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In this book, you will find all the steps and pieces of information that helped me better understand and explore the area in which the project is being done.

The book begins with the history of the whole district, its formation and structure, which in any case will be reflected in the design. Therefore, plunging into history, you will gradually move to the future, which is to some extent already defined, another issue - the present. Smíchov is currently undergoing a “transit” time, where at present there is only evidence of the existence of one or the other things that have their place and are reflected in the book. In addition, of course, comparison. To which we expose everything we see. I decided to compare my project with similar places and ideas. Thus, comparing Smíchov with Greece, the Czech Republic and Germany, it was possible to find positive directions of development.

The present is still not defined, but it also has an impact on future design. So, from the past to the future, from the present to the projected.

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## INTRODUCTION

Currently, Prague has a large number of different development projects aimed to improve or reorganize the city. This affects almost all areas of the city and same thing happens with Smíchov in Prague 5, which is located near the city center.

Historically, Smíchov was an industrial part of Prague, where most of the factories and railways were located. In present, Smíchov train station is one of the largest in Prague, playing the role of an important transport hub connecting Prague with the South side of the Czech Republic. The future development of it will have a great influence and will create another perception of the whole area as well as the other developments.

Now district is seems to be a typical brown-field, which is full field mostly with unused buildings, which are occupying a large area. Anyway, closer to the pre-sent time Smíchov takes a different direction and becomes a rapidly developing Prague district, which expects many changes in the future. This transition from the industrial part of the city can be called reorganisation or revision, whatever, but those changes are done in order to create a new «organism» which will work.

Gradually, analysing the site, it became to be much clearer, that this part is cutted from the

city by its surroundings. On the right site, there is a river, on another site railway and on the north and south sites there are roads located. This site has only one straight entrance – from the train station, where people are able to get into the site.

Given the future that awaits this area, it is possible to consider the huge potential of this place. There will be a new district, designed for 3,000 residents, and the station will be revised, which will be combined into one large transport hub. These parts create the future grid o the whole place, which will affect the development of the district. For the project the part located near the river is taken. It is also driven by the river and surrounding future development projects.

Goal of the project will be based on the projected future scheme of the city. My task will be to integrate this area with the existing morphology of the area from the riverside or create a new morphology, as well as the connection with the upcoming project of the area. It is also necessary to create a closer relationship with the bank of the river, which is currently separated by a highway. Also, the existing traffic condition has influence on the area and probably, revision of the existing street patterns will help to improve it.

Anna K. 24.4.2019.







## PRAGUE 5 - SMÍCHOV DISTRICT

This riverbank has a long history. Many factors influenced the existing shape and structure of the whole area. Smíchov can be viewed from several angles. From the Vyšehrad side (as in the photo) or from the West side of the district, you can also look inside the blocks. Each person will have his own perception, but one thing will be clear to everyone – this is a former industrial area that is experiencing transit time. Moreover, here everything depends on competent urban planning and architects, what will be the future of the whole district. We can change it, and we can destroy it.

For organic and healthy development, it is always important to know the history and take into account the future, which is why the project will be developed taking into account the future situation, which is expected in the next 20 years. Of course, the future is not yet defined, but looking at it you can understand the whole concept and potential in the direction of which moves a large part of the city.

In the future Smíchov part pretends to be one of the most developed and modern districts of Prague. Constant improvements, big projects, new structure, all this creates a future that is already pre-determined, but not defined.







## HISTORICAL STATE

### SMÍCHOV: from the station to the new district

Smíchov was for years the center of for the walls of the historical city of Prague, the suburbs full of pastures and wild nature, opening the river flood-plain. In time for its natural beauty and diversity became a popular place for the construction of the manor house and farmhouses. In 18. Century there gradually emerged manufactory and with the advent of the railroad Smíchov heavily industrialized. The rise of industry was established the construction of new housing and the subsequent redevelopment of the home with the implementation of the new waterfront.

In 1922 Smíchov joined to Prague and became part of the capital. At the end of the Second World War lived in Smíchov over 60,000 people, since the number of inhabitants has constantly decreased up to half its original state in 2012. Even the opening of a new metro line in 1985, this decline did not stop. At the end of the 20. century in Smíchov finally ended the industrial era and for a large part of its territory since looking for a new use. This industrial island along the entire coast, with a total area of 19 hectares and a length of 3.5 kilometres, is currently used as a parking lot, old houses, shops and factories.

A.



## A.1. HISTORY OF THE DISTRICT

The district of Prague 5 is currently one of the largest districts of Prague. It is located on the left bank of the Vltava river and is connected to the city centre. The district consists of 13 parts, where the central part is Smíchov. The first mention of Smíchov accounts for the year 1406, at this time, the whole district existed as independent unit.

At the very beginning, this river bank was endowed with a fairly hilly terrain and had large differences in levels. This affected the current situation. Now, private houses (image a.) and cottages are located in the mountains, while in the «lower» part (image b.) of the district there are block structures that were filled with apartment scrap and factories.



a. Villages «upper» part



b. Block structure «lower» part

### From green gardens to Manchester

The main period, which formed the morphology of the area, falls on the 18th century, when the first factories were formed here. Distinctive changes occurred in the 19th century, when most of the area was transformed into various factories and has become an industrial part of the city. Of course, this influenced the formation of block structures. As in most industrial cities, workers settled around factories. From blooming gardens district turned into a so-called “Manchester”.

During the same period, the railway station was built, which was (and still is) one of the main railway stations in Prague. The station was opened in 1862 as a terminal connecting Prague and Plzeň. Later additional lines were built, which already connected the city with the southern part of the country.



In fact, currently the railway station runs literally in the middle of the area at the bottom and divides most of the area into two parts. Almost the same situation happened in the area of Holešovice-Bubny in Prague 7, which is also divided into two parts. The railway acts as a barrier, but plays an important strategic role.



c. Smichov, Prague 5



d. Holesovice, Prague 7

### Smíchovský port

A separate role is also the shore of Smíchov, which was built for flood protection in the period from 1899-1903. The impetus for the construction was a catastrophic flood that overtook Prague in 1890, which also damaged the Charles bridge.

Currently, the port is occupied by the so-called boat houses, which are rented. On the newly formed island is a sports complex, but on the contrary, in fact from Strakonická street are located parking spaces.

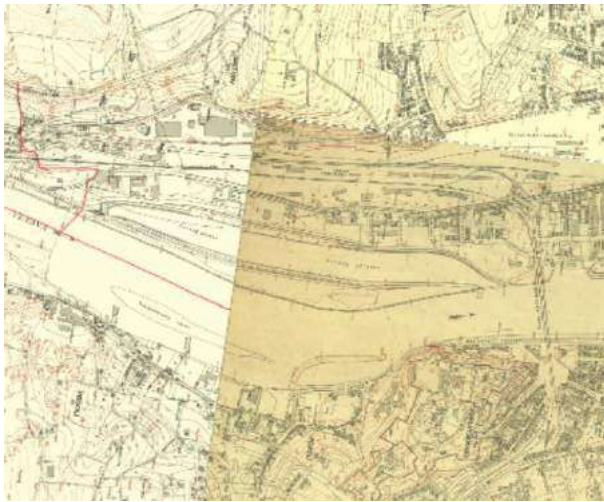
Smíchov has always had an advantageous strategic position. Currently, the area is connected to the neighboring by Strahovský tunnel, built in the early 2000s. However, the current appearance of the district is in a stage of changes.



## A.2. READING HISTORY THROUGH THE MAPS

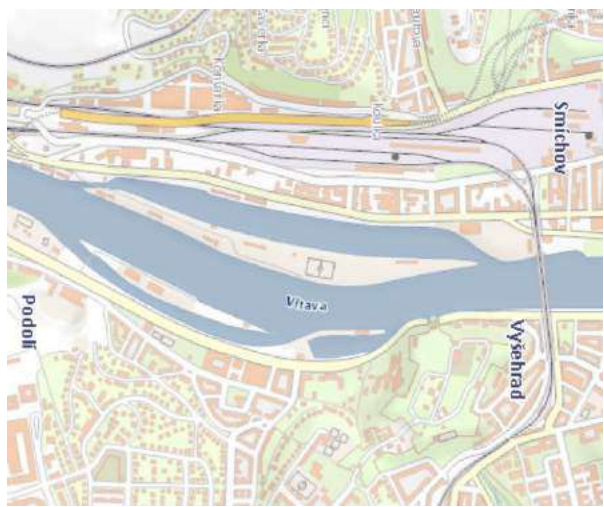


Historical map of Prague from the beginning of history. 14th century. The map shows that the coast was originally full. At that time, the Vltava River ran clearly along the riverbank and repeated the entire movement of the existing morphology. The map shows that at that time, there was nothing in the area and this bank of the river existed independently.



### 1920 - 1924 Výškopisný plán hlavního města Prahy s okolím

Here it is possible to see that the riverbank was created artificially, because of the frequent floods that often happened, once the flood affected even the Charles Bridge. The district developed, and gradually filled with new houses. At that time, Smíchovský railway station already existed.



### 1938 Orientační plán hlavního města Prahy s okolím

The district was rapidly developing and already in those years, it had the role of one of the main connecting agents. The railway, built at that time, connects Prague with the southern part of the Czech Republic. The map shows that the area is gradually filled with industrial buildings that have formed the existing morphology of the area.



### 2016 Základní mapa Prahy

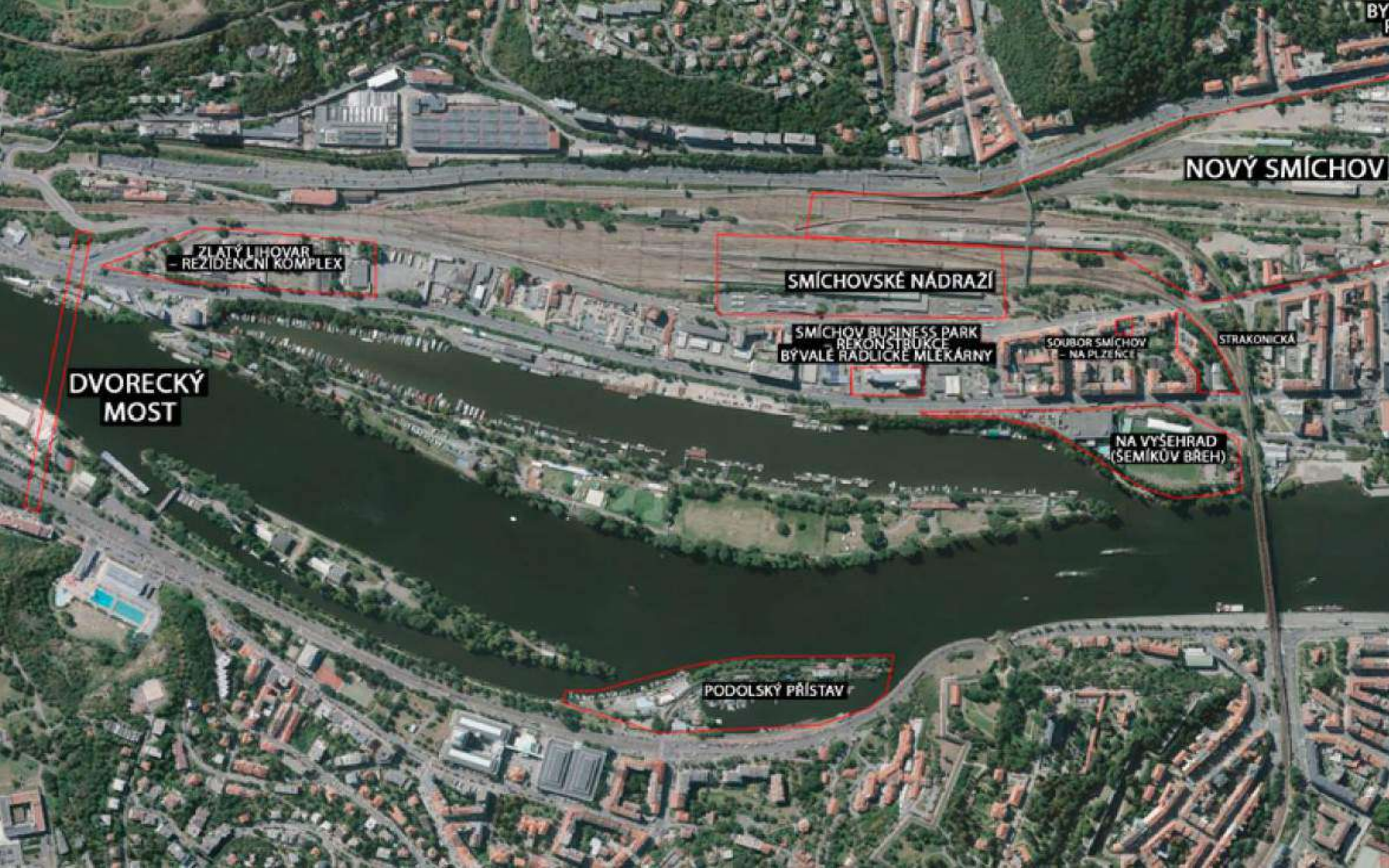
Currently, the riverbank continues to function as a home for ships. Various sporting events are currently taking place on the island, in particular, there is a tennis club, and the block structures of houses are filled with various functions, from residential buildings to various establishments.

## CONCLUSION

Looking through the history of the area, you can understand that he is going through one of the standard situations. Transition from an industrial area that adapts to the needs of modern society. Why the standard situation, because if you look at the fate of industrial zones around the world, most of them have experienced industrial time, or just waiting for this transition.

In general, it is not bad, because time is changing and the world is changing and Smíchov will acquire new meanings in the future.





## FUTURE STATE

### SMÍCHOV: from the station to the new district

As already mentioned, in the selected area for the project in the next 15 years, several new projects are expected, which will directly affect the development of the district. Therefore, the design should focus on the future picture of development.

The district expects several projects that will affect the infrastructure and fullness of the district. The arrival of several thousand people is expected. These are mainly mixed-use projects.

On the map are all expected in the next 20 years, development projects. Industrial area of Smíchov will be completely revised. The projects are focused on the development and improvement of the existing block structures, which will create a completely new morphology of the district.

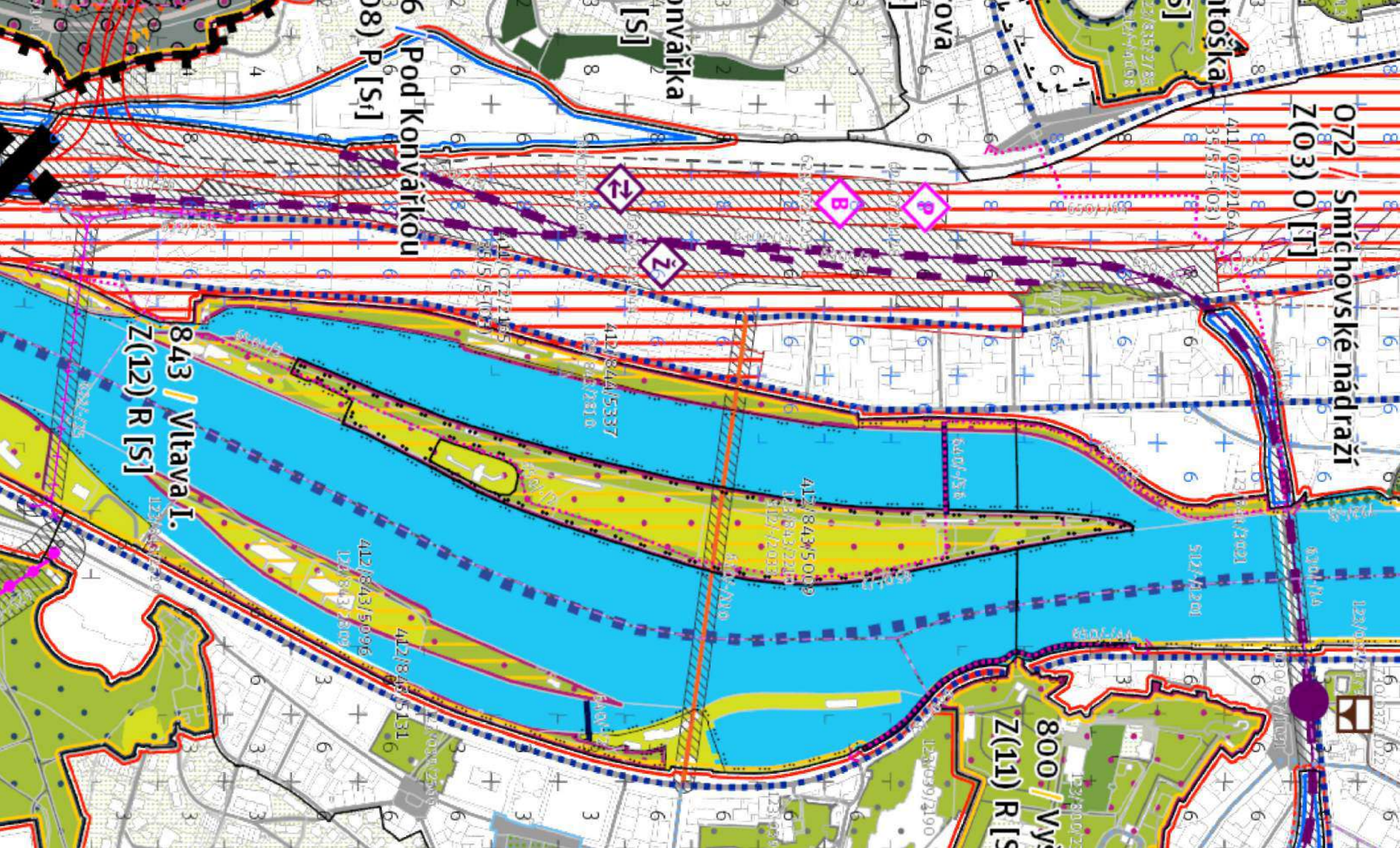
Given all the expected changes, it seems necessary to reconsider the remaining voids that do not yet have a specific solution.

### LIST OF DEVELOPMENTS:

- B.1.** New Smíchov terminal
- B.2.** Smíchov city
- B.3.** Strakonická
- B.4.** Soubor Smíchov - Na plzeň
- B.5.** Na Vyšehrad (Šemíkův břeh)
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- B.9.** Podolský přístav

# B.





## WHAT IS IT «METROPOLITAN PLAN» ?

The metropolitan plan from the existing master plan of 1999 will be different. In his preparations played a big role trying to learn from what is in the course of use of the applicable plan proved problematic. And that are mainly two aspects.

