

ANSWERS TO THE QUESTIONS OF THE COMPETITORS - COMPETITION FOR THE URBAN-ARCHITECTURAL CONCEPT DESIGN FOR THE DEVELOPMENT OF THE DELTA AND PORTO BAROS AREA IN RIJEKA

Group 1

- 1. Will the S-shaped road running across the North Delta area and linking Ivan pl. Zajc Street with Slavka Cindrića Street remain there? In other words, does the road need to be incorporated into the competition entry?**

The S-shaped road leading across the North Delta cannot be incorporated into the concept design for the North Delta since the Master Plan envisages the construction of a city park on the whole area of the North Delta, including the area of the existing road.

- 2. Does the area of South Delta have to include parking lots or a garage?**

It is visible that the detailed urban plan does not favour one form of the solution over the other. The competitors are free to use different parking solutions, the size of which will be in accordance with the concept design of the whole area.

- 3. The Competition defines the housing construction area, as well as the size of the flats. Has the number of the flats been defined or suggested, too? How many flats should there be approximately? In other words, how many inhabitants are planned?**

It has to be clarified to the competitors that the urban plan does not suggest area for the housing construction, nor the size of the flats, their number, structure etc. The urban plan gives the competitors an insight into the typology (of the buildings) within which housing may be planned. However, their presence, location, size etc. will depend on each particular concept design. In this sense, but also regarding the specificity of Delta as being part of the city centre that is not exclusively residential, it is not possible to define the number of the inhabitants in advance. On the contrary, based on the concrete solutions and their potential housing area, it will be necessary to determine the groups of users for housing and to subsequently determine, based on all inputs, the size of the future flats, together with the future developer, and following a market research.

- 4. Within the Port of Baroš, does the position of berths and length of the quays need to be determined or just the general area where the quays will be located?**

The position of the quays, jetties, pontoons and similar construction that will be used for berthing needs to be determined, so that the concept of the marina and its functioning is clearly visible. The concept design also needs to show the size of the marina in terms of the boats since its capacity depends on it.

- 5. What has to be determined in the case of the multipurpose-hall? Only its position or its proportions need to be determined precisely as well? Does the interior disposition need to be determined at this stage, too?**

Both the planning position and the dimensions of the multipurpose-hall are important in order to demonstrate the feasibility of the proposal. In that sense, the competitions may suggest the concept design for the hall.

- 6. Do the location and the position of a particular facility (commercial or business) in a building need to be precisely determined for all buildings or just the number of units of different facilities for certain buildings?**

No. The design should consist of the presentation of the concept; in other words the organisation of the buildings with different facilities is expected to be presented. If some accommodation facilities within the building affect the planned interaction with external (public or private) spaces, a schematic layout of the solution from which the interrelationship can be evaluated should be enclosed.

7. Should the exact architectural appearance of the buildings be defined or just the location and the outline of a building, number and the layout of the floors?

No. The buildings should be represented as objects without any facades.

8. Regarding the waste water treatment plant and the area that has been allocated to it, does its precise position need to be determined, as well as the position of other buildings linked to it, or the determined framework of the zone where it will be located just needs to be marked, e.g. accepted.

The zone set for the waste water treatment plant needs to be accepted. The disposition of the buildings within the zone and their final integration into the urban plan will be part of the detailed urban plans for the Delta area.

9. Can a civil engineer participate in the competition independently, without an architect? Namely, the competition rules state that „other peers with equal degrees“ may participate. Does that include civil engineers or just architecture and urban planning engineers?

A civil engineer cannot independently participate in the competition. An individual author or a group of authors has to include at least one licensed architect registered in the Directory of Licensed Architects in Croatia – HKA.

10. Does the species of the plants and the exact emplacement for certain species, trees and bushes need to be specified when planning the green areas?

No. However, the design has to clearly distinct between, for example, alleys from park areas, etc.

11. In the competition documentation I cannot find a graphical display of the purpose of the designated areas. The text says that locations for some facilities have been determined, for example for the waste water treatment plant and for a high-rise building, and that they are marked with a letter. However, I cannot find the graphical display of those locations.

The purpose of the areas is visible in Figure 2 showing the master planning. The mark D8-9 on the drawing does not indicate the location but the purpose of a multipurpose-hall that has been described in more detail under the paragraph E.5.a. of the Programme. The location of the wastewater treatment plant is graphically presented and described in more details in the Competition Basis.

12. How many rooms should the hotel have?

Accommodation conditions and dimensioning of the hotel is given in Section E.4. of the Program. Hotel capacity depends on the selected location and concept solutions.

13. Can some facilities be left as an alternative within a narrow location; in other words can the developer have a choice to choose from the proposed facilities in a particular location?

The competitors are expected to turn in clear solutions, even if they are proposing alternatives. Namely, it should be stressed that this is a competition for ideas, while the final urban solution will be, among other elements, subject to the developers' objective requests.

14. Due to the expected raising of the sea level, it is stated that all traffic and public surfaces should be elevated. Keeping in mind that the road which runs across Delta area and splits

the area in two will not be elevated, does that mean that a connection from that road in the new plans should first run slightly uphill? Should the entrance into the underground garage on North Delta first rise slightly and then go downhill over a ramp, since in case it only runs downhill and the sea level rises, the underground garage could be flooded? Is my reasoning correct?

