

**Urban
Design and
Architectural
Competition
Nová
Budějárna**

**General
Competition
Brief**

This document summarizes the key parameters and requirements for the development of the entire area, as discussed with the principal stakeholders, particularly the private landowners within the Site, the City of Prague, the Prague 4 Municipal District, and the Prague Public Transit Company.

The General Competition Brief was approved by the Prague City Council on 8 June 2026.

The General Competition Brief was prepared with members of the Working Group for the preparation of the Competition, namely: Marek Bělor, Eliška Kokinová, Hana Prokopová Nesrstová and Zdeněk Vöfl on behalf of the City of Prague; Zdeněk Hovorka, Martin Syrový, Jaroslav Vodák, Iva Vomelová and David Záruba on behalf of the Prague 4 Municipal District; Viktória Jakubčíková on behalf of Prague Institute of Planning and Development; Anna Švarc and Filip Jiřík on behalf of the Prague Public Transit Company; Michal Kotrč, Michal Jům, Karolína Hýsková, Tomáš Popadič, David Chlumecký and Filip Dušek on behalf of the Client; Karolína Koupalová, Petra Kubantová, Esra Akgün Kulin, Martin Ptáček and Gabriela Šimůnková on behalf of the Competition Organizer.

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1

Introduction

Penta Real Estate and DBK

Budějovická is one of the most significant development areas in Prague today. It is a place of extraordinary potential that remains largely untapped. Despite being located at one of the city's best-connected transport hubs, it has yet to fulfil the role and significance it could assume within the wider urban structure of Prague.

We see Budějovická as a hidden treasure and an undiscovered gem of Prague – a place with all the prerequisites to become a new centre of urban life for Prague 4 Municipal District and one of the most important metropolitan centres outside the historic core of the city. Our ambition is to unlock and develop this potential together, transforming the area into a vibrant, high-quality urban district.

As owners of a substantial part of the competition area, we are fully aware of the responsibility that comes with shaping the future of this place. Our goal is not simply to construct new buildings, but to deliver a long-term transformation into a high-quality urban environment defined by excellent architecture, generous public spaces and a diverse mix of uses. At the same time, we recognise that the redevelopment of Budějovická will have a significant impact on the everyday lives of existing residents in the surrounding neighbourhoods. For this reason, we seek a solution that will provide lasting benefits to the area – not only through new architecture and investment, but also through the quality of public space, the provision of services, permeability and connectivity, sustainable mobility, and the overall functioning of the district as a place for everyday life.

Collaboration with the City of Prague, the Prague 4 Municipal District and other key partners is of great importance to us. We firmly believe – and our previous experience has repeatedly confirmed – that an open international competition is the best tool for identifying the highest-quality solution for such an important urban area. Leading Czech and international teams will take part in the competition, and we expect them to bring strong urban visions, outstanding architecture and bold ideas that will help shape Budějovická for decades to come.

We look forward to engaging in dialogue with the competing teams and to discovering new perspectives on the future of this important place.

David Musil

Chief Executive Officer, Penta Real Estate

Jan Tlačbaba

Chairman of the Supervisory Board of DBK

The City of Prague

Budějovická is an important local centre in the southern part of Prague, developed from the 1960s onwards. With the departure of one of the area's major users, this urban structure is gradually ceasing to meet the needs of today's residents. It demonstrates that brownfields are not limited to 19th-century industrial sites; we are now also facing modern brownfields of the 20th century.

I am pleased that we now have the opportunity to look at this area from today's perspective and seek a new future for it. The aim of the competition is not merely to design new buildings, but above all to redefine Budějovická as a vibrant, legible and high-quality urban centre that reflects the importance of this location within the wider context of Prague. I greatly appreciate that a partnership has been established between the City of Prague, the Prague 4 Municipal District and private investors. It is particularly valuable that we are approaching the area as a single, integrated whole. I am convinced that an open dialogue between the public and private sectors is a fundamental prerequisite for creating a high-quality city.

I am also pleased that the future transformation will retain the DBK department store, an important building by architect Věra Machoninová. For decades, it has helped shape the identity of Budějovická and remains a key landmark within the area. Preserving the valuable qualities of modern architecture is, in our view, an essential part of the site's future development.

Budějovická is also one of the few locations in Prague where high-rise buildings can be considered a natural component of a new urban structure. This makes it all the more important to approach the Prague skyline with sensitivity and to carefully consider long-distance views. The relationship between new development and the city's panorama will therefore be one of the key aspects assessed in the competition.

I very much look forward to seeing the proposals submitted by the participating teams, to the discussions that will take place during the competition workshops, and to the work of the jury in identifying the best future vision for Budějovická.

Petr Hlaváček

Deputy Mayor of the City of Prague
for Spatial and Strategic Development

Prague 4 Municipal District

Budějovická is a place that the residents of Prague 4 know well. Thousands of people pass through it every day on their way to work, school, amenities, or home. Yet today, the area is often perceived as confusing, heavily burdened by traffic, and lacking in high-quality public spaces. For this reason, we see this competition as an exceptional opportunity to transform Budějovická into a place that better serves the everyday lives of residents of the district.

Prague 4 Municipal District has been actively involved in preparing the competition brief, as the future development of this area will have a significant impact on the character of the wider locality. Of particular importance to us are improvements to the quality of public space, safety and permeability, better conditions for pedestrians, the provision of ample greenery, and solutions that help improve the local microclimate.

At the same time, we recognise that the development of Budějovická will bring new residents as well as increased demands on public amenities and services. We are therefore working with the City of Prague and private investors to ensure the continued development of schools, services, and public infrastructure, so that the transformation of the area benefits not only future residents but also the existing communities of Prague 4. Budějovická should become a true urban centre, offering high-quality public spaces that respond to the needs of a contemporary city.

I am pleased that a partnership has been established between the public and private sectors and that the future vision for the area is being developed through an international urban design and architectural competition. I am confident that the competition will generate inspiring and high-quality proposals that will help Budějovická realise its extraordinary potential.

Ondřej Kubín

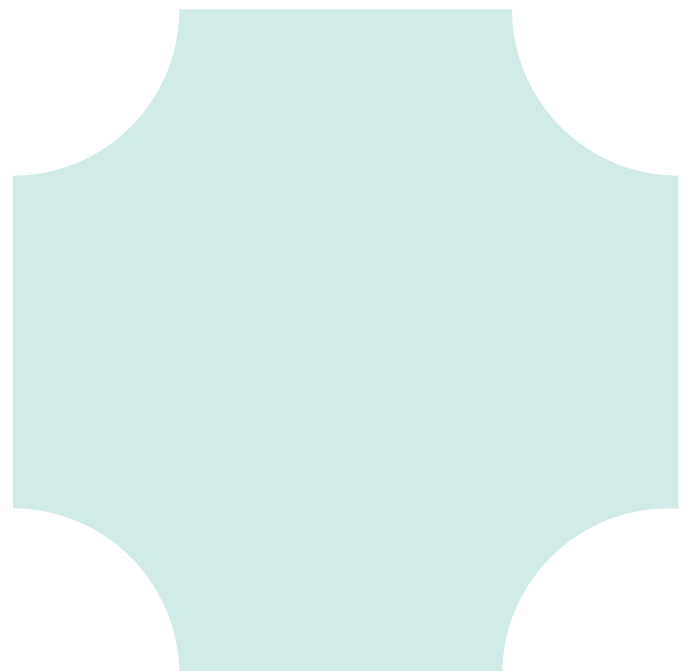
Major of Prague 4 Municipal District

2

Competition Objective

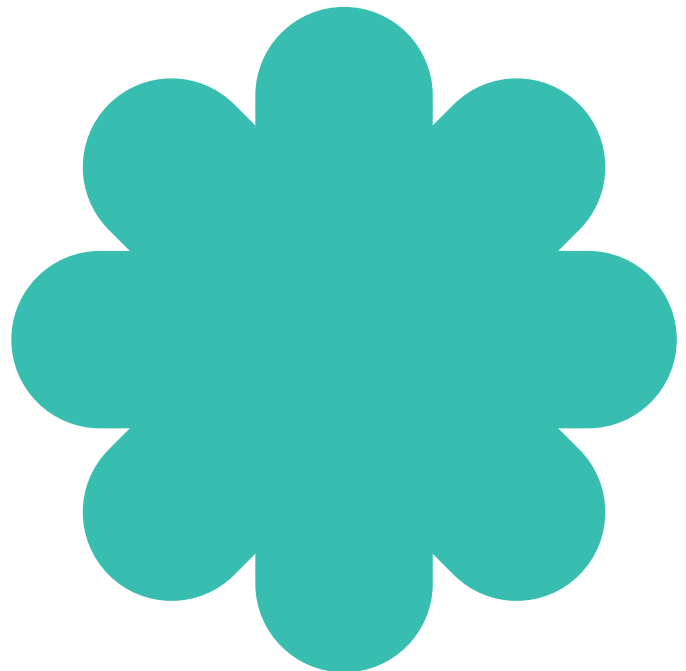
The objective of the Competition is the development of a comprehensive urban and architectural design concept for the development of the area around the Budějovická Metro Station which would propose an optimal spatial, functional, and compositional layout of the Competition Site. The concept must reflect and integrate the existing plans of the Client, the Prague 4 Municipal District, and the City of Prague.

The aim is to select a partner capable of presenting an urban and architectural design concept that is sound, economically feasible, and socially and environmentally sustainable – one that will bring new value to the area for all stakeholders and ensure effective communication with the developer, public authorities, and the residents.



