SPECIAL TECHNICAL SPECIFICATIONS DOCUMENT OF THE PROJECT COMPETITION WITH INTERVENTION OF EUROPAN 15 SPAIN JURY
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1. **SUBJECT-MATTER OF THE COMPETITION.**

The subject matter of the present projects competition is the selection of a technical proposal for each single lot, which, in regard to the project ideas and the site, the relevance of these ideas in relation to the theme and the sustainability objectives and adaptability, the relevance of the program in relation with the objectives proposed for the site, its ability to enroll in an urban process adapted to the environment, the degree of innovation for the proposed public spaces, the relation of mixed uses and its architectural and technical quality, will be assessed by the members of the jury, as the best and most adequate for the sites proposed in Spain, within the framework of the international competition EUROPAN 15 ESPAÑA, “Productive Cities 2”.

2. **SUBJECT-MATTER OF THE PRESENT DOCUMENT.**

The present Technical Specifications Document intends to provide the contestants with the necessary information to define, as far as possible, the technical conditions which will govern the Project Competition, with the intervention of a jury, in order to select the best proposal for each lot, serving as the basis for the subsequent Urban Planning Project or, in the case of building projects, the drafting up of the Basic Design and, where appropriate, also that of the Detailed Design and the Health and Safety Study, as well as the project management stage for each of the sites enumerated in the present document.

3. **PRESENTATION OF THE SELECTED SITES.**

The present Project Competition is divided in lots of smaller dimensions since the competition does not seek a homogeneous solution, but, to the contrary, looks for proposals that are linked to the sites.

Therefore, it has been decided to include the necessary information for each of the lots as attached documentation, so that the contestants can develop their proposals for each one of them. However, a brief presentation of each of the selected sites is included next.
The municipality of Barcelona has been selected for the competition as it responds to the will to shape an urban area as a space for new housing and equipped urban agriculture. The existence of land that is still available for agricultural uses in the urban areas around Barcelona is a great opportunity. At the same time, the project is working on improvements to the neighbourhood and its residential densification. We regard the city as a diverse, mixed, active territory where production and housing should complement and be integrated with the immediate surroundings, pursuing urban densification and urban production. Naturalization and production are appreciated as the basic thrusts of this urban renewal.
CASAR DE CÁCERES, CÁCERES (LOT 2)

Casar de Cáceres has been selected for the competition because this industrial zone contains a variety of small and medium businesses, of great value for the area’s competitive economy and a good opportunity for local development, taking advantage of its location between two natural areas, the Dehesa Boyal and the Charca del Hambre. The work done by the companies based here will contribute to the technological, economic and social growth of the area. In this context, the potential of this industrial space is to be analysed with a view to drafting a sustainable urban development proposal. Proposals should improve the current conditions and attract new businesses companies to set up on the estate.
Lasarte-Oria has been selected for proposing a site in Oria-Gain, seeking an alternative to the current polarisation of uses in the surrounding area, where residential and production activities are adjacent but in uncomfortable coexistence. The locality is eminently rural, an intrinsic value of the area. Homes and production have always been integrated, initially in the form of family farms and later on, housing linked to industry. Reminders of both situations can be found around the site. It is surrounded by areas used for livestock farming and also social housing, an urban replica of the 19th century factory workers’ dwellings.

The aim for EUROPA 15 is to study ways to update this symbiosis of residential and production uses with a view to fostering harmonised coexistence and mutual enrichment.
LA ARBOLEDA, MADRID (LOT 4)

Madrid-La Arboleda has been chosen for proposing the transformation of public land in an area designated for business activity on the basis of a more democratic, inclusive and socially and environmentally sustainable model. The revitalisation of an industrial estate, an obsolete production zone, alongside a university campus and a hospital. The aim is to turn this into a new area that consolidates the city’s complexity with a mix of uses and services and generates an urban fabric with citizen-related activities in synergy with the hospital. The site is a large, undeveloped space around the hospital. A new planning proposal should be a value-adding opportunity for the area that enhances the hospital, resolves the connections with the existing urban fabric and turns it into a pole of attraction.
OLIVA, VALENCIA (LOT 5)

Location of the intervention area in Oliva.

