented and insufficiently structured, with no clear hierarchy and complex variations in level. The Site exhibits a pronounced deficit in east–west pedestrian connectivity and lacks a representative public space of civic character, such as a square

In terms of elevation, the metro station vestibule occupies the lowest level. One floor above lies a shopping arcade, bounded by the ground floors of the surrounding buildings. At ground level is the area commonly known as Budějovické náměstí (a historical name from the 20th century), today used largely as a car park. Part of the space accommodates regular markets held twice weekly from March to November, complemented by a Christmas market and other occasional events. In the south eastern part, near the DBK building and Antala Staška Street, the public space rises by a further storey due to the natural terrain. Beneath this elevated area are the garages of the adjacent DBK and Česká spořitelna buildings.

In front of the Poláčkova Primary School lies a relatively wide pedestrian zone. Set back from the main traffic flow, it is comparatively quiet and fulfils its role as the school's forecourt. At the same time, it forms a north–south pedestrian link along the edge of the Competition Site. However, it is connected to the site itself by only a single footpath leading to the DBK department store car park.

Overall, the current condition of the public spaces is highly unsatisfactory. The layout is confusing and encumbered by numerous physical barriers. The public realm is visually cluttered and contains a large number of temporary structures, predominantly food stalls and advertising installations.

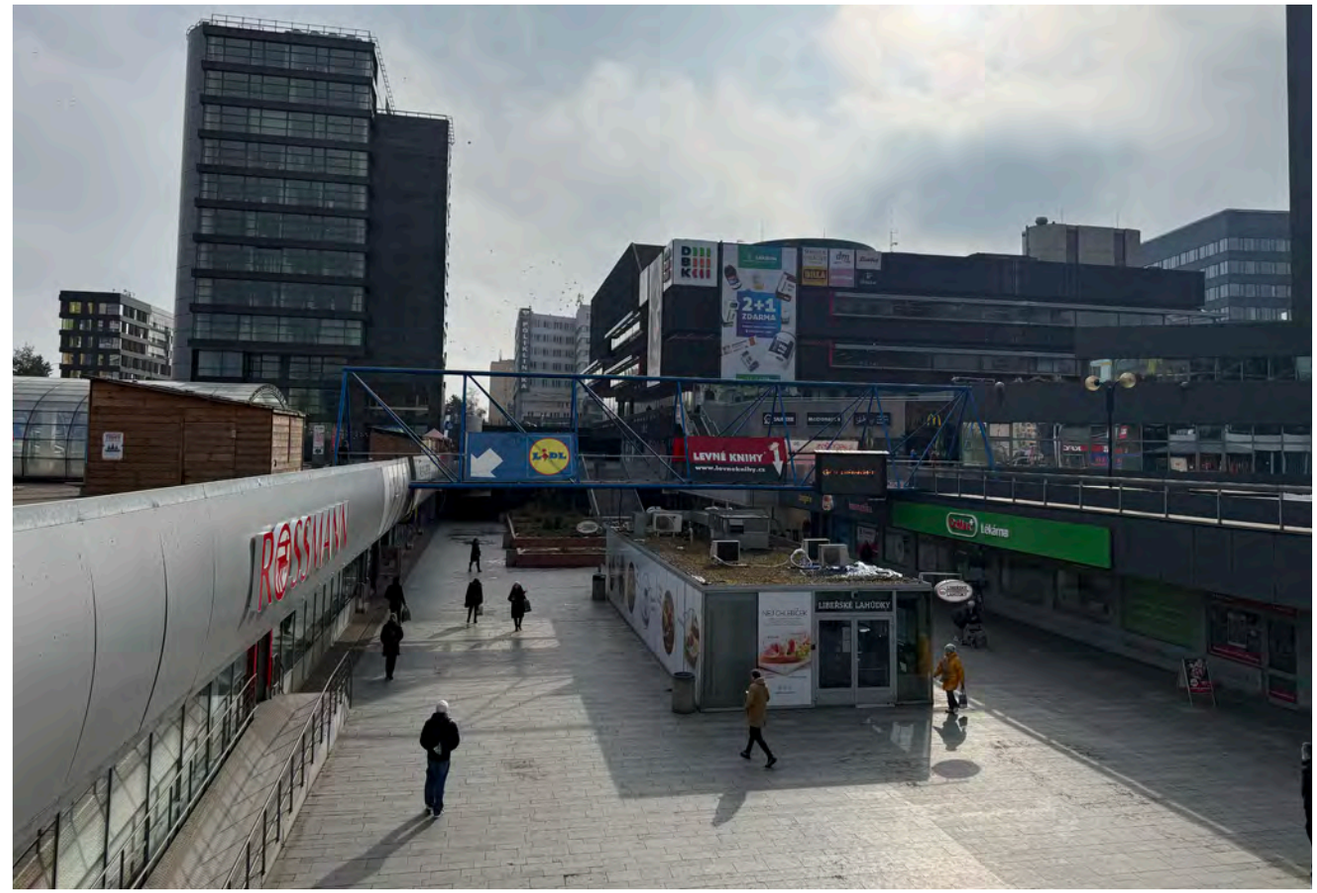


Figure 40 The sunken shopping arcade, known locally as the 'bathtub' or 'swimming pool', serves as the principal pedestrian route through the area, accommodating a high concentration of pedestrians, services and shops. However, the space is not particularly well maintained. Author: ONplan

Figure 41 The shopping arcade continues under Antala Staška Street as an underpass. Author: ONplan

Figure 43 View of the so-called Budějovické náměstí taken from the DBK building; the corner of Budějovická and Olbrachtova streets functions partly as a car park and partly as a market. The space is unsightly and poorly maintained. Author: ONplan

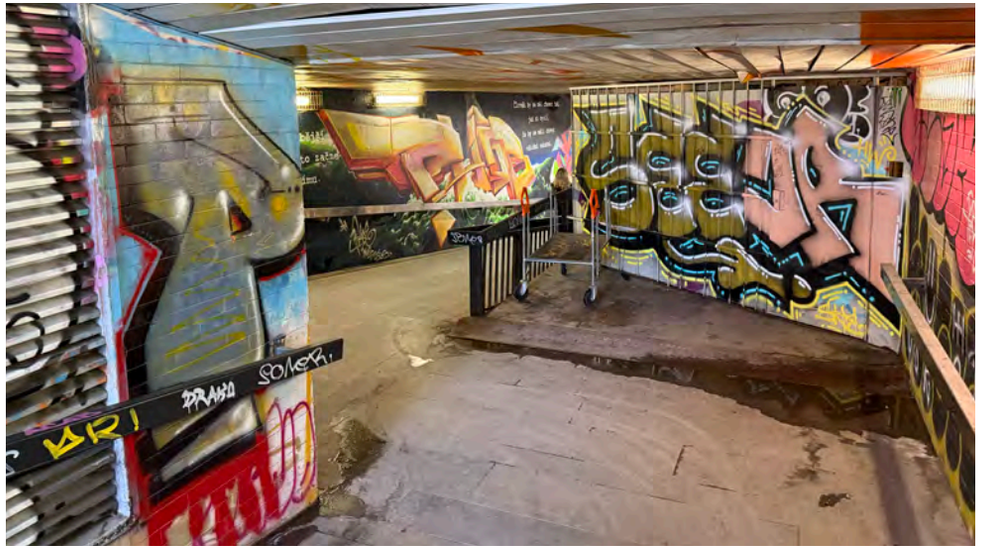
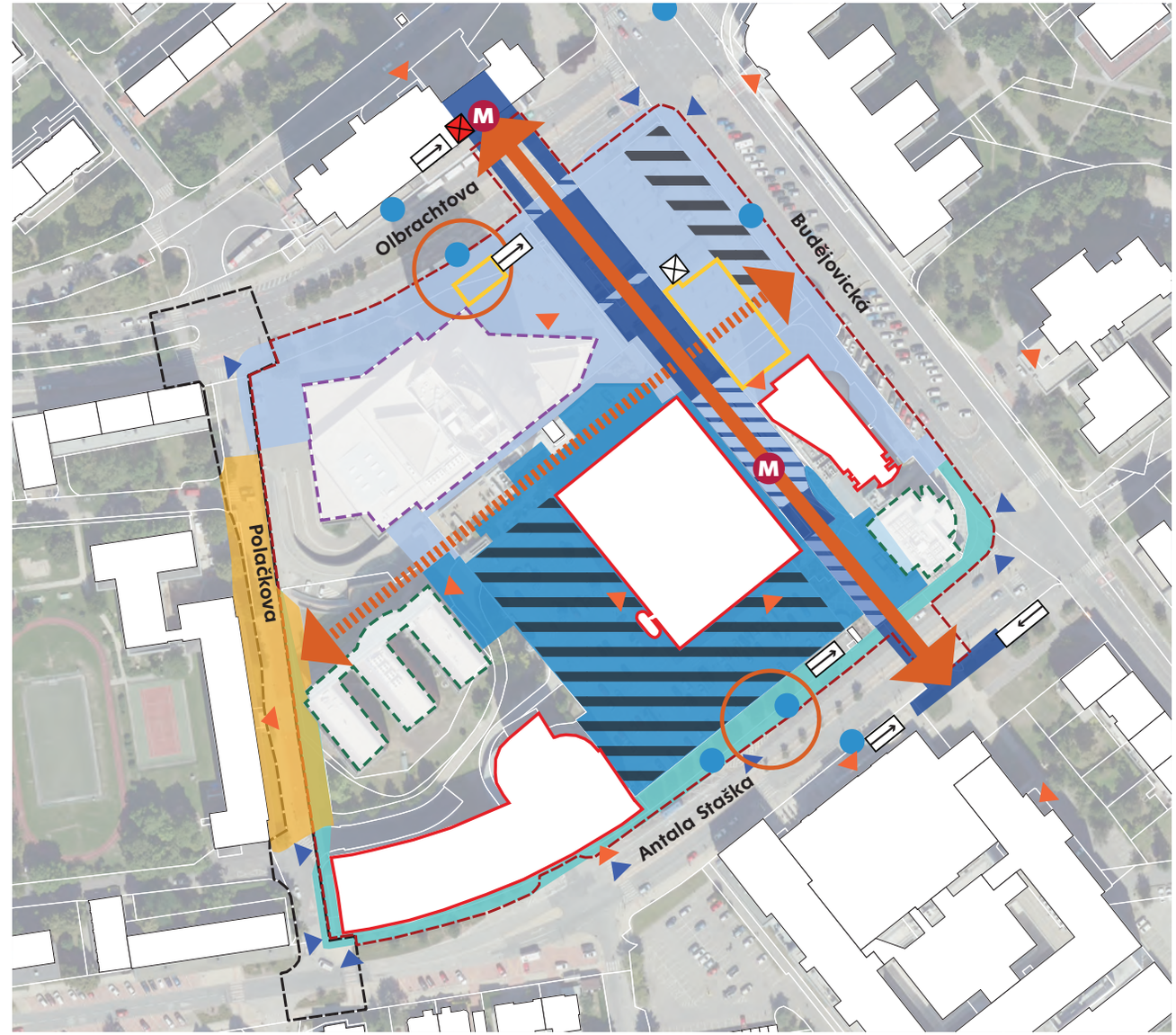


Figure 42 Access ramp from Antala Staška Street to the shopping arcade on the first basement level. Author: ONplan

Figure 44 Pedestrian zone in front of the primary school on Poláčkova Street. Author: ONplan

Spatial Analysis of the Competition Site

Diagram 5 Veřejná prostranství , Zdroj: ONplan



5.4 Blue-Green Infrastructure

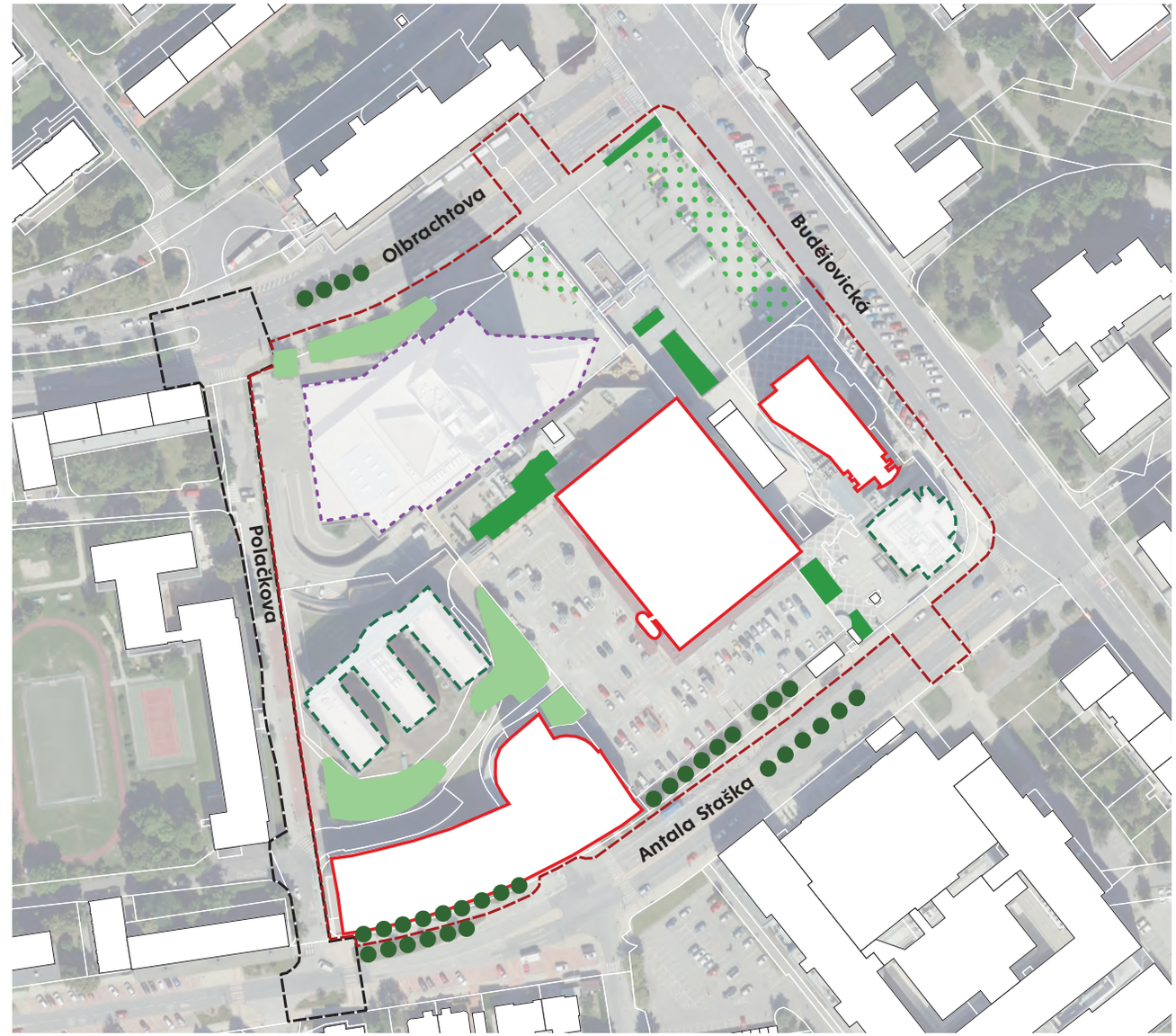
There are currently very few elements of blue-green infrastructure within the Competition Site. There are very few trees in the area that would provide shade and improve the microclimate. This situation is most evident in places with a higher concentration of people, such as bus stops. Trees are found only along Antala Staška Street and, to a lesser extent, Olbrachtova Street, with a few trees and grassed areas in the south-eastern part of the area. Raised flowerbeds and planters are located in the open shopping arcade/passageway.

The area lacks a comprehensive plan for rainwater management.

From the perspective of planting greenery, the problem is that most of the area lacks natural terrain.

Spatial Analysis of the Competition Site

Diagram 6 Diagram of green infrastructure in the Competition Site



competition site
competition area

Buildings within the Competition Site

buildings to be preserved
building designated for demolition
retention or demolition at the competitors' discretion

Blue-Green Infrastructure

planting beds
planters with vegetation
mature trees
trees planted along streets)

0m 20m 40m 60m 80m

Author: ONplan

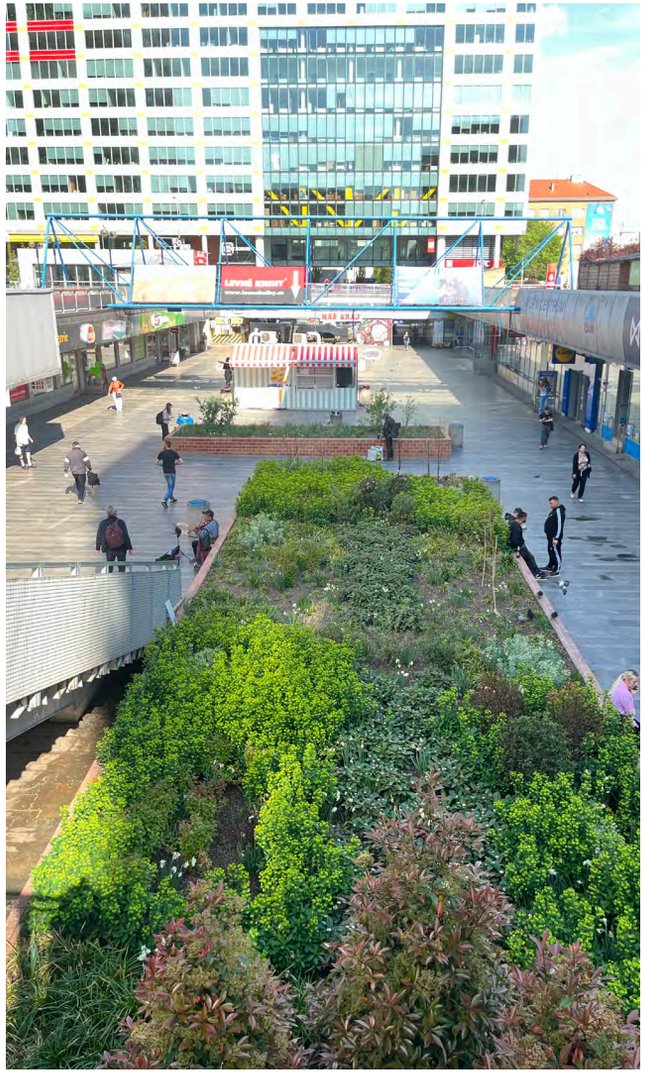


Figure 45 Raised beds in the open shopping arcade above the metro tunnel are one of the few examples of greenery in the north-eastern and eastern parts of the Competition Site. Author: ONplan

Figure 46 Raised beds with shrubs next to the car park at the DBK shopping centre. Author: ONplan

Figure 47 The wooden planters with pine trees and smaller concrete planters in front of the Česká spořitelna headquarters on Olbrachtova Street look unsightly and are not sufficiently maintained. Author: ONplan

Figure 48 Along the side of the Česká spořitelna building on Olbrachtova Street, there is some rather neglected greenery – mainly deciduous trees (of various species) and pines. A second row of trees runs down the central reservation of the street. Author: ONplan

Figure 49 The mature trees and lawns between the Česká spořitelna building on Poláčkova Street and Budějovická Avenue, and the DBK car park respectively, are the only larger green spaces in the Competition Site. Author: ONplan

Figure 50 Antala Staška Street is lined with a row of trees along the section next to the DBK car park; a second row of trees is located in the central reservation. In front of the Budějovická alej building, there are two further rows of trees, one of which includes a shrub layer. Author: ONplan

5.5 Environmental Quality

Air quality

For the Competition Site, the pollution load index[2] for the year 2025 was calculated to be in the range of 0.35–0.45. This is a value also measured in other parts of the wider centre of Prague. European air quality limits are met on an annual average. As in other parts of Prague, motor vehicle traffic is the largest source of air pollution in the Budějovická area. The highest traffic volumes affecting the area are generated by the North–South Arterial Road (5. května Street).

2 Pollution levels take into account the average concentrations of major pollutants, such as NO_2 (nitrogen dioxide), SO_2 (sulphur dioxide), O_3(ozone), PM10 and PM2.5 (particulate matter)

Figure 51 Air quality. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

Noise pollution

The area immediately adjacent to Budějovická Street is affected by noise from road traffic, as shown in Figure 52. Noise levels here reach up to 75 dB whereas in the central part of the Competition Site, noise levels are around 50 dB.

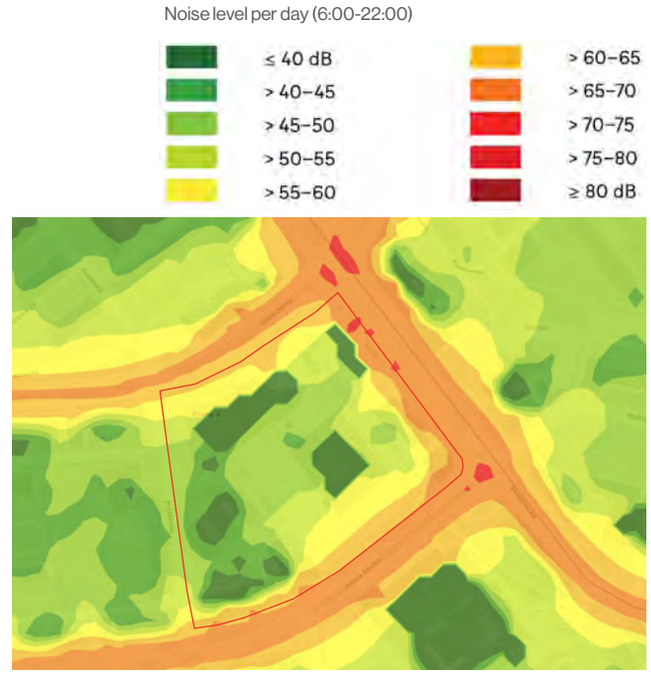


Figure 52 Noise pollution. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

Heat island

The Budějovická centre is not one of the areas of Prague significantly affected by the heat island effect. Nevertheless, the heat island phenomenon occurs in several places within the Competition Site. The most significant factors causing this phenomenon are deficiencies in green-blue infrastructure, high building density and extensive paved areas.

