

**COMPETITION BRIEF**  
**for**  
**ARCHITECTURE COMPETITION**

**- INNOVATION CENTRE AND UNDERGROUND PARKING -**

1. **PROJECT TITLE:** Architecture Competition - Innovation Centre and Underground Parking
2. **BENEFICIARY:** the Municipality of Târgu Mureş
3. **FINAL TERM OF ISSUANCE:** 3 months from the official launch date of the solutions contest
4. **NECESSITY AND PURPOSE OF THE COMPETITION:**

➤ **THE NECESSITY OF THE COMPETITION:**

The mobility within the city must satisfy the community's needs of movement; this implies the access of all citizens to different transport options, which would allow them to choose the most adequate manner of traveling towards their destinations and key services. Given the European goals of adapting to climate change and of protection of the population's health, integrated within the strategies of development of the Municipality of Târgu Mureş, mobility must become more friendly towards the citizens and the environment through the increase of the citizens' access to efficient and less polluting means of transport, and through the diminishing of the atmosphere and phonic pollution, of the greenhouse gas emissions and of the energetic consumption. In this respect, the Municipality of Târgu Mureş wishes to discourage the use of personal vehicles and to encourage the use of common means of transport and pedestrian movement or movements as bicyclists/ users of kick scooter.

Within the city's integrated concept of mobility, the diversification of the citizens' movement facilities, with an emphasis of pedestrian and/ or bicycle/ kick scooters infrastructure and the increase of the use of common means of transport, concomitantly with the dissolution of ridge parking and their concentration in certain points, as well as the juxtaposition of vehicle parking with stations of common means of transport and bicycle/ kick scooter parking are important factors in reaching these goals.

The quality of the urban space is directly affected by the manner in which the issue of mobility is solved at the city's level. In the existent urbanistic context of the municipality's protected constructed area, the mobility solutions, whether talking about the design of the corridors destined to movement, or the parking's layout, must be subordinated to the urban area and to avoid the disadvantages of perspectives towards valuable assemblies or buildings. In this respect, one of the necessary steps for releasing the urban space of parasite elements from a visual standpoint is the removal of ridge parking and their relocation in areas with a minimum visibility, namely the underground.

In our endeavour hereby justified, we also take into account the fact that Târgu Mureş is a city with strong tourist attractions based on the values of built heritage and intangible heritage; the

town is best known for its Art Nouveau architecture; Piața Teatrului and Piața Trandafirilor represent the place of several cultural events, along with other sporting events, festivals, fairs of local products or crafts. Encouraging tourism involves, among other things, the creation of parking facilities for coaches and cars near areas of tourist interest.

Thus, given those shown above, in the protected built area the *furnishing of parking spaces for buses* is mandatory (currently, the only parking space allotted for tourist buses is 500 m away from the studies building, namely on Bulevardul Cetății street), together with the *streets' release of ridge parking and their replacement with parking with a reduced visible impact*, their underground integration being recommended. The Municipality of Târgu Mureș has identified in the area adjacent to the central nucleus several possible locations for these parking, and from these, this present content focuses on the location in the vicinity of the National Theatre. Moreover, for the purpose of encouraging movements with a reduced environmental impact, bicycles/ kick scooter parking are also mandatory, together with the construction of a station of public transport in direct connection with the parking for vehicles and buses, in order to facilitate intermodal connections.

The necessity and opportunity of building a centre of innovation in Târgu Mureș results from the strategies approved and assumed by our institution and which suggest its active involvement in the development of CDI fields, namely research/ development/ innovation. Furnished with spaces for conferences, exhibitions, offices and other related activities, with equipment type data centre, an innovation centre represents the support infrastructure which a public authority can award to the academic and private environment, based on a community-based partnership.

A solutions contest and a thorough study for the above-mentioned study is justified through the necessity of a unitary approach from the standpoint of urbanistic-landscaping standpoint (urban materials and furniture used in the public space, green spaces, public lightening etc.) and that of solving the traffic issue in accordance with the new European Union recommendations (priority for alternative and public transport), as well as through the desire of highlighting moments and architectural-urbanistic assemblies (currently affected by high vegetation, ridge parking, insufficiency of ambient-architectural lightning etc.).

