PROGRAM

for Open, International, Poll-Based, One-Stage, Anonymous Competition for the Urban and Architectural Solution of the Part of Savski Square behind the Old Railway Station Building

in Belgrade, 2026

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1. MOTIVE AND OBJECTIVE OF COMPETITION

The motive for this Call for Competition for the Architectural and Urban Solution of the Part of Savski Square behind the Old Railway Station Building in Belgrade (hereinafter: the Competition) is the initiative of the company Belgrade Waterfront LLC to develop this part of Savski Square, considering that the Competition for Savski Square Area and the Square at the Corner of Karadjordjeva and Travnička Streets, Savski Venac Urban Municipality (in 2019) was conducted for the part of Savski Square in front of the Old Railway Station Building to the streets Savska, Nemanjina and Karadjordjeva, based on which project documentation was produced and the square was reconstructed.

Obligation to announce Competition is defined by the guidelines for implementation of the Spatial Plan for the Special Purpose Area of Development of Part of Riverside Area of the City of Belgrade - the Riverside Area of the River Sava for the Belgrade Waterfront Project (*Official Gazette of RS*, Nos. 7/15, 48/22 and 86/25) (hereinafter: the SPSPA BW).

According to the SPSPA BW, it is planned to relocate the Main Railway Station and the Main Bus Station from their existing locations and this initiated a significant transformation of the spatial unit Savski Square is belonging to. In addition, repurposing of the Old Railway Station Building into the Historical Museum of Serbia and repurposing of the Old Post Office Building into the Archeological Museum of Serbia are planned.

The **objective** of the Competition is, in accordance with the Competition Brief, potentials and restrictions of the site concerned, to select the best architectural and urban solution for landscaping of the part of Savski Square between the Old Railway Station Building (Historical Museum of Serbia) and the planned street SAO 6 (Luke Ćelovića Trebinjca), defined in compliance with the SPSPA BW with implemented solution of Savski Trg Metro Station. In this way this important area at which railway station platforms were located in the previous period would be developed and made again available to and attractive for different groups of users.

Selected Competition Solutions for development of this square in the central city zone should enable a meaningful, functional and beneficial stay in the public urban area and, at the same time, to be integrated into the urban and cultural & historic context of the immediate surrounding – the existing and planned buildings and the transfer station of the first and second metro line.

This urban and architectural competition is an ***open, international, poll-based, one-stage, anonymous competition*** based on which the best solution for the urban and architectural design and landscaping of the part of Savski Square will be selected.

The selected solutions will be the basis for elaboration of the urban & technical and project documentation for the needs of development and construction at the location in question.

SUBJECT AND SCOPE OF COMPETITION

2.

The Competition Site encompasses the area with the surface area of approx. 1.78 ha within the urban **block 11** planned according to the SPSPA BW.

The competition boundary comprises parts of the following building lots:

- building lot **GP11a** behind the Old Railway Station (Historic Museum of Serbia),
- building lot **GP11b** planned for the Educational Campus (elementary school and kindergarten),
- building lot **GP11c** where the Old Post Office Building (Archeological Museum of Serbia) is located,
- building lot **GP11d** where transformer substation is located (excluding transformer substation facility),
- building lot **GP11e** planned for Savski Square (along Savska Street).

Figure 1. Competition scope

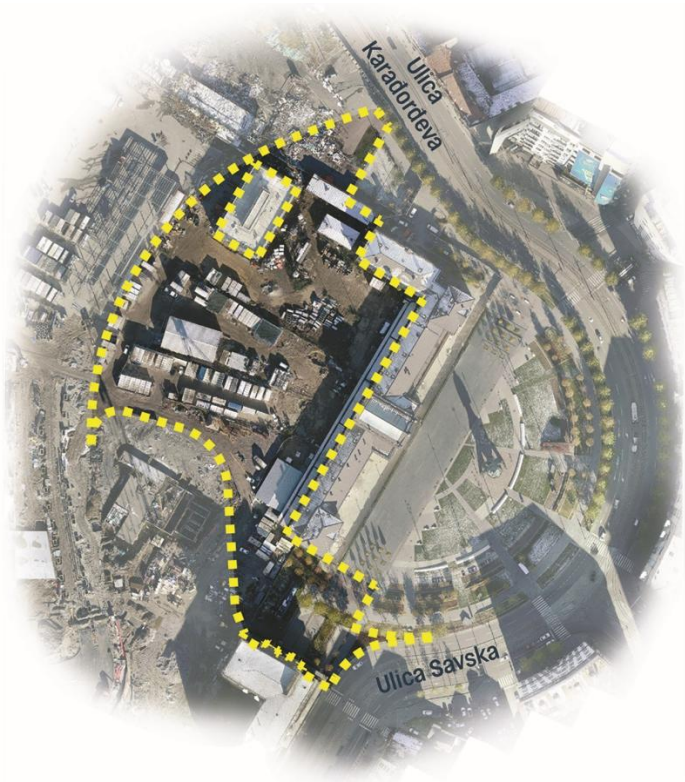


Figure 2. Competition Scope (micro location)

The subject of the Competition is the program and design solution for landscaping of the part of Savski Square taking into consideration the solution of Savski Trg Metro Station and the requirements related to the buildings and contents in the immediate surrounding of the public space concerned.

Parts of the building lots 11b, 11c and 11d, as the square contact zone, are encompassed by the competition boundary to enable a unique perception of the site, however during further implementation it is not obligatory to implement Competition Solution in the said areas.

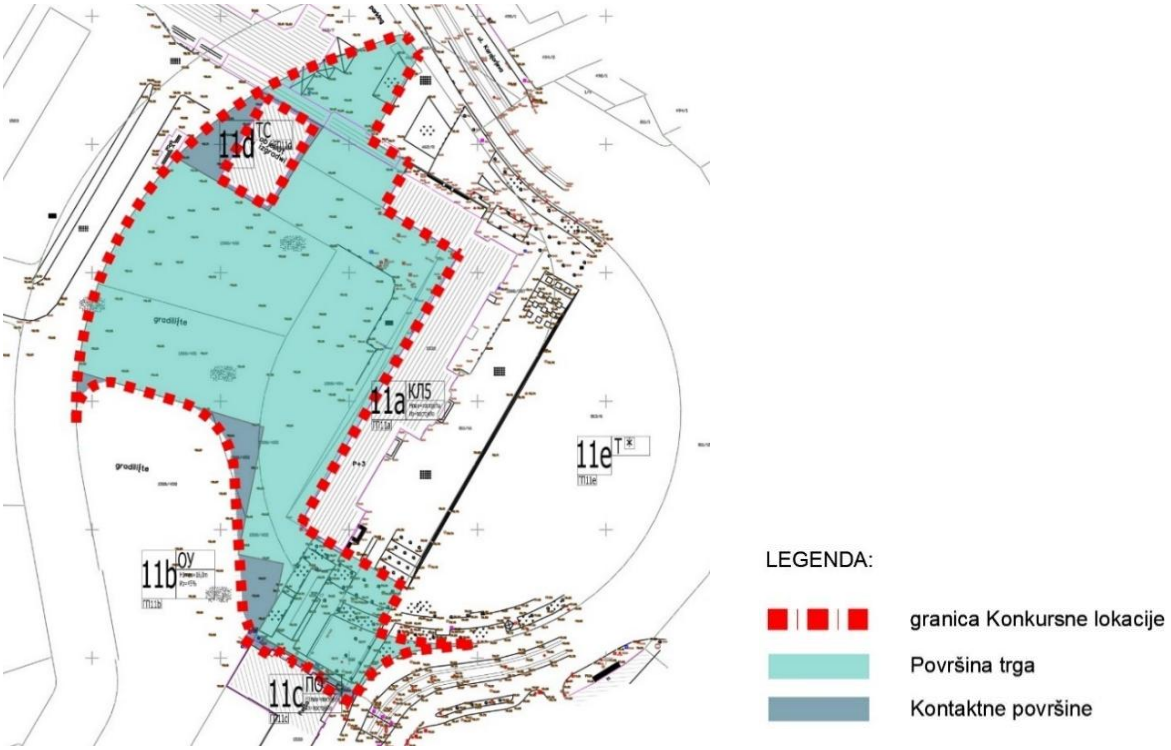


Figure 3. Competition Scope – square zone with contact areas

3. HISTORY OF THE AREA

Savski Square belongs to the riverside area of the Sava River, where at the beginning of the 18th century the Lower Serbian Town (Donja srpska varoš) in Belgrade – Serbian White City (Srpski Beligrad), Savska Town (Savska varoš) or Savamala (after the Turkish word *mahala* denoting an urban district) was founded. Savska Town was a new urban unit on the Sava right bank, into which the former Orthodox inhabitants were relocated from the newly formed German Belgrade in the Danube part of the capital. Savska Town, as an urban district of an open type, was founded outside the town walls in the, so called, Savski Amphitheater, without any protective fortresses, in the area bordered today by the streets Kralja Milana, Kneza Miloša, Nemanjina and Karadjordjeva and it was inhabited predominantly by craftsmen, because more respectable and well-to-do inhabitants, merchants and clergy resided in the Upper Town (Gornja varoš).

More important development of Savska Town begun at the time of adoption of Hatt-i-Sharif (Sultan's Edict) in 1830 and independence of the Serbian authorities. This area of the Sava riverside was far enough from the Turkish Town in the Trench (Turska varoš u šancu) and thus it was out of reach of the Turkish influence.

Development of Savamala was initiated by the interventions of Prince Miloš relating to regulation and development of this spatial unit. With the goal to develop this area Prince Miloš ordered that the residents of this area be moved to Palilula, and the existing houses made of poor-quality material to be demolished and this area to be inhabited by merchants, in view of the vicinity of the port and tunnels (lagum) at the foot of the Kosančićev Wreath (Kosančićev venac).

At the intersection of several bystreets, today's streets Karadjordjeva, Svetozara Radića, Travnička, Hercegovačka and Kraljevića Marka, the Little Market (Mala pijaca) was established, behind which there was Gipsy Pond (Ciganska bara), later on named Venice Pond (Bara Venecija). Gipsy Pond extended from Svetonikolski Square (Bristol Park) to the mouth of the Topčider River into the Sava.

The first building in this area erected under the influence of the European architecture was Djumrukana (Customs House) in Karadjordjeva Street number 13. Djumrukana was built in 1835 and it was damaged during the bombing in 1944 and after the Second World War it was demolished.

Once undeveloped Sava riverside area gradually gained the character of a town owing to rapid development resulting from construction of commercial warehouses, shops and European-style hotels together with the existing hans (inns for overnight stay of passengers and caravans during the Ottoman Empire). At the Little Market (nowadays Bristol Park), one of the most important points in the town, the cross made of red marble was installed as a symbol of the victory over the Turks.

In the second half of the 19th century the merchants, who until then had only magazines and shops in the Savamala area, started to inhabit this area. Backfilling of Venecija Pond begun in 1867, and the area of the Railway Station was backfilled in 1882.

Economic growth of the Sava riverside area was additionally instigated by electrification, construction of railway infrastructure (railway, bridge and station), tram track, business buildings and representative residential buildings. Such economic growth led to establishment of a local center with an authentic ambience consisting of Belgrade Cooperative (Beogradska zadruga), Bristol Hotel and many other significant edifices, such as residential buildings of well-known Serbian merchants. These buildings were designed by the most significant Serbian architects at the beginning of the 20th century: Andra Stevanović, Nikola Nestorović, Jovan Ilkić, Dimitrije T. Leko and others.

Owing to the development of new ideas, private entrepreneurship and construction, at the end of the 19th century and the beginning of the 20th century the Sava riverside area underwent a fast transformation and urban development, thus creating a completely new image of the city.

Geopolitical changes after the First World War, dissolution of the Habsburg Monarchy and forming of a new state, the Kingdom of Serbs, Croats and Slovenes, led to physical declining and disregard of the Savamala area. Belgrade became the capital of a far larger state, the Sava River was no longer the border between the two countries, and the city commenced its expansion on the left Sava bank as well. From the second half of the 20th century until now the ideas of construction and development of the Sava riverside area have not left the urban planners and builders of Belgrade.

A part of the former area of Savska Town extending from Brankov Bridge along Karadjordjeva Street to Kamenička Street is undergoing the procedure of its establishing as a cultural property – Savamala spatial and cultural historical unit.

Figure 4. Old photograph of Savamala area

Railway Station

The works on construction of the Railway Station in Belgrade commenced on April 3, 1883, when Prince Milan Obrenović laid the cornerstone. The stone for construction of the station (foundation, platforms, station accesses, etc.) was transported from Topčider by temporary railway constructed specially for these purposes. Works on the main passenger building were completed at the end of 1885.

The Belgrade Railway Station was conceived as a bay platform terminus. The building is shaped as the Latin letter "L" and it has tracks on two sides – it extends parallel and perpendicular to them. The Station had three tracks for reception of passenger trains and 15 tracks for freight trains, two covered platforms, main station and several ancillary buildings.

The main wing of the Station building accommodated: offices of station manager and other officers, cashier desk for passengers and luggage, telegraph, telephone exchange, luggage locker, police commissioner office. In the left wing there was a ceremonial royal waiting lounge with a separate entrance from the street and exit to the platform, whereas in the right wing there were waiting rooms for passengers and a station restaurant. Upstairs there were apartments for Station employees. Frontal wing vestibule, towards Karadjordjeva Street where railway station amenities were accommodated, was accessed from the platform.

According to all architectural criteria at the end of the 19th century, the station building itself was a representative edifice, which was mapping the presence of Belgrade in the European traffic network in a prestigious way. Such intent of the Serbian State was illustrated by engagement of the architect

Wilhelm von Flattich who drafted the plan in Vienna, which was further elaborated by the architect Dragiša Milutinović.

The station building is shaped in the spirit of academism as a representative edifice with a complex layout. The architectural composition is dominated by the central classical avant-corpse at the main entrance, superimposed by a triangular tympanum.

The complex layout of the building resulted in a complex composition of volumetric masses, reflected in division of composition into five parts with emphasized central and side segments in the main wing towards Savski Square, whereas the wing towards Karadjordjeva Street originally had a slightly more flexible composition.

The main façade composition radiates balance, symmetry and harmonious assembly with three emphasized pavilions and two lower retracted fronts. Lower retracted parts represent the core of the edifice, and the side pavilions represent composition framework.

In comparison with the edifices which during that period and long afterwards were erected in Belgrade with identical ambition, except for its size and function, the station building stood out also because of its position – it is skillfully positioned into the axis of the then Spomenička Street (now Nemanjina Street). Such a position of the building represented a visual marker on the sloping terrain from Slavija Square to the Sava River offering great views.

During the First and Second World War the Belgrade Railway Station was demolished and the greatest destruction occurred during the Allied bombing in 1944 when a part of the main passenger building was hit. Already during the winter 1944 to 1945 reconstruction of the station begun and its parts were gradually repaired for normal functioning. At the same time the ground floor between the central and right pavilions was extended. The side towers were removed from the façade in Karadjordjeva Street during the renovation in the 1950s.

Figure 5. Old Railway Station, 1884

Figure 6. Railway Station, 2018

Bus Station

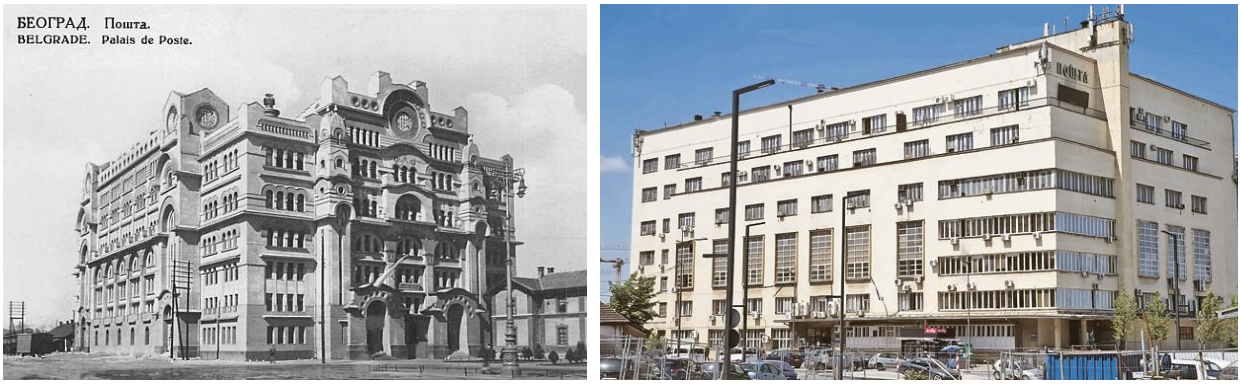
Immediately alongside the Competition Site, along Karadjordjeva Street there was the Belgrade Bus Station (BBS) which had been the main bus station in Serbia for a long time. The Bus Station was opened in 1966. It consisted of a bus garage and two bus terminals with 65 active platforms for buses. Besides all bigger places in Serbia, by a network of bus lines, BBS covered all republics of ex-Yugoslavia and had regular bus lines with 17 European countries. Every day approx. 700 BBS buses transported more than 10 000 passengers. On September 29, 2024 fifty minutes after midnight departed the last bus from this station for Ljubljana, and after that it ceased to operate. The new Main Bus Station was opened in the Block 42 in Novi Beograd located in the immediate vicinity of the Novi Beograd Railway Station.

Figure 7. Bus Station, 2022

Old Post Office Building

The Old Post Office Building at Savski Square was constructed in 1929 on the basis of the design of the architect Momir Korunović in the Serbian-Byzantine style with the traces of Baroque and Romanticism. It was one of the examples of representative architecture of public buildings. To the Serbian capital the architect Momir Korunović bestowed the designs of many monumental edifices of specific stylistic features and that is why he was called the “Serbian Gaudi”. The building’s façade is a combination of sinking and horizontal rows of windows, fascias, gables, oculi and medallions with rarely applied expressionistic façade plastics and with a dynamic look. In addition to the Romanticism, Expressionism and Secession motives, the architect added his personal mark, such as rafter forms on the roof.

In the Second World War during the Allied bombing in 1944 the Post Office Building sustained considerable damage, both as regards its esthetic and function. Façade, as the most representative part of the building, was completely destroyed. Reconstruction made in 1947, on the basis of the design of the architect Pavel Krat, in the style of Socialist Realism, significantly changed the original look of the building. Height of the building was reduced by two floors, all ornaments and decorative elements were removed.



before Second World War *after Second World War*

Figure 8. Old Post Office building

Karadjordjeva Street

Karadjordjeva Street is one of the oldest streets in Belgrade. It was created at the same time as the Kalemegdan residential area. It stretches along the Sava bank, from the foot of Kalemegdan Fortress to the old Railway Station at Savski Square.
In the beginning of the 19th century, owing to development of trade at the Little Market (Mali pijac), Karadjordjeva Street gained more significance. It was envisaged and constructed as an exclusive part of the city where the first insurance company in Belgrade was opened and the first theatre play was performed. Karadjordjeva Street is one of the best indicators of economic and cultural ascent of Belgrade of that time and of the new country in its entirety. At first one-story family buildings with business space were built in this street, mostly in the bundwerk style. From the middle of the 19th century use of solid construction materials and elements of classic styles for decoration of facades begun, whereas academism of harmonious architectural forms and modest decoration with the elements of Neo-Renaissance and Neo-Baroque was later introduced.
When trams were introduced in 1892 (initially horse-drawn) a part of the line number 2 was passing through Karadjordjeva Street. Only two years later electric tram network was introduced, thus making Belgrade one of the first European cities with electric tram traffic.
The interwar period brought expansion of construction in the entire Belgrade, and thus also in Karadjordjeva Street. Although still constructed in the spirit of academism, facades had the elements of Secession and national style or were heralding the upcoming modernism.
The preserved architectural buildings make Karadjordjeva Street an important cultural heritage of the city, not only because of the architectural values and great number of buildings, but also because of the history of the place it is located at.

4. GENERAL AND SPECIFIC CHARACTERISTICS OF THE AREA

4.1. WIDER CONTEXT OF COMPETITION SITE

The Republic of Serbia is located in the southeastern Europe, in the central part of the Balkan Peninsula. Surface area of Serbia is 88,361 km^2 and its strategic position makes it an important hub for trade and transport in the region.

Serbia borders eight countries: Hungary in the north, Romania in the northeast, Bulgaria in the southeast, Northern Macedonia in the south, Albania and Montenegro in the southwest, Bosnia and Herzegovina and Croatia in the west. Such a position makes it possible for Serbia to have different cultural and economic interactions, and its vicinity to EU and other markets opens numerous possibilities for its development.

According to the latest census from 2022, Serbia has total population of 6,647,003 people, out of which majority is concentrated in the urban areas, such as Belgrade, Novi Sad and Niš.

Serbia is known for its cultural diversity, which includes different ethnic groups and languages, what contributes to its rich tradition and cultural heritage. Demographic structure, together with natural resources, makes Serbia a country with great potential for development and investments.

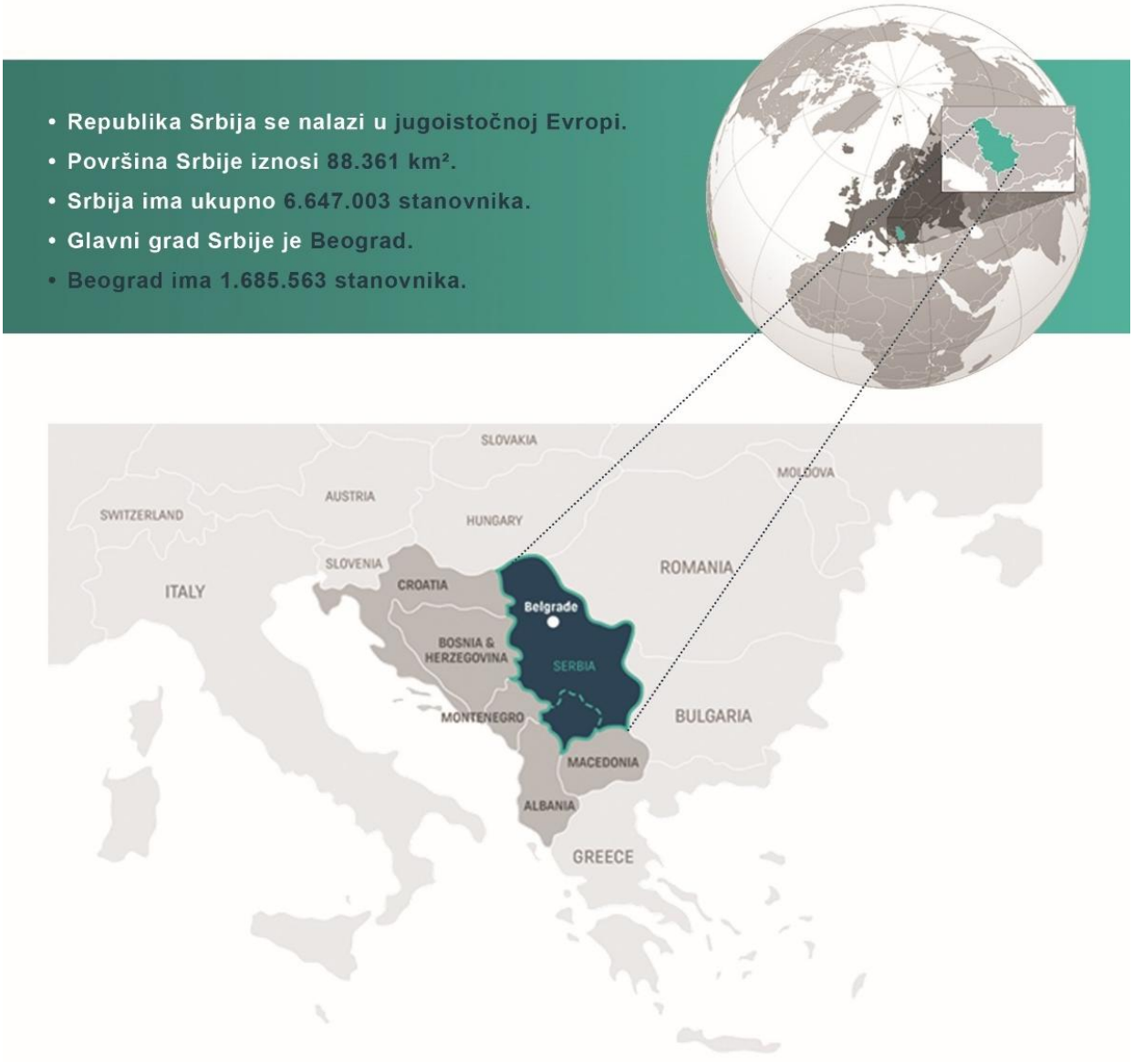


Figure 9. – Position of Serbia on the world map and the Southeastern Europe map

Figure 10. – Belgrade (Surface area 3,222.68 km^2)

City of Belgrade

Belgrade, the capital of Serbia, has important geographical position in the Southeast Europe. The city lies on two rivers – the Sava and the Danube, which surround it from three sides. Belgrade is situated at the crossroads of important European roads and corridors, including the east-west direction along the Danube, from Vienna to the Black Sea, westward direction through the Sava River valley towards Trieste and the northern Italy and the southeast direction through the valleys of the Velika Morava, Južna Morava and Vardar rivers to the Aegean Sea. This position makes Belgrade a strategically important city in the region.

Belgrade is one of the older European cities, with archaeological sites dating back to the fifth millennium BC. A Celtic tribe founded Singidunum in the 3rd century BC, while the first mention of Belgrade dates back to 878. During its long and turbulent history, Belgrade was conquered as many as 40 times, while 38 times it was raised from the ashes on the plateau between the two rivers, what is proven by numerous building layers.

Belgrade is a city with rich history, culture and architecture. At every end of any war in the city's history Belgrade was left in ruins, what in turn always brought a new architectural zeal and inspiration for rebuilding the city. Every new building, street and monument are the testament to the indestructible spirit of Belgrade.

Belgrade has a diversified relief with plains along the banks of the Sava and Danube and the hills and elevations to the south of these rivers in the Šumadija part. The total length of the river banks in Belgrade is approx. 200 km. In this area there are 16 river islands, the most famous among them being Ada Ciganlija (today a peninsula), Veliko ratno ostrvo and Gročanska ada.