Significant impacts of climate change are expected in Prague, which may further intensify the negative effects of the urban heat island effect. These namely include the rise in average annual temperatures, more frequent heatwaves and periods of drought. It is therefore desirable to mitigate these impacts as much as possible.

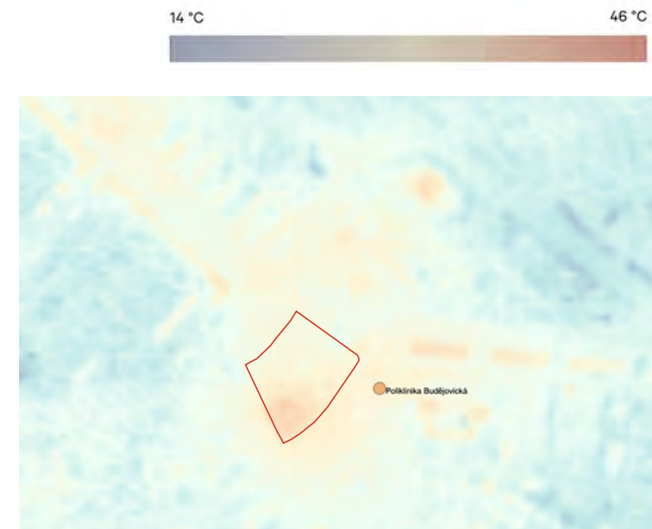


Figure 53 Heat island. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

5.6 Civic Amenities

The character of the Competition Site is strongly shaped by its transport function, centred on a metro station, multiple bus stops and a planned tram line. As a multimodal public transport hub, the area supports high footfall, fluctuating pedestrian flows and predominantly short term visits. Local amenities therefore cater mainly to everyday needs, affordable services and fast food outlets. The area lacks a representative urban ground floor environment, high quality public spaces for longer stays and a broader range of cultural and social functions that would correspond to the potential of such an important transport node and its role as a community centre for the district, located in the immediate vicinity of the Prague 4 Municipal Office.

Public administration

The Prague 4 District Office is currently housed in rented premises in a building on Antala Staška Street. The District has long considered constructing a new purpose built administrative facility.

The Budějovická Health Centre, the largest non-state outpatient facility in Prague, is located in the immediate vicinity of the Competition Site. It offers around 40 specialist clinics, ranging from general practitioners for adults and children, dentistry, gynaecology, internal medicine, ENT, rehabilitation and many others. The Lexum Eye Clinic, which serves a wider region, is also located in the same building as the Budějovická Polyclinic.

Education

In the immediate vicinity of the Competition Site are Poláčkova Primary School (with a capacity of around 350 pupils); Fillova Nursery School (capacity of around 110 pupils) and Budějovická Grammar School (a multi-year grammar school with a capacity of around 500 students). Bítovská Primary School (with a capacity of around 500 pupils) is also located near the competition area. A significant institution is the Institute of Postgraduate Education in Healthcare, which is based in the ILF Hotel.

Figure 54 Prague 4 District Office and Budějovická Health Centre. Author: ONplan

Figure 55 Budějovická Grammar School. Source: Google Maps, maps.google.com

Figure 56 Poláčkova Primary School. Source: LOXIA, 2004

Culture and sport

Infrastructure for cultural and leisure activities is minimal in the Competition Site. The lack of quality public spaces designed for socialising also limits spontaneous social activities. The nearest community centre is located in the Habrovka estate, which serves as a venue for community, cultural and educational events (e.g. workshops, gatherings or smaller cultural programmes). Located directly within the Competition Site is the private cultural venue Story B, which organises lectures and other cultural programmes. The location also serves as a venue for events.

The area also lacks significant sports facilities. A fitness centre is available in the DBK shopping centre, next to which is also a small children's playground. There are more playgrounds for younger children in the vicinity of Budějovická. and Sports facilities for football, tennis, athletics and other activities are available at the Poláčkova Primary School, Bítovská Primary School and Budějovická Grammar School.

Figure 57 Children's playground at the DBK shopping centre. Author: ONplan, 2026

Commercial facilities

The DBK shopping centre is the main commercial hub of the area. It offers a wide range of services and shops, including a supermarket, a drugstore, a pharmacy, smaller fashion and clothing shops, stationery and bookshops, electrical goods and small consumer goods, cafés and fast food places, bank branches and ATMs, etc.

The ground floors of the buildings and the arcades within the Competition Site host a large number of shops of various types and services. On the underground levels at the corner of Budějovická and Antala Staška streets is a Lidl supermarket. The nature of the services corresponds to the environment of a heavily frequented metro station – predominantly affordable, utilitarian and businesses with high customer turnover. The aesthetic appeal of the ground floor is uneven and visually cluttered with advertising. Retail and service premises are also located in the section of the ground floor adjacent to the Budějovická alej building facing Antala Staška Street.

The ILF Hotel is located adjacently, and offers accommodation, conference and congress halls, a restaurant and additional services for both short-term and business stays.

Figure 58 Shops and services in the arcade. Author: ONplan, 2026

Figure 59 Shops and services in the arcade. Author: ONplan, 2026

Figure 61 Entrance to the LIDL store from the arcade. Author: Wikimedia Commons, commons.wikimedia.or

Figure 60 Shops and services in the arcade. Author: ONplan, 2026

Figure 62 Interior of the DBK shopping centre. Author: Blesk, blesk.cz

Office spaces

The area is home to the headquarters of Česká spořitelna, situated in four main buildings on Budějovická, Poláčkova and Olbrachtova streets. The bank is currently constructing a new headquarters in Prague's Smíchov district, specifically as part of the Smíchov City project, with completion planned for 2027–2028. Administrative functions will remain in the Alej Budějovická building and the building on Budějovická Street.

Administrative functions in the area are also represented by The Square (headquarters of the State Environmental Fund of the Czech Republic) and Budějovická alej, where office spaces are also leased.

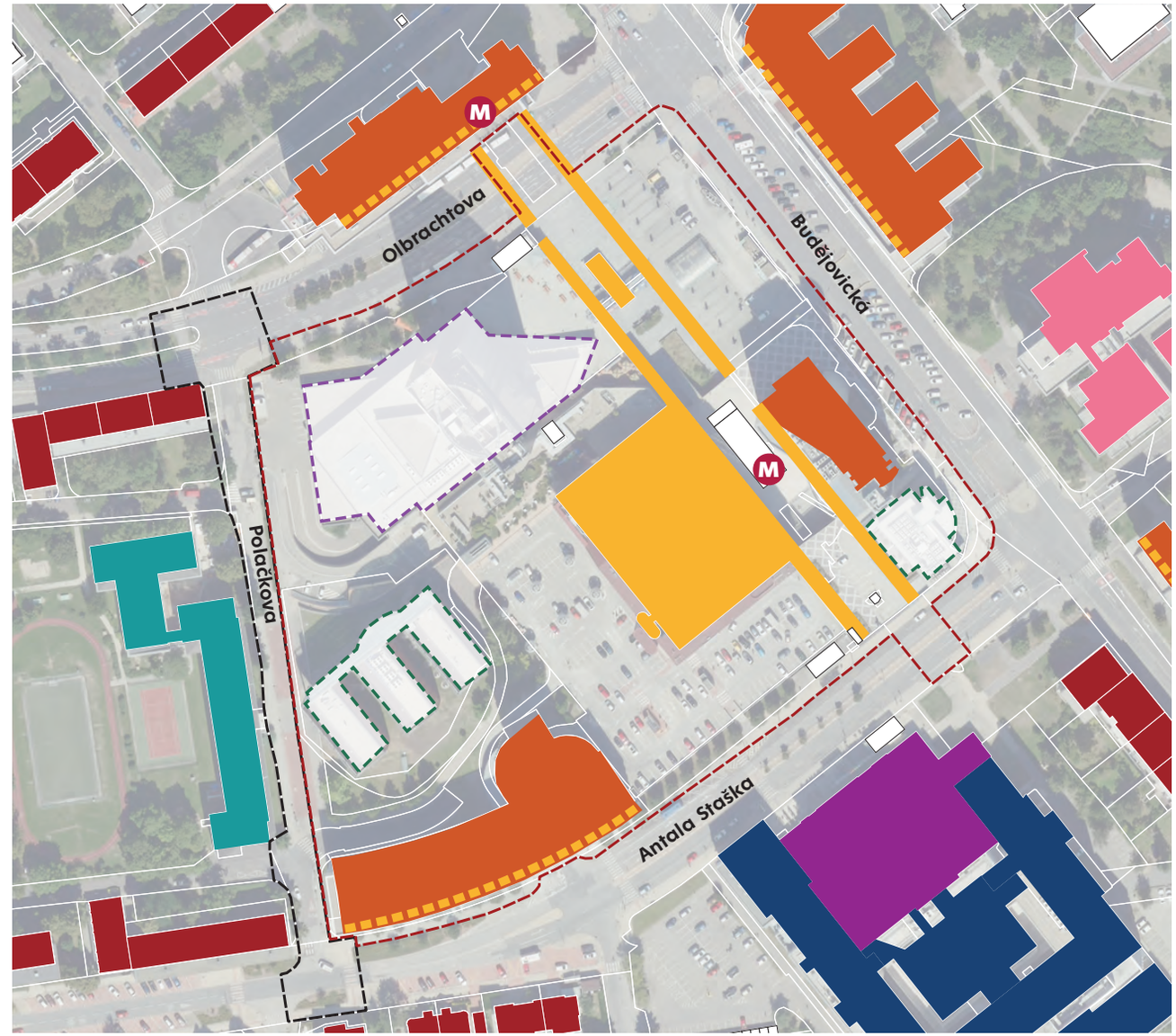
Impact of the development on public amenities

The Competition will assess the overall capacity of the site and its development potential. The resulting development capacity will subsequently be discussed in greater detail with the City of Prague and the Prague 4 Municipal District. Once the capacity is further refined, the requirements for public amenities will be addressed in detail, particularly with regard to schools, kindergartens, healthcare facilities, and cultural or community functions.

Figure 63 Česká spořitelna's office buildings. On the right of the photo is The Square office building. Source: Penta Real Estate

Spatial Analysis of the Competition Site

Diagram 7 Diagram of civic amenities, Author: ONplan, 2026



competition site
competition area
retention or demolition at the competitors' discretion
building designated for demolitioni
retail and services
offices
public administration
primary school
polyclinic
hotel
residential
active ground floor
M metro entrances

0m 20m 40m 60m 80m

Author: ONplan

5.7 Transport and Mobility

Public Transport

Accessibility of the Competition Site by public transport is very good, thanks to the direct connection to the 'Budějovická' metro station on line C and to the adjacent stops of the same name on urban and suburban bus routes of the Prague Integrated Transport (PID) system on Olbrachtova and Antala Staška streets. The Budějovická metro station serves around 75,000 passengers on weekdays. The Budějovická and Poliklinika Budějovická bus stops together serve around 50,000 passengers on weekdays.

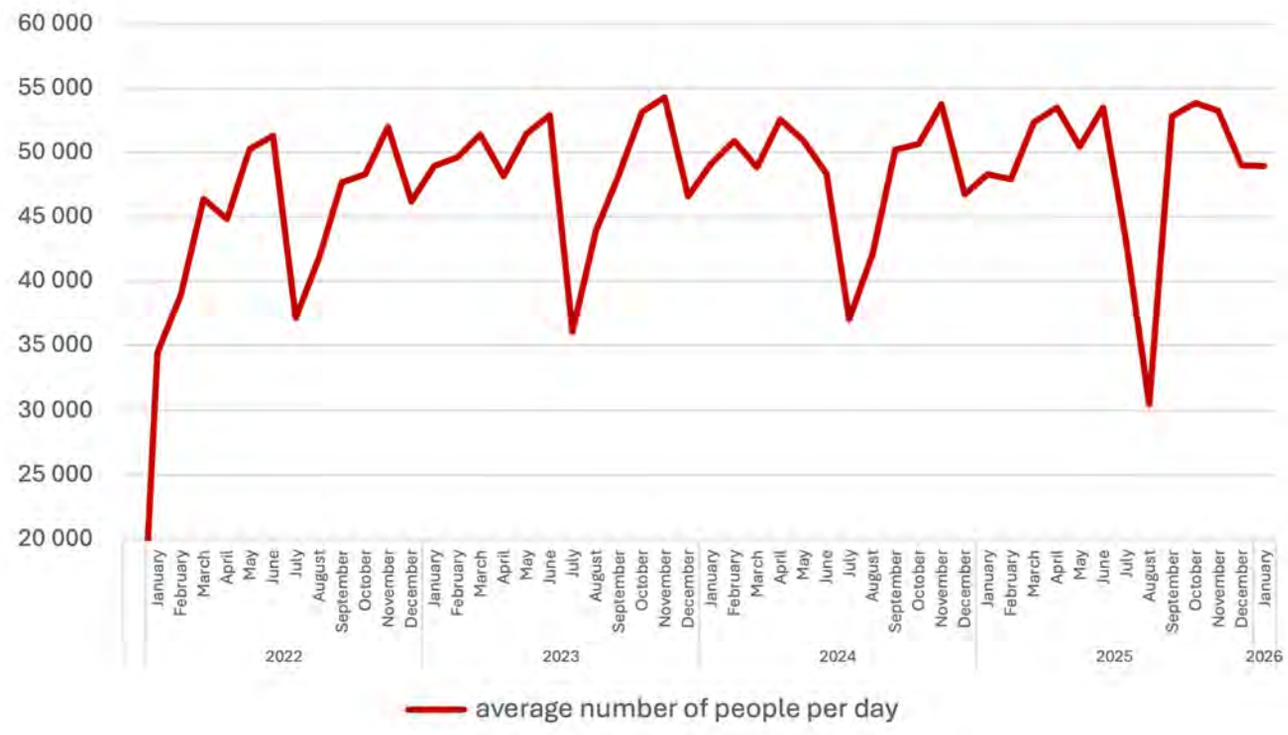
Metro

The Prague Metro, operated by the Prague Public Transport Company, is the backbone of the public transport system. The current network consists of three lines – A, B and C – with a total length of 65.4 km and 61 stations. The network serves the city centre as well as major residential and business areas in all directions and carries over a million passengers daily.

Metro Line D is currently under development, intended to serve the southern part of the city and relieve the current transport burden in that direction. The planned opening of the Pankrác – Nové dvory section is in 2032. The interchange station for Line C is located approximately 900 metres from the Competition Site, at Pankrác station. For Budějovická Street itself, improved metro coverage of the southern part of the city could mean a shift of some bus services to the metro. The precise impact of any reduction in bus services in the Competition Site will only become clear as the launch date for Metro Line D approaches.

On weekdays, passenger turnover at Budějovická metro station – that is, the number of people entering or exiting the metro here – is around 75,000. At weekends, it is approximately 20,000. The average is just under 50,000. Chart 2 shows the trend in the average daily number of passengers over the course of the year and in recent years.

Chart 2 Average daily number of metro passengers at Budějovická station by month for 2022–2026, Source: https://data.praha.eu/dashboardy/automaticke-scitace-cestujicich-MHD, adapted by ONplan



The exits from Budějovická metro station form a direct part of the shopping arcade on the first underground level. From there, several exits can be used to reach the level of the adjoining public spaces (see Diagram 8).

Figure 64 Entrance to the metro from the shopping arcade on the first underground level. Author: ONplan, 2026

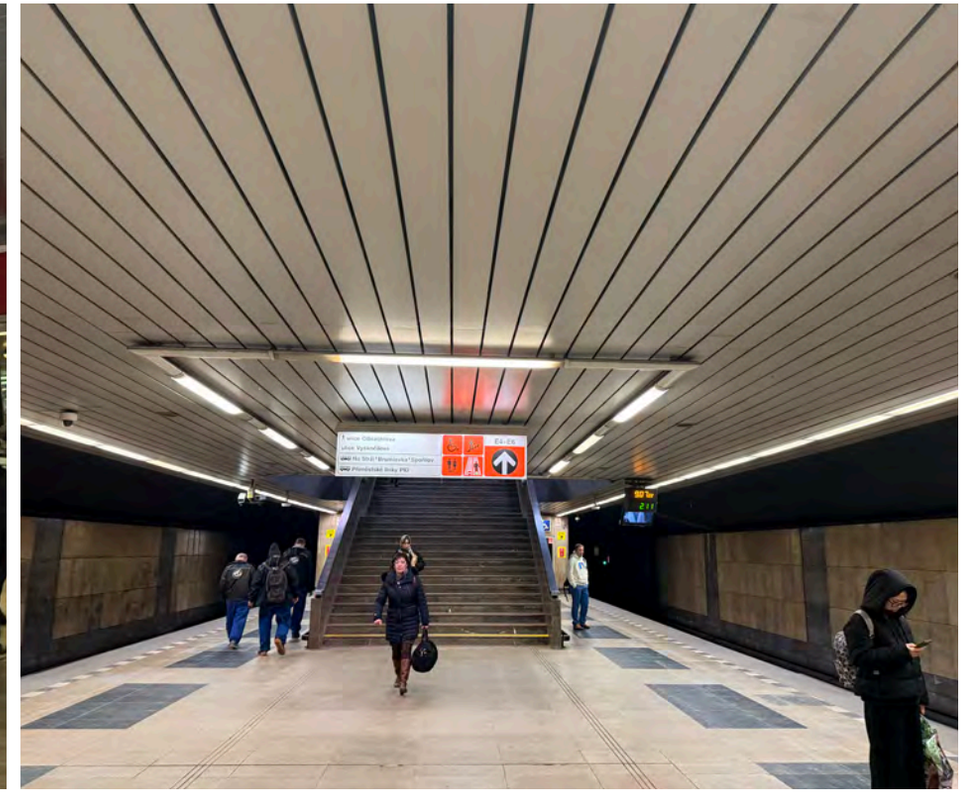


Figure 65 Exit from the metro station towards Olbrachtova Street. Author: ONplan, 2026

Buses and Trams

The Competition Site is home to the major bus stops Budějovická and Poliklinika Budějovická. Together, they handle a daily passenger number of almost 50,000 on weekdays and are served by a total of thirteen routes operated by both public and private transport providers. The Budějovická stops are busier, accounting for three-fifths of the total daily passenger volume.

A bus turning area is located between Olbrachtova Street and Pacovská Street, adjacent to the roundabout. It is currently used by suburban Prague Integrated Transport (PID) services and contract transport operators. This arrangement is expected to be modified as illustrated in Figure 97 – Proposed Tram Turning Loop Layout.

A new tram line is planned for Olbrachtova Street, with shared tram and bus stops located on the tram track, with the inclusion of a turning loop for trams; for further details, see Chapter 5.9 Planned projects.

Figure 66 Exit from the shopping arcade on the first basement level to the Poliklinika Budějovická stop. Author: ONplan, 2026

Figure 68 Budějovická bus stop, on Olbrachtova Street, within the Competition Site. Author: ONplan, 2026

Figure 67 Canopy over the exit from the shopping arcade on the first underground level to the Poliklinika Budějovická stop, on Antala Staška Street. Author: ONplan, 2026

Figure 69 Budějovická bus stop, in the area in front of the Square building on Olbrachtova Street. Author: ONplan, 2026

Pedestrian Access

Pedestrian access to the Competition Site via the roads bordering it is provided via crossings at the junctions of Olbrachtova × Poláčkova, Olbrachtova × Budějovická, Budějovická × Antala Staška and Antala Staška × Poláčkova, and two crossings across Antala Staška Street (see Diagram 7). Access is currently largely determined by the Prague Integrated Transport stops.

The most significant pedestrian link is provided by the shopping arcade on the first basement level, which connects the metro exits and bus stops on Olbrachtova and Antala Staška streets. There is essentially no east–west connection; where possible, access is limited to short sections through or over buildings.

Figure 71 Pedestrian crossing by the Budějovická alej building. Author: ONplan, 2026

Figure 73 Passage through the building on the corner of Budějovická and Antala Staška streets. Author: ONplan, 2026

Figure 70 Pedestrian crossing on Antala Staška Street next to the Poliklinika Budějovická stop. Author: ONplan, 2026

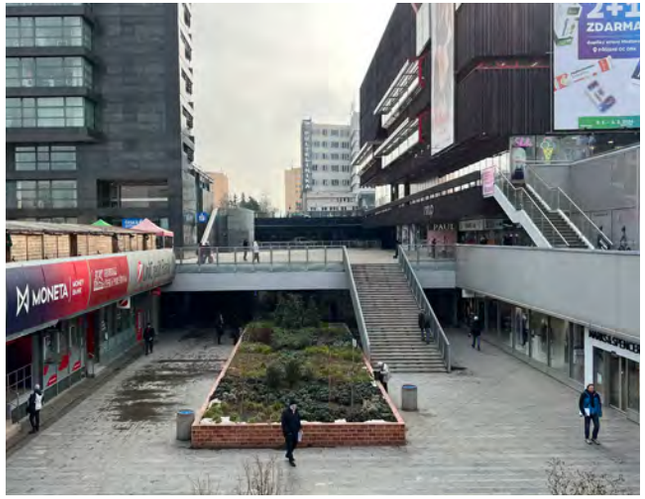


Figure 72 View of the shopping arcade on the first basement level, which is the main pedestrian route in the area. In the centre is the central staircase leading to the level of the office building on Budějovická Street; on the right is the staircase to the car park level and the rear entrance to the DBK. Author: ONplan, 2026

Figure 74 Pedestrian passage between the Poláčkova and Budějovická alej buildings. Author: ONplan, 2026

The connection between the various levels of the public spaces (see Diagram 8) is provided by a system of staircases, escalators, ramps and footbridges. The current layout is confusing and presents significant barriers.

