



Europán ES

EUROPAN ESPAÑA JURY MEETINGS. FIRST STAGE. 1, 2 and 3 October 2015

The first meeting of the Jury was held on 1, 2 and 3 October 2015 at the venue of the Colegio Oficial de Arquitectos de Madrid (Order of Architects of Madrid).

On 1 October at 11:00 a.m., those responsible for the sites of A Coruña, Barcelona and Palma presented their respective proposals.

Attendants:

Mr Alfonso Toribio. Responsible for the Cultural Area of the Consejo Superior de los Colegios de Arquitectos de España (Superior Council of Orders of Architects of Spain).

Mr Eduardo Aragonés. *Dirección General de Arquitectura, Vivienda y Suelo, Ministerio de Fomento* (Architecture, Housing and Land Directorate. Ministry of Development)

Mr Luis Corral. *Director General de Ordenación del Territorio* (General Director of Territorial Planning). Govern de les Illes Balears

Mr Óscar Canalís. *Jefe del Servicio de Actuaciones Urbanas, Accesibilidad y Divulgación Arquitectónica* (Head of the Department of Urban Development, Accessibility and Promotion of Architecture). Govern de les Illes Balears

Mr Xuan Manuel Mosquera Muiños. Municipality of A Coruña

Ms Sara Udina Armengol. *Cap de Projectes. Gerència Adjunta d'Urbanisme Ecologia, Urbanisme i Mobilitat* (Head of Projects. Deputy Management of Town-planning Ecology, Town-planning and Mobility). Municipality of Barcelona.

Ms Sagrario Peraleda. *Jefa de Área de Seguimiento y Concertación. Patrimonio y Urbanismo* (Department of Heritage and Town-planning). ADIF.

Mr José Juan Barba. Jury member

Mr Fernando de Porras-Isla. Jury member

Ms Sabine Müller. Jury member

Mr José Miguel Roldán. Jury member

Ms Juana Sánchez Gómez. Jury member

Mr Marcel Smets. Jury member

Ms Begoña Fernández-Shaw. Responsible for Management and Monitoring of Implementations. EUROPAN/Spain Secretariat.

Ms Carmen Imbernón. EUROPAN/Spain Secretary General. Secretary of the Jury.

Apologies received from Mr Javier Martín Ramiro, Subdirector General de Arquitectura y Edificación del Ministerio de Fomento (Assistant Director-General for Architecture and Building of the Ministry of Development) and jury member, who will join later the working sessions.

After the first information meeting, the jury members and those responsible for the sites started the analysis of the 105 submitted proposals according to the following distribution: A Coruña, 25 / Barcelona, 39 / Irún, 24 / Palma, 17.

M. Marcel Smets was elected chairman of the jury.

The aim of this first meeting was to select 20% of the submitted proposals. The shortlisted projects would be the basis for the Cities and Jury Forum debates to be held in Bratislava in November 2015.

It was agreed to ensure a balanced quality level among sites and that those responsible for sites will be offered different approaches to the problems raised, being the selection of "Winners", "Runners-up" and "Special Mentions" the subject of the second working session.

During the first jury meeting the site representative had the right to speak and vote during the selection procedure of the projects of the site he/she represents.

Those responsible for the Irún site had previously apologized for absence. Nevertheless, their evaluation and voting, sent to the Secretariat some days before, were known by the jury members during the session.

It was agreed that in the course of the working sessions, any jury member could re-evaluate a project which had not been previously selected.

DEVELOPMENTS OF THE WORKING SESSIONS

- After the individual analysis of the proposals, each jury member pointed out those projects that in his/her opinion could pass the round. In a first collective evaluation, if a project was not defended by any jury member, then that project was out of the debate. In case that a project was supported by a jury member, then that jury member put his/her arguments forward and the permanence or not of the proposal was agreed by mutual consent. Trying to follow an inclusive approach, those projects on which the jury members had some doubts as for their permanence would be subject to a second evaluation.

The list of projects selected for the second round was the following:

A Coruña, 8 projects: FI267, IK951, JH492, QO712, SO956, UR820, WJ182, ZW680

Barcelona, 15 projects: AV920, CI153, CX005, DT954, FD383, FW024, IN833, JW108, NF429, OQ141, PE160, RU398, UR013, VC693, XK080

Irún, 7 projects: DW289, JI715, LO574, US395, VC253, YD333, YX902

Palma, 12 projects: AT485, DG064, DP553, EF634, GX884, HK117, NU284, NU778, PQ090, RH952, SY101, XY473.

-Those projects in the second round were analyzed and evaluated. Decisions were made by consensus.

Projects selected for the third round:

A Coruña, 6 projects: FI267, IK951, JH492, SO956, WJ182, ZW680

Barcelona, 8 projects: AV920, CX005, DT954, FD383, IN833, NF429, OQ141, PE160.

Irún, 6 projects: DW289, JI715, LO574, VC253, YD333, YX902

Palma, 7 projects: DG064, EF634, GX884, HK117, PQ090, SY101, XY473

- Those projects with 3 or more votes in the third and final round were:

A Coruña, 5 projects: FI267, IK951, JH492, SO956, WJ182

Barcelona, 8 projects: AV920, CX005, DT954, FD383, IN833, NF429, OQ141, PE160.

Irún, 6 projects: DW289, JI715, LO574, UZ310, VC253, YX902

Palma, 5 projects: GX884, HK117, PQ090, SY101, XY473

During the working session held on 3 October, the pre-selection of 24 proposals distributed by sites was agreed as follows: A Coruña, 5 / Barcelona, 8 / Irún, 6 / Palma, 5.

The difficulty of the jury decision was to reach complementarity through the wide variety of scales existing in A Coruña, Barcelona, Irún or Palma.

In the opinion of the jury members, the preselected proposals can offer great solutions. They have been mindful of discerning, through the projects, those talented teams able to face the complex problems raised. The aim of this first working session was not to decide the different awards but to select innovative projects able to enrich the debate on adaptability of European cities.

The meeting was adjourned on 3 October at 14:00. It was agreed to hold the second jury meeting of EUROSPAN/Spain on 8 November 2015 in Bratislava after the celebration of the Forum of Cities and Juries.

EUROPAN SPAIN JURY MEETING. SECOND STAGE. BRATISLAVA. 8 NOVEMBER 2015

On 8 November M. Marcel Smets, Chairman of the Jury, Mr José Juan Barba, Mr Fernando de Porras-Isla, Mrs Sabine Müller, Mrs Juana Sánchez Gómez and Mr José Miguel Roldán, jury members, met at the Bratislava School of Architecture, together with Mrs Carmen Imbernón, Secretary of the Jury, and Mrs Begoña Fernández-Shaw, responsible for the Management and Monitoring of the Implementations of EUROSPAN/Spain. Apologies were received from Mr Javier Martín.

