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URBAN REGENERATION OF THE CIBIN MARKET AREA SIBIU

DESIGN COMPETITION

ANNEX 1.1. COMPETITION BRIEF



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1. GENERAL DATA

1.1. PURPOSE OF THE COMPETITION

The purpose of this competition is to select, in order to award the design contract, the best solution for the urban regeneration of the Cibin Market area, located at the northwestern limit of the Historical Center, on the banks of the Cibin River.

The urban regeneration process of the Cibin Market operates on three levels: on the one hand, it aims to rethink the area currently allocated to the Cibin Market, completing the main function of an agri-food market with a set of complementary functions. On the other hand, it brings into discussion the historical value of this area and the way in which the proposed insertions succeed in enhancing it. Last but not least, it aims to optimize the relationship of this area with the historical center and the Cibin river by increasing the quality of public spaces.

1.2. THE CONTRACTING AUTHORITY OF THE COMPETITION

The Contracting Authority of the competition is the City Hall of the Municipality of Sibiu, the owner of the lands that enter the intervention area related to the competition.

1.3. THE NEED FOR INVESTMENT

The urban regeneration project of the Cibin Market area comes as a response to a state of affairs burdened by a series of dysfunctions. The food market does not work in optimal conditions. The space and facilities currently existing in Cibin Market do not ensure the correct conditions for storing products during the warm months and during the winter months, traders are obliged to carry out their activity in the open air. Starting from these premises, the Contracting Authority decided to start an urban regeneration project of the area, with Cibin Market and its adjacent streets as its central point. The project meets the needs of all users of the agri-food market, ensuring its operation in optimal conditions throughout the year and creating the opportunity to develop complementary functions. Beyond this aspect, it takes over the provisions of the strategic documents regarding urban mobility and proposes the development of an



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above-ground parking lot, a function that meets several needs. This approach relieves the public space adjacent to the square of most of the existing parking spaces and creates the conditions for a coherent arrangement of these surfaces, which will facilitate pedestrian movement and streamline car traffic in the area. The creation of the above-ground parking in the area of Cibin Market allows the public authority to rethink the way of arranging the connecting spaces between Cibin Market and the central area, which is why the competition requires competitors to present an urban planning concept for a larger area.

1.4. PROJECT OBJECTIVES

The project aims to provide an example of good practices regarding the urban regeneration of the area dedicated to Cibin Market. The objectives pursued by the Contracting Authority are the following:

1. The development of the plots partening to the public domain of the current Cibin Market area, into an ensamble of buildings and facilities able to meet the following requirements:

- a. **Remodeling the commercial spaces related to the Cibin Market**, so that they are adapted to modern functionality and can operate in optimal conditions throughout the year;
- b. **Enriching the Cibin Market complex with other public functions** (food, administration / services, open or closed spaces with flexible temporary use for culture and events, etc.), which will contribute to improving the image and functional profile of the area;
- c. **Creating an intermodal hub for travelers**, with all the necessary functions to ensure the transfer between various modes of transport (car, public transport, bicycles, scooters, pedestrian movement);
- d. **Organization of a public parking lot** with a capacity of at least 325 places and its connections with the rest of the complex's functions.
- e. **Rethinking the way of organizing traffic and street profiles for the streets adjacent to Cibin Market** (Piata Cibin Street, Turnului Street, Malului Street) through a direct relationship with the functioning of the aforementioned building complex.



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f. Improving the relationship between Cibin Market and the banks of the Cibin river through urban development proposals for spaces with potential for intervention located along Malului Street.

2. Ensuring an optimal connection of the Cibin Market area with the central area through:

a. Improving the operation and image of the connecting routes between Cibin Market and the central area through urban planning proposals for the spaces with intervention potential located along Turnului, Masarilor, Mos Ion Roata and Alexandru Odobescu Streets and the reorganization of mobility on these roads.

1.5. INVESTMENT OBJECTIVES. STAGES OF SERVICES

From a contractual perspective, the two objectives detailed in the previous point translate into two investment objectives, respectively:

- **Investment objective 1:** Urban regeneration of the Cibin Market area – construction of an agro-food market building and Cibin Market parking lot. Urban design of public spaces.
- **Investment objective 2:** Urban development of public spaces - the area connecting Cibin Market with the historic center

The development of the entire project will be done in stages, in accordance with the provisions of Annex 2.3.2.

1.6. THE COMPETITION ORGANIZER

The competition is organized by the Romanian Order of Architects, in accordance with the provisions of the International Recommendations for Architecture and Urbanism Competitions adopted in the UNESCO General Conference of 1956, revised on November 27, 1978, in compliance with the provisions of the legislation in force regarding the awarding of public procurement contracts.



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2. LOCATION INFORMATION

The contest area is located at the north-western limit of the historical center of the city of Sibiu, near the Cibin river. It is made up of the Cibin Market site, together with the perimeter streets that border it, as well as the streets that ensure the connection between this site and the historical core (Turnului Str., Masarilor Str.) And the transverse connection between them (Mos Ion Roata Str.).

2.1. AREAS OF INTERVENTION RELATED TO THE COMPETITION - BRIEF DESCRIPTION

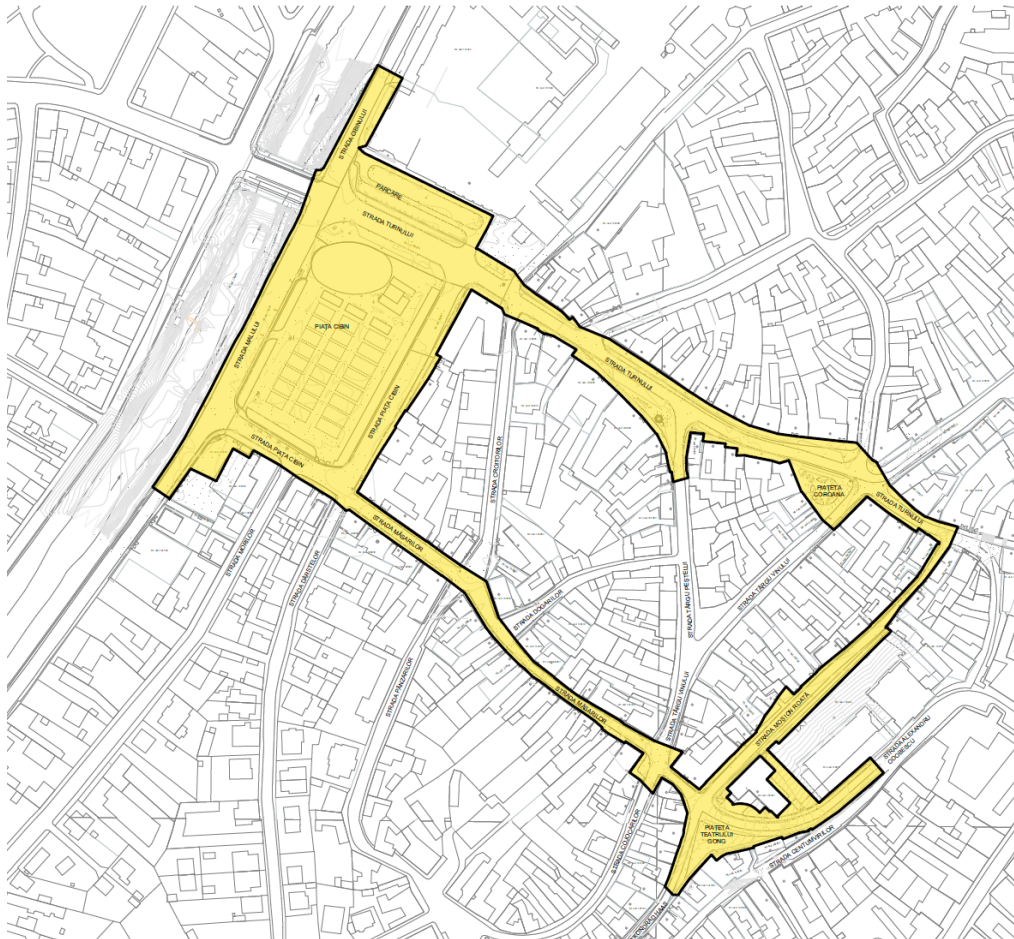


Figure 1 The limits of the competition area



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The area of intervention related to the competition includes exclusively areas in the public domain. It includes the current location of Cibin Market, the parking lot in front of the Siemens building (north of Turnului Street), the plot at the intersection of Piața Cibin Street and Malului Street, as well as a series of streets / sections of streets that border the above lands or provide the connection between Cibin Market and Upper Town, as follows:

1. Malului Street, between Turnului Street and Piața Cibin Street, with extensions next to the plots indicated above;
2. Piața Cibin Street / Cibinului Street;
3. Turnului Street, between Malului Street and Mos Ion Roata Street;
4. Masarilor Street, between Cibinului Street and Alexandru Odobescu Street
5. Mos Ion Roata Street, with the square in front of the Gong Theater and a short section from Alexandru Odobescu Street.

2.2. HISTORICAL EVOLUTION OF THE AREA

The profile of the study area has evolved over the last nine centuries from a swampy place, located at the western limit of the old village, with the nucleus located at the intersection of 9 Mai and Ocnei Streets (XII-XIV centuries), to a characteristic use of living outside the walls in the period of the third fortification (Lower City) and then towards a defense/defensive function, after the completion of the fourth fortification, composed on this site of a wall, gate tower, bastion, washer and defense lakes (XV-XVIII centuries). Turnului Street was, through the gate located at the intersection of Turnului Street and Croitorilor Street, one of the most important access gates to the city (north-west), along with Ocnei Gate (north) and Cisanadiei Gate (southwest).

The study area is located on the border between the *intramuros* (Lower City) and *extramuros* city, being the place where the elements of the IVth fortification near the Tower Gate were located: the walls of the fortification, the bastion and the tower (15th and 16th centuries; The gate of the tower is attributed to the tailors' guild), whose traces are still visible only in the context of archaeological research. On today's site of Cibin Market was the Tower Gate bastion built in 1569-1570 and demolished in 1852. Until the end of the 18th century, only ethnic Germans lived in the fortress, Romanians and other nationalities being forced to build dwellings only outside the fortification



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walls. Thus, to the west of the gate of the Tower, the suburb of the Tower is developing, populated by Romanians and Romani people.

Starting from the 19th century, when the fortifications begin to lose their usefulness and be demolished one by one, the study area becomes a transition zone between the old town (composed of the Upper Town and the Lower Town) and what develops beyond its limits, in parcels and new extensions. In this area, as a result of the opening of the city, through the demolition of the fortifications, a free space known as the Wood Market/Fair (Bauholtz Platz) developed, later the Cibin Market (Agricultural Market) above which stood the Bastion of the Tower Gate surrounded by:

- an industrial area to the north originally composed of the Honves barracks (transformed into a school and, later, abolished and replaced by the 13 Decembrie Enterprise) and the Rieger Tool Factory (the first machine tool factory in Transylvania), today a service area, with a former industrial building fund in the process of conversion or abolition.
- traditional urban fabric to the east (the historic center – Orasul de Jos), Turnului Street and its ramifications, with housing and complementary activities;
- developing urban fabric, to the south (Malului, Morilor, Dastelor Str.), today completely constituted and represented by housing and complementary functions;
- the Cibin river and peripheral neighborhoods developed at the end of the 19th century and in the first half of the 20th century, in the west.

