

Competition Brief

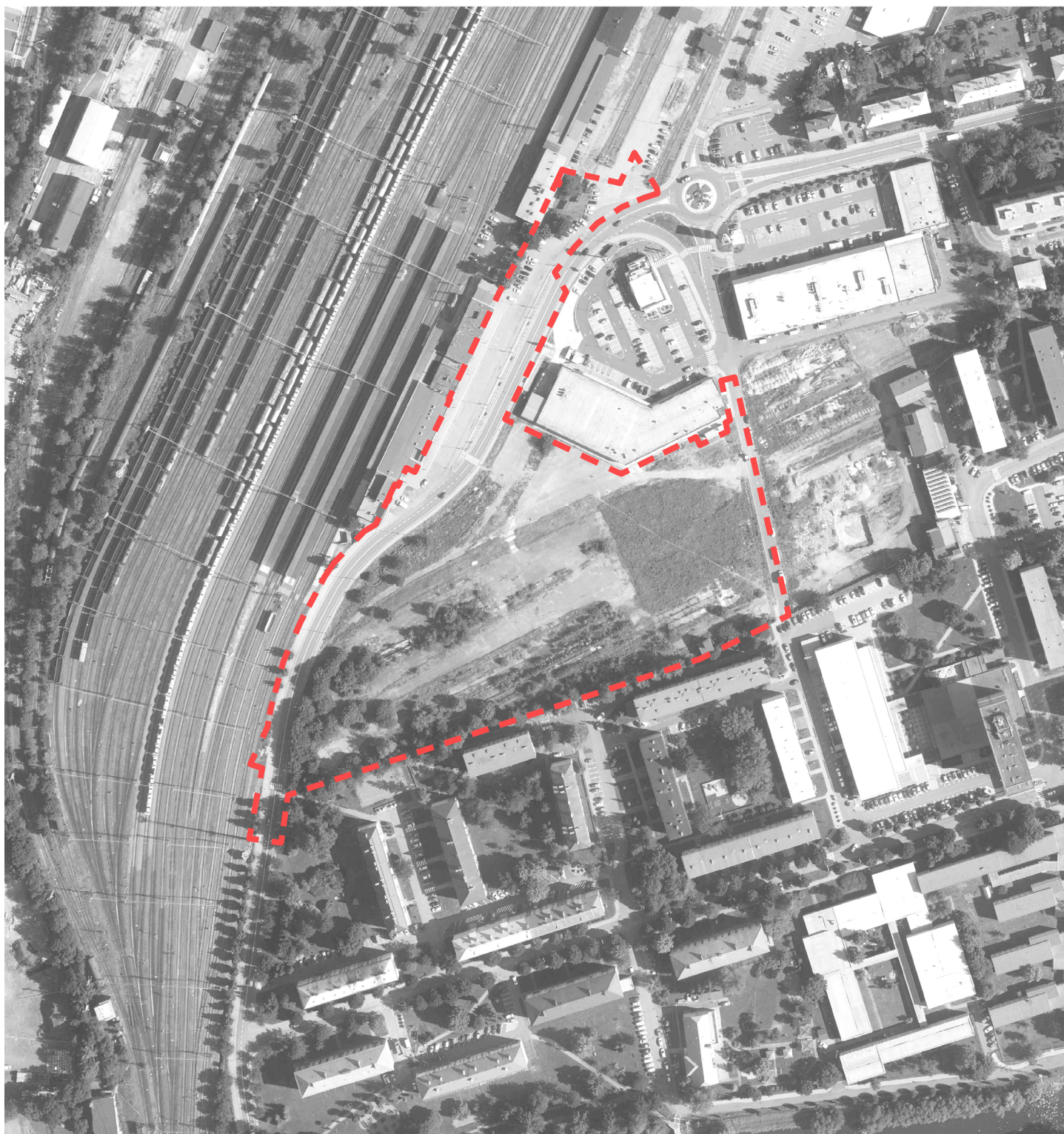
A new bus terminal, train station forecourt, municipal office, public space, parking garage, and a study of two residential buildings for Valašské Meziříčí – all that in the brownfield area of the former sawmill Křižanova pila.