The jury members and those responsible for the sites of A Coruña, Irún and Palma held a working session the day before, having their representatives the opportunity to give their position and point of view on the preselected proposals.

The jury members examined the DIN-A-1 panels of the 25 proposals and selected those worthy of being awarded the first prize, the second prize and the special mention.

A CORUÑA

The elongated site proposed by A Coruña is bounded by a highway on one side and an estuary on the other. It is defined by a continuous strip running parallel to the waterline, where different operations are underway with varying degrees of success. The background to the operation is a fragile, heavily anthropised territory which fortunately is not yet destroyed, maintaining possibilities for dialogue between the pre-existing structure, the natural base and the proposals for regeneration, action or activation.

The winning proposals make use of this context, which is currently under heavy developmental pressure, reminiscent of policies of former times which in other parts of the Peninsula are long forgotten or under profound review, but still simmering here. What sort of intervention is possible in such a sensitive landscape? How can we reconnect its natural features with the farmed and non-urban land on the opposite side of the highway? How can we prevent the lack of natural or artificial connections from condemning this zone to be a residual pocket of abandoned land?

Along the estuary, nature seems to be generating a new *topos* with a new ecosystem. On the inland side, the prospects are not so optimistic. A large construction project with its accompanying consequences is currently on hold but is still looming. Regardless of whether it is shelved definitively or if it finally goes ahead, none of the alternatives is in any way good for the community -for the citizens of A Coruña.

The Jury decided that the proposals which focused most on the conditions of the site, not only the definition of the space, would be most highly rated. In other words, they would look for projects which demonstrated the greatest capacity for dialogue with the different stakeholders in this area, showing sensitivity to the needs of the territory itself. They would look for proposals that were alert to detected or created events in this territory, evidencing an understanding, comprehension and redefinition of the current situation, in which the natural environment was not exclusive or unrelated to the work to be implemented along this coastal strip, and where the delicate coastal ecosystems would not be under threat by oversized interventions whose ecological footprint and pressure would be uncontrolled.

In the context of the latter aspects, the Jury decided in the rounds prior to the final decision to assess the possibilities of concentrating the architectures and also the projects which proposed the liberalization of the area without affecting it, and its intense concentration. Finally, the objection made to these proposals was that raising the intensity of the operations and the densification of specific points could become an uncontrolled time bomb for this fragile territory, given that it would be unable to withstand heavy operational pressure, even if the interventions were isolated.

The Jury also considered the interventions that proposed an artificial re-naturalization, which in fact would be more aggressive for the environment than the direct effects of construction. It is important to recognize in these and future initiatives that not everything dressed in green has a benign effect on the land, which in this case consists of fragile, essentially complex and diverse ecosystems. In such contexts, recipes involving the design of artificial landscapes are clearly more harmful than healing, and are probably the result of a lack of information and knowledge of the processes that lead to the destruction and the radical humanisation of the landscape, in many cases with extremely negative and irreversible consequences.

Given the need to identify proposals with the best interaction with this multiplicity of objectives, the Jury finally chose as the winning submissions those with the best recognition of this territory, those that best explained its complexity and which best stated a way to handle a social dialogue aimed at determining which actions or set of actions could reactivate this part of A Coruña. In other words, the Jury opted for proposals which positioned themselves on the identification of places, not just spaces; proposals which regarded the places in this territory as areas where people can relate to the space -or to other people-, making these places part of the memory of their users and thus cease to be "non-places" lacking in relationships with the local citizens. The Jury looked for proposals which would become a driving force to activate the territory and become a catalyst for the citizenry as a whole.

Given the above-mentioned strategic difficulty of the operation on the one hand, and on the other, the parallels between the strategies designed by some of the participants, the Jury chose the following submission as the winner:

WINNER

JH492. NICE TO SEA YOU

This project is proposed as a tour of a territory in which small-scale actions trigger the reactivation of various points identified as problem areas. The project runs parallel to the coast, and at times seems to encounter André Breton's "Nadja", which facilitates its identification of the best of each territorial aspect. Actually, this is an association of many small projects and spaces, the sum of which allows citizens to generate a broader space formed by the accumulation of these actions.

The project does not propose a set of actions. Instead, the actions are related to the itinerary: the sense of transit. The places that are generated are much more than spaces. These places are regarded as the result of the joint action of individuals with other individuals or with the space. This project is extremely suggestive, most particularly on account of the expectations generated by the inclusion of the citizens who live and travel through it: its real builders. It inserts space, time, memory and movement into a single action.

RUNNER-UP

FI267. Embroidering the edge.

EMBROIDERING THE EDGE is a project that evidences the authors' great sensitivity ("The world comes together along a line / The world divides along a line / Drawing is beautiful and terrible" / [Chillida, Outdoor sculptures, 2003]). It uses the personal experience of the observer as an activating element for the landscape. This perception, the user's relationship with the space, helps the project to recognize the territorial structure and reconnect it by reorganising the mobility infrastructure and the connections. It also includes a well-thought-out revision of the residential fabric, with controlled growth that is adjusted to the scale of the operation and the proposal of an interesting morphological solution.

The project constantly talks about places, about interrelating areas, which obviously involves the reuse of the existing spaces and their controlled reactivation. The proposed routes in this project are extremely interesting, likewise its recommended concentration of operations: clustering so as not to intervene in the majority of the landscape, the production of itineraries, movement and memory so as not to forget, and activating the untouched spaces. The jury only had doubts about the imposing size of

the proposed building and the excessive pressure on a landscape which the project itself acknowledges as harbouring fragile memories.

RUNNER-UP

WJ 182 PASEO POR LA RIA DEL BURGO [WALK ALONG THE BURGO'S ESTUARY]

The jury appreciated the project to assume the extreme fragility of the proposed study area and to clearly reflect the need to minimize initiatives involving new housing blocks, even if this is not its main aim. Appreciation was also expressed for a parametric approach to the issue posed for competitors, with a catalogue of initiatives that focuses on what already exists and strives to improve it. The result is a detailed sum of local and regenerationist interventions entrusted with the task in a possibilistic method of revitalization, aiming to engage private agents as managers of the space under the arbitration of the Administration. The proposal is particularly appreciative of the potential of open areas with an intermediate character, which are entrusted with the relationship between different zones and the development of public-private uses. Several ideas with a larger dimension are superimposed on this formula of local solutions, including the construction of a seafront promenade which at some points comes near the water line, and the insertion of low-rise housing with a sponged layout. The large number of operations entrusted to different stakeholders carries the risk of a complex management of this space as a unitary body.

PRESELECTED PROJECTS

IK951. PERIPHERAL AND FOREVER-UNFINISHED TERRITORIES. GOOD MANNERS TO RADICALIZE AND BE.