Barrier-free access from Budějovická Street to the shopping arcade on the first basement level is provided by a lift near the Lidl store, or via a ramp from the junction of Antala Staška and Budějovická Streets. Barrier-free access from the arcade to the underground is provided by a lift, which is part of the northern metro exit (see Diagram 8).

Figure 76 Staircase connecting the area around the Poláčkova building with the area around the Česká spořitelna building on Olbrachtova Street. Author: ONplan, 2026

Figure 78 Footbridge over the shopping arcade on the first basement level. Author: ONplan, 2026

Figure 75 Exit from the shopping arcade on the first basement level through the Square building onto Pacovská Street. Author: ONplan, 2026

Figure 77 Access from the Poliklinika Budějovická bus stop to the car park and the rear entrance to the DBK building. Author: ONplan, 2026

Figure 79 Photograph of the entrance to the Lidl building with a lift from the car park on the corner of Budějovická and Olbrachtova streets, providing a barrier-free connection between the shopping arcade on the first basement level and the street area at ground level. Author: ONplan, 2026

Most of Poláčkova Street in front of the primary school serves solely as a space for pedestrians and cyclists.

Figure 80 Pedestrian crossing over the service road connecting the Poláčkova office building to the area in front of Poláčkova Primary School, with a traffic regime of a footpath with cyclists permitted. Author: ONplan, 2026

Figure 81 The area in front of the main entrance to Poláčkova Primary School, designated as a pedestrian path with cyclists permitted. Author: ONplan, 2026

Cycling

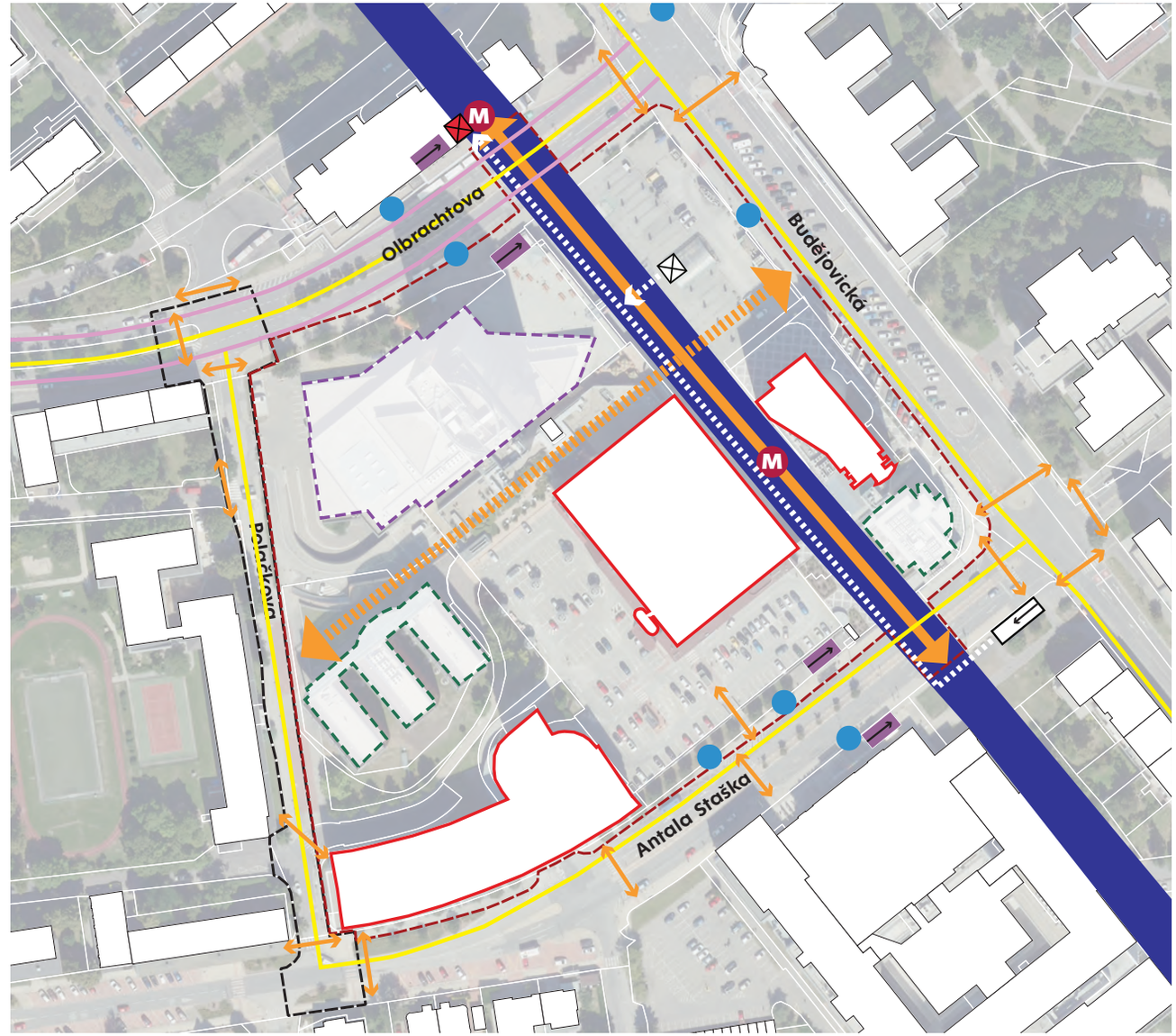
Cycling infrastructure along Olbrachtova Street is currently provided by a dedicated cycle lane, which transitions into a shared bus and cycle lane towards the intersection with Budějovická Street. Advanced stop boxes for cyclists are installed on all approaches to the Olbrachtova × Budějovická junction. Designated cycling routes run along Poláčkova, Antala Staška and Budějovická Streets. The design of cycling infrastructure shall follow the principles set out in the Prague Active Mobility Standards.

Figure 83 Cycling infrastructure at the Olbrachtova x Poláčkova junction. Author: ONplan, 2026

Figure 82 Cycling infrastructure on Olbrachtova Street. Author: ONplan, 2026

Spatial Analysis of the Competition Site

Diagram 8 Public transport, walking and cycling



competition site
competition area
buildings to be preserved
retention or demolition at the competitors' discretion
building designated for demolition
entrances to the metro level
access to the arcade level – stairs
barrier-free access to the arcade – ram
barrier-free access to the arcade – lift
barrier-free access to the metro – lift
barrier-free route from street level to the metro
main pedestrian route through the site
missing east–west pedestrian connection
pedestrian access points to the site
bus stops
metro tunnel
designated cycling route
cycling infrastructure within the street network

0m 20m 40m 60m 80m

Author: ONplan

5

Car Traffic

In terms of wider traffic links, the Competition Site occupies an advantageous location with direct access to Olbrachtova Street. In one direction, Olbrachtova connects via Vyskočilova Street to the 5. května arterial road and the Prague city centre; in the opposite direction, via Na Strži Street, it provides access to the Jižní spojka (South Connecting Road) and the Prague City Ring Road.

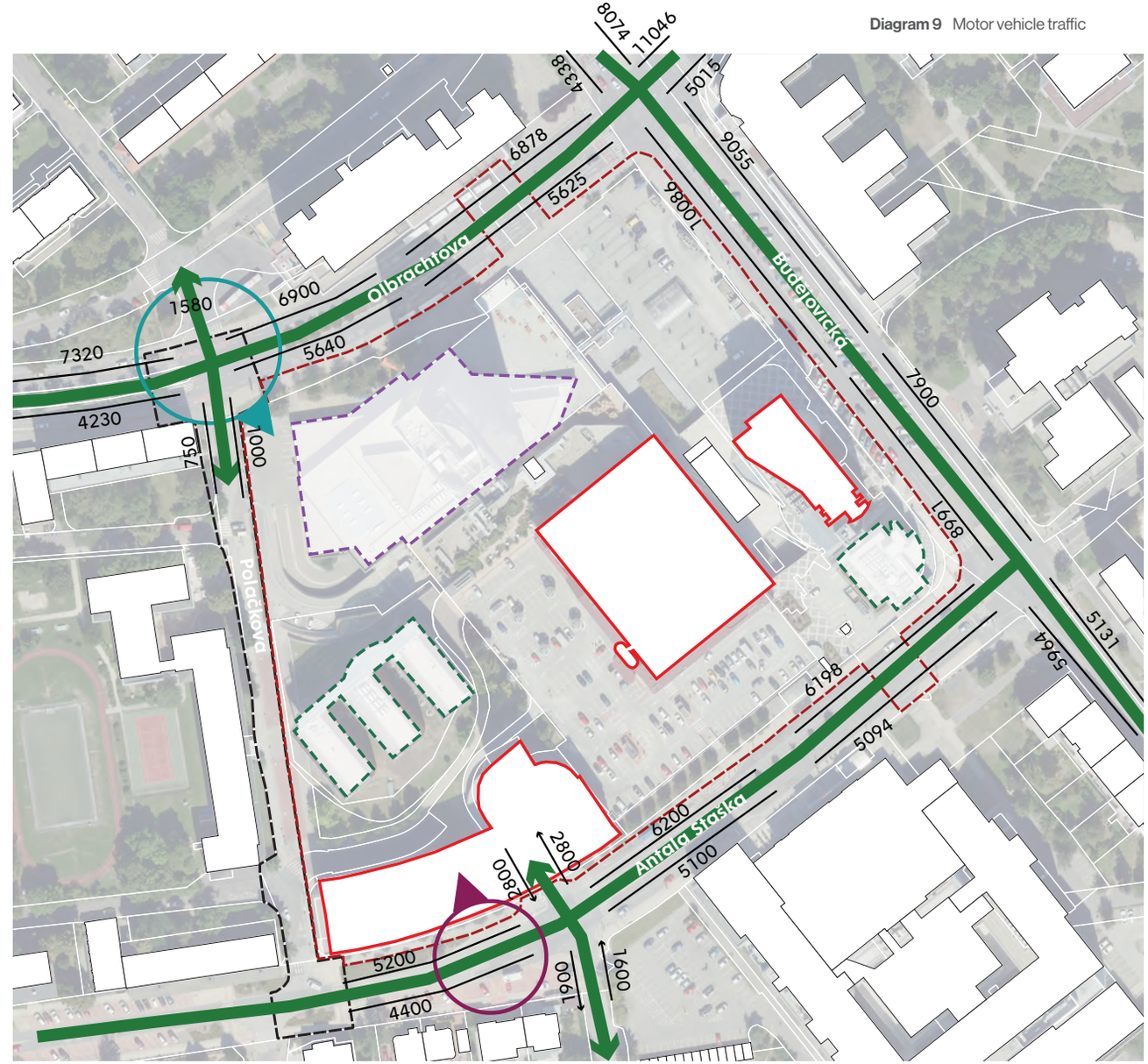
The site itself is accessed from Olbrachtova and Antala Staška streets. The Olbrachtova × Poláčkova intersection provides access to the car park beneath the Česká spořitelna building, with a capacity of 65 spaces, and to the car park beneath the Poláčkova office building, with a capacity of 350 spaces. The intersection also serves as an exit route for vehicles from the adjacent Antala Staška housing estate.

The Antala Staška × Poláčkova intersection forms as the entrance to the Antala Staška housing estate and directs cars into the underground section of the DBK car park. The surface section of the DBK car park is connected via a passage through the Budějovická alej building, where approximately 2,800 passenger vehicle entries are recorded daily on working days. The Lidl outdoor car park has a capacity of 28 spaces.

In total, the Competition Site accommodates almost 1,000 parking spaces, of which nearly 800 are located underground, with the remainder at ground level.

Spatial Analysis of the Competition Site

Diagram 9 Motor vehicle traffic



competition site
competition area
buildings to be preserved
retention or demolition at the competitors' discretion
building designated for demolition
anticipated vehicular access for Phase 1
anticipated vehicular access for Phase 2
daily traffic volume (vehicles/24 h)

0m 20m 40m 60m 80m

Author: ONplan

Diagram 10 Stationary traffic

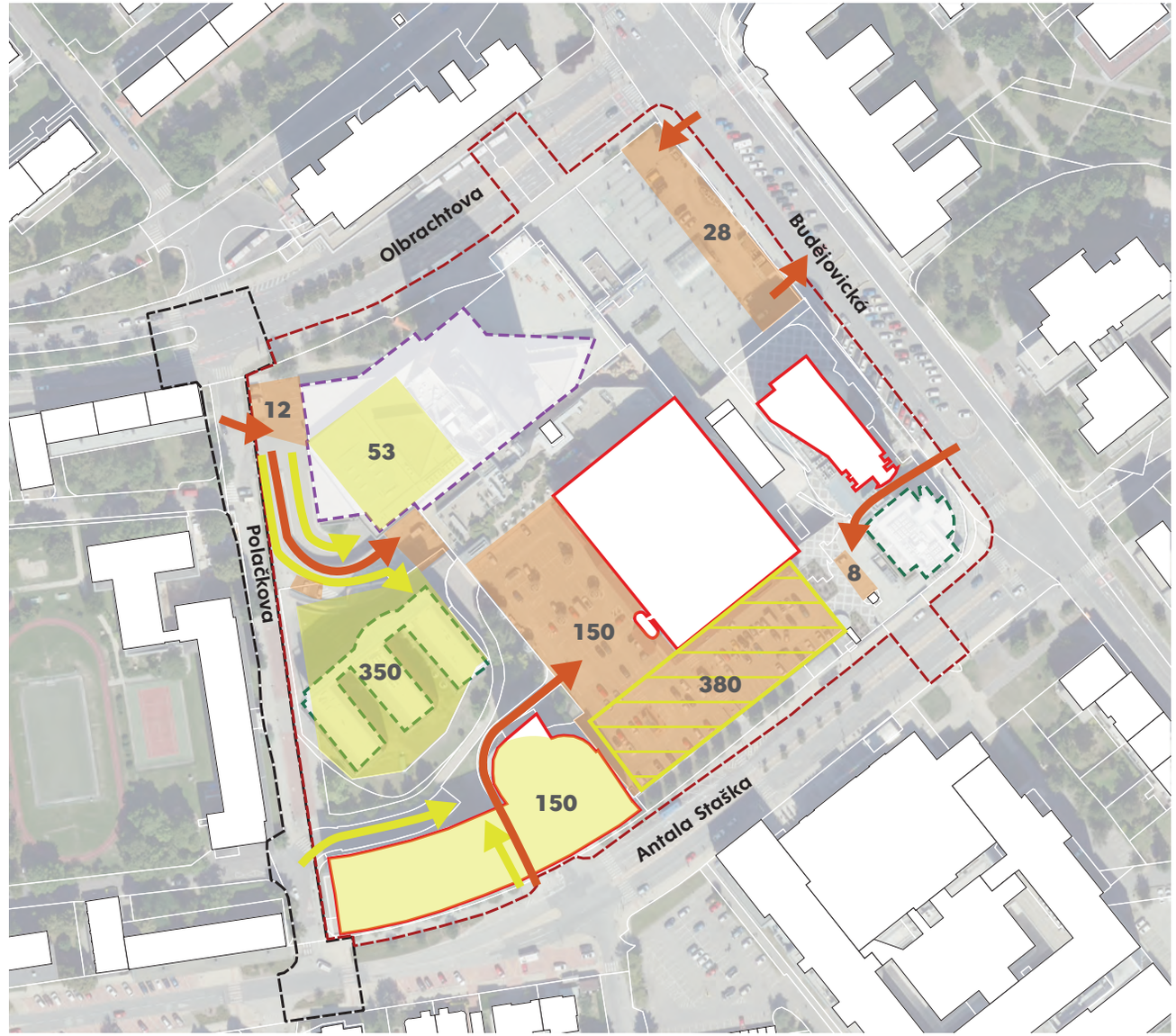


Figure 84 Entrance to the Budějovická alej building, and through it to the internal surface car park at DBK. Author: ONplan, 2026

Figure 85 Entrance to the Budějovická alej building, and through it to the internal surface car park at DB. Author: ONplan, 2026

Figure 86 View across the DBK surface car park towards the Prague 4 District Office. Author: ONplan, 2026

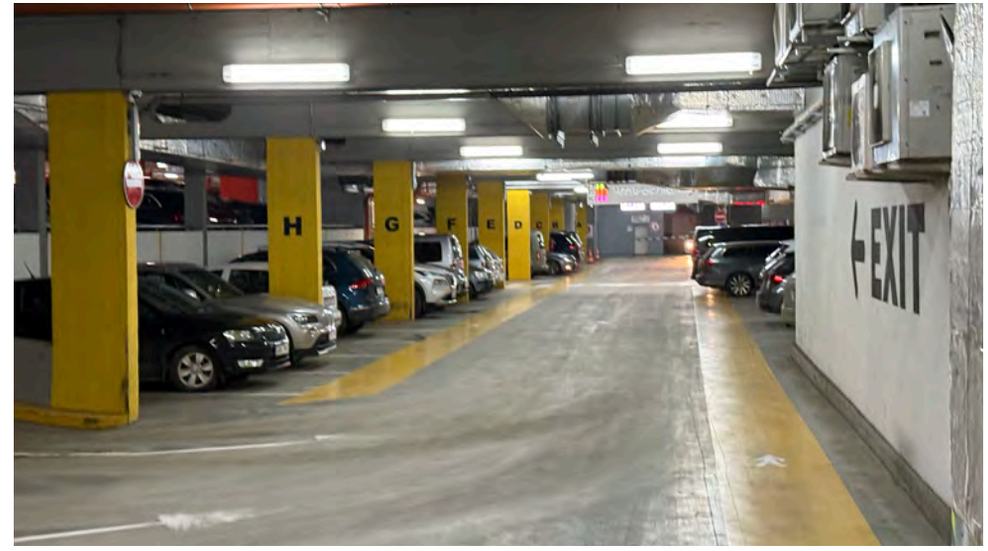


Figure 87 DBK underground car park. Author: ONplan, 2026

A Traffic Engineering Study was prepared for the purposes of the competition, Ateliér PROMIKA s.r.o., 2026 (the document is attached as Annex P2 to the Brief). Based on currently available information, the study focuses on the performance of the junctions which are directly affected and examines two options for connecting the area to the road network: via the Olbrachtova x Poláčkova junction and via a combination of the Olbrachtova x Poláčkova and Antala Staška x Na Krčské stráni junctions. The study works with two development phases as well as with parking and housing capacities based on the vision for the area set out in the competition brief. The traffic generated by the project is calculated from the number of parking spaces and reflected in the intersection traffic flow diagrams. The study concludes that all assessed junctions in both variants and in all scenarios meet capacity requirements with a margin to spare. At the same time, it notes that the assessment is indicative and must be updated according to the actual capacities of the design, i.e. after the competition has concluded. The transport design solution must also be coordinated with the plan to construct a tram line.

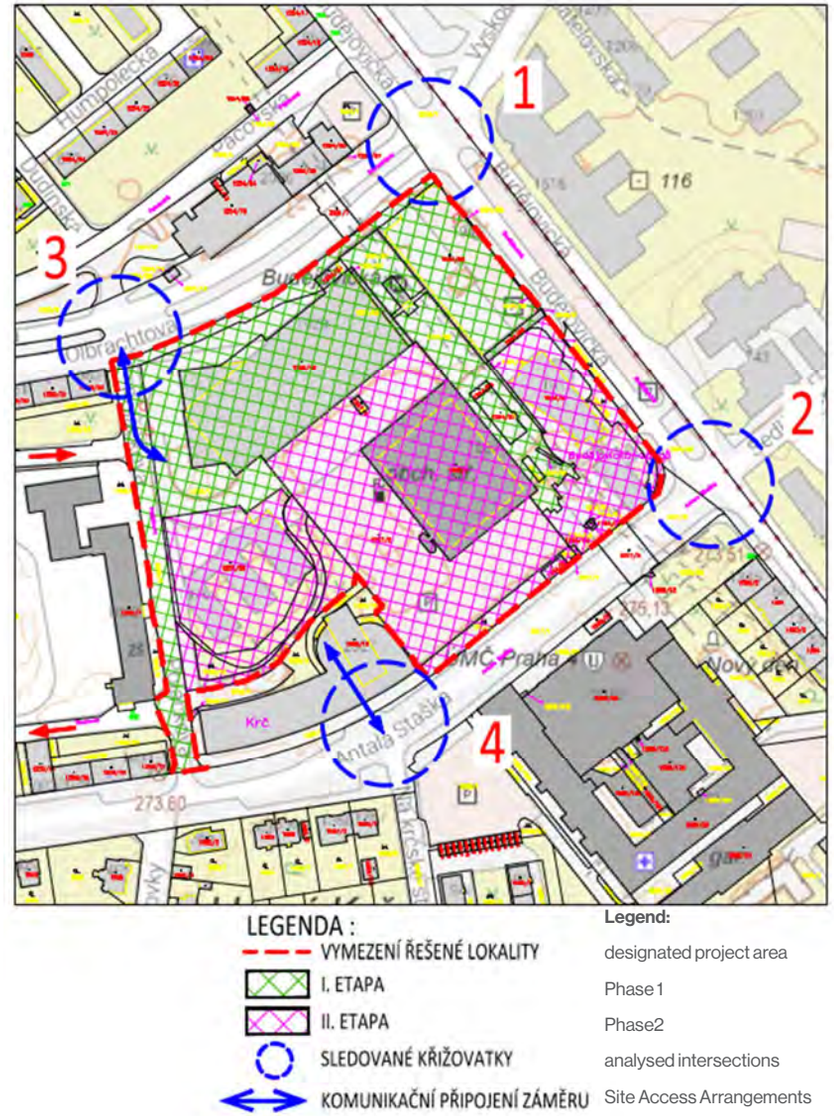


Figure 88 Diagram of the assessed development from the traffic study, Source: Atelier PROMIKA s.r.o.