Jury

Ján Studený
Pavla Matějka Enochová
Martin Sedmák
Luděk Šimoník
Lukáš Tittl
Zdeňka Hoffmeisterová
Yvona Wojaczková
Ondřej Chybík
Alena Carbolová
Robert Stržínek
Vojtěch Uhřík
Václav Chajdrna

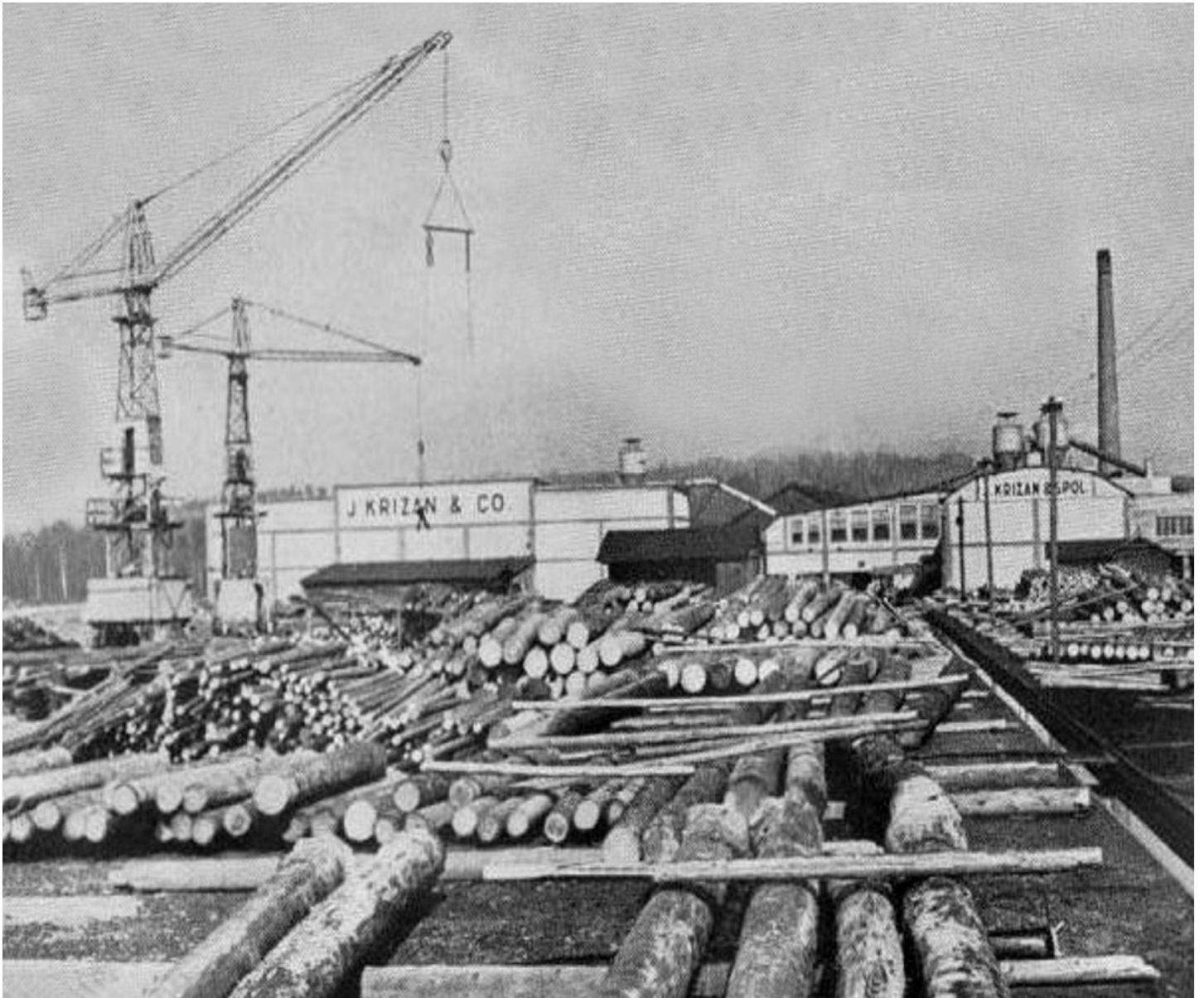
Submission 1st phase
|17|04|2025|

Submission 2nd phase
|11|07|2025|

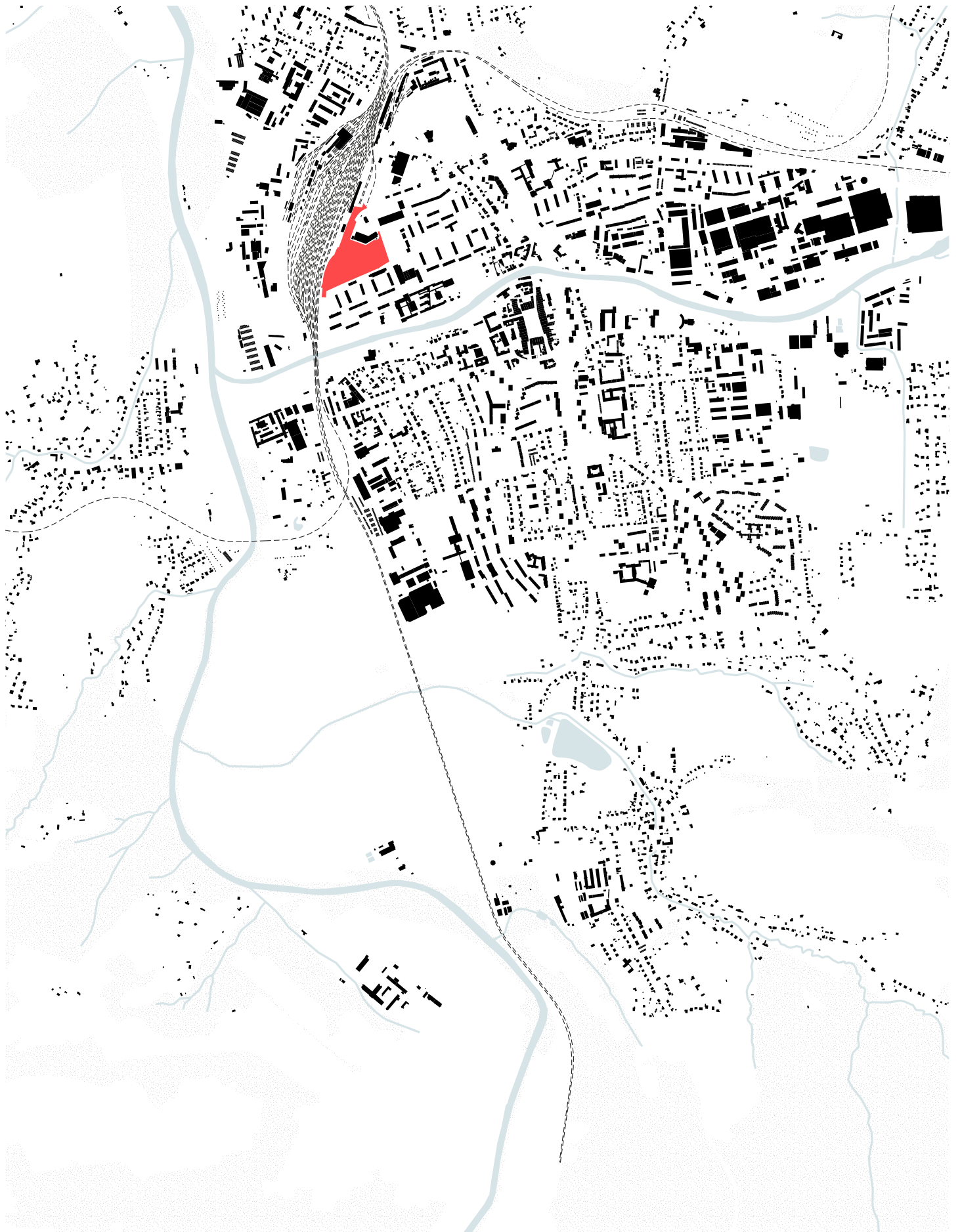


The city of Valašské Meziříčí is announcing an open, two-phase architectural competition for the design of a bus terminal, municipal office, and parking garage. The competition also includes the design of public space and a conceptual proposal for two residential buildings.

The competition is based on an urban study from 2021. The traffic solution, including the roundabout and the underpass connecting the project site with the railway station building and its platforms, is already defined and forms part of the framework for the design.



