Master Plan in Alfaraf

Author: Ana Llopis
This is a presentation of a 6.5 ECTS course at the Polytechnic University of Valencia, Spain.

The presentation is based on a program done in a subject called "PROJECTS" in 6º Course (Master Degree)

Author: ANA LLOPIS ALVAREZ

Place and data: 15 May / 2013 - UNIVERSITETET | STAVANGER
MASTER PLAN IN PARQUE DE ALCOSA

01 URBAN PROGRAM PROPOSED STATEMENT

- Inception .......................................................... pg. 1
- Analysis Done .................................................. pg. 1
- Intervention ..................................................... pg. 1
- Presentation ................................................... pg. 1

02 PRESENTATION OF THE PROJECT AREA

- Situation ........................................................ pg. 2
- Informative data ............................................... pg. 2
- Representative images ...................................... pg. 3

03 ANALYSIS OF THE "PARQUE DE ALCOSA"

- Connections to Valencia city ................................ pg. 4
- Connections to neighbour towns .......................... pg. 4
- Connections inside the project area ...................... pg. 4
- Main routes in the project area ............................ pg. 5
- Edification in the project .................................... pg. 5
- Hand-Drawing Analysis ..................................... pg. 6
- S.W.O.T .......................................................... pg. 7

04 IDEAS TO DEVELOP

- General scale proposal ...................................... pg. 8
- General Plan .................................................. pg. 9

05 DETAILED PROPOSAL

- Core 1: Central Plaza ........................................ pg. 10-11
  General Plan ................................................ pg. 10
  Schematic drawings ........................................ pg. 11
  Underground parking ...................................... pg. 11

- COURTYARDS ................................................ pg. 12-13
  General Plan, Section A-A' ................................ pg. 12
  Section B-B' ................................................. pg. 13

- Mediterranean Avenue, Boulevard ...................... pg. 14-17
  General Plan ................................................ pg. 14
  Section A-A' ................................................. pg. 15
  Sections B-B', C-C' ....................................... pg. 16
  Underground parking ...................................... pg. 17

- Core 2: Primary School & Sports Area ................ pg. 18-24
  Introduction ................................................ pg. 18
  Reggiaine Primary School ................................ pg. 19
  Key concepts & different areas .......................... pg. 20
  Plan, Organization of the space ......................... pg. 21
  Indoor/Outdoor, Different activities .................... pg. 22
  Recommended Construction materials and systems: detail A ................................ pg. 23
  Recommended Construction materials and systems: detail B ................................ pg. 24

06 BIBLIOGRAPHY

- Bibliography .................................................. pg. 25
The purpose of this study is to identify the problems of Alcosa Park and propose a new master plan for the area. This will be done through a study on the concept of densification. The knowledge found, will be used to develop new types of housing and equipment in order to revive and complement the studied area.

The development should take into consideration the current economical crises that the area is in. It's of great need to bring quality of life and wellbeing into this area that currently is struggling with great recessions and social poverty. The project should also include parameters such as Recycle-Reuse-Reduce (3R).

Alcosa Park is a district that has experienced the declines in many ways. The idea of this proposal is to solve all of these problems, or at least as many as possible, mainly through urban intervention, but also through architectural solutions.

The following will explain the structure of the project.

1 Inception........................................................................................................... How to start?

The first step in carrying out a proposal is to analyze the project area. In this project, we start with some facts and information about the place, leaving us with the idea of where to start the intervention.

Not only will an sociological analysis of the place be required, but also physical analysis will be carried out. It will be necessary to analyze various parameters that make a place work, such as layout of the buildings, their height and their use.

The previous mentioned parameters will also be used for similar analysis of the existing green areas, though identifying the surface and use. Last but not least, there should be an analysis of existing roads, and the communication to and from this district to other surrounding areas, like the city of Valencia. Communication within the project area is also important, and knowledge of the road hierarchy as well as knowledge about one-way driven streets is needed. Traffic flow in busy areas is also of interest, as well as areas that struggle with queuing and those who have less traffic.