Safety

Due to the relatively high intensity of car traffic, traffic accidents occur within the Site. The highest concentrations are recorded at the Budějovická × Olbrachtova intersection, along Antala Staška Street near the entrance to the Budějovická Alej building, and in the vicinity of the parking bays located in the centre of Budějovická Street.

Pedestrian collisions are also significant, particularly at the pedestrian crossings between the Poliklinika Budějovická bus stops and at the intersections of Budějovická × Olbrachtova and Budějovická × Antala Staška.

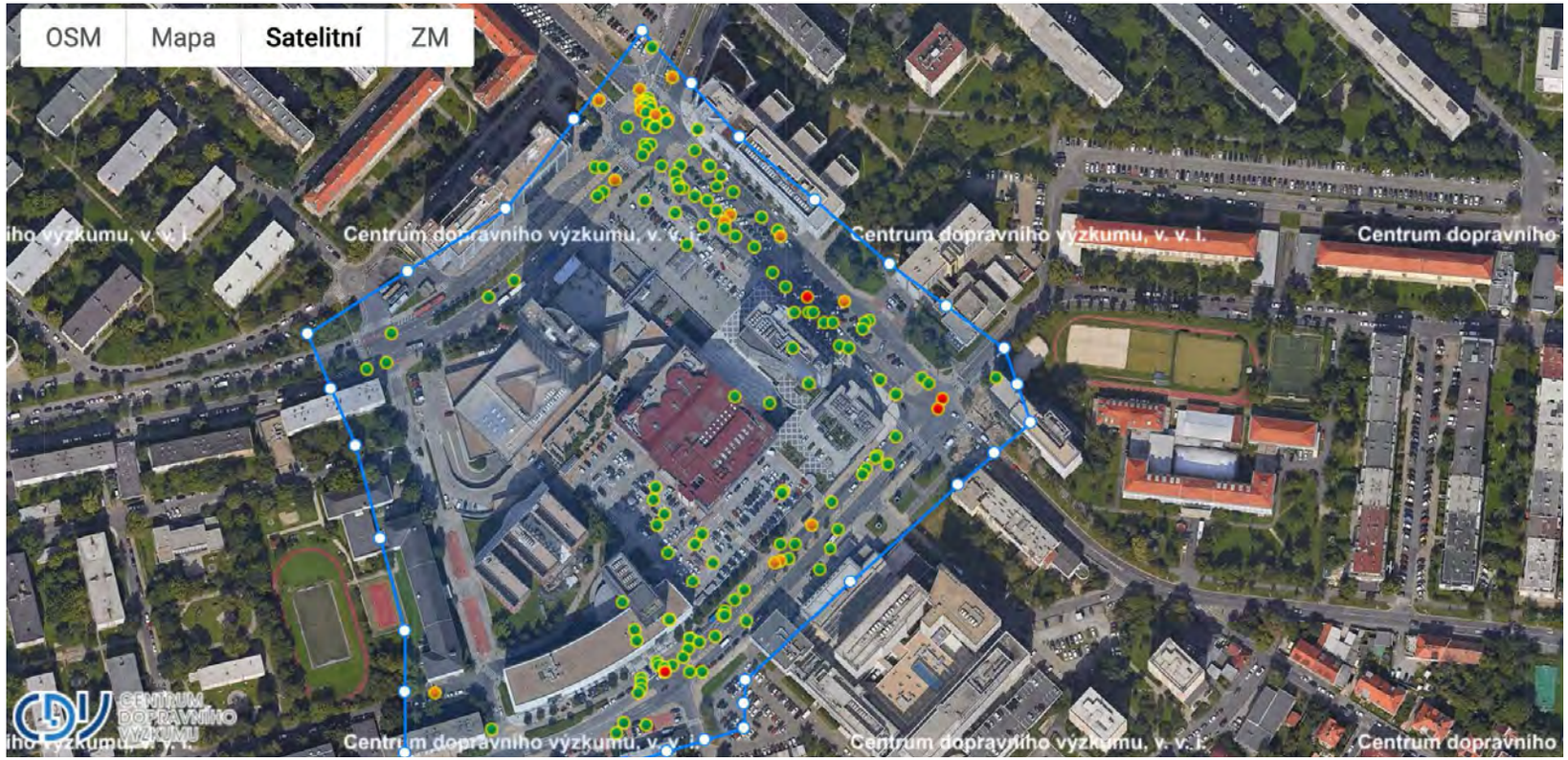


Figure 89 Recorded traffic accidents 2021–2026. Source: Dopravní nehody v ČR, nehody.cdv.cz

5.8 Technická infrastruktura

The Site is fully connected to the utilities such as electricity distribution network, water supply, sewerage system, gas pipeline, telecommunications network and district heating system. The backbone networks run along the perimeter of the Site. Any resulting constraints are described in section 5.10. The routing of the individual technical infrastructure networks is shown in Figures 90 to 95 and is also provided to competitors in DWG format as Annex M4 to the tender documentation.

Zásobování vodou

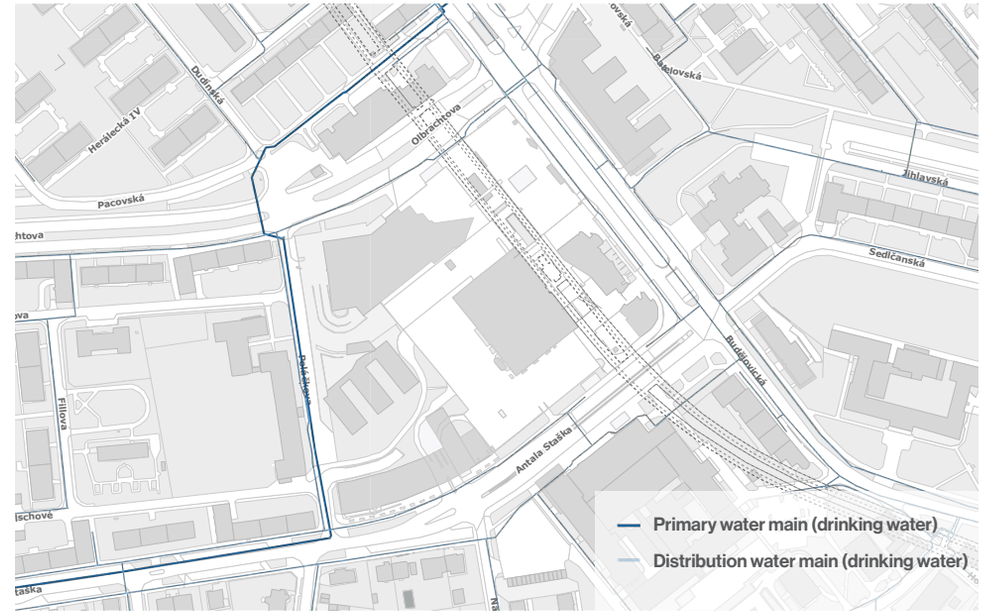


Figure 91 Water supply. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

Electricity supply

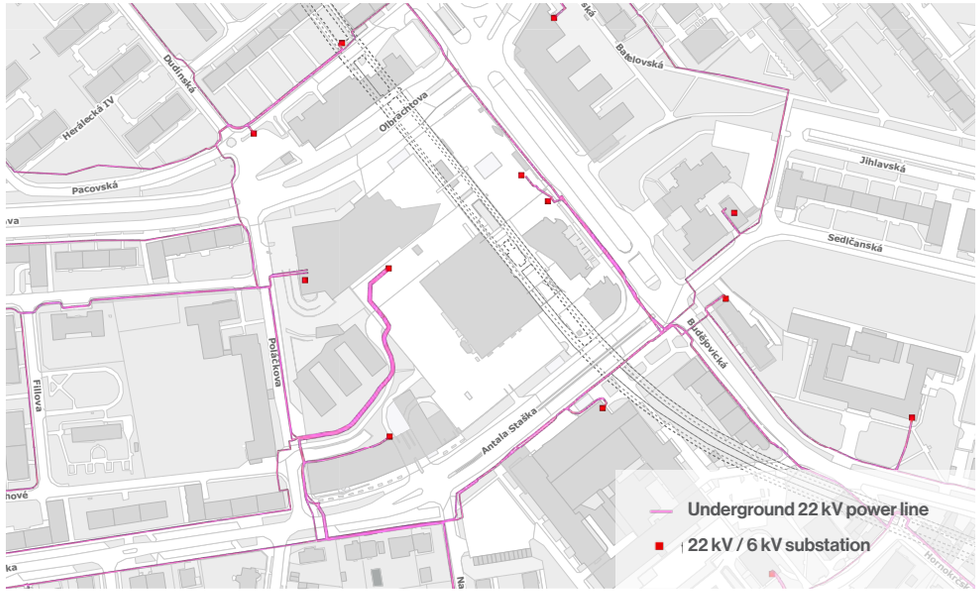


Figure 90 Electricity supply. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

Sewerage

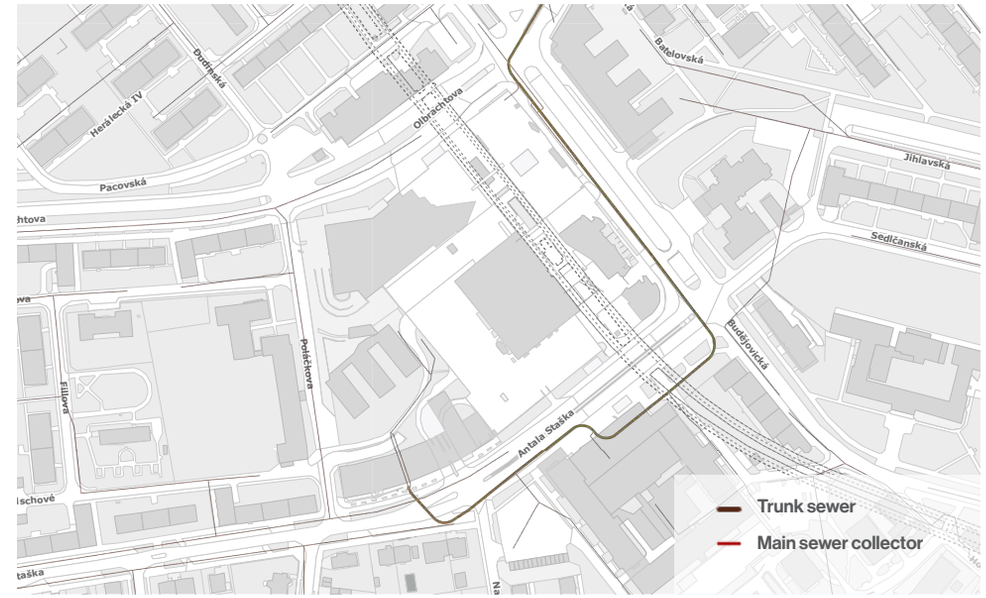


Figure 92 Sewerage. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

District heating

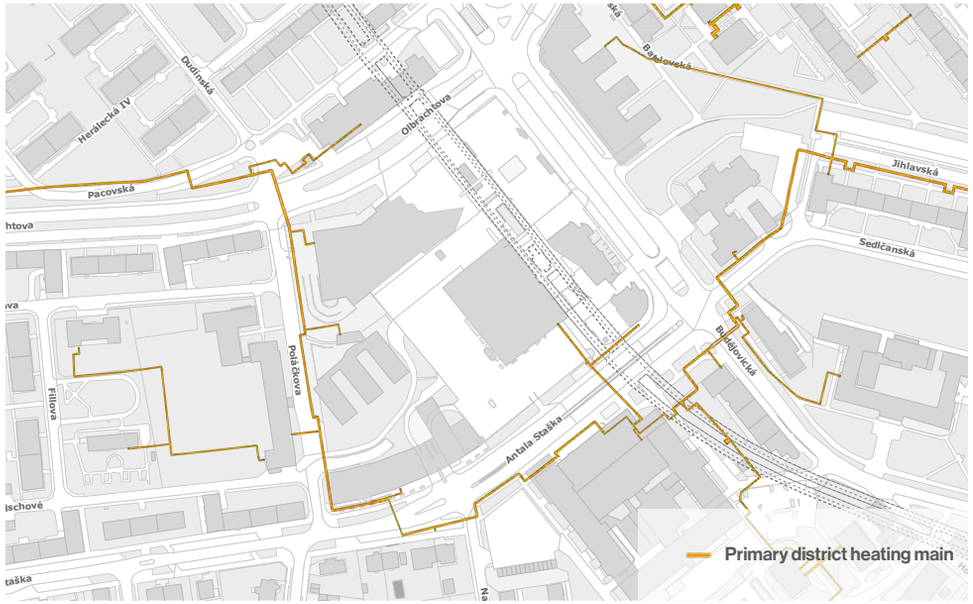


Figure 93 District heating. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

Gas supply

Figure 94 Gas supply. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

Electronic communications

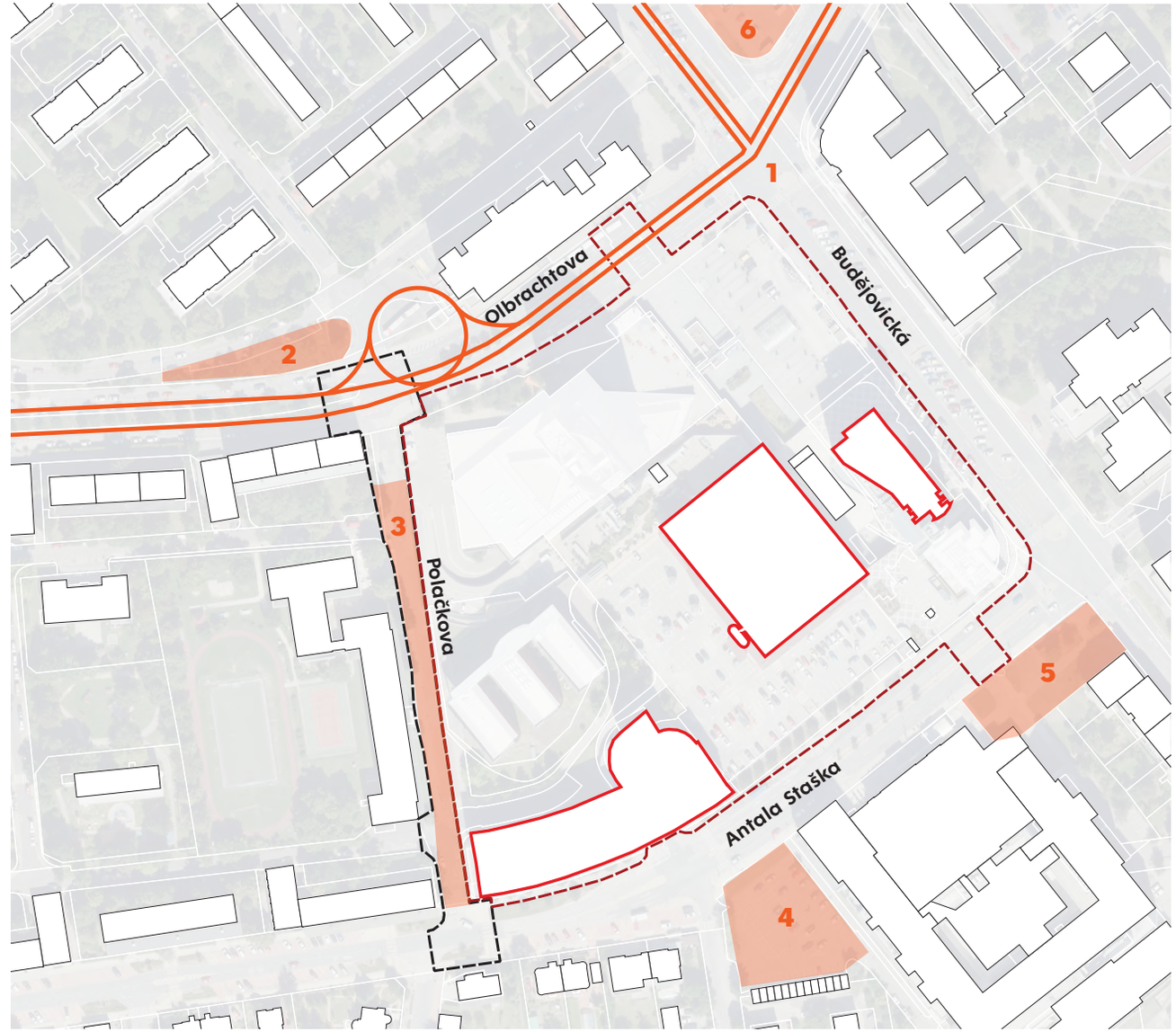
The DBK building houses the starting point of a radio relay link beam for the electronic communications network managed by České Radiokomunikace. The beam is routed at a height of 20–27 metres above ground level. As a general rule, radio relay corridors must not be obstructed, either partially or temporarily, by the structures of buildings, construction machinery or the loads carried by such machinery. If the building is situated within the beam path, this line will need to be rerouted as part of the design solution.

Figure 95 Electronic Communications. Source: Atlas ÚAP IPR Prague, uap.iprpraha.cz/mapy/atlas, adapted by ONplan

5.9 Planned projects

This chapter summarises the planned projects in the adjoining area that must be taken into account in the design. It also covers plans that may influence the development of the area surrounding the Competition Site.

Diagram 11 Planned projects



Z1 – Dvorce – Budějovická – Michle tram line

Planned tram routes designated 622/-/2: Budějovická – Dvorce tram route, 622/-/3 Budějovická – Vyskočilova – Michle (U Plynárny) tram line and 622/-/9 Pankrác – Budějovická tram line will intersect with the Competition Site on Olbrachtova Street and at the Olbrachtova × Budějovická junction. This is a project planned for implementation after 2035. A technical study is currently being prepared for the EIA screening procedure. A preliminary assessment has also been carried out of the plan to construct a turning loop for trams on Olbrachtova Street based on this study. The study, including the review of the tram loop, will be further refined and does not represent the final proposed solution.

For the purposes of the competition, a building line on Olbrachtova Street was generated based on the tram route study and the related assessment of the tram loop location – see Figure 96. The proposed curve of the building line is not currently defined as a regulatory requirement and will be specified in the future – see Chapter 5. 10 Constraints.

Figure 96 shows a drawing of the Dvorce–Budějovická–Michle tram route, specifically a site plan of the section between km 2.5 and 3.0 in the area of the Budějovická junction. In the area of Olbrachtova Street, stops with access from the metro underpass are envisaged. As mentioned above, this is a design proposal that will be further refined.

The referenced study proposes tram stops on Olbrachtova Street with access provided from the metro underpass. The planned modification of Olbrachtova Street's street profile necessitates relocating the existing exit from the shopping arcade to ground level; accordingly, the competition requires a new design for this exit on the southern side of Olbrachtova Street, oriented towards the Antala Staška housing estate.

Upon completion of the tram line, the study assumes that Budějovická Street will continue to operate a one way tram stop in its current configuration. The Poliklinika Budějovická stops on Antala Staška Street are expected to remain unchanged.

Preliminary Assessment of the Budějovická Tram Turning Loop and the Required Widening of the Olbrachtova Street Bridge to Accommodate High-Capacity Tram Stops and Pedestrian Underpass Exits. Conceptual Assessment Defining Competition Constraints for Nová Budějárna – Not a Design Proposal

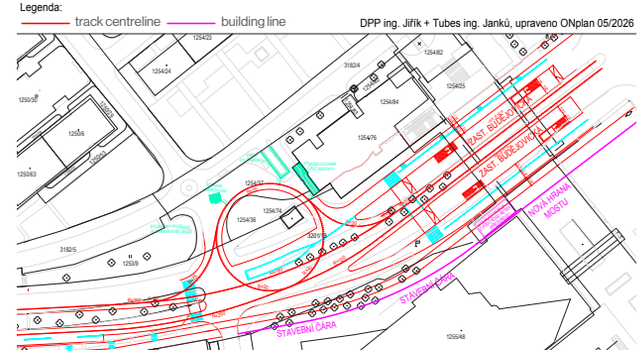


Figure 97 Diagram of the location of the tram turning loop – working version. Source: Ing. Filip Jiřík, Prague Public Transport Company, adapted by ONplan, 5/2026

The tram line study also contains an initial assessment of a proposed tram turning loop (see Figure 97), presented as a working diagram subject to further refinement. The study of the tram route and related measures is attached as Annex Z1.