The plan from 1999 was based on the modernist tradition of urbanism, which the city observes through of the function and use of the territory. 30. years 20. century to promote the idea that the city needs to be split into zones of work, housing and recreation, among whom will be residents of the transport zones transport. Soon, however, the initial four functions have ceased to be enough and in the territorial plans of zones began to crumble into smaller and smaller plots. In the current plan, there were already over ninety species. Plan a very detailed address, what there or there may happen, but enough to not dwell on the spatial urban structure of the city – which has lead the border between the houses and the public space, how

how much may be the building floors, how to behave towards the surrounding buildings. The metropolitan plan now wants to optics turn and return to the traditional town planning, where the plan determines the particular structure of the city. The structure of the city is changing much less, than the method of using one or another of the building.

The second problem of the current plan is its instability: just between the years 2000 and 2012 was discussed 2060 changes to the master plan. The plan was unilaterally «over defined»: the regulation of what is allowed and not allowed to use this or that plot of land, he very soon came into conflict with demographic trends and the economic utility of the territory. About the changes, you have asked how investors who wanted to build something other than their prescribed plan, so even the representatives of boroughs, who wanted to build a nursery on a new site, or individuals, who in the ground floor of a family house wanted to open a practice.



...future is where nothing is certain...

## INTRODUCTION

If we consider the future planning of the district on the Metropolitan plan, we can see that the projected part is revised. At the current time the land have mixed functions. Which are infrastructure, residential, public offices and police headquarter.

The left part of the site in the future will be turned into residential facilities with the future new reconstruction of the existing part of the Žlíhovský lihovar.

At the same time there will be done number of redevelopments or new built structures in the site. Which are new Business park in the center of the chosen part, and some of the new developments are located on the right part of the site. Mainly, they are dealing with the existing structure of the blocks and following the strategy of full filling these blocks.

Two great developments are happening on the upper part of the site and they are coming from the Anděl, which will be connected by those developments. This is new Smíchov city district and new Transportation hub of the Smíchov terminal. This two development have a great potential and influence on the future state of the whole district. They dictate new rules and norms of the qualities.

All of the developments are done in order to improve the current state of the Smíchov. At the same tie, they are playing with the existing structure of the site. Each development has its own potential for the future. Those development will be happening from the 2020 until 2035 and at the end this will be absolutely new part of the city which alive after the industrial time.





## B.1. NEW SMÍCHOV TERMINAL

The A69 architekti studio is the author of the urbanistic plan for the whole Smíchov Station area. The plan became a basis for modification of the development plan No. 2710/00, which was approved in May 2014 by the Municipal Authority of the Capital City of Prague.

The study consists of two phases of terminal expansion. In the first of the lines in the terminal Dobřížska. This will create a temporary station for the remaining lines as well as determine the area of the area. In the second phase, the remaining lines will also be moved, and a new large national building will be built on the site of the temporary station. This procedure will allow for a step-by-step monitoring of the financial situation and transport demand. At the same time, it does not force to make radical changes at once, but gradually creates a public space.

The final phase of the terminal will allow you to completely clean the bus station on the Knížecí and use the space above the railway yard to remove vehicles and clean and space in front of the building on the street Nádražní. Transition will be mainly to build a massive park and ride on a street circuit on the streets Dobřížska approximately 1,000 cars and departs on an intercity bus, thereby reducing the terminal on the Prince.

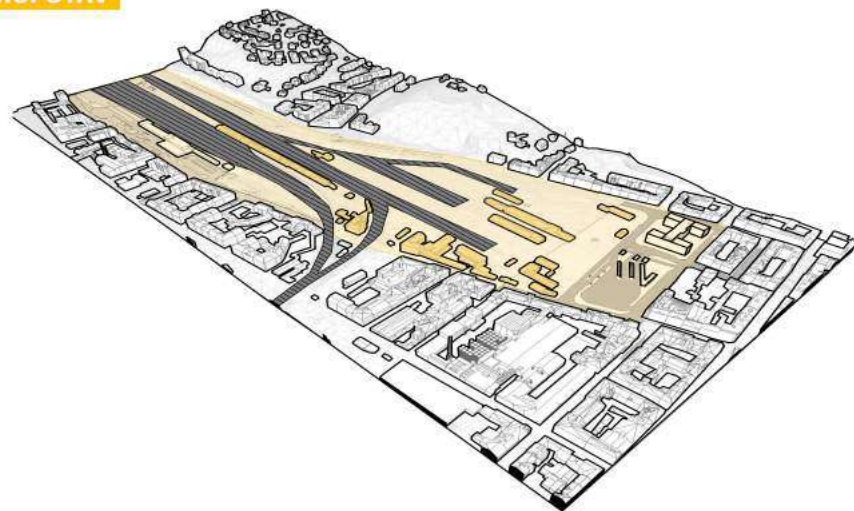
Terminal Dobřížska also includes a new bridge that connects the parking with the shopping areas and metro stations. Therefore, all modes of transport are fully interlinked.

<http://www.iprpraha.cz/clanek/1860/na-smichove-vznikne-novy-terminal>

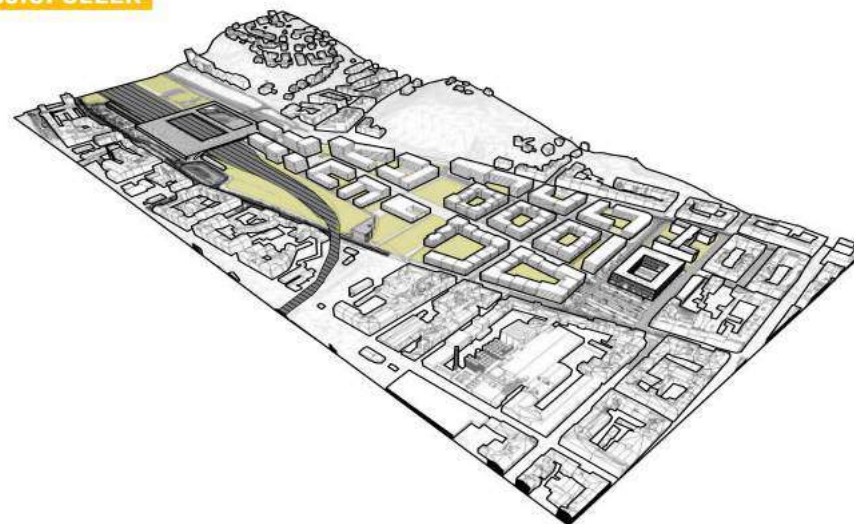




## STÁVAJÍCÍ STAV



## FUNKGUJÍCÍ CELEK



## READING

This project, along with the Smíchov city project, is one of the largest that will directly affect the future of the district. If Smíchov city is more focused on residences and offices, the Smíchov terminal focuses more on infrastructure. Moving all modes of transport into one large space is a prudent decision. It turns out that the «entry» into the area will be carried out from a single point, from where the flows of people will be distributed later. It is also important that the picture of the city will look more modern and spacious. Both of these projects will have a direct impact on my future project, because they create a new morphology and shape of the city, defining and redistributing existing functions.

## STÁVAJÍCÍ STAV





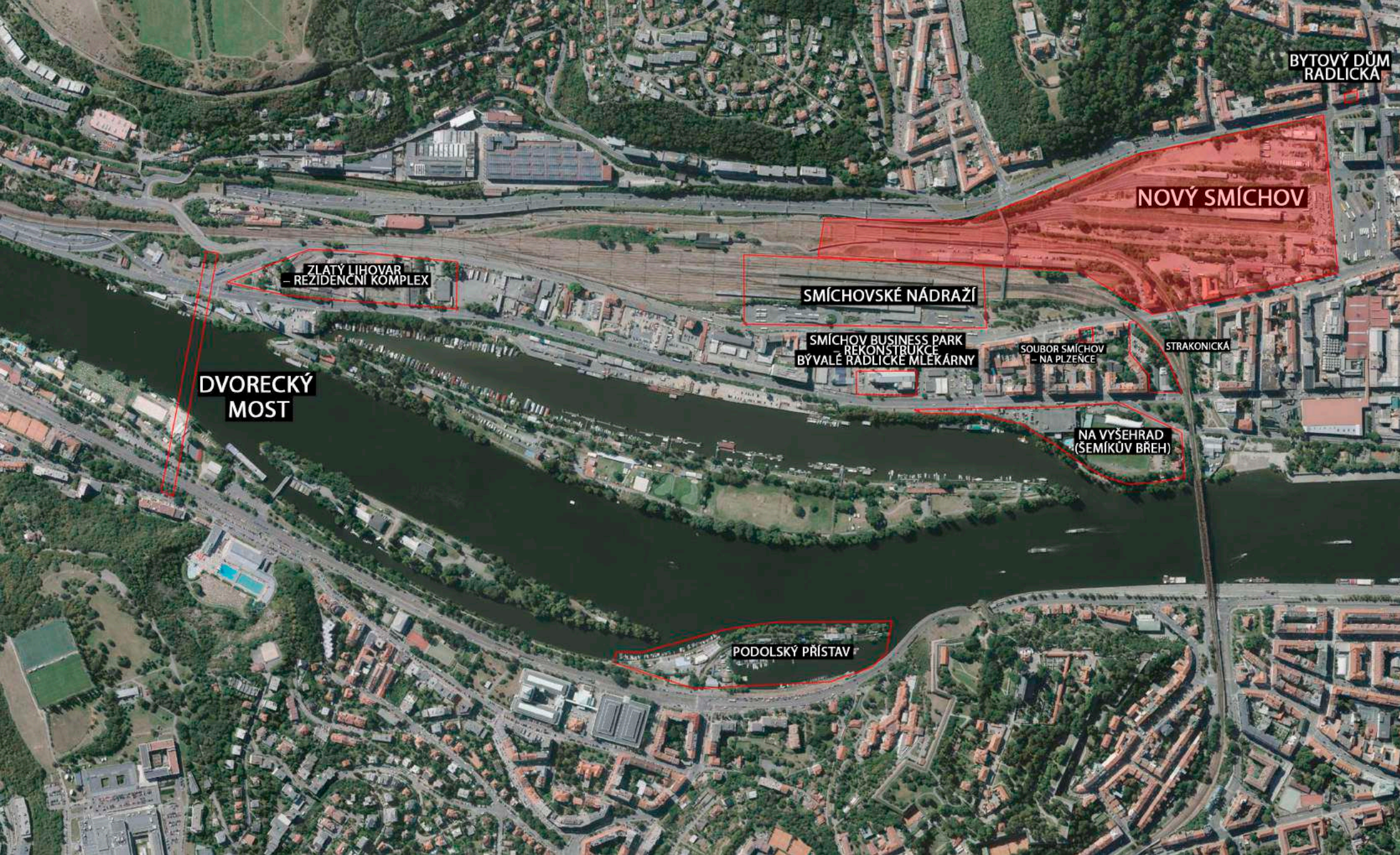
KROK 1



KROK 2



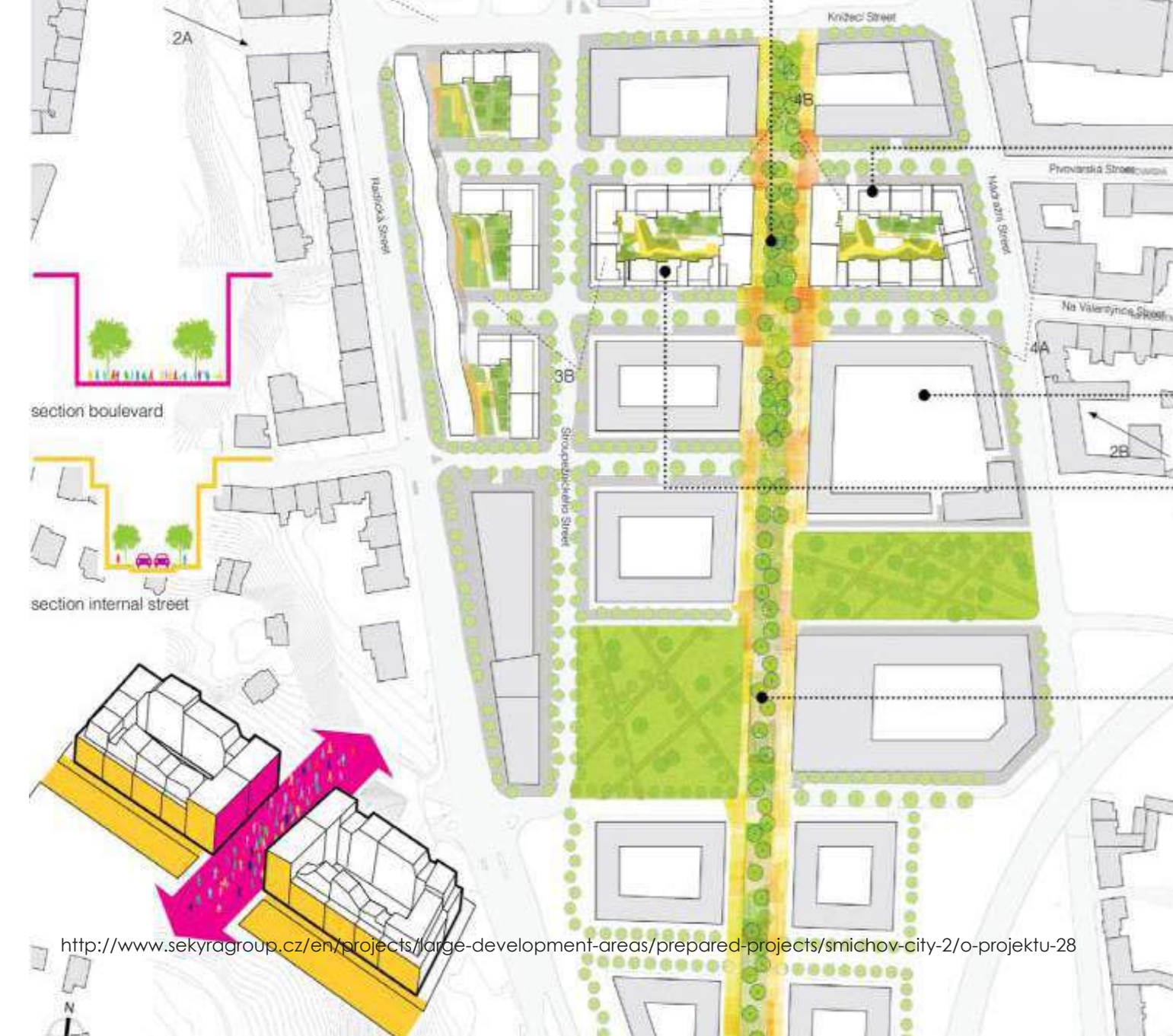




## B.2. SMÍCHOV CITY

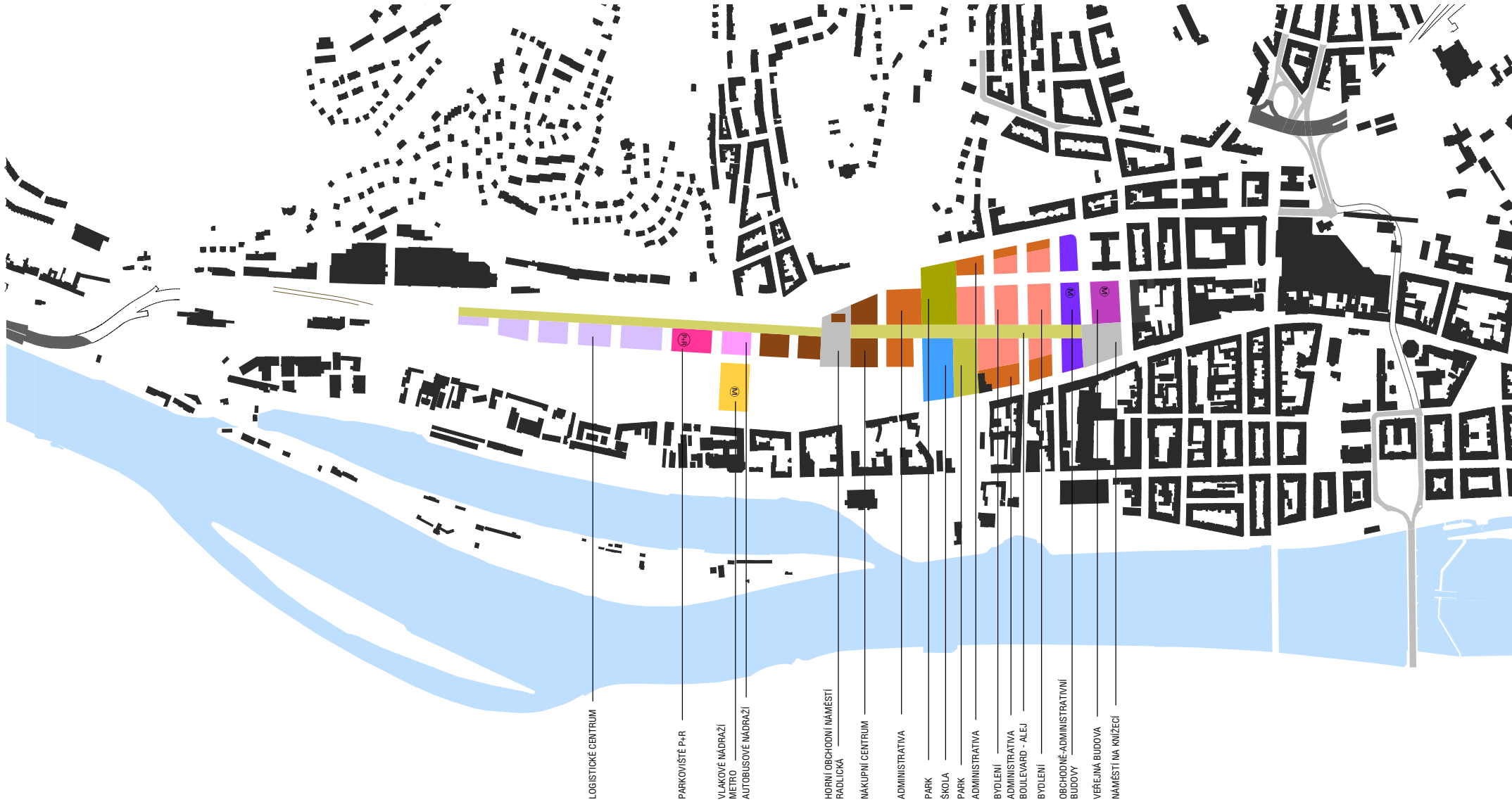
This project is one of the largest projects in the area. It was the first largest planned development project. The main idea is to create a completely new area that will be filled with buildings with a new structure of blocks. The whole area will be united by one large boulevard filled with green areas and public places. Projected area offers accommodation for a total of about 3,300 new residents, as well as about 9,000 new jobs that are located in this new district.

Undoubtedly, this project will have one of the greatest influences on the future of Prague 5. If you look at the existing zone Anděl, Smíchov city continues this trend of new developments, with a modern environment. Project development began in 2019. Currently the project is in the stage of project preparation and its implementation is expected to be carried out closer to 2030-2035 years.