Sawmill Křižanova pila, 1941



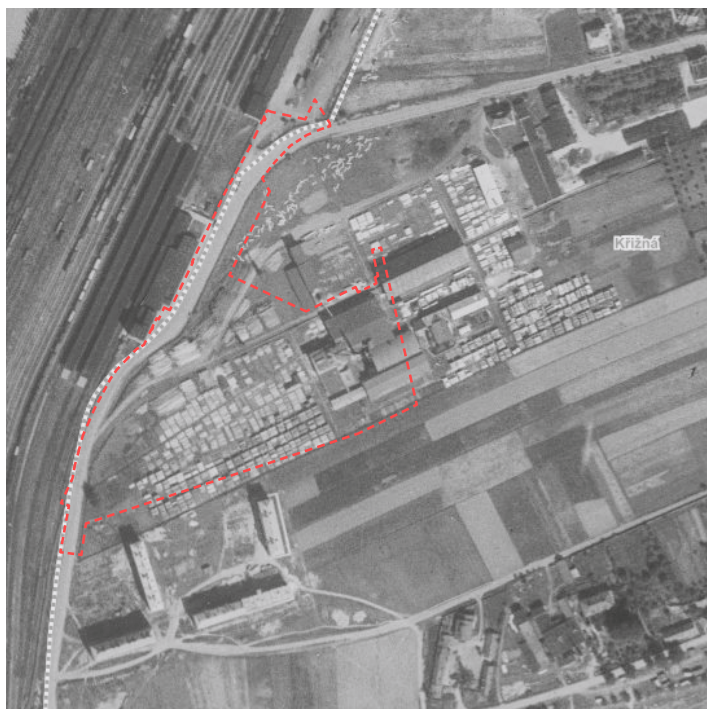


Valašské Meziříčí

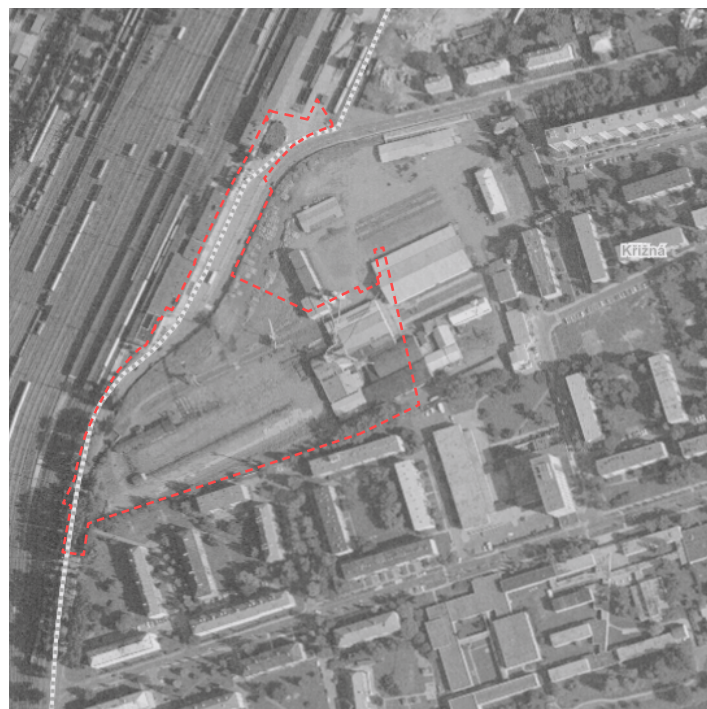
Valašské Meziříčí is located at the confluence of the Rožnovská and Vsetinská Bečva rivers, at the foot of the Moravian-Silesian Beskids. The city was founded in 1924 by merging the towns of Meziříčí and Krásno nad Bečvou, with the first mention of Meziříčí dating back to 1297. Its landmark is the Žerotín Castle, which today serves as a cultural and social centre.

Home to more than 22,000 residents, the city is the administrative centre of the a microregion, which includes 18 surrounding municipalities with a total population of over 41,000.

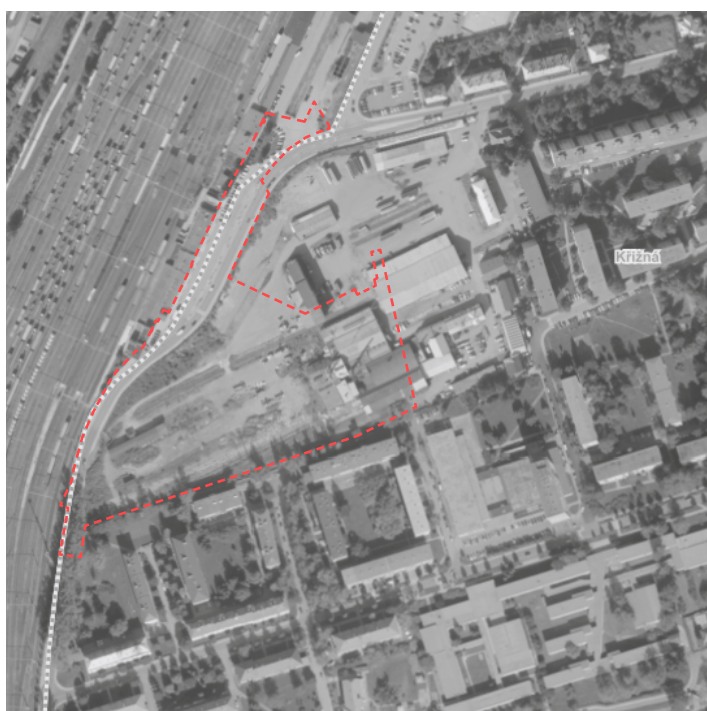
Valašské Meziříčí is located on an important railway line, ensuring convenient connections to nearby cities and more distant regions. The city's main railway station is a key transport hub, with trains regularly stopping in both directions. The city is also traversed by the long-distance Bečva cycling route, which links the Beskids and Jeseníky regions. This popular route runs along the two rivers.



