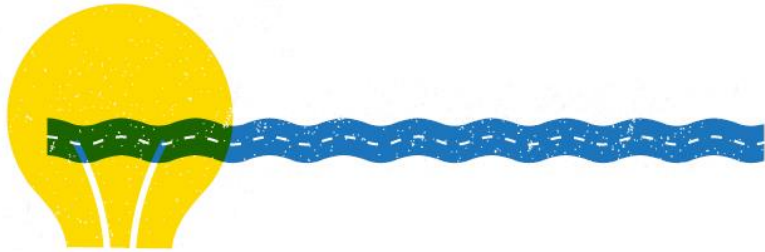
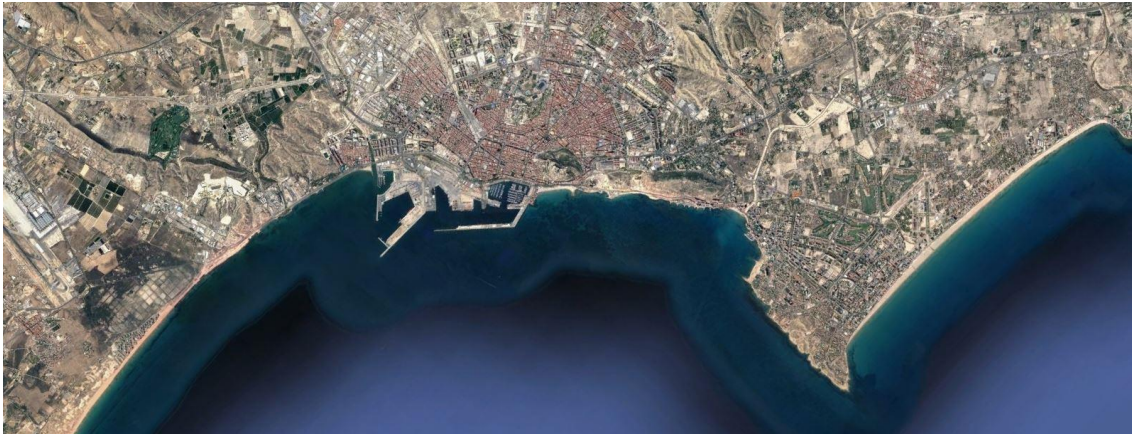


CONCURSO INTERNACIONAL DE IDEAS  
**CORREDOR  
LITORAL DE  
ALICANTE**



INTERNATIONAL COMPETITION OF IDEAS  
**COASTAL  
PASSAGE OF  
ALICANTE**



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## TECHNICAL CLAUSES

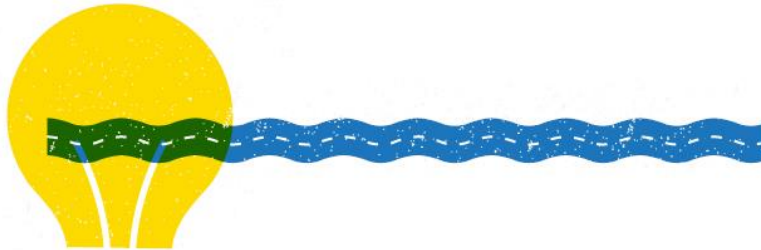
**SHEET OF PARTICULAR TECHNICAL CLAUSES THAT MUST RULE THE CONTEST OF IDEAS FOR THE COASTAL PASSAGE OF ALICANTE**

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[...]

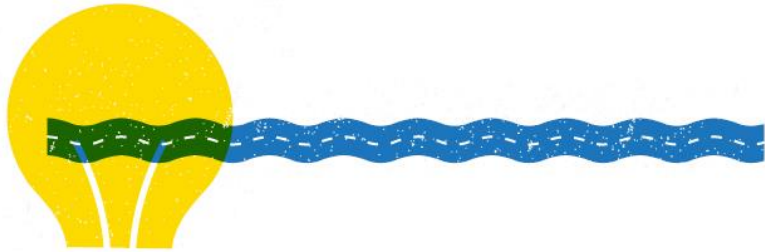
*I'll never know what I expect from him  
Nor what spell does it leave on my ankles  
But when these eyes are filled with tiles  
And wait between the plain and the hills  
Or in streets that are closed in more streets  
Then if I feel like a shipwrecked  
And only the sea can save me.*

*The silence of the sea (El silencio del mar). Mario Benedetti*

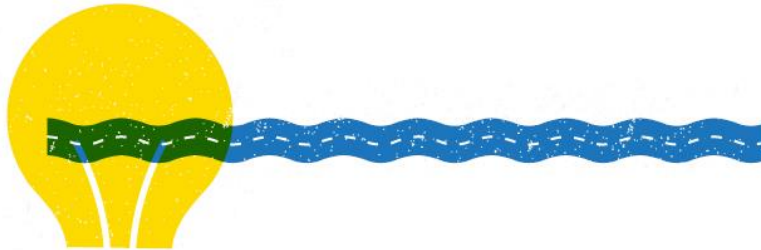


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## 0. INTRODUCTION

*"My city is pierced by the Mediterranean Sea. The smell of the sea anoints the stones, the lattices, the tablecloths, the books, the hands and the hair." And the sea sky and the sea sun glorify the roofs and the towers, the garden walls and the trees. In this city from the time we are born, our eyes are filled with the blue from the waters."*

Gabriel Miró

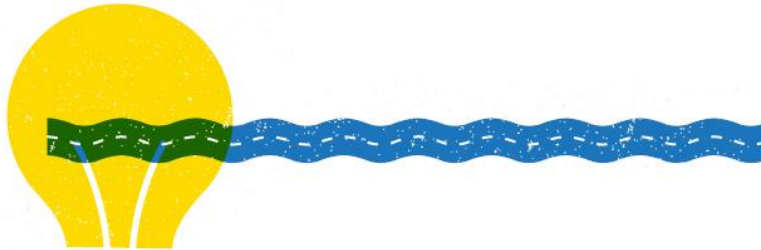
### I

Over the last 40 years, the proposals and interventions on the coastal edge of the municipality of Alicante have been followed one another. They have always been about specific and fragmentary actions that are distant from an overall view of the city's maritime shore, and with a lack of a structural approach regarding the potential for linear and transversal articulation that the project should contain on the coastal edge of an urban territory. In this sense, the city and its territory is limited to a simple back of the promenade or treatment of the coastal edge.

Another circumstance that has influenced the incoherence of the treatment of the coastal edge of Alicante has been the excessively unilateral vision of a space that demands a disciplinary approach. However, these projects and proposals have been dominated by partial, architectural or engineering views, while forgetting other environmental variables. They are actions that have not been able to materialize an approach of the citizens and the city to the sea. Paradoxically, Alicante is a maritime city far from the sea, not only physically and culturally, but also in its collective imagination.

Since the nineteenth century, in the historical model of occupation of coastal areas of the maritime city, its coast has traditionally been a space occupied by transport, road and rail infrastructures, for reasons of implementation ease and for the presence of the port that demands terrestrial accessibility for its exploitation; to which was added, already in the twentieth century, private residential settlements driven by the tourism. This situation has propelled the separation of the city and the sea. Alicante participates in this generic model of maritime and port city.