The project regarding the construction of a parking on the suggested area was included in the **Plan of Durable Urban Mobility of the Municipality of Târgu Mureș** under the name of *Building of Underground / Overground Parking behind the Theatre Square*, code A12, integrated under running number 35 within the **Integrated Strategy of Urban Development of the Municipality of Târgu Mureș 2016-2023**, approved through HCL (the decision of the Local Council) no. 222/2017, and through HCL no. 221/2017, respectively. Moreover, the project was also integrated in the documentation of **Re-updating of the General Urbanistic Plan of the Municipality of Târgu Mureș**, in its final procedure for approval.

Moreover, an important aspect is also the fact that the Municipality of Târgu Mureș signed on 25.03.2021 **the Convention of Town Mayors for Climate and Energy**, through which it commits to take actions for the diminishing of the Co2 emissions with at least 40% until 2030 through the improvement of the energetic efficiency and an increased use of renewable sources of energy, as well as through the intensification of its resistance by adapting to the effects of climate change. The accomplishment of the investments goal will directly and indirectly contribute to reaching these goals through the following interventions: the construction of a neuter building from an energetic standpoint, the creation of the necessary premise for the construction of bicycle lanes on the corridors

released by ground parking and the facility of the use of ecologic manners of transportation through the achievement of bicycle parking within the goal of investments and interconnection within it of the bicycles, public transport and personal vehicles infrastructure.

### ➤ **THE PURPOSE OF THE COMPETITION**

The competition aims to make the most of the urban, social and economic potential of the site. Its potential consists in the privileged location inside the protected built area with its architectural heritage ( i.g. the National Theatre) which is in close connection with the central urban squares (Piața Trandafirilor, Piața Teatrului) and has direct access to one major streets (Călărașilor street) of the city and to a historical intersection of streets (Călărașilor street, Aurel Filimon street, Arany Janos street).

**The purpose of this competition** is to obtain an optimal solution from an architectural, urbanistic, landscaping standpoint and that of organizing traffic and adaptation to climate change in order to build an *innovation center and underground parking* in the studied area.

### ➤ **THE GENERAL GOALS** of the contest are:

- a) improving the original urban context through insertion of the new architectural ensemble/ volume in the existing streetscape;
- b) turning the rear space of the National Theatre into a friendly urban space through assimilation of the new architectural ensemble/ volume into the Piața Teatrului urban ensemble
- c) enhancing the architectural and urban heritage in the proximity;
- d) encouraging the development of green buildings by creating a pilot project for a green building adapted to climate change;
- e) increasing the attractiveness of the area for tourism;
- f) contribution to solving the traffic issues in the area;
- g) decongestion of the traffic in the northern part of the city centre through complete or partial elimination of the ground parking places currently existing on the site and on the neighbouring streets;
- h) increasing the use of the public transport and pedestrian and bicycle travelling;
- i) increasing the quality of the space for social gatherings;
- j) improving the travel conditions for people with disabilities.

The contest encourages **creativity, the technical quality of the solutions, their foundation and sustainability being fundamental criteria in the projects' evaluation process.**

## **5. DATA CONCERNING THE LOCATION, CURRENT SITUATION AND SPECIFIC OBJECTIVE OF COMPETITION**

### ➤ **DATA CONCERNING THE LOCATION**

- **The area of study and its area of influence** are delineated according to the attached scheme.

Site localization: the studied total surface of 6.332 sq.m is localized in the protected built area, behind the National Theatre and between the Romanian Bank for Development and Continental Hotel, with an exit towards Călărașilor St., being delimited by:

- Aurel Filimon St. – West,
- Călărașilor St.– North
- The building of BRD Bank – North-East,
- The building of the National Theatre – East,

- The block of collective apartments P+10 – South,
- The public square (Aranka Gyorgy statue) – South-East

The lands consist of public and private properties which are meant for expropriation. The location is currently furnished with individual parking.

The access to the parking is made from Aurel Filimon Street near the green square with Aranka Gyorgy's statue and functions also as a vehicle access for the interior path of the National Theatre building and as an access route for the supply of the Continental Hotel, localized on the Eastern side of the National Theatre building. The access at the land between BRD Bank and the Continental Hotel is achieved from Călărașilor Street.

There are pedestrian pathways on the northern side of the National Theatre building, near the access to the small room of the Theatre, on the south – western side from the National Theatre building, where the main access to a block of apartments is localized, as well as a series of commercial spaces. This access performs a pedestrian connection between Aurel Filimon Street – Luxor Galleries – Theatre Square and Bartok Bela St. – through the underground passage. There is another pedestrian access on the East side of the National Theatre, connecting the Theatre Square and Călărașilor Street.

