

URBAN DEVELOPMENT INFORMATION AND POSSIBLE FUTURE USES OF THE AREA INCLUDED IN THE INTERNATIONAL IDEAS TENDER.



# Summary of Related Recommendations and Conditioning Factors.

## URBAN DEVELOPMENT INFORMATION AND POSSIBLE FUTURE USES OF THE AREA INCLUDED IN THE INTERNATIONAL IDEAS TENDER.

Study and evaluation of possible uses. | 1. Introduction

### A unique opportunity for the city

Valencia aspires to become a reference city within the Mediterranean and to situate itself in a privileged position among the tertiary cities in terms of modernity, cultural and leisure offer, quality of life and environment and tourist attractions and services. This objective is incompatible with the deteriorated image offered by sections of the city's seafront, an area that requires the intervention of a series of integrated actions. The actions within the area contemplated by this study must form part of an programmed, orderly and rigorous intervention aimed at revitalising and modernising the city's coastline.

The area in question is unique in its nature, presenting an excellent opportunity for the generation of values and resources capable of improving the city. In order to obtain such a result, the area must be provided with a response that is both coherent and suitable to its demands and its ambitions. The area contemplated by the *International Ideas Tender* must form a fundamental, though not unique, part of an intervention resulting in an orderly, programmed and rigorous dignification of the urban seafront.

A challenge that goes beyond urban development to encompass important social and economic connotations. In this context, the definition of a suitable programme of uses for the area represents a challenge that is intensified by the need to generate a quality, multifunctional urban space within a framework of impeccable urban, architectural and environmental resolution.

The intervention cannot be limited by the usual systems and parameters of planning, management, land occupation, urban development, etc. It is a unique opportunity to introduce a new, integrated, strategic planning concept into the city. In this case it is essential that the city's challenges, opportunities and aspirations be contemplated as a whole.

The project requires an imaginative strategy in accordance with the opportunities offered by the contemplated territory, a project providing coherent answers to the global challenges facing the metropolitan city of Valencia.

## URBAN DEVELOPMENT INFORMATION AND POSSIBLE FUTURE USES OF THE AREA INCLUDED IN THE INTERNATIONAL IDEAS TENDER.

Study and evaluation of possible uses. | 2. Recommendations and conditioning factors | 2.1. Introduction | The main distribution and design challenges

### The main distribution and design challenges

The objectives faced by the teams participating in the tender are derived from the requirement to produce a project not only capable of renovating the port area, but also capable of integrating the new development into the existing city.

1) **The creation of a currently non-existent port front.** There are stretches of urban development which converge to the rear of the port and which have little in common with each other and with the position of the port. It would seem suitable to terminate the exterior stretches.

2) **The recovery of the sea and the seafront for the city,** facilitating the area's use and accessibility for the city's residents.

3) **Integrate the port into the city** by removing the current physical separation.

4) **Duly order the Grao Sector of the area,** which is to be converted into a key element in the resolution of the area's integration into the city.

5) **Suitably separate the port and non-port uses,** without reducing the area's functionality and resolving any possible impacts on the landscape.

6) **Order traffic circulation along the seafront** and resolve the access to the port, incorporate new parking spaces and improve daily transport options.

8) **Resolve the area in which the dry river bed joins the sea,** which is currently to be found in a run-down state.

8) **Conserve and recover the heritage of the area** -historic, cultural and symbolic) through sensitive, respectful actions that are compatible with the existing characteristics.

9) **Propose a suitable combination of public and private uses,** residential and tertiary, which complement each other and which are capable of being integrated into the city.

10) **Consider the pre-existing uses, or those already programmed by Consorcio Valencia 2007,** together with the other uses necessary for port activity. Such uses must be incorporated into the global project.

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Study and evaluation of possible uses. | 2.2. Possible uses to be incorporated into the area

### Study of possible uses

Through the analysis and parameterisation of the area's possible uses, there has been an attempt to orientate and rationalise the future development and to release the participating teams from the need to effect a *plan of uses*, the preparation of which would necessarily require extensive knowledge of the city's economic and social environments.

