

PROSTĚ PARKUJ

Petra Schindlerová

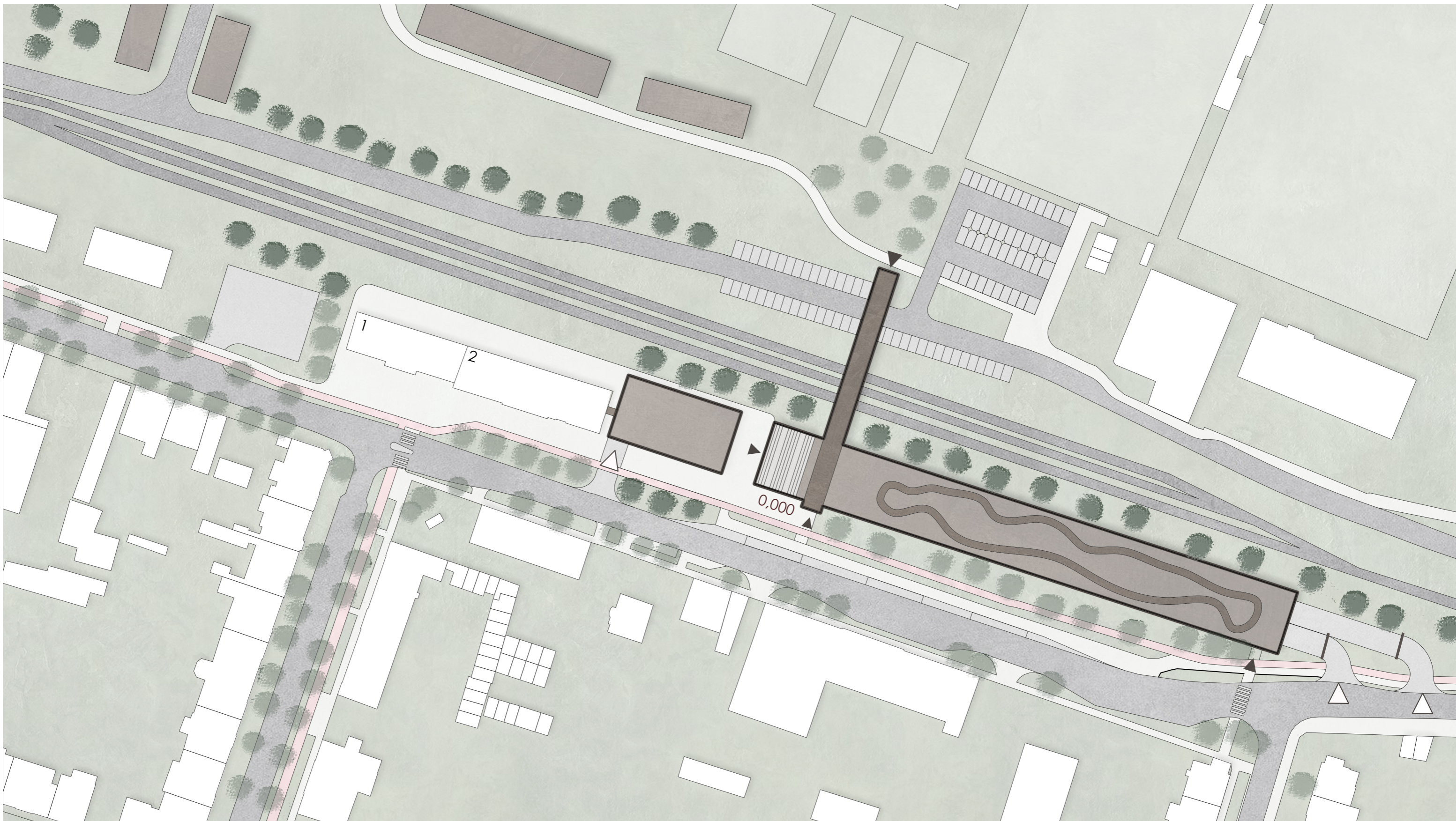
BGA036 - Ateliér architektonické tvorby 5

Nové využití objektu Místního nádraží v Prostějově s dostavbou parkovacího domu




3. ročník/letní semestr/2025-2026



Vedoucí práce: Ing. arch. Petr Novák, Ph.D.

Konzultant: Ing. et Ing. Petr Kacálek, Ph.D.




SITE PLAN

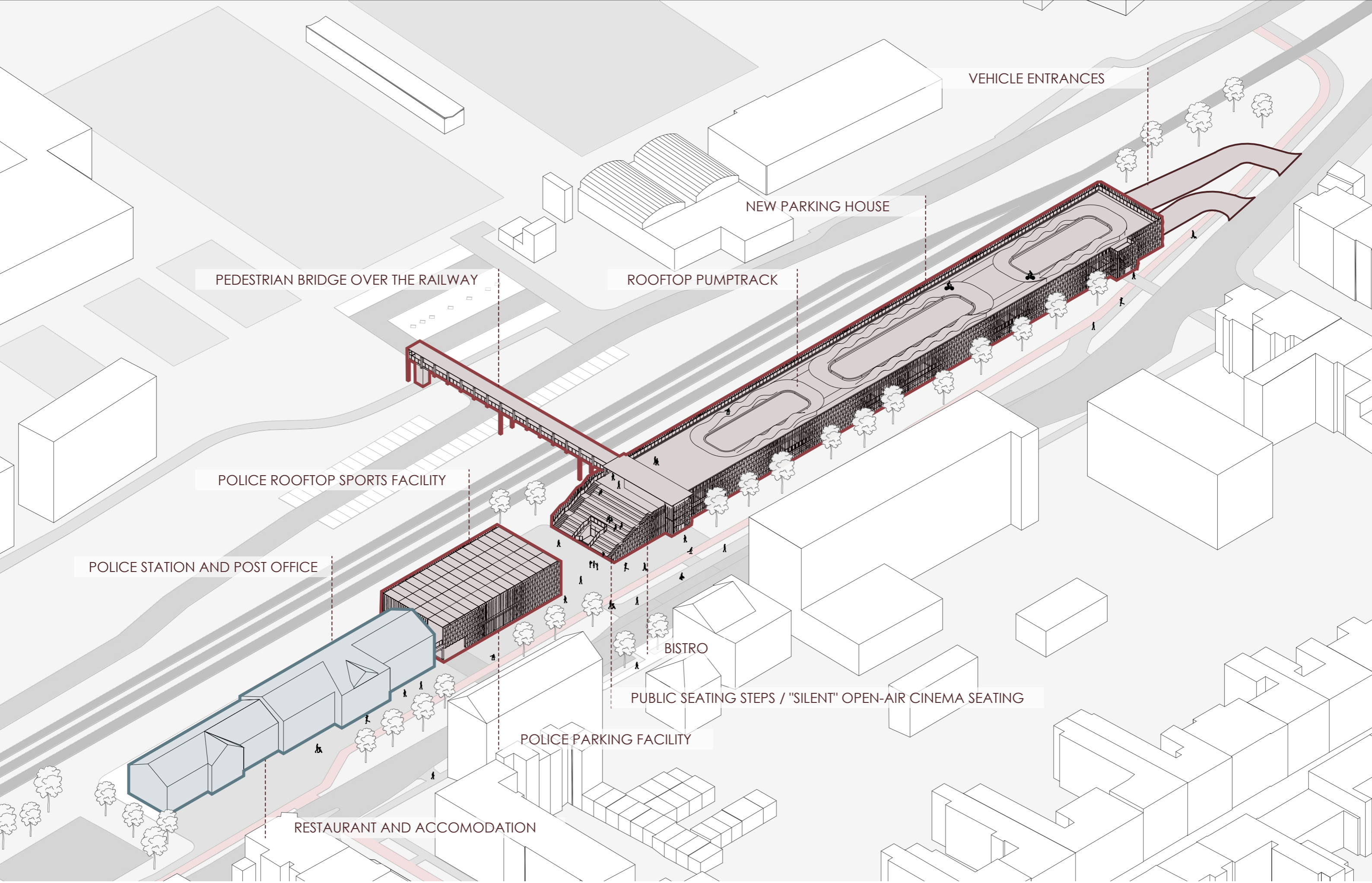
-  subject building
-  building entrances
-  car acces

