Ideas Competition-May 18th - June 12th 2019

Re-Organising the Building Block of Corbusian Legacy

FROM SECTOR TO NEIGHBOURHOOD

A Collective Brainstorming Exercise for the City of Chandigarh

The Competition is Open to All *

Urban Planners   Architects   Social Scientists   Thinkers   Residents   Environmentalists

Awards:	MOBILITY	NEIGHBOURHOOD	COMMUNITY	ECONOMY
Sector 22 & 35, Chd.	1ST PRIZE: 40,000 2ND PRIZE: 20,000	1ST PRIZE: 40,000 2ND PRIZE: 20,000	1ST PRIZE: 40,000 2ND PRIZE: 20,000	1ST PRIZE: 40,000 2ND PRIZE: 20,000

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0172-5043196, 9023966164

*The final selected ideas will be further developed and executed by the CSCL team as part of the place making projects in Sector 22 and 35

ACT! CHANDIGARH   CUF'19   urbz   CFSC CHILD FRIENDLY SMART CITIES

Idea Competition – May 18th to Jun 12th 2019

Re-Organising the Building Block of Corbusian Legacy
Sector -22 & Sector 35, Chandigarh

FROM SECTOR TO NEIGHBOURHOOD

Organized and Promoted by Chandigarh Smart City Limited (CSCL) with support of Chandigarh Administration and Municipal Corporation, Chandigarh. Co-organized and Initiated by ACT! Chandigarh as part of Chandigarh Urban Festival, CUF-19

The Ideas competition is a collective brainstorming exercise to foster the spirit of civic participation. The competition is directed at **Sector 22** and **Sector 35** of Chandigarh and asks the contributors to specifically address the needs of the sector under the four themes- MOBILITY, NEIGHBOURHOOD, COMMUNITY & ECONOMY as per the competition brief and submission guidelines. Each registered group or individual can submit one entry in either or all of the themes for any of the two sectors.

The competition is open to everyone. Besides the architects, urban designers, urban planners and students, we also invite social scientists, activists, environmentalists, thinkers, residents, inhabitants, users and other members of the public to participate. Any individual, organization or a team specially formed for the competition can apply. Participation can be local, national as well as international. The ideas may or may not be architectural in nature i.e. either drawings / ideas.

The spirit of this competition is cooperation, collaboration and participation. A demonstration of this at every level of the contribution will be highly valued. Teams are welcome to join force to share knowledge and develop ideas, preferably by paying visits and talking to local users and inhabitants. The participants have the option to take the guidance of one of the mentors Architects (list in annexures) or a local practitioner, (whose name and consent will have to be mentioned) for the feasibility and local application potential of their idea/strategy.

Additional information, copies of maps and data have been made available as annexures. A resource book is also made available online to show examples of civic projects and ideas from other parts of the world to inspire the contributors. This is a single stage competition and the last date for registration as well as submission is *12th June 2019.The registration link is*

https://docs.google.com/forms/d/e/1FAIpQLSeswg0ay-BK2GQSpKBZhvUoMqX04ra4CEhZnuSsigvRsT66ig/viewform?vc=0&c=0&w=1

CSCL will facilitate the contribution of the best, the most innovative, effective, executable and practical ideas, designs and strategies. The top awards will go to the contributions that fulfill these goals. A Jury of 9 members who represent different urban concerns will judge the 1st and

2nd Prize for each category. The final jury will be held on June 15,2019 at the Government Museum and Art Gallery, Sector 10 Chandigarh

The Jury will include the Chief Architect, UT Admin; Principal, Chandigarh College of Architecture; a nominated member from Heritage Committee (CHCC); CEO, CSCL; Ar. Rajiv Mishra (principal Sir JJ College of Architecture, Mumbai and member COA), Representative ACT! Chandigarh; An. Rahul Srivastava, URBZ; Representatives of the neighborhood from each sector. *
(*The composition of the jury may be subject to change due to unavoidable circumstances)

Cash Prizes will be given as follows:

Sector 22		Sector 35	
Category	*Prize (INR)*	*Category*	*Prize (INR)*
MOBILITY	1st Prize = 40,000 2nd Prize = 20,000	MOBILITY	1st Prize = 40,000 2nd Prize = 20,000
NEIGHBOURHOOD	1st Prize = 40,000 2nd Prize = 20,000	NEIGHBOURHOOD	1st Prize = 40,000 2nd Prize = 20,000
COMMUNITY	1st Prize = 40,000 2nd Prize = 20,000	COMMUNITY	1st Prize = 40,000 2nd Prize = 20,000
ECONOMY	1st Prize = 40,000 2nd Prize = 20,000	ECONOMY	1st Prize = 40,000 2nd Prize = 20,000

The final selected ideas will be further developed and executed by the CSCL team as part of the placemaking projects in Sector 22 and 35

All contributions also have a second life. In the spirit of collective brainstorming and civic participation, even those that don't win the awards but are seen to have potential by the Municipal Corporation, Chandigarh or the Chandigarh Administration could see their ideas selected for implementation or for development of relevant draft policies. In this process, the contributors would play an active role and be publicly acknowledged for the same.