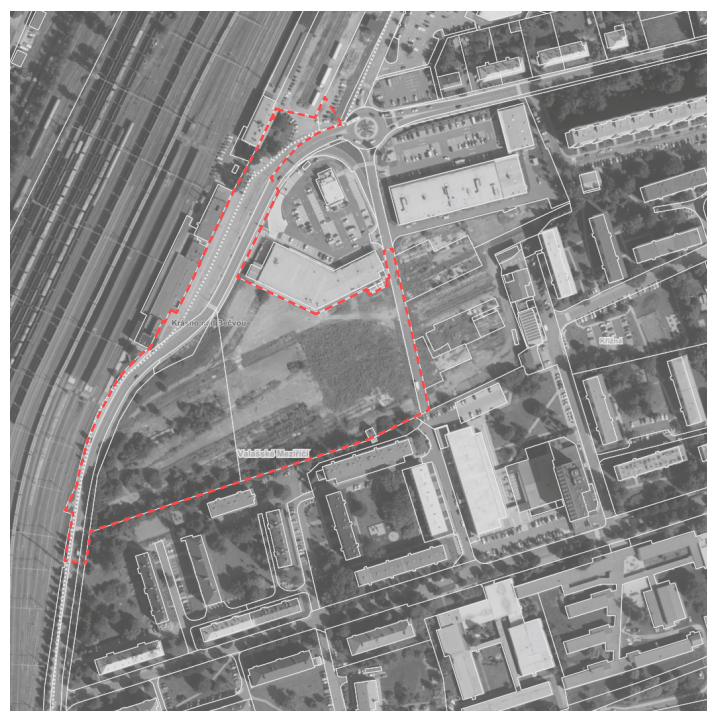
Aerial photo 1950–1953



Aerial photo 2002–03



Aerial photo 2010–12



Aerial photo 2023, cadastral map

History of the development of the area

Addressed area

The steam sawmill and timber warehouse were built in 1914 in Krásno nad Bečvou (now part of Valašské Meziříčí) by timber merchant Jan Křížan. The site, located near the Krásno train station, rapidly expanded – new workshops were added in 1916, a drying and crate-making facility in 1921, and by 1924, a major reconstruction was completed, including a boiler room, sheds, grinding mills, stables, and offices. In 1922, Křížan established an electric power station at the sawmill, which supplied electricity to the factory of Moritz Schlesinger. In 1931, he expanded production by adding a wood wool factory, originally owned by Vítkovice Ironworks, which he purchased.

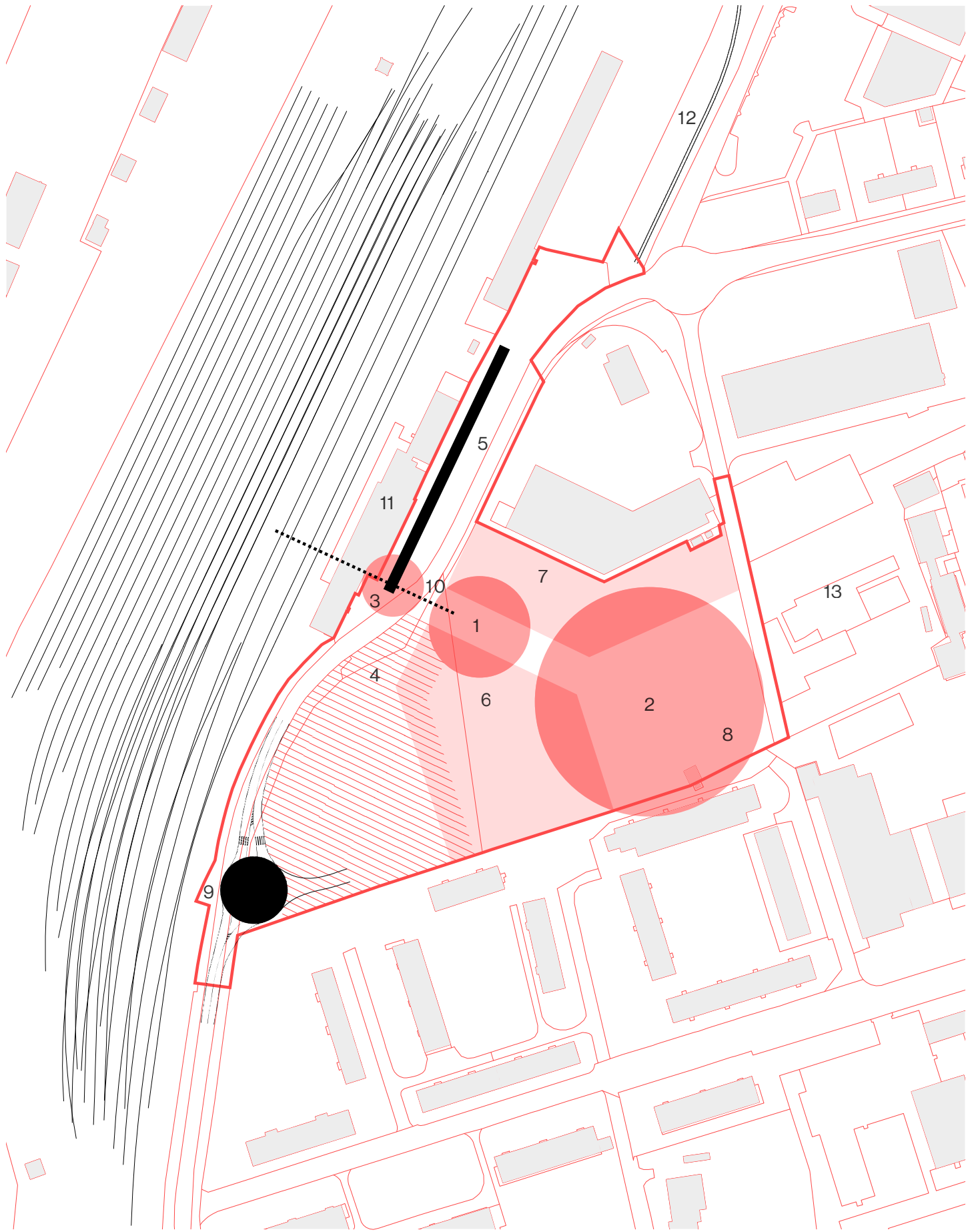
During the war, the operation was maintained due to confirmation that it was not owned by a Jew. However, after 1946, the factory was nationalised and incorporated into the state enterprise Moravskoslezské Pily Šumperk. After the revolution, the heirs regained the site. The land was later purchased by the city of Valašské Meziříčí.