Now it would be a matter of taking a radical turn to this historical structure by opening the city to the sea and giving priority to the public spaces of the coastal edge of the city introducing a new concept that we shall call "urban coastal passage".



## II

The urban coastal passage shall consist of a band of variable width, whose inner boundary is the shore of the sea. It is defined by its public character, the interface between the sea and the urban territory, and its linear continuity.

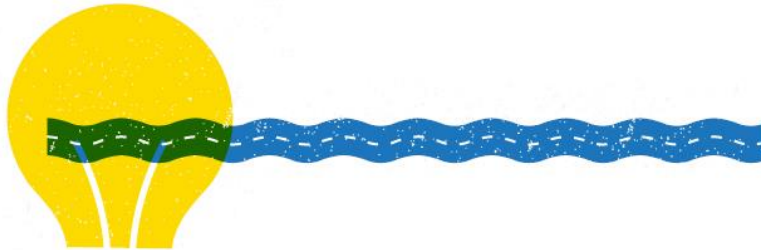
Firstly, the purpose of the coastal passage shall be to provide the city with a public space of environmental and material quality in which they have room, and to facilitate leisure, sports and cultural activities; and secondly, to generate connectivity along the coast, and from this with the urban territory. The "coastal promenade" is a component element of the "urban coastal passage", which, in addition to satisfying one of the functions offered by the passage, can be an essential structure and give continuity.

The objectives related to the establishment of the coastal passage shall be:

1. Make the coastline accessible to the citizens. Taking into account the limitations that must be demanded (accessibility-conservation dialectics) when it comes to the access to fragile coastal spaces.
2. Put in value and connect the places of greater environmental, landscape and cultural relevance of the coast and its surroundings.
3. Discover spaces of opportunity with potential to create new relationships between the city and the sea.
4. Articulation with the urban systems of public spaces, green areas, parks, etc. of the territory in the coastal environment.
5. The layout of the passage shall connect with the networks of pedestrian, bicycle and public transport routes of the municipality.

José Ramón Navarro Vera





### III

#### A maritime digression

Walking on the seashore is an opportunity for pleasure and well-being. The conditions that allow this state to be reached affect the broad spectrum of life aspirations. Walking in comfort means enjoying the silence, the brightness, the sea breeze, the light of sunsets and sunrises.

The length of the route requires spaces of quiet and rest in which to enjoy reading, music, conversation, tenderness. The diversity of the walkers advises the same plurality of activities, besides the promenade: table games, games on the ground, small urban gardens and geographical, historical, literary, botanical and zoological illustration; small spaces for music, theatrical exhibitions (the theatre in the port this summer is an advance in this regard), juggling...

It is an occasion to recover and show the native plant species and to rescue those that are disappearing. The marine activities, so little taught in this city, should have a preferred place in this promenade: small rowing, sailing and fishing schools. Also the history of these activities and those of greater size, from the most primitive to the merchant marine and the great cruisers, the warriors, the sports...

The implementation of marine taxis, small breakwaters and heliports that would be very useful for the distribution of passengers and goods should not be rejected. Attention to the needs of the island of Tabarca, in this sense, should be taken into account in the southern part of this promenade.

Also in the southern area, the memory of the salt lakes would have to be recovered and to rescue the trail that, shyly, still subsists. And to give testimony of the process suffered by this area punished by the excessive urbanism that surrounds that land classified as rustic although it really belongs to the chain of wetlands that allow the persistence of migratory poultry species.

These hasty notes pretend to be just the beginning of a "romantic" proposal that shall have to be detailed according to the clearly differentiated sections that this long road contains. I am shalling to do so. That's why I have written this dream.

María Teresa Morales Mora



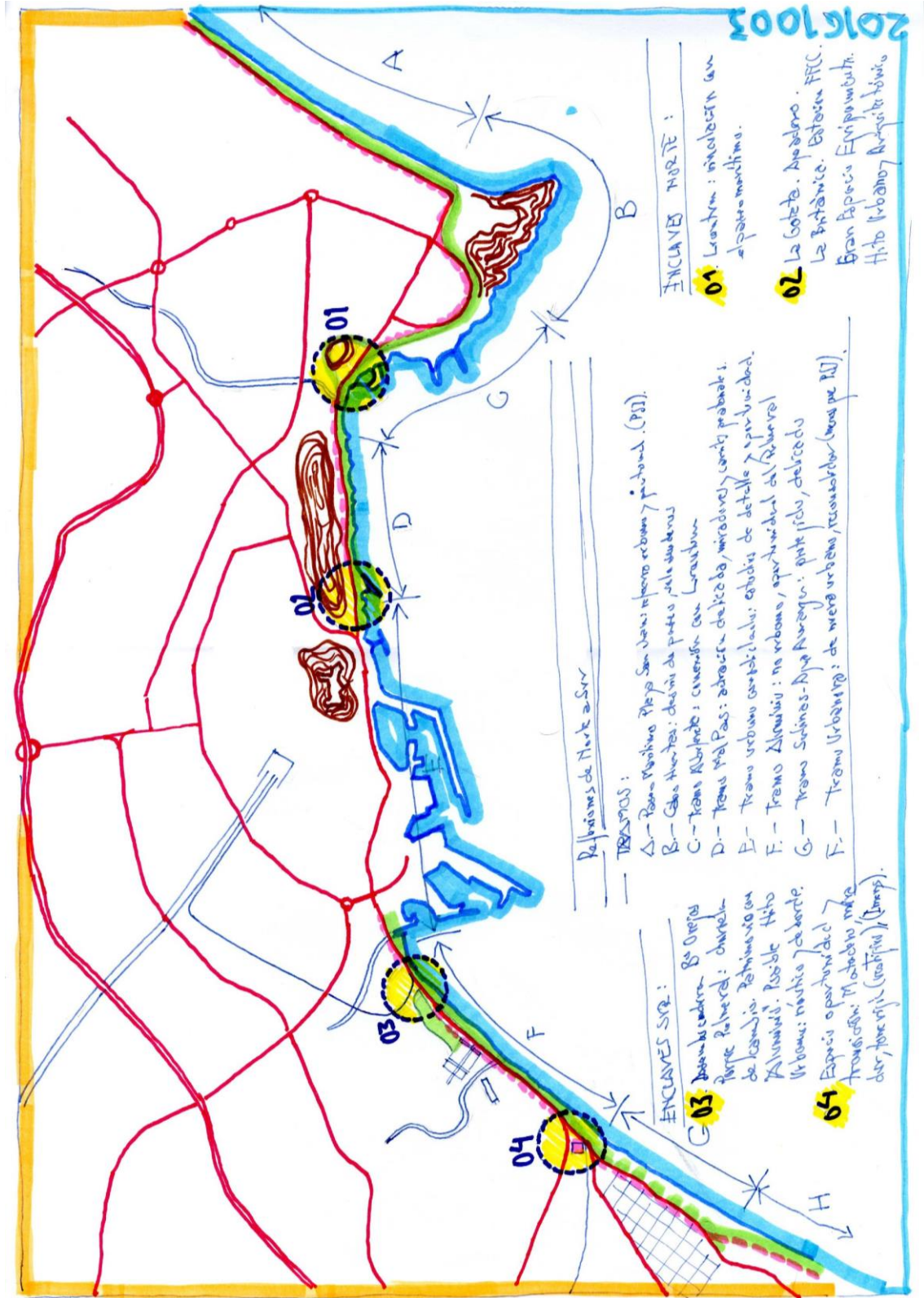
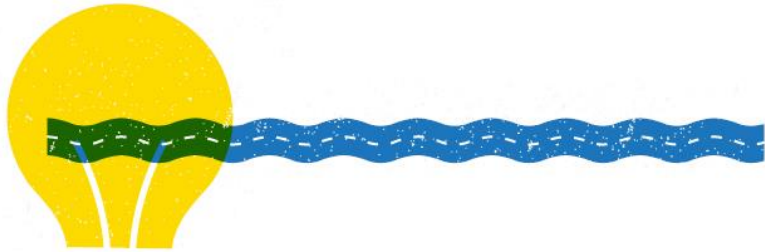
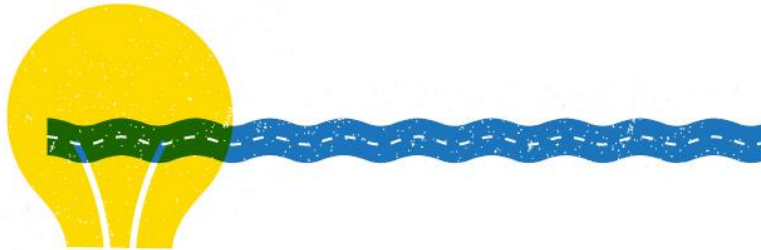