3

The Site



The Competition Site of about 40,000 m² is situated between Budějovická, Olbrachtova, Poláčkova, and Antala Staška streets. It consists of a large block of commercial and office buildings situated next to the DBK shopping centre.

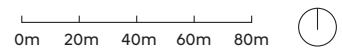
The Competition Area comprises the nearby public spaces that will be affected, to some extent, by the development of the Competition Site.

If the proposal requires modifications to public spaces or traffic arrangements beyond the designated Competition Site and Competition Area, such modifications may be proposed. However, implementation of the proposal within the Competition Site should not be dependent on these modifications.

The Client anticipates the development of the Site in two phases, which will be independent of each other, yet at the same time will be appropriately linked functionally as well as from the urban planning point of view. These two phases of development include both the Competition Site and the Competition Area.

Details regarding the boundaries of the development site to be addressed in the Competition are provided in Diagram 1 and Table 1.

Diagram 1
The Competition Site and Competition Area



Author: ONplan, 2026

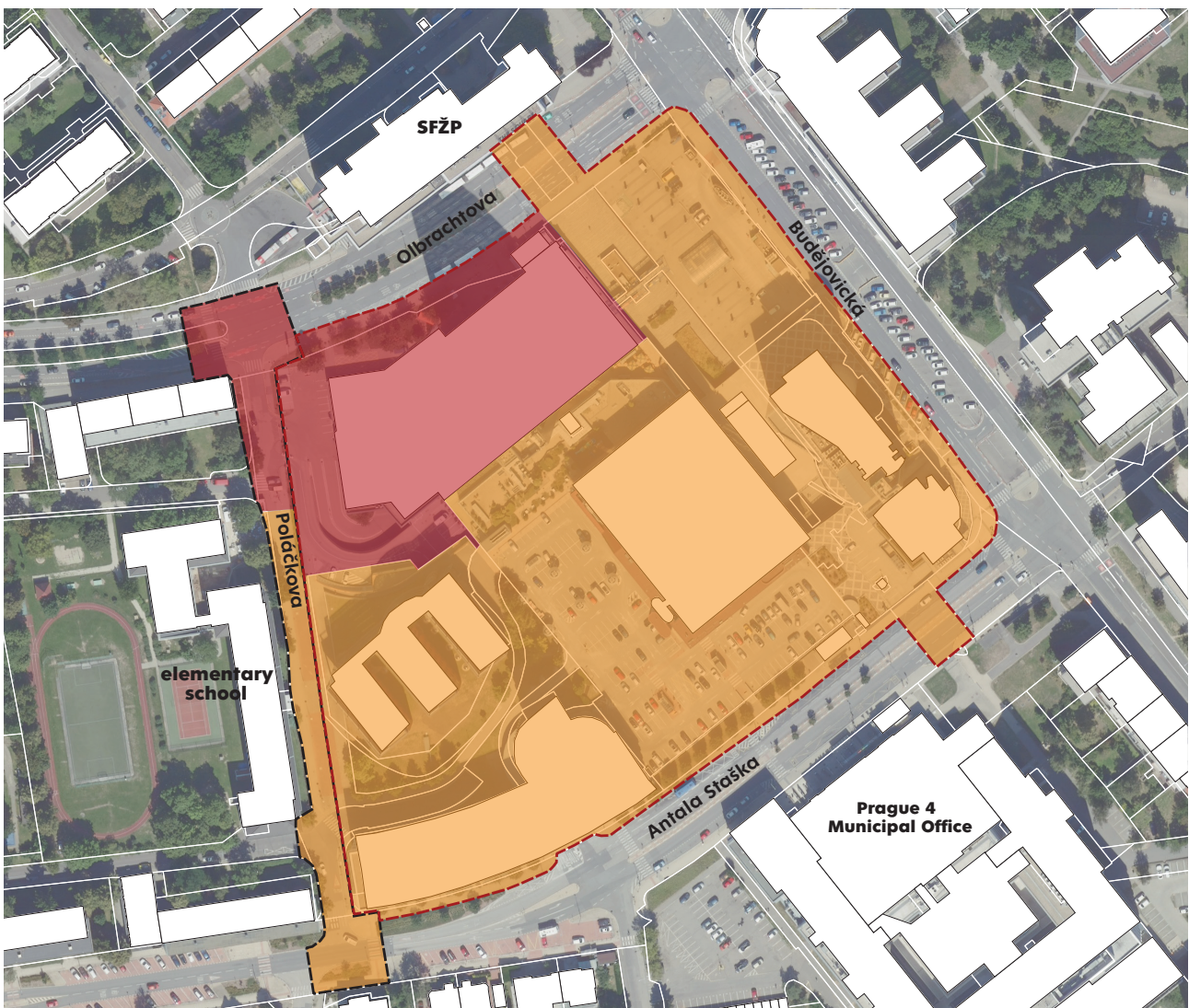


Table 1 Overview of the Competition Site and Competition Area and Development Phasing, author: ONplan

Site	Phase	Definition	Design Scope		Use of the Outcomes
Competitor Site	1	Building No. 1929 on Olbrachtova Street, designated for demolition, and the adjacent public spaces are defined by the northern edge of the original DBK building to the south, Poláčkova Street to the west, Olbrachtova Street to the north, and the western edge of the sunken shopping arcade to the east.	<ul style="list-style-type: none"> – Overall urban design for the entire Competition Site development – The new development massing and volumetric design – Design of public spaces including green infrastructure – Mobility design including all modes of transport 	<ul style="list-style-type: none"> – Architectural design of new buildings, including façades and floor plans – Architectural design of public spaces – Design concept of the Site transport connections to the existing transportation network 	The winning design will serve as the basis for the subsequent stages of project documentation development and the construction of buildings and public spaces
	2	The site is defined by Olbrachtova Street to the north, Budějovická Street to the east, Antala Staška Street to the south, and Poláčkova Street to the west, excluding the Phase 1 described above. The Competition Site also includes the pedestrian underpasses beneath Olbrachtova Street and Antala Staška Street, including the adjoining retail premises.		<ul style="list-style-type: none"> – Design concept of the new building façades but with no detailed floor plans of the individual buildings – Design concept of the public spaces – Design concept of the Site transport connections to the existing transportation network 	The winning design will serve as the basis for discussions between the City of Prague, Prague 4 MD, and local property owners regarding the coordinated, optimal development of Budějovická and any potential amendments to the Metropolitan Plan
Competition Area	1	The intersection of Poláčkova and Olbrachtova Streets and the section of Poláčkova Street leading to the intersection with Rabasova Street	<ul style="list-style-type: none"> – Design of the Competition Area connections to the adjacent street network 	<ul style="list-style-type: none"> – Technical details of the Area's connections to the existing transportation network 	The winning design will serve as the basis for the subsequent stages of the project documentation development and implementation of transport connection for Phase 1.
	2	The intersection of Poláčkova and Antala Staška Streets and the section of Poláčkova Street leading to the intersection with Rabasova Street		<ul style="list-style-type: none"> – Design concept of the Competition Area transport connections to the existing transportation network – Coordination concept of the of public space designs for the Competition Site and Competition Area 	The winning design will serve as the basis for discussions between the City of Prague, Prague 4 MD, and local property owners regarding the coordinated, optimal development of Budějovická and any potential amendments to the Metropolitan Plan.

4

Site Analysis



4.1 Site History

19th Century

Until the 19th century, the area was a farming landscape situated between the settlements of Michle, Dolní Krč and Horní Krč. The fields were crisscrossed by roads, the main one of which – following the alignment of today's Budějovická Street – led out of Prague toward the southeast. In 1922, the previously independent municipalities of Krč, Nusle, and Michle were incorporated into Great Prague.



Figure 1 Maps from the permanent land registry (Cadastral) from the first half of the 19th century. Source: Geoportal Praha

Beginning of the 20th Century

The block morphology proposed for the area between Krč and Michle in the early 20th century, shown in the Orientation Plan of the Royal City of Prague and Neighbouring Municipalities, was never materialised.

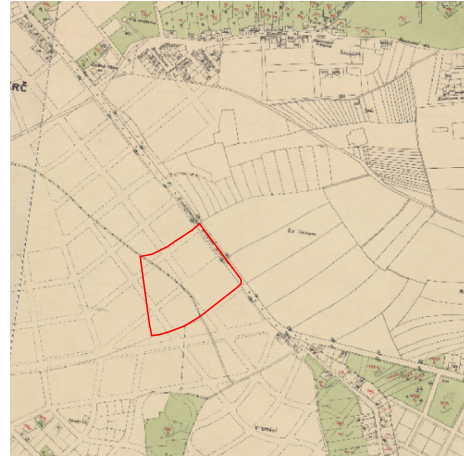


Figure 2 Orientation Plan of the Royal City of Prague and Neighbouring Municipalities 1909–1914. Source: Geoportal Praha,

After 1990

After 1990, the area underwent further transformation with the construction of more office buildings, hotels, and commercial properties. The area gradually established itself as a major transportation and business hub in Prague, though with a fragmented structure of public spaces.



Figure 3 The area at present – view from the roof of the DBK building toward Olbrachtova Street. Source: Penta Real Estate

1981

The area around the Budějovická metro station was complemented by late-modernist office buildings. A key milestone was the opening of the DBK department store (designed by Věra Machoninová) in 1981, which became a natural hub of the area.



