

TASK 3

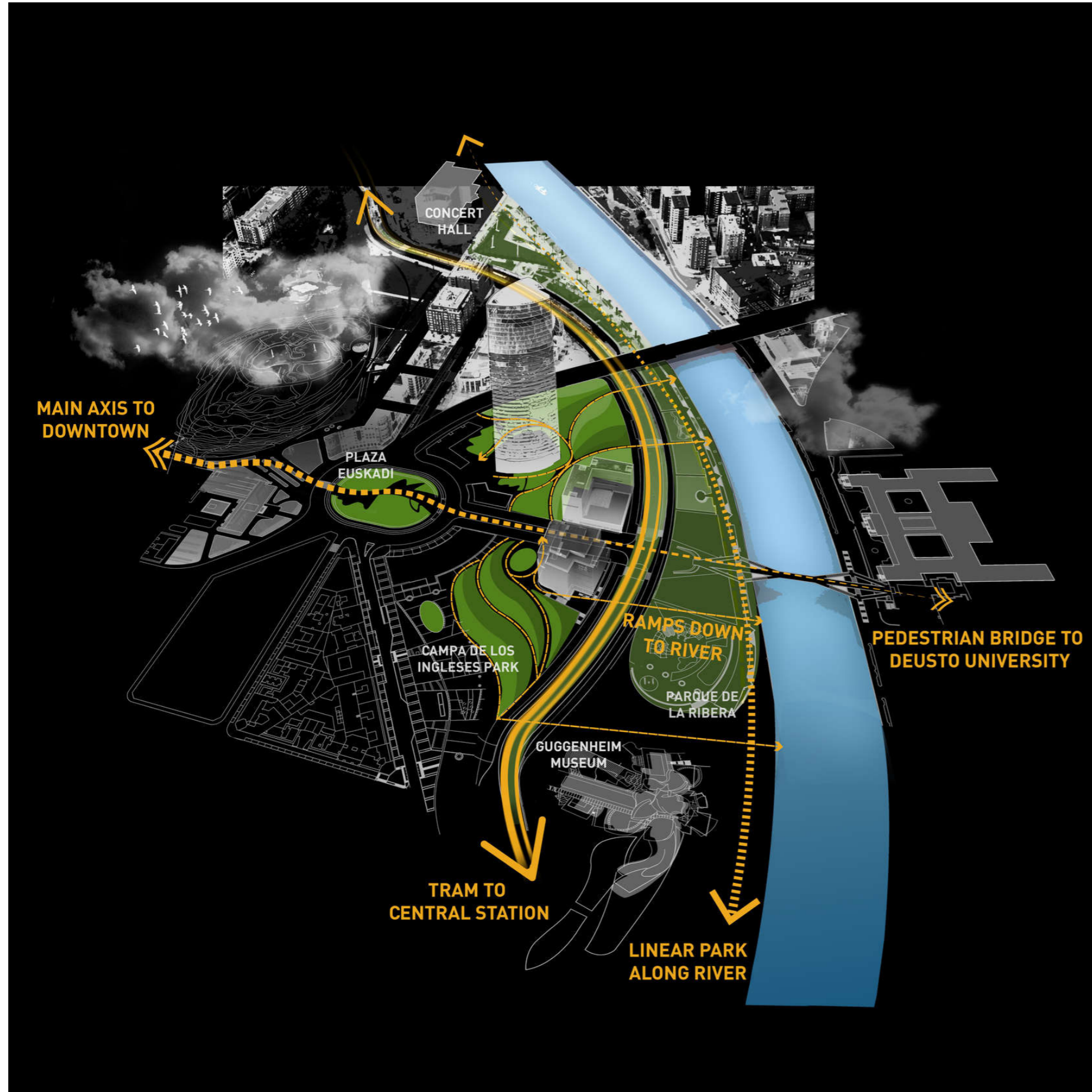
PROVIDING EXAMPLES

POSITIVE: ABANDOIBARRA MASTER PLAN, BILBAO

NEGATIVE: GRAO MASTER PLAN, VALENCIA



POSITIVE: ABANDOIBARRA MASTER PLAN



ABANDOIBARRA

Now a major cultural center best known for the Guggenheim Museum, Abandoibarra is the former industrial center of Bilbao, Spain. When the city's port was relocated, there was an opportunity to reconnect Abandoibarra and the river Nervión to the rest of the city. It is the most emblematic of all the projects carried out by BILBAO Ría 2000 in its regeneration of the city of Bilbao. This area at the heart of the city covers 348,500 square metres, and the general public was denied access to it for many years.