There are marginal sidewalks on streets Aurel Filimon and Călărașilor. On the intersection of streets Aurel Filimon - Călărașilor and Arany Janos a roundabout intersection is placed. Near the studied area there are 2 pedestrian crossings, one on Aurel Filimon Street and one on Călărașilor Street.

Currently, the only parking space allotted for tourist buses is 500 m away from the studies building, namely on the Cetății's boulevard, in an exposed, improper area.

- **Urban utilities:**

The site has all the urban utilities in the nearby: water, sewage, electricity, gas, telecommunications.

- **Urbanistic regulations:**

According to the General Urbanistic Plan of the Municipality in Târgu Mureș, the studied area registers for CP 1- Central Area, with the preservation of the configuration of the traditional urban architecture (weaving). CP 1b – central subordinated area protected due to its urbanistic values, with a configuration of urban traditional architecture, consisting of buildings with few levels (max. ground floor + 2), ruled as an alignment, and forming a relatively continuous street front.

The information concerning the legal, economic and technical regimes of the studied location are mentioned in the Urbanism Certificate no. 1026/28.06.2022 – a support document attached to the contest package.

According to the documentation of re-updating of the General Urbanistic Plan in its final stage of endorsement and approval, the area is registered within the *UTR CBIP – existent dispersed secondary areas localized within the Protected Constructed Area*, an Area Urbanistic Plan being under development and issuance afferent to the Protected Constructed Area. Information concerning the stage and content of both urbanism documentations are available on the institution's website, [www.tirgumures.ro](http://www.tirgumures.ro). The contest theme imposes NO restrictions concerning the regime of height or urbanistic indicators, and the space and volume distribution of the targeted functions will grant a level

of urban density capable of using the potential of the studied area in relation with the valuable constructed fund existent in vicinity.

- **Geotechnical, geodesic and hydrogeological data:**

**From a morphological standpoint**, the area is localized in the central area of the Municipality, in the plateau of Târgu Mureş, part of the Târnavelor Plateau and characterized through smooth interfluves with an East-West orientation, the presence of gas domes, large valleys, developed terraces, namely a hill county, slightly wavy, with a landscape with asymmetrical peaks, affected by land sliding. The studied area suggested for construction is localized on a quasi-horizontal land.

**From a geological standpoint**, the formations of small deepness consist of Pannonian and Pleistocene deposits. The Pannonian deposits consist of a diorite sand-based horizon and a sandy horizon, with intercalations of diorite sand clay on the superior side.

As covering formations, one can mention adobe deposits, with a fine granulation, consisting of clay dusts, clays, sandy clays, plastic consistent to plastic sinewy, which appeared following processes of erosion on the main layer, represented by deposits of terrace and bottom land, with relative heights around 100 m on the length of the Mureş valley, consisting of gravels and sands, in which, towards the Northern side of Târgu Mureş, some loessoid intercalations were noticed.

In some areas one can find lagoon deposits due to the modification of the rivers' meanders and in floodable areas where water persists due to structural morphology.

The layers formed from medium consolidated gross alluvial deposits, non-cohesive, intercepted between 3,10 m and 2,20 m, show the following medium geo-mechanics of calculus which can be accounted for during the building design process:

- $\gamma_v = 17,50 - 18,80$  KN/cm<sup>3</sup> volumetric weight in natural conditions
- $\phi = 28 - 40^\circ$  – internal friction angle
- $c = 0 - 10$  – kPA cohesion
- $I_d = 0,45 - 0,60$  – compaction degree
- $IP = 27 - 42$  – plasticity index (sandy clays)
- $E = 15000 - 30000$  kPa – manner of linear deformation
- $P_{conv-calc} = 250 - 350$  kPa – conventional calculus pressure
- $\mu = 0,30 - 0,50$  – friction coefficient between the foundation – land
- $\nu = 0,27 - 0,30$  – Poisson coefficient (coefficient of lateral deformation)
- $K = 10^{-1} - 10^{-3}$  cm/s – values of the permeability coefficient
- $K's = 0,40 - 0,60$  MN/m<sup>3</sup> – bed coefficient (according to norm NP112 – 04, for a square plate with a side of 30 cm)