Figure 4 DBK in 1983. Source: Retro DBK, retro.dbkpraha.cz

1930s

In the 1930s, the Zelená Liška housing estate was built north of the Site, while a residential neighbourhood of single-family homes was expanding to the south. At the same time, new tram lines were constructed here too.

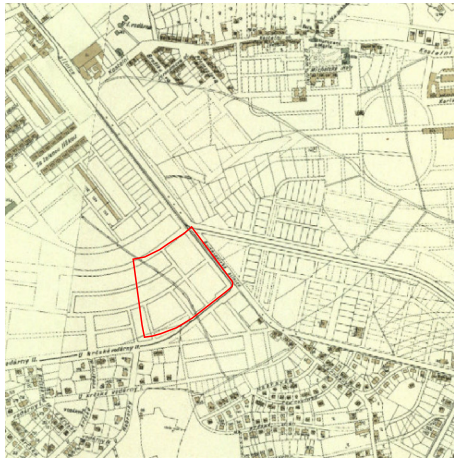


Figure 5 Map of Prague from 1938 showing the plan of a new district and the first housing developments, specifically Zelená Liška.
Source: Dvě Prahy, www.dveprahy.cz

1970s

The fundamental transformation of the Competition Site in the 1970s was associated with Metro Line C construction and with the plan to transform the Pankrác Plain into a modern business district.



Figure 6 Construction of Metro Line C, view toward Olbrachtova Street, 1971.
Source: 40 let DBK, 40let.dbkpraha.cz

1950s and 1960s

In the 1950s, large-scale housing construction began in the area. The very first pre-cast concrete housing estates in Prague were built here during that decade – namely the expansion of the Zelená Liška housing estate and the Antala Staška housing estate. New residential buildings were also built on Budějovická, Jihlavská, and Sedlčanská streets.



Figure 7 An aerial photograph from 1966 showing the construction of the Antala Staška and Zelená Liška housing estates and apartment buildings east of Budějovická,
Source: Dvě Prahy, www.dveprahy.cz

4.2 Wider Context

Budějovická 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.

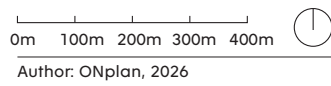
The area forms part of the city's southern development zone, well connected to the north-south axis of Metro Line C, which links the historic city centre with Pankrác and, further on, with the residential districts in the south. This connection provides excellent accessibility on a citywide scale and reinforces the site's strategic importance.

Budějovická is bordered by major city thoroughfares – Vyskočilova, Olbrachtova, and Jeremenkova streets running east-west, and Na Pankráci and Budějovická streets running north-south. Nearby is 5. května Street, which connects to the D1 motorway. The area is therefore well integrated into the city's backbone transportation infrastructure.

From an urban-planning perspective, the area – characterised by a hybrid urban structure – is located at the intersection of distinct development patterns: modernist housing estates to the north and the detached homes of a garden-city to the south. This position at the interface of different urban forms creates a specific context that must be taken into account in the design.

Diagram 2
Wider Context

	Competition Site, Competition Area
	buildings
Transport	
	metro
M	metro station
	railway
	train station
	highway
	main road
	street
Urbanism	
	panel housing estate
	villas/semi-detached & row houses
Functions	
	commercial / offices
	education
	civic amenity

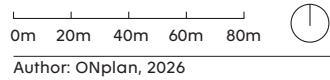
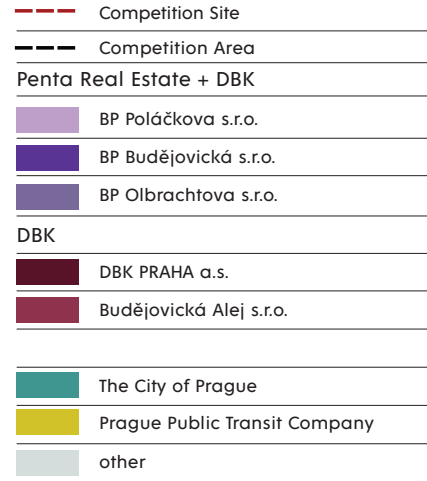


4.3 Ownership Structure

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

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

Diagram 3
Ownership structure



4.4 Planned Projects

Planned Projects on the Site

The projects planned by the four major stakeholders constitute a defining factor in shaping the Site's development:

Penta Real Estate + DBK

In the Phase 1 of the project, Penta Real Estate and DBK intend to demolish the existing high-rise building on Olbrachtova Street and construct a new high-rise residential building / buildings on the Site, with retail and commercial units located adjacent to the public space.

In Phase 2 of the project, these two companies aim to explore options for transforming the area into a new urban neighbourhood centred on a cluster of residential high-rise buildings, while preserving the DBK department store, the Budějovická Alej office buildings, and the building on Budějovická Street. DBK plans to refurbish its main building and expand the underground commercial area. The partially vacated above-ground floors are intended to be converted into cultural and public amenities.

An integral part of Penta Real Estate's plan is the revitalisation of adjacent public spaces.

The City of Prague

As part of this competition, the City of Prague aims to assess the development potential of the city-owned land located at the corner of Budějovická and Olbrachtova streets and defining their optimal integration into the overall urban concept for the Budějovická area. The proposed development should be primarily residential, with the possible addition of office buildings. Retail units with an active ground floor facing public spaces are envisaged on the lowest floors. These retail units should be designed to allow conversion to cultural uses, such as a community centre or study halls, should the need arise.

The buildings should be integrated into the proposed design concept above the metro station. The space above the metro station may be reimagined as a public space or, alternatively, used for underground retail. However, it is not possible to construct new large-scale buildings above the metro station, as the need for periodic station renovations must be respected. The spaces above the metro station must remain the property of the City. Improving connections between metro entrances and the overall accessibility of the area is desirable.

Given that the study for the Site is exploratory, the proposed design does not have to follow strictly the requirements of the newly approved zoning plan; therefore, it is desirable to explore the ideal urban design. However, the height should not exceed 100 meters. It is necessary to ensure that the proposed design on the city-owned land is compatible with the client's development from an urban planning perspective.




As for the parking design, it is preferable to locate parking spaces within the proposed buildings; however, this is not a mandatory requirement. The City is able to address the parking needs for its buildings outside the Site.

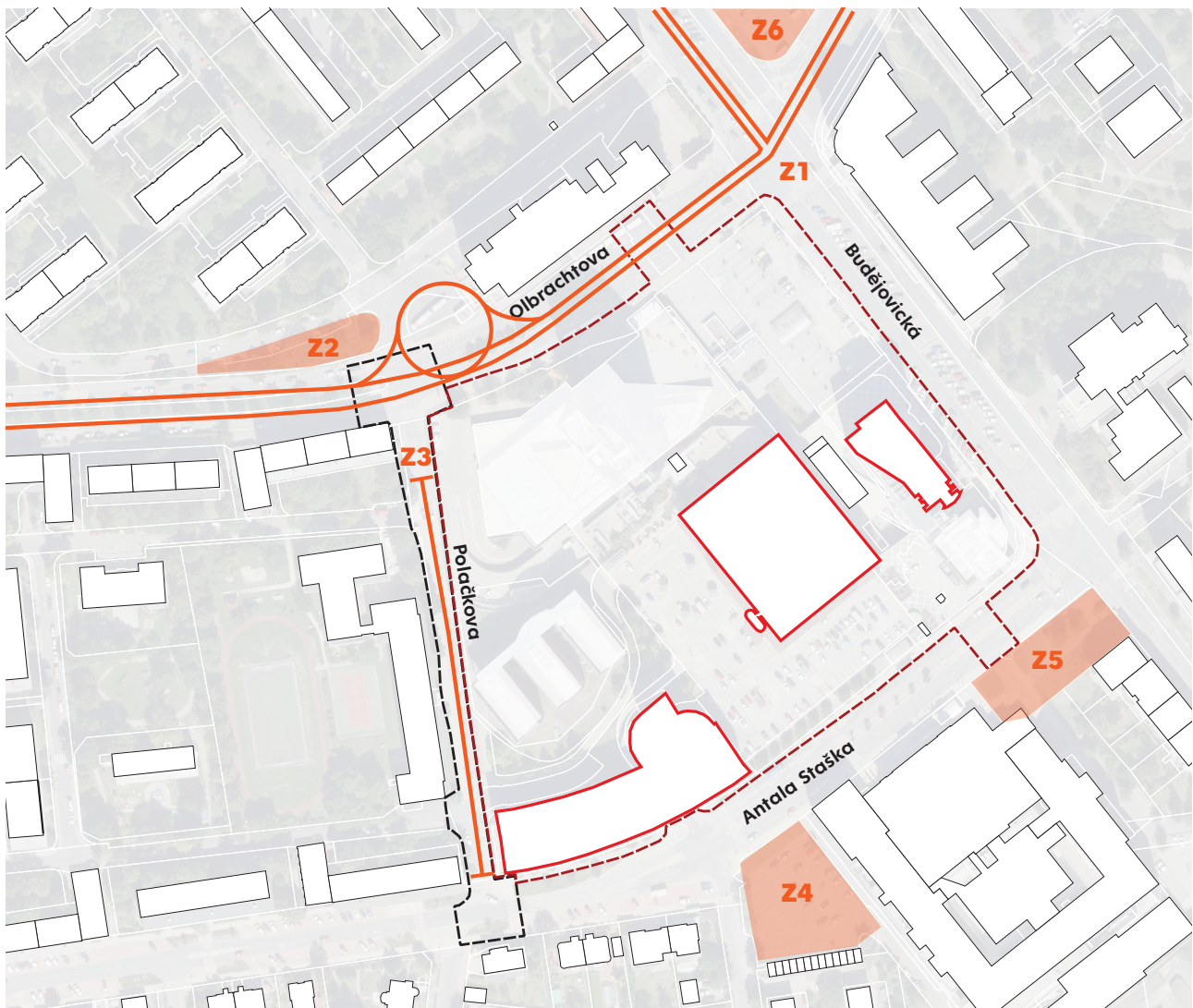
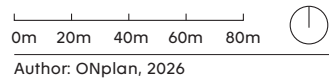
Planned projects in the surrounding area

This section summarizes the projects in the surrounding area that must be taken into account in the design, as well as projects that are outside the area of interest but with impact in it in the future. More detailed information and supporting documents will be provided to competition participants in the publication “Site Information”.