-  proposed trees
-  existing trees

- 1 restaurant, accomodation
- 2 Police station, post office


 1:1000
 0,000 = 222,800 m a.s.l. B.p.v

SITE PLAN



VEHICLE ENTRANCES

NEW PARKING HOUSE

ROOFTOP PUMPTRACK

PEDESTRIAN BRIDGE OVER THE RAILWAY

POLICE ROOFTOP SPORTS FACILITY

POLICE STATION AND POST OFFICE

BISTRO

PUBLIC SEATING STEPS / "SILENT" OPEN-AIR CINEMA SEATING

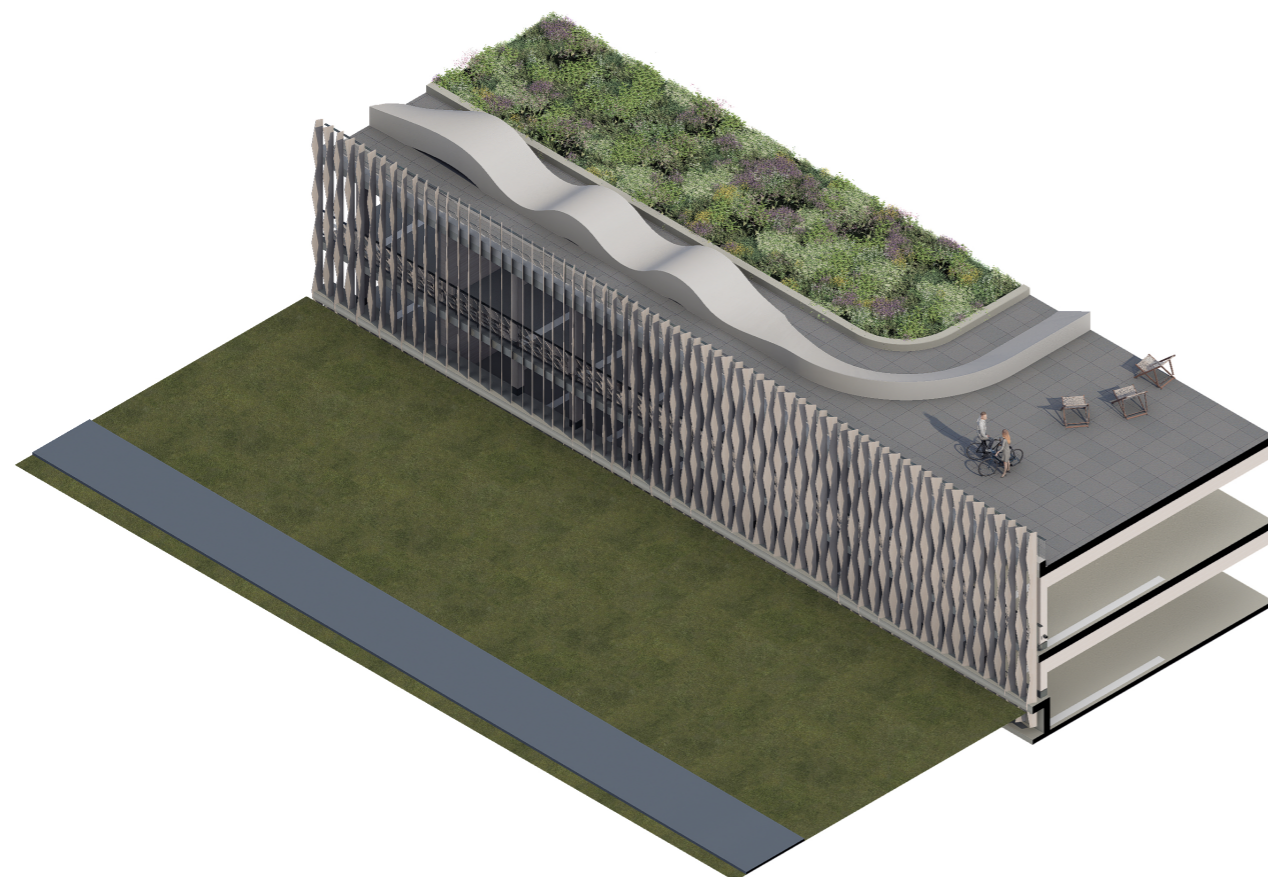
POLICE PARKING FACILITY

RESTAURANT AND ACCOMODATION

CONCEPT

PARKING HOUSE PROSTĚJOV - PROSTĚ PARKUJ

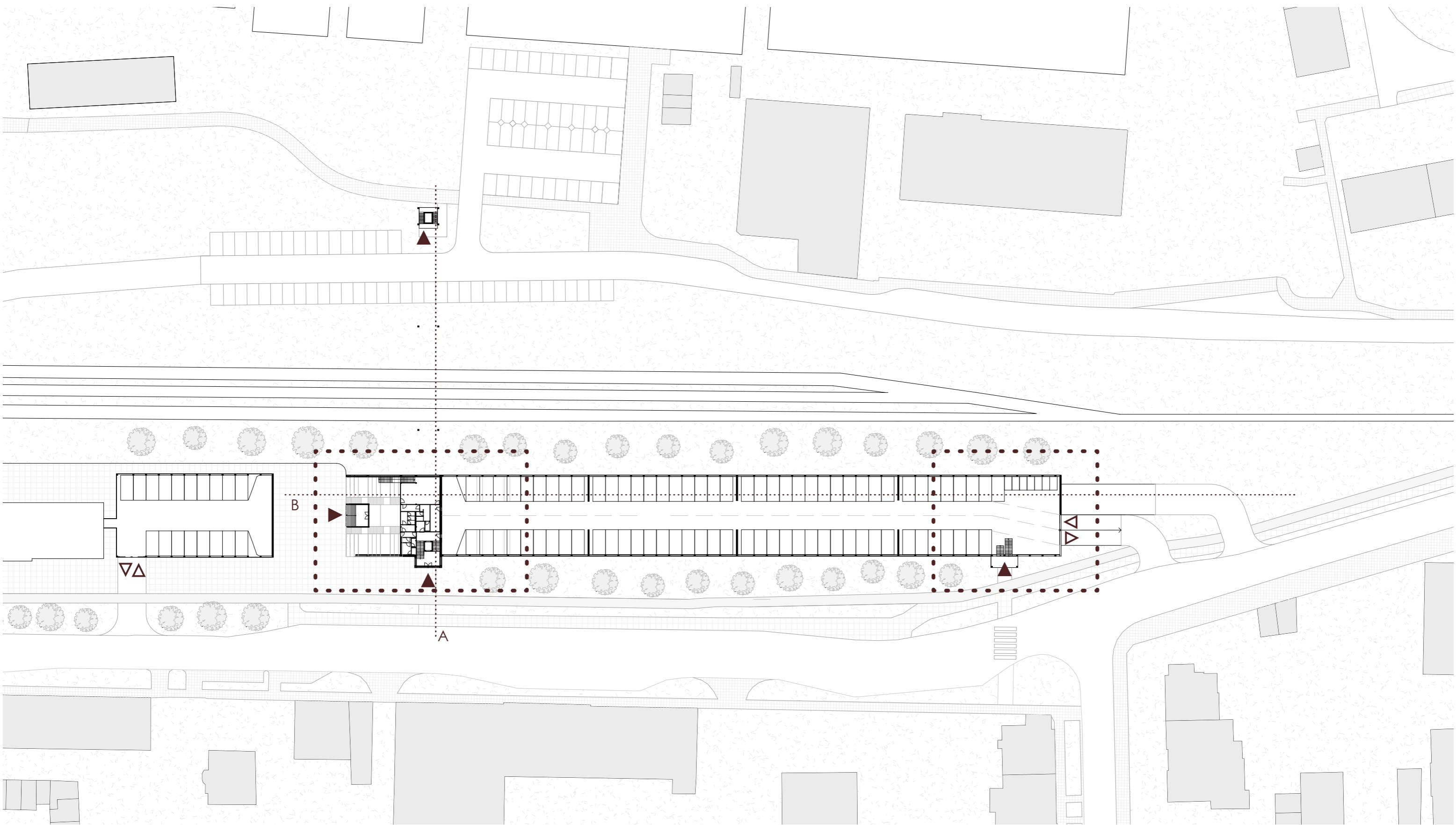
SCHINDLEROVÁ PETRA



FASADE

The envelope of the parking house is formed by a system of angled wooden louvers that are axially rotated relative to one another. This arrangement creates a striking dynamic effect on the building, causing the visual character and permeability of the facade to constantly change as one moves around it.