Important buildings in the study area, apart from those that made up the IV fortification, were:

- the priest's mill (located at the intersection between Turnului Street and Valea Mare Street, on Waser canal / Bach Gasse; demolished in 1873);
- the brewery (1713, Turnului Street no. 19, moved to Unirii Square);
- the candle factory (1840, Turnului Street no. 19);
- the prison (1747, Turnului Street no. 17);
- the factory of some Rieger agricultural products (1875, Pulberariei Street – Intreprindrea 13 Decembrie; demolished);
- The Honvezi barracks (1897, on the site of today's Siemens building; demolished in the 1980s);



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- Banca Centrala / Banca Oasia (1919, Turnului Str. no. 23).

The historical substantiation study, presented *in extenso* as an annex to the brief, identifies the specific values of the area arising from its historical evolution and formulates a series of recommendations regarding how to build in this territory, which will be briefly repeated in Chapter 3 of this brief. It is highly recommended for the competitors to read the historical study, as well as the archaeological one, in their entirety

2.3. FUNCTIONAL STRUCTURE OF THE AREA

At the moment, the dominant function in Cibin Market and the immediate surroundings is commercial (agricultural market and trade in various consumer goods). To the northeast, the square adjoins an industrial area, which is currently in the process of reconversion in the direction of complexes with mixed functions (housing / services / trade / public facilities). The fabric between Cibin Market and the historic center area (Upper Town) has a predominantly residential profile, with commercial and service functions located on the ground floor of the buildings along the most important streets (especially along Turnului Street). In the area of contact with the historic center, there are a number of larger plots occupied with cultural or educational functions (Gong Theatre, Art High School).

2.4. SITE ACCESSIBILITY

The area benefits from good accessibility, being served by two second category streets (Malului street and Turnului street) and benefiting from a good density of the road network. In the intervention area, only Turnului Street and the bridge over the Cibin river have traffic in both directions, the rest of the streets being regulated with one-way traffic. One-way streets have a street profile of about 8.0 – 9.0 m and have, in cross section, sidewalks with a total width of 1.5 – 2.0 m, traffic lane of 3.0 - 3.5 m wide and parking oriented parallel to the axis of the road with a width of about 2.2 - 2.5 m. The technical condition of these streets is generally good, the running surface being covered with asphalt or cubic stone.



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Turnului street, with traffic in both directions, has a road profile with variable width (7.0 – 14.0 m), parking lots on both sides of the road and a good technical condition. During it, from the intersection with the Turnului Square to the intersection with the Piata Cibin Bridge, there were 6 pedestrian crossings, of which only one is signaled.

Although, in general, the offer of parking spaces is consistent (more than 300 public places have been identified in the study area), there is a number of users (including neighbors with available garages) who park cars on pedestrian paths (sidewalks), in intersection areas or on traffic lanes. In the Cibin Market area, there is no clear separation between the parking spaces allocated to customers and the parking spaces allocated to the supply of goods (e.g. for trucks).

Also, on Turnului street (next to no. 16 and no. 26), two pedestrian crossings were identified whose low visibility can cause problems for children, and between Cibin Market and the Siemens building there is a pedestrian crossing without traffic lights which, due to crossings random pedestrians generate queues for cars arriving from the direction of the bridge. Obstructed pedestrian crossings can still be found on Piata Cibin Street in the area of the taxi station.

The three bus stations identified in the project analysis area offer good public transport accessibility. They are located on Malului Street, Turnului Street and Masarilor Street / Gong Theater. The stations on Turnului Street and Masarilor Street serve only line 3, which provides public transport in the central area. The Cibin 1 station has a small waiting area, with a wide access sidewalk of about 1.10m.

Regarding the systematization of road traffic, it is well regulated and the flow of traffic is relatively good, but frequent problems occur in the Cibin Market area on the north (Turnului Street) and east (Cibinului Street) sides, due to insufficient parking spaces in relation with the demand and the reduced storage capacity (about 20 cars) on the Turnului Str. segment between the bridge and Cibinului Str. Left turns from Turnului Street to Cibinului Street are made with difficulty.

According to modeling and measurements carried out in 2021, the service levels of most intersections are good, with the notable exception of the intersection between



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Malului Street and Cîbinului Street, where significant queues are recorded during peak hours.

Nr.	Nume intersecție	Vehicule	NdS (LOS)	Emisii CO (g)	Emisii Nox (g)	Emisii COV (g)	Consum combustibil (l)
1	Masarilor - Malului	935	LOS_D	1200.0	233.5	278.1	63.5
2	Masarilor - Morilor	498	LOS_A	73.8	14.4	17.1	3.9
3	Piata Cîbin - Masarilor - Darstelor	611	LOS_C	470.6	91.6	109.1	24.9
4	Masarilor - Croitorilor - Panzarilor	328	LOS_A	65.4	12.7	15.2	3.5
5	Masarilor - Dogarilor	343	LOS_A	102.8	20.0	23.8	5.4
6	Masarilor - Cojocarilor - Tg. Pestelui	806	LOS_B	454.4	88.4	105.3	24.1
7	Odobescu - Haas - Roata	492	LOS_A	208.6	40.6	48.3	11.0
8	Turnului - Faurului - V.Tordasianu	683	LOS_A	273.2	53.2	63.3	14.5
9	Turnului - Pestelui	368	LOS_A	66.1	12.9	15.3	3.5
10	Valea Mare - Turnului	754	LOS_A	303.7	59.1	70.4	16.1
11	Croitorilor - Turnului	620	LOS_A	114.1	22.2	26.4	6.0
12	Turnului - Piata Cîbin	1252	LOS_B	521.5	101.5	120.9	27.6
13	Malului - Pod - Cîbinului	1686	LOS_E	2788.8	542.6	646.3	147.6

Table 1 Performance indicators of intersections in the area – 2021 situation

However, the perspective estimates (at the level of 2034) for the study area, in the "do nothing" scenario, indicate a decrease in the global average speed by about 40% and a significant degradation of the level of service for the intersections of Malului and Masarilor Str. and, respectively, Malului Str. - Cojocarilor Str. - Targu Pestelui Str.

Nr.	Nume intersecție	Vehicule	NdS (LOS)	Emisii CO (g)	Emisii Nox (g)	Emisii COV (g)	Consum combustibil (l)
1	Masarilor - Malului	812	LOS_F	1566.0	304.7	362.9	82.9
2	Masarilor - Morilor	491	LOS_A	45.9	8.9	10.6	2.4
3	Piata Cîbin - Masarilor - Darstelor	601	LOS_B	411.0	80.0	95.2	21.8
4	Masarilor - Croitorilor - Panzarilor	346	LOS_A	43.5	8.5	10.1	2.3
5	Masarilor - Dogarilor	363	LOS_A	94.7	18.4	22.0	5.0
6	Masarilor - Cojocarilor - Tg. Pestelui	847	LOS_E	1324.0	257.6	306.8	70.1
7	Odobescu - Haas - Roata	555	LOS_A	248.4	48.3	57.6	13.1
8	Turnului - Faurului - V.Tordasianu	742	LOS_A	325.8	63.4	75.5	17.2
9	Turnului - Pestelui	414	LOS_A	75.1	14.6	17.4	4.0
10	Valea Mare - Turnului	836	LOS_B	537.0	104.5	124.5	28.4
11	Croitorilor - Turnului	646	LOS_A	123.3	24.0	28.6	6.5
12	Turnului - Piata Cîbin	1309	LOS_B	457.3	89.0	106.0	24.2
13	Malului - Pod - Cîbinului	1641	LOS_E	2888.5	562.0	669.4	152.9

Table 2 Performance indicators of intersections in the area - 2034 forecast in the "no project" scenario

The City Hall of Sibiu is in the process of implementing the "Pedestrian and Cyclist Route along the Cîbin River" project. This project involves the development, on both



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banks of the Cibin River, of an urban mobility infrastructure (bicycle paths, sidewalks, cycle-pedestrian walkways, etc.), accompanied by works to systematize and redevelop the riverbed and landscape design and equipping with their urban furniture. In the competition area, the cycling and pedestrian infrastructure runs on the right bank of Cibin (on the opposite side of Malului Street in relation to Cibin Market), with an undercrossing of the bridge from the extension of Turnului Street. Extracts from this project are attached to the brief. This route will, according to the new Sustainable Urban Mobility Plan, connect with other similar projects planned to be carried out in the study area or adjacent to it (see below).

The sustainable urban mobility plan (PMUD) for the municipality of Sibiu, which is currently being developed and debated, identifies three priority projects for this area, whose sheets are attached to the brief:

1. P03 Realization of high-capacity parking lots in the vicinity of pedestrian areas/historic center - Cibin Market above-ground parking lot

This project is the subject of this competition, it assumes a two-level parking lot, located above the commercial and storage spaces of the agro-food market, the integration of bus stations and pedestrian areas on the surface, as well as the regeneration of the urban area in the Cibin Market area. The market regeneration project will be complementary with the transformation of Turnului Street within the project B09 - Velo branches of the track on the bank of Cibin and the reconfiguration of others in the area, so that Cibin Market is linked to the historic center by a "green corridor".

2. B09 Biking branches of the track on the bank of Cibin (Turnului Street, between Piata Cibin Bridge and Coroanei Square)

It is proposed to create a bicycle path on Turnului Street, with the reduction of the number of parking spaces along the street. The project complements the bicycle route that will be implemented on the banks of Cibin. The realization of this project will lead to the expansion and branching of a secondary velo network, which will more efficiently connect residential areas and areas of public interest and increase accessibility with alternative means of travel to the Historic Center, thus offering a safe and continuous



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infrastructure, an alternative real for the use of the personal car as the main means of travel, especially in the central area of the municipality.

3. B10 Lower City Corridor (Faurului Street, Ocnei Street)

This project has the role of completing the bicycle network in the area of the historic center - the bicycle track on Targului Street, with continuity to the track on the bank of Cibin and the Terezian Sustainable Mobility Corridor project, which involves a connection with Gladiolelor street via the Terezia Bridge; at the same time, the route of this project will connect Piata Mica with the rest of the planned velo network at the PMUD level.

2.5. SERVICE WITH UTILITIES

According to the information available at this moment, the Cibin Market location is not crossed by important technical-building networks, with the exception of a storm sewer, with direct discharge into the Cibin River. The perimeter streets of the market, as well as those that connect to the center, house underground rain and domestic sewer networks, water supply, natural gas distribution and electricity. The situation of these networks is indicated in the plan attached to this topic.

Attention is particularly drawn to the underground medium-voltage power lines (20 kV) located to the east and north of the Cibin Market site, as well as the transformer station located on the land that is the subject of the competition, at the intersection of Malului Street and Piata Cibin Street.

At this stage, the competitors may consider that the utility requirements (flows / pressures / electric power, etc.) can be provided on site, for the constructions and facilities that will be proposed. The costs and implications of their possible addition, as well as of possible deviations or cancellation of some routes, will be taken into account when the feasibility study is drawn up.

2.6. THE NATURE OF THE LAND. GEOTECHNICAL STUDIES

From a geomorphological point of view, the researched land is part of the meadow area of the Cibin river, whose permanent course is located approx. 10m west of the site.



