

2. jury meeting

Zagreb, 19.11.2011.

The pre-selected entries are: AA969, CR100, DP020, EA252, GO274, II011, MA213, MA303, PT039, SE753, XV111 and ZK003.

The jury president has proposed that the projects will be discussed one by one, presented by the jury members.

GO274 LOCAL MICROGROWTH

Project starts off with an in-depth and suggestive analysis of the city in terms of territorial mapping of traffic and public services, followed by the demographic analysis and illustrations of extreme seasonal changes in city/space occupancy .

Currently, Old city is inhabited by less than 1000 people. Drastic urban gentrification is followed by the decrease in number, scope and quality of public services and public space.

This project is one of the very few that is very critical towards the competition brief and the only one with a constructive criticism on the current direction of Dubrovnik's economic and social development which is exclusively reliant on tourist industry. Proposed emphasis on the local higher education (university) development, which encompasses future increase of student population, offers a counterpart to the currently unsustainable situation.

Proposal suggests that the garage proposed by the competition brief would make more problems rather than solve them which would further compromise the lifestyle of the local community.

Project proposes a strategy of gradual growth and development of the site by introducing a set of programmes that can be easily further developed, substituted or altered .

Suggested cluster, that is very propulsive, flexible and sustainable both programatically and physically, seems to be a good starting point in trying to solve some of the problems raised and questioned by the proposal.

The jury commends the activist approach and a constructive criticism on the current local public policy (or the lack of any) and the proposed attempt on shifting the focus from the mainstream tourism economy to the more sustainable and local community focused development.

While the starting analysis offers very suggestive, well structured and presented scenarios of projects development, the actual project outcome is very ineffectual and generic. Unfortunately, the physical manifestation of the project is inadequate in terms of the historical context and local building and urban typologies.

AA969

Mathematics in stone - CLIMATH is one of the most elaborate project in the Dubrovnik competition. Very thorough and mathematically based analysis of local culture, and all possible physical context, local and Mediterranean, was base for formal development of hybridized programming through "higher resolution fabric of architecture". This very intellectual and elaborated project, with interesting application of Cellular Automata Algorithm is in search for strategy to solve the difficult site problems. Project is making an effort to be site specific, creating a new formal language, but not convincing enough in all elements and details.

By creating and declaring the "massive clearance - shredded tectonic plateau" in front of the Old City walls is opposite of urban conceptual inspiration by Old City network, small courtyards, mediterranean gardens, terraces etc. Visible clearly from the aerial view proposal, formation of that kind of huge new urban plateau, breaking into smaller ones, is out of scale of the city, especially on that specific location. Nevertheless, this synthetic ecology of this complex project comprised of database elements, with carefully designed micro articulated surface, with advanced programmed installations (light, green, water) and designed integrated urban equipment. This clearly shows architects' forward thinking and awareness of necessity of use of sustainable technology. Project aims to solve traffic problems, with good inside solution for parking garage, but unclear and not elaborated ramp entrance from the North. Especially because of the big height difference between north and south entrances. Also, the jury doesn't find positioning of the bus terminal and its roundabout in front of the Old City Wall as a good solution. Another element is residential sequence, although very interesting idea, but not completely functional. Besides good positioning and proper massing, residential units are too small. It is expected that you are not designing on that specific spot in the city existence minimum. Why claiming to lean on local and Mediterranean climate, living and also programming architectural fabric to reach the sun and then producing completely fixed and arbitrary formal units? If they are advanced why they are not movable and following the sun? Double height apartments, are good design, but jury thinks that apartment size is not appropriate for the site.

The jury finds this highly elaborated and thorough work with care of every detail a worthy contribution to the overall thinking of the subject of European.

MA303

The proposal has a simple and straight-forward layout with the program distributed on the site in a rational and diagrammatic manner within the competition boundary lines. The jury is missing an identification of the architectural vision of this proposal. The chosen new typology seems foreign to the contexts and gives a banal impression in the presentation. There is no clear relation between the proposed development and the old city walls. However the proposal is making a valuable

contribution to the competition due to the traffic solution that seems to function quite well as one of the few among all the entries.

CR-100

This is a very straightforward proposal that introduces a big infrastructural hub. Besides parking and bus station, the hub should accommodate some public programmes.

The roofscape of the structure, formed as a sequence of gardens and pavillions, is out of scale and uncontextual in terms of a historical background, climate and a Mediterranean lifestyle.

The project is inconsistent and contradictory in its graphical presentation.

Although the project tends to be an infrastructural node, proposed technical solutions are very questionable (bus station, garage entry/exit, traffic solution around the site).

The idea of the multifunctional, infrastructural hub in front of the city is a very potent one in terms of a superstructure that is flexible and versatile enough to be able to accommodate any type of potential programme, thus resolving some of the current city problems. Unfortunately this potential hasn't been articulated and developed further.

