PEOPLE'S COMMITTEE OF HO CHI MINH CITY	SOCIALIST REPUBLIC OF VIETNAM Independence - Freedom - Happiness
Number: 2141/QĐ-UBND	*Ho Chi Minh City, June 14, 2024*

DECISION
Approval of the task assignment for the "International Ideas Competition on Planning – Architecture for Binh Quoi - Thanh Da Peninsula in Ho Chi Minh City"

People's Committee of Ho Chi Minh City

Based on the Law on Local Government Organization dated June 19, 2015;
Based on the amended and supplemented provisions of the Government Organization Law and the Law on Local Government Organization dated November 22, 2019;
Based on the Urban Planning Law dated June 17, 2009;
Based on the Construction Law dated June 18, 2014;
Based on the Architecture Law dated June 13, 2019;
Based on Decree No. 37/2010/ND-CP dated April 7, 2010 of the Government on formulation, appraisal, approval, and management of urban planning;
Based on Decree No. 72/2019/ND-CP dated August 30, 2019 amending and supplementing some articles of Decree No. 37/2010/ND-CP dated April 7, 2010 of the Government on formulation, appraisal, approval, and management of urban planning, and Decree No. 44/2015/ND-CP dated May 6, 2015 detailing some contents regarding construction planning;
Based on Decree No. 85/2020/ND-CP dated July 17, 2020 of the Government detailing some provisions of the Architecture Law;
Based on Announcement No. 161/TB-VP dated February 27, 2024 from the Office of the People's Committee of Ho Chi Minh City regarding the conclusion of Chairman Phan Van Mai at the meeting to hear the report on the task "International competition for planning and architecture ideas for Binh Quoi - Thanh Da Peninsula, Ho Chi Minh City";
Based on Announcement No. 418-TB/BCSĐ dated April 26, 2024 regarding the conclusion of the Party Committee's Standing Board of the People's Committee of Ho Chi Minh City on the task "International competition for planning and architecture ideas for Binh Quoi - Thanh Da Peninsula, Ho Chi Minh City";
Considering the proposal of the Department of Planning and Architecture in Document No. 1729/TTr-SQHKT dated May 8, 2024 regarding the approval of

the task "International competition for planning and architecture ideas for Binh Quoi - Thanh Da Peninsula, Ho Chi Minh City".

DECISION:

I. General Information

1. Competition name:

"International competition for planning and architecture ideas for Binh Quoi - Thanh Da Peninsula, Ho Chi Minh City."

2. Organizing unit:

Competition organizer: Department of Planning and Architecture.

Decision-making unit for competition results:

Ho Chi Minh City People's Committee.

3. Consulting unit for the competition:

Planning Information Center under the Department of Planning and Architecture.

4. Competition format:

The competition consists of 2 rounds:

Round 1 (preliminary selection): Widely publicize and invite reputable and experienced urban planning and architectural design consultancy firms (both foreign and Vietnamese) to register and submit application documents.

The selection criteria for Round 1 include: Capability profiles of consultancy firms in urban planning design, complying with the legal requirements and appropriate scale; Methodology in researching planning ideas and demonstrating preliminary planning concepts. Based on this, the Preliminary Selection Council will select 05 qualified consultancy firms with the most suitable capabilities and experience to participate in Round 2.

+ Round 2 (competition phase): Participants in Round 2 will be invited to attend the Kick-off Conference, where detailed information about the competition design requirements will be provided. They will execute their design ideas within a period of 4 to 6 weeks and submit their competition entries according to the specified timeline set by the Organizing Committee.

- The Selection Committee will judge and announce the results to the Organizing Committee for the official announcement of winning entries as per regulations.

- Based on the competition results, the Department of Planning and Architecture will advise the Ho Chi Minh City People's Committee to review and guide the selection of key content to be included in the General Urban Planning Adjustment Project for the City.

