

1

ASEAN dual-city joint workshop

Vietnam

# Ho Chi Minh

Ho Chi Minh City University of Architecture

Chulalongkorn University

Royal University of Fine Arts

Institute of Technology of Cambodia

National University of Singapore

National University of Laos

Yangon Technological University

Meiji University

ASEANDCJWS01HCM

PREFACE

by Masami Kobayashi / Katsushi Goto

According to *the Global Report on Human Settlements 2009*, the planning of urban settlements has been taking place since the dawn of civilization. However, the post 1850 urbanization of Western Europe and North American countries led to the emergence of modernist planning. Although there are many variants, modernist planning promotes a particular process, a method of plans and urban form: a top-down process, master plans setting land-use regulatory frameworks, mono-functional zoning, and mobility systems dominated by private cars. Modernist planning of urban issues has been accepted throughout the 20th century. It has consequently generated contemporary urban issues such as urban fragmentation, social tensions, and arguably unsustainable suburban neighborhoods. Despite these, modernist planning and approaches continue to be dominant and mimicked in many parts of the world, especially in developing countries and regions.

The Asia Pacific region in particular is undergoing tremendous changes requiring new approaches to planning, architecture, and the built environment. Learning from the experience of modernist methodology, it must be understood that these approaches are not universal models; rather, they are tools and types that demand alteration in tandem with the social and cultural context of the locales. Asian Urbanism is therefore a key concept to investigate varied approaches to particular urban issues of this region. It has become imperative for academicians, practitioners, and members of the community to initiate a platform for research, encouraging learning processes of architectural and urbanistic learning, while creating an awareness of the socio-cultural and political scenarios. It has been our endeavor to initiate a research cluster that brings together thought processes and methodologies to investigate Asian Urbanism as an alternative approach.

INTRODUCTION

by Tomoaki Tanaka

Year 1 of “ASEAN dual-city joint workshop” was held in Ho Chi Minh City and Bangkok in the summer of 2017. This workshop was jointly hosted by University of Architecture Ho Chi Minh City and Meiji University along with six other partner institutions from ASEAN counties. According to the UN, the cities in this region have been experiencing the urbanization faster than ever. Especially in the context of globalism, it is imperative to investigate Asian cities’ unique characteristics; its relevance to the current policy, planning and its relationship with architectural knowledge and practice. The work of six students groups aims to research and produce parallel proposals towards strategies and existing scenarios in the cities rather than finding alternative solutions. This was done through investigating three specific themes: “Waterfront

Development”, “Regeneration of Post-Industrial Land” and “Housing”. The process of intensive workshops not only provides an educational experience for the students but also stipulates creation of a platform to work together with governments, professionals, and multiple stakeholders. Understanding the role of architecture, urban design and planning as central to the spatiality of urbanism, the outcomes of students must respond to sociological and economic circumstances using graphically and conceptually engaging formats while testing ideas. The results shown in this publication should specify challenges for architectural understanding and research within Asian urbanism that the workshop aims to continually take up over the next four years.

UNIVERSITY

Ho Chi Minh City University of Architecture  
Vietnam

Chulalongkorn University  
Thailand

Royal University of Fine Arts  
Cambodia

Institute of Technology of Cambodia  
Cambodia

National University of Singapore  
Singapore

National University of Laos  
Laos

Yangon Technological University  
Myanmar

Meiji University  
Japan

PROFILE

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She is an architect/urbanist currently working for United Nations in Geneva. After five years in Switzerland working for Herzog & de Meuron, she moved to Bangkok to teach Architecture in INDa in Chulalongkorn University. She holds an MArch from ETSAB, in the Polytechnical School of Barcelona.

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He is an architect/urbanist and researching on domesticity in ideal family home and public space allied to interior urbanism. He holds MArch from H&U, AA School. He is an architect at apartment co., ltd. Tokyo, director of design/research firm Squareworks, Mumbai and visiting associate professor CEPT University, Ahmedabad.

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He is a lecturer of Architecture and Urban Planning. He is responsible for Architectural Engineering Program at The Institute of Technology of Cambodia. His research focuses Landscape Design and Urban Planning. He received Master of Engineering from Toyohashi University of Technology, Japan.

Professor  
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He is a teaching scholar and an active architect/urban designer, who pursues strategy for preserving existing natural/built environment and promoting new development. He received a Ph.D. from University of Tokyo, a Master of Design Studies at GSD, Harvard University. He is appointed as vice-president of the university in 2016.

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He is an architect/urbanist and researching on traditional architecture, family housing, public space and resettlement issues. He holds MArch from KU LeuVen, Belgium. He is an architect in Ho Chi Minh City, Vietnam. His firm focus on housing and community project.

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Professor  
Tomoaki Tanaka  
Architectural planning and design

He is teaching and researching on architectural design, architectural planning and site design. He is a practicing architect as principal of FORMS. He received a Doctor of Architecture from Waseda University and a Master of Architecture from Yale University. He also serves as a president’s staff for the university since 2016.

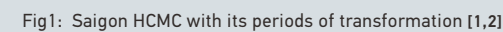
Senior Lecturer  
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She devotes her career in teaching higher education with the University of Architecture Ho Chi Minh City (UAH). Beside teaching and researching in disciplines of Architecture, Landscape Architecture and Urban Design, she also practices her design profession via a wide range of design and planning projects across Vietnam.

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He is an Lecturer assistant in Faculty of Architecture and Urbanism, Royal University of Fine Arts, Cambodia.

by Vu Thi Hong Hanh



In the 21st century, the city population has increased significantly, resulting in the expansion of urban areas in all directions that rather are political and market-driven ideologies. Consequently, the urban agglomeration has become ten times larger than that of Coffyn's Plan in 1862. The areas of canals also received much higher attention due to their strategic locations and roles. Nhieu Loc Thi Nghe and Tau Hu Ben Nghe canal upgrading projects have been completed and brought new energy to the canals and their relevant surroundings. The impacts, however, have not been necessarily socially and culturally successful [3,4,5]. A large number of water-based communities have been evicted without adequate resettlement or subsidy programs/policies. Images of waterside roads, linear parks, chaotic building

District 8 with numerous waterways has the largest numbers of houses on and along canals, with nearly 10,000 houses today, counted at nearly 50% of the current remaining water-based houses targeted for relocation in Saigon-HCMC [7]. The district insists on layers of history dating back to the pre-French colonial period with temples, factories and mixed-use patterns of land-use for workers and low-income migrants. However, this linear land is divided into areas by water

To conclude, the city with its chaotic diversification in urban morphologies and cultures where waterways have always

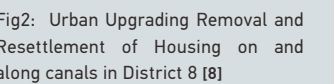


Fig3: Stereotype of tall mixed-use buildings proposed alongside the waterway in District 8, HCMC [8] (areas of either 30 or 50m from the water edge with 10m Water protection corridor)

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# WATERFRONT

by Hash Chanly

The development process of some countries in Asia, especially in South East Asian and ASEAN nations such as Vietnam, Cambodia, Laos, Thailand and Myanmar, is occurring at an alarming rate. City development is raising critical issues of urban planning, landscape architecture, environmental management, development strategies, politics, new building projects or conservation of old buildings which are framed along with their identities, cultures, histories, and the needs of the present and future generations. Waterfront development is one of the most difficult issues for most of the developing countries while the rules of law are not strict enough so that people can build both temporarily and permanent buildings on the waterfront. As shown here, the catchment area in Ward 4, District 8 of Ho Chi Minh City has been heavily facing such case. Not only in Ho Chi Minh City, but also other ASEAN cities such as Phnom Penh and Bangkok have similar situations and issues regarding waterfronts. In general, poor people have been living or occupying these areas. Some houses are located directly on the water and some are on the brinks of the rivers or canals. These types of houses have been polluting the rivers or canal ecosystems. These settlements greatly downgrade the water quality of the rivers or the canals. On the other hand, these types of houses are not suitable

for the landscapes of the river banks and the city—in particular, District 8 of Ho Chi Minh City. Some people intend to settle their houses on or along the riverbanks, but to the contrary, the government wants to still develop waterfronts to function as new attractions for many purposes, at least from the tourism aspect. Accordingly, the people living on waterfronts are being confronted by new development projects pushed by governments. In other words, they are facing the loss of their houses just because of the location. To achieve Sustainable Development Goals, certain urban growth patterns need to be carefully studied, created, and selected for appropriate decision making with beneficial outcomes. A Charrette (a public meeting or workshop devoted to a concerted effort to solve a problem with the parties concerned such as governments, local authorities, residents in the affected areas, builders, stakeholders...) need to meet and discuss with each other ways to find solutions and to reach agreement for a better improvement or development of the captioned area.



