



Montenegro
Ministry of Spatial Planning,
Urbanism and State Property

QUESTIONS AND ANSWERS

**COMPETITION FOR THE CONCEPTUAL ARCHITECTURAL DESIGN OF
THE BASE STATION FOR THE „HAJLA AND ŠTEDIM“ SKI CENTER**



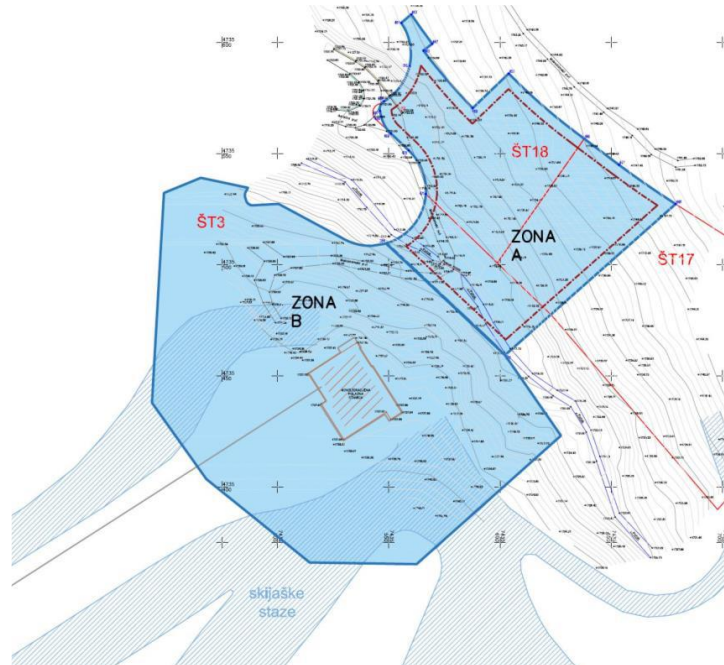
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GENERAL EXPLANATIONS AND RECOMMENDATIONS OF THE EXPERT JURY

Taking into account the complexity of the location and the large number of received questions, the members of the expert jury have provided the following general explanations and recommendations to the authors along with their responses to the questions:

- Enclosed is a graphical representation, which includes an overlay of the geodetic base map, ski lift, and ski slopes taken from the project. This is to facilitate understanding and to provide a clearer picture of the purpose of Zone B.



- Considering that the majority of questions relate to the connection between Zone A and Zone B, the expert jury members found it necessary to further clarify the nature of the plateau and the connection that the authors should establish between the base station and the departure station for the ski lift. Specifically, the purpose of Zone B is to create as large a plateau as possible where, in winter, skiers from all slopes can gather, take short breaks, or queue for a new ride on the ski lift. During the summer season, the plateau between the base station and the departure station in Zone B would be used for walking paths to the departure station for the ski lift for panoramic rides, or occasionally as a plateau for various events. Designing sidewalks within Zone B is not expected, as they would disrupt the normal functioning of the slopes and the ski centre during winter conditions.
- While developing conceptual designs, it is crucial that the authors thoroughly consider the investor's intentions regarding the proper connection between the base station and the departure station for the ski lift, as previously mentioned. This is essential for the future operational success of the ski resort. The link between these stations should be seen as a pivotal component of the upcoming complex, prompting the authors to propose rational and functional solutions.

- Furthermore, special attention must be given to the dimensions and construction of the connection between these two zones, considering that besides skiers, it will also be used by snowplows and specialized vehicles.
- While developing conceptual designs, attention must be given to the elevation difference and potential collision between the planned roadway in the northwest part of Zone B (elevation 1719.5 meters above sea level) and the future connection between Zone A and Zone B. In this regard, competition designs are expected to provide an adequate number of sections necessary for a comprehensive understanding of the leveling – the relationship of the structure(s) with the natural terrain. Accordingly, it is essential to annotate relative and absolute elevation levels on characteristic sections. Additionally, one section must be done on a broader scope in accordance with the Competition Announcement, Chapter 7: Content and method of the technical and design preparation and submission of competition entries, Table 1 (composite sections and elevations), depicting the relationship and elevation between the base station and the departure station of the cable car in the planned connection area.
- Authors are recommended to pay attention to connecting the location with an internal access road and associated parking near Zone A. See the answer to question no. 16.

1. Question

Does the responsible party – a licensed architect, need to have residency in Montenegro or can they have it in another country? Does architect necessarily have to be licensed in Montenegro, or can they hold a licence from another country?