CONCEPT

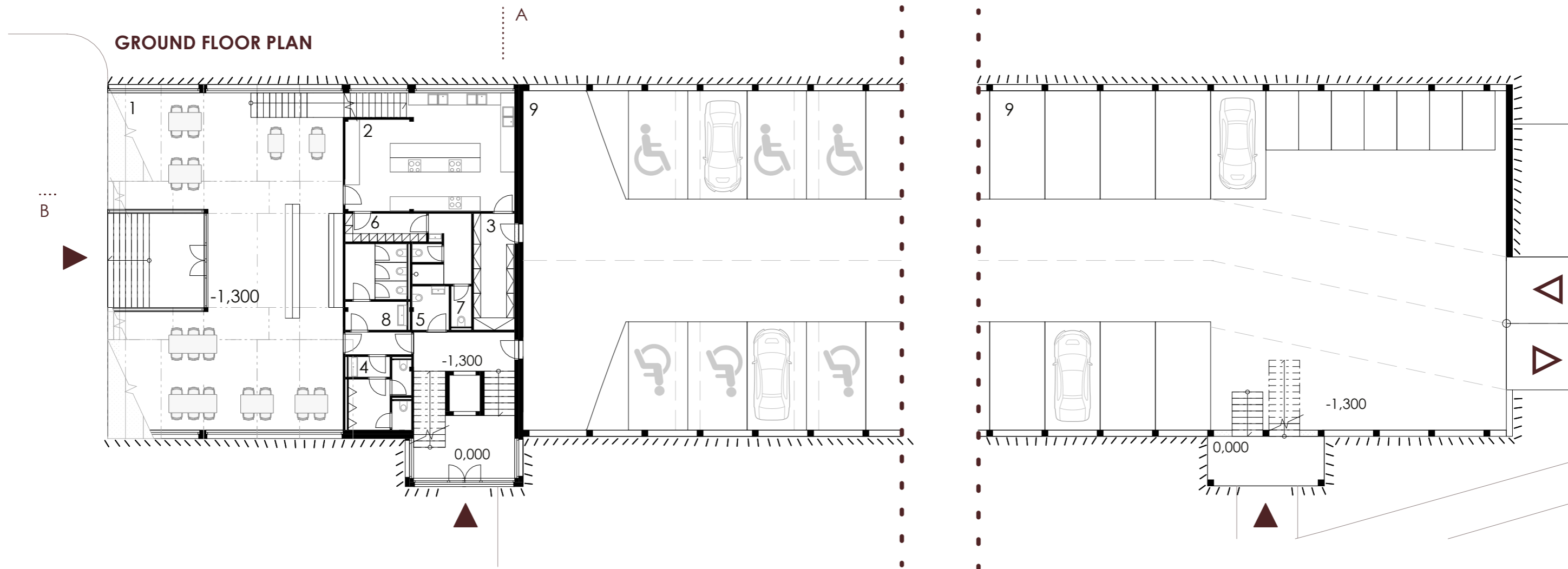


- ▲ BUILDING ENTRANCE
- ▽ VEHICLE ENTRANCE AND EXIT
- ⋯ DETAIL BOUNDARY

71 STANDARD PARKING SPACES, 8 ACCESSIBLE PARKING SPACES, 7 MOTORCYCLE SPACES

1:750

GROUND FLOOR PLAN



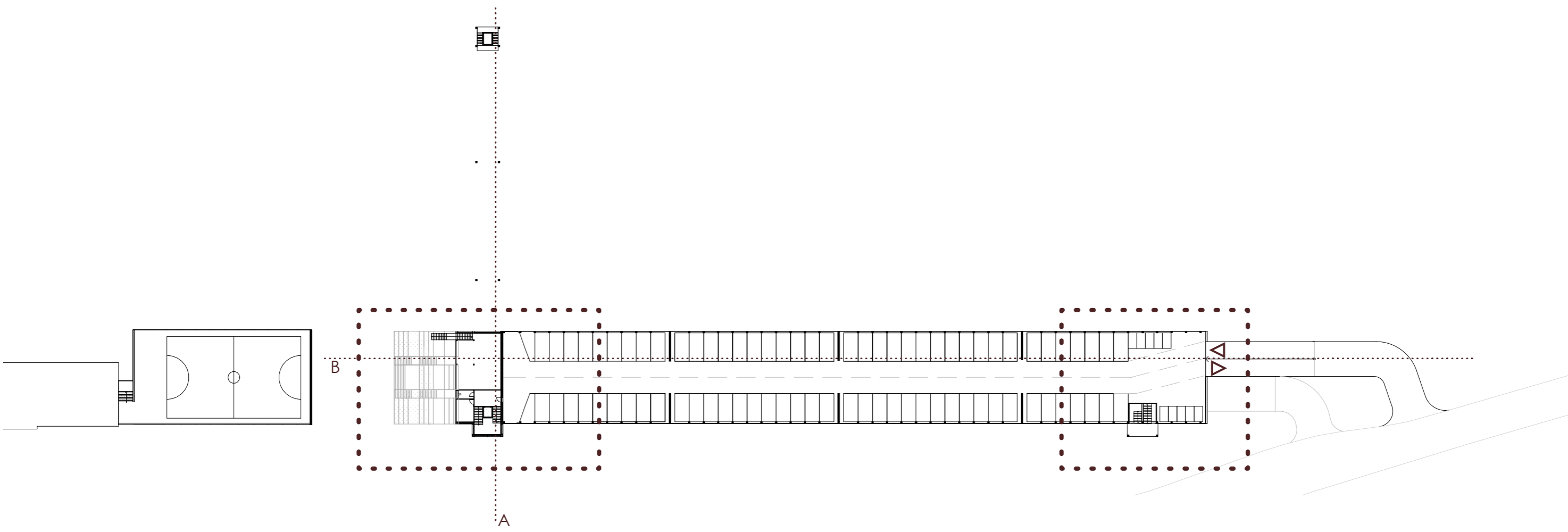
LEGEND

1 BISTRO	157,6 m ²	6 STAFF FACILITIES	14,6m ²
2 KITCHEN	47,8 m ²	7 UTILITY ROOM	2,0 m ²
3 KITCHEN STORAGE	11,5 m ²	8 WOMEN'S RESTROOM	12,7 m ²
4 MEN'S RESTROOM	11,1 m ²	9 PARKING AREA	2176,3 m ²
5 ACCESSIBLE RESTROOM	3,9 m ²		