Diagram of the coast. Sections and enclaves. Andrés Martínez Medina





## 1. GENERAL PROVISIONS

### 1. REQUIREMENTS TO PARTICIPATE. MINIMUM CONDITIONS

All the professionals or professional teams or companies, which apart from meeting the requirements stated in the Sheet of general legal-administrative Conditions of the Hon. Alicante Town Hall, meet the requirements stated below, shall be able to participate.

Requirements:

- Having themselves or some of the members of the technical teams assigned in the contract, the required degree title empowering them to carry out the activity object of the competition.
- The temporary connections of companies or professionals where each and every member meet all the requirements previously required shall be also entitled to the awarding of this contract.

Each contestant or team shall submit an only proposal. In any case, the member of a team shall be able to be part of another one.

Minimum conditions:

The following minimum conditions are established for the teams which want to participate in this competition:

The teams must be integrated, **at least**, by the following members:

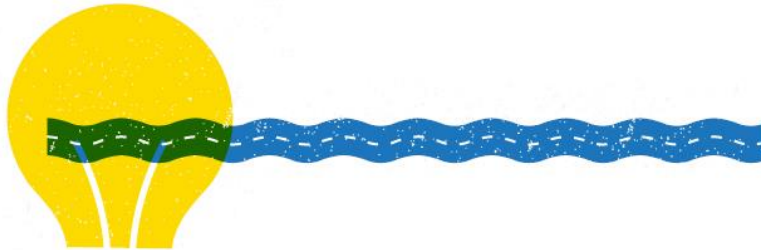
#### **Executive Production:**

- A Project Manager, who shall be the person responsible for the execution of the contract. Appointed by the team, he/she shall be permanently available during the development of works, in case of being awarded, and being fully capable of:
  - Holding the awardee's representation when his/her intervention or presence shall be needed, as in other acts derived from the meeting of the contractual obligations, always with the objective of achieving the implementation and good progress of works.
  - Organising the implementation of works.
  - Proposing Alicante Town Hall or cooperating with it in the problems resolution set out during the contract period.

#### **Making and Development of Projects:**

- A Team Manager of Architecture, with a qualifying degree title in Architecture or similar in the syllabus abroad, able to act, in charge of carrying out the Basic Project and Execution of Architecture of the sections stated in the purpose of call, with the provisions set by Alicante City Hall.
- A Team Manager of Environmental Studies, with a qualifying degree title in Environmental Science or similar and able to act.





- A Team Manager of Engineering, with a qualifying degree title in Civil Engineering (Highways, Canals and Harbours) or similar Master's degree Title.

In the same way, the contestants shall submit a Good Faith Statement certifying that the proposal has the following people and/or teams, identifying the number of members in each one of the teams. Afterwards, the awardee shall submit the requested documents which formally certify that those people and/or teams belong to the contract.

- A person in charge of Safety and Health Team; Technical Architecture or similar degree title.
- A person in charge of Installations Team; Technical Engineering or Industrial Engineering Bachelor's degree, or similar degree title.

The aforementioned teams shall have a number of members to be determined in the competition proposal, enough for the execution of the mandated tasks.

With the exemption of Team Managers – functions which must be devolved to three different people- it may occur that the very same person holds different functions if he/she is fully qualified and not supposing an excessive overload of individual work.

The non-fulfilment of those conditions, which shall be credited by the required documents in each case, shall lead to the non-admission in the competition by the organization.

## 2. STRUCTURE. STAGES

The competition is organized in two stages:

### STAGE 1

Open stage shortlist where all the teams of professionals meeting the requirements stated in section 1 of this Sheet shall be able to participate to submit their proposal.

At this stage, all the requested documents shall be submitted electronically, not accepting any proposals submitted as physical documents.

The following documents, whose description shall be described in detail in section 11. Submission of designs STAGE 1, shall be submitted attached to the identification documents, with a maximum scoring of 100 points according to the following scale:

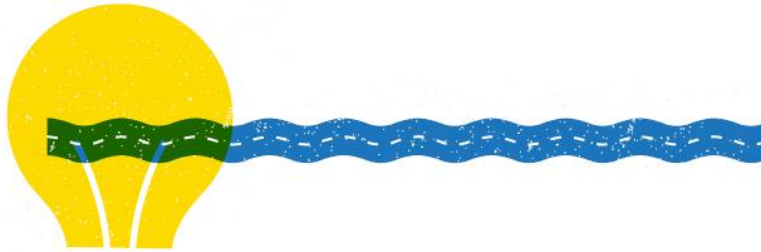
#### DOCUMENTS A

1. Human Resources:

List of technical staff belonging to the team, stating their Academic Qualification Level and technical specialty and the level of dedication to the project.

**20 points**

2. Functional organization chart and technical resources:



Functional organization chart of the technical team and methodology and organization of human and material resources for the implementation of suggested works.

**3 points**

List of elements and technical and computing resources that the competing team has committed to offer for the implementation of the different works, specifying their own material resources and the commitment of keeping or incorporating them to such work.

**2 points**

3. Professional Resume:

List of projects in which the team or its members has worked in the past 15 years, corresponding to similar referred-to works in this competition.

**25 points**

DOCUMENTS B

1. Technical Proposal:

A general design of the whole passage, one or more intersection nodes of the differentiated sections which each teams finds relevant according to their criteria, the key nodes in the passage track and the development of the two strategic sections stated in those Sheets (Sections 2.3 and 4.1), shall be submitted, to be solved in the coastal passage, following the statements in the Sheet of Technical Specifications.

**50 points**

Once all the applications have been submitted, the jury shall proceed to score them, and a list with the five teams selected by the scale shall be published.

