Global Schindler Award Brief 2015

Access to Urbanity:
Designing the City as a Resource

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ETH zürich

Schindler

Contents

Introduction

The Global Schindler Award (GSA) is an open, anonymous ideas competition intended to engage students of architecture and planning with complex urban conditions. The Schindler Group, in collaboration with the Chair of Architecture and Urban Design, Prof. Kees Christiaanse at ETH Zurich invite Bachelor's students in their final year and Master's students, and their international equivalents, in the fields of architecture, landscape architecture, urban design and planning, to participate in this single stage competition. Each participating team or individual must be supervised by a faculty member. The GSA is open to individual students and to teams. Each student may only participate as either part of a single team or individually. An international jury of renowned experts will evaluate the entries and allocate awards, with a total prize sum of 150,000 USD. The competition language is English. The GSA competition begins the 1st August 2014, and the registration deadline for the GSA is the 15th November 2014. Entries are due on the 31st January 2015. Participants, along with their supervising faculty members, from entries nominated for prizes will be invited to attend the award ceremony.

Abstract

The GSA looks for unconventional approaches, innovative urban design strategies and architectural concepts for livable, mixed-use, high-density urban environments. Projects should focus on the creation of interactive urban ensembles in which the central theme is the interface between different modes of horizontal and vertical mobility and their interplay with the built environment. Projects should be developed from a trans-scalar, holistic, and cross-border perspective.

The task of the competition is to create an urban design-based response to this specific brief about mobility related to Shenzhen, China and its local and regional relationships in the Pearl River Delta. The interface of mobility networks with the built environment of the city and region must be considered in a global context. Students are asked to address the social, economic and environmental challenges presented by globalization and urbanization. Analytical design proposals should use mobility as both a catalyst and conduit for urban change. The goal of the Global Schindler Award is to create an open forum for new thinking about the challenges and possibilities of a global, urban shared future, using mobility systems for greater inclusion, connection and accessibility for all.

Overarching Concept
Key Topic

Access to Urbanity: Designing the City as a Resource

The aim of "Designing the City as a Resource" is to interpret the city not only as something consuming resources but also as a provider of them, in the form of cultural, political or economic advantages. The key is to design the city to provide access to these benefits in an inclusive and sustainable way. By linking people, goods and information in urban space, new productive interactions are released.

We understand the production of human settlement as urbanization. This process, however, does not necessarily result in urbanity. Urbanity consists of an appropriate level of the following qualities in urbanized environments: centrality, accessibility, usability, adaptability, stakeholder appropriation, interaction and diversity. A density of varied human interaction in public space generates exchange and friction; consequently competitiveness and progress. Ideally this process leads to tolerance, cultural diversity and innovation. "Designing the City as a Resource" involves designing a fertile and diverse environment, rich in relationships. Entries to the GSA should focus on the creation of vibrant urban environments, stimulated by appropriate urban typologies and their strong interconnection with public space and mobility networks.

Mobility

Mobility and development are deeply intertwined in Shenzhen and the Pearl River Delta. Mobility structures and modes influence the use, morphology and composition of the built environment.

For the Global Schindler Award competition, mobility is a lens through which many facets integral to urban design can be viewed. Mobility infrastructure must be examined beyond technical terms. Design needs to interweave infrastructure and the city, in a way that engages with the interconnection of mobility networks and hubs, the urban landscape, and the built environment. The topic of mobility can be addressed in different ways, approaching movement in both space and time. This means that physical changes as well as processes in the urban environment can be examined under the lens of mobility.


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Point of Departure
Introducing The Pearl River Delta (PRD) and Shenzhen

Shenzhen is an internationally relevant border city between Mainland China and Hong Kong. It is one of China's gates to the world. What was once a fishing village is now a metropolis of more than 10 million people. Shenzhen grew at an extraordinary pace, making it one of the world's fastest developing urban areas over the past 30 years. Over this period of time the whole Pearl River Delta transformed from a productive hinterland into a metropolitan region of 40 million inhabitants. This growth, in both scale and speed is unprecedented, making the future development of the city and region difficult to predict.

Since 1978, the economic opening of China has been the motor of rapid urbanization in the Pearl River Delta. Political leaders designated Shenzhen as an experimental field for the socialist market economy and export oriented industrial production. Consequently, one of the first Chinese Special Economic Zones (SEZ) was implemented in Shenzhen to attract foreign investment.