1:200

GROUND FLOOR PLAN



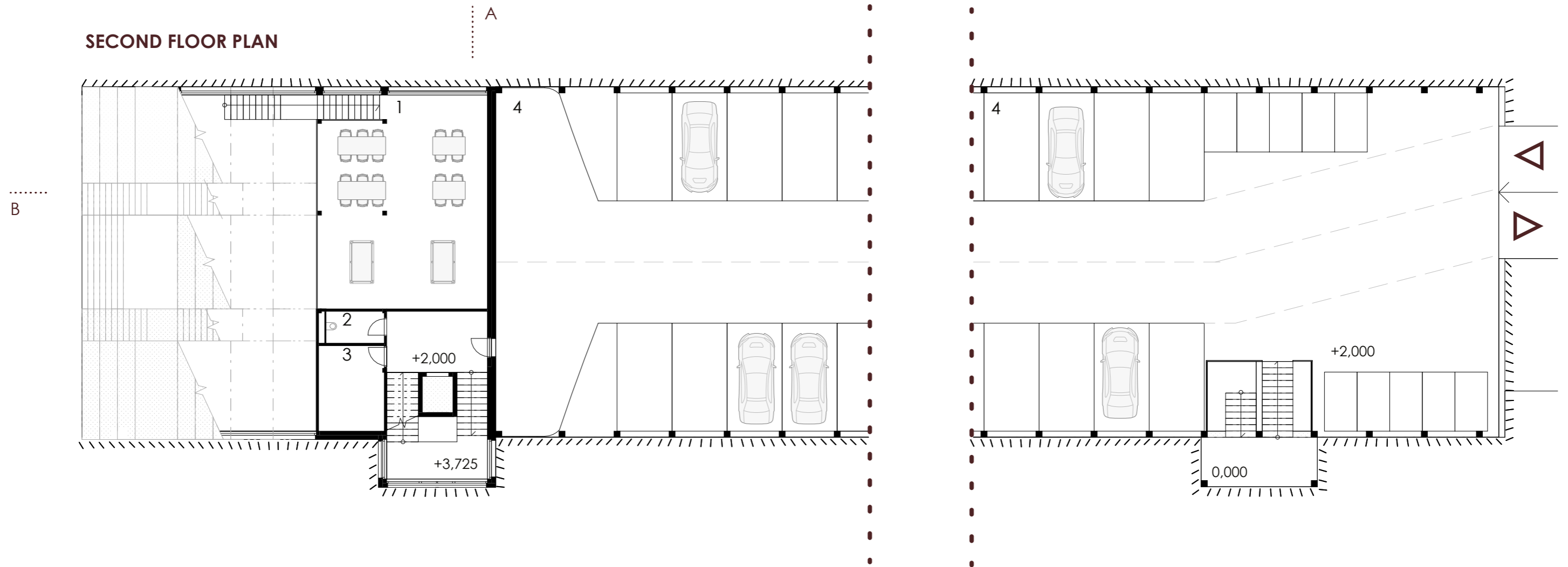
- ▷ VEHICLE ENTRANCE AND EXIT
- ⋯ DETAIL BOUNDARY