According to the 2022 census, Belgrade has about 1,685,563 inhabitants in the greater urban area, making it the largest city in Serbia and one of the larger cities in the Southeast Europe. Belgrade is a dynamic city with continuous influx of population from other parts of Serbia and the region, what is contributing to its multicultural character.

Belgrade is the main educational center in Serbia, with many universities, schools and research institutes. It is also a key political, economic and cultural center with developed manufacturing and IT industry, trade and services. Due to its educational, economic, cultural, historical and many other advantages Belgrade is attractive for influx of new inhabitants.

Belgrade is a city of rich cultural heritage with about 40 museums that preserve valuable collections and testify about artistic, cultural & historical, technical and natural & historical development of the city and of Serbia. The museums in Belgrade, with their thematic settings, rich treasuries and large number of representative items, attract visitors of different ages and education background, both Belgraders and tourists wishing to get to know the culture of the nation during their visit.

Through their collections, Belgrade museums preserve cultural and scientific treasure which testifies how the city was created, at what time and in which circumstances it was developed, providing visitors an insight into different historical and development periods of our country.

Belgrade is a highly urbanized city with diverse urban structures of different character. Central parts of the city, oriented towards the right bank of the Sava and Danube, are densely populated and developed, whereas in the middle and peripheral parts there is more free space and greenery within organized residential neighborhoods.

Belgrade, which lies on two large rivers, has not yet fully exploited its river banks. The first urbanized public spaces and promenades along river banks were made in Novi Beograd and partly in the central zone. For that reason, new projects aim to use the rivers to their full potential. It is planned continuously to lower the city onto its river banks and to connect publicly accessible areas, whereby Belgrade will finally achieve its full potential as a city overlooking the rivers.

During recent decades, Belgrade has been undergoing a dynamic development, especially in the field of construction. Many parts of the city have been completely transformed as a result of building modern complexes that have significantly changed traditional look of the city. One of the most important projects is Belgrade Waterfront, an ambitious urban and construction development project on the banks of the Sava River. This project not only changes the visual identity of the city, but also has an impact on its economic and social development.

The project commenced in 2014 with the aim to improve cityscape of the riverside area through revitalization of the neglected Savamala area in the central part of Belgrade into a modern, multifunctional urban center.

The project includes construction of luxury residential and commercial buildings, hotels, shopping malls, educational institutions, cultural contents, recreational zones and green spaces in the area of the Sava Amphitheater, between the Belgrade Fair and Branko's Bridge.

Figure 11. – Belgrade Waterfront Project

Figure 12. - Belgrade Waterfront Project

4.2. COMPETITION SITE – CURRENT SITUATION

The Competition Site is located in the inner center of Belgrade, on the right bank of the river Sava in the Sava Amphitheatre. As per its urban characteristics, position, typology, monumental, ambient and other values, this area represents a very complex and attractive area of Belgrade. From the aspect of cultural heritage, it is exceptionally valuable for the culture and identity of the city, given that in a wider surrounding there is a great number of established cultural properties and properties under protection that are documenting history of Belgrade and the Republic of Serbia.

Within the Competition Scope until recently there was a part of the Main Railway Station complex which is relocated into Prokop, and a part of Bus Station which is relocated to Novi Beograd into Block 42.

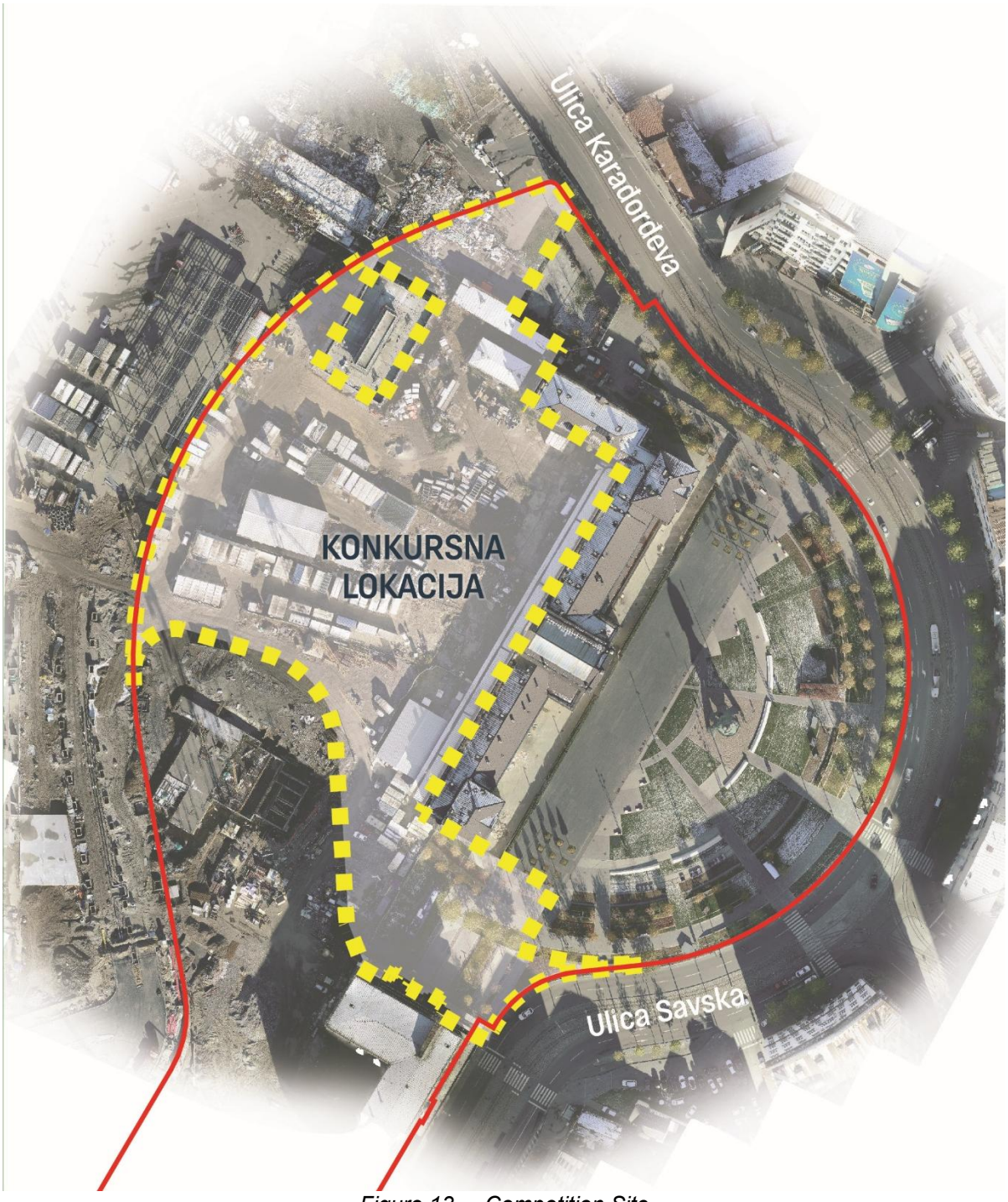


Figure 13. – Competition Site

The part of Savski Square behind the Old Railway Station Building (Historical Museum of Serbia), where the platforms and ancillary structures of the Belgrade Railway Station were located until commencement of the Belgrade Waterfront Project, will be “rounded off” in terms of design after construction of the planned street SAO 6 (Luke Ćelovića Trebinjca) and the Educational Campus defined according to the SPSPA BW.

The area of Savski Square, which is the subject of the Competition, is bordered on two sides by the representative examples of architectural heritage of Belgrade – the Old Railway Station Building (Historical Museum of Serbia) and the Old Post Office Building (Archeological Museum of Serbia). The Competition Site makes a unique spatial and functional unit with the space in front of the Old Railway Station Building (Historical Museum of Serbia) and the part of Savski Square formed by “arch-like” regulation of Savska Street.

During 2018 the urban and architectural competition was announced for landscaping of Savski Square in front of the Old Railway Station Building (Historical Museum of Serbia), with the goal to provide a functional, satisfying and purposeful stay in the public urban space.

Based on the first award-winning design (Fenwick Iribarren Architects bureau from Madrid), this part of Savski Square was reconstructed and it was opened in January 2021. The central part of Savski Square is occupied by the monument whose author is Alexander Rukavishnikov, dedicated to the founder of the Serbian state Stefan Nemanja. The monument is 23 m high and it contains an open museum in its pedestal. The square got a completely new look and a pedestrian zone of approx. 20,000 m^2 with 300 tree seedlings.

Figure 14. – Competition Site surrounding

Along the planned street SAO 6 (Luke Ćelovića Trebinjca), in the part of the cadastral parcel (c.p.) 1508/433 Cadastral Municipality (CM) Savski venac, the transformer substation TS 110/10kV Belgrade 47 – Belgrade Waterfront with the number of floors Basement+Ground Floor+1 was constructed in compliance with the SPSPA BW.

In the area between the buildings of the Old Railway Station (Historical Museum of Serbia) and the Old Post Office (Archeological Museum of Serbia) there is the Blue Train locomotive - special train used for the needs of the former President of SFRY Josip Broz Tito. Interior is made in the Art Deco style and after more than half century it has remained unchanged. The Blue Train was used from 1946 to 1980. The Blue Locomotive is a steam locomotive JŽ 11-022, one of the first that hauled the Blue Train from March 27, 1947 during the entire following decade. It was manufactured in 1947 in the factory Mavag in Budapest. It belongs to the group of fast steam locomotives and it reached the speed of 90 km/h. Length of the locomotive with the tender for coal storage is approx. 21m. This steam locomotive is the only preserved example in Serbia and it belongs to the technical collection of the Railway Museum, and to its current place it was positioned in 1984. The Blue Locomotive was declared a cultural property by the Decision of the Museum of Science and Technology number 164/7 of November 3, 2022.

Figure 15. – Blue Train locomotive

The Old Railway Station Building at Savski Square will be repurposed into the exhibition space of the Historic Museum of Serbia, which will extend on 3,000 m^2. Exhibition space comprises ground floor and the first floor where the entire history of Serbia will be displayed at a single place.

Historical Museum of Serbia is an institution which collects, preserves, studies, expertly and scientifically processes the material evidence of the history of Serbia, maintains and completes museum collections, as well as information and documentation about them, and makes them available to the public. The task of the Museum is also to responsibly and competently, through museum exhibitions, articulate and interpret knowledge about the past, not only of Serbia and the Serbian people, but also of other peoples and cultures in the territory of Serbia and to enable communication between the public and national heritage.

Figure 16. Old Railway Station, 2024

The Old Post Office Building in Savska Street – according to the current project of reconstruction and repurposing of the building it is planned to restore the authentic architectural look and form from 1929 (work of authorship of the architect Momir Korunović). By the planned repurposing the building will be adapted to the needs of the future Archeological Museum of Serbia.

Street frontage of Karadjordjeva Street – the stretch from Lička Street to Mihaila Bogićevića Street is visible from some points of the square. In the existing state the frontage is predominantly made of commercial buildings, with the number of floors from Basement to Basement+2, of poor rating. On corner positions of this block towards Lička and Mihaila Bogićevića Streets there are commercial buildings with the number of floors Basement +7+Recessed Story of good rating.

5. REQUIREMENTS OF PLANNING AND PROJECT DOCUMENTATION

Planning basis for construction at the Competition Site is:

- Spatial Plan for the Special Purpose Area of Development of Part of Riverside Area of the City of Belgrade - the Riverside Area of the River Sava for the Belgrade Waterfront Project (*Official Gazette of RS*, Nos. 7/15 48/22 and 86/25) (SPSPA BW).
- General Regulation Plan of Rail Systems in Belgrade with the Elements of Detailed Elaboration for Phase I the First Line of Metro System (*Official Gazette of the City of Belgrade*, No. 102/21) and General Regulation Plan of Rail Systems in Belgrade with the Elements of Detailed Elaboration of the Second Line of Metro System – Phase II (*Official Gazette of the City of Belgrade*, No. 104/25)

5.1. PLANNING REQUIREMENTS FROM SPSPA BELGRADE WATERFRONT

The entire SPSPA BW area is divided into 13 urban units. The Competition Site belongs to the Urban Unit II which comprises the blocks along Savski Square and Savska Street (Blocks 10, 11, 23 and 25).

The Urban Unit II includes the blocks along Savska Street, between Gazela Bridge and Karadjordjeva Street. Within this unit it is planned to construct residential buildings and buildings for accompanying public purposes: Educational Campus (elementary school and kindergarten), cultural facilities, metro station.

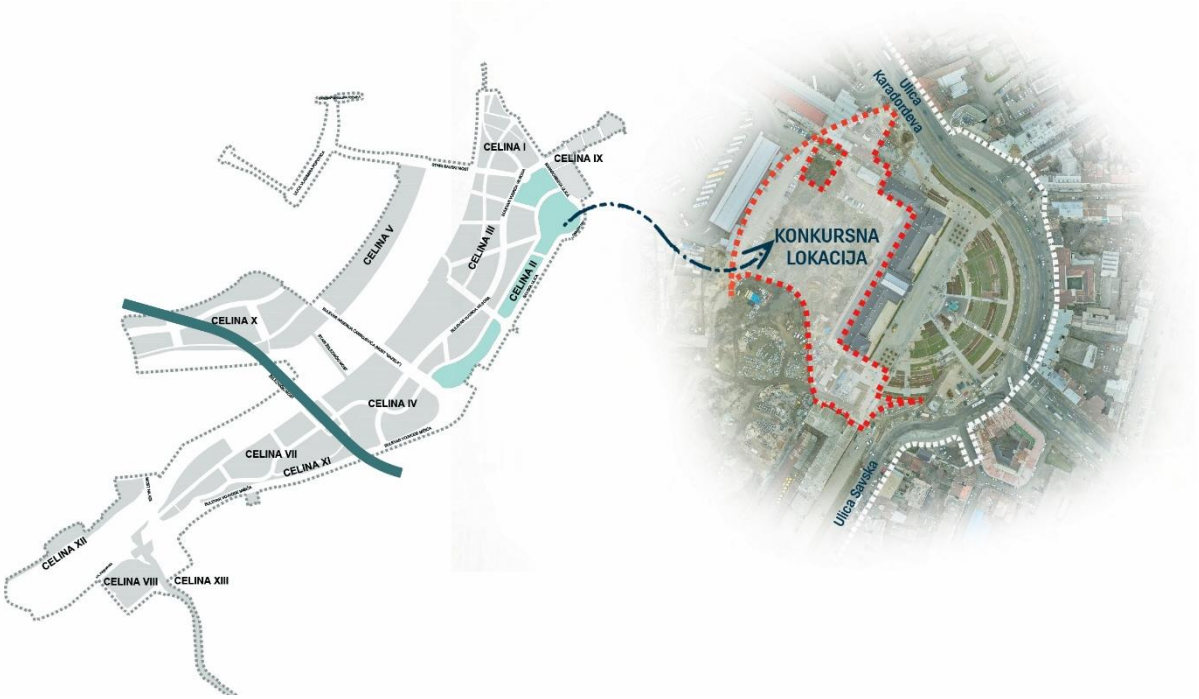


Figure 17. SPSPA BW - Division into characteristic urban units with view of Competition Site

The site in question is located in the Urban Block 11 in the areas planned for:

- public services, buildings and complexes,
- public infrastructure areas and facilities,
- public green and free areas,
- commercial zones and city centers;

Competition Site Scope includes:

- part of building lot **GP11a** on which cultural facility (KL5) is planned – repurposing of the existing building of the Old Railway Station into a public use building or compatible use in the domain of culture;

- part of building lot **GP11b** on which the Educational Campus (EC) is planned (includes a part of the lot of the educational institution to the designed campus fence to obtain a unique view to metro station access).
- part of building lot **GP11c** on which commercial zones and city centers are planned and/or reconstruction of the Old Post Office Building and its repurposing into the Archeological Museum of Serbia;
- part of building lot **GP11d** on which the transformer substation TS 110/10kV Belgrade 47 – Belgrade Waterfront is planned (excluding transformer substation facility);
- part of building lot **GP11e** is planned for Savski Square (along Savska Street).

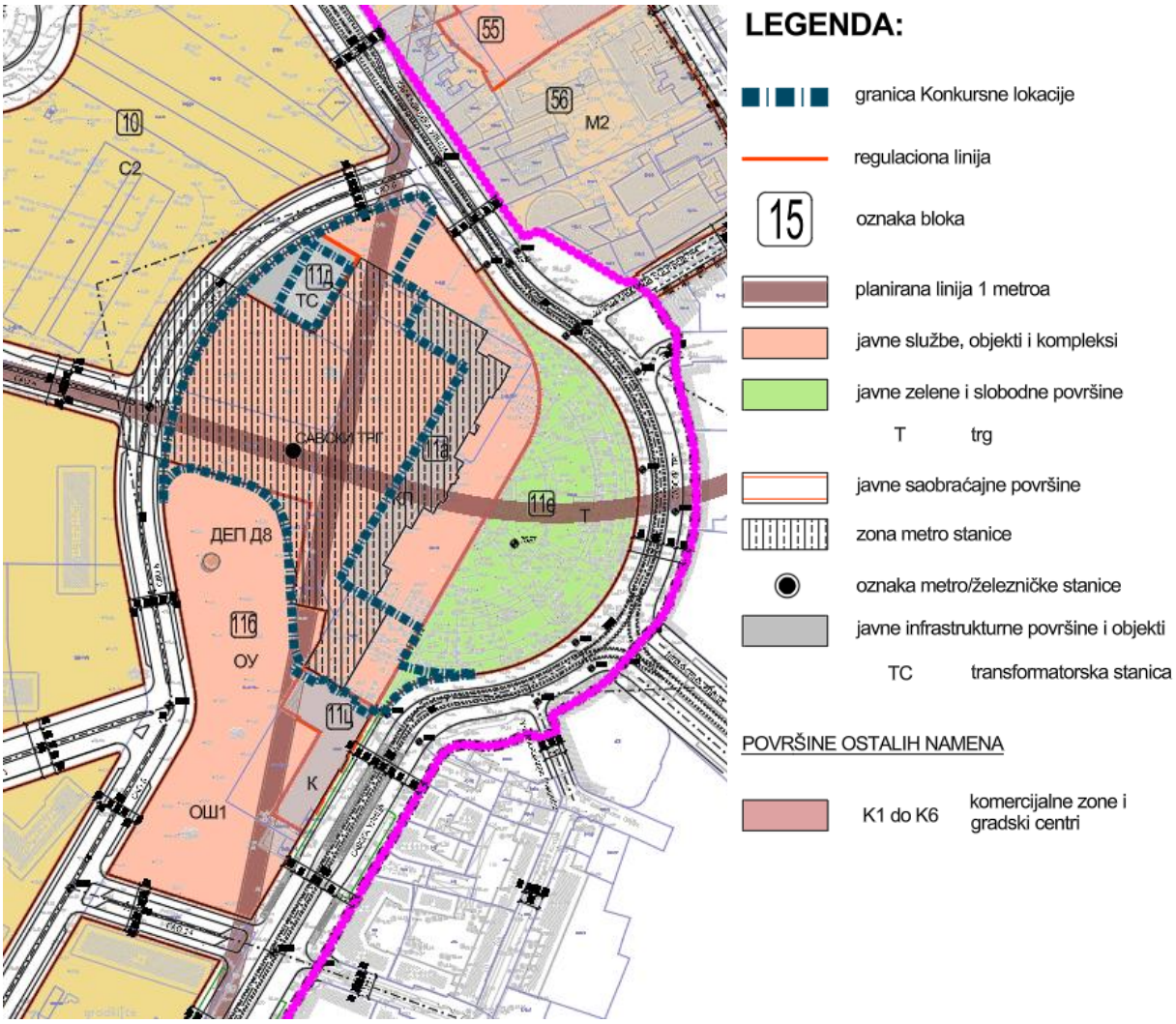


Figure 18. Excerpt from SPSPA Belgrade Waterfront - reference map No. 3. Planned land use

5.1.1. PLANNED TRAFFIC NETWORK

Metro

The SPSPA BW boundary comprises the parts of Belgrade Metro route (planned lines 1 and 2) and four metro stations – Ada Ciganlija, Sajam, Mostar, Savski trg.

Route of Metro Line 1 (Železnik-Mirijevo) runs along the corridor of vojvode Mišića Boulevard and further under Gazela Bridge and by regulation of Savska Street towards Republic Square, while the **route of Metro Line 2** connects Bežanija with Mirijevo.

Savski Trg Transfer Metro Station (for metro lines 1 and 2) is planned within the scope Competition Site, in the Savski Square zone, immediately beside the Old Railway Station Building (Historical Museum of Serbia). The routes and stations on metro Lines 1 and 2 within the scope of the SPSPA BW are elaborated in detail through the General Regulation Plan of

Rail Systems in Belgrade with the Elements of Detailed Elaboration for the Phase I of the First Line of Metro System (*Official Gazette of the City of Belgrade*, No. 102/21) and General Regulation Plan of Rail Systems in Belgrade with the Elements of Detailed Elaboration of the Second Line of Metro System – Phase II (*Official Gazette of the City of Belgrade*, No. 104/25)

Street network

The concept of the primary street network is based on the General Regulation Plan of the Construction Area of the Local Self-Government Unit Seat – City of Belgrade (Units I-XIX) (*Official Gazette of the City of Belgrade*, Nos. 20/16, 97/16, 69/17, 97/17, 72/21, 27/22, 45/23, 66/23 and 91/23) and the results of traffic analysis of the impact of attraction and production of the contents within the SPSPA BW.

According to the functional classification, streets of the primary street network are:
- in the rank of arterial street – Savska Street,
- in the rank of class I street - SAO 1 (Vudroa Vilsona Boulevard) and SAO 6 (Luke Ćelovića Trebinjca),
- in the rank of class II street – Karadjordjeva Street.

Savska Street is planned with the carriageway 14 m wide and the pavement on the eastern side with variable width from 1.5 m to 5 m in the Savski Square zone. From Savski Square to Risanska Street, regulation of Savska Street includes two carriageways each 7 m wide, green tram lane 10 m wide in the middle, greenery on both sides 3 m on one side and 6 m on the other eastern side, pavements on both sides with variable width from od 3.2 m to 6 m on one side and 3.5 m to 9.43 m on the other eastern side of the street.

SAO 1 (Vudroa Vilsona Boulevard) – represents the backbone of the street network of the planning area to which all other planned streets are connected. Its route runs from the rotary intersection with traffic direction across Old Sava Bridge on the north to the intersection of ingress-egress style with Vojvoda Mišić Boulevard.

SAO 6 (Luke Ćelovića Trebinjca) is planned with the regulation width of 24 m (carriageway 2 x 6.0 m, parking on both sides 2 x 2.15 m, pavement on both sides 2.85 m and divisional island 2.0 m).

Karadjordjeva Street is planned with variable regulation width. From the intersection in front of the Belgrade Cooperative building to Savski Square, Karadjordjeva Street is two-way street and regulation contains two carriageways each 5.5 m, i.e. 6.5 m (from Bristol Hotel), tram lane in the middle with variable width (from 6.7 m to 10.3 m) and pavements on both sides with variable width from 2.9 m to 5.9 m on one side and from 2.8 m to 3.3 m on the other eastern side of the street.

SAO 4 (Kraljice Drage Obrenović Street) is a part of the secondary street network and it is planned with regulation width of 24 m (carriageway 2 x 5.5 m, parking on both sides 2 x 2.65 m, pavement on both sides 2 x 2.8 m and divisional island 2.0 m).

The Competition Site is located between the following streets: Karadjordjeva, Savska and SAO 6 (Luke Ćelovića Trebinjca) wherefrom the square is accessed, whereas the street SAO 4 (Kraljice Drage Obrenović Street) connects the Competition Site with the Sava riverside area.

Parking

Parking of content users' vehicles is planned:
- on open parking areas (on-street parking or parking spaces – off-street parking),
- in public garages in the zone of public use buildings or in underground garages under public streets,
- in special purpose garages within residential and/or commercial buildings.

As regards the surrounding of the Competition Site, parking in regulation of the public traffic areas on the streets SAO 4 (Kraljice Drage Obrenović) and SAO 6 (Luke Ćelovića Trebinjca) is planned.

In addition to the existing public garage next to the Galerija shopping mall and the garage in Bristol Park (under construction), a new public garage is planned in a wider surrounding of the Competition Site: underground garage between Vudroa Vilsona Boulevard (SAO 1) and Luke Ćelovića Trebinjca Street (SAO 6), in the zone of intersection of these streets with Nikolaja Kravcova Street (Block 24a).

Pedestrian and bicycle traffic

According to the SPSPA BW, the following requirements are defined for pedestrian and bicycle traffic:

- Within the planned street regulation, pavement widths of minimum 2.5 m to 6.5 m are provided for the needs of pedestrian movement and installation of street lighting. Besides pedestrian paths along traffic routes, pedestrian movements are planned also through parks and green spaces, across Savski Square and along the Sava River;
- Minimum width of bicycle path for two-way traffic is 2.5 m, and for one-way 1.5 m. Clearance height for bicycle paths is 2.5 m.

Public urban passenger transport

According to the planning parameters and guidelines for development of the system of public fix-schedule passenger transport (PFSPT), in the surrounding of the Competition Site, it is planned to run the routes of bus and tram lines along the Vudroa Vilsona Boulevard (SAO 1) and the streets Savska and Karadjordjeva.

Belgrade Waterfront bus terminus under Gazela Bridge and Gospodarska Mehana technical tram turning loop are retained for the needs of the PFSPT system.

Within the carriageways of the planned primary streets, a lane for movement of public transport vehicles of 3.5 m per direction is planned. Length of bus stops for two vehicles is 40 m, and for one vehicle 20 m. Width of bus stop platforms for passengers is minimum 3 m.

On the primary street network, it is possible to plan vehicular access after the stop based on the traffic analysis of the expected number of vehicles waiting in the queue to enter a complex or buildings, based on which the distance from the PFSPT stop will be determined, which shall not be less than 30 m. Also, it is not possible to plan access to parking spaces across bus stop platforms.

The nearest stops in the surrounding of the Competition Site are:

- bus and tram stop on Savska Street in the zone of the Old Post Office (Archeological Museum of Serbia),
- public transport bus stops planned along SAO 1 (Vudroa Vilsona Boulevard).

Figure 19. Planned traffic network in a wider surrounding of Competition Site

Accessibility requirements for areas and buildings

Pedestrian communications should be planned in compliance with the Rulebook on Technical Standards of Planning, Designing and Construction of Buildings which ensure Unhindered Movement and Access of Persons with Disabilities, Children and the Elderly (*Official Gazette of RS*, No. 22/15).

