

## CIRCULAR No2c/13-07-2012

## CATEGORY: TECHNICAL ISSUES &amp; TECHNICAL DATA FILES

**Announcement:** Two (2) more files were added (July 13, 2012) at the section “Additional Downloads” and are available for downloading:

- i) *s14\_archaeology.pdfathens-gps\_eng.jpg*
- ii) *s13\_metro\_statistics\_GR\_EN 120704.pdf* **which replaced** the file *S13 Statistics.pdf*

**Question 1:** What is the height of the minimum vehicle clearance envelope for building over the road?

**Answer:** Since there is no definitive vehicle clearance envelope for building over the road, the reply has to vary in an attempt to cover each particular case of traffic. In any case, all the streets should at least remain accessible for ambulances, ladder trucks, garbage trucks and merchant trucks. This would mean that the minimum height for building over the road cannot possibly fall below the 4.50m mark. However, special attention should be paid to Omirou and Edouardou Lo Sts, i.e. the streets that are proposed to serve the public transport reverse loops (see pp. 78-9 of the Architectural Study document), since the existing cables of the trolley bus lines sometimes exceed the height of 7.00m.

**Question 2:** Is there demographic information with regard to the composition of the population of residents and general users of the area?

**Answer:** Greek Population Census is officially carried out by the Hellenic Statistical Authority (EL.STAT.) once every decade. Analytical demographic information regarding the composition of the urban population is then issued by the same Authority in the course of the years that follow. This data usually constitutes a standard point of reference for other independent research programs of special interest. However, the data currently available cover the whole region of the Municipality of Athens, which is of course larger than the area of the competition. On top of that, they refer back to 2001, since the analytical demographic information of the Greek Population Census 2011 has yet to be published. For special information, participants can visit the Hellenic Statistical Authority website: <<http://www.statistics.gr/portal/page/portal/ESYE>>.

**Question 3:** What are the restrictions with regard to excavation in relation to the likely presence of archaeological material?

**Answer:** This question is practically answered in p. 86 of the Architectural Study document, wherein it is explicitly stated that “entries proposing significant recesses exceeding 100cm below the current ground level, underground passages or underground annexes shall not be accepted, unless these proposals are thoroughly justified and aim to highlight the uncharted archaeological substratum of the city, by conducting an archaeological excavation. In the latter case, the area with possible archaeological finds (mostly, the remains of workshops) is on Amalias Ave, extending from Syntagma up to Omirou Str.” The area of intervention lies within the boundaries of the 'archaeological centre' of Athens (see Fig. 40 in the Architectural Study document). This practically means that the final study will have to be approved by the relevant Greek authorities (mainly, the Greek Archaeological Service). The latter will also supervise the construction works, making sure that possible archaeological finds are appropriately treated, protected and/or preserved. On the other hand, the definition of an excavation site that would aim at a partial unearthing of the archaeological substratum of the city could well be part of the original design intentions, as long as the excavation is able to retain its independence from the completion and functioning of the (rest of the) project. In the latter case, participants could aim for an open excavation 'in progress' that could also be a sight for the residents and visitors of the city, without knowing a priori and for certain whether it will help unearth important archaeological finds that will be showcased or buried again afterwards. In this case, the past experience from excavations within the area of the competition (mostly associated with the construction of the metro line) could hint at possible archaeological finds of novel excavations in the area. For relevant information and photographic material, please refer to s14\_archaeology.pdf file in the 'Additional Downloads' section of the competition website.

**Question 4:** Can the proposals include alterations to the roofs and/or ground floor units of the existing buildings along the route?

**Answer:** This cannot be ruled out with certainty, but will need to be judged separately in each individual case. Most of the buildings in the area of the competition are private property – usually involving more than one proprietor, too. On top of this, the majority of public buildings are also listed and this means that there can be strong restrictions regarding allowed alterations. The listed buildings (both of private and public property) along the route are the ones marked in green, red and blue colours in Fig. 40 of the Architectural Study document. The photographic and historical documentation of selected scheduled buildings in conjunction with their status of protection can be found in the supporting material of the Architectural Study (pp. 95-115). These buildings can allow only minor alterations provided that the relevant authorities approve of those alterations. This practically means that any proposed modification of the buildings in the area of the competition will almost unavoidably involve an agreement of the proprietors and/or an approval of the

relevant authorities. This is why any proposal in this direction can only be judged separately and ‘a posteriori’ in each individual case. It is therefore apparent that alterations to the roofs and/or ground floor units of the existing buildings cannot in themselves constitute a standard for a comparative evaluation of submitted design proposals.

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