In addition to establishing the political framework of the SEZ, the government planned, financed, built and manages an extensive infrastructural network, which has been another important driving force for Shenzhen's urban development and industrialization. Foreign and state owned enterprises settled in the proximity of international cargo ports, train stations and highway exits in Shenzhen. All of the initial focal points of the early urbanization were dominated by industrial and market interests.

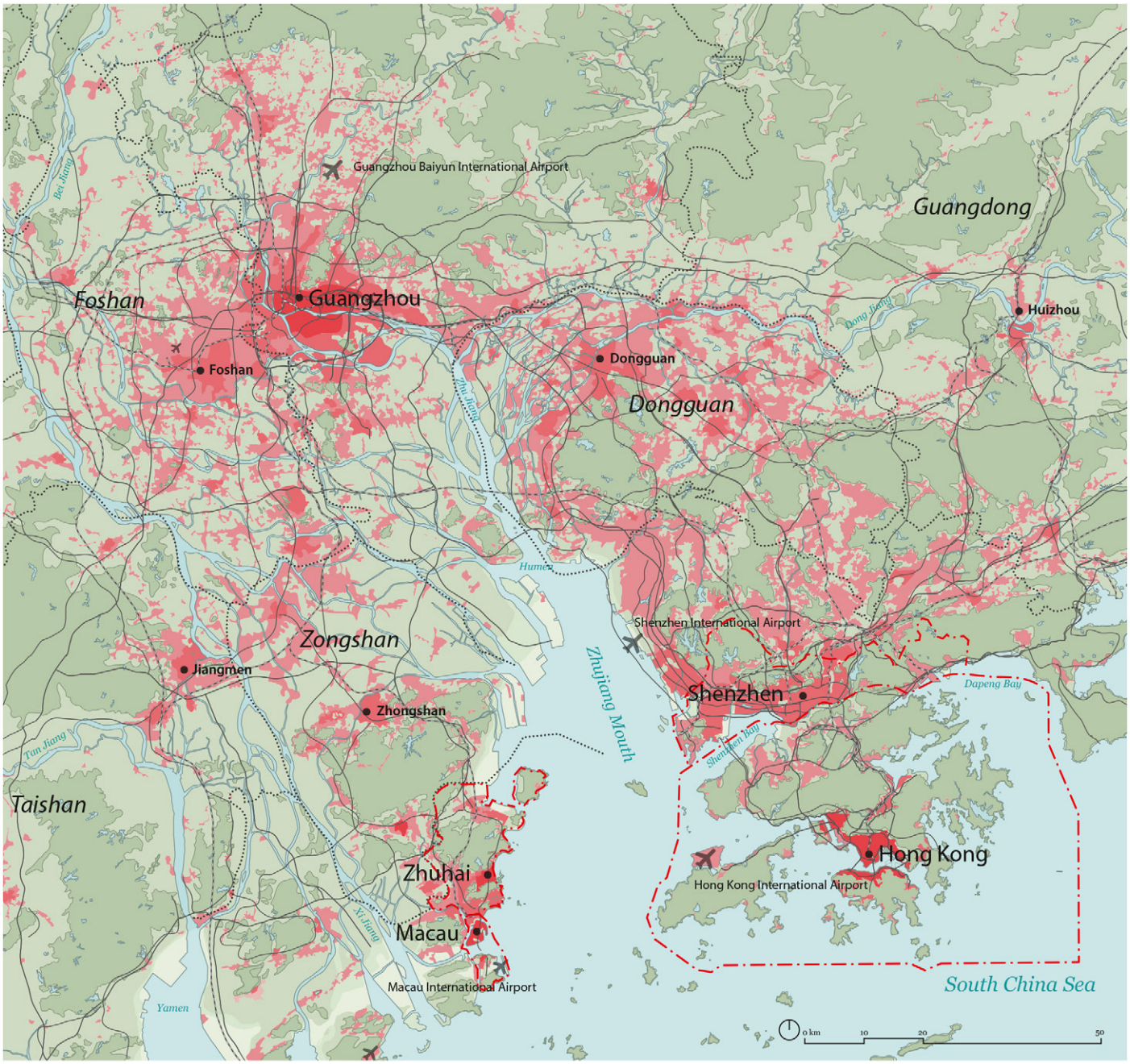
The ostensible promises of industrialization attracted a large number of migrants from rural China, hoping for better jobs and, thus, an improved quality of life. As it turns out, however, the city that emerged as a result of industrialization fell short of providing access to sufficient living standards for all of Shenzhen's inhabitants. As a result, many of its migrant workers – without whom the region would not have become a rising economic star in Asia – still suffer from insufficient access to proper housing, mobility options and public amenities.

