

# KOŠICE - HORNÁD NOVÉ MESTSKÉ CENTRUM

*KOŠICE - HORNÁD  
NEW CITY CENTRE*

Súťažné zadanie  
*Competition Assignment*

Urbanistická anonymná súťaž návrhov  
*Urbanistic Anonymous Design Competition*

 KOŠICE

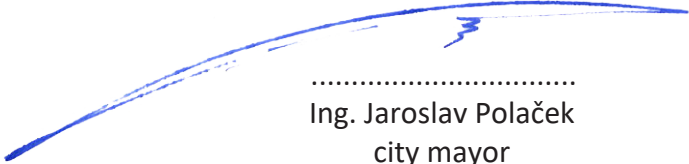
Útvar hlavného architekta  
Mesto Košice  
Trieda SNP 48/A  
040 11 Košice

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Declared by:  
In Košice, date 07.12.2021



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Ing. Jaroslav Polaček  
city mayor

## Opening remarks by the City Mayor Jaroslav Polaček



I am proud that we are launching a new international architectural competition aimed at shaping the surroundings of the Hornád River for the upcoming decades. We consider the Hornád River an important element in our city and we are very curious, how the competitors will deal with this location. This is a great opportunity for Košice in the field of modern formation of our urban space and to increase the level of processes through which we have been changing our city for a long time. The project aims to answer the question of how to integrate the potential of the modern city in the unused, easily accessible space near the wider centre of the city using smart technologies, education, medicine, modern business with access to institutions and housing. Our intention is to ensure that the City of Košice is fully prepared to respond to the challenges of the Fourth Industrial Revolution, which will increase the level, accessibility and quality of life of the citizens of Košice. One of the challenges you are going to face as a competitor is the use of the railway transport in the area. The winning solution, however, must not see it an obstacle as it is the case at present, - but rather a potential to open our city to new opportunities.

A blue ink signature of Jaroslav Polaček, written in a cursive style. The signature is positioned above the printed name.

Ing. Jaroslav Polaček

## CONTENTS

1.	INTRODUCTION, THE OBJECTIVES OF THE URBANISTIC SOLUTION .....	2
2.	DEFINITION OF THE AREA UNDER SOLUTION AND THE TERRITORY OF EXTENSIVE RELATIONS .....	3
3.	EXTENSIVE RELATIONS – THE ACTUAL STATE.....	4
4.	AREA UNDER SOLUTION – DEVELOPMENT AND THE ACTUAL SITUATION.....	5
5.	EVALUATION OF THE REQUIREMENTS RESULTING FROM LAND-PLANNING DOCUMENTATION .....	6
6.	REQUIREMENTS REGARDING THE CONTENTS OF THE COMPETITION DESIGN .....	7

## 1. INTRODUCTION, THE OBJECTIVES OF THE URBANISTIC SOLUTION

The objective of the solution is the area connected to the Hornad river in the central city part. The objective of the urbanistic solution is to create attractive city environment for the higher public facilities, housing, sports and green areas, considering the location of the territory with the objective of developing whole town centre, including the centre of the regional level. The Hornad river and its environment has no form in the actual urbanistic layout of the city, corresponding to its importance and potential. In the recent decades several land-planning documents have been processed, dealing with the issue of rebuilding the territory connected to the Hornad river in Košice, however, those were processed under different social conditions or worked out only as a vision, an idea. At present there is a need for real, more detailed form of land-planning preparation.

The declarer declares the effort to create Nearly Zero Energy Zone. Measures applied in this zone will be in accordance with the EU programme – the New Bauhaus.

## 2. DEFINITION OF THE AREA UNDER SOLUTION AND THE TERRITORY OF EXTENSIVE RELATIONS

The area under solution is defined as follows:

From the north Rampová street, from the west the edge of the railway of the main railway, from the south Palackeho street and crossroads Prešovská – Sečovská including, Prešovská cesta from the east. The borders of the area under solution are marked in the graphic background in the competition aid P2 a P11.

The extensive relations will be resolved in the border area, with the need for documenting functioning and composition bindings, including the bindings for the superior communication system, to the existing city centre, elements of the local land system of environmental stability, the quay of the Hornad river, the neighbouring residential areas, considering the existing and designed aspects of the centre from the access directions and overall space composition of the Hornad valley. (See competition aid P11.)

### 3. EXTENSIVE RELATIONS – THE ACTUAL STATE

The area under solution is located in the central position of the city. (See competition aids P3, P5, P7, P14.) For its connections to the surrounding, the adjacent city centre is relevant, including the city park, railway line with railway station, which serves, besides intraurban function, also for transit of the car transport in the direction north – south. After building the motorway R4 in the Torysa valley, transit transport will be moved over there, which will make possible adjustment of Prešovská cesta to the needs of the inner city, including serving the adjacent areas.

East from Prešovská cesta (the area Pod Furčou) there are now constructions targeted primarily at automotive services and business. Extensive green areas are also significant in the second plan – on the slopes under the housing Estate Dargovských hrdinů. North from the area under solution, on the left bank of the Hornad river, in the city part Košice – Jungle, there are residential houses, a bus depo and shopping centres.