II011

Structural web organizing Urban pebble is derived from the system of narrow streets connecting the main east-west communication Stradun with the northern part of the city. Enlarging historical net outside of the very strong and non-questionable city boundaries is giving a very good impression of connection, continuation and understanding between the old and the new part of the town.

The form of the pebble is coming out from the convex-concave play defined by the soft curved lines of the ramparts. On the formal level it is well placed and well developed. Regretfully the manner of cutting the pebble in tranches by the extensions of the medieval streets does not show the convincing relation between two conceptual forms.

The idea of giving importance to the Buža gate by creating an important piazza is very good, correct and appropriate to the Mediterranean architecture and the Mediterranean way of life. The forum level is showing this same value by combining closed and opened spaces. Giving the shade and lot of light during the summer and enough shelter during the colder seasons these "cuts" are perfectly adapted to the local situation.

Quite contrary the green roofs even with irrigation are something hard to imagine in the hot Mediterranean summer. The traffic solution seems correct.

SE 753

The proposal suggest a very constructive critique of the competition brief. Observation on city traffic needs and solution that divides tourist and local hub, using existing infrastructure is a smart decision that solves many problems. Articulation of traffic, spectacular acces to the old town by new cable car, larger open space close to the dense historical urban core are all quality results of this divison of tourist and local traffic. Keeping tourist and visitors traffic out of narrow streets and vicinity of city walls provides benefits to other city locations as well, especially gate Pile square.

Such a quality of strategic decission and traffic solution unfortunately isn't followed by architectural articulation of the structures on the site itself. Low definition of the built structure, undefined square and moreover unclear large public staircase significaly deminish the value of this work.

Excellent overall concept has been ruined by weak level of architecture and urban design, which were an equal part of the task.

PT039

The project responds to the infrastructural problems by burying the traffic in tunnel from Ploce to Pile gate. This underground connection provides access to parking lots and releases surface space for pedestrian use, creating thereby a park that extends the old city traffic free zone to its surroundings. By this means the abundant pedestrian traffic, created by tourist busses drop off terminal, is spread through the green zone among 3 city gates.

The building plot itself plays with the topography of the site in an elegant way, using the infrastructural elements and communication diagrams as a basis to create a “habitable” void wherein urban and cultural life can take place. Global geometry is following the slope connecting open spaces on several levels.

The Bus terminal proposed in the project is too “exposed” and should be more discreet in order not to ruin the quality of potentially interesting space facing the city walls.

MA213

The project tends to incorporate visually the new topography of the building site into the park created in front of the city walls.

Specific radial grid is used to determine forms that should, according to the scheme, make gradual transition from compact urban space to punctual buildings surrounded by green. In fact, the choice of radial grid is arbitrary and creates problems in contact zones. The idea of transition from mass building incorporated in terraced topography that spreads out in fragments was a potentially interesting concept but doesn't seem to appear clearly in the elaborated project. Unfortunately, the final result looks more like fragmented implantation, leading to a very formalist project.

Flat green roofs are questionable in Mediterranean climate

The proposed program and analysis of traffic diagrams does answer the infrastructural problems in a coherent way.

EA 252

Proposal will affirm stone surfaces as a main motif of project, but strategy is very simply and in part uncontextually.

Project could be evaluated with analysis of five topics.

The first topic is traffic. This entry examines the options of removal of the central road, creating a new traffic loop, but problematic element of solution is a very steep new road.

The second topic is piazza. Piazza is the core of project site, a flexible open space, it can house various events and happenings, is directly connected to the Buza Gate and consequently to the central street, Stradun. Piazza is the best part of the proposal.

The third topic is urbanisation layout. The entry proposes linear buildings mostly concentrated on the western side. Problematic part is similarity in size and shapes with blocks in historical urban centre. Connections are on a formal level, with insufficient quality of the new ambient.

The fourth point is green fields. Green areas organised as an array of resting places emphasizing contrast with piazza. This isn't a proper strategy for urban use of the walls.

The fifth point is function. The ground floor is reserved for commercial spaces, the second floor is planned for offices and housing and, in the underground is a public garage. This concept is ordinary and is not ambitious in creating new value.

DP020

Very thoroughly analysed work with historical references. Moto is a pacemaker which is a synonym for reactivating the moat as a green belt around the city walls as well as leading the traffic under the ground to the bus hub and the garages.

The proposal is debating the differences between 17th and 21st century through different places and their uses, making three areas and the green belt generative elements to the new city and introducing implants which should control the circulation and make connections between the green belt and the city.

The jury finds the idea of the green belt or „cooler“ as very good contribution to the site. It is as a reference to the local cultural historical topos consisting of various sequences of programmatic, visual and topographic qualities: Mediterranean aromatic plants gardens, sport zones, walk path etc. It begins either at Pile ending at Ploce or vice versa, generating the green contact zone as a kind of a linear park (forecourt to the medieval city) for all citizens.

