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Monday to Friday 10 a.m-2 p.m

EUROPAN 16. LIVING CITIES

Brief

Almendralejo

Alzira

Barcelona

Beizama

Esparraguera/Colonia Sedó

Madrid

Roquetas de Mar

EUROPAN 16 SPAIN, "LIVING CITIES"

The aim of EUROPAN is to bring young professionals involved in planning, landscaping and architectural projects into this European debate forum, and encourage them to develop and publicising their ideas for a European and international audience.

EUROPAN also aims to help the public authorities and promoters that provide the sites to receive innovative architectural and urban planning solutions. EUROPAN is an anonymous, public, open design competition.

The Ministry of Transport, Mobility and Urban Agenda hosts this competition in Spain, and strives to facilitate commissions by the public bodies participating in EUROPAN Spain for the winning proposals. For this purpose, the terms defined in the tender conditions match the procedures for Project Competitions adjudicated by a Jury as defined in articles 183 et seq. of the Public Sector Contracts Act. Compliance with the conditions set out in the EUROPAN 16 Regulations and in the aforementioned law is therefore guaranteed.

For this reason, teams competing for a site in Spain should make themselves familiar with the EUROPAN 16 Regulations for Jury-supervised Project Competitions, published on the Spanish Contracting Platform .

EUROPAN 16/SPAIN COMMITTEE

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Ministry for Transport, Mobility and the Urban Agenda

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2. Rocío Peña, architect, San Sebastian. www.ganchegui.com.
3. Eva Luque, architect, teacher. Almería. www.elap.es.
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5. Mariona Benedito, architect, teacher. Barcelona www.mim-a.com.
6. Eduard Bru, architect, urban planner, teacher. Barcelona
7. Niek Hazendonk. Landscaper. The Netherlands
8. Socrates Stratis. Architect, urban planner, teacher. Cyprus. Member of EUROPAN Europe Scientific Committee. www.socratesstratis.com
9. Tina Gregoric Slovenia/Austria. <https://www.dekleva-gregoric.com/profile>

Substitute: Arantza Ozaeta, architect, EUROPAN former winner. Madrid. www.tallerde2.com

PRIZES

EUROPAN/Spain envisages seven possible first prizes and 7 second prizes, plus any special mentions deemed advisable by the jury. First-prize teams will receive €12,000.00, second prizes €6,000.00.

SPECIFIC COMPETITION SITE DETAILS

SITE REPRESENTATIVE

The site representative is the Mayor of Alzira, currently Diego E. Gómez García or the person delegated by him, assisted by members of the Technical Department of the Town Planning and Infrastructure area of the City Council, supervised by the Directorate-General of Housing, Renovation and Urban Regeneration of the Valencia Region's Department of Housing, Public Works and Territorial Development.

AGENTS INVOLVED

Alzira City Council and the Regional Department of Housing, Public Works and Territorial Development.

Other agents involved will be: the local landowners, neighbourhood associations and groups involved in the citizen participation process in the competition area.

TEAM PROFILE

The competition team must be led by an architect with the professional competence and attributions permitted by law.

TEAM COMPETENCE FOR THE ALZIRA SITE

The site features and the competition objectives require competence by team members in the following specialist fields: urban and territorial planning, civil engineering, sustainable mobility, landscaping, industry, economics and business management, environment, citizen participation, vocational training, etc.

TENDER ANNOUNCEMENT

The EUROPAN 16/Spain invitation for proposals and results will be published on the State Procurement Platform, the Official Spanish Government Gazette and a major national newspaper. The results will also be publicised by the Spanish Architects' Guild and the specialist media.

The results of EUROPAN/Spain are exhibited and published in a catalogue of prize-winning projects and special mentions. This exhibition of the national results is itinerant.

The winning teams are invited to participate in events to present their proposals and debates at both the national and international level.

FIRST JURY MEETING

The site representatives participate in the first jury session with the right to speak and vote.

PROCEDURE FOLLOWING THE JURY DECISION

Immediately after the jury's decision, the EUROPAN-Spain winning teams are invited to present their projects to the site authorities. This is followed by an initial round table discussion involving members of the jury.

PROCEDURE FOR COMMISSIONING FOLLOWING THE JURY'S DECISION:

The site promoters and associate members or their delegated representatives (local bodies, regional governments or legal public authorities) are recognised as contracting bodies with the power to award the service contract at each site under a non-advertised negotiated tender procedure for the competition winner or one of the prize-winners. In the latter case, all winning teams (prize winners and special mentions) must be invited to take part in the negotiations.

POST-COMPETITION COMMISSION

The nature of this initiative has led the Alzira City Council to propose a post-competition commission involving the drafting of a Bioclimatic Building Project for the plot marked as Scale S.

The runner-up will be commissioned to develop the urban planning project for the green/open spaces in Sector PPR11.

The Sector will be developed under the Partial Plan planning tool.

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Primary objectives



Aerial photo of Alzira metropolitan area

The overarching aim is the resilient integration of the area in an open process that regards the city as a living organism. Competitors' proposals should trigger mechanisms that encourage urban inclusivity, linked to the identity of this place and its environs, in order to produce an urban fabric that is intrinsically stitched to and in the city. A flexible strategy is sought, with solutions for the present and options for adaptation to future situations.

1.1 OBJECTIVES AT THE CITY SCALE

INCLUSIVITY

The new sector is seen as an urban planning element that should integrate different areas of the city: the scattered buildings in the Torretxó district, the L'Alquerieta district, the city's expansion zone and the County Hospital zone. This sector is proposed as an element of urban and social cohesion; an inclusive metabolism.

Equality, the gender perspective, inclusion and universal accessibility are a priority for the integration of the urban areas in the existing city.

CONNECTION

The location of this sector in the city requires urban elements that will facilitate integration based on sustainable urban mobility with different transport modes. A rethink of Alzira's connections is possible, including a review of the entrance to the city and links to the county hospital.

The area's access must be resolved by means of different transport modes, prioritising walking and cycling to different parts of the city, possible connections to interchanges with other urban and regional public transport modes (railway station, bus station, bus stops, etc.).