By means of a more than sufficient analysis, the teams are provided with basic information about the situation of each of the activities and uses in the context of the city and, in certain cases, within the metropolitan area. The analysis contains a basic diagnosis of the uses, definitions of the opportunities presented in relation to the area covered by the International Tender and the strategies to be followed. The analysis has borne in mind, in so far as is possible, the different types of impact that may be produced..

Lastly, the specific criteria employed to establish the reference dimensions has been identified.

We consider that, in relation to the degree of precision required for an *Ideas Tender*, the information provided is not only sufficient in order to successfully project the necessary urban planning action, but also invites the participating teams to reflect on the incorporation of other uses and activities.

### Contemplated uses.

The combination of the dimension of the area of action, the aim to employ the area as a means of generating centrality and the projected integration of the area into the city as a whole, enable a very extensive range of possible uses to be taken into consideration.

Through the analysis of the different alternatives and taking into account the challenges facing the city as a whole, and especially in economic terms and the possibilities offered by the area of action, a range of uses capable of acting as the basis of the joint action to be carried out in the future have been identified.

The incorporation of different uses of sufficient quality is considered as necessary in order to convert the area into a new urban centre within the metropolitan area.

The correct blend of public and private uses could generate the economic profit required to ensure the economic viability of the development project as a whole, as well as to cover the investments carried out so far.

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**Discarded uses**

Various possible uses have been discarded, either for incompatibility or due to their technical unsuitability, inviability or inopportuness within the area of action and their consequent inability to aid in the reaching of the defined strategic objectives. Such is the case with possible industrial, storage, wholesale and agricultural uses, for example.

Neither does the study contemplate the analysis and dimensioning of any activities or complementary uses related to the above discarded uses, which must be defined with greater precision in detailed technical documents. Such is the case, for example, of technical installations and infrastructures.

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### Technical quantification criteria.

The seven general criteria employed to obtain the *reference dimensions* for each of the uses were as follows:

- 1) The total surface area of the area of action has been considered as 1,355,325 m<sup>2</sup>, in accordance with the delimitation facilitated by Consorcio Valencia 2007.
- 2) For certain uses, the analysis has been adapted to the surface area covered by the Grao Infrastructure Plan, given the existence of related specific urban development determinations.
- 3) With regard to uses of a public nature, for which a minimum amount of land must be reserved for facilities, green zones, parking spaces, etc. The reference values that have been considered are the minimum values established by the applicable norm in a proportion determined in relation to the estimated surface required of other dominant uses, generally of a residential or tertiary nature.
- 4) The basic norm considered is the Valencia Urban Development Law 16/2005, 30 December together with the determinations facilitated by the Valencia City Council, particularly with regard to the future Grao Infrastructure Plan as contemplated in **The Global Modification Pre-Agreement to the Valencia General Urban Development Plan** . (June 2005).
- 5) The average development potential indexes assigned to the different urban development plans developed within the city have been employed, especially those that affect areas nearby (PAI Avda. de Francia, PAI Moreras, PERI Eugenia Viñes, etc.).
- 6) With regard to private or lucrative uses, a wide range of criteria has been employed. In all cases, there has been an effort to balance the incorporation of such uses with the local situation. In this sense, the most widely employed criteria has been:
  - The amount of facilities destined to the use within the city and the differential estimation with balance ratios.
  - Comparisons with reference ratio and similar actions.
  - The situation and evolution of the property market in the sector.
  - The latent demand for certain uses.
  - A comparison with the amount of facilities in similar-sized Spanish cities, such as Barcelona, Seville, Saragossa and Bilbao.
  - Reasonable estimations regarding the reuse of existing buildings.
- 7) Other variable factors have been taken into consideration and, where possible, reasonable limits have been introduced with regard to their future development. Special attention has been placed on the following factors:
  - The evolution of the population within the city and the metropolitan area.
  - The evolution of business activities according to trends.
- 8) During the production these previsions, a 12 year period (2008-2020) has been contemplated during which it is believed that the majority of the interventions, construction and the creation of public spaces within the area will have been developed.
- 9) Lastly, an additional series of factors capable of producing significant effects within the city and the area contemplated, including the improvement of communications infrastructures, particularly the termination of the high-speed train link, the extension of the city's airport and port and the development of the seafront. There are additional external factors such as the general economic development and the existence of emerging markets.

