



Concurs de soluții **Cluj-Napoca 2019** PLAN URBANISTIC ZONAL **SOPOR** **MASTERPLAN**

COMPETITION BRIEF



ORDINUL
ARHITECTORILOR
DIN ROMÂNIA
TRANSILVANIA



PRIMĂRIA ȘI CONSILIUL LOCAL
CLUJ-NAPOCA

SOPOR Masterplan

Urban Zoning Plan

Cluj-Napoca 2019

Competition brief

Project subject:	DESIGN SOLUTIONS COMPETITION SOPOR MASTERPLAN
Beneficiary:	CLUJ-NAPOCA MUNICIPALITY
Competition promoter:	CLUJ-NAPOCA MUNICIPALITY
Location:	Cluj-Napoca, built-in area
Organising entity:	ORDINUL ARHITECȚILOR DIN ROMÂNIA, TRANSYLVANIA branch, In partnership with ORDINUL ARHITECȚILOR DIN ROMÂNIA

1. GENERAL DATA

1.1 The competition promoter and requirements

The competition **promoter** is the Cluj-Napoca Municipality, the future initiator of the urban planning documentation to be contracted as a result of this competition

The competition organising entity is Ordinul Arhitecților din România, through its Transylvania Regional Branch, in partnership with Ordinul Arhitecților din România.

“In the past jobs were about muscles, now they’re about brains, but in future they’ll be about the heart” - Minouche Shafik, London School of Economics and Political Science Director.

How does a residential area designed for its future inhabitants in a world where, in economy, besides the GDP (Gross Domestic Product), life quality indicators will be important? It will definitely be a city that considers the human sensitivity and condition, the human with a healthy lifestyle, aware that its entire activity takes resources away from nature and that, thus, living in harmony with nature is a must. We are thinking about the current generation and, most importantly, about the generations of the next 30 years. We expect a city built more for people than for cars, with pedestrian or bicycle access to most of the day-to-day functions, a city well connected to the existing urban areas, especially by

public transport. To encourage walking, the public spaces shall be attractive, as well as cool in the summer. Thus, the vegetation and the greenery network, connected to the existing ones, shall contribute greatly to the real estate plus-value.

Sopor is an area within the buildable territory of Cluj-Napoca, with various sizes of land plots, privately owned. The area was subject to previous studies, partially, and Urban Zoning plans were compiled for certain areas, but such a fragmented implementation cannot ensure a structured, harmonious and durable development.

The Cluj-Napoca Municipality wants to ensure a durable city development in the 21st century, aiming at providing a high quality of life to the current and future inhabitants (housing diversity, balanced functionality, adequate infrastructure, a balanced relationship with nature, etc.).

Although the lands for the future Sopor Residential Area are privately owned, the local authority wants this new development, structured in compliance with contemporary, sustainable principles, to become an urbanisation example, where public and private initiatives cooperate in all inhabitants' best interest.

The city

At this moment, 45% of the total Cluj County population (727,000 inhabitants in 2017) is concentrated in Cluj-Napoca. The county's population increased by 5.2% from 2011, mainly in the metropolitan area. The metropolitan area increased by 15.7% (i.e. almost 14,000 persons), while the Cluj-Napoca population was static.

Cluj-Napoca is the Cluj County chef-de-lieu, the most important urban centre of Transylvania, constantly attracting new people with its economic and cultural dynamics, opportunities and competitiveness. As a prestigious higher education centre and with its economy among the most dynamic in Romania, Cluj-Napoca is among the European cities with the highest development potential. In 2015, Eurostat published the result of a survey on the quality of life in the cities of Europe, and Cluj-Napoca ended in second place from the point of view of finding jobs.