ARTICULATION

The area acts as a strategic hinge between the town's consolidated zones. Its urban development is a unique opportunity to relocate facilities to a higher flood-safe level, and also to improve mobility and connectivity issues.

The proposal for this urban area is about infrastructure for uses and roadways as an articulating element that can articulate the various existing uses and urban fabrics. This strategic enclave is provided with basic emergency facilities: fire station, police, heliport and a road link to the regional hospital.

1.2 OBJECTIVES ON THE LOCAL DISTRICT SCALE

In this case, the regeneration of the l'Alquerieta district and the inclusion of the Torretxó district are basic aspects that influence the sector containing the competition site.



Alquerieta district

The connection between the l'Alquerieta district and the edge of the city's expansion area must be resolved, ensuring that it is not marginalised and permitting the compatibility of public services.

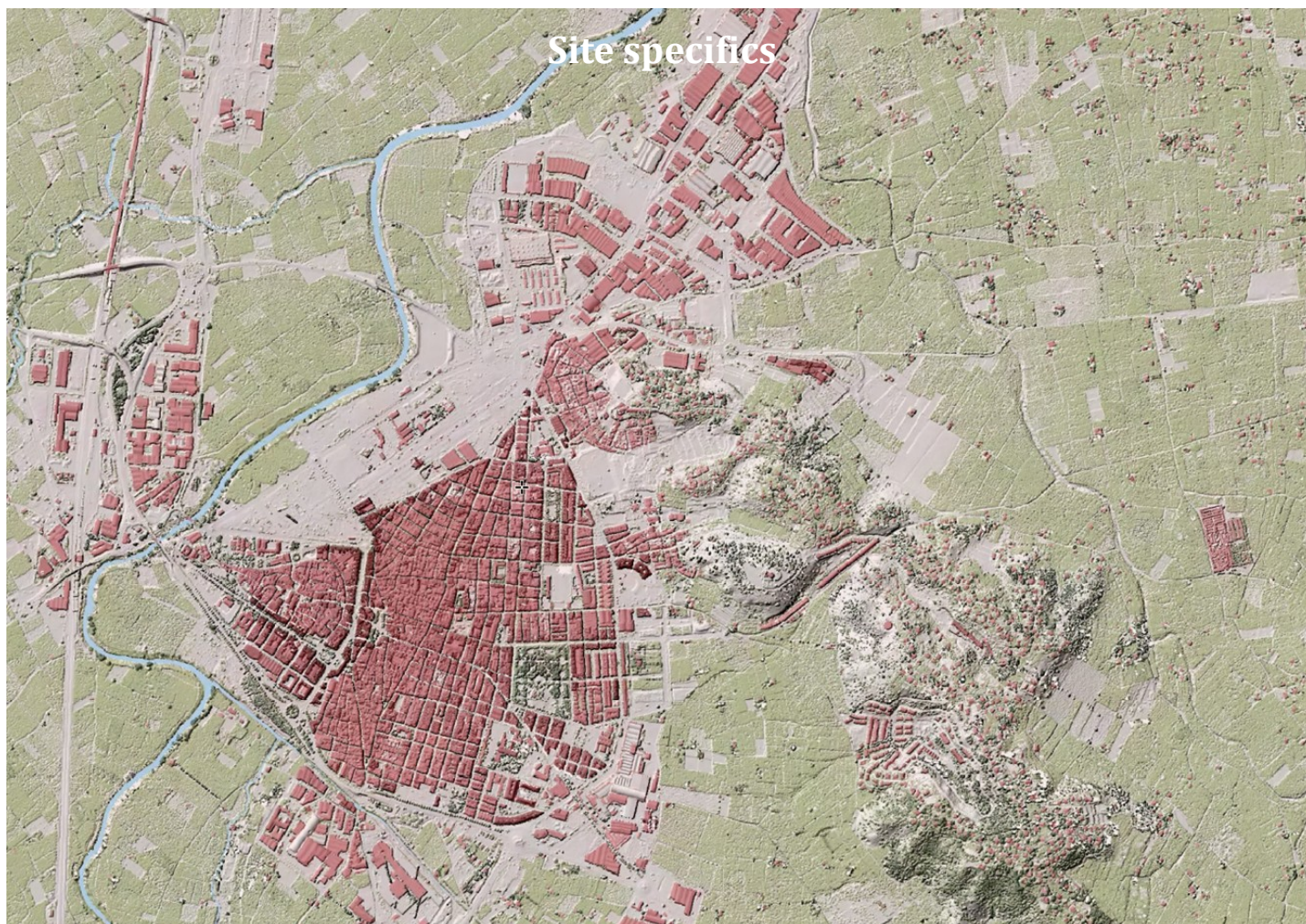
The scattered urban fabric of the Torretxó district must be merged with the rest of the town through public spaces, roadways or facilities that are compatible with the different typologies.

1.3 URBAN RESILIENCE

The proposal for the development of this sector follows on from reflections on issues such as its fringe location in the city, its potential integration and improvements to its resilience. The first step is the definition of the plot where a bioclimatic architecture project is proposed as a reference point for the county. It will materialise energy efficiency strategies and optimise the passive climatic response.



Torretxó district



Mapa Lidar

2.1. REPRESENTATIVE OF THE SITE

The site representative is the Mayor of Alzira, currently Diego E. Gómez García or the person delegated by him, assisted by members of the Technical Department of the Town Planning and Infrastructure area of the City Council, supervised by the Directorate-General of Housing, Renovation and Urban Regeneration of the Valencia Region's Department of Housing, Public Works and Territorial Development.

Other agents involved will be: the local landowners, neighbourhood associations and groups involved in the citizen participation process in the competition area.

2.2. TEAM REPRESENTATIVE PROFILE

The competing team must be led by an architect with the professional competence and attributions permitted by European law.

2.3 ADVISABLE TEAM COMPETENCE

The site features and the competition objectives require competence by team members in the following specialist fields: urban and territorial planning, civil engineering, sustainable mobility, landscaping, industry, economics and business management, environment, citizen participation, job training, etc.