Answer

Individuals residing or legal entities with registered office in the territory of Montenegro or any other country can participate in the Competition. At least one of the authors of the competition entry (an individual or the leader of the author's team) must be a licensed architect, serving as the responsible party. The responsible architect may be licensed in another country.

2. Question

Which is the functional brief for Zone B ?

Answer

It is essential to plan the base station in the Zone A. In Zone B, there is the departure station for the ski lift, which is already fully constructed, and therefore, no interventions of any kind are allowed on it. Zone B should be considered solely as the space that skiers from Zone A need to reach, so they can use the ski lift. Accordingly, it is necessary to plan for overcoming the elevation difference – the stream that divides the two zones – and to create a plateau / ground-level ski path between them. Any other construction activities in Zone B are not permitted. Design the connection between Zone A and Zone B as flat or with minimal slopes for easier movement of the skiers. The position of the base station (skiers's zone – where skiers start) must not be lower than the elevation of the departure station for the ski lift at 1738 meters above sea level.

3. Question

Do we have to plan only landscaping or landscaping + parking, or landscaping + parking + skiingways between zone A and Zone B ?

Answer

See the answer to question no. 2.

4. Question

Which is the average snowfall during winter in last years ?

Answer

According to information from the Mountaineering Club "Ahmica" from Rožaje, the average snow depth during the winter months is approximately 1 meter. More detailed information about the climatic conditions for this specific area can be found on the websites of the Statistical Office of Montenegro - MONSTAT and the Institute of Hydrometeorology and Seismology of Montenegro - ZHMS:

<https://www.monstat.org/cg/>

<https://www.meteo.co.me/>

5. Question

Is it possible to have larger site photo plan and the precise location on Google maps to understand better views and all the landscape ?

Answer

You can find photos and the exact location on Google Maps in the description on the website:

<https://www.architecturalcompetitions.me/me>

6. Question

I would like to understand the role and responsibilities of the competition winner in the subsequent phases of the project. Specifically, I am keen to know if the winner will be entrusted with further detailing and development of the project, or if a separate competition will be held to select a different team for these subsequent phases. Clarity on this matter will also help us gauge the level of commitment and resources required post-competition.

Answer

According to Article 48 of the Regulation on the Procedure and Implementation of Public Competitions for Architectural Design ("Official Gazette of Montenegro", No. 19/2018, 2/2024, and 8/2024) the main project is prepared based on the top-ranked entry or the best-ranked entry. The development of the main project follows the provisions of the Law on Public Procurement ("Official Gazette of Montenegro," No. 074/19, 003/23, 011/23), specifically through an open procedure of public procurement where any economic entity can submit an offer, in accordance with the tender documentation.

7. Question

Competition briefs requires big spaces, almost 5500 mq of plan surface for parking 1500 mq for a building (two floors) but the plot seems too small and too steep, it is the side of a small gorge. Is it possible to use also part of plot A for the parking area ? Is it possible to plan a parking surface over the river ?

Answer

It is possible to use Zone A to create ground-level parking spaces, ensuring that a minimum of 30% green areas is maintained within Zone A. Treat the area above the stream according to the Competition Brief (see the answer to question no. 2). Underground garages should be planned in the area marked with a red dashed line – the building line.

8. Question

Skilift is at quote + 1738,2 but parking will be at lower quote , probably + 1722 . There are 16 mt of difference , that is a lot to climb with ski. Shall we plan elevators or a bridge or stairs to permit skiers to go up to the ski lift ?

Answer

According to the Competition Brief, Chapter 4: *Spatial contents*, participants are required to position the base station while considering the entire location, particularly in relation to the elevation of the departure station's platform for the ski lift at 1738 meters above sea level. The position of the Base Station (skier's zone - where skiers start) must not be lower than the elevation of the departure station's platform for the ski lift. Parking space - the garage on underground levels should accommodate an optimal number of communication cores (stairs + lift), enabling direct access from the underground garage levels to the floor where the ski room is positioned.

According to the Competition Brief, Chapter 6: *Recommendations and Regulations*, it is stated that current regulations applicable to such facilities must be used in the design process. Hence, special attention should be paid to fire evacuation procedures when designing the garage, including the length of safety fire corridors and the design of safety communication cores facilitating people evacuation in case of fire. When designing the garage, particular focus should be placed on the structural system, ensuring an economical and functional traffic solution. Therefore, anticipate a minimum clear height of the garage from 2.2m to the lowest physical obstacle, parking space dimensions for perpendicular parking minimum 2.5x5m, dimensions for parallel parking minimum 2.3x5.5m, minimum width of one-way traffic lanes 3.5m, minimum width of two-way traffic lanes 5.5m, maximum slope of an open ramp 12%, and maximum slope of a covered ramp 15%.