Number in the plan/project name	Project owner	Project status
<p>Z1 Tram track Dvorce – Budějovická – Michle There is a plan to build three tram tracks that will interface with the Site in Olbrachtova Street and at the intersection of Olbrachtova × Budějovická.</p> <p>As part of this project, plans to build a tram turning loop are also being reviewed</p>	Prague Public Transit Company	Preparation of a technical study for the preliminary review EIA
<p>Z2 Residential Building SEED Residential building between Pacovská and Olbrachtova Streets</p>	Private investor	An application for a planning consent has been filed
<p>Z3 Conceptual Study of the Poláčkova Elementary School Forecourt The study is not an input for the Competition; however, its fundamental principles – namely, improving safety in the area in front of the school and its immediate surroundings – must be an integral part of the design of public spaces and the transport and mobility plan</p>	Municipal District Prague 4	Study
<p>Z4 Multi-story car park – Zeta Building Multi story car park at the corner of Na Krčské stráni and Antala Staška</p>	Private investor	A planning approval has been issued; an appeal is currently pending
<p>Z5 Extension of the Health Centre (Poliklinika) – Delta Building The new health centre building, located at the corner of Antala Staška and Budějovická</p>	Private investor	An application for a planning approval has been filed
<p>Z6 Budějovická Office Building A high-rise office building at the corner of Budějovická and Vyskočilova streets</p>	Private investor	The building permit procedure is underway, and a lawsuit has been filed against the planning approval

Diagram 4
Planned projects

	Competition Site
	Competition Area
	buildings that will be preserved
Z1	tram line Dvorce–Budějovická–Michle
Z2	apartment building SEED
Z3	Poláčkova- conceptual study for the courtyard of Poláčkova Elementary School
Z4	Budějovická car park
Z5	DELTA s.r.o - Budějovická DELTA s.r.o. project
Z6	Budějovická office building



4.5 Site Constrains

This chapter summarises the main constraints that apply to the Site and its surroundings. A more detailed description of these constraints will be included in the publication “Site Information”.

Limits set forth in the Planning Documentation

In the recently approved Metropolitan Plan, the Site is part of the 060 Budějovická zone. It is designated as a hybrid development site. The aim of the proposed regulation is to preserve the spatial layout, connect the area to the tram network, complement development in designated transformation zones while considering its potential, foster diversity and strengthen cultural functions, and respect the area’s height composition. The zone is designated for residential use, and it also includes office buildings and commercial facilities.

Within the 060 Budějovická locality, zone 411/060/2262 covering 32,605 m² located on the Budějovická metro station has been designated for redevelopment intended to complement the existing structures. The DBK building and the Budějovická Alej office building are not part of this zone. The transformation zone is planned as a hybrid structure with a residential component and a maximum building coverage ratio (Zmax) of 70%.

Height regulation is set out in Articles 97–105 of the Metropolitan Plan and will be described in greater detail in the forthcoming publication “Site Information.”

The design for Phase 1 of the Site development must comply with the requirements specified in the recently approved Metropolitan Plan. The maximum permitted building height for Phase 1 is defined by the height of the Česká spořitelna building on Olbrachtova Street.

The proposed design for Phase 2 will serve as the basis for discussions between the City of Prague, the Prague 4 Municipal District, and local property owners regarding the coordinated, optimal urban development of Budějovická as well as for a potential amendment to the Metropolitan Plan. The design for Phase 2 is therefore not required to adhere to the capacity and height limits set out in the recently approved Metropolitan Plan. However, the height should not exceed 100 m.

Prague Building Regulations

The Prague Building Regulations are an essential part of the Competition. They are detailed implementing regulations to the Building Act, issued in the form of ordinances, and establish the general land-use and building requirements in the City of Prague.

Cultural Heritage Protection

The Site is located within the protection zone of the Prague Conservation Area, which coincides with the buffer zone of the World Heritage Site: Prague Historic Centre. The proposals will be assessed in regard to their impact on the overall composition of Prague.

Metro

The design must take into consideration the metro structure, its technical equipment, and its protection zone.

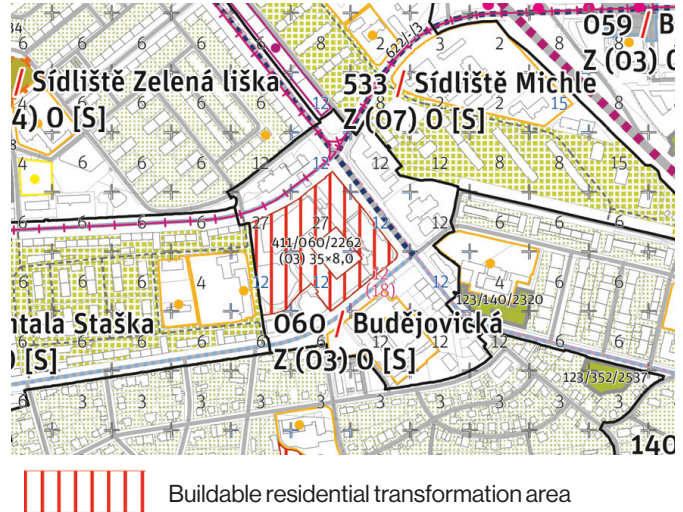


Figure 8 Excerpt from Drawing Z02: Main Structural Drawing, Metropolitan Plan, revised proposal for review pursuant to Section 52 of the Building Act, October 2025. Source: IPR Praha, iprpraha.cz/metropolitniplan

No construction is permitted above the metro structure.

The existing metro exits leading to the partially open pedestrian shopping promenade on the first underground level as well as the metro ventilation shaft on plot no. 1257/4 must be preserved.

Interventions within the metro protection zone are generally inadvisable. If a competition participant nevertheless chooses to intervene within this zone—for example, by construction 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 an intervention is justifiable, primarily from a technical standpoint, with an emphasis on maintaining the safety and uninterrupted operation of the metro and its transfer connections. It must be demonstrated that the proposed design will in no way restrict or endanger the metro’s technical infrastructure and that periodic station renovations will remain feasible. At the same time, the spaces above the metro station must remain the property of the City.

Tram tracks








The design must take into account the planned future tram line, including the space reserved for the tram turning loop, as well as the resulting shift of the southern edge of Olbrachtova Street and the corresponding building line. The southern edge of the street profile is also considered the outer limit for the street line, which may, however, be exceeded in justified cases.


The proposed building line is currently not established as a binding regulation and will be further refined in the future.