2.4. COMPETITION AND RESULTS DISSEMINATION

The City Council and the Regional Ministry of Housing, Public Works and Territorial Development will help to publicise the competition, complementing EUROPAN Spain's initiatives to raise its public profile in general and in particular, during the successive stages, with information and participation sessions with the neighbourhood associations and local groups involved, exhibitions about the competition and other initiatives deemed appropriate and worthwhile in the course of the process.

2.5 PARTICIPATION BY THE SITE REPRESENTATIVE

The Mayor of Alzira or his/her delegated representative will take part in the first jury session as the official site representative

2.6 POST-COMPETITION PHASE

The nature of this initiative has led the Alzira City Council to propose a post-competition commission involving the drafting of a Bioclimatic Building Project for the plot marked as Scale S (1)

The runner-up will be commissioned to develop the urban planning project for the green/open spaces in Sector PPR11 (2).

The Sector will be developed under the Partial Plan planning tool.

2.7. PROCEDURE ENVISAGED FOR THE PROFESSIONAL COMMISSION

The contracting procedure envisaged for the Basic Bioclimatic Building Project in the "El Torretxó" Area is set out in the competition brief, with involvement by the EUROPAN 16 jury.





Alzira situation

The following aspects converge in the Alzira municipality and should therefore be taken into consideration in competition proposals.

3.1 GEOGRAPHY

Alzira, a town and municipality in the Valencian Region, is the capital of the La Ribera Alta County. The town is located 36 km south of the regional capital Valencia and 25 km from the coast.

Most of the Alzira municipality is located on the right bank of the Júcar River. It is divided into two sectors, one covering 83.24 km² and the other, La Garrofera, 28.22 km².

The municipality's geography is irregular. It is completely flat along the river, with the Corbera, La Murta and Les Agulles mountain ranges rising to the south-east.

Its Mediterranean climate has a sharp transition from summer droughts to heavy torrential rain in autumn, which often causes flooding.

The municipal district spans several townships, La Barraca d'Aigües Vives, La Garrofera, El Pla de Corbera, El Respirall, San Bernardo, Vilella, Casas de Jijera and Casas de Santa María del Bonaire.

3.2. HISTORY

The name Alzira derives from the Arabic الجزيرة (al-ǧazīra), "the island", "the island of the Júcar River". Indeed, Alzira's growth can be explained by its location and its links to the Júcar River. Numerous floods have shaped the town's urban growth. Its historic centre originated in the Arab town, and the river defined its prominence as a key strategic enclave, historically the only north-south connection route in the province, hence the image of a key in its coat of arms.

The first references to the city date back to the Muslim period, when it was an important medina or market and an ideal point to control traffic along the Xúquer River between Valencia and Xàtiva across the two bridges, now called Sant Bernat and Sant Gregori.

The spread of the urban fabric along the meander generated by the river facilitated the city's defence by means of strategically placed walls, still preserved in their entirety, as well as its residential growth thanks to its commerce and production. Agriculture has historically been the town's economic mainstay.



King Jaume I the Conqueror realised that the strategic situation of Alzira was of utmost importance. The remains of his works can still be visited. He raised the town's status to a royal villa, with the privilege to vote in the Court of the Kingdom of Valencia. Contemporary scribe Ramon Muntaner mentioned the death of the monarch in his royal residence in Alzira, Casa de l'Olivera (60, Mayor Santa María Street), an old military tower in the Almohad walls, only two of which are still standing.

The Júcar River was navigable up to Alzira by small boats until the 16th century. However, it has also been regarded as a scourge for the town as it has caused much damage in the course of its history, with major floods recorded in 1320, 1473, 1779, 1864, 1982 and 1987, amongst others. In particular, 20 October 1982 marked one of the most tragic pages in Alzira's history, when the Tous Reservoir collapsed.

In more recent times, successive floods have been responsible for changes to the configuration of the town's urban structure. It bears traces of the 19th century expansion area, and the old riverbed has been replaced with the alignment of the two main thoroughfares for traffic and business in the city and the surrounding Ribera Alta county.

The city of Alzira is subdivided into the following districts, which are clearly recognised by the local residents although they lack formally defined boundaries:

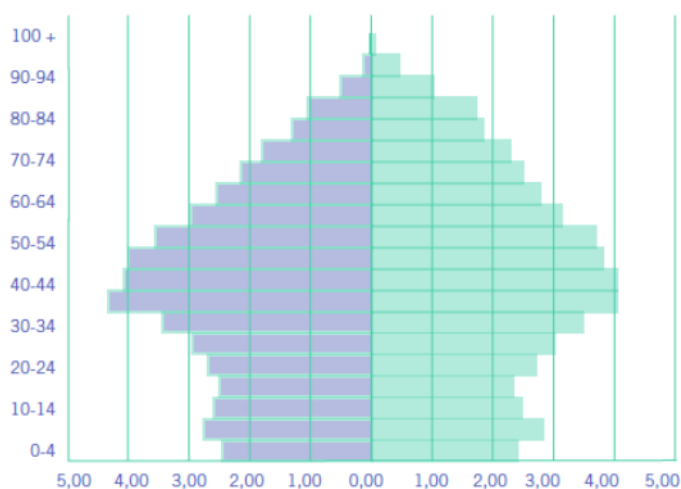
01. La Villa
02. Tulell
03. Alborxí
04. L'Alquerieta-Torretxó
05. Arrabal de San Agustín (Santos Patronos)
06. Hospital Viejo (San Judas, Caputxins)
07. Les Basses
08. Venecia
09. Germanies
10. L'Alquenència



3.3. SOCIO DEMOGRAPHY

As of 1 January 2020, the Alzira population was 44,938, slightly more than the 44,393 inhabitants registered in 2018 (INE).

The population pyramid reflects two of its main features: a high percentage of young people of working age (35 - 50 years) and a small peak, which reflects the decline in fertility and illustrates an ageing population trend. There are no significant differences by gender apart from more working age men and more older women, due to their longer life expectancy.