Any queries or suggestions with regards to this competition may be directed to heritage.chandigarh@gmail.com,0172-5043196

Results & Findings of the Workshop – FROM SECTOR TO NEIGHBOURHOOD

A participatory workshop was conducted between 30th April and May 4th 2019 under the guidance of our knowledge partners and subject experts based in Mumbai, URBZ, from the Community Centre, sector-22, Chandigarh. The participants included a dedicated team of students and faculty from the Chitkara University, a few local architects and practitioners and a team of fellows from NIUA, New Delhi. About 30 volunteers spoke to residents, users, representatives of associations and experts to get an understanding of how Sector 22 is experienced as an urban setting. The main goal of the workshop was to set in motion a participatory exercise that would stimulate the ideas competition.

The concerns of the users that emerged from the interactions have been enlisted for the benefit of the participants of the Idea Competition. The list is to choose from and come out with the best idea / design / strategy that also addresses the questions listed above.

1. Users made suggestions for more recreational facilities in parks, especially for children and expressed the need for maintenance and the promotion of safe and secure environments in the parks.

2. The issue of parking and cars were seen as both indispensable and a problem. There was an awareness that parking is a complex and persistent issue. Public transport was often understood in terms of use of autos and taxis rather than buses or other possibilities of mass transit. Bicycles were understood as an important component of public mobility but its practical limitations in terms of weather suitability, navigability of the cycle lanes and speed limitations due to long convoluted routes were strongly expressed.

3. The need to share pedestrian space with vendors was acknowledged but different parties vocalized their own needs. It was important to balance the valid needs of the vendors with those of the users or streets and pedestrians.

4. Walking within the sector was not considered safe, understood to be due to discontinuity and unevenness of tracks.

5. Lack of basic signages for ease of pedestrian movement was pointed out e.g. from parking to shopping.

6. Dealing with stray dogs and dog-waste was an important concern expressed.

7. The need for more greenery was expressed.

8. There was a strong demand for ample amount of street lights.

9. With regards to the heritage status of the city, some felt that heritage concerns were hampering the development of the city while others felt it was a dynamic cultural resource that could be used for the improvement of the neighborhood.

A set of ideas and suggestions that emerged from the interactions and findings of local practitioners and experts is also enlisted for consideration by the participants:

1. Service roads could be transformed into play area for kids. Underutilised streets could be transformed into vibrant streets. However, such interventions should not hamper the living standards of the residents.
2. Green areas could be inter-connected and a program developed for the same.
3. Programs can be developed for Public Institutional buildings (such as government schools) and compounds could be redesigned to make buildings visible and usable for citizens for other activities. Especially to invite and encourage people to use the space during afterhours of the designated functions.
4. Street vendors could be relocated into parking areas of main grid roads.
5. Shorter routes for cyclists and pedestrians could be identified and routes opened accordingly.
6. Heritage buildings that are unused could be transformed into museums / homestays.
7. Heritage trails could be created and popularized. Heritage needs to become a people's movement, where residents and inhabitants become stakeholders.
8. Creative signages could be installed which are visible, for which appropriate locations could be identified.
9. Parking and riding solutions are needed for last mile connectivity.
10. Pedestrian zones could be created and cycling promoted.
11. The administration needs to improve policies of maintaining parks. Now some of them are maintained by municipality and some by the Residential Welfare associations. Perhaps landscape architects and Horticultural specialists could be consulted for better maintenance of the parks.
12. Creative ways for re-organising the street vendors should be developed, so that streets are shared for other activities. Implementing the street vendors act would help in streamlining street use and may have an effect on other thematics like pedestrianization and cycling.
13. There needs to be an upgrading of landscape policies, initially formulated in the 1960s.
14. A high quality public transport system with GPS, punctual service and high level of comfort for users could be an effective way of getting people to reduce dependence on cars.
15. Attention could be paid to stylistic elements for public furniture, such as park fences, that promotes the spirit of community and outdoor activities.
16. All public spaces should be accessible and inclusive for all, including, the elderly, disabled, children and pregnant women.

THE COMPETITION BRIEF:

Based on the findings of the workshop the needs of the sector have been structured into four themes. While the workshop was primarily conducted in Sector-22, the brief has been generalized for Sector-35 after preliminary investigations of our team.