The site itself is constructed as a folded green ground with public contents such as cinema, gallery, chapel, museum, library and garden which definitely raise the quality with their proposed scale. Proposal offer the public functions on two sides of the competition plot: one is bordering the reconstructed cemetery and the second the existing housing structure.

The central part is to be a forest as a memory to a “Dubrava” forest pockets Green field with different functions, with lines of paths and intimate niches, various surfaces strongly using the slope conduct a “partiture”, a score of fragments opposite to the mighty city walls.

The big green roof with the serpentine communication in the middle part of the plot is not elaborated in that level as a “cooler” and is questionable – the oversize green grass roof surfaces with trees are not convincing.

The new structure opens to “Buza” as a forecourt, bringing the visitors in and out of the city, a kind of extended city square, and a place of exchange.

Traffic scheme is trying to solve the density of circulation through the underground traffic with tunnels. Although the circulating traffic seems to be a good approach, the final proposal seems inadequate: ramps are not realistic and too steep, and different levels of circulation showed in a section can not be proved.

XV111

The jury found the approach important through thorough analysis of a larger zone of influence and elaborated design.

Still the western part of the plot is too dense and overbuilt. On the other side of the site is a lack of contents which do not justify such a big square.

Neglecting the context and not solving the height difference on the plot make the proposal unconvincing. The proposal does not give a cross section.

Traffic doesn't work properly, it seems that the especially the entrance from the north side, as the ramp is too steep. The jury sees the positioning the bus drop-in drop-off near to the cable car as a positive contribution.

The jury voted on the 1st and 2nd prize, and the honorable mention.

ZK003 is awarded the 1st prize, and PT039 2nd.

4 Honorable mentions: DP020, SE753, GO274 and AA969

After discussing 52 works, as a general comment, the jury concludes that the site is very demanding and difficult due to complexity of different programs and functions, topography and traffic and the historical context.

1. Topography- very steep terrain that requires extensive ramp solutions to make vertical connections, and few of the entries actually tackled this challenge
2. Traffic – without thorough analysis and new traffic solution for the larger context, it is not possible to implement the required amount of car parking and bus traffic, and traffic in general. The jury think that the site is not the right place for the bus terminal (just the temporary bus stop) or the public garage (just the local residents and storage/supply), and the traffic circulation by the walls should be minimized.
3. Historical context – the context requires high level of urbanity in sense of treatment of public space, scale and typology. This is not a place for suburban structures, nor huge monovolume buildings competing with the city walls. The relation btw historical context and urban planning requires a master plan strategy.
4. The problem with the programme is a lack of a feasibility study done upfront, further development of the winning project should be much more specific and elaborated in terms of programme, feasibility... with an emphasis on creating good quality public space outside the city walls, not only as a service hub for the old town, but a quality public space in itself. The entries that are most succesful were studying the larger context, recognizing the importance of the three entrances. The number of entries shows high interest of architects to design on this site. Lots of entries propose green roofs, which is naive in the Mediterranean climate. The jury proposes to the city to make an analysis of all the proposed traffic solutions in order to decide on the final/optimal solution for the site. The traffic solution has a large impact on the succesful planning of the site.

1st prize ZK003

„Back to citizens“

The proposal; Back to citizens, is not directly solving the competition brief within the site boundary. The project is rather understood as an urban transformation strategy utilizing the existing city wall as a reflective element. The three city gates are all included in the strategy, giving the city wall the role

of a main structural space-defining element. This winning entry is successful in terms of quality in public space, and the jury finds the design strategy convincing.

The new urban program is distributed on 3 different levels in section creating shaded spaces in front of the old city walls. These new urban spaces create an interesting tension between the old city walls and the newly established program in a high density structure. The organization also seems to have an interesting flexibility in terms of connecting all three city entrances in order to provide continuous flow and improve the state of pedestrian paths along the city wall. However the jury wasn't able to clearly identify the exact height of all levels along the walls, and is questioning the relation between existing green structures and the proposed scheme shown as hard surfaces in the presentation. The extensive use of stone pavements is questionable, and the jury recommends that scheme will be adjusted to develop the connecting levels further and implement and improve the existing green areas along the wall.

The jury has questioned the amount of parking places in the competition brief, but in this proposal it seems to be a good strategy to divide parking spaces between the three city gates. The proposal is neglecting the overall traffic circulation in Dubrovnik and unfortunately the scheme is in that respect not realistic. However the jury finds it necessary to solve all issues regarding traffic circulation systems in collaboration with the city, and believes the concept will be adaptable to whatever strategy will be chosen. The lack of circulation areas for buses must be executed in the further development of the scheme.

The disposition and scale of proposed volumes is very subtle, creating different types of urban public spaces with vertical connections.

The jury is satisfied to give "back to the citizens" the first prize as a respectful and sensitive approach. We believe that the city has received a proposal strong enough to give Dubrovnik a new urban character with respect to the historical city's strong collective memory.

Zagreb, November 19th 2011.