The basic diorite sand was intercepted at 6,00 m and 6,80 m according to the drillings performed in the area, consisting of grey diorite sand clays (diorite sand plastic or greco diorite sand, semi-rocky compacts), and shows the following medium geo-mechanics of calculus which can be accounted for during the building design process:

- $\gamma_v = 19,50 - 21,00$  KN/cm<sup>3</sup> volumetric weight in natural conditions
- $\phi = 20 - 25^\circ$  – internal friction angle
- $c = 20 - 75$  – kPA cohesion
- $I_c = 0,95 - 1,20$  – degree of consistency
- $IP = 30,00 - 40,00$  – plasticity index
- $M^{2-3} = 15000 - 25000$  kPa – oedometric model

- $P_{\text{conv-calc}} = 300 - 350$  kPa – conventional calculus pressure
- $\mu = 0,30$  – friction coefficient between the foundation – land
- $\nu = 0,35$  – Poisson coefficient (coefficient of lateral deformation)
- $K = 10^{-1} - 10^{-3}$  cm/s – values of the permeability coefficient
- $K's = 63 - 100$  MN/m<sup>3</sup> – bed coefficient (according to norm NP112 – 04, for a square plate with a side of 30 cm)

Based on the geotechnical investigation, one can highlight a layering consisting of a heterogeneous filling of cohesive layers with a decreased bearing capacity, followed by a non-cohesive alluvial complex with mixed gravel and sand  $\pm$  clay, mixed in variable proportions and thicknesses; in the absence of an interception of loose sandy lentils, one could intercept a diorite sand basic layer with sandy intercalations.

The intercepted layers are generally homogenous, with a relatively uniform bearing capacity.

**From a hydrogeological standpoint**, the ground waters are connected to proluvial deposits and some local accumulations of current and older fluvial valleys, to the superficial formations of the interfluvial spaces, to the accumulation piedmonts and the intra-mountain basins.

Lithologically, the piedmont deposits consist of sands and clays of Pleistocene age, and the terrace deposits are constituted of sands and rocks of a Holocene age.

From a climatic standpoint, the area of the Municipality of Târgu Mureş belongs to the sector of moderate continental climate, with cold winters, humid and longer than usual, and chill summers, with few ward days and abundant precipitations.

The main meteorological characteristics observed in the Târgu Mureş station are the following:

<b>Air temperature</b>	<b>C°</b>
Annual average temperature	9,0 C°
Average temperature of the coldest month	-4,0 C°
Average temperature of the warmest month	16,0 C°
Absolute maximum temperature	39,0 C°
Absolute minimum temperature	-32,8 C°
<b>Atmospheric precipitations</b>	<b>mm</b>
Annual average quantities	600 mm
Highest monthly average quantity	600 mm
Lowest monthly average quantity	35 mm
Maximum quantity in 24 hours	75,2 mm

The frost deepness in the natural land, according to STAT 6054 – 77, is of 80-90 cm.

From a seismic standpoint, according to STAS 11.100/1-1993 the area of the city of Târgu Mureş registers in the 1<sup>st</sup> degree = 7<sub>1</sub> (MSK) of seismic intensity with a value of the seismic acceleration of  $a_g = 0,15g$  (P100-1-2013) and a corner period of  $T_c = 0,7$ .

- **Historical monuments / assemblies and archeological sites:**

In the vicinity of the studies land the following historical monuments and assemblies are localised:

- the Urban assembly "Calarasilor St." – LMI code: MS-a-A-15461; dating from the XVIII- XX centuries
- House – Calarasilor St. no. 52 – LMI code: MS-II-m-B-15488, dating from the end of the XVIII century

The land has no known archeological sites on its location or in the adjacent area.

➤ **THE AREA'S DESCRIPTION AND HISTORY**

The site laying at the intersection of the historic streets Aurel Filimon, Arany Janos and Călăraşilor is located in an urban historic setting with a valuable architectural heritage, has a well-defined fabric and a relatively unitary street frontage; the historical urban fabric dates back to the sixteenth century. At that time the urban development began to descend from the upper terrace of the Mureş river where the Citadel of the medieval city was already erected, on the middle and lower terraces, thus constituting the "lower town", with the centre of gravity in the "big square" - the current Piaţa Trandafirilor. Most of the streets in the central area are narrow and winding as a partial result of the replication of the natural in the anthropic: slopes, streams or even a branch of the Mureş that no longer exists today, vegetation.