This master plan — a collaboration between Pelli Clarke Pelli Architects, Aguinaga y Asociados and Balmori Associates — provides a framework for the district's reinvention as a cultural center and tourist destination.

The plan weaves the new development into the old city, while increasing the overall amount of green open space. Two thirds of the master plan area is dedicated to parks and open spaces, making Abandoibarra the most pedestrian-friendly and green area of Bilbao.

OBJECTIVES

Objectives for the plan included resolving the 6-meter (20-foot) drop separating the street from the river and enabling a smooth flow of vehicular traffic while encouraging walking and public transportation.

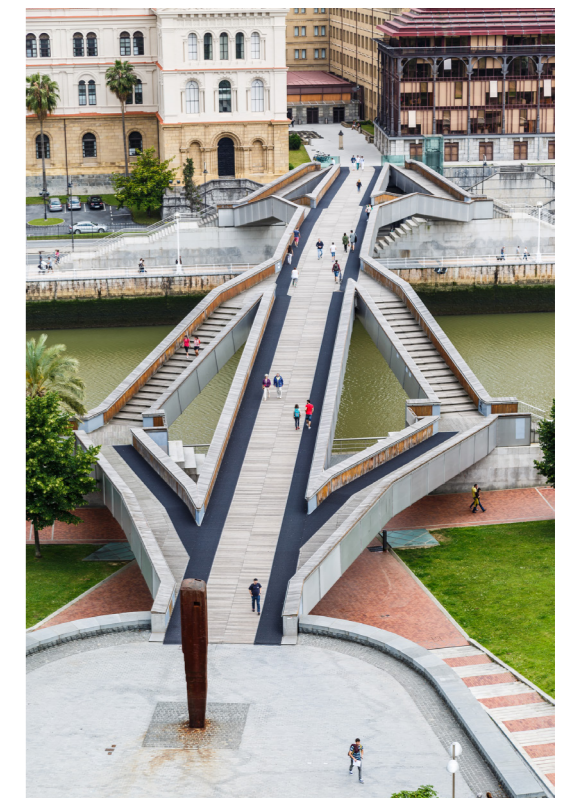
To slow down vehicles, a main high-speed roadway became a boulevard with ample pedestrian crossings. A new light rail connects the Guggenheim Museum and the Euskalduna Conference Centre and Concert Hall with the rest of the city.

The rail line runs on a width of green lawn to give continuity to the greenspace.traffic function at the time of live exchange of goods and travellers between the East and Europe along the history.

