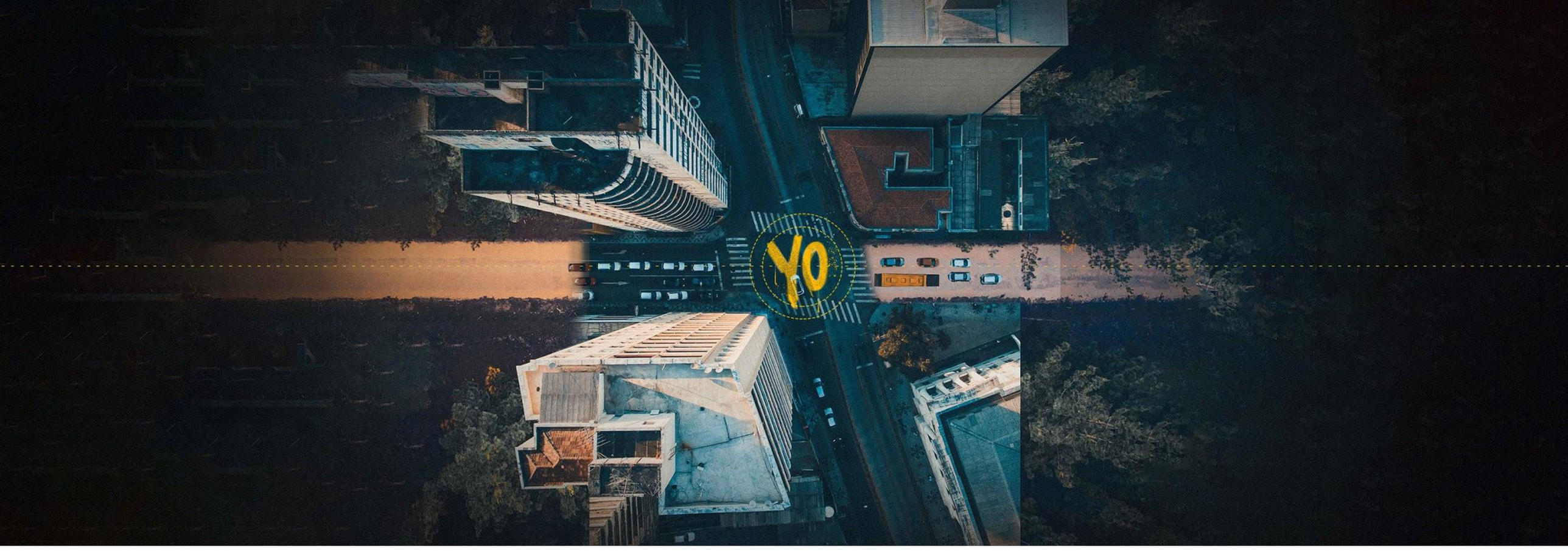
hybrid FUTURES

Parkings that evolve.