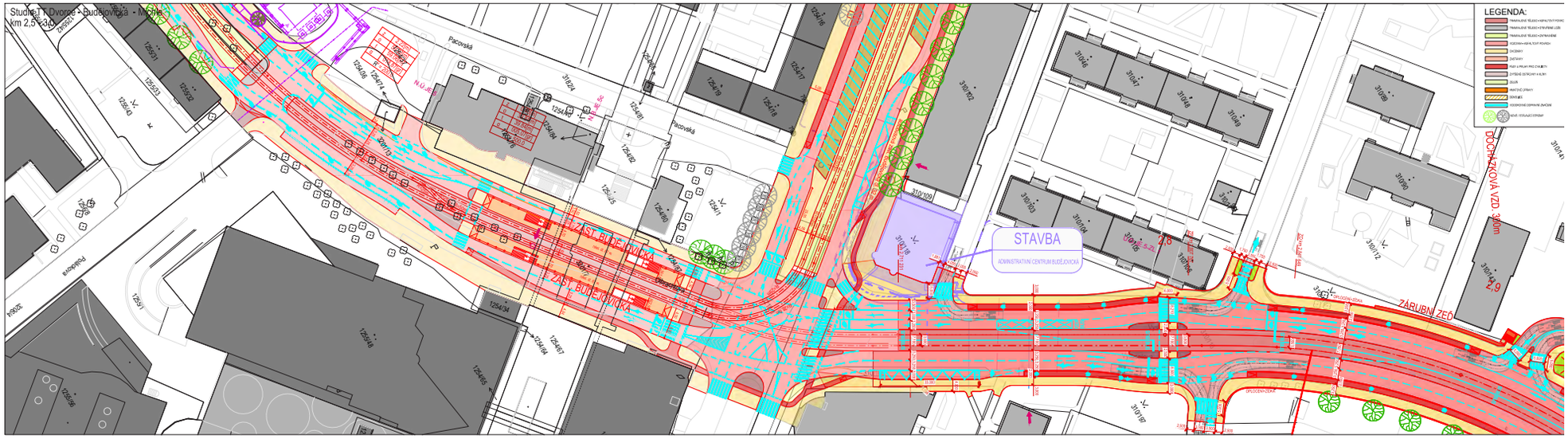


Figure 96 Situation at km 2.5–3.0, Budějovická junction – variant 3A. Source: Prague Public Transport Company. Author: Valbek, spol. s.r.o., 3/2026

Z2 – SEED residential building

The building comprises a total of 13 above-ground and four underground storeys, with a total height of almost 47 metres and a gross floor area of over 5,000 m². The building consists of several functional levels. Underground garages are proposed on levels B2–B4, whilst level B1 is designed to accommodate, for example, a small food and beverage outlet. The ground floor is designed as an open-plan market. Office space is proposed for the 2nd to 4th floors. A farm is proposed for the 5th floor, which will demonstrate the technical possibilities and methods for effectively growing high-quality food in the city. Residential accommodation is proposed for the 3rd to 13th floors.

The development plan for the residential building has been submitted to the building authority with an application for planning permission. The land is owned by Right Invest, a.s..

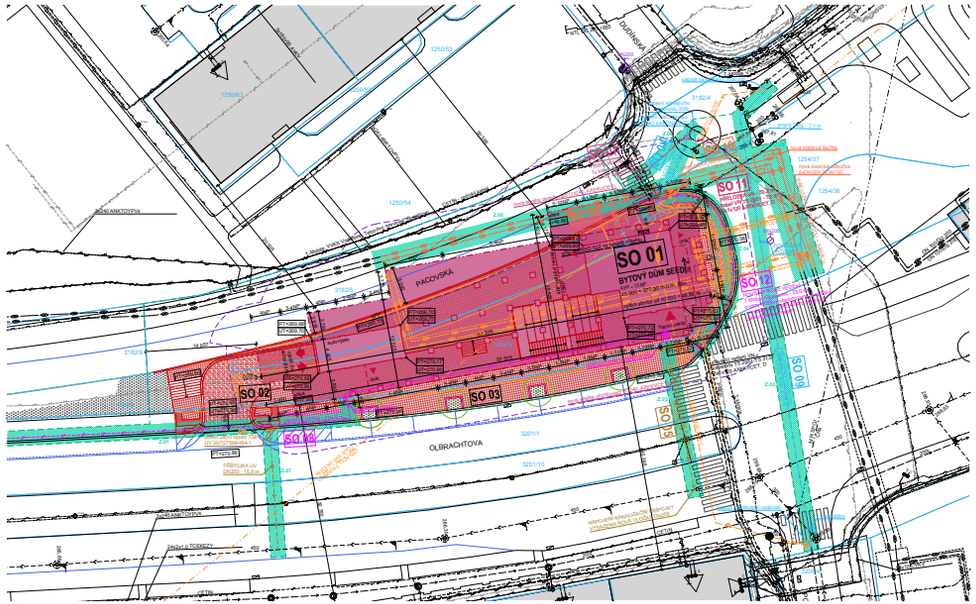


Figure 98 Site plan, Source: SEED residential building project documentation. Author: Ing. arch. David Buroň, 2025

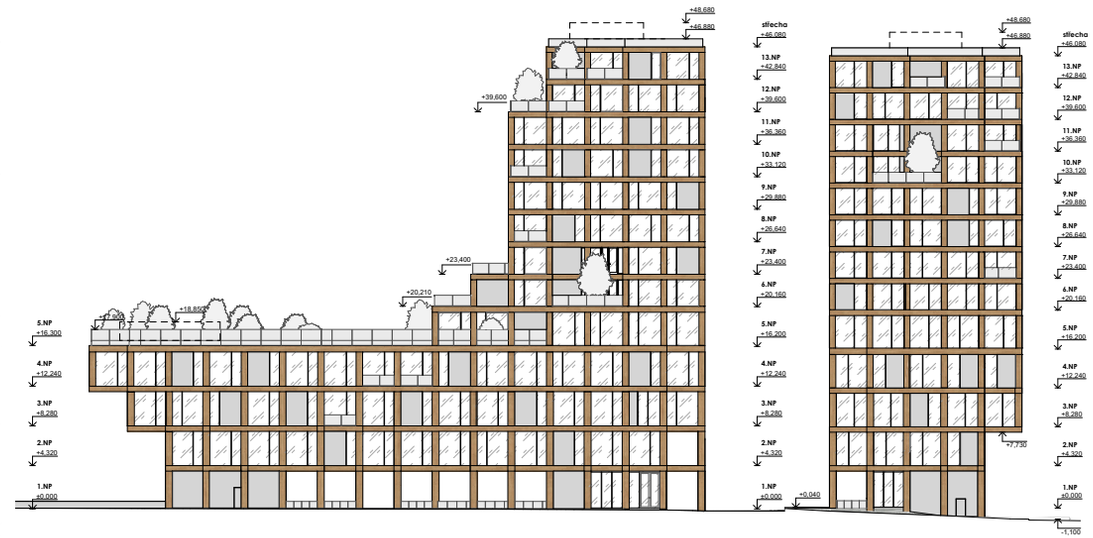


Figure 99 South-east and south-west views, Source: SEED residential building project documentation. Author: Ing. arch. David Buroň, 2025

Z3 – Conceptual study of the forecourt of Poláčkova Primary School

The aim of the study was to propose a comprehensive revitalisation of the forecourt of Poláčkova Primary School, which will contribute to optimising the space and enhancing safety within the school grounds, particularly to improve road safety in the immediate vicinity and ensure safer access for children across the adjacent roads. The design also includes the creation of a friendly and fun environment where both children and adults will feel at ease, and the provision of a more attractive space for people to spend time in.

The study is not a binding basis for the competition; however, the fundamental principles of the study—namely, improving safety in the school forecourt and the immediate vicinity—must form an integral part of the design of public spaces and the traffic management plan.

Figure 101 Rendering of the planned project. Source: Conceptual study of the forecourt of Poláčkova Primary School, 1:1 architekti s.r.o., 9/2025

Figure 102 Rendering of the planned project. Source: Conceptual study of the forecourt of Poláčkova Primary School, 1:1 architekti s.r.o., 9/2025

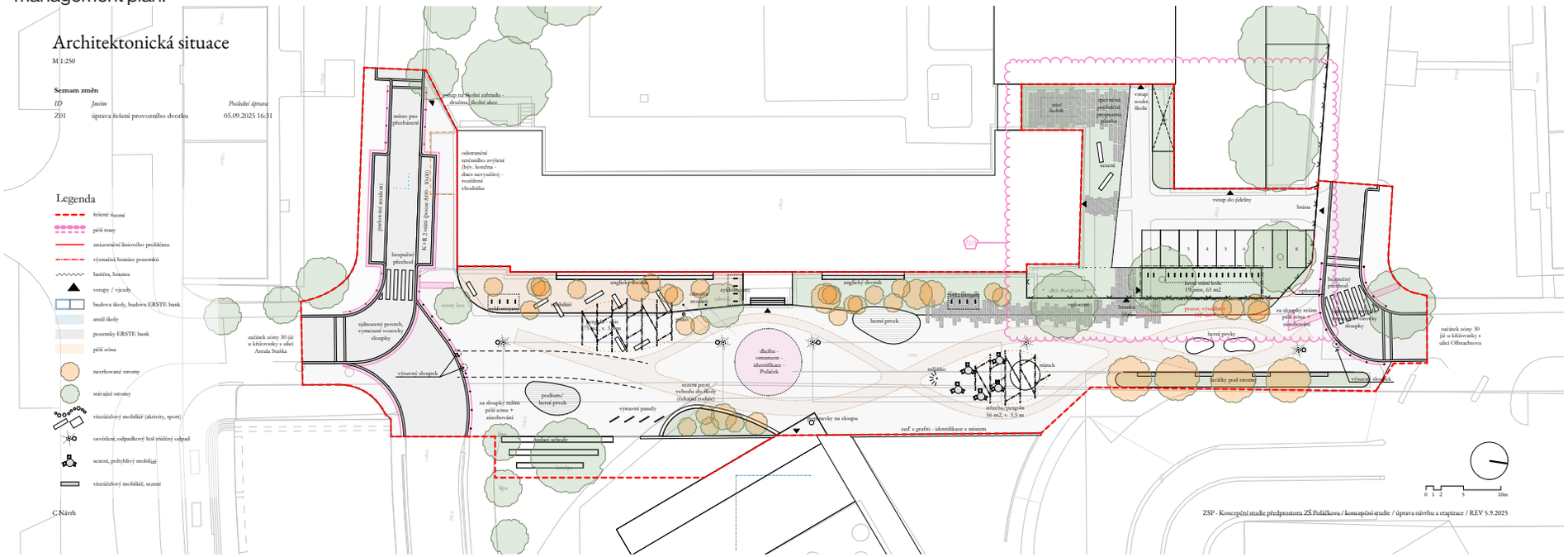


Figure 100 Site plan of the planned project. Source: Conceptual study of the forecourt of Poláčkova Primary School, 1:1 architekti s.r.o., 9/2025.

Z4 – Multi-storey car park – Zeta building

This is a long-term project by Budějovická investiční to build a multi-storey car park on municipal land. The project envisages a capacity of 472 parking spaces. The building is to be just under 35 metres high, with nine above-ground and five underground floors.

The planning permission was granted as early as 2012. Since then, the planning permission has been confirmed three times by the higher authority, although these decisions were overturned three times by a ruling of the Municipal Court in Prague, most recently in November 2025. Currently, the appeal proceedings before the Ministry of Regional Development have been suspended until April 30th whilst the case file is being amended. The future of the project therefore remains uncertain. The land is owned by the City of Prague, with its administration entrusted to the municipal district.

Z5 – Delta Building

This is a healthcare and administrative building with one underground and five above-ground floors, which will form part of the Budějovická Polyclinic complex. The first basement level houses the building's technical facilities and storage areas. The ground floor is predominantly public and commercial in nature. It houses separate retail spaces, a catering facility and the main reception for the office part of the building. The first floor is used primarily as a large-scale retail unit. The second and third floors are designed to accommodate healthcare-related office spaces. The top, fifth floor consists of a technical roof extension.

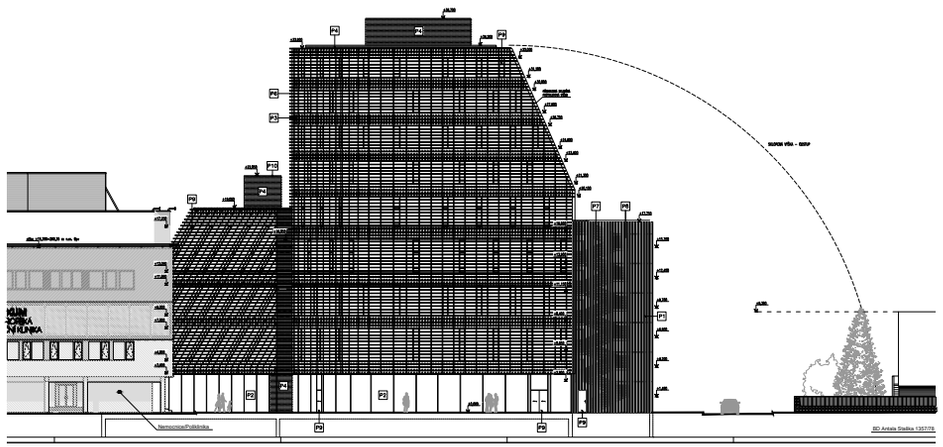


Figure 103 View from the north of Antala Staška Street, project documentation for the building permit for the Budějovická Polyclinic, Zeta Building. Author: H.A.N.S. stavby, a.s., 6/2020

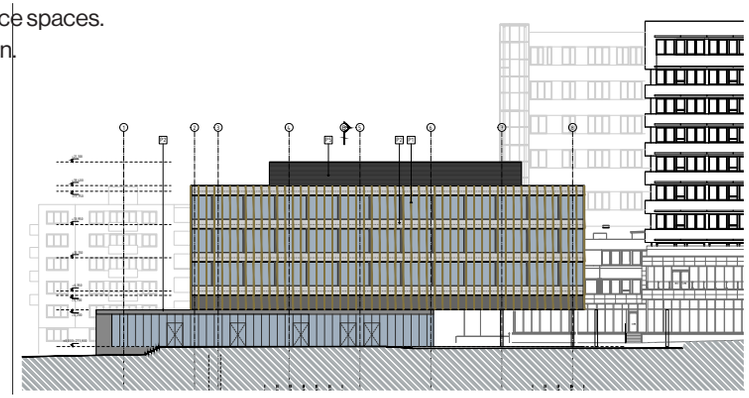


Figure 104 North-west view from Antala Staška Street, planning application documentation for the Budějovická Polyclinic – Delta Building. Author: H.A.N.S. stavby, a.s., July 2020

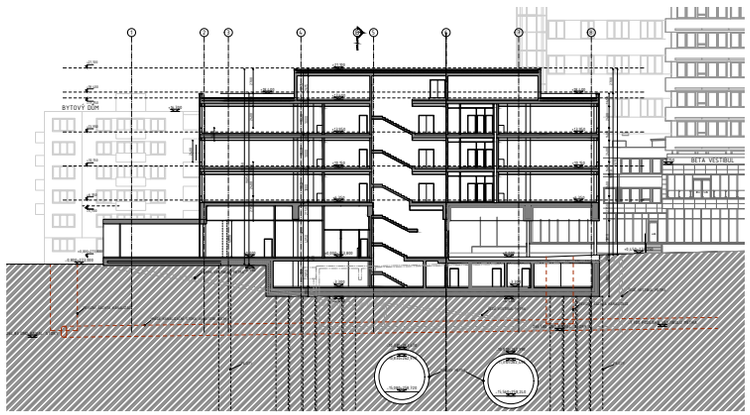


Figure 105 Longitudinal section, project documentation for planning permission for the Budějovická Polyclinic Delta Building. Author: H.A.N.S. stavby, a.s., 7/2020

Z6 – Budějovická Administrative Centre

This is a building with five underground and nineteen above-ground storeys, standing 72 m tall. The project was granted a final planning permission, against which an administrative appeal was lodged with the Municipal Court in Prague in January 2026. As of today, no decision has been made on the matter. The land is owned by OPAL REAL spol. s r.o.

Figure 106 Visualisation of the office centre. Source: Administrativní centrum Budějovická II., www.studioam.cz/project/administrativni-centrum-budejovicka-ii/

5.10 Constraints

Metropolitan Plan

The Metropolitan Plan serves as a binding basis for the design of the first phase of development of the Competition Site. The following limits are therefore binding for the design:

> Maximum building coverage ratio – Zmax = 70%
>
> The maximum possible building height is derived from the existing height of the Česká spořitelna building on Olbrachtova Street.

The total gross floor area for Phase 1 is a maximum of 50,000 m².

The proposal for Phase 2 will serve as the basis for discussions between the City of Prague, Prague 4 District and local property owners regarding the joint, coordinated and optimal development of Budějovická and any potential amendments to the Metropolitan Plan.

Prague Building Regulations

The Prague Building Regulations (PSP) are general technical requirements for construction specifically adapted for the City of Prague, which are issued nationwide by Decree No. 146/2024 Coll. (Decree on Construction Requirements) to the Building Act. They are issued in the form of a regulation and set out general requirements for land use and technical requirements for buildings in the City of Prague.

The Construction Requirements for the City of Prague (PSP) were updated on 24 June 2024 by a resolution of the Prague City Council (on the issuance of a regulation pursuant to Section 44(2) of Act No. 131/2000 Coll., on the City of Prague, as amended by Act No. 320/2002 Coll., and Section 152(2) in conjunction with Section 333(3) of Act No. 283/2021 Coll., the Building Act, as amended by Act No. 152/2023 Coll. (hereinafter referred to as the "Building Act")).

The new legislation aims to create an urban, compact and green city. The focus of the legislation has shifted towards addressing the city's contemporary problems, linked namely to the breakdown of the urban structure and the associated economic, environmental and social impacts. The aim is therefore a city that has a generally urban character and offers an adequate range of services and facilities; a compact city that makes good use of its land and avoids unnecessary development of open countryside; and a green city that offers its residents sufficient public gardens and parks, while protecting and developing its open landscapes.

To achieve these objectives, the following principles are incorporated into the regulations:

- buildings as part of the city,
- the quality of public spaces,
- general regulations allowing for local conditions to be considered,
- appropriate integration with planning policy and land use plans
- efficient use of land whilst preserving the quality of the environment,
- statutory requirements established only to the extent justified by the public interest,
- regulations as a basis for sound decision-making.

The protection zone of the Prague Conservation Area

The The Competition Site forms part of the protection zone of the conservation area in the Capital City of Prague. Established in 1981 the area is also serving as a buffer zone for the World Heritage Site 'Historic Centre of Prague – Section 001'. The following conditions apply within the buffer zone:

1. No construction or other interventions that would disrupt or endanger the values of the property are permitted within the buffer zone.
2. When preparing zoning, preparatory and design documentation, and when carrying out construction works, building alterations, or interventions in landforms and urban greenery, it must be ensured that changes to the layout, massing and height of buildings and natural features within the conservation area do not weaken or disrupt the urban composition, the scale and silhouette of the property.
3. No facilities or structures may be located within the conservation area, whose effects would disrupt the environment and the heritage of the property (in particular through air and water pollution, the release of harmful substances, noise, vibrations, all types of radiation, the accumulation of waste, etc.).
4. In all new construction and redevelopment, particular attention must be paid to the impact of building complexes and high-rise structures on the city's visual horizons, which are visually significant in relation to the Prague Heritage Conservation Area (National Committee of the Capital City of Prague, 1981).

Transport and technical infrastructure

Metro

The proposal must respect the metro structure, associated technologies and the metro protection zone. Within the existing composition, the exits from the metro to the level of the pedestrian shopping arcade on the first underground floor must be retained.

The conditions for the metro protection zone are set out in the document General Conditions for the Preparation and Implementation of Buildings in the Metro Protection Zone, Dopravní podnik hl. m. Prahy, a. s.

Interventions within the metro protection zone are generally inadvisable. Should a competitor nevertheless decide to intervene within the metro protection zone – for example, by establishing a structure or relocating smaller structures (such as a staircase from the first underground level to the first above-ground level, or ventilation shafts), it is essential that such a proposal be convincingly justifiable, primarily from a technical perspective and with an emphasis on maintaining the safety and smooth operation of the metro and interchange connections. It is crucial to demonstrate that the proposed solution will in no way restrict or endanger the metro's technical infrastructure,

and that periodic renovation of the station will be possible. At the same time, the spaces above the metro station must remain the property of the city.

Within the metro protection zone, in the section beneath Antala Staška Street, a 22kV power cable runs beneath the underpass ceiling. The protection zone also contains a heating and a sewer line, part of which extends beyond the metro protection zone

Restrictions arising from the planned tram line

The design must take into account the proposed future tram line, including provision for tram loops, and the resulting proposal to shift the southern edge of the street profile of Olbrachtova Street, or the proposed building line. The southern edge of the street profile is also considered the outer limit for the building line, which may, however, be exceeded in justified cases.

The proposed curve of the building line is not currently defined as a regulatory requirement and will be specified in the future.

Technical infrastructure

The design should primarily respect the protection zones of the backbone utility networks running along the perimeter of the Competition Site (see document M4, which is attached to the brief). The statutory limits defining the size of protection zones and the rules for their management are cited below.