The municipality has received several waves of migrants. In the last ten years, Alzira's population has grown slightly, especially its foreign-born population, which doubled to 9.41% of the total population in 2015.

Over 52 nationalities live in Alzira, including Romanians (41.30% of the foreign-born population), followed by Moroccans (11.31%). Although the numbers of migrants has dropped considerably, they still account for a considerable part of the population.

More than 13% of the foreign-born population lives in l'Alquerieta and El Torretxó districts, where there are also Spanish Roma who, according to estimates by the Social Services staff of the Citizen Participation Centre, account for roughly 10%, some 350 people. Locally-born and immigrant residents coexist in this neighbourhood, but they do not live together, scarcely interact socially and some conflicts in relations have been reported.

L'Alquerieta-Torretxó is the most disadvantaged part of the municipality, and therefore requires participatory action to foster social cohesion in a vulnerable neighbourhood. It is important to remember, however, that many people have migrant histories. A large number of people from Alzira moved to Central Europe in the 1960s and '70s in search of opportunities and a better quality of life.

3.4 SOCIO ECONOMIC DETAILS

Alzira, like the surrounding municipalities, has always been an eminently agricultural town. This circumstance has influenced its social, cultural and labour profile. Until the middle of the last century, all work except for farming was done in the main town centre. The concept of the productive city has thus always been present here.

Crops receive irrigation water from the Royal Júcar irrigation canal. Oranges are the most important agricultural product here. Rice growing has declined in recent years. Other crops include wheat, maize, tomatoes, cotton, potatoes, etc. The main non-irrigated crops are carob, vines, olives, almonds and others. Land ownership is decentralised: 70 % of the land is farmed directly by its owners, predominantly on small-scale plots.



Farming is mainly for animals production. Poultry farms also plays an important role, with a large industrial poultry farm in the municipality. The town also has a large industrial sector for orange derivative products.

However, the city's most powerful economic growth took place in the second half of the 20th century, when the hitherto agricultural town gave way to an eminently industrial and service-oriented city. Businessman Luis Suñer played an important role in this process. He is remembered by the people of Alzira as a generous, enterprising person who owned a large corporate group and founded familiar brand names like Avidesa.



Alzira is now a major consolidated industrial and commercial hub, with factories that produce ice cream, animal feed, flour, cardboard, dyes, spinning products, publishing, furniture, building components, packaging, transport infrastructure, etc. New industrial estates, the Alzira-Carcaixent shopping axis on the new Ribera Avenue and the city's expansion through the Tulell sector confirm its dynamic character as the driving force for the county economy. It also provides the most leisure and service options in the area, which provide a large number of direct and indirect jobs.

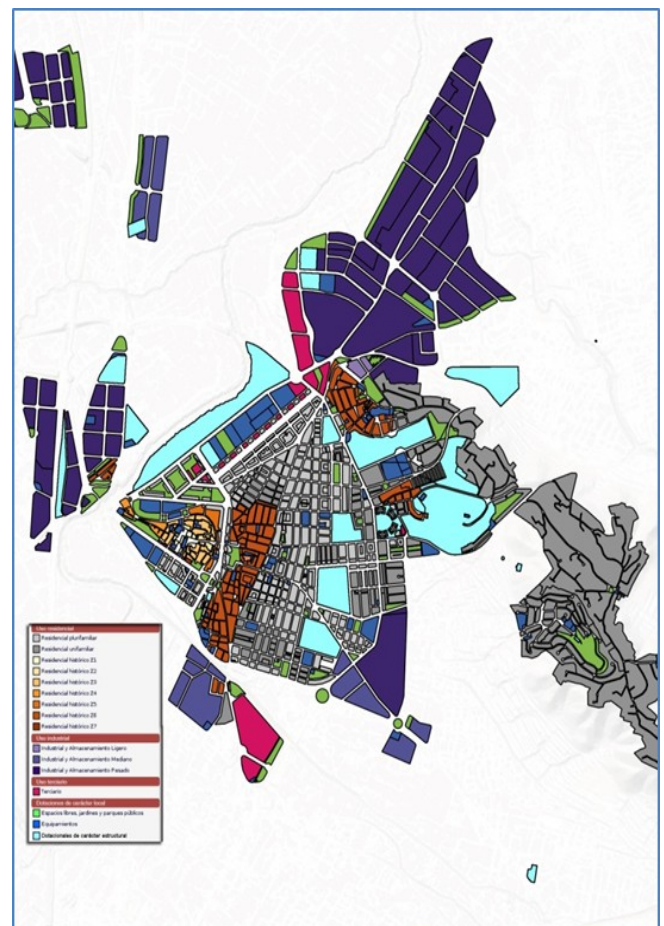
Alzira has evolved into the administrative, business, industrial and agricultural capital of the Ribera Alta county. Its character is increasingly decentralised with respect to the regional capital, Valencia.

As a result, it provides all the necessary services (financial, taxation, legal, shopping, health and education) not only for its own citizens but also the inhabitants of the surrounding towns and districts.

Its business supremacy is proven by the fact that 94.7% of visitors come to Alzira to do their shopping, (City Council statistics).

3.4 MASTER PLAN

The Alzira Master Plan, ratified by the Town Planning Commission on 27 May 2002, covers the land in the study area, classified as developable land Sector PPR-11, with two implementation units, UER-111 and UER-112 which cover 186,499 m². The Master Plan specifies that this developable land is primarily for residential usage.



3.5 TORRETXÓ AREA PLANNING REGULATIONS

The site is located in a developable sector in the process of being activated by the municipality, which has a vision for administrative and social services and a network of open spaces for both the sector itself and the rest of the city.

This site is proposed as the start of **an inclusive dynamic** plan which will span several zones of Alzira with different economic, social and cultural features. A mix of uses and innovations in the design and materiality of the buildings to be constructed will contribute to this planning vision.

The municipal planning authorities have designated uses and surface areas as the starting point for the design proposals.

