

# Competition Brief

The competition aims to find a framework for a new design of Mariánské square and its surroundings, which should become a valuable space for the local community and a dignified centre of Komárov.

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Request for participation  
|30|05|2025|

Proposal submission  
|19|09|2025|

### Opening words

The specified area is the central part of a larger urban complex, whose natural boundaries are the watercourses of the Svratka and Svitava rivers to the east and west, the railway embankment to the south and north, and the future new railway station to the north. The urban size of this unit corresponds exactly to the size of the so-called 15-minute town.

The present global appearance of the whole area is mainly due to the transport structures and monumental housing construction of the communist era. The territory is a typical example of construction without human scale, it is a typical example of a city of long distances. There is an abundance of transport areas, they are well designed at the level of road and rail vehicles, traffic is not delayed. Cars live well here, they have a place to park, they have a place to drive.

But what about the people, the inhabitants of the city and this place?

The human scale is today contained only in a small area around the church, where we can still find pleasant and naturally designed urban spaces, and around Jenewein Street, where the urban structure of old Komárov is still partly preserved. These are the last such places in the area. Other interesting places worth mentioning can be found around the Svitava embankment (already outside the defined area), which indicate the potential of the watercourse. Almost everywhere else the urban areas are designed with sterile residual greenery typical of prefabricated housing estates, the outdoor areas are the residual areas after demolitions, after transport constructions, lacking any deeper concept. At the same time there was once a meandering river and a floodplain forest, a very strong natural element.

The whole area is marked by the fact that its individual parts were designed, although technically correct, without regard for the functioning whole. As a result, there are functional transport structures, functional mass housing structures, and perhaps even parts of the area itself are functional, but the whole is one big chaos.

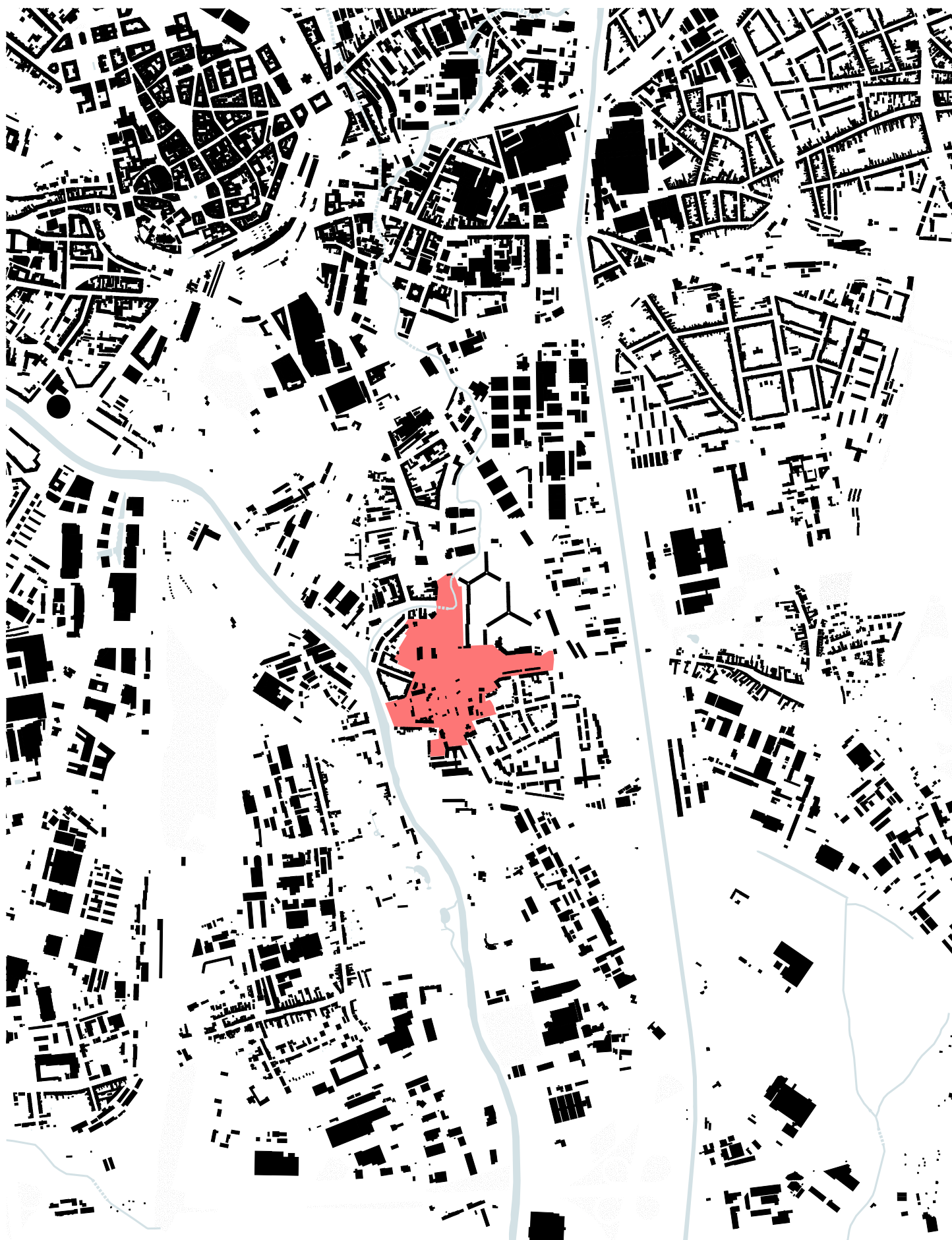
The area in question is particularly an opportunity. It is an opportunity to complete everything that is missing in the broader framework of the whole area. It is an opportunity to create a fifteen minute city. It's an opportunity to create a short-distance neighbourhood where everything is close and handy. It is an opportunity to create high quality urban public spaces. It is an opportunity to create new functioning and functional links between places near and far.