The canal water is very polluted (very black), but the settlements along the bank of this particular canal are relocated/removed.



The opposite side of the study area and slum houses with heavy polluted canal water.

## REFLECTION on Students' Work

There are several problems found in the study area. Those problems are: the dirty canal water, the temporary houses built along the banks of the canals, and the Future Development Project of the Government. Group C and Group D have the same goal of improving the area, but they have different solutions.

### GROUP C

Group C students have shown remarkable progress with several noteworthy ideas in their project. The Group C students' ideas contributed greatly to the goal of sustainable development in their project by improving socioeconomic and environmental management approaches such as: creating a public park along the river bank, building public facilities such as bridges and public structures for leisure activities for tourists and mobility between East and West Waterfronts; dividing the canal width into sections for water treatment to clean up the canal water, creating waterways and more job opportunities for the people in the area, and making the river banks livelier and more beautiful. They have developed their work from some non-practical ideas into a more realistic project, but it may not be practical yet. However, it was a admirable attempt with a number of good ideas.

### GROUP D

Group D students seem to have had some difficulty in coordinating the expression of their concept for the project. They have the same target of turning the waterfront into the more useful and enjoyable locations as did Group C, but their solutions are quite different. Group D's proposals were not so clear though they have some programs to support their ideas. They plan to build more houses with floating parts to connect to the water, making it

possible to adjust with water levels in any season. The program in their designs has also considered the treatment of water disposal as well before releasing the used water into the canals. For Group D's proposal: In case it does not succeed, it may become another slum—as mentioned by a professor during the group critique.

### Conclusions and Recommendations

To be more consistent with government and city development plans, both Groups should pay more attention to synchronizing their work or solutions both with the new directions in government projects and with the actual needs of the people living in those areas in order to realize more practical projects in the future. Despite these shortcomings in the first year, the results of the ASEAN Dual City Joint Workshop are an admirable attempt leading to a rewarding experiment with mutual understanding and cooperation to find common solutions and to solve common problems of ASEAN city development. To sum up, the accomplishments of The ASEAN Dual City Joint Workshop is valuable and useful for those countries who have similar situations and challenges to learn to share and to apply or to implement these kinds of outcomes for better development of their respective cities or countries.



Vice President of Meiji University and Professors giving an advice on the progress of Students' Work.



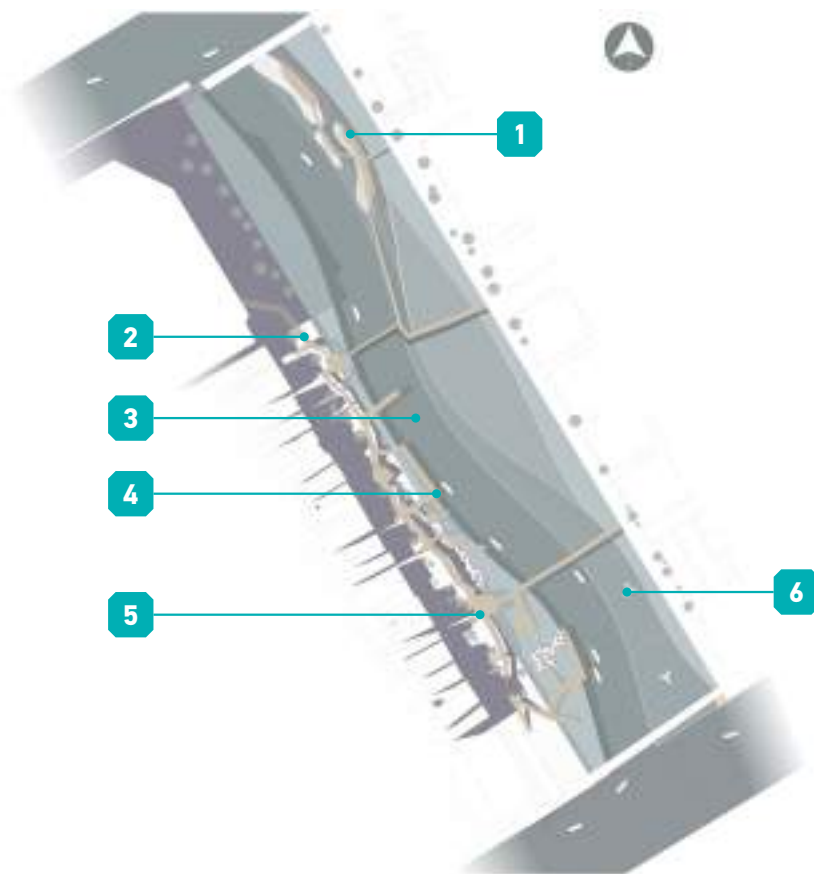
## WATERFRONT 01 / GROUP C

## HEM / HEW

Hoàng Ngọc Diệu Trân (Ho Chi Minh City University of Architecture)  
 Vitchapol Taerattanachai (Chulalongkorn University)  
 Daohiang Inthavong (National University of Laos)  
 Akinori Hayasaka (Meiji University)  
 Syotaro Kamikawa (Meiji University)

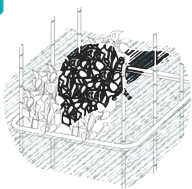
Despite recent improvements, waterways in Ho Chi Minh City remain polluted and detrimental to urban life. This project offers a prototypical design for one district-District 8-which can serve to realize the sociological and economic potential of riverfront districts. The design uses the human body as a metaphor to emphasize the eco-systems involved. As with the organs of the body, objects and architecture serve distinct functions within the area, working in tandem to vitalize the local community and keep its environment healthy.

There are three aspects of the design proposals for the riverfront of District 8: Environmental, Social, and Economic. Firstly, the environmental goal is to purify the canal between the Tau hu and Doi Rivers, which subsequently lessens both rivers' pollution by using an aerated lagoon system and phytodepuration. Secondly, intervening on such an environmental scale aims to promote social interaction within this area. Our project proposes an elevated wooden structure with various types of spaces derived from the shape of *Hem*, the irregular alleyways of Ho Chi Minh City. This enables easy access to transportation by land and water, offering inviting spaces, and thereby improving both the social life and economy of the area. By creating commercial spots on the wooden structure, the area can generate income from both these and local trading.



## Masterplan

1



Liver

The phytodepuration is a natural filter that purifies water by absorbing Nitrogen and Phosphur solutions.

2



Bone

Skeleton structure of the secondary path way, connecting each part of our body.

3



Blood Vessels

The canal acts as the water circulation system and the alleys works as capillaries that bringing people from one place to another

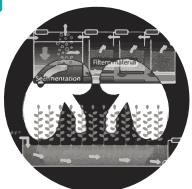
4



Heart

The pier of a boat acts as heart pumping people to/ from the canal.

5



Kidney

Waste water collection and treatment.

6



Lung

The aerator pumps the oxygen into the lagoon.



## Small open space

An wider open space creates an interfaces of different paths



## Branch off

Separating the end of a main path to create two different subsidiary paths.



## Bended

Bending an end into 90 degree to make small pier for a boat.



## Stop

A simple end point with wider open space.