The detailed cartography of the peculiarities of the site, as displayed on the competition panels, shows that the intervention enhances and values the gradient with which the landscape is occupied under different ways and ruled by spaces full of natural attributes, of opportunities for biodiversity, that are as important to define that landscape as silences in a score. It is a delicate ecosystem of artificial and natural elements in an unfinished and peripheral environment in which the proposal discovers a particular beauty, an identity that is worthy of being considered as heritage. Taking this condition into account, the project is a set of small mutations that meets the necessities of each identified peculiarity which acts as a fractal, as the landscape also does. Opposed to the idea of a unitary project that would distort the logical reasoning that has served to create this place, the proposal presents subtle developments that, even though make us question the meaning of an urban park in this place, improve the transversal connections and redefine the inhabited areas with affordable models, among other benefits, as well as allow for an evolution in contiguity with the identified dynamics of the landscape.

SO956. LA VOZ DE AS XUBIAS.

The project proposes a landscape park, enriched with natural pools, fisheries, a promenade and connective tram line on the old railway tracks, whose 5 stops are supposed to house the infrastructure of the park.

The jury critically remarked that the project superimposes a "green" idea of the area -seemingly adapted and light - onto what is really a rich and multilayered ecology, and by doing so erasing rather than enhancing its qualities: the earthen connection to Santa Cristina beach and the new fisheries, show that the authors of the project have not engaged the delicate tidal ecosystem of the Ria.

On the other hand, the project contributes positively by opposing the original brief and proposing no building structures. Instead the project takes the extraordinary landscape setting as a starting point.

BARCELONA

The Barcelona competition site received the largest number of proposals. It was also the site with the clearest definition of its area and the action expected to be taken. Its objectives were the clearest and the most conventional -in the most positive sense of allowing competitors to envisage a constructed project.

Barcelona proposed an intervention in its back yard, in the part of the city that is least visible to outsiders -to casual visitors to this great tourist hub into which the city has been transformed for better or worse in the last 15 years. The growth of short-term visitors is not confined to tourists, who arrive by different means -aircraft, high-speed train, car and ship-, the latter especially relevant due to the tremendous compulsive burden placed on the city by the arrival and departure of a massive avalanche of people in a very short space of time. For some time now, the city has been even more disturbed by various mass events such as Construmat vs Beyond BuildingBarcelona, a mobile phone fair, major international award ceremonies and other events. This tertiarisation process is clearly reflected in the industrial and harbour area south of Montjuic, which are now the focus of projects aimed at converting large areas into hotel accommodation to cope with the demand peaks of such events.

The gradual loss of all the great harbour industry, and consequently all the smaller-scale support industry as well, has produced a destructuring process and the advent of a "Gruyere urban structure" in which the gradual disappearance of industry generates gaps which in turn further destructure the existing urban morphology and intensify the voids caused by the area's loss of identity.

The clear identification of the area, the project site and the programme assigned to it did not, however, lead most of the participants to propose ideas or intervention strategies on an urban planning scale. The Jury strove to identify some of these possible strategies which recognized a real city on the other side of Montjuic mountain, those which attempted to identify green corridors that would reconnect the natural environment to a zone clearly overlooked and polluted throughout the industrial period of the 19th and 20th centuries. They included proposals such as DT954 "Sustainable Interface" and AV920 "Computers aren't food ...".

The second important consideration was the identification of projects which would best respond to the particular "residential facilities" programme. The Jury considered that this starting point permitted the identification of a programme that could meet the demands and the pressing issues caused by populations that are forcibly displaced in several European cities.

This programme identified the operation as a facility which would also have a residential character, coupled with the need to identify the proposal as a model or reference which would respond best to the new ideas of consensus making and dialogue with citizens in the management of their cities, the arrival of refugee populations in a vulnerable state or with identified problems (minors, gender aggression...), and would also serve as a point of reference for the use of sustainable food production programs, energy consumption with a small environmental footprint and the recognition of the social status of the inhabitants, identifying the project as a meeting place and a driving force for a think tank.

One of the most ambiguous yet at the same time clearest and suggestive proposals was ultimately the winner: **IN 833 IN MOTION**. This clear project, which had been presented in the past, has the ability to generate proposals and act as a speculative breeding ground for potential alternatives within it. The project develops by raising the value of the land and facilitating its ability to repeat vertically stacked landscapes. It is developed as a platform that can cope with actions that change with its occupants, users and owners.

The proposed project is a flexible, open building/structure. Its can be replicated as a form of action throughout the district. It does not get bogged down in technological solutions, and instead becomes a basis for citizen dialogue that values the identification of the vertical public space over the private spaces. It proposes dialoguing structures and devices that can host vibrant actions and processes.

The Runners-up were **NF429** "DOMESTIC INFRASTRUCTURE" and **DT954** "Sustainable Interface". **NF429** "DOMESTIC INFRASTRUCTURE" considers that the main strength of the La Marina del Prat Vernell site is its centrality in the management of natural resources and environmental technologies.

Its main feature is the high density of its programme, which mixes residential zones and public spaces for interaction and research. In addition to its density, this project also proposes a highly complex and diverse range of actions and variable uses of this space, all presented in a compact, crisp and clear element that is expected to become an iconic reference point for the city.

The project is presented as a large residential condenser whose main virtue is the interaction and condensation of public spaces that can be used by residents and visitors alike. Activities, shops and technologies for local use are implemented in these spaces, which will foster social participation. The project does not aim to actually plan this social participation. Instead, it is proposed as a facilitating tool through its spaces. The dwellings are proposed as operators of this experiment with environmental resource management.

OQ141 URBAN SPECIES was awarded an Honourable Mention. This proposal contains an interesting research process focuses on the urban development of the district. It highlights the fact that there is no final shape of the city, but rather a continuous evolution as time passes, which can be subjected to discontinuous rhythms, and also that the urban planning project is a tool that anticipates the potential occupation of space in an open process that must be agreed upon by the public and private powers with the active involvement of the citizenry. This approach is interested in the idea of the project as an adaptable system, which in this case is extrapolated to the scale of the dwelling, with references to Alexander Klein's research work. This makes us suspect that beneath the authors' complex housing occupation diagrams ensconce an interest in continuing to look for ways to inhabit minimal spaces in the best way possible.

WINNER
IN833 IN MOTION

This is a clear, assertive project which succinctly chooses two or three concepts to structure its architecture. First: the town land should be more impermeable and better controlled. Hidden layers of landscape hitherto hidden by the town's growth can be rediscovered on the ground plane. Second: the occupation and usage of the urban tapestry can be public-private by means of the implementation of strong inhabitable infrastructure. Each slab or platform is a plot available for changing occupations. Third: different technologies and different methods are applied to different cycles and times. The softness of the processes matches the longevity of the activities of their beneficiaries.