Utility infrastructure

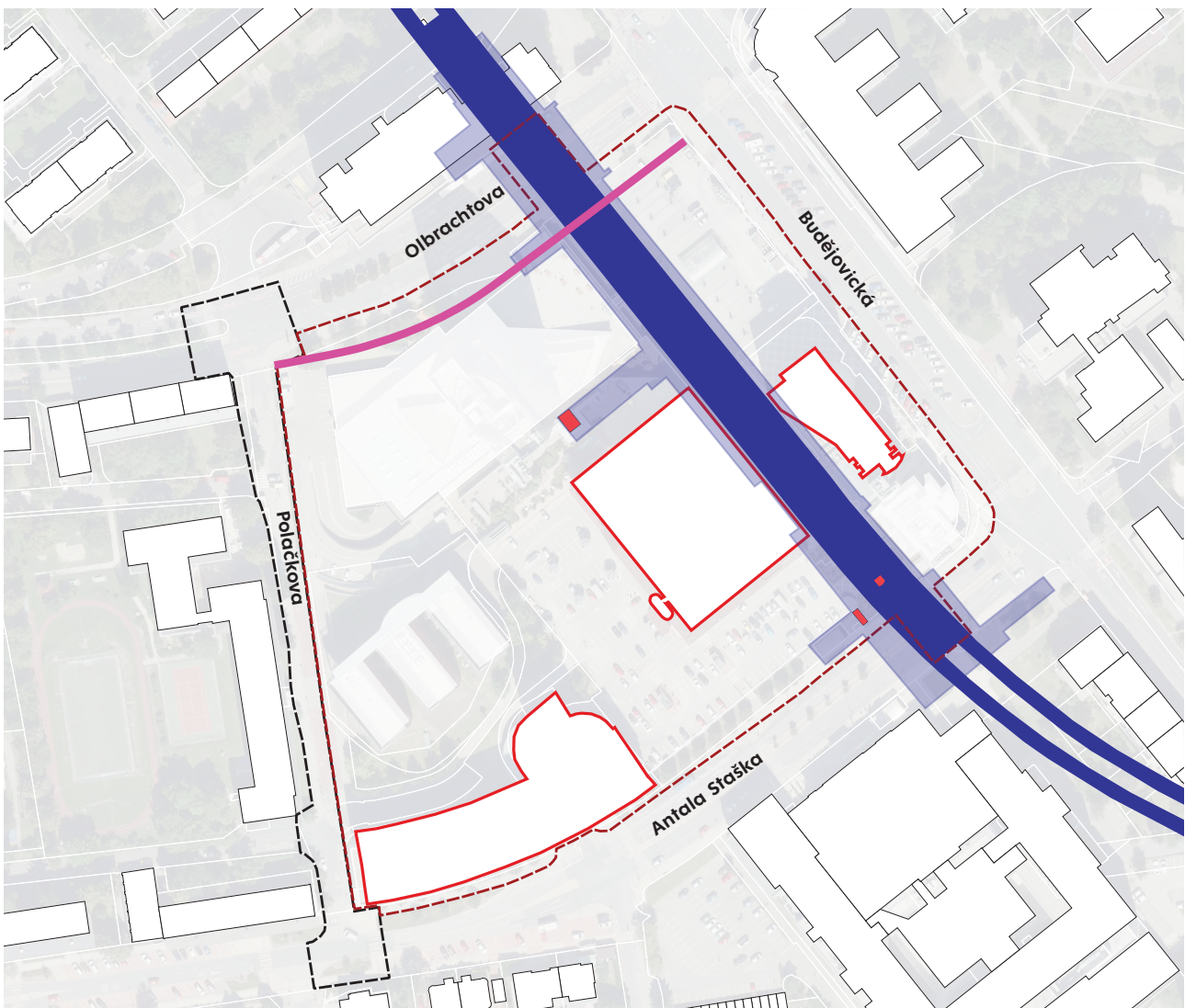
The design must take into account major utility networks and their protection zones. Information on utilities and protection zones will be provided to the invited teams in the form of maps.

Diagram 5
Site Constrains

-  Competition Site
-  Competition Area
-  buildings that will be preserved
-  metro protection zone
-  metro
-  metro-related infrastructure
-  building line

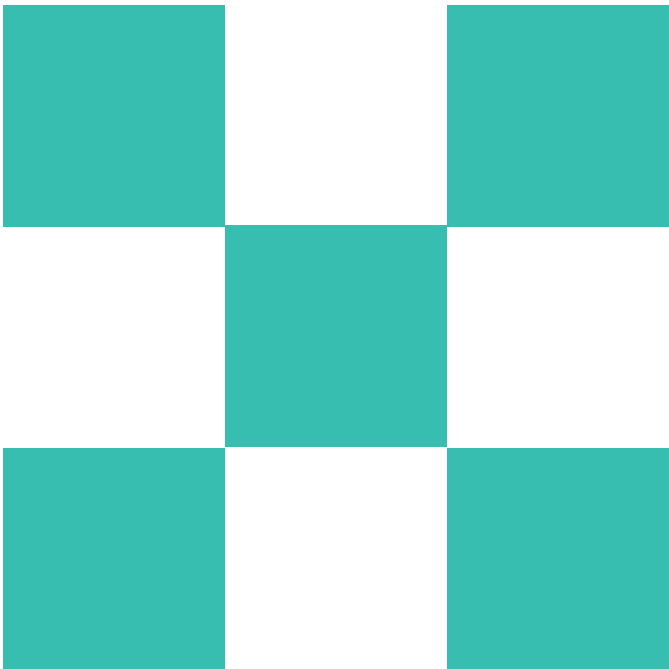
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Author: ONplan, 2026



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Assignment



5.1 Site Development Strategy

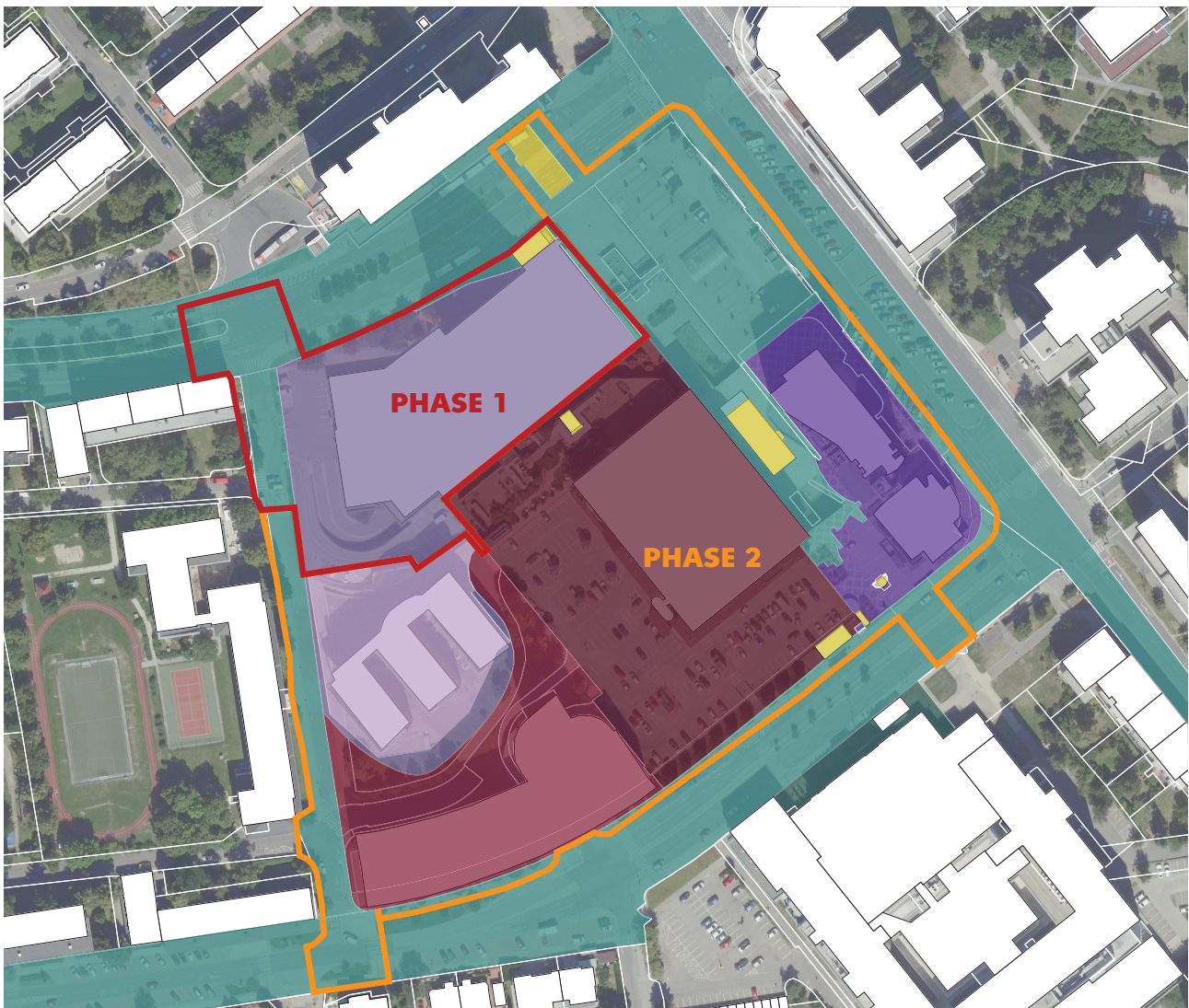
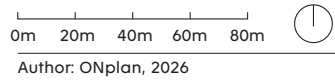
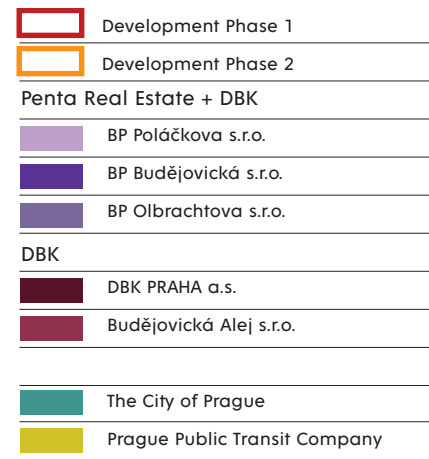
Vision

The Site will be developed in two subsequent development phases, which should result in a coherent whole both in terms of urban structure and functioning. Phase 1 shall be designed as a self-contained and fully functional part. It shall provide a stable and high-quality foundation for the long-term development of the area and allow for a logical and natural extension in Phase 2 without the need for major interventions in the already completed part. Phase 2 should utilize the transport infrastructure of Phase 1 as well as its technical infrastructure.

Assignment

- Propose a future development concept for the area, divided into two clearly defined phases that will build on one another both in terms of structure and mix of activities.
- Development Phase 1 must be treated as a self-contained whole. The footprints of the Phase 1 buildings must not extend beyond the boundaries of that phase. The footprints of the buildings in Phase 2 may extend into the Phase 1 area.
- Development Phase 1 must be designed as a fully self-contained whole capable of independent operation even without the implementation of Phase 2. At the same time, however, Phase 1 must allow for future expansion and seamless integration with Phase 2.
- Development Phase 2 must be designed so that it logically complements the Phase 1 and, together with it, forms a coherent and functional urban structure.
- The underground levels beneath the future buildings must be subdivided into units by expansion joints to reflect their ownership by respective homeowner's associations. They may, however, be interconnected for shared use and internal access.
- Land owned by private investors may be used for the project regardless of ownership boundaries. However, the design must take into account the boundary between the private owner's land and the land owned by the City of Prague and DPP (Prague Public Transit Company). In this respect, buildings developed by Penta Real Estate and DBK must not encroach on plot 1254/66 or on adjacent plots owned by the City of Prague, and vice versa. Infrastructure elements, such as staircases, ramps, canopies, and similar structures, may be designed irrespective of ownership boundaries.

