

INTERNATIONAL DESIGN COMPETITION | **REHABILITATION AND REVITALIZATION OF SPLAIUL UNIRII - MĂRĂȘEȘTI - TIMPURI NOI - MIHAI BRAVU - RECLAIMING THE RIVER** | **QUESTIONS AND ANSWERS** | ROUND 1

Nr. Crt.	Question	Answer
1	<p>How far should we extend within the urban tissue, inside the urban isles from around the river? "In this respect, the invitation to include in the conceptual formulation of the solution and the spaces adjacent to the subject itself (such as those behind the blocks) aims to emphasize the Contracting Authority's desire to improve the quality of urban life by creating links between public space pockets."</p>	<p>The intention for the requested approach of the <i>Study Area</i> at a conceptual, yet schematic level, is to invite the competitors to provide the arguments for achieving the best possible connections between the design solution for the <i>Detail Area</i> and the surrounding urban tissues, anticipating the mutual influence between the public spaces, following the implementation of the scheme.</p> <p>Meanwhile, one must take into account that the finality of the competition (the award of the design contract) refers strictly to the <i>Detail Area</i>, and "the selected project will have to function autonomously until further development of the <i>Study Area</i>" (Competition Theme, 1.4. Finality of the contest).</p> <p>Therefore, choosing of the depth of intervention in the surrounding urban tissue, considering the impact to and from the Detail area, on both banks of the river, beyond the administrative limits of the sectors, it is up to the competitors' argumentation of their solutions.</p>
2	<p>Should possible parking spaces be identified in order to clear the road?</p>	<p>We do not have, for the moment, a clear statistic of the necessary residential parking lots for the blocks of flats in the Section 2 of the site.</p> <p>At the same time, we know (by a simple look on Google Maps) that a good percentage of the apartments in the blocks from Splaiul Unirii - in the Section 1 of the competition site - do have a commercial function (offices) and not a residential one.</p> <p>As such, we believe that it is more important to find ways to discourage</p>

		<p>parking along Splaiul Unirii and encourage the alternative transport means (facilitating pedestrian and bicycle lanes), especially since the area is well covered by the urban public transport.</p> <p>However, in order to free from parking the street and sidewalks along Splaiul Unirii in the Section 2 of the site, it is possible to consider the proposal of new parking spaces in the Study area, strictly for covering the need for residential parking.</p> <p>For the rest of the length of the site it is not recommended to encourage car traffic by offering additional parking spaces.</p>
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