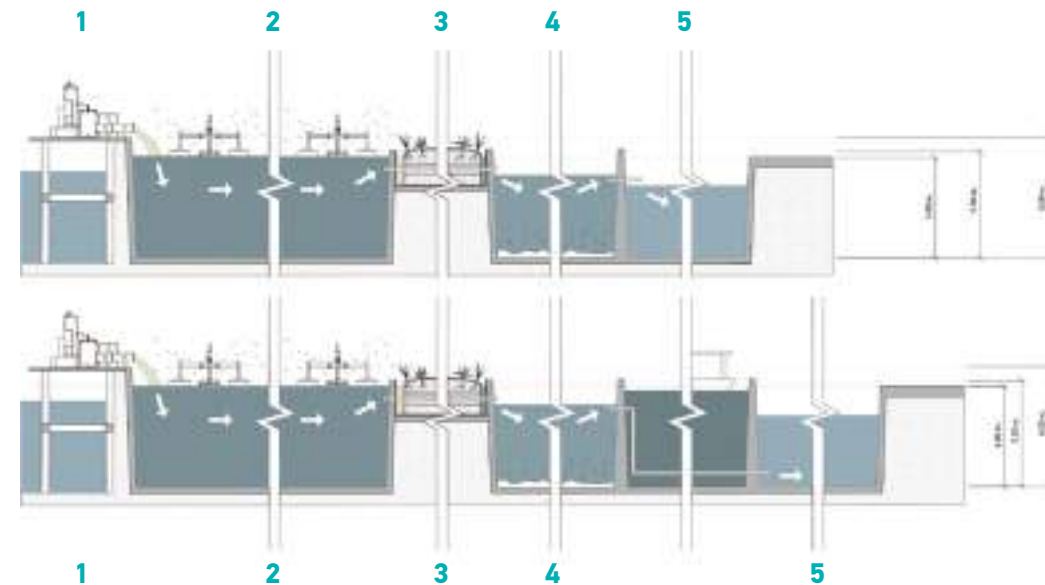


## Changing width

Differentiating width of a path to create sub open space.

## 'Hem' image

Organization of the project is a mirror of the alley system of the existing urban fabric. Together with five most prominent spatial characters of the alley system, the project makes an airy contrast with high density existing fabric while preserving similar urban image.



## Water treatment system

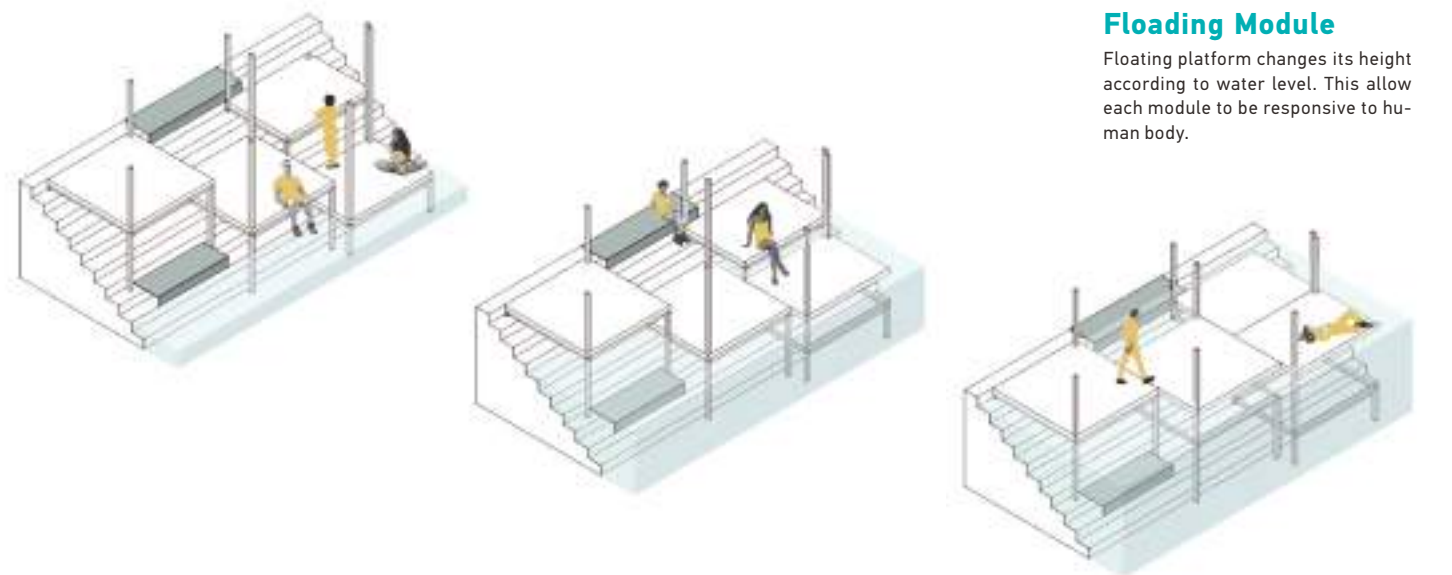
Section of Aerated Lagoon - reducing BOD by pumping air into the water, the microorganism and filter layer will help reducing the water pollution.

## Procedure

- 1 Pump the water from Sam-Sen Canal to the areated lagoon
- 2 Aerator pumps air into water droplet
- 3 Phytodepuration : a submerged horizontal flow (FFSO)
- 4 Let the water rest for subdimentation
- 5 Send to clean water basin

## Flooding Module

Floating platform changes its height according to water level. This allow each module to be responsive to human body.





## WATERFRONT 02 / GROUP D

# River Market Floating City

Nguyễn Lê Duy Vũ (Ho Chi Minh City University of Architecture)

Kheang Bonvath (Institute of Technology of Cambodia)

Natthaphon Phonsavath (National University of Laos)

Tomoaki Sakaguchi (Meiji University)

Naoto Oyama (Meiji University)

Yuki Kokubo (Meiji University)

Ho Chi Minh City has undergone major developments in its infrastructure, transit systems, and road networks. The city continues to invite investments and further development, particularly mixed-use large scale projects for its waterfronts. The downside for such developments is that they tend to be carried out as large capital and single phase top-down models, resulting in benefits for a high-income economy, but wreaking a negative impact on the local community and small businesses. We therefore aim to construct an inclusive society through a participatory design process. Encouraging the growth of businesses and residential areas through a bottom-up process should promote necessary skills for continuous self-governance and creativity.

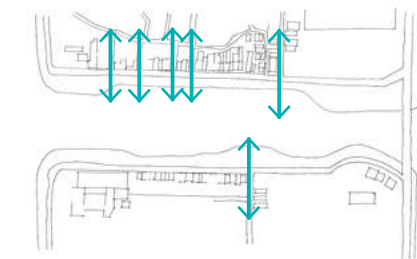
The key to a successful bottom-up process is to build long-term, inclusive involvement within planning and operation of the local economy. Architects and planners must aim for continuous development, not only to construct buildings but providing knowhow to the local community. Additionally, since a conventional participatory design process tends to be small scale and temporary, the strategy for a bottom-up process must include potential to expand and extend as necessary. Taking these points into account, the proposed strategy consists of three main foci: water transportation, design in phases, and a building catalogue. Water transportation can integrate small and temporary development into the surroundings while design-in-phases inserts coherence into self-building structures and promotes long-term planning. The building catalogue offers new knowledge for self-building for the existing community.

If informal settlements are vitalized through the proposed strategy and by the residents themselves, current social problems such as economic disparity can be lessened. However, through this workshop, it has come to our notice that the proposed bottom-up development may cause new informal settlements. It is important to consider that the process provides not just knowledge of materials and structures but also shows the way through which the community can realize its own capacity.



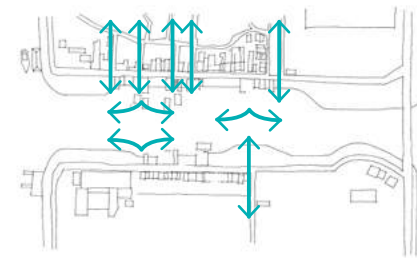
bird's eye view

## Phase design for 40 years



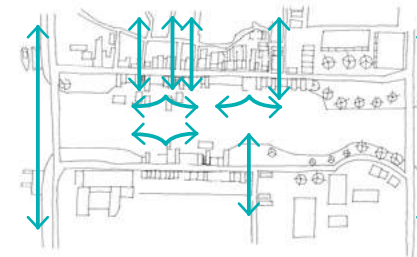
### Phase 1 (in 10 years)

Expanding small communities towards the river. Creating a floating market and residential cluster to extend the alley.