http://**competitions**.uni.xyz

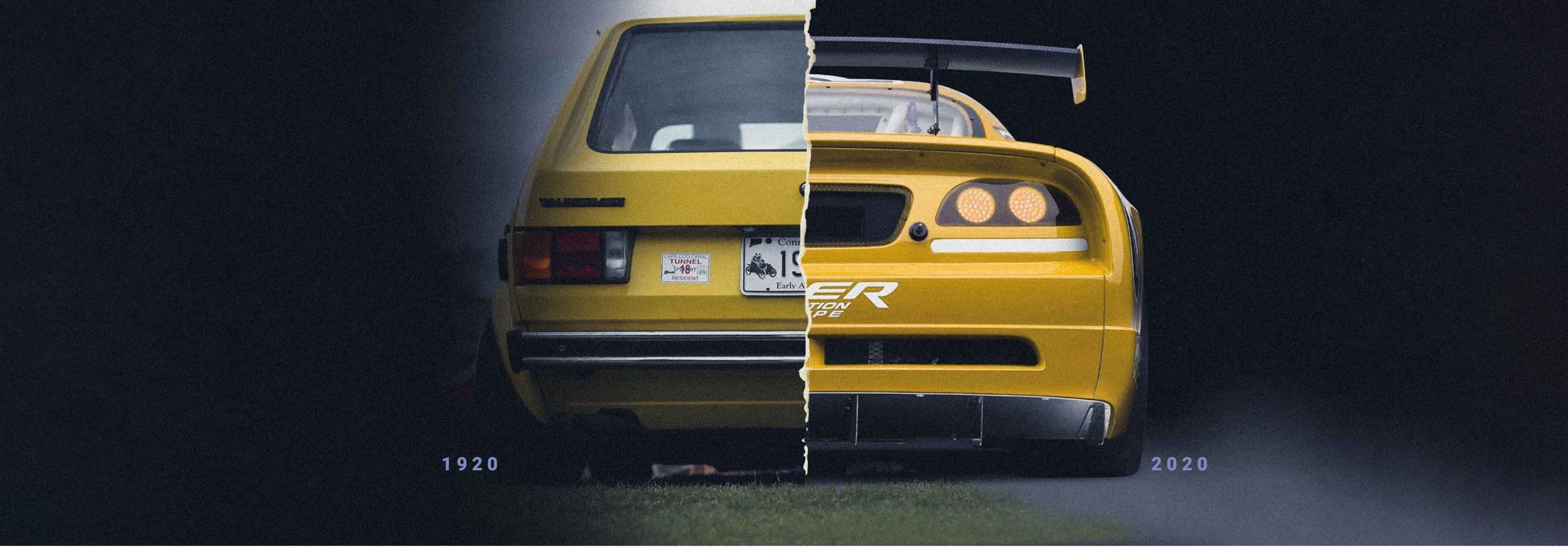


Premise

Progressing at light speed our **megacities** don’t look anywhere close to what they are today. Be it the kind of structures that we see, or the feel that they used to have. While cities grow bigger - **mobility has to keep up** and it has been quite a journey to where we are today. **Cities** might have **shaped mobility** in the **past**, but today **mobility is now shaping cities.**

In a time so fast, the most dominant of these in the last century undoubtedly are **Cars**. Growing more and more as a society, the relevance of a car has changed rapidly. These compact comfort boxes have come a long way since the 18th century where it went from being a luxury to a statement to **finally a necessity**. More cars - demand more space - which **needs more parking**.

A necessity that has become a part of us is hard to leave.