5.1.2. RULES FOR DEVELOPING FREE AND GREEN SPACES

General rules for developing free and green spaces are defined in compliance with the SPSPA BW, as well as the specific rules and requirements for certain types of green spaces.

Green spaces are planned also within the lots for other public uses, such as traffic areas, public utility infrastructure and public services, buildings and complexes, but also within other uses. Minimum percentage of green spaces that must be made as a green space in direct contact with the soil is prescribed for each lot.

1) General rules for developing green spaces:

- When reconstructing public green spaces, it is necessary to evaluate the existing state of vegetation, to preserve valuable trees and integrate them into the new landscape and architectural solution;
- Composition solutions of vegetation and green ambiences should be designed so to provide, besides high functional an esthetic value, visibility and “transparency” to enable better perception and security in the space;

- For greening, use plant species belonging to the natural potential vegetation, adaptable to local environmental conditions, with long vegetation period, with increased fitocide and bactericide properties, resistant to urban dust and exhaust gases, with high esthetic values; it is prohibited to use invasive species and those that may cause allergies. It is possible to use alien species for which it has been confirmed that they adapt well to environmental conditions;
- For tree-line avenues, use transplanted seedlings of broadleaved species, with minimum height of 3.5 m, stem free from branches up to the height of 2.5 m and diameter at breast height of at least 10 cm;
- Paths should be designed so to fulfil the basic purpose of public green space, at which a wider context of the space and assumptions about target movement of pedestrians in the area concerned should be taken into account;
- For paving the paths and plateaus, use high-quality and decorative materials in harmony with the surrounding ambience, safe for use during all weather conditions;
- Use high-quality furniture with contemporary design (benches, trash cans, sculptures, lump-posts, drinking fountains, fountains etc.);
- Children playgrounds locate so to be as distant as possible from the streets. Children playground flooring should be made of modern materials that can reduce injury risks from falls, and playground equipment should be in conformance with relevant standards;
- 1 to 2% slope of communication surfaces and recreation grounds should be provided, thus enabling surface water drainage to the nearby porous soil or storm sewage, and to achieve this it is necessary to provide drainage elements (drain flumes – gutters, channels);
- Water surfaces (drinking fountains, fountains, water mirrors, cascades) are permitted;
- Lighting of green spaces should be provided, and light sources directed to the ground;
- Adequate number and distribution of drinking fountains with potable water and public toilets should be provided within public green spaces;
- Depending on the needs, structures intended for maintenance may also be erected;
- Irrigation system should be provided;
- It is permitted to install a smaller prefab building as a tourist info point (with maximum surface area of 4 m^2).

2) Savski Square (T) (Block 11e)

- By the planning solution the existing Savski Square is retained on the existing surface area of approx. 10,543 m^2 as the central square – plateau, in front of the existing Railway Station Building, planned for representative cultural contents of national significance.
- In cooperation with the Secretariat for Traffic it is possible to create drop-off zones to enable users to access some specific contents.

5.1.3. CONSTRUCTION RULES FOR GP11a – KL5 CULTURAL FACILITY

According to the SPSPA BW, construction rules are defined together for both the building lot GP11a and the KL5 cultural facility which belongs to the said building lot and is not within the Competition Scope.

- **planned use** – areas for public services, buildings and complexes – cultural facility;
  - the existing Old Railway Station Building (KL5) is a cultural property of great importance for the Republic of Serbia and it is subject to strict conservation protection measures. This building is retained in the existing overall dimensions and volume. Its reconstruction, refurbishment, conservation, revitalization, restauration, overhaul, routine and capital maintenance are permitted subject to direct cooperation with the Institute for the Protection of Cultural Monuments of the City of Belgrade;
  - it is permitted to repurpose the existing building into public use building or compatible use in the domain of culture (libraries, museums, theatres, galleries, collections, endowments, pavilions, legacies, etc.) with necessary ancillary spaces of administrative, management and expert-associate type with the support tertiary contents;
  - the permitted ratio of public and/or compatible use and commercial uses is 90%-100%: 10%-0%;

- **requirements for free and green spaces**
  - minimum percentage of green uncovered surfaces is 10%;
  - landscaping and architectural design of the green space within KL5 should be in harmony both with the building's construction style and with the style of landscaping of the planned Savski Square in front of the cultural facility;
  - decorative species of trees and shrubs, flowers and lawns, organized into compositions and landscaping should be used for greening. For paving the paths and plateaus use high-quality and decorative materials fitting into the ambience surrounding, safe for use during all weather conditions. Plan introduction of high-quality and modern furniture which is in harmony with the representative cultural contents and the square. Provide lighting of green space, and light sources to be directed to the ground.
- **traffic/parking solutions**
  - vehicular and pedestrian access to the building lot GP11a to be made from the direction of SAO 6 (Luke Ćelovića Trebinjca Street) and Karadjordjeva Street;
  - parking demand to be met within the public garage in the Block 9 and/or in the regulation of adjacent streets in the pedestrian isochrone not larger than 400 m;
- **architectural design**
  - architectural design during permitted interventions to be made according to the original design of the authors architect Wilhelm von Flattich and architect Dragiša Milutinović;
- **lot fencing requirements**
  - it is not permitted to fence the building lot GP11a.

5.1.4. ENGINEERING AND GEOLOGICAL CONDITIONS

The Competition Site is located in the engineering and geological zone IIB1, which comprises artificially filled-in parts of the Sava alluvial plain.
Due to high level of underground water (73 m – 73,5 m, in shorter periods even up to the level 74 m) and low bearing capacity of the filled-in and alluvial sediments, this part of the terrain is classified into conditionally favorable terrain during urbanization. High level of underground water makes it necessary to construct buildings without basement rooms, and if basement rooms are planned it is mandatory to protect such buildings by constructing tubs, absorption wells, etc. High level of underground water makes unfavorable conditions during excavations deeper than 1m and requires complete protection of buildings against underground water during their exploitation.
Founding can be done in two ways – shallow and deep foundation. The foundation mode may be chosen only after detailed engineering and geological explorations and geostatic analysis for each individual building.
When constructing line structures-streets/roads, parking lots and handling areas, without previous inspection it is not allowed to treat the made ground as subsoil – road bed of the street/road or the ground the building structure is leaning on. Construction of streets/roads should be planned on the embankment made in controlled conditions during high water of the Sava and Danube.
As regards infrastructure facilities, it is necessary to take measures against adverse effects of high level of underground water. When excavation below level 72 is done, difficult conditions for excavation should be taken into account because of presence of underground water. Excavations should be shored. In compliance with the effective construction standards, excavations will be done in category II soil.

5.1.5. INFRASTRUCTURE NETWORK

According to the SPSPA BW, in the regulations of the existing and planned streets it is defined that the route of the existing infrastructure network will be retained and the routes for the new infrastructure network are planned so that all planned construction capacities will be served by the required infrastructure, namely by water supply and sewage network, electricity and telecommunication network, as well as district heating and gas pipeline network.

Transformer substation TS 110/10kV Belgrade 47 – Belgrade Waterfront with 110 kV cables for connecting to TS is constructed on the building lot 11d in the street SAO 6 (Luke Ćelovića Trebinjca).

5.1.6. NATURAL CHARACTERISTICS OF THE AREA

Climate characteristics
The City of Belgrade is located on the fringes of the Pannonian Plain, on the boundary of the continental and temperate continental climate zone. Besides geographic position, the climate and weather in Belgrade are significantly affected by: local and regional relief characteristics, terrain aspect, presence of large river systems, species and type of vegetation and elements of urban topography (spatial distribution, shape and size of buildings, landscaping and size of green spaces, number of inhabitants, etc.).

General characteristic of temperate continental climate is existence of four seasons. Belgrade area is characterized by moderate cold winters, rainy springs, long summers which are extremely hot during some years, and autumns with longer periods of warm weather.

Air temperature
Average air temperature in the last thirty years (1991 to 2020) was 13.2°C. The largest number of frosty days is recorded in the period from December to February, while the largest number of tropical days is recorded in the period from June to August. Number of tropical days during year is significantly increasing, whereas number of frosty days is decreasing.

Precipitation
Quantity of precipitation in Belgrade significantly varies depending on the local characteristics, but according to the available data from the Vračar measuring point, average annual precipitation quantity in the period from 1991 to 2020 was 698.9 mm. The months during which the lowest precipitation quantity is recorded in Belgrade are February and March. The highest maximal daily precipitation sum is characteristic for the period from May to July, what is supported by the data on the number of days with precipitation quantities exceeding 10.07mm.

Quantity of snow is measured by the number of days in the month during which the height of snow cover is higher than 1cm. In the period from 1991 to 2020 a trend of reduced number of snowy days is recorded in Belgrade.

Hail is relatively rare, mainly during warmer part of the year, with the greatest number of days in the period from April to June, what is consistent with more frequent instabilities and local severe weather in this period.

Wind
The dominant direction of air flows in Belgrade is northwest and southeast. The southeast flow in Belgrade is known as Košava wind, while the wind from the direction north-northwest is called Severac or Gornjak.

Average wind speed in Belgrade (period from 1991 to 2020) is the highest during spring and autumn - 3.3m/s, and the lowest during summer - 2.6 m/s. In addition to the highest frequency, Košava is characterized also by high values of speed intensity (more than 6 m/s), particularly during autumn, when during some years gusts of wind exceeding 20 m/s were recorded. A characteristic of Košava is that during autumn and winter it brings cold and dry weather to Belgrade, and during recent years, when episodes of increased air pollution have been recorded, it contributes significantly to ventilation and dispersion of air pollution. Košava appears throughout the entire year, in the periods of few days, and in winter months it represents the most intensive air flow in the territory of Belgrade.

Solar radiation – insolation
Average annual insolation (duration of sun light) in Belgrade in the period from 1991 to 2020 was 2020,3 hours. Insolation is the highest during summer period, in July and August, whereas it is the lowest during January and December. Extreme values were recorded in January 1997, when there were only 18 sunny hours and in July 2007 when there were 359 sunny hours. Average cloudiness in Belgrade is slightly higher than five tenths of cloud cover. It is significantly

higher during winter period, when about seven tenths of sky are covered by clouds, and lower during summer period when in average four tenths of sky are covered by clouds.

Fog and smog
Air humidity is a significant meteorological parameter because it significantly affects the appearance of fog and smog in an area. Average air humidity in Belgrade during previous years was in the interval from 60% do 70%, with higher values during winter and slightly lower during summer period. Appearance of fog is typical for the periods of high humidity, when condensation of water vapor occurs in the ground levels and visibility falls below one kilometer (haze is defined as visibility reduced to less than two kilometers).

Based on the available data from 1991 to 2020, in average 25 days during year with fog are recorded in Belgrade.

In the presence of fog and different pollutants in the air smog is formed, an occurrence characteristic for Belgrade in winter months when activities of air pollution source are the most intensive. Also, during warmer part of the year, so called, photochemical smog appears, an occurrence of atmospheric haze.

Terrain seismicity
According to the existing documentation, the SPSPA BW area belongs to 7^{o} MCS with seismicity coefficient Ks=0,025. On the basis of the Rulebook on Technical Norms for Building Construction in Seismic Regions (*Official Gazette of the SFRY*, Nos. 31/81, 49/82, 29,83, 21/88 and 52/90), degree of seismic intensity for the Belgrade region has risen from 7^{o} to 8^{o} MCS.

5.1.7. URBAN DEVELOPMENT RESTRICTIONS

The following restrictions are recorded at the Competition Site (reference map 10 – Urban development restrictions):

1) cultural monuments – cultural property of great importance – Railway Station;
2) movable cultural property (cultural property-cultural monument) – Blue Locomotive;
3) views to the old Belgrade from the river, as well as from the old Belgrade to the river represent a special, unique and exceptional value. Cultural heritage, together with the water area of the confluence of the Sava into the Danube and natural values of the Great War Island, represent a visual and spatial dominant in the overall urban image of the city.

5.1.8. PLAN IMPLEMENTATION GUIDELINES

The SPSPA BW represents the basis for forming the building lots for pubic uses and the lots for other uses, issuing information about location, location conditions, elaboration of resubdivision and subdivision projects, urban projects and detailed regulation plan in compliance with the Law on Planning and Construction (*Official Gazette of Republic of Serbia*, Nos. 72/09, 81/09, 64/10 – Constitutional Court (CC) decision, 24/11, 121/12, 42/13 – CC decision, 50/13 – CC decision, 98/13 – CC decision, 132/14, 145/14, 83/18, 31/19, 37/19 – other law, 9/20, 52/21, 62/23 and 91/25).

Further implementation of the SPSPA BW is defined for Block 11 subject to mandatory elaboration of urban design (except for transformer substation and building lots 11b and 11c).

According to the guidelines for implementation of the SPSPA BW, for the KL5 complex, building lot GP11a and Savski Square in Block 11 it is desirable to call for public urban and architectural competition. It is allowed to come to a unique solution by means of several separate urban and architectural competitions.

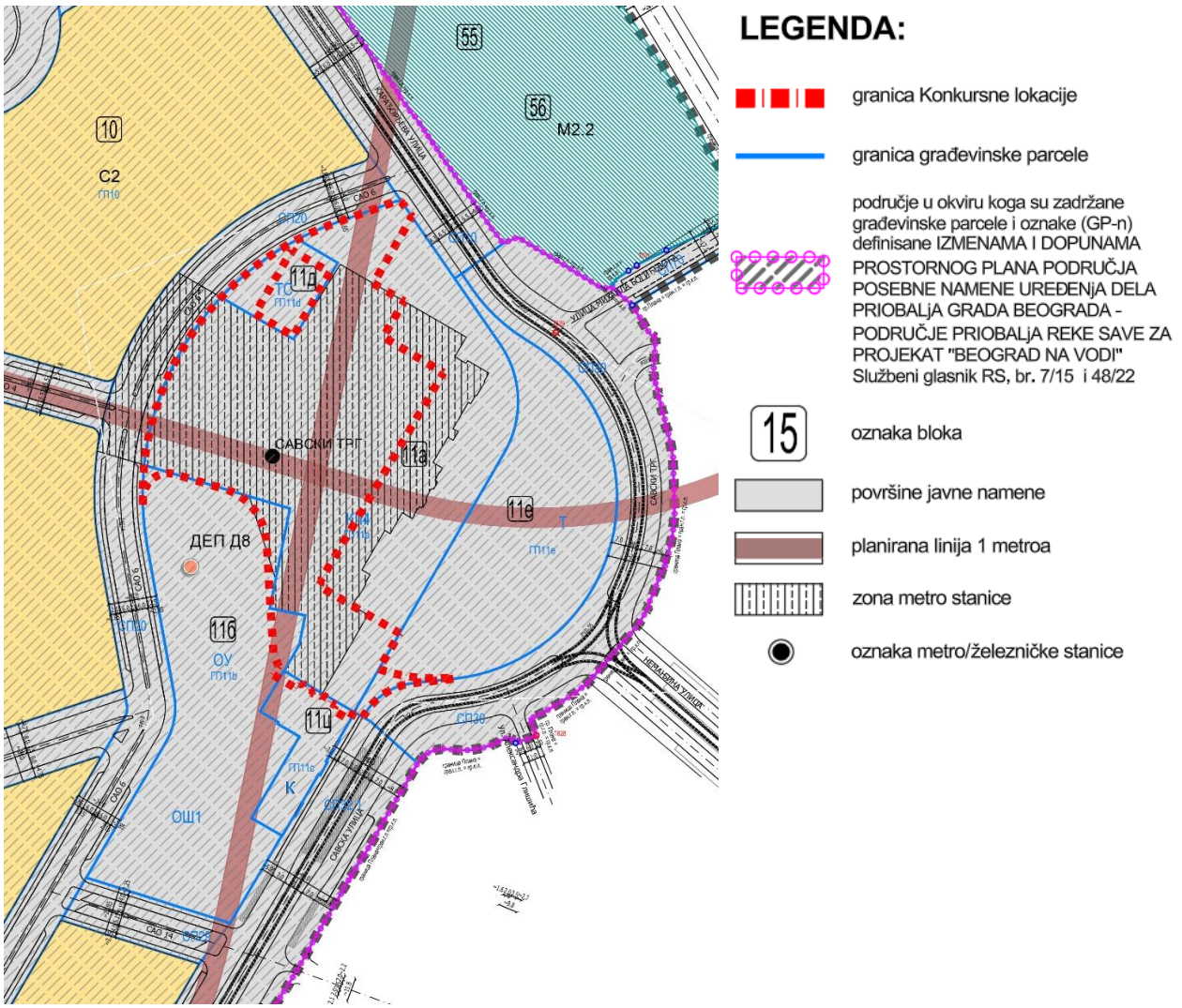


Figure 20. Excerpt from SPSPA Belgrade Waterfront - reference map No. 4. Building lots plan with implementation guidelines

Graphic attachments from SPSPA BW are provided in the Accompanying Competition Documentation: 3 - Extracts from planning documents

5.2. PLANNING REQUIREMENTS FOR GRP OF RAIL SYSTEMS

Plans which define development of railway, metro and tram systems are in force within the scope of the Competition Site:

1) General Regulation Plan of Rail Systems in Belgrade with Elements of Detailed Elaboration of Phase I of the First Line of Metro System – (*Official Gazette of the City of Belgrade*, No. 102/21) (hereinafter: GRP of Rail Systems (Phase I – Line 1));

   According to this plan, at the Competition Site, between the Old Railway Station Building (Historical Museum of Serbia) and the street SAO 6 (Luke Ćelovića Trebinjca), Savski Trg Station is planned at which the first and the second metro lines are intersecting, as well as tram and bus lines.

   Metro line 1 is planned in the following direction: Železnik – Makiš – Žarkovo - Bele vode – Trgovačka Street – Požeška Street – Banovo brdo Park – Ada Ciganlija – Fair – Mostar Interchange – Savski Square – Republic Square – Skadarlija - Dunav Station – Pančevo Bridge – Karaburma – Ada Huja – Višnjička Street – Mirijevski Boulevard – VII Grammar School – Mirijevo. The route section from Bele vode Station to Pančevački most Station is planned in a deep tunnel.

Metro line 2 is planned in the direction Bežanija Depot - Mirijevo.

With the introduction of the metro system into the public transport system it is planned to reorganize the existing lines of public urban transport, aimed at servicing and/or bringing passengers to the high-capacity rail systems. It is planned to reorganize conventional modes of transport - bus, trolleybus systems and partially tram system. Of particular significance in this regard should be the places where several types of rail systems intersect - metro, BG train, but also tram system, as it is the case in the zone of Savski Square.

Tram traffic runs along the streets Karadjordjeva, Savska and Nemanjina (existing tram lines). Savski trg tram stop is in the immediate vicinity of the Competition Site, in front of the Old Post Office Building.

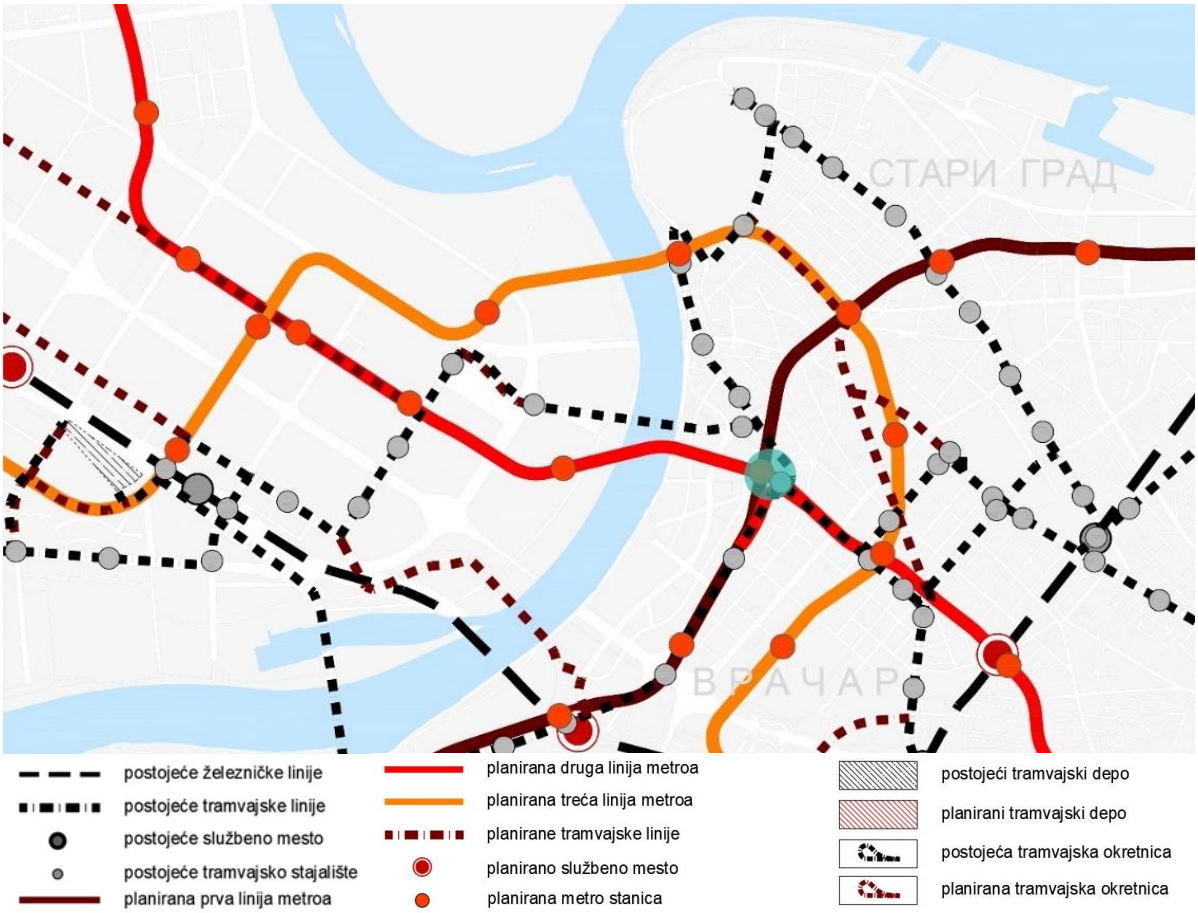


Figure 21. Excerpt from GRP of Rail Systems (Phase I – Line 1) – A wider layout

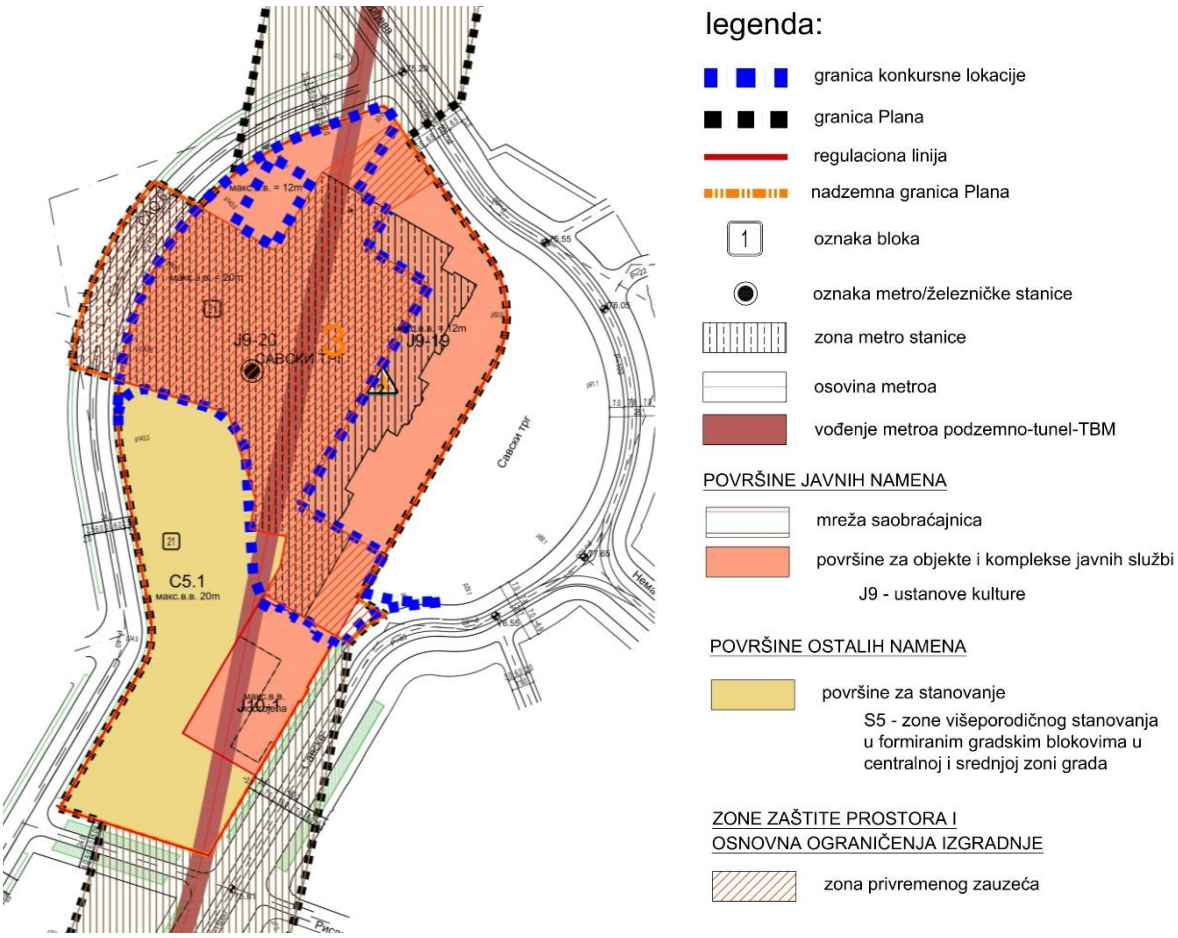


Figure 22. Excerpt from GRP of Rail Systems (Phase I - Line 1) – Elements of Detailed Elaboration of Phase I of the first line of Metro System - Planned land use

2) General Regulation Plan of Rail Systems in Belgrade with Elements of Detailed Elaboration of the Second Line of Metro System - Phase II (*Official Gazette of the City of Belgrade*, No. 104/25) (hereinafter: GRP of Rail Systems (Line 2 - Phase II));

According to this plan, the route of the second metro line, from the planned Blok 18 Metro Station to the planned Južni Bulevar Metro Station, is adjusted relative to the solution defined by the GRP of Rail Systems (Phase I – Line 1).