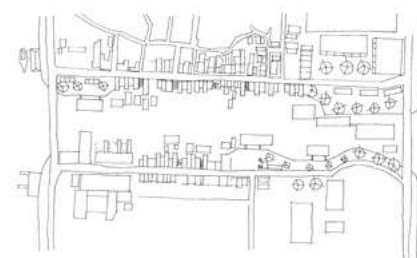
### Phase 2 (in 20 years)

Floating market will be gradually extended vertically and connected to canal network.



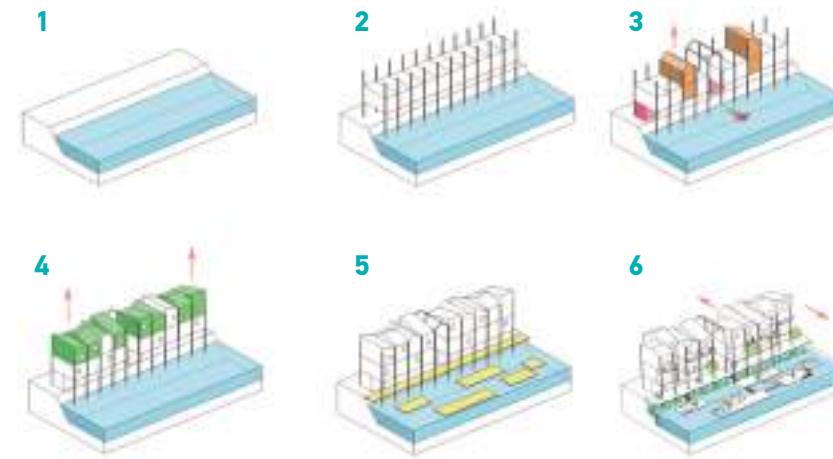
### Phase 3 (in 30 years)

High rise condominiums are built around the site. Open space will become green to respond to the large scale development.



### Phase 4 (in 40 years)

Floating market and residential cluster is completed. It will be new urban community space in the future.

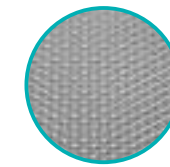


## The flow of construction

- 1 Vacant Land
- 2 Build steel structure which has empty ground floor for public space and second floor for housing.
- 3 Build entrance to the waterfront, some studios for making goods and some houses for parking and staircase.
- 4 The local people occupy the second floor by the standardized materials.
- 5 Build floating platform as public space.
- 6 Build the water treatment system and buffer zone for shading the house.

## CATALOG of Building Elements

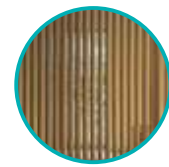
### SUN SHADE



expanded metal



blinds

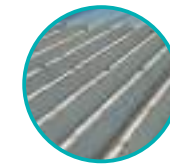


louver

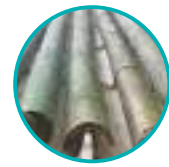


green

### ROOF



Tin roof



bamboo



Polycarbonate

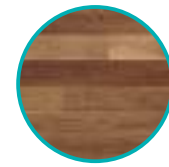


Galvalume

### FLOOR



concrete



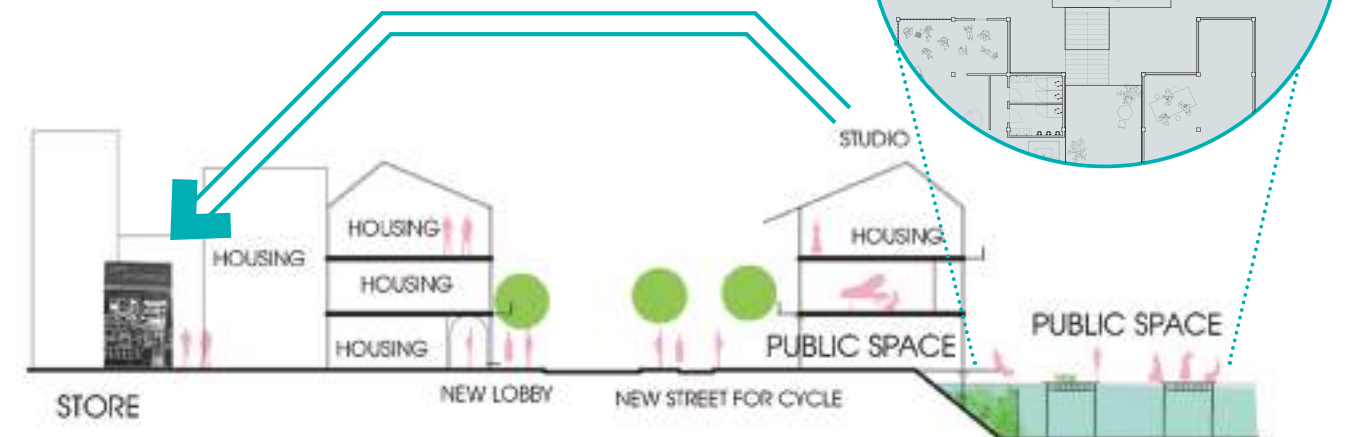
Wooden floor



tile floor

## Connection between old and new

Make public connection of both side of the street. Build some stores in the inside of existing fabric to sell the goods that produced in the studio.



# POST INDUSTRIAL

by Blanca Garcia Gardelegui

It is not news that during the last years South East Asian cities are experiencing a move of the traditional manufacturing activities out of city centers due to lower land and labor costs. The economic model, based on production, is changing. Post-industrial productive spaces are being abandoned and more contemporary economic activities like innovation poles are occupying these urban voids. Post-industrial development and urban renewal are challenges full of opportunities. But as we have seen in Western and Asian cities, they're also full of potential failures. We must learn from each other's past experiences. From an urban perspective, these projects have often resulted in gentrification and exclusion of the original dwellers, history and tradition. From an architectural one, projects within this context have often failed to preserve the industrial heritage these sites hold. How can we adapt and transform our cities embracing the complexity of multiple building typologies, participants and programs?

As we have seen in many regeneration projects of postindustrial areas, these often result in gentrification. The current locals, and later the creative first new tenants, are forced to move out as the rentals go up. The inhabitants, consolidated for many generations in a profession that is often no

longer fruitful, must adapt to the new program of a reinvented economy and the new users that will follow. It is critical for us planners to understand the collective knowledge of the community and to encourage bottom up participatory processes. Coming up with new adaptive programs while maintaining the neighborhood's identity is as critical as the creation of new jobs. From a more top down strategy, it is fundamental to regulate the rental and real estate rises, the creation of social housing and, in worst case scenario, the reallocation of the current householders to new and nearby neighborhoods.

In terms of architecture, it is the preservation of industrial heritage that becomes a challenge as it has not been largely discussed in the context of South East Asian cities. It does not seem coherent to build new knowledge and cultural poles by making tabula rasa over the history these sites have. It is fundamental in this sense to systematically document and grade the existing structures based in the historical significance and architectural value to rightly define industrial heritage. As architects and urbanists, we cannot expect stakeholders such as politicians and developers to appreciate what is not in the domains of their profession: it is our role to transmit the value of architecture to them.

## REFLECTION on Students' Work

But let's go a few steps back before putting patches on the wounds. We assume production must move from the urban centers to the periphery due to lower land and labor costs. Nonetheless, which seemed to be the plan for a mixed city turns out to be the opposite, a return to the modernist 60s. Are production and manufacturing not part of the city? Placing them in the periphery is not dealing with the problem but rather creating a new one and this is an assumption that must be further questioned. Decentralizing the production also happens to produce an increase in congestion, one of the biggest problems south east Asian cities currently face. And as a result, pollution. Many questions not necessarily raised during the past workshop appear: What is happening to this periphery where all the production is moved to? Are we focusing too much on the cities and forgetting what is happening outside of them? What are we losing by erasing the production from our cities?