**STAGE 2**

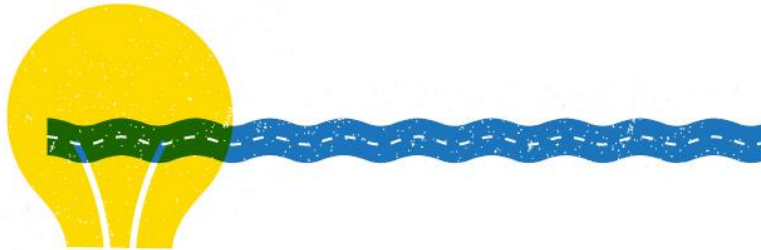
The selected teams shall receive the amount of TEN THOUSAND Euros (10.000, 00 €) VAT included as payment and as a reward for the work done, for the preparation of documents required in the second stage.

The charge of the payment involves the acceptance of the order and the commitment for the submission of the requested design in STAGE 2 in due time and manner.

During this second stage, a general Project of the whole area shall be made, and the sections defined in STAGE 1 shall be developed in detail, following the technical conditions stated in the Sheets.

The following documents shall be submitted, which shall be evaluated by the Jury, counting on the Citizen Vote.

DOCUMENTS C

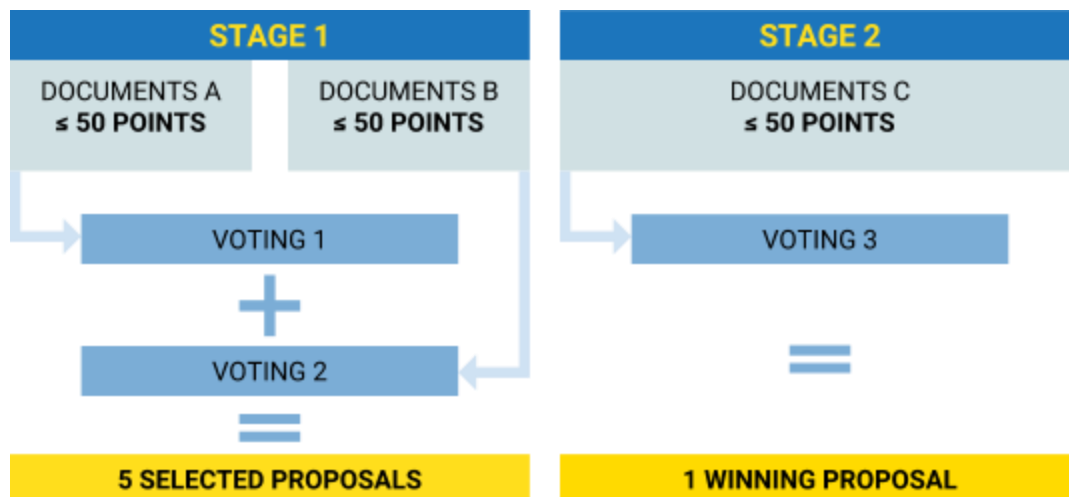


A design defined as a draft of the documents produced in STAGE 1, with the content defined in Section 13 of this Sheet, with the modifications that the drafting team deems appropriate, shall be submitted.

The awardee team, for being the winner of this second stage, shall receive the amount of FORTY THOUSAND Euros (40.000, €) VAT included as professional fees, for the preparation of the corresponding Basic and Implementation Projects, Safety and Health Study, Environmental Impact Study in Sections 2.3 and 4.1 of the passage, stated in the Sheet of Technical Specifications.

**50 points**

Once the five designs have been submitted, the jury shall proclaim the winning project.



### 3. ORGANIZATION

All the information about the competition shall be available on [corredorlitoral.alicante.es](http://corredorlitoral.alicante.es)

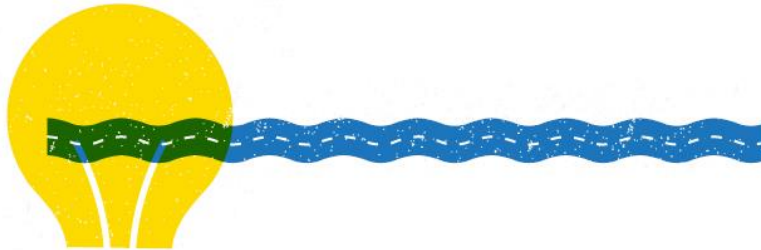
The secretariat of the competition and its technical organization shall be managed by The Municipal Tourist and Beaches Board of Alicante and the Urban planning Councillorship of Alicante Town Hall, and coordinated by the architects Jaume Joan Chicoy Mira and Rubén Bodewig Belmonte.

The way to communicate with the secretariat shall be carried out via e-mail to [corredor.litoral@alicante.es](mailto:corredor.litoral@alicante.es)

The budget of the competition organization and the amounts to be paid as remunerations shall be made by The Municipal Tourist and Beaches Board of Alicante and the Urban planning Councillorship of Alicante Town Hall.

The organization functions shall be:

- Secretariat Central Office of the Competition



- Monitoring of the schedule compliance.
- Supervision and Reply to the queries of the consultants.
- Receipt and registry of documents and participants' works.
- Checking the compliance of anonymity at all times.
- Any operational and instrumental purpose leading to improve the organization and development of the competition.

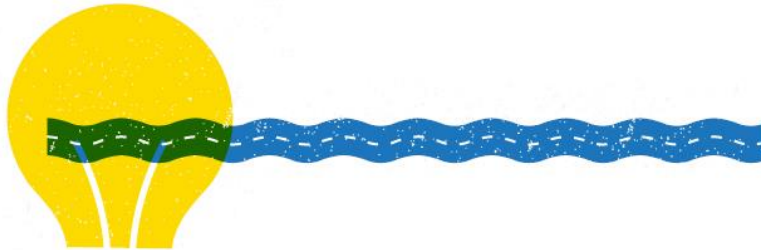
#### **4. SCHEDULE**

Once the competition has been published in the corresponding Official Gazette (publication to be announced on the Competition website), the participating teams will have 60 calendar days for the presentation of the PHASE 1 proposals (Documents A and B). Ten days after this publication, a consultation period will be opened for the participating teams with a duration of 15 days.

Following the announcement of the selection of the five teams participating in PHASE 2, and five days after said announcement, these teams will have 45 calendar days for the submission of Documents C. On a specific date and at the beginning of that period the teams selected to participate in a workshop will be convened to reflect on the selected proposals and resolve possible doubts.

The exact days of each of the stages, as well as the corresponding resolutions, will be published on the Competition website, once the notice has been published in the Official Gazette.





## 2. COMPETITION OF IDEAS

### 5. PUBLICITY, OBTAINING DOCUMENTS AND ENTRY

The Competition of Projects shall be published on the profile of the contracting part of Alicante Town Hall [www.alicante.es](http://www.alicante.es)

The information on the website shall have the following access structure:

"CONTESTS" On the website there shall be a short explanation of the competition and all the Sheets in pdf format, containing documents, publications, etc. and attached to these ones via links:

- NEWS: As many as needed where there shall be information about the process of the competition stages, for example:

- a. News: Announcing the competition, deadline for submission of proposals.
- b. News: Announcing the Jury assessment of Documents A and Documents B.
- c. News: Information to the citizens about the global assessment.

"CONTENT": Information with the content shall be equally created where queries made by the citizens as well as the answers given shall be included. It shall be a constantly updated queries-answers process.