INTERVENTION

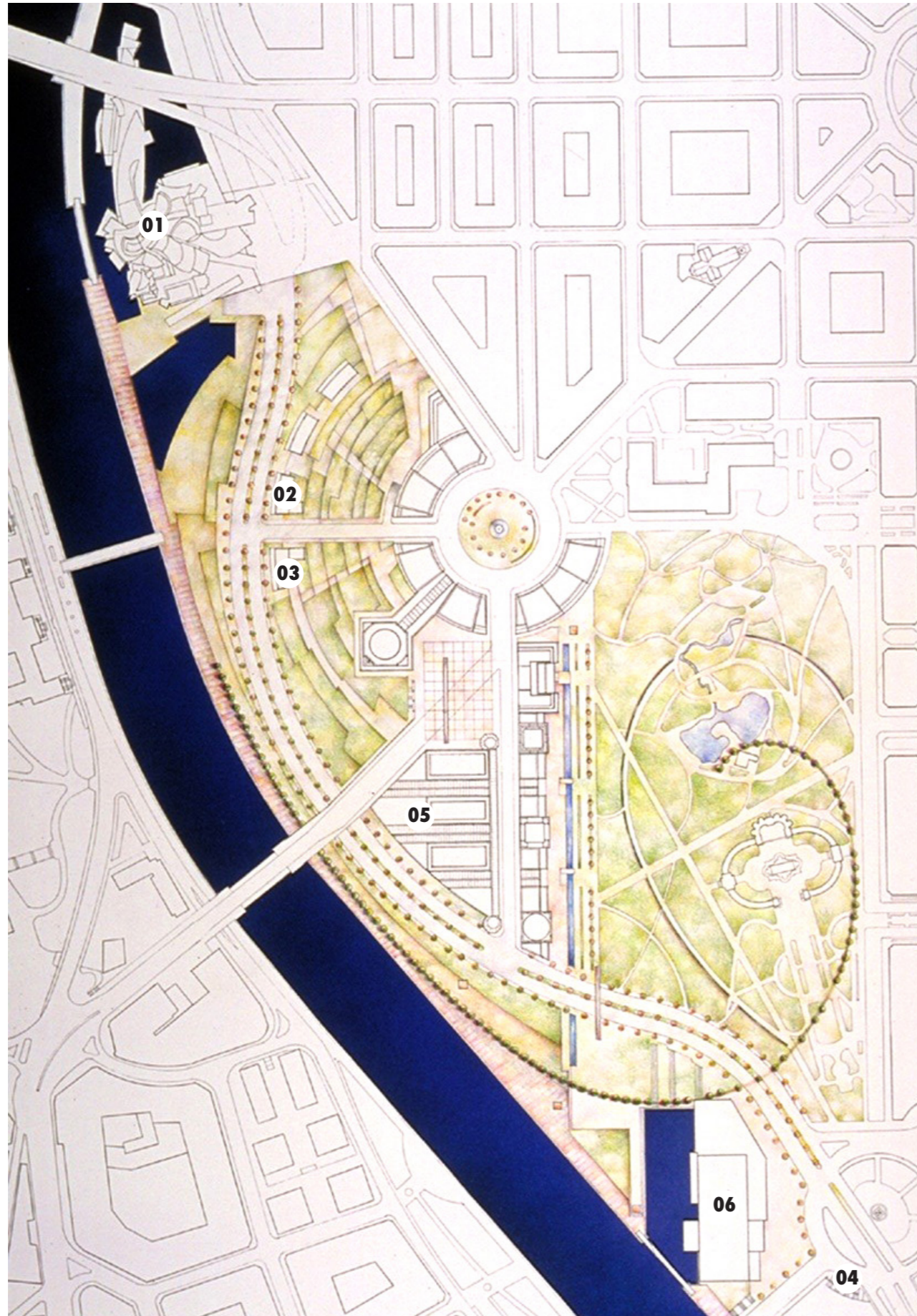
The plan makes Abandoibarra an integral part of the city by extending the city grid to the area and by adding new green spaces that link to existing ones. A linear park links the 19th century Doña Casilda Park with the river's edge. The plan creates a long promenade beginning at the old park, passing the museum and concert hall, Abandoibarra's two cultural focal points.

The large drop from the street to the river was corrected by creating a smooth sloping street that comfortably accommodates pedestrians. The pedestrian edge of the river has two levels: The lower level allows pedestrians to walk near the water. A parallel walkway on the second tier is a more formal promenade. Large streetlights along the walkway recall the scale of the cranes found in the old port.



Pedro Arrupe Bridge

ABANDOIBARRA MASTER PLAN



MAIN BUILDINGS

The plan includes buildings with a variety of functions. New buildings are required to match the height of the buildings on the Ensanche, the major thoroughfare. While new structures must be in harmony with the city, their design is expected to reflect their own time, not to mimic existing buildings.

The key to the revitalization process was the building of the Guggenheim Museum. In addition to the museum, the area is now home to the University of Deusto Library, the Auditorium of the Basque Public University, the Bil-

bao Maritime Museum, the Zubiarte Shopping Center, and the Euskalduna Palace Congress & Music Center. One of the most recent and iconic buildings on the site is Iberdrola Tower. Now the tallest building in the Basque region, the tower is home to the headquarters of Iberdrola, a multinational electric utility company. The area is also home to a number of small scale design elements. For example, a project called Memory Lane includes an outdoor sculpture walk meant to evoke the city's past. The area now also includes a large amount of green space.