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From the point of view of land stratification, the studied perimeter is characterized by deposits specific to the meadow area, making up a cross stratification. Thus, under the layer of earth fillings with asphalt, gravel and bricks follows the layer of fine, dusty, slightly clayey sand, with poor compaction, then the layer of medium-large sand with gravel and boulders. The deposits of sands with pebbles and boulders are thick, over 7m, and overlie the gray marls of Pontic age. The underground water level is located at elevations between 4.0 - 4.5m compared to the elevation of the natural terrain and is dependent on the rainfall regime and the hydrodynamic level of the Cibin River. Considering the stratification of the land and the physical-mechanical characteristics of the rocks, the following foundation conditions are recommended:

- Good foundation layer: dusty yellow-gray sand, with weak compaction, moist;
- Minimum foundation depth: $D = -1.80\text{m}$ compared to the natural terrain elevation;
- Conventional pressure $P_{\text{conv}} = 200 \text{ kPa}$, according to STAS 3300/2/85.
- The hydrostatic level is located between elevations $-3.80\text{m} - -4.00\text{m}$ compared to the elevation of the natural terrain, the water can rise to -3.00m compared to the elevation of the natural terrain in periods of high precipitation.

Details regarding the boreholes carried out and the stratification intercepted can be found in the geotechnical study attached to this topic.

2.7. PROVISIONS OF THE PLANNING DOCUMENTS

The general urban plan of the municipality of Sibiu, approved with HCL (Decision of the Local Council) no. 165/28.04.2011, includes most of the competition area (respectively Cibin Market and the immediately adjacent area) in the Historic Center *Protected Built-Up Zone (ZCP) - Historical Center Protected Subzone (SZCP) Historical Center_17 (Dastelor - Cibin Market)*. This area is characterized, according to the historical study of the substantiation of the PUG, by residential functions without a high degree of representation in the expression of the built stock, trade-service type functions, occupying the *non aedificandi* area or replacing major elements of the defensive system. Some parts of the competition area are included in other areas / sub-areas, as follows:

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1. The area at the intersection between Piata Cibin Str. and Malului Str. – in the *Historic Center Protected Built-Up Zone (ZCP) – Historic Center Protected Sub-Zone (SZCP) Historical Center_16 (Morilor)*
2. The eastern segment of Masarilor St. and Mos Ion Roata St. – in the *Historic Center Protected Built-Up Zone (ZCP) Historic Center – Historic Center Protected Sub-Zone (SZCP) Historic Center_5 (Gong Theater)*
3. Turnului Str., between Malului Str. and Mos Ion Roata Str. - in the *Protected Built Zone (ZCP) Historic Center - Protected Built Subzone (SZCP) Historic Center_6 (May 9 – Faulurui – Turnului)*
4. The area north of Turnului Street (the parking lot in front of the Siemens building) – in the *Cibin Centru Protected Built-up Zone (ZCP) – Cibin Centru Protected Built-up Subzone (SZCP) Cibin Centru_d (Pim – Siemens)*

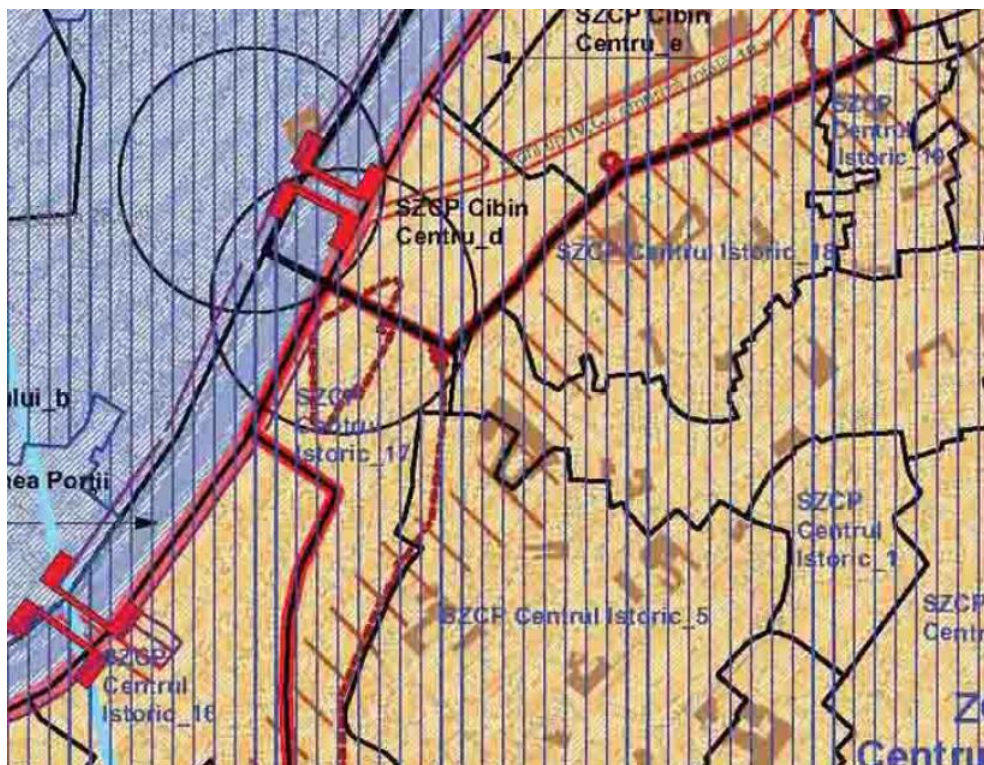


Figure 2 Reference Territorial Units Chart (PUG Municipality of Sibiu, 2011) – Extract with the study area

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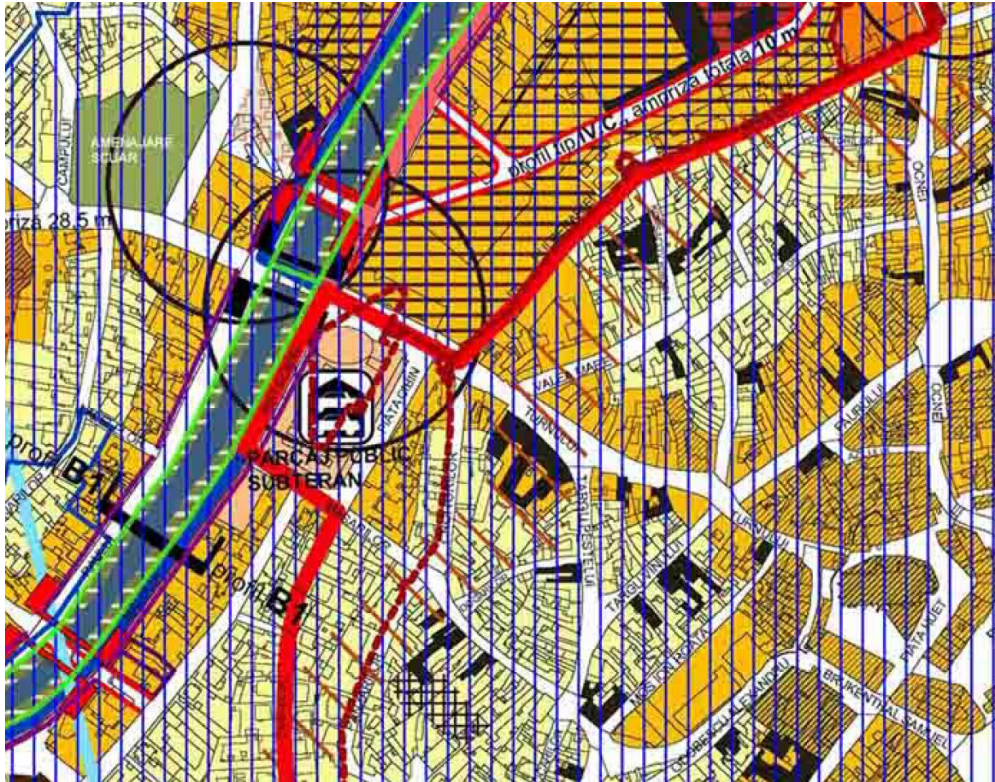


Figure 3 Urban Regulations Board. Zoning of intra-village territories (PUG municipality of Sibiu, 2011) – Extract with the study area

Among the public utility objectives established by the PUG for this part of the Historic Center ZCP is a public parking lot in Cibin Market and the reopening of a segment of Pulberariei street for public traffic. For the ZCP Cibin Centru, PUG envisages in this area the construction of an additional bridge over the Cibin river and the restructuring of the road network in its vicinity, on both banks of the river.

Details regarding the authorization conditions in these areas can be found in the excerpt from the local urban planning regulation (attached to the brief), but it will be taken into account that the authorization for any new buildings on free land or considered "releasable" is conditional on the approval, in advance, of a PUZCP-type urban planning documentation (Urbanistic Plan of a protected built-up area), which will regulate in detail the construction in the competition area.



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3. DESIGN TOPIC

Through this project, the Contracting Authority seeks to identify the best solution regarding the urban regeneration of the Cibin Market area. The area dedicated to the project is located at the northwestern limit of the Historic Center, on the banks of the Cibin river, and the urban regeneration process operates on three levels:

- pursues the reorganization of the area currently allocated to the Cibin Market, completing the main function of an agri-food market with a set of complementary functions;
- brings into discussion the historical value of this area and the manner in which the proposed insertions manage to enhance it;
- creates the necessary premises to optimize the relationship of this area with the historical center and the Cibin river by increasing the quality of public spaces.

These premises aim to implement the investment objectives assumed by the Contracting Authority, respectively:

- **Investment objective 1:** Urban regeneration of the Cibin Market area – construction of an agro-food market building and Cibin Market parking lot. Urban design of public spaces.
- **Investment objective 2:** Urban development of public spaces - the area connecting Cibin Market with the historic center.

The intervention limits related to the two investment objectives are detailed in **Figure 4** (investment objective 1 – yellow, investment objective 2 – red).