Oliva has been chosen for proposing the regeneration of the southern edge of its main urban core, an area known as "Els Rajolars", and employ various transport modes to improve its connection with the rest of the municipality and the different supramunicipal transport grids. The site is an old and largely abandoned industrial zone, with a powerful identity projected by former brick factory equipment and facilities (heritage-listed chimneys, kilns, large drying areas and buildings). This urban area, planned for residential usage, is in a strategic location: a transition zone between the city and the market gardens, and also between the town centre and the important natural mountain environment. It is also close to urban areas with serious vulnerabilities (the old town, La Carrasca), making it an alternative development zone for Oliva.
Palma has been selected for presenting the Parc Bit, an area that has been consolidated thanks to the installation of high value-added companies in sectors such as software development, consulting, biotechnology and the audiovisual sector. Work is currently underway on construction plans for buildings in the University’s research centres and an incubator for biotechnology companies. ParcBIT has its own system of integrated energy and service management, and the Government owns plots where public companies in the education, innovation and tourism sectors are being installed. The construction of a Metro station and a strengthened connection with the University campus will be an incentive to open a large recently built research centre that is not yet operative. Vacant land is also available for more activities which could also be the focus of a prospective study by competitors with a view to providing a new impetus for the entire northern sector of the city, and drastically reducing the use of private vehicles.
SANT CLIMENT DE LLOBREGAT, BARCELONA (LOT 7)

Localización del área de intervención en Sant Climent de Llobregat.

Sant Climent de Llobregat has been chosen as its characteristics distinguish it as a unique outer metropolitan municipality with a large agricultural economy, notable landscape values and a good quality of life. However, its main entrance point from Viladecans runs along a narrow corridor parallel to the Riera de Sant Climent stream, flanked by old industrial buildings that cause traffic congestion and seriously compromise the town's image. The town has a long-standing aspiration for a new entrance point with a ring road and two bridges to surmount the difficulties posed by this riverside road alignment. The project is seen as an opportunity to provide solutions for a range of challenges: new housing, new economic activity, a new urban and forest landscape, and a new image for the entrance to the town.
ATTACHMENT Nº1: LOT 1: VALLBONA, BARCELONA.
Vallbona, Urban Ecology (Lot 1)

Vallbona, an outer suburb of Barcelona, is part of the Nou Barris District. It is located near the northern boundary of the municipality. It sits on a plain at the foot of a hill, on the south-east side of the Besós River in an area where the Collserola and Marina Hills, part of the Coastal Range, converge. This location is important in land planning terms, given that it is used as a strategic transit corridor by the city’s large-scale transport infrastructure, which separates the suburb from the rest of the municipality. It has a close relationship with the Can Sant Joan suburb, part of the Montcada i Reixac District, on the northern slope of a hill known as Turó de Vallbona. In addition to their proximity, these two suburbs also share the alignment of the Rec Comtal canal, built in the 10th Century to supply water to Barcelona from springs near the Besós River. Today water still flows along the canal from its source down to Vallbona’s agricultural area, where the largest open-air sections of the canal can be found.

Huerta de la Ponderosa, agricultural farmland on the Vallbona plain that receives water from the Rec Canal, is a feature of the suburb, which wants to maintain and enhance this activity and also increase its production area. Bear in mind that this is the largest agricultural area in the Barcelona municipality, a key aspect in the promotion of healthy, responsible production and consumption in the city.