The important adjustment of these facilities is not assumed. On the right bank of the Hornad river, north from Rampova street, there is a densely built zone of small operation facilities and services. Rebuilding of this area for central functions can be expected under the pressure of territorial cultivation in the place under solution. South from this area there is a cargo railway station. This facility is also inappropriate in the central location of the city, it is necessary to consider adjustment thereof in favour of public facilities, housing and green areas, therefore consider direct transport connection to the area under solution. The Hornad river is a regional bio-corridor, besides the environmental function, its banks are the potential connection to other recreation areas (Anička, Jazero). In the direction west – east the land plan of the city designs interconnection of the roads - Masarykova – Prešovská – Ludvíka Svobodu, which is important for completing the superior communication system of the city.

The Hornad river with its adjacent surroundings presents the basic natural phenomena passing throughout the city area. In different town parts this natural complex has its specific position and potential –landscape, recreational, sport and leisure time centre. All of them, however, includes the phenomena of water flow, the river Hornad, which presents the most significant territorial element and returning its significance in the city hierarchy is the potential in the prospect of necessary environmental protection regarding the specific identity of the Košice city.

## 4. AREA UNDER SOLUTION – DEVELOPMENT AND THE ACTUAL SITUATION

The city of Košice was founded on the flat plain near Volovské mountains and Black Mountain on the banks of the brook Čermel, and the Hornad river. (See competition aids P2, P5, P6, P7, P8, P10.) The meanders of the river were created east from the city. Building railway at the late 1800s caused separation of the river from the city. The map of 1912 documents the constructions of the left river bank only in the actual area of Technical University, where military warehouses were built. Small constructions were built around the old Sečovská cesta near railway station. The Hornad river was regulated in the first half of the last century by building dykes and creating a river profile in the shape of a trapezoid. The level of regulation is not sufficient for Q 100 flow, which was proven in 2010 when water level at flow under Q 100 was equal to the crown of the dike in the area resolved. The river profile is maintained without trees and bushes. The expansion of the city eastwards the river reached its centre; however, the adjacent area was used in a wrong way very often for building industrial facilities, warehouses, free landfills of coal, transport vehicles, gardens or the lands were left unutilised. Not even better quality of constructions and green areas near the river profit sufficiently from being there. Being separated by the dike, the river is not a part thereof regarding the function or composition. Urban, environmental and aesthetic value of the river is left unused. The central position of the area within the city connected to the most important roads and the railway station are the potential of an excellent traffic access. The potential so far unutilised, is waiting for the chance to develop by means of conceptual investments, which will not increase expensive expansion of the area of Košice, transform its unused areas.

The area of the left bank is taken up by the campus of the technical university Kosice, at present the campus is a closed area, not accessible to the public. The constructions are extensive, of different quality, with higher share of trees. To improve the quality of the territory and gaining the urban character, we must count on open area and the integration to the urban structure. The area possesses the potential to build higher constructions. South from the area there is a strip of wild green on unutilised lands. The southeast part of the area under solution comprises a mixture of different buildings, mostly production facilities, service and business centres. Dominated by an administration building of the Engineering constructions Inc., the right bank of the area is a mixture of functions – mostly not in compliance with the position and significance of the location, with low quality buildings and unutilised areas. There are gardens and the Charity home of St. Elisabeth at Bosáková street. As the charity building is not in compliance with construction regulations any longer, the objective of the city of Košice is to build a new centre of social services. The south part is dominated by the building of the Secondary specialised school for railways with accessories. The crossroads Prešovská – Sečovská, completed in 2005, are important traffic knot of the city, however, it is a barrier in the urban area.



## 5. EVALUATION OF THE REQUIREMENTS RESULTING FROM LAND-PLANNING DOCUMENTATION

The relevant land-planning documents for the area in subject is the Land plan of the economic residential agglomeration Košice (see the competition aid P7). The solution of the competition design must be based on the valid land-planning documents, above all considering the extensive bindings in transport, the system of environmental stability, composition, engineering networks system, respecting the existing appropriate functions, buildings, and facilities in the area in subject. We assume adjustment of functioning determination of the areas in the territory in subject, depending of overall urbanistic solution and adjustment of transport service system. Based on the design and the following processed urbanistic study, the amendment of the Land plan of economic-residential agglomeration of Košice will be made.

Processing of the competition design must be based on the following (see competition aids P7 and P12):

- The project of the Hornad river regulation (competition aid P12)
- The local territorial system of environmental stability Košice
- The strategy of transport development and transport constructions of the city of Košice
- A strategic noise map of Košice

Other documents are informative only.

- Urbanistic study Municipal Green areas Košice,
- Urbanistic study High level zoning of Košice,
- Urbanistic study Kosice – Pod Furčou, Urbanistic study Košice – Jungle,
- Analysis of placing public facilities and other functions in relation to the historic centre (Regional authority for sights protection Košice),
- maps of the area under solution from the period before the Hornad river regulation (competition aids P14, P8).