The land where the "Lower Town" and its main streets developed - Piaţa Trandafirilor street, Revoluţiei street and Călăraşilor streets, was subject to the overflow of Mureş and the streams that flooded from the slopes of the neighbouring hills. At the turn of the 15th and 16th centuries, the area was cleared of water and, following this intervention, Petőfi Square emerged as the central square of the city and then the buildings in the northern part of Trandafirilor Square and those in Călăraşilor and Revoluţiei streets. Changes in the construction plan continued to occur in the following centuries, so that today most of the buildings in the northern part of the Piaţa Trandafirilor date from the XVIII-XIX centuries. At the end of the 16th century the street network of the historic centre as a whole was mostly outlined. This fabric has survived to the present day, except for modern-day breakthroughs.

In the quasi-continuous frontage of Aurel Filimon street achieved at the end of the XIX century and the beginning of the al XX century, 2 historical monuments can be distinguished: the link (report) house with two levels in a neo-Baroque style built in 1899 on the corner with Arany Janos street according to the plan of Monus Márton and the Synagogue of the Status Quo Ante mosaic community, projected by Viennese architect Jakob Gartner – the most important period during the Dualism period, achieved 1899, whose construction signals the importance of Jewish bourgeois, with oriental and byzantine stylistic elements, namely a monumental central dome.

During the 1970's the most important urbanistic intervention in the central area occurred, through the opening of the socket which generated the Theatre Square; in order to achieve this urbanistic reorganization, the in situ existent buildings were fully sacrificed, thus creating the architectural assembly of the Theatre Square, the blocks of apartments and the current parking space.

The insertion of the National Theatre, the Theatre Square, the Continental Hotel and the neighbouring blocks of flats form an ensemble with indisputable architectural qualities, whose

juxtaposition of volumes respects the Corbusian urban principles. Unfortunately the large-scale urban intervention led to the destructuring of the urban area inside the neighbourhood between Piața Trandafirilor, Călărașilor, Aurel Filimon and Bartók Bela streets and the appearance of dysfunctions related to the organization and orientation of the resulting residual spaces. Thus, in the area there was a dramatic rupture of the homogeneity and cohesion of the surrounding urban fabric, resulting in differences in the urban fabric both in terms of typology and height of buildings, plots, functions and density of green areas. As a result, the continuous street frontage, low-rise buildings and the typical plots have disappeared, and high-rise buildings (larger than 20 m - apartment blocks) of large dimensions have sprung up, and the area of green space has decreased simultaneously with the increase of the waterproof surfaces. The views perceived from the Călărașilor, Arany Janos and Aurel Filimon streets towards the site are deprived of an unitary frontage or of a representative architecture, as would be the case here, taking into account the valuable character of the area. The views are partially masked by a non-unitary and not very well organized green space. The urban intervention of the end of the 20th century - the construction of the headquarters of the Romanian Development Bank - was carried out in a totally destructured space.

An analysis of the traffic in the area of study highlights the fact that the intersection from streets Călărașilor, Arany Janos and Aurel Filimon is crowded and generates traffic dysfunctionalities. The study area functions as a turntable for the municipality's central area, registering an intense pedestrian traffic; however, there was no clear intent in projecting pedestrian pathways, these being accidental, except for the promenade in front of the National Theatre. The existent pathways are difficult to be crossed, consisting of narrow footways, or narrowed by parked cars and pedestrian paths with no fluidity, blocked by physical obstacles (most often, parked cars) or visual obstacles (e.g., handrails blocking the ensemble perspective on the path). All these harden the pedestrian pathway and one has difficulties in anticipating if a certain path is continued or not after a certain obstacle.

Two of the largest public institutions generating traffic exist during the week are localized in the area, namely the Mureș Health Insurance House localized on Aurel Filimon St. no. 19 and the County Community Public Service of Personal Records, Vehicles and Vehicle Registrations in Mureș from Călărașilor St. no. 26. Next to them, a series of cultural and religious furnishings exist (the National Theatre in the nearby vicinity, the Puppets Theatre on Poligrafiei St. no. 4, the Museum of Natural Sciences on Horea St. no. 24, the Museum of Ethnography and Arts from Trandafirilor Square no.11, the Adventist Church and the Jewish Synagogue on Aurel Filimon St.), institutions of commerce and food service, educational and related institutions (the Popular School of Arts – Trandafirilor Square no. 5, the Kindergarten with an extended program no. 6 on Aurel Filimon St. no. 32, Alma Learning Center – on Călărașilor St.), financial – banking institutions and institutions of insurances and medical purposes, which generate traffic both during weekdays and on weekends.