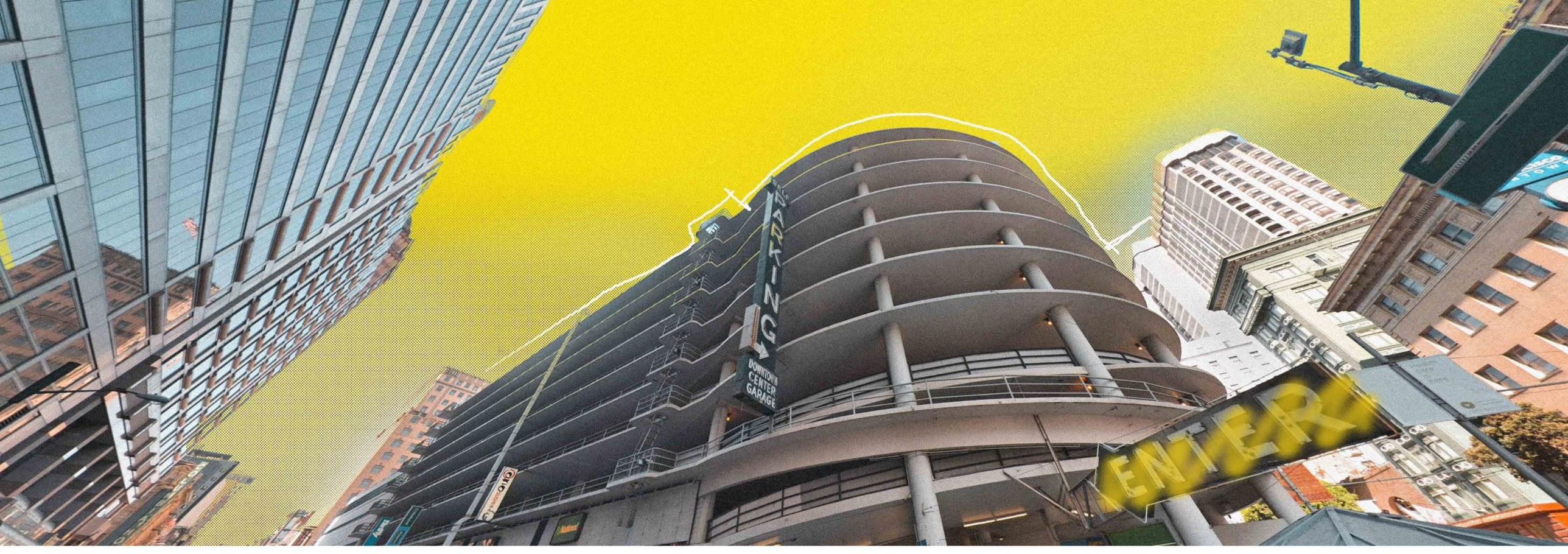


Dying Public Life

While the transport has evolved - the **presence of cars** as a mode of transit has **survived unusually long** with **almost zero competition.** It's when cities started experiencing the repercussions of too many cars - things have started to change. Innovations in electric vehicles, mass transit like metro rails and bicycles have made an unusual return in popularity. Alternative transit might have gained reputation battling through problems, but **the number of cars** hasn't budged and there is **no sign of slowdown** either.

Cars were made to make our lives easier is slowly **bleeding out the public life** of the city. *Air quality, global warming, dust pollution, unsafe streets, parking woes, and traffic* are now **a poison** to not only public spaces but **human life** at large. With so many cars what follows a need of a **lot of parking** - which is primarily putting a **void space in an already aggravating dense urban area**.

This, unfortunately, has moved the whole urban life into a nasty deadlock which is hard to escape.



Deadlock

As this deadlock is getting worse, cities are still **submissive to development led by cars.** With no real alternative in sight, there is an inextinguishable need for empty spaces which is paradoxical in an immense space crunch. In a tug of war, the go-to solutions are **parking towers** that we see today. These skeletons are highly functional, cost-optimized with their top priority as cars and cars only. **Automobile shaping cities get the most figuratively accurate in these buildings which take shape by a car's turning radius and not the city it inhabits.**

As the mobility problem is so universal - individuals and collectives around the world are fighting back really hard to find a workaround. Hyperloop, The Boring Company, Uber, Google namely and many more are attempting to **alleviate humanity out of this manmade crisis**.

But despite so many attempts - these endeavours face huge challenges to find grip because our cities have grown severely gas car leaning.