Metro line 2 is planned in the following direction: Bežanija Depot - Marka Čelebonovića Street – Bežanijska Kosa Clinical Hospital Centre - RS Zemun - Zemun Novi grad – Ugrinovačka Street - Filipa Višnjića Street - Zemun Stadium – City Park - Džona Kenedija Street - Novi Beograd Municipality - Merkator - Arena - Blok 18 - Savski Square - Slavija – Karadjordjev Park - Južni Boulevard - Grčića Milenka Street - Vojislava Ilića Street - Zvezdara Market - Mite Ružića Street - Ustanička Street - Mirijevo.

Savski Trg Metro Station is located within the scope of this plan, but it is not within the scope of the detailed elaboration because it is defined by the valid GRP of Rail Systems (Phase I – Line 1).

Figure 23. Excerpt from GRP of Rail Systems (Line 2 – Phase II) – A wider layout

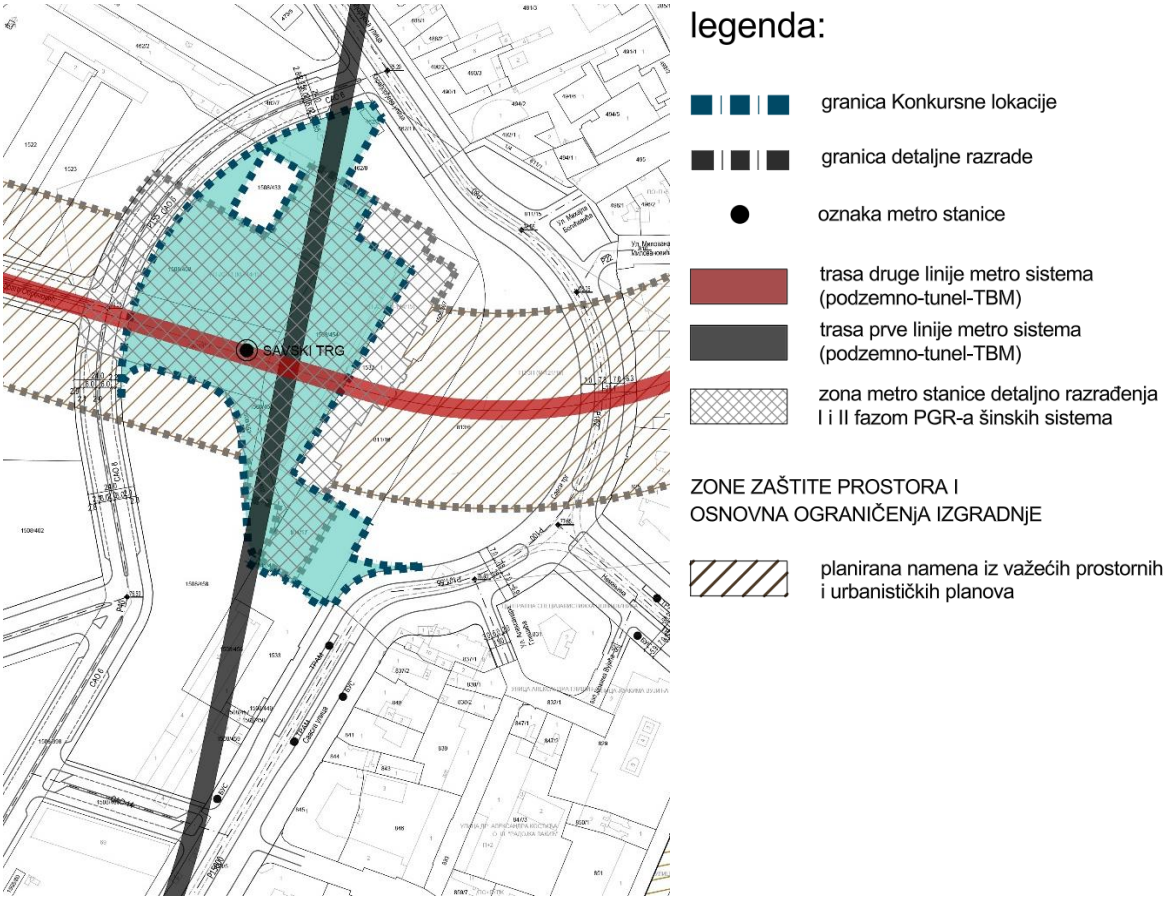


Figure 24. Excerpt from GRP of Rail Systems (Line 2 – Phase II) –
Elements of detailed elaboration of the second line of metro system – Phase II - Planned land use

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Graphic attachments from GRP of Rail Systems (Phase I – Line 1 and Line 2 – Phase II) are provided in the Accompanying Competition Documentation: 3 – Excerpts from planning documents

5.3. PRELIMINARY DESIGN OF SAVSKI TRG METRO STATION

The preliminary design of Savski Trg Metro Station (EGIS RAIL, 2024) was made for Savski Trg Metro Station. The Books of Architecture and Landscaping, as well as the Architectural Branding Manual are an integral part of the Competition Documentation.

5.3.1. ARCHITECTURAL DESIGN

The station services the Waterfront area, new residential area along the Sava River and it is positioned below the part of Savski Square which is the subject of this Competition.

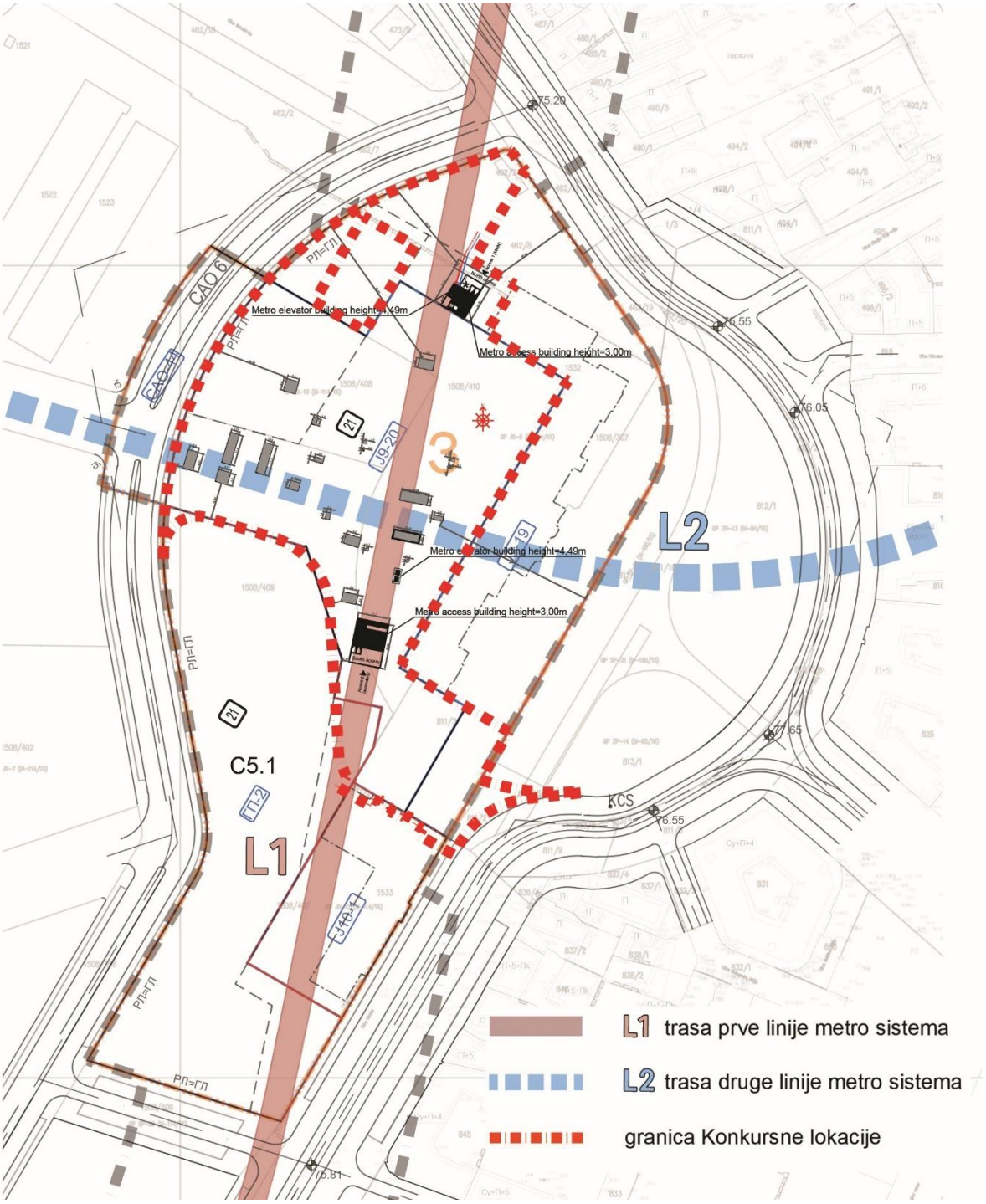


Figure 25. Savski Trg Metro Station

The level deemed the ground level will be constructed after completion of the future works of ground filling and will be at the level +76.00 m.a.s.l.

L1 and L2 Savski Trg Station has two entrances - the first entrance A is to the north, and the second entrance B is to the south from the station location. Technical openings and grids are on free surfaces.

The station has ground level and five underground levels and its total surface area is 28800 m².

Station levels are intended for:

- L1 and L2 ground level: entrances into metro station
- L1 and L2 concourse level: public space, operation rooms, staff rooms, technical rooms
- L1 platform level: public space, operation rooms, staff rooms, technical rooms
- L2 mezzanine level: public space, operation rooms, staff rooms, technical rooms
- L2 platform level: public space, operation rooms, staff rooms, technical rooms
- L2 underplatform level: technical rooms

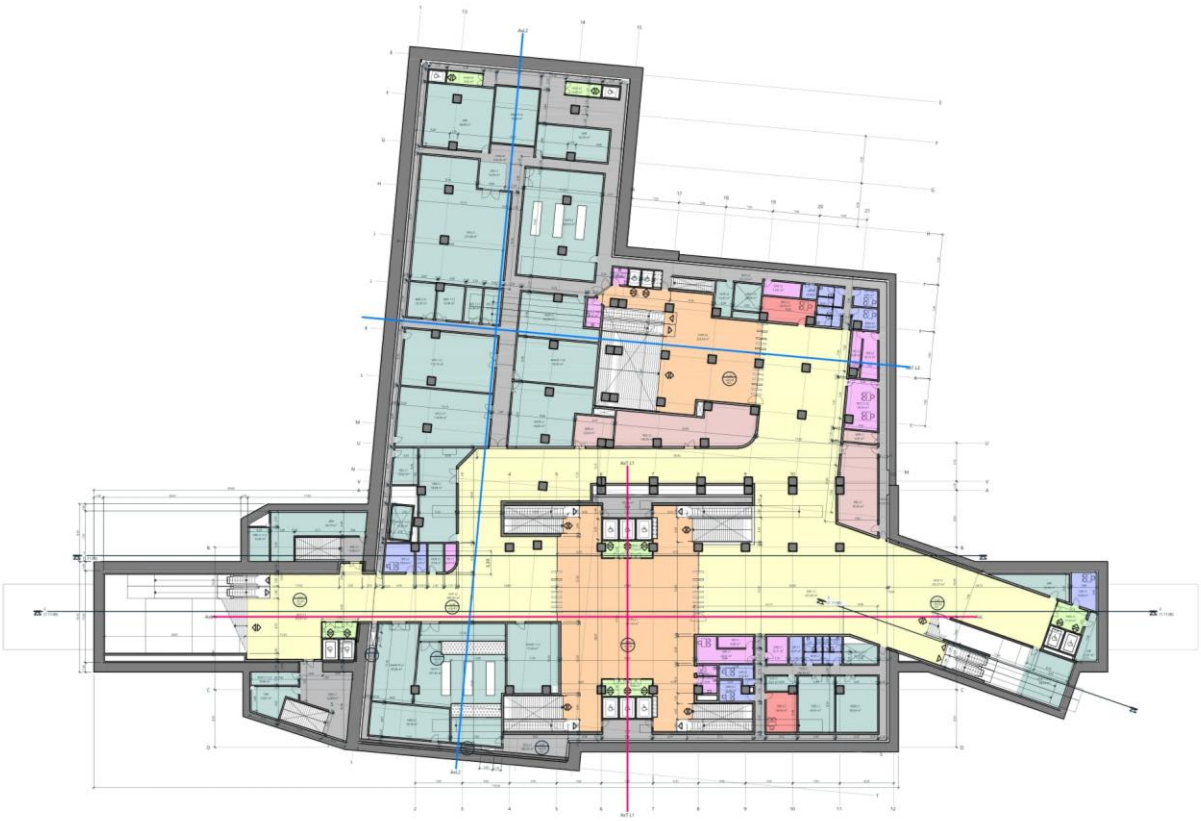


Figure 26. Savski Trg Metro Station – concourse level plan

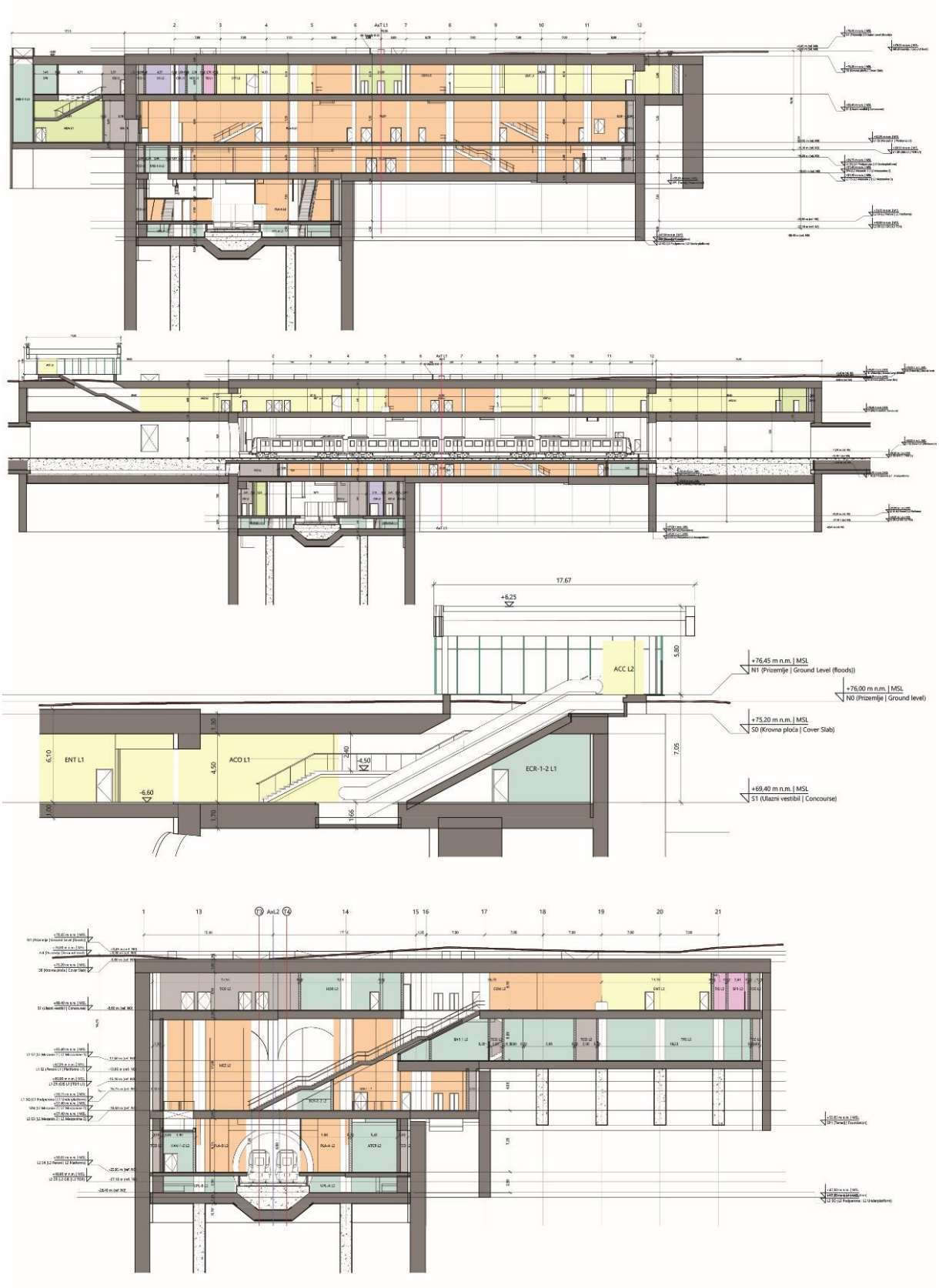


Figure 27. Savski Trg Metro Station – sections

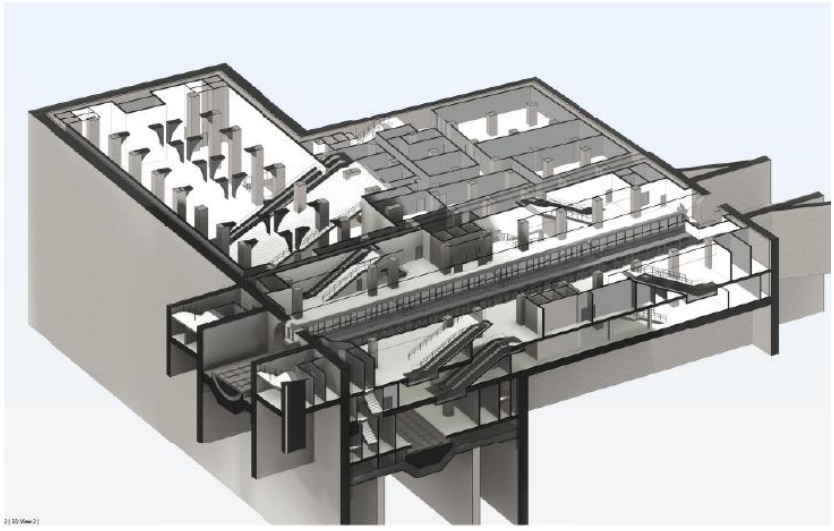
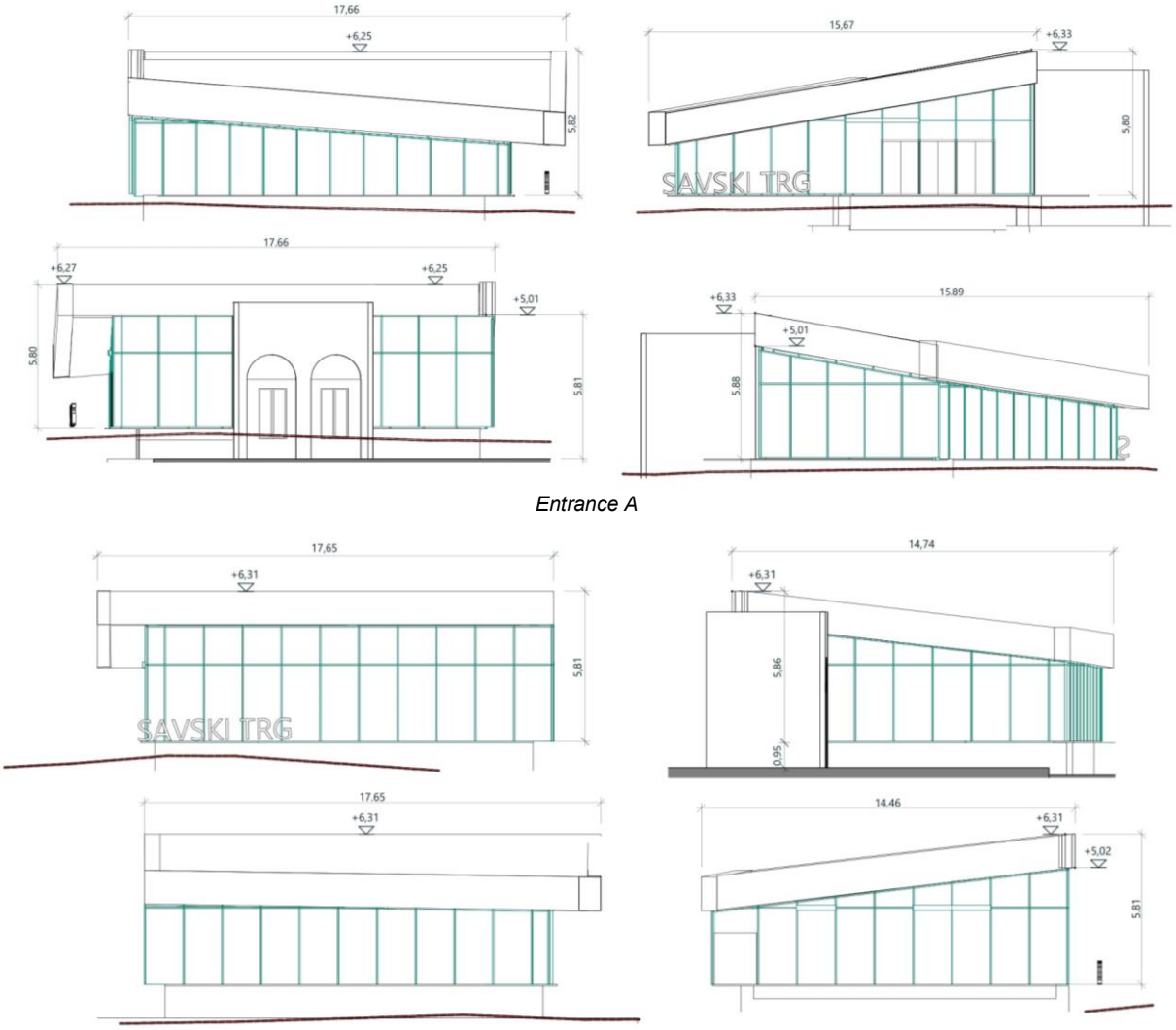


Figure 28. Savski Trg Metro Station – Axonometric view



Entrance A

Entrance B

Figure 29. Savski Trg Metro Station – entrances A and B (elevations)

Figure 30. Savski Trg Metro Station – 3D view

FUNCTION OF THE FACILITY

Ground level

Savski Trg Station consists of two mutually connected stations: L1 Station and L2 Station.

L1 is designed as a shallow station with one mezzanine, where the top of the rail is at the depth of 15 m.

L2 is designed as a deep station with one mezzanine, with the top of the rail at the depth of 27 m.

Two entrances are planned at the level +76,45 m.a.s.l., at the ground level. One entrance is to the north in the vicinity of Karadjordjeva Street, and the second entrance is to the south between the elementary school and the Historic Museum of Serbia. Both entrances lead to the unpaid underground area which enables access from one side to L2 station, and from the other side to L1 station.

For L1 station, from the unpaid part of the concourse level, passengers go through the turnstile line to access the staircases, escalators and elevators which serve every platform.

For L2 station, from the unpaid part of the concourse level, passengers go through the turnstile line to access vertical communication, allowing them to go down to the platforms. After coming to the mezzanine level, passengers are distributed as usual on both platforms through vertical communication elements installed along both platforms.

The main rooms for operative and passenger services are in the unpaid part of the concourse level, beside the entrance and beside the hall which connects both stations. Technical rooms are distributed at the concourse level and at the platform level for L1, and at the corridor, platform and mezzanine level for L2.

Emergency exits are at the southern end of each L1 platform, and at the eastern end of each L2 platform.

Access to operation and maintenance rooms is shared with the main passenger entrances. Technical corridors service majority of technical rooms and make crossing of the flows impossible.

Below each platform there is underplatform level with technical rooms and equipment.

Concourse level

At the concourse level there are corridors through which all contents, emergency staircases and majority of technical rooms are accessed. The station has technical rooms for Line 1 and for Line 2. Within the concourse there are: unpaid area: ticketing and user center, commercial area and services, security, operation and technical area.

Unpaid area

The unpaid area spreads over a large part of the station; it connects station south (main entrance) with the north (side entrance). Two staircases positioned at each side of the main entrance serve as emergency exit, which can be accessed also by the employees. Two spare rooms, escalators control room and draught relief shaft are also located in the same areas. Emergency intervention room, spare room and escalators control room are positioned beside the secondary entrance. Several technical rooms are available only from this area: heating and cooling production, hydraulic distribution room for HVAC, air handling unit for operation and technical rooms and room for HVAC control unit of the Line 1 are located in the southeastern part of the station.

From the main entrance, the first staff rooms are emergency intervention room and cleaning storage room. In addition, ticketing support is available. At the secondary entrance there are majority of commercial, operation and several technical rooms for L1. These rooms are accessed from the technical corridor.

Passenger support and ticketing rooms and other accompanying contents are intended for Line 2.

Concourse
In total six elevators and four escalators and four staircases encircle the paid area of Line 1. Public restrooms are beside the northeastern staircase.

To the west, in the paid area of Line 2 there are restrooms in front of the turnstiles and two elevators, three escalators and one staircase are available to users.

Nonpublic area
Nonpublic area comprises technical rooms for Line 1, Line 2 and operation rooms for Line 1. Maximum height of the rooms in the public part of the station varies from 2.5 to 3.5 m, while in the technical rooms height varies from 4.0 to 4.5 m.

Platform level
Platforms are divided by Lines L1 and L2 (Line L2 is two floors below Line L1). Both platforms have same services.

Platform level is divided by a track into two parts. Parts are designed in a symmetrical way. At the platform level there are: paid area, holding area, operation area, technical area, corridors and sectioning traction room.

Line 1 platform
All technical rooms can be accessed only by corridors and technical stairs from the concourse level. These rooms are intended for operation of Line 2, but they are located at platform L1 level: traction power substation room, light and power substation, safety power supply source room, network operator room, smoke extraction room for public space, smoke extraction control room for public space, spare room, batteries room, air handling unit for operation and technical rooms, sprinkler water pump room and sprinkler water tank.

Holding areas for Line L1 for persons with disabilities are available behind elevators of each platform (A Platform of L1 and B Platform of L1), as well as at the southern end of both platforms.

Line 2 platform
L2 platform has different orientation, metro is moving in the direction northwest-southeast (L1 is moving in the direction north-south) and it contains: escalator control room, ventilation interspace, automatic train control room, telecom equipment room, maintenance room, security lighting room, sectioning traction room, sewage compressor and ejector room and water exhaustion room.

