



MASTER PLAN Split
Area: **Duilovo – City project**

Competition: **For preparation of preliminary urban design for the coverage zone of City Project No. 7 - Duilovo**

Competition type **Open, national, public, one stage, anonymous**

Subject: **COMPETITION PROGRAMME**

Contents: **Competition programme**

Competition announced by: **The town of Split City Government**

Competition implemented by: **DAS Split Architects Association**

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The coverage zone of the City project Duilovo (competition task) is a part of integral coastal region from Marjan to Stobreč and Podstrane and via Čiovo to Trogir and Marina on the other side, as one of the most important development resources in the Split/Dalmatia County, especially in terms of the Split coastal conurbation. This direction is especially important for development of tourism, catering and recreation where still available spaces from Bačvice to Duilovo, and further from Orišac to Stobreč should play special role.

Taking into account the broader area and past construction along the coastal zone, it can be said that uniform criteria, especially in terms of valuation and preservation of existing natural values of landscape and view from the sea, were applied.

- 1) The area toward Stobreč (the Orišac area) is characterized with significant altitude difference between the coastal plateau and slope area/cliff (over 30 m), and pursuant to Master Plan of Split, the entire slope area is specified as Z5 – “protection and landscape vegetation”. It is mainly non-built area which has to be shaped carefully to achieve complex nature protection, i.e. to protect natural characteristics of cliff and slope toward the sea and to develop the coastal edge area (unstable slopes, traditional landscapes, presence of cultural monuments), protection against noise, air protection etc., including the sea part in order to protect habitats of fish and other sea organisms.

The high ground Orišac is rich in archaeological heritage with areas of archaeological findings at numerous sites that were populated in prehistoric, antique and middle ages. Some interventions are possible but only those aimed to protect the found valuable natural forms and vegetation and use the coastal area as beach and for recreation (improvement of eroded cliffs, walk area (*lungo mare*) with maximum following the natural form of the area and use of natural materials).

The natural slope (cliff) has been fully preserved in the Zenta zone. Catering/tourist facilities and other premises will be constructed at higher level. Similar method is applied in front of the Hotel Split complex, while in the area of Trstenik / Radoševac constructed buildings were lowered to the coastal line, partially ignoring natural land configuration and specific properties of the landscape.

- 1) Pursuant to City project, the area of Duilovo is intended mainly for tourist, sports and recreation premises

Along the coastal line arrangement of the leveled plateau is planned as well as construction of tourist, public, business and service premises with formation of the new city promenade, marina construction with 400 berths, sports port and sports centre (sailing) that enable the highest possible level of municipal service and whole day vitality of public space by its contribution to attractiveness of the city promenade to all future visitors. New public beaches, being in harmony with the planned promenade, will be developed on the eastern and western sides of the current neglected beaches.

Specific part of this task is requirement for a vehicle connection of the coastal plateau and nautical port with the city road network, which is, in fact, continuation of Lovrinačka street, whose cross profile is defined by Master Plan of Split, and which is positioned on the map *Traffic and communal infrastructure map – 3a – Traffic*, to the connection with Put Žnjana. It is necessary to connect the connecting crossroad point of Lovrinečka street and Put Žnjana (approx. 26.30 m over the sea-level) in appropriate way with connection points at 5.40 m over the sea-level in Ulica Pape Ivana Pavla II (a section of coastal plateau).

One of basic goals of making of preliminary urban design is to define guidelines (as detailed as possible) for making of detailed plans for development of the area within coverage zone of City project Duilovo, all in accordance with basic space purposes defined by General Plan of Split: catering/tourism T1 – hotels, sports and recreation purpose R3 beaches, sports port LS and business zone LN, nautical port.

In making of preliminary urban designs, correct valuation of all present natural specific characteristic, cultural – historical values, observation of restrictions and proportions of construction on individual parts of the coverage zone (subunits), addition of missing facilities of the beach zone R3 and existing beach, need for communal and infrastructural furnishing of the zone through implementation of rational and functional road network and walking communications are required.

Competition's goals

- 6 Determination of spatial, forming and specified purposes of this intervention, and analysis and research of possibilities for physical planning of the area in accordance with the basic purpose of the area defined in Master Plan of Split: catering/tourist purpose T1 – hotels, recreation purpose R3 – beaches, nautical port LN, sports port LS; Verification of the assigned task within context of spatial possibilities and limitations to construction, to get the best quality preliminary urban design;
- 7 Treatment of the area in terms of shaping, contents and functions of higher quality and defined limitations to construction to obtain as good preliminary urban design as possible;
- 8 Better valuation of the space in terms of functions, contents and shape, which is located on the exposed, sensitive and highly valued position within the general City image;
- 14 Formation of a new urban centre in this part of the City, with more pronounced stress on catering/tourist contents and capacities and compatible facilities to improve urban standard of the present and future use of this space;
- 15 Formation of highly urban space of the new city promenade, sports port, parks, landscape and protective green spaces intended for public use;
- 16 Preservation and planning of the area value as a whole;
- 17 Preservation of views, panoramas, urban images and shapes, and other values of the area and landscape, especially parts of coastal zone, and preservation of valuable cultural goods (area of archaeological heritage), relief, cliffs and slopes, with proposal to give them priority for arrangement;
- 18 Defining of the street net and urban structure, required communal equipment, as well as available public, green and recreation space;
- 19 Establishment of traffic, walking and spatial/functional connecting of the zone with other City parts;
- 20 Furnishing of continuous and complete traffic service to all planned program/functional subunits with, taking into account all more important walking directions and avoiding to interfere them;
- 21 The coastal zone to be used primarily for public purposes and planning of the coastal edge ;
- 22 Formation of a new rational urban matrix by new parcellation and enlargement of the land;
- 23 the Competition must give answers to complex urban/architectural and technical questions related to establishment and organization of marina, new city promenade, traffic system and especially to question of articulation of symbolic importance of Žnjan in development of the City of Split.

The competition results (making of preliminary urban design for the City project Duilovo in Split) will serve as engineering design for preparation of detailed planning designs of:

1. North 'land' part (the area between Put Žnjana and Ul. Pape Ivana Pavla II, including 2. pertaining 3. pertaining 4. and Hotel Zagreb complex and sports and recreation facilities R3 – beaches 5. leveled plateau, including 6. the sea area with planned marina and sports port;

SPATIAL PROGRAMME - URBAN TERMS

OBLIGATION

Obligatory inputs of the competition task resulting from application of provisions and urban rules of Master Plan of Split are:

2 Catering / tourist purpose T1, hotels:

It involves construction of hotels, catering, entertainment, cultural, shopping and services facilities, indoor and outdoor recreation and sports facilities, parks and similar spaces and premises.

All accommodation units must be within hotel as integral units in terms of functioning, management and maintenance. Residential contents intended for permanent or periodic residence are not allowed.

Construction of smaller premises supplementing and serving core activity (wardrobes, toilet premises, smaller catering facilities without accommodation capacities, equipment warehouse), GDSA up to max. 200 m²/ha of total arranged beach area is allowed. The existing beach facility can be replaced, within the present dimensions, with a new one, having total net useful area of approx. 1,640 m².

A walking promenade (lungo mare) along the coast shall be planned. An environment impact study has to be carried out for any interventions in local sea area (arranged coastal line) and for modification of the current bay geometry.

3 City project Duilovo – capacities/GDSA:

Within the area of 24.0 ha (not including the existing Hotel Zagreb complex) construction up to max. 240.000 m² GDSA (including replacement of inappropriate existing buildings) is allowed.

4 Žnjan stream:

It is necessary and protect and preserve integral function of water streams and to reject possibility of any significant correction of the water stream course, conversion of its natural cross sections or covering of the water stream bottom with concrete or other materials that do not belong to natural environment.

5 Parking lot:

Required number of parking or garage places shall be determined in relation to construction gross developed surface area of the building type according to Table 1 of Master Plan. For buildings and contents not mentioned, number of parking places shall be calculated according to requirements for similar buildings or contents. In addition to required number of parking or garage places, it is also necessary to fulfill the requirement on minimum areas of parking lots or garages of 20 m² of gross area per one parking place.

Catering and tourism	§	0.5 PP / accommodation unit
		0.7 PP / accommodation unit
	§	1 PP / accommodation unit
	Singles' hotels, board and lodging	1 PP / 100 m ²
	Restaurant, coffee shop and other	4 PP / 100 m ²

Along walking paths positioned in direction of centuriation lines of trees shall planted and green belts shall be arranged to preserve and to stress historical centuriation space. Planned pedestrians' areas (outside traffic roads) must be of sufficient width, i.e. width over 2.0 m.

At the coastal level a dominant walking area of new city promenade shall be planned, whose segment is functioning as continuation of natural and functional value of continuous promenade along the coast (lungo mare) from other coastal parts of Split to Stobreč.

On all public walking areas and on areas with walkers, conditions for unhindered movement of disabled persons, persons with baby carriages etc. have to be ensured.