II. Reason for organizing the exam

The Binh Quoi - Thanh Da new urban area has undergone many years of study and investment calls. However, due to the approved development project for this large-scale area, high total investment, complex land clearance and compensation tasks, implementation has been delayed for many years. This delay significantly affects the lives and legitimate rights of thousands of households residing in the Binh Quoi - Thanh Da peninsula, as well as affecting management efforts in this area.

The current urban development orientation of the city requires leveraging its prime and unique positions, effectively utilizing its river landscapes, especially along the Saigon River and adjacent areas. This aims to create new development momentum, stimulate economic growth, enhance international integration, elevate the city's stature, increase national competitiveness in the region, and reorganize and restructure the urban core, particularly the inner-city area. Efficiently exploiting urban land reserves is also a priority.

The Binh Quoi - Thanh Da peninsula, with its strengths in geographical location, landscapes, and remaining land reserves in the city's central area, is becoming a crucial factor in the city's development planning. To fully exploit the strengths of the Binh Quoi - Thanh Da peninsula and realize the vision of transforming this area into a city "jewel" in everyday life requires a long-term, sustainable planning and execution process. Here, the role of urban planning ideas is pivotal in shaping the future development of the Binh Quoi - Thanh Da urban area.

Additionally, some areas across the Saigon River, especially the Truong Tho urban area in Thu Duc City, possess significant land reserves with potential for urban development. These areas need planning ideas to effectively utilize architectural and landscape spaces and promote the socio-economic development of the city.

Therefore, organizing an international competition aims to seek unique ideas and the most optimal and feasible development plans. It aims to integrate both sides of the Saigon River, enhancing the efficiency of land use in these areas in alignment with the city's development orientation.

III. Purpose of the Competition

The competition aims to select outstanding and feasible urban planning ideas that meet the development requirements of the city. Organizing this international competition will gather the most advanced intellect, open thinking, experience, and state-of-the-art planning methods from reputable urban planning experts worldwide. Based on the competition results, the city will review and select important content to incorporate into planning projects as the basis for approving the investment plan for constructing the Binh Quoi - Thanh Da Urban Area and adjacent areas such as Truong Tho Urban Area in Thu Duc City and areas along the Saigon River. This includes implementing investment procedures according to regulations to accelerate the implementation progress based on the approved planning.

IV. Competition Content

1. Scope of Research and Planning:

a. Scope of research:

– Entire Binh Quoi - Thanh Da Peninsula, the Saigon River section, and some areas across the Saigon River (especially Truong Tho Urban Area) in Thu Duc City and Binh Thanh District, defined as follows:

- East boundary: Vo Nguyen Giap Street, Street No. 2, Thu Duc City.
- West boundary: National Highway 13, Xo Viet Nghe Tinh Street, Dien Bien Phu Street.
- South boundary: Vo Nguyen Giap Street.
- North boundary: Pham Van Dong Street.

– Area approximately: 1,970 hectares.

b. Scope of Planning:

Binh Quoi - Thanh Da Peninsula, Ward 28, Binh Thanh District.

Area approximately: 426.93 hectares.

2. Overview of the Research Area

a. Geographic Location:

- Binh Quoi - Thanh Da Peninsula is strategically located, approximately 6.5 km from the current city center (as the crow flies). It is the only area with a large vacant land bank suitable for urban development within a 10 km radius from the existing city center.

- The area benefits from good transportation connectivity via key city arteries such as Metro Line 1 along Vo Nguyen Giap Street, Pham Van Dong Road connecting to Tan Son Nhat Airport, Long Thanh Airport, and Cat Lai Port;

National Highway 13 linking to Binh Duong. Additionally, the area has three sides adjacent to the Saigon River, facilitating waterway transport and related services

- It serves as a transition zone between the existing city center and Thu Duc City, thus playing a crucial role in driving further development of the eastern part of the city.

b. Terrain, Geology, and Hydrology Conditions:

- The area is influenced by irregular semi-diurnal tidal regimes from the East Sea through the Saigon River, with tidal variations ranging from +1.2m to +1.4m.