78 STANDARD PARKING SPACES, 10 MOTORCYCLE SPACES

1:750

SECOND FLOOR PLAN

SECOND FLOOR PLAN



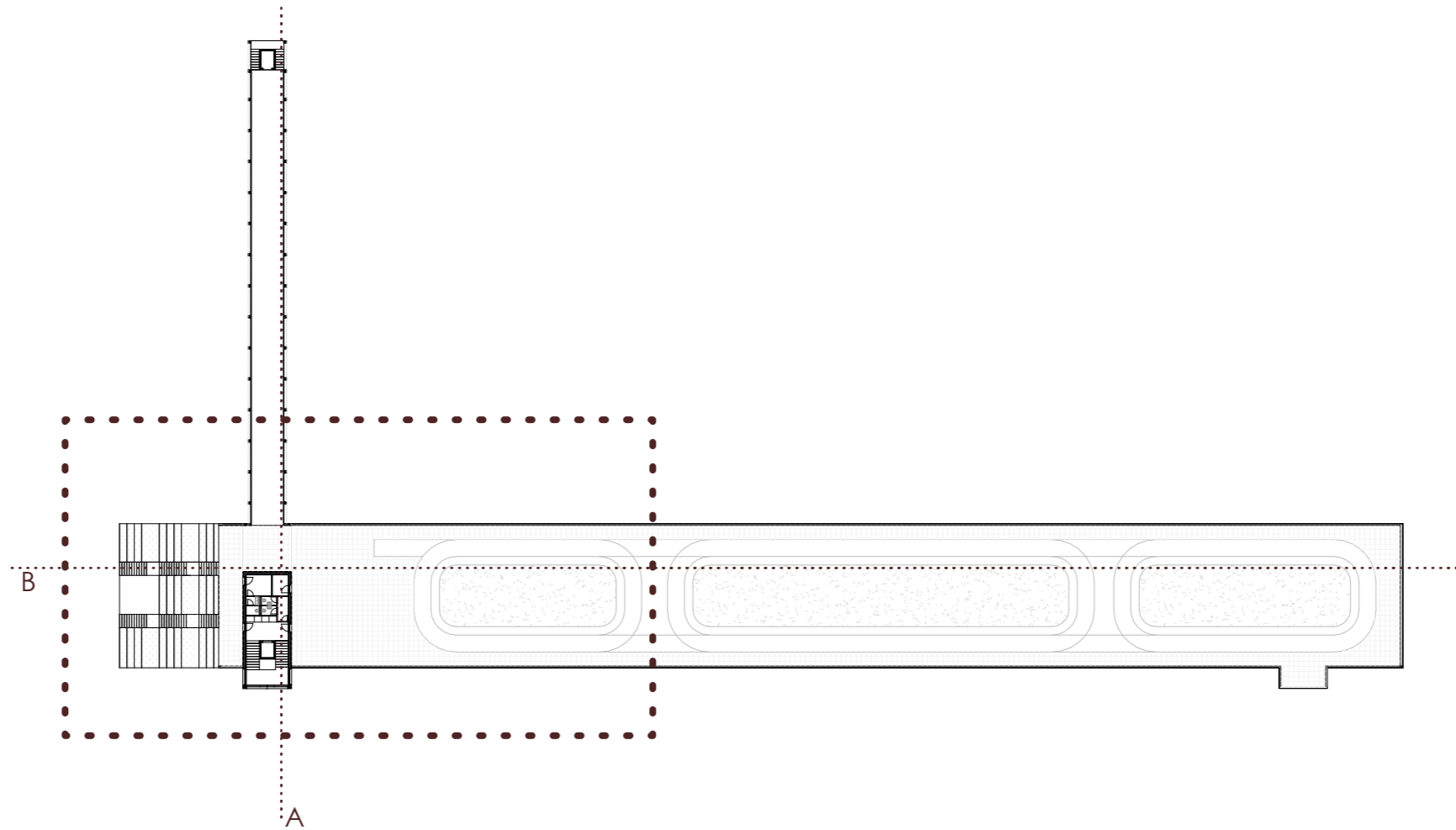
LEGEND

1	BISTRO SEATING AREA	87,4 m ²
2	UTILITY ROOM	4,4 m ²
3	MECHANICAL ROOM	13,5 m ²
4	PARKING AREA	2176,3 m ²



1:200

SECOND FLOOR PLAN



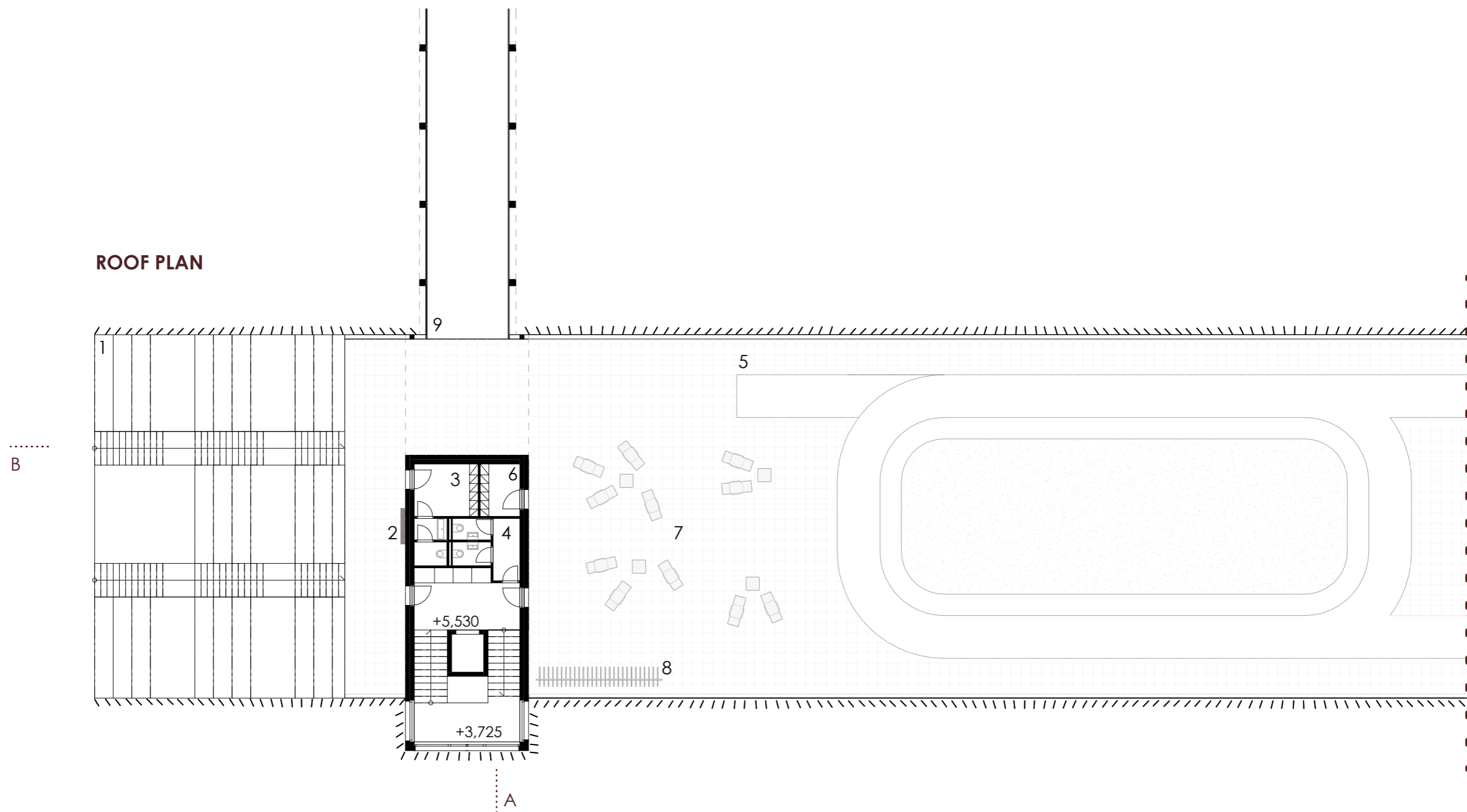
 DETAIL BOUNDARY



1:750

ROOF PLAN

ROOF PLAN



LEGEND

- 1 PUBLIC SEATING STEPS / "SILENT" OPEN-AIR CINEMA SEATING
- 2 PROJECTOR
- 3 CINEMA STAFF FACILITIES
- 4 PUBLIC RESTROOMS
- 5 PUMPTRACK