In carrying out of construction works affecting cultural layers under ground and at archaeological sites, archaeological supervisions of excavation works is required. Within measure of h of archaeological heritage special attention has to be paid to the route and remnants of Salona ager. Wherever possible, street routes shall be positioned so that they follow the route of antique space centuriation.

Protection of the basic structural elements of the region is performed by preservation of the original landscape character, protection of landscape and cultural – historical values, protection of views, panoramas, urban images and shapes and other landscape values.

Selected microlocation has to be easy accessible in traffic terms and in the vicinity of the zone being of interest as public parking areas.

7 Urban / architectural barriers:

Unhindered access, stay and movement of persons with lowered motility has to be ensured on all public walking areas, i.e. to obey the Rules on arrangement of access to buildings.

9 Bike routes and lanes:

Bike routes and lanes can be built and planned separately from traffic streets, as a separate surface within a street and as a part of the road or walking path with proper traffic signalization. Arrangement of bike routes and lanes in the coastal area from Zenta to Duilovo is mandatory. Minimum width of the one-way bike routes and lanes is 1.0 m and 1.60 m for two-way lanes. If bike lane is immediately to the road, protection width of 0.75 m has to be added.

10 Land concentration:

Relative fragmentation of the current land utilization within the coverage area of the competition task (far western part of the coverage area of the City project, at the upper land plateau (A subunit) requires further land enlargement appropriate to the zone purpose (catering/tourist activities, T1, hotels).

11 Environment protection:

The coverage area of the City project has remarkable value as a zone with landscape and green surfaces. Taking into account its position in the city space and city views from the seas, it is necessary to protect and preserve it in its original form.

It is important to implement protection and preservation on the existing slope (cliff), to protect relief and specific characteristics of pertaining landscape, as well as to protect more significant views and parts of coastal area used for public purposes.

Slope, being a natural valuable phenomenon and characteristics of this city part, has to be improved primarily by horticultural interventions.



12

Sea and coast protection:

Pollution originating from land and preservation of high quality of this area has to be controlled and limited by defining of appropriate purpose of the land and sea area, by limiting of construction in the coastal area, construction of sewage system with purification treatment and discharge through under-sea discharges of appropriate length and by other measures. Pursuant to legal regulations, continuous monitoring of quality of sea water is required.



TRAFFIC- Input data for planning of traffic network

Guidelines

Within the coverage area of the competition task, except Ulica Pape Ivana Pavla II, there is no other road constructed. Defining the road system on specially demanding ground represents one of the basic goals of competition task, and so defined future traffic network shall also determine the basic space organization.

Coverage area of the City project Duilovo - GP 7. - foreseen / possible spatial concept and functional space division

Street network:

Future planned street network within the City Plan, as well as in broader area, has to meet fully all requirements by its spatial disposition and especially by its capacity and services. The entire street network and its individual segments have to be dimensioned according to expected traffic level and in accordance with urban needs and standards. Traffic flows within the coverage scope of the City Plan will consist of transition and especially target/destination traffic.

According to the City Plan, large catering/tourist facilities are planned and therefore, strong traffic flows and load of traffic network, especially during tourist season, are foreseen in the broader area, especially in the coastal part where nautical port (marina) and new city promenade will be located.



The following streets are considered to be primary roads within the scope of the City Project.

- 4 **Bračka street**, with main task to connect traffic in this area with south parts of the city, and especially with its centre.
- 5 **Lovrinačka street**, through which all traffic flows in north/south direction shall run, with special stress on connection of state roads at location Bilice/roundabout and further to the highway A1 Zagreb – Split.

A street Put Duilova, having less importance, is classified as connecting street in Master Plan. However, due to its current good quality connection within the City Plan and its planned traffic connection to a series of important city streets (Vukovarska, Put Smokovika, Put Mostina and others), it should be treated as important traffic link between this part and broader city area.

Direct traffic connection to the mentioned network of city streets and further to the regional and state road system by construction of additional street sections is required specially during tourist season. It should be carried out by planning of direct target traffic flows running from Bračka street and especially from Lovrinačka street.

Competitors are expected to give proposals and suggestions regarding traffic solution that will provide fast and smooth vehicle access to the coastal plateau (city promenade) and to marina, sports port and beaches.

Solution for this requirement is analyzed on the basis of two possible options:

4. Planning of extension on Lovrinečka street after cross-road with Bračka street (some 26.30 above the sea-level), with the same or smaller cross profile, running over the upper level of unarranged space and over natural height difference point ("cliff") to the connection to the coastal road (Street of Pape Ivana Pavla II – about 5.40 m. above the sea-level)
or

Utilization of a section of Put Žnjana – from the planned crossing with Lovrinačka street (estimated height level 26.30 m above the sea-level) for connection to the northern part of (Street of Pape Ivana Pavla II – about 5.40 m. above the sea-level, west from Zagreb hotel) and further along the street to the coastal plateau level – to the road level at about 5.40 m. above the sea-level. Classification and technical revaluation of this section of Put Žnjana is needed as well as of aspects of preservation of the existing landscape values (slope/cliff). It is to be expected that points where the road route runs over cliff will require significant intervention in the terrain with longitudinal slopes of level reference line of about 10 %, and construction of a road of cut type with large supporting concrete walls which is, as principle, considered to be inappropriate for the foreseen purpose and location itself.

9. In this connection the study of different designs of vehicle access to Žnjan plateau (Lovrinačka street from crossing with Bračka street to Žnjan plateau) prepared by M.A. Vjekoslav Dorić, BSc. Civ.Eng. and all. - INSTITUT GRA-EVINARSTVA HRVATSKE d.d. Zagreb, POSLOVNI CENTAR SPLIT – made in procedure of special activities and analyses of preparation of the new Master Plan of Split, August 2005, is enclosed as information to competitors.

VEHICLE APPROACH TO ŽNJAN PLATEAU

Study/information

Overview plan

OPTION 1

OPTION 2

OPTION 3

The first option requires detailed analysis of the route of future road, and specially conditions and method of level reference line on this extremely difficult high area. Its integration into the space having significant impact on the entire organization is especially demanding (taking into account that only 4-lane road has been considered, if is stated by traffic projections and total cross direction profile larger than 20.00 m).

Analysis of document contained in the Programme documents for considered options of vehicle access to Žnjan plateau for spatial/design documents, and according to overview situations and proposed designs, shows positioning of the road route within A subunit of the City Project.

- 14 Normal road cross direction profile in cuts for all three options shows that total street corridor will be up to 24.0 m and comprises of the road surface having the width of 12.0 m, with sidewalks on both sides (3.0 m each) and green belt on both sides (3.0 m each) . Supporting walls in the cut periphery are about 5.5 to 7.0 m.
- 15 Normal road cross direction profile in embankment for all three options shows that total street corridor will be up to 24.0 m and comprises of the road surface having the width of 12.0 m, with sidewalks on both sides (3.0 m each) and green belt on both sides (3.0 m each) . Supporting walls in embankment periphery are about 3.0 to 4.5 m.

NOTE

Results study of different designs of vehicle access to Žnjan plateau have not been included into the new Master Plan of Split;

on the Master Plan map titled: Traffic and communal infrastructure network - 3a Traffic, the corridor of Lovrinačka street is plotted only to the crossing with Bračka street. Its extension, for finding the optimal traffic access to marina facilities, sports port and beaches, shall be defined by more detailed documents and competition procedure.

In case of application of the second option, traffic will be directed to already built, in traffic and spatial terms, Street of Pape Ivana Pavla II, with obligation to construct a section of Put Žnjana with proper cross direction profile pursuant to the planned traffic needs. In such a way any possible negative spatial and visual impacts on very sensibly arranged urban tissue of the central space of City Project will be avoided.

In selection of third option of solution for traffic access, the following principles and terms shall be observed:

All road elements have to be harmonized with requirements of pedestrian and vehicle traffic expected in traffic system of this area. Taking into account urban character of the City Plan, possible differences in height levels of roads and developed and natural ground, they must not be harmonized with prominent high walls or other road structures; vertical elements of the roads must correspond to the surrounding arranged ground and structures; all roads have to be designed in accordance with standards elements of cross profiles of the roads defined by Master Plan; longitudinal slopes of level reference line has to be designed and adjusted to dynamic characteristic of vehicles, and especially to fire-fighting vehicles; protective green belt (planting of vegetation in line) has to be planned for all sections of roads and road surfaces.

Parking lot:

Required parking places/garage places have to be provided by construction of parking capacities in the form of outdoor and indoor (garage) parking surfaces within building plots, i.e. facility units.

Article 33 of Master Plan determines minimum number of parking or garage places for new buildings according to their purpose, i.e. according to contents of a building shown in Table 1 of Master Plan of Split.

Required number of parking or garage places under Table 1 is defined according to building gross surface area of a building. Building gross surface area for calculation of parking places does not taken into account surfaces of terraces, balconies, garages and one-purpose shelters. For buildings and contents not mentioned in Table 1, number of parking places is calculated according to similar content shown in the table.

In addition to number of required number of parking or garage places, requirement on minimum surfaces of parking lots or garages with 20 m² gross surface per one place has also to be met. Certain number of parking places can be planned on special extension along the roads with obligatory planting of protective vegetation.