The new urban plan should reinforce residents' sense of belonging to the identity of the place and should fundamentally improve the perception of the genius loci of the locality.

I trust that you as competitors are professional and will respond to the key themes of the area with your proposal. Architecture, but also urban planning are artistic disciplines, it is not enough just to solve technically and thus justify the future plan, the artistic overlap of your work is one of the expected contributions from you.

We look forward to the results of your work.

**Tomáš Dvořák**, architect of the Brno-jih Municipal district



The first question we asked ourselves was whether it was possible to connect four territorial units so fatally divided by traffic arteries. Whether it is possible to save this place. The damage done to the urban structure in the last century cannot be repaired immediately, but we must do our utmost to make the city serve people again, not just car traffic.

We are looking for a vision for the centre of Komárov. A future that we will work towards for many years. The aim of the competition is to create a document that will serve as a basis for decision-making on building interventions in this area not only for us, but also for their successors in the coming election periods. At the same time, however, we are looking for solutions to a number of everyday problems that can be implemented immediately and that will bring real improvements to the lives of the residents of the area. And if we fail to reconcile these two demands, we have failed.

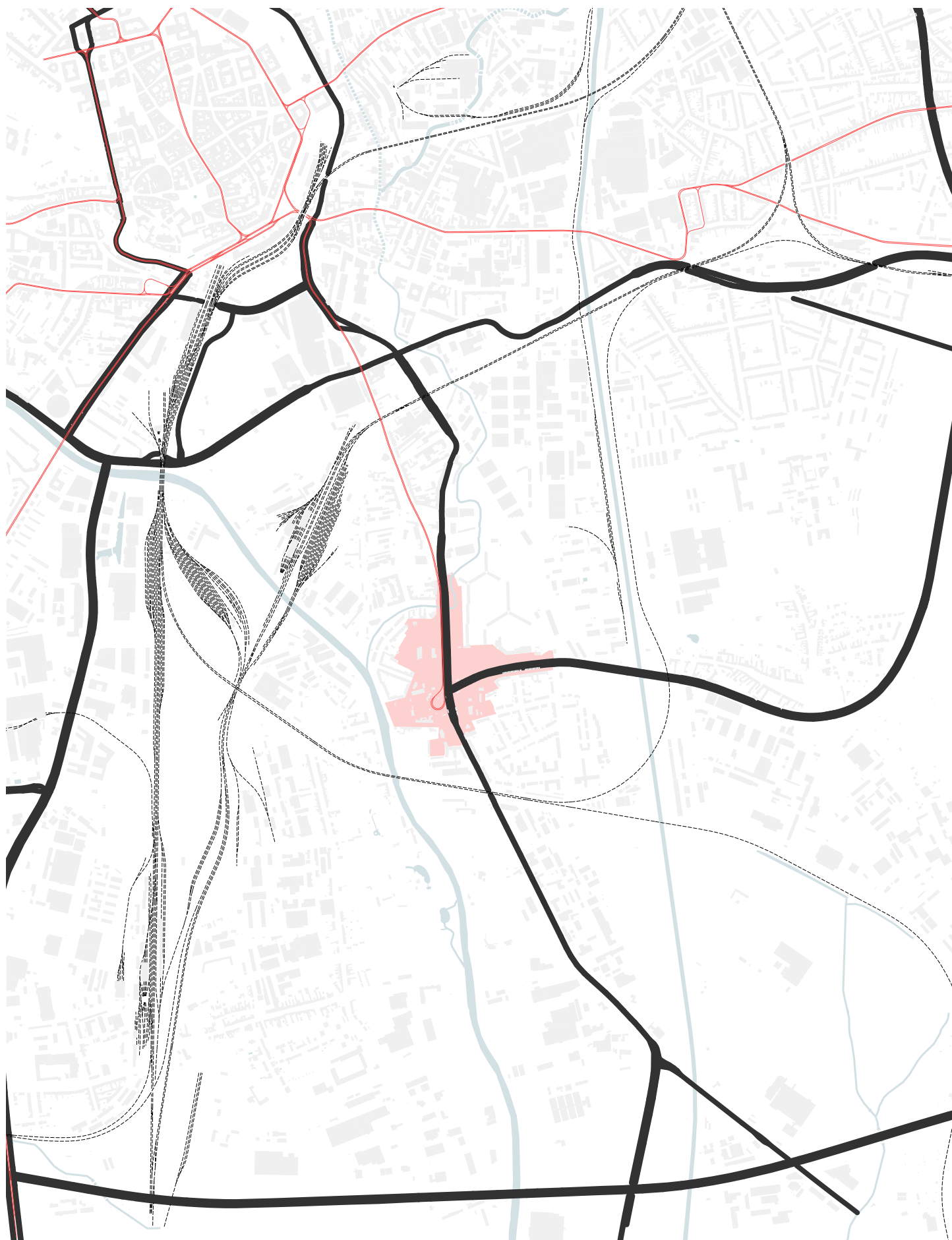
Public participation is therefore a key part of the process. It is the community of local residents who can best tell us what is bothering them and whose voice we need to listen to.

A significant part of the area is owned by the city, not by developers. So the goal is not to design the development, but to use it as a means to create pleasant places that will serve the entire community. We need to turn the remaining grassy areas into attractive public parks that people live around. Quality green space design that makes life in the city more enjoyable for residents is one of the key requirements. At the same time, however, we cannot ignore the principles of sustainable development and the fact that this is one of the central areas of the city, which will continue to grow in importance in the future.