199,1m²

12,5 m²

7,8 m²

6 LOCKERS

7 REST ZONE

8 BYCYCLE RACK

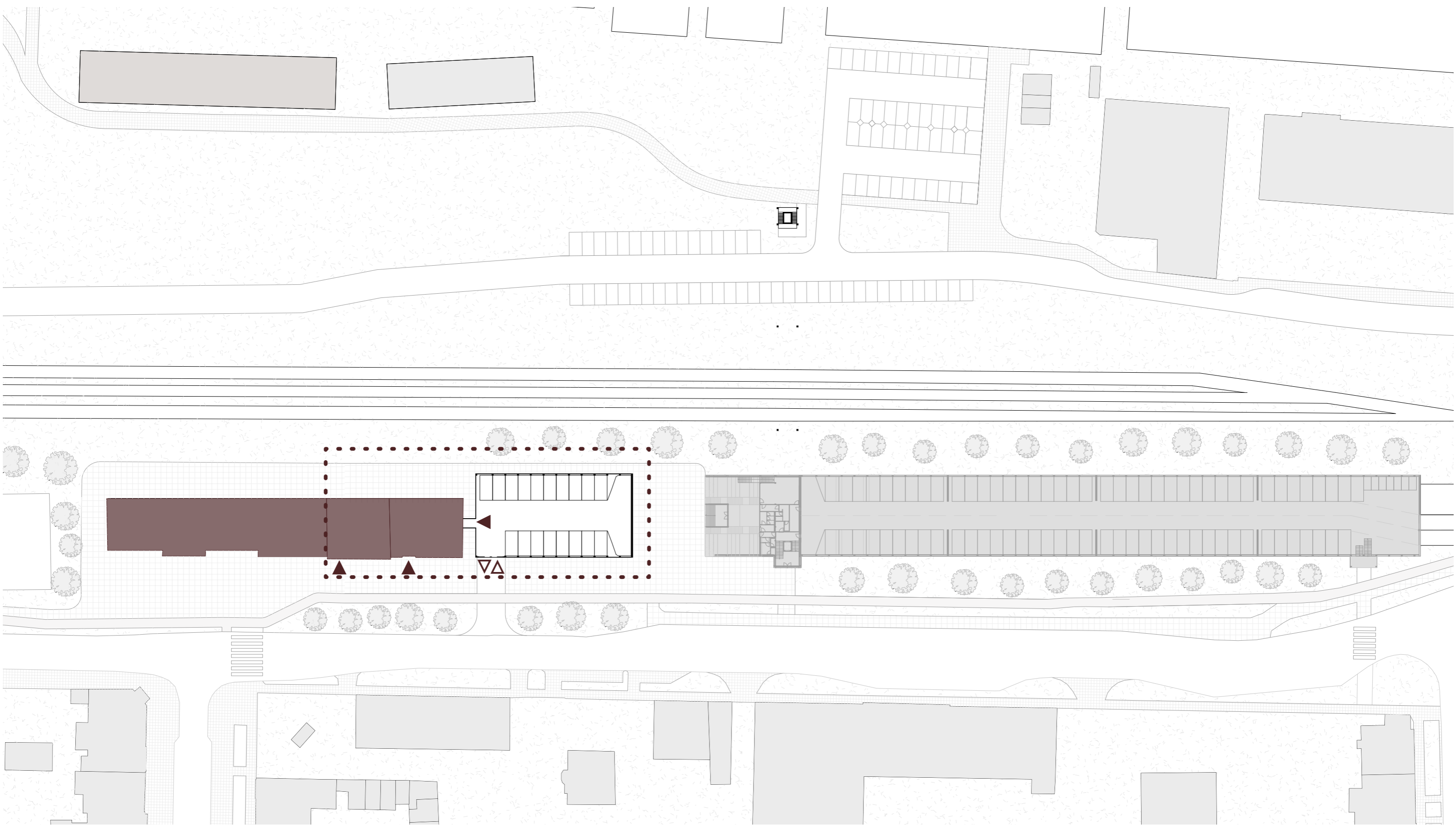
9 RAILWAY FOOTBRIDGE

4,5 m²



1:200

ROOF PLAN



- ▲ BUILDING ENTRANCE
- ▽ VEHICLE ENTRANCE AND EXIT
- ⋯ DETAIL BOUNDARY

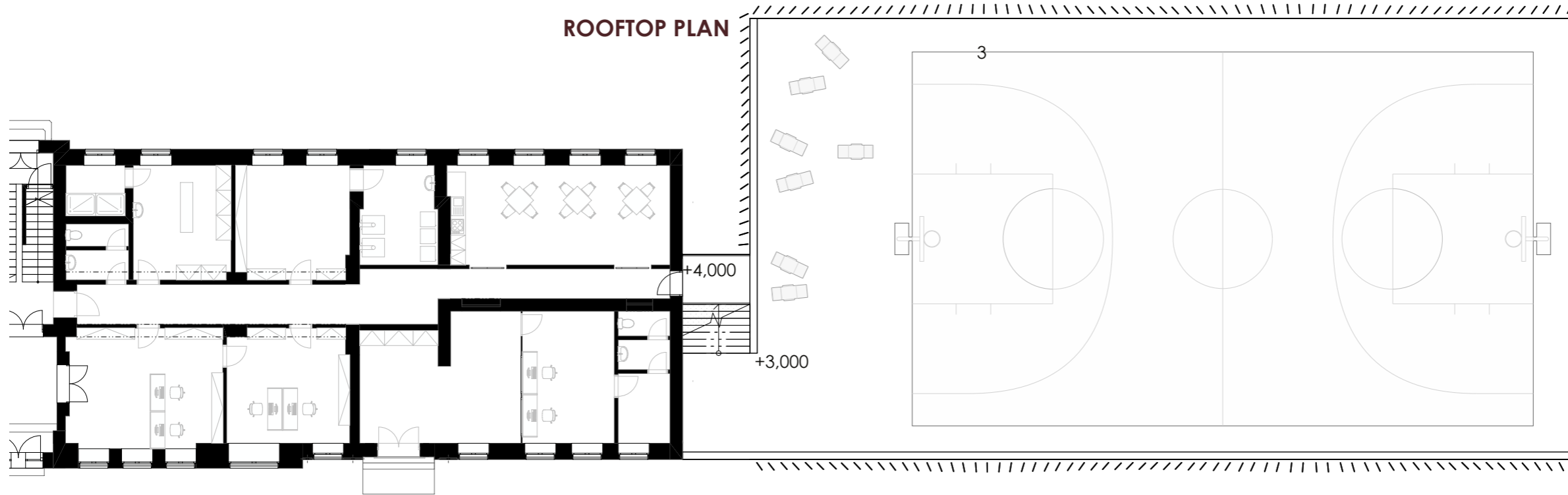
18 POLICE PARKING SPACES



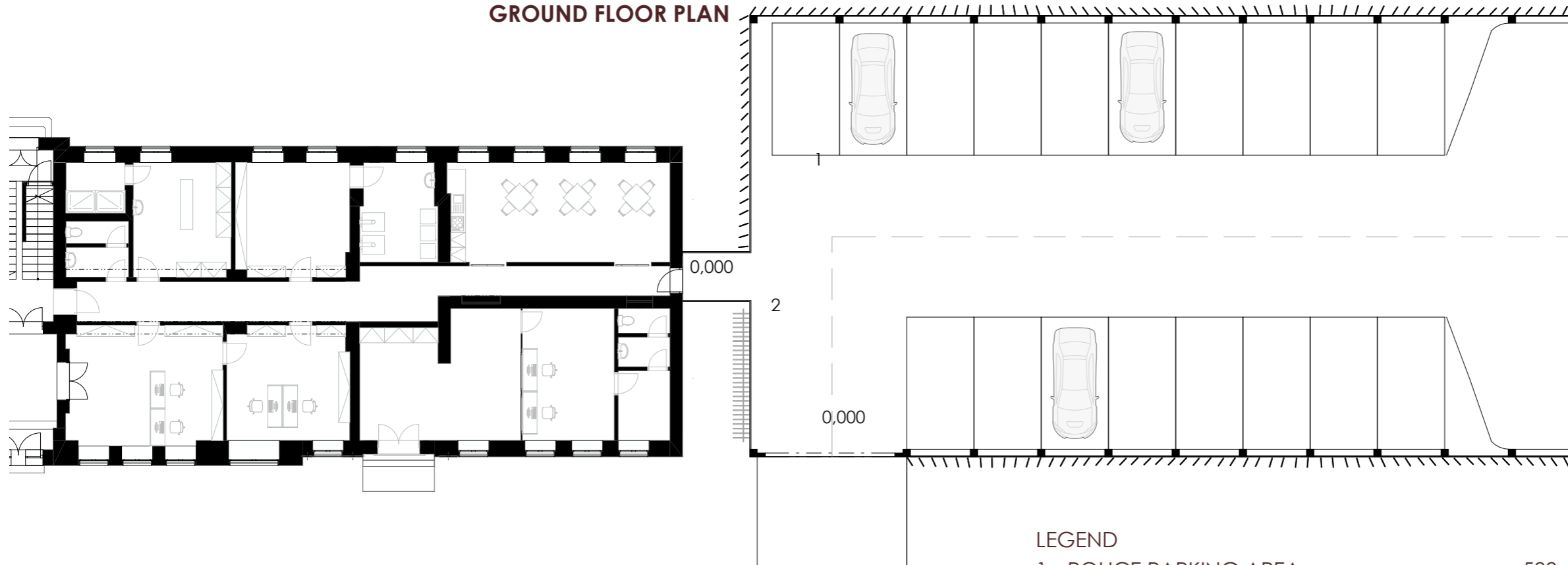