9. Question

Are there any peculiar conditions that participants must meet ?

Answer

The conditions for participating in the competition are specified in the Competition Announcement, under Chapter 2: *Eligibility for participation*. Registration is not required; participation in the competition is free.

10. Question

According to section 3.3 of the rules, "registration submission deadline," in the document "Competition Announcement," the deadline for registration submission is Thursday, August 15. I would like to clarify the following points to ensure compliance with the competition requirements: Is it necessary to send an email, document, form, or other type of communication to be officially registered for the competition? Or does submitting the work within the stipulated deadlines automatically imply registration in the competition?

Answer

Registration is not required; participation in the competition is free. Submitting the work in accordance with the conditions specified in the Competition Announcement and the Competition Brief within the specified deadline automatically implies registration for the competition.

11. Question

Can you tell us at which absolute elevation level is the access road with the corresponding parking located on the north side of zone A. In the graphic attachement from the planning document – Traffic plan.dwg only the zone is given, without elevation levels. With all layers included, coordinate points are obtained, but again without relative and absolute elevation levels, i.e., axis Z.

Answer

The link to the PDF file of the Extract from the LSL Planning Document – Traffic Solution, with indicated elevation levels of the planned road, can be found below the photos and location on the website: <https://www.architecturalcompetitions.me/me>.

12. Question

Is the connection between Zone A and Zone B over the stream made through some kind of embankment or bridge, and does it have to correspond to the blue hatching (Plateau phase II – with the ski slope project) in the base of the document Graphic part of the Cable Car Project? Does this connection also include the Ski Slope 8, even though it's outside Zone A?

Answer

See the answer to question no. 2.

13. Question

Does section 4. F Garage imply that the garage roof can be used as a plateau connecting Zones A and B of the competition, even though this height extends beyond the existing terrain (assuming that the elevation of the final layer of the garage roof is 1738m, the garage would then be considered as a basement or underground structure (if the connecting plateau is filled with earth from all four sides)?

Answer

The Competition Brief specifies that the building can have a maximum of three above-ground floors: semi-basement, ground floor, and first floor (Sb+GF+1), with the possibility of organizing underground floors (basement). The number of underground floors is not limited. If underground floors are used for a garage and technical rooms, they are not included in the Gross Building Area calculation (GBA). An underground floor is a basement, and above-ground floors include a semi-basement, ground floor, first floor, and attic.

A semi-basement is an above-ground floor where part of the vertical volume is above the level of the finally leveled terrain around the building. For semi-basements on flat terrain, the vertical volume cannot exceed the terrain level by more than 1.00m after final leveling and landscaping. On sloping terrain, a semi-basement is embedded on three sides, with the semi-basement floor level on one side of the building aligning with or deviating from the terrain level by a maximum of 1.00m.

An underground floor - basement is a part of the building entirely below ground. A basement is an underground floor whose vertical volume does not exceed the relevant terrain level by 0.00m, with its horizontal volume defined by the building line. If the terrain is uneven, the relevant terrain level is considered the lowest level of finally landscaped and leveled terrain around the building.

14. Question

The Graphic part of the documents cannot be downloaded correctly in China. Even I use the VPN I cannot solve this problem. Can you supply a different and useful link of the Graphic part such as baidu,skydisk/Quark/QQmail so we can finish this competition?

Answer

A new link to download the graphic documentation can be found in the description on the website below the photos and location:

<https://www.architecturalcompetitions.me/me>

15. Question

Is there a set number for the underground parking lot?

Answer

The ratio of underground to above-ground parking spaces is defined by the design solution. See the answer to question No. 16.

16. Question

Can some or all of the 200 cars required in the program be provided in the car and bus parking areas shown in the plan outside the parcel?

Answer

According to the Competition Brief, a minimum of 200 parking spaces must be provided in the proposed solution. Participants have the option to consider parking spaces designated in the planning document outside Zone A, specifically two adjacent areas to the northwest of the plot. These include 55 parking spaces for cars in one unit and another unit above, with 10 parking spaces for cars and 7 for buses, totaling 65 parking spaces for cars and 7 for buses outside Zone A. In this case, Zone A must provide a minimum of 135 parking spaces for cars in garages and/or on the ground. Parking spaces designated in the planning document outside Zone A cannot be relocated but only taken into account when calculating the total number of parking spaces as mentioned above.