Komárov is an area with extraordinary potential. Its proximity to two rivers, the planned new railway station, the city centre and excellent transport links will make it one of the most attractive places in Brno in the future, even though it has been overlooked by the majority for many years. Be the creators of this future!

**Jakub Holas**, 1st Vice-Mayor of the Brno-jih Municipal District





### **Municipal district Brno-jih / Komárov**

Brno-jih (Brno-south) is an urban district of the statutory city of Brno, including the districts of Komárov, Horní Heršpice, Dolní Heršpice, Přízřenice and part of Trnitě, located in the south part of the city of Brno. The area is bounded by major traffic roads and the embankments of the Svitava and Svatka rivers. Komárov is historically the oldest part of the Brno-jih district. Its roots date back to 1220, when it was known as Luh and belonged to the property of a Benedictine monastery. An important monument is the Church of St. Jilja, which is one of the oldest churches in Brno and commemorates the medieval settlement of the area. During the 19th century, Komárov became a predominantly working-class suburban village, and as early as 1851 a cloth factory was established here. After 1945, industry developed here, which had the most pernicious influence on the area in terms of the urban structure. Especially in the 1970s and 1980s, the original medieval village of Komárov underwent brutal devastation in connection with the construction of a housing estate. The old residential buildings were systematically destroyed and replaced by new housing estates, industrial estates and transport infrastructure, leading to a significant deterioration of the environment. The construction of the four-lane road (Hněvkovského - Svatopetrská) divided the original urban structure, thus disrupting the traditional links and connections between the different parts of the district. The consequence was a reduction in pedestrian accessibility, a deterioration in the quality of public space and a loss of residential functions. Today, many businesses and companies are located here, taking advantage of both the fast transport connection to the city centre (about 8 minutes by tram) and the easy exit to Prague, Ostrava, Bratislava or Vienna thanks to the proximity of the D1 and D2 motorway junction.

The most important still preserved monument is the Church of St. Jilja, which is the oldest building in use in Brno, and the adjacent Chapel of the Resurrection - a listed neo-Gothic sacral building made of masonry built over the tomb of the Schindler family (Komárovský millers) in 1856. The original Romanesque church in the village of Luh (today's Komárov) was built at the end of the 12th century on the site of a former chapel dedicated to St. It belonged to the Benedictine order, who by 1220 had added a residential tower on the west front. The church was part of the monastery, which was situated on the site of today's gardens between the church and Lužná Street. Archaeological excavations have been carried out at various times in the last century, the most important of which was the excavation of a medieval well from which many, often quite unique, objects were recovered (wooden practice swords, chess pieces and a large amount of pottery). Nowadays (since 1995) the well has been filled in and its place is marked by stones in the park by Lužná Street.

The memorial oak tree in front of the church, whose age is estimated by tourist guides to be 250 years. However, according to the stories told by witnesses, this oak tree was planted as the German national tree by the German citizens of Komárová in 1918 in connection with the establishment of the Czechoslovakia. This was in protest against the unacknowledged autonomy.





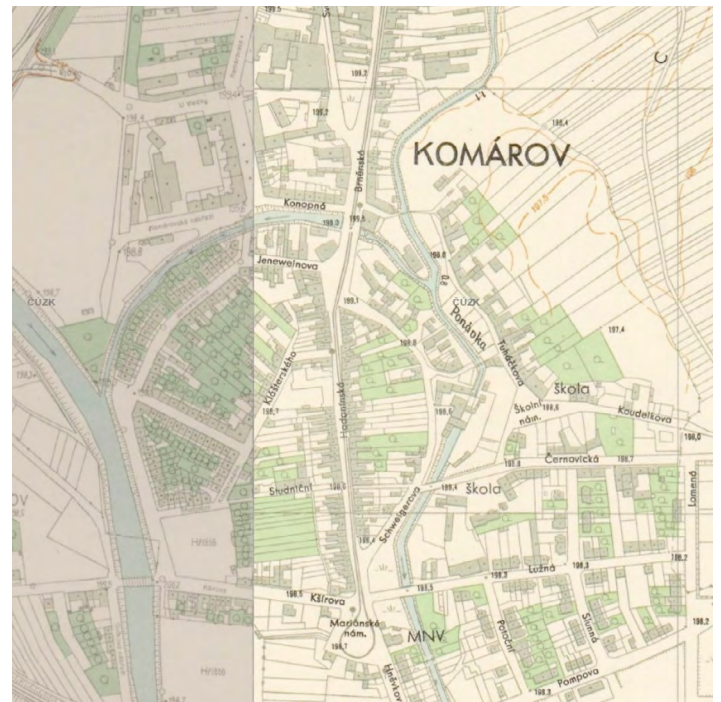
1800



1870



1906



1950

There were several important buildings in the area and its close surroundings that disappeared during the construction in the 1970s and 1980s.