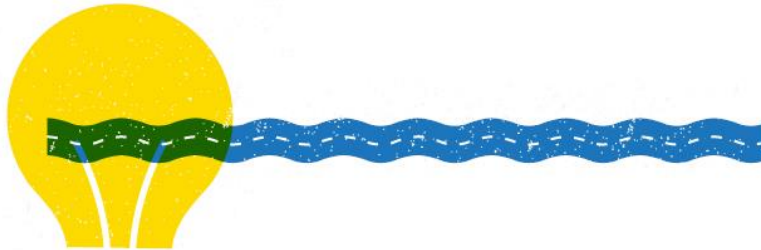
"PROCEDURES": It shall have two connected parts:

- a. Description of the procedure attached to the application sheets in pdf format if submitted in person.
- b. On the "Sede Electrónica", the procedure shall be able to be submitted electronically so they shall have an e-ID or, otherwise, electronic signature issued by the ACCV of the Generalitat Valenciana.

The content of the submission of applications either in person or electronically shall be incorporated to the Record Tracking Program creating an electronic record according to Law 39/2015, Common Administrative Process.

There shall be, in its case, queries and proposals application forms created by the municipal Information Technology Services so the citizens shall be able to fill them up and they shall be automatically sent to the e-mail [corredor.litoral@alicante.es](mailto:corredor.litoral@alicante.es).

The regulating Sheet of the call, as well as all the documents required for the submission of offers, shall be at the contestants' disposal on the Sede Electrónica of Alicante Town Hall, on the website set up for that purpose [corredorlitoral.alicante.es](http://corredorlitoral.alicante.es) and in the Urban planning Councillorship of Alicante Town Hall.



Address: Plaza del Ayuntamiento, 5 - 03002 Alicante

Phone Number: 965 14 81 94 - Fax: 965 14 90 86

Email: [corredor.litoral@alicante.es](mailto:corredor.litoral@alicante.es)

Opening & Closing Times: Monday to Friday from 9a.m. to 2p.m

There is no need of a previous entry. The submission of the proposal shall mean the entry for the competition.

## 6. MOTTO AND ANONIMITY

A mixed anonymity procedure allowing, on the one hand, the assessment of technical and material capacity of the participating teams and, on the other hand, the design proposal submitted is established. The Jury shall be not aware of the connection among the participating teams and the design proposal submitted. The Citizen Vote, however, shall be only able to assess and choose the design proposals, not being aware until the final decision of the members forming the winning team of the competition.

Only the Organization of the competition shall know the connection between each team and their proposal on carrying out the calculation of the scoring done out of each proposal (team and design), when the decisions of the Jury in STAGE 1 have finished.

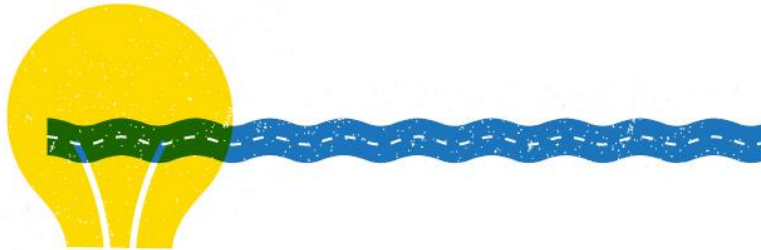
For all this, the submission of proposals has been divided in three blocks of documents (Document A, B and C). Documents A shall describe the teams taking part in the competition, and shall be judged by the Jury based on the set up scale. Documents B, which shall deal with the design proposal, shall be judged by the Jury. Both judgments (Documents A and Documents B) shall be carried out separately, and counting both scorings, five proposals selected for STAGE 2 shall be chosen.

In such STAGE 2, and based on Documents C, development of the previous designs documents, a winning proposal shall be chosen. At that moment, the team author of the proposal shall be revealed by the Organization.

All the documents (folders, electronic files and boards) shall be exclusively identified with a motto, freely chosen by the contestants, which shall remain unchanged in both stages of the competition for the five selected proposals.

## 7. QUERIES AND ANSWERS

During the stated schedule, a period for queries and answers is set by the organization for the admitted contestants. All the queries which might not be well clarified in the Sheets shall be answered through the website of the competition ([corredorlitoral.alicante.es](http://corredorlitoral.alicante.es)). Both organization and technical queries, especially urban ones, shall be answered.



The Organization shall claim help to the Technical Committee described in Section 8.1 to answer as many queries as required.

## **8. TECHNICAL COMMITTEE AND JURY**

### **8.1 Technical Committee**

The Technical Committee shall participate in both stages of the competition, as it is further detailed.

The Technical Committee shall be formed by professionals aware of the competition field and its purposes.

Alicante Town Hall shall be responsible for choosing the members of the Technical Committee and the number of members shall depend on the amount of submitted proposals.

The Technical Committee shall have the following functions:

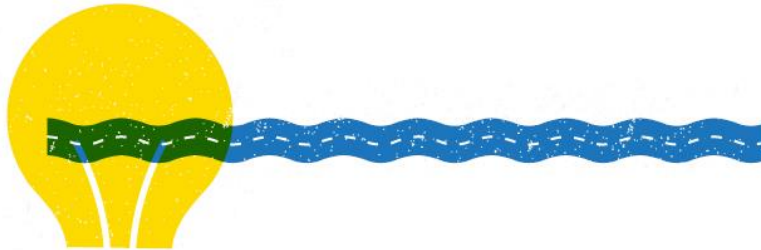
- Cooperating with the Organization to answer as many technical queries as might be asked by the Contestants during both stages, being able to ask for help when needed.
- Writing a previous report of each submitted proposal where it shall be stated, if any, all the unfulfillments of the existing provisions and regulations on the subject of urbanism, environmental sustainability and historic heritage protection which they might have, or aspects not following partial or totally to the purposes of the competition or which might suppose an illegal advantage over other proposals. The financial viability of each proposal shall be judged.
- The previous report shall consist of an abridge study of the options and fundamental parameters of each submitted proposal. This report shall have appreciatory nature and its motivated answers shall be attached to public exposition of the proposals. The previous reports shall be released to the public once the submission process of STAGE 2 is over, for those selected, on the date stated on this Sheet.
- Transferring such previous reports to the members of the Jury, once written, to be studied before the judgment of the proposals in both stages.

### **8.2 Jury**

The jury is the body in charge of judging and classifying the submitted proposals in order to determine which one is considered to be more suitable according to the purposes of the competition regarding the judgment criteria further stated.

The jury shall participate in two moments of the process of the competition:

- Judgment of proposals of STAGE 1
- Judgment of the five proposals of STAGE 2, submitted by the teams selected in the previous process.
- Telling the Contracting Body their final decision so they can approve it and afterwards, award the winners with the contract.



The Jury shall be in charge of:

- The analysis of documents and final admission of Works.
- The reasoned proposal of rejection of those works not admitted, which shall be recorded in the minutes, and shall be due to:
  - Not submitting all the required documents for the suitable judgment of the proposals, or late submission.
  - If the submitted designs are found not to be unpublished or have rights of use and/or commercialization previously registered.
  - Breaking the anonymity, either for having revealed the author by any mean or for submitting identifying graphic elements of the author's entity of the proposals of Documents B and C.
  - Any attempt to pressure the members of the jury, dully authorized.
- The analysis of the submitted proposals and their judgment, being able to ask for advice when needed.
- The surveillance and the fulfillment of strict anonymity for examining the information.
- The proposal of a final resolution, which shall be reasoned.