Because of this economic development, the pressure is high both on the new housing demand, and on urban mobility. The pressure is particularly high on peri-urban areas, the suburbs and the neighbouring villages, the *sprawl* phenomenon is as extremely visible here as in other rapidly developing cities.¹

Both at European and national level, there is an increasing trend related to the number of cars (cars/1000 inhabitants).²

¹ Mobility Pact - cluj21.ro

² ibidem 1

Within the Cluj-Napoca city limits, the agricultural land from the Calea Soporului area is a reserve for expanding the built environment. This was included in the city's buildable territory in 1998, in the General Urban Zoning Plan (PUG). The most recent PUG is attempting a land structuring via a street network and urbanisation zones, and this competition is just in time for detail planning.

2. Aim of the competition

The Solutions Competition aims at selecting the best solution for “Compiling a MASTERPLAN/Urban Zoning Plan for the *Coloniile Sopor* residential area of Cluj-Napoca”.

The competition wishes to identify a new, sustainable urbanisation method, oriented towards the future generations and good cohabitation. The objective is to enhance the people's quality of life in the urban environment, using integrative and innovative solutions.

The Municipality of Cluj-Napoca provides the funding for the new urban planning: from the design solutions competition to compiling the Urban Zoning Plan and the building phases for the infrastructure and public facilities.

The proposed urbanisation will increase the private real estate value in the area, via a rational use of the land, urbanistic coherence, solutions for increased quality of life and of proximity cohesion.

The private investors will also have access to new investment opportunities and plus value through urbanistic innovation, provided a collaboration between the 3 main urban actors exists:

- land owners
- real estate developers
- local a public authority

The participants are invited to submit, in this competition, not only a spatial development vision for the area, but also a strategy, so that the new development becomes a structured, “step-by-step”, sustainable housing environment which will also provide sufficient flexibility for the private developers wishing to build.

3. Location

a. Previous urban plans

The area consist from a large number of agricultural land plots, with occasional housing buildings: collective housing with 10-16 floors above ground in the West, with urban planning documentations, and sparse private houses.

The urban planning documentations compiled in 2006, 2007, 2008 and 2017 regulate buildings with P+9, P+10, P+14 and P+16 (P=ground floor) maximum heights. An urban planning documentation for the area right outside the southern edge of the study area was compiled in 2006, proposing land plots for private houses, mainly. (Annex 3.4.)

The areas included in the Urban Zoning Plan and the Detailed Zoning Plan shall be omitted from the proposals for this competition, and the regulations they comprise shall be included in the solution.

b. **Area limits and neighbours**

The study area has 250 ha and is situated in the East side of Cluj-Napoca, with the following neighbours:

- **Northwest:** Becas river, with the new Gheorgheni Sports Park along one of its sectors. The longest portion of the Northwest side is neighbouring a wetland with low and high vegetation, proposed as greenery area in the PUG, with greenery plots, parks and public gardens, partially covered with water bodies, rush and peat. In the 1960s, because the conditions were favourable, the Park East project was proposed, by expanding the water surfaces and creating a rowing course and other leisure options. In this location, the Municipality tends to provide the land for building an aquatic park and has ordered a masterplan.
- **North:** the study area's limit consists of county road 105S and the 300 (Bucuresti-Oradea) main railroad line. Next to this limit, Baile Someseni are a saliferous area, developed before WWII by prof. Dominic Stanca as a balneary resort. At this moment, the salt resort is not functional due to a lack of funding, but they can be an area with a potential based on their existing natural resource, the salt. In the immediate proximity of the aforementioned area there are some heritage sites: an archaeological site, tumuli and a settlement (address: Someseni Bai), none identified in space yet.
- **North-east:** over an aerial distance of 1.2 km, the Avram Iancu International Airport, as well as the tarmac of Aeroclub 075-255. Both generate aeronautic encumbrances over almost the entire surface of the study area. The building's heights may be over 30 m only within the limitations of the civil air traffic regulations.
- **East:** military installation with a protection area specified in *Annex 5.1* and agricultural land plots proposed for urbanisation in the PUG (low profile buildings - private, semi-collective and small collective housing)

- **West:** the collective housing (apartment buildings) Gheorgheni, built in the 1960s, the trolleybus depot of CTP Cluj-Napoca and an area with individual houses build over the past 20 years.
- **South:** the Palocsay orchards as partial neighbour, the Horticulture and Wine-Growing Experimental Station, managed by the University of Agricultural Sciences and Veterinary Medicine. The PUG proposes maintaining its current function. Also to the south, the study area borders an agricultural land plots area, proposed to for urbanisation (low profile housing) in the PUG.

c. Current functions

The land's administrative and urbanism history qualifies it as a housing and complementary functions reserve, but the current use of the determined territory is mainly agricultural.