Holding areas for Line L2 for persons with disabilities are available behind elevators of each platform (A Platform of L2 and B Platform of L2), as well as at the eastern end of both platforms.

Line 2 mezzanine level
This level represents a large space of the paid area, where access to Line L2 is located, and several technical rooms for station ventilation and air treatment.

Underplatform level
Line 1 underplatform level
Underplatform level is at the mezzanine level of L2 and below Platform L1 level. On the northern side there are six rooms accessed from technical corridors available only to employees. At this level there are: spare room, sewage compressor and ejector room, water exhaustion room, sprinkler water pump room, sprinkler water tank and air handling unit for operation and technical rooms.

Line 2 underplatform level
This level consists of one water exhaustion room, elevator and escalator pits.

MATERIALIZATION OF PUBLIC SPACES AND STATION ENTRANCES

Roofs above entrances into the station are designed as sloping roofs with greenery.
Façade walls at the entrance into the station will be executed as one wall with brick pattern and two walls with glass panels. Glazed parts are designed with a possibility of opening to provide natural ventilation.
Interior walls are masonry structures or walls made of gypsum boards, depending on the functional needs and safety & protection needs. *Finishing* (depending on wall position) includes laying of tiles and a flat layer of brick.

Openings on the entrance façade (doors and windows) are designed as glazed façade. *Doors* are single wing or double wing doors, depending on the functional needs.

Resistant floors with the characteristics matching the interior design are designed for station public spaces. *Finishing* will be of cast material with floor signalization for directions for access to platforms, exits and entrances.

Walls and ceiling of the main entrance are insulated with 'XPS' insulation boards 10 cm over structure wall, and 20 cm over ceiling, protected with 'PE' foil. Transparent parts are made with thermally insulated glass.

Ceilings in the station public space are designed according to the 'Hunter Douglas' system with installed led strips (suspended ceilings with the required acoustic characteristics).

Graphic attachments from project documentation are provided in the accompanying competition documentation: 2_Guidelines of relevant institutions / 1_PUC Belgrade Metro and Train or 4_Excerpt from project documentation / 0_Metro station

5.3.2. LANDSCAPING DESIGN

General information about station location and general landscaping requirements are provided within the landscaping design. Also, the zone of underground construction of metro station (planting of low vegetation allowed), proposed fire escape route and zones in which planting of high vegetation is allowed are presented.

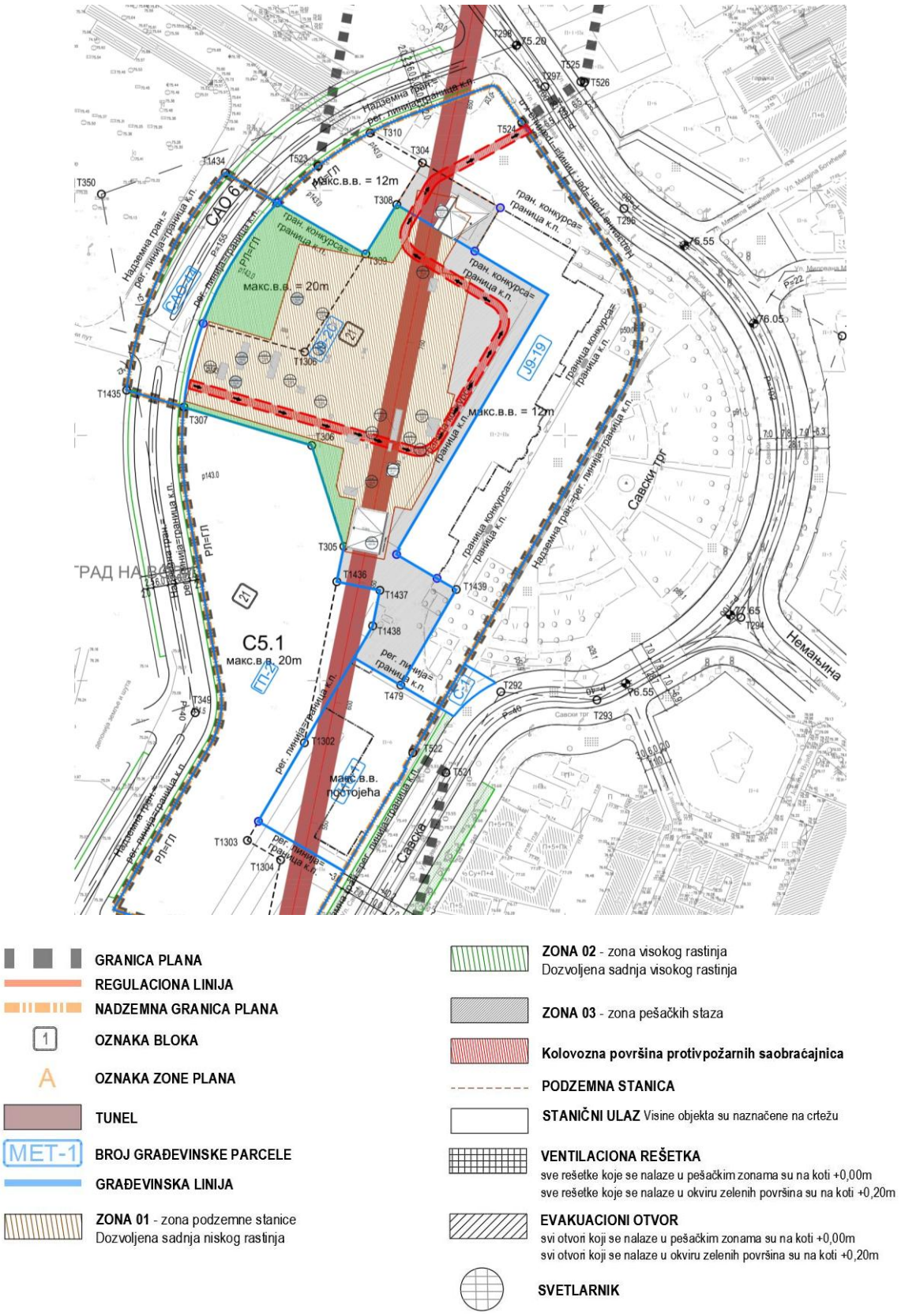


Figure 31. Savski Trg Metro Station – landscaping design

5.4. PROJECT DOCUMENTATION FOR BUILDINGS SURROUNDING THE SQUARE

Project documentation has been prepared for all buildings on the building lots in the immediate surrounding to the Square.

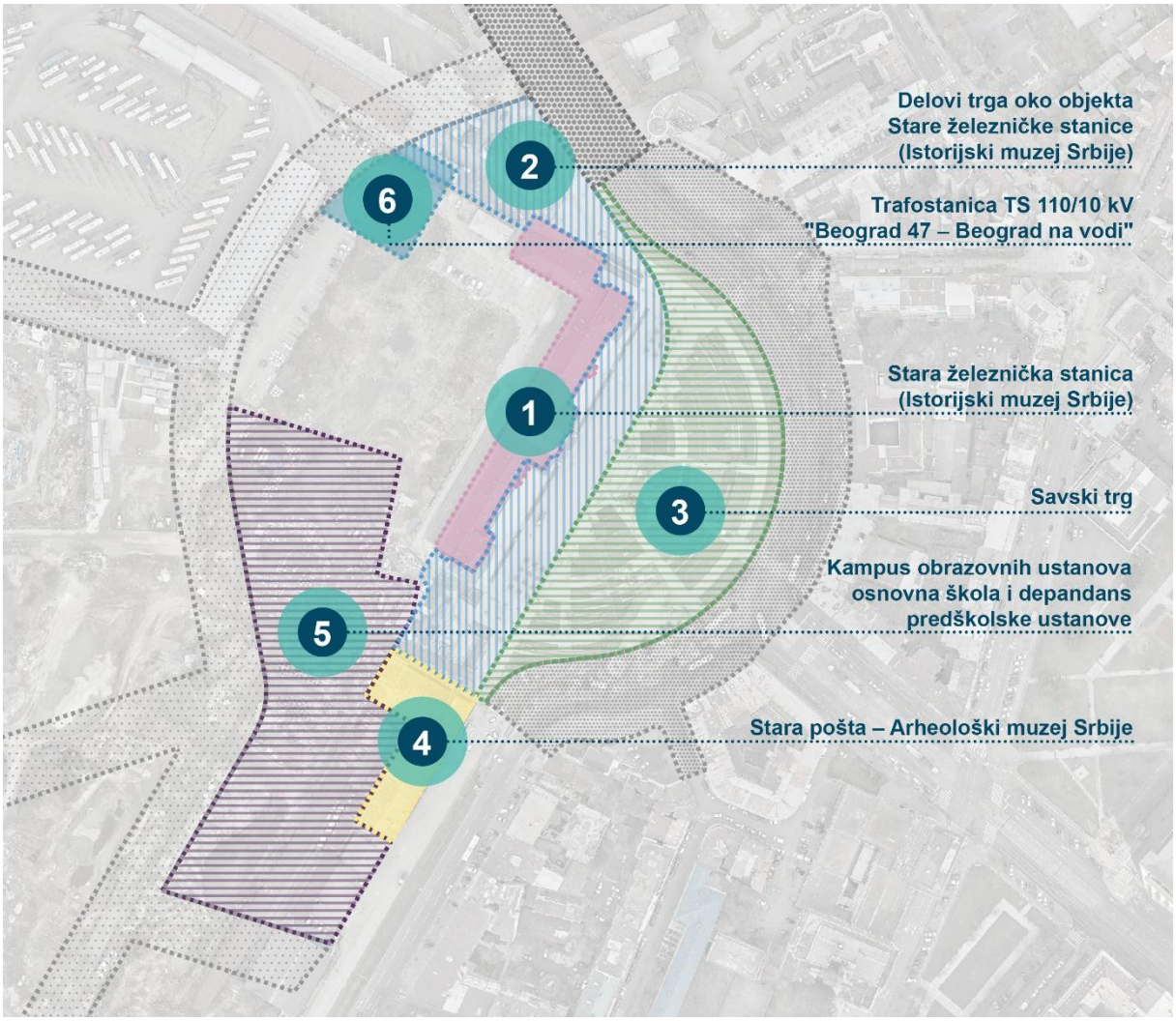


Figure 32. Projects in Competition Site surrounding

1) Old Railway Station – Historical Museum of Serbia

The subject of the Detailed Design - reconstruction, rehabilitation, adaptation and repurposing of the Main Railway Station Building CP (Cadastral Plot) 1532 CM (Cadastral Municipality) Savski Venac (Mašinoprojekt KOPRING A.D., 2024) is repurposing of the Main Railway Station Building into the Historical Museum of Serbia (Figure 33).

The goal of this design is to restore the original look of the Main Railway Station Building through reconstruction and revitalization of the main entrance hall.

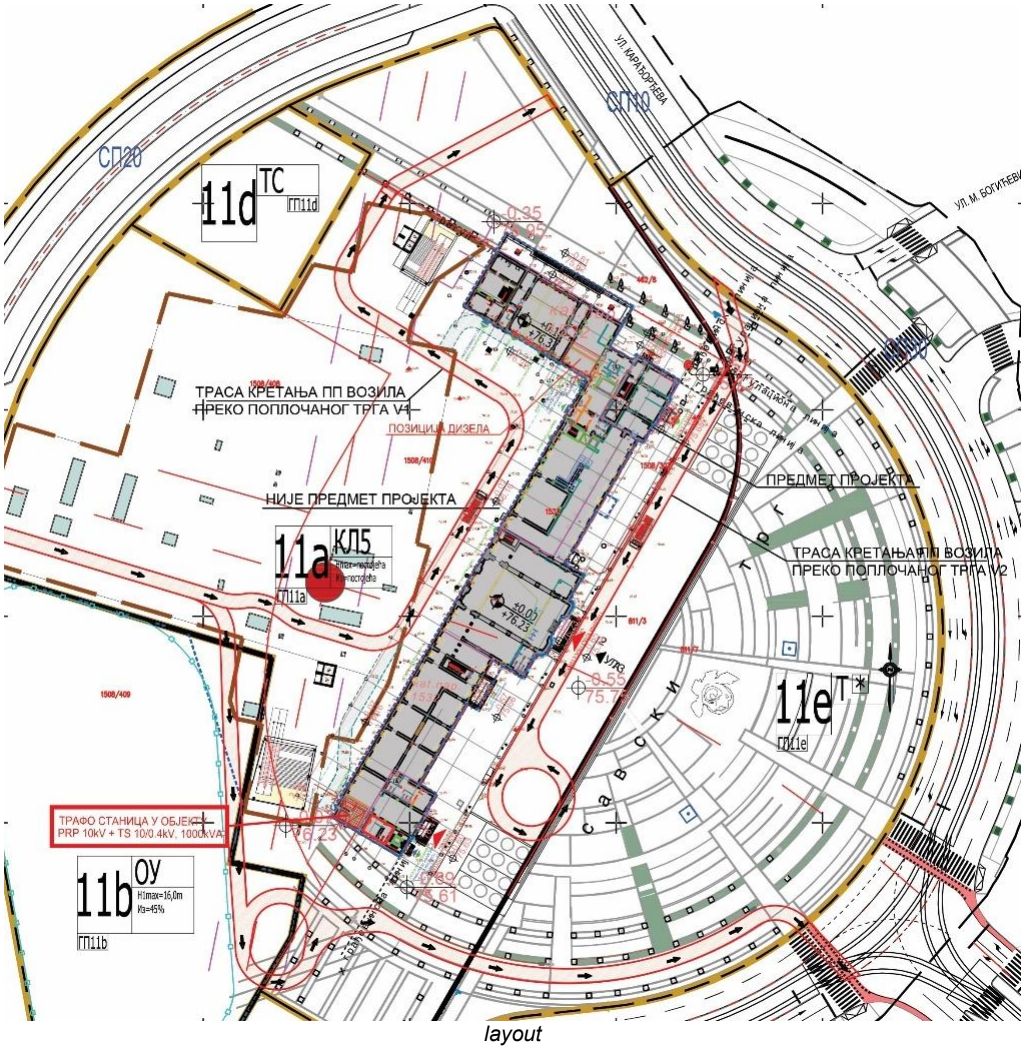
Facade and roof are repaired, and minimal interventions are planned on the facade joinery and on the part of the roof where the chiller will be placed. Number of floors in the middle central part of the building is (GF) Ground Floor+1, while the number floors of the end towers is GF+2 and the number of floors of the connecting wings is GF+1. In the part of the building overlooking Karadjordjeva Street there is a tower with the number of floors GF+2 and a connecting wing with number of floors GF+1.

The main visitor entrance is in the middle of the building and it is accessed from the part of Savski Square featuring the monument to Stefan Nemanja. The main exhibition space of the Museum is on the ground floor and the first floor. On the left of the main entrance there are two service entrances for underground rooms, staff entrance for the offices on the first and second

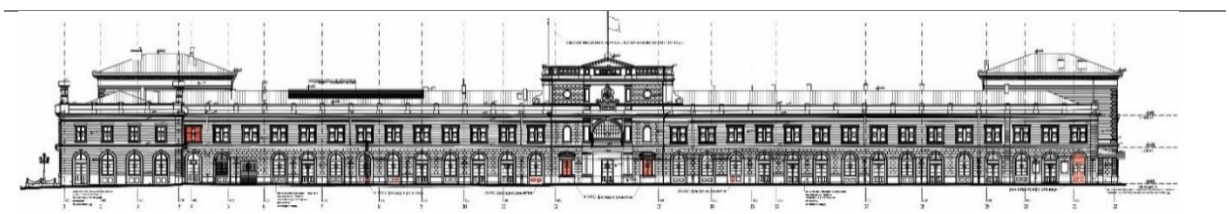
floor, and the entrance to the area where temporary exhibitions are held. On the right of the main entrance there is entrance into the Museum cafe, which is connected to the exhibition area through the gift shop. The existing entrance from Karadjordjeva Street leads to a lobby from which to the left there is a side entrance to the café, and straight from the entrance there is a staircase for conservators who have rooms on the first floor, second floor and the basement (depot), and on the right there is a foyer and a multifunctional hall at the place where passage to the platforms used to be. Service entrances for technical staff, diesel generator room, depot in the basement and on the first floor, underground rooms and transformer substation are accessed from the part of Savski Square behind the building. Each of the mentioned entrances is also an emergency exit, except the main visitor entrance.

Unobstructed access and movement of persons with disabilities and adequate restrooms are provided. In the building there are seven staircases, two passenger elevators and one freight elevator.

In order to meet all museum-related criteria, all unnecessary non-structural walls are demolished, new drywalls are constructed, openings are opened and closed in the existing walls, the entire structure is reinforced by adding columns and beams, and all new installations and equipment are installed.



layout



Façade towards Competition Site

Figure 33. Excerpt from the design - Old Railway Station (Historical Museum of Serbia)

2) Parts of Square around Main Railway Station Building (Historical Museum of Serbia)

Public space of the KL5 Complex – Old Railway Station (Historical Museum of Serbia), i.e. unique development of the part of the area in front of the Museum building which, together with Savski Square, is making a visual and ambient unit is defined on the basis of the Preliminary Design of Landscaping in the Zone around the Stefan Nemanja Monument at Savski Square in the Scope of the Waterfront Project (CeS.TRA, 2021) (Figure 34). The design elaborates three units: the plateau in front of the main façade of the Old Railway Station (Historical Museum of Serbia), the area between this building and the Old Post Office Building (Archeological Museum of Serbia) and the square towards Karadjordjeva Street.

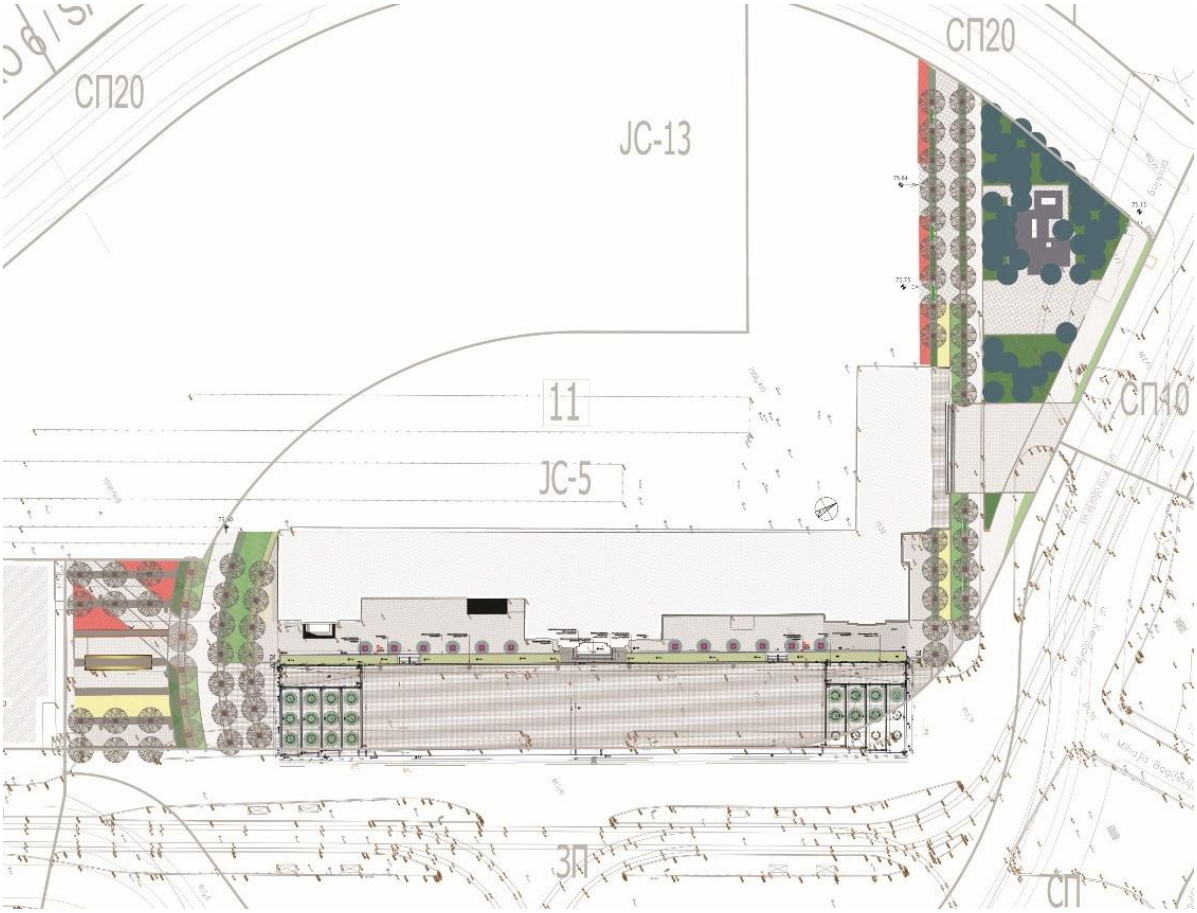


Figure 34. Excerpt from the design – Parts of the square around Old Railway Station Building (Historical Museum of Serbia)

3) Savski Square

The As-Built Design - (ABD) for the newly constructed and reconstructed public green space – square on the building lot GP ZP consisting of CP 813/6 CM Savski venac (CeS.TRA, 2021) (Figure 35) covers the area of the completed Savski Square in front of the Old Railway Station (Historical Museum of Serbia), building lot 11e – public area and holding area of the cultural facility with the planned sculpture and radial movement concept.

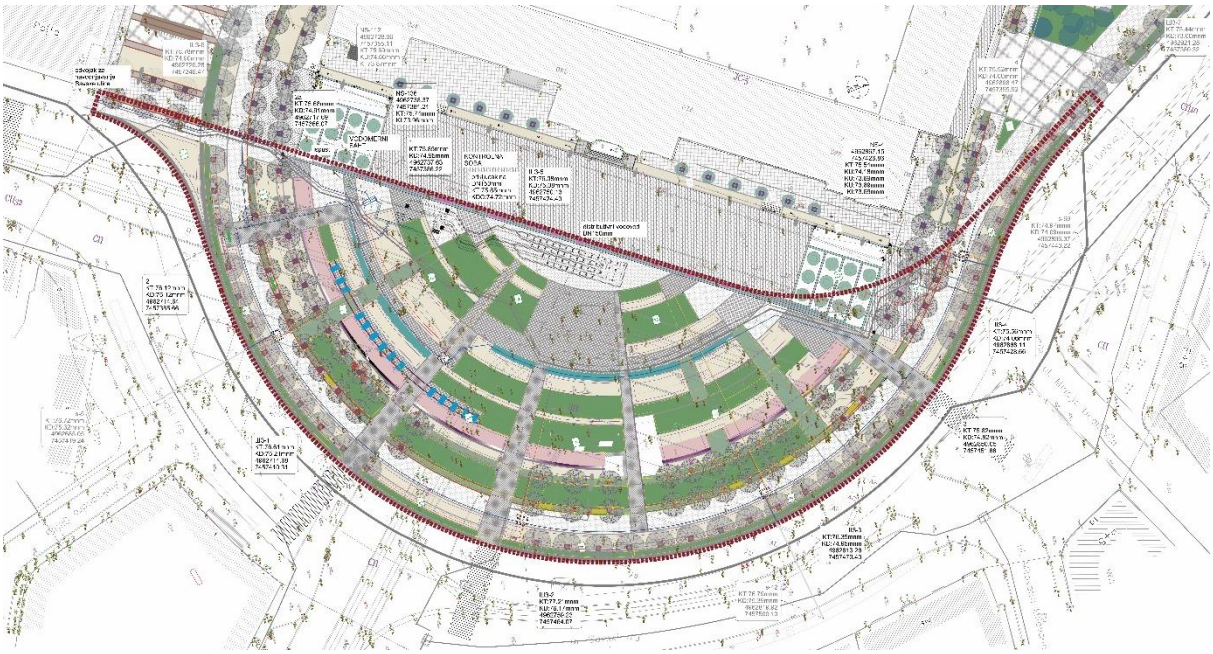


Figure 35. Excerpt from the design – Savski Square

4) Old Post Office – Archeological Museum of Serbia

According to the Construction Permit Design – Form-Related Reconstruction of Post Office Building based on the Original Design, Construction and Repurposing (Mašinoprojekt KOPRING A.D., 2024) (Figures 36 and 37), it is planned to demolish the existing building and to build a new one with the idea to perform a complete reconstruction of the building's form based on the original design of the architect Momir Korunović. The exterior membrane is designed in the form and overall dimensions as per the original drawings with particular focus on the plastics and ornaments from the original building. Interior is adapted to the new use and the structure is conditioned by the new function and modern building technology. The main pedestrian entrance and vehicular access to the Old Post Office Building (Archeological Museum of Serbia) is from Savska Street.

The building is designed for the needs of cultural contents (museum spaces, galleries, workshops, bookstores, etc.). The spaces for technical and sanitary rooms are also planned in the building in order for the building to have all necessary technological support for functioning of this type of building.

With its main façade the building is positioned on the building and/or regulation line towards Savska Street.

According to the original design, number of floors in the building was Basement+Ground Floor+6. The level of the highest point of the decorative cornice on the entrance façade overlooking Savski Square is 31.92 m.

The building's form and facade plastics are reconstructed from the original designs available in the archives, and the parts not found in the archive material are designed on the basis of photographs. Structural system is adjusted to the new functional needs of the building.