The graphical attachment from the Planning Document – Traffic, which is located at the new link within the competition documentation on the website:
<https://www.architecturalcompetitions.me/me>

17. Question

Is the zoning plan given in Figure 03 a zoning plan that must be followed? Can it be adjusted according to the structure to be designed?

Answer

See the answer to question no. 2.

18. Question

Will tree surveys be provided in areas A and B? What is the obligation to protect the trees?

Answer

Data on the types, location, and quality rating of existing trees are not available. Tree protection is not mandatory. It is possible to remove or replace individual trees. Authors may propose the removal of existing trees and the planting of new ones as part of landscape design.

19. Question

Should the existing chairlift take-off structure be preserved? Can only the roof and facade be dismantled and harmonized with the proposed structure without touching the mechanical parts?

Answer

The existing departure station for the ski lift is not the subject of this competition. See the answer to question no. 2.

20. Question

Is it allowed to arrange for any function such as a platform or landscaping that will not be covered in the open area in the B zone where the chairlift departure station is located?

Answer

See the answer to question no. 2.

21. Question

Are circulation areas included in the 1500 m² total function area given in the program?

Answer

The area of 1500 m² shown in the table, represents the net size of the mentioned rooms, while in Chapter 3.1. *Urban parameters*, Gross Building Area (GBA) is stated as 2500 m². Communication areas, sanitary blocks, lobbies, and corridors contribute to the total Gross Building Area (GBA) of the building but are not detailed in the table under net areas, since the authors are left free to design them in accordance with the proposed solution.

22. Question

Is the enclosable area requested to be designed in addition to the cafe and restaurant area included in the restaurant area given in the program?

Answer

Alongside the café bar and restaurant, it is necessary to design a terrace that can be partially covered. The area of the covered part of the terrace is not included in the net area of the restaurant shown in the table, but it must be considered when calculating the total net area of the building and the total Gross Building Area (BRGP), ensuring that the total BRGP of the building does not exceed the maximum value specified in the Competition Brief, which is 2500m².

23. Question

Is another chairlift station planned in the future on the parcel labelled 'SR' in the north western part of Zone A? Should the structure to be designed also be associated with this area?

Answer

No, that is not the subject of this competition. The design of the base station and landscaping, should strictly adhere to the instructions provided in the Competition Brief.

24. Question

Can there be more than one basement floor, some of which is exposed?

Answer

See the answer to question no. 13.

25. Question

Are we also expected / allowed to make any architectural proposal for the the existing departure station for the ski lift located in Zone B? Can we change the departure station's location, its floor plan, section, elevations and the roof?

Answer

The existing departure station for the ski lift is not the subject of this competition. See the answer to question number 2.

26. Question

The given area (Zone A) of the competition site for the base station construction includes plenty of trees. Are we allowed to remove or replace some of the trees in the area? Can you also implement the exact locations of the trees on Zone A and share them as a dwg file?

Answer

See the answer to question no. 18.

27. Question

Are we expected to build a physical indoor relation between the departure and the base station?

Answer

There is no need to plan a physical indoor relation between the base station and the departure station for the ski lift. See the answer to question number 2.

28. Question

Are we allowed to establish any open and closed (as basement floors) car parking areas in Zone B?

Answer

See the answer to question no. 2 and 7.

29. Question

Are we allowed to make any open air structures / constructions deprived of indoor functions in Zone B?

Answer

See the answer to question no. 2

30. Question

Is the given floor organisation (Ground floor / basement floor / first floor) mandatory for the participants?

Answer

The Competition Brief specifies that the building can have a maximum of three above-ground floors: semi-basement, ground floor, and first floor (Sb+GF+1), with the possibility of organizing underground floors (basement). The number of underground floors is not limited. If underground floors are used for a garage and technical rooms, they are not included in the Gross Building Area calculation (GBA). An underground floor is a basement, and above-ground floors include a semi-basement, ground floor, first floor, and attic. See the answer to question no. 13. It is possible to plan a building with fewer floors, provided that the conditions and spatial requirements specified in the Competition Brief are met.

31. Question

Are we expected to propose the landscape / pavements etc. organisation for Zone B?

Answer

See the answer to question no. 2, as well as general explanations and recommendations of the expert jury.

32. Question

Are we expected to consider the existing roads for permanent vehicle traffic? Can we come up with different traffic suggestions? Which are the temporary / permanent roads could you please implement them into the dwg file?