Up to this moment, the built surface is small, with private homes and collective housing. Some real estate-buildings have been registered with the Land Registry in the study area: 24 private homes, 1 ISU (Inspectoratul pentru Situatii de Urgenta/Emergency Situations Inspectorate) storage facility, 7 collective housing buildings and some old agricultural facilities. These buildings are to be integrated in the solution proposals for the competition.

The General Urban Plan (PUG) provides the following: (a) urbanisation areas with mixed and economic functions along the main traffic arteries, (b) urbanisation areas for collective and individual housing, (c) water protection and environmental corridor in the Becas river area, and (d) the profiles of the interconnecting streets are also regulated.

We should also mention the gas networks' protection and safety areas, as well as the aeronautic encumbrance areas (Annex 5.1).

d. Traffic

Two traffic ways are in the planning phase in the study area at the competition's launch date:

- The Southern Ring (Someseni-Borhanci sector) with several preliminary solutions (Annex 3.5.)
- Calea Soporului, with the layout proposed in the PUG;

The other roads visible on the orthophoto map are agricultural or service roads.

e. The ownership

In the study area, all land plots are under private ownership.

The roads highlighted in Annex 5.3 are known public roads.

The Becas river minor river bed is public domain and it is managed by AN Apele Romane.

f. Soil

The Colonia Sopor area is situated on the V Somes terrace, known as Terasa Cetatuii, shaped as strongly fragmented and partially eroded shoulders.

Several wetlands were already highlighted in maps from the 18th and 19th centuries (Annexes 5.4, 5.5, 5.6). *Rennbahn* (possibly hippodrome) is mentioned on the Northeast wetland (in relation to the study area). Also, the *Im Hochsommer trocken* (dry in the summer) note indicates the soil nature in relation to the season.

The contemporary studies show that the base geological formation is made of badenian-sarmatian age marls and sandstones, overlaid with pebble and sand layers, covered with organic depositions of appreciable thickness: muds and peat near the Becas river (40-50 m thick), the Selgros shop, and in the collective housing area West from the study area.

Near Selgros, sandy pebble is present, 1-3m deep. It is possible that there are pockets of loose mud under the pebble layer, with a very deep the primary layer (26m).

In the Becas river area, the upper layer is of anthropic origin, and the natural layers are lacustrine depositions made of muds, muddy sands and peat. These are characterised by a high content of organic matter and very high compressibility. A pebble layer mixed with light brown sand, packed with consistent argillaceous/dusty metric intercalations, was detected under this organic layer. Underground waters were also detected in the Becas valley area, at depths of 4-5.5m from the surface.

The water is chemically (sulphatic and carbonic) aggressive (exposure grade XA1-XA2) towards concrete.

No studies were performed for the hill area, but the land is not prone to landslide risks, as, most probably, the top layers are made of clays and dusts.

g. Becas river and stormwater / isn't wetland a better fit here?

The study area is partially floodable, with a 1 in 500 years probability of a flood.

Flood protection measures were proposed in the 1980s, by raising the crest 1m above the natural elevation at a 5.5m from the minor river bed; however, these measures were never adopted.

h. Utilities networks

The study area is crossed by:

- A gas pipeline, with protection and safety areas as per PUG excerpt: *"No building for human occupation (housing, offices, etc.) shall be erected closer to the pipeline than the safety distance [...]" In exceptional situations, when the actual site conditions do not allow for complying with the minimum pipeline-to-building safety distance, the safety distance may be reduced to minimum 6 m following a risk assessment" and including compensation measures.*
- High-voltage aerial line.
- High-voltage underground line.