3.1. DESIGN PRINCIPLES

Through the selected location, the project brings with it the opportunity to redefine the way of use and perception of a currently destructured site but with a dynamic evolution from a historical perspective. In an attempt to answer the brief, the proposed solution will take into account the following design principles:

- will pay special attention to the way in which the proposed **buildings and facilities integrate the historical value of the area** and enter into dialogue with the historical tissue or the Cibin River;



Translation from Romanian

- **will integrate contemporary technical solutions**, offering a flexible and slim structural solution, able to respond to the requirement of use of the agri-food market in various configurations;
- will support a **conscious and sustainable attitude regarding energy consumption, offering viable solutions for reducing energy consumption** in the medium and long term;
- will be based on a staged **strategy for systematizing the site dedicated to the competition**, allowing the restricted operation of the Cibin Market during the execution of the works;
- will integrate the principles of a **participatory design**, the final solution being the result of a process of consulting the beneficiaries of the project (residents of the area, users of the proposed functions, etc.);

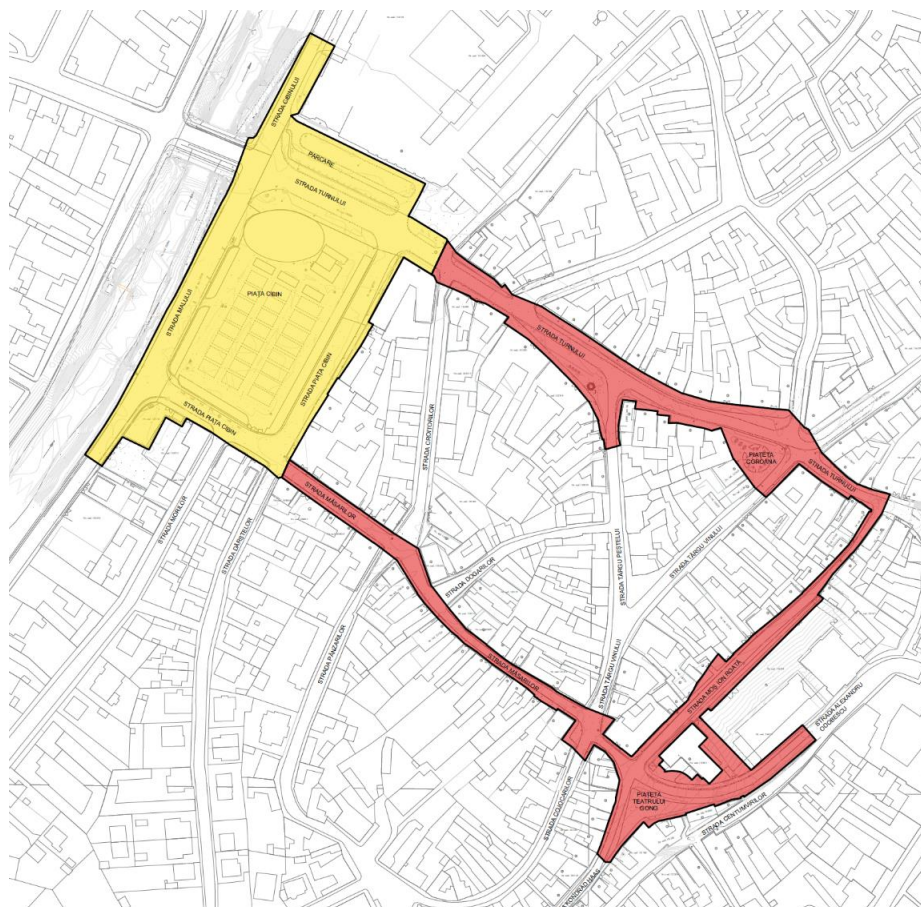


Figure 4 Investment objectives. The limits of the intervention areas



Translation from Romanian

3.2. QUALITY OF PUBLIC SPACES. SPECIFIC REQUIREMENTS

Competitors will deal with the relationship between the proposed insertion and the existing urban fabric by reaching two scales of intervention. By expanding the area dedicated to the contest beyond the Cibin Square area, the brief mediates the relationship between this urban regeneration effort and the historic center, offering the competitors the opportunity to intervene on the main connecting roads between the central area and the square. Regarding the area in the vicinity of the Cibin Square, attention will be focused on the quality of the public spaces generated and the integration of the Cibin river.

In defining the proposals for urban development of public spaces in the entire area dedicated to the competition, the competitors will comply with the following requirements of a general nature:

Architectural and archaeological heritage

- Solutions for the arrangement of public spaces will highlight the architectural and archaeological heritage identified following the research of the area.
- The archaeological heritage will be highlighted either by exposure (where the level of conservation and the chosen design solution allow this), or by marking at the design level the fragments that cannot be kept visible and visitable by means of pavements, panels or screens informative, etc. The project will remain open and adaptable for any archaeological discoveries made during execution.
- With the exception of the parcel identified with no. top 1894/1, currently used by the Cibin Square, the existing buildings are not the object of the intervention of this competition. However, it is recommended for the competitors to identify architecturally valuable elements and integrate them into the urban design concept (public lighting proposals, information panels, etc.).

Surfaces, materials, textures

- When designing the surfaces, competitors will take into account the **criterion of the durability of the finishes, the chromatic and textural integration in the general environment and the adhesion of the wear layer**. Compositions with a low need for maintenance and cleaning, coordinated with the permissiveness



Translation from Romanian

derived from the nature of the land, are preferable. Also, the competitors will propose solutions for the efficient collection of storm water through gutters or drains, connected to the sewage infrastructure.

Accessibility

- In conforming the wear layer, it will be considered to ensure pedestrian circulation against injury by reducing unevenness and choosing an anti-slip finish.
- Special **attention will be paid to the adaptation of public spaces to the needs of people with different disabilities**, so that they can participate freely in the activities related to the city's daily life. Thus, the flatness of the paths and pedestrian access ways, the rigidity and stability of the wear layer, the existence of continuous paths made of materials with the same slip resistance and a size of the pavement joints that do not exceed 1.5 cm will be taken into account. Obstacles on pedestrian routes, if they exist, will be provided with contrasting visual markings.

Vegetation. Water

- Competitors are invited to consider the plant element as an integral part of the urban planning concept. The introduction of new planted spaces, including tall trees, and the development of green space solutions that involve low maintenance effort and costs are recommended. At the same time, where possible, competitors can use water as a coordinating element in the arrangement of public space.

Lighting

- The lighting concept proposed in the intervention will have to ensure a good perception of space and obstacles at night, facilitating the orientation of all categories of users.
- The choice of light sources whose temperature will harmoniously integrate into the existing urban fabric will be pursued. The insertion of landmarks that give identity to certain areas can be considered, as well as an integration of the lighting fixtures in the general ambience of the space.
- Competitors will opt for solutions with low energy consumption, avoiding light pollution.



Translation from Romanian

Urban furniture

- The design of the urban furniture will be contemporary, and the materials and manufacturing techniques will be resistant to weather and acts of vandalism. The urban furniture will be equipped with smart-city features.
- A **solution will be defined for arranging the bus stations** in the project area, dedicated to the Green Line (Tursib Line 3). This solution will have the character of a prototype that can later be developed and expanded by the Contracting Authority at the level of the entire central area. The bus stop will include a digital signage system and a waiting area for 5-10 people. It is not mandatory for the waiting area to be covered.

3.3. INVESTMENT OBJECTIVE 1. REGENERATION OF THE CIBIN MARKETAREA

The urban regeneration of the Cibin Market area is the central point of this competition. The initiative aims to create a landmark of contemporary architecture, which highlights the historical and cultural heritage of the area and creates the necessary premises to optimize the relationship of this area with the historical center and the Cibin river, by increasing the quality of public spaces.

3.3.1. GENERAL CONSIDERATIONS

From a functional point of view, the **remodeling of the premises related to the agri-food market** is the turning point of the whole assembly. This function is complemented by a suite of complementary functions including:

- **an intermodal node**, which will provide all the necessary functions in order to ensure the transfer between various modes of transport (car, public transport, bicycles, scooters, pedestrian movement);
- **an above-ground parking lot** for at least 325 cars and its connections with the rest of the complex's functions.
- **a suite of complementary functions** to help improve the image and functional profile of the area;



Translation from Romanian

Competitors will configure the proposed assembly using the land surfaces related to the plots detailed in **Figure 5**, taking into account a correct dimensioning of the road and pedestrian surfaces adjacent to the proposed built assembly. The current limits of the plots related to Investment Objective 1 will be redefined in accordance with the winning solution, at the time of the development of the PUZCP. It is not required to preserve the existing buildings on the current location of Cibin Market (the plots identified with top no. 1894/1, respectively CF 124726), as they can be proposed for demolition.

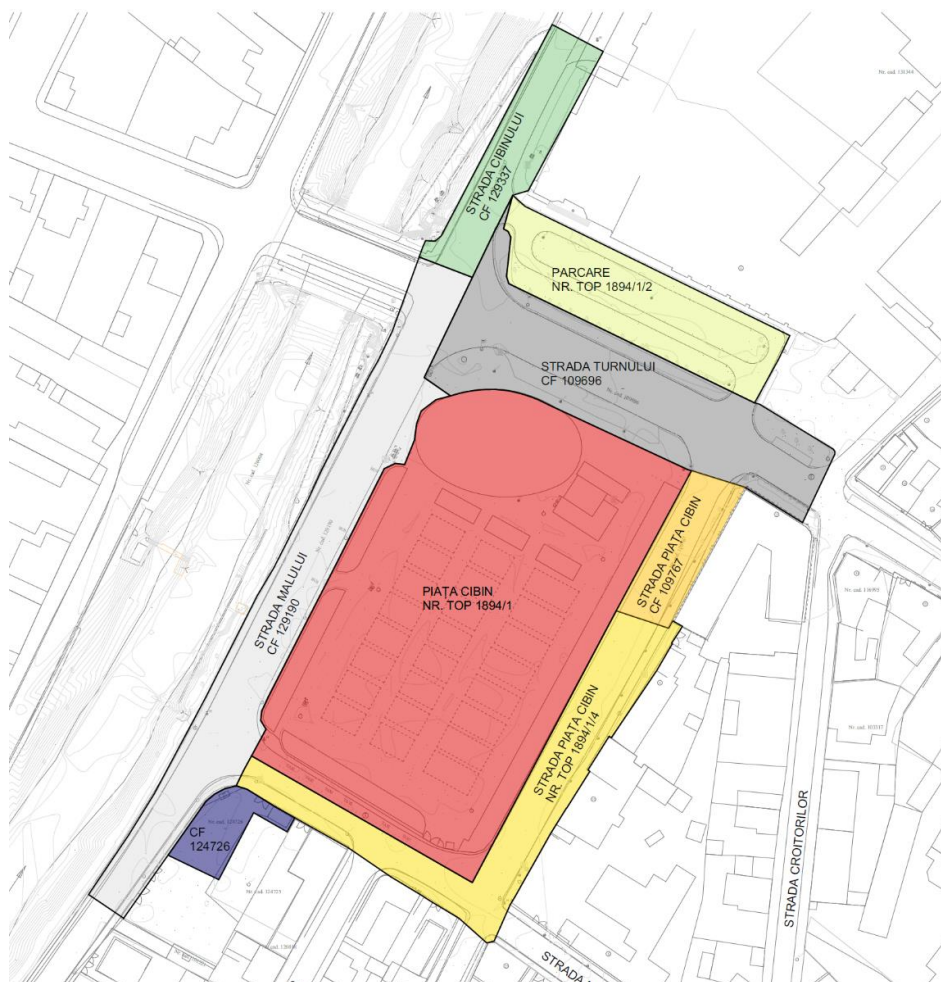


Figure 5 Investment objective 1 - Plot limits according to CF (Land Registry)

The proposed assembly will comply with the requirements detailed in the subsequent sections. **The proposed useful surfaces are indicative, the competitors having**



Translation from Romanian

the freedom to modify these surfaces, depending on the proposed architectural solution. Apart from the spaces detailed in the brief, competitors have the freedom to complete the list of functions defined by the design brief with other spaces that bring added value to the proposed solution or support the compliance of the proposed solution with the requirements of the design norms related to each function.

Competitors will have in mind a **staged strategy for systematizing the location dedicated to the contest**. The built complex will be designed in such a way that, through a phased development, it will allow the narrower operation of the Cibin Market during the entire period of execution of the works.

