hybrid FUTURES

PARK

Designing for a Driverless Future

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



Premise

Parking spaces are nothing more than a **paradox.** Its a parcel of land that's so vacant but so crucial that drive how city is **perceived and functions.**

Its a common reality how building plans are only approved with adequate or surplus units of these vacant spaces. Its no surprise our cities look like more of parking and less of life in any time soon. This shows how parking spaces have **Zero function** but have a very inflated value associated to them.

But something's about to that will surely **alienate their presence in the coming decades.**



Driver-less

Cars are currently operated by humans, who require **generous carriageways** - **visible demarcation and alot more services (like ventilation, lighting, etc.)** to actually function the way they need to. But what if humans are not driving at all?

A **future of driving** where people not driving is closer than ever. The two parameters that drive this massive shift in auto industry are: **1. Autonomous driving** - Which enables cars to behave like hyper accurate machines that have surgical precision on street and **2. Transportation as a Service** - Shifting in ownership modes of cars are showing signs of decline where people are realizing services like Uber and Lyft are a cheaper alternative to things.



Issue:

Zero Ownership

Assume a situation - **the city becomes like a huge mega skyscraper** - vast in expanse. So vast; that only lifts get you across the floor above. **The zero ownership of transportation** is a scenario when transportation across the city is so smooth - that nobody has to own cars and cars roam around the city like lifts reaching various levels on a skyscraper.

And as decreasing ownership approaches - the thought comes to what will happen to so much **human centric parking** available around the world? Will there be **dead spaces of nothingness?** Will these make our cities unsafe? There will be a new kind of parking spaces rolled out for **self driving cars** that will not need light, or natural ventilation - while cars can be stored underground/above ground through narrow lifts.

These unusually large parking spaces will create zero functional activity and **we will have a surplus of land back at us again.**

~800 MILLION PARKING SPOTS IN THE U.S.

18.6 MILLION PARKING SPOTS IN L.A. COUNTY

NEW JERSEY

NETHERLANDS

S.F.

S.F.

S.F.

S.F.

Parking Spaces in LA County

Source: Chester, M., Fraser, A., Matute, J., Flower, C., & Pendyala, R. (2015). Parking infrastructure: A constraint on or opportunity for urban redevelopment? A study of Los Angeles County parking supply and growth. Journal of the American Planning Association, 81(4), 268-286.



Brief

As the transportation industry today is becoming way too uncertain, it is logical to ask how will a future with self driving cars would possibly look like? There is a tremendous motion to fix this massive problem, as entire world is designed for driver led cars, but no single point where to begin.

The design problem: **Repurpose** an existing parking space in a possible future when it gets completely abandoned because of **driverless cars**. How will the unlocked space contribute again to the society? How will this functionless parking of unprotected land will **create new value** for the city?

Properties



Access
Availability and connection to all the road networks.



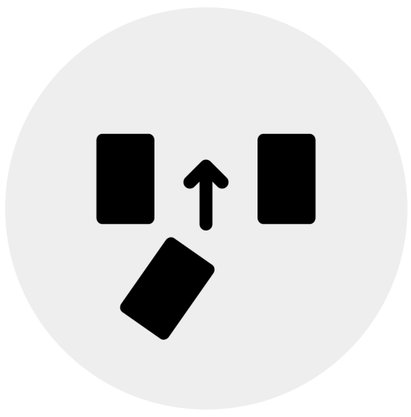
Availability
Omnipresence around the world over.



Surface
Various synthetic and paved surfaces across places.



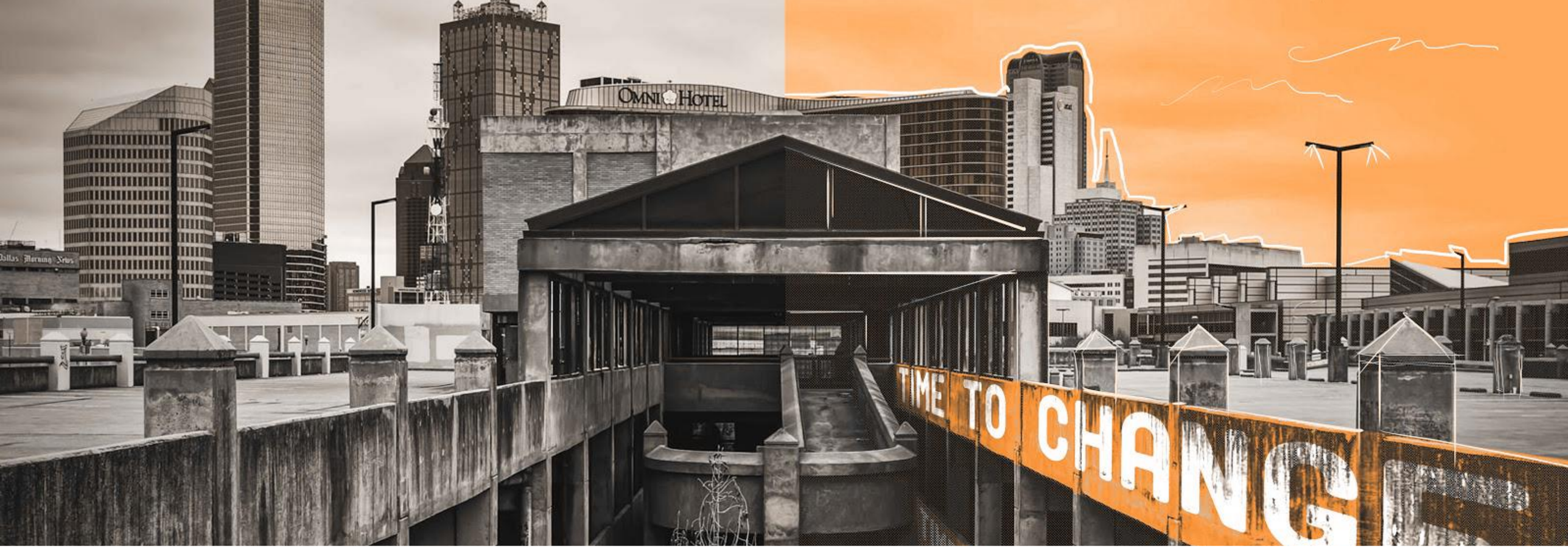
Sizes
A standard size of about 5m x 2.5m universally available for cars.