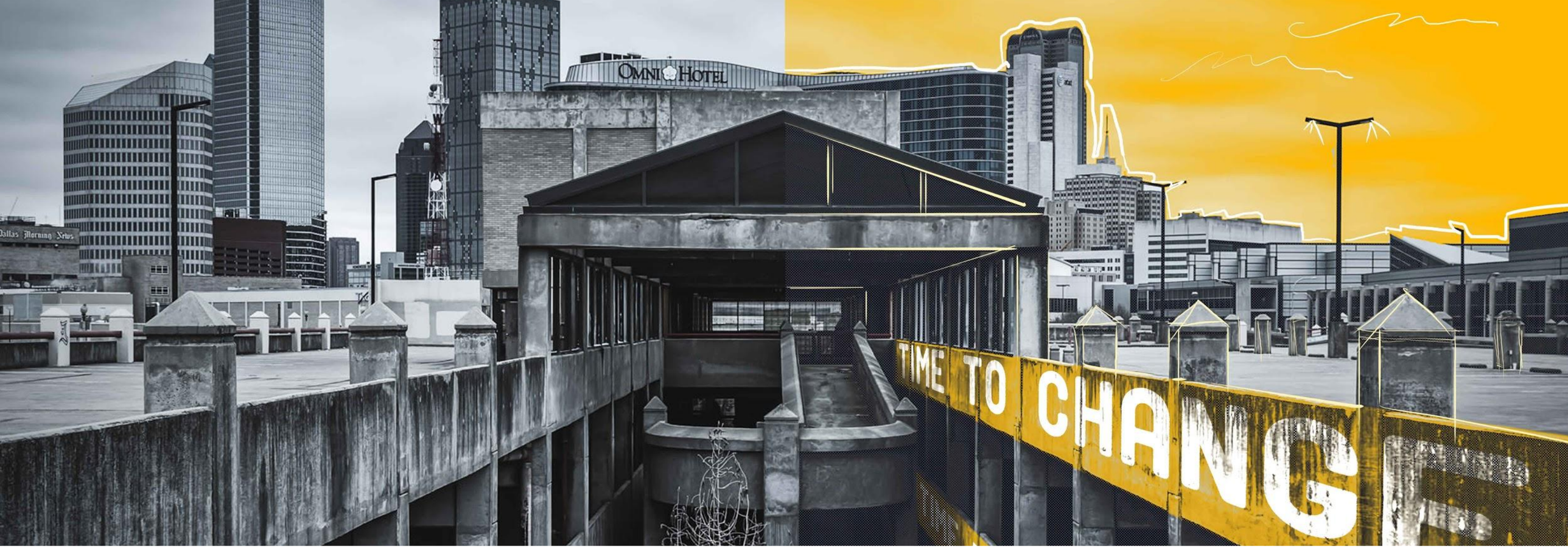
We can safely say today that it is impossible to imagine a city without cars. These small machines are the blood that runs through the veins of the city. But the same machines are not giving a single chance to find a solution that may fix these problems or our places. What if....

Cars are actually holding back the city?

Brief

As the transportation industry today is becoming way too uncertain, it is logical to ask should we still follow cars to define future cities? There is a tremendous motion to fix this massive problem but no single point where to begin. What separates us from the rest, architecture has the biggest design opportunity in this uncertainty. In spite of so many unsolvable problems about parking and traffic, what really works in favor of a designer is the average age of the buildings they create. With a lifespan of 60-70 years, architecture can outlive these uncertainties of transportation and make a powerful negotiation in paving a better future of transportation and our public spaces.

The design problem: Can we build a **parking tower** which functionally serves its **purpose**, yet **advocates** for better **public spaces** while embodying **evolutionary qualities** promoting a positive **transportation shift?**



Objectives

The objectives laid below grow by priority from left to right - based on quantitative aspects to more qualitative aspects. The objectives to create a better parking tower here are as follows:

Functional Use

How can we deliver an effective and operational parking tower of the given capacity.

Public Function

How can a parking tower be more conducive and friendly for city it inhibits.