Your interpretation unnecessarily radicalizes the relationship between the existing and the planned situation. Namely, if you look more closely at the relationship between the route D-404 and the South Delta, you will notice that there is a height difference between the southern roadside and the elevation of minimum 2.5. meters above sea level, which ranges from 0,25 -0,70 m. We will not go into design details at this place, but we suggest you pay attention to the part of the urban plans that deals with this topic and which provides information on planning approach. Regarding the garage entrance on North Delta, it is possible to either accept the elements determined by the Detailed urban plan or to creatively interpret them.

- 15. There is a following comment for the Area for Public Utility Services: “Location, dimensional features and technology of the wastewater treatment plant is described in the attachment to this Programme”. However, I could not find the appendix, so I would like to be instructed where to find it. My question is also whether the location of the building/s within the area designated for the waste water treatment plant should be determined?**

An appendix under the title *Location of the facility for waste water treatment Rijeka (UPOV)*, Information and clarifications are part of the Competition Basis.

It is not expected from the competitors to solve the wastewater treatment plant location itself due to lack of sufficient and accurate data related to the buildings or other structures dimensions as well as technical and technological requirements which buildings or complex as a whole have to be complied. Because of mentioned, this portion of Delta area will be solved through the further planning process of Delta area.

Group 2

- 1. The competition documents state that the estimated value of the procurement (including awards and payments to the participants) amounts to HRK 1.300.000,00. Could you explain the amount? Namely, three awards of equal value amount to 3 x 200.00kuna = 600.000kn. What else is calculated into the value?**

The estimated value of the procurement of 1.300.000,00 kn refers to the total cost of the tender procedure (preparation of the materials, awards, translation, competition jury fees etc.)

- 2. What is the value of the tender? In case one of the winners manages to reach an agreement regarding the further development of the documentation for the determined area, what would be approximate costs for the elaboration of the project documentation?**

At this moment we do not have information regarding your question.

- 3. It is stated under „Competition entry content“ that the textual part should consist of 9000 characters. Does that mean 9000 words or letters? I suppose it means 9000 letters, but I would like to be sure.**

It means 9000 letters.

- 4. The Competition Entry Format says that all entries must be labelled with the same entry code (five different Arabic numbers). Do we choose the code ourselves? If that is the case, isn't there a possibility that two different firms chose the same code, for example 123456?**

This procedure is usual for the competitions and it has never occurred that two same codes were submitted. The entries are carefully handled, one at the time, and are given new codes by the technical commission.

5. **All entries are submitted in textual and audio format. The graphic format should contain a maximum of 3, 70x100cm, posters, folded correctly. What is the prescribed format of the envelope?**

The format of the envelope is not prescribed.

6. **Correct me if I'm wrong:
The envelope should contain:
Graphic appendixes (in adequate format)
CD-ROM with digital content,
And three envelopes (the first one is marked "AUTHOR", the second "ADDRESS FOR NOTICE" and the third" AUTHORIZED DESIGNER ".**

You are right about all of it.

7. **The envelope marked " AUTHOR" must contain the statement of the competitor. Is there a template statement that should be filled in and signed or should the statement be drafted by the competitor?**

The envelope marked " AUTHOR" contains the statement of the authors regarding the distribution of the award. It should therefore contain all information regarding the percentage of the award that would be allocated to different authors, and should be signed by all authors of the work in sign of their compliance. The author itself drafts the statement.

8. **The data for the payment of the prize for foreign authors should contain information on the power of attorney for the purpose of OIB takeover. Since foreign citizens have their personal identification number and a personal identification document issued by their country, why do they need a lawyer? Does that mean that they should have a Croatian document issued? Also, my firm does not plan to participate in the tender through a lawyer but directly with another Croatian architect. Is that possible (one of the team members is a Croatian citizen, holder of Croatian documents, but others hold foreign documents?)**

OIB (Croatian personal identification number) is needed for the payment of the prize. There is a possibility to have it issued through a lawyer in order to simplify the procedure for the competitors. However, the procedure for obtaining the OIB is rather simple and can be completed in a day.

9. **The enveloped marked „authorized designer“ must contain “an extract from the criminal record” and “a certificate issued by the tax authority concerning the state of debt”. Other requested documents are the proof of register in the Directory of Licensed Architects in Croatia and an appropriate register of the county of the economic operator. However, there is another document which proves the legal and business capacity of competitor. Could you please clarify that? Should the documents be submitted in English or they need to be translated into Croatian?**

The conditions of the legal and business capacity of competitor are explained in paragraph 10.1. of the Tender Documentation. A proof of the enrolment with the court, trades, and crafts, professional or other appropriate register issued as described in paragraph 10.1.1. is a proof of the legal capacity, while the certificate of professional capability cited under paragraph 10.1.2. is a proof of business capacity.

All documents cited in the paragraph 9.2. of the Documentation are mandatory and must be submitted, based on which the existence or non-existence of exclusion reasons will be established.

All documents in foreign language should be translated by a certified court interpreter.