FUTURE PLAN OF THE SMICHOV CITY



<http://www.sekyragroup.cz/en/projects/large-development-areas/prepared-projects/smichov-city-2/o-projektu-28>







## B.2. SMÍCHOV CITY

It is visible on the visualizations; the project is made in a fairly modern style. As the authors of the district write, the future blocks will be implemented in the standards of energy efficiency and high quality. Future green parks and boulevards will replace the currently existing empty storage areas and railway tracks that are not in use.

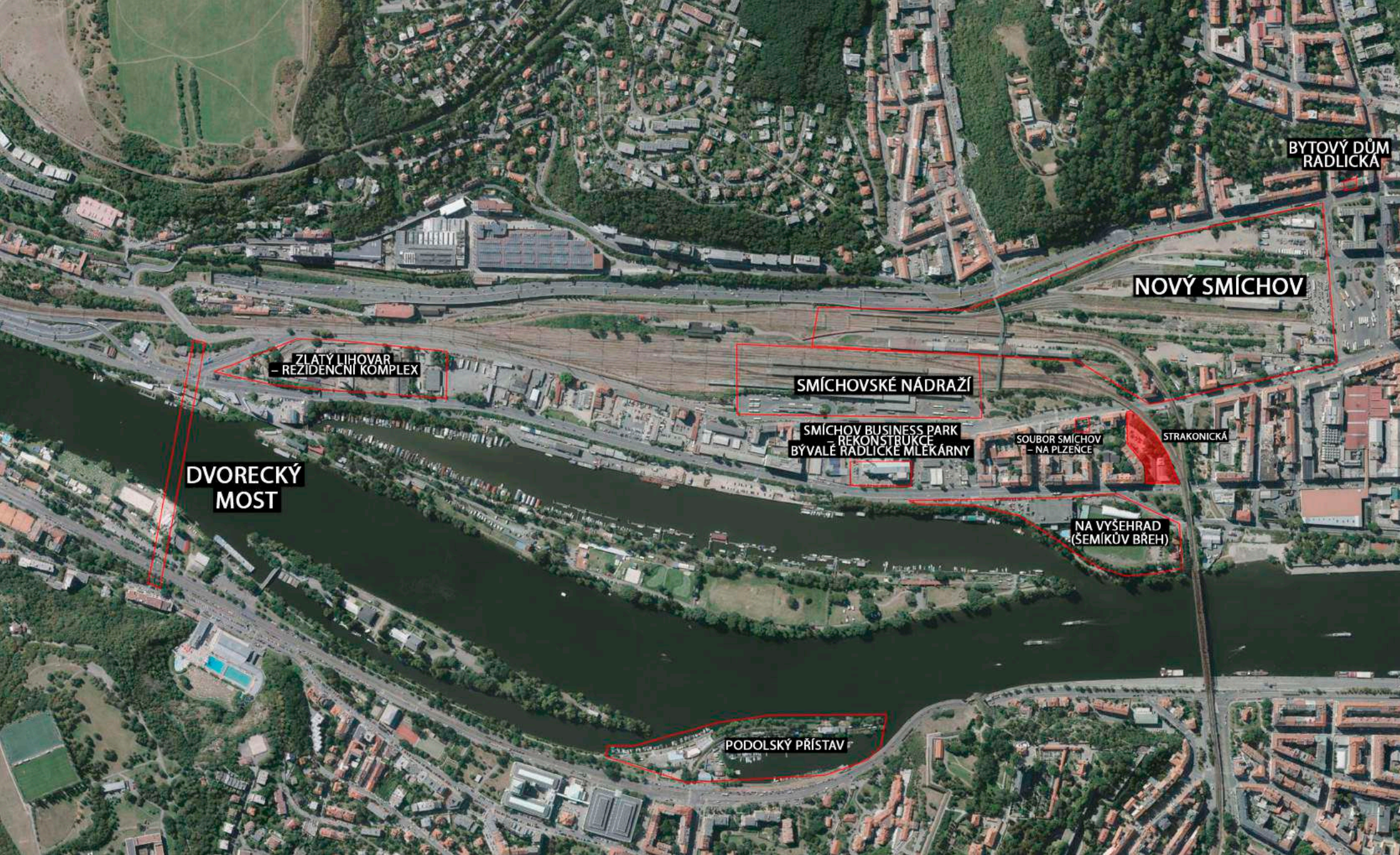
The future structure of the blocks repeats the existing blocks that already exist, which will not violate the perception of the area, as different architects or architectural offices, which will create some heterogeneity and avoid the monotony of the area, will design a whole, and each block.

This project also focuses on the infrastructure of the district, which is one of the main areas of this development. In cooperation with the A69 Architekti was developed another project Nádraží Smíchov, which focuses on the issue of infrastructure and existing relationships of the district with public transport.

In general, we can say that this project will be one of the most influential projects in the area. It redefines the entire structure of the existing district, creating a new one based on the old one. Since the project is quite large, the most important question is the question of implementation and how much time it will take. Of course, it is interesting to see and so to speak, to lift the veil of the future, but we will see how this project will play with the environment and whether it will appeal to the residents of the district.







### B.3. STRAKONICKÁ

The site has many barriers with the surroundings and quite complicate shape, from which does not lead to creation of a typical block. On the other side, it gives opportunity for creation of different levels of privacy, which architects did.

While project has its own special structure, different from other buildings, the layout of the building organically repeats the shape of the site, while completing the whole composition of the block, which houses the future development. On the North side, there is a restriction in the form of a railway, so it was decided to create a barrier in the form of trees and greenery, which will separate the future construction from the noise of trains.

On the east it block continues same street line as the building on the south and by doing this gives shape and a face to a street, which currently missing it. In addition, as this is the only side, which is directly connected to the road, it has entrance to the parking at the top.

<http://praha.camp/praha-zitra/5b6db268c416556f0f5cbabb-strakonicka>

Having one side of the building be located on more dynamic street and the other in the more hidden courtyard allows to have different quality of the ground floor space. On Strakonická street it has publicly accessible stores, getting a bit more deeper on the north and south it has cafe and offices with the terraces and in the least accessible for public south-west part are located small rentable studios.







#### B.4. SOUBOR SMÍCHOV - NA PLZEŇCE

The proposal addresses the completion of the existing city block in Prague-Smíchov, which is located between the streets On the Plzeňce, Strakonická, the Station and the Anchor. The basic principle is additions of masses in consideration with the existing buildings to retain the character of a place. Urban concept comes from the consideration of the city district of Prague 5, which includes linking the cul-de-sac On the Plzeňce with the street the Station.

The proposal works with street lines (Station and On Plzeňce), which define public and private space. The construction of the new part of Smíchov City was taken into consideration and drawn inspiration from.

The project volume is divided into smaller parts with the respect to the scale of surrounding buildings and completes the street front of the houses with open space on the ground floor. There are located commercial spaces (over two floors with open galleries) with large glass shop window.

<http://praha.camp/praha-zitra/5bf7dc08ab5be019679413f7-na-plzence>

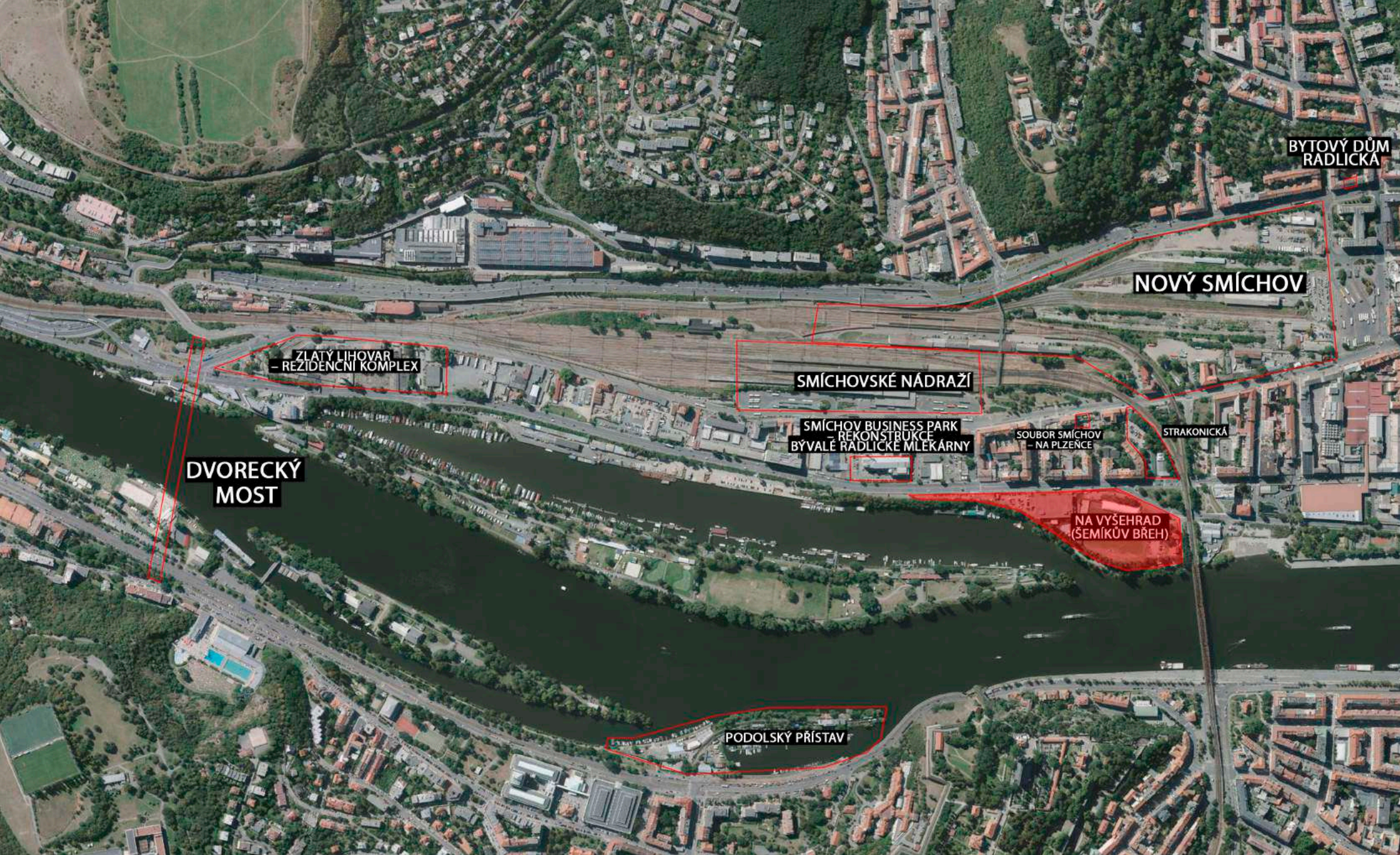
The block includes four houses in the street and one by the pavilion, which is located in the courtyard. Design allows entrance to the courtyard from the street On the Plzeňce. Everything is built on top of common underground garages. The entrance to the garage will be at the lowest point in the street On Plzeňce.

#### READING

Even though project is following regulations, its height seems to be a bit off and in comparison with the context the façade scale is also hard to relate to. Nevertheless it finishes block in a very a strict and clear way, which defines the edge and fulfils the city structure.







## B.5. NA VYŠEHRAD (ŠEMÍKŮV BŘEH)

Fialas design responds to the surrounding urban structure of the apartment blocks. The complex consists of three separate objects, which follow the neighbouring blocks and streets and create the passage through the premises to the river.

Around the perimeter of new apartment buildings, architect proposes a publicly accessible parterre with cafes, shops and other services. In the middle of the design, the main axis is to be formed with trees connecting to the intended footbridge connecting the Smíchov bank with the Imperial Meadow. The height of the houses is fixed on 5 levels, so that it does not exceed the surrounding building. The Metropolitan Plan also envisages the same size. The project also includes the creation of a promenade public area along the river with moths leading up to the water surface.

SEBRE is currently negotiating a change to the zoning plan so that the plan can be implemented. The proposal has already been supported by the municipality of Prague 5 and the Magistrat. According to the available information development group should also invest in reimbursement of sports venues.

### READING

Given that this is currently the only project that is located directly on the waterfront, it creates a new morphology and function on a straight line.

The concept of connection with Císařská Louka combines several functions, which will have a good impact on one of the main tasks of my project, namely to make the waterfront more attractive and accessible to people. In the future, this project can give a good impulse for architects and urban planners to rethink the whole coast vision.

<http://www.earch.cz/cs/architektura/stanislav-fiala-navrhuje-na-smichovskou-naplavku-bytove-domy-se-zivym-parterem>







## B.6. SMÍCHOV BUSINESS PARK - REKONSTRUKCE BÝVALÉ RADLICKÉ MLEKÁRNY

The area is located in Prague 5 - Smíchov, between Nádražní and Strakonická streets. The block consists of 2 multifunctional complexes - Factory Office Center (FOC) opposite Smíchov Station and Smíchov Business Park investor area. The area is bounded from the north by the street Rozkošný, from the east by Strakonická, from the south by the K&V Elektro and from the west by the Nádražní street and the aforementioned FOC complex.

New and old buildings in the complex form an interconnected battle. At the core of the complex is a former dairy factory Radlická, reconstructed for a new function. Campus responds to a gradual transformation of the Smíchov from the industrial heart of the turn of the 19th and 20th century to the modern part of the city used mostly for housing, administration and trade. The proposed volumes are meant finish the transformation of an abandoned block from the end of the 90s to living a multifunctional center in the middle of the Smíchov.

<http://praha.camp/praha-zitra/5b6db268c416556f0f5cbab9-smichov-business-park>

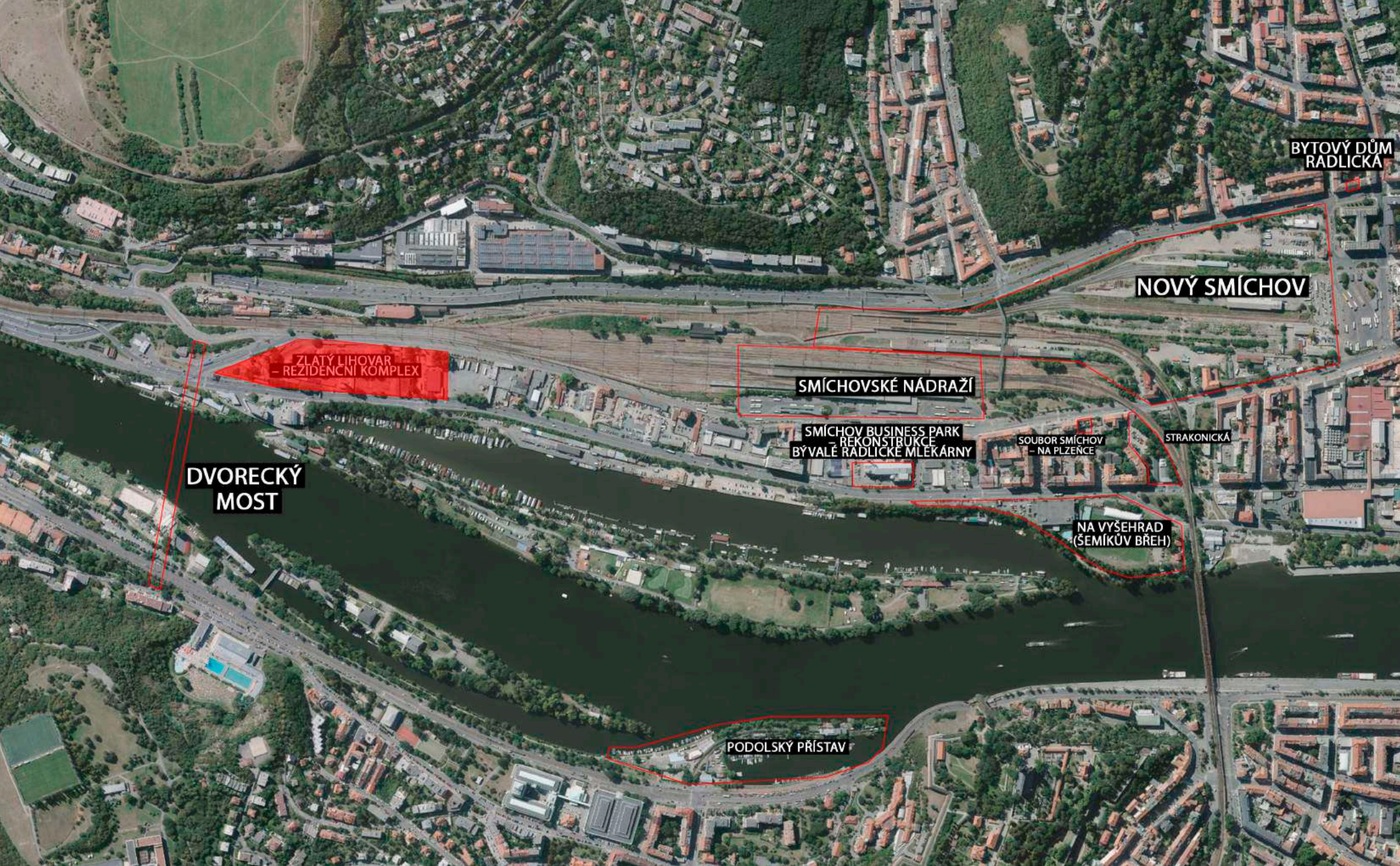
The dairy factory has undergone many upgrades and additions. The intention of the investor is to unite complex and to give it a single face. Return to the complex its industrial look. This solves this problem by eliminating extensions that undermine the appearance of the site.

### READING

The proposed volumes are clearly different from the existing ones and could create either a distraction for the area or a landmark. The program of Business park fits well with the one proposed in my project and its multifunctionality and location near train station creates nice flow of people to the public space next to the future Renovation of Radlická Dairy Factory created.







## B.7. ZLATÝ LIHOVAR - REZIDENČNÍ KOMPLEX

Residential project «Golden Distillery» is located in a unique location Zlíčovského distillery in the southern part of Smíchov. Its lucrative location is destined to become the imaginary southern gateway to the capital.

The project is based on the historical context of the industrial Smíchov. The structure was made up of rational functional block buildings, which penetrated the vertical landmarks of the factory chimneys. This historical legacy is fleshed out the highest building in the southern part of – residential chimney/tower, to which are connected three separate blocks of residential buildings with the ground floor open into the adjacent streets, part of which will be cafes and shops.

The aim of the project is, among other things, to supplement and enrich the urban context of Smíchov with a compact block-block complex with a highrise dominating chimney.

Under the existing chimney, which is a cultural monument there will be a restaurant. Inside the residential blocks will create a quiet zone with mature greenery. The proposal follows the legacy of industrial architecture, which is an integral memory of the site. Part of the project is the reconstruction of the historic brew house building into a cultural centre. The public space continues to the future boulevard in Nádražní Street and the planned Dvorecký Bridge.