- 1 St. Joseph's Chapel was located on the original School Square in front of the oldest part of the Elementary School. The main painting of St. Joseph from this chapel is in the church's depository.
- 2 The Marian Chapel was located at the intersection of the original Hodonínská Street and the original Schwaigrova Street, at the site of the current underpass under Černovická Street.
- 3 The National House Restaurant, which was located on the original Hodonínská Street on the site of the current gas boiler house. The restaurant had a large dance hall and a garden behind the restaurant, where promenade concerts were held every Sunday before the war.
- 4 The House of Culture, situated at the end of Klášterského Street, on the site of today's high-rise youth hostel. It was a theatre hall, where the Josef Skřivan Theatre Studio (an amateur theatre that was successful on the international music scene, with which the actor Miroslav Donutil, the composer Miloš Štědroň and Franta Kocourek, among others, collaborated) operated from 1969 to 1977.
- 5 The chapel and later the Church of Our Lady of Mala Mariacela from 1731 stood in what is now the southern part of Mariánské náměstí, roughly on the site of the current Komárov bus stop. It disappeared in the second half of the 19th century. Until the construction of the housing estate and the widening of Hnevkovský Street, a cross stood on this spot between two massive lime trees. The cross has been preserved to this day and is located in front of the entrance to the Church of St. Jilja.
- 6 Komárovský mill was situated in the place where the embankment from Ponávka and Svratka used to flow (today a green area between Schwaigrova, Tuháčkova and Černovická streets. It was probably built on the site of an older water mill. The area around the mill has undergone a change since and the small surrounding buildings have given way to the realisation of a prefabricated housing estate. Later the area was cut off by an expressway. The mill building survived until 2011 when it was demolished.
- 7 Ferdinand Semmler and Hermann Frenzel's factory for the production of stearin candles, soap and other products was established in 1854 on the site of the present-day Konopná tram stop. The factory prospered greatly and in 1892 it became a joint-stock company that supplied its products to the entire Austro-Hungarian Empire and also to Germany. During the construction works connected with the construction of the new tram route to Komárov along Plotní Street, workers found a historical well here. In 2021, this water structure was artistically re-created and now serves as a reminder of Komárov's industry in the 19th century.





1954

## Zoning plan

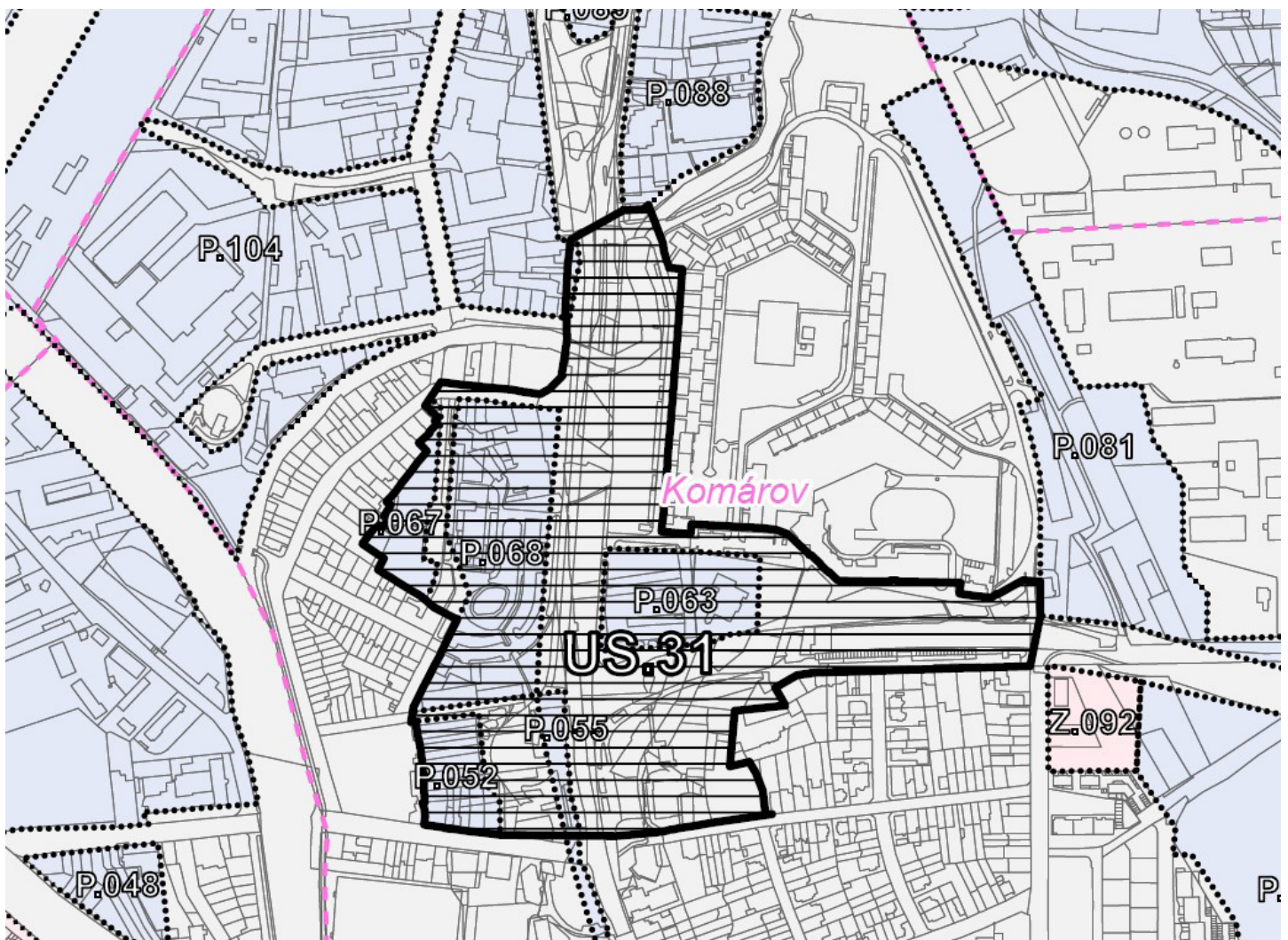
The area around Mariánské square is listed in the zoning plan as an area to be examined by a urban study.