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An economic analysis related to the generation of the possible economic profit resulting from the incorporation of lucrative uses into the area of action is pending. For the production of a possible *Economic and finance study* of the global operation, there is a need for a more precise definition of the urban development planning for the area, which obviously does not exist at this time.

For the same reason, we have not entered into greater detail regarding management-related aspects (agents and operators, phases, etc.), a highly complex matter within such an extensive area and one which is subject to the diverse phases of the programme. In this sense, and in relation to the analysis of the uses, the global area has been considered as a single available unit, although the urban development information and the conditions to which the Tender is subject provide detailed information with regard to each area.

### Specific dimension criteria and orientation for each type of use

#### Residential uses

The area covered by the Grao infrastructure plan (339,756 m<sup>2</sup>, excluding the Turia river-bed gardens) has been considered as predominantly residential. In order to obtain a *reference dimension*, the provisions contemplated in the *Pre-Agreement to the Valencia Urban Development Plan*, in which a minimum Residential Use Index (IEB) of 1.20 m<sup>2</sup>t\*/m<sup>2</sup>s\*\* (0.90 residential and 0.30 tertiary) has been employed.

The other sectors, will depend on the criteria of the participants of the tender, with the following exception: The current Port Law regulating the activities that may be carried in the land qualified as "Dominio Publico Portuario" is excluding the possibility of residential uses in such land, unless the land will change its qualification from "Dominio Publico Portuario" to "bien privativo" (private property) of the Port of Valencia, in that case there would be no restrictions on the potential uses.

\*t = roof \*\*s = land

#### Public and private facilities

Emphasis is placed on the incorporation of local and metropolitan facilities in such a manner as to create a system capable of generating centralities.

#### *Local installations*

The development of residential uses must be accompanied with the creation of a suitable degree of public installations capable of satisfying the needs of the local population.

The *minimum dimension* criteria employed in the definition of the local system are:

- Compliance with the minimum installation values in accordance with the application standards included in the *Valencia Urban Development Law* for urban development land (Art. 67 LUV), which establishes a minimum land reserve for public installations, excluding roads, of 35 m<sup>2</sup>s/100 m<sup>2</sup>t (residential use), of which at least 15 m<sup>2</sup>s/100 m<sup>2</sup>t of residential use is destined to green zones.
- Comply with the average value of land reserves included in the programming of other sectors within the city.

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- Comply with the values established by the different public administrations with regard to the implantation of the different facilities.

It is recommended that, in so far as is possible, facilities be installed in buildings that hold architectural value or a symbolic reference within the area of action.

### *Metropolitan facilities*

The area of action offers interesting opportunities with regard to the installation of public and private metropolitan facilities. In addition to the development of business spaces, it would be possible to study the implantation of reference facilities in the fields of business excellence, knowledge and new technologies.

### *Vacant facilities land*

It is likely that the city will require well-located land on which to implant a series of major facilities which have yet to be identified. Given the long-term nature of the project, proposals must contemplate the possible creation of reserve land upon which to implant future facilities in coherence with the evolution of the area and the needs of the city.

In this sense, this study does not contain any provisions or reference dimensions, given that such factors must be established, if necessary, during the distribution phase.

### Specific facilities

The existence of a Sailing school has to be included in the place considered as the more suitable.

### Cultural facilities

In order to promote both culture and creativity as motors of urban regeneration and to consolidate the favourable positioning of the city in this respect, it may be interesting to study the incorporation of various cultural facilities that, as a whole, conform a new *cultural focal point* as a continuation and conclusion of the facilities and heritage buildings located along the banks of the former Turia River.