The result is a flexible, open building/structure. Its ability to replicate as a form of action is feasible throughout the district. The author does not tackle the dialogue of this new form of colonization with the pre-existing, consolidated constructions. This does not prevent them from imagining the enrichment of Prat Vermell with some of these sober artefacts that can contain vibrant rooms.

RUNNER-UP

DT954. SUSTAINABLE INTERFACE

The project is developed at various scales. It combines a discourse of 'territorial' connectivity with the idea of private and collective production cycles as efficient, closed circuit 'sustainable interfaces'. This is made possible by compatibilising the coexistence of a precise, expert discourse for the site with an ambitious 'manifesto' of hypothetical social transformations.

Sustainable interface proposes the construction of a system of greenways that will link the Marina del Prat Vermell zone to the southern slopes of Montjuïc by means of optimised urban drainage systems. This directional system, running parallel to the harbour, seeks an 'identity partner' on the foothills of the mountain. It implicitly diminishes the transversal direction of the Gran Vía–Harbour axis using a system of broken, discontinuous spaces.

The horizontal pattern of eight greenways is completed with a map of high density hubs of apartment blocks or isolated buildings with overlapping bases for industrial uses on generous, variable heights, levels for housing and production in addition to communally managed zones for social interaction on the roofs.

RUNNER-UP

NF429 INFRAESTRUCTURA DOMÉSTICA.

The project proposed for Barcelona's Prat Vernell Marina takes its central location as the core consideration in the management of natural resources and environmental technologies. The high density of the programme is a major feature. Residential areas and public spaces are intermingled to encourage interaction and research. The great complexity and diversity of the proposed actions and the variable use of the space add character to the density of the programme, all presented in a crisp, compact, clear element, proposed as a reference icon for the city.

This project is presented as a large residential condenser whose main virtue is the interaction and condensation of public spaces, which can be used by residents and visitors alike. Here, activities, shops and technological development for local use can be implemented to foster social participation. The project does not aim to plan social participation. Instead it is proposed as a tool that encourages it through these spaces. The housing units are regarded as operators of this experimental management of environmental resources. Queries were raised about the use of the ground floor space in this project.

SPECIAL MENTION

AV920 COMPUTERS AREN'T FOOD.

This project uses the Baix Llobregat Agricultural Park as a model and point of reference, an international benchmark for territorial management where a large number of farmers have become more professionalised and are now able to supply produce to Barcelona with a very small or even zero environmental footprint. It is proposed as a natural extension, an enlargement of the Baix Llobregat Park that penetrates the city, creating an ecological-productive corridor. Nature enters the anthropic realm (to Ciutadella Park) with a new language that changes the garden-city relationship and makes this project an activator of nature, initiated to renaturalise the anthropic urban space. It proposes the transformation of the Prat Vermell Marina into an agricultural ecodistrict. The project proposes a utopian reversal of the harassment of agricultural land by urban space, forcing a turnaround in the constant human impact on the territory.

SPECIAL MENTION
OQ141 URBAN SPECIES

The proposal commits itself to the urban development of the neighbourhood and shows that there is not a final form of city but a continuous evolution over time that can be subjected to discontinuous rhythms in which urban projects are a tool that anticipates a potential occupancy of the space in an open process to be agreed by the public and private powers together with the active participation of citizens. This is an attitude that shows great interest for the project concept as an adaptable system which is transferred to housing scale following Alexander Klein's research. All this suggests that behind the complex drawing of housing occupancy schemes lies the interest to continue seeking ways to inhabit minimum spaces in the best possible way.

SPECIAL MENTION
PE160 GENT DEL BARRI

The project situates the development of the project area within an attractive triangle of Montjuic, beach and gardens. It states that the adjacent fair complex with its thousands of visitors is of great importance, especially once planned metro lines have connected the area both city centre and airport. The position of the project to built on the existing character of the area and state that is the very low-cost industrial fabric that attracts people is highly valued by the jury. Instead of adapting the current master plan the project defines small interventions to allow current and new residents and visitors to coexist: strengthening of ground floor programmes, and introduction of mixed and communal use in existing built structures. The toolbox to absorb up to 100.000 visitors and 12.000 residents is seen as good contribution to a debate of upgrading and low cost reuse.

The core of the assignment though, to suggest an ecological and socially sustainable housing structure is not strongly developed.

PRESELECTED PROJECTS

CX005. IPO. INFRAESTRUCTURAS DE PROTECCIÓN OFICIAL

IPO proposes the dispersal of different types of infrastructure -towers, screens and hangars- on vacant or potentially convertible land in the Marina del Prat Vermell district. These insertions signal an acknowledgement of the memory of the current sites, and at the same time confidence in the city as a project for radical transformation.

The etymology of infrastructure as 'structure prior to structure' takes on another meaning here: This proposal considers that reindustrialization and housing programmes must be resolved by their consideration as the supply of an urban service, and that housing and industry must be viewed not only from the perspective of a land reserve and the qualitative condition of spatiality, but also as production-consumption programmes.

IPO is aligned culturally and instrumentally with the SmartCity principles, but it also draws on metabolist trends and modern discourses, according to which housing is equivalent to 'an inhabitable machine'. This proposal, radical and provocative in its approach to the urban identity of the sector, employs a revised mimesis of the industrial aesthetic, so characteristic of the harbour zones adjacent to the study area.

FD383. GALERÍAS

This project clearly accepts the challenging conditions imposed by the evolving neighborhood on the building site. It tries to solve the problems of the brief within the site itself, without requiring a transformation or gradual upscaling of the surrounding area. The quality of the entry lies in the value of the proposed housing typology, and in the fact that it can be implemented right away. The new addition stands as a strong sign, a presence of municipal intervention in itself.

The typology is classically built up in three parts: an underground parking facility, a double height ground floor, and a consistent body of stacked apartments. The triangular shape of the site is nicely exploited in the curved retrieve of the overall building line, creating distance from the street and opening up oblique views. Most noteworthy though, are the large collective gallerias, each of them three stories high, intended to serve for family reunions, outside dining, and neighbor's meeting place. By this provision, which is only expanding what is needed for accessing the individual units, the small surface of the social housing dwelling norms is largely compensated. The vertical section thus provides for an interesting contrast, between the private terraces prolonging each dwelling unit, and the view unto a well-proportioned collective yard in the air.

The jury is not convinced however by the author's choice on orientation: reserving the sunny side for the private balconies and directing the collective amenity to the north, where the claustra's are not necessary and only blocking the view. The contrasting façades that go along with this choice are not altogether convincing.