- 10. In the case of a group of candidates all members have to submit the above mentioned documents. Is that also the case if one member of the team is Croatian and a member of the Croatian Chamber of Architects, but does not have his own firm? Also, all statements need to be signed. Can the signature be electronic?**

A member of the team who does not have his own firm has to submit a proof of the enrolment with the court, trades, crafts, professional or other appropriate register as a proof of its legal capacity. All proofs are submitted according to the paragraph 9 and 10 of the Tender Documentation. Non-certified copies are also accepted. A print of an electronic document is also regarded as a non-certified copy. Originals may be requested and submitted subsequently.

- 11. This question regards the Public City Park. In the summary of the Detailed Development Plan the construction of the Public City Park is determined by the location of an underground garage with a number of floors (3 floors), together with a pedestrian entrance and exit into the garage (I suppose via underground paths). Do we need to respect these confines precisely in our project or is this just a suggestion for a possible solution? Also, a connection between an infrastructural corridor and the garage is planned on the eastern side of the floor. However, a 6-meter-wide walking path is planned on the same spot. Is there a possibility for an infrastructural corridor and a walking path to be on the same location? In case that is so, can the corridor be used as the main entrance and exit from the garage?**

In order to further facilitate your work, we would like to underline that the infrastructural corridor belt as stated in the Detailed Development Plan corresponds to the total width of the road D-404, constructed. Regarding the problem of the relationship between the garage and the infrastructural corridor, and especially the road and pedestrian accesses, we are not in the position to give comments on design interpretation. However, this is our position: it is possible to take into consideration the elements given by the Detailed Development Plan or to creatively interpret them in the context of needs and solutions resulting from the competitors' concept designs.

- 12. Is there a need or a possibility to plan space for bike lanes? Is there a network of bike lanes in Rijeka?**

At the moment there is no network of bike lanes in Rijeka. Regarding plans for Delta, a solution for bike lanes is not a competition requirement.

- 13. Paragraph 1.2. Main City Road and City Railway Corridor through the Delta D-404 road is in fact the road which connects Ivana Zajca Street and Brajdica area?**

That is correct. The existing road running across Delta, which continues on Ivana Zajca Street and further across Brajdica area, hasn't been named yet, so that its identification in the system of the State roads - D-404 - is used instead.

- 14. It is stated in the documentation that the main city road is the highway D-404. On the city map I can see that the route Delta, connecting Ivana Zajca Street and Slavka Cindrića Street is of higher importance than the route D-404. Does that mean that this route should also be maintained, together with the route D-404? Which road will have higher importance in the future?**

The Master Plan of the City of Rijeka shows the elimination of the road across North Delta, the entire area of which should be turned into a public city park. This situation is clearly stated in the urban planning programme and the competitors are not expected to maintain this road but to concentrate on the road D-404 as a new traffic solution for the Delta area.

- 15. This question concerns the city railway, which is quite unclear. Correct me if I'm wrong. "The area of the Delta and Porto Baros are linked by a road-rail bridge over the "Mrtvi kanal" Canal, but this type of connection should be taken with limitations proceeding from a real need to enable this bridge again for turning, so as to bring life again into the area from "Mrtvi kanal" Canal to the Theatre."**

I suppose that the bridge in question is the one that is connected to Demetrova Street? From the available documentation I cannot see that the bridge has a railway crossing. Are there plans for the bridge to have an auxiliary vehicular-pedestrian function? On the map I cannot see that the bridge is functional for railway traffic at the moment, and there are no plans for that in the future either, where from my question.

Furthermore, on that location there is a so called Railway bridge. Neither in this case can I see a railway function for the bridge. I can only see a vehicular and pedestrian crossing over the bridge. Are there plans for laying railway tracks across this bridge?

The text says: "South from the road D-404 a railway line is laid, which comes out of the Railway Station Rijeka (west) and at the eastern end, that is the Brajdica area, and becomes a part of the Brajdica cargo station; "

On the city map (Google maps) I cannot see a connection between the existing rails with the main railway station. The only existing connection is with the port. Are there plans for a network of rails that would include the bridge in question?

The planned railway section is meant for one or two lines of the fast city railway with a station on Delta. I suppose that the route in question would link 3.maj – Mlaka - railway station - Riva - Delta – main railway station – station Pećine. Is that the planned route which needs to be in the design? If my statement is correct, how to connect the route with the main railway station and how many tracks to plan?

In other words, what are the plans for connecting the rails of the new railway (on the foundations of the existing railway) with the city railway station? The text says that other rails on the location can be removed? Which rails should be maintained, and which eliminated? It is not clear? Is the existing route of the cargo railway planned to be expanded and adapted for the new function of the fast city railway?

The other route of the city railway is located on the area outside of the plan. As far as I can see, the existing railway route goes along the northern side of Delta, parallel to Školjić Street and across Rječina. The connection between this area and the railway station is not clear; I suppose it will lead through a tunnel?

The layout of the planned station on the appended cartogram has bad resolution so that I cannot clearly discern its content. As far as I can see, on that layout the planned route of the fast railway overlaps with the road D-404, while the text says that it is the existing railway route, south of D-404? This is not clear?

Furthermore, on the photos I can see that the rails of the existing railway are narrow. Would the intervention on the existing route include widening of the rails? How many tracks? Can we determine the exact location?