Answer

The existing unpaved access road to the constructed departure station for the ski lift, which is documented in the orthophoto and geodetic base map, cannot be considered in the project, as it served as a temporary vehicular access during the construction of the departure station. Vehicular access to the location can be ensured from the existing road shown on the geodetic base and orthophoto from the north-west side of the area, as well as from the planned road shown in the graphic attachment Extract from LSL "Hajla and Štedim" - Traffic Plan, which passes north of the competition site (between UPŠT16, UPŠT18, and UPŠT17).

33. Question

What kind of indoor space is the "G.2. Workshop area? We need further information.

Answer

The workshop is for a caretaker who performs regular maintenance of the building, inventory, and other items.

34. Question

Is there any information about the soil. How deep the foundations of the Ski-lift building are?

Answer

You can find the information in the graphical part of the Main project for the Cable car / Ski lift, located at the new link within the competition documentation on the website:

<https://www.architecturalcompetitions.me/me>

35. Question

Could be possible to upload wind chart(s) of the place?

Answer

See the answer to question no. 4.

36. Question

Which are the average and maximum snow amounts to consider?

Answer

Snow loads should be calculated according to Eurocode standards. See the answer to question no. 4.

37. Question

It seems that red lines (plot A and B) are a bit displaced, in the figure 2 (Competition Brief page 6), could you check that?

Answer

During the construction of the road, minor deviations occurred compared to the planning document. When developing the conceptual design, it is necessary to base the work on the data from the geodetic base map concerning the existing road on the western side of the competition site.

38. Question

Is the Restaurant going to be closed in summer?

Answer

The restaurant will be open throughout the entire year.

39. Question

Is the group code chosen by the group? Does it consist of 5 numbers or can there also be letters? Doesn't it need to be communicated in advance? About the group code, to be regular with the entry, is it sufficient to create an email using the code and mark it on the graphic designs?

Answer

The entry code is created by the authors, and consists of 5 digits. The entry code is exclusively used to create a special e-mail address for submitting entries and it must be indicated on the upper left corner of each sheet. The entry code does not need to be submitted in advance. It is not allowed to submit any information that may violate the anonymity of the author.

40. Question

Should the dwg file be submitted only for the drawings that need actual dimensional control?

Answer

The Competition Announcement specifies that it is necessary to submit all drawings (referring to site plans and floor plans) of the competition design in DWG format, in closed polylines, drawn on the provided geodetic base map with marked building lines - which will serve for the purpose of verifying the dimensions and fulfilment of designated urban parameters. DWG files will be used exclusively for verification purposes and will only be accessible to the jury. They will not be publicly disclosed to protect the rights of the authors.

41. Question

From the ski-base, does the connection path to the departure station for the ski lift need to be designed or is it sufficient to indicate it? If it is to be designed, does the path have to have a constant slope, or can be a path that follows the orography of the terrain (and would be difficult to ski uphill after the stream going to the ski lift)? If the path mentioned above is to be designed should it be considered skiable?

Answer

See the answer to question no. 2.

42. Question

Should the order of the graphic designs and their contents follow the order given in the competition announcement? Or is there freedom in story telling and the important thing is to include the contents indicated?

Answer

Authors have the freedom in presenting their work, while including all specified contents outlined in the Competition Announcement in Chapter 7, Table 1 and Table 2.

43. Question

Does the "R" indicated in the table in Chapter 7 of the competition announcement have any special meaning?

Answer

The letter "R" mentioned in the table in Chapter 7 of the Competition Announcement refers to the scale at which a specific graphic attachment is submitted.

44. Question

If a scale such as 1:200 is required, is it possible to draw the draft at a scale of 1:100 as it improves the definition of the project?

Answer

Authors must adhere to the Competition Announcement, Chapter 7, Table 1, and Table 2. In this regard, due to equivalent criteria for evaluating the works, changing the scale is not allowed.

45. Question

Can the planned parking lots be used and integrated into the design proposal even if they do not fall directly into Zone A?

Answer

See the answer to question no. 16.

46. Question

In the net area of the restaurant, in addition to the indoor restaurant area, can an outdoor terrace used as an eating area be included?

Answer

See the answer to question no. 22.

47. Question

Can landscaping and pedestrian paths also be designed out of areas A and B to connect the project to existing infrastructure?

Answer

No, that is not the subject of this competition. The design of the base station and landscaping, should strictly adhere to the instructions provided in the Competition Brief.

48. Question

The existent Ski-lift building have subtle roof slopes (less than 6°). However, the Brief demands at least 30°. Is that absolutely mandatory?