IRÚN

The City of Irún presented the competition with a highly complex issue. The study area is defined by the railway shunting yards formed by the lines that converge on the French border. In this case, the railway infrastructure is not only a barrier that splits the urban fabric into two. It is also a big black hole, which for many decades has reduced the permeability of life in the very heart of the town.

Often the consolidation of railway land and its subsequent permanence in town centres has been an almost insurmountable inertia. Irún has been one such case to date, however the TVG project now underway is a new opportunity for urban development in the large space occupied by the railway line whose use will have ceased within a few years.

Considering that the new railway service will probably be fully operational in less than a decade, and that there is a broad diversity of stakeholders engaged in the implementation process (City Council, Ministry of Public Works, ADIF -the public corporation which owns the infrastructure-, the Basque Government, the Provincial Government, etc.), one quickly realises that Irún will be shortly be faced with significant changes driven by various institutions, moving forward at the pace of developmental management. The redefinition of this area is thus a crucial, immediate need for the town's inhabitants.

The power of each authority responsible for the site is quite robust, and their interests may not coincide. An unprejudiced look at this site by architects striving to stitch together this sort of boiling crater with a view to generating new life for the city may well prove valuable for the town's future. A well-designed proposal should facilitate a common direction for the aims of all those involved. The first stakeholders to benefit will undoubtedly be the citizens of Irún, followed by the benefits of improved rail service efficiency, territorial cohesion, trade logistics and the value of the public property.

During the sessions prior to the debates, the Jury listened to the Municipal authorities and became aware that although the revised Master Plan was finally approved in early 2015, the City Council is still receptive to further research into new urban alternatives which may emerge from the constructive analysis generated by the competition process. The decision to designate one submission or another as a winner was therefore not a commitment to a site but rather to the outline of the spirit of a future large-scale urban structure.

In this context, although the jury was unable to find a clear winner, both the proposal chosen as Runner up, and the two Honourable mentions stood out for their potential to exercise this role as an intermediary between the stakeholders who are somehow related to the ownership and management of the competition site, and act as a vehicle that could foster positive dialogue, create areas of convergence to improve the urban structure in its broadest sense. The role of the Jury was thus to choose projects which would help to reach a consensus on the envisaged reduction in the surface area of the railway tracks, with the primary aim of substantially improving the lives of the inhabitants of Irún.

RUNNER-UP

VC253. Ura eta natura

Ura eta Natura was designated as the Runner Up for this European 13 competition on account of its interpretation based on the territorial dimension, in which great importance is placed on the geography, and also for its relatively dense, cohesive urban model, with a grid defined by regular and irregular components by means of a reinterpretation of the value of the street block as a unit that condenses city life. Although the project shows a glimpse of a different way of producing density, using naturified gaps, it doesn't move away from the certainties of the classic grid, and focuses on the streets and their sponging effect as catalysts for public activity. The Jury also appreciated the project's ideas for the large areas yet to be planned outside the road boundary, envisaging the future of a town that is concentrated but at the same time open to the considerable environmental values of the Bidasoa district.

On the basis of these virtues, most particularly the team's clear intention to investigate new alternatives for reconciling urban and rural environments, including the natural values remaining around Irun, the jury considered that this proposal could be an ideal tool to reappraise the future development of this area and its implications for the rest of the town.

SPECIAL MENTION

DW289. OVER THE BORDER – MUGAZ GAINDIKO

Over the Border was highly appreciated for its proposal of an alternative urban layout to the current Master Plan. This layout would improve the town's east-west continuity and perhaps more importantly, reinforce core itineraries such as the suggested continuity along the Paseo de Colón and enhance new ones by connecting up with the environs of Calle Ferrones, which in turn would intensify civic activity in this area.

The design of the new urban fabric intensifies the need to eliminate the barrier formed by the railway tracks by means of three major transversal corridors, each one with a specific character related to renaturalization, links to cultural uses, and mobility. A link loop on different levels is created on the latter itinerary, with the new intermodal station raised above grade in the manner of a bridge above the railway yards.

The commitment to consolidate new corridors, their well-thought out location and their emphasis as indispensable operations prior to future real estate development, was considered by the Jury to be highly positive strategies. However, the configuration of the new corridors on the detailed scale plan was found to be inappropriate for the configuration of the underpass, and also due to the lack of rigour in the resolution of the interconnections on different levels and the size of the public spaces proposed in the urban sequence. In addition to this weakness of the project, scant attention was paid to the building proposal, which was limited to a sequence of buildings on closed blocks which seemed too dense and occlusive.

SPECIAL MENTION

YX902. UNITED USES OF IRUN

United Uses of Irun, is based on a thorough analysis of the area, which it uses to draw up four lines of action (basic to any contemporary urban proposal in fact): nature, society, the economy and history. This led the authors to propose several measures, are also considered indispensable in any urban strategy. They include landscaping as an environmental value, the gradual hybridization of uses, mobility with a planned balance between pedestrian and vehicular traffic on the basis of the superblock, along with three-tier urban planning guidelines, set out in depth by Prof. Salvador Rueda.

However, although the proposal clearly takes into account these basic ingredients of contemporary urban science, spatial usage and volume management, it does not show evidence of a deliberate strategy with regard to new lifestyles or modernising inherited typologies. It seems to confide in the seemingly random layout of the buildings, which brings to mind -somewhat apprehensively- the diffuse city and the closed block of the false expansion areas of the 20th century.

The project was rated positively in particular for its detection of an opportunity to create a public space above the railway tracks in a position that effectively articulates the urban grid, at present interrupted by this infrastructure. This gives rise to an area that is reinforced by the location of the new intermodal station, which creates a large balcony and completes the square in the form of a lookout above the tracks. This position emphasizes a romantic vision of the railway yards with the mountain landscape in the background, evoking memories of the past and highlighting the important role played by the railway in the growth of Irun.

This project also presents an interesting proposal for the urban revival of the large containers which previously served the railway infrastructure. Their new uses would give them a new lease of life and

dynamise them as focal points for civic activity. These proposals include the renovation of the Customs Building, in connection with the proposed new station.

PRESELECTED PROJECTS

J1715 ON THE TRACKS

The proposal is developed in a suggestive ambiguity of sensations: If having to continue growing and to do it to a high degree, the proposal, although apparently irreverent and imposing with the site, takes the logical step to grow intensely on the territory of the valley which is strongly anthropized by the rail infrastructures, respecting the forested mountain as a natural heritage and not due to the difficulty of building on it long ago. And this is made using a traditional language, since the new urban fabric lies on the geometry of the precedent urban planning imposed by the railway lines as a urban planning well-rooted in memory. The proposal envisages the recovery of the gothic model of city - row houses combined with working areas on their ground floor; but houses narrow and streets widen to adapt to the environmental model of the 21st century, marked by double-skin façade dwellings and green corridor streets.