Overview Pearl River Delta

- administrative borders
- settlement
- water
- land reclamation
- mountains
- railway
- motorway

Overview Shenzhen

- administrative borders
- settlement
- water
- land reclamation
- mountains
- airport
- shipping port
- mountain
- 486 (metres above sea level)
- railway
- motorway
- metro lines


Guangzhou Baiyun International Airport
Guangdong
Foshan
Guangzhou
Huizhou
Foshan
Dongguan
Dongguan
Humen
Shenzhen International Airport
Zongshan
Jiangmen
Zhongshan
Shenzhen
Dapeng Bay
Zhujiang Mouth
Shenzhen Bay
Taishan
Hong Kong
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South China Sea
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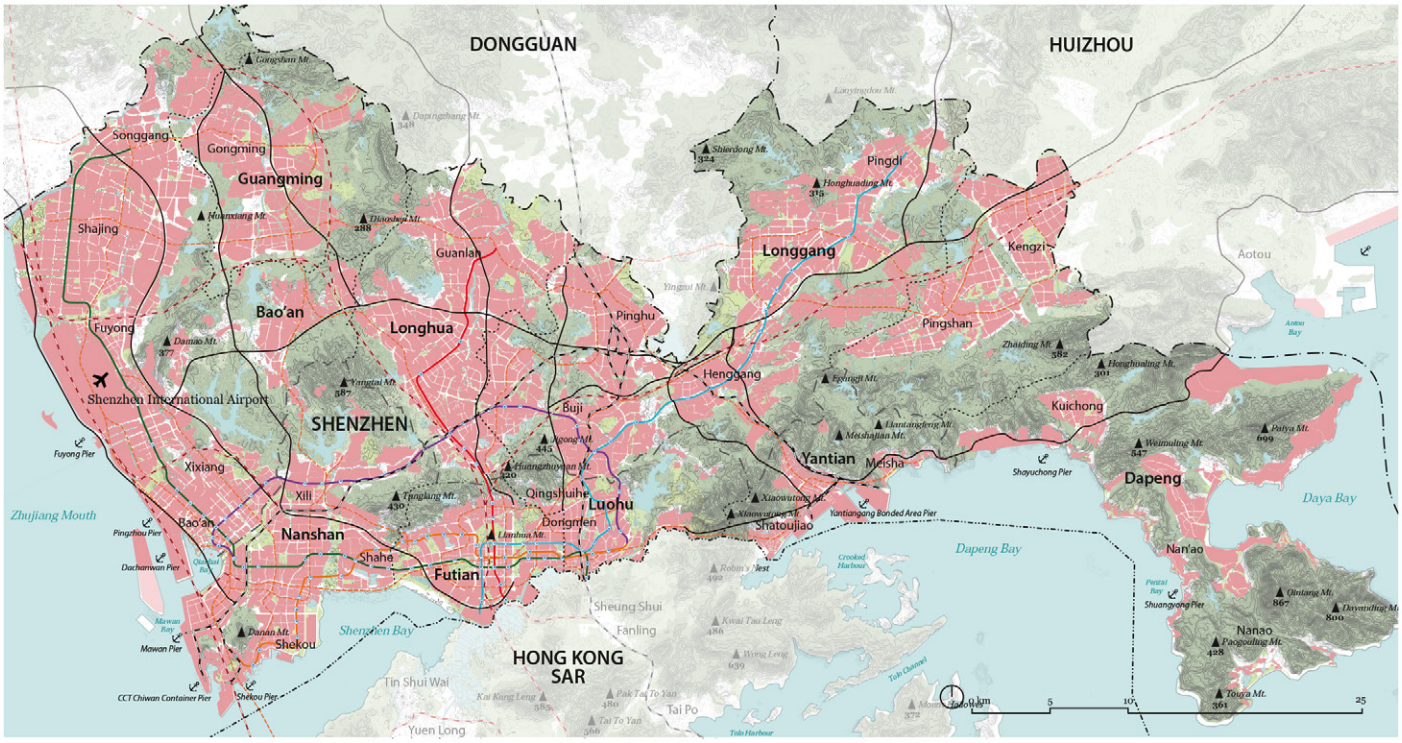
DONGGUAN
HUIZHOU
Songgang
Gongming
Guangming
Shajing
Guanlan
Longgang
Kengzi
Aotou
Bao'an
Longhua
Pinghu
Pingshan
Fuyong
Shenzhen International Airport
Henggang
SHENZHEN
Buji
Kuichong
Yantian
Meisha
Dapeng
Xixiang
Xili
Qingshuihe
Luohu
Shatoujiao
Daya Bay
Zhujiang Mouth
Nanshan
Dongmen
Dapeng Bay
Nan'ao
Shahe
Futian
Sheung Shui
Fanling
Shenzhen Bay
Shekou
HONG KONG SAR
Tin Shui Wai
Tai Po
Yuen Long
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25