Given the distribution of this traffic generated functions, **the need of a pedestrian and bicycle connection in all the directions of the assembly, as well as the identification of some new pedestrian pathways or the repositioning of the current ones** are shaping.

The stations of public transport in the vicinity of the studied area show a series of dysfunctionalities, such as their intersection with the pedestrian flux and a thickened footway for the furnishing of a bus station, with no protection from climate factors and lack of seats – Evidența Populației station, intersection with pedestrian fluxes – Eroilor Martiri station, the intersection with the pedestrian fluxes, no protection from climate factors, lack of seats – station in front of the Continental hotel.

Ridge parking on the streets around the studied site, namely on Călărașilor, Aurel Filimon, Arany Janos and Bartok Bela St. number of public parking furnished "on the ground level" within the Continental Hotel and BRD – 35 seats, behind the Theatre Square – 69 seats, outside parking furnished with a "ridge", in the underground "Luxor" Passage – 53 seats. The area of the blocks with apartments is furnished with parking on the ground level, their number being significantly smaller than the request in the area.

Thus, there is a need of correction of the urbanistic dysfunctions occurred in the urban waiving.

#### ➤ **SPECIFIC GOALS**

- a) The achievement of a multifunctional assembly with the integration of the following functions:
- At the overground level – innovation center with a multifunctional room of minimum 1000 sq.m. destined to exhibitions, conferences, open-space offices, green terraces with food service, commerce and food service on the front of streets Călărașilor and Aurel Filimon.
  - At the underground level – parking for vehicles and buses on the underground levels, except for parking spaces for persons with disabilities; minimum parking capacity of 250 parking spaces, of which 10 for buses; technical spaces, staircase, elevators and afferent restrooms, bunkers for civil defense according to the legal provisions. One can also study the variant of an urban flagging, similar to that in Theatre Square, with a possible connection to the existent underground parking.
  - At the ground levels – the area free of constructions will be treated as a public space for social gatherings, outdoors events, pedestrian and bicycle/ kick scooter traffic for a horizontal distribution towards all directions (towards the National Theatre and the Theatre Square, towards the blocks of collective apartments nearby, the area of Continental Hotel and BRD, towards streets Călărașilor and Aurel Filimon), bicycles/ kick scooter parking, bus station, loisir functions, with the possibility of a playground and green open spaces permanently open to the public;
- b) The building / assembly will be achieved and certified according to the “green building” concept, in compliance with all its principles, such as:
- Efficiency of use of energy, water and other resources;
  - Use of renewable energies;
  - Measures for the diminishing of pollution and waste, support of re-use and recycle;
  - Good air quality in interiors;
  - Use of non-toxic, ethical and durable materials;
  - Environmental protection during the building design, construction and exploitation phases
  - Assurance of users’ life quality through the solutions of building design, construction and exploitation;
  - Building design solutions allowing the adaptation to climate change.

A green building is a construction which through its solution of building design, construction and exploitation reduces or eliminates the negative impact on the environment and creates a positive impact on climate and the natural environment. Green buildings conserve valuable natural resources and increase man’s quality of life. Examples of good practices will be studied and

technical solutions will be identified in order to make from the projected construction an ecologic building, whose energetic consumption aims towards zero and which would use technologies which reduce the subsequent exploitation and maintenance costs.

- c) Solutions adequate to the historical area will be suggested for the prevention of forming of an urban heat island.
- d) Solutions adequate for achieving a system of local (partial) management of pluvial water collected from the studied land will be suggested, which will contribute to the decrease of the pressure on the sewage system in the municipality.
- e) Solutions of pedestrian interconnection of the Theatre Square with Aurel Filimon St. will be suggested (this section being localized on a traditional pedestrian path), and also with Călărașilor St.
- f) An adequate position for a bus station in connection with the parking to be achieved on the studied location will be suggested, together with its pedestrian path. Its projecting will grant travelers a shelter from heat waves and precipitations.
- g) The parking will be furnished according to the Park&Ride (P&R), Park&Bike (P&B) or Bike&Ride (B&R) concepts.
- h) The proposition will include details concerning the urban furniture, used materials and technologies and suggested plantations.