Pedestrian traffic:

All planned roads for vehicle traffic next to and within the coverage area of the City Plan must be planned with sidewalks width of 2.0 m on both sides. However, a net of independent sidewalks corridors, i.e. surface (squares etc.), as system of pedestrian communication, complementary and accessible to all planned contents, has to be planned in the entire area. In area of the coastal plateau a dominant walking space, in the form of city promenade, has to be planned, at which a series of walking routes from the north direction ends. This space of strong social nature shall be connected, on the eastern and western boundaries of coverage area of the City Plan, with the city coastal promenade (lungo mare).

Put Žnjana and coastal street (Ulica Pape Ivana Pavla II.) are classified into lower road categories (category of access roads) in Master Plan.

Provisions of Master Plan define obligatory standards for cross section elements of roads that have to be observed in planning and design of city roads as follows:

City street m	- sidewalks on both sides, width of each	3.00
3.00 m	- green belt along the road, width	2.00-
3.50 m	- 4-lane road, width per each lane	3.00-
Junction road 3.00 m	- Sidewalks on both sides, width of each	2.00-3.00 m
	- One side green belt, width of	2.00-
	- 2-lane road, width per each lane	3.00-(3.25) m

Roads shall be located within corridors shown in Master Plan intended for public traffic surfaces. Other roads of lower category will be defined by competition entries made according to guidelines of this programme, and further detailed plans of this areas and in accordance with above mentioned requirements.

GOALS

Proper planning of traffic, optimal dimensions of roads and designs made represent the basis for successful spatial planning. Basic goals of traffic system in the region are:

- establishment of good quality road network, with appropriate capacity, to connect vehicle and pedestrian traffic within the coverage area of the City Project, and especially of connection of the coastal line to the city street system and to regional or state roads;
- planning of comprehensive system of protected walking routes and corridors in the entire zone, especially those connecting the zone with the northern residential complexes and with future city promenade;
- Avoidance of confrontations of walking routes and vehicle traffic roads, which have to be designed without urban/architectural barriers. Recognizable urban contours shall be planned along walking communication routes and planting of decorative low/high vegetation
- Public transport system, as well as surfaces and facilities intended for parking purposes shall be positioned at sites demanding such surfaces, and to make them easily accessible; special attention shall be paid to handicapped persons and their needs.

PROGRAMME - FUNCTIONAL SUBUNITS

PROGRAM

Guidelines

The coverage area of the competition task (City project Duilovo) is about 24.0 ha (without the existing Hotel Zagreb complex), with individual parts differing in their detailed land purpose and utilization, need for preservation of landscape and cultural – historical values, configuration properties, traffic demands and other relevant specific spatial aspects.

In general, new built capacities (without the existing Hotel Zagreb complex) up to max. 240,000 GDSA/above-ground (including replacement of inappropriate existing buildings) have to be allocated to the spaces of subunits ((A,B,C,D,E,F), taking into account their specific characteristics: purpose, specific relief/land configuration, construction level, traffic connections, importance and position within urban context of microlocation/broader space, as well as expectations related to its contribution to the City impression in general.

It involves the need for different approach in programming and distribution of potential capacities, selection of construction criteria and selection of spatial/architectural designs (urban matrix) of individual parts of the space within the scope of competition task.

The entire space is divided into several spatial programme/functional/design subunits ('A','B','C','D','E' i 'F'- future sea part of marina and sports port).

Classification of the City Project space: programme / functional subunits (A,B,C,D,E,F)		Max. GDSA/above-ground of new buildings including replacement of inappropriate existing buildings	
1)			
Subunits / surface area m ²	m ²	Note	max. GDSA
A	Western part of upper plateau about 57,500 m ²		45,000 m ²
B	Eastern part of upper plateau about 65,300 m ²		75,000 m ²
C	Leveled (filled up) plateau about 105,300 m ²	Change possible because of competition	112,650 m ²
D	Purpose R3 - beach about 12,550 m ²	existing beach facility 1, 640 m ² – it can be replaced	
E	Hotel Zagreb complex about 51,100 m ²	existing buildings + increase of GDSA up to 10 %	
F	Sea territory final area will be determined by competition procedure		7,350 m ²
TOTAL			240,000 m²

1)

2) Master Plan of Split defines as follows: new construction up to max. 240.000 GDSA/above-ground (including replacement of inappropriate existing buildings) is allowed within the area of about 24.0 ha.

3)

4) **AE Competitors are expected to verify defined Programme solely within parameters foreseen by Master Plan (as max. allowed GDSA/above-ground). Values determined by the programme can be redistributed to programme/functional subunits which will not be considered to be deviations from the ser programme. Such deviations have to be explained in details.**

Spatial / functional subunits; A, B, C, D, E, and F: 'A' – the area in the far western part of the upper plateau of Master Plan, having coverage level (buildings) of about 57,500 m² of ; ' B' – central part of the upper plateau of Master Plan, surface area of about 65,300 m², where construction of majority of hotel facilities is foreseen; 'C'- leveled (filled up) plateau, of 105,300 m²; 'D' – recreation purpose R3 – beaches, surface area of about 12,550 m²; 'E' - Hotel Zagreb complex, without coastal area, surface area of 51,500 m²; 'F' – sea area, planned for nautical port - marina;

For functional and efficient more detailed planning and for putting this valuable City area into use, further concentration of land is required in a part of the scope of existing buildings (A subunit), and current structuring and fragmentation must not be limitation for optimum planning of capacities, selection of construction parameters and freedom of selection of ideas in designing.

Pursuant to Master Plan of Split T1 the following can be built in catering/tourist zones – T1: hotels, catering, entertainment, cultural, shopping and service facilities, recreation and sports facilities (indoor and outdoor), parks and similar spaces and buildings. Construction of residential buildings intended for permanent or periodic residence is not allowed (Master Plan, article 13). All accommodation units must be within hotel as integral units in terms of functioning, management and maintenance.

In zones where construction of hotel premises is planned, facilities classified as *hotels* shall be positioned.

Hotel is a functional unit comprising, usually, of one building or a part of building with a separate entrance, horizontal and vertical communications. Hotel must have minimum five (5) accommodation

units. Types of hotel accommodation units, minimum conditions required for each type and elements for categorization shall be planned and dimensioned in accordance with provisions of Rules for classification, categorization and special standards of catering facilities – hotels. These Rules also set forth types of special standards for facilities classified as hotels, i.e. requirements that must be met according to a standard.

The basic elements (total useful surface area of an accommodation unit – module) in a hotel are: (entrance part, bedroom, bathroom), hotel suite (entrance part, bedrooms, living room/rooms, bathroom), studio suite, suite, family room in hotel annexes.

Capacity of an accommodation unit is determined according to number of beds regardless the surface area of a module. The building capacity is determined according to number of accommodation units and its capacity.

Hotel requirements are: hall and reception (one functional unit; space/light height – min. 2.80 m; 1.6 m²/person - 1.8 m²/person; wardrobe 0.2-0.4 m²/person), ▪ kitchens/supporting premises (functional unit in which all rooms and spaces are connected so that personnel does not pass through spaces and rooms intended for guests; process of food preparation has to be done in a closed circle within the kitchen; capacitors must meet demand, i.e. range of dishes offered and number of consumers), restaurant/service activities, rooms/suites, toilet facilities, sports facilities, conference rooms, garages and parking.

For classified accommodation facilities with additional contents, equipment and furnishing and providing additional services adjusted to specific demands of customers, separate standards have to be set forth (Business, Meetings, Congress, Holiday Resort, Small & Friendly etc).

The site of archaeological heritage and finding, showing that larger number of other sites and were intensively populated in prehistoric, antique and middle ages is located within the coverage area of the Master Plan. In carrying out of construction works affecting cultural layers under ground and at archaeological sites, archaeological supervisions of excavation works are required.

Protection of the basic structural elements of the region is performed by preservation of the original landscape character, protection of landscape and cultural – historical values, protection of views, panoramas, urban images and shapes and other landscape values. In planning of capacities of individual buildings it is necessary to observe general provisions of urban rules of Master Plan of Split related to spatial parameters and building heights:

- 3 Construction (gross) surface area - sum of surface area of all building parts (basement/s, basement storey, ground floor, upper floors, loft) measured at the floor level, including surfaces of loggias, balconies and terraces, defined according to external dimensions of peripheral walls that involve linings, casings, parapets and fences.
- 4 If terraces and/or balconies are built on a building, maximum building utilization coefficient, defined by urban rules of Master Plan of Split, may be increased by the surface areas of such spaces.
- 5 Basement (Po) is fully dug in part of a building whose space is located under the floor of the ground – floor or lower level.
- 6 Ground floor (P) is a part of a building located directly on the land surface, i.e. max. 1.5 m above the finale arranged and leveled ground measured in the lowest point next to the building forepart or which is located above the basement and/or lower level (below the floor of a storey or roof).
- 7 All buildings must have lower levels (between basement and ground floor).