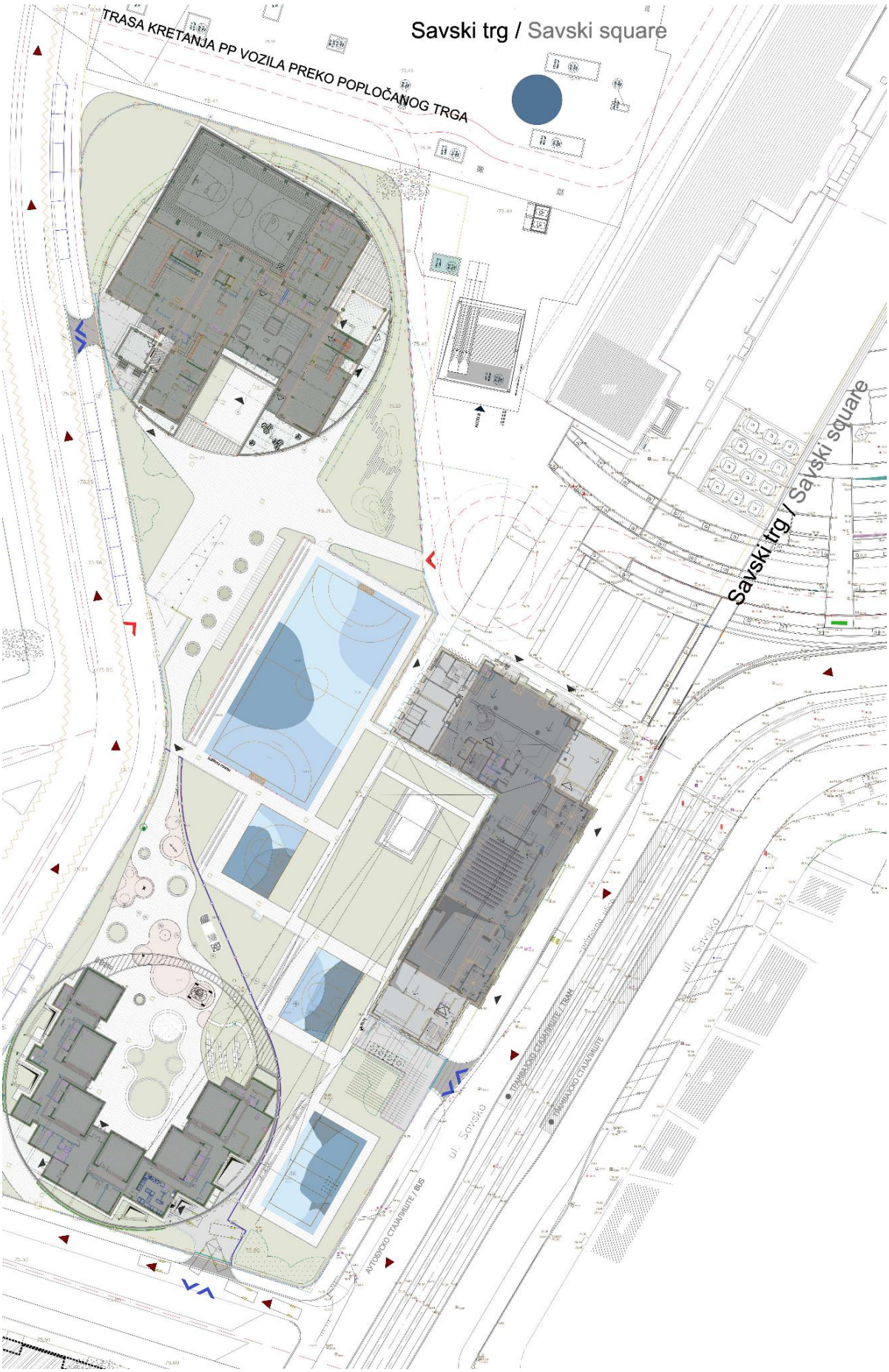
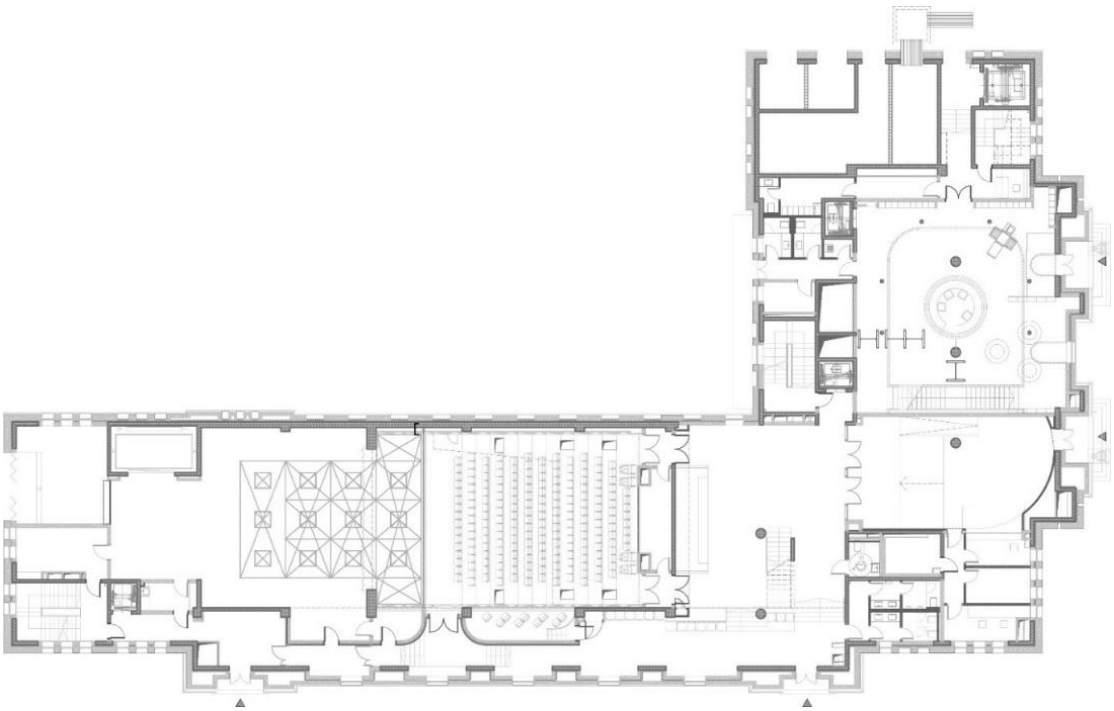
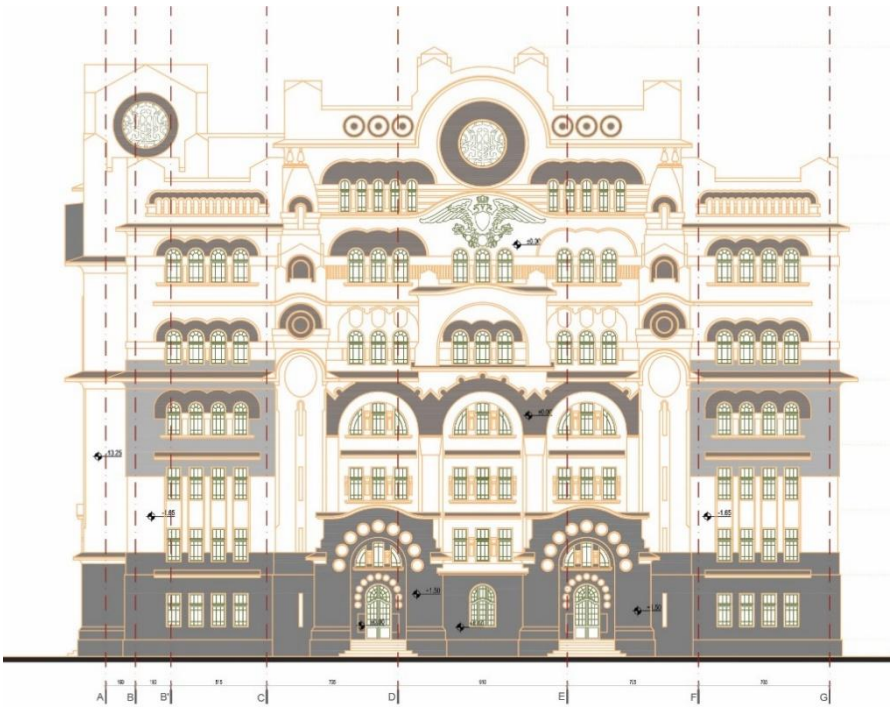


Figure 36. Excerpt from the design – Old Post Office (Archeological Museum of Serbia) - Layout



ground floor plan



façade towards the Old Railway Station (Historical Museum of Serbia)

Figure 37. Excerpt from the design - Old Post Office (Archeological Museum of Serbia)

5) Educational Campus – elementary school and kindergarten annex

Based on the design of the elementary school and kindergarten annex (Mašinoprojekt KOPRING A.D., 2024 (Figures 38, 39 and 40) these two buildings on the building lot 11b are elaborated.

Within the Educational Campus the following zones are clearly defined: for the elementary school, for the kindergarten annex and for the amenities. Organization of open spaces and setting of green spaces are defined with the aim to form protective zones and sound insulation between school's sport grounds and kindergarten building. The Campus fence is recessed relative to the boundary of the building lot 11b, thus the zone within the building lot and outside the designed fence is included into the scope of the Competition Site.

Elementary school building is of a pavilion type with a separate main and side entrance for pupils and school staff, as well as a separate service (vehicular) access.

Number of floors in this building is Basement+Ground Floor+2 Floors, and maximum height of the building cornice is 15.3 m.

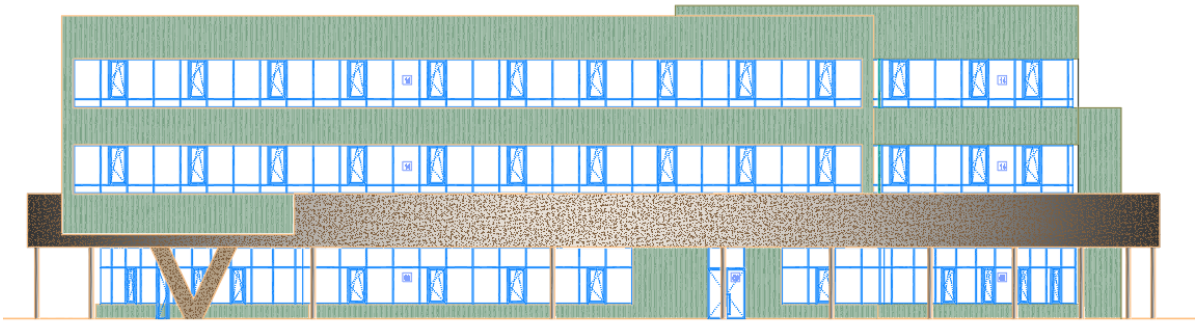
The ground floor of the school is designed as an open space with a double height in the entrance area and it is intended for gathering and extracurricular activities. The spaces intended for teaching are on the first and second floor. Technical rooms and rooms for the support and technical staff and school furniture will be in the building basement.

The kindergarten is designed as a separate building with a courtyard, main and side entrance for children and staff and a service (vehicular) access. It is organized so to provide the best conditions for stay of children in the rooms overlooking the courtyards, while the ancillary and administrative contents are oriented towards perimeter streets.

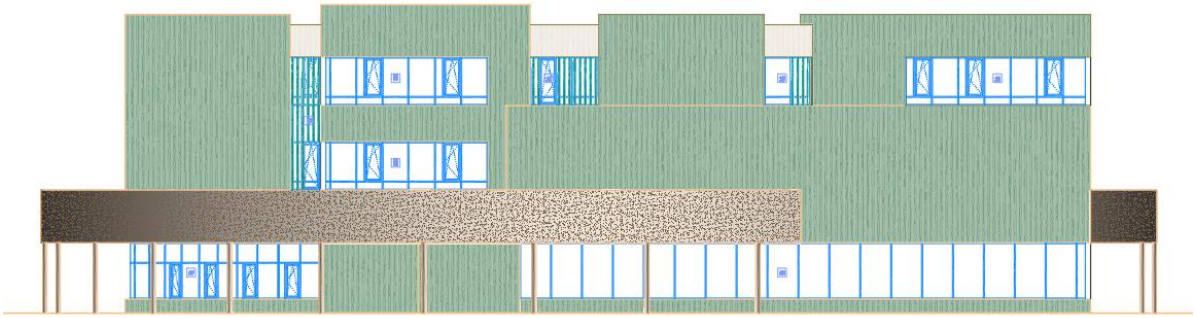
The kindergarten is a single-story building with maximum cornice height of 5.4 m.

The central Campus area is a multifunctional courtyard with clearly separated areas for the school and for the kindergarten. This courtyard is planned as a polygon for various outdoor activities.

Figure 38. Excerpt from the design – Educational Campus (layout)



FACADE 3 (towards Old Railway Station – Historical Museum of Serbia and Savska Street)



FACADE 4 - (towards the square and transformer substation)

Figure 39. Excerpt from the design – Educational Campus – elementary school (facades)

Figure 40. Excerpt from the design – Educational Campus (3D view)

6) Transformer substation TS 110/10 kV Belgrade 47 – Belgrade Waterfront

The Construction Permit Design for TS 110/10 kV Belgrade 47 – Belgrade Waterfront on c.p. 462/8 and 1508/433 CM Savski venac (Figure 41), 110 kV elaborates the transformer substation on the building lot GP11d. The purpose of the transformer substation is to supply electric power to the consumers in the Belgrade Waterfront area with remote control from the Elektrodistribucija Beograd dispatch center.

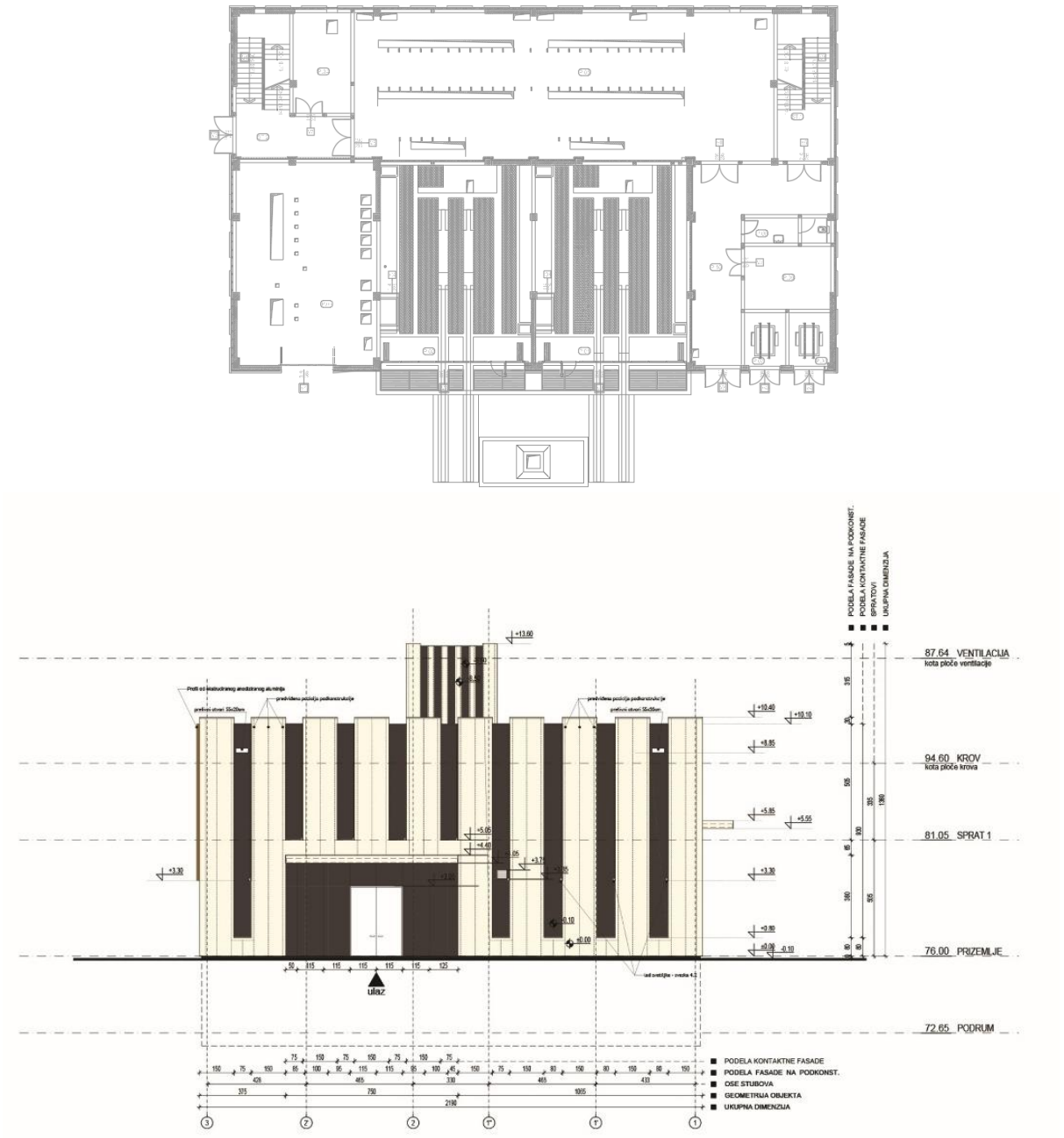


Figure 41. Excerpt from the design – Transformer substation

7) Designs of the streets Karadjordjeva, Savska and SAO 6 (Luke Ćelovića Trebinjca)

These designs elaborate perimeter streets in detail.

- Karadjordjeva Street is designed with two lanes per direction 6.5 m wide (left lane 3.0 m wide and right lane 3.5 m wide for movement of public urban transport vehicles) that are physically separated by the tram lane 7.5 m wide in the middle. Pavements on both sides are planned in the street section, whose width on this stretch is about 4.0 m (Figure 42).

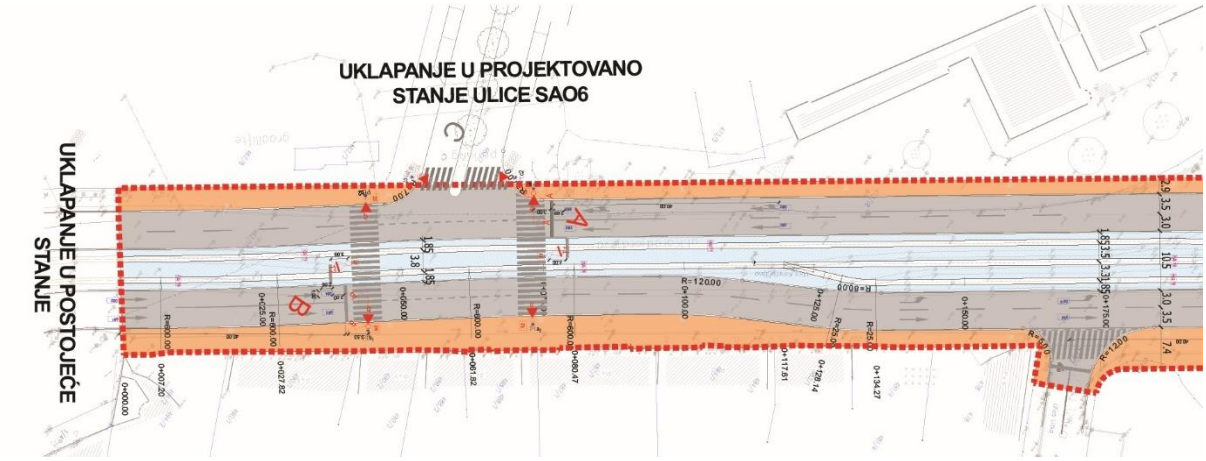


Figure 42. Excerpt from design – Karadjordjeva Street

- Savska Street is designed with divided carriageways each 7 m wide, tram lane in the middle and the pavement with variable width on the eastern side. This street "touches" the planned Savski Square (Figure 43).

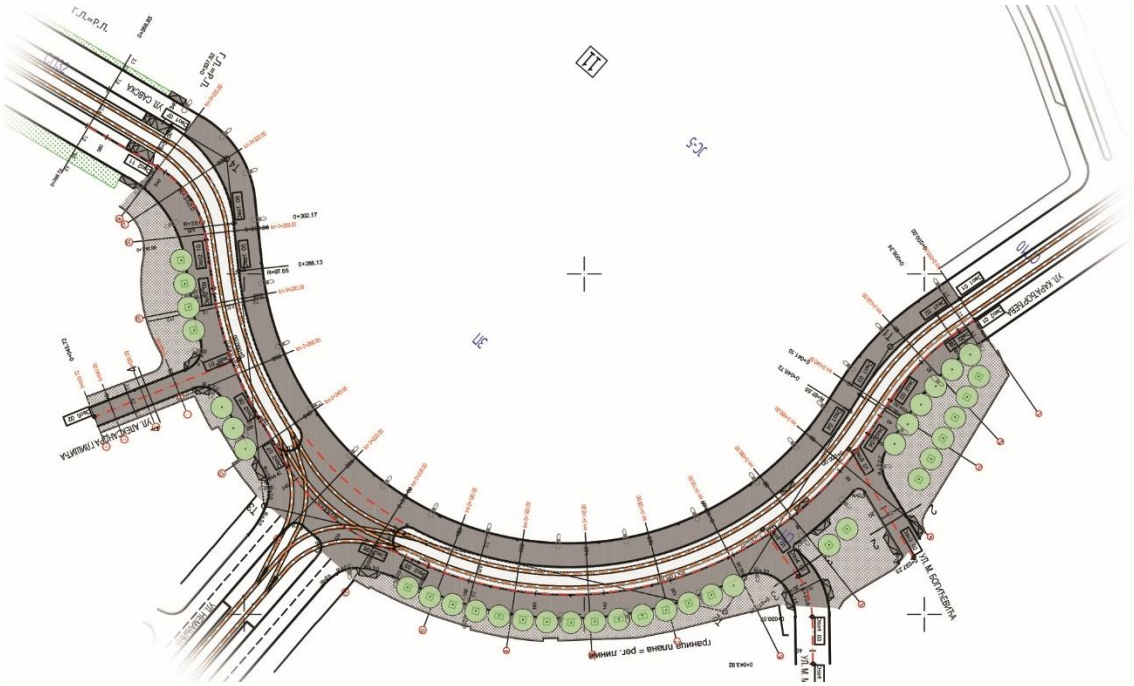


Figure 43. Excerpt from design – Savska Street

- Street SAO 6 (Luke Ćelovića Trebinjca) is designed with one lane per direction 3.5 m wide, divisional island of 2.0 m, bicycle paths on both sides 2.0 m wide, pavements on both sides 3.0 m wide and longitudinal parking lots on both sides 2.5 m wide (Figure 44).

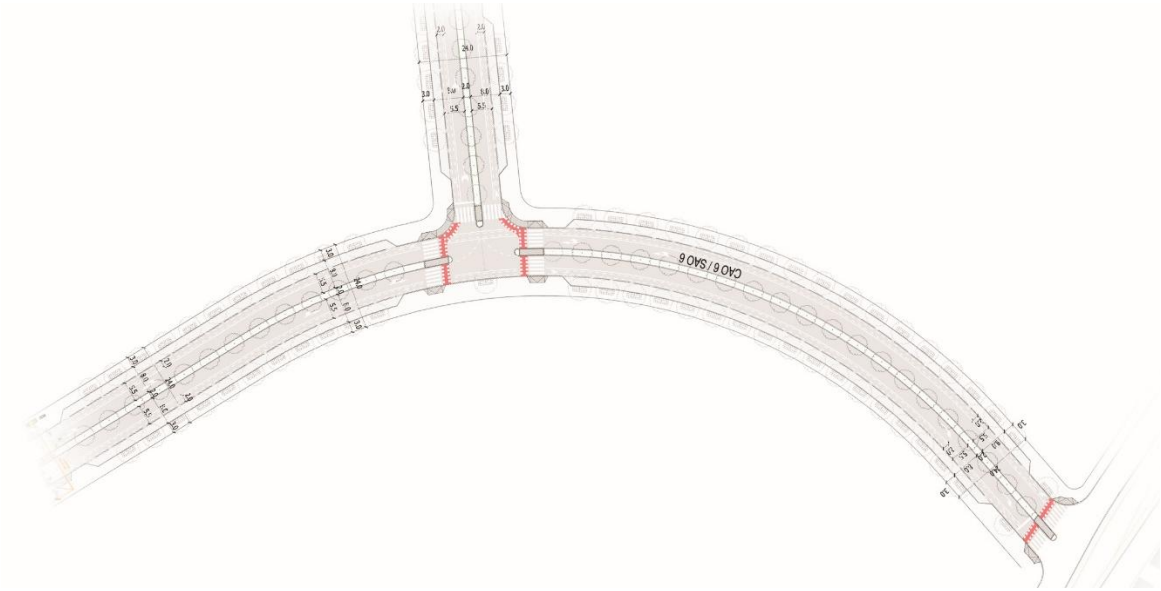


Figure 44. Excerpt from design - Street SAO 6

Graphic attachments from project documentation are provided in the Accompanying Competition Documentation: 4 – Excerpts from project documentation

COMPETITION BRIEF

6.

6.1. COMPETITION SUBJECT

The subject of the Competition is the program architectural & urban solution for landscaping of Savski Square open space behind the Old Railway Station (Historical Museum of Serbia).

The Competition Brief should offer a functional conceptual design of the open space – the square, which represents a free space behind the protected cultural property and includes pedestrian accesses to the building, metro station accesses, greened and paved areas consistent with its significance and program requirements. Also, by the Competition Solution it is necessary to form an ambience that is affirmative with regard to the context and high cultural and historical values of the area.

In view of the significance of the Competition Site, its position in the urban tissue and the status of the existing Old Railway Station Building (Historical Museum of Serbia), a special task is set before the competitors who are expected to commence preparation of their Competition Solutions with special skill and affinity.

The task before the competitors is, with their conceptual designs of square landscaping, to create a correlation with the already completed solution of landscaping of Savski Square in front of the Old Railway Station Building (Historical Museum of Serbia), and at the same time to achieve that this part of the square gets a unique identity. Furthermore, it is necessary in an original and authentic way to emphasize the monumental and architectural characteristics of the existing Old Railway Station Building (Historical Museum of Serbia) and/or its façade the square is corresponding with.

It is necessary to create a solution for the square which will have at the same time a modern mark blending with the architecture of new buildings in the surrounding and, on the other hand, a traditional artistic expression in harmony with the façade of the protected building mirroring in it.

Cultural and historic values of the area should be treated as a resource, a source of identification and cultural capital that represents one of the fundamental elements of spatial and urban development. The landscaping solution should affirm urban continuity and enable integrative protection of cultural heritage.

The square area should be planned as a unique unit, without fencing – the area should be functional, dynamic, innovative and artistically designed so to provide to its users a striking experience of movement through a new completely transformed part of the city, and at the same time to be recognizable in a wider urban and social framework of Belgrade.

Solution of free and green spaces should be adjusted to the needs of the planned contents in the surrounding and to frequent user movements expected after construction of Savski Trg Metro Station, as well as to the educational and cultural contents in the immediate vicinity.