Point of Departure
The Competiton Site

Sungang-Quingshuihe (SQ)

The GSA competition site is Sungang-Quingshuihe (SQ). It is a neighborhood of approximately 2.5 square kilometers, located in Louhu, one of the oldest districts in the east of Shenzhen. SQ lies between the political border of the Special Administrative Zone (SAZ) of Hong Kong, and the former frontier of Shenzhen's Special Economic Zone (SEZ). SQ is an ideal place for GSA participants to dedicate themselves to broad urban questions, as well as site-specific phenomena.

The interdependence of SQ and regional mobility infrastructure is strong. SQ developed as an important transit node for export-oriented industrial products. Merchandise transits through SQ between Hong Kong and Mainland China on major train lines and highways, which run through the area. As a result, the dominant building typology on the site is warehouses. Other infrastructure crosses the terrain of the site, including the channelized Buji River and high voltage electricity lines.

The landscape systems that are inherent to the site have been fragmented and largely destroyed by development in SQ. The only preserved landscape areas are where infrastructure prevents construction, such as the reserved green spaces under the high voltage electricity lines. The topographic and hydrological elements present on the site include a chain of hills that traverses the city and the Buji River. They contribute to the identity of both SQ and Shenzhen. SQ has many street trees and a public park, but these do not come together as a cohesive network. The park and the preserved landscape elements are difficult to access and therefore little used by the inhabitants of SQ.

While SQ is dominated by infrastructure and logistics, it also contains a small amount of residential areas. These include gated communities and residential skyscrapers, but the majority of the inhabitants of SQ live in precarious conditions within urban villages. Urban villages throughout Shenzhen have been – and still are – an important entry point for migrants into the economic and social life of the city. The existing social structure is complex and diverse.