Rem Koolhaas speaks about the new periphery of cities in his research *Countryside Architecture*: "Our focus on the cities is causing a colossal terra incognita which is the countryside". The periphery should be designed by architects and planners with just as much care as the cities. As Koolhaas states during an interview, there are architectural and cultural reasons to acknowledge the countryside (defined as "anything that is not the city"), but in the era of Brexit and Trump, "there's also a political reason to look at it." [1]

Another reason why we must reconsider the complete move of the production to the periphery is because this one is often associated to the identity of certain communities. By taking this one away, one also detaches and erases the

neighborhood from its identity, history and tradition. When we look at residential and collective areas from Singapore and Japan, one of the biggest criticism is this lack of identity. How can we prevent this from happening in South East Asian Cities? What is the need to start from tabula rasa? Why not instead adapt our programs in more respectful ways to the collective memory?

The industrial economic model is no longer valid, we must adapt to the new times. But is this decentralization of the production really a sustainable economic model? Could we not propose industrial areas that rather make our cities more self-sufficient? "Instead of productivist programs based on separation and unlimited resources, the challenge is to reinvent proactive proximities, close circular economies, new alternatives of co-production and eco-sharing. Mixing living and working again could be a way to improve the process of hybridization between local and global economies, macro and micro strategies. And by introducing the production within the city, we therefore create new opportunities for more recycling, social interactions and urbanity. The goal is a more sustainable city." [3] And to achieve more sustainable cities, we cannot limit ourselves to the comfortable design of an architectural or urban project, we must reach outside our perimeter and create new economic and political models.

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# The Edustrial City

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Liew Yuqi (National University of Singapore)

Hiroki Igarashi (Meiji University)

Tselmen Ganbayar (Meiji University)

Ho Chi Minh city (HCMC) is rapidly urbanizing and expanding its city boundaries; the use of existing land is being reviewed and revised for more optimal economic allocation. This workshop focussed on a site in District 8, which can be seen as a transitional node between the historical city centre and its developing environs. In the greater master plan, we can capitalize on District 8's industrial quality and proximity to the future industrial zone by serving as a hub for technical training. Its function is to differentiate and complement HCMC's central business district, where highly developed skills are needed. Such expertise can also provide the surrounding low-income residences with immediate and future job opportunities. This post-industrial condition ought to be viewed as future opportunity and be revitalized into neo-industrial land, which cohesively engages with the expansion of the city and the surrounding communities.

This will be achieved through three actions:

## 1. Industrial Heritage

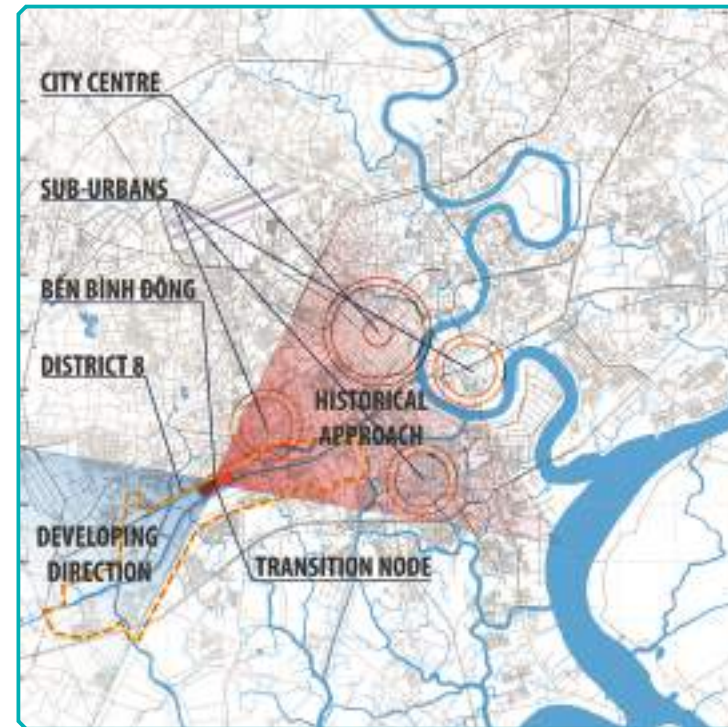
One new program, a technical school, is proposed within the under-utilized warehouse while preserving the existing function and uniqueness of the industrial terrain and identity. The technical school would equip individuals with the necessary skills. A constant student population on the site and their interactions with the community would help local communities and businesses thrive.

## 2. Safer, more livable neighborhood

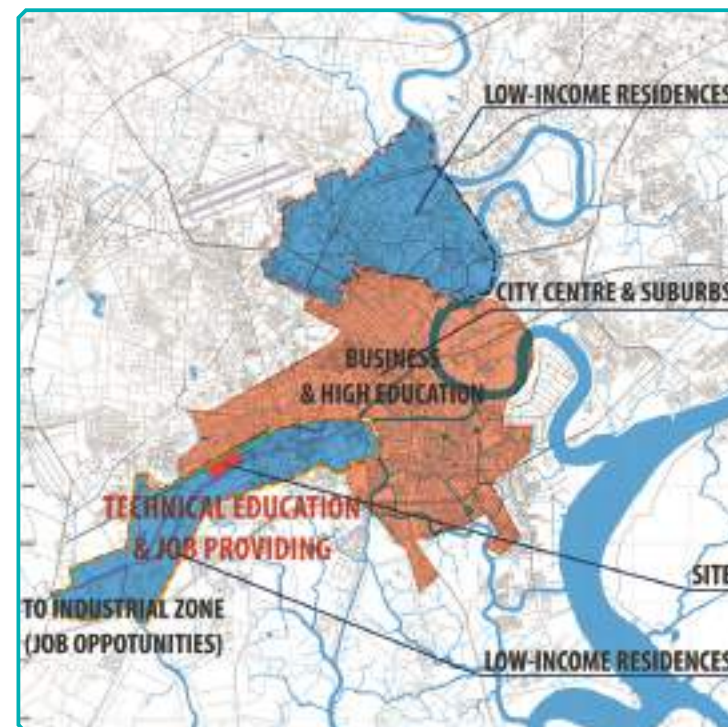
The large industrial volumes and intricacy of the residential settlements creates an interesting urban mixed environment. Selectively removing certain houses and relocating them helped highlight the unique spaces, and create pockets of green community areas which soften the edges and creates an integration of industrial and residential areas. At the same time, it provides a needed allowance for fire safety access.

## 3. Economic revitalization

The relation between future high-rise residential development along the waterfront across the canal will not only ensure the government plan, but create a valley effect which can serve to promote greater urban value to the historical district.