1:750

POLICE PARKING FACILITY

ROOFTOP PLAN



GROUND FLOOR PLAN



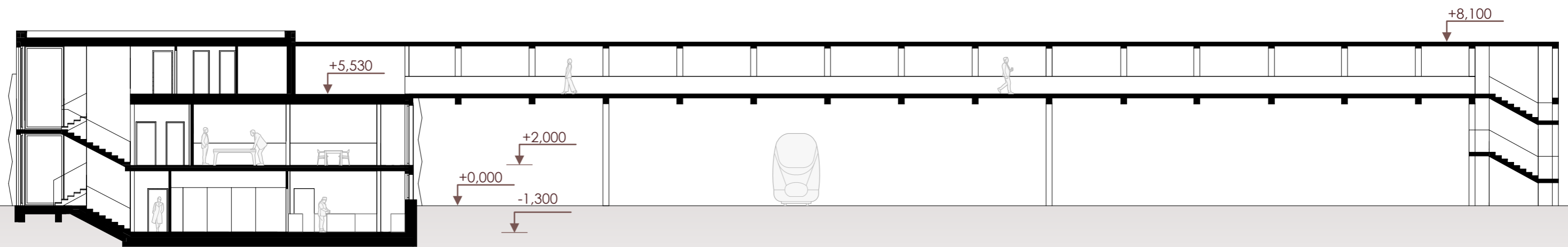
LEGEND

- 1 POLICE PARKING AREA 589,4 m²
- 2 COVERED BICYCLE PARKING 17,3 m²
- 3 POLICE SPORTS FACILITY 589,4 m²

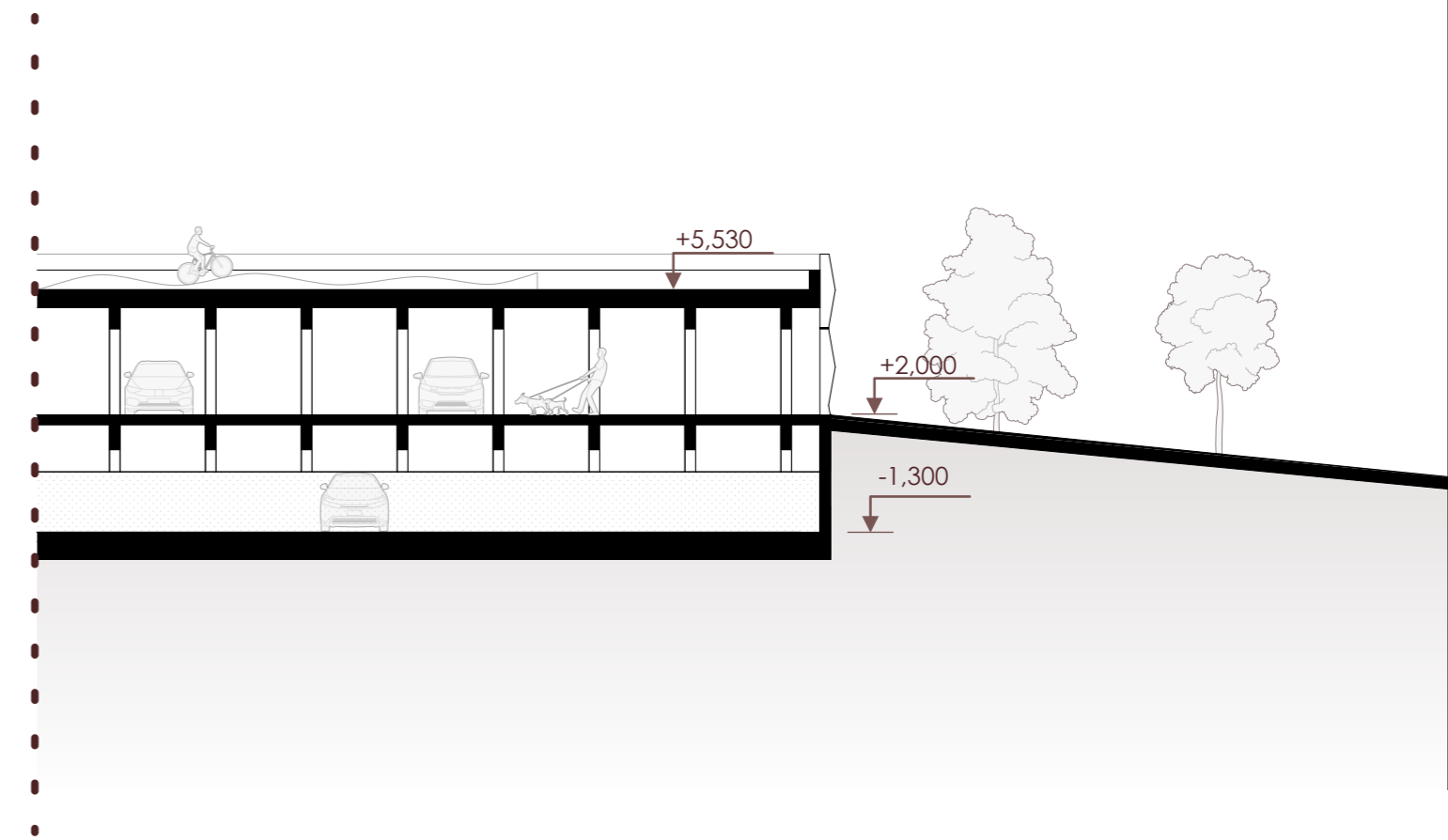
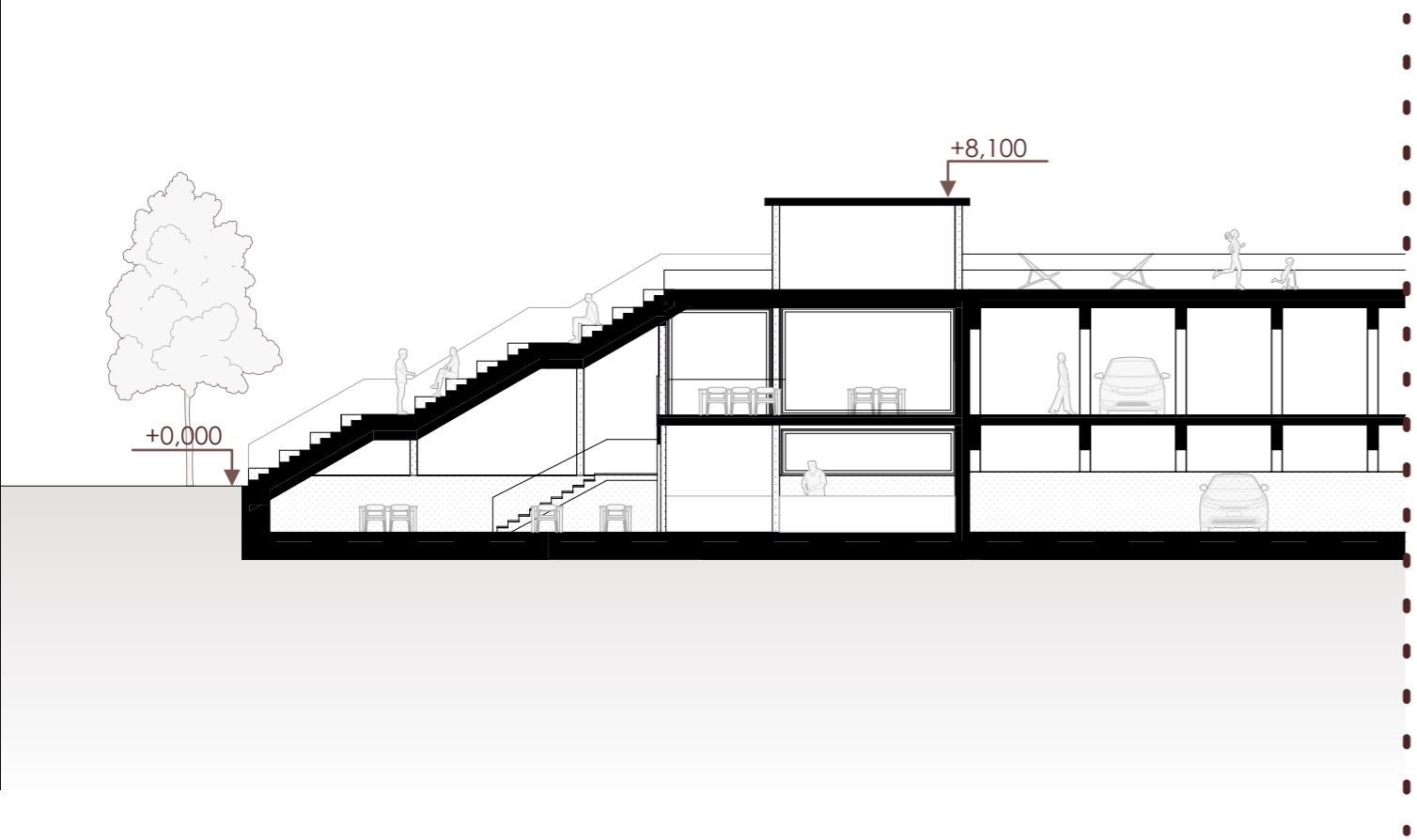