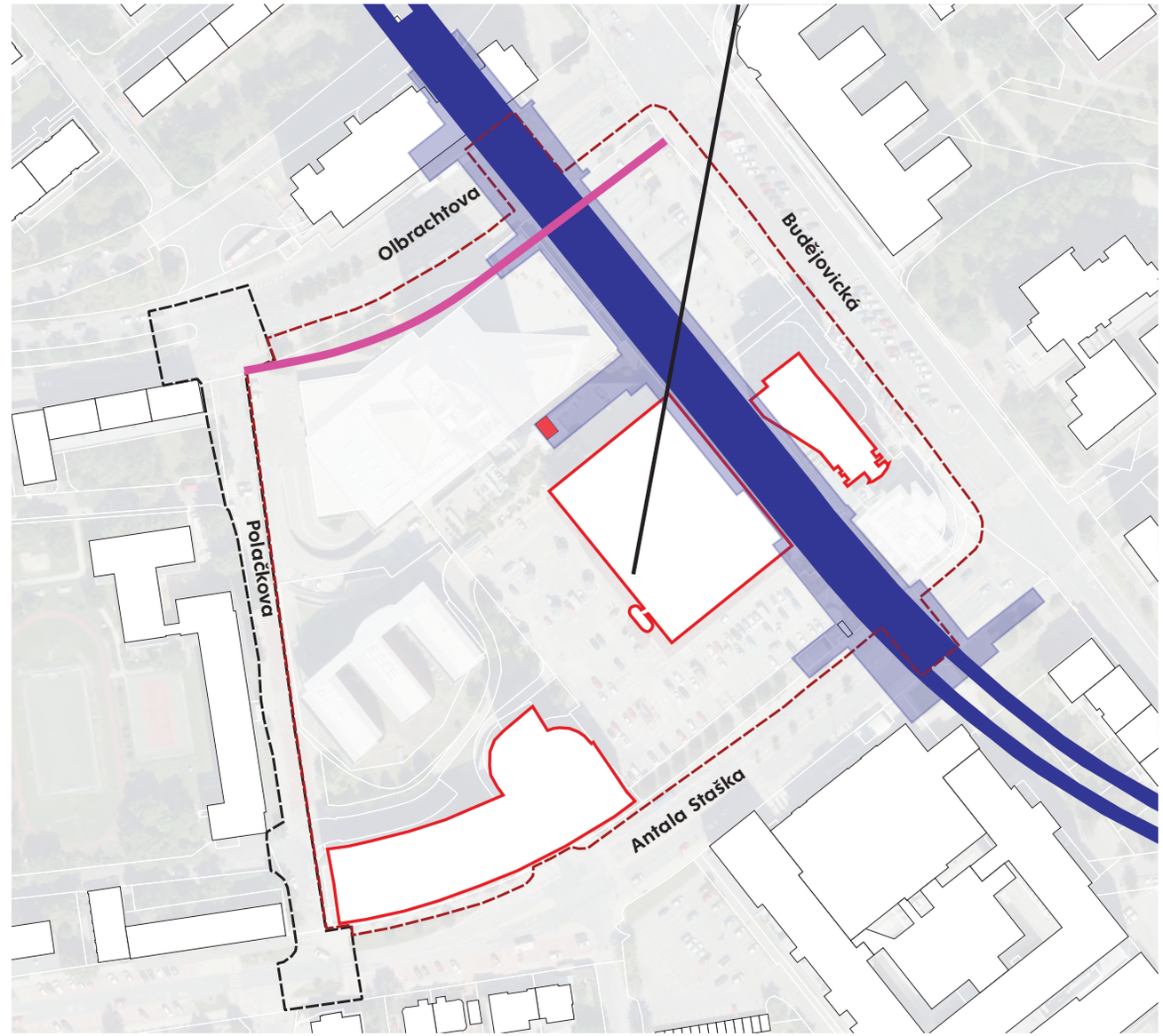
Protection zones for water mains and sewers – Act No. 274/2001 Coll. Act on Water Supply and Sewerage, Section 23 Protection zones for water mains and sewers.

Protection zones for electricity transmission system facilities – Act No. 458/2000 Coll. on the conditions for business and the exercise of state administration in the energy sectors and on amendments to certain acts (Energy Act), Section 46 Protection Zones.

Protection zones for gas facilities – Act No. 458/2000 Coll. on the conditions for doing business and the exercise of state administration in the energy sectors and amending certain acts (Energy Act), Section 68 Protection zones.

Protection zones for communication lines (optical and metallic cables and cable ducts), radio equipment and radio directional links — Act No. 127/2005 Coll. Electronic Communications Act, Section 102 Protection zone for communication lines and Section 103 Protection zone for radio equipment and radio directional links.

Diagram 12 Limits of transport and technical infrastructure



competition site
competition area
buildings to be preserved
metro protection zone
metro infrastructure protection zone
associated metro infrastructure
radio link corridor
development limit line

0m 20m 40m 60m 80m

Author: ONplan

6 Outputs from Public and Stakeholder Engagement

6.1 Introduction

The comments and observations presented in this document are the outcome of a public map-based workshop and an online survey conducted as part of the preparation of the brief for the urban design and architectural competition that will explore possible future development scenarios for the area around Budějovická Metro Station. The Competition Site is located between Antala Staška, Poláčkova, Olbrachtova and Budějovická Streets.

The competition is commissioned by BP Olbrachtova, s.r.o., a company jointly owned by Penta Real Estate and DBK.

The competition is organised in cooperation with the Prague 4 Municipal District, the City of Prague, and the Prague Institute of Planning and Development (IPR Prague).

6.1.1 Public Workshop over the map

The public workshop took place on Thursday, 21 May 2026, at 6:00 p.m. in the cafeteria of Poláčkova Primary School. Approximately 25 local residents attended. Invitations to the event were displayed on exhibition panels in the shopping arcade above Budějovická Metro Station from 4 May 2026 onwards. The invitation was also published on the Prague 4 Municipal District website, the project website novabudejarna.cz, and promoted through the district's social media channels.

Participants were divided into two groups. At the beginning of the meeting, the developer's future plans were presented, followed by an explanation of the competition process and opportunities for public involvement. Each group, facilitated by representatives of ONplan, discussed:

- the current situation of the Site – its values and challenges;
- the future of the Site – needs that should be addressed through the competition, as well as concerns related to redevelopment and the demolition of the existing Česká spořitelna building.

The purpose of the discussion was to collect opinions, experiences, suggestions and comments from all participants. The aim was not to reach a consensus but to capture the widest possible range of perspectives. During the discussion it became evident that some comments were perceived positively by part of the group, while others regarded the same issues as problematic.

This report is not a verbatim transcript of the discussion. Individual comments have been organized into theme related categories to provide a clear overview of the main topics and the diversity of opinions expressed during the meeting.

6.1.2 Online Survey

An online map-based survey was available between 4 May and 31 May 2026. Participants were invited to comment on the current situation of the Competition Site and its surroundings, identifying values, problems, and needs that could potentially be addressed through future redevelopment. The survey was accessible via the competition website novabudejarna.cz.

6.1.3 Consultation Group

Representatives of local and citywide civic associations were invited to join the consultation group. Participation was also open to active residents who expressed their interest by email. The consultation group meeting took place on 15 June at 16:00 at the Prague 4 Municipal District Office and was attended by 20 people interested in the future development of the area. Participants were invited to comment on the General Competition Brief both during the meeting and also through an online consultation survey.

6.1.4 Use of Public Participation Outputs

The public participation report was submitted to the Prague 4 Municipal District and selected comments were discussed with its representatives.

Based on the evaluation of the collected input, the most frequently recurring requirements were identified and incorporated into the refined Competition Brief for the teams selected to participate in the first phase of the competition.

Outputs from Public and Stakeholder Engagement






Figures 107–113 Photo documentation from the public map-based workshop held on 21 May 2026 at 6:00 p.m. in the cafeteria of Poláčkova Primary School. Source: ONplan. Author: Simona Velechovská.

6.2 Summary of the Public Workshop

The following section summarises the outputs from both discussion groups. Individual comments have been consolidated into thematic categories.

VALUES

URBAN DESIGN AND ARCHITECTURE

1 Architecture of DBK
The architecture of DBK is a distinctive and easily recognisable landmark of the Budějovická area. Residents particularly appreciate its appearance and scale.

2 Ventilation Structures near DBK
Technical elements such as the ventilation outlets on the DBK car park contribute to the character and visual identity of the area and form part of its unique atmosphere.

– Administrativehub
The area is relatively quiet outside office hours, which contributes positively to residential quality. Its office based character helps maintain low noise levels during evenings.

PUBLIC SPACES AND BLUE-GREEN INFRASTRUCTURE

3 Public Art and Graffiti
The shopping arcade incorporates elements of street art and public art, including a mural of Václav Havel. These features contribute to the distinctive identity of the Site.

4 Greenery and Landscape Connections
The surrounding area of the Site contains high-quality public green spaces, particularly within the neighbouring housing estates.

AMENITIES AND SERVICES

5 DBK Shopping Centre
The DBK shopping centre offers a wide range of shops, services, restaurants, and everyday amenities. It serves as an important local centre for both residents and visitors.

6 Shopping Arcade
The arcade provides a diverse mix of everyday retail and services. Its local character and variety of businesses are considered important assets. It also serves as a key pedestrian link between public transport platforms.

7 Public Facilities and Services
The Prague 4 Municipal District Office and Budějovická Polyclinic are both within walking distance, providing excellent access to public and healthcare services.

8 Outdoor Markets
Regular outdoor markets operate throughout most of the year, offering seasonal produce, flowers, and local products while contributing to the area's lively atmosphere.

9 Children's Playground near DBK
The Site contains a playground for younger children, providing an important facility for everyday use of the public realm.

TRANSPORT A MOBILITA

10 Transport accessibility and interchange connections
The area has very good accessibility by various modes of transport and serves as an important public transport interchange

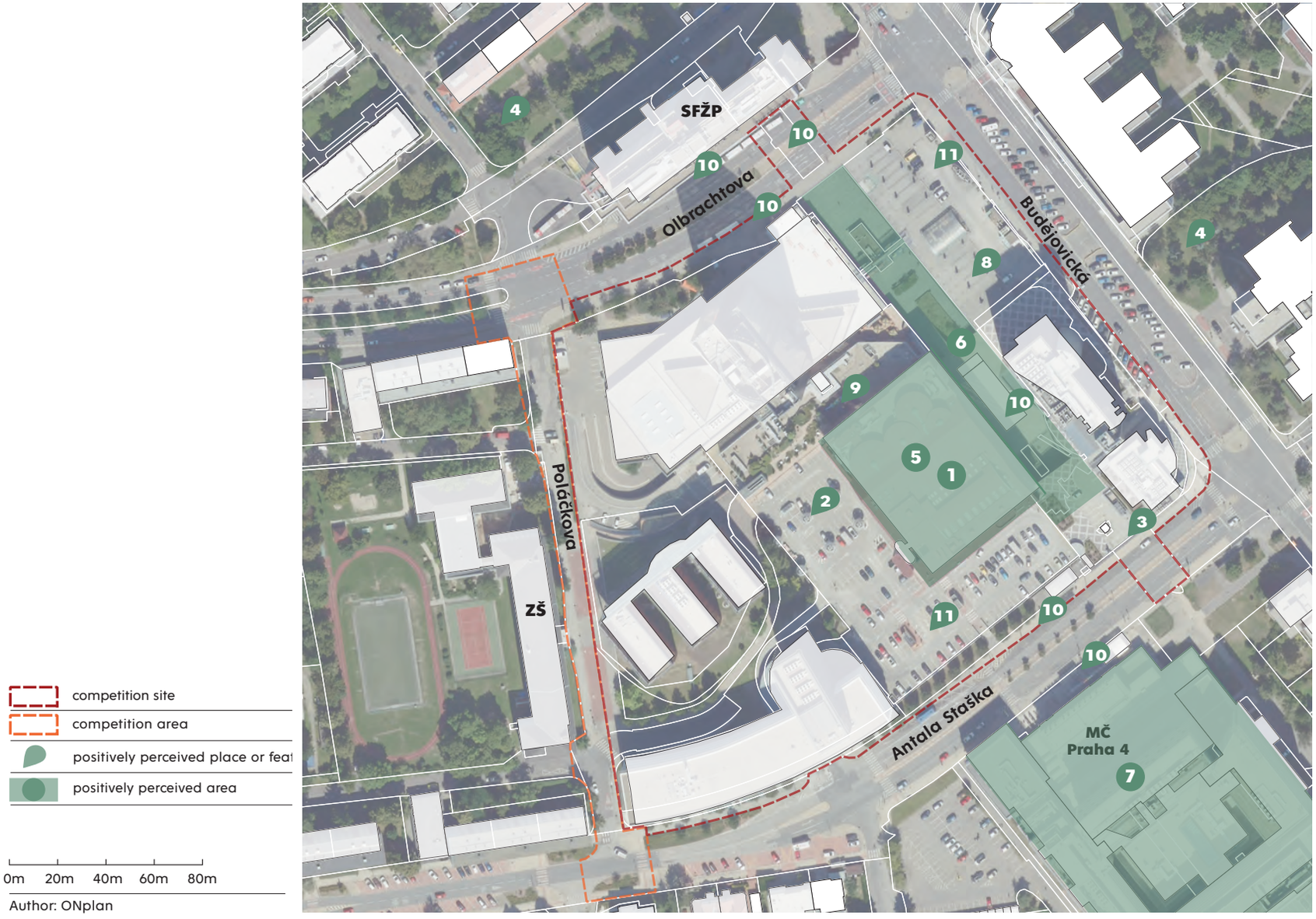
11 Sufficient parking capacity
The area currently offers a sufficient number of parking spaces not only for DBK visitors but also for local residents.

GENERAL

– Overall Character and Functioning of the Site
The area is highly accessible by all modes of transport and offers a broad range of services and retail facilities. Many participants felt that it functions well overall and does not require fundamental changes.

Outputs from Public and Stakeholder Engagement

Diagram 13 Values identified during the Community Mapping Workshop



PROBLEMS

URBAN DESIGN AND ARCHITECTURE

1 Visual Quality of the Shopping Arcade
The shopping arcade appears visually inconsistent due to an excessive amount of advertising, signage, and partial modifications.

2 Condition of the Pedestrian Bridge above the Shopping Arcade
The pedestrian bridge above the shopping arcade is of insufficient technical and visual quality. Its current condition negatively affects the overall appearance of the public realm.

3 Buildings Forming Barriers to Movement
The building at the corner of Budějovická and Antala Staška Streets creates a barrier to pedestrian and cycling movement through the area. It limits permeability and natural connections between individual parts of the locality.

4 Low Architectural Quality of Some Buildings
The building at the corner of Budějovická and Antala Staška Streets and the northern parts of DBK are not considered to be architecturally high-quality buildings.

– Architectural Inconsistency
Individual buildings within the Site and its surroundings differ in architectural character and scale. As a result, the area appears inconsistent in both urban design and visual terms.

PUBLIC SPACES AND BLUE-GREEN INFRASTRUCTURE

5 Neglected Public Spaces
Extensive neglected areas, insufficient greenery, and poorly maintained vegetation contribute to the low quality of public spaces for everyday use.

6 Safety problems at Night
The shopping arcade in particular feels unpleasant at night and reduces the comfort of movement through the area.

– Poor Signage and Way Finding
Way finding within the Site is complicated by its unclear layout and insufficient signage. The connections between the arcades and the adjoining street and pavement levels are particularly problematic.

– Lack of Green Spaces
There is a shortage of publicly accessible and well-maintained green spaces in the Site. The lack of greenery suitable for spending time outdoors limits the use of the area for leisure activities and neighbourhood life.

– Absence of High-Quality Public Space for Leisure
The Site lacks a larger, calm, and well-designed public space for encounters and everyday use. There is also a lack of high-quality street furniture. Public spaces in the area are divided into many separate areas and levels, with limited mutual continuity.

– Overheating of the Site
Extensive paved surfaces, neglected spaces, and insufficient and poorly maintained greenery contribute to overheating and reduce the quality of public spaces for everyday use. There is also a lack of high-quality street furniture

– Insufficient Maintenance
There is an increased presence of pigeons in the area, contributing to noise, pollution, and a lower quality of the public realm. Maintenance of greenery is also insufficient.

AMENITIES AND SERVICES

– Limited Weekend Operation of Services
The area is lively mainly during the working week. At weekends, some shops, cafés, and services are closed, reducing the intensity of activity in public spaces.

Transport and mobility

7 Traffic Load on Surrounding Streets
Budějovická and Antala Staška Streets in particular are heavily burdened during peak traffic times. The Site is also affected by bus routes serving destinations outside Prague.

8 Extent of Ground Level Parking Areas
Large ground level parking areas reduce the quality of the public realm and contribute to overheating. They also limit the potential for creating high-quality public spaces and contribute to reduced permeability.

9 Barriers and Limited Permeability
The current layout of the Site complicates movement for people with reduced mobility, older people, and parents with prams. Some important pedestrian and cycling connections through the area are missing.

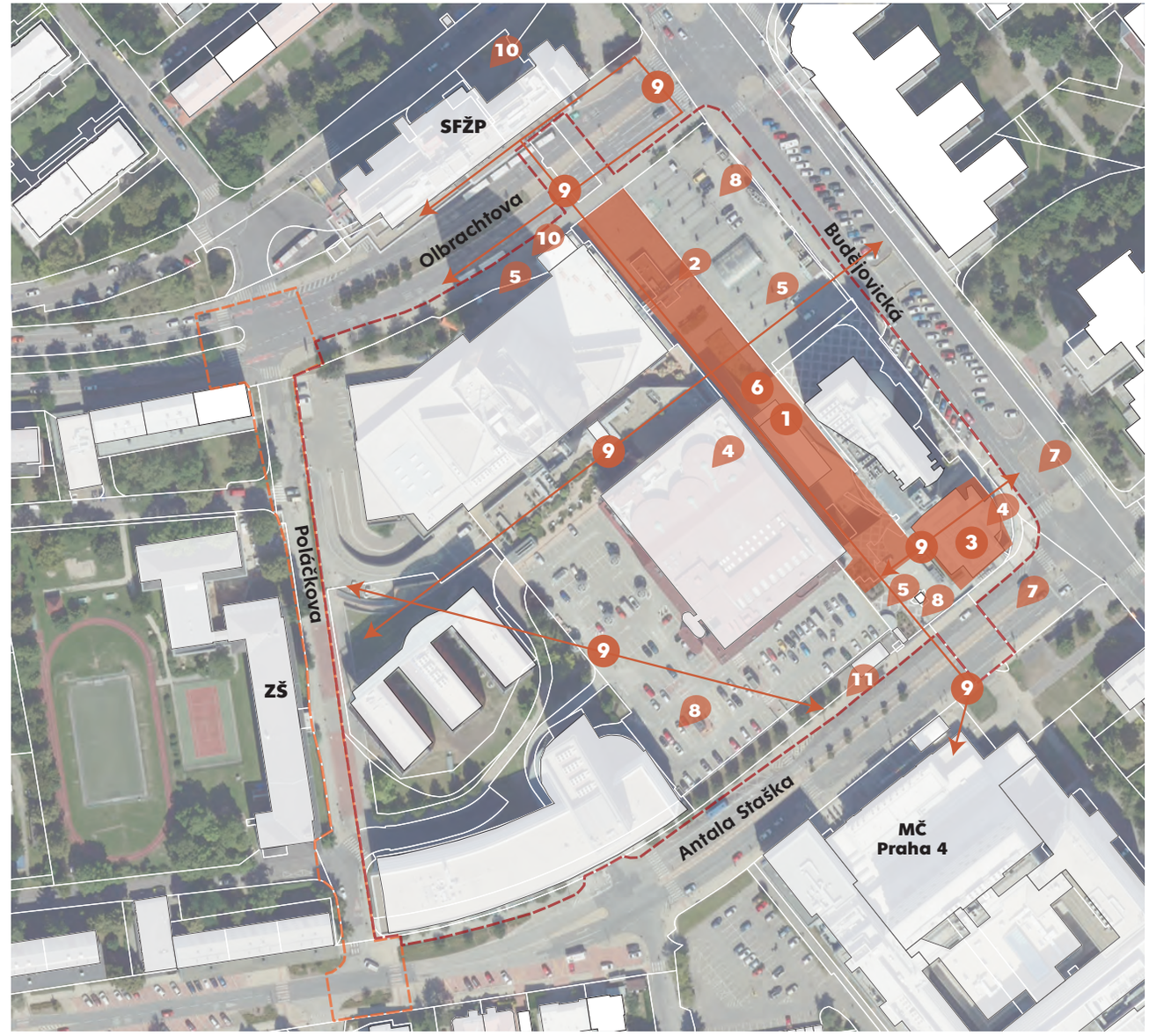
10 Servicing of the Shopping Arcade from Pacovská and Olbrachtova Streets
Servicing of businesses in the shopping arcade is complicated from both operational and logistical perspectives. Delivery activity also locally reduces the comfort of pedestrians and cyclists passing through the area.

11 Insufficient Capacity of Pavements and Platforms
During peak times, the width of pavements and bus platforms is insufficient in some locations. These spaces must serve both waiting passengers and passing pedestrians, which leads to conflicts in circulation.

- Missing Cycling Infrastructure
Cycling infrastructure is lacking in the immediate surroundings, creating unsuitable conditions for this mode of transport. Bicycle stands are also missing.

Outputs from Public and Stakeholder Engagement

Diagram 14 Problems identified during the Community Mapping Workshop



NEEDS

PUBLIC SPACES AND BLUE-GREEN INFRASTRUCTURE

- **Improve the Appearance of the Shopping Arcade**
  The shopping arcade could become a higher-quality and more attractive public space. Better maintenance, reduction of advertising clutter, and overall improvement of the space are particularly important. Full roofing of the arcade could also be considered.
- **Provide Public Space between DBK and the Prague 4 Municipal District Office**
  The space between two key buildings in the area, DBK and the municipal district office, has the potential to become an important public space and a new centre of everyday life on the Site.
- **Create a Space with the Function and Character of a Square for the Whole Site**
  A main or central public space should be created, suitable for cultural and community activities.
- **Strengthen Greenery in the Site**
  The Site has sufficient capacity for additional trees and green areas, particularly within the shopping arcade. The possibility of locating a park within the Site should be considered. Strengthening greenery could significantly improve the microclimate and the overall quality of the environment.
- **Introduce Water Features**
  The Site has potential for water features and other blue-green infrastructure measures supporting water retention and microclimate improvement.
- **Introduce Public Art Elements**
  The design of public spaces should consider the addition of artistic elements that can strengthen the identity of the place and the quality of the environment.
- **Provide Children's and Leisure Infrastructure**
  The Site has potential for additional playgrounds and leisure elements for different age groups. The variety should be expanded to include sports and physical activities for children and young people, such as a workout area, basketball hoop, etc.

AMENITIES AND SERVICES

- **Add Public Services and a Cultural Hall**
  As part of the development of local amenities, the possibility of establishing a post office branch and a multipurpose hall for cultural, community, and social events should be considered.