01 Guggenheim Museum



02 University of Deusto Library



03 Auditorium of the Basque Public University



04 Bilbao Maritime Museum



05 Zubiarte Shopping Center



06 Euskalduna Palace Congress & Music Center



Abandoibarra Waterfront





NEGATIVE: GRAO MASTER PLAN



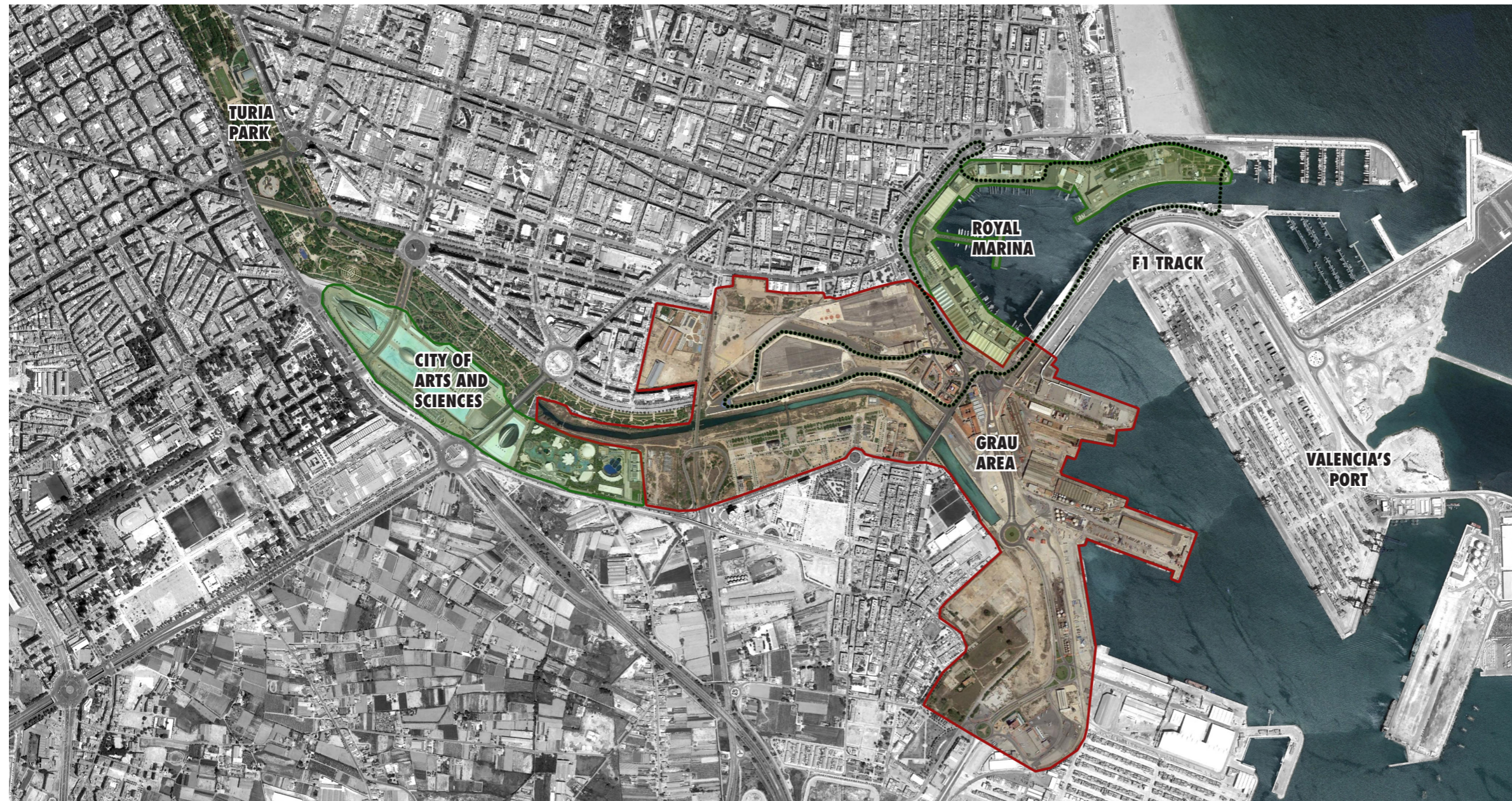
America's Cup



Formula 1 World Championship Race



City of Arts and Sciences



VALENCIA AND THE SEA

Valencia is a mediterranean city. Historically was always separated few kilometers from the sea. However, due to the XX century growth, the city arrived to water so the relationship between the town and the sea became an issue to be solved.

VALENCIA'S RECENT HISTORY

Historically Valencia was famous for its Cathedral, Old town, traditions and gastronomy. The city managers tried to change the image of the city towards the rest of the world. They thought it wasn't enough to bring visitors and wealth. They imagined a modern and pioneer city which main center was located on the port area.