### US-31

Urban study Komárov Mariánské náměstí (Mariánské square)

Specified conditions for the preparation of the urban study:

- proposing the spatial arrangement of Mariánské Square
- assessing and define appropriate building heights within the area
- designing a suitable forecourt for the existing church and the local town hall
- consider the existing parking areas and propose their new placement, either on the ground or integrated into buildings
- developing a spatial concept taking into account the neighbourhood of the existing residential development in Jeneweinova and Roháčkova streets
- identifying suitable locations for active ground-floor uses in relation to the existing tram line
- creating a high-quality public space, including design for the underpass structures
- addressing traffic organization in the southwestern part of the area adjacent to the railway line "Přerovka" (between Brno and Přerov)
- addressing the connection to the technical infrastructure









addressed area    area for the US-31





**Addressed area**

- 1 Town hall  
The building lacks an adequate forecourt, the area in front of the town hall requires a substantial reorganisation
- 2 Gambling club  
Former butcher's shop, privately owned. Ongoing negotiations on property settlement have so far been unsuccessful
- 3 Grocery store  
Privately owned. Ongoing negotiations on property settlement have so far been unsuccessful
- 4 Garden and forestry equipment shop  
Privately owned. Ongoing negotiations on property settlement have so far been unsuccessful
- 5 Park at the crossroads  
Site heavily affected by negative impacts of surrounding roads, requires major reorganisation
- 6 Beer pub U Mikešů
- 7 Park behind the church  
One of the few public spaces that feels natural, of value, and on a human scale. Occasionally used for cultural events (e.g. Komárov Fair)
- 8 Church of St. Jiljí  
The oldest functioning building on the territory of Brno, with a rich history
- 9 Park in front of the church with a memorial oak tree  
Public space to be re-evaluated, also as a venue for occasional parish cultural events
- 10 Chapel of the Resurrection and rectory
- 11 Municipal House  
Includes a library, doctors' offices and other facilities and services
- 12 Slunná Primary Art School
- 13 Garages  
Future property settlements can be considered, a new high quality public space may be proposed here
- 14 Leisure centre - Helceletka
- 15 Primary School Tuháčkova 25
- 16 Park in front of the school  
A new high-quality design for the school's forecourt should be proposed; there is also the potential for a new kindergarten that should be considered
- 17 Zanzara Residence project  
site of planned residential development by the developer Domoplan (mixed-use building – thirteen floors). The valid land-use decision for the project should be respected and integrated into the proposed concept.
- 18 Parking  
Used for parking by nearby housing estate residents, amongst others. A site for the development of a new multifunctional parking structure. The parking capacity has to meet the needs of the surrounding area. Definition of traffic and volumetric parameters for the potential building is needed, as it is to become a dominant, multifunctional element within the area.
- 19 Buffer greenery  
Mature vegetation; assess potential for integration into the urban structure while maintaining existing qualities.

- 20 Svitava millrace riverbed  
Underutilized landscape feature; potential for developing interaction between the water element, the public, and nature
- 21 Design of a new residential building – Jeneweinova 15/11  
The approved project has to be respected
- 22 Green area  
City-owned land, propose a high-quality urban structure including defined green spaces. Possible location for a senior care facility
- 23 Youth dormitory  
Owned by the South Moravian Region; retain the existing building and integrate it into the urban design
- 24 Heating room of the Youth dormitory  
A change in heating technology is being considered, which could free the building for a new function. The dormitory foresees its use for sports activities
- 25 Parking lot  
Due to its proximity to the tram stop, frequently used as a Park & Ride. In the case of its removal, consider replacement parking capacity in the area
- 26 Kindergarten Klášterského 14  
A study has been completed for the garden's revitalization. Retain and integrate into the design
- 27 New Block on Studniční Street  
The garages are to be replaced by a new mixed-use building. Planned reconstruction of Studniční Street. It is necessary to complete the city block, resolve traffic connectivity, and address height and massing. Respect the three existing residential buildings and the commercial building on Klášterského Street.
- 28 Café and Textile Store  
Functional services frequently used by local residents
- 29 Komárov Tram Loop  
Currently the terminus of tram line 12. After the line extension, the area will be available for new uses
- 30 Small Park near Tram Terminus
- 31 Tennis courts  
Evaluate their functional use. Cannot be removed without replacement in the competition area or close surroundings
- 32 Mariánské square (northern part)  
Assess public space design; after the tram terminus is removed, new uses can be considered
- 33 Mariánské square (southern part, original)  
Historically the site of the pilgrimage Church of the Virgin Mary (Malá Mariacela). Potential to become a central square; suitable for markets and events. Public space redesign is necessary
- 34 Cartec Building  
Owned by the City of Brno; currently used by CARtec Motor company. Within several years, expected to be transferred to the city district for use as a community centre
- 35 Kindergarten Kšírova
- 36 Parking lot  
Primarily used by FC Sparta Brno for matches and training. Parking capacity must be preserved. Space requires improvement, including added greenery

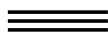
37 GITY complex

Office building with ground-floor services. Assess urban design of the area in accordance with the proposed concept for the square. The property owner is considering redevelopment in the longer term. This may relate to the extension of the tram line and the potential widening of adjacent roads



Tram line

Following the extension of the tram line southward, the character of Svatopetrská / Hněvkovského Street should be transformed into an urban boulevard. The reorganization should appropriately build upon the existing transport study. The transformation should result in traffic calming and improved connectivity for streets west of the tram line. The city district favors a tram alignment running through the center of the street, but the final alignment decision has not yet been determined at the city level. It is left up to the competition participants to choose their preferred solution.