### READING

This projects creates a good meeting place for the future residents of the area, as well as provides with the cultural program which will enrich the site and bring more life into this part of the city. The other benefit is a clear identity the project provides and its direct connect to the historical background.

<http://praha.camp/praha-zitra/5b6db268c416556f0f5cbab8-zlaty-lihovar>







## B.8. DVORECKÝ MOST

The object of the architectural design competition was the design of a new bridge for the Vltava. Dvorecký bridge creates an important tangential connection between Zlíchovský and Podolský embankment, connecting Smíchov and Pankrác. The aim of its construction is to improve the transport connection of the city on both banks of the Vltava River in the southern part of the capital. Its not inconsiderable benefit will be the connection of bike trails, which are guided on both sides, as a replacement for the problematic link across the Barrandovský bridge.

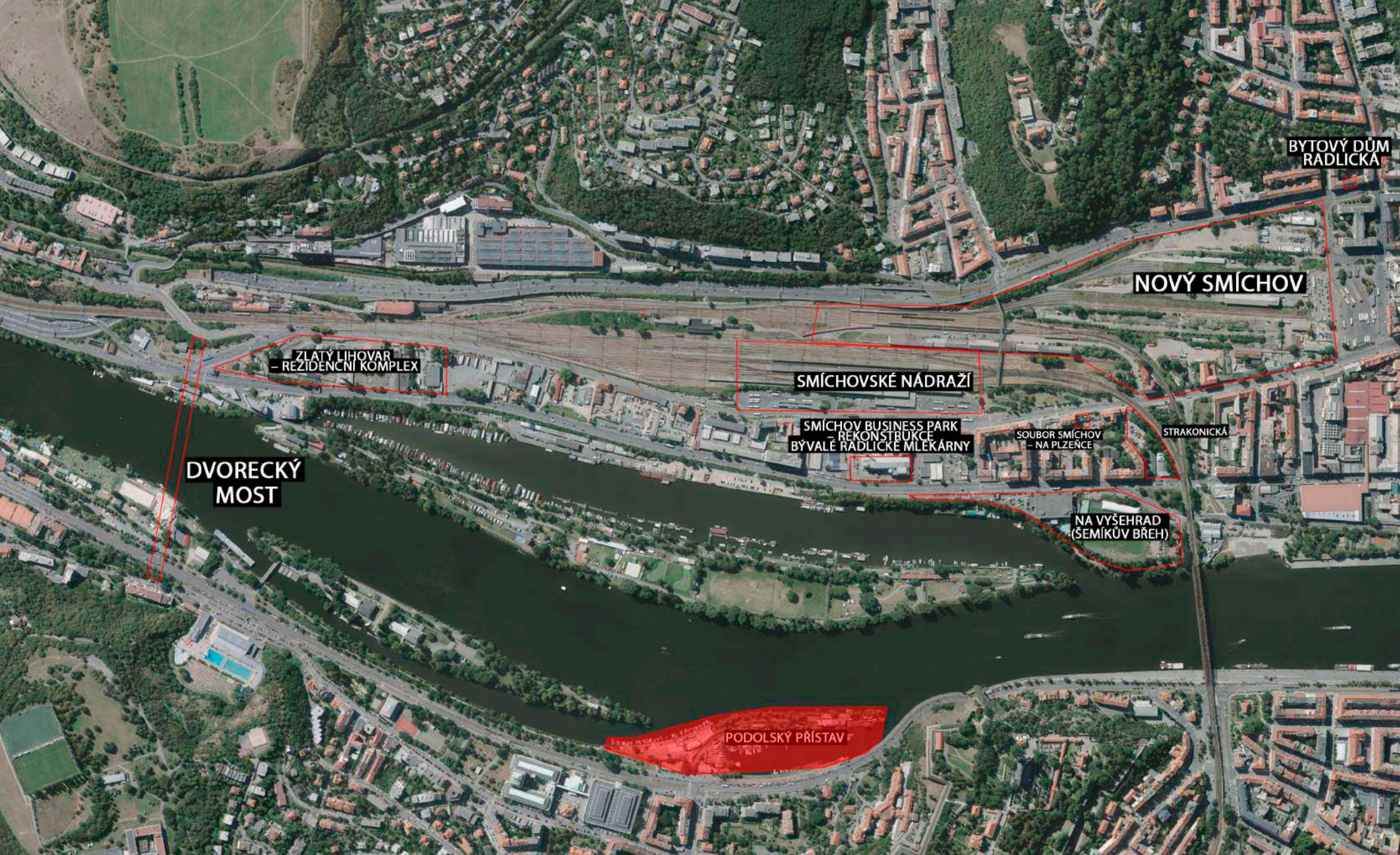
The winning design responds to the givens of the space and the input, refers to the tradition of the Prague arch bridges, with no structure above the bridge deck, and the existence of close cubist buildings. Designers shaped the bridge as a statue - white gate to the city (pillars in water on the width of the bridge, integrated with the structure).

### READING

Since the bridge is focused on pedestrians and public transport, its construction will not greatly affect traffic issues, but rather improve it. This will make it possible to unload other parts of Prague and to draw lines of buses and trams. Even from the architectural point of view, the project will be something new in terms of Prague's bridges, which will also create a sense of modernity of the whole area.







## B.9. PODOLSKÝ PŘÍSTAV

It is a project of a complete revitalization of the Podolský port – including the disclosure of scythes, in accordance with the atmosphere of the Vltava river.

Architects intention is strengthening of its semi-natural character. Podolský Harbor has been gradually opening up to both sports and recreational use since 1893. In 1912 the building of the Czech Yacht Club was built. In 2008, this building, which is the living and formal museum development of aquatic sports in the Czech Republic and at the same time the functional backgrounds of the performance of youth sports, declared a national monument. The function of the sports facilities of the building is now only difficult and at the limit of acceptability.

Other objects that during 20th century on the territory of Podolský port arose correspond to the current needs of the facilities of the yacht club even less – of the existing area of the port serves primarily as a storage area, sites and unmanaged landfill sites.

The proposal is to complete the revitalization of the port – the whole area would be designed as a quality public space on the banks of the river with views of the Vyšehrad and the opposite vltavský shore linking the specific life of the port with the city structure.

### READING

This project is located directly opposite the projected shore and has a similar function and concept. Naturally, this creates a direct link between the banks, which will create a whole picture, echoing on both sides. The project is quite modern and generally fits into the concept of development of the whole area.



<http://praha.camp/praha-zitra/5bfe94daab5be019679414c8-podolsky-pristav>



...Comparing our Earth with the Universe, we find that it is just a point...

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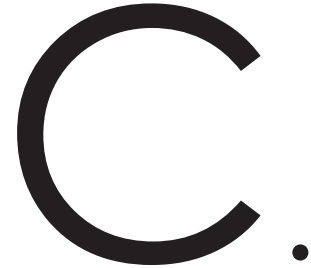
## COMPARATIVE RESEARCH

Comparing the work, it is possible to see the mistakes already made and not make them after. How did everything develop? Why it happened this way and not the other one. Each city has certain factors that influence its development and at the same time the formation of districts.

In general, the idea is to consider similar experiences in the formation of cities and districts and look at these projects in comparison with chosen site, in order to see chosen project from the other side and find new opportunities and ideas.

### LIST OF THE PROJECTS:

- C.1. Karlín Praha - Similarities**
- C.2. Redevelopment of the Coast of Thessaloniki, Prodromos Nikiforidis – Bernard Cuomo**
- C.3. Haffen city – Hamburg**





### C.1. Karlin – HISTORICAL COMPARISON

Area of Karlin is currently undergoing very active development. The overall picture of the area has changed over the past 10 years and on the shore there are various buildings that serve as offices or residences. This greatly influenced the overall development of the waterfront and perhaps in the near future it will be one of the most modern areas. Here you can see a similar situation as on Smichov. The main difference is that here the building is not fenced by the roadway, and looks directly at the river.



In the comparison, Karlin and Smíchov in terms of historical development, then looking at the morphology of Karlin can be seen that the area has developed along the river, but rather along the new embankment, which was formed in the late 20th century. Perhaps this has allowed expanding the area, thereby creating a place for a competent future development along the waterfront.

If you look at Smíchov, the situation is quite similar, as now the embankment completely cuts off the city from the riverbank. If you look at Karlin, you will also see a road track in the plan, but the expansion of the territory has increased the building area, which allowed the use of the coastline for projects.





C.2. Redevelopment of the Coast of Thessaloniki, Prodromos Nikiforidis – Bernard Cuomo

In the comparison of this project with Smíchov, there is one important difference - Saloniki is a summer tourist resort focused on entertainment and leisure, whereas Smíchov is more of a business district of the city at the current time.

On the other hand, this project shows that such a large area can have an entertainment function. It can be aimed at recreation, while making a significant contribution to the structure of the city. The idea of rolling gardens is deeply connected with the history of the city of Thessaloniki, which also reflects the very essence of the whole country and the people living in Greece.

Most likely, in the case of Prague, the Smíchov district requires a more diverse program, given the factors that will affect the project.

The waterfront project, which is an organized recreation area, where there are different theme parks along the beach are located. This area with a total length of about 5 km, which is about 24 hectares. Such a large area allowed the project to include many entertainment places and create a completely new waterfront space.

The main attraction of the reconstructed Thessaloniki embankment was the theme parks alternating one after another along the bay with the planting of 120,000 trees and bushes and the construction of appropriate facilities (platforms, platforms, fountains, ponds, amphitheatre, etc.). In total, the linear Park of the new embankment includes 12 parks, while the first 5 of them were completed in 2008.







Architects: Prodromos Nikiforidis - Bernard Cuomo  
Location: Thessaloniki, Greece  
Category: Park  
Architect in Charge: Prodromos Nikiforidi, Bernard Cuomo  
Area: 28000.0 sqm  
Project Year: 2009



### C.3. HafenCity - Germany

HafenCity is a vast waterfront development and urban rehabilitation project of located in Hamburg, the largest German port and the second in Europe, after Rotterdam. In addition to revitalizing the downtown and bringing urban life near the water, this project is an important attempt to carry out sustainable design, implemented in the contemporary architecture and urban design of public spaces located in the area.

After the fall of the Berlin Wall, Hamburg grew from a secondary port to a carry a protagonist role by controlling much of the maritime traffic from the Baltic to Germany and Central Europe.

In this context, a project was developed to revitalize an old pier on the River Elbe that had been affected during the war and was abandoned by disuse and deterioration. The HafenCity project, which began in 1999, is expected to be completed by 2020, although today it is possible

access some areas that have been partially completed.

Looking to combine concepts of economic, social and environmental development, HafenCity includes mixed-use areas, such as housing for 4000 people, 45,000 offices, restaurants, a university, cultural facilities, parks and public areas. However, there has been criticism regarding it as elitist district, given the cost of the departments that are located in this area.

The canal area is marked by the longitudinally of the space that visually opens to the river. Our impression was that these buildings, respectively designed by architects winners of competitions, keep a human scale in relation to the pedestrians while allowing certain density in the district. The result achieved aesthetically composed yet highly efficient buildings in terms of sustainability.

It is also notable the recovery of old brick warehouses and public buildings or offices, in a fashion that

was pioneered by the project of Puerto Madero in Buenos Aires, Argentina. Some sculptural elements are references of the industrial past of the area.

#### URBAN SPACE

One of the most celebrated contributions HafenCity is its public space, designed by Spanish firm EMBT, from the well-remembered architect Enric Miralles and his wife Benedetta Tagliabue . The design exploits the interface between the city and the water, establishing various levels of contact and accessibility. It is noteworthy that the Elbe river floods two or three times a year, and for that reason the design should provide security for the people and structures.







### C.3. HafenCity - Germany

#### READING

This project served as an example for me. It's organic and consistent. Despite the fact that it does not have any unusual architectural forms, it quite naturally fits into the environment. At the same time in the project, there are new spaces and a game with urban spaces. The proposal of completing the whole district of the Hamburg is designed with the high quality of architecture and public spaces with the use of the river bank. The form of the building in order to have a connection with the water by this type of the architecture (on the left side) playing a role of the volume above, at the same time it is solving both position and offering a win-win situation for the people who want to have a property there and for people who will just walk there. It cares about the pedestrians and owners.

I do not want to say that the project is located exactly at the same area as mine, it would not be real, but they have one main similarity - they are both located near the water. I think that how the authors of the proposal connect the city with the river is really productive and effective. The main thing there is that it works.





## CURRENT STATE

Currently, Smíchov is undergoing a transformation that began in the beginning of our century, during the construction of the new part of the district of former factories. This is a new shopping and entertainment center Nový Smichov and the rest of the Anděl part. Now there is a question of continuation of reorganization of the former industrial area in modern part of the city.

The more southern part, where there is currently an existing station Smíchov and is filled with old factories of the city. In this part, you will see the current situation that exists now. The main issues are transport and filling of existing blocks or their reformation.

However, by looking and analysing the whole situation it becomes clear that the future situation will be much better Smíchov and the city heal new colours.

D.



SITE VIEWS



These photoa was taken from the entrance to the city. Strakonicka street.



Former factory



Existing blocks. Blind walls



River bank



In between the blocks. View to the Vyšehrad.



Two different blocks but ate the kond of same poor condition, mainly occu-  
pied by cars

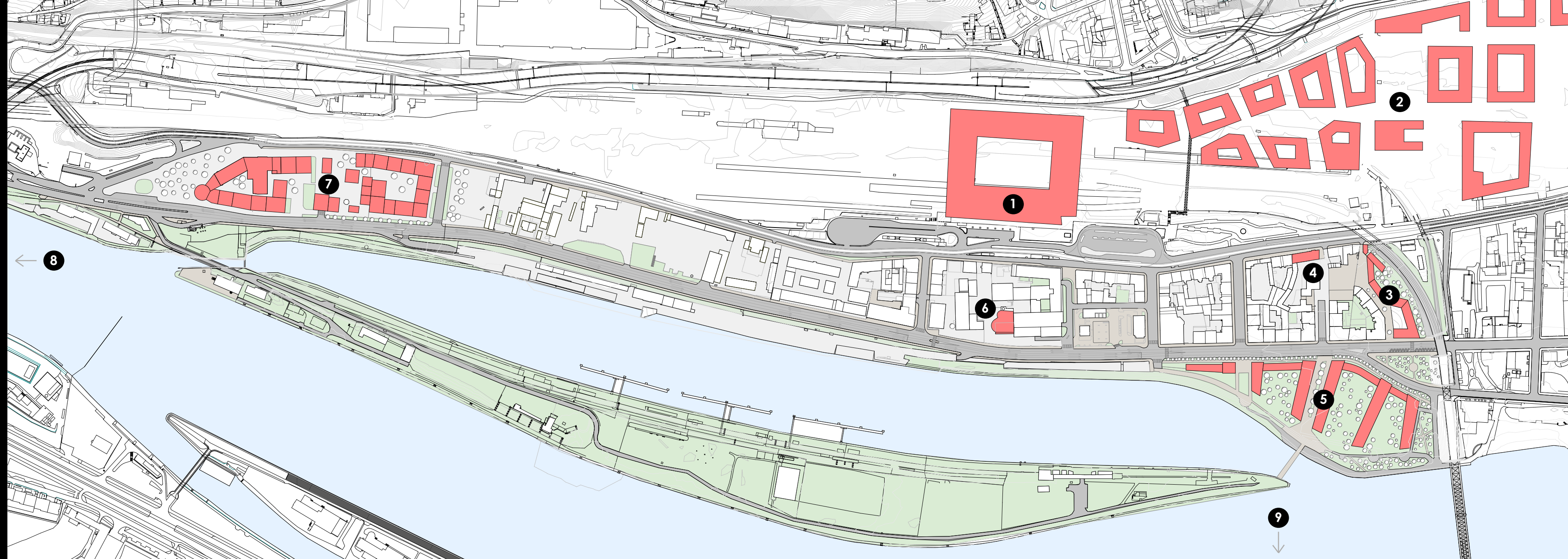




# SITE PLAN

The project will be implemented taking into account the future situation. That is why it would be more logical to take into account the future plan of the district as given. The plan reflects all future projects that are expected in the next 20 years.

- 1. New Smíchov terminal
- 2. Smíchov city
- 3. Strakonická
- 4. Soubor Smíchov - Na plzeňce
- 5. Na Vyšehrad (Šemíkův břeh)
- 6. Smíchov business park - reconstruction
- 7. Zlatý lihovar - residential project
- 8. Dvorecký most
- 9. Podolský přístav





TRANSPORTATION

Site is well connected in the point of view of the transportation system. There are some bus lines as well as tramlines. At the same time, there is the metro station. In the future, there will be one transportation hub, which will have the great influence on the site

- metro stop
- train lines
- bus lines
- bus lines
- tram lines





# OWNERSHIP

Most of the selected area is owned by individuals, with the exception of some blocks that are owned by the Czech Republic, namely the police headquarter. There is a need to mention the fact, that the riverbank is owned by the private individual. In this case, future development should be done in a compromise with the interests of private owner and city.

- ČR, including state-controlled entities
- Hl.m. Prague, including its controlled entities without the city districts
- legal entities
- sharing of two or more entities
- Identified and classified foreign entities
- private individual





## PROJECT THESIS

Watching, and studying how the area will develop, it became clear that not all parts were involved into the regeneration of the whole district. This strip, which is 2 km long, is located along the river Vltava and two roads Nádražní and Stakonická surround it. These two roads have a huge traffic during the day, but at the same time small connections in between seems to be quieter, but in reality, it is not true.

Taken into consideration all of the facts from the history, current situation and the future state it is very clear, that this area pretend to be a new important point in the city scale. In addition, future developments have an influence on the existing morphology. Now I am talking about Stanislav Fialas project on the riverbank, because it has absolutely new design of the block,

which is not obvious for this area on the riverbank and it create a new rhythm for the whole strip of the riverbank.

At the same time we can tell, that the Smíchov city is also creating new morphology. Its strategy with having the green parks is one great concept for the Smíchov part and from my point of view, this idea can be involved into the other projects. It also creates a new qualities and standards for the area.

On the other hand, these developments are not full filling the whole area and at the same time, the rest of the area has a terrible condition. By looking at the future plan it is clear, that there are some parts, which should be revised. My task is to find the right strategy and try to find the right strategy for the chosen site.

E.







CONCEPT

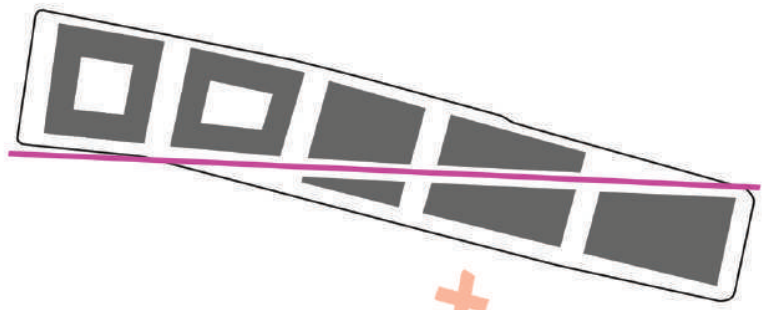
Chosen site is to large to have one great concept. The whole area of the interest has different structures and it's doesn't matter, if it's new development or existing structure. The only thing, which is important for the whole area is to improve connection to the river and it's attractiveness. Because site has different structures, one is the existing part, which can be divided into the new part (1), with the absolutely new block structure and the old part (2), with the existing block structure and the other one is the structure along the river (3), I decided to divide the site into different principles and create a different structures.