**3.3.2. THE RELATIONSHIP OF THE PROPOSED BUILT ASSEMBLY WITH
THE HISTORICAL CENTER AND THE CIBIN RIVER**

The concept and volume of the proposed ensemble will preserve the view of the representative elements of the silhouette of the historic center and will enhance them, respecting the provisions of the historical study that underpins the design brief. **Billboards obscuring panoramic views and highlighted direct perspectives are prohibited.**

According to the historical study, the main areas of interest from the point of view of the visibility relationship with the historic center are:

- panoramic view from Raului Street, of the silhouette of the historic center, marked by: the tower of the Evangelical church, the tower of the Catholic church, the tower of the old town hall, the tower of the reformed church.
- perspective from Reconstrucției Street and Turnului Street including: the advice tower, the tower of the Evangelical church and the tower of the Catholic church.
- perspective from Malului Street and Piata Cibin Street including: the tower of the Evangelical church, the tower of the Catholic church, the old town hall, the tower of the reformed church.
- perspective from Malului Street and Cibin Market on the tower of the Evangelical church, a visible element also from the square space in this direction.
- perspective from Turnului Street, in the direction of Targu Pestelui Street towards the Orthodox cathedral.



Translation from Romanian

The height of the proposed buildings, the manner and degree of occupancy of the square land will be subordinated to the imperative/desire to highlight and value both the archaeological and heritage elements, as well as the panoramas and direct perspectives towards the historic center. In defining the proposed solutions, the competitors will take into account the conclusions of the historical study presented in plate **II.9.2 – Visibility analysis in relation to the historical center**. The vertical accents, if they will exist, will be located in those areas where they do not block the perception of the urban silhouette of the historical center, respectively of the historical landmarks that define it.

The General Urban Plan of the municipality of Sibiu proposes the restructuring of the banks of the Cibin river, through urban regeneration measures of the industrial sites adjacent to it. The competitors will aim to create a dynamic street front, with an appropriate height regime, which can become a landmark for further developments (for example in the Independence area). The facades will be treated in a contemporary manner, using quality materials, less sensitive to the weather, vandalism, or the passage of time. Through the proposed details, the facades will integrate into the existing built fabric, avoiding the standard image of an above-ground parking lot.

THE CONNECTION WITH THE CIBIN RIVER

Competitors will take all the necessary steps to integrate the presence of the Cibin river into the general concept of public spaces in the Cibin Market area. The proposals **cannot make any changes to the route of the cycle track** already designed along Malului Street. The proposed route for the cycle track is shown in Annex 8 – Additional documentation. However, this project can be completed with promenade spaces or viewpoints, in accordance with the volume and layout solutions of the proposed public spaces.

The spaces intended for the promenade and the belvedere and relaxation points will have in mind the perspectives to the historic center and the view to the tower of the Evangelical church. The vegetation will be arranged in such a way as to amplify the perspectives towards the historic center. At the same time, the competitors can



Translation from Romanian

propose the creation of new connections with the opposite bank of the Cibin river by means of pedestrian walkways, thus integrating the provisions of the General Urban Plan of the municipality of Sibiu.

3.3.3. PUBLIC SPACES. TRAFFIC ORGANIZATION IN THE CIBIN MARKET AREA.

The built complex will be accompanied by **an urban design concept for the streets bordering the square**: Turnului Street (the section between Malului Street and Croitorilor Street), Malului Street and Piata Cibin Street, as well as the public spaces related to them, including the parking adjacent to Turnului and Malului Streets. In defining their solution, the competitors will give priority to spaces dedicated to pedestrians and cyclists, without proposing to transform the previously mentioned streets into strictly pedestrian spaces.

Competitors will optimize the way of organizing the traffic in the area to meet the requirements imposed by solving the access points in the above-ground parking or the supply flows of the market. **It is not accepted to change the direction of traffic on Malului or Turului Streets.** However, additional bands can be proposed to facilitate the solution of the functional requirements related to the design brief.

Regarding the **distribution of parking spaces** on the ground in this area, the competitors **have the obligation to keep 50 parking spaces out of the total number of parking spaces** existing in the bordering area of the market, respectively 142 spaces. The location and grouping of the 50 parking spaces on the ground that must be preserved remain at the choice of the competitors, to be correlated with the proposed urban development concept.

The public space resulting from the partial elimination of parking spaces on the ground will be redistributed in accordance with the proposed urban planning concept. The layout of the spaces, the quality of the proposed urban furniture or the manner of public lighting used will be included in the detailed requirements in chapter **3.2 Quality of public spaces. Specific requirements.**



Translation from Romanian

Greater attention will be paid to the relationship created between the resulting public spaces both inside and outside the proposed built complex, aiming for the easy crossing of the site by users, be they shoppers or simple pedestrians. At the same time, competitors are recommended to integrate water into the design concept of public spaces, integrating the references found in the historical study regarding the Mill Canal / Mühlkanal that existed along Piata Cibin Street, currently covered.

3.3.4. AGRI-FOOD MARKET. SPECIFIC REQUIREMENTS

The desire to reshape the agri-food market is based on the need for the market to function throughout the year, in a space suitable for contemporary requirements. From a functional point of view, the agri-food market will include the following categories of spaces: commercial spaces, annex spaces, administrative spaces, technical spaces, supply and circulation parking lots. The commercial spaces related to the agri-food market will be located on the ground floor, ensuring direct public access to the market area. The disposition of the other categories of spaces necessary for the operation of the market within the proposed complex remains at the choice of the competitors. The proposed solutions will be developed starting from the functional requirements detailed in **Table 4**, respecting the requirements in the subsequent paragraphs.

The layout of the commercial spaces will be done both outdoors and in areas that can be closed during the cold months (November-March period). **Thus, the chosen structural solution will allow the partial operation of the market in a closed space during the cold months**, providing a suitable ambient environment for commercial activities. The need for commercial spaces for the operation of the market during the cold months is detailed in Table 4. The proposals will have a high degree of flexibility, the respective areas can be open during the summer, avoiding the disadvantage of the traders / manufacturers present in those spaces during the warm season. At the same time, the chosen structural solution will have in mind the provision of a free height appropriate to the function, doubled by a natural lighting of the space.

Beyond this aspect, at the level of the entire market, the proposed solutions will support the development of modular commercial spaces, which meet the needs of each type of trade:



Translation from Romanian

- Spaces dedicated to the fruit-vegetable sector or to the sale of flowers will have a minimum area of 5 sqm / seller. They will be provided with spaces for short-term storage of products and an electrical energy supply system, necessary for the operation of electric scales or card payment devices. The outdoor spaces will be grouped so that they can be covered / shaded during the summer.
- the commercial spaces dedicated to household products or *gourmet* products will be partitioned with light walls, which will allow easy reorganization of the surfaces related to each trader. The basic module will have a minimum area of 15 sqm.

The project will develop a **set of proposals for the market's graphic identity**, which can later be translated into an online environment. Thus, by correlating this aspect with the planimetric layout of commercial spaces, **users will be able to identify the areas they are looking for**. At the same time, the competitors will also take into account the following aspect: most producers with a constant presence in Cibin Market come from the Oltenia area or from the neighboring areas of Sibiu county. For certain periods of the year (spring - autumn), areas will be provided where spaces **for temporary / pop-up trade can be located, dedicated to producers from Sibiu county, present in the market with seasonal products**.

In arranging the spaces, the competitors aim to **correctly solve all the functional circuits and ensure the necessary technical conditions** for the proper functioning of the market. So:

- The areas dedicated to meat, fish or cheese trade will be positioned so that the supply circuits do not interfere with the circuit dedicated to buyers. Cold rooms needed to store products can be grouped so as to serve several sales areas.
- The market will also have a **platform dedicated to the sale of bulk products**, of approximately 400 sqm. Depending on the season, in this area they will sell voluminous products such as: seedlings and fruit trees (spring), melons or cabbage (summer / autumn), firs (winter). It is necessary that the platform dedicated to bulk products can be supplied directly with the truck.
- The market will be equipped with carts for customers to transport purchases to the parking lot. Also, the market will be equipped with smooth trolleys for handling the goods. Storage spaces will be provided for them.



Translation from Romanian

- The general supply of the market will be done in two time slots, between 05:00 - 07:00 and 21:00 - 23:00. Traders and producers will use the market's supply car parks.
- The goods storage spaces will provide the optimal humidity and temperature conditions necessary to preserve vegetables and fruits during the summer.
- Commercial spaces will be provided with selective waste collection systems. At the same time, in the area dedicated to the annex spaces, a composting station will be proposed.

Beyond the technical aspects mentioned in the previous paragraphs, competitors will pay special attention to the path of buyers inside the market and, implicitly, to the quality of the spaces generated. Thus, rest or discussion areas will be provided, shaded and equipped with appropriate urban furniture. As much as possible, the layout of these public micro-spaces will take advantage of the archaeological heritage existing on the site, seeking to enhance it.

The resulting built ensemble will be easily transited by others to people who are not present in the area as customers of the market. Easy pedestrian connections will be created both in the longitudinal direction and in the transverse direction of the site, avoiding situations in which the built assembly is perceived as a barrier to pedestrian movement.

Functional Space Type		Required (no. of spaces)	Usable area (sqm)
AGRI-FOOD MARKET			5.250
1	Commercial areas		3.400
	fruit and vegetable sales area	250	
	pop-up producers / temporary trade	20	
	area selling meat & meat products (refrigerated showcase type)	5	
	• egg / dairy - cheese sales area (refrigerated showcase type)	15	
	fish sales area	3	
	flower sales area	10	
	bulk products area (seedlings and fruit trees / melons / cabbage / firs)	1	400



Translation from Romanian

Functional Space Type	Required (no. of spaces)	Usable area (sqm)
commercial premises - household items	20	
commercial premises - specific products (bread & pastry / <i>gourmet</i> products)	20	
2 Administrative spaces		200
market administrator office (1 person)	1	
discussion room - relations with producers & traders (5 people)	1	
rented scale office for producers	1	
internal control (3 people)	1	
office of the Sanitary-Veterinary Directorate (1 person)	1	
archive	1	
cashier area (2 people)	1	
sanitary groups	3	
cleaning room 1	1	
3 Annex spaces		1.200
trolley storage area for customers (will accommodate at least 25 strollers in each area)	2	
goods and packaging storage area (will accommodate the storage requirement of at least 100 traders)	1	
storage area dedicated to commercial premises (will accommodate the storage needs of at least 40 commercial premises)	1	
area - location of control scales	1	
premises for keeping and renting scales and protective equipment	1	



Translation from Romanian

Functional Space Type	Required (no. of spaces)	Usable area (sqm)
compartmentalized basins for washing vegetables and fruits	3	
fountains with drinking water jets, located on the plateau, or other sources of drinking water	2	
spaces for keeping maintenance and cleaning materials	2	
waste collection area	2	
composting station	1	
toilets (<i>will serve both merchants and market users / will be sized in relation to the maximum number of estimated users</i>)		
4 Technical spaces		200
fire pump room		
fire alarm system chamber (IDSAI)		
general electrical panel (TEG)		
generator set		
technical space / installations		
CTA / chillers		
fire pump room		
5 Supply parking lot		250
supply parking lot (<i>used as visitor parking during the day</i>)	10	

Table 3 Agri-food market – functional structure

Functional Space Type	Required (no. of spaces)	Usable area (sqm)
1 Closed commercial areas		2.100
fruit and vegetable sales area	90	



Translation from Romanian

Functional Space Type	Required (no. of spaces)	Usable area (sqm)
pop-up producers / temporary trade	10	
area selling meat & meat products (refrigerated showcase type)	5	
• egg / dairy - cheese sales area (refrigerated showcase type)	15	
fish sales area	3	
flower sales area	4	
commercial premises - household item	20	
commercial premises - specific products (bread & pastry / <i>gourmet</i> products)	20	

Table 4 The agri-food market - closed commercial spaces required, during the cold season

3.3.5. INTERMODAL NODE. SPECIFIC REQUIREMENTS

The proposed intermodal passenger hub in the Cibin Market area brings into discussion the themes of urban mobility and site accessibility. All necessary functions will be provided to ensure the transfer between various modes of transport (car, public transport, bicycles, scooters, pedestrian movement). For the development of this function, a useful surface of at least 700 square meters will be allocated, which will include the following spaces:

- At least **one public transport station** with a waiting area for at least 20 people. The bus station will have a covered area and will be provided with an electronic display system and a section dedicated to advertising / public information.
- An area equipped with electronic systems that allow the individual purchase of public transport tickets / subscriptions and information for travelers.
- A point for renting bicycles, in the Sibiu Bike City system, and electric scooters.
- A temporary stop (drop-off / pick-up) area that can serve buses transporting tourists in the historic center area. Adjacent to this area, there will be a parking area for coaches, with a maximum capacity of 5 seats.
- A taxi stand for at least 10 cars.