The approach of four development stages is so optimistic that it dangerously evokes the real estate operations carried out at the end of the last century but with a very long-term forecasting and a management model based on an agreement of common interests between promoters, particulars and public powers -an e-darling of urban planning- where, for instance, green spaces are no longer a general system but a shared landscaping.

LO 574 THE VEGETABLE GARDEN CITY

This project focuses on the need for a gradual intervention on the site, with a long-term perspective. It tackles the operation with an ordered identification of the various types of actions with the geographic sectors and timetables: an urban university and factory, commercial housing and student accommodation, apartment blocks and offices and finally, an urban farm and low- density housing. Underlying the entire project is the special relationship between urban development and the use and promotion of growing and processing plants, including a proposal for a garden-boulevard that acts as a backbone for the central part of the project. The proposal includes the multimodal compacting of the stations in connection with the airport, but does not clearly formalize the consequences of this in the project. This allows for a massive release of the railway yards, which should be justified. An interesting initial sketch explains the territorial relations between Irún and Txingudi Bay, but the subsequent detailed graphics completely ignore the connections between the study area with the rest of the city of Irún. One cannot see the level of urban compatibility that is being proposed between the new and the pre-existing.

UZ310. THORN.

THORN stitches together the two sides of the fracture produced by the presence of railway line in Irún. The classic principle of a grid of transversal axes is embodied in new avenues, balcony/squares and corridors outside the station. It becomes very interesting when it proposes the confluence of a series of industrial, metropolitan and business bridges at the end of a large platform that covers the central section of the tracks. The actual station project is also 'a bridge', consisting of a sequence of crosspieces aligned in the same direction as the tracks, starting with an office complex, the access points to the track, and the station as a raised unit which creates a roofed square on the other side of the tracks. This chain of uses on either side, on the station and also below it, could be the starting point for typologically innovative project proposals.

PALMA

The European project on the waterfront of Palma de Mallorca is primarily envisioned by the city officials as a spatial investigation, with the aim of defining an adequate spatial policy for what is surely one of the most important open spaces of the city: the waterfront. As such, and in contrary to what is usually the case for European sites, there is no actual "building site", or no specific implementation to be considered. The main intention is to analyze the potentials of the site by designing it, and learn about the strategic interventions that should be considered by finding out the crucial interventions that determine the feasibility of the proposed conceptual cohesion.

Already, serious challenges jeopardize the spatial quality of today's waterfront: its invasion by cruise ships and tourists, its autonomy with regard to the city behind it, its basically horizontal character in front of a hilly town and its predestination for that reason to house all important transport infrastructures, its division in distinctive parts as a consequence of the historic formation, its increasing exploitation of a maritime development in front of the city and the improper balance between cruise terminals and related tourist accommodations on the one hand, and endogenous activity on the other that stems from it, etc... Many of these problems are common to other tourist centres: they are produced by the temporary influx of high densities of superficial visitors, concentrated in a limited space and following a pre-established routes. In this sense, the Palma waterfront entails a more generic problem of access, linkage, people distribution and (public) transport. For that reason, it fits remarkably well into an European context.

Because the aim of the project definition was to investigate the value of certain spatial concepts into a given situation, the jury opted for the projects that emblemized the clearest and most comprehensive vision of the whole, while stressing an argument or an attitude that made sense in for the site as such. In this way the three projects that retained the particular attention of the jury are very complementary: they each enter the global problematic through a specific entry, and could thus be combined into a more encompassing view, or if such ambition would be unrealistic, appeal to different sub problematics that would merit to be addressed. The idea of inviting the three mentioned projects for a joint workshop with the municipal services and the political representatives in order to mold a future urbanistic policy for this utterly meaningful site turns out to be highly appropriate.

The three selected projects point to themes and approaches that the jury considers as key for the development of Palma's waterfront. These points might remain unseen when working solely with an infrastructural or programmatic approach. Common to all is that they extend the area of consideration far beyond the actual strip of the waterfront and anchor their concepts in the fabric, flows and interrelations of the hinterland (city) and frontlands (the sea).

The preservation of the "horizon" and the sectional condition. It is necessary to acknowledge that the city of Palma presents itself and is mainly perceived from the sea. Its stunning silhouette including the cathedral is a globally known image, eventually to be preserved from further construction. This could be done by exploiting the particulars of the transversal sections from city skyline to sea. "Non-construction" accommodating needed programmes for both citizens and tourists within the existing sectional conditions of the city, eg. Rooftops could be an adequate strategy. This topic has been revealed by the project GX 884 Salvemos el horizonte.

Strengthening the linkage between the waterfront and the city behind. Palma's waterfront should be reconsidered within the context of the street spaces and squares that connect the urban tissue and the sea. Giving depth to the thin strip of the waterfront by means of articulating the links to the urban network may be a way to absorb the pressure on the waterfront and to "urbanize" the seafront at the same time. This issue becomes highly explicit in the project project HK 117 seambiosis.

Creating ecological links and between valleys and sea. The waterfront is an intersection of land and sea, of the hinterland's watersheds and the currents of maritime ecologies. By engaging and reinforcing the ecological links of the landscape structure of the valleys with the bay's waters the lower lying waterfront may be contextualized and redesigned. On the level of the agglomerated city the creation of a vegetal grid may give meaning to the project area by making it part of a structure on a higher scale level.

The topic has been raised by many contributions including the preselected SY 101 project, and has been carried furthest by XY 473 Grace let's go swimming.

WINNER

GX884. SALVEMOS EL HORIZONTE. SAVE THE HORIZON

This confident project suggests a section containing serial solutions running perpendicular to the sea, to be applied to the multiple circumstances of the city's coastal strip. It presents "non-construction" as an interesting operating method. It tackles the issue of the interface between the city and water throughout this area with five major cuts. Each of these cuts includes seven repeatable solutions that are adapted to the traffic requirements, the topography, the various types of flow and the landscape. The proposal is based on a system, but it also evidences a sensitive commitment to the specific location, and its general approach thus transcends the strict application of the established regulations. The result is a project with linear strips that graduate the relationship between the city and the sea. Promenades, the tram line, lines with soft mobility, green belts, etc. are distributed naturally across the site. The project still requires a more precise focus on aspects of urban metabolism such as its real impact on the traffic, the maintenance of green areas, compatibility between modes of profitable occupation of public land, etc.

SPECIAL MENTION

HK117 SEAMBIOSIS

To recover the symbiosis that existed between Palma and the sea, disrupted by the dynamics of mobility imposed by road traffic, the proposal strengthens a city to be lived on foot, thus encouraging the connections from the inner city to the seafront promenade through the recycling of the pre-existing urban structure and the use of minimum resources that takes account of the current economic context.