Mobility

- Cars & parking
- Public transportation
- Bicycles and pedestrians
- New routes, bridging sectors.

<u>Neighborhood</u>

- Parks maintenance and local management
- Community / human interaction
- Safety

<u>Participation</u>

- Neighbors mobilizing for managing parking.
- Potential for reprogramming the space (instead of redesigning)
- Civic Heritage as a people's movement

<u>Economy</u>

- Meeting the civic needs of local economic players - merchants, service providers, vendors, offices.
- Aligning economic and institutional actors with local civic needs.

Larger framework and questions to keep in mind

<u>Mobility</u>

Peer-to-peer ridesharing, ride service hailing, electrical and self-driving vehicles, dedicated lanes… We are entering the 21st century as far as metropolitan transportation is concerned. How can these new developments transform Sector 22 for the best?

Many citizens rely on public transportation to go from home to work. This is especially true of those working in the public sector and in shops. A good public transportation network is essential to create an inclusive city. How could the existing network be improved in a way that even car owners prefer to use public transportation?

For health and environmental reasons, many people are switching to cycling and walking as modes of transportation (not to speak of skating, electric scooters and Segway's). Electric bikes have made it easy even for those who want to go fast without breaking too much sweat. How can cycling and walking be given more of a priority in the city transportation infrastructure?

<u>Neighborhood</u>

Chandigarh is blessed with abundant open space, something that is lacking in most Indian metros. But these spaces require a lot of maintenance and activation. Those who know best the potential of parks and by lanes are those who live nearby and would use them more if they were even more attractive. How can we encourage community involvement in the maintenance of open space, while encouraging non-residents to use them as well?

Large avenues, generous open spaces seem great on a plan, but at the street level, they sometimes make the city impersonal, intimidating and even unsafe. What programmatic and design interventions could make the streets safer for pedestrians and cyclists, especially at

night? How can the open spaces be made multifunctional complimenting needs of different age groups and different times of the day?

Participation

The modern city allowed individuals to pursue their own happiness. In the process however, people have become increasingly isolated from each other. Now that we realize that social interaction and a sense of community is equally essential to happiness than individual freedom, how can we reconcile them at the neighborhood level? Can local participation in the programming and designing of common spaces be a way of creating a stronger bond between neighbors? What form could that take?

The neighborhood seems to come together when residents are faced with a common issue - typically outsiders taking over scarce parking spaces. People are also pretty clear on what could help improving their parks and streets. How could people's knowledge of the ground reality help inform the work of the municipality? What form could a participatory urban governance take in Chandigarh?

The heritage status of Chandigarh frustrates many architects and residents in their desire to rearrange and improve the internal configuration of each sector. But nothing prevents them from proposing new activities and uses within them! Is it possible that the Corbusean sector is simply waiting for more public participation in order to fulfill its potential?

Economy

The city's multidimensional reality, that includes economic activities along with residential and recreational ones needs to be considered carefully. A healthy urban economy is one where some primary, tertiary and secondary economic activities are integrated into the civic and residential life of the city. Balancing local, regional and even global economic activities into a grounded framework in which the city's administrative and institutional needs are anchoring factors will ensure a balanced urban life. One where everyone - from street vendors to global financial services find adequate space. Educational, medical and administrative institutions can find a purpose that directly addresses the city's needs and therefore become more responsive. With such an approach - even funding and direct support for civic initiatives can come from economic players. The contributors can keep this in mind when working out strategies.

GENERAL GUIDELINES:

The contributions that bring forth more innovative, effective, user friendly, executable and practical ideas/ designs or strategies will be valued over others.

The overall impact on the sector will be considered and addressing issues of larger user group will be given a priority.

The ideas and interventions proposed should be context sensitive, especially in Sector-22 that is a heritage sector.

Understanding of cost, execution process and maintenance strategies for the ideas will be an important criterion in understanding and evaluating the design.

The ideas should primarily work at the scale of the sector, however certain themes will require due attention be given to interconnectedness with the city and region.
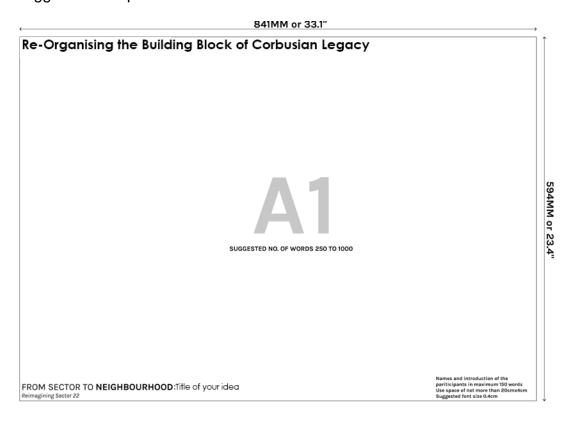
DETAILS OF SUBMISSION:

The ideas contribution should be submitted on an A1 sized format (digital PDF and one printout, either portrait / landscape) and can include text (minimum 250 words, maximum 1000 words), images, drawings, maps, links, photos or a YouTube link of an upto 3min video. It does not have to include all of these – whatever is most suited to the theme. One A1 sheet per theme is mandatory, though the participant may choose to use a second sheet if necessary.