	SECTOR (m²)	UE 1 (m²s)	UE2 (m²s)
RED PRIMARIA TOTAL	63.52	21.632	41.888
ZONA VERDE PRIMARIA	41.888	0	4.1888
EQUIPAMIENTO PRIMARIO	8.145	8.145	0
VIARIO PRIMARIO	13.487	13.487	

RED SECUNDARIA TOTAL	98.333	89.851	8.482
ZONA VERDE SECUNDARIA	12.532	12.532	0
EQUIPAMIENTO SECUNDARIO	63.974	63.974	0
VIARIO SECUNDARIO	21.827	13.345	8.482

SUP LUCRATIVA	24.986	14.529	10.077

EDIFICABILIDAD	UE-1	UE-2
RPB	24.331 m²†	0 m²†
RUA	95 m²†	642 m²†
TCO	10.000 m²†	0 m²†
RUH	0 m²†	15.996 m²†

In the plot defined for the project (Scale S), the concept of a building complex (*) is proposed as per the national land legislation terminology. It will include public facilities and private usage allocations.

The planning constraints for residential uses prevent buildings on Padre Pompilio Avenue from exceeding the existing number of storeys on the avenue.

In addition to the uses designated for the block, a public space of at least 5,450 m² must be included. The following uses are compatible in this sector:

Tco.1. Tco.2 Tertiary

Tho.1. Hotels, hostels and inns.

Tof. Office premises.

Tre. Recreational activities.

Ind.1. Industrial premises compatible with housing.

Alm.1 Warehouses compatible with housing.

D. Public services.

Par.1 and Par.2. Car parks for private or public use.



Study site

4.1 PROPOSED TRANSFORMATION

Defining features of the study area.

On the basis of the above-mentioned issues, the following defining features of the study area may be regarded as a starting point for proposals to achieve the municipal objectives:

- Sector in a strategic location, bounded by undeveloped land defined in the Master Plan.
- Urban area envisaged for the installation of emergency services.
- Urban area envisaged for the inclusion of different types of urban fabric (consolidated, degraded and scattered).
- Urban link infrastructure for the city.

4.2 STUDY SITE POTENTIAL

A perfect area for the promotion of functional diversity (residential-services) due to its location, linked to the rest of the city, the municipal area and the main thoroughfares.

Area adjacent to an urban zone with serious urban vulnerabilities (La Alquerieta district), potentially an ideal area for integrating social initiatives.

Urban transition zone between rural (farmland) and urban (expansion area for the consolidated city).

Urban area where emergency response service infrastructure is concentrated.

The origins of the city around the river meander, a flood-safe zone, must be borne in mind, as well as its importance as an key historic enclave for business, social and political interchange.

Alzira wishes to highlight its strategic geographical position in order to attract new ideas for future development, primarily linked to leisure and tourism. It is territorially close to the regional capital Valencia, and is therefore within reach of its macro-infrastructures (harbours, airports, services, etc.), and also in a central location for two other large county capitals, Gandía and Xátiva.

4.3.-SITE CONSTRAINTS

Internal elements are distinguished here from nearby external yet related elements.

4.3.1 Internal elements: integration of pre-existing uses .

- Sagrada Familia parish church, a contemporary religious building located between the La Alquerieta and Sagrada Familia districts on land provided by the city council to encourage the continuity of initiatives aimed at social integration and equality.

- Teodor Andreu Infant and Primary School, a public school located on the edge of the sector. Proposals must be capable of improving the urban environs of the school with a view to transforming this use into a space for co• learning exchange and biodiversity.

- Alzira emergency facilities: the future municipal police building, now under construction, is designed with sustainability and zero energy consumption criteria (nZEB). The future county fire station, civil protection facilities and a heliport for emergencies are planned for the adjacent land.

- The flood risk prevention plan for this land (PATRICOVA) was a decisive factor in its choice for the municipal and county emergency facilities.

4.3.2 Nearby external elements :

- La Ribera Hospital, on the outer edge of Alzira, provides health services to the county. This is an important element for the study of the physical connections with the city and the neighbouring municipalities.

- José Parra Secondary School, located on the edge of the city's expansion area, where diversity and collectivity are a priority.

- Sagrada Familia School, located in the La Alquerieta district, an instrument for generating diversity• based urban and social relations.

- Verge del Lluch Sanctuary, a chapel in Muntanyeta del Salvador, Alzira municipality. It is classified as a Locally Important Property. Its neo• Romanesque design is on a basilica plan. Two false lateral naves with buttresses flank the central nave. While the exterior is sober, the interior has a neo• Baroque decor. Set on the 'La Ribera balcony', it affords excellent views of the surrounding countryside. From the Virgen del Lluch Sanctuary, visitors can see the entire Xuquer River alluvial plain from new Gabarda to Cullera, and the hills flanking the nearby La Murta and La Casella valleys.

- Santa María de la Murta monastery (14th• 15th centuries) is in La Murta Valley. Built for the Hieronymite order, it was an important cultural and spiritual emporium and a pilgrimage destination for royalty, the aristocracy and influential religious figures. It was acquired by the City Council in 1989. Since 1995, restoration and recovery work has been done on the convent• fortress and the surrounding protected nature reserve.



PARROQUIA SAGRADA FAMILIA

COLEGIO SAGRADA FAMILIA

HOSPITAL DE LA RIBERA

COLEGIO TEODORO ANDREU

FUTURO RETEN DE LA POLICIA

SANTUARIO VERGE DEL LLUCH

4.4 TRANSPORTATION

4.4.1. Roads

Several county roads run through the Alzira municipality, interconnecting the municipalities in the La Ribera, La Safor, La Costera and other counties.

- Tavernes de Valldigna-Llíria road (CV-50)
- Alzira-Xàtiva road (CV-41)
- Alberic-Alzira road (CV-550)
- Alzira-Favara road (CV-510)
- Alzira-Sueca road (CV-505)
- Alzira to Carcaixent road (CV-572)
- Alberic to Tous road(CV-541)



4.4.2. Railways

The station is at km 77 of the broad-gauge line between Madrid and Valencia, 21.12 m above sea level. Long- and medium-distance trains along the Mediterranean corridor stop at Alzira Station.