The creation of friendly facades is recommended, free from visible blind walls, with quality materials which can be integrated both in the image of the urban assembly of the Theatre Square, and in the historical image of the street fronts on streets Aurel Filimon and Călărașilor. The architectural fragmentation of the facades is recommended according to the traditional cadaster plan in the area and the masking of the parking function.

The suggested volume will be integrated in terms of image and height in the architectural and urban context of the area, without diminishing the importance of the National Theatre assembly, localized in the nearby vicinity and supporting, at the same time, its functionality.

## **6. CONTEST PARTICIPANTS:**

- The contestants can be individual architecture offices, associations of individual architecture offices, civil architecture societies or other legal forms of practicing the profession of architect, according to the national legislation of the state of origin or legal persons (building design commercial companies) in Romania or from other countries, either on an individual basis or as associations. In the case of an association, its leader will register the project in the contest
- The legal persons contestants will mandatorily have as associate or employee an architect with a right of signature, a member of the Order of Architects in Romania or of a similar organization in its country who practices in a legal manner the profession of architect according to the national legislation of the state of origin. Individually or through association, the contestants must have the capacity of closing a building design services agreement on the Romanian territory, a capacity which must be proved before the Promoter in the event of winning the contest.

- The chief of project will be an architect with a right of signature, a member of the Order of Architects in Romania.
- The projecting team will mandatorily include, among the architect, the following specialists:
  - Architect or Urban Planner with a RUR (Register of Urban Planners) right of signature for local urban plans, together with their afferent local regulations, **symbol «Dz0»**
  - Engineer specialized on civil constructions;
  - Engineer specialized on the engineering of installations: thermic, sanitary, electric, telecommunications installations, ventilations and climate control
  - Auditor energetic
- The following specialists are recommended to be included in the team or consulted:
  - Landscape architect
  - Historian/ Specialist in urban history
  - Specialists on green buildings
  - A specialized CFDP (Railways, Roads and Bridges) Engineer

## 7. PROIECTS' PRESENTATION

A contestant can deposit a single project in the contest, in compliance with the data and hours or receiving the packages mentioned within the contest's Regulations.

Each project will comprise of the following in a single package/ tube:

### 7.1 The technical proposal :

- **Maximum 3 A0 boards rolled in a package/ tube;**

The projects will be presented on maximum 3 boards, format 841x1189 mm (A0), on white paper, horizontal (landscape) layout, without a board liner, on a rigid holder.

#### **They will comprise of the following:**

- Highlighting of a general perspective - a general plan on a 1:200/1:500 scale with the explanation of the conceptual elements grounding the future development plan and all the connections foreseen for the studied area, the proximities and the city.
- Plans, facades and sections on a 1:100/1:200 scale;
- Detail perspectives – on the contestants' choice;
- Highlighting of the area's concept of development (structural, volumetric, esthetic – functional sketches / schemes, perspective etc.) correlated with the chosen attitudes for: landscape, functional and architectural furnishing;
- All the drawn samples can also be represented through any 2D and 3D graphic means;
- The explanatory text (as clearly and briefly possible) which supports the concept must be integrated in the maximum 3 boards;
- The boards will be numbered in the lower right corner – format: "page no. / total page numbers" (e.g.: 1/3, 2/3, 3/3);
- The boards will mention on the upper side the following title: **Concurs de soluții cu tema CENTRU DE INOVARE ȘI PARCĂRI SUBTERANE**
- The project's boards will be rolled and introduced in a package or tube. No folded boards will be admitted.

### **7.2 The financial proposal (anonymous) is not signed, nor stamped:**

The form of Financial Proposal (Annex 4\_ Financial Proposal) will be filled in lei, VAT excluded, for the building design services, consisting of the values and due dates afferent to each stage and will be fit to the value estimated and made available by the Contracting Authority in this respect. The financial proposal and delivery term will be negotiated with the winner of the 1<sup>st</sup> prize appointed by the jury.

The lack of a Financial Proposal imposes the projects' disqualification, according to the legislation in effect in the field of public acquisitions. Moreover, projects which do not comply with the maximum limit estimated for the services of building design, such as shown by art. 133, paragraph (3) and art. 137 within HG395/2016 will be disqualified.