- Potable water network along roads A and C (Annex 5.3) in 125 mm-diameter polyethylene pipes.
- Household sewage with gravitational drainage along road C (Annex 5.3), Dn=40cm TCV, household sewage with gravitational and pump drainage along road A, Dn=40cm TCV.

Under the current energy consumption the existing energy capacity can comply with the future urbanisation area's needs.

4. Stakeholders' consultation.

Before the competition was launched, a collaborative two-fold process was initiated:

- A public forum
- Online activities: a survey with an interactive map for the land owners, asking the following questions:
 - What is the study area land owners' predominant intents, as far as the lands they own are concerned, for the following 5 years: sell, build or use for agriculture?
 - If the owners want to build, what do they want to build?
 - How to keep in touch with the owners? The survey requested the land owners' contact info (phone and e-mail), obtaining, this way, a contact database for the land plots.

The survey with the map had 184 respondents in January-February 2019. The responses highlighted the fact that a relatively large number of agricultural land owners intend to build on their own plot and very few desire to sell them, and also that the majority wants to build housing, with very few considering building office buildings and education-related facilities. (Annex 5.7 and Annex 5.8) The land owners' data are kept by OAR, Transylvania branch, as a personal data operator.

5. Competition subject

A. Design principles

The design solutions competition looks for the best proposals and innovative strategies for a new way of urbanisation, focused on quality of life and sustainability.

Considering the current real estate needs and the pressure towards building housing facilities, the proposed new urbanisation shall try to counteract the random or governed solely by the quantitative demand development, by adding to the medium- and long-term housing offer of Cluj-Napoca (implementation deadline: the next 30 years).

Well documented and convincing space and strategy solutions are expected, leaning on public-private cooperation methods and techniques, as well as on human, social, economic, ambient/environmental sustainability principles - innovative proposals, plausible and well-founded in relation to the given situation, that may become examples of urban development.

An urban landscape created from the pedestrian's point of view is encouraged. It is recommended to create, using methods adapted to each proposal, a varied, mosaic-like urban texture, avoiding thus the monotony and the anonymity, as well providing a specific identity/personality for various areas.

It is also recommended to use varied compositions, as natural as possible, that may be perceived as a part of the urban landscape, rather than as artificially created greenery plots.

The following principles, aimed at giving the inhabitants a better quality of life and protecting the natural environments, are considered:

1. **The housing typology variety**
2. **Mixed social and functional features (housing function, social and complementary to housing functions).**
3. **Short distances between the residential area's functional area.**
4. **A continuous network of greenery areas.**
5. **An as high as possible surface permeability, for maintaining the water in the ground.**
6. **Developing the prosumers' network** (consumers that would return the locally-produced electricity surplus back to the network, by using, as a rule, solar panels)
7. **A step-by-step development of the infrastructure.**
8. **Multiple options for the step-by-step development, adaptable to the organic owners' association.**

The design principles should lead to a lifestyle with the features below:

- **A place for the people:** the new residential area shall be well adapted to children, young families and the elderly, a place where a person would like to be born, grow, live and age well. The residential area life includes, in a contemporary sense, an approach of urbanism that encourages and contributes to the development of the community life, the human interaction, the participative community development and the inhabitants' commitment to contribute to the management of their residential area or street.
- **Local identity:** acquiring a specific identity, of a place one recommends to friends visiting Cluj.
- **Housing:** several housing typologies co-existing in a quality environment, including the inclusion of social housing.