The attention of new vanguards, the incorporation of exhibition spaces for new creators and the contact between professional and amateur agents are all factors in the construction of new cultural facilities in a variety of cities, which have opted for stimulating interaction between the economy and cultural life, between production, creation and cultural diffusion.

Additionally, it will be possible to incorporate spaces aimed at providing support to the creative industry -design, fashion, cinema, video, etc.-, particularly through the use of spaces suitable for hosting festivals, courses, show-rooms and events centred on musical and plastic creation, etc.

### Tertiary business use: offices.

The area of action offers a clear opportunity for the creation of a business area aimed at the installation of advanced tertiary business related to knowledge, new technologies and the culture industry. Such an area would become an attraction for the localization of business headquarters and activities of international reach.

This opportunity strengthens the city's strategy to position itself as an *Advanced Knowledge Economy City*, host to a major number of emerging economic activities and traditional economic sectors with a high demand for advanced services.

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### Tertiary port services.

The creation of zones in which to develop port-related international business activities is a common element in the transformation projects applied to this type of area..

The study recommends the possible creation, in the form of a World Trade Centre, of a specially conceived space in which to implant and develop activities related to the tertiary port sector, foreign trade, public organisations and complementary services. This is to be a highly-technological, well-located space equipped with advanced communal services and in which business relationships and synergies may be strengthened.

A World Trade Centre, in its wider definition, is a business centre in which businesspeople are able to find all the services they need for the development of their activities. A building in which economic, technological and cultural exchanges are the order of the day. There are currently around 300 centres of this type distributed in 91 countries around the world, with a total of approximately 750,000 associated companies.

The need for this type of facility is derived from the existence of, at least, 13 official organisations, 11 professional associations, 24 corporations and/or entities of interest and 233 companies (shipping agents, shipping companies, loading and unloading companies, transport companies, maritime consolidators, etc.) in the area: a broad institutional and economic network providing services to the activity of the port.

The existence of 170 companies located in urban areas lying near to the area of action. 3.9% of these companies are located within the port area, whilst 124 are located in urban areas near to the port. These companies occupy spaces that were not designed for service use, which are inadequately located and, on occasions, in obsolete buildings.

The creation of a space of this nature will enable the transfer of the existing companies away from the seafront, which is destined for urban use (residential, tourist, etc.), given that many companies currently operate in the port's immediate surroundings (Doctor J.J.Dómine, Avda. del Puerto and other seafront zones).

### Commercial retail and personal service uses

Marinas are perfect locations in which to establish commercial zones. Such commercial activity could, in itself, represent a tourist attraction and generate centrality, under the condition that the resulting space offers a suitable blend of public spaces, attractive offers, high concentration and a diversity of options.

Currently, this activity is a viable one to be carried within a land qualified as "Dominio Publico Portuario" and may provide the zone with its own vitality making possible the use of the area by the people all the day long and complementing other uses such as the maritim ones, fishing, sailing, and auxiliary services of these.

### Restaurants, leisure and entertainment.

In order to maximise the development of the future recreational and tourist potential of the marina, the study contemplates the installation of a group of restaurants, which will complement the existing ones, to favour the redistribution of the city's leisure spaces and activities by drawing nightlife activities away from saturated urban areas already saturated.

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### Hotel use

It is necessary to equip the zone with a dynamic hotel offer as a complement to the proposed tourist activity. The inclusion of this use may be linked to the marina itself and the practice of water sports, spas, etc., in order to obtain a hotel offer that is different from and complementary to that of the rest of the city.

The approval of this activity in the land qualified as "Dominio Publico Portuario" belongs to the "Council of Ministers" upon request from Puertos del Estado. In any case, the facilities devoted to this activity can not be located in the first 20 mts for the sea side or the border of the dock.

### Nautical activities

The development of tourism and nautical activities represents a clear opportunity for the development of the associated business sectors and related services, as well as being coherent with strategy of developing Valencia as a "City Open to the Sea". The future marina offers a unique, privileged space in which to develop these activities.