Translation from Romanian

The arrangement of the above-mentioned spaces will be made in accordance with the general solution proposed regarding the organization of traffic in the market area, respectively the access points in the parking lot or in the market. The layout of the spaces, the quality of the proposed urban furniture or the manner of public lighting used will be included in the detailed requirements in chapter **3.2 Quality of public spaces. Specific requirements.**

3.3.6. ABOVE GROUND PARKING. SPECIFIC REQUIREMENTS

The main role of the above-ground parking is to relieve the Lower Town area of the parking spaces available on the ground, thus facilitating pedestrian movement towards the central area and contributing to the increase in the quality of public spaces. In addition, the above-ground parking will serve the buyers present in Cibin Market and in the commercial spaces adjacent to it. Parking spaces dedicated to traders or producers present in Cibin Market will not be explicitly provided. They have arranged parking spaces, at a distance of approximately 500m, in the area of Malului and Morilor Streets.

From a functional point of view, the above-ground parking will include the following categories of spaces: spaces dedicated to parking cars, bicycles and motorcycles, annex spaces, technical spaces, pedestrian or car traffic. The proposed solutions will be developed starting from the functional requirements detailed in **Table 5**, respecting the requirements in the subsequent paragraphs.

The surface parking will have a **minimum of 325 car parking spaces, 25 motorcycle parking spaces and 50 bicycle parking spaces**. The number of levels allocated to the parking lot and the manner in which the parking spaces are arranged within the built complex remains at the choice of the contestants.

From a planimetric and technical perspective, the optimization of the proposed solution will be pursued so as to allow an increase in the number of parking spaces in relation to the minimum number required by the design brief. The number of parking spaces intended for people with disabilities will be sized in relation to the total number of



Translation from Romanian

parking spaces resulting. As far as they consider necessary, competitors can also use the possible trafficable terraces resulting from the volumetric composition of the proposed complex to accommodate part of the parking spaces. It is not mandatory that all proposed parking spaces be placed in covered and enclosed spaces.

The layout of the access points in the parking lot remains at the choice of the competitors, being the direct result of the proposals regarding the way to organize traffic on Malului, Turnului and Piața Cibin Streets. According to the provisions of NP24 / 1997, this type of above-ground parking falls into category P2 - parking lots with a capacity between 100 and 500 cars. The number of access points to the car park is determined depending on the type, category and size of the car park, taking into account the frequency of traffic on the car park during peak hours or the parking payment system adopted. **No less than two access points with one traffic line per direction or one access point with two traffic lines per direction are allowed.** Access to the parking lot will be controlled by an automated system. The charging system will allow flexible charging, based on an hourly rate or on a subscription basis.

Functional Space Type		Required (no. of spaces)	Usable area (sqm)
SURFACE PARKING			8.000
1	Parking spaces		7.750
	car parking spaces (covered and uncovered)	325	
	motorcycle parking spaces	25	
	bicycle parking spaces	50	
2	Annex spaces		150
	parking surveillance area	1	
	porter + surveillance cameras	2	
	toll zone	1	
	personal offices	2	
	nucleus sanitary groups	1	
3	Technical spaces		100



Translation from Romanian

Functional Space Type	Required (no. of spaces)	Usable area (sqm)
transformation post		
fire pump room		
fire alarm system chamber (IDSAI)		
general electrical panel (TEG)		
generator set		
technical space / installations		

Table 5 Surface parking – functional structure

3.3.7. RELATED FUNCTIONS. SPECIFIC REQUIREMENTS

Completing the previously mentioned functions, in points **3.3.4 - 3.3.6**, aims to **enrich the Cibin Market complex with a suite of public functions**: public food, administration / services, open or closed spaces with flexible temporary use for culture and events, which contributes to improving the image and functional profile of the area. Without being strictly limited to these categories of spaces, areas dedicated to related functions will include:

- **An outdoor terrace**, located on the last level of the built complex (roof-top terrace type) that can serve approximately 200 people. It will benefit from at least one customer service area and all the ancillary spaces necessary for good functioning (storage spaces, sanitary groups, technical spaces);
- **A restaurant area** for a maximum of 200 people. The area will have a modular character, being able to be easily reconfigured according to the space needs of economic operators. The area will benefit from all the annex spaces necessary for good functioning (kitchens, supply circuits, storage spaces, sanitary groups, technical spaces);
- A flexible area that can accommodate commercial spaces, exhibition spaces or spaces dedicated to cultural events. This core will include a foyer / waiting area and will benefit from all the ancillary spaces necessary for good functioning (storage spaces, sanitary groups, etc.).



Translation from Romanian

Competitors have the freedom to complete this offer with individual proposals, adapted to each solution. The usable area allocated to related functions will be at least 2,000 square meters and their arrangement within the built complex remains at the choice of the competitors. The traffic nodes will be located in such a way as to allow both the individual operation of these spaces, as well as their easy connection with the agro-food market area or the above-ground parking.

3.3.8. ESTIMATED DEVELOPED BUILT-UP AREA

The estimated unfolded constructed area of the entire built complex is 20.000 sqm, distributed according to **Table 6**. The estimated unfolded constructed area is indicative, competitors may exceed this area by a maximum of 15%.

Estimated SCD (sqm)	
Agricultural market	7.000 sqm
Surface parking & intermodal hub (built spaces)	10.000 sqm
Related functions	3.000 sqm
Total	20.000 sqm

Table 6 Estimated developed built-up area

3.4. TECHNICAL REQUIREMENTS REGARDING THE PROPOSED BUILT ASSEMBLY

3.4.1. CHARACTERISTICS OF THE PROPOSED BUILDING

According to G.D. no. 733 / 1997 the proposed building falls into the **category of importance C - normal**. The importance class will be established later, following the application of the provisions of the anti-seismic design norm - Part I - "Design provisions for buildings", indicative P 100-1/2013.

The degree of fire resistance and fire risk of the building will be established in the stages following the solution competition, according to the regulations in force. Attention is drawn to the need to correlate these framings with the other specific parameters of the building (PUZ / unfolded surfaces, distances from neighboring



Translation from Romanian

buildings, separation into fire compartments, maximum number of users, the number, length and location of escape routes, the need to equip with installations of smoke extraction and/or fire extinguishing, etc.) according to the provisions of the specific design regulations in the field (in particular the P 118-99 regulation on fire safety of constructions and the NP 24-97 regulation for the design and execution of parking lots for cars.

3.4.2. BUILDING EQUIPMENT

The building will be equipped with the following categories of installations:

- Electrical lighting installations (including safety lighting and architectural lighting), sockets (including at least 6 fast charging stations for electric cars) and supply of machinery and equipment necessary for the proper functioning of the building;
- Sanitary installations (domestic and rainwater drainage, water supply) and fire extinguishing, according to the regulations in force (internal hydrants, external hydrants, sprinklers, dry columns, etc., as appropriate);
- Heating, ventilation and air conditioning installations, under energy efficiency conditions (see below), smoke extraction installations (as applicable);
- Fire detection, signaling and alarm installations, low current installations (surveillance, access control, parking management, etc.)

3.4.3. ENERGETIC EFFICIENCY

Participants will have to propose the most sustainable and future-oriented design solutions that ensure cost-effectiveness and maximum architectural quality, with low consumption of energy and resources. According to European and national legislation, all new buildings must be buildings with very high energy performance, so with a primary energy consumption close to zero (NZEB – Near Zero Energy Building). Of this energy requirement, a significant amount (min. 30%) should be provided from renewable energy sources on site or at a distance of no more than 30 km from the building site.

The energy performance of buildings will be calculated according to the methodology for calculating the energy performance of buildings developed at the national level,



Translation from Romanian

which adapts the comparative methodological framework developed by the European Commission and establishes the general conditions expressed in national parameters. Mainly, the following will be considered:

- the thermotechnical characteristics of the elements that make up the building envelope, namely thermal capacity, thermal insulation, passive heating, cooling elements and thermal bridges, interior compartmentalization and air tightness;
- space heating and domestic hot water supply installations, including their thermal insulation characteristics;
- air conditioning/air conditioning installation;
- mechanical ventilation installation and/or natural ventilation, as the case may be;
- the lighting installation integrated into the building;
- the location of the building, including orientation, external climatic parameters and the influence of the landscape context;
- passive solar and solar protection systems;
- indoor climate conditions, including those provided by the project;
- internal heat inputs.

Also, other elements whose influence on the energy performance of buildings is relevant can be considered, such as:

- active solar systems and other heating and/or cooling systems, including electric ones, based on renewable energy sources;
- electricity produced by cogeneration or trigeneration;
- use of natural light;
- local conditions of exposure to solar radiation.

3.4.4. CIRCULATIONS

The useful surfaces proposed by the design brief **do NOT** include the surfaces allocated to vertical and horizontal circulations. They will be judiciously sized and grouped, reducing as much as possible their weight in relation to the total area of the building. The vertical circulations will be grouped in circulation nodes, dimensioned according to the norms and legislation in force (including evacuation in case of fire).



Translation from Romanian

3.4.5. ACCESSIBILITY

The provisions adopted to ensure the accessibility of people with disabilities concern the entire intervention area within the contest, addressing equally the exterior and interior spaces. The measures intended to ensure the physical accessibility of the function system of the built complex and public spaces must not refer only to people with reduced mobility. These measures must also include the tactile and sound communication systems necessary to enable the orientation of people with visual and hearing impairments. A person with motor or sensory limitations must be able to travel the same public route as other users.

3.5. INVESTMENT OBJECTIVE 2. RELATIONSHIP OF THE CIBIN MARKET AREA WITH THE HISTORICAL CENTER

In order to improve the operation and image of the connecting routes between Cibin Market and the central area, the competitors will develop an **urban design concept**, which will include the square in front of the Gong Theater and Turnului Streets (the section between Croitorilor Street and Mos Ion Roata Street), Masarilor and Mos Ion Roata. The public spaces that are the object of this urban design concept are detailed in **Figure 6**.