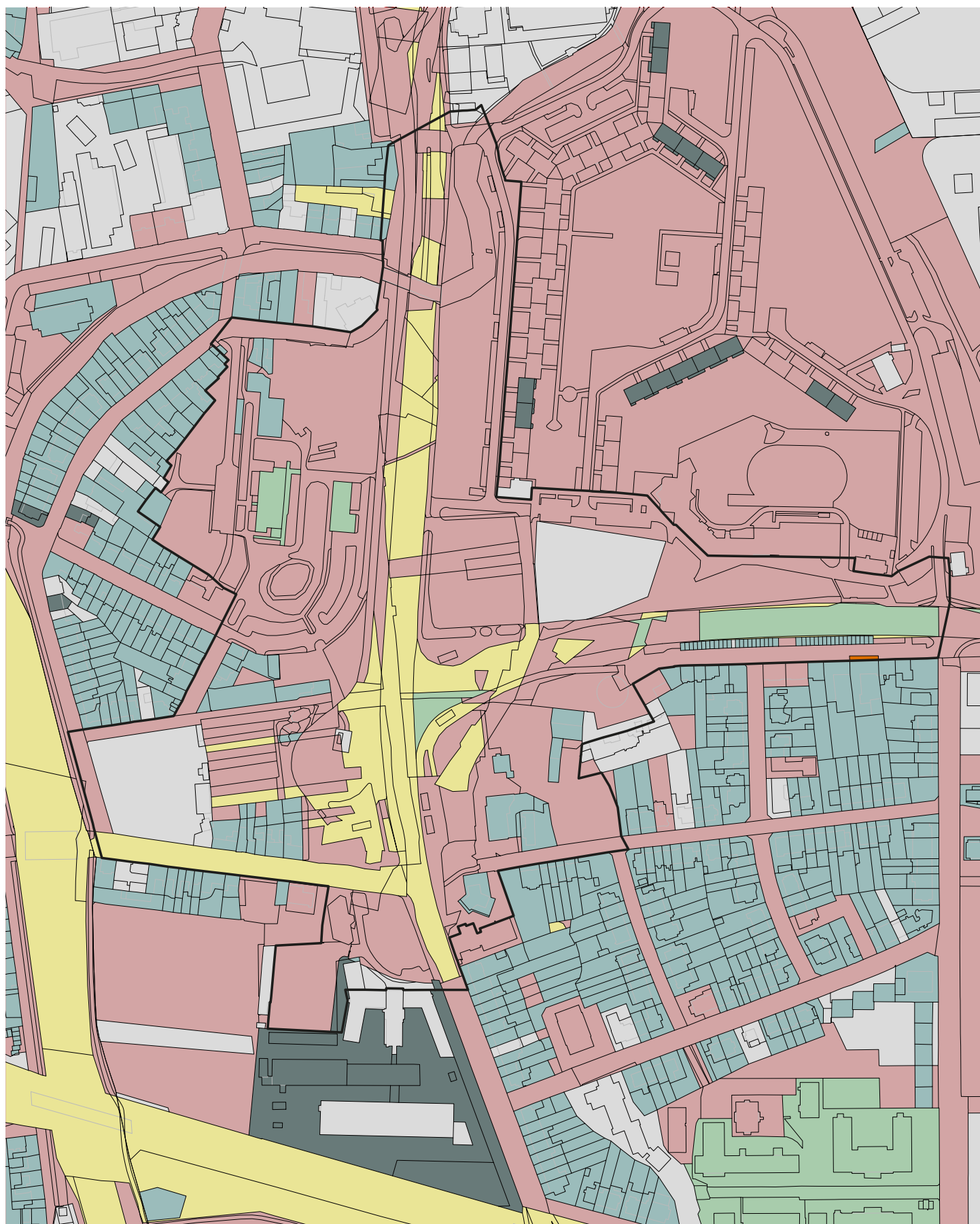
Major Urban Ring Road (VMO)

Design work is currently underway for the Bratislavská Radial section and the southern section (Jih). This area is addressed by the recently launched VMO Study, prepared by Knesl Kynčl Architects and PK Ossendorf. The final configuration of the intersection of the VMO with Hněvkovského Street has not yet been determined, nor has the profile of its overlap with the Přerov railway line, which will become obsolete following the completion of the Brno Main Railway Station relocation (ŽUB). The realization of the VMO is expected to change traffic volumes, particularly resulting in reduced intensity along Černovická Street.









Svratka river

The project must take into account the Flood Protection Measures (PPO) project. The current floodplain significantly limits development opportunities within the area. Once the PPO construction is complete, this limiting factor will no longer apply



**Property relations in the area**

-  Statutory City of Brno
-  Czech Republic
-  South Moravian Region
-  private ownership - natural persons
-  mutual fund
-  private ownership - legal entities

## **Brief**

The subject of the competition is to propose an urban concept for the area surrounding Mariánské square (Mariánské náměstí). The follow-up commission will consist of a technical study (with the level of detail and structure corresponding to an urban study, including public consultations), which will serve as the basis for the final regulatory urban study. The preparation of the binding urban study as an official urban planning document will subsequently fall under the responsibility of the City of Brno.

The goal of the proposal is to create a city that primarily serves its local residents. Key locations may be approached with bolder urban interventions, including the introduction of new developments. The proposal must emphasize realistic solutions and demonstrate respect for private ownership.

### Public space

The aim is to obtain a design for a high-quality urban structure that places the human being at the center—as the primary actor, user, and co-creator of urban life. A key vision for this area is to create a “15-minute city,” where essential services, employment, and leisure activities are accessible within a 15-minute walk or bike ride. Equally important is the permeability of the area, allowing for natural connections between different zones and encouraging smooth movement across the neighborhood. Public spaces should always respect human scale and offer well-designed environments that foster community life and a sense of belonging.