It will also be necessary to develop complementary services such as boat-building, repair and maintenance, boat storage, a boat and moorings market, the sale of nautical equipment and accessories, nautical schools, security and health services, etc.

Additionally, the development of the zone must include the creation of schools related to maritime activities, such as a Municipal Sailing and water Sports School or Centre, which could include a youth hostel.

### Green zones

The integration of green zones into the area of action represents an opportunity to increase the environmental quality of the city and to reach the optimum ratios recommended to convert Valencia into a "Green European City", thus increasing the attraction of the city as a residential, business and tourist destination.

The resolution of the connection between the river-bed gardens and the sea, as well as the integration of green zones and gardens, forms part of the objectives contained in the Ideas Tender. Consequently, the study merely provides the minimum dimensions required by the city's urban development regulations in relation to the development of future residential development.

The following technical criteria has been employed:

- Comply with the minimum values as established by the application standards contained in the Valencia Urban Development Law (Art. 67 LUV).
- Comply with the corresponding recommendations established by the World Health Organisation. between 10 and 15 m<sup>2</sup> of green space per inhabitant.
- Within the area covered by the Grao Infrastructure Plan, there is a programmed green space of 53,693 m<sup>2</sup>, belonging to the city's main network.
- Other green spaces have been created within the area of action to the tune of 62,656 m<sup>2</sup>; AC Park: 20,451 m<sup>2</sup> and the green bank of the south channel: 42,205 m<sup>2</sup>.

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### Open spaces

Public spaces should serve as a common axis for the entire project by hosting the different spaces and elements contained in each proposal.

Dimension references have yet to be established as the decisions regarding the integration, size and location of these spaces are considered as one of the most important challenges facing the project.

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Study and evaluation of possible uses. | 2.2. Possible uses to be incorporated into the area.

Sector	Total surface area (m <sup>2</sup> )	Conditioning factors and recommendations.
Sector 1: Northern Bank Outer Sea Wall.	61.774	<ul style="list-style-type: none"> <li>- Northern marina (200 moorings) and related uses.</li> <li>- Possible unique building for hotel use.</li> </ul>
Sector 2: Veles e Vents	61.038	<ul style="list-style-type: none"> <li>- Maintenance and use of Veles e Vents building.</li> <li>- Maintenance AC Park</li> <li>- Incorporation of complementary installations.</li> </ul>
Sector 3: Transition AC Park-Seafront Promenade	22.485	<ul style="list-style-type: none"> <li>- Green zone and avenue</li> </ul>
Sector 4: Docks	19.743	<ul style="list-style-type: none"> <li>- Renovate and reuse of Docks building.</li> <li>- Renovate and reuse <i>Varadero</i> building.</li> <li>- Dismantling of existing temporary offices.</li> <li>- Implantation of possible complementary installations.</li> <li>- Reorganisation of the zone and connection with Seafront Promenade.</li> </ul>
Sector 5: Customs and adjacent buildings	15.001	<ul style="list-style-type: none"> <li>- Maintenance of existing buildings.</li> <li>- Maintenance of official uses in existing buildings.</li> <li>- Possible negotiation concerning other uses.</li> <li>- Reorganisation of zone.</li> </ul>
Sector 6: Northern team bases	44.487	<ul style="list-style-type: none"> <li>- Proposal about the future of the team bases: dismantling, reuse, re-adaptation, etc.</li> <li>- The base of the Italian team Luna Rosa is to be dismantled due to its proximity to Storage Shed 2. Possible relocation.</li> </ul>
Sector 7: Storage sheds and clock building	139.832	<ul style="list-style-type: none"> <li>- Maintenance of Storage Sheds. Study the incorporation of uses that maintain shed's identity.</li> <li>- Evaluate the impact of the constructed nucleus in the interior of Shed 2.</li> <li>- The team bases in this zone are to be dismantled. Study possible relocation..</li> <li>- Maintenance of building and use of Clock Building.</li> <li>- Maintenance of former Maritime Station. Proposals for uses.</li> </ul>