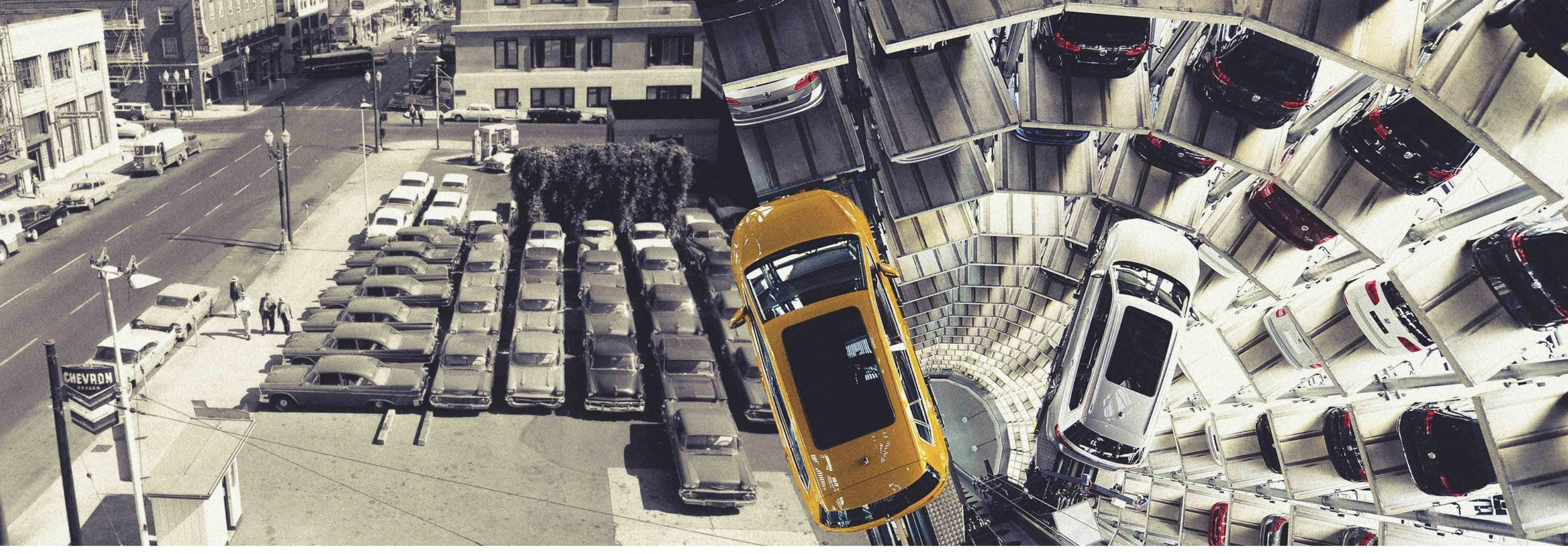
Evolutionary

How can an evolving parking tower make our cities better? Better transport? Lower transport, etc.

for

x 300 units

The total number of parking units to be considered in design are 300.