### **7.3 Confidential envelope (sealed) from white paper, opaque, A4 format, with:**

- Form of participation of the office or natural person/ form of participation of legal person;
- ID form
- Signed financial proposal
- The building design team
- Instrument of guarantee of proper execution
- Forwarding letter
- Unique Document of European Acquisitions (DUAE) – according to the model attached in SICAP (the new electronic system of public acquisitions)
- Statement regarding conflicts of interest (Annex 12)
- Agreement – Building design services (Annex 20)
- USB memory stick/ card, with:
  - .jpg format, 72 dpi resolution, for online publishing
  - .jpg format, 150 dpi resolution, for the contest's catalogue
  - the presentation text of the proposed solution in a .doc format
  - the participation form in a .doc format
  - the financial proposal in a .doc format

### **7.4 The proof of guarantee of participation will be sealed on the package's external side, in a transparent envelope**

#### **NOTE:**

- All the drawn samples can also be represented through any 2D and 3D graphic means.
- The explanatory text (as clearly and briefly possible) which supports the concept must be integrated in the maximum 3 boards.
- The boards will be numbered in the lower right corner – format: "page no. / total page numbers" (e.g.: 1/3, 2/3, 3/3).
- The boards will mention on the upper side the following title: Concurs de soluții cu tema CENTRU DE INOVARE ȘI PARCĂRI SUBTERANE
- The project's boards will be rolled and introduced in a package or tube. No folded boards will be admitted.

## 8. CRITERIA OF ASSIGNMENT:

The jury will select the winning projects according to the following criteria:

- A. Creativity, architectural / urbanistic / landscape / artistic originality and quality of the proposals – 50% from the final evaluation (maximum 50 points)

Evaluate on a scale from 1 to 50 the creativity (A1 - maximum 15 points), originality (A2 - maximum 15 points) and architectural / urban / landscape / artistic quality (A3 - maximum 20 points) of the proposed solution.

Calculated through the addition of the points given by the jury for the following aspects:

- A1 – Creation of a symbiosis between the area’s nature and history and its contemporary needs (maximum 15 points);
- A2 – The presence of some original solutions concerning the proposed interventions for the goals detailed on chapter 5 from the building design theme (maximum 15 points);
- A3 – The nature of the building and public space resulted after the suggested intervention and the general atmosphere of the intervention (maximum 20 points);

- B. Viability, rationality and sustainability of the proposals – 25% from the final evaluation (maximum 25 points)

Evaluate on a scale from 1 to 25 the viability (B1 - maximum 10 points), rationality (B2 - maximum 5 points) and sustainability (B3 - maximum 10 points) of the suggested solution as follows:

Calculated through the addition of the points given by the jury for the following aspects:

- B1 – The solution’s degree of viability concerning the technical aspects of the goals established through the theme (maximum 10 points);
- B2 – Proposal of efficient solutions in terms of price/ quality report (maximum 5 points);
- B3 – The degree of the suggested solution’s fit for the “durable development” concept (a development process addressing current needs without endangering the capacity of future generations of responding to their own needs) (maximum 10 points);

- C. Reaching of the goals aimed through the theme – 10% from the final evaluation (C - maximum 10 points)

Evaluate on a scale from 1 to 10 the degree of solving the 8 goals mentioned in chapter 5 of the building design theme.

- D. Quality and clarity of idea representation as to illustrate the contestant’s capacity of applying the targeted project – 5% from the final evaluation (D - maximum 5 points)

Evaluate on a scale from 1 to 5 the contestant’s capacity of applying the suggested project.

- E. Financial proposal concerning the building design services– 10% from the final evaluation (D - maximum 10 points)

The criteria quantifies the value of the building design service provided by the participant. As this is a complex function, financed from public funds, it is very important that the relation between the provided services and their counter value to be fair.

The actual cost of the building design and its fit for the maximum estimated cost limit estimated is a mandatory criteria.

The lack of compliance with the maximum cost limit leads to 0 (zero) points given to criteria A3 – Financial proposal concerning the building design services.

Calculus algorithm:

$$A+B+C+D+E=(A1+A2+A3)+(B1+B2+B3)+C+D+E=50+25+10+5+10=100 \quad \text{maximum possible points}$$