During 2000s Valencia built many areas of the city. Appeared skyscrapers sited where the former fields were sited. The vacant areas close to the sea were supposed to be the most valuable.

They built the Calatrava's City of Arts and Sciences, the Chiperfield's Veles e Vents building, the Royal Port, the France Avenue, etc. But it wasn't enough, in order to attract attention from the rest of the world they brought some world events.

The most famous were the America's Cup Sailing Competition, the Formula 1 World Championship Race and the Pope John Paul II visit. They supposed a huge public investment, economically and especially.

To sum up, the priority of valencian urban actions became the image outwards, instead of carrying out little scale interventions in order to improve the citizens daily life.

GRAO MASTER PLAN

Taking care, we can relate the Belgrade Waterfront plan with this.

The Grao's plan was intended to be the greatest intervention in the city. It would become the best place to live in the whole city.

This area is marked in red in the plan. Nowadays there are former railway tracks, some warehouses, and abandoned factories and fields.

The Valencia authorities released an Architecture Contests. The participants should solve the connexion between the old city and its green spaces with the seaside.



WINNING PROJECT

The Architecture studios of Jean Nouvel and GPM won the “International Ideas Competition Valencia al mar” in 2007. The valencian architect Tomas Llavador mixed these two projects in order to carry out the works.

The Masterplan for the Grao sector configures a Green Delta that defines the conclusion of the Turia River and the integration of the Inner Basin of the port of Valencia with the urban fabric.

As a vast open space, the Green Delta is designed as a permanent landscape –formed by a Mediterranean forest, other green landscapes and water canals- and high density buildings integrated around the Formula 1 Urban Circuit. The sector is thus converted into a new urban center along Valencia’s waterfront with low density traffic, prioritizing pedestrian and bicycle flows.

The project includes new buildings close to consolidated urban spaces which disperse and blur the boundary between city and green space. The residential areas establish criteria of open plan parceling that avoids the screen effect along the waterfront. Singular buildings are located in the vicinity of the port. These towers are architectural milestones which liberate space on ground level and concentrate the majority of the 60,000 m² of tertiary space. In addition, the area includes 36,000 m² of new non-residential and public equipment program.

The new urban planning proposal adapts to the compact city model, a sustainable, urban, high density approach where the mix of uses is a priority, generating a neighborhood that harmonizes housing, leisure and work spaces.



Valencia abandoned street circuit



*Palau de les Arts (City of Arts and Sciences)
Problems on the coatings*



*New Valencia CF Stadium
Works stopped since 2009*

VALENCIA, 2016

In 2016, after 9 years since the project was approved it is totally stopped. It is not only due to the economic crisis that shocked the world but also a mistaken analysis about the Valencia city needs.

There isn't any signal that make us believe that this project will be developed in the near future. By now we just have expensive abandoned infrastructures and unpayable debts.

The Formula 1 Europe Grand Prix event was only carried out 5 times, from 2008 to 2012, and it looks it won't exist again.

The Grao plan new residence buildings were supposed to be sold as first line views from the F1 race. It would be a deception from 2012 to now.

In order to organize the America's Cup all the marina buildings were rehabilitated to take part of this event. This event was only carried out in two editions, 2007 and 2010, so after the last edition all the Marina became useless.

Regarding the City of Arts and Sciences we have very nice buildings that attract many tourists to the city but their construction cost much more than was supposed to cost.

In addition they are having many maintenance problems because the construction failed in some aspects.

Other aspect is that a couple of these buildings are practically useless. In exaple, the Agora one was only used last year during the Valencia ATP tennis open and the Valencia Fashion Week. 10 days from 365.

Another symbol of that period of time is the new Valencia CF stadium. It was supposed to be one of the best sportive infrastructures in the whole Europe. The works started in 2007 but because of the crisis the stopped working in 2009. Since then it is just a ruin in the middle of the city.

CONCLUSIONS

What we can learn from the 2000's Valencian urban model is that it is unsustainable.

We have to project every part of the city in long term, considering all the possible environmental, political and economical changes.

Another question is that the Valencian way was focused on the visitors, not in the locals.

In our opinion the main priority for every single urban decision are the locals, we have to consider their needs.