Configurations
Parking spaces are usually arranged in universally accepted order.



Dynamic
The parking pool available in the city will be dynamically managed.



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:



Contextual

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



New Value

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.



Downtown Aerial Shot, Los Angeles, United States

Los Angeles

Downtown Los Angeles (**DTLA**) is the central business district of Los Angeles, California, as well as a diverse residential neighborhood of some 58,000 people. A 2013 study found that the district is home to over 500,000 jobs. It is also part of Central Los Angeles. Downtown Los Angeles is divided into neighborhoods and districts, some overlapping. Most districts are named for the activities concentrated there now or historically, e.g. the Arts, Civic Center, Fashion, Banking, Theater, Toy, and Jewelry districts.



Site dimensions: 80m x 30m
Area: 2400m^2
Height limit: 120m (393ft)
Site coordinates: 34°02'34.1"N 118°14'53.5"W
FAR - Ground Coverage - and other conditions are kept unrestricted for this challenge.

Site

636 Maple Ave Garage, Downtown LA

The proposed site is located on the Maple Ave, Los Angeles, CA 90014, United States. 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 Los Angeles.

Submission

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

• A maximum of 8 sheets. – **[2362px** x **3544px]** or **[400mm x 600mm** in **150 dpi]** in portrait digital format (JPEG).
• Each image should be less than **15MB**

This ARF contains: Full resolution Map images,, FAQ Questions, and Sketchup 3D Model.

Minimum requisites in the sheets (For a complete submission):

This is the link for new file sizes, here.

• 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: https://competitions.uni.xyz/parkx/info/about

Discover the competition schedule and deadlines here: Schedule

Curator



Stefan Al

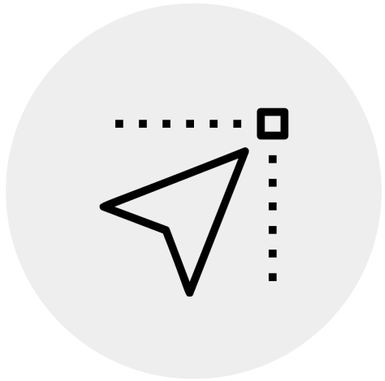
PhD, Dutch architect, Senior Associate Principal,
Kohn Pedersen Fox (KPF), New York
Urban designer, author, educator and
TED Resident

Stefan Al is a **Dutch architect** and **urban designer,** currently serving as **Senior Associate Principal** at the global design firm **Kohn Pedersen Fox (KPF) in New York**. Al has worked as a practicing architect on renowned projects such as the **600-meter-high Canton Tower in Guangzhou** and the preservation of world heritage in Latin America at the World Heritage Center of **UNESCO.** He has dedicated his career to designing and researching innovative and sustainable built environments that improve the quality of life for everyone.He frequently gives keynote speeches and presentations to audiences ranging from architects to business executives to institutions including the United Nations.

Over the years, Al has served as a **TED Resident** and professor at the **University of Hong Kong** and the **University of Pennsylvania,** where he directed the urban design program and co-taught an online course, Designing Cities, with more than **70,000 students**. In addition, he has served in various capacities to major institutions, such as the World Heritage Center of **UNESCO,** working on the preservation of world heritage in Latin America, the Hong Kong government, consulting on the development of the city's harbor and external lighting guidelines, and to the **United Nations High-Level Political Forum** on **Sustainable Development,** serving as an expert on compact city design.

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.



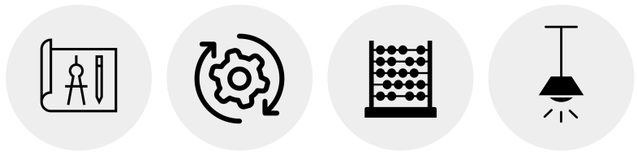
Spaces/Programme

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.

(Ad) Institutional access:

We believe in a world more collaborative.

And we think academia is where it can begin.

Institutional Access™ is world's only cross institution competition programme. You can make this challenge more meaningful by bringing it to your classmates and professors working together. There are a lot of perks by entering this challenge with your institution. Follow the link to learn more.

Institutional Access™

About

hybrid FUTURES



Rewards

Grants of up to a total of **20,000$** can be won on this challenge. Learn more about the full conditions on the competition page here.

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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