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Sector	Total surface area (m <sup>2</sup> )	Conditioning factors and recommendations.
Sector 8: Grao Infrastructure Plan	410.458	<ul style="list-style-type: none"> <li>- Distribution according to Grao Plan urban development parameters.</li> <li>- The Cantarranas Civil Guard and Navy Command buildings and uses are to be maintained.</li> <li>- The structural conditioning factors are to maintain the Grao Graveyard and to find a solution for the land communication between Paseo Alameda, and Avenida de Francia, and the sea front, assuming the railways will be put underground.</li> <li>- Reorganisation of the sea front.</li> </ul>
Sector 9: New APV buildings.	40.458	<ul style="list-style-type: none"> <li>- The existing port and institutional buildings and uses are to be maintained.</li> </ul>
Sector 10: Shipyards	85.514	<ul style="list-style-type: none"> <li>- Currently, as this land is qualified as "Dominio Publico Portuario", based on the current Port Law, it can only be used for activities, installations and constructions in accordance with port services, such as those specified in the conditioning factors and recommendations listed in the previous section, being explicitly forbidden to use such land for residential purposes. (art. 94-3 Port Law).</li> <li>- From 2024 onwards, date when the administrative concession of Astilleros Union Naval de Levante finishes, or before that date, if there are prior negotiations with the concessionary to leave the place, the land could change its qualification from "Dominio Publico Portuario" to "bien privativo" (private property) of the Port of Valencia. In that case, there would be no restrictions on the potential uses.</li> </ul>
Sector 11: Maritime terminal	130.514	<ul style="list-style-type: none"> <li>- Docking/public access area for Cruiser Terminal.</li> <li>- Complementary services.</li> <li>- Maintain the new terminal (Trasmediterránea) building and use, with a possible re-modelling via a posterior negotiation.</li> </ul>
Sector 12: Levante Dock	110.649	<ul style="list-style-type: none"> <li>- Currently, as this land is qualified as "Dominio Publico Portuario", based on the current Port Law, it can only be used for activities, installations and constructions in accordance with port services, such as those specified in the conditioning factors and recommendations listed in the previous section, being explicitly forbidden to use such land for residential purposes. (art. 94-3 Port Law).</li> <li>- From 2017 onwards, date when the administrative concession of Contenemar finishes, or before that date, if there are prior negotiations with the concessionary to leave the place, the land could change its qualification from "Dominio Publico Portuario" to "bien privativo" (private property) of the Port of Valencia. In that case, there would be no restrictions on the potential uses.</li> </ul>
Sector 13: Ribera South Canal.	80.536	<ul style="list-style-type: none"> <li>- Docking zone and related uses.</li> <li>- Possible location for fishing fleet.</li> <li>- Complementary installations.</li> </ul>
Sector 14: Southern Dock	46.108	<ul style="list-style-type: none"> <li>- Southern marina and related uses.</li> </ul>
Sector 15: Southern Dock Sea Wall	86.328	<ul style="list-style-type: none"> <li>- Southern marina (approx 500 moorings) and related uses with the possibility to specialize in repair and maintenance of superyachts (LOA over 25 mts)</li> <li>- Medium and long-term developed, linked to extension of sea wall.</li> </ul>

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**Study and evaluation of possible uses.** | 2.2. Possible uses to be incorporated into the area.

### **Recommendations from the Organiser of the Tender**

It is important to eliminate the obstacles that currently exist between the inner harbour and the city. Such obstacles have its maximum representation in the wall that traditionally has served as limit and closing of the port installations.

Access to sectors 11, 12, 13, 14, 15 and the commercial harbour, given the limited space available, means an extra difficulty for the participants.

The respect and treatment of the historical buildings with any type of protection is an important recommendation for the participants of the Tender.

It is expected that the participants propose an appropriate location for a fleet of 35 fishing boats of between 10 and 25 metres of length and a fish market of 1.000 squared metres with a parking area for 70 vehicles.