Diagram 6
Phasing requirements overlayed over land ownership.



5.2 Urban Design and Architecture Design

Current status

The urban structure of the Competition Site is heterogeneous, primarily shaped by the developments of the 1970s and 1980s. The built environment consists mainly of freestanding buildings of different heights and volumes, set within extensive public spaces that are largely used for transport infrastructure and parking. Medium-rise buildings prevail accentuated by the 22-story office building on Olbrachtova Street. The DBK building, situated on a prominent position, is an example of Brutalist architecture and will be preserved.

A distinctive feature of the site is a complex, multiple-level public space, including a partially open shopping arcade on the first underground floor, which is connected to the metro entrance hall. This layout, in combination with the difference in street levels around the Site, reduces the Site's permeability and legibility.

Vision

The Site shall be transformed into a new urban neighbourhood composed by several high-rise residential buildings. The new development shall respond to the wider urban context and integrate the existing buildings (the DBK building, Alej Budějovická, and the office building on Budějovická Street) as an integral part of the new composition.

The architectural design will make use of vistas, views, and spatial orientation to enhance the Site's legibility and its integration into the surrounding urban landscape. Special attention shall be paid to the valuable views from the northwest corner of the proposed development

Assignment for the entire area

- Design a new urban structure based on a composition of several residential towers.
- Document the impact of the design on Prague's skyline.
- Ensure that your design communicates well with the surrounding buildings.
- Take into account the proposed shift of the southern edge of the Olbrachtova Street profile and the corresponding building line, which were established in anticipation of the planned construction of a tram line and a tram turnaround on this street. The southern edge of the Olbrachtova street profile is the street line. Any proposed development beyond the street line must be justified.
- Respect the metro structure and the related technical equipment, as well as its protection zone (see Section 4.5).
- Between the DBK shopping centre and Olbrachtova Street, explore the possibility of adding a new retail level connected to the corridor leading to the metro entrances.
- Design barrier-free access throughout the entire area.

Assignments for Phase 1 of Site development

- Follow the guidelines of the recently approved Metropolitan Plan.

- The maximum permitted building height for Phase 1 is set at the current height of the Česká spořitelna building on Olbrachtova Street.
- Explore also an urban design concept, in which you can work with the maximum height of 100 meters.
- In Phase 1, design a new development with a maximum gross floor area of 50,000 m².
- Take into account the planned demolition of the high-rise office building on Olbrachtova Street (both above-ground and underground levels).
- In Round 1 of the Competition, submit an urban and architectural design that includes proposed layouts and facades of the building(s).
- In Round 2 of the Competition, submit a detailed architectural design of the building(s), including façade designs and floor plans, revised in accordance with the jury's comments from Round 1 of the Competition.

Assignments for Phase 2 of Site development

- Propose an optimal urban design solution, in which the height of buildings does not exceed 100 meters.
- As part of Development Phase 2, design new developments on private developers' land with a maximum gross floor area of 70,000 m².
- Examine the development options for the city-owned land at the corner of Budějovická and Olbrachtova streets. The aim is to ensure that the proposed solution for the city-owned plots enables the development of a mixed-use building that will become an integral part of the Budějovická metro station and will be appropriately integrated with the development on privately owned plots.
- Buildings on city-owned land should be integrated into the proposed design above the metro station. The space above the station could be reimaged either as a public space or, alternatively, as underground retail space.
- Design the development on city-owned land in such a way that the entire area in question remains fully functional even if construction on these plots is delayed.
- Incorporate the existing buildings into the design – the DBK department store, the Budějovická Alej office building, and the office building on Budějovická Street. Treat the DBK building as a landmark that makes a significant contribution to the identity of the place.
- Whether you choose to work on the office buildings on Poláčkova Street and the corner building at the intersection of Antala Staška and Budějovická Streets is at your discretion.
- Explore the possibility of extending the street line along Antala Staška Street.
- In Round 2 of the Competition, submit your designs for the buildings, including a façade concept, but without detailed floor plans.

Diagram 7
How to deal with structures on the Site

- Competition Site

- Competition Area

- buildings to be preserved:
 - 1 – DBK building
 - 2 – office building Budějovická Alej
 - 3 – office building on Budějovická Street

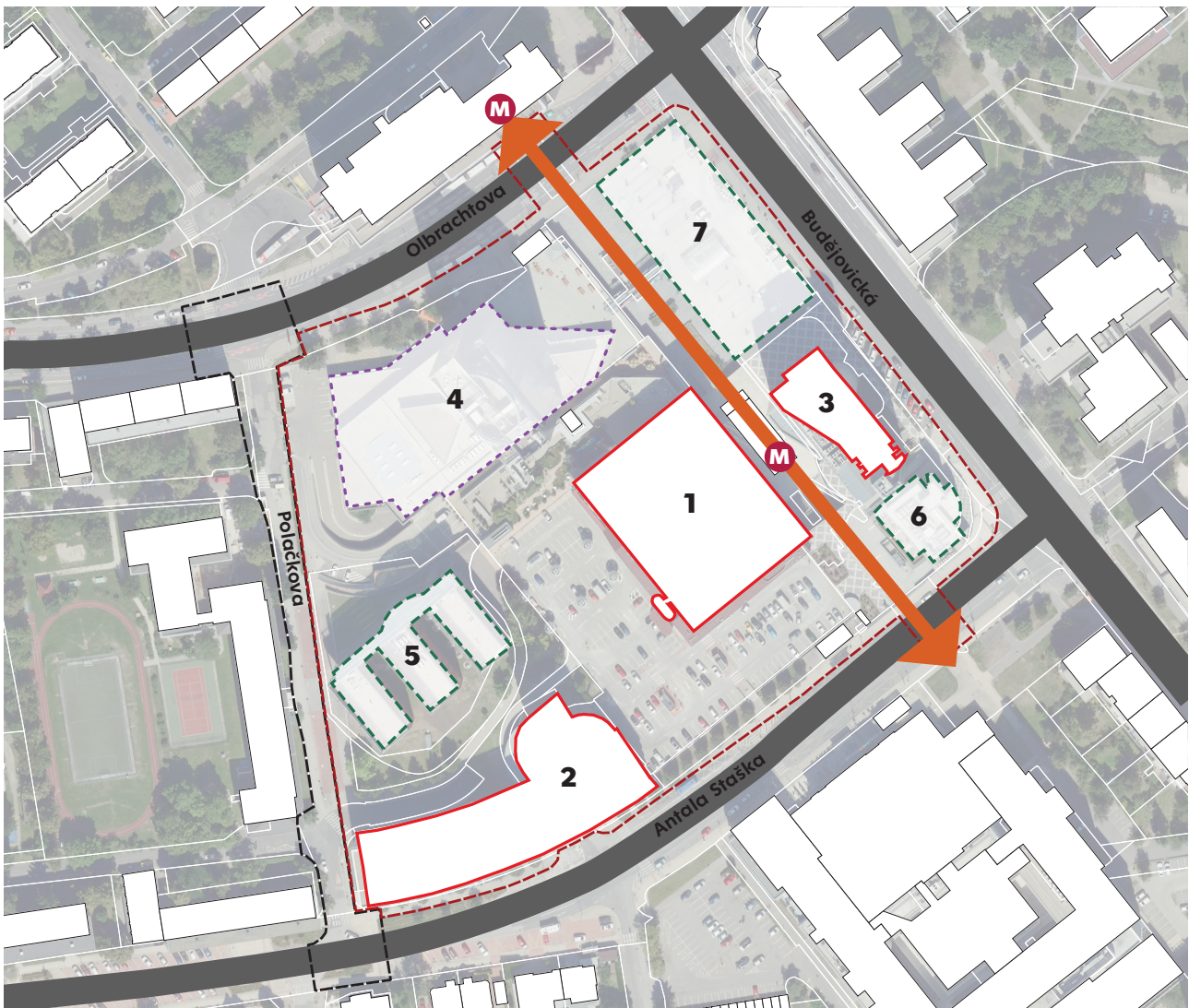
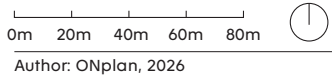
- building designated for demolition:
 - 4 – Olbrachtova high-rise office building

- preservation/demolition of the building is left to the discretion of the competitors:
 - 5 – Poláčkova office building
 - 6 – building at the corner of Budějovická and Antala Staška Streets
 - 7 – retail spaces in underground floors

- ↔ shopping alley on the ground floor

- M entrances to metro

- main communication axis



5.3 Programme

Current status

Today, the Site is dominated by office buildings, complemented by retail units concentrated primarily in the DBK department store and along the promenade connecting to the metro station. The area serves as a major local – and to some extent regional – hub with a strong transportation focus.