- **Jobs:** a strong and stable circular economy, with quality jobs, well-qualified workforce and mutual respect.
- **Mobility:** an opportunity for frequent physical activity, with short walking distances to the daily destinations, accessibility and equal opportunities for all means of transportation.
- **Information technology:** maximum of advantages for the inhabitants, without using it becoming an aim.
- **Health:** the opportunity to focus more on prevention and a balanced support for mental and physical health.
- **Air quality:** conservation and valorisation of the existing green-blue framework.
- **Socialising:** spaces encouraging social cohesion, urban experiences and spaces encouraging interaction.
- **Functional balance:** a response to the majority of the daily needs.
- **Landscape:** a sensible intervention on the landscape, connections with the neighbouring areas, attitude towards nature.
- **Durable development:** energy saving, consumed water and energy reclaiming, green city principles.
- **Participative urbanism:** the urban stakeholders are to be informed and involved in the regulatory process. The land owners, key to the development, shall be incentivised for (preferably organic) association, for merging and re-plotting the territory.
- **Natural environment and environmental issues:** the inhabitants' lifestyle shall aim towards an environmental footprint below 1, and the inhabitant shall understand the fundamental role nature has as a condition for urban life.
- **Energy:** the buildings' in-use energy consumption shall be near zero or they shall be energy producers, as well as other proposals for reducing the energy consumption.
- **Food:** promoting short food chains, thus encouraging the creation of half-day neighbourhood markets providing fresh produce. The market may occupy the residential area's civic space or another pedestrian space, while being accessible by car. Using an urban space for half a day shall be considered, for Saturdays only, etc. The competition participants may also propose other alternative functional uses for the public spaces. Such spaces may also host temporary fairs, such as for March 1st, Neighbourhood Days, winter fairs, etc.
- **Waste:** aiming towards zero waste and durable waste management.

B. Functional issues. As the rule of thumb, the proposals shall comply with the provisions of PUG (General Urban Plan), but well-founded amendments are permitted, under the following conditions: the layouts of the roads A, B, C, D (Annex 4.3) shall be maintained. Road D shall be approached in an integrative manner, considering the Becas river bed as well as the proximity greenery plots. (Annex 5.3)

The following flexibly regulated areas and functions are wanted, adapted to the owners' availability for collaboration and maintaining the aforementioned roads:

- Detached, semi-detached houses, rows of houses, semi-collective housing, collective housing ensembles with their complementary facilities, assisted living facilities for the elderly and long-, medium- and short-term public housing considering the social advantages of grouping various age groups (young people and seniors, etc.)
- The temporary facilities are destined to the entrepreneurs, the small investors' workshops development, the artist, craftsmen and hobbyists, practical classes, NGOs and clubs.
- Education facilities (pre-school, primary, secondary).
- Mixed area with a closed building status, next to the main roads.
- Tertiary business facilities.
- Retail facilities (hypermarkets).
- Urban places, spaces that encourage social cohesion, as well as urban experiments, socialising-friendly greenery plots. The civic spaces for public events shall be flexible, and easy to transform for temporary event (allowing for heavy equipment access, temporary equipment placement (stages, tribunes, stands, tents, tables, etc.) with access to electricity, temporary waste storage facilities etc.)
- Sports and leisure greenery plots, out of which one with a minimum compact area of 12 ha; Greenery plots next to the waterways, doubling as environmental corridors, with pedestrian alleys, bicycle lanes and flood protection measures.
- Pedestrian, non-motorised or bicycle traffic areas, motorised traffic areas and their respective facilities.
- Public interest, leisure, culture and socialising facilities. The community life shall have meeting places and dedicated spaces for leisure and fun, as well as for abilities' learning and development: fablabs, crafts centres, hobby centres, coworking spaces, etc. Also, there is a need for group meeting spaces of various sizes: debates, theme meetings, social hubs, drama clubs, neighbourhood orchestra, parties, yard sales, etc. We recommend to foresee such community places for the residential area. It is up to the participant to choose their functions, size and density. Presenting the community life scheme for the entire residential area by explaining the social and community needs as identified by the participant.

Tentatively, the following functional percentages for the developed built-in surfaces are recommended: 50% housing, 30% services and commerce, 20% other compatible complementary functions.

C. Public space. The quality of the public spaces is important for the real-estate value of the corresponding lands and shall influence the inhabitants quality of life. Solutions that emphasise approaching the public space as the “living room of the city” and not only as a pass-through space. The spaces’ configuration shall obey to the principles of a walkable city, adapted, first and foremost, to the pedestrian’s needs.