Since Delta and Porto Baros have so far been used as part of the port facilities, there is a network of railway tracks including bridges that were also used for road traffic. For the future design of Delta and Porto Baros it is important to note the following:

- the rails that run across Riva Street and Ivan Zajc Street will be maintained, as well as the tracks that run over Delta, along the southern side of the road D-404. These rails are at the moment still functional (occasional crossing of cargo trains). Those same rails are referred to in the description which says that rails come out of the main railway station Rijeka (West railway station) and continue towards the station Brajdica (East railway station); as well as in the plan that they will be used for the fast city railway from "3. maj" to Pećine station (connected to Brajda station with a spiral tunnel);

- the width of the existing rails is normal and can be used for the future city railway without any modification;

- the bridge at the very end of the Canal (Mrtvi kanal) connects Porto Baroš and Delta. It is damaged and cannot be turned. However, since it is the only turn railway bridge in the larger region, the design should plan its future revitalisation, regardless of the fact that it will no longer be used as a train crossing. In other words, there is no need to plan functional rails for future trains, but the existing rails should be preserved on it as historical memorabilia;

- with the urbanisation of the Delta and Porto Baroš area all other rails will no longer be functional for port and cargo activities and are planned to be removed. (This is generally speaking and without going into details of the ground design, within which they could be preserved for historical reasons etc.).

Since some technical questions regarding urban planning solutions within the site have not been solved, a general recommendation is to keep in mind the necessity to maintain the described rails and their new function for the city railway. In that sense, and within the entire urban plan design for Delta, it is necessary to micro-locate the station and to design the surfaces in a way to obtain a unified urban design and functioning of the road-rail circuit.

At this place it is useful to underline that between two routes of the city railway the priority will be given to the route that runs along the railroad Zagreb-Rijeka-Ljubljana, while the line from "3. maj" to Pećine is of secondary importance.

16. Regarding the location of the facility for waste water treatment Rijeka (UPOV), on the appended map I see (marked in red) the zone of the new UPOV, planned on an area of approximately 2 ha.

The old location is marked in pink colour; a dotted line marks the existing location of the UPOV and a full line marks the location of the administrative building with additional facilities.

Does that mean that the administrative building, manipulation zone and the shelter (the text also mentions a garage, I suppose the building of the shelter) will remain on the old location, with same functions, while the waste water treatment building will be relocated? Should all facilities be moved to the location marked in red (approximately 2ha)?

On the old location – the location of the existing facility for waste water treatment - I can see a number of buildings connected with the collector routing that is impossible to move. I suppose that these buildings are used for water treatment.

In case the installation is going to be relocated, is it possible to demolish the mentioned buildings and to present the same buildings on a new location? Are the buildings on the new location for UPOV planned to be demolished?

Also, I see that the area for new UPOV spreads across the route of the road D-404. Is that correct?

How detailed should the design be in regard to the zone of the new UPOV? Also, the text mentions the area of the rowing club "Jadran". Can the club remain within the zone of UPOV if there is no possibility to find a new location for it?

How big is the area and does it have to be taken into consideration in the design? It should have access to the sea, and on the other side there is a question of the seaside walking path which should be unobstructed. Is the walking path planned all the way along the seashore to Porto Baroš?

The following should be observed:

a/ the existing administrative building of the Water-supply and sewage Ltd. is exempted from the location of the future waste water treatment facility and is part of the South Delta that is presently being planned;

b/ the area of 2 ha has been designated for the new buildings and UPOV equipment, meaning that all existing buildings and equipment outside of that location are to be removed;

c/ the location of the new UPOV does not collide with the road D-404;

d/ the location of the rowing club is not an issue for the design of Delta;

e/ designing the walking path is part of the urban planning programme, and its solution is part of the assignment.

- 17. The textual part treats the parking issue as well. Does it mean that the underground garage located in the southern part of the planned public city park, next to the road D-404, is not planned for the tenants and the users of that area, but as a public parking area?**

The garage on the South Delta will be public.

- 18. The conservation plan takes into consideration buildings both planned for demolition and those that are going to be preserved. Under No. 5 there is a warehouse/fish ice-house with an option to be demolished or not. What does that mean? The cranes can also be removed under certain condition. What does that mean?**

The issue in question is the southern part of Demetrova Street which has lost its original appearance due to interventions done in the aftermath of the war. In that sense the instructions “demolition – partially” refer to the removal of the mentioned interventions and restitution of the original appearance, as suggested in the table in the column “protection regime”, as well as in the column “directives” in the last table in the Summary of the conservation plan.

Concerning the ice-house, the conservation instruction says: “The building is an example of a quality secession construction from the beginning of the 20th century, creating a whole with the fish-market building, so that it needs to be preserved intact and incorporated into the revitalisation project of the Porto Baros area. In the course of the works it is necessary to open the biphora on the façade that was subsequently walled up.

As a conclusion, only demolition regarding the ice-house mentioned in the conservation plan regards the opening of the walled-up biphora.

The cranes in the Porto Baros should be treated the same way according to the “protection regime” and “directives”.