TRANSPORT AND MOBILITY

- **Locate Entrances to Underground Garages Appropriately**
  When designing entrances and exits to underground garages, it is important to minimise conflicts with pedestrian movement, especially around the school and residential streets. Traffic load on Poláčkova Street and other quieter parts of the area should be reduced.
- **Ensure Barrier-Free Connections throughout the Site**
  The entire area should be designed as fully barrier-free, including connections between the metro, the arcade, and street level. Direct and legible vertical connections to pavement level are particularly important.
- **Locate and Design Parking Areas Appropriately**
  More efficient use of parking capacity through shared parking should be considered. Parking spaces could serve visitors, employees, and local residents at different times. Parking areas should be located underground.
- **Provide Cycling Infrastructure**
  Cycling route connections should be improved and high-quality cycling infrastructure added, including bicycle stands near DBK and safe routes.

CONCERNS

URBAN DESIGN AND ARCHITECTURE

- **Excessive Height of Proposed Buildings**
  There is concern that the new development will include buildings significantly taller than the existing buildings in the area, particularly in relation to the main Česká spořitelna building on Olbrachtova Street.
- **Public Spaces with low leisure quality**
  There is concern that the redevelopment could create windy and climate uncomfortable public spaces without sufficient quality for everyday use, similar to the situation on the Pankrác Plain.

AMENITIES AND SOCIAL CONNECTIONS

- **Insufficient Capacity of Public Facilities**
  There is concern that the increase in the number of residents will not be matched by sufficient capacity in kindergartens, primary schools, and healthcare services, particularly the availability of general practitioners for local residents.
- **Gentrification and Loss of Local Character**
  Concerns were raised about a possible change in the social composition of the area and the weakening of its current character. There is also a risk of creating an environment dominated by investment housing and limited everyday life. Some participants explicitly stated that they did not want new residents.

TRANSPORT AND MOBILITY

- **Increased Traffic Load**
  There is concern that new development will bring more residents into the area, increasing traffic load, noise, and potentially worsening air quality.

6.3 Online Survey Results

The findings presented in this chapter are based on an online survey conducted through the Maptionnaire application.

The survey was open from 4 to 31 May 2026 and focused on evaluating the current condition of the Site, its values, problems, and needs from the perspective of its users. The survey also included mapping of how the Site is used and how people move through it. Respondents marked pedestrian and cycling routes, locations associated with car traffic, public transport usage, and missing or problematic connections on a map.

Respondent Profile

As of 31 May 2026, a total of 65 respondents participated in the survey. Women accounted for 50% of respondents, men for 48.5%, and one respondent identified with another gender identity.

The largest age group consisted of respondents aged 40–49 (35.4%), followed by those aged 30–39 (26.2%). Nearly a quarter of respondents (23%) were younger than 30 years of age. In contrast, people over 65 represented only 4.6% of all respondents.

Most respondents live within the Prague 4 municipal district, with approximately half residing within 500 metres of the Competition Site. The results therefore primarily reflect the views of local residents who regularly use the area and have everyday experience with it.

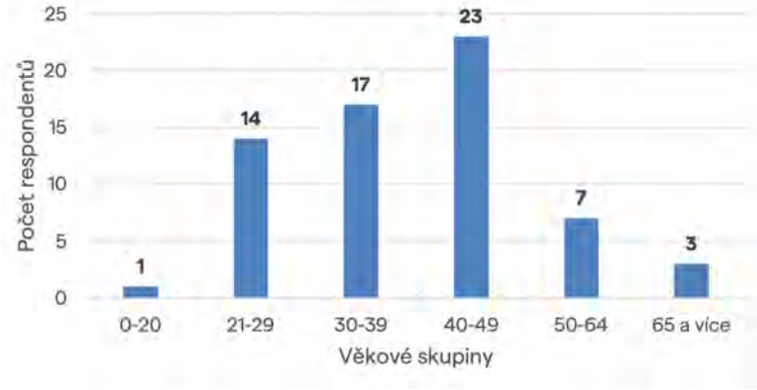


Chart 3 Respondent categories. Author: ONplan, 2026

Figure 107 Place of residence of survey respondents. Author: ONplan, 2026

Outputs from Public and Stakeholder Engagement

Values

Question: How do you perceive the area around Budějovická metro station? Please mark places within the project area and its surroundings that you like, consider valuable, and believe should be preserved or strengthened in the future proposal.

Respondents provided a total of 109 comments regarding values, of which 92 included a written comment.

Respondents perceive the main value of Budějovická as its role as an important local centre offering a wide range of shops, services, restaurants, and healthcare facilities. They appreciate the possibility of meeting everyday needs in one place as well as the area's lively urban character. Both larger retail operations and smaller local shops and services are viewed positively.

Another major asset is the area's excellent transport accessibility. Respondents frequently mentioned Budějovická metro station, the connections provided by bus routes, and the area's good accessibility to other parts of Prague.

Public spaces and the area's potential for community life and social interaction are also valued. Farmers' markets, opportunities for sitting and relaxing, and various social activities in public spaces are viewed particularly positively.

Many comments referred to the architecture of the DBK department store, which is considered an important landmark and part of the area's identity. Existing greenery and mature trees were also identified as positive features contributing to a more pleasant environment. Individual respondents additionally mentioned playgrounds, the preservation of the Česká spořitelna branch due to its use by senior citizens, and the architectural quality of certain public spaces.

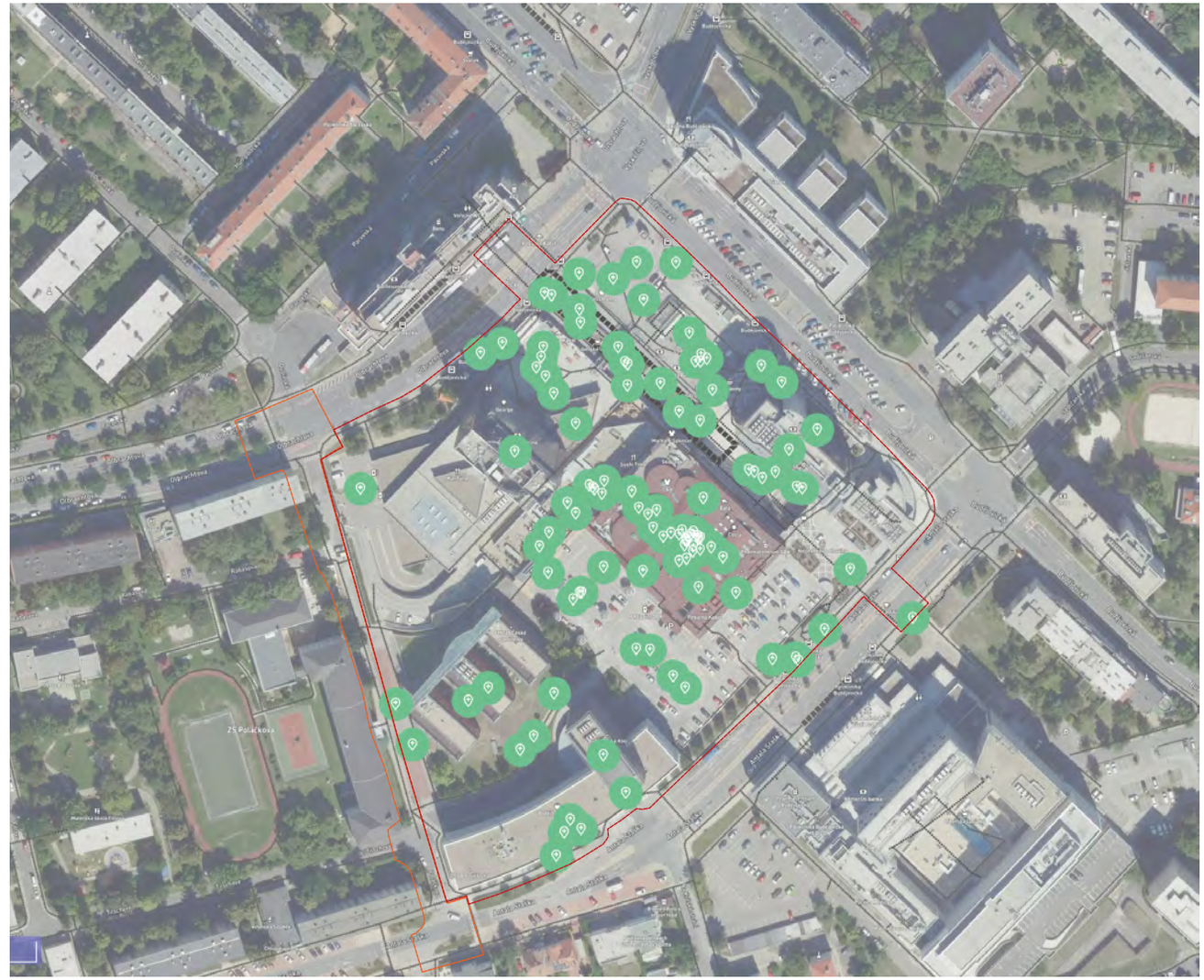


Diagram 15 Mapping of valued places from the Maptionnaire survey on an aerial photograph. Author: ONplan, 2026

Problems

Question: How do you perceive the area around Budějovická metro station? Please mark places within the Competition Site and its surroundings that you dislike, where something does not work properly, or where changes are needed.

Respondents submitted a total of 218 comments regarding problems, of which 205 included a written comment.

The most frequently mentioned issue was the dominance of car traffic and the extensive ground level parking, which occupies a significant portion of the Site and diminishes the quality of public space. Respondents also frequently highlighted the confusing layout, difficult pedestrian circulation and the barriers created by transport infrastructure.

The condition of public spaces emerged as another important topic. Respondents criticised neglected areas, outdated street furniture, unattractive surfaces, and the generally low quality of public spaces. Requests for more greenery, trees, and shade appeared repeatedly, with the current environment often described as overly paved and prone to overheating.

Respondents also expressed negative views about certain pedestrian routes, underpasses, and stairways, which they perceive as unpleasant, difficult to access, or unsafe. Some comments highlighted poor way finding, visual clutter caused by advertising, and the low aesthetic quality of certain locations.

Recurring concerns also related to safety around the metro station and bus terminal, neglected areas and instances of antisocial behaviour. Individual comments additionally referred to insufficient maintenance of greenery, the presence of pigeons and the poor technical condition of some surfaces.

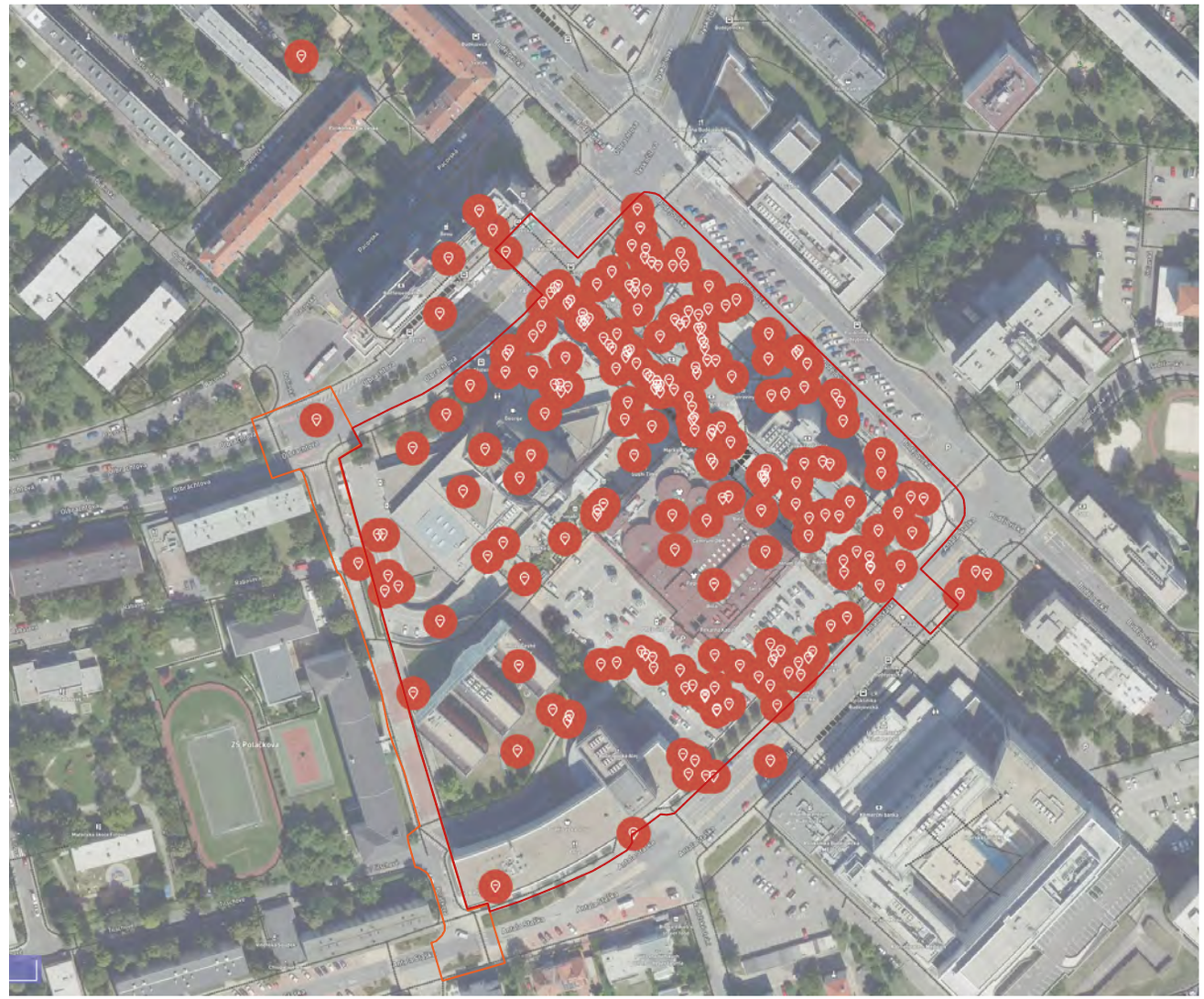


Diagram 16 Mapping of problem areas from the Maptionnaire survey on an aerial photograph. Author: ONplan, 2026

Outputs from Public and Stakeholder Engagement

User Needs

Question: What do you currently miss in the area? What types of amenities or public-space facilities could the new proposal provide? What activities should be supported?

Respondents could express their needs either through general comments (58 respondents participated) or by placing points on a map (63 points in total, of which 48 included written comments).

The most common requirement was the transformation of Budějovická into a high-quality public space intended for everyday use. Respondents repeatedly called for more greenery, trees, and shaded areas to mitigate the current impression of extensive paved surfaces and transport infrastructure. Requests for a park, recreational areas, water features, and spaces for relaxation and social interaction also appeared frequently.

Improving conditions for pedestrians and cyclists was another key topic. Respondents requested safer and more direct pedestrian routes, removal of barriers, improved permeability, and better cycling infrastructure. Suggestions also included new connections across busy roads and stronger links between neighbouring districts.

Another frequent request was the conversion of some parking areas into high-quality public spaces and the strengthening of community and social life. Respondents proposed expanding cultural and leisure activities, preserving and extending farmers' markets, introducing sports facilities, and creating informal gathering spaces.

Some responses also highlighted the need for a genuine town square, better connections with surrounding development areas, and additional local amenities supporting everyday life in the area.

Diagram 17 Mapping of user needs from the Maptionnaire survey on an aerial photograp. Author: ONplan, 2026

Site Usage

Respondents could select one or more options describing how they use the area.

A total of 271 responses were recorded for this question.

The most common answers indicated that respondents use the area in connection with public transport and visits to local shops, services, and other amenities. The area therefore plays an important role both as a transport hub and as a centre of everyday activities.

Within the “Other” category, selected eight times, respondents most stated that they live in the immediate vicinity of the project area. Individual responses also mentioned occasional use of shops and services within DBK and regular travel through the area.

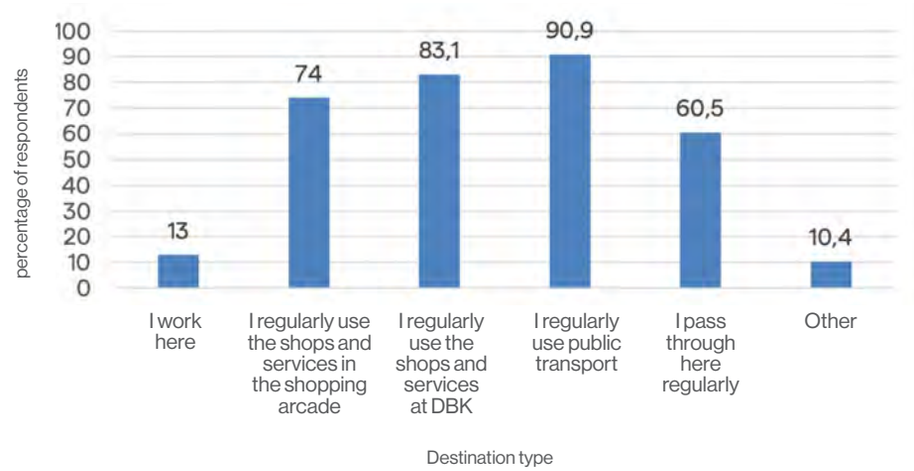


Chart 4 Area usage by survey respondents. Author: ONplan, 2026

Pedestrian Routes

Question: What is your usual walking route through the area?

Respondents marked a total of 78 everyday walking routes on the map.

The highest concentration of routes is located within the shopping arcade, which serves as the main pedestrian connection across the Competition Site and provides access to the metro station, shops, and services. Routes along Antala Staška Street and Olbrachtova Street are also heavily used.

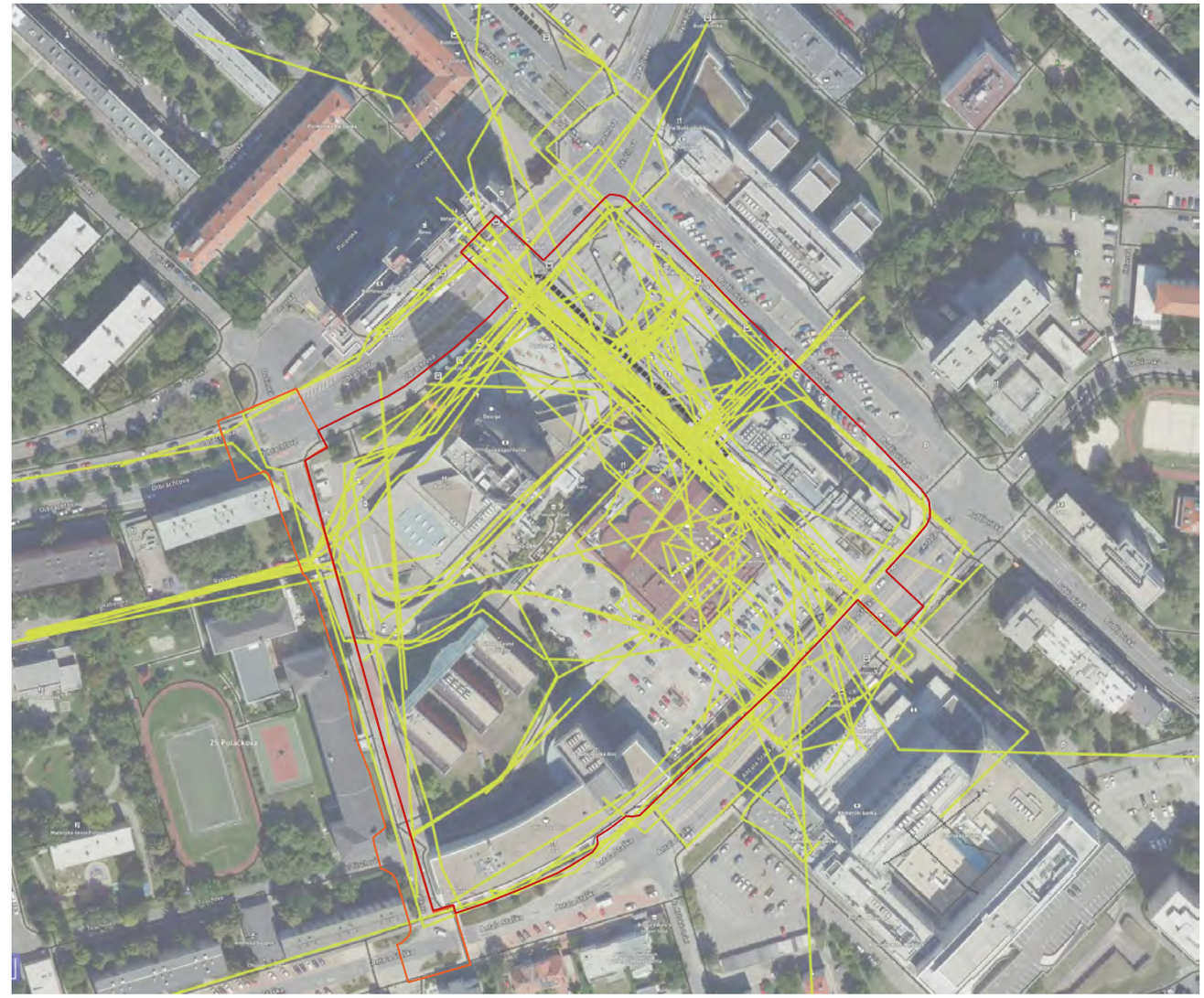


Diagram 18 Pedestrian movement in the vicinity of the project area. Author: ONplan, 2026

Cycling Routes

Question: What is your usual cycling route through the area?

Respondents marked a total of 25 cycling routes on the map.

Cyclists most frequently travel along Olbrachtova Street and Antala Staška Street, which form the main transport corridors within the area. The recorded routes indicate that cyclists primarily use streets intended mainly for motor vehicle traffic.