Parking will also be of interest. Questions such as where the parking is located, the current number of spaces available, as well as the approximately needed number of spaces, will be important to answer.

Besides these named parameters, which are the most important and generally will help to begin defining a proposal, sociological factors mentioned above will also be of importance. The needs of the residents in this area will highlight the shortcomings of the place.

2 Analysis done........................................................................................................... What goes after?

When collecting the data from the analysis, the place has been studied thoroughly. For most of the parameters, the best way of collecting the data is through site visits. Once the data is collected, we will differentiate between “good and bad”, in those that could be used in diagnosis, as opportunities for action or as detrimental to the program data. So, if we analyze the main parameters (green areas, traffic, construction, use, parking) we draw form these the qualities that we intend to keep in the projects. Therefore some features are kept intact, others are modified and others again eliminated entirely. This second part is the one that gives us the option to intervene in a given way.

3 Intervention........................................................................................................... Step by Step

The intervention phase is the time of the Master Plan, in which we will move form the general way into a particular one.

So far what has been done has been done in a general way, in order to see the shortcomings, the needs and the strengths for the project area as a whole. Once at this point, with analysis done and knowing where, why and how it can improve the area, it is time to act in the “particular” way.

For this it is needed to understand which goals that need to be treated, how the intervention will be done, and what consequences it will cause in this scale.

The idea of intervening at this level is to design smaller parts of the project area in greater detail. One knows that these smaller impacts will also impact the larger scale; small parts harmonize together, to make this work over again.

4 Presentation........................................................................................................... Final Goal

The intervention in the project area will consist of modification of some existing parts and creating new urban design and architecture in other parts. This will be the final step in the preparation of the Master Plan.

A new solution to the area will be designed and proposed, given form the analysis done in the beginning. The aim is to have successfully covered all existing needs and solved the shortcomings found in the area. And not only have solved the existing, but the new proposal is expected to accommodate no more conflicts or problems, that can be solved by an urban and architectural solution.
The project area is located in the South Huerta region of Spain, in the municipality of Alfafar, part of the Valencian Community. Alfafar is a town of about 12 km². The city mainly consists of flat, fertile agriculture land, where rice production is predominant, due to irrigation. The built-up urban space occupies approximately 13% of the total land area, leaving much of the remaining land to be a part of the Albufera Natural Park.

In the municipality of Alfafar is located, including the capital city, the hamlet of El Tremolar, east of the term. In turn, Alfafar core is divided into two different areas: the oldest part of Alfafar is located near the railway line. The Neighborhood Orba or "El parque de Alcosa" (Alcosa Park), is located south-east of the term, physically wedged between Benetúser terms and Mesanesa and urban conurbation with their old towns in much narrower than the historic core Alfafar.

Agriculture, never too developed, has been drastically reduced in recent decades. Currently occupied only 2% of the population in 2003, and devoted solely to rice cultivation (751 ha) and citrus (31 ha).

The sector of industry and construction, occupied 43.5% of the working population in 2003. The industrial sector is predominant in the furniture industry, which over time has evolved from woodwork, to become the main source of income for the town and much of the entire region of South Huerta. Alfafar, along with other towns in the region, as Sedavi and Benetúser, are the pioneers in the design, manufacture and marketing of furniture of all styles. They also focus, though much less economic importance of feeding branches, metal products, non-metallic mineral products, machinery and chemistry.

The service sector is the main economic engine, with 54.4% of the employed. Commercial activity is centered mainly in the vicinity of the V-31 (one of the most important traffic routes that bypasses the city of Valencia), since in 1976 were installed a hypermarket of almost 21,000 m², which led to the later occurrence and concentration of other businesses, also in the neighboring town Sedavi.