6.2. GENERAL GUIDELINES AND RECOMMENDATIONS

When defining Competition Solutions, the following general guidelines and recommendation should be observed:

- Plan the square area with various contents – dynamic, attractive and appealing to different groups of users during different parts of a day and throughout the entire year;
- Plan a multifunctional and flexible space for everyday regime of functioning, but also for different events and manifestations which will be held occasionally or periodically;
- The project of Savski Trg Metro Station should be implemented into the conceptual design of the square. Entrances into metro station and elevators will be made in compliance with the Architectural Branding Manual, which is an integral part of the said project;
- With the Competition Solution it is necessary to make a connection with the design elements from project documentation in the square's surrounding in order to create a spatial unit of unique artistic expression;
- Architectural and urban concept should be in accord with the site location relative to the city center and founded on appreciation of historic, natural, cultural and social significance of this area. Future interventions must be planned in such a way not to imperil cultural and historical identity and artistic values of the areas covered by the Competition;
- Differentiate certain segments of the square through esthetics and function of each microambience: spatial dominant, greenery, water, metro station accesses, stopping points, etc.;
- The square area should be observed as a unique unit with already completed part of Savski Square along Savska Street and the Old Railway Station Building, which represents cultural property of great importance for the Republic of Serbia, and whose reconstruction and repurposing into the Historical Museum of Serbia are planned. With its new function this building defines the character of open public space of the square, generates gathering of different types of users and completes this part of the city with the contents of culture, education, tourism and similar urban functions. Competition Solution should emphasize the existing character and value of the cultural monument in the ambient & artistic and cultural sense;
- Connection of the square with Savska Street should be solved so as to correspond to the planned solution of the Old Post Office Building (Archeological Museum of Serbia), taking into account that the new design will restore the authentic look (before the Second World War) to the building, thus enabling historical continuity;
- Continuity of the planned contents along the street SAO6 (Luke Ćelovića Trebinjca) to be taken into consideration. Some of these contents are already implemented, whereas for other contents production of urban and project documentation, preparation for implementing the final phase of implementation - Educational Campus (elementary school and kindergarten), Old Post Office (Archeological Museum of Serbia), transformer substation, etc. are in progress.
- Apply modern tendencies in architecture, landscape architecture and design of public spaces, without imitating historic styles;
- Plan maximally possible percentage of green spaces in direct contact with the soil (without underground levels and/or structures), thus ensuring ecological functionality of green spaces and favorable effects on urban climate in the heat island zone.
- Spatial and functional organization of the square must be clear, logical and presented though movement pattern in order to illustrate connection between different zones and contents;
- When defining levelling of the square (some square segments) it is necessary to perceive the site in the context of the surrounding public streets and the part of Savski Square in front of the Old Railway Station Building (Historical Museum of Serbia);
- Square accesses and/or traffic and pedestrian communications should be clear, logical, available to all user categories (persons with disabilities, elderly, persons with small children) and adequately equipped with the elements of urban and information furniture;
- Square area should integrate all types of traffic movements (pedestrian, cycle, flows of delivery and emergency vehicles, etc.) and planned free and green spaces into an attractive functional and ambient unit;

- When defining the Competition Solution care should be taken of the requirements of infrastructure equipping of the site and/or connecting to the utility infrastructure – power, telecommunication, water supply, sewage, etc.;
- Quality and type of materialization should illustrate the significance and representativeness of the space, thus it is necessary to plan durable, high-quality materials, resistant and safe for use in all weather conditions. By materialization, type and way of paving, shaping the open spaces, introducing greenery and directing the views and movement flows it is necessary to form the square as a recognizable visual dominant in the mental map of this part of the city;
- Care shall be taken to protect the structural system of the underground "Savski Trg" Metro Station – the elements of the square's ground-level arrangement must not endanger the reinforced-concrete structure of the station or cause any additional adverse loads upon it. Concentrated and permanent high-mass loads that may cause additional deformations or other unfavorable impacts on the structural system of the underground facility should be avoided.
- Enable clear visibility of the square from all access directions taking into consideration terrain configuration and spatial distribution of the built structures. Special care to be taken of the view from the direction of the Sava riverside area, along the street SAO 4 (Kraljice Drage Obrenović) wherefrom the square, Old Railway Station Building (Historical Museum of Serbia) and the silhouette of the urban core with the Beograđanka Palace as a spatial dominant are viewed;
- Care should be taken of safety of the space for different user groups – space visibility, lighting, safety equipment, etc.;
- Ensure certain level of solution flexibility in order to make it possible to adjust it with other functional and contents-related requirements during further elaboration;
- Care should be taken of the planned routes of infrastructure lines, as well as of the existing ones that are retained;
- Provisions of effective laws and rulebooks of the Republic of Serbia to complied with during preparation of the Competition Solution:
  - Law on Planning and Construction (*Official Gazette of the Republic of Serbia*, Nos. 72/09, 81/09, 64/10 – Constitutional Court (CC) decision, 24/11, 121/12, 42/13 – CC decision, 50/13 – CC decision, 98/13 – CC decision, 132/14, 145/14, 83/18, 31/19, 37/19-other law, 9/20, 52/21, 62/23 and 91/25),
  - Rulebook on the Content, Method and Procedure of Production and the Method of Control of Technical Documentation according to the Class and Purpose of Facilities - Basic Provisions (*Official Gazette of RS*, No. 96/23),
  - Law on Fire Protection (*Official Gazette of RS*, Nos. 111/09, 20/15 and 87/18 - other laws),
  - Rulebook on Technical Standards of Planning, Designing and Construction of Buildings which ensure Unhindered Movement and Access of Persons with Disabilities, Children and the Elderly (*Official Gazette of RS*, No. 22/15), and other regulations and standards.

For defining Competition Solution observe also Planning Requirements provided in Chapter 5 Requirements of Planning and Project Documentation and Restrictions presented in the Accompanying Competition Documentation: 1 – Graphic digital basemaps (4 – Spatial Requirements and 5 – Basemaps for attachments 1:500 and 1:333)

6.3. GUIDELINES FOR PRESERVATION OF CULTURAL AND ARCHITECTURAL HERITAGE

In the competition urban & architectural solution of the part of Savski Square behind the Old Railway Station Building (Historical Museum of Serbia) it is necessary to follow the following guidelines:

- Affirm urban continuity of the site and enable integrative protection of cultural heritage, but also management thereof as a generator, not only of cultural and tourist, but also of a wider economic development;

- Treat cultural heritage as a resource, source of identification and cultural capital which represents one of the fundamental elements of the spatial and urban development;
- Significance of the Old Railway Station Building (Historical Museum of Serbia), its historical, architectural, urban, style and esthetic characteristics, as well as its spatial layout and recognizable visual dominants in the mental map of the city should be taken as a starting point in determining the future character of the space and scope of interventions;
- Appreciating the historical context of the site and its immediate surrounding, all interventions should be carefully analyzed to get a solution of the best possible quality which would improve artistic and functional characteristics of the ambience;
- Define the Competition Solution in the spirit of modern tendencies in architecture, designing and landscaping of public urban areas, without imitating historical styles, both from the esthetic and organizational aspect, and which will highlight all characteristics of Savski Square on macro and micro plan;
- Considering that character of the area concerned is defined by the cultural monument on one side and the streets on the other side, special attention should be paid to the directions of pedestrian communications and/or pedestrian flows, which in the solution proposal must be clear, logical and available to all categories of users (persons with disabilities, elderly, persons with small children, etc.);
- For the purpose of preservation, maintenance and presentation of monumental values of the buildings, define development elements in such a way not to imperil the cultural monument, its visibility, function, stability, etc.;
- Development and equipping of the square' public space should have a representative character which makes it possible, through materialization, greenery shaping, decorative lighting, various adequate contents and other design elements, to visually connect the built structure with the open space;
- Possible interventions within the site landscaping are: greening, paving and equipping with elements of urban furniture aimed at enriching the space and adapting the access to the persons with disabilities and limited mobility;
- Quality and type of materialization in the elements of paving, low fencing, etc. should illustrate the importance and representativeness of the space and accordingly it is necessary to plan durable, high-quality materials, treated with great craftsmanship, which together with the greenery are shaping the open space of the square;
- Urban design elements must be incorporated into the landscaping, and their solution must be made in a sophisticated and exquisite manner with a modern author's mark (benches, planters, lump-posts, trash cans, info boards, etc.);
- Carefully plan introduction of greenery with a special focus on its position, type and quality, taking care of preservation of the views to the Old Railway Station Building (Historical Museum of Serbia) and its visibility from all access directions;
- Pay special attention to the decorative and functional lighting (near-ground lighting, greenery lighting or ambience lighting) within the spatial elements and contents. Lighting should be discrete, diffused or directional in harmony with the values of the building, space and Competition Solution concept. Use light fixtures which are less visible during day and which are matching the hue of the base they are installed on;
- Every form of water used in the landscaping solution is desirable (integration of water into landscape) aimed at embellishing and refining the urban space with the possibility of combining the elements of movement, reflection and sound (waterfalls, small creeks, fountains, so called water mirrors, etc.).

6.4. PROGRAM REQUIREMENTS

In compliance with general guidelines and recommendations, as well as spatial potentials, requirements and restrictions, it is necessary to plan organization of the square which will functionally satisfy the needs of all its users and, together with the buildings surrounding it, make a uniquely designed spatial unit.

The square area should be observed as a place of multiple identity in the historical context – with the buildings which symbolize the representative examples of the early period of pre-war and post-war architecture and have significant architectural and urban, as well as cultural and historic values.

1) Spatial requirements, potentials and restrictions

When defining the Competition Solution, it is necessary to comprehensively take into consideration the spatial potentials, requirements and restrictions:

- Spatial potential is the position of Savski Square in the urban tissue (immediate surrounding, proximity to river, old-new, position of other public and open spaces);
- Basic potential for defining the Competition Solution and creating square identity is cultural and historical significance of a wider area and monumental values of the buildings surrounding the square;
- Terrain configuration and spatial distribution of the constructed buildings enable visibility of the space and makes it possible to preserve spatial views;
- The limiting factor in defining functional organization of the square are different modes of traffic flow (pedestrian, cycle, vehicular accesses for emergency and delivery vehicles, etc.) that need to be integrated into the landscaping solution;
- Spatial restriction for organization of the square is the planned Savski Trg Metro Station:
  - underground parts of the station occupying a large part of the square area affect distribution of above-ground landscaping elements (depth of soil overburden, type of vegetation, plant material, foundation of sculptural contents, furniture and other structures, etc.),
  - above-ground parts of the station are fixed elements in solving the square area (entrances/exits, elevators, ventilation and emergency openings, etc.) and they influence organization of the contents,
- Routes of the existing and planned underground installations on the site in question represent a requirement for planning the contents of square landscaping;
- Limiting factors in defining the Competition Solution are also the environmental conditions (greatly anthrophogenically altered) – air pollution, vibration, noise, made ground, level of underground water (around level 72.00–74.00 m.a.s.l.), etc.;
- Restriction for planting high vegetation are the said underground and above-ground structures and installations (zone of possible planting of high vegetation is defined within the Competition Documentation).

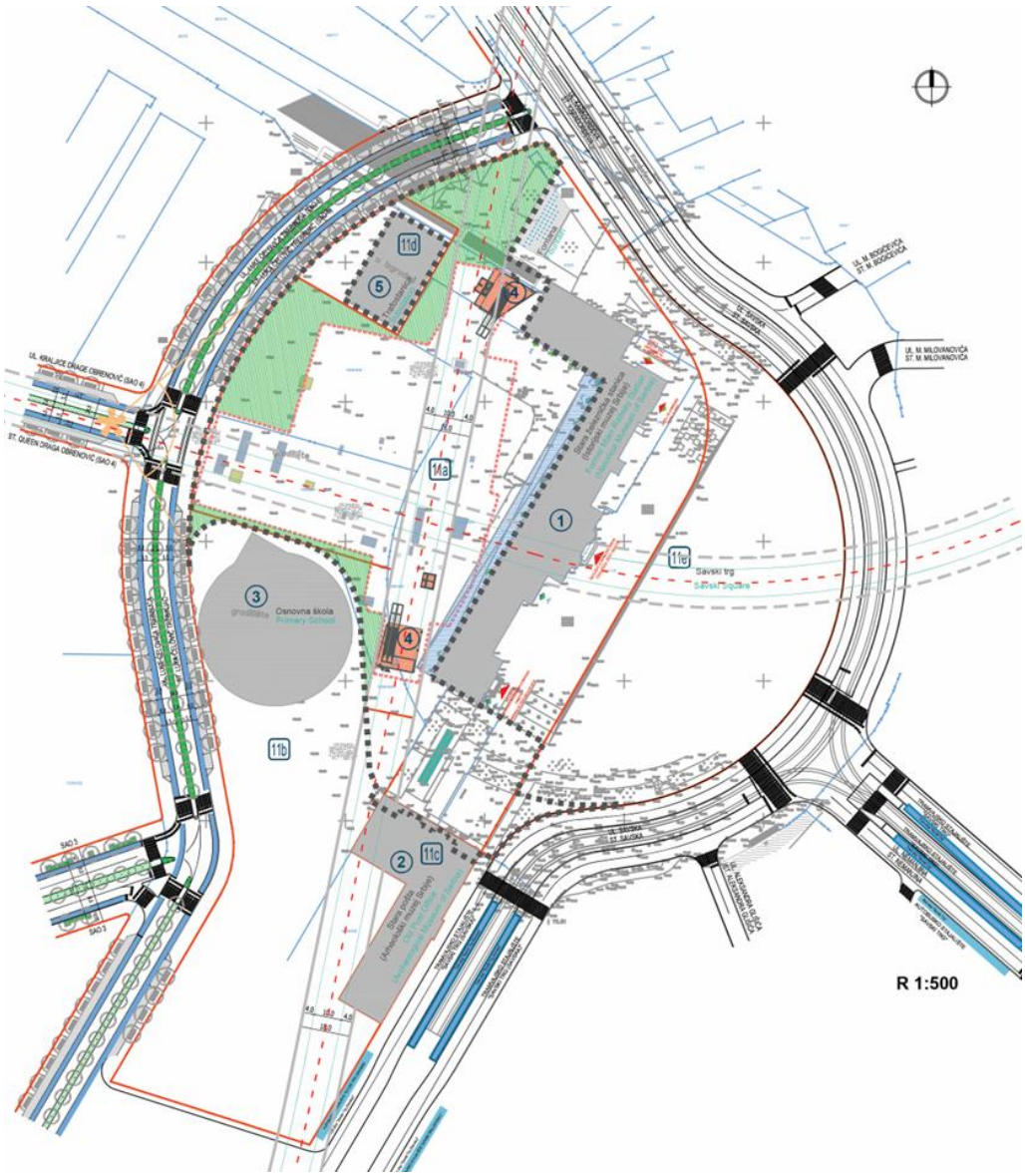


Figure 45. Spatial requirements

Spatial requirements, potentials and restrictions are presented in graphic attachment 4 – Spatial requirements (1. Graphic digital basemaps) in Competition Documentation

2) Spatial organization and contents

When defining spatial matrix and square contents, apply the following guidelines:

- Observe the form, proportion, position and significance of the square – spatial matrix is conditioned by the position in the urban tissue, historic and architectural framework, use of structures, applied solutions of urban design, etc.; “arch-like” regulation of perimeter streets defines circular form of the square;
- Plan a complex/multilayered character of the square area, appreciating the spatial, typological, monumental, ambient and other characteristics and values of Savski Square;
- Enable multipurpose use of the area – pedestrian movements, zones serving the buildings oriented towards the square, lingering places, meeting places, areas for different activities and manifestations;
- Define spatial zones within the square compatible with the way the area is used – zones immediately beside the buildings, metro station accesses, places of standing, inactivity, meetings, etc.;
- Comply with all elements of technical documentation for metro station – position of entrances, elevators, all surface grids (ventilation and emergency openings);

- Canopy of the Old Railway Station (Historical Museum of Serbia) along the façade of the main body towards the square should be integrated into the planned contents of the square;
- Plan a part of the area for occasional / periodical holding of various events and manifestations, in particular those connected with the Historical Museum of Serbia;
- Avoid spatial conflicts (e.g. space for a quiet rest not to be positioned beside entrances into the metro station, playing area for children to be located as far as possible from the streets, etc.);
- Spatial accentuation and shaping of parts of the square are allowed. It is also possible to design artistic installations in order to create a unique identity of the site (e.g. presentation of history of the Competition Site, and alike);
- It is possible to plan water features (drinking fountains, fountains, water mirrors, etc.);
- Affirm the concept of environmental, energy and economic sustainability and enable easy and economical exploitation and maintenance;
- Define the location for placing the Blue Train locomotive outside the zone of underground construction of Savski Trg Metro Station – the existing location of the locomotive is the area between the buildings of the Old Railway Station (Historical Museum of Serbia) and the Old Post Office (Archeological Museum of Serbia). The locomotive to be planned as a permanent exhibition element (museum exhibit) within development of the square.
- All spatial elements within the ground-level arrangement, such as sculptures, fountains, larger-scale urban furniture and other contents, must be designed and constructed with the minimum possible self-weight, in order not to endanger the reinforced-concrete structure of “Savski Trg” Metro Station located beneath the square. The maximum allowed imposed load of the reinforced-concrete cover slab of the station structure, as well as within a distance of 30 m from the outer edges of the station structure, amounts to 20 kN/m² (2 t/m²) (including all layers of the final finished level). Therefore, during design and construction it is necessary to ensure that the total loads remain within the prescribed limit values. In addition, the position of the locomotive should be defined in such a way that its static impact does not endanger the diaphragm walls and other load-bearing elements of the station.

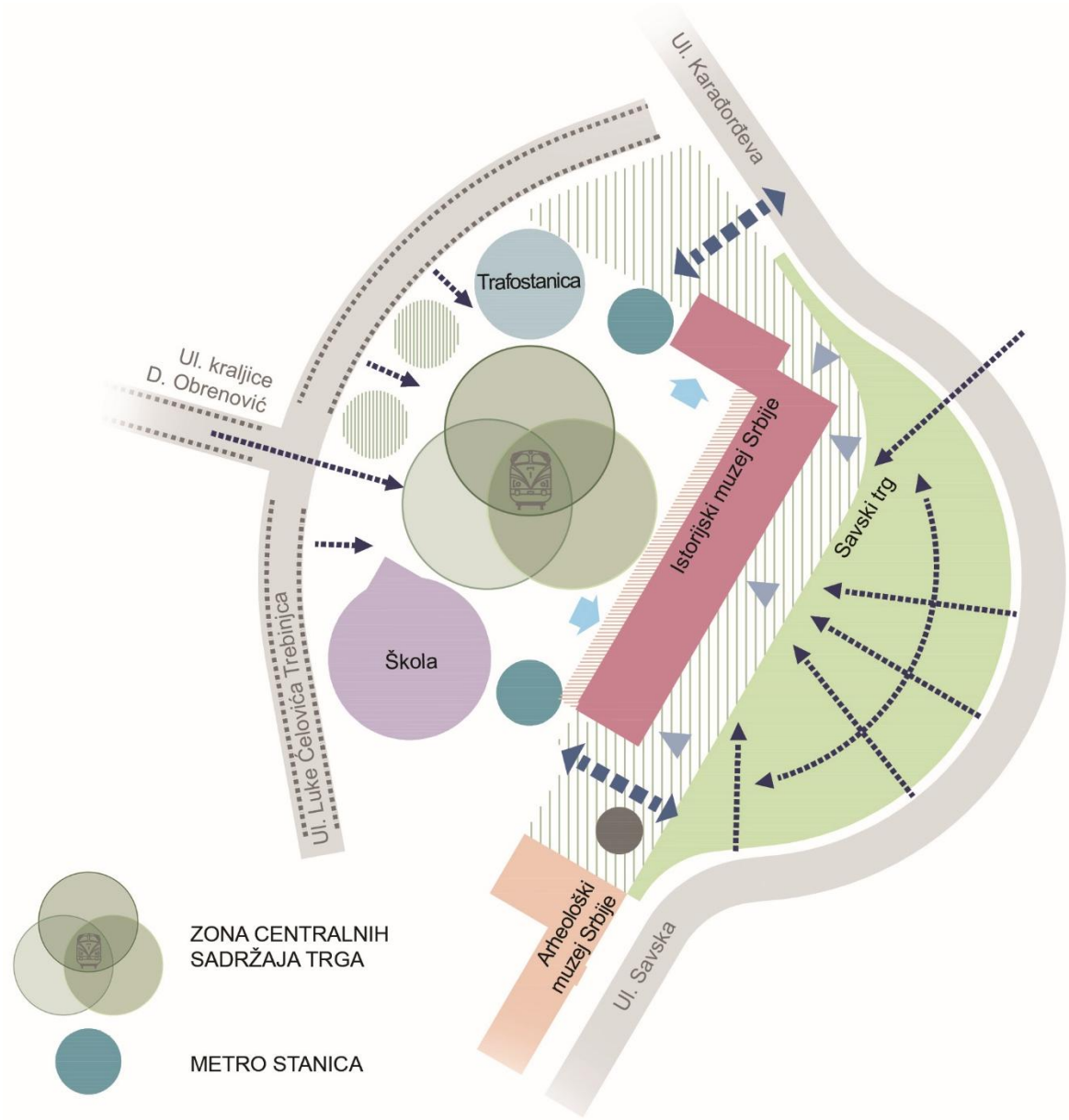


Figure 46. Diagram of square contents distribution

3) Free and green areas

With the solution of free and green spaces it is necessary to create a spatial & functional and esthetic connection with the completed part of Savski Square in order to define the final form of open public space in the landscaping and architectural & urban sense. Also, by careful planning of spatial matrix, materialization and selection of contents it is necessary to create a multilayered connection of buildings of various styles and contents into a unique spatial unit.

In a wider sense, the Competition Solution should offer a way of connecting Savski Square with public open spaces in a wider surrounding, thus finalizing the process of spatial transformation and revitalization of a wider area into a modern, multifunctional urban center which represents connection of the central urban tissue with the Sava riverside area. Also, leveling of free areas should be adjusted to the surrounding area and contents.

Spatial matrix of free and green spaces of the square is conditioned by the position of the buildings oriented towards the square, existing and planned underground installations, position of metro system structures, etc.

When defining the layout and composition solution, fixed elements of Savski Trg Metro Station (entrances/exits, ventilation and emergency openings, etc.) should be completely integrated into the planned solution for the square. Positions of ventilation and emergency openings should be

downloaded from the attached project documentation for the metro station. Emergency openings should be planned at the ground level, while grids of ventilation openings may be planned at the ground level or at a certain height (maximum 3m) if they are an integral part of the concept of square landscaping (e.g. within benches, planters, artistic installations and alike).

In compliance with the defined spatial restrictions of the site, in the Competition Solution the share of green spaces in direct contact with the soil should be as large as possible, taking into account that the part of Savski Square along Savska Street was reconstructed into a pedestrian zone with high percentage of green spaces and rich tree fund.

Boundary of the Competition Site encompasses the parts of the square area that are elaborated in the Preliminary Design of Landscaping in the Zone around the Stefan Nemanja Monument at Savski Square in the scope of the Belgrade Waterfront Project (CeS.TRA, 2021) and which are mostly completed:

- area between transformer substation, Street SAO 6 (Luke Ćelovića Trebinjca) and Karadjordjeva Street,
- area between the Old Railway Station (Historical Museum of Serbia) and the old Post Office Stare (Archeological Museum of Serbia).

With the Competition Solution on these square parts it is necessary to make connection with the design elements from the said project in order to form a spatial unit of a unique artistic expression.

Within the square it is necessary to define a location for communal waste disposal (for the needs of the Historical Museum of Serbia), along perimeter streets so that the route of waste collection vehicles is as short as possible. The area for waste disposal should be integrated into the concept of development of free and green spaces and harmonized with the urban equipment design.

Materialization

For development of the square follow the following recommendations for materialization:

- Applied materials should illustrate significance and representativeness of the space and buildings in the surrounding;
- Materialization and colors of the paved surfaces to be harmonized with the style and materialization of the completed part of Savski Square in front of the Old Railway Station Building (Historical Museum of Serbia);
- For paving the paths and the plateau use high-quality and decorative materials in harmony with the surrounding, safe for use during all weather conditions (e.g. care should be taken that materials do not radiate excessively, risk of sliding to be reduced, etc.);
- Surfacing at children playgrounds should be made using modern materials which might soften the impact of possible falls;
- Tactile paving and other technical solutions must enable movement of group of users with special needs;
- Foundation of sculptural contents, furniture and other structures shall not be in conflict with metro station solution;
- Consider visual division of different traffic modes using different surfacing (materialization and colors), and directing the flows by low and high greenery, elements of urban furniture.

Plant material:

- Plan the zone of low vegetation in accordance with the planned depth of substrate and bearing capacity of the structure of the underground facility. Soil overburden in the zone of underground station cannot have vegetation which might imperil station box;
- Green spaces should be shaped so as to become visual symbols or accentuators in the space and future generators of different activities associated with the surrounding contents;
- Care should be taken of connecting with free and green spaces in the surrounding, and in particular with the completed part of Savski Square;
- Confirm the authenticity of the space by proper selection of plant material, integrate all planned contents, make additional visualization of the author/designer idea. Green spaces

should be shaped so as to contribute to affirmation of ambience potentials of this public area in agreement with its character and intended use;
- For greening use decorative species of trees and shrubbery, flowers and lawns, organized in landscaping compositions aimed at accentuating the esthetic dimensions of the space. Use the species adapted to local environmental conditions (pollution, made ground, high level of underground water), with long vegetation period, strong fhytoncide and bactericidal properties, great resistance to urban dust and exhaust gases, highly decorative and attractive during a longer time period;
- Use of invasive species and species that may cause allergies is prohibited:
- Greenery composition solution, in addition to high functional and esthetic values, must provide visibility, passability, safety and good spatial view;
- Spatial distribution of greenery must enable visibility of the space and structures from all access directions;
- High plants to be planned outside the zone of underground parts of metro system facility;
- Observe the prescribed distances between buildings and installations;
- Plan functional connection with greenery in regulation of streets.

Equipping the area with urban furniture elements:
- Plan introduction of high-quality furniture of contemporary design matching the representative contents of culture and the square;
- In agreement with the spatial needs and possibilities, plan the following: benches, planters, trash cans, lump-posts, sculptures, water features, bicycle racks, directional signs, signalization, interactive boards, etc.;
- Equipment on children playgrounds should be compliant with the prescribed standards;
- Provide lighting of the square area, and direct light sources towards the ground. Harmonize planned solutions with the solutions applied to the reconstructed part of the square and the Old Railway Station Building (Historical Museum of Serbia). With decorative lighting it is possible to accentuate sculptures, water features, monument values, microambiences.
- For urban equipment which utilizes electricity, use new technical and technological solutions, in particular those from energy renewable sources.