Members of the Jury must sign a responsible statement before beginning their deliberations that they are not aware of attempts to violate anonymity or causes of incompatibility.

The jury shall be formed by the following members:

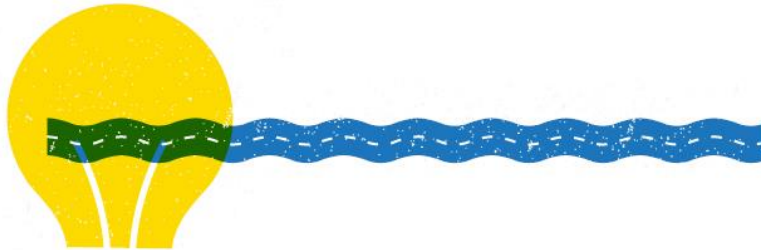
Presidency:

The Town Councillor of Tourism and Beaches, Mrs. Eva Montesinos Mas, or the corresponding delegated person.

Chairs:

- The Town Councillor of Urbanism, Mr. Miguel Ángel Pavón García, or the corresponding delegated person.
- A person representing the Municipal Group *Compromís*.
- A person representing the Municipal Group *Popular*.
- A person representing the Municipal Group *Ciudadanos*.
- The Manager of the Municipal Tourist and Beaches Board of Alicante, Mr. Agustín Grau Alventosa.
- The Head of the Office of the General Plan of the Urbanism Town Councillorship, Mr. Manuel Beltrá Martínez.
- A person representing the Provincial Association of Hospitality Industry Businessmen/women of Alicante
- A person representing the Provincial Association of Hotels in Alicante.
- Mr. José Ramón Navarro Vera.
- Mr. Andrés Martínez Medina.
- Mr. Jordi Cortina Segarra.
- Mr. Jorge Olcina Cantos.
- A representative chosen by the Territorial Association of Architects of Alicante.
- A representative chosen by the Territory of the Comunidad Valenciana of the Association of Civil Engineers (Highways, Canals and Harbours).





- A representative chosen by Provincial Service of Costs in Alicante of the Ministry of Agriculture and Fishing, Food and Environment.
- A representative chosen by the Port Authority of Alicante.
- An architect expert in highly regarded public space projects appointed by mutual agreement by the Territorial Association of Architects of Alicante and Alicante Town Hall.

Secretaries:

Jaume Joan Chicoy Mira and/or Rubén Bodewig Belmonte.

Organization of the competition, with the right to speak but not to vote.

The Jury's decisions shall be public and reasoned. Just by applying to this competition, the full acceptance of the Sheets is implied, and in particular, the Jury's decisions.

### **8.3 General Working Rules of the Jury**

The Jury shall be able to be formed whenever two thirds of the members appear at the first meeting, or half plus one at the second meeting, being essential for its formation the presence of the President (being able to delegate in favour of another member of the Jury in case of justified absence or sickness).

Their decisions shall be considered as simple majority of the members present, where the President shall have the deciding vote if there is a draw.

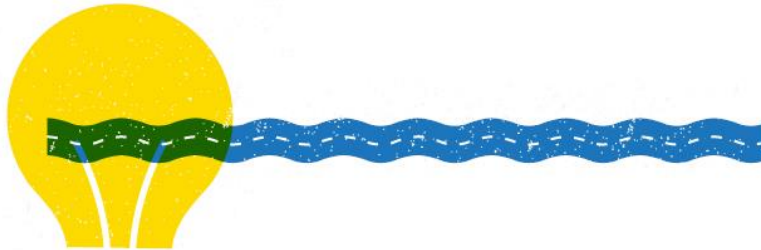
In any case, in its running, the jury shall respect everything stated in Section 3, subsection 1, article 15 to 18 of the Law 40/2015, October 1<sup>st</sup>, of Jury Regime of the Public Sector (BOE - Official Spanish Gazette- number 236, October 2<sup>nd</sup> 2015).

The Jury shall be able to ask for the technical reports needed, in order to find a view about the fulfillment of the necessities program and the technical, functional and financial viability of the submitted proposals or any other relevant technical information.

#### **Works of STAGE 1:**

(5) Five days after the deadline for the submission of proposals, the Organization shall send those ones to the members of the Jury, on the same date, two separated folders containing all the files sent by the admitted participants, dully organized, by electronic means. In the first folder, Documents A, corresponding to each team, shall be sent. In a second folder, without the need of having any correlation according to the first one, Documents B, corresponding to each team, shall be sent. The awareness of the possible correlation between Documents A and B of each proposal by any member of the Jury shall be avoided by all means.

Only the Documents A will be publicized once the competition has failed, and only those presented by the winning proposal.



The secretaries shall set the meeting date of the jury to make a decision on a 15-natural day period from the end of the submission of proposals.

The meeting of the jury shall take place in a room where all the submitted boards will be screened, to proceed to discuss the final decision.

Documents A and B shall be valued independently and in two different processes.

Documents A shall be valued according to the scales set in this Sheet and by means of a standard form drawn up for this purpose. The jury shall agree a selection process of Documents B regarding the quantity and quality of the submitted proposals, based on discussion systems and consecutive rejections. In case of opting for voting systems, if there is a draw, a new discussion shall be carried out, and only after three draws, the President shall have the deciding vote.

Once Documents A and B of each proposal, the Secretaries, committed to the fulfillment of anonymity, shall add the corresponding scoring to each one of the Documents of each proposal with the aim of obtaining the total scoring.

The jury, collegially, shall expose, recorded in the Minutes, the reasons why those selected proposals deserve to pass to STAGE 2, based on judgment criteria. The development of the discussion shall be recorded as well. Private votes shall be able to be cast if any member of the jury wishes for it.

The jury shall be able to leave record of their final decision in the minutes reporting that the winning proposals admit a greater optimization or improvement in some relevant aspect, functional, structural, decorative or financial.

After this meeting, the result shall be communicated both to the participants in STAGE 1 and the selected teams and the media, including the website of the competition. The documents of the submitted proposals shall be attached.

General criteria valued by the jury shall be the ones stated in section 9 of this sheet.

#### Works of STAGE 2:

(5) Five days after the deadline for the submission of proposals, the Organization shall send those ones to the members of the Jury, on the same date, a folder containing all the files sent by the 5 selected ones (Documents C), dully organized.

The secretaries shall set the meeting date of the jury to make a decision on a 15-natural day period from the end of the submission of proposals.

The meeting of the jury shall take place in a room where all the submitted boards are exhibited, to proceed to discuss the final decision.

The procedure regulations of the jury shall be the same as in STAGE 1.





The result shall be made public in a ceremony in a place designated by the Organization of the competition, where the finalist teams and the winner shall be summoned, to proceed to the identification of the winning proposal with the responsible team, correlating Documents A and C, and the reasoned Minutes shall be read with the submission of all the votes given to each one of the proposals. Apart from that, each member of the jury shall be able to state, separately, the reasons why they chose that proposal. The winning team shall have a 10-working day period to submit all the required documents accrediting their capacity to work, giving them, if needed, a cure period. After this period, if the winning proposal would not meet the requirements, it shall be excluded, and the second proposal with more votes shall be awarded and so on with the 5 more voted or, otherwise, it shall be declared null and void.