Suburban trains on the C-2 line between Valencia and Xàtiva account for most of the railway traffic at the station.

4.4.3.-Green belt

The Alzira City Council is working on the peri-urban Green Belt project which will interconnect its urban infrastructure, a green belt encircling the whole city.

It is being used as a device to regenerate degraded zones and provide citizens with new recreational areas like the Júcar Lookout



In conclusion, the current state of the transport network, especially the highway grid for motor vehicles, and also the lack of interconnections between cycle paths, is responsible for the traffic congestion in the main town centre. The design and implementation of a SUMP is thus a major necessity in Alzira. The municipality needs to update its infrastructure and implement alternative sustainable transport systems.

4.5.-URBAN STRUCTURE

The new plan for the sector will facilitate permeability between the Alquerieta - Torretxó districts and the town centre. It defines smaller blocks of streets with transversal roads that permit north-south and east-west movements. It also proposes uses which will facilitate the distribution of administration and social services, not only in the sector itself but also throughout the city. Finally, small green zones are defined with a distribution that constitutes a network of outdoor leisure spaces near peoples' homes.

The project needs to neutralise the marginal character of the areas around the expansion zone, the Alquerieta and Torretxó districts, and obviously also avoid the creation of an urban island that is disconnected from the city centre.



The project site

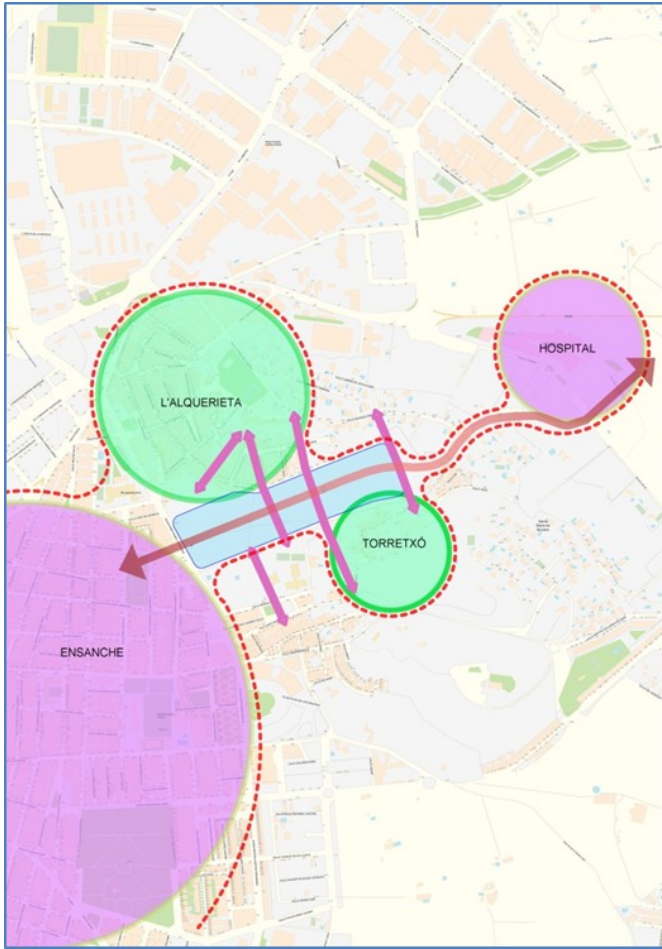
The sector covering the project area affects 186,499 m² of urban residential land and public land. The promoters wish to develop a municipal and supra-municipal emergency facilities zone, which began with the construction of the municipal police station. An easily accessible, flood-safe site has been chosen, sharply contrasting with the current facilities located in the flood-prone historic city centre, a maze of narrow streets shaped by the 9th century Islamic settlement.

The competition plot is in this sector, adjacent to the zone designated for the emergency response facilities and a school. There are no buildings on the plot. Urban utility services are already installed on Pare Pompilio Avenue and ready to be connected to the building infrastructure.

5.1 LOCAL FEATURES

The area has influential elements that need to be studied.

- The road connection between the city and the hospital.
- The La Alquerieta Urban Residential Area.
- The "Ensanche" Urban Residential Area.
- The Torretxó Disseminated Urban Residential Area.
- The proposed emergency services: the police station under construction, a Memorandum of Understanding with the Fire Brigade Consortium for a land transfer to build its facilities.



5.2 COMPETITION DESIGN GOAL

The main goal of the competition is to design an urban pedestrian macro-block for the residential grid that is suitable for housing, tertiary and underground parking uses. The design of these buildings will be bioclimatic and + energy rated.

The building design type for the block is open but restricted to a maximum of six floors (ground floor + five) and must adapt to the uses defined in the Partial Plan for this zone. The housing typology should preferably be multi-family.

Construction will implement the "Housing Complex" as defined by Spanish urban development legislation, allowing for-profit uses to be integrated into the land on the macro-block, along with public facilities in the form of building-free spaces.

The initial land areas are as follows:

Plot area	14.529 m ²
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Residential gross floor area (GFA)	29.331 m ² †
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In addition to these for-profit uses designated for the proposed block, a public space with a minimum area of 5,450 m² (free of high-rise buildings, with below-grade uses permitted) must be added to it.

The buildings on this block cannot be more than 6 storeys high, and must not obstruct normal aircraft traffic to the adjacent emergency heliport.

The building proposal must be innovative, not only for the local area but also for the rest of the Valencia Region, and must contemplate housing types with a + plus energy balance, designed to tackle climate change and minimise their environmental footprint.

The design of the roads and green areas defined by the Partial Plan is also part of the competition, including environmentally sustainable street furniture and Mediterranean tree species that mitigate the excessive effects of sunlight due to climate change.

The initiative in this urban context must become a spearhead for efforts to combat the inequalities and social breakdowns in the area with respect to the social and also the physical environment. It should be an example of an alternative to the usual initiatives on the real estate market, unfortunately implemented solely with a Low-Cost focus.