1. New block structure

This part does not have any specified structure, which can work or can be improved. Absolutely new structure will be introduced in here. The concept is to have a hidden access boulevard, which will connect the area of entrance to the city with the busiest part of Transportation Hub. In the city context, it is facing the Prague Castle.



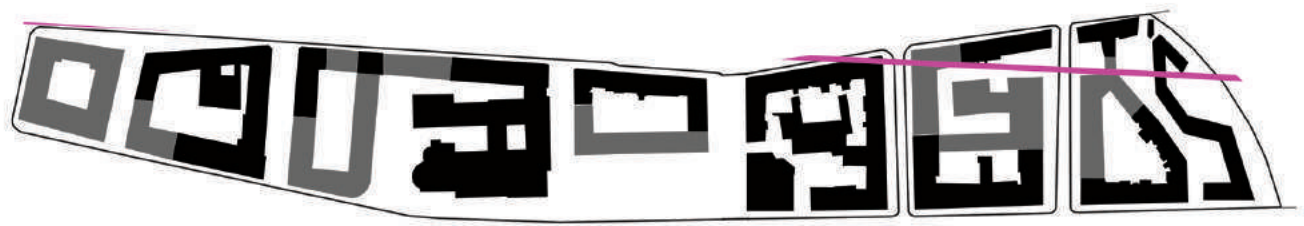
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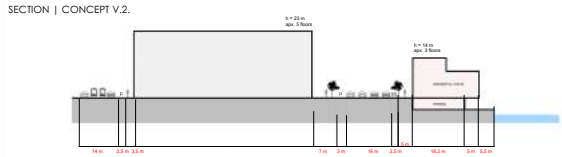
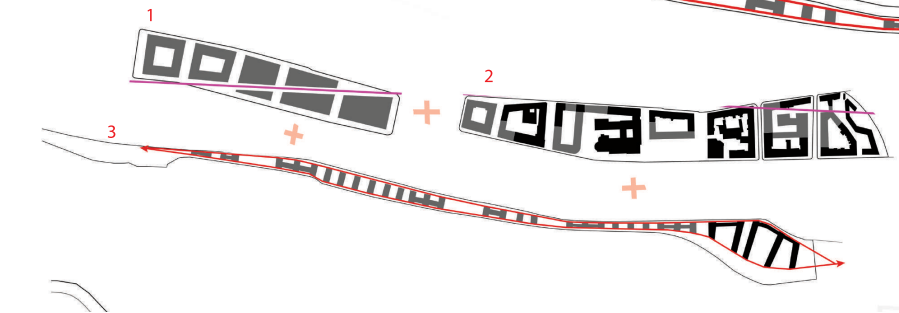
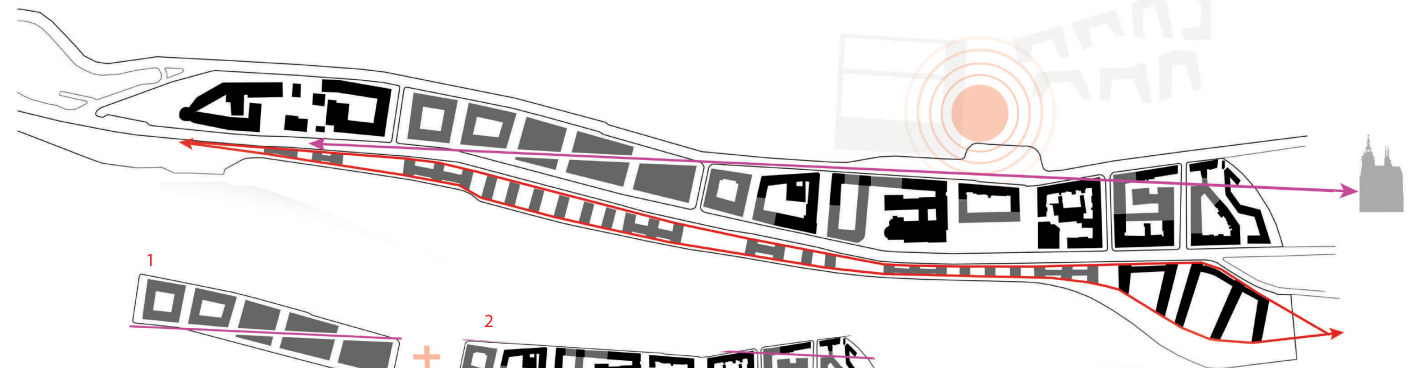
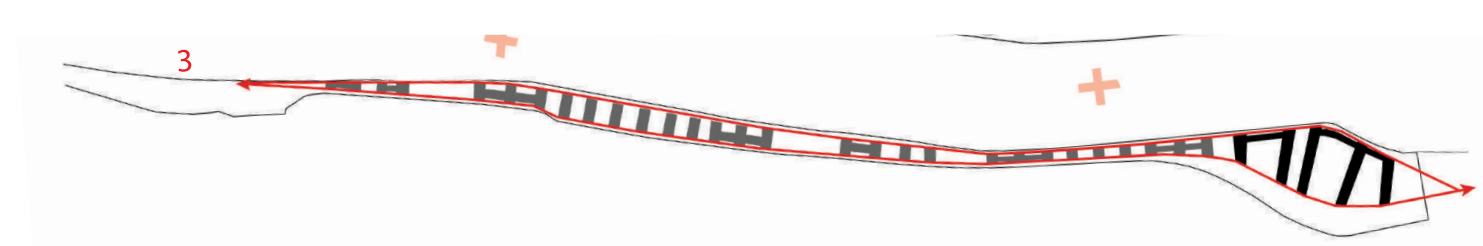
2. Existing block structure

“Second” part of the site already has defined structure, which sometimes works well, and sometimes there is a need to improve it. For this part of the site I have chosen the strategy of fulfilling the blocks. Of course, some parts needs to be renovated. However, the idea of preserving the existing blocks allows me to save the historical part of the district, which is important.

2



DIAGRAM



3. River bank

This river strip, which is now mainly occupied by parking, is not developed. My impression is to follow the logic of the future development of Stanislav Fiala and combine this form with the existing morphology of the riverbank. The private owner, who has his own impression to build a new structure, owns this part. I think, that here it is possible to have win&win situation. If this belt will be full filled by the new structure, but keeping the access for the pedestrians, which can also play a role of the attractive point. At the same time, there is a need to find the balance between public and private, because these two sides has their own interests. There is a need to introduce a public spaces in order to make this strip more attractive, than now.



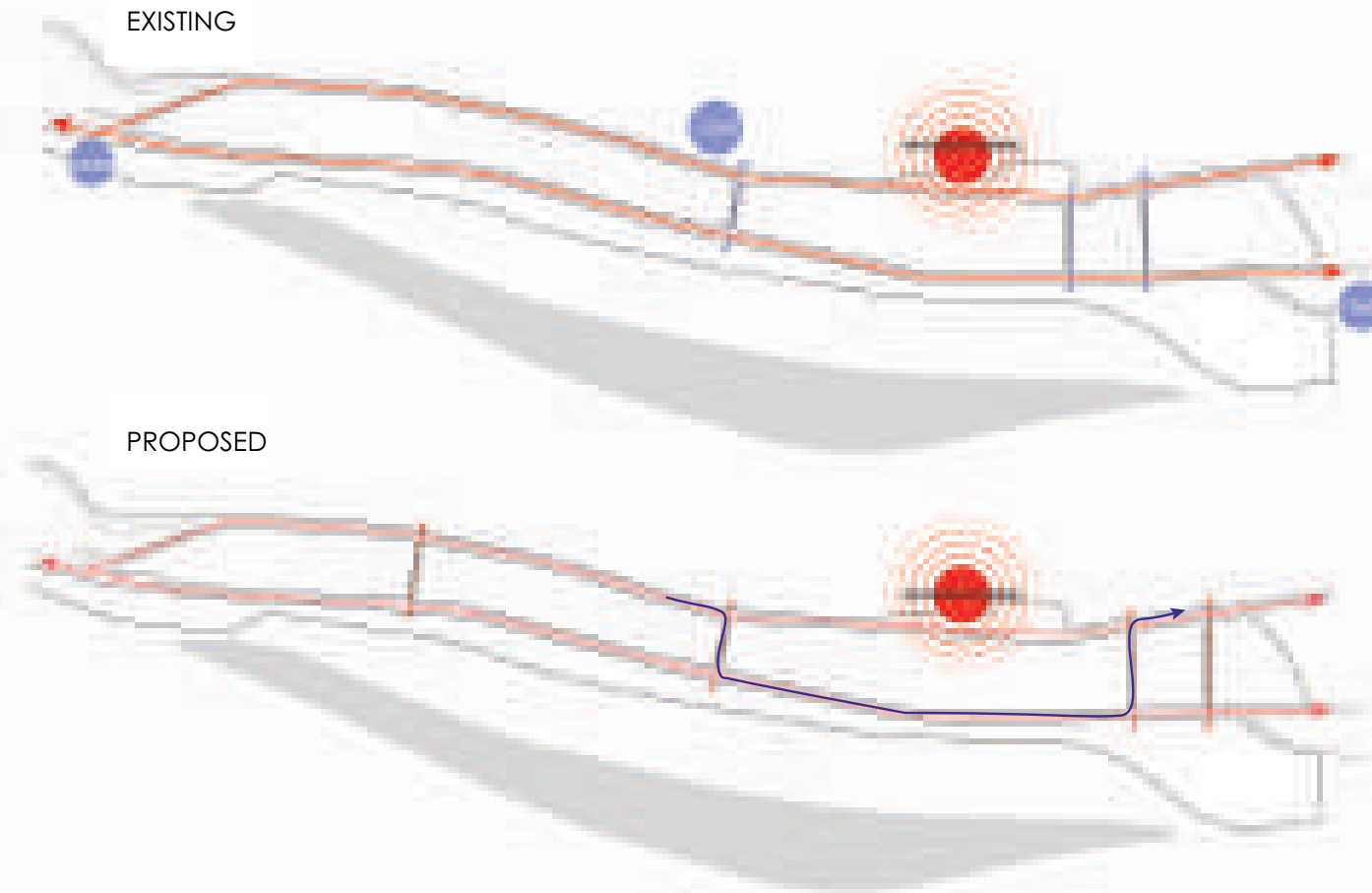
## TRAFIC CALMING POLICIES

Despite the fact that at first glance it seems that the area is fenced with two tracks, the traffic on them is much less than their connecting passages 1.5 times. At first glance - it is very surprised.

At the same time, such a large traffic creates a sense of barrier and cuts off the area from the environment. More specifically, it is Strakonická street, which is passing along the river.

Also, according to the future plan, the area in front of the Smíchov terminal will be dedicated to the pedestrians, which will make trip from the Nádražní street more complicated.

Based on all of these factories the future design will be done in a way using the traffic calming strategies. The goal is to review the existing street pattern and find a way to reduce the traffic on the connecting roads.



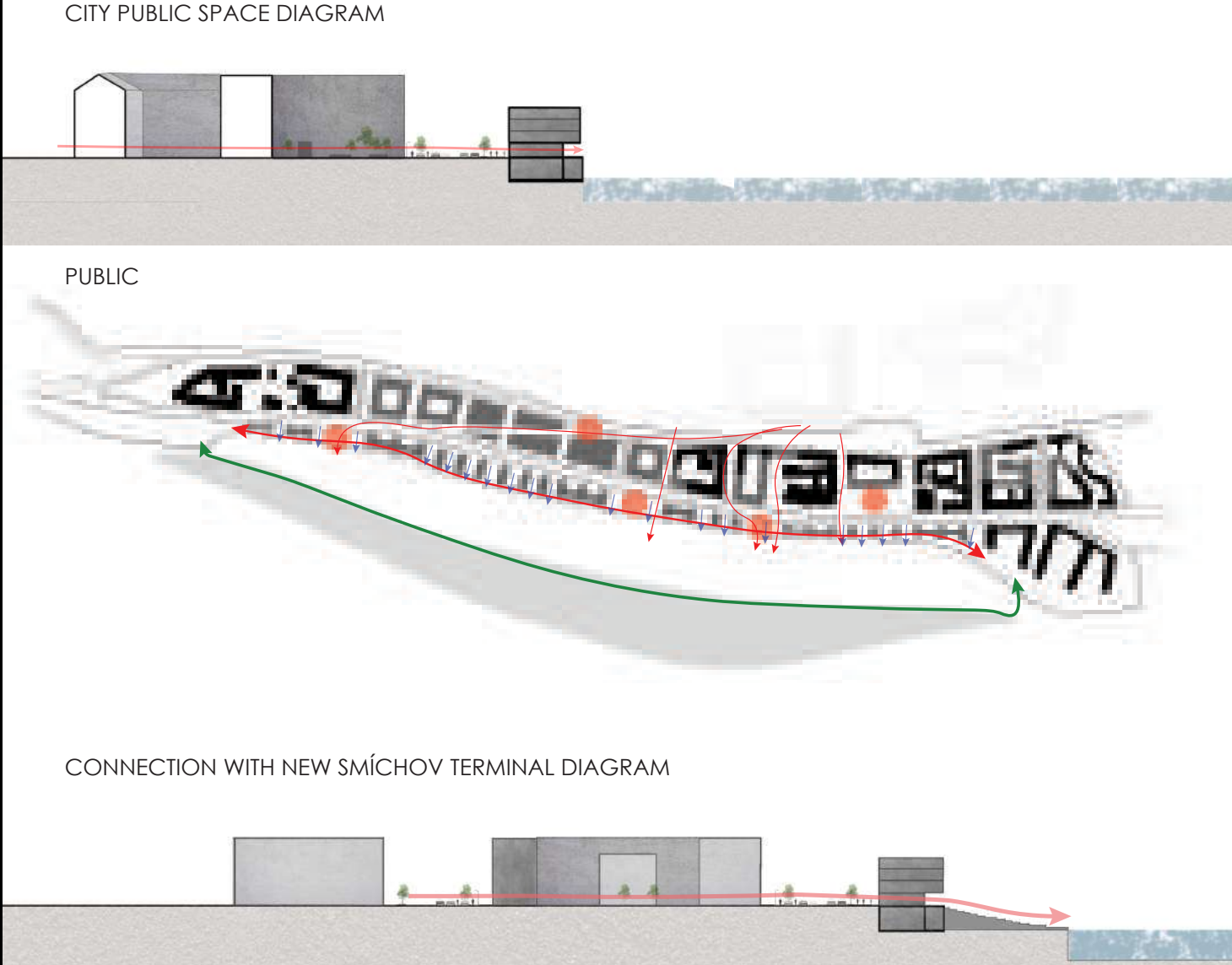
## PROGRAM AND PUBLIC SPACES

Future program of the project will be done according to the Metropolitan plan, which plans mostly residential uses on the selected site.

The idea is to have a central «business» point at the center and from the center to the edges function gradually will become more residential. But at the same time it will be mix uses buildings. In this way, central point will have a straight access exactly from the Smíchov Transportation Hub.

At the same time, the strip along the river, which is fulfilled by the separate volumes, will have a public function on the ground level, which will be connected by the walkway along the river. Residential functions will be located on the upper levels. The underground level of the future building will have a parking function.

Even if the site is seemed to be fulfilled by the blocks or great buildings, it is possible to see, that public has greater percentage of land than private parts.