After presenting the Municipality of Alfafar, we focus now on one of the neighborhoods that compose it, is the neighborhood of Orba, also known "Parque de Alcosa". In this district is where the master plan is focused, due to its characteristics and needs.
02 PRESENTATION OF THE PROJECT AREA

Presentation describing the place by some images:

Pic 5. Town square perspective.
Pic 6. View from a random street in the town.
Pic 7. View from a random street in the town.

Pic 8. View of the transept of the church.
Pic 9. Town hall and central square.
Pic 10. View from a random street in the town.
Pic 11. View from a random street in the town.

Pic 12. View from a random street in the town.
Pic 13. View from a random street in the town.
Pic 14. View from a random street in the town.
Pic 15. View from a random street in the town.
Pic. 16 shows the different ways of transport: car or bus, and the duration of the course.

It is shown the communication between:
Alfafar - Valencia City Center
Alfafar - Valencia’s Habour and Albufera.

Even though the course by bus takes longer than car, it exists in every way, giving the possibility to use public transport.

Pictures 17-18 are focused now in the project area, more than the municipality in general, Alfafar.

Pic.17 one shows the closeness between el Parque de Alcosa and different areas surround:
Parque de Alcosa - Alfafar (town center)
Parque de Alcosa - Commercial Area
Parque de Alcosa - Benetussar.

In all of them are shown the distance between them and the time it takes to go from one place to the other, depending on which way of transport you use.

In this scale is now included the course on foot, as the distances are much shorter.

The picture below (pic.18) shows now the bus route among the project area and the district surrounding it. Also the nearness of the train station and where the train stop is. (the distance and time is masked as well)

In different colours it is possible to locate the public equipments and the educational buildings.
ANALYSIS OF THE "PARQUE DE ALGOSA"

Pic.19 shows in a closer scale the main roads of the area. The different access coming from the neighbour towns, or from Valencia City.

It is also marked the bus course, which has two bus stops. The idea is to keep this route but also making the bus coming through the district, as the changes proposed allow the bus to drive through it.

The train way is also shown, so in this scale it is appreciated it is not so far from the district.

Pic.20 show the different typologies and their access. Due to this, it is known now where the pedestrian circulation could be, the hierarchy of the roads and the way it is wanted to redirect it.
Here it is shown the first hand-drawing analysis done in the project area.

Traffic

The way and direction of the traffic is marked to show how the movement works. It is clearly contemplated a rectangular structured net, where the traffic encircles easily the building’s net. Also due to the parallel and perpendicular structure of the buildings, the traffic acquires a simple scheme, prepared to be transformed and adapted to new changes.

Public buildings

The purpose of marking these buildings is to know how many there are and where they are situated. Then, we can see in this project there are no so many public buildings:
- Infant & Primary School
- Recreational & Public Society
- KinderGarten

It is simply needed to preserve these public buildings, as they are understood as buildings for the needs of the residents, or the society in general. In addition, it would be interesting to give them more importance, to lead people to them, or even to complement them with new ones.

Opportunity areas

The fact of marking these spaces is to present the areas we can intervene on. These areas are different typology: some of them don’t need to be opened spaces, they could just be old and restoring buildings. In this case, this project is full of big areas, which are not well exploited even used.

They take much of the surface at the periphery of the district, just being used as parking lots not structured.

This space must be exploited for many reasons: is within the limits of our project and presents big surface to be used in many different ways.

Existing green areas

They are marked to show a very important part of the project. Even though there are green areas all over the district, here it is just marked wide spaces which have leafy areas. Both green parts will be kept as different cores of the area, and they will mean the starting point of the proposal. It is not expected any change on them, but to integrate the rest of the new ones according to them.
**S.W.O.T**

**Strengths**

- **Traffic net readable**: easy structure, parallel and perpendicular.
- **Same building structure**: almost every building follows the same dimensions, orientation and intern & extern structure. Even more, except the tower on the northeast, the rest of the buildings follow the same height.
- **Considerable area to act**: due to the huge wasted and disable areas, there are presented many m² to act on.
- **Opportunities for green & opened areas**: for the same reason than before, big opened spaces will offer space for any proposal to be done.
- **Intern courtyards**: these semi-private areas are dedicated to the residents of the adjacent buildings, offering them a private space into the public one.