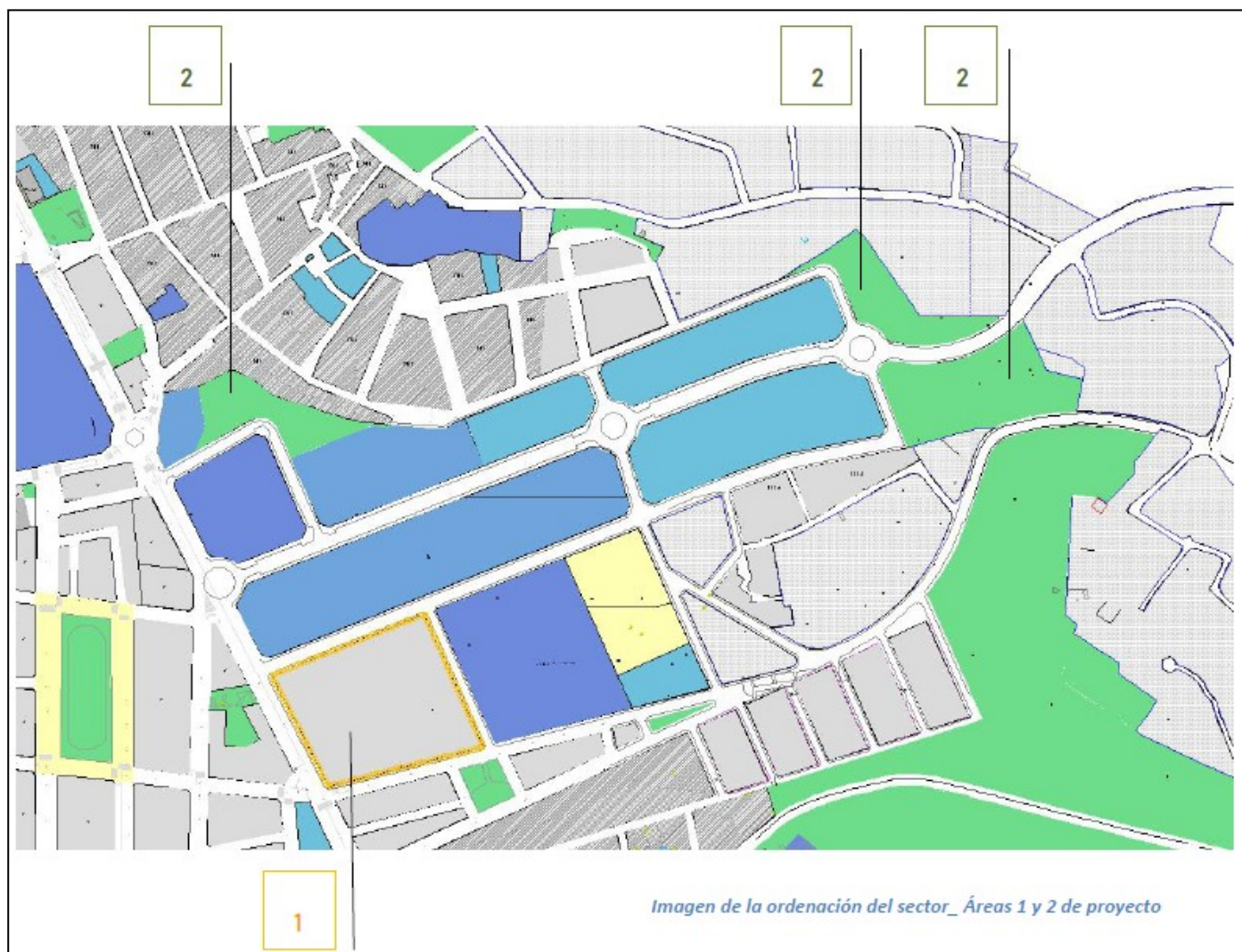
Another core objective of this competition is environmental innovation in building materiality, ultimately aimed at contributing to mitigate climate change.

The team awarded the first prize will be commissioned to draft a Basic Project for the residential block, the initial step in the execution of the buildings located on it (1).

The team awarded the second prize will be commissioned to draft the Landscaping Project for the public spaces and green areas shaped by the compartmentalisation emanating from the Partial Plan approved for this area, PPR-11/ARR-11.(2)

The detailed planning of the residential project area will be considered the initial and reference action for the development of the rest of the sector.

The study of the urban planning of the reflection area and the resolution of the detailed planning of the project area (yellow limit) will be considered in the evaluation of the proposals presented.



6. REQUIREMENTS BRIEF

When drafting their projects, teams must bear in mind that in this competition, the Alzira City Council is seeking new urban dynamics based on economic/environmental sustainability for the city, through innovative responses that resolve the inherent problems in this area caused by the scattered, isolated distribution of neighbourhoods and their lack of urban connection, as in the case of the Torretxo and l'Alquerieta districts.

6.1. URBAN REDEVELOPMENT

The Partial Plan PPR-11/ ARR-11 development proposal strives to address the following needs:

6.1.1. Articulation with the city

- Neutralisation of the marginal character of the La Alquerieta district, while obviously also avoiding the creation of a new urban island disconnected from the main town centre.
- The creation of urban link elements to blur differences between different zones.
- A street alignment planning proposal in the area that can facilitate a new alternative vision of the link between the Hospital and the city, as well as general access to the city.

6.1.2.-Articulation with nearby scattered residential buildings

Given the proximity of these buildings to the project area, it is advisable to address the articulation between the two, considering the buildings of architectural interest and defining the uses that require more space and are inserted on land with a more rural character.

6.1.3.-Intra and extra mobility

Entirely sustainable urban mobility must be implemented, with the necessary urban planning elements installed to ensure good integration by means of mobility with different transport modes, predominantly non-motorised.

- Energy saving and elimination of the energy footprint.

- Promotion of public transport and non-motorised transport modes (walking, cycling).