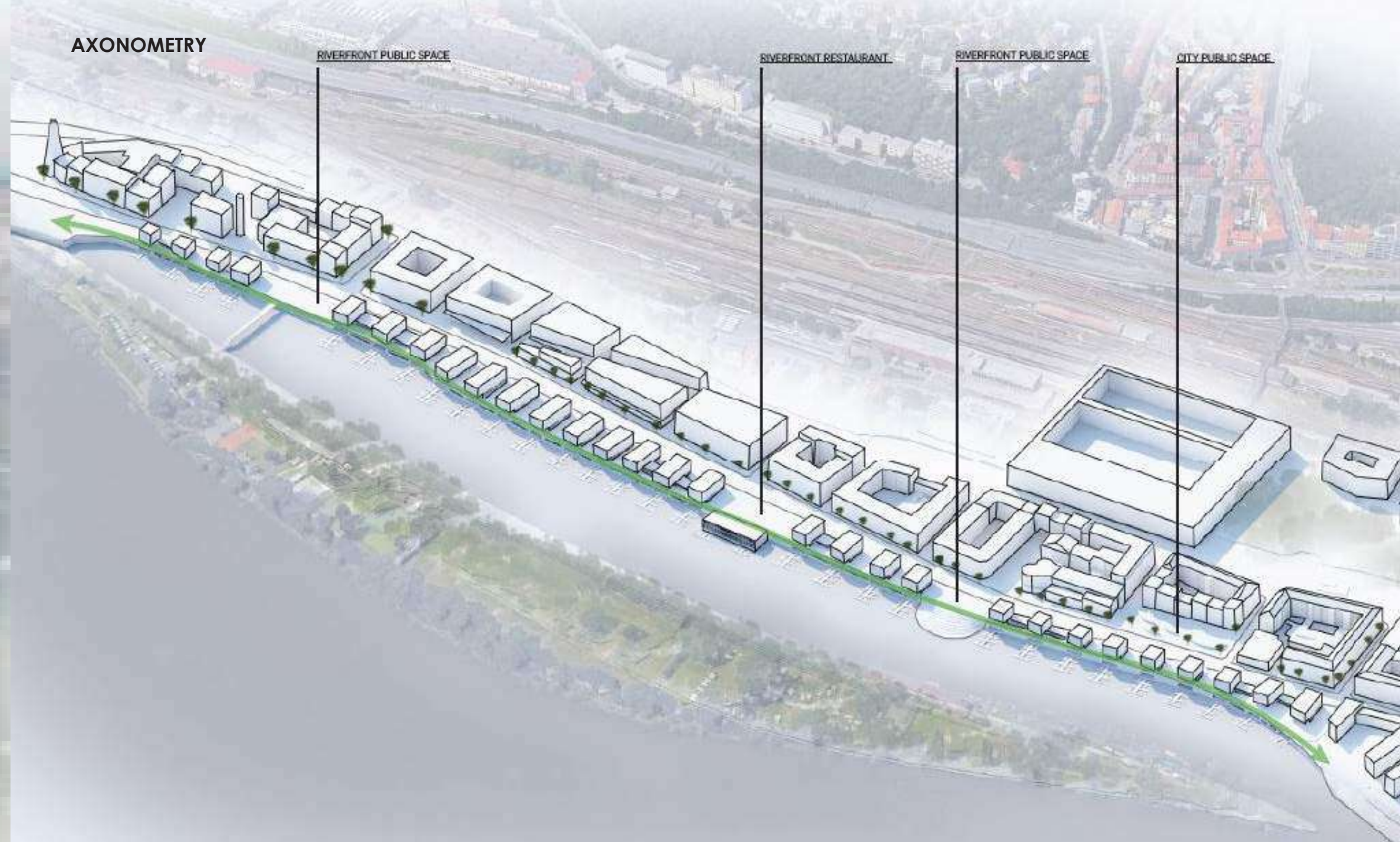




PERSPECTIVE



AXONOMETRY





SITE PLAN







## NEW BLOCK STRUCTURE

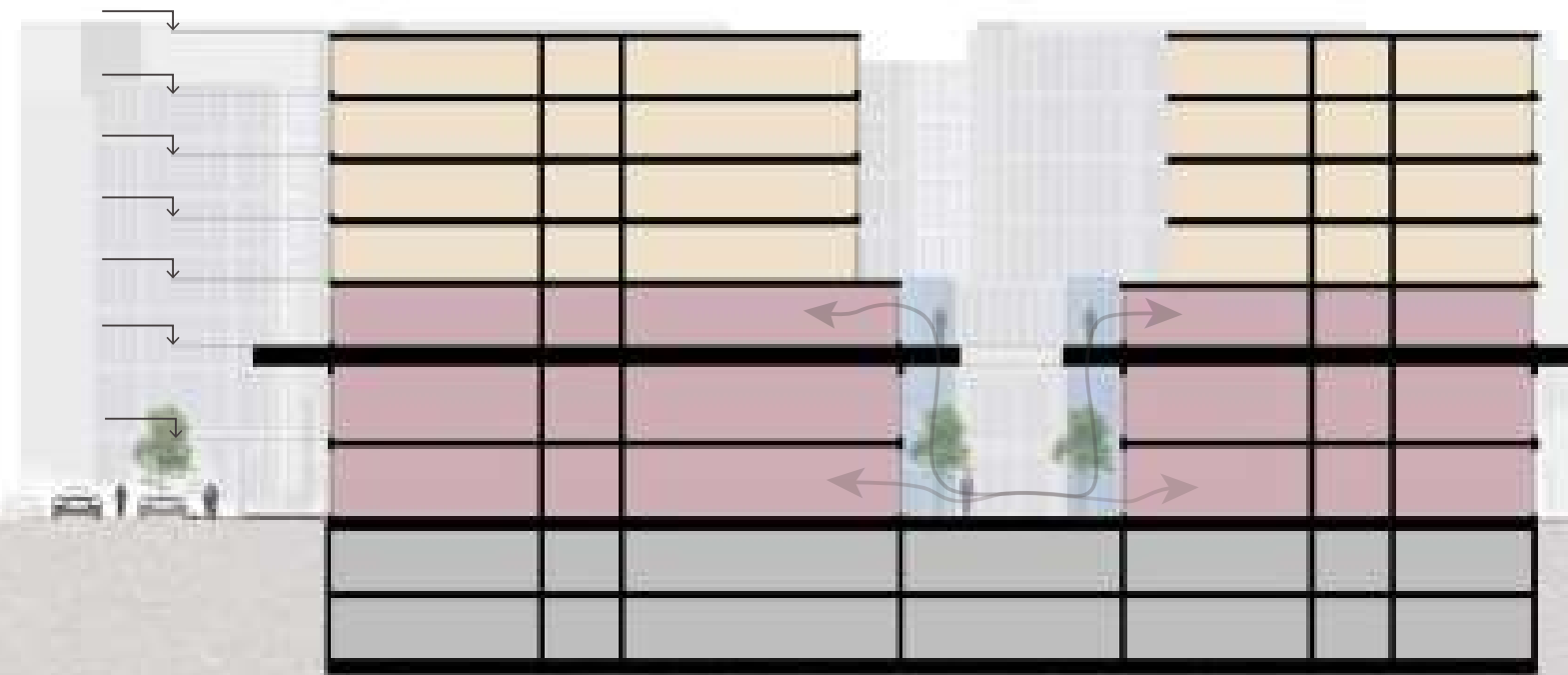


This part is projected in a way, where in between two buildings would be located a hidden access under the platform in order to divide the functions. First two levels are dedicated to the public function (retail).

On the platform will be two volumes with the residential use. This shift of the form is made in order to provide a sunlight from the southern part.



## NEW BLOCK STRUCTURE





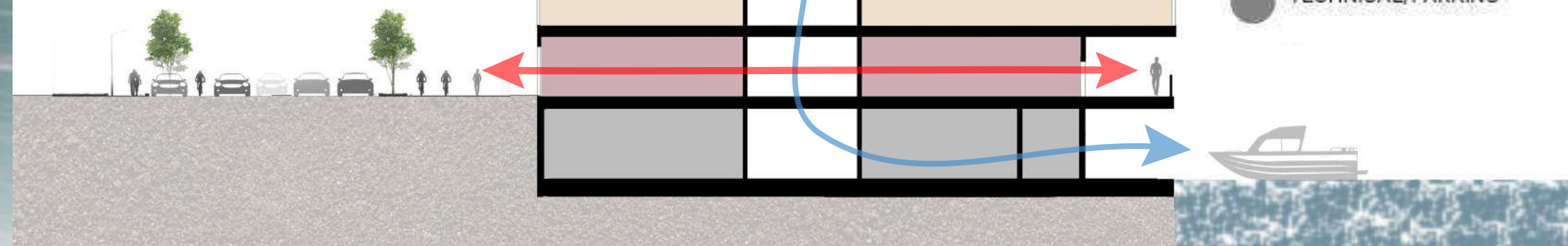


## RIVERFRONT UNIT

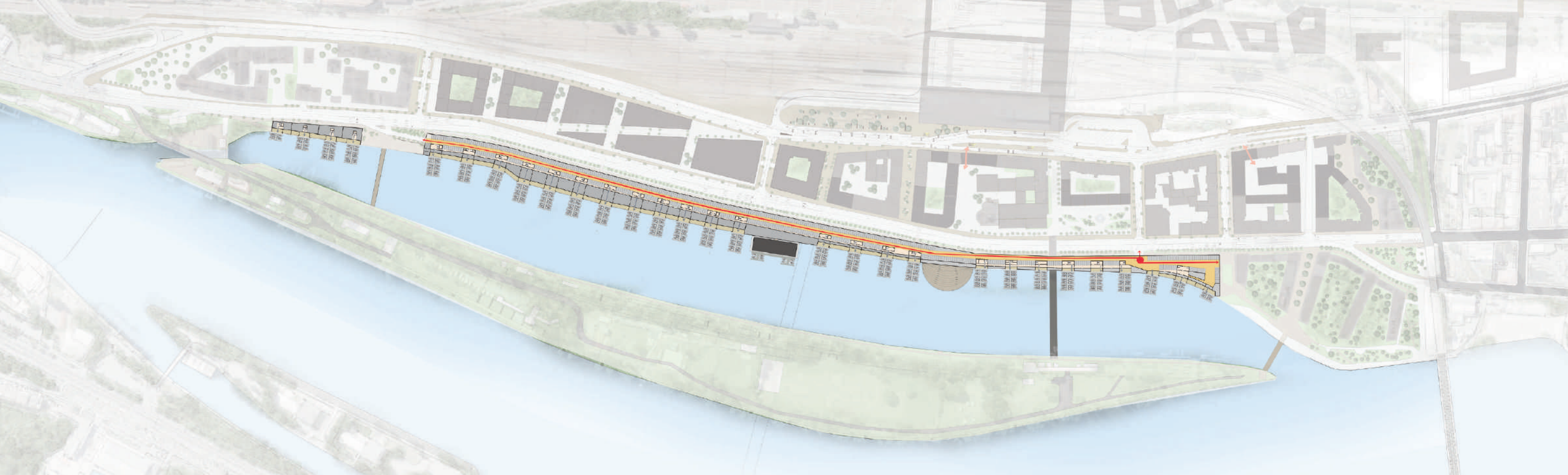
Riverfront units will follow the structure of the future development of the Stanislav Fialas project and at the same time they will reflect the existing morphology of the river.

For the program of these units I propose the residential use from the first floors. Underground floor will be dedicated to public in order to have the straight access to the riverfront.

At the same time owners, who lives in the apartments can easily access the water, where would be parked all of the boats along the piers.







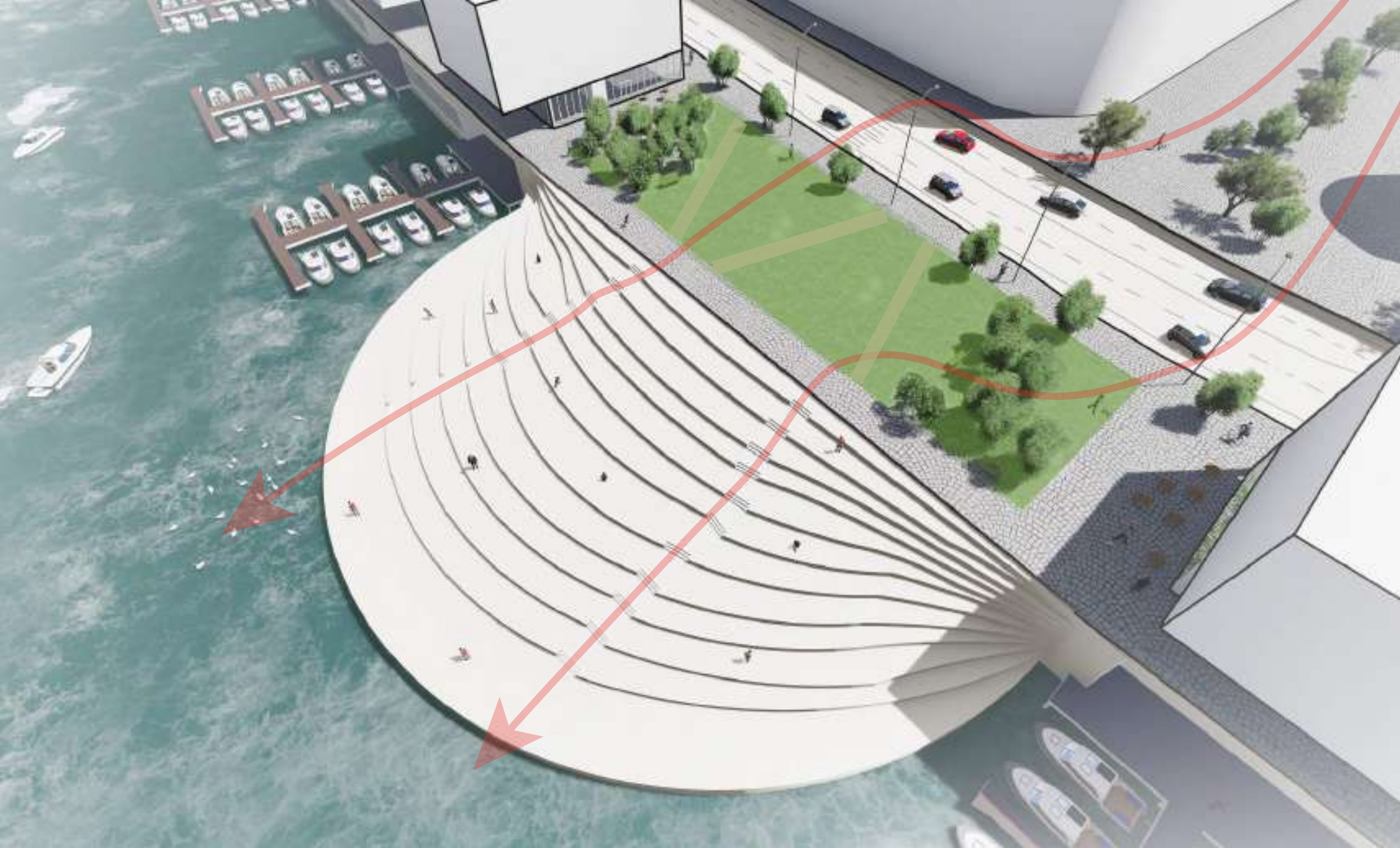




RIVERFRONT RESTAURANT













# TECHNICAL REPORT

## OUTLINE

1. Introduction

2. Site

2.1. Prague district  
2.2. Potential for the development  
2.3. Considerations

3. Urbanism

3.1. Preamble  
3.2. Objectives  
3.3. Solution

4. Transport infrastructure

4.1. Problems on-site  
4.2. Proposed solution  
4.3. Traffic calming policies - street patterns

5. Concept and architectural solution

6. Street furniture, material, street light

7. Built area

## CONCLUSION

F.



TECHNICAL REPORT

1. Introduction

The former industrial area of the Smíchov district is going through a long transit time. First changes were implemented in the Anděl part, closer to the metro station.

Part of the chosen site was occupied by the former factories or breweries. Now those ones are mostly unusable. In general, Prague has some of the districts, which were regenerate in the 5-10 year and now they are becoming more attractive to the public. People want's to live and work there.

Smíchov also has this potential. By placing there number of future regeneration projects, which will be working for the same goal, the whole district will function as one organized area.

Nowadays this part also have a number of problems with the connectivity with the river, even if on another site of the river (on the Vyšehrad part),

the river bank has an organized places, which are attracting people. From this point, Smíchov needs this reorganization of the riverbank.

2. Site

2.1. Prague 5 Business and living district

Prague 5 (Smíchov) is distinctive one. As evidenced by the local developments and its variety. At the same time, part of the district has a historical environment, which creates feeling of being in the old city. This connection with the new designs of the reality, with the new type of architecture, is happening on the Anděl. From this point can start the transition from historical city district to the new city district.

Chosen part is surrounded by two streets, Nádražní and Strakonická, which serves a thousands of cars during the day. The river bank have lost it's attractiveness, because now it's occupied by the parking. This parking also close the view to the Císařská Louka, an island with the sport facilities.

2.2. Potential for the development

There is approx. 2 km long and here is a great brownfield to be developed. According to the statistic in the chosen site, the normal number of the built area is around 40-60%, and by looking at the center of the area, it has a potential around 40%. Because now it is occupied by the old structures. Regeneration should happening not only on the site blocks, but even in the surroundings.

The area of the riverbank, for the first impression has been suitable only for an embarkment, but by studying the details it became more clear, that this strip can has an architectural structures. Also, the reason is, that this land is belongs to the private owner, who has it's own interest to built this strip up. River. This part suppose to be one of the most attractive and enjoyable part of the site. But at the current time the use of it is not that enjoyable, because it is occupied by parking.

TECHNICAL REPORT

2.3. Considerations

The consideration to be taken into account when analysing the site of the Smíchov is that the area of the project is too large to have one strategy. The whole part can be divided into 3 parts, which has a totally different approach of the redevelopment.

The site needs to be easily accessible for pedestrians via proper walkways. At the same time via public transport as well as accommodate access for the large trucks/buses/vehicles to the city center. As well as to have access and attractively organized riverbank.

In the city levels there is a study, which is done by the IPR, for all of the riverbanks in Prague. The main idea is to have all of them connected and accessible for pedestrians.

See more (<http://www.iprpraha.cz/clanek/195/koncepce-prazskych-brehu>).

3. Urbanism

3.1. Outline

The proposed location of the new development along the Vltava river, which is more oriented towards the riverfront, would require the surrounding urbanism to be done according to the surroundings as well as a transportation part.

The infrastructure needs to be resolved in order to be suitable to organize the structure of the new block system as well as dealing with the existing ones and not destroying the proper rules. The whole infrastructure will be done according to the future plan of the transportation strategies for this district.

3.2. Objectives

• Create a system of city blocks which integrate the existing and the future city fabrics to create a coherent organisation of the area.

• Understand the relations to the immediate surroundings, including the other side of the river, and the difference between the northern and southern character of the site.

• Gather together the separate pieces to the site to produce a complete vision of the future place as completed city district.

• Define new public spaces, structures and linkages to the surroundings.

3.3. Solution

In order to achieve the objectives, the proposal would be to create new block structures with the concrete high levels of the volumes. Structures will be done with the taken into the consideration the riverfront and it's development. This would need the proper network of the pedestrian areas, public spaces and the infrastructure.



TECHNICAL REPORT

4. Transport infrastructure

4.1. Problems on-site

The current state of the site surrounded by transport infrastructure, which makes the riverfront inaccessible, and split across various elevations would need to be addressed in order to achieve the integration into existing urbanism and easy access the riverfront along the 2 kilometers. All of these changes suppose to be done with taking into account future situation on the site.

4.2. Proposed solution

The greatest traffic falls on the streets of Nádražní and Strakonická with a large high-speed zones.

The street Nádražní in the future layout of the city will be changed. If currently two-way traffic allowed all types of transport, in the future this movement, near the future terminal will be focused more on public transport. That is, street Nádražní will not be

be a through fare for all, and traffic will be directed to the street Strakonická and then turning back on Nádražní. This will create a pedestrian zone right in front of the terminal and create a more welcoming atmosphere and direct people towards the river.

As for street Strakonická, it is a link and entering the city. This street has a lot of traffic entering the city. Judging by the fact that it is one of the important sacred, it can not be demolished or redirected. However, to make the river bank more accessible to pedestrians, it was decided to make more crossings, which will slow down the movement of motorists and redefine the priority of the road from the cars to the more accessible part for pedestrians. This decision was made on the basis of an analysis of the present situation, which currently has only 3 pedestrian crossings.

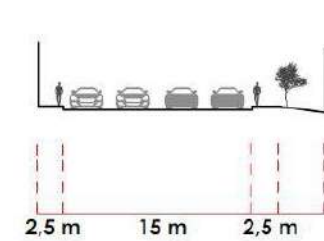
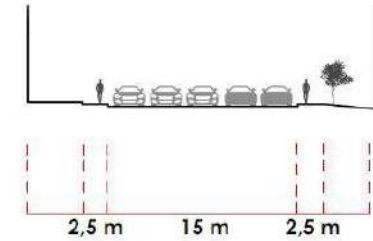
4.3. Traffic calming policies - street patterns

In order to achieve the goal of reducing the speed level on the fastest parts of the tracks, it was decided to use traffic calming policies, namely, to make traffic for cars more uncomfortable. It will be necessary to make more traffic lights, which will be accompanied by pedestrian crossings.