Subunits 'A' and 'B'

Surface area = about 122,800 m²

Upper (land) plateau is divided in two (2) separate programme/functional subunits (A and B) mainly on the basis of criteria of the current coverage (built up) level/ non-coverage level and different level of the land organization (concentrated/fragmented plots), and total possible GDSA/above ground for new buildings (including replacement of inappropriate existing buildings) refers to the plateau surface in (A+B) unit, not taking into account formal bordering line between subunits. They have to be distinct in terms of expected/differentiated level of potential building, more detailed purpose, dimensions and type of construction.

Subunit 'A' is located within the contact area of zone foreseen by Detailed urban development plans for future construction: the area around the church *Gospa od Žnjana* and the area eastern from the

Radoševac stream (mixed purpose zones M3 – residential purpose and tourism) and spatial properties point to the looser construction character.

Applying same indicators, within the A subunit smaller hotel facilities of Small & Friendly type with max. 20 accommodation units (40 beds) , with smaller catering premises, shopping, service and other facilities (within the hotel's ground floor or as separate buildings) of can be planned, especially along the foreseen walking communication with foreseen pronounced urban effects. Residential contents intended for permanent or periodic residence are not allowed.

Special care has to be taken in relation to creation of general zone image by formation of attractive groups and/or recognizable street stretches and lines of urban vegetation along roads/walking sidewalks to introduce urban elements. Construction lines have to be interrupted and to introduce cross direction walking communications and breakthroughs enabling its better transparency.

Construction surface of underground floors/basement can be larger than above ground ones when they are used for parking purposes. Deviation of above ground floors from layout surface is allowed primarily to public/traffic surfaces.

Subunit B is a zone foreseen for construction of significant high class hotel capacities (land plots 10260/20-1723/20...about 30,000 m² and 10260/25-1723/25...about 14,000 m²), with pronounced and remarkable construction identity in the second part on the upper plateau that will, by its construction character and structure dimensions, correlate with peripheral city roads and it will make balanced relation to new buildings in neighboring/contact areas.

Subunit 'C'

Surface area = about 105,300 m²

It is planned to construct hotel and other compatible capacities and facilities of catering/tourist purpose T1, in the form of solid city urban structure and transparent urban matrix at lower levels of the filled in plateau with recognizable identity of future new city promenade.

Subunit 'D'

Surface area = about 12,550 m²

The coverage area involves the pertaining beach area and cliff/slope to the northern edge of walking communications on the northern part (land plot 10205- 1639/2 located on the upper plateau and at the level with the hotel complex.

Zone intended only for recreation purposes R3 – beaches with possible construction and planning pursuant to separate urban rule – “artificial beaches – filled in, planning and planting.

Orientation scheme of possible detailed spatial planning and purpose of surfaces according to foreseen contents within the coverage scope of competition task.

Subunit 'E'

Surface area = about 51,1000 m²

Hotel Zagreb complex –Reconstruction and conversion of the existing hotel Zagreb complex is allowed, with increase of GDSA/above ground of max. 10 %, based on Master Plan of Split and before implementation of set procedure for this City Project.

Subunit 'F'

The surface area of pertaining sea territory of marina and sports port will be determined by competition procedure. The following shall be planned: marina with 400 berths, sports port and sports centre (sailing).

Neither concept of spatial planning nor the competitors' rights to creative considerations are limited, but sufficient freedom is left in selection of optimal solution, programming, shaping and creation of the space. Within the coverage area of competition task investors are not known, and programme guidelines determine the following:

- 4 Total max. GDSA/above ground of new buildings within City Plan (including replacement of inappropriate existing buildings);
- 5 global distribution of possible constructions per zones/subunits;
- 6 General sizes and type of individual contents;
- 7 Data and standards for their more detailed planning;
- 8 Spatial and programme/urban terms of the competition task;

- 9 **Mandatory inputs of Master Plan of Split: implementation provisions, general and specific urban rules;**
- 10 **Relevant spatial information (photo documentation), analyses of valid documents of physical planning, studies/results of competition procedures related to the space and other.**

'A' SUBUNIT

Programme guidelines

The south border of this subunit is the boundary line with C subunit, i.e. northern edge of traffic corridor Street of Papa Ivana Pavla II (including the slope/cliff surface). On the eastern side, it borders with the eastern edge of the road lot 10197-9945/3, and on the western side it borders with the area around the church *Gospa od Žnjana*. The northern border is pertaining traffic corridor of the planned street of Put Žnjana.

The land is sloping slightly toward the southern side to the boundary with the slope line and Street of Papa Ivana Pavla II (about 25-27 m above sea-level on the northern side and about 11-13 m above sea-level on the southern side).

It is catering/tourist T1 land, i.e. construction of hotels, catering, entertainment, cultural, shopping and services facilities, indoor and outdoor recreation and sports facilities, parks and similar spaces and premises is allowed. Residential contents intended for permanent or periodic residence are not allowed. All accommodation units must be within hotel as integral units in terms of functioning, management and maintenance.



To establish correlation and balanced relationship with urban defined and undefined zones and facilities in the surrounding area by selection of dimensions, type of construction and methods in A subunit, that define final character and view to:

Peripheral city road Put Žnjana in the north; planned structure and size of construction within Detailed planning project of the area around the church *Gospa od Žnjana* and the area located to the east from the Radoševac stream (mixed purpose M3 – residential and tourist premises), as contact zones on the western side; foreseen physical structures and scale of construction within the upper plateau as a whole (2nd construction plan/subunits A and B, located on the higher points of the area included in Master Plan); foreseen construction on the coastal plateau (1st construction plan – subunit C) where space of the future city promenade will be formed.

Regarding selection of scale and character of construction, conditions suggest synthesis, i.e. combination surrounding stronger physical structures with looser construction (including replacement/conversion of inappropriate existing buildings).

Potential building surfaces with the subunit will be determined after road corridors are defined, especially peripheral city road Street of Put Žnjana on the northern side, pertaining belt for preservation of existing landscape characteristics (cliff/slope and a part with valuable vegetation) and other.

Relative fragmentation of current land utilization and current building up level must not hinder optimal and professional approach to planning of contents and capacities of catering/tourist purposes T1, and therefore it is necessary to carry out further concentration of land in accordance with capacities and scale of foreseen construction. Level and quality of existing buildings has to be evaluated in order to adjust them, if necessary, to the space or to convert them, i. e. either keep them or remove (demolish) them.

In addition to the highest class hotel accommodation premises, other compatible catering/tourist facilities can also be foreseen having public, cultural, catering, shopping or service character (on the ground floors of buildings or in a separate part) – looser (scattered) construction. Catering premises must meet requirements set for such premises in Rules on classification and minimum requirements on catering facilities in groups: restaurants, bars, catering premises and simple service facilities – Official Gazette 82/07).

By replacement of the existing or construction of new buildings it is possible to plan smaller hotel facilities of Small & Friendly type with max. 20 accommodation units (40 beds) or family hotels. Residential contents intended for permanent or periodic residence are not allowed.

The regulated Žnjan stream is located with this zone (13925/1-10167/1), running in the north/south direction along the entire area, from the south edge of Put Žnjana to Street of Ivana Pavla II on the south side. It is necessary to protect and preserve integral function of water streams and to reject possibility of any significant correction of the water stream course.

The pertaining cliff/slope surface are not intended for construction. Rehabilitation of this valuable natural phenomenon and characteristics of this part of the city shall be made solely by preservation measure, primarily by horticultural interventions. Continuous walking communication/walking route, with further expansion along subunits B and E, i.e. to the east and west town parts within the City Project, shall be planned along the ridge in west/east direction. Recognizable walking corridors (with urban contents – accommodation capacities, public, cultural, catering, shopping and service facilities), separated from vehicle traffic shall be planned, that will connect north residential parts of the town with the coastal line (city promenade, marina and sports port).

Location of a public garage set by Master Plan, with capacity of min. 400 garage/parking places (13th location Žnjan – green colour) can be interpreted in several ways. First, selected microlocation/s shall be easy accessible in traffic terms and close to contents in the zone, being of interest for public parking; within the building area parking places/garages (indoor or outdoor) and/or at several locations shall be foreseen. Required number of parking or garage places shall be dimensioned according to standards set in Table 1 of the 1st programme (Master Plan of Split). For hotel accommodation units they have to be dimensioned as follows:

- Hotel to 3* - 0.5 PP/accommodation unit;
- Hotel 4* - 0.7 PP/ accommodation unit;
- Hotel 5* and more - 1 PP/ accommodation unit.

General programme, capacities and construction data

Subunit 'A'

Maximum allowed GDSA/above ground of new buildings within the zone/subunit 'A' (including replacement of inappropriate existing buildings) amounts to about 45,000 m². There are not specific programme requirements by known investors.

- 2 Minimum surface area of a building plot and maximum utilization coefficient Kis/KisN/above ground of building plots/buildings are not defined;
- 3 Surface areas and number of newly formed building plots, as well heights of individual buildings shall be determined in accordance with specific characteristics of contents and types of foreseen building, i.e. complexity of unpronounced/pronounced urban level of individual segment within the area along the street, urban matrix etc.;
- 4 Minimum drainage surface of a building plot: 30 %;

'B' SUBUNIT

Programme guidelines

In the south it border with C subunit that is also north edge of traffic corridor of Street of Pape Ivana Pavla II. to junction with the same road running in the south/north direction (slope/cliff included); in the east part it border wide the eastern edge of traffic corridor of Ulica Pape Ivana Pavla II.