Group 3

- 1. In the paragraph about the issue of the deadlines there are no information regarding the application form and the application fee required to participate in the competition; we would like to know what the official registration deadline is?**

There is no registration fee and no official registration deadline. The competition basis can be downloaded freely from the web page and the competition entry should be filled till the set deadline on the address stated in the general terms of the competition.

- 2. Should the six digit code that guarantees the anonymity of the competition entry be generated by the competitors themselves? What if by some coincidence two competitors file an entry with the same six digit code? What happens in that case?**

See the answer to question 4 in Group 2.

3. In the paragraph “Competition entry content - THE TEXTUAL PART“ there is a requirement for a description of the concept of up to 9000 characters. What is the paper format for the textual part?

The paper format for the textual part of the competition entry is A3.

4. In case a group of authors includes only one licensed architect registered in the Directory of Licensed Architects but in the region of Veneto in Italy, does it still need to have a member or an associate who is a licensed architect registered in the Directory of Licensed Architects in Croatia? As far as we have understood, only a licensed architect registered in the Directory of Licensed Architects in Croatia can guarantee participation in the competition.

Yes. It is required that a group of authors consists of a licensed architect registered in the Directory of Licensed Architects in Croatia.

5. Who is an economic operator? Can it be any member from our group of authors, or a member who is a licensed architect registered in the Directory of Licensed Architects in Croatia and who becomes the authorized person?

Pursuant to article 2, paragraph 1, point 4 of the Public Procurement Act in the Republic of Croatia an economic operator is any natural or legal person which offers on the market the execution of works, supply of products or provision of services

6. Does the City plan to organize a visit to the location? Who can we contact for an eventual visit to the location, if the location is open to the public?

The City does not plan to organize a visit to the location. The location is open to the public.

7. Is there a need to contact person responsible for the project of the construction of the traffic corridor and the city railway? Is the documentation provided by the competition organizer sufficient for the definition of the competition assignment?

See the answer to the question 15 in Group 2.

8. The competition paragraph E2 / Mixed-purpose building, which defines percentages of commercial or residential parts in a building of predominantly residential purpose, is not clear to us. The text implies that in mixed-purpose building a maximum of 60 % of gross floor area should be residential, and a minimum of 40% of gross floor area should be commercial, meaning that higher value is given to service and commercial activities?

The question is not clear. Mixed-purpose buildings have two options: a/ as mixed-purpose buildings of predominantly residential purpose, with other non-residential purpose, and inversely, b/ as mixed-purpose buildings of predominantly non-residential purpose, with residential use as complementary purpose. In the paragraph E2 it is stated that the proportions are only “recommendations”, meaning they are not obliging and do not favour one purpose over the other.

On the level of competition for ideas, a choice of the first, the second or both typologies will result from the conception of the urban design and the organisation of the site since each of the offered typologies may adequately be used for the characterization of a particular (micro) unit.

9. It is visible from the appendix to the Conservation plan which buildings in the most intriguing part of the project, the northern part of Porto Baroš, are being preserved and which could be removed for the purpose of opening the Theatre Block to the zone of the Porto Baros and the sea. We would like to know which functions and buildings are set for Porto Baros, what is going to be their purpose in the future? What will especially happen to the customs building and to what degree its function will be preserved since Croatia entered the EU? What is the legislation and how is that zone going to be organized after that political moment which includes or excludes the change of purpose of that area?

In the program it is clearly stated that it is a port of nautical tourism, which means that all port activities that took place in the area have been excluded so far and that the new use should be provided at least for those facilities that are prescribed by Croatian legislation. Regulations about the classification and categorization of nautical tourism (NN 72/08).

The customs building is the administrative seat of the Customs and not a border control point where customs perform their control activities. Therefore, this building does not need to undergo adaptation that will be carried out on other state border crossings.

10. We would like to know if there is a study about the aquarium, its cost-benefit analyses and expressed need for it by the investor and the citizens?

The competition urban planning programme provides data from the feasibility study for the aquarium elaborated by the Natural History Museum in Rijeka, to the extent necessary for the planning of this type of content within the context of the competition for ideas.

An aquarium is undisputedly a content asked by the citizens of Rijeka and which is expected to become a city landmark. The modalities of its construction will be studied following the choice of the developer.

Group 4

1. According to the table on page 21 the spatial indicators for the construction on the area of the South Delta is 302 295m², while in the table with the surface area it amounts to 203 910m²?

The difference in the size of the area is due to the reduction of the effective area of the South Delta for the area of the waste water treatment system.

2. To what extent is the content ration of 40/30/30% binding? Having in mind the real needs of the city and this region, it will be difficult to attain the required 30% of the developed area for other purposes (hotels, culture, leisure etc.), while only 30 % of the developed area is meant for business and commercial purposes, which potentially doesn't make the whole project rational.

In the paragraph 1.3. it is underlined that the proposed ration is only suggested and allows for variations.

3. In the table with surface areas of the buildings it is stated that the hotel could be located in the zone K3 -6?

The description in the paragraph E.4. of the urban planning programme should be consulted for the location of the hotel.

4. The announced form of the competition should allow for the examination of the adequate construction heights for the area, while the heights stated substantially limit required examination of the possibilities of the most valuable area in Rijeka.