Civic amenities are primarily intended for short-term stays and for everyday needs. There is a lack of cultural and community facilities, high-quality gastronomy, and a representative public space reflecting the significance of the center of Prague 4 Municipal District. Housing is concentrated mainly outside the core area, which leads to a marked difference between the levels of activity in daytime and evenings

Vision

The Site will be transformed into a vibrant urban centre with a significant residential component, offering a diverse range of housing and creating the conditions for the Site to be used throughout the day and week. The ground floors of buildings along the main pedestrian routes will be revitalised with retail, services, and civic amenities to support urban life and enhance the attractiveness of public spaces. Some of the office buildings will be preserved, particularly the DBK department store, where plans are being considered to expand the retail space beyond the building's footprint into the underground level and to renovate the building itself.

Assignment

- Given the varying elevation levels of the public space and accessibility requirements, design a functional layout for the area that responds to the existing main pedestrian route connecting Olbrachtova and Antala Staška streets, including connections to the metro exits and bus stops.
- Take into account the current functions of the buildings that will be preserved in the area – the DBK department store, the Budějovická Alej office building, and the office building on Budějovická Street – as well as their connections to nearby public institutions.
- On land owned by private developers, design new residential buildings that offer a wide range of housing types, from studios and flats for singles and young professionals to spacious family homes and luxury apartments. Locate larger apartments in quieter parts of the area with scenic views and position smaller units near the lively ground floor and busy public spaces.
- Locate retail, service, and community facilities on the ground floors of new buildings, particularly along the main north-south pedestrian route through the area and near the metro entrances. Orient the entrances to these facilities as much as possible toward the public space with the highest pedestrian traffic.

- Development on city-owned land should be primarily residential or, alternatively, office-based. On the lowest floors, the City envisions retail units with an active ground floor facing public spaces. The retail spaces should be designed to allow conversion to cultural uses - such as a community centre or study hall - should the need arise.

5.4 Public Spaces and Blue-Green Infrastructure

Current status

The main pedestrian axis on the Site is the partially open shopping arcade on the first underground level, which connects Olbrachtova and Antala Staška Streets and the metro entrance hall. The other public spaces are fragmented, lacking clear hierarchy, having complicated links between different levels, not inviting for relaxation or socialising and lacking greenery.

Despite its location and significance, Budějovická does not have high-quality, representative public spaces appropriate for its role as a sub-centre of the city. The area thus represents a site with high development potential, the current state of which does not reflect its significance and opportunities provided by its strategic location within the city.

Vision

A clear and hierarchical system of public spaces will be established on the Site, creating a respectful centre of Prague 4. The main pedestrian route connecting Olbrachtova and Antala Staška Streets and the metro station entrance hall will be complemented by a square-like public space and a network of interconnected spaces of diverse character, levels of use, and degrees of privacy.

The design will include functional blue-green infrastructure that promotes a favourable microclimate, rainwater management, and the long-term environmental sustainability of the Site.













Assignment for the entire area

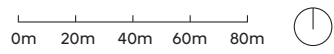
- Design a well-organised system of public spaces for the entire area, featuring a clear hierarchy and incorporating spaces of various types – from quieter semi-public areas in close proximity to residential zones to a livelier, active ground level connected to the main pedestrian route through the area and the metro entrances.
- Propose a natural and intuitive approach to addressing the varying elevation levels of public spaces and their connection to the active ground level of both existing and newly proposed buildings. In the design of public spaces, emphasise logical relationships between the individual levels and ensure that they are comfortably connected.
- Use architectural and spatial design elements to ensure a high degree of legibility within the area and define navigation elements improving orientation in space. Consider designating spaces where art works can be installed contributing to stronger place identity.
- In designing the public-space system, take into account the importance of the existing pedestrian connection between Olbrachtova and Antala Staška streets and the entrances to the metro station. However, significantly improve this axis, make it more visually legible, and enhance its overall quality so that it reflects its true significance and intensity of use.
- The space above the metro station can be redesigned, but it must be understood that no structures may be built directly above the metro. Any proposals for building foundations within

the metro's protective zone must be technically justified, both with regard to the requirement that the structure must not in any way restrict or endanger the metro's infrastructure and must allow for the periodic renovation of the station, and with regard to property ownership in the area and foundation requirements of other buildings.

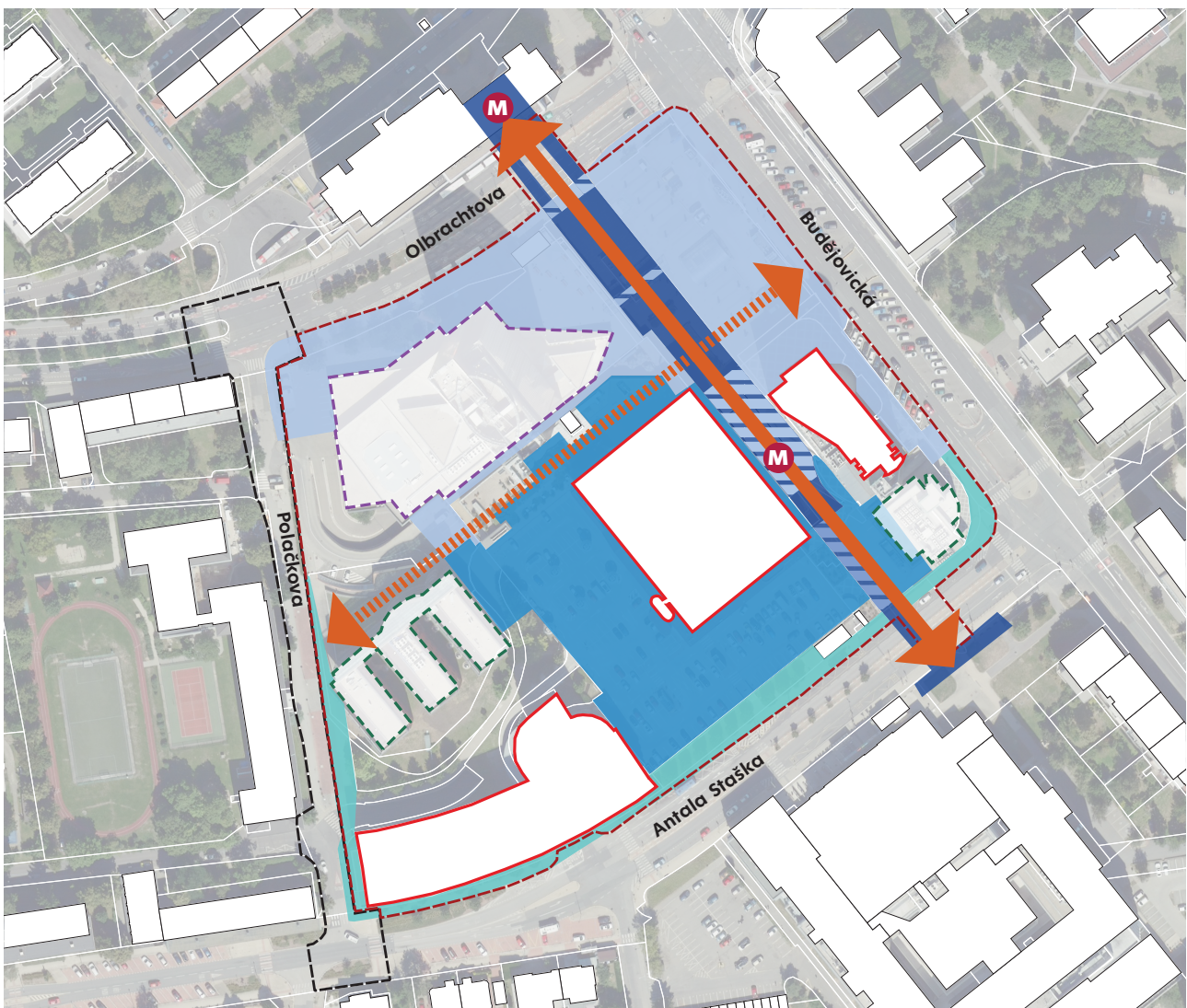
- In connection with the main pedestrian axis, design a public square-like space that will serve as the natural centre of the wider area.
- Propose a new east-west connection
- In the design, take into account the new street profile - or rather the proposed building line on Olbrachtova Street, which is related to the plan to widen the street to accommodate a tram line.
- In the design, respect the existing street profiles of Budějovická, Antala Staška, and Poláčkova streets. In general, it is desirable to design an active street level for these streets.
- As for the area in front of Poláčkova Elementary School, design the public spaces with the aim of preserving the peaceful character of this area and improving children's safety.
- Design a system of green and blue-green infrastructure that will help improve the site's microclimate, mitigate the heat-island effect, and promote effective rainwater management.
- For blue-green infrastructure, propose specific technical solutions that take into account the fact that most of the site is not located on natural ground. Ensure that your proposal does not increase the risk of water seeping into the metro structure.
- In your design of public spaces, define categories of public spaces based on their use (public, semi-public, private, etc.) and propose who should manage each space.
- If the design requires modifications to public spaces outside the Competition Site and Area, such modifications may be proposed. However, the implementation of the design on the Competition Site should not rely on these modifications.

Diagram 8
Main pedestrian routes and present elevation levels of public spaces

-  Competition Site
-  Competition Area
-  buildings to be preserved
-  preservation/demolition of the building is left to the discretion of the competitors
-  building marked for demolition
-  multi-level retail arcade at the lower ground floor
-  DBK level
-  Olbrachtova street level
-  Antala Staška street level
-  main pedestrian axis
-  missing east-west connection
-  entrances to metro



Author: ONplan, 2026



5.5 Transport and Mobility

Current status

The Competition Site is an important public transport hub of Prague. Line C of the Prague Metro runs across the Site and one of its busiest stations – Budějovická (with an average of 50,000 daily passengers) is located there.