SITE POTENTIAL



STRATEGY



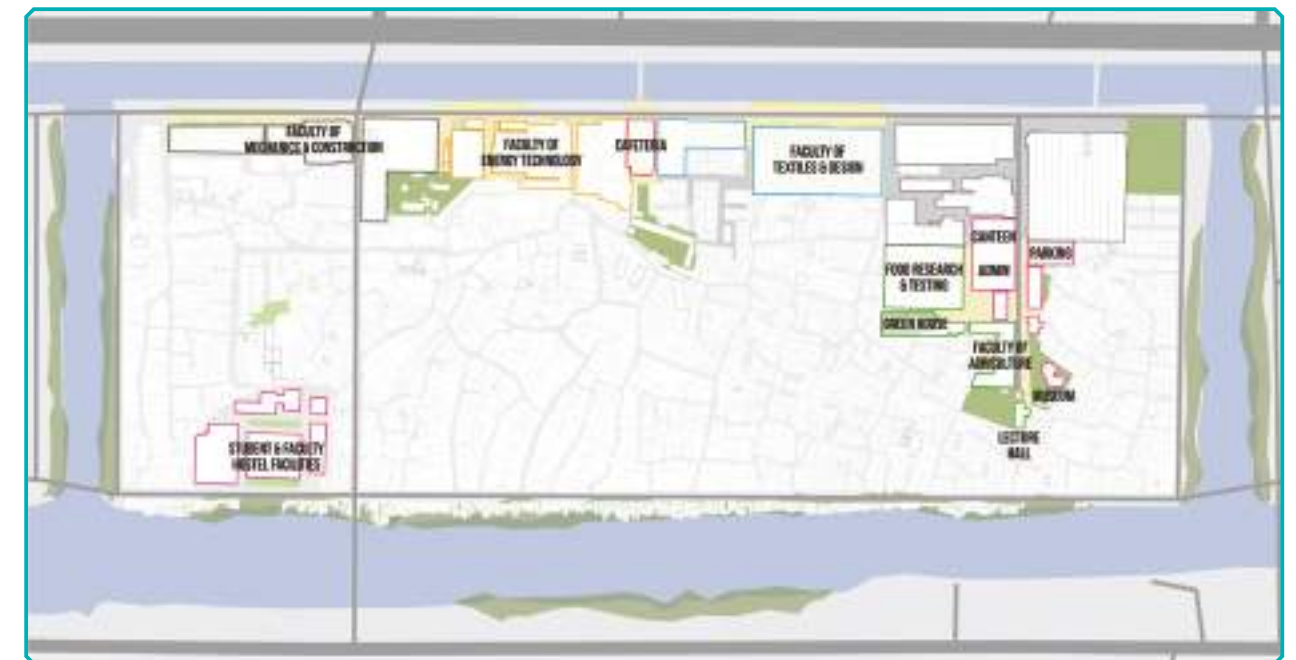
## Contrast of granularity and unique spaces

Master plan showing new transport infrastructure, fire safety access, relocated future high-rise developments, water treatment greenery, and internal pathways.

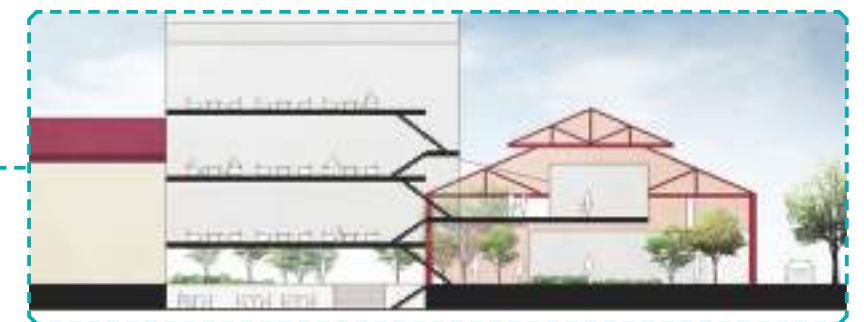


- Fire extinguishing equipment
- Road planning to enter fire engines
- Access to the premises
- Expansion plan of HEM

## Technical School campus



Section



Architectural proposal for faculty of agriculture. minimal interventions creating new courtyard space.





# HOUSING

by Phan Lam Nhat Nam

The distinction between home and housing is being reconsidered in the context of developing countries. Do these words have a huge difference? In many African and Asian countries, among the most pressing issues are those of hunger and thirst and poor quality of life. Eighty percent of the population in these countries comprises workers, low-income people and immigrants who live scattered on the fringes of ports, industrial zones, and market areas. Their shelters are temporary, typically lacking electricity or a water supply. However, they struggle to remain in these places because of employment opportunities. Moreover, they live together as a village over many generations. They identify these places as their homes. Through the process of urbanization, the ports, industrial zones, and market areas gradually become city central locations which become more valuable. Governments then propose to move the industrial zones and ports to the suburbs to leave the empty land for high rise buildings and mixed-use, high-class housing. The strategies of these resettlements will ensure quality living conditions for people. After a short time, a number of resettlement sites will be established in the suburbs and countryside.

Typically, in HCMC, many resettlement apartments are built in suburban areas such as the Binh Chanh District, District 9, and the Thu Duc district. However, the construction of low-cost housing and the low-rise apartment series caused many problems. According to statistics from the Ministry of Planning and Urban Development, many resettlement residences do not have resettled people. Thousands of unoccupied resettlement apartments are uninhabited. The common reason is that these resettlement sites do not guarantee living and working conditions. For example, at the Resettlement Apartment of Vinh Loc B, Binh Chanh district,

Binh Chanh District, there are hundreds of unoccupied apartments. Many people living there said that “there are no roads, hospitals, jobs, or it is far from work, so they cannot live there.” In the Man Thien Apartments, District 9 (Ho Chi Minh City), only a few dozen households have been settled. Most of the people sold or rented their houses to other people. Many of them still owe money when buying apartments here. The local leaders reported that more than 1000 resettlement houses had been built over two to three years but the resettlement population has not yet settled in. Meanwhile, one reality in Ho Chi Minh City is shown by the local government that people's housing needs are remain high.

This contradiction leads to the fact that the authorities are only interested in the acquired land and ignore the needs of the people to be resettled: infrastructure, public services and workplaces are too far from homes. The compensation is lower than these people deserve so that they do not have enough money to pay the rent or cover other costs. The construction quality of resettlement houses is very poor and has poor maintenance. In fact, many people have transferred, rented out, and moved back to former locations that are suitable for their lives even after begin resettled. In summary, the government has yet to appreciate the importance of resettlement and its ability to develop as a primary solution for urban fragments. Resettlement is indeed a critical factor in population control and central-suburban planning.



Resettlement Apartment in Vinh Loc B, Binh Chanh district



Some furniture and items that people move in and move out the apartment

## REFLECTION on Students' Work

The issue of home and shelter for resettlement is an important issue for Ho Chi Minh City. The reconstruction of the new residential areas requires the cooperation of many stakeholders to ensure the best living conditions for the people. The problem is also related to the dialogue and compromise between the consultants: architecture, planning, management levels, and resettled people. The project site is located in Ben Binh Dong, District 8. The authorities of District 8 have a strategic plan up to 2020: the interweaving of new residential areas and old residential areas. According to the general development orientation, in the northern part of the area, next to the Tau Hu Canal, the area (including Binh Dong rice factory) will be cleared and replaced by high-grade apartments, parks, and mixed-use buildings. The southern section will be settled for compensation and the construction of a resettlement apartment building. The challenge for the design team is to resolve the conflicts between new construction and preservation, and new residents and resettled people. In the selected areas, there is a historical rice store from 100 years ago of the Binh Dong rice factory. The Department of Planning and Architecture of Ho Chi Minh City has submitted a written request for conservation of the area. Difficulties arise when addressing the parallel development of the new and old values as well as the boundaries between the new urban area and the old low-income residential area.

Group A, working with the theme of "Incremental Treatment" offers flexible row housing solutions in transition areas. With the idea of “small scale big change,” the team anticipates changes for three representative locations in the existing housing area: a house facing the alley, a house on a dead-end alley, or a house facing the new urban area. Here the house becomes a stepping stone

from the old residential area to the new residential area. The ground floor is open with a café or common living space, breaking the distance between people in two sites: old and new neighborhoods. From both sites, people can use the café/restaurant as a meeting place that fosters relationships. With their bottom-up method, the team addresses the issue we can solve a major problem with small interventions: collective spaces and interpersonal human relationships.

Group B deals with the broader, top-down approach; the solution is to deal directly with the planning area of the authorities. They use the characteristic "alleys" of the old residential areas to formulate a general idea for the new planning. The ideas of intersecting networks intertwining with urban areas constitutes a strong impression of the project. Instead of square roads, they propose curved roads, soft curves, and organic shapes that make the urban planning friendlier. All the huge alleys are connected to the old alleys to create a harmonious structure. The concept of the new and the old creates a multifaceted consideration—could a good plan be too rigid? The two projects are two completely different solutions to the same problem. They begin with different approaches but have a common goal: finding dialogue rather than confrontation. Both teams have proposed a flexible solution between the general development progress of the city and the lives of the people.