**Weaknesses**

- **Massive parking areas (messy)**: there are many big, opened spaces just dedicated to parking lots. These are not structured at all, so the aesthetics given are not the best at all.
- **Inappropriate aesthetic (Buildings)**: the external image formed by the facades of the buildings, does not represent a well maintained and preserved aesthetics.
- **Not equipments at all**: there is a huge lack of equipments in this area. There is need of service buildings dedicated to the residents of the district.
- **Existing equipments (old)**: the ones that exist need a reform or rehabilitation, for a proper self-image and as a general.
- **Lots of urban green areas**: even though it is necessary and satisfactory the existence of this, it is requested more leafy areas.

**Opportunities**

- **Huge area free to act**: due to the big dimensions.
- **Some green & opened spaces**: this is also one of the starting points for the proposal. It is necessary in any project the existence of these green areas. They will connect different parts of the project as well as offer third places for the residents of the district, and the society in general.
- **Wide traffic net-easy redesign**: in case new traffic structure is proposed, the simple existing one will allow easily changes.
- **Wide range of society needs**: it is demanded different needs by different kind of population: different country, different ages, different interests. It is important to try the best and solve each of them.

**Threats**

- **Non-integration of new parts**: the idea of an intervention proposal in an existing place, presents always a threatens attending to the inclusion of the new parts proposed. It is necessary to give them the same pattern as the rest of the district is using, so it would fit in it as any other.
- **Close & excluded future areas**: related to the previous exposure, the intention of the new proposed areas is to create them as similar architecturally as possible. It does not mean the same materiality, shape, or heigh, but there are always connectors, something common that shows you are in the same area.
IDEAS TO DEVELOP

Two cores will be the starting point of the proposal. Each one has different character, with different activities to offer. These cores will be connected to the Mediterranean Avenue, which is the other important point of this proposal. The way to connect them will be by two different ways, each one from each core. The way used to unify both parts will be the existing courtyards situated between the buildings.

It is necessary to create the same pattern all over the area, to show there is a continuity within it. The existing green areas will be kept as they are, but some changes will be adapted to make them better. Apart from the cores and the green areas, the parking lots and the underground parking will be also an important part of this project. As it is an existing problem nowadays, there must be different ways to solve the problem but being adapted to the new structure.
- **CORE 1: CENTRAL PLAZA**
Nowadays this square is the core of “Parque de Alcosa.”
Wide, easy geometry, big dimensions and without any element interrupting its visual, this area is used any time of the day.
This easy geometry, the rectangular base and the large area, make this area appropriate to be designed for daily use, continuous profit, for everyone, for all activities at any time of the day and in any season.

- **CORE 2: PRIMARY SCHOOL & SPORT AREA**
The second core is nowadays a primary school. The idea is to keep the use of it, but redesign it, as the aesthetics do not give the expected external image.
Apart from this change, it will be added some more uses, which will create the sports area.
With this idea I try to complement a space with some new activities that will contribute to the participation of activities now forgotten.

- **NEXUS BETWEEN CORE AND AVENUE**
The nexus designed for the connection are the courtyards situated between the buildings. These courtyards exist nowadays, but the current condition, the image and use, are not much less adecuated. Moreover some of them are used as parking area which does not give the image of public space done for the people living there.

- **MEDITERRANEAN AVENUE**
Today is a very busy avenue two-way divided by a pedestrian area. It is pretended to keep the main goal of it, but with some changes to increase the third spaces.
Nowadays this square is the core of "Parque de Alcosa". Wide, easy geometry, big dimensions and without any element interrupting its visual, this area is used any time of the day. This easy geometry, the rectangular base and the large area, make this place appropriate to be designed for daily use, continuous profit, for everyone, for all activities at any time of the day and in any season. The main quality it has and which is remaining, is the "open space" that has in itself, so all that is implanted is an element that breaks with the geometry of the neighborhood: a half moon concrete element.