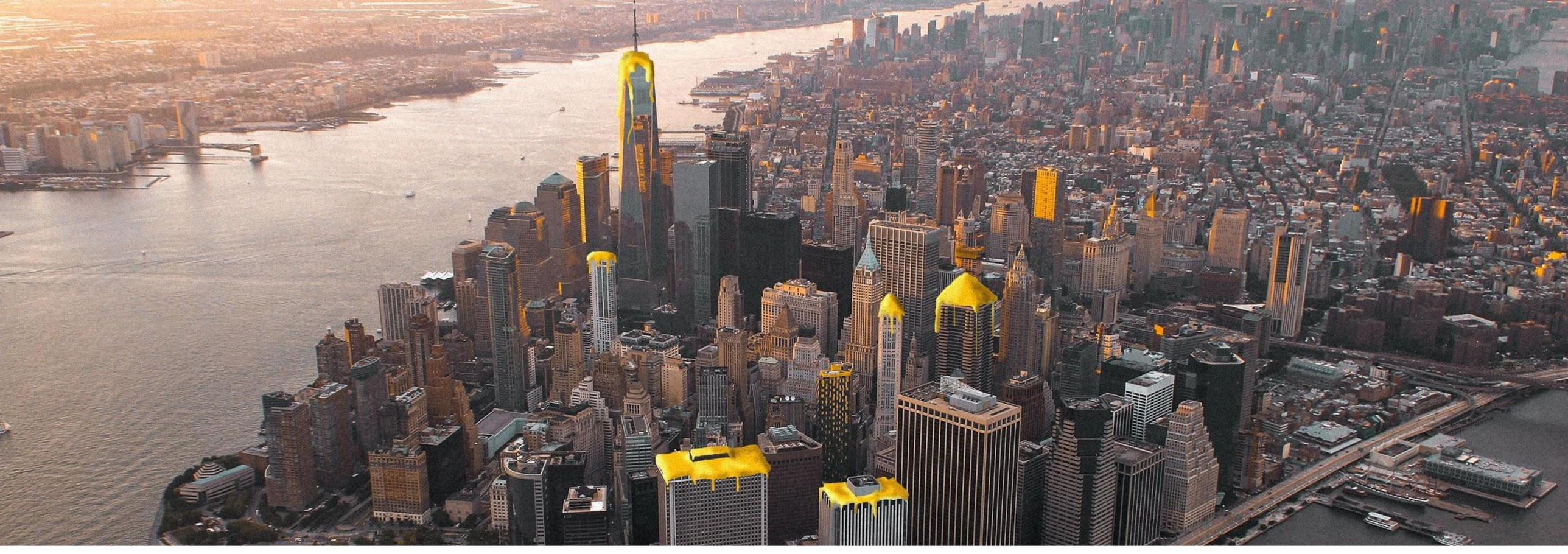


Shifts

Peculiarly the **last 50 years** and **coming 50 years** there has been a very divided view in how we perceive parking as a problem and its solutions. The agenda of the last century was to provide adequate parking spaces in conjunction with the rising sales of cars with growing congestion. However, there has been a gradual shift in this thinking because the cause and solution have been cyclic-ly growing.

Today, urban researchers and thinkers argue that creating more parking will cause more issues related to parking. Instead, it should be avoided by building high density built environments that do not require cars at all. This direction of thought, also calls for **siphoning the funds gathered by parking** to be invested in generating **public friendly spaces.**

Alternative transportation endeavors demand **different kinds of parking configurations** and our current parking spaces have almost no budget for innovation. But we are slowly observing car lifts and stack parking as a viable solution in controlled environments. Elements like superchargers or battery stations have made possible to refuel our cars while they wait. A different breed of parking is required for underground tunnel stations that might appear in the future. The challenge hence extends to these **changing trends** that have to be considered in the **larger realm of parking design.**