The proposed solutions will aim to improve the quality of public space. The proposals for the organization/reorganization of the way of using the public space must be supported by the arrangement of the finishes, the urban furniture and the public lighting system. At the same time, it is recommended to increase planted areas and shaded areas, using trees and shrubs with a high degree of carbon dioxide retention. With the exception of situations where it is absolutely necessary, **the proposed solutions will not target interventions to rehabilitate the technical-building infrastructure related to the above-mentioned spaces**, which have already been rehabilitated by the municipality between 2010-2015.

In defining their solution, the competitors **will give priority to spaces dedicated to pedestrians and cyclists**, without proposing to transform the previously mentioned streets into strictly pedestrian spaces. At the same time, **the competitors will keep**



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the way of organizing traffic on the respective streets, integrating the provisions of the Sustainable Urban Mobility Plan for Turnului Street into the proposed solutions (see Annex 8.2 PMUD Extract).

Regarding the distribution of **parking spaces on the ground in this area**, competitors **have the obligation to keep 60 parking spaces out of the total number of parking spaces** currently existing on Turnului streets (the portion between Piața Cibin Street and Targu Vinului Street), Masarilor, Mos Ion Roata and in Piațeta Teatrului Gong, respectively 144 seats. The location and grouping of the **60 parking spaces on the ground** remain at the choice of the competitors, to be correlated with the proposed urban planning solution.

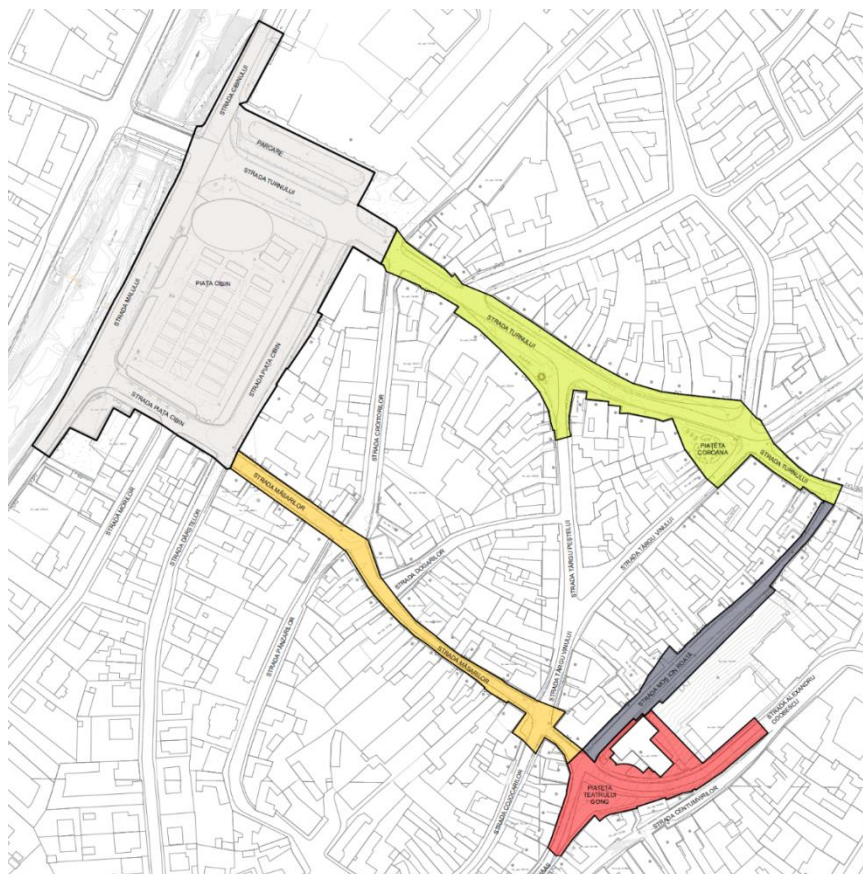


Figure 6 Investment objective 2. Limits of the intervention area



Translation from Romanian

Punctual, for each of the indicated areas, the following requirements will be respected:

Gong Theater Square

- The public space dedicated to the development includes the area adjacent to the Gong Theatre, Alexandru Odobescu street (from the intersection with Centumvirilor street to the intersection with Targu Pestelui Street), the current parking lot and the section of Konrad Hass street adjacent to the parking lot. This is marked in red in Figure 7.
- The layout concept will have a double value. On the one hand, it will take advantage of the presence of the Gong Children's and Youth Theatre, creating a platform that allows the expansion of the theater's activities in the public space. The resulting public space will have a playful character, adapted to the topography of the land. On the other hand, it will smoothen the transition between the Upper Town and the Lower Town, and the connection with Centumvirilor street will be enhanced, through the passage of stairs. Special attention will be paid to how the market can be used during the summer, ensuring sufficient shaded areas.
- The proposed arrangement will integrate a bus stop location solution for Line 3.
- The traffic directions related to Alexandru Odobescu and Konrad Haas streets will be preserved. Competitors will offer solutions for managing the relationship between all traffic participants (pedestrians, drivers or cyclists). At the same time, provision of car access to the area behind the Gong Theater will be considered, for the smooth operation of the theater.
- **The solutions that propose the elimination of car traffic from this area are not accepted.**
- Competitors may partially or totally waive the parking spaces currently available in Piateta Teatrului Gong and along Alexandru Odobescu Street, in compliance with the conditions mentioned above regarding the provision of a minimum number of parking spaces available on the ground.

Translation from Romanian

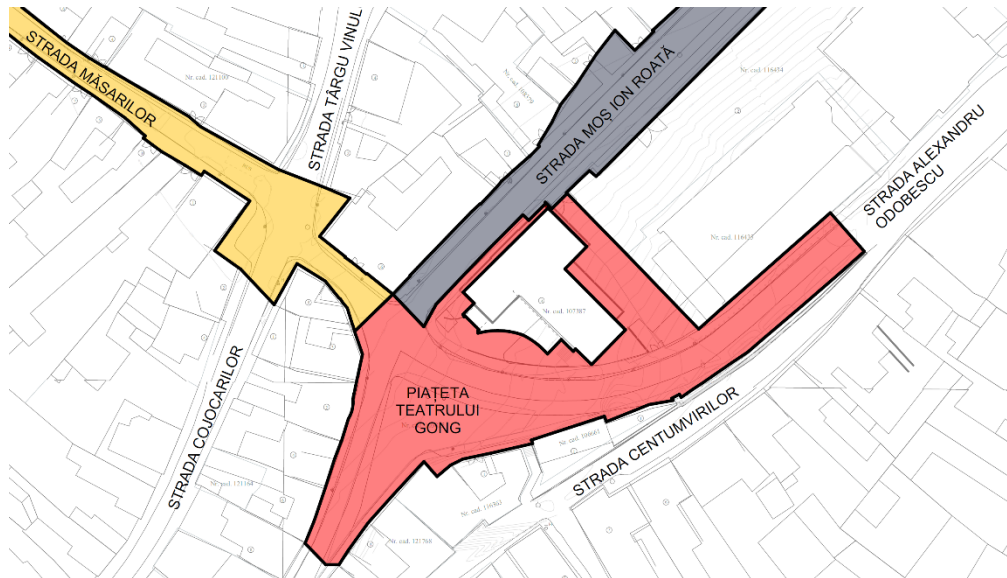


Figure 7 Gong Theater Square - intervention area

Mos Ion Roata street

- Without eliminating car traffic, the development concept will facilitate pedestrian circulation between the Gong Theater Square and Turnului Street. On those sections of the street where space allows, we will aim to restore the alignment of tall vegetation, increasing the proportion of shaded surfaces.
- Competitors can partially or totally give up the parking spaces currently available on Mos Ion Roata street, in compliance with the conditions mentioned above regarding ensuring a minimum number of parking spaces available on the ground.

Masarilor Street

- The competitors will propose a unitary concept for the layout of Masarilor street, eliminating the differences in finishes existing at this moment between the sections between Piata Cibin and Dogarilor Streets, respectively Dogarilor and Targu Pestelui.
- On the section between Croitorilor Street and Cibin Street, competitors can give up the parking spaces available on Masarilor Street and proposes a new way of organizing the space. The proposed solution will comply with the conditions



Translation from Romanian

mentioned above regarding the provision of a minimum number of parking spaces available on the ground.

- The proposal for the development of Masarilor Street will be correlated with the proposals aimed at Piata Cibin Street.

Turnului Street (the section between Piata Cibin Street and Mos Ion Roata Street)

- Turnului Street is the connecting axis between the central area and Cibin Market area. The development concept will aim to streamline the pedestrian path between these two points of interest, paying special attention to the two squares that can be found along the street: Coroana Square (at the intersection of Turnului and Targu Vinului Streets) and the resulting square at the intersection of Turnului and Targu Pestelui. The proposals will aim to create relaxation areas, punctuated, where possible, with spaces dedicated to recreational functions (outdoor terraces). It is recommended to use water and vegetation as coordinating elements in the layout of the two squares.
- Beyond the two squares mentioned above, competitors can create a suite of points of interest along this route by integrating archaeological evidence: the Sag gate and tower, the priest's mill, the Sag Brecht bridge over the Grand Canal.
- In the definition of the street development proposal, the provisions of the Sustainable Urban Mobility Plan regarding this area will be taken into account, respectively the projects **B09 Velo branches of the track on the bank of the Cibin and B10 Lower Town Corridor**. The two projects propose the extension of the bicycle track on the banks of the Cibin River along Turnului, Faurului and Ocnei Streets, along with a suite of works for the reconfiguration of the public space to accommodate the track and the planting of trees and shrubs, with a high degree of water retention carbon dioxide. More details on these projects are available in Annex 8.
- Competitors can partially or totally give up the parking spaces currently available on Turnului Street (the section between Piata Cibin Street and Targu Vinului Street), in compliance with the conditions mentioned above regarding ensuring a minimum number of parking spaces available on the ground.
- Urban furnishing proposals will be made for the area between Targu Vinului Street and Mos Ion Roata Street, preserving the pedestrian character of this section.



Translation from Romanian

3.6. FINANCIAL FEASIBILITY OF PROPOSALS

3.6.1. EXECUTION COSTS

The estimation of the execution costs was based on a comparative analysis of a set of similar investments, covering the entire spectrum of functions related to the two objectives of the competition. They amount to **20.950.000 euros, excluding VAT**, of which 18.250.000 euros, excluding VAT, represent the execution costs related to the regeneration of Cîbin Market.

	Execution costs (without VAT)	
	euro	lei
Investment objective 1	18.250.000	90.273.625
Investment objective 2	2.700.000	13.355.550
Total	20.950.000	103.629.175

Table 7 Estimated execution costs

These estimates are indicative. The total investment value will be determined after the feasibility study is completed.

3.6.2. DESIGN AND TECHNICAL ASSISTANCE COSTS

The estimate of the design value was differentiated, depending on the type of services provided and the complexity of the design process, by reporting the percentage to the execution costs related to the contracted works. To these were added the estimated costs for the realization of the Urban Plan of the protected built-up area and the preventive archaeological research.