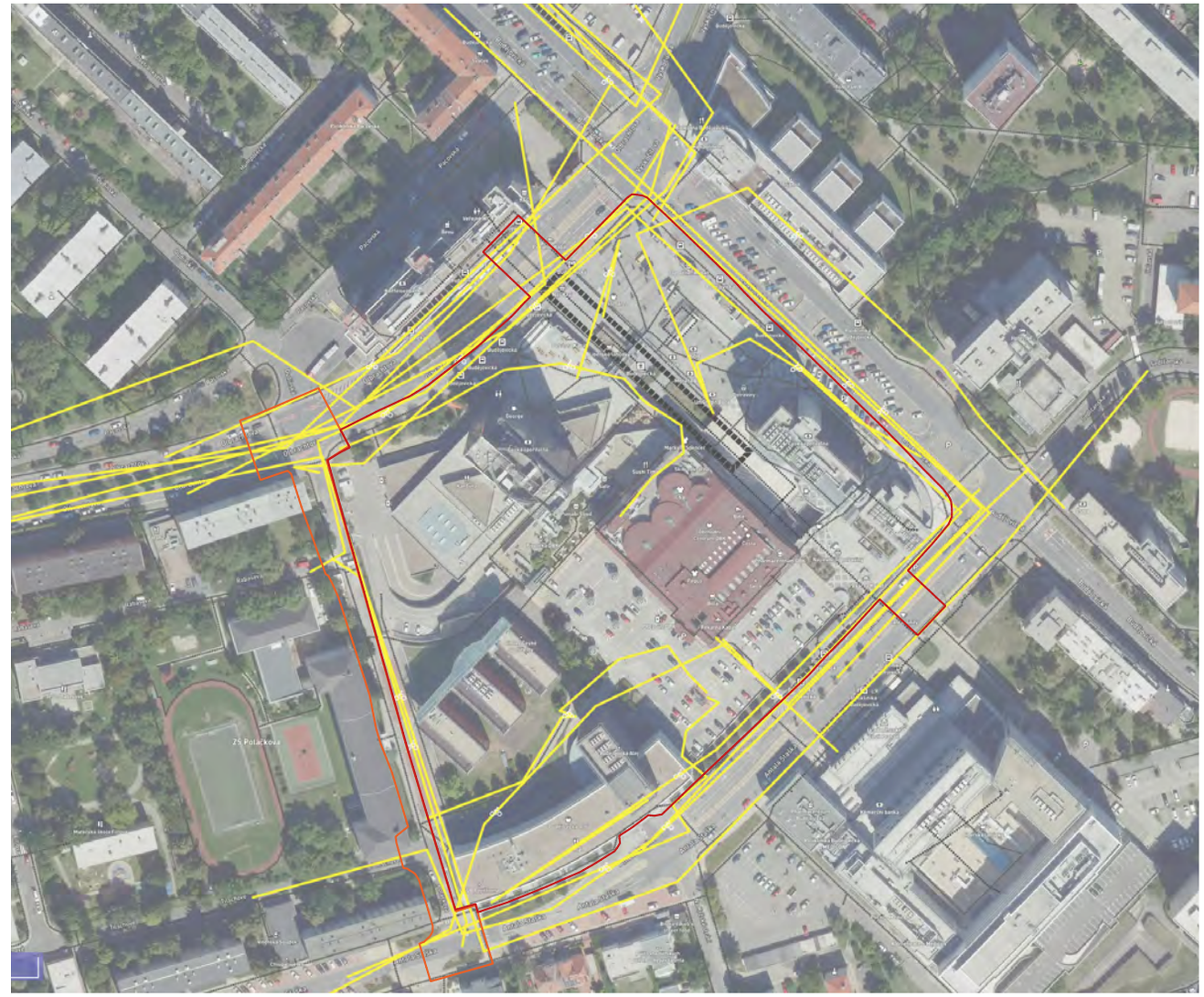


Diagram 19 Cycling routes in the vicinity of the project area. Author: ONplan, 2026

Car Routes

Question: What is your usual route through the area by car?

Respondents marked a total of 19 vehicle routes on the map.

Most routes follow the area's main traffic corridors, particularly Olbrachtova Street, Antala Staška Street, and Budějovická Street, which connect the area to the wider city transport network.

Diagram 20 Vehicle movement in the vicinity of the project area. Author: ONplan, 2026

Public Transport Usage

Question: Where do you usually board or alight from public transport?

Respondents recorded a total of 106 locations where they typically board or alight from public transport.

The highest concentration of responses is located around Budějovická metro station and the adjoining bus stops, which together form the principal interchange hub within the Competition Site.

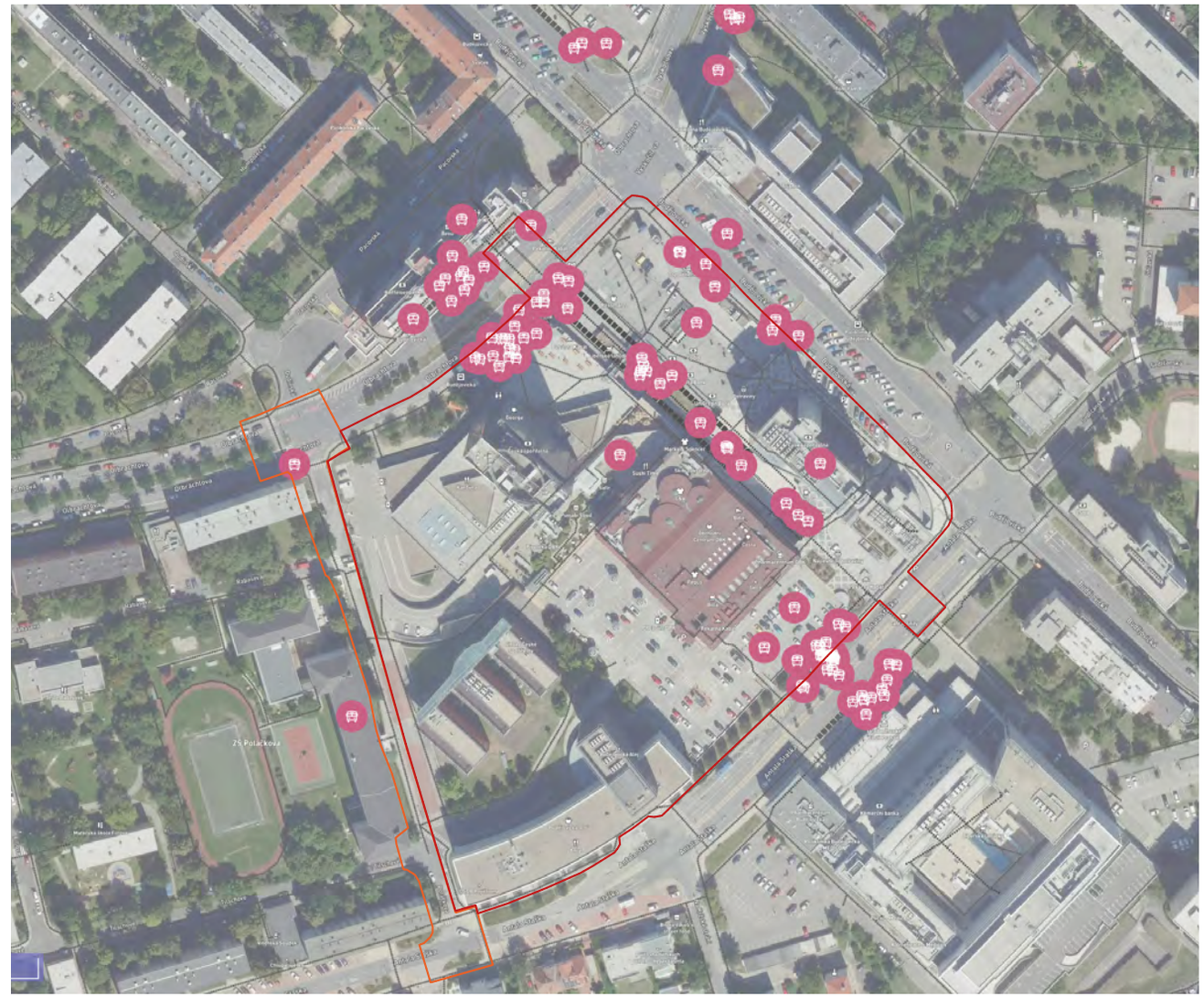


Diagram 21 Locations where respondents use public transport stops, shown in an aerial photograph. Author: ONplan, 2026

Missing Connections

Question: Are there any connections missing in the area? Are any existing connections functioning poorly?

Respondents recorded a total of 54 linear and 25 point related comments to missing or problematic connections.

The most common concerns related to barriers affecting pedestrian movement, confusing routes, and difficulties crossing the busy roads around Budějovická. Respondents repeatedly called for an improved permeability between different parts of the Site, particularly around the metro station, the bus terminal, and the DBK department store.

Many respondents also mentioned uncomfortable pedestrian connections, difficulties with way finding, and missing barrier-free routes. Comments frequently requested more direct and safer pedestrian routes, better connections between public spaces, and measures to reduce the barrier effect of extensive transport infrastructure.

The results confirm that permeability and the quality of pedestrian connections are among the key issues for the future redevelopment of Budějovická.

Diagram 22 Mapping of missing or poorly functioning connections within the project area and its surroundings. Author: ONplan, 2026

6.4 Notes to the General Brief Arising from Public Participation

Competition Process and Subsequent Project Development and Site Coordination

- Include a representative of local residents on the competition jury. Members of the consultation group proposed Ms Alžběta Rejchrtová as a potential representative of the public.
- Continue to discuss the development proposal resulting from the competition with the Prague 4 Municipal District Development Commission throughout the subsequent stages of project preparation.
- In the subsequent design stages, pay attention to the impacts of the demolition of existing buildings and the construction process on the surrounding area.
- All landowners within the site should contribute to the creation of high-quality public spaces in proportion to the amount of gross floor area (GFA) they own or will own.

Public Amenities and Development Impacts

- Assess the impact of the future development proposal on the capacity of schools, kindergartens, healthcare facilities, and other public amenities.

Public Spaces and Blue-Green Infrastructure

- Include a requirement to propose measures addressing urban heat. The brief should require the integration of blue-green infrastructure, particularly trees, vegetation, water features, shading, and stormwater management.
- Preserve the existing greenery along Olbrachtova Street and around Poláčkova Primary School.
- Create sufficient opportunities for stopping, resting, and social interaction in public spaces.
- Provide benches, ideally in the same or greater quantity than at present.
- Ensure that areas intended for leisure and gathering are shaded by vegetation or buildings.

Transport and Mobility

- Following the competition, assess the impact of the proposed development on public transport capacity.
- Include information in the competition materials that the North–South Arterial Road (5. května Street) is one of the most heavily trafficked roads in Prague and brings significant traffic volumes directly into the urban area.
- Ensure safe routes for children walking from the Zelená liška housing estate to Poláčkova Primary School.
- Require a clear strategy for servicing retail units at ground-floor and basement levels.
- Provide designated areas for taxis and city logistics services.
- Minimise conflicts between servicing operations, pedestrian movement, and public-space activities.
- Examine the possibility of providing an additional 15% of parking spaces for residents above the statutory parking requirements, ideally within underground garages.
- Pay particular attention to the pedestrian underpass at the northern exit from Budějovická metro station beneath Budějovická Street (towards Brumlovka, under the KFC building).
- Some members of the consultation group consider the site's permeability, particularly in the east–west direction, to be already satisfactory.

Urban Design and Development

- Examine whether the maximum building height of 100 m is necessary, or whether maintaining the height level of the surrounding development would be more appropriate.
- Assess the impact of new development on the overshadowing of surrounding buildings.
- Consider the visibility and legibility of surrounding buildings, particularly their main entrances.

6.5 Notes to the General Brief Arising from Public Participation

The outcomes of the public participation process do not alter the objectives or requirements of the competition. However, they highlighted several topics that the public considers particularly important. Competitors are therefore encouraged to pay special attention to the following issues in addition to the requirements set out in the General Brief.

Urban Design Concept and High-Rise Buildings

The participation process revealed both concerns regarding high-rise development and support for the creation of a new landmark within the area.

Competitors are therefore encouraged to clearly explain the urban design rationale behind their proposals and the relationship of any high-rise buildings to the surrounding urban fabric, public spaces, and the wider city skyline.

Particular attention should also be given to the quality of the spaces created between buildings, especially in terms of daylight access, overshadowing, wind conditions, and overall user comfort.

Public Amenities and Services

Participants repeatedly emphasised the importance of maintaining Budějovická as a vibrant urban centre offering services, retail, and other functions supporting everyday life.

Competition proposals should therefore pay particular attention to active ground-floor uses, the integration of services with public spaces, and the creation of conditions for a lively and functionally diverse urban district.

Residents also expressed an expectation that competitors will quantify the capacity of their proposals, including the anticipated number of apartments and future residents. These figures are expected to provide a basis for informed discussion regarding the future provision of public amenities and services in response to population growth.

Public Spaces

Participants repeatedly highlighted the absence of a clearly defined local centre, difficulties with orientation, and the limited quality of some existing public spaces.

Competition proposals should therefore place particular emphasis on creating a coherent, safe, and barrier-free network of public spaces offering opportunities for everyday use, social interaction, recreation, relaxation, and cultural or community events.

Special attention should be given to the creation of a public space capable of becoming the natural centre of the locality.

Blue-Green Infrastructure

Greenery, urban heat, and rainwater management were among the topics most frequently raised during the participation process.

Competition proposals should therefore pay particular attention to opportunities for increasing vegetation, improving the local microclimate, and enhancing user comfort within public spaces.

At the same time, the brief acknowledges the specific constraints of the site, where a significant proportion of the area is affected by underground structures and limited opportunities for planting vegetation in natural ground conditions. This makes the search for innovative and realistic solutions to improve environmental quality all the more important.

Transport and Mobility

Transport, pedestrian safety, and the potential impact of future development on the surrounding street network were major topics throughout the participation process.

Competition proposals should clearly explain the principles of site access and circulation, its relationship to the planned Dvorce–Budějovická–Michle tram line, and its integration with the surrounding street network.

Particular attention should be paid to the quality of pedestrian connections between the metro station, the DBK department store, Poláčkova Primary School, and the surrounding residential neighbourhoods, including the safety and accessibility of these routes.

Special consideration should be given to ensuring safe routes for children travelling to and from Poláčkova Primary School.

7 Annexes

Table 3 List of Planned Projects in the Area and Related Documents

Annex no.	Name of the Project	Author	Folder	Format	Note
Z1	Tram line Dvorce-Budějovická-Michle and diagram of the proposed location of the operational tram loop	Valbek, Sudop Brno Client: Prague Public Transit Company	Z1_tram_line	PDF	Drawing of the Budějovická–Olbrachtova intersection showing the street profile layout and a diagram of the proposed location of the operational tram loop
Z2	SEED Residential Building	ra15	Z2_SEED_residentialB	PDF	drawings (site plan, sections)
Z4	Budějovická Parking House (Zeta building)	H.A.N.S.	Z4_parking_house_ZETA	PDF	drawings (site plan, sections) and vizualizations
Z5	Healthcare and Administrative Building (Delta buildling)	H.A.N.S.	Z5_healthcare_building_DELTA	PDF	drawings (site plan, sections, elevations)
Z6	Administrative center Budějovická	Studio AM	Z6_administrative_center	PDF, PNG	Sdrawings (site plan, sections, elevations) and vizualization

Table 4 Documentation on existing buildings and structures

Annex no.	Name of the Building/ Structure	Folder	Format
B1	DBK Department Store	B1_DBK	PDF, DWG
B2	Budějovická Alej	B2_Alej	PDF, DWG
B3	Česká Spořitelna Building Budějovická 1912/64b	B3_Budejovicka_building	PDF, DWG
B4	Česká Spořitelna Building Olbrachtova 1929/62	B4_Olbrachtova_building	PDF, DWG
B5	Česká Spořitelna Building Poláčkova 1976/2	B5_Polackova_building	PDF, DWG
B6	Extension to the building at Budějovická 1912/64b	B6_Budejovicka_	PDF, DWG
B7	Metro	B7_metro	PDF

Table 5 Additional reference materials

Annex no.	Name of the Material	Folder	Format
P1	Guide to creating viewpoints of the Competition Site	P1_views_manual	PDF, DOCX
P2	Traffic engineering study	P2_traffic_study	PDF
P3	Guide to viewing the digital 3D model of the Site	P3_3Dmodel_Site_manual	PDF
P4	Drone photographs of the Site	P4_drone_pictures	PNG

Table 6 Map data

Annex no.	Name	Description	Folder	Format	Source
M1	Cadastral map	Parcel boundaries and parcel numbers, including indicated future ownership adjustments along the northern boundary of the site	M1_cadastral_map	DXF, DWG	Geoportal Praha
M2	3D model of the City of Prague	Three layers: buildings, terrain and bridges	M2_3Dmodel_Prague		Geoportal Praha
M3	Topographic survey of the site	Survey of the Site surface, areas and polygons	M3_toposurvey_Site	DWG	Penta Real Estate
M4	Digital technical map (DTM)	Utility networks (network alignments are indicative only)	M4_DTM	DWG	Penta Real Estate
M5	Orthophoto map	Georeferenced orthophoto map – individual sheets	M5_ortophoto_map	JPG, JGW	Geoportal Praha

8 Sources

History

IPR Prague. (undated). Two Pragues. Retrieved 4 March 2026 from: https://dveprahy.cz

OC DBK. (undated). 40 Years of the Metro. Retrieved 4 March 2026 from: https://40let.dbkpraha.cz

Kryštof Vicherek. (2020). Budějovická – Master's thesis. Faculty of Architecture, Czech Technical University. Retrieved 4 March 2026 from: https://www.fa.cvut.cz/galerie/diplomove-prace/2020-0-krystof-budejovicka-82901/f5-dp-2020-vicherek-krystof-priloha-krystof_vicherek_diplom.pdf

Aktuálně.cz. (undated). Retro photos of the Prague Metro. Retrieved 4 March 2026 from: https://zpravy.aktualne.cz/retro-fotky-prazskeho-metra/r~i:gallery:31362/

Planning history (Land Use Plan, Master Plan)

IPR Prague. (2026). Metropolitan Plan. Retrieved 4 March 2026 from: https://pl and n.praha.eu

IPR Prague. (2026). Land Use Plan Drawings. Retrieved 4 March 2026 from: https://app.iprpraha.cz/apl/app/vykresyUP/

General information about the municipal district

App.powerbi.com. (n.d.). Power BI report. Retrieved 4 March 2026 from: https://app.powerbi.com/view?r=eyJrIjoiMTY4ODNmMGYtZmIyOS00Mjc2LTk4NGItMjFkNWUxMjM0NjI1IiwidCI6IjQwZjQ3ZTVlLTBmMzUtNDNkMi05MWYxLTM1MzZmMjkwYTQ2ZiIsImMiOjI9&pageName=5456857319ea9d16db59

IPR Prague. (2026). Population dynamics. Retrieved 4 March 2026 from: https://app.iprpraha.cz/apl/app/dynamika-obyvatelstva/

Prague 4. (2023). Demographic study. https://praha4.cz/alfresco/file/55a12d65-ce93-4c2d-a12d-65ce93fc2d1e/

Czech Statistical Office. (2026). Statistical Atlas. Retrieved 4 March 2026 from: https://geodata.csu.gov.cz/as/atlas/?xmax=1609429.126555218&ymax=6454332.130371886&xmin=1607790.2102545835&ymin=6453197.060533277&wkid=102100

IPR Prague. (2025). Forecast of population and public amenities in Prague 2024–2050. Retrieved 4 March 2026 from: https://iprpraha.cz/assets/files/files/a523af643a0f403fb79df2e6b0954e93.pdf?utm_source=chatgpt.com

Spatial analysis of the Competition Site

Czech School Inspectorate. (2026). Portal. Retrieved 4 March 2026 from: https://portal.csicr.cz/School/600037339

IPR Prague. (2026). Atlas of Spatial Planning Documents. Retrieved 4 March 2026 from: https://uap.iprpraha.cz/texty/800

Michle Habrovka. (undated). Basic information. Retrieved 4 March 2026 from: https://www.michlehabrovka.cz/zakladni-informace/

Adaptation by Praha.cz. (2026). Urban Heat Vulnerability Index. Retrieved 4 March 2026 from: https://adaptacepraha.cz/mapy/index.html

IPR Prague. (2026). ÚAP Atlas. Retrieved 4 March 2026 from: https://app.iprpraha.cz/apl/app/atlas-zp/?service%5B%5D=imisni_mapy

Czech Office for Surveying, Mapping and Cadastre. (2026). Access to the Land Registry. Retrieved 4 March 2026 from: https://nahlizenidokn.cuzk.gov.cz/http403waf.aspx?_event_transid=c242d88377a5176bc70ea5d6cc0adf8f38f49666f20249b568477268dec4f2db

City of Prague. (undated). Automatic public transport passenger counters. Retrieved 4 March 2026 from: https://data.praha.eu/dashboardy/automaticke-scitace-cestujicich-MHD

Cycling in Prague. (undated). Map. Retrieved 4 March 2026 from: https://mapa.prahounakole.cz/

Transport Research Centre. (undated). Traffic accidents. Retrieved 4 March 2026 from: https://nehody.cdv.cz/

Diagram of the assessed development from the transport study, Source: Atelier PROMIKA s.r.o.

Planned projects

Conceptual study of the forecourt of Poláčkova Primary School. (2025).

Studio AM. (undated). Budějovická II Administrative Centre. Retrieved 4 March 2026 from: https://www.studioam.cz/project/administrativni-centrum-budejovicka-ii/

Limits within the area

IPR Prague. (2026). Prague Building Regulations. Retrieved 16 April 2026 from: https://iprpraha.cz/psp

National Heritage Institute. (2015). Heritage Catalogue – Prague Heritage Reserve. Retrieved 16 April 2026 from: https://www.pamatkovykatalog.cz/pravni-ochrana/praha-84230

Urban Design and Architectural Competition Nová Budějárna

Site Information