Answer

The Competition Brief, Chapter 3.1 Urban Parameters, clearly defines that roofs must be designed with slopes adapted to the climatic conditions of the given location, specifically between 30 degrees and 70 degrees.

49. Question

Parking lots outside the Zona A (depicted at the top of Figure 03, page 8 of Competition Brief): are they going to be exactly there or can we move them, or integrate some of them within our garages?

Answer

Parking lots outside the Zone A cannot be relocated. See the answer to question number 16.

50. Question

In Comp. Brief page 13: 'F. Garage': could you please explain more about the "alternative for the final surface of the garage"? Parking lots could alternative uses or final surface would be the slab above lots?

Answer

It refers to the final surface finish of the slab above the underground parking, if it exists. The Competition Brief allows participants the opportunity to conceptualize and propose an alternative approach to the final surface finish of the garage, implying that the planned content will determine the final treatment of the concrete slab above the parking lot.

51. Question

Trees: Could you share pedestrian photographs, botanic name, average height, etc. of existent trees?

Answer

See the answer to question number 18.

52. Question

"Plato faza II - uz projekat ski staza" would be designed in this competition as secondary task, proposing a bridge, right? The ZONA A (base station site) encompasses part of the "Plato faza II - uz projekat ski staza", so the 'building' and underground garages could be extended to this "plato faza II" always within ZONA A? Can you share stream's maximum water level data?

Answer

See the answer to question number 2.

The mountain stream reaches its peak flow and level during the spring period when the snow melts. During this time, the water level does not exceed 1.5 meters.

53. Question

In the Competition Brief, in Section 1.2 Competition objective reference is made to "narrower and wider location,". What do these "narrower and wider location" refer to in the competition area?

Answer

The narrower and wider locations refer to the narrower scope (Zone A and Zone B) and the broader area surrounding Zone A and Zone B.

54. Question

In the Competition Brief, in Section 2 Location it is stated that Zone B is “exclusively for establishing a direct connection between the base station and the departure station for the ski lift”. Does this mean that only connecting infrastructures like road, walkway and bridges are allowed? Can parking area be located in Zone B? Is landscape design allowed in this Zone?

Answer

See the answer to question number 2.

55. Question

Will there be intervention to change the appearance of the departure station which looks like a black box?

Answer

The existing departure station for the ski lift is not the subject of this competition. See the answer to question number 2.

56. Question

In the Competition Brief Section 3.3. reference is made to “Orthophoto” but couldn’t find it in the Documents. Can you upload this file?

Answer

You can download the orthophoto image from the POINT CLOUD folder, provided in the description at the link: <https://www.architecturalcompetitions.me/me>

57. Question

It is required to have at least 200 parking area in the competition. In the immediate vicinity as shown in the file “Graphic attachments from the planning document - Local Site Study of Hajla and Štedim traffic plan” 210 car parking and 7 bus parkings are shown. Are the 200 parking spaces required in the competition in addition to the ones shown outside the competition area? In Section 3.3 it is stated that “When designing the appropriate number of parking spaces, it is possible to take into account public parking spaces for cars on the very edge of the site as well as the spaces for buses in the immediate vicinity of the location”. Please clarify this.

Answer

See the answer to question number 2.

58. Question

In the table showing Spatial Content three activities are listed for B2. Ski room. Is a changing room included in this room?

Answer

There is no need to plan a changing room.

59. Question

What are the Sun path and wind directions for the competition site?

Answer

The specific data for the location is not available, but wind rose and climate characteristics for the Municipality of Rožaje can be found at the following link:

https://www.meteoblue.com/en/weather/historyclimate/climatemodelled/ro%C5%BEaje_crna-gora_786234

See the answer to question number 4.

60. Question

For how long is the ski station active in the year? In which months?

Answer

The base station operates year-round, while skiing primarily occurs from November to mid-April.

61. Question

In the Competition Brief Section 5.2. Graphic part it is stated that "Point cloud terrain model" is included. However, it is not found in the Graphic part. Can you upload it?

Answer

You can download the Point cloud model from the POINT CLOUD folder, which can be found in the description at the link: <https://www.architecturalcompetitions.me/me>

62. Question

In the Competition Announcement document under Section 7 we are required to provide Investment Estimate? How can we find basic Construction cost for Montenegro using different materials and systems?

Answer

There is no official statistics available, but certain general data on investment realization in Montenegro can be found on the official website of the Statistical Office of Montenegro:

<https://www.monstat.org/cg/>