This is a strategy in which the exploitation of the urban planning of torrents of built-up areas as a track of the natural path towards the sea is worth to highlight, thus encouraging their green spaces and the pre-existing spontaneous vegetation as an environmental and landscaping resource. Moreover, the restructuring of the road system creates an intensity gradient of road traffic which is sensitive to the functional and formal peculiarities of each section. A tram line is incorporated, whose stops, strategically placed in the intersection of the renovated urban connectors and the seafront promenade, act as catalysts for activity.

SPECIAL MENTION

XY473 GRACE LET'S GO SWIMMING

The project aims at restoring Palma's waterfront and its various ecosystems such as dunes, rivers and subsea grasslands in the bay at a pre-mass tourism stage. The proposed means are to un-build both drains and the impervious surfaces of streets, pavements and breakwaters, to introduce ecosystem services for cleaning runoff water and to reuse the demolished material for upgrading underserved areas with public facilities.

It is an interesting contribution in regards of how ecology is used to strengthen the quality of the waterfront - definitely very attractive to tourists. It offers a richness of thoughts and interventions, but they remain rather singular and hidden by a fussy representation, that suppresses site specificity.

PRESELECTED PROJECTS

PQ090. A BUEN PUERTO

A buen puerto proposes a radical debate about the city-sea connection by means of the construction of a system of crossings, platforms and jetties raised above the current level of the promenade. These initiatives, in the manner of superimposed 'new piers', are articulated along the Promenade, but they maintain the independence of each part, making it feasible to build one of them to test the proposal. This overlapping strategy contrasts with another 'infiltration' strategy in the harbour zone, the central point of the bay, where the project idealises compatibilised smaller-scale harbour uses, cruise liners and leisure zones.

We can see that underlying these hypothesis of structures on stilts there is a search by this project for alternatives to the current privatized boat and yacht mooring use of a highly sensitive urban element - the interface between the city and the harbour- a common issue along the Mediterranean coast.

SY101. MIRADA A PONIENTE

The main value of this project lies in its convincing method of strengthening bio-diversity of the scale level of Palma's encompassing territory. By stressing the ecologic potential of the natural corridors created by the many torrents in the hilly topography, as well as certain road connections, the authors arrive at a sophisticated bio-network, a vegetal structure that offers the framework in which the waterfront can duly take a place. Even if its lower-lying quay and dune lands originally belonged to the sea, and historically never appeared as the belt of trees and vegetation the authors of the project want to articulate; the concept of integrating the longitudinal waterfront area into a larger landscape of continuities and the formation of an ecological urban structure, makes a lot of sense.

On a lower scale level, this general idea is made more specific by illustrating its incidence on a number of strategic points of rupture and transition. In the rather continuous landscape created by the repetitious infrastructural organization (tramway tracks, dedicated bus route, reduced traffic route made possible by the proposed ring road, bicycle and pathways for the promenade), these hinges define particular conditions that argue, according to the authors, for resolving the transversal section in particular ways.

The jury is definitely enthusiastic for the discovery of a framework on the higher scale level that this project puts forward. It admires the great sense of continuity that the project exhales. The jury is more skeptical however with regard to certain of the proposed transversal sections. Some of them are considered unnecessarily frivolous, costly and therefore unrealistic. The intention of seeking for differentiation of the seaboard's transversal organization by attaching it to local circumstances remains valid however, and could certainly be more closely investigated by the authors of this project if they were given more time for detailed analysis.

AWARDED TEAMS / EQUIPOS PREMIADOS

A CORUÑA

PRIMER PREMIO / WINNER. NICE TO 'SEA' YOU. Juan Miguel Salgado Gómez, Luis Manuel Santalla Blanco, Yago Liste Quintela, Alba González Vilar, Vanesa Veira Castro

SEGUNDO PREMIO / RUNNER-UP. EMBROIDERING THE EDGE. Nuria Prieto González, Diego Lucio Barral, Omar Curros Simón, Ángel Montero Pérez, Hugo Malvar Álvarez

SEGUNDO PREMIO / RUNNER-UP. PASEO POR LA RIA DEL BURGO. María Mestre García, Almudena Mampaso Cerrillos, Giammattia Bassanello, Ignacio Moreu Fernández

BARCELONA

PRIMER PREMIO / WINNER. IN MOTION. María Langarita Sánchez, Víctor Navarro Ríos

SEGUNDO PREMIO / RUNNER-UP. SUSTAINABLE INTERFACE. Eduard Balcells Montané, Honorata Grzesikowska

SEGUNDO PREMIO / RUNNER-UP. INFRAESTRUCTURA DOMÉSTICA. Agustín Gor Gómez, Álvaro Gor Gómez, José María Díaz Martínez, Pablo Fernández Carpintero, José Luis Concha Jerónimo, Carlos Gor Gómez, Álvaro Gutiérrez Gutiérrez

MENCIÓN ESPECIAL / SPECIAL MENTION. COMPUTERS AREN'T FOOD. Gregorio Ramírez Villa, Enrica Santacruz Sastre

MENCIÓN ESPECIAL / SPECIAL MENTION. URBAN SPECIES EVOLUTION. Daniel del Rey, Alejandro Londoño

MENCIÓN ESPECIAL / SPECIAL MENTION. GENT DEL BARRI. Carles Enrich Jiménez

IRUN

SEGUNDO PREMIO / RUNNER-UP. URA ETA NATURA. Gerard Duran Barbarà

MENCIÓN ESPECIAL / SPECIAL MENTION. OVER THE BORDER - MUGAZ GAINDIKO. Eli Grønn (NO), Juan Berasategui, MARIT LANGSLET (NO), Anja Standal (NO)

MENCIÓN ESPECIAL / SPECIAL MENTION. UNITED USES OF IRUN. Jorge Antonio Ruiz Boluda, Nicola Corvasce (IT), Jorge López González, Tania Navarro Aparicio

PALMA

PRIMER PREMIO / WINNER. SALVEMOS EL HORIZONTE. Juan Socas Hurtado, Murielle Clair (FR)

MENCIÓN ESPECIAL / SPECIAL MENTION. SEAMBIOSIS. Tomeu Duran Gelabert, José María Ros Matheu, Carles Francesc Baeza Server, Jorge Giménez Ibáñez, Lara García Jimeno

MENCIÓN ESPECIAL / SPECIAL MENTION . GRACE, LET'S GO SWIMMING. Carles Gabriel Oliver Barceló, Luz Myriam Duque Tardaguila, Francisco Cifuentes Utrero, Sebastián Martorell Mateo