The compulsory dismantlement of the bases located in sector 7, will generate a free space area of important dimensions between the "Tinglados" and the sea. The treatment of such space, an open space necessarily, is another challenge of the Tender.

To give urban quality to the new border between the Port and the city is one of the objectives of the Tender. The Port is a big unknown place for the citizens, how to achieve a good interaction between the city and the Port is another key element.

In conclusion, we pursue to obtain a vision of the future for the city in this area, independently of the existing uses.

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Study and evaluation of possible uses | 2.2. Recommendations and conditioning factors | 2.3. Conditioning factors | Existing buildings.

BUILDING	REFERENCE	POSSIBLE USE	SURFACE (m <sup>2</sup> )	RECOMMENDATIONS
Veles e Vents (Foredeck)	3-064	Cultural, Tertiary	12.239	<ul style="list-style-type: none"> <li>- Exploit condition, size and flexibility in relation to distribution.</li> <li>- Promote its strategic location and excellent maritime views.</li> <li>- Reuse of current installations, such as cafeteria, shops, etc.</li> </ul>
Commercial DOCKS	4-064	Cultural Tertiary	9.484	<ul style="list-style-type: none"> <li>- Respect its marked historic character and its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Contemplate the unfinished project stage in order to provide it with the image conceived by the architect Victor Gosálvez.</li> <li>- Exploit its condition as a container, given that possesses large spaces than are capable of hosting non-conventional elements.</li> <li>- Exploit its location in relation to the next phase.</li> </ul>
Public dry dock ("Varadero")	5-064	Various	1.036	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Use part of the annexe buildings created for the America's Cup as auxiliary zones.</li> <li>- Consider the potential represented by the proximity of a mooring zone linked to the Inner Dock.</li> </ul>
Customs Building	11-064	Official	7.338	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Study the recovery of the former seafront facade, together with the Exterior health building, the Port Authority and the Dry Dock.</li> <li>- Study a possible change in long-term use.</li> </ul>
Foreign Health Commission	12-064	Official	1.203	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Recover the former seafront facade</li> <li>- Study a possible change in long-term use.</li> </ul>
America's Cup team bases (9, 10, 11 and 12)	15-064 16-064 17-064 18-064	Maritime (complementing the Marinas) Tertiary Business	18.277	<ul style="list-style-type: none"> <li>- Evaluate possible impact on the historic area in which they are located.</li> <li>- Evaluate possible relocation within area.</li> <li>- Contemplate possible reuse with different use.</li> <li>- Integrate the bases into the area in which they are located.</li> <li>- Free the space between the bases and the Inner Dock from use.</li> </ul>
Storage Shed 2	19-064	Public Spaces. Tertiary Cultural	4.995	<ul style="list-style-type: none"> <li>- Evaluate the impact of the constructed nucleus in its interior.</li> <li>- Promote its location at the end of Avenida del Puerto, next to one of the Port entrances.</li> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Study the possibility of carrying out a "soft" intervention in order to host an activity of interest to the city's residents.</li> </ul>

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Study and evaluation of possible uses | 2.2. Recommendations and conditioning factors | 2.3. Conditioning factors | Existing buildings.