D. Traffic. The city belt layout preferred by the local public authority is V8 (Annex 3.5), but the final option shall be decided upon the CNAIR recommendation for the city belt project. It is recommended to maintain the A, B, C and D public roads’ layouts, as the local public authority has already performed modernisation studies for them. However, their optimisation is acceptable. Layout E may be changed, provided the access to the east-side gates of the military installation is maintained.

Neighbourhood connections complying with the following principles are expected:

- High connectivity with the city’s adjacent areas
- Good internal connectivity through a balanced traffic network that avoids excessive punctual congestions.
- Increased accessibility (connecting the area with a prioritised network of roads), starting from the main trunks (collecting traffic), the local main streets (feeding into the main trunks) and local streets (potentially shared, with pedestrian and cycling priority).
- A landscaping approach of the roads.

The proposal shall provide:

- Connex networks for non-motorised transport towards the points of interest and housing areas, avoiding mixing them with the main roads.
- Implementing a public transport system via:
 - Expanding the existing lines towards the area
 - Implementing new/innovative systems (monorail/BRT, etc.)
 - Providing charging points for electrical vehicles
 - Implementing a car-sharing system
 - Implementing a bike-sharing system

E. Environmental elements and greenery plots

Solutions that comply with the requirements below will be appreciated:

- Integrating Becas river in the urban perception, so that it contributes to regulating the urban microclimate and to the public space landscape;
- Integrating, in some measures, urban bioretention systems;
- Connecting to the existing greenery areas or plots, Baile Someșeni and expand the greenery areas or plots as greenery corridors;
- Providing an unlimited access greenery surface of at least 30 sqm/inhabitant;
- Reducing the urban heat island effect using the proposed vegetation;
- The distances between the housing and the greenery areas are not longer than 500 m
- Providing access to various age groups to the leisure green areas or other features of interest;
- Using such green corridors for pedestrian and bicycle traffic.

The locations and distances below are indicative:

Greenery plot type	Distance from housing		Size
"Pocketsize" park (small)	200 m	(4 min. walk)	0,01-1 ha
Neighbourhood park	400 m	(6 min. walk)	1-6 ha
Community park	800 m	(12 min. walk)	6-18 ha
Large size urban park	1600 m	(20 min. walk)	18-200 ha
City park	3200 m	(up to 30 min. walk)	>200 ha

F. Step-by-step implementation. The last decades' collective experience attempting urban planning in areas with a large number of land owners indicates that, along with the good practices in urban planning, the municipal management is at least as important, starting with the citizens' information and consultation, negotiations on land valorisation, merging, re-plotting, sales and fair exchange. Considering that such strategic experience is not a common occurrence in Romania, the challenge of this competition is to find innovative solutions for approaching such situations, via action and building scenarios

adapted to the local context and leading, step-by-step, to a balance development/urbanisation.

The fact that the residential area functional system shall be able to include other future, unforeseen or unforeseeable, facilities shall also be considered. It is recommended to foresee such spare spaces, necessary for the development of future functions.

The relatively large number of land owners in the area leads to proposing public policies and measures that shall be managed by a Development Agency created specifically for the Sopor area real-estate management. Measures proposals for this agency are expected, in order to:

1. Lead to a step-by-step development of the public infrastructure, roads, utilities networks, greenery plots and urban facilities.
2. Encourage creating micro-communities of owners, neighbourhoods or land owners' associations, etc. for performing the land-related operations.
3. Stimulate the public-private relationship/collaboration.