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## HOUSING 01 / GROUP A

# Incremental Housing Treatment

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Ei Myat Kay Khaing (Yangon Technological University)

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Shohei Amemiya (Meiji University)

Hikaru Ando (Meiji University)

Following the city government's approved plan, District 8 is inviting large scale investment for canal upgrading projects. It consists of a 20m to 30m buffer zone from the water edge; this allows not only tall buildings as compared to the existing urban fabric, but also even higher mixed-use buildings. It is assumed that the identity and value of the existing residential fabric will be lost due to abrupt changes in heights of buildings. Therefore, the aim of the project is to argue for a parallel design strategy that preserves the existing fabric and at the same integrates high rises on the factory premises.

Taking the fabric of the district, with its narrow alleyways, dead-ends, and spontaneous urban fabric into consideration, the proposal aims at developing such pockets into communal open spaces and parking lots, making them safe, traffic-free, whilst integrating a progressive scale of building elevations in order to avoid sudden disruptions to the characteristics of this district.

Incremental housing permits the relocation and phase development of housing, and considers three different scenarios:

## Strategy 1: Houses along narrow alleys

The project proposes that the housing closest to the alleys is shorter, increasing in height as they move away from the alley, permitting wider access to community spaces as well as improving ventilation.

## Strategy 2: Houses between the edge of the road and new development

Acting as a buffer between the high and low rise zones, the proposed design permits integration between low income and high income housing by incorporating balconies and shading devices, thus creating a feeling of openness.

## Strategy 3: Housing at dead-ends

Dead-ends are interpreted as community spaces. The design of housing evolved around the idea of blending the boundaries of public and the private, whilst making ground floors open to accommodate the community activities.



### ADAPTABILITY

- Planning for continuous changes (after industry is relocated, how the other area will be ?)
- Guiding and Anticipating growth with principle

### DIVERSITY

- Maintaining Variety and Choices (Visual variety = a variety of old and new, large and small buildings)

### INCENTIVES

- Restoring the canal and waterfront area
- Targetted client
  - Low income families
  - New residents
  - Visitors and tourists

### CONCEPT IDEA

### COMPATIBILITY

- Maintaining Harmony and Balance (new and old buildings)
- Protecting Heritage site

### SUSTAINABILITY

- Green spaces
- Open spaces
- Energy consumption/Saving
- System in building

### ACCESSIBILITY

- Facilities ease of movement
- Essential access to city center

## Masterplan



Plaza/Moter Parking

Proposal Building

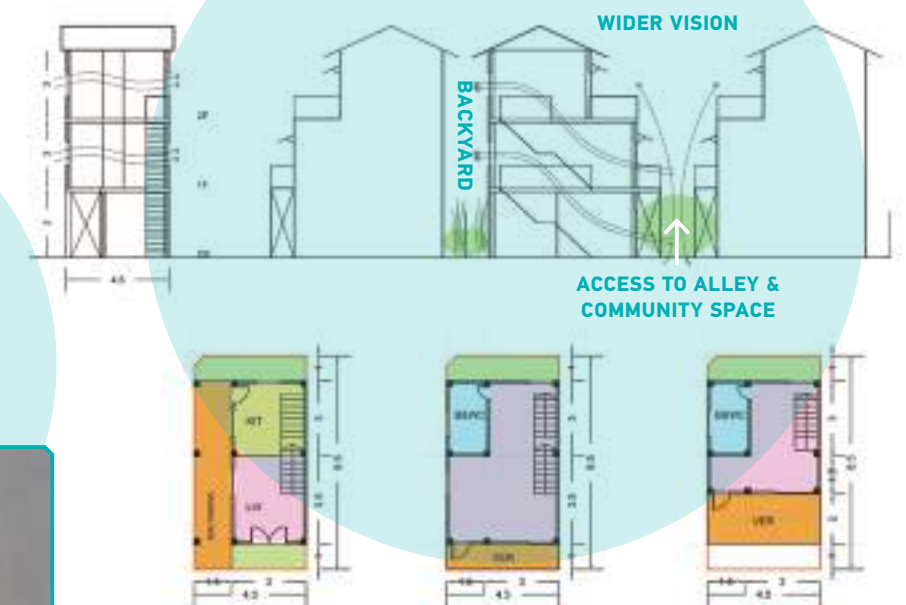
Hem

Street

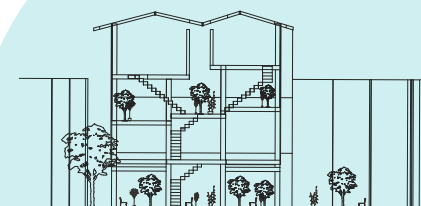
## site A Houses near new development



## site B Houses along narrow alleys



## site C Houses at dead-ends





## HOUSING 02 / GROUP B

# Possibility of HEM

Nguyễn Trần Trung Nguyên (Ho Chi Minh City University of Architecture)

Khan Sochea (Institute of Technology of Cambodia)

Jue Thet Chel Tun (Yangon Technological University)

Ayumu Kosuge (Meiji University)

Tadao Yamaguchi (Meiji University)

Ayano Ichijima (Meiji University)

Ho Chi Minh City is like other Asian cities: you can see lots of people walking on the street, good food at every corner, and the busy buzz of people living their everyday lives. What we have observed during the site visit is that people are chatting in front of their homes and enjoying themselves in that communal space. From these observations, we noticed the close relationship between homes and communal space. Such a relationship fosters a unique lifestyle in Ho Chi Minh City.

The urban fabric around the site is dominantly residential and built informally. As confirmed is true for most of informal fabrics, these alleys are too narrow for both pedestrians and bikes. Subsequently, we have learnt that the use of space outside the house comes from necessity, as the neighborhood is dominantly low-income and the only affordable homes are small for a typical family. Such an extension of the house within the alley acts as a communal space and the center of communication amongst neighbors. These alleys are called *Hem* in Vietnamese and should be understood as essential for a lively and robust community.

Our primary idea for the development of the site derives from the spatial and social construct of *Hem* and footprints of historical canal. The idea consists of two distinct applications. One is to deploy *Hem* for new development; the other is to keep the characters of *Hem* within the existing neighborhood. While designing a master plan for new development, *Hem* is interpreted as an artery which runs between new housing blocks; on the other hand, the pattern of the canals work as connectors between *Hem* in the existing fabric and the new *Hem*.

*Hem* alone does not nurture community like the existing ones. Housing is a fundamental supporting system of *Hem*. Our suggestion for the planning is mixed-housing, such as affordable housing, middle-class housing, and especially housing for people relocated from existing neighborhoods. Housing blocks are carefully distanced from each other and create public spaces for people of different classes come together and enjoy each other.