This "half moon" will be seen as the square icon, but also as an element to collect all that open space that invites you out. Also structurally will contain a water sheet to be used in warm periods of the year, as a fountain and recreational element. There are proposed different equipments, as kiosks and cafes, for producing activities and interaction in the plaza.

A translucent cover with simple structure will be responsible to indicate the greatness of the site, and the importance of it, as well as producing shadow to the area.

Pic. 23-24 Images of a multifunctional square. Idea of cover based on this one.

Plan Central Plaza 1:500
This underground parking, together with the one proposed underground the boulevard, will try to be a solution for the massive parking spaces seen in the district.

In this case, the surroundings of the square were full of parking spaces, so the idea is to keep the same number but adding some more.

The access to the parking is from the north of the same. For pedestrians there are two boxes, situated 50m far from each other, as a maximum distance, where you can access.

Data about the number of parking spaces:
- 2 external boxes as access to the parking
- 4 disable parking spaces
- 120 parking spaces for cars
- 22 parking spaces for motorbikes

Knowing the activities that take place in this square, they will be kept, but leaving their activity may also propose new ones, such as concerts or summer cinema, very popular in this area.

As tried to show on the pic.25, the idea is to keep the same surface as it has nowadays, but including some new changes in order to make this area interesting.

Due to the central location of the square, was necessary to create new parking spaces, so this square has an underground parking, access to it from its surface.
- Nexus Between Cores and Avenue

Since this area is in a rather narrow zone between buildings, it is designated as a private space for the residents. For these courtyards it is proposed a green area with the possibility of cultivation by the residents, and a specific structural elements, which material is corten steel, to be used as elements of rest and shadow.

These elements are repeated throughout the street, creating a sequence that connects all the space. It is a pedestrian zone aimed at those who live in adjacent buildings. This will differ the three situations you could find: public spaces, which are designed for everyone, the private ones, or the semi-private. These spaces would be part of the last one, as they are created for the residents although an opened space available to everyone being there.

The existing parking is solved with the creation of a new underground parking located in the parallel avenue.

There are some concepts on this intervention to highlight:

- There are existing electricity sheds that break with the aesthetics proposed. For this reason, they will be kept as they are, but covered by corten steel slats to unify the rest of the elements on the courtyards.

![Plan - Courtyards 1:500](image-url)

![Courtyards Section A-A' 1:200](image-url)

Pic. 27-28. Examples of corten steel coating
- There are proposed some structures to provide light / shadow, depending on the interest or day time. These elements will be constructed with the same materiality as the cover on the main square, so it will mean a continuity on the project.

The elements will use corten steel and metal mesh, corten steel also related with the previous element explained before. The metal mesh is used not to interrupt the sunlight as well as a proposal to flowers awning. The residents themselves could be even the ones creating these, so there is also a way to involve people with the enviroment of their place.

- These open spaces are used for several activities during the year, and the idea is to keep this area opened as it is nowadays in order to continue with the traditional activities.
One of the most famous ones that happens here, it is called "Fallas." It is very important to offer them the same space than before, to be able to keep this as a tradition but why not improving it in relation to those activities.

- As it is supposed to give in this area more social activity, there are designed some outdoor furniture, constructed also with the same material than the rest of the elements (corten steel). This furniture will be composed by large "tables", horizontal slats, supported by a vertical simple structure complemented by large benches done by the same materiality. It will mean then spaces for sitting, resting, namely, third spaces in between buildings that will make possible some activities as eating some snacks with the neighbours or friends, meeting during summer night, or simply resting outside home.

- The courtyards present a lineal geometry, with a prolonged visual that should not be interrupted with any closed element. That is also why all the outdoor furniture proposed is not closed at all, so it is kept the idea of the narrow semi-private area designed for the residents living there.