6. Formal content of the project

Mandatory elements:

- a. **Showing the concept** using schemes, drawings or other graphic elements with minimum text indications.
- b. The general plan of the **functional areas**, reflecting the built height regime, pedestrian, bicycle, public transport and car traffic, scale 1:5000.
- c. **Explanation of the concept, in English**, 300-1000 words.
- d. An **urbanism** illustrative plan reflecting the built height regime, scale 1:5000.
- e. **Details** of the areas deemed essential for the proposed concept approach, ad libitum scale.
- f. **Project implementation steps** (time and space), graphic elements and explanatory text, min. 300-max. 1000 words.
- g. The **land balance** (percentage of the study area), comprising at least the following elements: greenery plots (without pedestrian or car traffic), buildings' footprint, motorised traffic surface, non-motorised traffic surface, other non-built-in surfaces.
- h. **Community life scheme** for the entire residential area, explaining the social and community needs as identified by the participant.
- i. Written elements - cost estimate

Optional elements:

- Durable development plan, graphs, qualitative and quantitative indicators, implementation strategies (stakeholders, action programme, concerting), energy efficiency proposals, quality of life (water, air, soil), waste management, outlining the concepts related to: 1. Education, 2. Solidarity (healthcare, children, elders), 3. Creativity and innovation.

Drawn pieces

3 drawings in DIN A0, format, landscape orientation, compiled according to the drawing templates.

Drawing 1

- Showing the concept using schemes, drawings or other graphic elements with minimum text indications.
- The general plan of the functional areas, with the built height regime, pedestrian, bicycle, public transport and car traffic, scale 1:4000.
- Explanation of the concept, in English, maximum 300 words.
- Community life scheme for the entire residential area, explaining the social and community needs as identified by the participant

Drawing 2

- An urbanism illustrative plan with the built height regime included, scale 1:5000.
- Details of the areas deemed essential for the proposed concept approach, ad libitum scale.
- A suggestive for the proposed concept aerial perspective, details of the areas deemed essential (drawing, cross-sections and/or synthetic images).

Drawing 3

- The real estate development project implementation steps, with the implementation strategies and public policies proposed for the Development Agency.
- The land balance (percentages of the total surface), as follows:
 - Carriageways
 - Pedestrian and bicycle roads.
 - Public and semi-public access greenery plots.
 - Buildings' footprint.
 - Other non-built-in surfaces.

- Other possible details, schemas and graphs, explanatory for the areas deemed essential, images, perspectives, etc.

Optional elements:

- Durable development plan, graphs, qualitative and quantitative indicators, implementation strategies (stakeholders, action programme, concerting), energy efficiency proposals, quality of life (water, air, soil), waste management, outlining the concepts related to: 1. Education, 2. Solidarity (healthcare, children, elders), 3. Creativity and innovation.

Written items - financial proposal - in English

Each project shall include an estimate financial proposal for the design services (Annex 2 template).

The proposal currency is RON (BNR/National Bank of Romania exchange rate of the SEAP launch date). The estimate proposal is part of the negotiation basis for the design contract to be concluded with the competition winner.

The proposals shall not be higher than the maximum estimated value of the investment (as per "Investment and design cost estimate, Annex 2).

7. Assessment criteria

Category	Assessment criterion	points	Criterion description
A. Compliance with the minimum technical requirement s	A.1 Functional issues	10	The proposal's response to the functional need and the way they are combined
	A.2 Design principles	20	The way the proposal complies with the design principles.
	A.3 Land balance	5	The optimum percentage in the land balance.
	A.4 Financial proposal	10	Awarding

Computing algorithm $A=A1+A2+A3+A4= 10+20+5=45$ points maximum for criterion A

B. Added value of the proposed intervention	B.1 Mobility	10	The way the motorised and non-motorised traffic is organised
	B.2 Greenery plots	10	The way the existing natural elements are valorised for an enhanced quality of life, the real estate value increase and micro-climate regulation, the continuity of the greenery network.
	B.3 Concept clarity and quality	20	The way the proposal responds to the brief challenge, the innovative character, the strategic and space organisation and the clarity of concept explanations.
	B.4 Quality and feasibility of the implementation steps	15	The way the steps and public policies proposals adapt to the given context.

Computing algorithm for category B, Added value

$$B=B1+B2+B3+B4= 10+10+20+15=55\text{points maximum for criterion B}$$

Computing algorithm for final assessment (max. 100 points)

$$A+B=45+55=100 \text{ points maximum}$$

Architect Klaus Birthler