The land is intended for catering/tourist purpose T1, i.e. construction of hotels, catering, entertainment, cultural, shopping and service facilities, recreation and indoor and outdoor sports facilities, parks and similar surfaces and buildings.

Possible construction areas will be defined after determination of road corridors, especially peripheral ones: Street Put Žnjana and a part of section of Street of Pape Ivana Pavla II on the eastern side and pertaining belt for protection of specific landscape characteristics (cliff/slope with its vegetation).



In addition to land plots 10260/20-1723/20 i 10260/25-1723/25, there are several smaller land plots (from 1.000 to 2,000-3,000 m²) in the far north/western part, with residential and/or production facilities (greenhouses) which, by their purpose, dimensions, quality and/or shapes, do not fit into possible programme designs of catering/tourist purpose T1.

It is necessary to evaluate the volume and quality of the current buildings in order to make possible spatial adjustment and conversion, i.e. either to keep them in the subject space or to remove (demolish) them.

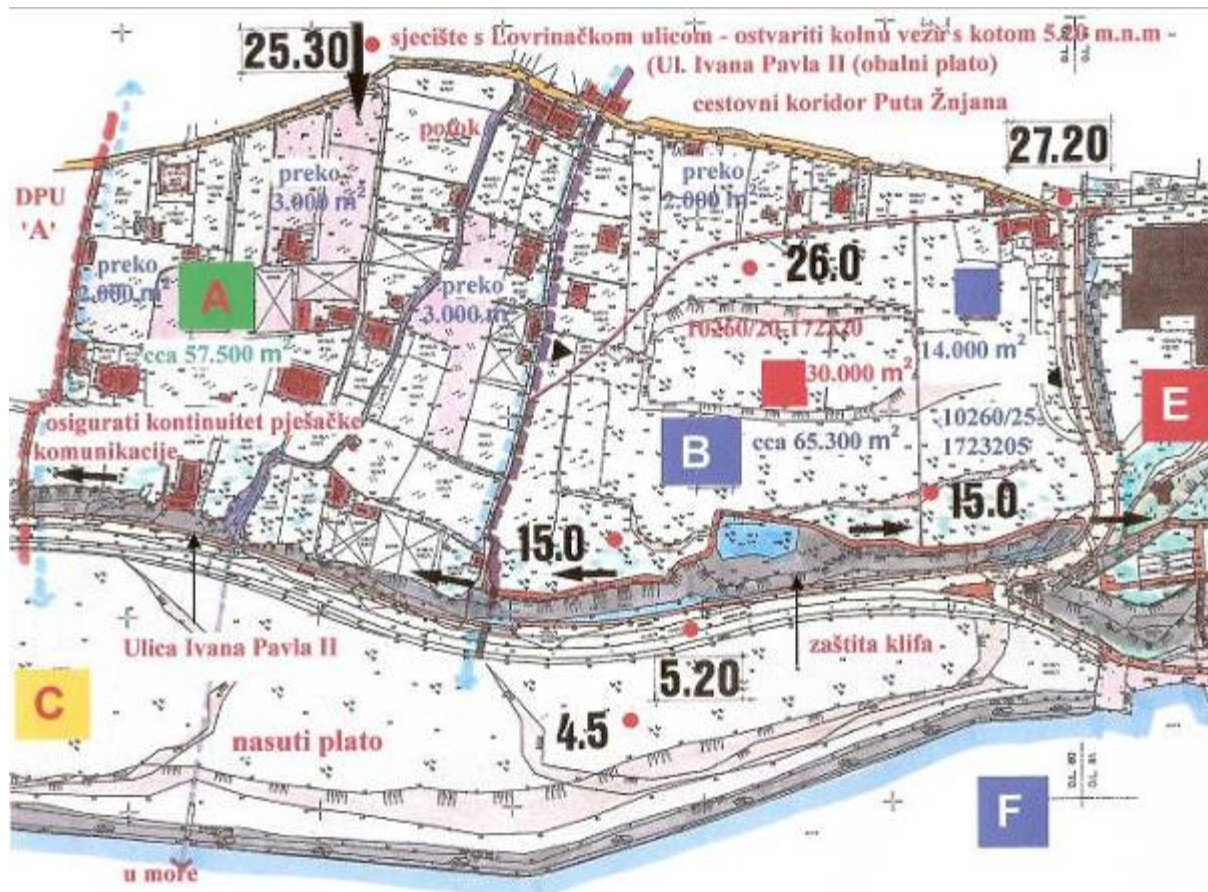
Scope, capacities and methods of construction, which define final character and view shall be related to requirements of configuration and other land characteristics, position of the subunit within the broader urban space, as well as of the level of existing/foreseen construction on neighboring contact surface, to:

- 2 The main peripheral city roads: Street of Put Žnjana on the north side and Street of Pape I. Pavla II. on the eastern side;
- 3 Facilities and other buildings with Hotel Zagreb complex;
- 4 Planned construction within subunit 'A';
- 5 Planned physical structures in the 1st construction plan (coastal plateau and urban space of the future city promenade);
- 6 Cliff/slopes, being natural valuable phenomenon and characteristics of this city part, has to be preserved and improved primarily by horticultural interventions.

To establish correlation and balanced relationship with urban defined and undefined zones and facilities in the surrounding area by selection of dimensions, type of construction and methods in A subunit, that define final character and view.

To connect this area in the south/north direction with the north residential city parts and the coastal plateau – the city promenade (in the form of solid city urban structure) through walking corridors, separated from traffic areas, along the walking communications by planning of: hotel accommodation capacities supplemented with public, cultural, catering, shopping and services facilities which will strengthen shape and aspect of utilization of this communication, especially on the ground floor levels.

The pertaining cliff/slope surface areas are not intended for construction. Rehabilitation of this valuable natural phenomenon and characteristics of this part of the city shall be made solely by preservation measure, primarily by horticultural interventions. Continuous walking communication/walking route, with further expansion along subunits A and E, i.e. to the east and west town parts within the City Project, shall be planned along the ridge in west/east direction.



General programme and capacities

Subunit 'B'

Construction areas of 'B' subunit are intended for top commercial tourist facilities, such as high class hotels, various shopping, catering, sports, entertainment and other compatible catering/tourist facilities T1.

I. Land plot 10260/20-1723/20

It has the surface area of 30,000 m², and it located in the central part of the area, on the top/land plateau. Due to its huge surface area and respectable position in the space it is intended for construction of the highest demanding high class hotel capacities on attractive location. Taking into account the land size and irregular shape of the plot, the building plot will be shaped so to protect its spatial integrity as much as possible. Integration of the neighboring land plots, being mainly in private ownership into finally shaped building plot, shall be avoided because it would hinder implementation of the foreseen construction schedule.

A high class hotel 5*, Congress type, with 300 accommodation units, with must, in addition to standard (mandatory) facilities, meet requirements of special standards for this type of hotels, shall be planned:

Mandatory spaces and contents: Hotel must involve the following:

- A conference room for min. 250 persons; a conference room or rooms with the following capacities: seats – min. 40 % of total number of seats in the conference room; min. size of such a room can be 30 m; min. two separate conference rooms, min. size of 20 m;
- Reception intended for conference purposes: catering premises: coffee bar and restaurant; toilet premises and coatrooms for conference participants, next to the conference room.

Other contents

3 Casino, brand shops on the ground floor, indoor and outdoor pools, toilet premises for pool visitors, wellness/spa/fitness premise (gym) with equipment, sauna, jacuzzi; coffee shop and piano bar, restaurant (dining room) etc; min. four hotel suites.

Construction data

- Surface area of existing land plot.....30.000 m²;
- Size and shape of building plot will be defined by competition procedure;
- max GDSA/above ground = about 41,000 m²; number of floors is not defined;
- minimum drainage area of the building plot: 30 %;
- vehicle access via secondary traffic net from the western side.

Required number of parking or garage places shall be dimensioned according to standards shown in Table 1 of the Programme (Master Plan of Split). Hotel accommodation units shall be dimensioned according to the following standards:

- Hotel to 3* - 0.5 PP/accommodation unit;
- Hotel 4* - 0.7 PP/ accommodation unit;
- Hotel 5* and more - 1 PP/ accommodation unit.

Location is considered to be favorable one, and it does not jeopardize its functionality taking into account good traffic connection with the centre and other parts of the city, as well as the possibility for individual arrival/departure by car.

II. Land plot 10260/25-1723/25

Only a part of this land plot (about 14,000 m²) is involved by the coverage area and the plot continues toward the eastern side and involves the Hotel Zagreb complex. It is located in the eastern part of the coverage area of B subunit. Construction surface area will be determined upon final formation of traffic corridors of the city streets: Put Žnjan and Pape Ivana Pavla II Street located on the eastern boundary line. In formation of the construction plot it is necessary to preserve its spatial integrity and not to integrate the surrounding/neighborhood land plots (being owned mainly by private persons) with its contents. Complex of existing structures at the far northern/eastern part cannot remain in the space and they should be demolished.