- The marginal nature of this area implicitly requires its connections with the surrounding municipal and supra-municipal areas to be addressed through the various existing (and planned) transport networks in the municipality.

- Given that the project area is a relatively long way from the centre of Alzira and its main public services, mobility will be a key factor in its integration with the town centre.

- Design of transport infrastructure, predominantly for pedestrians and cyclists while not neglecting vehicle access, mainly for public transport and services.

- Analysis of direct access to this area from the outside and access to the rest of the city through it.

6.1.4.- City edge

- This operation will resolve the edge between the expansion zone and the areas containing scattered buildings and farmland.

- The elements which will contribute to accomplishment of the objective must be defined.

- Elements must be included that facilitate access to the city via the new link to the hospital, where the emergency services (police, fire station, civil protection, etc.) will be installed.

6.1.5 –Public space

The network of public spaces in this area is the skeleton that shapes the sector and collaborates in its connection to nearby natural environments (La Murta, La Casella, etc.).

It generates a new district that will stitch the urban fabric together by means of public spaces, thus encouraging personal interaction, citizen participation and the ability to be used for alternative activities

6.1.6.- Relevance to the EUROPAN 16 theme, Living Cities

The project area is ideal for the promotion of functional diversity (residential-public facilities-tertiary) thanks to its location with respect to the city, the municipality and the main county transportation infrastructure. It is expected to achieve:

- The social and territorial inclusion of a new sector.
- Appropriate management of tensions that may arise from the new relations between public facilities and urban life. New forms of sustainable and efficient management of public services for the city.

6.2. BIOCLIMATIC ARCHITECTURE

Projects submitted for this competition site must be proposed as a living metabolism resulting from a minimisation of the city's environmental and energy consumption footprint. This starting premise must materialised in the design of the proposed building type.

The design of this bioclimatic architecture should result in buildings that are adapted to the natural features of the site (temperature, humidity, solar radiation, wind, topography, vegetation, water bodies and other resources), and seek to take advantage of and/or control them in order to ensure thermal comfort.

The bioclimatic project will be based on bioclimatic techniques which in turn will be interconnected by different methods:

- Exploitation of/protection from solar radiation.

- Transformation of solar radiation into heat
- Heat storage/release systems
- Building orientation

The interconnection of these points will require the integral design of the building complex, a house or a building element and its environment, using solutions that are appropriate and adaptable for the climate on this site. Adaptation means that the construction process and the building can change their environmental behaviour, with completely different thermal adaptations for summer and winter conditions.

Climatic parameters to be considered at the design stage:

- Temperature
- Humidity
- Solar radiation
- Wind
- Precipitation

Parameters that influence comfort:

- Hygrothermal conditions
- Health
- Luminosity
- Sound
- Security

6.3. IMPLEMENTATION PLAN

This is a small and somewhat complex project area. Its execution will need to pass several milestones that may cause some delays or even modify relatively decisive aspects.

For this reason, teams should contemplate a phased implementation strategy with a unitary but differentiated management.

In congruence with the "Living Cities" theme, projects should show how the proposed transformation contributes to territorial integration and can articulate the social and the environmental aspects. Attention should also be given to public infrastructure accessibility, the promotion of bioclimatic housing and the inclusion of different pre-existing urban environments in the city.

7. IMPORTANT NOTES TO CLARIFY THE BRIEF

The site visit by participants and European representatives gave rise to a discussion about several aspects of the competition in both the project area and the study area. The conclusions led to a clarification of several aspects of the initial Brief, as described below.

7.1 POST-COMPETITION PHASE

The characteristics of the initiative have led the Alzira Town Council —depending on the scope, content and nature of the winning project— to propose, for the post-competition phase, professional commissions to draft a detailed development plan for the project area (yellow area, macro-housing block), to be considered as a point of reference for the development of the rest of the sector, and also the Basic Design for a Bioclimatic Building on the plot marked as scale S. (1). It is possible that the execution project and construction supervision may also be commissioned.

The Master Plan envisages the development of Sector PPR11 under what is known as a Partial Plan. A post-competition commission may include an invitation to the teams to prepare a draft study document prior to the urban planning process for the study area on the basis of the winning ideas.

7.2 DESIGN OBJECTIVE OF THE COMPETITION.

The ultimate objective of this competition is to design a space in the residential block with the urban typology of a pedestrian 'macro-block' for residential uses. The basic premise for the design of these buildings is the **bioclimatic architecture** concept, with + Plus energy consumption.

The design of the building programme for the proposed block is open to the teams' interpretation, however the minimum **indicative urban planning parameters** of the plot are those listed below:

.Residential use with underground parking.

Compatible uses: Tertiary, hotel, offices and services.

Building heights: a maximum of six floors (ground floor + five upper floors).

Residential buildable area or gross floor area: 29,331 m².

Plot area: 14,529 m².

A public space with a minimum surface area of 5,450 m² of land (free of high-rise buildings, with underground uses permitted).

The building works will be developed under the urban planning tool known as "Complejo Inmobiliario" or "Property Complex", as defined in the Spanish planning legislation. This allows for-profit uses and public facilities in the form of open spaces without buildings on the land in the same macro-block.

The building proposal must be innovative, not only in the context of the local district but also for the rest of the Valencia Region. It must include housing typologies with a "Plus +" energy balance, aimed at tackling climate change and minimise the environmental footprint.

The competition also includes the design of the roadways and green areas defined in the Partial Plan, incorporating environmentally sustainable street furniture and Mediterranean tree species to mitigate the excessive amount of sunlight caused by climate change. All of these initiatives are aimed at optimising the connections between the districts and with the city, while also resolving the new access route from the district hospital.

The work on this urban area must act as a spearhead for efforts to combat inequalities and social breakdown in the intervened area in both the social and the physical sphere, and as a result, become an example of an alternative initiatives to the ones unfortunately implemented by property developers based purely on low-cost criteria.

Another core objective in this competition is environment-friendly innovation in the building materialisation, ultimately aimed at contributing to the indispensable decarbonisation process.

