



City	Calahorra
Location	
Population	23,920
Study site	346,492.00 m2
Site of project	346,492.00 m2

TOPIC

Calahorra, part of the Rioja Baja Country, is on the south side of the Ebro River, in the south-eastern part of the Region where it shares a border with Navarra. The city is on a hill (altitude 358 m.) at the confluence of the Ebro and Cidacos Rivers. Calahorra is the second largest and most important city in the La Rioja Region after the capital, Logroño. The city is well served by transport infrastructure, particularly by road. It is set along the axis of the Ebro River valley, 48 km. from the Region's capital, Logroño, 120 km. from Zaragoza and 180 km. from Bilbao, with which it is linked in three ways: National highway 232, the A-68 motorway (Basque Country-Aragón) and the Bilbao-Zaragoza railway line.

Its privileged geographic situation has facilitated the development of primarily agricultural activities in the course of its history, thanks to the rich flats of the Ebro and Cidacos Rivers. It is one of the major distribution centres of fresh agricultural produce for the whole of northern Spain. Parallel to its sales and distribution activity, it has also been a traditional centre for the cannery industry. The other pillar of Calahorra's industrial infrastructure is footwear. Now, its status as an administrative and judicial capital has also cemented Calahorra as a service city for public administration (taxation and courts), shopping, recreation and leisure. The city of Calahorra has grown from its historical origins in a north-eastern direction. The proposed site is also set in this direction, with a clearly urban destination. The compact nature of this city demands an imminent connection with the existing grid and a clear residential character.

The work shall be undertaken with a view to achieving the following goals:

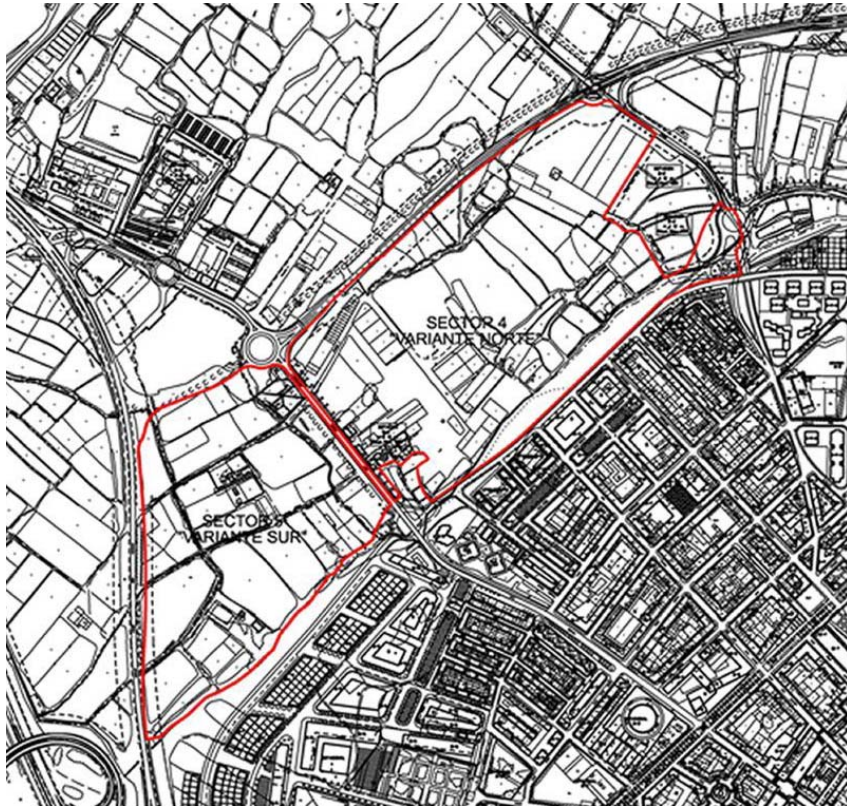
- Propose new solutions to the way that the city is inhabited.
- Plan a new zone for the city with not just residential uses but also inserting the necessary infrastructure, services, work zones, shops, recreation and leisure that derive from the new characteristics of our society in the 21st century.
- Develop an urban programme from the perspective of quality and sustainability.

TERRITORIAL SCALE : CONURBATION

The target zone for this planning task is traversed by the former Logroño Highway, one of the main entrances to the city. The boundaries of the site take the following shape: to the north-west is the Calahorra North by-pass; to the south-east it backs onto the embankment that separates it from the town centre and the La Planilla Sector (under development); to the west it meets the Highway N-232 by-pass; and to the east, the former Murillo highway, now an urban road.

This is therefore an interface zone of the city, primarily between residential and tertiary uses, subject to the influence of major transport infrastructure. The site is regarded as being of great importance for Calahorra as it is on one of the main entrances to the city.





URBAN SCALE : STUDY SITE

The practically flat site is in the north-eastern zone of Calahorra's urban area. At present the proposed land hosts a series of activities (primarily industrial) that are expected to disappear and be replaced by housing projects.

This complex is under the powerful influence of a range of transport infrastructure including the Calahorra North by-pass and Highway N-232, as well as geographic effects due to the separation of the proposed area from the town by an embankment. The proposed site is on a lower level, in such a way that between it and the town there is an average height difference of approximately 15 metres.

PROXIMITY SCALE : SITE OF PROJECT

From an urban planning perspective, the Calahorra Master Plan contemplates an average usage intensity (0.5 Units of usage per square metre, with a maximum construction area of 181,015 m²) defined for residential use. Nevertheless, the construction and maximum usage parameters may be varied by competitors. At least 15% of the total area shall be set aside for green zones reserved for the public domain and use, as well as public services.

The former Logroño highway shall be treated as an urban thoroughfare. Competitors shall try to integrate the motorways impinging on the site into the life of the town, maintaining an easement of at least 35 metres distance from the outer line of the roadway to the housing in the case of the North by-pass, and 50 metres in the case of National Highway N-232.

From an architectural perspective, competitors should propose new housing types that adapt to the range of modern lifestyles (single parent families, single workers, telecommuting, etc.), and the flexibility required by the breathtaking changes taking place in our society.