Available surface area of the formed construction plot shall be split into two units mutually depending in terms of their contents:

2. Within the unit having approximate size of min. 10,000 m², in the southern part, a hotel with 3*-4*, 100 – 15 accommodation units with congress hall (conference rooms) shall be planned.

Surface areas of accommodation units (modules) and surface areas required for other hotel facilities shall be planned pursuant to minimum requirements defined by Rules on classification, categorization and specific standards for catering premises in the hotel group (Official Gazette 88/07), i.e. requirements for specific standards for hotels of business class;

The remaining surface area in the northern part of integral construction lot is foreseen for sport centre facilities compatible with the hotel facilities; planning layout of playing fields and sports activities (tennis, basketball, five-a-side football etc.) with a separate facility containing toilet premises, wardrobe etc. Two units shall be functionally integrated in one construction plot.

Construction information:

- Surface area of existing land plot.....14,000 m²;
- Size and shape of building plot will be defined by competition procedure;
- max GDSA/above ground = hotel and separate building about 18,000 m²; number of floors is not defined;
- minimum drainage area of the building plot: 30 %;
- vehicle access from the eastern side (Street of Pape Ivana Pavla II)

Required number of parking or garage places shall be dimensioned according to standards shown in Table 1 of the Programme (Master Plan of Split). Hotel accommodation units shall be dimensioned according to the following standards:

- Hotel to 3* - 0.5 PP/accommodation unit;
- Hotel 4* - 0.7 PP/ accommodation unit;
- Hotel 5* and more - 1 PP/ accommodation unit.

III. Other construction surface areas in the coverage area of B subunit

These are surface areas in the north/western part of the coverage area of B subunit, in the south from the planned corridor Put Žnjan, and in the east from the road plot 9945/3-10197. Couple of residential and/or business buildings is located on the land. Formation of significant walk corridor (with urban facilities) can be foreseen in the existing route that will connect the northern residential part of the city with the coastal line (city promenade). In addition to hotel accommodation units of the highest class, other facilities for catering/tourist, public, cultural, shopping and service purposes (ground floors or detached houses) can be planned; these facilities will strengthen public character of utilization of walking communications.

By replacement of existing buildings it is also possible to plan smaller hotel facilities of Small & Friendly type with max. 20 accommodation units (40 beds) and or family type. All accommodation units must be within hotel as integral utilization units in terms of functioning, management and maintenance. Residential contents intended for permanent or periodic residence are not allowed. It is necessary to evaluate the volume and quality of the current buildings in order to make possible spatial adjustment and conversion, i.e. either to keep them in the subject space or to remove (demolish) them.

There are not specific programme requirements of the known investors within the coverage area.

- 2 Minimum surface area of construction plot and maximum utilization coefficient K_{is}/K_{isN} (above –ground) of construction plots/buildings are not determined;
- 3 Surface areas and number of newly formed construction plots, as well as height of any building shall be determine according to specific properties of contents and typology of planned building, i.e. demand level of prominent/non prominent urban image in the coverage area/along the street, urban matrix etc.;
- 4 minimum drainage area of the construction plot: 30 %;

Maximum GDSA /above ground (including replacement of inappropriate existing buildings) is about 16,000 m²;

Required number of parking or garage places shall be dimensioned according to standards shown in Table 1 of the Programme (Master Plan of Split). Hotel accommodation units shall be dimensioned according to the following standards:

- Hotel to 3* - 0.5 PP/accommodation unit;
- Hotel 4* - 0.7 PP/ accommodation unit;
- Hotel 5* and more - 1 PP/ accommodation unit.

C SUBUNIT

Programme guidelines

R3 zone - sports/recreation area/ beach is located in the eastern part with coastal line/sea in the south.

The land is intended for catering/tourist T1 facilities, i.e. planning and layout of hotels, catering, entertainment, cultural, shopping and service facilities, recreation and sports indoor and outdoor facilities, parks and similar spaces and structures.

All accommodation units must be within hotel as integral utilization units in terms of functioning, management and maintenance. Residential contents intended for permanent or periodic residence are not allowed within the zone.

Total maximum GDSA/above ground of the zone amounts to 110,500 m². Facilities enabling the highest urban level and total vitality of public space will be located in the area of new city promenade;

Open democratic public space of the city promenade shall enable cultural and other events and gatherings (from religious, cultural, political, sports to shopping/service) to be held during the whole year. Landscape – park at city promenade will be arranged by application of traditional (autochthonous) patterns of arrangement combined with modern characteristics.



Current coastal line made by filling up is not completed; land purpose: catering/tourist T1

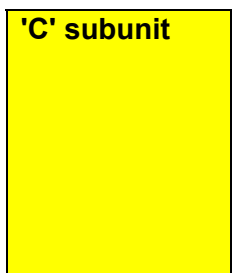
Æ Competitors are expected to submit proposals of methods and character of arrangement, organization and utilization of individual segments of city promenade space, including arrangement of surfaces, urban facilities aspect and vegetation.

The current surface area of leveled plateau amounts to 105,300 m² that involves traffic corridor of Street Ivana Pavla II, and ends with the slope/cliff with surface area of 15,000 m². It is of irregular shape, with different depth of available space which is, in its widest area, about 150 m.

The current coastal line formed by filling up is not completed, and competitors are expected to give its final shaping and positioning in the space. Final shape and layout geometry of the coastal line will also represent the boundary between the land area and the local sea (marina and sports port) and determination of future city promenade.

Within available area of the lower plateau it is necessary to define correlation of construction and on-construction part with designated of mandatory construction lines toward the sea area and other purposes relevant for shaping of the space of city promenade and other contents in the immediate surroundings.

By construction scaling and dimensioning of capacity to establish balanced relation with construction in the land area (second construction plan at higher points), as well as with urban defined and urbane undefined broader space, which define final character of construction and view from the sea.



General programme and capacities



Business/shopping centre:

Maximum GDSA/above ground of the building is **25,000 m²**, maximum height of 3 above-ground floors. It is intended for shops selling famous world brands, supermarket with foodstuff, various service/catering facilities and specialized shops with brands. It shall be easily accessible from the marine.

Business centre:

Total maximum GDSA/above ground of the building is about **10.000 m²**, and it should be linked with Shopping centre in programme and functional terms. The space is intended for offices, banks, agencies, first aid facility, etc., with the highest standards similar to other European centres. Number of floors is not defined, and by its layout geometry and height may be recognizable mark in the space. As specified by Master Plan of Split, parking/garage places, either underground or in open, shall be provided.

Business premises:

It consists of several smaller commercial places within one or several buildings, with total GDSA/above ground of about **6,000 m²**, located directly next to the new city promenade. These spaces are intended primarily for catering and service facilities (restaurants and coffee shops with outdoor shops, galleries, specialized shops, agencies and other similar facilities) needed for rendering services and offers to all citizens and visitors at the new city promenade.

Culture centre:

Total maximum GDSA/above ground of the building is about **5,500 m²**. The space is intended for multifunctional cultural contents (organization of various events, workshops, galleries, exhibitions, promotions and similar events) aimed to improve cultural offer of the city spread from the very centre to the area of new city promenade.

Hotel 1.:

Total maximum GDSA/above ground of the building is about **28,400 m²**. It is city type hotel of high class 4*-(5*) with 120-180 rooms and 4 – 5 luxury suites and 4 -5 residential suites with associated wellness centre and congress hall. Hotel has its own pool, covered during winter and open in summer.

As specified by Master Plan of Split, parking/garage places, either underground or in open, shall be provided.

Hotels 2 and 3:

Total maximum GDSA/above ground of the building is about **27,000 m²**. These are city type hotels of high class.

As specified by Master Plan of Split, parking/garage places, either underground or in open, shall be provided.

Smaller hotels - Small & Friendly and family hotels

Total maximum GDSA/above ground of the building is about **10,750 m²**. All accommodation units must be within hotel as integral utilization units in terms of functioning, management and maintenance. Type of accommodation in hotels, minimum requirements defining a type and elements for categorization shall be planned and dimensioned pursuant to provisions and conditions set by the Rules on classification, categorization and special standards for catering facilities – hotels” These Rules also define types of special standard for hotels, conditions that must be met for each standard.

Parks:

Within the zone of construction area, park surfaces that correspond with the space of city promenade have to be planned. All communications within the construction part of the leveled plateau are intended for walking with available access for fire fighting and ambulance vehicles, including supply vehicles.

City promenade:

The zone of new city promenade runs longitudinally along the entire C subunit (about 700 – 750 m) and minimum width of 25 – 30 m. As public space it is in direct contact with facilities for special regime of management and utilization (marinas and small ports); balanced relation of communication and visual identity shall be established with these units.

The zone of city promenade is formed in the part of available zone (filled up plateau) between the final defined coastal line (border line between the marine and sports port) on one side and the existing corridor of the street Pape Ivana Pavla II on the northern side being of various widths in all its segments.