Ideas should be developed to consolidate a mixed area with residential and equipped urban agricultural uses, as well as energy generation and water management. The proposals should take into account the appropriate conditions for sustainability and timetable for implementation. Ideas for the recovery of natural geographical elements and their complementarities with the city’s major infrastructures, the neighbourhood’s own residential uses and the densification process will be particularly appreciated. Two pre-existing railway lines running parallel to the river must also be taken into account. They are currently being placed underground. There is a line at the top of an embankment that splits the territory and the project areas.

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The project area clearly incorporates production into an urban programme by means of the conservation and improvement of a large area of urban agriculture plots. The project is based on the proposal for a well-equipped, productive city that will encourage agricultural output, with several architectural elements to be built for supplementary facilities, energy generation and the proper management of the water cycle.

A residential densification process that complements the agricultural project and the existing suburb is also envisaged for the project area. In addition, land must be set aside for public facilities. The development of 300 to 350 new dwellings is proposed. This new development could accommodate a population of approx. 650 to 850 inhabitants, adding to the current population of almost 1,400.
ATTACHMENT Nº2: LOT 2: CASAR DE CÁCERES, CÁCERES.
Recovery and improvement of the Industrial estate “La Charca del Hambre” (Lot 2)

The proposed site forms a backbone for the "Charca del Hambre" Industrial Estate in Casar de Cáceres, alongside the N-630 highway and the train track. In this industrial area we find a great diversity of activities, mainly defined by the artisanal character of the productive system.

A remarkable aspect of this environment is the interrelation that exists between the industry and the natural spaces, represented by the Charcas del Hambre and the Cojuge. This relationship, in addition to providing a strong character, is presented as a great opportunity to rethink the spaces that define it.

The present and future of this industrial area is closely linked to its urban planning and its connection to the "Las Capellanías" Industrial Estate in Cáceres. These two estates, barely 10 km apart, are both located beside the N-630 highway. They constitute a potential growth and development axis. The value of this axis will soon be further incremented when a new eminently technological estate opens at the junction of the A66 and N630 highways.

On a more local scale, work has been done to improve the main road link, CC-100, between the town and its industrial area, including a new bicycle path. The authorities wish to continue improving the connections with the southern part of the town along “Polígono Casar de Cáceres” Road. The disappearance of the current railway tracks will allow as well improving connections between east and west, between Cojuge Pond, Charca del Hambre pond and El Casar Lagoon.
The major highways that form the backbone of Casar de Cáceres —mainly the A-66 motorway and the N-630 national highway— and the town’s proximity to the province capital, Cáceres, make the project area an interesting opportunity for local development and the promotion of industrial activity. The relation between the current industrial estate and the new one foreseen in the southern part of the city, will help to the productive development of Casar. The aim is to improve the value of the "Charca del Hambre" Industrial Estate and create a relationship between the traditions of Casar de Cáceres’ economic activities —the reception of raw materials— and their transformation in the industrial pavilions that are the focus of this proposal.

Any new activities must be established in an environmentally responsible and respectful way with the area that receives them and its ethnographic values. It is worthwhile reappraising the evolution of traditional production activities and the way they have transformed and adapted to technological progress.

The disappearance of the current railway tracks underlines the importance of the role of this area in the relationship between Dehesa Boyal neighbourhood and Charcha del Hambre pond, using the opportunities that the area’s natural resources provide.
SECRETARÍA DE ESTADO DE INFRAESTRUCTURAS, TRANSPORTE Y VIVIENDA

DIRECCIÓN GENERAL DE ARQUITECTURA, VIVIENDA Y SUELO

PROJECT’S COMPETITION
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ATTACHMENT Nº3: LOT 3: LASARTE-ORIA, GUIPÚZCOA.
Residential & Productive – Weaving Neighbourhoods (Lot 3)

The Oria-Gain area, in the southern part of the Lasarte-Oria municipality, is quite close to Donostia-San Sebastián. Although it is near the A-1 motorway and the Oria River, which predominate the urbanized backbone along the valley, it still preserves a rural atmosphere on the north-facing slope of Mount Buruntza. The scenic values, which should be taken into consideration in planning proposals, include natural watercourses and forests.