The Future of SQ

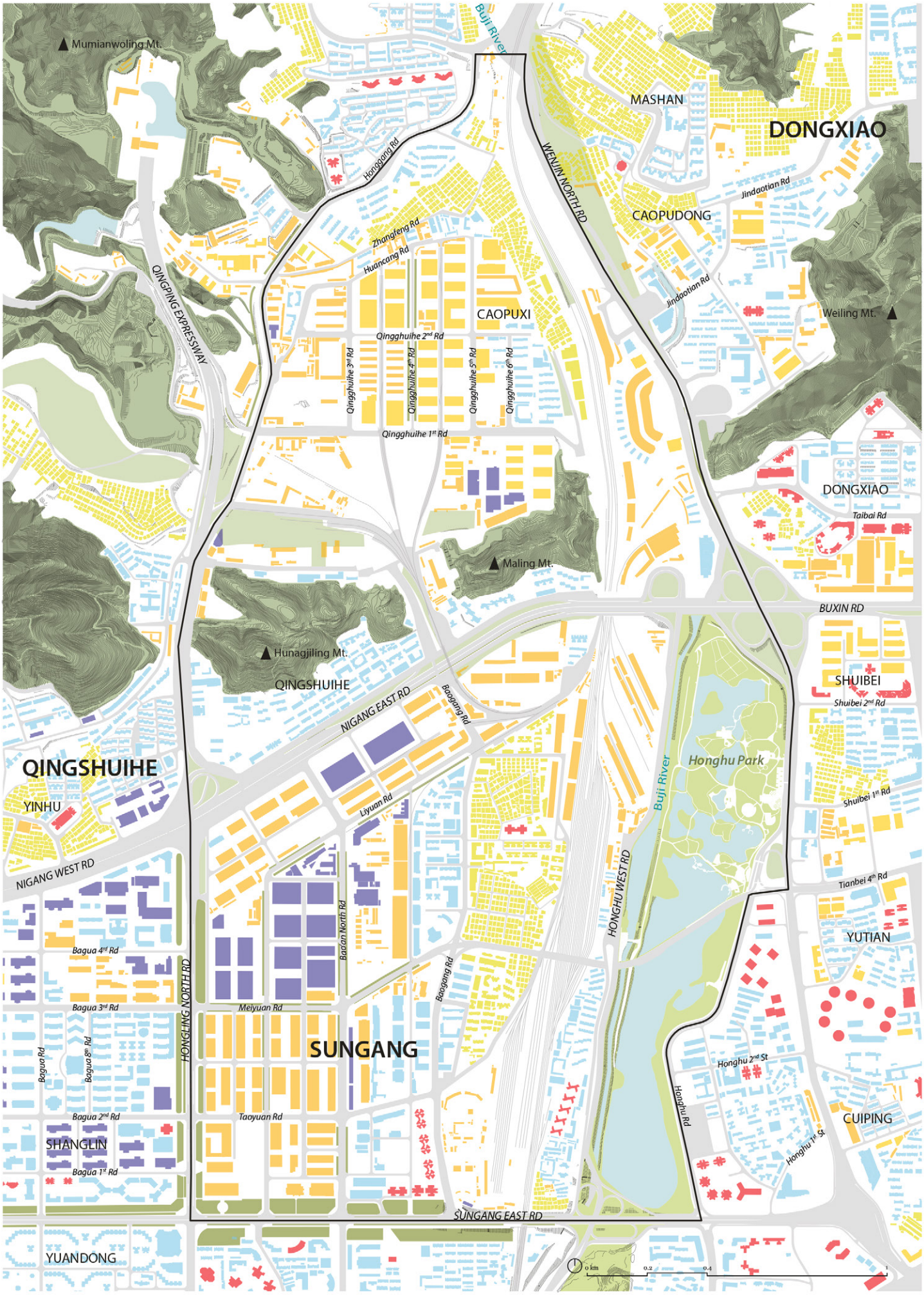
In the near future SQ is expected gain importance in the context of Shenzhen. This will happen through the influence of three factors:
First, the introduction of public transit will improve the connection of the site to the city; second, the potential for future development in SQ could incorporate the persistent and rapid growth dynamics happening in the entire Pearl River Delta; third, the expansion of Shenzhen's center and SEZ will affect SQ's role in geo-political and economic contexts.

Due to SQ's location in the polycentric network of the Pearl River Delta it could become a hinge between Shenzhen's city center and its periphery, as well as to the rest of Mainland China and Hong Kong. The pressure from development means that a change in the density and uses of the neighborhood can be expected. Through the overlay of a wide range of existing and new mobility modes, SQ will become better connected and therefore new urban components will arise and enhance its centrality. Through these connections to mobility infrastructure including the rail lines, the metro and the highway, a more diverse range of living and working opportunities could evolve.

Overview
Sungang-Quingshuihe

Typologies

- urban village
- residential slab
- residential tower
- compact warehouse
- long linear warehouse
- multy-storey industrial loft


Mumianwoling Mt.
Buji River
Honggang Rd
WENJIN NORTH RD
MASHAN
DONGXIAO
Jindaotian Rd
CAOPUDONG
Zhangfeng Rd
Huancang Rd
QINGPING EXPRESSWAY
CAOPUXI
Jindaotian Rd
Weiling Mt.
Qingghuihe 2nd Rd
Qingghuihe 3rd Rd
Qingghuihe 4th Rd
Qingghuihe 5th Rd
Qingghuihe 6th Rd
Qingghuihe 1st Rd
DONGXIAO
Taibai Rd
Maling Mt.
BUXIN RD
Hunagjiling Mt.
QINGSHUIHE
NIGANG EAST RD
Baogang Rd
SHUIBEI
Shuibei 2nd Rd
QINGSHUIHE
YINHU
Liyuan Rd
Honghu Park
Buji River
Shuibei 1st Rd
NIGANG WEST RD
Tianbei 4th Rd
HONGHU WEST RD
Baidan North Rd
YUTIAN
Bagua 4th Rd
HONGLING NORTH RD
Baogang Rd
Bagua 3rd Rd
Meiyuan Rd
SUNGANG
Honghu 2nd St
Bagua Rd
Bagua 8th Rd
Honghu Rd
Bagua 2nd Rd
Taoyuan Rd
CUIPING
SHANGLIN
Honghu 1st St
Bagua 1st Rd
SUNGANG EAST RD
YUANDONG
0 km
0.2
0.4

Competition Task
Aim and Criteria

Competition Task

The task of the GSA is to design a desirable and possible future for the city district Sungang Quingshuihe (SQ). Based on the concept "Designing the City as a Resource" and led by the key theme of mobility, the GSA requires a holistic approach to design. The objective of the GSA competition is to reflect on how the future of SQ can be designed, planed and managed, with values that are not only based in economic considerations and forces. The task is to design spatial qualities and the essentials to provide a high quality of life for all the inhabitants of SQ. In all projects, access to urbanity for a diversity of users and their needs should be offered.