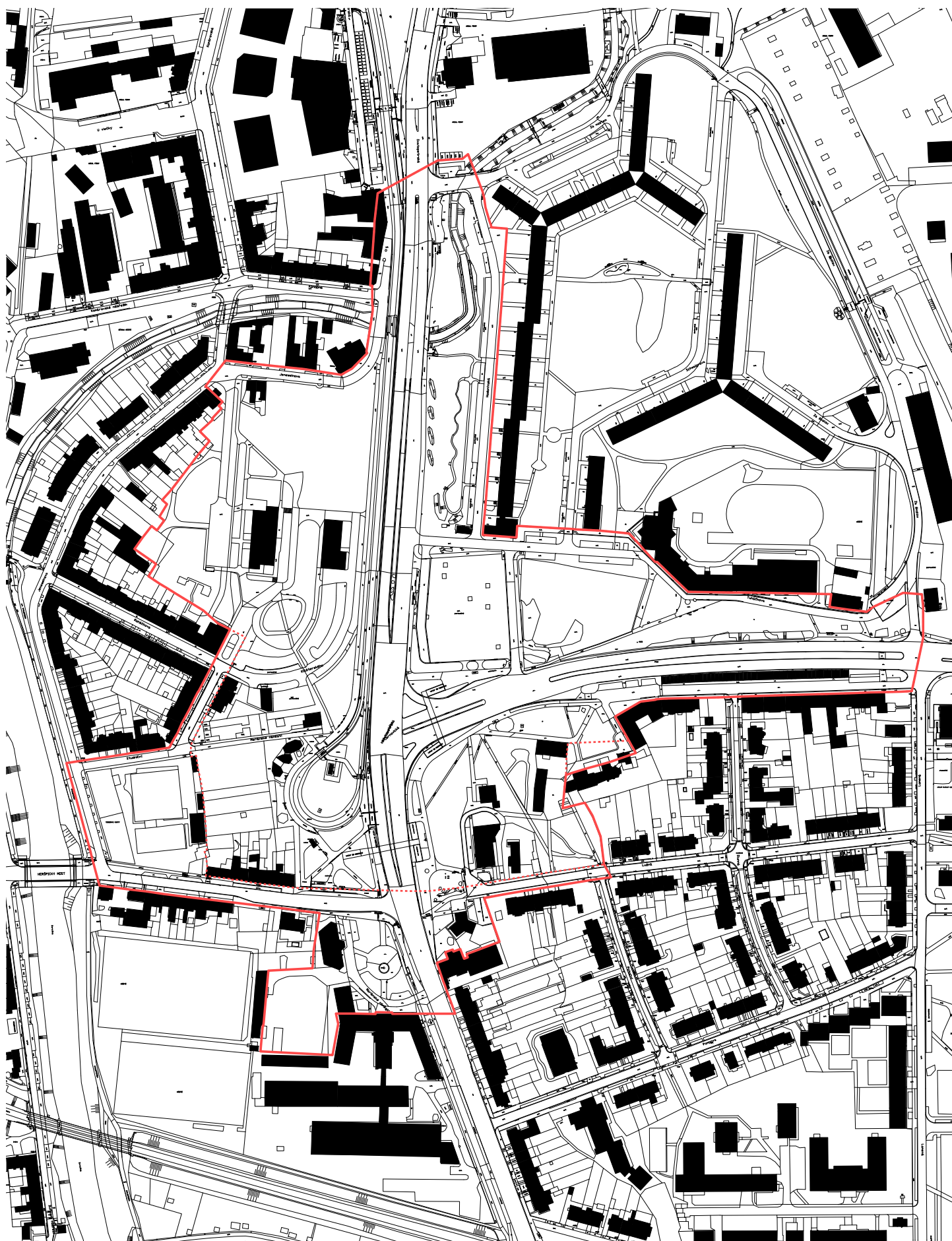
Particular attention should be paid to the definition of the square, which is to serve not only as a natural gathering point but also as a vibrant and functional space that meets the needs of the local community.

### New development

The composition of public spaces should be closely tied to a thoughtfully planned building structure that supports the harmonious and functional development of the area. The proposal should include:

- a social or multi-purpose hall for cultural and community events (capacity 400-500 people, e.g. for a ball);
- a community centre;
- a small museum reflecting the history and identity of the site;
- a senior housing facility offering dignified living conditions for older residents;
- new services and amenities (e.g., gastronomy, retail/commercial spaces);
- (optional) a kindergarten with 4–6 classes, with its location optionally considered outside the project site.

Any new development should be sensitively integrated into the overall composition to naturally connect with the existing built environment and create a lively, welcoming urban atmosphere.





#### Transport - car traffic

A key aspect of the proposal will be the traffic management of the area. Currently, the area is heavily burdened by car traffic and functions as a transit zone (Svatopetrská / Hněvkovského Street acts as one of the main arteries leading traffic into and out of the city). Pedestrian movement is hindered by several barriers — missing crossings, non-accessible underpasses, and low-standard sidewalks — negatively affecting the comfort and permeability of the area. The completion of the Major Urban Ring Road (VMO) is expected to significantly relieve traffic congestion, particularly on Černovická Street.

#### Transport - public transit

Major changes will also affect tram transport, with plans to extend the tram line from Komárov to Modřice. In the future, the current tram terminus at Komárov is to be relocated further south to serve newly developing areas.

Two possible options for the tram alignment within the street profile are currently considered: side-running and center-running. Participants are asked to choose one of the options and justify their decision through their urban design solution.

The potential relocation of the tram line in Svatopetrská / Hněvkovského Street offers an opportunity to transform the street into an urban boulevard. Although the city district prefers the center-running tram option, no final decision has yet been made at the city level. The timeline for the tram extension has not yet been determined.