The plot is a privileged viewpoint overlooking the surrounding landscape. Precisely for this reason, there is a substantial height difference between the site and the nearby housing developments. Its access and connection to the rest of the municipality must therefore be resolved. The extension of the operation to the steep slope is feasible. The challenge is to make the most of the natural features of the area and produce a natural blend with the urban fabric, facilitating connections with the neighbouring districts.

This area is influenced by the orography of the valley. It is also heavily affected by major transport infrastructure and the industries that fill its privileged lower zones. It is close to territory-scale infrastructure (a prison and an incinerator plant) and sports uses linked to the 19th century nobility’s summer sojourns on the coast (a racetrack).

In this context, housing has evolved from a symbiotic coexistence with industry to the occupation of the left-over land on the hillsides overlooking the valley. Nevertheless, the older, more traditional type of home —caserío or farmhouse— still persists, an authentic vernacular type of productive family home, scattered across the area on rural agricultural/livestock farming properties.

In this heavily constrained territory, the aim is to insert a considerable amount of social housing (100 units), on a plot on the outer edge of the urban fabric. It will therefore be necessary to weave the proposal into the adjacent neighbourhoods and actions.
Housing and production seem to be two antagonistic concepts, given the idiosyncrasies of each one and the fact that they have traditionally had a difficult coexistence, usually prioritising the former at the expense of the latter. Today, however, the concept of "production" has changed, largely thanks to the breakdown of barriers with new technologies. In an area where large-scale production has a prominent presence and has clearly made its
mark on the area, the aim is to investigate options for a different type of production model that is compatible and on equal terms with housing.

Proposals should look for formulae that facilitate production in context of the home, using a dual-focus approach: from an analysis of the social housing typology as such to the design of an appropriate urban environment that promotes and facilitates production from the home or its immediate environs. The aim is therefore to investigate ways in which architecture and urban planning can encourage production that is intimately linked to residential spaces.
ATTACHMENT N°4: LOT 4: LA ARBOLEDA, MADRID.
Reactivate, Hybridyze and Connect (Lote 4)

The site is a large expanse of vacant land around the Infanta Leonor Hospital, opened in 2010. It is zoned in the current planning regulations for facilities. The mound-shaped plot is surrounded by two large infrastructures: to the north, the A3 motorway and to the south, a railway line that cut it off from the Santa Eugenia neighbourhood.

The study area is the monofunctional, unstructured Palomeras Estate. In the north there is a university campus that lacks the urban presence that a campus of this size should have. In the middle of the area there are two planning zones, API 18.09 Santa Luisa for business activity and APR 18.02 Vallecas Substation, for residential uses. These are vacant lots in which the urban development and building process has not begun. The entire study area is cut off from the urban fabric by two motorways (M-40 and A-3) and a railway line.

One of the primary goals of the City Council is to make the consolidated city more habitable, equitable and cohesive. Fifteen of Madrid's 21 districts have a high level of vulnerability and are priority targets for action. The Madrid Recupera Plan, an Urban Regeneration Strategy, has been designed with an action programme that adopts an integrated approach to planning, mobility, public spaces and social and environmental challenges. The strategy has
identified this site as an area of opportunity, an urban void pending the definition of its future and its integration with the urban fabric. A series of projects are currently being implemented in this area to act as a driving force for the activation of a pole of attraction for new, innovative activities. The "Reinventing Cities" competition and the European Civitas Eccentric project.

The potential of this area resides in its excellent location in the consolidated urban fabric and its possible utility as a connection and agglutination point for the adjacent residential suburbs; its conversion into a place where innovative production areas are integrated with a new planning approach that encourages mixtures of uses. The main problem is that the surrounding large-scale infrastructure -motorways and railways- acts as a physical barrier
that cuts it off from its environs. Connections (currently non-existent) must be created with the adjacent urban fabric, and the study area must be converted into a hub that combines mixed uses, not only in the land but also in the actual buildings that are designed, diluting the barriers between public facilities and activity, recreation-socialisation and work.