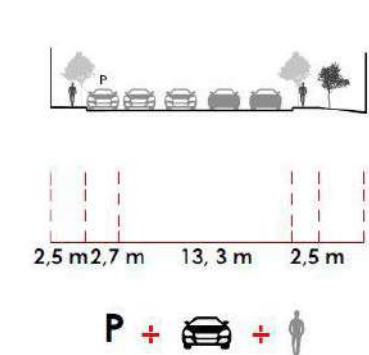
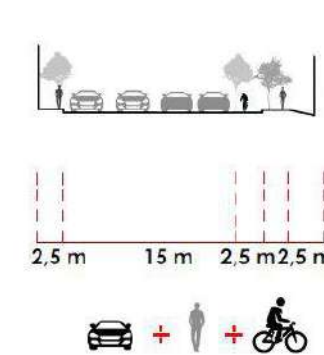
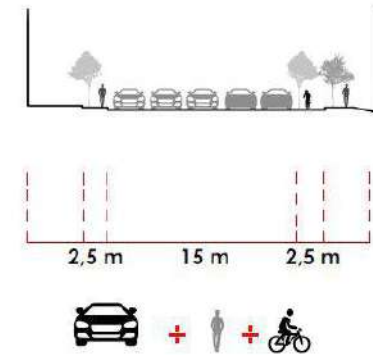
Since the existing street pattern is mostly for cars only, the future design will focus on cyclists and pedestrians in addition to the existing pattern. The width of Strakonická street allows not to interrupt the existing pattern, the width of which is currently 15 meters. Cyclists and parking spaces, which are currently located along the river and occupy most of the area, will be added to this pattern. In addition, the design will be done with the appropriate materials and heights.

TECHNICAL REPORT

EXISTING



PROPOSED



5. Concept and architectural solution

The site is so large that it is impossible to define one single structure that will be interpreted in all parts of the project. Therefore, the area was divided into three parts, which are built on the basis of similar principles. (Concert – Refer to part E)

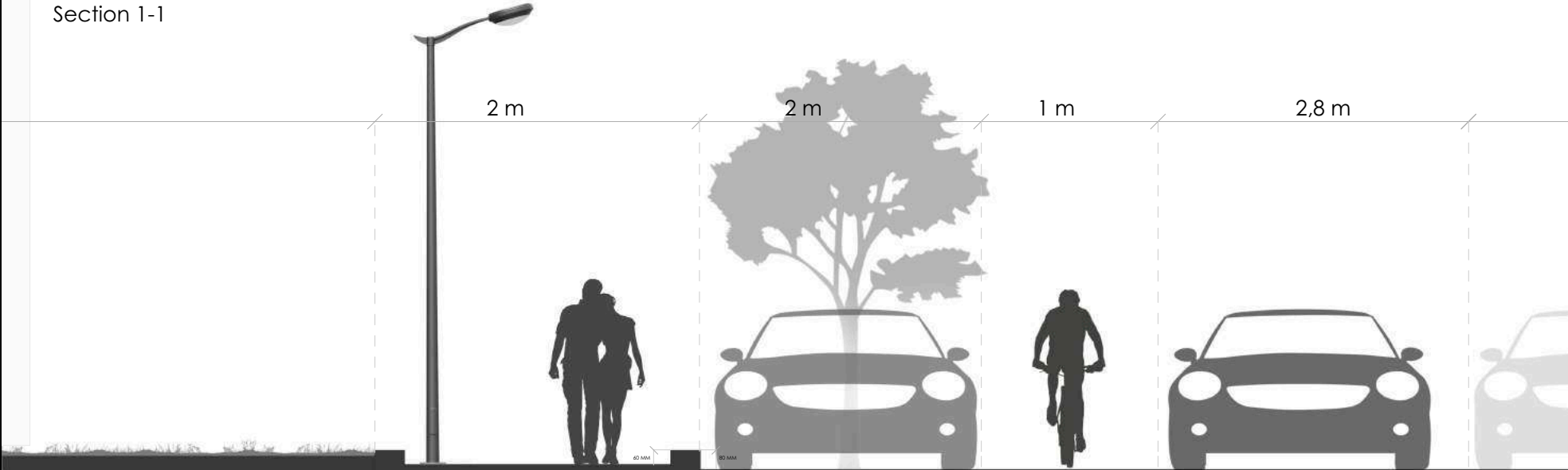
In the project we observed different approaches in architecture. In part (1), where the concept is based on the principle of having one boulevard, which is manifested on the basis of the context. This division will create public and private zones. The height of these blocks is done according to the surrounded blocks, which is approx. 24 meters.

The whole area is designed so that people have access to water and new public places. Therefore, there is a riverfront, where there will be a variety of restaurants and shops. Several parks and so on. If people want to touch the water, there are bridges connecting the island, where the shore is built right at the water level.

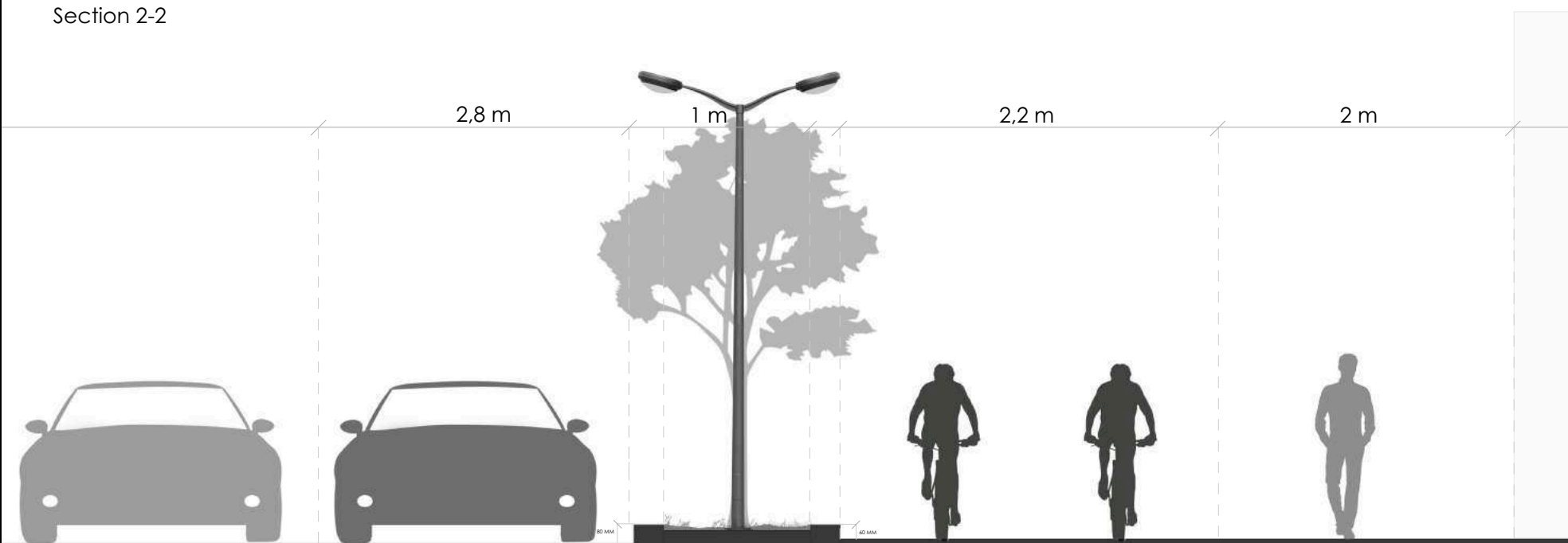




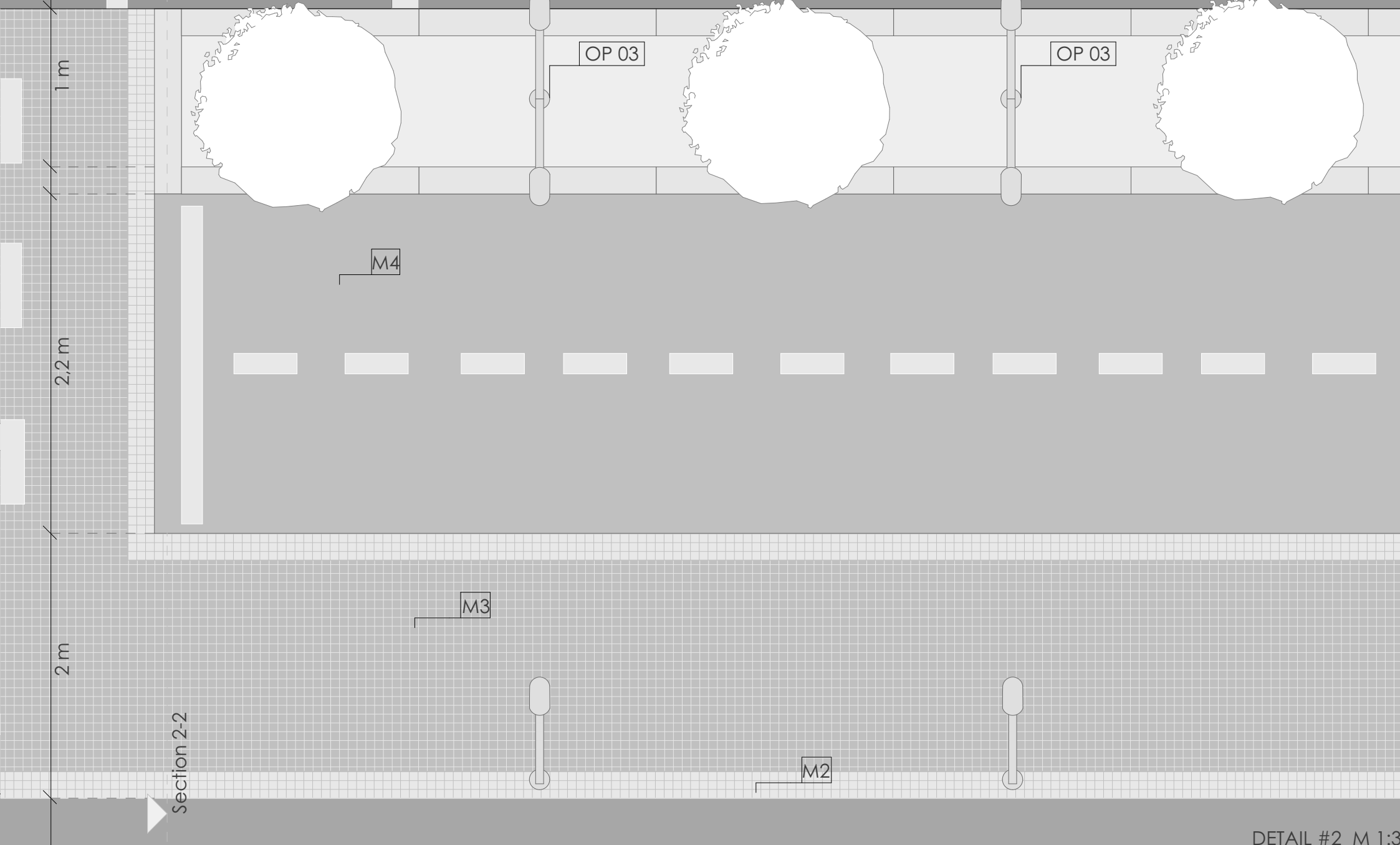
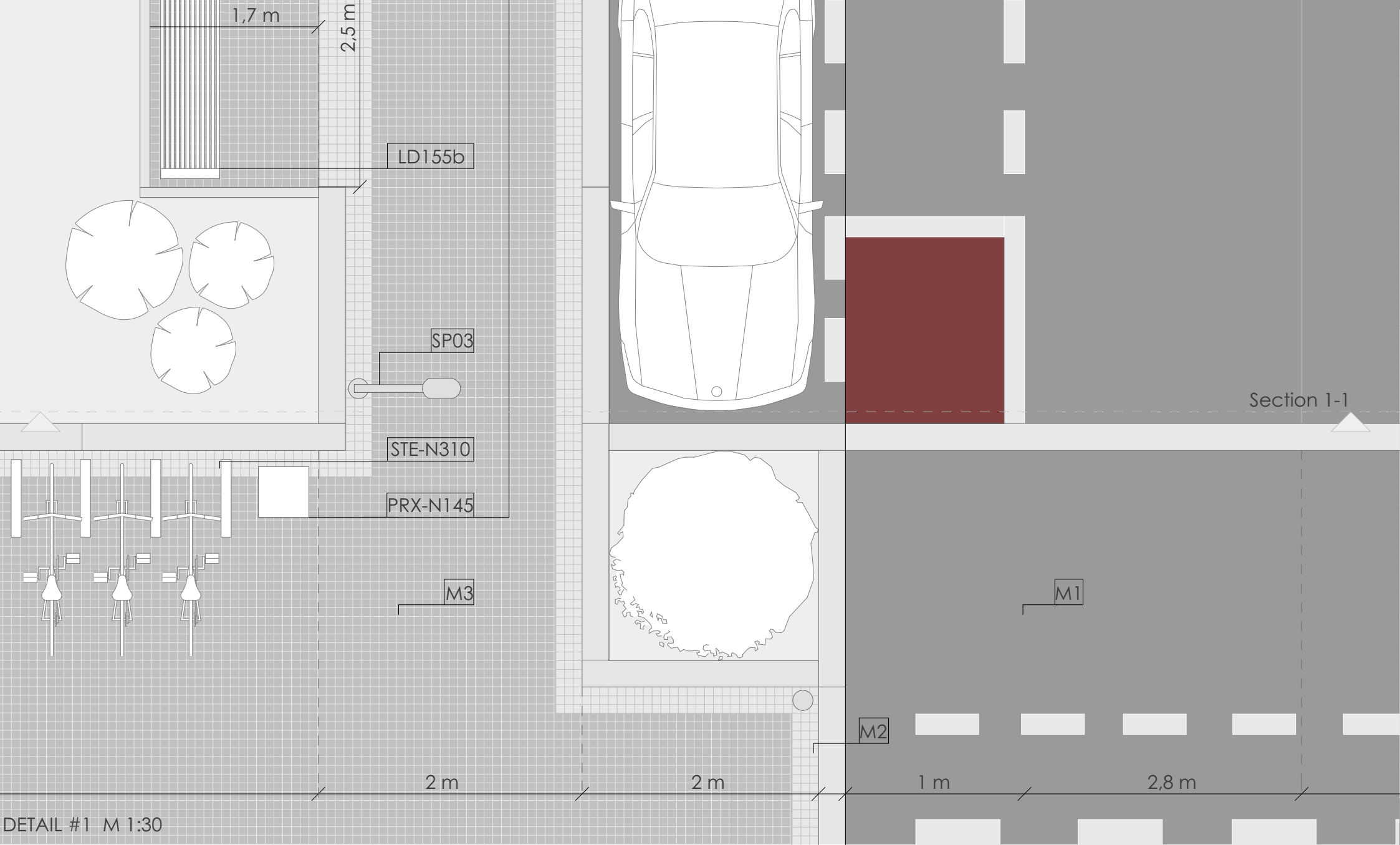
Section 1-1



Section 2-2












TECHNICAL REPORT

6. Street furniture, material, street light

In order to create a perception of the whole area as a whole, for a certain standard within which future architects can choose. This furniture firm is «mmcite» (references and models are on the right side). The material is based on the Prague mosaic of two colors, which corresponds to the whole appearance of Prague.

NAME	ION NUMBER
ASPHALT DAR COLOR	
MOSAIC LIGHT COLOR: 20x20.	
MOSAIC DARK COLOR: 20x20.	
ASPHALT LIGHT COLOR	







STREET FURNITURE | SPECIFICATION



NAME	SPECIFICATION NUMER	PRODUCER	DESCRIPTION, MATERIAL	PHOTO	QUANTITY
1. LITTER BINS Type: prax Design: David Karásek	PRX115 PRX116 PRX118 PRX145 PRX148 PRX155 PRX315 PRX-B315 PRX316 PRX-B316 PRX345 PRX-B345 PRX355 PRX-B355	Mmcite.com	Steel structure of this litter bin represents modern yet classical contour with slightly arched roof. Simple wooden door completes the character of the litter bin. It is predestined to the installation in different public spaces. The version with perforated steel sheet door seems to be of quite industrial design, HPL door moves the final look of the bin rather to the category of indoor furniture and offers the possibility to apply any graphics. Newly, 120 l volume version available or version with integrated space for plastic bags for dog excrements.	  	*depends on the future design



STREET FURNITURE | SPECIFICATION



2. BENCHES Type: diva Design: David Karásek, Radek Hegmon	LD150 LD151 LD155 LD156 LD180 LD181	Mmcite.com	steel structure, seat and backrest made of wooden lamellas *materials depends on the future funding		*depends on the future design
3. BICYCLE STAND design: David Karásek, Radek Hegmon	SL505	Mmcite.com	This modest bicycle stand harks back to the range of Lotlimit railings and its essential contours can be easily integrated into any potential project. The stand reflects both contemporary and historical architecture.	 	*depends on the future design
4. TABLES	TBL421	Mmcite.com	Steel structure, the grate made of rectangular steel section		*depends on the future design

STREET FURNITURE | SPECIFICATION




5. RAILINGS Type: lotlimit Design: David Karásek, Radek Hegmon	SL503 SL600 SL650 SL730	Mmcite.com	Formally a pure railing based on the combination of L-profiles related through its design to SL bollards. It offers new possibilities in organizing public space. Light versions with one horizontal part, multi-element models which completely hinder from crawling under or variations with effective cable structure enable selection of the best solution for each space. Reduced fence panels serve as a suitable protection of green spaces. Two basic sizes of supporting L-profiles: 60 mm and 80 mm.	 	*depends on the future design
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STREET FURNITURE | SPECIFICATION

6. TREE GRIDS Type: arbottura Design: David Karásek, Radek Hegmon	ART320 ART321 ART360 ART361 ART370 ART371 ART-C330 ART-C331 ART-C380 ART-C381 ART-C390 ART-C391 ART325 ART326 ART365 ART366 ART375 ART376	Mmcite.com	A traditional element of the urban environment in a contemporary conception. Suitable for various locations, whether historical or totally modern. Available are round and square versions, which can be combined to find an optimal solution. The standard version is designed only for pedestrian traffic; a reinforced variant allows for cars and small vans up to 3.5 tonnes gross weight. A new version has a selection of lamellas coated with colour. This unique concept makes it possible to create interesting graphic patterns which can be linked with the grid of the paving.	 	*depends on the future design
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STREET FURNITURE | SPECIFICATION