#### Transportation - bicycle and pedestrian

The overall traffic concept should prioritize pedestrian and bicycle transport. Ensuring permeability and strong, safe, and barrier-free connections for both pedestrians and cyclists should be a fundamental objective. The area serves as a crossing point for major cycling routes along both rivers. Conflicts between pedestrian and cycling traffic are currently common here; therefore, the proposal should also explore the possibility of segregating these modes of transportation.

#### Landscape design

Special attention should be given to the landscape connections. The site lies between two rivers, the Svatka and the Svitava, which create a strong natural framework. There is a great potential to link these two natural features across the site. Green infrastructure can serve as a backbone for recreational, ecological, and cultural functions, bringing new value and vibrancy to the public space.

#### Historical traces

The proposal should also address the historical value of the area. Although direct traces of the past are not always preserved, the site remains closely tied to its historical heritage, which has the potential to be meaningfully incorporated into the design. The construction of housing estates and road infrastructure has substantially altered the historical structure of the original village, especially its traditional center around the church and school. The proposal should reflect on these changes and aim to mitigate their impact by respecting and incorporating the historical context of the area.



Addressed area

The proposal may also extend beyond the designated area into adjacent localities, that will be identified by the participant as affected area. In these adjacent areas, the intervention should not be essential for the implementation of the proposal within the designated area.

Phasing

The proposal should carefully address the phasing of the overall concept. The contracting authority expects a depiction of the “ideal” long-term solution after the completion of all major infrastructure projects (tram line extension, Urban Ring Road - VMO), as well as the identification of phases that can be implemented without prerequisite investments, either immediately or in the short term.

Blue-green infrastructure

The proposal should rigorously apply the principles of blue-green infrastructure, contributing to sustainability, improving the microclimate, and ensuring efficient water management. Special emphasis should be placed on measures that prevent flooding, promote natural rainwater infiltration, and minimize the impacts of extreme weather events. The design should systematically integrate green spaces, retention features, and permeable surfaces as fundamental tools for climate change adaptation.

At the same time, it is essential to reflect the principles for the creation of high-quality public spaces as outlined in strategic documents of the Brno City Architect's Office (KAM) and other relevant urban and ecological guidelines, ensuring the harmonious development of the area.

Public participation

Various forms of public participation were conducted during the preparation of the competition (online surveys, pop-up stands, public discussions, and activities involving pupils from Tuháčkova Primary School). The outcomes of these participatory activities are attached to the brief and should be considered an important input, reflecting the views and needs of the community of residents and users of the area.

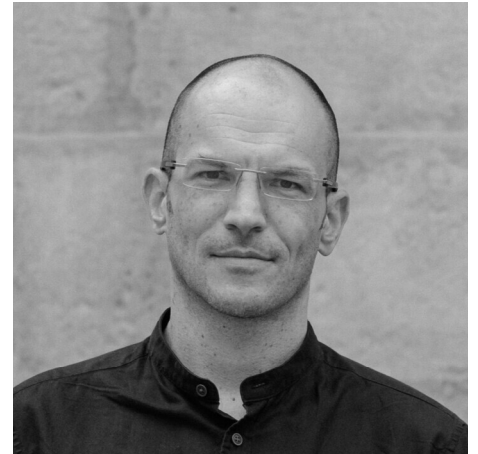
**Porota / Závislá část**



**David Grund**  
mayor of the municipal district Brno-jih



**Jakub Holas**  
vice-mayor of the municipal district Brno-jih



**Jan Tesárek**  
director of the Brno City Architect's Office  
(KAM)



**Lukáš Boula -alternate**  
vice-mayor of the municipal district Brno-jih



**Iva Paďourková –alternate**  
vice-mayor of the municipal district Brno-jih

Porota / Nezávislá část



**Pavel Buryška**

Architect working in the field of urbanism, art and design. He studied architecture and spatial planning at the Brno University of Technology and graduated from the Faculty of Architecture of the Czech Technical University in Prague in 2011. Together with Barbora Buryšková he founded the studio XTOPIX. During his own practice, he has won numerous awards in architectural and urban design competitions, the most famous of which include the new cultural space in Plana, KINONEKINO.



**Eliška Málková**

She studied architecture at the Technical University in Liberec and UMPRUM in Prague. After a five-year collaboration with CCEA MOBA studio, she co-founded the studio Tactics in 2021, which focuses on urban planning, spatial planning and public space design. Between 2022 and 2024 she worked as an architect for the Prague-Libuš Municipality.



**David Mateáško**

He studied architecture and scenography. Since 2016, he has been the architect of the city of Cologne, where he is involved in conceptual work on the city's spatial development and specific projects. He is a trained juror of architectural competitions and works with city representatives in their preparation and organization. He presents and promotes the topic of architecture in guided tours of the national event "Architecture Day" and in his own lecture series "The Adventure of Architecture".



**Ondřej Tuček**

Graduate and teacher at the Faculty of Architecture of the Czech Technical University in Prague. He runs his own architectural office, where he focuses on the design of public buildings and urban studies.



**Marie Gelová –alternate**

She studied garden and landscape architecture in Lednice na Moravě. Since her studies she has worked mainly in Prague and Brno. She cooperates with other landscape architects and architectural studios. She deals with landscape, including urban environments at various scales and forms.



**Jiří Kotal –alternate**

Public space architect and member of U/U Studio, which focuses on innovative approaches to urban planning. His work combines architecture with active lifestyles, particularly the integration of sport into the urban environment. As a skateboarding fan, he is dedicated to designing public spaces that promote movement and community use.