To help understand and evaluate the clarity of the idea submitted, the text on the sheet should explain the main idea and also address the following concerns in brief: How can the project be executed? Who should execute it? How will it be financed? How can it be managed and sustained? By whom? How does it benefit the city?

The name or names of the contributors with a brief description of who they are (around 150 words) should be included in the bottom right side of the A1 Sheet.

Suggested Template:

The Contributions must come in by **JUN 12 2019, 6:00 p.m**.
Any queries may be directed to heritage.chandigarh@gmail.com,0172-5043196

Inspiring Quotes for Contributors by the CIAM Charter of Athens

"Life can only expand to the extent that accord is reached between these two opposing forces: the individual and the community."

"The city should assure both individual liberty and the benefits of collective action on both the spiritual and material planes."

"The factors which govern the development of cities are [...] subject to continual change."

"[...] open spaces should be used for well-defined purposes: children's playgrounds, schools, youth clubs and other community buildings closely related to housing."

"It should be possible to spend week-end free time in accessible and favorable places."

"These should be laid out as public parks, forests, sports grounds, stadiums, beaches, etc."

"Distances between work places and dwelling places should be reduced to a minimum."

"Workshops, which are intimately related to urban life, and indeed derive from it, should occupy well designed [sic] areas in the interior of the city."

"Pedestrian routes and automobile routes should follow separate paths."

"The dimensions of everything within [sic] the urban domain should relate to the human scale."

"The speeds of mechanized transportation have disrupted the urban setting, presenting an ever-present danger, obstructing or paralyzing communications and endangering health."

"The architect engaged in town planning should determine everything in accordance with the human scale."

"Private interests should be subordinated to the interests of the community."

LIST OF ANNEXURES

1) Plan of Sector 22 in AutoCAD and pdf format
2) Plan of Sector 35 in AutoCAD and pdf format
3) Heritage Plan and guidelines for sector 22
4) Development of open spaces under MPLAD scheme
5) The neighbourhood concept (Chandigarh Masterplan 2031)
6) Object and Vision (Chandigarh Smart City)
7) Understanding the legacy and context (ACT! Chandigarh)
8) Vendors Policy and reallocation plans
9) List of Mentors

ONLINE RESOURCE BOOK FOR THE IDEA COMPETITION:

The following links are the sources for various placemaking ideas developed across the world, to promote pedestrianization and cycleablity.

1. Tactical Urbanism https://issuu.com/codesignstudio/docs/tacticalurbanismvol4_141020
2. Tactical Urbanism Italy https://issuu.com/streetplanscollaborative/docs/tu_italy_eng
3. Smart parking solutions https://park-it-solutions.com/11-revolutionary-smart-parking-solutions-and-innovations/
4. **A City for People** https://issuu.com/wollongongcitycouncil/docs/a_city_for_people
5. Public Life Booklet https://issuu.com/gehlarchitects/docs/gehl_services_-_public_life_booklet
6. Architectural Research Paper on Placemaking https://issuu.com/ar.amitb/docs/publication
7. Creating Parklets https://issuu.com/giladmeron/docs/parklets_issuu
8. **Adaptive reuse of urban streetscapes** https://issuu.com/schwin/docs/14_04_26_adaptivestreets_final

Intellectual Property Rights
1. Entrants affirm their submissions do not violate the intellectual property rights of any other person or entity.By submitting a competition entry, participants represent, warrant and undertake to the CSCL that their entry does not infringe any third party rights and/or any agreements to which they are a party
2. Submissions become the sole property of CSCL and may be used for any CSCL purposes, including, but not limited to display on websites, and other materials.
3. CSCL shall have the right to adapt, edit, modify, or otherwise use the winning submission in part or in its entirety in whatever manner it deems appropriate.

Indemnification
By participating in the competition, participant(s) agree to indemnify and hold harmless the CSCL , Act! Chandigarh and their representatives, prize providers and their respective employees, associated agencies and companies, anyone professionally connected with this competition, from any liability for any loss, expense or damage which is suffered or sustained (whether or not arising from any persons negligence) in connection with any breach by the participant(s) of the terms and conditions mentioned in this document.

Disclaimer
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