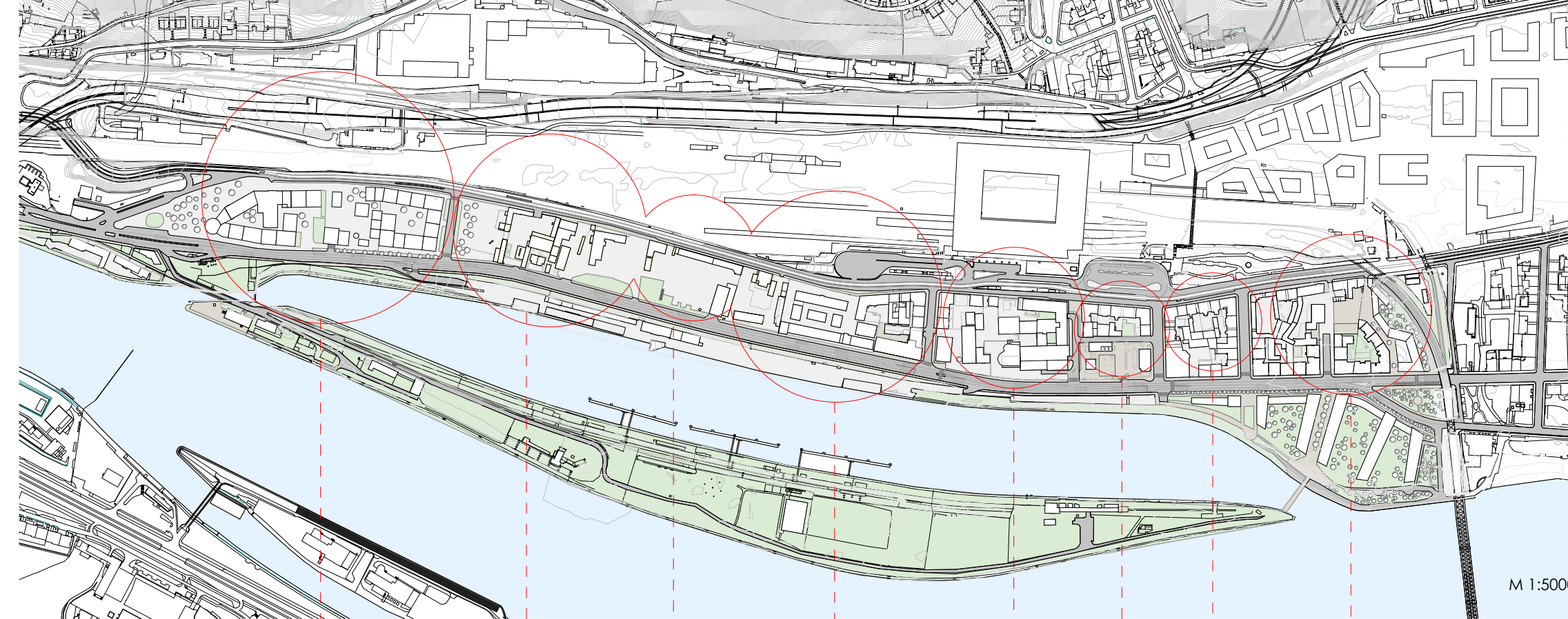
7. STREET LIGHTING  Transition lighting fixture for pedestrian	SP03	ELTODO, a.s	Light source: Halide lamp 100W-250W Supply voltage: 230V/50Hz Opt./el.part: IP65 / IP23 Weight: 4,7 - 7,6 kg Dimensions: 705 x 220 mm	 	*depends on the future design
8. STREET LIGHTING  Transition lighting fixture for pedestrian	OP 03	ELTODO, a.s	Light source: Halide lamp 100W-250W Supply voltage: 230V/50Hz Opt./el.part: IP65 / IP23 Weight: 8,1 - 9 kg Dimensions: 722 x 285 x 306mm		*depends on the future design



## BUILT AREA

For a better understanding of building blocks, I decided to calculate this as a percentage. As you can see on the plan, all blocks range from 50-60 %, but the problematic is the block in the middle, since the percentage of its rows is the lowest.

Compared to the proposal, it can be seen that most of the blocks are not half full, especially the part in the middle, which was the most measured. Also on the riverfront line there is no building at all.



Total:  
31 200 m<sup>2</sup>  
12 770 m<sup>2</sup>  
**41 %**

Total:  
49 950 m<sup>2</sup>  
16 630 m<sup>2</sup>  
**33 %**

Total:  
20 430 m<sup>2</sup>  
10 042 m<sup>2</sup>  
**49 %**

Total:  
10 130 m<sup>2</sup>  
4 061 m<sup>2</sup>  
**40 %**

Total:  
10 960 m<sup>2</sup>  
6 490 m<sup>2</sup>  
**59 %**

Total:  
28 291 m<sup>2</sup>  
12 547 m<sup>2</sup>  
**44 %**



## CONCLUSION

The project for the master's thesis was developed considering the future situation in the part of Prague 5. In general, the existing problems and the future situation can help to identify the most critical moments. Concept was built aimed at introducing new structures into the existing and future urbanism of the area, in order to improve the situation as a whole, through the introduction of new typologies and new principles that are relevant now.

Prague is a big city where you can find many different structures. And I think that every improved part affects the whole city. Smíchov claims to be one of the most popular and rapidly developing areas, which in the future will occupy an even stronger position in terms of city interest.



# CRITICAL WRITING ESSAY

“ Human point of view or situation from different angles ”

## OUTLINE

1. Introduction

2. Theoretical foundation

2.1. Roland Barthes “the death of the author”

2.2. Jeffrey Kipnis “the question of qualities”

2.3. Output

3. Different possibilities of reading the information

3.1. Absolute VS determined

3.2. Visible VS invisible

3.3. Output

4. Explanation on concrete example

4.1. Basic information of the site

4.2. Example of reading the information from different views

a. Possibility #1 Exception

b. Possibility #2 Definite and indefinite

5. Conclusion

G.



## CRITICAL WRITING ESSAY

1. In the human world a lot of opinions are around different topics. Thousands of statements generate the same number of opinions, but what define these opinions? How the are formed? What can be considered objective, and how valid is 'objectivity'?

This essay is about the reader. About the ability of the readers to interpret things in their own way. If it is necessary to have the space to create their own meaning or not. And what is much more important, to make them know or just left them unknown in order to make them think in their own way. How does a person perceive a space? After all, each person has his/her own impressions and feelings of being in a certain space. What defines this space? Surroundings, architecture or persons perception? It will also consider the history of 'reading', 'authorship', 'the autonomy of text', 'the possibility of deciding other meanings', and a possibility to make an argument as it relates to a specific site in Prague «Prague 5 – Nový Smíchov» - about the possibilities of interpreting a situation from a multiple point of view, in order to produce out from it some other hidden meaning.

2. Theoretically, it is possible to look at all the questions from several sides, looking at different ways of thinking and perception. In order to consider this issue from several sides, one must pay attention to completely different concepts of perception. If one looks from only one point of view, there are fewer possibilities to search for.

2.1. Roland Barthes "the death of the author"  
Roland Barthes, author of the essay "the death of the author", founded his concept on the fact that in the 20th century the writer has ceased to be the measure of morality, has lost the function of the prophet and the judge. In his opinion, in previous stages of the development of the art of the relationship between the author and the work, then depending on the type of father-child. The author is fully owned by the wording, by all means, to strengthen their presence in it. Barthes concept of authorship deprived the author of this complete rule has called for the overthrow of the writer-father, imposing to the readers his will.

The essence of the concept of the death of the author lies in the idea of the autonomous existence of the text, in independence on the personality of the author. The author no longer exists and remains behind the curtain. As he writes:

*«...It will always be impossible to know, for the good reason that all writing is itself this special voice, consisting of several indiscernible voices, and that literature is precisely the invention of this voice, to which we cannot assign a specific origin: literature is that neuter, that composite, that oblique into which every subject escapes, the trap where all identity is lost, beginning with the very identity of the body that writes...»*

## CRITICAL WRITING ESSAY

On Barthes, after the birth of the text of his author dies, but the text starts to live its life in the mind of each individual reader. The text is also independent of the personality/desire of the reader. The text is shown to be an artifact which is framed (by author+time) yet open (to reader+rereading). That is, within the framework of the triad author-text-reader the dominant role is given to the reader, as it is thanks to him that the text revives. In addition, this concept deals with such questions as "what the author wanted to say?", "what is the main idea of the work", etc. In such a way that the reader has to do with the text, rather than with the author. From this moment on, the reader has the opportunity to interpret any product, as he/she pleases. This is because the text itself becomes accessible as a thing-in-itself.

### 2.2. Jeffrey Kipnis "the question of qualities"

In addition, as Jeffrey Kipnis writes in «Nolo Contendere» from the series of essays "A question of qualities", each job has a value and is solvable. Deconstruction does not aim to destroy meaning, or even to replace meaning with a higher one, but to make other meaningfulness possible. At least it can be solvable and understandable. We can interpret this in that way, the work should be clear and have enough description and information for another person to understand the work. Whether it's a building or something. The main thing is the value of work.

Deconstruction is essentially a way of reading information. With the help of deconstruction and the use of new methods of reading it is possible to see the whole layering of the question. Deconstruction is a symbiosis of the concepts of destruction and reconstruction, destruction and restoration again. As Jeffrey Kipnis said: "One of the mistakes we make about metacritical environments is to think of them as historical periods. They change at different times and in different ways in different fields". In fact, he looks at the issue from several sides. Yes, it is possible to look at everything from the point of view of the general concept and perception, but if you already decompose the question into periods and take into account such nuances as the time of creation of the work, you can see a certain subtext.

Deconstruction is an approach to understanding text and its meaning. Through analysis it is possible to see the whole, which is not given to see so, at first glance or reading.

2.3. To sum up everything, you can understand that since one work is done, the author's work has its own life, because the text is autonomous. The «true» meaning can be never known, it can be learned only directly from the author, in this approach – author gives an idea how can work perceived. However, each work has meaning and allows for a possible understanding. The inability to understand it only fuels interest in it. Makes you think and look for signs, messages, codes.



CRITICAL WRITING ESSAY

3. There are many types of reading information where it can be considered from different sides of perception. In this world, there is always two parts of the existence. First part is what people know and another part is what people don't know. In this essay people are perceived as a readers of the space. Hence it doesn't really matter what to read, book or place, city or part of the city, world or specific space.

In my opinion, the components of individuality are not only creative parts, but also personal - which leave their character. Every person from birth sees the world with his own eyes. And what I see those eyes - draws the overall impression. It does not matter whether he looks at innovation or traditional art, a person will perceive everything through the prism of his eyes and feelings. There is a comfort zone, when a person is forced to leave it, he has the opportunity to see something from the other side. Reader sees honesty instantaneously, when the author describes their feelings or situation, what either question. All feelings and experiences. The author, speaking only for himself, at the same time speaks for everyone else. Everyone can find themselves in this. He says: «I see so»,» I think so», and so learns more about himself and the world, and the world at this time, knows itself through this author.

3.1.Initial VS eventual

If we look at this topic from two sides, we will see two different opinions. One, which is for giving the reader a complete picture of a particular topic, and the other one is to leave the reader a space to form his own vision.

3.1.1. «Initial»

Any place or question can be perceived by a person on the basis of feelings and common perceptions. This is something that already exists. But perception is created at the moment of contact with the object of consideration. A person, interacting with something, instantly has their personal idea and feeling, which is built on a more general perception, without going into details. So to speak "at first sight". From that point of perception, person can consider a specific space with a more general concept. Here will play factors such as the feeling and general perception of the space. Most likely, the meaning is built based on sensations, where each person can create their own opinion. Subsequently, a common opinion is formed on the basis of these perceptions. So to speak, more general information which is given extensive feedback. This allows you to look at the issue from a larger perspective and see in a broader context.

3.1.2. «Eventual»

On the other hand, the final understanding of space can be built on the basis of existing facts and descriptions. The same factors as the history and description of the existing place, so to say the original data on which the description is built. A person getting acquainted and delving into these factors can build their opinion is more correct with more depth and understanding of the issue. It will already be a deeper and more correct view of things, when the opinion is formed already based on a minimum knowledge of the issue, and not the general perception.

CRITICAL WRITING ESSAY

3.2. Visible VS Invisible

Looking at the situation under other factors, you can see a more complete understanding and additional opportunities. You can define these factors as visible and invisible.

3.2.1. Visible

What is visible? Most likely, this is what is defined and clear to the eye. It is a visible perception that a person forms based on what he/she sees. Through this perception, a sense of space can be formed. This is something that is already defined and exists. What you pay attention to in the first place. Of course, everyone can see in different ways, but the idea is that people have already seen it and based on this built their perception.

3.2.2. Invisible

But there are also invisible factors that are formed by the sensation. Imagine you are blind. In this case, you will create a feeling of being in any place on the basis of other sensations. It can be smells or sounds, what we see the place itself, can not pay attention. It can also be the atmosphere of a place or what remains behind the scenes, or if you look at a certain building from the other side. Such an example can be anything, consider a dancing house in Prague. Outside it seems to be something unusual and original, sometimes even a feeling that it is two or three different buildings, although in fact it is one. Also, few people imagine that this is a multifunctional building, which is a hotel, office and even a restaurant. In this case, the 'invisible' is also "seeing

through things". The reader, the architect, the thinker is tasked to 'read between the lines' , 'to see beyond the surface', to 'consider a deeper relationship'. Looking through things it is possible to see a lot that you can't see just looking at things.

3.3. It also happens that there is a specific definition, but there is an open one. The opposite or third of these views allows you to see a certain place from different angles. All these methods consider the place from different sides, but this does not mean that the issue is fully evaluated. Therefore, when considering a topic, it is necessary to determine the main factors and conditions on which the future analysis will be based.

4. Explanation on concrete example

4.1.Basic information of the site

For my diploma I have chosen one place in Prague. It is a part of Prague 5, which is located along the river. Probably, no one could see, that is also can be perceived as an island, because it is not an island itself. Step by step, analyzing the site, it became to be much more clear, that this part is cutted from the city by its surroundings. On the right site there is a river, on another site railways and on the north and south sites there are roads located. This site has only one straight entrance – from the railway station, where people are able to get itno the site.



CRITICAL WRITING ESSAY

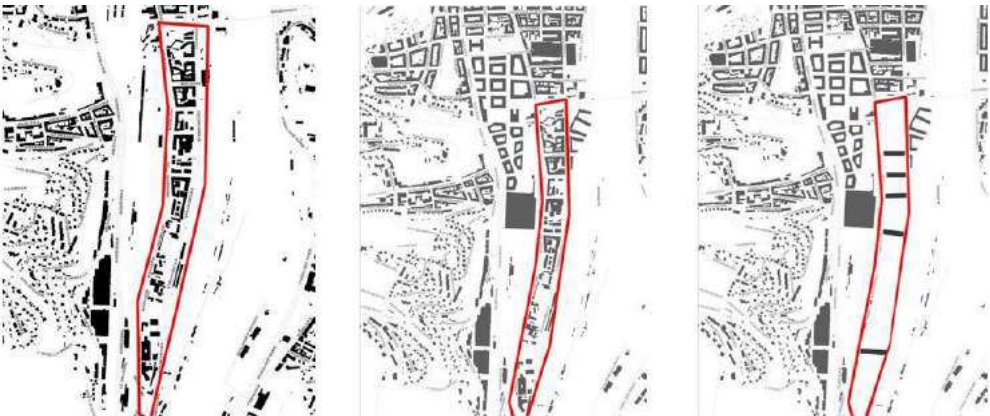
4.2. Example of reading the information from different views

a. Possibility #1. Subtraction

Sometimes, to find the information you need or see it differently, you should consider the information using the subtracted method. So you can identify a lot and see the missing details. You can also use this method to define boundaries. It helped me to understand more specifically the area chosen by me.

Choosing initially a much larger area, excluding gradually future changes that should occur and significant things at the moment, simply cut off, and with this I was able to separate a certain area.

b. Possibility #2 Definite and indefinite



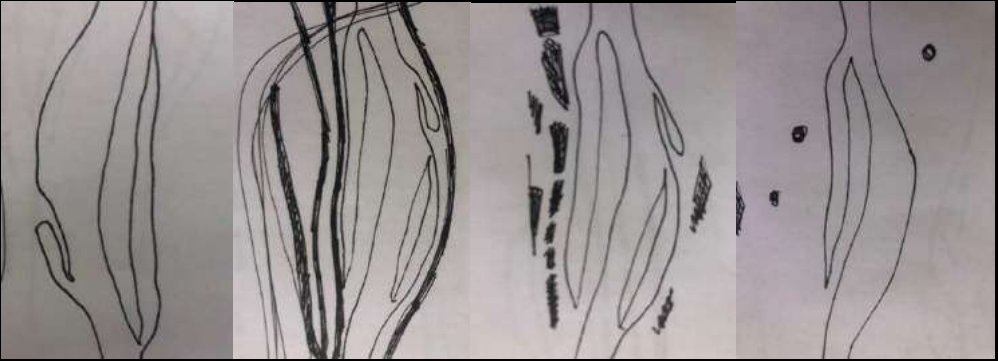
a)existing                      b) future                      c) potential

The future is uncertain. Although at the same time, by superimposing the planned layout of the area on the existing one, it is possible to see the potential and undeveloped areas that also need to be addressed. The current situation shows that at the moment in the area a lot of places require permission. If I considered the district not considering future changes, perhaps, would not see how will this area develop, it may not be allowed to collect the full picture, which is expected.

Of course, it is possible to work with basic analysis which are usually made at the beginning of the project. Such as classical one: basic data, built area, future developments, etc. And it would be the easiest way, but on the other hand, the method

CRITICAL WRITING ESSAY

of analysis from several sides allows you to see more and better distribute the information.



a)                      b)                      c)                      d)

Using the sketches, I tried to look at the site using the subtracted method. So, let's say in figure a) we see the natural form, which is determined by the shape of the river. Figure b) shows how the area of interest is cut off from the city by the existing infrastructure. Figure c) identifies the existing small "Islands", which are also fenced by roads but constitute one large area. Figure d) shows the main stops, these are main access points to the site. This allows us to see how the same place can be viewed from several sides. And it helps to see some important points.

All people can look at the theme in their own way. Each person forms their opinion based on their own experience. There is a possibility to look at the situation from several angles. It does not matter what to look at, any moment that fell into the zone of our perception can be considered from several angles and from many sides. This allows reader to see the diversity of the issue, as well as choose the best path in the future. But..

*..Looking at the situation from several points of view does not mean that the situation has been fully investigated..*









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...development is the only way...

## WORK EXPERIENCE

- 2019** (current time) - SIEBERT + TALAŠ  
Prague  
**junior architect**
- 2018** (May - November), Boff Studio  
Prague  
**interior designer**
- 2016** (March - June), "Aristocrat"  
Saint-Petersburg  
**interior designer**  
**head of 3D visualization department**
- 2016** (January – March), "ArchMAS 3S"  
Saint-Petersburg  
**architect**

## EDUCATION

- 2017-2019 Architecture and Urbanism**  
Architecture Institute in Prague  
Master program
- 2015 - Design and media**  
KYAMK University of Applied Sciences  
Erasmus program, Finland
- 2011-2015 - Bc. Environmental design**  
Saint-Petersburg State University of  
Technology and Design  
Diploma of assistant-translator of English  
language
- 2001 - 2011** - Maturita



**ARCHIP**

**2019**