The submitted projects shall provide responses, at different scales, to the following questions:

1. What is likely to happen in Shenzhen in the context of the Pearl River Delta? What are the current trends and the anticipated development?
2. How should a comprehensive vision for Shenzhen be conceived and rendered? What role does this vision foresee for the designated competition site of SQ?
3. What built forms and public spaces result from this vision, and subsequently what does daily life look like?
4. How can this vision be reached? What design strategies are applied to achieve an incremental transformation process from the status quo to the envisioned future?

The GSA competition asks for a phased design over thirty years. Demographic shifts should be forecast and clearly quantified as part of this phasing. Spatial responses to the competition task should use the following design approaches:

A. The Space In-Between as Design Focus: The mobility spaces, often thought of as the spaces between things, are to be understood not only as transit surfaces, but rather as a habitat and backbone for a functioning and livable city.
B. Design the Urban Space in the Third Dimension: The demand for high-density development suggests the '3D City': through horizontal and vertical mobility, public and private spaces can be linked.
C. Synergies Between Major Investments and Small Uses: Major investments tend to finance large structures, yet small enterprises frequently appropriate these spaces. This unplanned development must be addressed with anticipatory strategies.
D. Support Incremental Processes and Plan from the Stock: Beyond grand projects or master plans, urban strategies and tools can be used to control spontaneous processes and to allow the involvement of various stakeholders.

Designing a sustainable and livable future for SQ is only possible through the balancing and linking of social, economic and environmental aspects in spatial terms. In the best cases, competition entries could serve as inspiration for sustainable and resilient Chinese urban planning and design.

Evaluation Criteria

Due to the complexity of the task, precise, quantitative assessment criteria are not appropriate. Therefore the entries will be assessed in terms of overall coherence, the response to the task and the prioritization of the given themes and issues. The central concept “Designing the City as a Resource” and the key topic of mobility need special consideration.

The following questions will contribute significantly to the assessment of entries:

- Does the proposal provide an appropriate response to issues of the pace and extent of development?
- Is the conceptual focus well chosen and is it implemented coherently?
- How are the relationships and the transitions between the settlement, landscape and infrastructure handled?
- In what way do the proposals refer to site-specific deficits and potentials, as well as the stakeholders and their behavior?
- Which solutions are proposed in relation to the link between mobility and the built environment?
- What is proposed concerning sustainability?
- To what extent is the complexity of the site and task addressed?
- How are the qualitative targets chosen?
- Are the quantitative assumptions comprehensible?
- Is the chosen representation of the entry understandable and graphically appealing?

A report will be drawn up to document the jury comments, to explain the grounds for choosing the winning entries.

Submission Guidelines
Requirements & Process

Entry Requirements

The project should be described in a comprehensive storyline, a narrative structure that explains the logical coherence between the analytical thoughts and the resulting design. A range of scenarios can be tested with impact assessments of their possible spatial, social, economic and environmental consequences. Only one proposal per entry is allowed.

Entries are due in full by midnight, Central European Time on the 31st of January 2015, and must be submitted according to the process outlined below. Late entries will not be accepted.

Complete entries will consist of the following:

Drawings

2 A-0 panels, containing maps in a range of scales (eg. regional, inter-city, city, neighborhood and block scales). A range of representational modes (plans, sections, elevations, isometric drawings, diagrams and visualizations) should be used to explain the project. This drawing set must also be submitted in A3 size. This will be the primary document set used during the evaluation process.

Supporting Information

A booklet of a maximum of 15 pages in size A4, containing additional information such as analysis, preliminary studies, calculations, narration, and the derivation of the project through written annotations, diagrams and drawings must be submitted in addition to the drawings, but it is of secondary importance for the purpose of evaluation.

Models cannot be submitted for the evaluation process but photographs of them may be included as part of the competition entry, in the panels or as part of the supporting information.