		Execution Costs		Design Value (without VAT)	
		euro	% CE	euro	lei
1	Investment objective 1	18.250.000	3,50%	639.500	3.163.287



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	Surface parking and intermodal hub	7.000.000	3,75%	262.500	1.298.456
	Agricultural market	5.600.000	3,75%	210.000	1.038.765
	Related functions	2.400.000	4,25%	102.000	504.543
	Urban planning	3.250.000	2,00%	65.000	321.523
2	Investment objective 2	2.700.000	1,50%	40.500	200.333
3	PUZCP			60.000	296.790
4	Preventive archaeological research			15.000	74.198
	Summary	20.950.000	3,60%	755.000	3.734.608

Table 8 Estimated design value



Translation from Romanian

4. DELIVERIES RELATED TO THE COMPETITION

4.1. TECHNICAL PROPOSAL

4.1.1. COMPETITION DRAWINGS

The projects will be presented on a **maximum of 5 (five) drawings, format A0 - 841 x 1189 mm**, paged vertically (portrait), non-cashed on rigid support. **All drawn pieces included on the plans will be identified, specifying the name of the piece and the scale at which it is presented** (for example: Ground plan, scale 1:250). The boards will include the following written and drawn pieces:

Drawings 1&2

Present the urban planning concept for the area dedicated to the competition

Written and drawn pieces

Scale

- 1 Site plan including the entire competition area. 1:1000
Important: buildings adjacent to the site will be represented by *solid fill*; failure to comply with this requirement will be considered a breach of anonymity. All plans shall contain elevations and the indication of the direction of north.
- 1 external aerial perspective, detailing the manner in which the proposed built complex is inserted into the existing historical connection; graphics
- 1 eye-level perspective that captures the relationship between the proposed built complex and the Cibin River; graphics
- 1 extract from the situation plan detailing the proposal for the layout of the square in front of the Gong theater; 1:250
Important: buildings adjacent to the site will be represented by *solid fill*; failure to comply with this requirement will be considered a breach of anonymity. All plans shall contain elevations and the indication of the north direction.
- Two eye-level perspectives of the square in front of the Gong theater, at least one of which will capture the relationship created between the resulting public space and the theater building; graphics



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- 1 extract from the situation plan detailing the development proposal for the Coroana Square; 1:250
Important: buildings adjacent to the site will be represented by *solid fill*; failure to comply with this requirement will be considered a breach of anonymity. All plans shall contain elevations and the indication of the north direction.
- 1 perspective at eye level of Coroana Square, from Turnului Street; graphics
- 1 perspective at eye level that captures the layout of Turnului Street and the proposed organization of stations dedicated to the Green Line – Tursib Line 3. graphics
- Sketches, functional/volumetric diagrams, collages, renderings and/or suggestive proposals that explain the proposed solutions graphics
- Explanatory text – maximum 500 words graphics

Drawings 3, 4 & 5 | Detail the proposed built assembly

Written and drawn pieces

Scale

- 1 overall plan at the level +/- 0.00 that captures the entire area dedicated to the Investment Objective 1 (see **Figure 5**). There will be presented: 1:250
 - access points, how to organize traffic on the plot;
 - the relationship of the proposed built complex with the neighboring streets, the layout / hierarchy of the resulting public, semi-public and/or private spaces.**Important:** buildings adjacent to the site will be represented by *solid fill*; failure to comply with this requirement will be considered a breach of anonymity. All plans shall contain elevations and the indication of the north direction.
- The plans of the other proposed levels. 1:250
Important: All plans will contain level elevations and north direction indication.



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- The facades related to Malului and Turnului Streets. The facades will capture the relationship of the proposed built ensemble with the existing historical connection. 1:250
- 1 transversal section that captures the relationship of the proposed built complex with the Cibin river and the historical silhouette of the city; 1:250
Important: the position of the section will be marked on the 1:500 plans, with the name indicated.
- An eye-level perspective of the built complex, the area of the bridge over the Cibin river (intersection of Malului and Turnului Streets), which captures the relationship of the built complex with the historical silhouette of the city; graphics
- An eye-level perspective of the built complex, from the intersection of Malului Street and Piata Cibin Street.
- Two perspectives at eye level from inside the agri-food market. One of these perspectives will capture how the market functions during the cold season and the other during the warm season. The two perspectives will also include the proposed solutions for the creation of a graphic identity within the market, which will ensure an easy orientation of purchases. graphics
- An eye-level perspective from the outdoor terrace area, which will capture the views open to the user from this point. graphics
- Sketches, functional/volumetric diagrams, collages, renderings and/or suggestive proposals that explain the technical and structural solutions proposed for the built complex, including the system of closing the market during the winter. graphics
- A bay detail that will capture the proposed structural solutions and finishes. 1:25
Important: the position of the bay detail will be marked on the plan, indicating the name.
- Synthesis of surfaces and the number of parking spaces according to the template included in **Annex 1.6. Table of surfaces and parking spaces (template). The inclusion of this element on one of the** graphics



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two boards is mandatory, following the template included in Annex 1.6.

- Explanatory text – maximum 500 words
- graphics

The drawings may also contain other elements considered important for supporting the proposed solution, without exceeding the maximum number of 5 (five) A0 format boards. Competitors may submit a smaller number of boards provided they meet the minimum requirements for written and drawn pieces detailed above. As for the general elements present on each board, they will comply with the provisions of the Contest Regulations, point 3.6.

4.2. FINANCIAL PROPOSAL

Each project will include an estimate of the design services, completed according to **Annex 2.3 - Financial proposal**. The financial proposal will have values expressed in lei and will not exceed the maximum ceiling estimated for design costs. The financial proposal will be part of the basis of negotiation for the conclusion of the contract of design services with the winner of the competition.



Translation from Romanian

5. SOLUTION EVALUATION CRITERIA

The criteria that will form the basis of the evaluation of the proposed solutions are the following:

Criterion	Maximum score
A Meeting the spatial, functional and technical requirements	60 points
A1 Viability of urban intervention	25 points
<p>The way in which the proposed solutions respond to the requirements resulting from the context in which they operate plays an important role in the success of the urban regeneration approach. Thus, in the evaluation of the projects, the following aspects will be followed:</p> <ul style="list-style-type: none">• Ensuring a correct and viable solution regarding the way to organize traffic in the Cibin Market area, respectively the access points in the agro-food market area or the underground parking lot;• Integrating the presence of Cibin River in the proposed urban planning concept;• Adapting the proposed solutions to the urban context in which they operate, integrating the recommendations of the substantiation studies, especially the provisions of the historical study.	
A2 Functionality of the proposed solution	15 points
<p>To lay the foundations of a feasible approach, it is essential that the proposed solution meets all the spatial and functional requirements imposed by the design brief and respects the legal framework in force. Thus, in the evaluation of the projects, the following sub-criteria will be followed:</p>	



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Criterion	Maximum score
<ul style="list-style-type: none">• Integration of all functions requested by the competition brief and judicious use of space;• Correct resolution and optimization of functions and technical circuits by integrating innovative solutions;• Volumetric and functional adaptation of the solution to the urban context in which it operates.• The use of durable finishes, less sensitive to weathering, vandalism or the passage of time.	
A3 Parking spaces number	10 points
<p>Given the desire of the Contracting Authority to free up as much of the public space as possible from the existing parking spaces on the ground, the solutions that offer the highest possible number of parking spaces for cars will be scored.</p> <p>Thus, the solution that offers the largest number of parking spaces for cars will be scored with 10 points. For the solutions that offer a number of parking spaces for cars greater than or equal to the minimum number required by the brief (325 spaces), the score related to criterion A3 will be calculated proportionally, by reference to the solution that offers the largest number of parking spaces for cars.</p> <p>The score ($P_{(n)} = \text{maximum 10 points}$) is awarded as follows:</p> <p>a) The solution that offers the largest number of car parking spaces [written $NP_{(max)}$] is awarded 10 points.</p> <p>b) For the other solutions (written $NP_{(n)}$), the score $P_{(n)}$ is calculated proportionally, as follows:</p> $P_{(n)} = [NP_{(n)} / NP_{(max)}] \times 10 \text{ points}$	



Translation from Romanian

Criterion	Maximum score
Important! The minimum number is a mandatory requirement. Projects that do not meet the minimum of 325 car parking spaces will be disqualified.	
A4 Financial offer regarding design service	10 points
<p>The financial proposal will be scored - maximum 10 points. The best offer from an economic point of view will be scored with 10 points. Failure to meet the maximum estimated ceiling leads to disqualification of the project.</p> <p>For falling within the ceiling indicated by the lowest price, the maximum score (10 points) is awarded. For other prices, points are awarded proportionally.</p> <p>$P_{(n)} = [\text{Pre}_{(min)} / \text{Pre}_{(n)}] \times 10 \text{ points}$</p> <p>The score ($P_{(n)}$ = maximum 10 points) is awarded as follows:</p> <p>a) 10 points are awarded for the lowest of the offered prices (written Price $_{(min)}$);</p> <p>b) For the other prices offered (written Price $_{(n)}$), the score $P_{(n)}$ is calculated proportionally, as follows:</p> <p>$P_{(n)} = [\text{Pre}_{(min)} / \text{Pre}_{(n)}] \times 10 \text{ points}$</p>	
B The expressive-environmental attributes of the intervention	40 points
B1 Quality of the urban intervention	10 points
<p>The quality of the urban intervention thus plays an important role in the approach to urban regeneration of the Cibin Market area. Within this criterion, the following aspects will be evaluated:</p>	



Translation from Romanian

Criterion	Maximum score
<ul style="list-style-type: none">• The way in which the proposed built complex enhances the existing architectural and archaeological heritage;• The capacity of the proposed planning concept to support the approach of urban regeneration of the area dedicated to the contest (the quality of the proposed functional, spatial and volumetric relationships, the way in which they respond to the needs of different categories of users: traders, producers, buyers, visitors)• Ensuring a high level of permeability on the ground floor, so that the built complex can be easily traversed, even by those people who are not present in the area to benefit from the services offered.	
B2 Plastic expressiveness of the proposed volume	20 points
<p>The architectural quality of the proposed built complex brings added value to both the project and the local community. With the right approach, the project has the chance to become a landmark in how to treat a contemporary insertion in a historical fabric. The following aspects will be evaluated:</p> <ul style="list-style-type: none">• The potential of the solution to establish a model of good practice in the treatment of a contemporary insertion in a historical fabric;• The representative / contemporary character of the proposed volume.	
B3 The quality and atmosphere of the proposed spaces	10 points
<p>The criterion evaluates the ability of the project to generate spaces centered around the needs of the users (traders, manufacturers, buyers, visitors), using the</p>	



Translation from Romanian

Criterion	Maximum score
proposed finishes and the relationships between the spaces to create a pleasant ambient environment. <ul style="list-style-type: none">• The quality of the proposed spaces and the visual relations generated, the enhancement of the silhouette of the historic center;• Easy orientation inside the proposed built complex (wayfinding) and ergonomic use of spaces, in order to create an environment as friendly as possible to its users.• The quality of the proposed details and finishes, the use of contemporary urban furniture;	

Table 9 Solution evaluation criteria

The calculation algorithm used for the final evaluation of the projects is as follows:

Final score (maximum 100 points) = Criterion A score + Criterion B score

Criterion A score (maximum 60 points) = A1 + A2 + A3 + A4

Scoring Criterion B (maximum 40 points) = B1 + B2 + B3

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