- The average surface elevation in the current terrain is only +1.0m. Due to its low elevation relative to the Saigon River water level, most areas are prone to frequent flooding. During the rainy season, combined with high tides, flooding can become more severe.

- The area's soil structure is ancient alluvium, predominantly distributed in areas with elevations above 2.0m; the main components are sand, mixed with some organic impurities, typically yellow-brown or red-brown in color. The load-bearing capacity of the soil is quite good, exceeding 1.0 kg/cm2. The groundwater level is non-pressurized, ranging from 2.0m to 5.0m below ground level.

- According to the 2019 InSAR land subsidence monitoring network analysis by the city, the Binh Quoi - Thanh Da area is not within a subsidence zone and is relatively stable geologically.

c. Legal Urban Planning Framework:

- The adjusted master plan for Ho Chi Minh City until 2025 was approved by the Prime Minister under Decision No. 24/QD-TTg dated January 6, 2010, and the adjusted master plan for Binh Thanh District until 2020, with orientation towards 2025, was approved by the People's Committee of the city under Decision No. 6014/QD-UBND dated November 26, 2012, defining the Binh Quoi - Thanh Da Peninsula to be developed into a modern ecological urban area. This includes primarily modern residential areas with comprehensive urban social and technical infrastructure systems integrated into a natural landscape ecological park space (tourism - resort - cultural - entertainment).

- The 1/2000 Scale Zoning Plan for the New Urban Area of Binh Quoi - Thanh Da, Ward 28, Binh Thanh District was approved by the People's Committee of Ho Chi Minh City under Decision No. 3408/QD-UBND dated July 13, 2015. Accordingly, the Binh Quoi - Thanh Da Peninsula is planned as a new urban area to be developed based on criteria for a modern ecological urban area, with comprehensive urban social and technical infrastructure systems. It is part of an ecological landscape park.

- At present, the socio-economic development situation of the city has changed significantly compared to the time of approving the 1/2000 Scale Zoning Plan for the New Urban Area of Binh Quoi - Thanh Da. Therefore, it is necessary to study comprehensive planning ideas to maximize the potential and advantages of location and land potential for urban development here. The planning also needs to facilitate architectural landscape space and transportation connections on both sides of the Saigon River, and supplement urban functions currently lacking in the existing central area.

d. Current Status Assessment

- Land Use:

- Most of the current area is still agricultural land, undeveloped and fallow, including approximately 104.9 hectares managed and used by cooperatives (this land is scattered throughout the Binh Quoi - Thanh Da Peninsula, with complex natural shapes and not contiguous. Essentially, it is concentrated in three areas in the middle of the Binh Quoi - Thanh Da Peninsula).

- Binh Quoi - Thanh Da Peninsula still has a relatively large population with homes and land currently inhabited (the current population figure for 2020 is 16,668 people), concentrated with high density in neighborhoods within Ward 1 along Binh Quoi Road, a strip of land with a long and narrow shape, bounded on both sides by the Saigon River.

- Additionally, there are public facilities such as the People's Committee of Ward 28, educational institutions (schools of all levels), green parks for physical exercise and sports, and religious facilities...

- The planned area has a total natural land area of 426.93 hectares, accounting for approximately 20.62% of the total area of Binh Thanh District.

- Population Density:

  - Average of 320m2 of natural land per person;
  - On natural land: 30 people per hectare;
  - On residential land: 263 people per hectare.
  - Regarding land use management:
  - Current residential land: approximately 71 hectares – accounting for 16.6%;
  - Agricultural land: approximately 274.92 hectares – accounting for 64.4% (Managed by cooperatives: approximately 109 hectares);
  - Other types of land (government, defense, public works, etc.): approximately 81 hectares – accounting for 19%.

- Current Population Status:

  - The current population of Ward 28, Binh Thanh District as of December 31, 2019, is 16,668 people (approximately 5,010 households).
  - Natural population growth rate: 1.0%, mechanical population growth rate: 0.1%.