The site in question is located mainly on plots no. 251/2, 251/10, 1479, 1790/1, 1007/37, and 1007/48, and part of plots 1014/3, 251/17, 283/32, 1007/63, and 1007/69, in the cadastral area of Krásno nad Bečvou. The total area of the site is 36,640 m².

This is a brownfield site, with the western edge defined by a second-class road. The northern edge consists of the forecourt of the railway station and the back of a shopping centre. The eastern edge will be defined by new developments, and to the south, the site borders an older residential area. In the zoning plan, most of the site is designated as SO.1 – "mixed-use areas in the central zone." The programme for the competition is in accordance with the zoning plan.

 addressed area






Competition area

 **Public spaces**

- 1 Piazzetta (Square)
A central public space – it features the entrance to the underpass leading to the railway station, provides access to the bus terminal, and serves as the main entrances to the municipal office and parking garage, as well as the entrance to the park
- 2 Park
A high-quality green area with a main landscaping element, an avenue. The area will form a fully functional park with proper composition and, in the future, allow for the construction of residential buildings
- 3 Railway Station Forecourt
A space connecting railway transport with the city – a meeting point, orientation space, and a transfer point between various types of transport.

 **Bus terminal**

- 4 An area for arrival and departure spaces for regional and suburban transport.
- 5 Bus stops and replacement transport (location needs to be respected)

 **Municipal office**

- 6 The municipal office does not have to be a freestanding building; it can be appropriately integrated into the bus terminal's structure

 **Parking**

- 7 A parking garage – located at the rear façade of the adjacent shopping centre.

Residential Buildings

- 8 Their location is expected to be within the future park area

Projects, Studies, Potential

- 9 Roundabout
- 10 Underpass
- 11 New railway station building
- 12 Leisure complex (skate park)
- 13 Residential buildings, private development

Brief

The competition calls for the design of several functional elements within the framework of the existing urban study, which sets out key spatial principles.

The proposal should take into account the planned roundabout in the southwestern corner of the site and the underpass linking the area to the railway station and its platforms. Documentation for both projects, in their current versions, is included in the competition materials. The design should also build on the solutions outlined in the transport study, which is part of the competition documents.

To the north of the site, a leisure area (including a skate park) is planned, while private development is expected to the east.

The proposal should consider the phasing of construction and allow for an efficient implementation process.

Phasing

- 1 Bus terminal, including the redevelopment of the station forecourt,
Comprehensive transport solution
Utility networks for the entire site
+ Sufficient parking capacity for the municipal office (considering future phases)
+ Relevant public spaces (considering future phases)
- 2 Municipal office
+ Sufficient parking capacity for the municipal office (considering future phases)
+ Relevant public spaces (considering future phases)
- 3 Parking garage
+ Relevant public spaces (considering future phases)
- 4 Residential buildings
Development of public spaces

Land use in line with the zoning plan

- Maximum building height across the entire site: 5 above-ground floors
- Minimum 40% green space on plots no. 251/2, 251/10, and 1007/37 (Green roofs, green façades, and grass-paved parking areas are not included in the green space calculation.)

Bus terminal

The bus terminal needs to be redesigned compared to the original urban study. The required capacity, as verified by the urban and transport studies, has been reduced from the initial brief. Additionally, stops for local public transport (MHD) and replacement services have been relocated to the edge of the railway station. The close connection between these two transport modes should be the key principle of the design—ideally, passengers should be able to transfer from train to bus without exposure to bad weather.