Although this is a general comment, we cannot agree with it. Though an answer could be rather extensive, we will only accentuate the following: the tenders have been invited based on the Master Plan which has examined spatial and other relationships in the city, and in that context the urban planning indicators and expectations for the concept design for the area of the South Delta have been established. In that sense, we suggest to the competitors to study once again the content of the urban planning programme and the basis in order to accept the layering of the area, including its human dimension, which is expected from the final design of the Delta.

Group 5

1. The competition rules state that: *“The right to participate as authors have all professional individuals* and legal persons regardless of the place of residence/seat. The expertise is satisfied if (...). Individual authors or a group of authors** must include at least one licensed architect registered in the (...) HKA”* [paragraph 1.6, page 3]. 1) Given the fact that we fall in the category *“professional individuals*”*, do we still need to include one licensed architect registered in the HKA or does this condition only apply to (non-professional?) *“individual authors ***”* ? 2) If that is necessary, is it possible to register at the HKA as non-Croatian architects preliminary-, or for the competition only? If so, what is the typical procedure for this?

A group of authors has to include at least one architect registered with HKA. Regarding the procedure for the temporary registration please consult the following site <http://www.arhitekti-hka.hr/hr/kontakt/>.

2. Amongst others, the competition rules ask non-Croatian competitors for *“[p]ower of attorney for the purpose of OIB takeover”* for [paragraph AUTHOR, 2b, page 7]. Could you please explain what that exactly is and what kind of documents have to be included in this regard?

See the answer in Group 2, question 8.

3. Amongst others, the competition rules ask for an extract from the criminal record of the state (of the competitor) to be included in the envelope marked **“AUTHORISED DESIGNER”** [paragraph 9.2.1, page 8]. Is it necessary to translate this extract into English (or Croatian) or is it sufficient if the extract remains in the language of the country of origin (i.e. other than English or Croatian)? If so, is an accredited translation (by an official translator) needed or is it sufficient if the translation is done by the competitor as a supplement?

See the answer in Group 2, question 9.

4. According to the competition rules, *“(...) competitor[s] must prove its enrolment with the court, trades crafts, professional or other appropriate register of the country in which the economic operator is established”* [paragraph 10.1/10.1.1, page 9]. Is this condition sufficiently met by including a copy of a master or bachelor diploma in the field of architecture or urbanism, because *“[t]he right to participate as authors have all professional individuals and legal persons (...), [whose] expertise is satisfied if at least one of the authors holds a master or bachelor in the field of architecture or urbanism”* [paragraph 1.6, page 3]?

A master or bachelor diploma in the field of architecture or urbanism does not fulfil this criterion.

5. The file *“7.3-situation UPOV.dwg”* contains six missing references (most probably embedded DOF's), which are not included in the completion basis (*“C_Competition_basis.zip”*). Is it possible to obtain the missing files (*“5E18-11-10.tif”*, *“5E18-11-11.tif”*, *“5E18-11-12.tif”*, *“5E18-11-13.tif”*, *“5E18-11-14.tif”* and *“5E18-11-15.tif”*)?

No, it is not possible to obtain the files in question.

6. The competition rules indicate that there will be *“(...) three (3) equal first prizes in the net amount of EUR 26.800,00”* awarded [paragraph 3.1, page 4]. Just to avoid any misunderstanding: does this mean that each first prize amounts to EUR 26.800,00 (3 x 26.800,00,-) or all three first prizes together add up to EUR 26.800,00,- (26.800,00,- ÷ 3)?

Each prize amounts to 26.800,00€.

7. **Is it possible to submit physical models along with the competition entry? If so, will they be considered at the jury session(s)? If so, are there any limiting dimensions or other limiting factors in this regard?**

A physical model may be submitted along with the competition entry, but it cannot be presented to the jury.

8. **Is it possible to obtain a simple figure-ground-diagram of the entire city of Rijeka?**

No, it is not possible.

9. **Does the maximum character count of 9000 characters (for the written part) include or exclude space characters and punctuation marks?**

No, the number of 9000 characters does not include punctuation marks.

10. **What is the hanging layout and orientation of the three A0-boards at the jury session(s)? Landscape orientation on top of each other - or side by side in portrait orientation (or none of the above?)?**

The boards will be laid out according to the authors instructions and the content presented on them.

11. **The file "7.3-situation UPOV.dwg" contains two rectangular boxes (926,78m x 584m and 584m x 850m) on the layer "port". Are these boxes relevant to the graphical part on the A0-boards in any way? If so, please specify on further layout guidelines!**

Two rectangular boxes are not relevant to the graphical part.

12. **The competition brief demands that "[a]ll graphic drawings scaled to A3 format sheets must be enclosed as supplements to the written part" [paragraph 6.1, page 6]. 1) Does "graphic drawings" mean the A0-sheets (simply to be scaled down to A3) or is every single drawing supposed to be scaled down to A3 separately? 2) Is the written part also supposed to be laid out in A3?**

The textual part needs to be laid out in A3 format. A0 boards scaled-down to A3 format should be inserted at the end of the textual part.