- Current Infrastructure:
  - Overall, construction is relatively sparse across the land, primarily concentrated along Binh Quoi Street.
  - The architectural forms are mainly row houses, villas, and low-rise solid buildings (guesthouses, hotels, etc.).
  - Most areas lack synchronized infrastructure, failing to meet environmental and social safety requirements for urban areas, necessitating new construction investment throughout the area.
  - The current administrative, cultural, and healthcare facilities are sufficient but not in line with the planning, leading to land waste and inappropriate scale.
  - Green spaces and sports facilities are concentrated in some existing tourism areas. Industrial and small-scale industrial activities are still interspersed within residential areas.

3. Requirements for the Competition Plan:

a. General Requirements:

Plan the construction of Binh Quoi - Thanh Da Peninsula into a sustainable and modern ecological urban area. It should serve as a new driver of development in the central area of the city, with a spillover effect, accelerating the urban economic transition towards green, digital, and circular economy development directions. Create a urban area with a good living environment, attractive landscapes, rich in character, appealing to residents and businesses to live and work. The conceptual planning should focus on researching the following contents:

- Place the Binh Quoi - Thanh Da peninsula within the overall city planning with the focus on the Saigon River to study, propose planning ideas, create connectivity in terms of space, landscape, environment, and emphasize the exploitation of economic values on both sides of the river associated with relocation plans, rearrangement to exploit and improve land use efficiency in the area.
- Maximize advantages of location, land fund, landscape, economy, tourism, services, etc. Effectively exploit urban underground space, harmoniously combining compact urban models with open spaces, green parks, and flood-prone parks. Create distinctive and unique urban landscape highlights along the Saigon River, a public destination with attractiveness, spreading values and development potential for the entire sub-region.
- Flexible land use planning capable of adapting to various economic and social development scenarios, meeting the diverse needs of residents and businesses.
- Supplement and improve urban functions such as multi-functional ecological parks (meeting the needs of residents, water regulation, flood control, etc.), amusement parks, cultural-sports complexes, high-class commercial-service-tourism areas capable of competing regionally and internationally.
- Plan transportation systems and urban technical infrastructure towards green, sustainable, and smart directions:
    - Synchronized and smooth transportation connections with neighboring areas, key locations such as the city center, Thu Duc city, Tan Son Nhat airport, etc. Encourage the use of public transportation, bicycles, walking, and clean energy vehicles; limit the use of motorcycles and personal cars. Harmoniously combine road traffic with waterway transportation.
    - Technical infrastructure system effectively responds to climate change, flooding, environmental pollution; harmoniously combine green infrastructure planning, preserve ecological areas, regulate reservoirs,

and permeable spaces. Design green infrastructure and architectural structures that save water, energy following circular economy models; enhance the application of new, advanced technologies in design, construction, and management of technical infrastructure systems.

– Develop urban development scenarios tied to rational urban economic calculations from the comprehensive level (socio-economic efficiency of the city) to the project level (investment project efficiency); propose a priority project list linked to investment sources (state capital, private capital); ensure the highest investment efficiency and feasibility when implementing planning.

- Apply advanced construction, management, and operation technologies; traffic strategy and communication information system form a model area for livable urban development and convenient connectivity.
- Have an appropriate resettlement plan, ensuring practical benefits for residents in the planning area; create high consensus among residents when implementing planning**.**

b. Specific Requirements

Land Use Planning Solutions:

- Propose additional urban public function areas for the city to meet future needs.
- Propose services, cultural activities, especially nightlife activities, areas for organizing nighttime services to create a 24/7 active urban area.
- Plan the green park system (minimum 200ha, encourage proposals to expand green park areas further linked with economic efficiency solutions) linked with the Saigon River area to serve well for people's recreational activities; Plan squares, public spaces, iconic structures, historical and cultural museums with strong Vietnamese cultural identity, characteristic of Ho Chi Minh City, and meeting international integration needs.