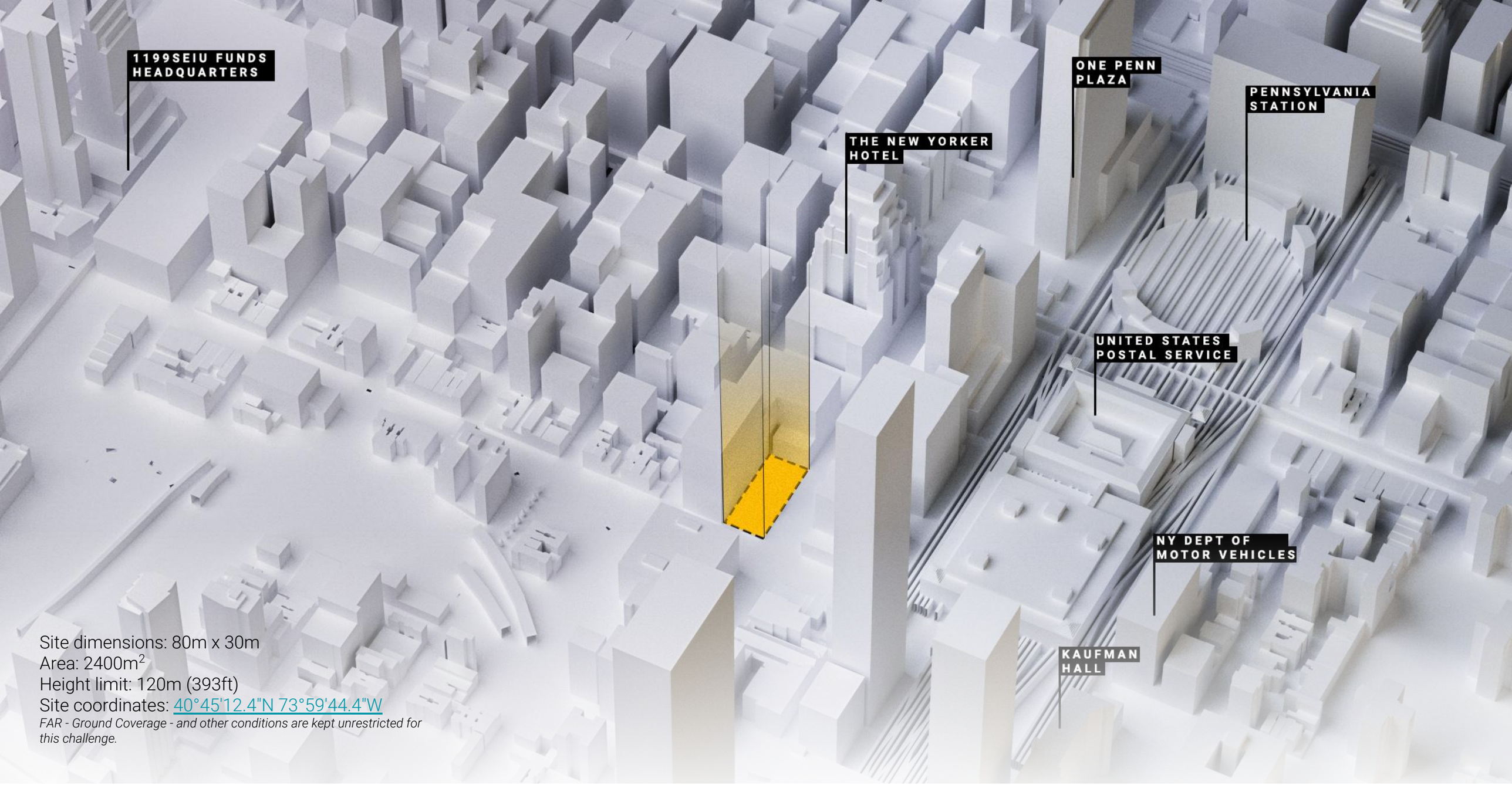


Manhattan

Manhattan is one of the most **densely populated** of New York's 5 boroughs and the largest **CBD** of the world. It is a popular place, with more than **a million visitors per week** and the number continues to grow. It also houses many iconic structures like the 'Empire State building and the 'World trade center' that symbolize the scale of the population this area serves. Manhattan might seem saturated with development on the outside, but there's still a relentless potential of growth on the inside.

And with this growth potential what follows is the **dire need of parking which is ever inadequate**.

The **scarcity** is visible in the average cost of parking space paid by daily commuters or visitors (As high as 600$ a month). With a problem so intense, what lies here is a **huge hidden opportunity**. Parking as a subject might hold a very little interest for a designer, but putting it in the perspective of Manhattan it becomes a very **significant problem.** As dense CBDs of the world are following footsteps of Manhattan, how can we advocate for **parking structures** that communicate more **people-friendly spaces** in our **unfriendly modern cities?**



Site dimensions: 80m x 30m
Area: 2400m^2
Height limit: 120m (393ft)
Site coordinates: 40°45'12.4"N 73°59'44.4"W
FAR - Ground Coverage - and other conditions are kept unrestricted for this challenge.

Site

The proposed site is located on the edge of Clinton district in Manhattan New York. Currently, the site predominantly contains parking spaces and a handful of restaurants. It is surrounded by a dense urban environment with structures as old as the 19th century and contrasting skyscrapers constructed recently. It also has numerous tourist spots like Broadway theaters, museums and the finest range of retail stores. The place is trying to meet the parking demands by using stack parking solutions, which is very small in amount considering the demand for parking in the precinct. While solving the immense parking demand through an evolutionary parking tower, designers can question how can we make a functional typology of parking tower contribute more than just parking to Manhattan.