1:200

POLICE PARKING FACILITY

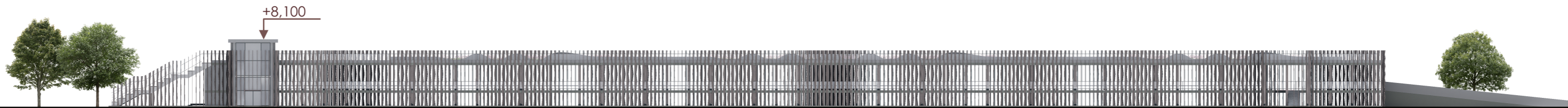


1:200
SECTION A



1:200

SECTION B



SOUTHWEST ELEVATION



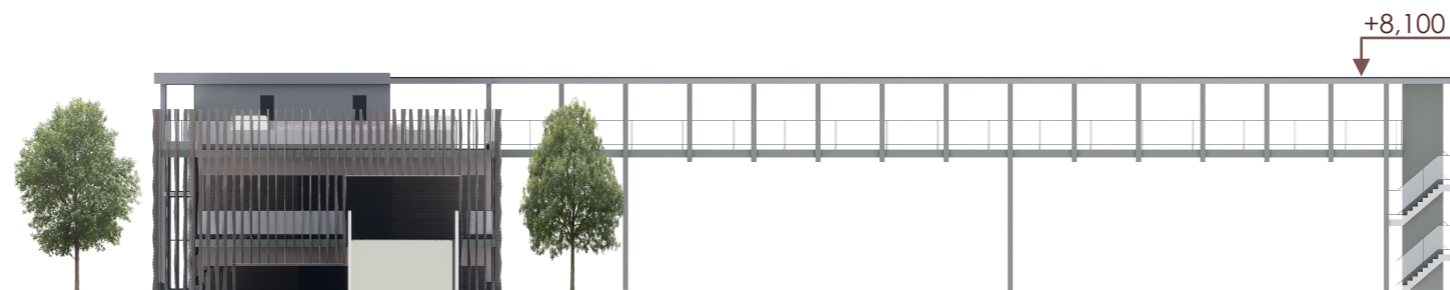
NORTHEAST ELEVATION



ELEVATIONS



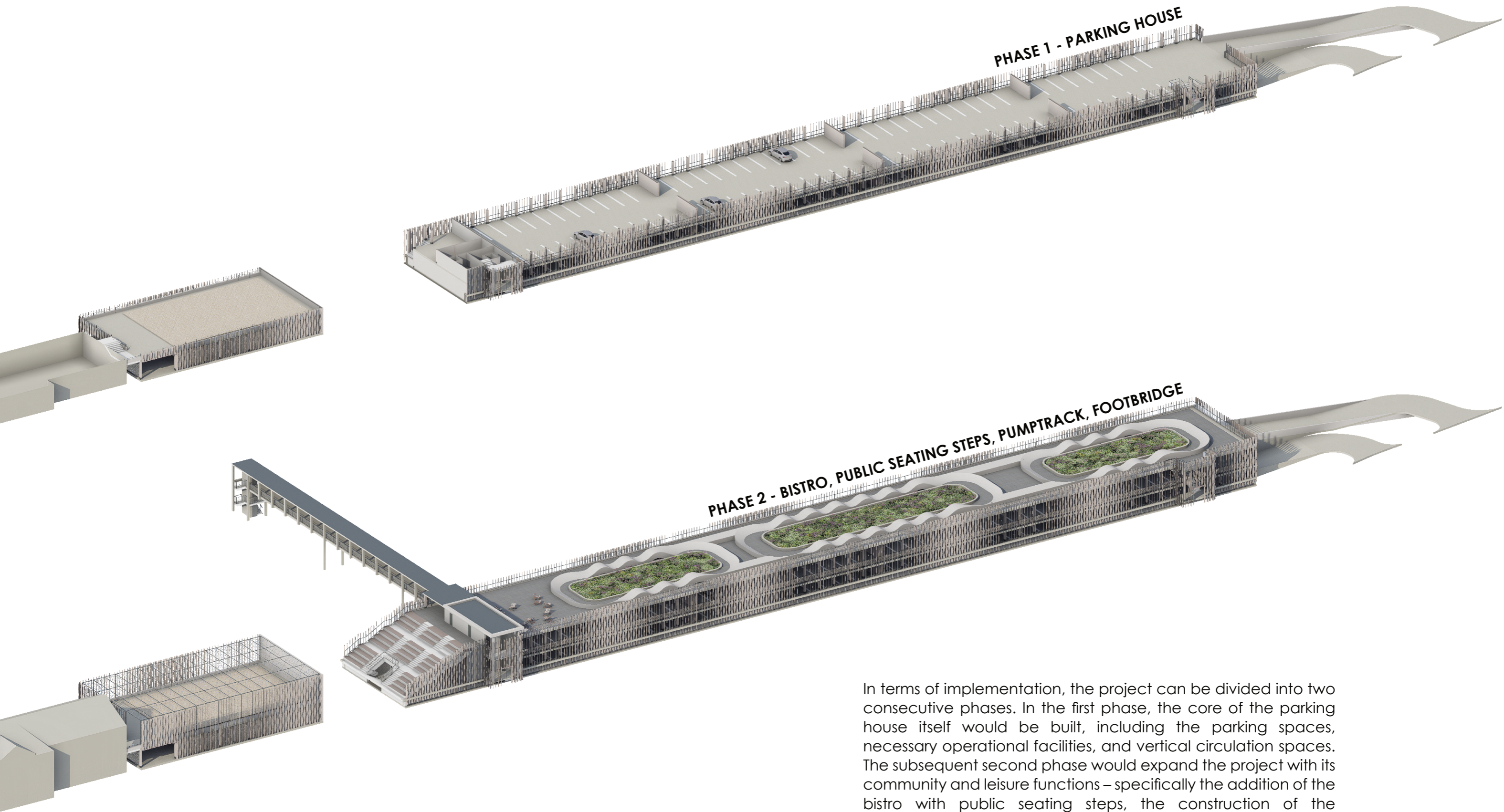
NORTHWEST ELEVATION



SOUTHEAST ELEVATION



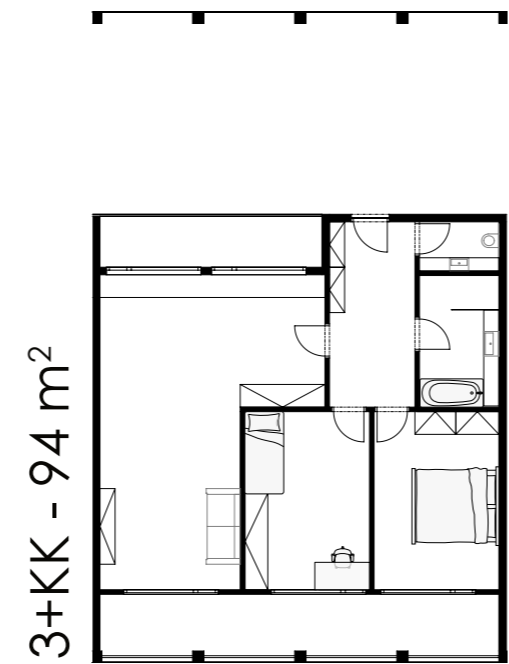
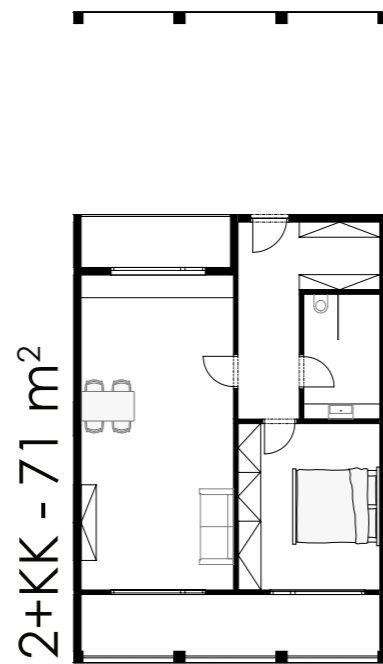
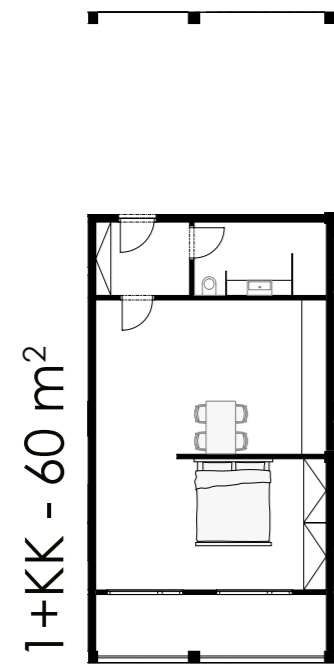
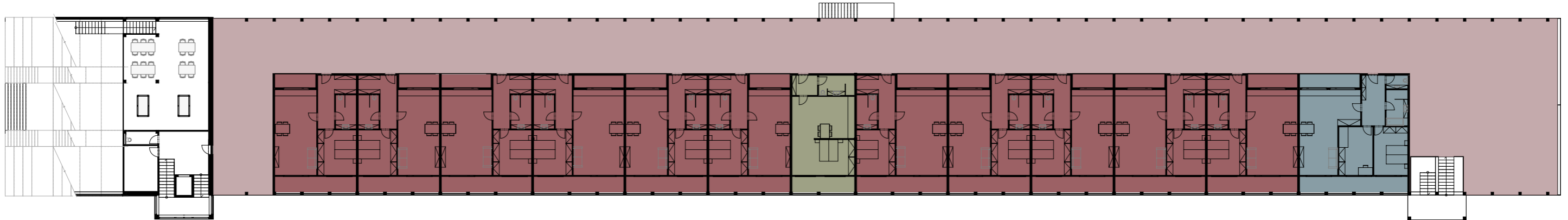
ELEVATIONS



In terms of implementation, the project can be divided into two consecutive phases. In the first phase, the core of the parking house itself would be built, including the parking spaces, necessary operational facilities, and vertical circulation spaces. The subsequent second phase would expand the project with its community and leisure functions – specifically the addition of the bistro with public seating steps, the construction of the footbridge, and the installation of the rooftop pumptrack. This approach would allow for the earlier opening of the much-needed parking capacities for the city.

CONSTRUCTION PHASES

PHASE 3 - CAR-FREE CITIES OF THE FUTURE



1:200

- SPOLEČNÉ PROSTORY
- 1+KK
- 2+KK
- 3+KK



1:400

The architectural study is not limited to current needs but also provides a vision for the building's transformation within the future context of the city. Should the development of public transport push personal cars out of the city center, the building is designed for a seamless conversion. The open layout of the timber frame allows the parking areas to be converted into a two-story residential and office building. The ground floor will come alive with open-plan offices, while the first floor will offer housing. Units ranging from 1+KK TO 3+KK can be created here, accessible from an open access gallery and enriched with private balconies.

CONSTRUCTION PHASES