- Propose planning for a green transportation system and green-oriented infrastructure development, clean and well-connected with neighboring areas; structure land use and basic criteria for transportation, public works, green parks, and social infrastructure; land use criteria such as building density, land use coefficient, number of high floors...; criteria classified according to different characteristic areas.
- Plan concentrated, rational resettlement areas, ensuring meeting needs and harmonizing landscape throughout the area.
- Arrange a system of service facilities serving underground traffic participants, waterway traffic, bicycles, and pedestrians...
- Forecast future development needs, noting the demand for advanced technology suitable for the city's smart development roadmap, applying the city's artificial intelligence.

Landscape Organization Solutions:

- Propose connectivity solutions in landscape architecture with Truong Tho Urban Area, Thu Duc City, and Saigon River.
- Establish impressive urban landscape axes and open spaces, modern and distinctive; create highlights in space and distinctive architecture, preserving cultural features, landscape characteristics, and rational use of natural resources ensuring sustainable urban development.
- Propose architectural works, create iconic landmarks for the planned area, including proposing a remarkable museum for the city.
- Provide design solutions for height, architectural form, materials, and colors that reflect the distinctive characteristics of the city.
- Plan underground space efficiently to meet land use needs and future development demands of the area.

Technical Infrastructure Planning Solutions:

- Organize transportation connectivity with potential neighboring urban areas and the existing City Center.

- Propose a waterway transportation system connecting with the planning research area.

- Organize public transportation systems (metro, buses,...), convenient and safe bicycle and pedestrian paths.

- Planning related infrastructure solutions such as access - egress (capacity), parking lots, electricity, water, drainage, lighting, information...

- Plan signal transmission systems, use technology, and shared data systems.

- Apply new technical solutions for facilities and functions in a smart urban area, apply new technology in design, operation, and management; facilities that meet regional and international standards.

- Provide solutions applying advanced technology, cost-saving, shorten construction time, ensure maintenance and operation, use renewable energy efficiently for projects.

- Provide solutions for urban safety, climate change adaptation including scenarios of sea level rise; environmental protection solutions, ensure green, environmentally friendly traffic criteria; solutions to minimize the impact of cars and parking lots.

Development Management and Implementation Solutions:

- Propose an investment scenario for urban development ensuring scientific feasibility and alignment with general trends; organize construction investment in phases suitable for local conditions; develop investment attraction plans in accordance with the master plan; propose socially feasible investment methods.
- Arrange resettlement for residents in the planned area effectively and with high feasibility, suitable for the needs and rights of residents; determine land reserves for social housing construction as regulated.

- Organize activities, exploit and utilize public areas, squares, riverside parks along the Saigon River ensuring technical and financial feasibility.
- Implement management, operation, maintenance... applying new, modern, and cost-saving technologies.
- Identify investment needs, investment phases, prioritize project lists linked to specific investment sources (budgetary and off-budget funds) and economically-socially effective calculations suitable for the city's development potential, ensuring urban economic feasibility.

4. Requirements for Proposal Presentation:

- Based on current regulations, the planning proposal must address technical planning requirements, the content of the implementation program for the urban planning idea of Binh Quoi - Thanh Da New Urban Area.
- Emphasize the analysis, policy formulation of development models, positioning of industries, urban functions that the city should aim to supplement. Outline an overall picture of the action program and implementation roadmap in the short, medium, and long term for key projects strongly impacting the development of Binh Quoi - Thanh Da New Urban Area.
- Evaluate the feasibility of the proposed idea when applied for implementation in reality in Binh Quoi - Thanh Da New Urban Area.

5. Criteria for Evaluating Idea Proposals: (According to Appendix 1 attached) The Organizing Committee continues to refine and specify to ensure the quality of the proposed ideas as per the purpose of the competition.

Article 2. Organizing Committee, Selection Council, Preliminary Selection Council, Technical Team, and Design Consulting Units participating in the competition shall base their participation on the approved Task Assignment according to legal regulations, adhering to the required contents to achieve an optimal plan that is suitable for reality for the "International Competition for Urban

Planning and Architecture Ideas of the Binh Quoi - Thanh Da Peninsula, Ho Chi Minh City."

Article 3. This Decision takes effect from the signing date.