Care should be taken about optimal relation between non building and building areas which, on the south side, form construction line and façade toward the city promenade, and simultaneously determine its layout geometry. Such balanced relationship is also important for formation of construction and regulatory line of buildings in the area toward the corridor of street Pape Ivana Pavla II which can be solved in several ways.

Parking area:

Parking shall be solved primarily within underground floors of the planned buildings and by vehicle access that will not disturb dominating walking routes. Special attention should be paid to urban protection measures, as well as on access for fire fighting vehicles.

Required number of parking or garage places shall be dimensioned according to standards shown in Table 1 of the Programme (Master Plan of Split). Hotel accommodation units shall be dimensioned according to the following standards:

- Hotel to 3* - 0.5 PP/accommodation unit;
- Hotel 4* - 0.7 PP/ accommodation unit;
- Hotel 5* and more - 1 PP/ accommodation unit.

'D' SUBUNIT

Programme guidelines

- 1) On surface areas with R3 purposes, beaches may be developed and coastal line may be formed, i.e. natural status of the coast may be kept (in the area Duilovo - Orišac - Stobreč). Areas may be arranged for stay in open with obligatory planting of high vegetation. Facilities meeting and serving basic needs (wardrobes, toilet facilities, smaller catering facilities, storages for equipment), up to maximum GDSRA of 200 m²/ha of total arranged beach area may be built on arranged beaches. Gravel embankment may be maintained, plateau may be arranged by planting of high vegetation, arrangement of walking, sunbathing a recreation areas, and installation of showers and beach huts, wardrobes and toilet facilities may be built on the leveled part.
- 2) Construction of supporting catering (without accommodation units) and recreation facilities and installation of light structures (shades, roofed areas for equipment storage, beach equipment, safety structures) for water sports (except jet-ski) is allowed at locations not disturbing basic purpose (bathing).
- 3)
- 4) To ensure continuity of coastal walking area (lungo mare), without urban/architectural barriers and with a bike track within the zone. Preservation of natural cliff characteristics and slopes toward the sea, maintenance and development of coastal edge are mandatory. Only interventions aimed to preservation of valuable natural forms and vegetations and public utilization of the coastal edge for bathing and recreation (rehabilitation of eroded cliffs, promenade along the sea coast with maximum adjustment to the terrain and utilization of natural materials) are allowed.
- 5)
- 6) Measures of preservation and rehabilitation of cliff/slope surface (natural phenomenon), having the highest point of 24 m above the sea level, at the coastal line, and 20 to 14 m above the sea level toward the central part of Trstenik bay (water stream) shall be planned primarily in the form of horticultural interventions, except at the foot of the widest part and in the point of intersection with the walking communication axis, at the level of coastal promenade, and only buildings serving beach and/or bathing facilities. It is required to assess environment impact for all interventions of conversion and/or reshaping of the coastal edge (city project Duilovo).

Beach facility - arch. Ante Svarčić: It is located within the coastal area, next to the slope and coastal line, in the south from Zagreb hotel, which was built in two stages: in 1968 the access bridge with access terrace, lift-house and staircases for going down to the buffet at the beach level. By expansion and adaptation in 1978 the facility obtained current dimensions, with access terrace, with ground floor, first floor and gallery, having total useful surface area of 1,640 m². The ground floor (2.70 m over the sea level) is at the beach level furnished with equipment intended for bathers (buffet, wardrobes, boat storage and other items, toilet facilities for bathers, and for functions of facilities for the facilities and personnel (wardrobes and toilets for personnel, refrigerating units and foodstuff storages, central heating substation, repumping station, installation spaces etc.).



Due to weather influence the structure is significantly ruined. About 10 % of its former surface, i.e. some 150 m² on the ground floor are used as equipment storage, beach buffet and toilet for bathers. Approach to other parts of the facility from the ground floor and to staircase from the roof terrace is bricked up with concrete blocks, and openings are welded with metal doors. At the coast part around the beach facility, there are several concrete plateaus for sunbathing with showers. The beach facility

is linked with the area in front of the hotel through a walking bridge made of reinforced concrete which was built in 1978, from the slope to the terrace (belvedere) in front of the lift.

Due to devastated beach facility, crossing this bridge is restricted by a wall made by concrete blocks. The facility is equipped with electrical installations, water supply and sewage installations. The facility has been rarely used in recent 15 years and currently it is not in function. It is devastated, worn out and abandoned and justification of its rehabilitation is questionable. R3 zone – city beach easily accessible from the western side to all citizens and visitors.

Removal (demolition) of the existing building and its replacement with the new one with approximately same surface area (total useful surface area of about 1,640 m²). **Functional connection with the upper level of the hotel complex with walking communication in east/west direction (at some 25 m over the sea level) shall be provided.**





'E' SUBUNIT

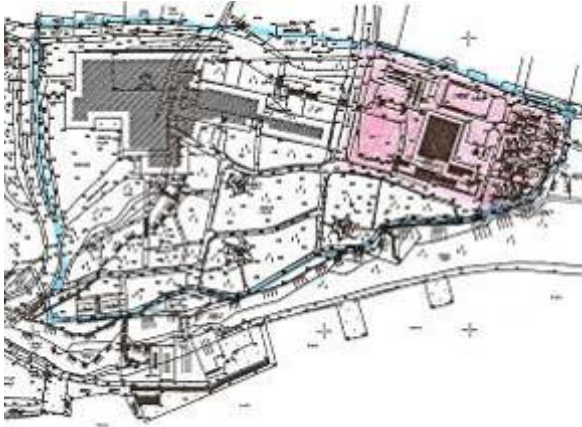
Programme guidelines



Hotel is not in function today, facilities are neglected and the following groups of facilities are located within the available land area:

Hotel 'Zagreb' / old part (some 9,030 m² of net useful surface area), hotel 'Zagreb' / new part (some 13,830 m² of net useful surface area), restaurant 'Velebit' (about 1,534 m² of net useful surface area), old reception and self-service shop (about 286 m² of net useful surface area), shop: souvenir shop, buffet, ice-cream parlor (about 242 m² of net useful surface area), bungalows (20 units – about 504 m² of net useful surface area), transformer station and power station (about 127 m² of net useful surface area), gas supply station (9,70 m² of net useful surface area) and beach facility (located within the maritime goods, being outside this subunit – about 1.640 m² of net useful surface area).

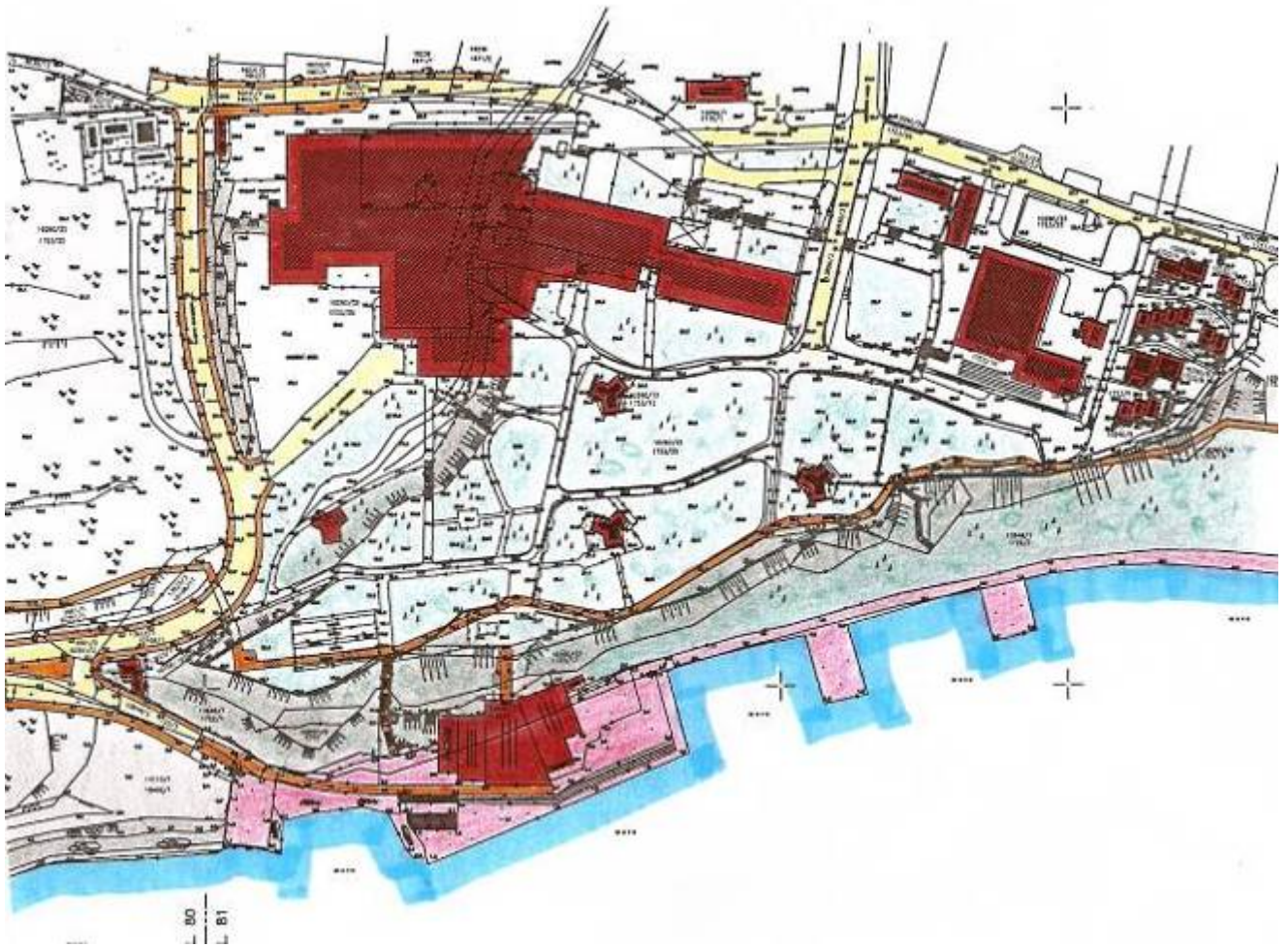
This area is separated from other parts of City project by a section of the street Pape Ivana Pavla Pavla II (running in the south/north direction) on its western side; the slope line defines boundary toward the south, being also the boundary with sport/recreation area R3 – beach; the coverage area of the current Detailed planning document titled “eastern part of Duilovo area in Split” makes the boundary on the eastern part.