Specific activities are not desired in this space, since it is usual to have unwanted acts when space permits.
More over, the main avenue is situated parallel to this one, and is there where are expected almost all the new activities and the social interaction. The courtyards are just a trail in between the cores and the avenue, it is not expected to acquire any importance rather than an access for the residents living in the adjacent buildings and a semi-private area for them.
The proposed section of the avenue will be 20 m wide, giving priority to pedestrians.

Also a bike path on both directions, protected by a green urban line, will exist.

Every pair will always be separated by vegetation, which will vary depending on the intention. ambulance zones will be used to point the access to underground parking as well as the different services found along the boulevard. 2.5 m is the minimum separation.

A drainage system with various elements along the same, and assuming a sequence.
- 24 Parking spaces for motorcycles
- 143 Parking spaces for cars
- 6 Disabled parking spaces
- 3 External boxes as access to the parking

Underground parking is restricted.

There is the data about the number of parking spaces, once the maximum
distance, which are found on the surface.

Access to the garage is given by communication boxes arranged every 50m.

Inside the garage, ventilation from outside is also possible. It is

So the underground parking is implemented through a forced ventilation from the

more

parking spaces, was necessary to preserve them, and it possible, add some

from the west side of the town. Currently, the avenue has a high number of

Throughout the entire avenue, there is an underground parking with access
The introduction of children into the world of learning and development is a crucial aspect of their development. Children need to be exposed to various experiences to foster their growth and understanding. The learning environment should be conducive to exploration and discovery. The introduction of children to different subjects and activities is essential for their overall development. The introduction of children to a variety of experiences helps them to develop critical thinking and problem-solving skills. Therefore, it is important to create an environment that is stimulating and engaging for children. This will help them to become well-rounded individuals who are capable of facing challenges in the future.
cooks' assistants…

... in addition to providing an important recognition of non-reading skill such as
the school and in relation to which there are children and adults and the day life of
the school which occurs in an important role in
A peculiarity of the educational school is the kitchen which occurs in an important role in
the food preparing group, which is the kitchen where the child needs to
prepare the meal in a children's kitchen.

... is a change of climate and atmosphere.

Stressing the necessary connections of spaces and environments in a way that provides

happening within the school and the social and cultural environment.

Increasing awareness of the necessary connections between "inside" and "outside"

... Small schools foster informal relationships, flexible operational framework.

... and the assumption of the entire school community.

... which happens around the center.

What is observed by the school is that large windows allow children to observe

and in this process some characteristics peculiar to education centers for early childhood

and in the first stage...
Both the courtyard and classroom should allow students to experience the day.

- **Cultural:**
  - The school understands the dynamic and changing and becomes coupled to the needs of the education without hierarchical direction. From the kitchen to the classroom.
  - The school understands the importance of the kitchen for the school.

- **Dynamism:**
  - Spaces are needed for small and large groups. For space with other groups to the classrooms.

- **Flexibility:**
  - The school is a place that everyone can be free.
  - A friendly school is a space that everyone is free to explore.

- **Compassion:**
  - The school is an important cultural and social place.
  - The school is the cultural and social center of the city.

- **Embrace:**
  - The school is the cultural and social center of the city.
  - The school is an important cultural and social place.

- **Enrich:**
  - The design of architectural spaces serving early childhood groups involves one characteristic:

- **Aesthetic:**
  - The courtyard and classroom allow students to experience the day.

4. Different areas
BIBLIOGRAPHY

Pic. 1-2-3 ................................ http://www.alfafer.com/portal/

Pic. 4 to 15 ............................. www.panoramio.com
   http://maps.google.es/maps?hl=es&tab=wl


   http://blog.bellostes.com/?cat=32&paged=5


Pic. 32 ................................... http://www.google.es/search?q=loris+en+clase+de+malagazzi

Pic. 35 to 45 ............................. http://www.google.es/imagenes?hl=es&tab=wi

Pictures no named here are made by the author.