Article 4. The Office of the City People's Committee, the Competition Organizing Board, the Selection Council, the Preliminary Selection Council, the Technical Team, the design consulting units organizing the competition, participating units, and other relevant individuals and units are responsible for implementing this Decision.

These articles specify the responsibilities, validity, and implementation details for the competition, ensuring that all participating entities comply with legal requirements and deliver optimal proposals aligned with the competition's objectives.

Recipients:
- As Article 4;
- TTUB: CT, PCT/DT;
- VPUB: CVP, PCVP/ĐT, PCVP/DA;
- Department: TH, DT, DA;
- Stored: VT, (DT-B)

ON BEHALF OF
THE PEOPLE'S COMMITTEES
SIGN INSTEAD. CHAIRPERSON
VICE PRESIDENT

Signed

Bui Xuan Cuong

APPENDIX 1

CRITERIA FOR EVALUATION OF PLANNING CONCEPT OPTIONS

(Attached to decision No. 2141/QD-UBND dated June 14, 2024 of the City People's Committee)

NO	Evaluation Category	Evaluation Content	Point
1	**Land Use Planning**		**25**
1.1		Includes public function areas at the urban level supplementing the city area, aimed at meeting future needs.	4
1.2		Land use and social infrastructure targets for projected development phases are appropriate; suitable arrangement of concentrated resettlement areas.	4
1.3		Includes services, culture, and commerce functions to create a 24/7 operational urban area.	4
1.4		Plans for green parks, squares, and public spaces connected with the Saigon River to serve recreational activities; ensures a minimum of 200 hectares of green park space.	4
1.5		Arranges service facilities for underground traffic, waterway traffic, bicycles, and pedestrians.	4
1.6		Includes basic indicators such as traffic, and construction indicators for different characteristic areas..	3
1.7		Forecasts future development needs, paying attention to the need for advanced technology.	3
2	**Architectural Landscape Organization Solutions**		**25**
2.1		There is an effective solution connecting landscape architectural space with Truong Tho Urban Area, Thu Duc city and Saigon River.	5
2.2		Forms urban landscape axes, squares, and open spaces that are impressive, modern, and distinctive.	5
2.3		Proposes iconic architectural works for the planned area.	5
2.4		Design solutions for height, shape, materials, and colors with distinctive and rich characteristics of the city.	5
2.5		Plans underground spaces to ensure efficient land use and meet future development needs.	5
3	**Technical Infrastructure Planning Solutions**		**20**
3.1		Green transport solutions connecting with potential adjacent urban areas and the existing city center.	3
3.2		Proposes waterway transport systems connecting with the planned area.	3

3.3		Organizes public transport systems (metro, buses, etc.), and roads for bicycles and pedestrians that are convenient and safe.	2
3.4		Green infrastructure planning solutions such as capacity, parking, utilities, lighting, and information systems.	2
3.5		Plans signal transmission systems, utilizing technology and shared data systems.	2
3.6		Applies smart technical solutions and new technologies in design, operation, and management.	3
3.7		Advanced technical solutions that save costs, shorten construction time, ensure maintenance; use renewable energy, ensuring efficient energy use for the buildings.	2
3.8		Environmental protection solutions meeting green transportation criteria, and reducing the impact of cars and parking areas.	3
4	**Management and Development Implementation Solutions**		**20**
4.1		Proposes urban development investment scenarios suitable for local conditions; suggests investment methods with socialization potential..	4
4.2		Analyzes and evaluates the feasibility and economic efficiency of urban projects..	3
4.3		Effective and feasible resettlement solutions for residents in the planned area.	4
4.4		Organizes and exploits public areas, squares, and parks along the Saigon River ensuring technical and financial feasibility.	3
4.5		Management, operation, and maintenance solutions applying new, scientific, modern, and economical technologies.	3
4.6		Identifies investment needs, investment phases, priority project lists, and calculates economic efficiency.	3
5	**Creativity Beyond Design Tasks**		**10**
	TOTAL POINTS		**100**