## 6. REQUIREMENTS REGARDING THE CONTENTS OF THE COMPETITION DESIGN

The solution must comply with the following conditions:

- to respect land-planning documentation applicable in the territory of the city of Košice as per point 5 hereof
- to respect the superior road system, defining the area under solution, including interconnection of collecting roads Masarykova – Prešovská – Ludvíka Svobodu included in land plan
- to consider the bindings to the principal pedestrian sidewalks and areas and cyclo-tracks according to the design of the Land plan of the economic and residential agglomeration Košice, (drawing n. 7), the design of the system thereof is subject of the solution
- to respect the solution of the local land system of Environmental stability according to the documentation approved, in reasonable cases it is possible to propose a change, which may not substantially collide with the design part of documents
- to respect the character of the natural environment of the river Hornad, preserving the existing green areas around the river
- to respect the object of territorial protection from floods, to project completing thereof or to design adjustments thereof. It is assumed, that the area under solution after building constructions against floods, will be outside inundation area, with the exception of the space between dykes or eventually suggested area with retention potential
- to respect the facilities, constructions, objects in the area under solution and adjacent to it, which are of crucial importance for the city: the superior system of roads, the railway station, bus station, new buildings, which would be impossible to remove
- to consider the superior system of the engineering networks in the area under solution, individually sewage collector and the principal water inlet pipe system on the left bank of the river Hornad and the corridor of engineering networks concurrent with Prešovská cesta (according to the Land Plan of the economic and residential agglomeration Košice – drawings n. 4,5,6). Consider cables of the air electrical wirings and underground warm water pipe system. If necessary, design re-location of the engineering networks with grounds.
- the design of placing functions and areal solution in the territory, consider the issue of noise from the superior road system and railway
- consider the ownership rights in the area
- in designing height level of the constructions, consider views to the city centre from the east side, mainly from the principal directions of access

In resolving the extensive relations, document:

- the functional relations of the existing city structure and functions designed in the competition design
- transport connections to the superior road system, the system of the city public transport, the system of pedestrians and bike transport
- the proposal of the direct road interconnection southwards to the area at present used as cargo railway station
- bindings to the regional and local system of environmental stability,
- keeping views to the historic city centre from the access directions from the east side and circuit centre of the housing estate Dargovských hrdinov.

Design in the area under solution:

- include the area under solution in the extensive area from the aspect of functional – operational and land and territorial bindings, design operation and land composition relations to the existing urbanistic structure of the city and the adjacent and neighbouring areas
- the way of interconnection of the central Hornad to the historic city centre, town park, bus and railway station, including pedestrian and bike transport and functional terrestrial bio- corridor. Designed solution is requested regarding the outlet of pedestrian sidewalks connections from the railway and bus station to the area resolved, including the appropriate facilities.
- the area under solution to be designed as extending of the whole city centre with the objective of unburdening thereof from inappropriate functions. Also enable placement of the functions of regional importance, utilising the potential of accessibility from the sources of the regional passenger transport in contact with the territory
- the way of interconnecting the centre Hornad to the territory Pod Furčou, including pedestrian, bike transport and functioning terrestrial bio-corridor
- the system and hierarchisation of road transport service or the area of left and right river bank and integration thereof.
- the system of serving the area by city public transport
- at the crossroads Prešovská – Sečovská design the way to reduce the effect of the barrier in the city environment, especially considering security of pedestrian and bike transport.
- the way of transport interconnection of Rampová street with the territory west from the railway track- Level crossing is eliminated.
- functionality including the following: road, railway, bike and pedestrian transport, collecting space, city green areas including compact park zine, culture facilities, administration facilities. business and services, facilities for temporary residence, residence in apartment mono-functioning or poly-functioning houses, appropriate educational and health centres, social centres (area of social services), sport facilities.

Minimal extent of the functions required in the area under solution is stated in the competition aid P9)

- the design should include, in accordance with utilisation of the area, the urbanistic-architectonic and landscape composition elements (urbanistic axis, landscape views, dominants), structure of green determine locations of public buildings
- define hierarchisation of streets, define public areas, squares and green areas
- formation of the quays of the Hornad river involving the priority of recreational utilisation emphasising high aesthetic level and whole day animation of the environment as well as the environmental qualities of bio-corridor
- determine level zoning of designed constructions. The limit applicable for the area under solution in the northeast part, are 10 above ground floor (30 m above the terrain) in south and west part, the height of the constructions is limited by views from access direction from east, including the designed interconnection Prešovská – Ludvíka Svobodu and the circuit centre of the housing estate Dargovských hrdinů
- by urbanistic tools create assumptions for integration of the original and new functions
- the importance of the place and its functions of a centre requires complexity, appropriate capacity and diversity of facilities
- process the balance of functioning areas and capacities as per the chart in the competition aid P9
- present adjustment of stages of the designed solution
- way of collecting rain water in the area in case or involving urbanistic layout of the area
- Development of the area and construction should be sustainable and considering the actual issues and future issues related to climatic changes.

Worked out by:

Ing. arch. Martin Drahovský  
Tomášikova 31  
040 01 Košice,  
drahovsky.martin@dpa.sk  
+421 905 630 950

Ing. arch. Ladislav Kočíš  
Žatevná 2  
040 01 Košice  
laci.kocis@gmail.com

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