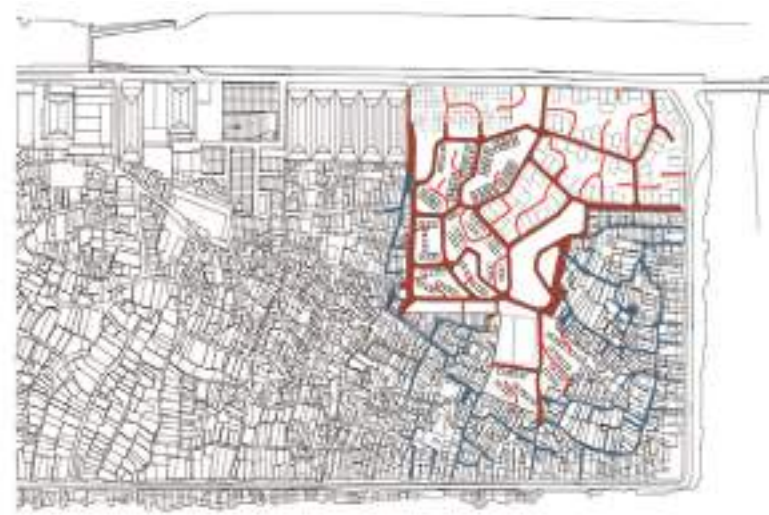
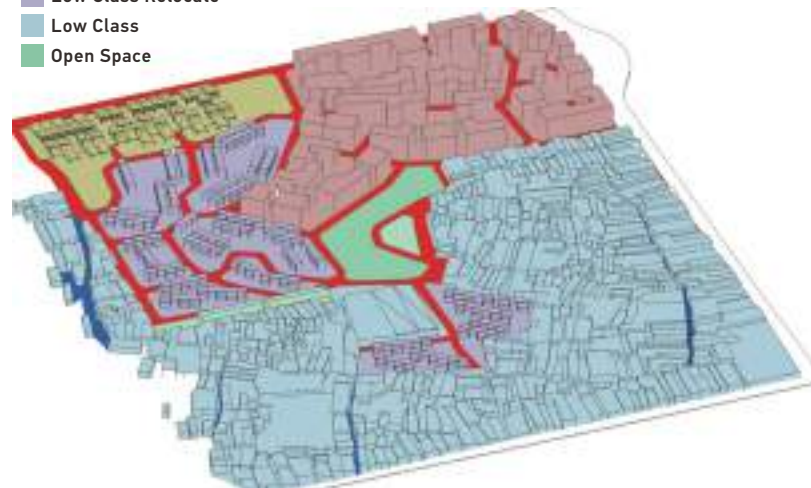


Diagram of four phases will show our approach to make *Hem* distinct feature of our new development plan.

Middle Class  
 Affordable Houses  
 Low Class Relocate  
 Low Class  
 Open Space



Phase 1



How to extend

Phase 2



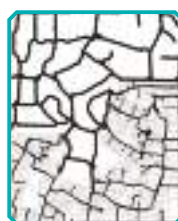
New Development Area

Phase 3

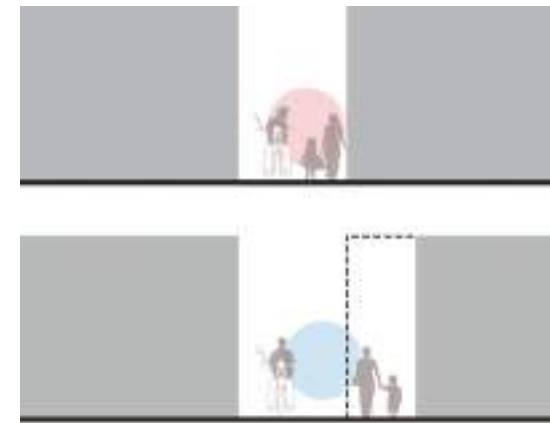


New development follow the historical canal

Phase 4



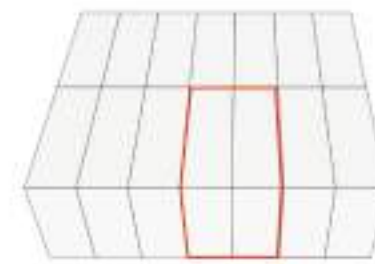
Hem



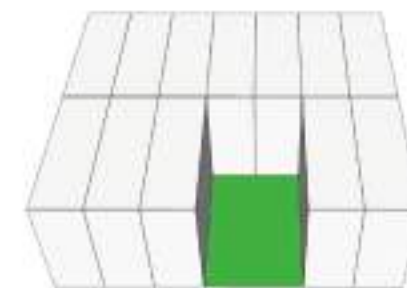
The existing *Hem* is not wide enough for motorbike and pedestrian to cross. In the proposal, *Hem* will be widened by removing front yard or front portion of a house.

## Public Space

### Residential House



### Removing Area



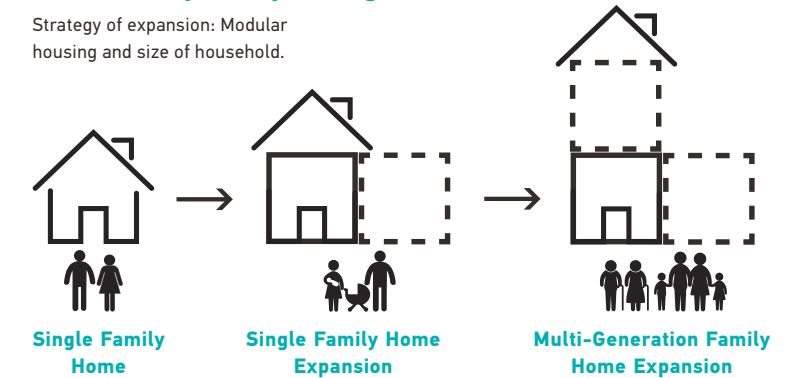
### Open Space



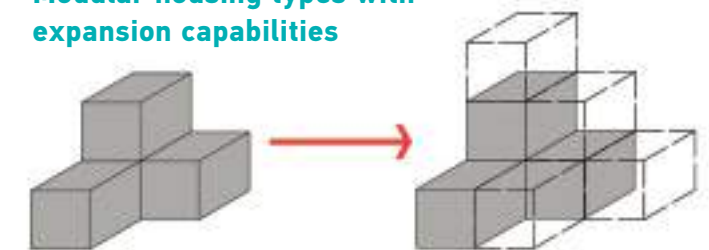
How pocket part forms public space in existing residential area

## Modular Style Expanding Homes

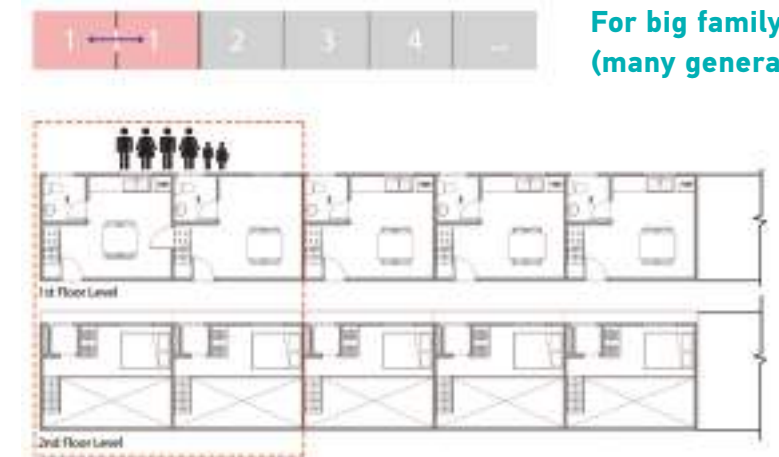
Strategy of expansion: Modular housing and size of household.



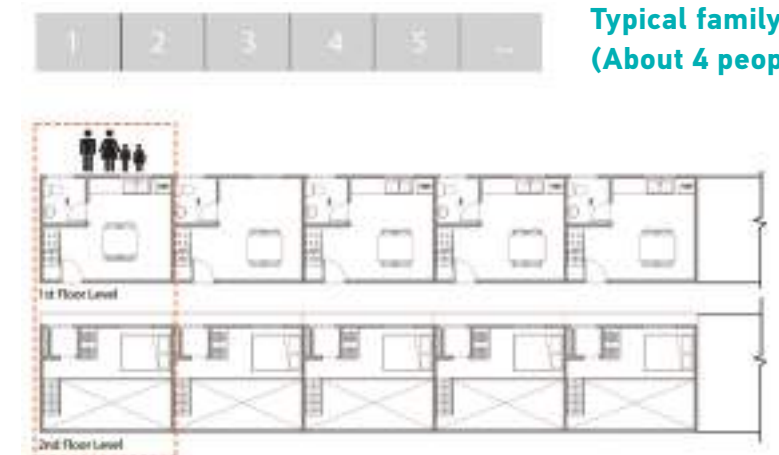
## Modular housing types with expansion capabilities



## For big family (many generations)



## Typical family (About 4 people)





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## ASEAN dual-city joint workshop 1 | Ho Chi Minh City, Vietnam

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