After the ceremony, the result shall be communicated to all the participants of the competition and the media, including the website of the competition. The documents of the submitted proposals shall be attached.

#### **8.4 Incompatibility of the Jury**

Those people who are aware of having family links (first or second family relationship degree) among the participants of the competition shall not be able to be part of the Jury. Those who are professional or legally unable according to the job offered or unable to be hired by the Alicante Town Hall shall not be able to be part of the Jury either.

### **9. ASSESSMENT CRITERIA**

The judgment of the proposals shall be focused on the global quality, studied from the specific complexity of the competition. Specifically, it shall be considered:

- The needs of the functional program and the requirements and objectives of the technical sheet.
- The adaptation of the proposal to the environment and urban landscape, and to the intervention scale.
- The architectural quality of the proposal (formal expression, understanding of cultural values, presence and representation of the intervention).
- The technical, urban, financial and structural viability of the proposal.
- The precision of the project and its adaptation to the material execution budget appointed in the Sheet of Particular Administrative Clauses.
- The criteria on energetic design, environmental, financial and social sustainability, maintenance and energetic efficiency and universal accessibility.

### **10. PAYMENT**

This competition of projects with jury-board intervention shall be developed in two stages.

In the first stage, the jury-board shall be able to select a maximum of five proposals to be carried out as a draft in the second stage.



The payments given in this stage shall be as follows:

Each one of the five selected finalists, for having participated in the second stage, not the winners, shall receive a payment of TEN THOUSAND Euros (10.000 €) VAT included in the form of professional fees for the work to be carried out in the second stage of the competition.

Some additional mentions shall be made, as many as the jury considers appropriate, with no funding.

The awarded team of the competition, for being the winners of STAGE 2, shall get the order to draft the Basic and Implementation Project, the Safety and Health Study and the Environmental Impact Study.

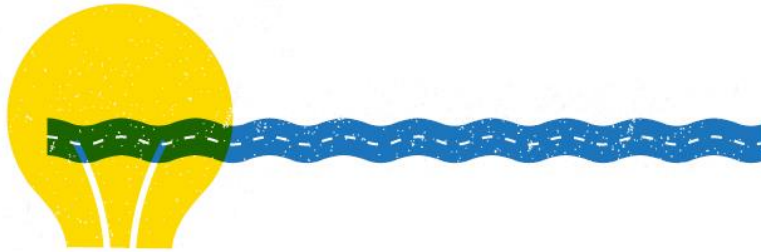
Professional fees regarding the Basic Project draft shall be FIFTEEN THOUSAND Euros (15.000€) VAT included.

The expected fees for the Implementation Project, the Safety and Health Project and Environmental Impact Study hiring shall be TWENTY-FIVE THOUSAND Euros (25.000€) VAT Included, which shall be distributed in the negotiation stage to settle the specific terms of hiring services.

To hire these works, the awarded team shall give credit to the technical skills requires in section 1 of this sheet (Requirements to participate. Minimum conditions)

All the amounts of money of the remunerations related to this article shall be considered as having the VAT Included, advising that in case of a natural person (professional) being awarded with the contract, the legal part of the PIT (Personal Income Tax) shall be deducted.





### 3. CALL FOR TENDERS

For the submission of proposals in both stages, the use of both official languages of the Comunidad Valenciana and English shall be admitted.

#### 11. SUBMISSION OF DESIGNS. STAGE 1

The proposals shall be submitted on the dates set in Section 4. SCHEDULE.

All the required documents for this stage shall be submitted in electronic format, through “Sede Electrónica” of Alicante Town Hall or through a CD, DVD or USB to be delivered in the Auxiliary Registry of the Urban Councillorship, by hand or by post.

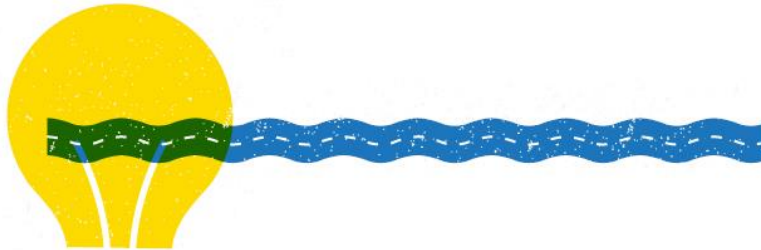
The documents shall be able to be submitted:

- a. Through “Sede Electrónica” of Alicante Town Hall, login in with the same details as the registration. In this case, the forms prepared for such purposes in STAGE 1 shall be filled out and attached. Technical and Administrative Documentation. The organization shall guarantee that such electronic submission of documents shall be studied separately, due to the fact that each one of the proposals shall be judged by the jury independently.
- b. By hand, until 2pm of the last day of tender’s deadline in the Auxiliary Registry of the Urban Councillorship of Alicante Town Hall on the days and times stated in Section 7.
- c. By post, in a sealed package which shall be sent to the Secretary of the Competition, to the postal address of the Urban Councillorship, until 12am of the last day of the submission deadline. All the proposals submitted in Correos, which shall be delivered to the Secretary 5 natural days after the submission of proposals deadline, shall be admitted whenever these both circumstances meet:
  - That the package delivery has been sent by registered post before deadline;
  - That the package delivery has been also notified before deadline via fax or email (to the number or address of the Urban Councillorship), indicating a reference number to be identified and the motto of the proposal.

The packages shall be sent free of charge or cash on delivery. The Secretary of the competition shall not pay for expenses or any kind of procedures regarding mailing or similar, and shall not accept deliveries under this type of conditions.

If sending the package with *Correos*, it shall be totally necessary to make the people in charge of the mail be aware of not showing any stamp or sticker with the name of the person making the delivery in any of the envelopes, packages or similar storage. The name of an external person, not being the one of a contestant or a member of the team, shall appear, so this way, the anonymity of the contestants, shall be protected.

If choosing the option of delivering the documents by hand through the Auxiliary Registry of the Urban Councillorship of Alicante Town Hall or by post, all the documents dully filled out shall be included in the CD, DVD or USB, containing the following organization of folders:



- TEAM MOTTO
  - DOCUMENTS A\_ TEAM MOTTO
    - TEAM MOTTO\_MODEL I\_REGISTRATION.pdf
    - TEAM MOTTO \_ MODEL II\_HUMAN RESOURCES.pdf
    - TEAM MOTTO \_ MODEL III\_ HUMAN RESOURCES.OTHER MEMBERS OF THE TEAM.pdf
    - TEAM MOTTO \_ MODEL IV\_FUNCTIONAL ORGANIZATION CHART.pdf
    - TEAM MOTTO \_ MODEL V\_PROFESSIONAL RESUME.pdf
  - DOCUMENTOS B\_TEAM MOTTO
    - TEAM MOTTO \_BOARD I.pdf
    - TEAM MOTTO \_ BOARD II.pdf
    - TEAM MOTTO \_DOSSIER. pdf
    - TEAM MOTTO \_MEMORY.pdf
    - TEAM MOTTO \_IMAGE I.jpg
    - TEAM MOTTO \_IMAGE II. jpg

In case of choosing the electronic submission of the proposals through “Sede Electrónica”, two zipped folders shall be created, containing the aforementioned files, with the same organization system and names. The maximum size of the files shall be 100mb.