The main spatial constraints include the newly designed roundabout, the alignment of Road II/150, and terrain level differences.

Departures (boarding bays) for regional and suburban transport – 13

Arrivals (alighting bays) for regional and suburban transport – 3 (with compact vehicle arrangement)

In case of a higher number of incoming services requiring simultaneous use of arrival bays, the entrance to the bus terminal should be designed so that any waiting bus does not obstruct access to the terminal and can be bypassed if necessary.

Departures (boarding bays) for local public transport – 4

Arrivals (alighting bays) for local public transport – 1

Bays for replacement or coach services – 1

The stops for MHD and replacement bus services are part of the station forecourt and will be designed as edge-to-edge stops adjacent to the railway station building (see site plan).

Buses will be able to use currently available departure bays for layover parking. With an appropriate spatial arrangement (e.g., a tree-lined layout), parked buses will not obstruct other operations within the terminal.

The regional and suburban bus stops will be weather-protected, while stops for MHD and replacement bus services will remain uncovered..

Public spaces

Greenery plays a key role in the design of public spaces within the Křižanova pila site. Given the area's exposure to traffic, a sufficient amount of high-quality green space will be an essential part of the public realm, helping to create a more pleasant and liveable environment.

Main Public Spaces:

- Piazzetta (town square) – serving as the focal point for the main entrances of the proposed buildings, the park's access point, and the entrance to the underpass.
- Park – structured around a key compositional element, the Emilie and Jan Křižan Avenue (alej Emilie a Jana Křižanových)
- Station forecourt – designed to be both welcoming and efficient.

Other important aspects of the public space design include the bus terminal surroundings and the street network within the site, catering to pedestrians, cyclists, and motorists. This also encompasses the planned street along the eastern boundary, as outlined in the study.

Emilie and Jan Křížan Avenue

The future tree-lined avenue will be named “Alej Emilie a Jana Křížanových” in honour of the sawmill’s founders. It is intended to be the defining feature of the park, framing a pedestrian pathway. While its exact alignment does not have to strictly follow the urban study, its overall length and extent should remain consistent with the study’s framework.

The avenue will be planted with two types of black locust trees:

- Casque Rouge Locust (*Robinia Casque Rouge*) – a smaller tree with cascading clusters of pinkish-purple flowers, reaching a height of 6–10 m and a width of 5–8 m;
- Unifolia Black Locust (*Robinia pseudoacacia Unifolia*, syn. *R.p. Monophylla*) – a medium-sized tree with white, hanging flower clusters, growing to 15–20 m in height and 8–10 m in width.

It is important to consider that part of the park area will eventually be used for residential development in the final phase of construction. We recommend adapting both the placement of the avenue and the overall park design to accommodate this future transition.

Municipal office

The new municipal office building will accommodate 130 employees responsible for public administration and will receive approximately 416 visitors daily. (The existing offices at Soudní 1221 and Náměstí 7 will remain in operation.)

Total built-up area	approx. 2,000–2,200 m ²
Gross floor area (GFA)	approx. 6,600 m ²

The ground floor must include archival storage and document issuance offices, requiring the full built-up area to remain within 2,000–2,200 m². For the upper floors, a smaller footprint may be considered as long as the total floor area and intended number of storeys are maintained.

Ground Floor (1st above-ground storey) requirements:

Reception + Info desk + Cash desk	approx. 70 m ²
Commercial rental space –	approx. 70 m ²
Café	approx. 70 m ²

Both the commercial units and the café will operate independently, necessitating separate visitor facilities (sanitary amenities) as well as back-of-house spaces for operations, such as staff rooms, storage, and office areas, in a flexible and creative layout.

Office spaces	approx. 2,610 m ²
Storage areas	approx. 590 m ²

Additional Space Requirements

Meeting rooms approx. 175 m²
A 35 m² meeting room should be located on each floor.


Kitchens & Staff rooms approx. 125 m²
Each floor should have a 25 m² kitchen & break area.

Sanitary facilities & Circulation Areas
To be designed in compliance with regulatory standards.