Bus routes run along Budějovická, Olbrachtova, and Antala Staška streets, providing connections to other Prague districts and towns southeast of Prague.

Plans have long been under consideration to route the Budějovická–Dvorce/Pankrác/Michle tram line along Olbrachtova Street.

The metro station and bus stops are connected to the shopping arcade via subways and exits on the first underground level which is the main pedestrian axis on the Competition Site. Outside this area, the permeability of the Site is poor due to significant changes in levels, barriers in the form of ramps leading to the underground garages, busy road traffic, and large car parks situated on the street level.

The Site is also an intersection of busy metropolitan streets. The predominance of car traffic has an adverse impact on the quality of public spaces as well as the safety of pedestrians and cyclists on these streets.

Vision

The mobility and transport design will focus on the use of public transport to maximum extent possible, improvement of the Site permeability, and a systematic mitigation of the adverse impacts of car traffic on public spaces.

The Site ground level will be primarily designed for pedestrians, relaxation, and urban activities, while parking and utility infrastructure will be mainly on the underground floors.

The transport infrastructure will be designed as a clear, interconnected system that facilitates seamless transfers between different modes of transport and ensures safe and intuitive movement for all users, regardless of their age and mobility limitation.

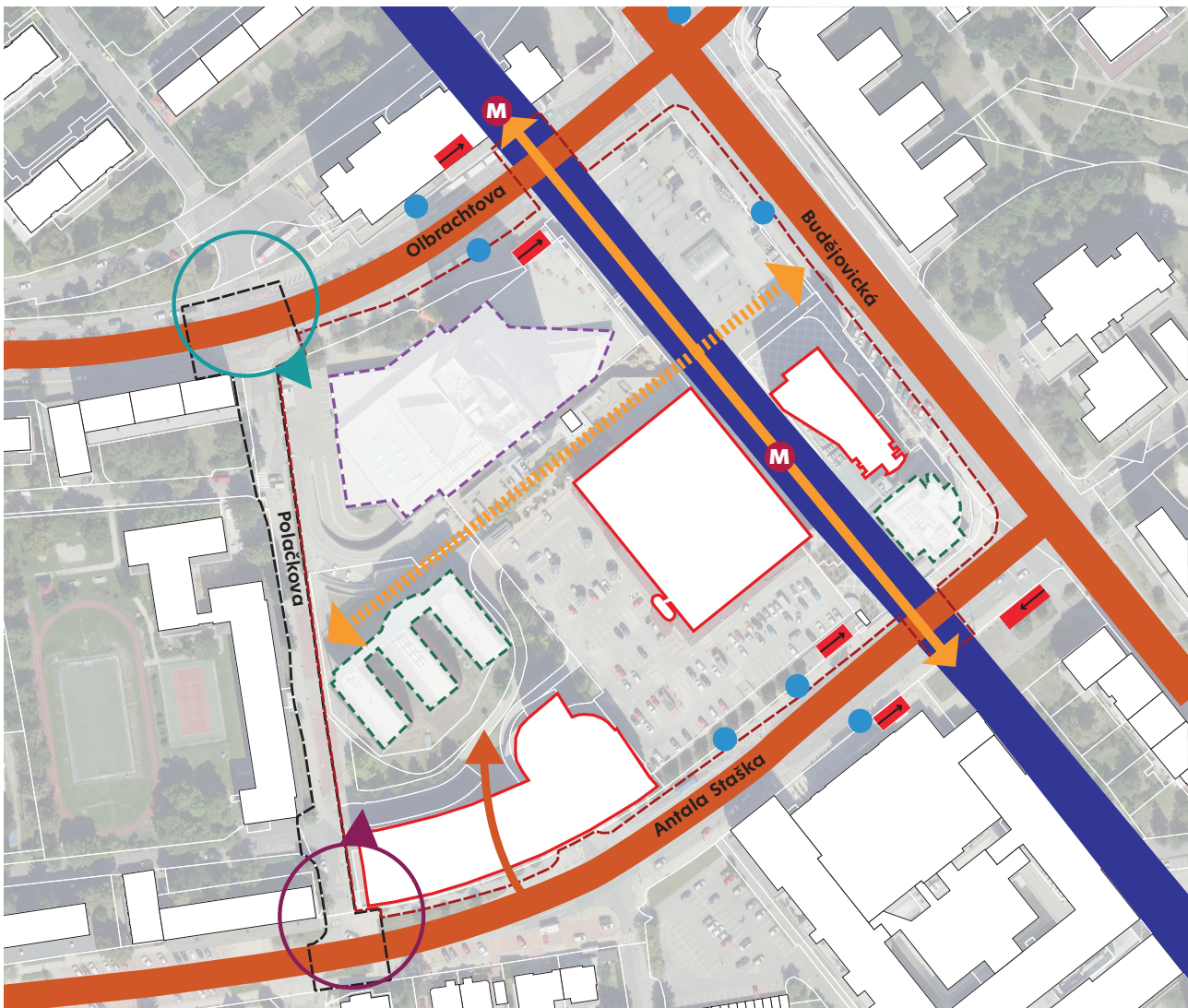
Assignment

- Design a functional and well-organised pedestrian mobility system on the Site ensuring a high degree of permeability, logical connections to destinations within the Site and to the surrounding area and comfortable, barrier-free movement between different parts and levels.
- In the proposed transport and mobility plan, address measures to improve child safety in front of Poláčkova Elementary School and in the surrounding area
- Design functional pedestrian connections to public transport infrastructure, including direct, barrier-free, and shortest possible routes to bus stops and metro station entrances. Given the nature of the area, the most direct route may involve barriers (e.g., stairs or escalators), but a barrier-free option must always be available.
- Check the proposed pedestrian routes in terms of current and projected pedestrian traffic.
- In the design, respect the metro structure, the metro protection zone, and its relevant technical equipment (see Chapter 4.5).
- In your design, maintain the current location of the metro exits at the level of the existing open shopping arcade on the

first underground floor. The design of the exits from the open shopping arcade on the first underground floor to the adjacent area is at your discretion.

- Regarding the planned widening of Olbrachtova Street, propose a new public exit from the passageway on the first underground floor to the southern edge of Olbrachtova Street, toward the Antala Staška housing estate. The design of the exit should take into account the need to accommodate different operational and public accessibility regimes: daytime operation (public spaces, metro premises, concourses, shopping arcades and retail areas are publicly accessible), late evening and early morning operation (public spaces, metro premises and concourses are publicly accessible), and night-time operation (only public spaces ensuring permeability through the area and spaces primarily serving night tram and bus stops are publicly accessible). The night-time regime should provide for a higher level of natural surveillance.
- In the design, take into account the plan to construct a tram line along Olbrachtova and Vyskočilova Streets including the line protection zone and turning loop (Chapter 4.4).
- In the medium term (until 2035), the design must take into account the capacity of existing bus stops and bus bays. Minor adjustments to their locations may be considered.
- In the long term (once the tram line and Metro Line D are completed), expect the tram line to be located on Olbrachtova Street, including shared tram and bus stops situated on the tram tracks.
- Assess the organisation of road traffic in the area and propose solutions to minimise its adverse impacts on safety and the quality of public spaces.
- For Project Phase 1 propose connections to the road network from the intersection of Poláčkova and Olbrachtova streets. This connection must also remain in Phase 2.
- The Client considers the underground parking exit via Budějovická Alej onto Antala Staška to be the ideal next point of connection to the road network in Project Phase 2. You may propose an alternative, but you must demonstrate its feasibility.
- Design a separate access for the development on city-owned land.
- Parking for developments on land owned by private developers must be provided exclusively on the underground levels of the proposed buildings. The number of parking spaces must meet the needs of both new and existing developments, with an adequate reserve. Determine the number of parking spaces based on the intended use of the buildings and in accordance with applicable legislation.
- Design the underground parking levels for both phases on private investors' land, allow for potential interconnection and capacity sharing, including provisions for parking and deliveries for DBK.
- Ramps to underground garages should ideally be incorporated into the building design.
- Ideally, parking for developments on city-owned land should be accommodated within the proposed buildings; however, this is not a mandatory requirement. The City is able to meet the parking needs for its buildings outside the Site.
- Design a comprehensive cycling infrastructure, including connections to the city network and adequate bicycle parking facilities, in accordance with the intended use of the buildings
- If the design necessitates addressing of the transportation outside the Competition Site and Area, such measures may be proposed. However, the implementation of the design on the Site should not be dependent on these modifications.

Diagram 9
Key elements of the transport infrastructure



5.6 Utilities and Building Energy Concept

Current status

The Competition Site is situated in a developed area with utility networks of sufficient capacity.

Vision

The building services and energy management concept of the proposed development should emphasize sustainability, efficiency, and minimal environmental impact.

Assignments

These assignments will be defined in a more detailed Client's Brief.

- Design the connections to the existing utility infrastructure.

**Urban Design and Architectural Competition Nová Budějárna
General Competition Brief**

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Editors: Karolína Koupalová, Martin Ptáček, Gabriela Šimůnková

Graphic design: Ondřej Zámeš, Esra Akgün Kulin

Translation: Marta Nedvědická

Proofreading: Petr Návrat

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