4) Traffic solution – accesses and communications

For solving traffic flows in the scope of the Competition Site the following requirements should be complied with:

- Regulation lines of the street SAO6 (Luke Ćelovića Trebinjca) and the streets Karadjordjeva and Savska are defined in the SPSPA BW. The streets Karadjordjeva and Savska are constructed in full section, whereas construction of the street SAO 6 is in progress;
- Vehicular access to the square (utility and delivery vehicles) is from the street SAO 6;
- Access of tourist busses for the needs of the Historical Museum of Serbia is possible by planning a "drop off" zone in regulation of the street SAO 6 (Luke Ćelovića Trebinjca). In direct contact of the "drop off" zone, within the Competition Site, an area (plateau) should be planned for acceptance of passengers;
- Access for fire-fighting vehicles may be provided from all perimeter streets;
- Layout and leveling elements from the attached technical documentation to be adhered to:
  - in the zone of Savski Trg Metro Station – positions and grade levels of entrances A and B into the metro station, elevators, all surface grids and evacuation openings:
  - in the zone of the Old Railway Station Building (Historical Museum of Serbia) - positions and grade levels of entrances (main entrance, visitor entrance), service accesses, depot accesses, staff accesses, etc.;
  - in the zone of the Old Post Office Building (Archeological Museum of Serbia) and elementary school - positions and grade levels of entrances;
  - grade levels of planned streets, etc.;
- Routes of fire exits in the scope of the Competition Site are proposed in the specified project documentation. Competition Solution should reconsider these routes and propose new solutions in compliance with the effective legal regulations and in order to avoid any spatial conflicts (e.g. access to the fire exit from Karadjordjeva Street optionally to be changed to

the access from the street SAO 6 beside transformer substation because it is overlapping with the overall dimensions of the constructed fountain outside the Competition Scope, etc.);

- When defining fire exit for fire-fighting vehicles apply the following characteristics:
  - minimum width of carriageway for one-way traffic is 3.5 m and for two-way traffic 6 m,
  - internal curve radius left by vehicle wheels is 7 m, and external curve radius is 10,5 m,
  - maximum slope is 12% if carriageway does not freeze, and 6% if carriageway freezes and other norms defined by the Rulebook on Technical Norms for Access Roads, Turning Areas and Plateaus for Fire-Fighting Vehicles near High-Fire Risk Structure (*Official Gazette of FRY*, No. 8/95);
- Within the square it is necessary to provide areas for movement and temporary stopping of heavy goods vehicle (HGV) for delivery of exhibits to the depot in the Historical Museum of Serbia, under following conditions:
  - elaborate delivery schedule and plan delivery so as not to obstruct the surrounding street network,
  - access for delivery vehicles to be positioned at minimum distance of 15 m from the intersection, measured from the regulation line of the side street according to the principle ingress/egress (without intersecting divisional island, only right turns) in order to decrease conflict points and adverse effect on the flow within the observed street network,
  - access of heavy goods vehicle for delivery of exhibits to be dimensioned relative to the design vehicle, i.e. the vehicle with the requested maneuverability and depending on the access street width. In this way passability requirements for the design vehicle will be fulfilled, so that the vehicle can enter/exit the lot going forwards without additional maneuvering in the street,
  - materialization of the specified areas must be adjusted to movement of the design vehicle (e.g. forklift truck) used for loading/unloading and transport of exhibits,
  - areas for movement of delivery vehicles in terms of layout and levelling to be fitted in with the planned pedestrian flows at the square;
- All areas intended for vehicle movement within the square must fulfil passability requirements (widths, curve radii, longitudinal grades, clearances, etc.) for the adopted design vehicle depending on the planned movement schedule of the vehicle. Minimum lane width of 3,50 m to be planned for vehicle movement;
- It is possible to design vehicular accesses at the carriageway level. Flush kerbs in the width of pavement should be installed in the part of the “fan” vehicular access intersecting the pavement, so that pedestrian movement within the pavement of the streets SAO6 (Luke Ćelovića Trebinjca) and Karadjordjeva remains continuous;
- Areas intended for vehicle movement and maneuvering must have a base course adapted to vehicle movement and dimensioned according to the expected traffic load;
- It is recommended to clearly divide (physically or visually) the area at the square intended for vehicle movement from the area for pedestrian movement (e.g. with different color and materialization, bollards, high kerbs, etc.);
- Access control system to be planned at the positions of vehicular access to the square and it is mandatory to provide a holding area so that the vehicle waiting for access does not interfere with the traffic flow in the adjacent traffic network. The area for vehicle movement in the part where access (entrance/exit) is controlled to be designed with maximum longitudinal slope of 2,5%;
- Parking for the users of cultural contents in the square surrounding is planned in public garages (planned by valid plans or plans in preparation):
  - under Bristol Park,
  - in Gavrila Principa Street,
  - under Gavrila Principa Park (Financial Park),
  - at the corner of Savska Street and Aleksandra Glišíća Street,

  and in the regulation of the surrounding streets in the pedestrian isochrone not larger than 400m;
- Square area to be defined as a primary pedestrian area;

- A wider context of space and directions of target pedestrian movements in the area concerned should be taken into account when defining pedestrian communications;
- Pedestrian flows to be formed according to the shortest distance principle (from the buildings to the pavement of perimeter streets and public transport stops, connections of free and pedestrian areas with flows in the surrounding);
- If grids, manholes or covers are installed within the areas intended for pedestrian movement they should be installed so as to ensure safe pedestrian movement, in particular of persons with disabilities;
- Plan bicycle paths within the Competition Site and enable continuity in guidance of bicycle traffic relative to the contact area – existing and planned paths in regulation of the streets Vudroa Vilsona (SAO 1), Kraljice Drage Obrenović (SAO 4) and Luke Ćelovića Trebinjca (SAO 6). Plan bicycle paths with minimum width of 2,5 m and they should run independently of the carriageway (min. 0,75 m from the outer carriageway edge). Keep clearance of bicycle path in the height of 2,5 m along the entire bicycle path;
- Plan flush kerbs (h=0 cm) in the width of the pedestrian/bicycle crossings;
- Plan installation of “P” profile for bicycle parking in the vicinity of the Historical Museum of Serbia;
- Plan space for installation of public bicycle rental station within Savski Square:
  - two locations with minimum dimensions 5x4m with free height of 2.75 m (area may be at one or two locations depending on spatial possibilities),
  - according to the Plan of Locations for Installing Bicycle Rental Stations in the Territory of the City of Belgrade (*Official Gazette of the City of Belgrade*, No. 121/21) (hereinafter: Bicycle Rental Stations Plan), position of the public bicycle rental station in the Competition Scope is planned in the part of the square between the Historical Museum of Serbia and the Archeological Museum of Serbia (location No. 66). Excerpt from the Bicycle Rental Stations Plan is an integral part of the Competition Documentation (excerpts from Planning Documents), provided that it is not mandatory to take the said location when defining the Competition Solution;
- The location in question is served by the following bus and tram stops of the public fixed-schedule transport (in five-minute walking zone from the location in question):
  - Savski trg (Savska) in Savska Street, in a separate tram lane,
  - planned stop Savski Most in Vudroa Vilsona Boulevard,
  - Ekonomski Fakultet – bus and tram stops in a separate tram lane,
  - Savski Trg - bus and tram stops in a separate tram lane in Nemanjina Street in both directions which represent the nearest stops to the zone of the planned Savski Trg Metro Station and the planned contents at the Competition Site;
- Plan pedestrian flows in continuity from the planned metro station and the planned contents towards bus stops, pedestrian crossings and tram stops in Savska Street;
- Enable access to public transport stop to the pedestrians in compliance with the Rulebook on Technical Standards of Planning, Designing and Construction of Buildings which ensure Unhindered Movement and Access of Persons with Disabilities, Children and the Elderly (*Official Gazette of RS*, No. 22/15).

CRITERIA FOR ASSESSMENT OF COMPETITION DESIGNS

7.

Competitors should fulfil program requirements and offer their solutions in a creative and well thought-out manner that will correspond to the needs and objectives of preparation.

The Jury will evaluate Competition Solutions based on the following criteria:

- **Spatial concept and architectural expression**: a clear spatial concept, recognizable in the basic idea, a unique design solution of the square open space, harmonious integration into the immediate surrounding, affirmation of the site and overall contribution to the aesthetic and functional definition of the space.

- **Function and organization of square open space**: quality of organization of the square open space, contents distribution within the square, their interconnection and logical connection with contact areas. Functional solutions should provide unobstructed access for different user groups.

- **Originality and innovation**: application of unique and creative ideas that should improve traditional design of open space, using modern technologies and materials.

- **Conformity with cultural heritage protection requirements**: adherence and contribution to preservation of the protected Old Railway Station Building and integration of protection measures into a modern and innovative square design.

- **Landscaping design**: achieving maximum possible share of green spaces in direct contact with the soil, use of modern technical solutions in space greening, proper choice of planting material.

- **Aesthetic contribution**: creation of visually appealing and attractive look of the square that should contribute to creation of space identity, to be original and artistically inspired, shaping a recognizable and pleasant ambience.

- **Cost-effectiveness of the solution during execution and exploitation**: planned solutions should be economical and justified during exploitation and provide possibility of phased execution.

- **Sustainability of solution in the context of environmental and energy efficiency**: application of environmentally friendly materials and methods that reduce adverse environmental effect.

8. COMPETITION RULES

8.1. ELIGIBILITY REQUIREMENTS

The right to participate in the Competition, in the capacity of the author of Competition Design, in accordance with the Article 28. of the Rulebook on the Manner and Procedure for Announcing and Conducting an Urban and Architectural Competition (*Official Gazette of RS*, No. 31/15), have natural persons with a university degree in architecture or landscape architecture, or legal persons appointed by such person(s) with a university degree, regardless of their territorial affiliation and their personal characteristics.

Competitors are free to include experts from other professions into their teams who would with their professional views and knowledge contribute to improvement of Competition Solutions, as well as students. Competitor may not be a person who is directly engaged in preparing and conducting the Competition or who is a relative of or directly cooperates with such person, nor it can be a person who is a member of management or is employed with the institution announcing the Competition.

Each competitor, either an individual or a group, is entitled to participate in this Competition with only one Competition Design and only within one team.

Mandatory requirements for participation in the Competition:

- Competition Design must be submitted in a timely manner and in the way specified in the Competition Announcement.
- Technical processing and formatting of the Competition Design must be made in the manner specified in the Competition Announcement and it must contain all parts specified therein.

8.2. CONDITIONS FOR CONDUCTING THE COMPETITION

The Competition is announced in accordance with the Rulebook on the Manner and Procedure for Announcing and Conducting an Urban and Architectural Competition (*Official Gazette of RS*, No. 31/15).

Each competitor who downloaded the Competition Documentation acquires the right to participate in the Competition.

By submitting Competition Design each competitor accepts Competition requirements.

8.3. CONTENTS OF COMPETITION ENTRY PACKAGE

Competitors are required to submit their Competition Design in electronic form, and detailed instructions for naming the documents and how to mark Competition attachments are given below.

All files are submitted in .pdf format and the Booklet textual attachments also in .doc format for more efficient publication.

Content of the Competition Design incudes:

1) Booklet with textual explanation and reduced graphic attachments
2) 2D Graphic attachments
3) 3D Graphic Attachments
4) 3D Animation
5) Material for electronic exhibition

Competition Design and all attachments submitted with it must be in Serbian or English.

Within textual explanation of the Competition Design (Booklet), each competitor is requested to submit also a short textual explanation of his/her Competition Design with maximum 500 characters in English for the needs of international publication of all Competition Designs or in Serbian if the Competition Design is in English.

All competitors are required to submit following documentation within Competition Entry Package:

1) Booklet with textual explanation and graphic attachments

The Booklet is submitted in .pdf format, dimensions 42x29.7 cm (A3, horizontally oriented pages with illustrations in 150 PPI resolution.

The Booklet should contain:

- Description and explanation of the solution.
  Explanation should be clearly structured, in accordance with the objectives of the Competition and the obligations, guidelines and recommendations provided in the Competition Brief and it must contain:
  - Description and explanation of the basic idea of development of the square area with a detailed description of solution concept;
  - Description of spatial & program and functional solution of the square, including description of land zoning, movement diagram, relation between non-porous (covered) and porous (greened) surfaces;
  - Description of layout of the contents, functional units and created interconnections;
  - Description of traffic solution (access to the square and the surrounding buildings, user movement flows, etc.);
  - Description of technical systems and applied materials;
  - Provisional specification of planting material;
- All graphic attachments reduced to A3 format.

2) Graphic attachments 2D and 3D

- Competition area in the context of immediate surrounding S=1:500
  (conceptual plan – site view of basic characteristics of the planned development, relations and connections with the surrounding, movements, views, with regulation and levelling elements)
- Site plan of the square with regulation and levelling elements 1:500
- Landscaping composition plan 1:500
- Architectural & urban and landscaping solution of open public areas R=1:333 (plan of ground-level area with all landscaping characteristics)
- Characteristic sections/elevations of the square S=1:333
- Characteristic details – a paving detail and a detail at the competitor's option (paths, stairs, planters, green roof, green wall, water features, urban furniture, a detail of planting hole with horizontal plant protection, etc.) in a proper scale
- 3D views at the competitor's option and 1 mandatory view from the direction of the street SAO 4 (Kraljice Drage Obrenović)

Graphic attachments are submitted as files in .pdf format with dimensions 100x70 cm (format B1), in resolution 300 PPI.

3) 3D Animation

- Animation not longer than 1 minute

4) Material for electronic exhibition

This material should be submitted in .jpg format, a total of 5 attachments, 2000px-width-horizontally oriented in RGB system, in resolution 150 PPI. Competition Design code should be indicated on each attachment. These attachments must also be anonymous with a unique code, as defined in Chapter 8.4.

All above mentioned elements of and attachments to the Competition Entry Package, textual and graphic attachments to the said contents, represent mandatory parts of the Competition Design. Competition Designs not containing above mentioned and requested elements and attachments will not be taken into consideration.

- Other graphic attachments – at author's option

8.4. TECHNICAL PROCESSING AND FORMATTING OF COMPETITION DESIGN

All graphic attachments, each sheet in the Booklet and posters must be labelled with a unique code in the upper right corner of each sheet (Arial font, Bold, size 50pt for graphic attachments, or 24pt for the Booklet). The unique code must consist of two letters and five Arabic numbers, selected by the author. Sheets should be labelled in the bottom right corner using ordinal numbers. Font of the texts in the Booklet is Arial, size 11pt. Language of the Competition is Serbian (Latin) or English.

Competition Design is submitted:

- in a packed/compressed folder (electronically .zip, not larger than 100 MB), named exclusively by the selected code consisting of two letters and five Arabic numbers, (e.g.: AB12345). If the content of the Competition Design is larger than 100 MB, form another zipped folder, which must be named using ordinal number after the selected code and then zipped folders are named, e.g. AB12345_1 and AB12345_2.

Packed ("zipped") folder(s), not larger than 100 MB, should contain:

- Booklet with textual explanation and graphic attachments, dimensions 42x29.7 cm (A3), (as defined in the previous chapter) in .pdf format,
- Graphic attachments (as defined in the previous chapter) in .pdf format,
- Material for electronic exhibition (as defined in the previous chapter) in .jpg format.

A separate packed ("zipped") folder, not larger than 100 MB, is delivered separately with the designation of the selected code with addition of the word "animation" (e.g. "AB12345_animation") and it should contain:

- 3D animation in duration not longer than 1 minute

Competitor submits Competition Design electronically to the link:
https://www.savskitrg-konkurs.rs

The final deadline for submission of Competition Designs is **August 6, 2026** until 23:59 (GMT +1), as the moment when submission of documentation to the server (upload) is finished.

Any Competition Design not received by the Announcer within the deadline for submission of Competition Designs, i.e. received after expiration of the date and hour determined for submission of Competition Designs, will be deemed untimely and will not be taken into consideration. Each competitor is allowed to submit only one Competition Design without any variant solutions. Upon expiry of the deadline for submission of Competition Designs, competitors may neither withdraw nor change their Competition Designs.

Technical processing and formatting of the Competition Entry Package according to the specified description and requirements and dimension is a mandatory content of Competition Design. Competition Designs not containing above mentioned and requested elements and attachments will not be taken into consideration.

8.5. AUTHOR'S ENVELOPE - CONTENT OF COMPETITOR STATEMENT

In addition to electronic submission of Competition Design, competitor is required to send by mail:

- sealed non-transparent envelope bearing the mark "AUTHOR" which is on its back side marked with the selected Competition Design code consisting of two letters and five Arabic numbers, font Arial, Bold, 24pt.
- sealed non-transparent envelope bearing the mark "CONTACT" which is on its back side marked with the selected Competition Design code consisting of two letters and five Arabic numbers, font Arial, Bold, 24pt.

Both envelopes are sent to the address: **Urbanistički zavod Beograda JUP (za konkurs), Bulevar despota Stefana 56, 11 000 Belgrade, Republic of Serbia.** The name of the author **may not be written** on the envelope, so as not to violate his/her anonymity.

The "AUTHOR" envelope should contain:

1) Textual document in A4 format containing:
   - Used selected code of two letter and five Arabic numbers;
   - Name(s) of the author(s) with signature(s);
   - Statement of acceptance of Competition requirements with reference to the website on which Competition requirements are published;
   - Name and surname of the person authorized for representation (may or need not be one of the authors). If the author of the Competition Design is a legal entity, full name of legal entity with the name, surname and signature of legal representative will be specified in the author's envelope;
   - E-mail address for notification of Jury's decision;
   - Statement in which the author or team of authors declares whether he(it) wants his (its) Competition Design to be displayed in the public exhibition under the code (anonymously) or under the name of its author(s);
   - Statement in which the author or team of authors declares about the method of distribution of the award in percentages, with payment data and instructions for all named persons. Payment data and instructions for payment of the award to foreign competitors should contain: address of author-legal entity, full name and address of the bank, IBAN and SWIFT. Foreign competitor should also submit the tax residency certificate valid on the day of compensation payment, i.e. for the current year;
   - Copy of identity card or passport for natural persons;
   - Certificate proving that natural persons have social insurance on another basis (e.g. from employment).

2) One printed poster for electronic exhibition reduced to the dimension 29.7x21cm (A4), horizontally oriented (any of 5 posters for the electronic exhibition, reduced to A4)

The "CONTACT" envelope should contain the textual document in A4 format which contains the address and contact phone of the author.

Final deadline for sending the envelope is **August 6, 2026** until 23:59 hours (GMT +1).

Ensuring anonymity when sending the "AUTHOR" envelope by mail is possible to achieve by:

- sending by ordinary mail without return receipt with the appropriate postage stamps (depending on the country of the sender);
- opening a mailbox for receiving the return receipt;
- sending via express mail service (DHL, Fed Ex,…) with a note that sending is anonymous ("AUTHOR" envelope inside the envelope for sending, on which there is no indication of AUTHOR code).

8.6. COMPETITION DEADLINES

- Beginning of competition deadline/ announcement date is **June 8, 2026**
- Competition Documentation is downloaded free of charge from the link: **https://www.savskitrg-konkurs.rs**
- Competition-related questions may be asked by competitor until **July 27, 2026**
  Questions and requests for additional information or clarifications are submitted exclusively through the official website: **https://www.savskitrg-konkurs.rs**
  Jury's answers to the questions asked, exclusively to the answers related to the Competition announcement and program, will be posted on the Competition's official website **within seven days.**
- Final deadline for submission of Competition Designs is until 23:59 hours (GMT +1) **August 6, 2026.**
- Notification of Competition results is until 23:59 hours (GMT +1). **August 27, 2026.**
  Results will be posted on the website: **https://www.savskitrg-konkurs.rs**
- Awarded and unawarded designs will be posted in electronic format on the website **https://www.savskitrg-konkurs.rs** within 30 days from the day of announcing Competition results.
- Basic information – Competition Design code, award, name(s) of author(s) will be published with all Competition Designs, unless otherwise specified in the Competition application.

8.7. TYPE AND AMOUNT OF AWARDS

If at least 6 Competition Designs are received before the set deadline and if they meet Competition requirements, the following prizes will be awarded in the total amount of the net award fund of **EUR 70,000** as per the following distribution:

- First prize…….. **EUR 40,000**
- Second prize……..... **EUR 20,000**
- Third prize……. **EUR 10,000**

Payment to winners from Serbia in RSD is at the middle exchange rate of the National Bank of Serbia on the payment date.

All legal persons from Serbia issue invoice with VAT included with the turnover date on which Competition results are announced.

The Jury shall distribute the prizes fully in accordance with the provisions of the Rulebook, with a possibility of different distribution of prizes within the planned prize fund.

The Contracting Authority undertakes to effect payments for the selected and awarded Competition Designs according to the Jury's decision in compliance with the Competition Documentation – by a notification within 45 days from the day on which Jury's decision is confirmed by the Contracting Authority.

8.8. JURY COMPOSITION AND RAPPORTEURS

President of the Jury:

- Marko Stojčić, B.Sc.(Arch.), Chief Urban Planner of the City of Belgrade,

Members of the Jury:

- Natalija Belić, B.Sc. (Arch.), representative of the Agency for Spatial and Urban Planning of the Republic of Serbia,
- Stefan Obućina, B.Sc. (Arch.), representative of PUC Belgrade Metro and Train,
- Maja Joković Potkonjak, B.Sc.(Arch.), representative of the Urban Planning Institute of Belgrade,
- Daliborka Stojaković, B.Sc.(Landscape Arch.), representative of Belgrade Waterfront LLC

Deputy Chair of the Jury:

- Daliborka Stojaković, B.Sc.(Landscape Arch.), representative of Belgrade Waterfront LLC

Rapporteurs:

- Katarina Čavić Lakić, B.Sc.(Landscape Arch.)
- Teodora Terzić, M.Arch.

8.9. FINAL PROVISIONS

- An author of the Competition Design is the competitor who created the Competition Design and thus under his/her name published a work of authorship by the act of submitting it to the Competition. Team of authors is made of the signatories of the Competition Design, coauthors and consequently the holders of all joint copyrights. Copyrights of the competitor are defined in accordance with the law regulating copyrights and other related rights.
- By submitting the Competition Design, the author (team of authors) assigns the transfer of all author's property rights to the Contracting Authority if the Competition Design concerned is awarded or redeemed. Authors of awarded and redeemed Competition Designs will subsequently submit their Competition Designs to the Contracting Authority in open AutoCAD DWG format. Submission deadline is 7 days from the date of announcement of results in the identical way as submission of Competition Designs.
- The awarded and redeemed Competition Designs may be used in whole or in parts and in the process of preparing the technical documentation they will be adjusted to the situation at the site and/or spatial and technical capabilities and restrictions.
- The Contracting Authority is under no obligation to engage the author to produce planning and technical documentation.
- During further elaboration of the design the Contracting Authority will consult the authors of the awarded and/or redeemed Competition Designs, whose Competition Designs are selected for further elaboration, and the authors will provide consulting services to the necessary extent. Any possible cooperation shall be regulated by a separate contract between the parties.
- By participating in the Competition, the author(s) agree to act in accordance with the conclusions and recommendations of the Competition Jury, which will be specified in the Competition Jury Report regarding further implementation of the awarded Competition Design. The author accepts in further elaboration to act in accordance with the suggestions of the Jury and any program and technical changes of the Design Brief and to adjust his/her solution to the needs of further stages of elaboration.

- Further elaboration of the project will be carried out in accordance with the Law on Planning and Construction (*Official Gazette of RS*, Nos. 72/09, 81/09-corr., 64/10 – Constitutional Court (CC) decision, 24/11, 121/12, 42/13 – CC decision, 50/13 – CC decision, 98/13 – CC decision, 132/14, 145/14, 83/18, 31/19, 37/19-other law, 9/20, 52/21, 62/23 and 91/25) and the Rulebook on Content, Method and Procedure of Preparation and Manner of Performing Control of Technical Documentation by Class and Intended Use of Facility (*Official Gazette of RS*, No. 73/19).
- Authors reserve the right to publish their Competition Designs.
- The Contracting Authority has the right to use all submitted Competition Designs, to publish them and to promote the results of the Competition.

9. ATTACHMENTS TO PROGRAM, BASEMAPS AND ACCOMPANYING DOCUMENTATION

1) GRAPHIC DIGITAL BASEMAPS

1. CTP_Cadastral topographic plan
2. Cadastral plan of underground installations
3. Orthophoto image with Competition boundary
4. Spatial requirements
5. Basemap for attachments S 1:500 i R 1:333

2) GUIDELINES OF RELEVANT INSTITUTIONS

1. PUC Belgrade Metro and Train
2. Secretariat for Public Transport
3. Secretariat for Traffic
4. Serbian Railways
5. PUC Belgrade Greenery (JKP Zelenilo Beograd)
6. Institute for Protection of Cultural Monuments

3) EXCERPTS FROM PLANNING DOCUMENTS

1. Excerpt from SPSPA BW
2. Excerpt from GRP of Rail Systems
3. Excerpt from Bicycle Rental Stations Plan

4) EXCERPTS FROM PROJECT DOCUMENTATION

0. Metro station
1. Historical Museum of Serbia _Railway Station
2. Development of the area around IMS Institute
3. Savski Square
4. Archeological Museum of Serbia_Old Post Office
5. Preliminary School
6. Transformer substation
7. Karadjordjeva Street
8. Savska Street
9. Street SAO 6

5) PHOTO AND VIDEO DOCUMENTATION

1. Photographs
2. Video

In Belgrade, 2026

Composition of the Jury:

President of the Jury:

Marko Stojčić, B.Sc.(Arch.), Chief Urban Planner of the City of Belgrade

Members of the Jury:
Natalija Belić, B.Sc.(Arch.), representative of
the Agency for Spatial and Urban Planning of the Republic of Serbia

Stefan Obućina, B.Sc.(Arch.), representative of PUC Belgrade Metro and Train

Maja Joković Potkonjak, B.Sc.(Arch.), representative of the Urban Institute of Belgrade

Daliborka Stojaković, B.Sc.(Landscape Arch.), representative of Belgrade Waterfront LLC

Deputy Chair of the Jury:
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