The challenge is to take advantage of the strategic location of this area in the city, develop ‘containers’ with a layout that can cope with innovative forms of production, exchanges of goods, facilities, residence and third spaces, proposing new environmental treatments, sustainable mobility that connects these new containers to the adjacent urban areas and suggesting a way to make these new uses seem closer to citizens, incorporating them on the scale of the local neighbourhood. All of this should act as a catalyst to improve the configuration of the district.
ATTACHMENT N°5: LOT 5: OLIVA, VALENCIA.
“ELS RAJOLARS”: RESILIENT REGENERATION (Lot 5)

The advantageous geographic location of Oliva has helped it to attract new ideas for future development, most of them linked to leisure and tourism. It benefits from the macro-infrastructure of Valencia and Alicante (harbours, airports, services, etc.), both an hour's drive away. Oliva is also located at a central point midway between two district capitals, Gandía and Denia, 30 minute's drive away, and it is the gateway to hinterland districts.

In the 1950's, this site began to be used by several brick factories which supplied the building sector, and eventually became a large “industrial estate”. When the Master Plan was ratified in 1982, most of the ceramic factories were still in operation. However, envisaging their potential decline, this Plan outlined a transition mechanism for the area that permitted the continuity of the industries until their closure, at which point they would be transformed into residential land for free-standing homes.

At present, only one factory is still producing ceramic material. Small-scale initiatives (workshops, caravan parking zones, cooking, etc.) have been installed in precarious conditions on another. The aim of the Master Plan has thus not been achieved: most of the land is now abandoned, with a profusion of old industrial buildings in ruins or in a very poor state, large expanses of unused land where building materials were formerly dried and stored, ten heritage-listed chimneys, several industrial kilns, old abandoned houses and others still in use, some of them of some architectural interest.
The municipality wishes to transform this degraded part of Oliva, taking into account the identity of the site and its surroundings, to generate a productive urban fabric. The traditions and location of this area make it perfect for the promotion of functional diversity (residential-productive). Proposed innovations should be linked to the municipality’s main traditional production sectors (agriculture, derivatives from agriculture and industry) with a view to the diversification of the production and labour market, currently heavily dependent on the service sector. The Oliva City Council is looking for new feasible urban dynamics which apply economic and environmental sustainability criteria, respect for the area’s architectural and engineering heritage, a mix of uses, citizen participation and encouragement of high-performance job training.
Oliva City Council, in response to the future challenges for its urban planning, wants to regenerate the southern edge of its main urban core, an area known as “Els Rajolars”, and employ various transport modes to improve its connection with the rest of the municipality and the different supramunicipal transport grids. The site is an old and largely abandoned industrial zone, with a powerful identity projected by former brick factory equipment and facilities (heritage-listed chimneys, kilns, large drying areas and buildings). This urban area, planned for residential usage, is in a strategic location: a transition zone between the city and the market gardens, and also between the town centre and the important natural mountain environment. It is also close to urban areas with serious vulnerabilities (the old town, La Carrasca), making it an alternative development zone for Oliva.
ATTACHMENT Nº6: LOT 6: PARC BIT, PALMA.
THE PARC BIT AND SUSTAINABLE MOBILITY (Lot 7)

Parc BIT is on the Son Espanyol property. It covers 1,415,983 m². The Special Development Plan for Parc BIT was approved in 1999. In 2010, it was modified to reduce the buildable land area and delete all areas marked for housing development. It envisages a total buildable area of 299,442 m², differentiated into 253,384 m² for tertiary uses and 46,058 m² for areas designated for Services of Public and Social Interest.