Submission Process

Each team will be issued an entry number at the time of registration. As the competition is anonymous, this number must be used to identify all submittal documents. All documents must bear the entry number of the team in the lower right-hand corner. Any entry containing names of the students or their schools and/or any reference to their identity will be excluded from the competition.

All documents must be submitted digitally as PDFs on the competition website. An upload link and submission form will be provided online. Prize-winning groups will be required to submit their original files within three days of notification of nomination.

Essential Information
Schedule & Jury

Schedule

1. August 2014	Opening of the competition, release of the brief
15. November 2014	Registration deadline
31. January 2015	Deadline for projects to be submitted
2.- 15. February 2015	Technical evaluation
16- 28. February 2015	Pre-selection
5.- 6. March 2015	Jury Meeting (to be confirmed)
24. April 2015	Award Ceremony (to be confirmed)

Jury

Mr. Bouman, Ole	Creative Director of the Shenzhen Biennale of Architecture and Urbanism, former Director of the Netherlands Architecture Institute
Prof. Liu, Doreen	Adjunct Associate Professor, Chinese University of Hong Kong, Co-founder and Principal Node, Architect and Urbanist in Shenzhen, PRD
Prof. Loo, Becky P.Y.	Professor of Geography at the University of Hong Kong
Mr. Meng, Yan	Founder and Principal, Urbanus, Architect and Urbanist in Shenzhen, PRD
Prof. Moussavi, Farshid	Architect & Professor at Harvard University Graduate School of Design
Dr. Provoost, Michelle	Director at INTI International New Town Institute, Crimson Architectural Historians
Prof. Rode, Philipp	Executive Director, LSE Cities, London School of Economics and Political Science
Prof. Rowe, Peter	Raymond Garbe Professor of Architecture and Urban Design and Harvard University Distinguished Service Professor
Prof. Sauerbruch, Matthias	Architect, Founder and Partner of Sauerbruch Hutton, Guest Professor at Universität der Künste Berlin
Ms. Nicole V. Zheng	Chief Designer of CR Land Shen Zhen company
Prof. Yu, Kongjian	Dean of the School of Landscape Architecture, Professor of Urban and Regional Planning at Peking University, Founder and Principal of Turenscape
Mr. Jackie Han	President Schindler China Elevator Co. Ltd.

Moderator and alternate juror:

Prof. Kees Christiaanse	Prof. Ir. ETHZ, Future Cities Laboratory Programme Leader, Founder and Partner of KCAP

Organization

Initiator & Sponsor:	Schindler Holding Ltd., Switzerland
Competition Management:	Schindler Management Ltd - Andrea Murer; Chair of Architecture and Urban Design Prof. Kees Christiaanse - Myriam Perret
Contact:	info@schindleraward.com

Essential Information
Prizes & Materials

Prizes

The jury will nominate twelve projects, from which the winners will be selected. A maximum of two representatives from each of the twelve (12) nominated teams, along with each nominated team's supervising faculty member will be invited to attend the award ceremony. Schindler will reimburse the expenses for the journey and accommodation of up to two students per nominated team, along with their official supervising faculty member.

During the Award Ceremony, the total prize sum of 150,000 USD will be awarded as follows:

1st Prize	50,000 USD
2nd Prize	30,000 USD
3rd Prize	17,500 USD
1st Honourable mention	7,500 USD
2nd Honourable mention	7,500 USD
3rd Honourable mention	7,500 USD
6 Travel grants	5,000 USD

In exceptional cases the jury reserves the right to adjust the distribution of the prize amounts.

Materials Provided

Once registration to enter the Global Schindler Award has been accepted, Participants will receive an access key, via email, for the digital data on the competition website. This data contains detailed information about the organization, the competition task, photographs of the competition site, maps and plans. The Participants will be able to download the following competition material after confirming the acceptance of these Competition Rules:

1. Competition Rules
2. Competition Brief
3. Appendix: Thematic Site Introduction
4. DWG and DXF maps at the following scales:
    a. Pearl River Delta
    b. Shenzhen
    c. Sungang Quingshuihe (SQ)
5. Digital 3D Model of the site
6. Set of site and context photographs

The competition website is http://www.schindleraward.com

Q&A

Answers to common questions will be published on the official competition website periodically.

Notes

The committee for architecture and engineering competitions has examined the program ; it's compliant with the « Regulations SIA 2009, edition 2009

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