13. **Competitors are asked to hand in a "[s]patial arrangement of the entire area, scale 1:1000" [paragraph 6.II.1, page 6]. Is it still sufficient if the north corner of the DELTA-park (with the WW-II-monument) is NOT displayed (as the focus lies on the southern part anyway)?**

The board must present the spatial arrangement of the entire area in scale 1:1000.

14. **Is all metadata supposed to be deleted on the CD in order to fulfil the anonymity criteria [paragraph 8.2, page 6]? Is a minimum dpi-resolution to be considered for the digital images?**

No, it is not necessary to delete all metadata. CD will be opened after the jury concludes with work for the purpose of publishing a catalogue and the works.

Precise instructions on the format of the boards (and PDF files) given in the General terms of the competition should be observed.

15. **Paragraph 1.2.1 of "3-location of the facility for waste water treatment Rijeka _UPOV_.pdf" states that "[t]he construction of the new Rijeka Facility needs an area of approx. 22,000 m²". Does this figure include upper-floor- and basement-surfaces or does the figure relate to the footprint (on the ground floor)? In other words; is it possible to distribute those 22,000 m² on several floors- and if so, to what area may the footprint of the new waste water treatment plant be reduced?**

The specified area refers to space for buildings and technology, external handling and transport areas, and more. The exact footprint of individual buildings is not yet defined. It is not expected from the competitors to solve the wastewater treatment plant location itself due to lack of sufficient and accurate data related to the buildings or other structures dimensions as well as technical and technological requirements which buildings or complex as a whole have to be complied. Because of mentioned, this portion of Delta area will be solved through the further planning process of Delta area.

- 16. The competition assignment asks for one public space of at least 5,000 m² [part C, page 22 & part E.7, page 27]. What kind of events are supposed to be hosted there and what kind of sanitary equipment has to be provided (especially for those events)?**

The public space in question will be used for different types of public events ranging from different promotional activities, exhibitions, fairs of local and specific character, to music, performing, festival and similar cultural activities. At this stage of design there is no need to include particular sanitary equipment.

- 17. Does the surf (and the streams along the coast) enable or compromise a bathing beach at the southern coastline of DELTA?**

Having in mind the vicinity of the container terminal, the mouth of the river Rječina and the depth of the sea, the southern coastline of DELTA is not appropriate for bathing. Furthermore, due to the depth of the sea, it would not be possible to form a beach.

- 18. What is the average height of the southern pier (SUŠAČKI LUKOBRAN) above mean sea level?**

The heights are visible from the attached topographic map .

- 19. To what minimum footprint may the 7,400-m²-aquarium be reduced? On how many storeys can it be distributed?**

This information can be found in the Urban planning programme.

- 20. Will the future “fast city rail service” [part E.6, page 26] use the existing railway track (along D-404) or will there be a new track (for the opposite direction for example)?**

See the answer under paragraph 2.15.

- 21. How frequently will trains stop at the Delta station in the future?**

The expected interval is up to 15 minutes.

- 22. What is the maximum length of the trains supposed to stop at the Delta station? / What is the maximum/minimum length (/dimension) of the Delta station? Is a passing track needed? Are any supplemental buildings to be foreseen at the station (waiting rooms, service counter areas, shops, etc.)?**

For the needs of the fast city railway it is necessary to provide a 70-meter-long platform. A station for the city railway should have standard equipment including canopy, passengers flow systems, ticket validation machines, self-service ticket machines or kiosks. Regarding other facilities in the near vicinity behind the station, it is estimated unnecessary to burden the station with other commercial facilities.

- 23. Is it possible (and/or feasible) to move the railway track(s) underground (tunnel) or alternatively above the ground (viaduct), in order to liberate the pedestrian level from rail traffic?**

We estimate that the idea of placing the railway tracks above the ground or underground is not appropriate in the long run.

- 24. The conservational plan discloses a partial demolition of the cold storage fish warehouse [no. 5] on plot 4778. What exact parts of the building are open for demolition? What alternative use(s) are possible (and feasible) in the warehouse? Is it possible to obtain detailed plans and sections of the warehouse for evaluation?**

The statements in the question are not correct. The warehouses in the conservation plan are found under number 4, instead of 5. For the building No. 5 in the conservation plan see answer to the questions in the group 2, question 18.

- 25. Will the port authority remain in the current port authority building [no. 1] in the future, too?**

The building is being used for administrative activities and will be used for the same purpose till further notice.

- 26. What is the exact location of the bollards [no. 20] at Porto Baroš, mentioned in the conservational plan?**

The exact locations of the bollards are marked in the Geodetic survey. They are located in the entire perimeter of Porto Baros, along the shoreline, at the distance of 10 meters between them. All locations of the bollards should be preserved. Their replacement with new bollards is not only unnecessary, but out of the question, too.

- 27. What subsequent uses are possible (and feasible) in the port warehouse 40 [no. 2]? Is it possible to obtain detailed plans and sections of the warehouse for evaluation? Is it feasible to re-use the warehouse as the multipurpose-hall mentioned in the competition assignment [part E.5, page 24 ff.?**

For the warehouses No4.the conservation plan states that “the building in its present condition is not of conservation interest since, due to devastation and subsequent constructional upgrading, it has lost its original architectural characteristics”, meaning that the question of its demolition will not be viewed restrictively.