Parc BIT has grown since its opening in 2002 to its current configuration. A similar process has occurred in the research and technological transfer centres, key components in the development of the Park as an R+D+I vector. Today, 131 businesses are installed in Parc BIT, with 2,530 highly qualified staff (59% with graduate or post-graduate qualifications), making it the main hub for technology-based companies in the Balearic Islands. Jobs for some 8,850 people are expected to be generated in this Park.
In 1994, British architect Richard Rogers won an international competition for the design of Parc BIT, a technology and administration park located in a rural area, eight kilometres outside Palma, near the Balearic Islands University campus. The project aimed to attract residents who preferred to work from home or do computer research. According to the mission statement, it implied, "understanding people’s future needs, minimising energy consumption and reducing pollution". The brief envisaged a community of 5,000 people and buildings that would not be more than three stories high.

Later on, the authorities considered that a residential complex to house scientists and researchers who worked on this technology park was not necessary in a context like Mallorca, and in 2007, the Special Plan was modified accordingly. One of the consequences has been a great need for transport, especially in peak periods.

The Regional Planning, Energy and Mobility Department now wants to build a Metro line and station that will help significantly to reduce the need for private vehicles to reach Parc BIT, a hub with daily movements of more than 3,000 staff, 86% of whom use private motor vehicles to get there.
The Government expects to be able to draft the Metro extension project shortly. The Master Plan includes a map of new railway lines that will complete the current network. This will be a key tool for reducing the current pressure on some of the arterial roads that enter Palma. The project will consist of a 1.5 km line to connect the city centre with Parc Bit in 15 minutes and add new impetus to the technology and administration park.

The competition seeks proposals for the implementation of this station and the resolution of its immediate environs. Proposals should also consider the possibility of reviving the residential uses —collective residential use at least— bearing in mind the proximity of the University, which now has an accommodation shortage due to the saturation of its only student residence and the high cost of rental options.
ATTACHMENT N°7: LOT 7: SANT CLIMENT DE LLOBREGAT, BARCELONA.
IMPROVING THE CITY CHANGING ITS ENTRY (Lot 8)

The site is in the Sant Climent de Llobregat municipality, part of the Barcelona Metropolitan Area, at the entrance to the town from Viladecans on road BV2003. This is the natural exit point from the San Climent valley down towards the Llobregat River delta. The town’s industries are located here, spreading across the entire right bank of the Riera de Sant Climent stream.

On the left bank is the old soccer field, now in disuse, the heritage-listed Can Molins farmhouse and cherry orchards, vestiges of an agricultural sector that once covered about 9 Ha- all the flat land and terraces in the municipality. Between the new fire station at the start of the industrial zone and the turn-off to the town centre, the road meanders alongside the Riera, with the old municipal football field and the Can Molins farmhouse grounds to the left.

This situation is an opportunity to study a new entrance to the town on the left side of the Riera and a new development sector, making the most of the public ownership of most of this land: municipal in the case of the football field and INCASÒL in the case of the Can Molins estate.

The boundary with the forested sector can be considered to be flexible once the planning proposal has been studied. In order to work on this proposal, the study area includes the industrial sector, the project site, and the tree-covered part of the estate, in a broad sense.
Sant Climent's industrial zone is located in the study area, alongside the project site. Although it is still active, the crisis as a whole, but particularly the crisis in the textile industry, has caused a degradation of its buildings and associated facilities. The current planning guidelines permit new economic activities in this area on the basis of pre-existing sports uses in a section of the proposed site. The obsolescence of the existing sports facilities, now unused, and the town’s privileged location in the Baix Llobregat district—near the sea and close to high-density residential areas—make it quite feasible to propose new sports and leisure-related activities which may act as a driving force for the local productive economy.

Another aim of the proposed land development is to redirect traffic away from the industrial area, currently the entrance point to the town. This would solve some of the traffic problems currently generated in the economic zone, improve the parking facilities, accessibility and image of the sector, and have side benefits for good governance.