Bicycle Storage for Employees for approx. 20 bicycles

Department Abbreviations Used in the Table

OOZ – Organisational and Human Resources Department
OÚPSŘ – Department of Urban Planning and Building Regulations
OŽP – Environmental Department
VIS – Internal Information System
OŽÚ – Department of Trade Licensing
OSV – Social Affairs Department
ODSA – Department of Transport Administration
OEOPCD – Department of Population Records, ID Cards & Passports
OMS – Property Management Department

Department	Employees	Offices / head of department	Offices / individual	Offices / shared (2 persons)	Staff reserve	Clients /year	Storage / Archives (min m ²)
OOZ	1		1			2750	35
misdemeanor	16	1		8	1	1600	35 
OÚPSŘ	16	1		8	1	12000	150
financial	7	1	1	3	1	25400	35
OŽP	15	1	2	6		5500	70 
VIS	2			1		300	35
OŽÚ	6	1	1	2		3300	35
OSV	21	3	1	9	1	4900	35
ODSA	15	1	1	7	1	25000	70
EOPCD	9	1	1	4	1	18451	70 
OMS							20 
reserve	22	1		11	23	4810	
total	130	11	8	59	29	104011	590

Multi-Storey Parking garage and On-Site Parking

Parking across the entire site should be shared among various users, including visitors and employees of the municipal office, passengers using bus and rail transport, and taxi services. It must accommodate both short-term and long-term parking, as well as P+R (Park and Ride) and K+R (Kiss and Ride) facilities.

Number of surface-level parking spaces (unspecified) – 70

Number of parking spaces in the multi-storey parking (unspecified) – 180

The precise allocation of parking spaces is to be determined by the competition participants as part of their overall mobility concept for the site. This should comply with relevant regulations and take into account the municipal office's requirements (130 employees + 416 visitors per day, plus commercial units).

K+R parking spaces will be located in front of the railway station.

According to the site study, the multi-storey parking garage is designed as a structure that also utilises its roof for parking.

The proposal must also include bicycle and scooter parking solutions for public use, accommodating approximately:

10 bicycles in secure, lockable storage units

20 bicycles in open stands

Municipal office employees should have access to a dedicated, lockable bicycle storage area, located either within the municipal office building itself or in close proximity.

Residential buildings

The urban study has designed the residential buildings to fully utilise the permissible ratio of built-up and paved areas. As a result, they have been sketched as five-storey buildings (including one recessed top floor) with basements and 20–24 apartments per building. The study sets the cornice height at 13.5 metres and the maximum building depth at 18 metres.

Following the same principle—adhering to the permissible extent of paved surfaces—participants are encouraged to propose residential buildings that align with the overall site concept.

As an alternative, participants may suggest an optimal or ideal level of site coverage, acknowledging that the final stage (construction of residential buildings) might necessitate a zoning plan amendment. However, this amendment may only relate to site coverage and not to building height, which remains limited to a maximum of five above-ground storeys.

Porota / Závislá část



Yvona Wojaczková
Deputy mayor of the city



Alena Carbolová
City councillor



Ondřej Chybík
Municipal architect



Robert Stržínek – alternate
Mayor of the city



Václav Chajdrna – alternate
City councillor



Vojtěch Uhřík – alternate
City councillor

Porota / Nezávislá část



Ján Studený

Architect, founder of Studený architects (since 1995 ksa.), Bratislava. Associate professor and head of the studio at the Department of Architectural Design at the Academy of Fine Arts in Bratislava. He lectures at public forums in and is the author and editor of several thematic publications.



Pavla Matějka Enochová

She graduated from the Faculty of Architecture at the Czech Technical University, and during her studies, she completed an internship focused on urbanism and spatial planning at University College London (UCL). She is a licensed architect and has been collaborating with the A69 – Architects studio since her studies, while also working independently. She is involved in projects of various types and scales.



Martin Sedmák

He studied architecture at the Faculty of Architecture at the Czech Technical University in Prague and completed a study stay at the University of Strathclyde in Glasgow. As an architect, he focuses on both design and urbanism. He has worked in studios in Austria and New Zealand, and later spent a long period at the A8000 studio, where he currently holds the position of Director of Design. He has been involved in the design of numerous significant buildings and urban projects both in the Czech Republic and abroad.



Luděk Šimoník

A graduate of the Faculty of Architecture at the Brno University of Technology, with experience from studying in Glasgow, Scotland. He is the founder of the architectural office AXXIOFFICE, which deals with a wide range of topics, including both urban and architectural challenges. Despite the short time of its existence, the studio has won several open competitions with international participation.



Lukáš Tittl – alternate

He graduated from the Faculty of Transport Engineering at ČVUT and has focused on sustainable mobility ever since. He worked at the Institute of Planning and Development of Prague, specializing in transportation concepts and the city's railway system. Since 2023, he has been leading the Public Space Department at Czech Railways, overseeing the preparation of new high-speed rail lines and transfer terminals. He also teaches sustainable mobility at ČVUT.



Zdenka Hoffmeisterová – alternate

Graduate of Prague Technical University with a one-year exchange of alma mater for TUL in Lisbon. After completing a training in a Prague studio PH6, she founded her own studio, Steinerová Hoffmeister architects, which has been operating for over 10 years. Her preferred assignments are renovations, as the most environmentally friendly option for working with the environment.

All requirements stated in the specification are of a recommendatory nature and are not binding.