About the cranes: “partial removal” is an awkward formulation since what is meant is that the cranes could be removed from Porto Baros and eventually installed somewhere on Delta as a monument, in number suggested by the design (one or several cranes of each kind), in accordance with the investor and the conservation department.

Border wall: in the future urban plans of this part of the city those parts of the wall that will not obstruct communication or construction should be preserved and adequately presented, while parts that should be removed for the same reasons should be clearly presented in the street tiling.

- 28. Does the building height limitation (of ≤ 21 m) refer to eaves height or ridge height?**

The height refers to the eaves height and not the ridge height.

- 29. Are the regulative parameters for multi-family housing units [paragraph E.1, page 23] (regarding maximum building height, top storey setback, etc.) also relevant (and/or binding) to mixed-purpose buildings [paragraph E.2, page 23-24], if these contain multi-family housing?**

Yes.

Group 6

- 1. Due to the difficulty to send three (3) A0 boards, could be possible submit six (6) A1 boards?**

No, that is not possible.

- 2. Due to international character of the competition, is it absolutely necessary to be registered to the Directory of Licensed Architects in Croatia only for this specific competition? Or could be enough to be registered in our own country belonging to the European Union?**

A group of authors has to include at least one architect registered with HKA.

- 3. Is it possible getting more DWG file information both 2D and 3D? In terms of Conurbation. If it's possible also the DWG file of the Delta Master Plan where project area is divided into four purpose units?**

No, that is not possible.

- 4. SPECIFICATION OF SPATIAL INDICATORS table limits max. height above the ground :**

- 4,5m max. height for park pavilion and pedestrian entrance/exit - garage
- 21m max. height for residential buildings, commercial and business buildings, multipurpose hall, aquarium and hotel
- 30m max. height for waste water treatment plant Tower/ landmark

Are they maximum heights or is it possible to increase these heights?

These are maximum heights. We suggest you consult answer so the question 29 in Group 5, as well as the conditions in paragraph E of the urban planning programme.

- 5. Kig, kis and km numbers are indicative, maximum or could be modified or extended?**

These values are set and cannot be increased.

Group 7

- 1. Is it necessary a per-registration?**

No, pre-registration is not necessary.

- 2. Is it allowed to deliver more than n°3 sheets A0 format?**

No, it is not allowed to deliver more than 3 boards.

- 3. Is it allowed to deliver also one or more maquette of the project too?**

Since maquettes are not required by the competition rules, they cannot be presented to the jury.

- 4. Can you define "Ispunjena Tablica u prilogu natjecajnog programa s iskazom postignutih površina"?**

Table containing specification of spatial indicators, appended to the competition assignment

5. **Are there specific construction restrictions, distances , fireproof rules or other laws that are not listed in the program and that are anyway meant to be followed? if so is there the possibility to access them digitally in other languages than Croatian?**

List of relevant laws and regulations can be found in the Croatian language at the site of the Croatian Chamber of Architects (<http://www.arhitekti-hka.hr/hr/zakoni-propisi/popis/>).

6. **What are the standards for the dwelling/housing part?(economic , luxury, mixed?)**

The competition assignment does not include design of apartments.

7. **In the program is stated that is not acceptable to build a series of towers, but only one single landmark of 30 meters. Are there other limits for the dimension or shape of the landmark? is there an issue to consider with the sea navigation (by night) or with the air traffic?**

No, there are no other restrictions.

8. **Are there parts of the site that are considered polluted with higher probability? Are the sea in front of the area or/and the water of the river good for bathing?**

See the answer to Group 5, question 17.

9. **Is there the possibility to ad programs or institutions (for example a school or a library) even if not listed in the program?**

The suggested facilities are not required on this location.

10. **Is the area completely accessible for independent field visits? If not, is it planned an open day?**

The location is completely accessible for independent field visits.

11. **Is there an archive or institution that we can contact to collect more photographic or historical documentation?**

Historical photographs or documentation can be found in the State Archives in Rijeka.

Group 8

1. **The default formats for posters are not in accordance. . . what format should be printed and in what format are PDF files?**

The boards are entered in A0 format. As part of the textual part of the entry, the boards are enclosed scaled-down to A3 format. CD can contain boards of different qualities, for the purpose of their subsequent publishing on web pages and news portals.

2. **Which buildings are necessary to design in scale 1:500?**

See Competition rules, Competition entry content ,Graphics.

3. **Is it necessary to show the structure of residential units and commercial spaces of different sizes?**

No, it is not necessary to show the structure of residential units and commercial spaces.

4. **Is it necessary to design residential and commercial spaces of different sizes? (Or show typical residential and / or commercial units)?**

No, it is not necessary to design residential and commercial spaces.

5. Is it necessary show urban equipment in public places?

No, it is not necessary show urban equipment.

6. What will be the criteria for evaluating the economic value and feasibility of the project?

The criteria of the interrelationship between the valuation of investment required for the project and the market value of the new property shall be applied.

7. Is it and to what extent necessary to determine the materials for public spaces and buildings (direct effect on the criteria of economic value and energy efficiency?)

Within the proposed solution competitors should elaborate the technical systems of construction to a level that provides the ability to estimate the amount of investment required for the project, as well as energy efficiency.