The complex of present hotel Zagreb can be rebuilt or converted, with increase of GDSA /above ground up to max 10 % pursuant to Master Plan of Split, and before implementation of required procedure for the City project Duilovo.

Implementation of the procedure defined by General Plan for City project involves preparation of Competition programme, implementation of competition procedure and making of detailed development plan – item 1 (upper plateau of “land” part) for the coverage area of City project. Since no rebuilding and conversion procedure related to the complex of Zagreb Hotel has been commenced, the guidelines and general capacities of the competition task for E subunit are determine to be, pursuant to Art.85 of Master Plan of Split, some 51,000 m².

Æ Competitors are expected to submit proposals and suggestions for improvement of quality, standards and total offer of hotel complex by replacement of the existing group of facilities (restaurant 'Velebit', reception / self-service and bungalows) in the eastern part with new buildings with additional increase of GDSA up to maximum 10 %, i.e. max. 5.044 m² of net useful surface area of new buildings. In addition to proposal of contents and capacities of the new buildings, it is necessary to locate buildings in the space and to explain their spatial and functional connection with other contents of the hotel complex.



'F' SUBUNIT

Programme guidelines

Construction of marina of the 1st category/5 anchors is foreseen that would, with its organizational units, shaping, organization, technological and ecological standards, establish the highest criteria in construction of marinas having total capacity of 400 berths.

According to the Master Plan Split the maritime facility Žnjan – Duilovo, with all its supporting structures and equipment, and including its sports port and sports centre (sailing), with 400 berths, is defined to be important facility for Republic of Croatia.

Based on Act on provision of services in tourism, Rules on classification and categorization of nautical ports has been adopted that defines types, minimum requirements, categories and method of categorization of nautical ports. Nautical ports are classified into groups according to type of services provided at the port such as: anchorage, storage of vessels, dry marina and Marina.

Marina is a part of water area and coastal area built and arranged specifically for provision of services of berthing, tourist accommodation on vessels. Marina is a business – functional unit providing nautical services and other functions related to tourist consumption (shopping, catering etc.).

The following services are provided at Marina: serving of beverages, drinks and food. It has to be arranged and furnished to enable smooth and safe motion of tourists and personnel, smooth transport and transfer of goods, and appropriate storage of goods, food and beverages.

Water disposal (sewerage) shall be ensured by connection to the public sewerage system or in other proper way. Regular and proper waste disposal has to be ensured. The height of rooms in the premises has to be min. 2.8 m.

Marinas are categorized depending on fulfillment of requirements defined by the Rules for each category: quality of equipment and furnishing, level of services and contents available to tourists in the immediate vicinity of marina and quality of the marina management.

Marina category is denoted by anchors as follows: 1 - two anchors, 2 three anchors, 3 – four anchors, 4 – five anchors.

Requirements involve the following:

Covered entrance to reception, possibility for renting of vessels, parking lot for tourist cars – at least 75 % sew berths, joint toilet premises for tourist in the marina, catering facilities for preparation and serving of drinks, beverages and foods, shopping (up to 500 m far from marina), sports services (available sports and recreation grounds within 2 km from marina), space for storage of vessels on the land, crane and equipment for vessel lifting from and putting into sea, with capacity appropriate to weight of vessels in marina, repair and maintenance (servicing) of motors and vessels, available supply of spare parts for vessels and nautical equipment in marina, separate space for washing of exterior of vessels, available fuel supply and gas (in bottles) in marina, parking for external guests etc.

General programme and capacities

Subunit 'F'

OPTION 1

Vessel length	Marina berths	Port berths
up to 10 m		26
up to 13 m	22	12
up to 15 m	148	12
up to 18 m	25	
up to 20 m	51	
up to 25 m	45	
up to 30 m	19	
up to 35 m	12	
up to 40 m	13	
up to 60 m	9	
up to 100 m	6	
Total berths	350	50
Grandtotal berths:		400

OPTION 2

Vessel length	Marina berths	Port berths
up to 10 m		26
up to 13 m	22	12
up to 15 m	146	12
up to 18 m	17	
up to 20 m	53	
up to 25 m	36	
up to 30 m	26	
up to 35 m	13	
up to 40 m	21	
up to 60 m	9	
up to 100 m	7	
Total berths	350	50
Grandtotal berths:		400

The planned marina should meet requirements for berths for mega yachts, for private owned, charter and transit boaters and for smaller vessels, in accordance with the proposed marina organization.

Small sports port, as an independent facility, should have primarily sports function. This functions involves organization of activities of sports clubs oriented to water sports (sports sailing, board sailing diving, canoes etc.).

Land part of these facilities must ensure access areas and parking lots for vehicles with trailers, club activities (management, smaller services, storage for vessels and equipment, smaller service and catering contents) and land part along the coastal line shall enable access to smaller number of berths and vast plateaus for competitors' equipment and taking vessels out from water.

The land surface of the port must ensure sufficient available space for organization of competitions.

© A reference example of the new sports port can be seen on Internet (Google earth) - Marseilleu - France.

Number of berths (according to vessel lengths) at marina and sport port, as well as their mutual relation are shown in Table 1 (option 1 and option 2). Competitors can propose other combinations (different allocation of capacities) up to max. 400 berths, together with explanation.

Total maximum GDSA /above ground shall be 7,350 m²;

Marina building with control tower:

Total GDSA of the building is about 5.700 m², and it involves the following: ground floor – reception, covered coffee shop, charter agencies and marinas' toilet facilities; the first floor - Yacht club and marina's offices; second floor – restaurant with a terrace; above the second floor – control tower for sailors and guards.

In accordance with the purpose and standards defined by Master Plan of Split, required number of parking/garage places has to be provided, at location with minimum disturbance of utilization of the space of city promenade as public walking area. The building shall be positioned in the central part of marina enabling full control of its entire area which is, in contact part with the future city promenade, divided from it by a square.

Building of the sports port:

Total GDSA/above ground of the low building, max. ground floor + 1 is about 1,500 m², and it is intended for contents required by the sports port, with a vessel storage area next to it, which has to be furnished with a crane and equipment for lifting/putting vessels into the sea, with capacity appropriate to weight of vessels in marina, under "conditions for classification of marinas (5 anchors), enclosure I to the Rules for classification and categorization of nautical ports, pursuant to relevant standards of Master Plan of Split and its purpose to ensure parking/garage places, and the building must be positioned at easy accessible position in traffic terms and with fast and unhindered entrance to other city street network is possible; space for storage of vessels must not be in contact (confronting) zone with the public walking areas beyond the marina/port scope.

Petrol station:

The station shall be able to fill larger number of vessels with fuel, in order to reduce jams and to provide better flow of vessels; a petrol station for vehicles is also foreseen that should be positioned at easily accessible site, max. surface area of 150 m².

Æ The existing coastal line, made by filling up, is not completed. Competitors are expected to gibe proposals for final space arrangement which will define the boundary line between the future city promenade and the marina's sea area.

Layout geometry and the marina's and port's sea territory have to be shaped appropriately, i.e. corresponding to total surrounding of the coverage scope of the City Project. Simultaneously, correlation of the sports port, marina and the space of the new city promenade has to be defined in efficient and safe way, taking into account requirements for certain number and type of vessel, characteristics and topography of submarine area.

Special attention should be paid to solution of appropriate vehicle access to the sea territory and marina's/sports port's facilities. It is necessary to continue traffic integrity achieved by the route of Lovrinečka street from the northern residential part of the city to the crossroad with Put Žnjana (about 26.20 m above the seal level) and further to the level of the coastal plateau and marina to street of Pape Ivana Pavla II (about 5,20 m above the seal level).