Submission

You have to deliver an architectural outcome on the following site, based on the given outlines.

• A maximum 8 nos. – **5640px x 8640px** sheet in portrait digital format (JPEG)
• Answer 8 FAQ questions in the discussion section as given on the ‘additional materials folder’.

This ARF contains: Full resolution Map images, CAD Drawing file of Site, FAQ Questions, Site Images.

Minimum requisites in the sheets (For a complete submission):
• Site plan (Compulsory)
• Key conceptual sections x 1 (Minimum)
• 3D views x 4
• Cover image of size 2000 x 1000 px or larger in aspect ratio 2:1.
• Floor plans, images, sketches (if any) can be added to support the entry in the form of additional images.

+ Use exploded views to discus multi levelled conceptual models better.
+ Ensure that the final sheets which are submitted do not include your name or any other mark of identification.
+ Mention sheet number on corner of every sheet.
+ Plagiarism of any idea / form / design / image will be disqualified with a notice.

Registration page here: http://competitions.uni.xyz/yo-parking

Submission Deadline: September 09, 2019
Submission closes this day.

Public Voting begins: September 10, 2019
Submitted entries are open for voting.

Public Voting ends: October 10, 2019
Voting ends on this date.

Result Announcement: October 20, 2019
Result day!

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450$
People's choice
Most appreciated - Students
Cash Reward and Certificate

450$
People's choice
Most appreciated - Professionals
Cash Reward and Certificate

200$
Honorable Mention
1. Students

200$
Honorable Mention
2. Students

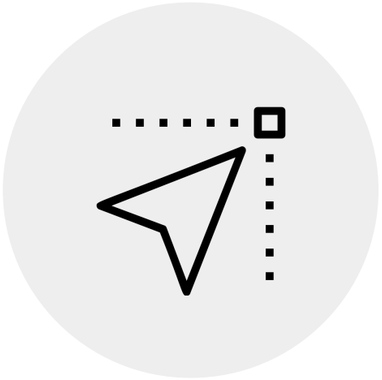
200$
Honorable Mention
3. Professionals

200$
Honorable Mention
4. Professionals

Cash Reward, Certificate,
Honorable Mention - Unii Logo

Judging Criteria

The entries will be judged by an international jury of the competition - To be announced:



Presentation

The fundamental to a good entry is a good presentation.

Concept/Idea

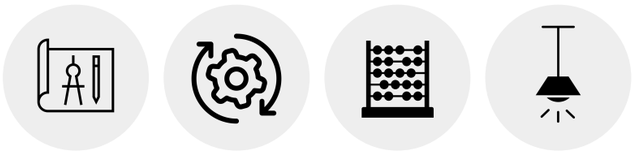
Quality of thought and intent in pre-design phase.

Spaces/Programme

How well qualitatively and quantitatively the building programme builds on concept.

Sustainability

New and innovative use of sustainability features.



The judging panel can also add other criterions based on their internal discussions - which will be in line with the problem statement. Eg. Public Life integration, Form, Structural, Evolution, etc. Participants are advised to fulfil above given criterions first in their design.

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About

Hybrid Futures is a unit block for UNI in the field of Architecture that covers the field of near future architectural thought. It intends to break the barriers of design ideologies that are short sighted and aligns itself to futuristic thought. This arm of Uni banks on growing technological advancements to frame architecture in the megacities of tomorrow. It is a research initiative dedicated to providing opportunities for designers from all domains to explore ideas that go beyond the boundaries of architectural discipline and enrich our built environment; thereby opening up possibilities for promotion of design thought process at a global level.

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hybrid FUTURES

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