BUILDING	REFERENCE	POSSIBLE USE	SURFACE (m <sup>2</sup> )	RECOMMENDATIONS
Clock Building. ( <i>Edificio del Reloj</i> ).	22-064	Facilities Cultural And Official	2.446	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Promote its location at the end of Avenida del Puerto, next to one of the Port entrances.</li> <li>- Promote the use of this building as an element of attraction capable of providing the zone with dynamism.</li> </ul>
Former Passenger Terminal	23-064	Cultural Facilities Tertiary	4.479	<ul style="list-style-type: none"> <li>- Exploit the nature of the building for an activity that requires a setting of this quality.</li> <li>- Contemplate the recent intervention, carried out to house the America's Cup 2007 Press Centre.</li> </ul>
Storage Shed 4	24-064	Cultural Facilities Tertiary Open space	8.580	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Recover the historic function as a container for activities.</li> <li>- Contemplate the possibility of forming a single architectural unit together with Shed 5.</li> <li>- Promote the building characteristic as a link between the city and the inner dock</li> <li>- Renovate the building.</li> <li>- Study the possibility of carrying out a "soft" intervention in order to host an activity of interest to the city's residents.</li> </ul>
Storage Shed 5	29-064	Cultural Facilities Tertiary Open space	7.260	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Recover the historic function as a container for activities.</li> <li>- Contemplate the possibility of forming a single architectural unit together with Shed 4.</li> <li>- Promote the building characteristic as a link between the city and the inner dock</li> <li>- Renovate the building and certain, currently degraded elements.</li> <li>- Study the possibility of carrying out a "soft" intervention in order to host an activity of interest to the city's residents.</li> </ul>
Boluda building	35-064	Various	1.818	<ul style="list-style-type: none"> <li>- Evaluate the architectural and symbolic values of the building.</li> </ul>
Shipyards	36-064	Facilities Cultural	7.586	<ul style="list-style-type: none"> <li>- Exploit their condition as different sized boatyards to house large-dimensioned elements.</li> <li>- Respect the architectural image of the building.</li> <li>- Strengthen its role as link between the dry river bed and the Levante Dock.</li> <li>- Consider the possibility of eliminating the perimeter wall that delimits the shipyard area and impedes contact with the surrounding area.</li> </ul>

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BUILDING	REFERENCE	POSSIBLE USE	SURFACE (m <sup>2</sup> )	RECOMMENDATIONS
CurrenPort Authority	39-064	Port	9.406	<ul style="list-style-type: none"> <li>- Respect and promote the artistic value of the buildings.</li> <li>- Evaluate the impact represented by the proximity to buildings of scarce architectural interest.</li> <li>- Emphasize proximity to dry river bed.</li> <li>- Given its condition as a link between the dry river bed and the seafront, it would be opportune to effect an intervention aimed at connecting the Nazaret and Cocoter's neighbourhoods with the Port area.</li> </ul>
Old Port Authority	13-064	Official	3.947	<ul style="list-style-type: none"> <li>- Unprotected building.</li> <li>- Currently being used for official and administrative entities. Study the possibility of a long term modification of these uses.</li> </ul>
Catarranas Civil Guard station	43-064	Safety Other	8.455	<ul style="list-style-type: none"> <li>- Emphasize proximity to dry river bed gardens.</li> <li>- Maintain current use, at least in one zone.</li> <li>- Contemplate the possibility of housing an activity requiring a compartmentalised distribution.</li> </ul>
Former El Grao station	46-064	Facilities Transport	477	<ul style="list-style-type: none"> <li>- Respect its image, both in terms of its architectural value and its condition as a protected building.</li> <li>- Integrate the building into the urban area and the Grao Infrastructure Plan.</li> <li>- Provide the building with a use that helps to recover its historic value.</li> <li>- Relate the building to a zone in accordance with its urban scale, releasing it from the pressure of the city's urban area.</li> </ul>
Group of state-subsidised apartments in Avenida del Puerto	63-064 64-064	Residential	1.360	<ul style="list-style-type: none"> <li>- Fill the urban spaces with buildings that respect the architectural natural of state-subsidised housing.</li> <li>- Integrate into the Grao Infrastructure Plan.</li> <li>- Renovate the 64-064 residential building.</li> </ul>
Group of state-subsidised apartments in Cocoter's (from ref. to ref. 54-064)	47-064 48-064 49-064 50-064 51-064 52-064 53-064 54-064	Residential		<ul style="list-style-type: none"> <li>- Integrate into the Grao and Moreras Infrastructure Plans.</li> <li>- Recover the original character of the area composed of the residential buildings and the natural environment of the dry river bed.</li> <li>- Respect their condition as state-subsidised buildings.</li> <li>- Effect and intervention that enables the regeneration and recovery of the area's environmental quality.</li> <li>- Establish connection points with the other bank of the river and with the Port, thus creating an integration with the rest of the city.</li> </ul>

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