MADRID, 1st, 2nd, 3rd OCTOBER		
1RST ROUND	2ND ROUND	PRESELECTED PROJECTS

BRATISLAVA, 9th NOVEMBER		
1RST ROUND	2ND ROUND	RESULTS

A CORUÑA

BE738. CAMINO DO MAR
 BW794. A BOTTOM-UP PROMENADE
 CP999. A RIA DO BURGO. A CULTURAL LANDSCAPE
 FI267. EMBROIDERING THE EDGE
 HQ796. SURGICAL SEAMS
 HR630. POLINIZANDO PAISAJES / POLLINATING FIELDS
 IB876. SALTANDO OBSTÁCULOS
 IK951. PERIPHERAL AND EVER-UNFINISHED TERRITORIES.
 JH492. NICE TO 'SEA' YOU
 JQ900. ENJOY SYMBIOSIS!
 QO712. FIN CHE LA BARCA VA
 QY012. WIMFY / WATER IN MY FRONT YARD
 SO956. LA VOZ DE AS XUBIAS
 UR820. INTERCITY
 WJ182. PASEO POR LA RIA DEL BURGO
 WT644. GREENHOUSE NO ESTEIRO
 WW949. ONLINE
 XK536. MAREAS VIVAS
 YI501. SONRIA CORUÑA
 YP665. AMOROS
 YW300. A VIA DO BURGO
 ZE096. LINKING
 ZI762. VOLTAR Á RIBEIRA
 ZV502. INHABIT THE ESTUARY / HABITAR LA RIA
 ZW680. THE LANES

FI267	FI267	FI267
IK951	IK951	IK951
JH492	JH492	JH492
QO712		
SO956	SO956	SO956
UR820		
WJ182	WJ182	WJ182
ZW680	ZW680	

FI267	FI267	RUNNER-UP
JH492	JH492	WINNER
WJ182	WJ182	RUNNER-UP

BARCELONA

AB506. MV010					
AV920. COMPUTERS AREN'T FOOD	AV920	AV920	AV920	AV920	SPECIAL MENTION
BH640. COURTYARD HOUSES					
CI153. VERMELL LABEL	CI153				
CT022. TORRE SOLAR					
CX005. IPO	CX005	CX005	CX005		
DK468. PLUG AND PLAY					
DT954. SUSTAINABLE INTERFACE	DT954	DT954	DT954	DT954	RUNNER-UP
FD383. GALERIAS	FD383	FD383	FD383		
FG493. FÁBRICAS SOSTENIBLE					
FW024. RUSC	FW024				
GX859. ECOMÚ					
HL244. LA MARINA DEL PRAT VERMELL					
IN833. IN MOTION	IN833	IN833	IN833	IN833	WINNER
JW108. INTENSIVE BUILDING	JW108				
KW464. LIVING NETWORK					
KY388. AWARENESS. THE LAST HETEROTOPIA					
LO674. GÉRMENES URBANOS					
LP185. ATRIUM					
MD618. GIRASOL					
MU415. A SUMMER NOON IN PRAT VERMELL					
NF429. INFRAESTRUCTURA DOMÉSTICA	NF429	NF429	NF429	NF429	RUNNER-UP
OQ141. URBAN SPECIES EVOLUTION	OQ141	OQ141	OQ141	OQ141	SPECIAL MENTION
OU330. SUNNY SLICE					
PE160. GENT DEL BARRI	PE160	PE160	PE160	PE160	SPECIAL MENTION
QA057. STAIRWAY TO GARDEN					
QQ959. SHIB					
RU398. POSTCITY	RU398				
TE235. GREEN SPONGE CITY					
TE577. TRIANGLES IN ARCHIPELAGOS					
UK349. HIGH / LOW BARCELONA					
UR013. HALLUCIGENIA	UR013				
VC693. CROSSING	VC693				
VD761. MANZANA NO CERRADA					
VK336. COMMUNITY					
WH788. THE DIMENSIONS OF SUSTAINABILITY					
XK080. GREEN LIGHT FOR BARCELONA OF THE COMMONS	XK080				
XK208. TRIANGULAR HANGING GARDENS					
ZB011. NET PHYSICAL AND DIGITAL COMMUNITY CONSTRUCTION					

IRUN

BT023. SI NO LO VEO NO LO CREO
 DI290. 55º
 DW289. OVER THE BORDER - MUGAZ
 GAINDIKO
 EJ812. 233 MM THE RAILWAY STATION
 AS NEW CITY CENTER
 ES643. NEXT STATION:IRUNGO BASOA
 GU706. ADAPTER AVEC HARMONIE
 JI715. ON THE TRACKS
 LO574. THE VEGETABLE GARDEN CITY
 NW216. IRUN URBAN HUB
 QV705. THE LOCO-MOTION
 RD387. THE STITCHED CITY
 UG178. PULSE
 UG548. CROSS-BORDER ARCHITECTURE
 UO352. TSUNAMI
 US395. THE FRACTAL CITY
 UZ310. THORN
 VC253. URA ETA NATURA
 VQ158. AG759 BYPASS
 VV484. SOY-LAND GREEN
 XF138. CENTRAL PARK
 XV077. I-RUN I-GREEN
 YD333. BAT BI IRUN LAU
 YI300. RITMOS MAS ESTRICTOS Y MAS
 LIBRES
 YX902. UNITED USES OF IRUN

DW289	DW289	DW289
JI715	JI715	JI715
LO574	LO574	LO574
US395		
		UZ310
VC253	VC253	VC253
YD333	YD333	
YX902	YX902	YX902

DW289	DW289	SPECIAL MENTION
UZ310	UZ310	
VC253	VC253	RUNNER-UP
YX902	YX902	SPECIAL MENTION

PALMA

AT485. VICE VERSA
 DG064. TACKING CITY AND SEA
 DG903. PALMA CIUDAD CREATIVA / CREATIVE CITY
 DP553. INSIDE SEA
 EF634. PARQUE LINEAL/ LINEAR PARK
 EM614. PARQUE LINEAR DE MALLORCA
 GX884. SALVEMOS EL HORIZONTE
 HK117. SEAMBIOSIS
 NG628. LA RED: MAPA ENTRE CIUDAD Y MAR
 NU284. LEVANTE...
 NU778. NEW BORDER
 PQ090. A BUEN PUERTO
 RH952. RHIZOMORPHS
 SY101. MIRADA A PONIENTE
 TL222. ES PASSEIG: LIVE MEDITERRANEAN
 XY473. GRACE, LET'S GO SWIMMING
 ZX686. MURALLAS CONVERGENTES / CONVERGING WALL

AT485		
DG064	DG064	
DP553		
EF634	EF634	
GX884	GX884	GX884
HK117	HK117	HK117
NU284		
NU778		
PQ090	PQ090	PQ090
RH952		
SY101	SY101	SY101
XY473	XY473	XY473

GX884	GX884	WINNER
HK117	HK117	SPECIAL MENTION
XY473	XY473	SPECIAL MENTION