Any proposal shall be accepted if not meeting the requirements either regarding the required documents, deadline or way of delivery.

Once the deadline is over, a record of the Minutes for the submission of proposals shall be made, where the number of submitted proposals, their mottos, date and delivery time shall be stated.

## **12. CONTENT OF DESIGNS. DOCUMENTS STAGE 1**

### **12.1 Technical and Administrative Documents.**

The content corresponding to each one of the models of Documents A and the maximum scale value regarding the jury’s voting is described below

#### **DOCUMENTS A**

##### **1. Registration:**

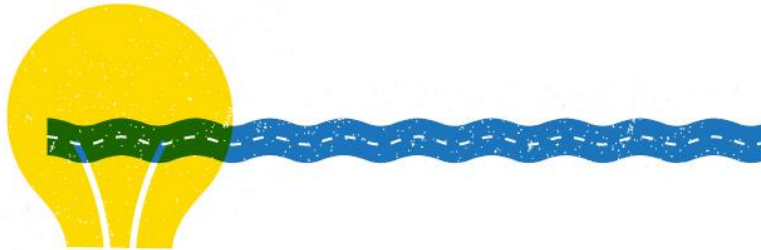
Model I. No valuable content.

##### **2. Human Resources:**

Models II y III.

List of technical staff belonging to the team, stating their Academic Qualification Level and technical specialty and the level of dedication to the project.

The inclusion of each member of the team with undergraduate degrees and eligible to work (under Good Faith Statement, according to the model) shall be scored from 1 to a maximum of 12 points.



The multidisciplinary of the team with the inclusion of sociologists, geographers, town planners and experts in fields like landscapes, tourism, mobility, etc. shall be scored with a maximum of 8 points.

In case of being selected and move to the next stage, when STAGE 2 ends, a text with no more than 300 words shall be signed after describing the contributions made in the development of the proposal.

**20 points**

3. Functional organization chart and technical resources:

Model IV

Functional organization chart of the technical team and methodology and organization of human and material resources for the implementation of suggested works.

**3 points**

Model V

List of elements and technical and computing resources that the competing team has committed to offer for the implementation of the different works, specifying their own material resources and the commitment of keeping or incorporating them to such work, in accordance with the model and signed by the representative.

**2 points**

4. Professional Resume:

Model VI

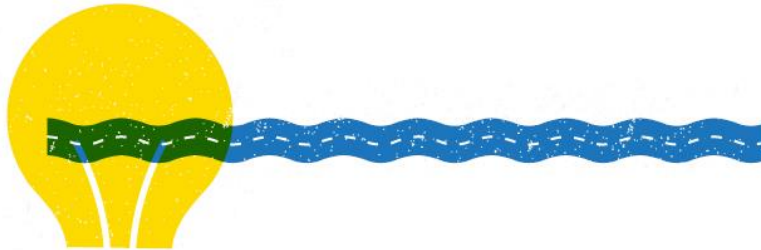
List of projects in which the team or its members has worked in the past 15 years, corresponding to similar referred-to works in this competition, specifying the following concepts for each one of them:

- Degree Title, Condition and budget for material execution.
- Administration or hiring company of such works.
- Execution Date for the mentioned works.
- Prizes and other honours awarded

Each one of the projects which the jury considers appropriate according to the purpose of the competition shall be scored with 1 point.

The proposals regarding urbanism, landscapes, landscape restoration, environmental routes and coastal fronts' renewals shall be specially considered and scored with 2 points.

**25 points**



## **12.2. Conceptual Proposal**

### **DOCUMENTS B**

#### **1. Technical Proposal:**

A general design of the whole passage of the municipal area and a design proposal of Sections 2.3 and 4.1, shall be submitted, to be solved in the coastal passage, following the statements in the Sheet of Technical Specifications, through the following documents:

- Two (2) A1 size boards in vertical format, distributed according to the stated layout in the file attached to this Sheet, where it shall appear the motto chosen by the contestant (in the bottom right corner, capital letters, font Arial 40), with definition of floor plants, elevations and sections needed; and as many documents as the contestant considers necessary to make a better explanation of his/her proposal. The programme of uses and the types of intervention to develop each one of the sections shall be the ones stated in the Sheet of Technical Specifications. It is recommended the blueprints to be drawn in defined scale and common use and to include graphic scale. All the contestants shall include at least eight compulsory elements on the boards:
  - Two displays of the proposal (computer graphics, perspective, photomontage, etc.).
  - A general floor plant of the proposal on a 1:30.000 scale.
  - Two partial floor plants of section 2.3 and 4.1 stated in the Sheet of Technical Specifications, with its corresponding sections.
  - An explanatory text with no more than 500 words.

All kind of graphics or outlines explaining the proposal shall be admitted, including: a memory of intentions, basic parameters of the proposal and a budget estimation of the material execution by sections, which shall be strictly contained in such board.

- An A3 format dossier, with a maximum of 30 pages, which shall contain the reduced boards, the supplementary information that every team considers appropriate, a memory where the proposal shall be described (with a maximum of 3000 words), the estimated budget for the material execution divided in sections, the most significant work units, the approximate valuation of the ten year maintenance cost of the work, as well as the technical and structural solutions given.
- Two general displays of the proposal (computer graphics, perspective, photomontage, etc.) with 300dpi resolution.

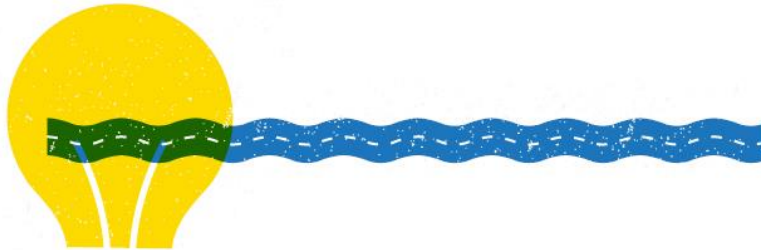
**50 points**

## **13. SUBMISSION OF DESIGNS. STAGE 2**

The submission of designs (proposals) in STAGE 2 shall be limited to the 5 teams selected by the Jury in STAGE 1, for having obtained the highest score in the judgments.







In this stage, the selected teams shall be required to submit the proposals physically, in the formats detailed below. They shall also be required to submit certain information about some documents electronically, specified below (physical support to be chosen: CD, DVD or USB, marked only with the motto chosen). All the files shall be equally named with the chosen motto and the board number followed by the words BOARDS, DOSSIER, MEMORY or IMAGE, with a size no bigger than 100mb each. The aforementioned physical format of the electronic files shall have the same organization of folders and files described below:

TEAM MOTTO

- DOCUMENTS C\_TEAM MOTTO
  - TEAM MOTTO \_BOARD I.pdf
  - TEAM MOTTO \_BOARD II.pdf
  - TEAM MOTTO \_BOARD III.pdf
  - TEAM MOTTO \_BOARD IV.pdf
  - TEAM MOTTO \_BOARD V.pdf
  - TEAM MOTTO \_BOARD VI.pdf
  - TEAM MOTTO \_DOSSIER. pdf
  - TEAM MOTTO \_MEMORY.pdf
  - TEAM MOTTO \_IMAGE I.jpg
  - TEAM MOTTO \_IMAGE II. jpg

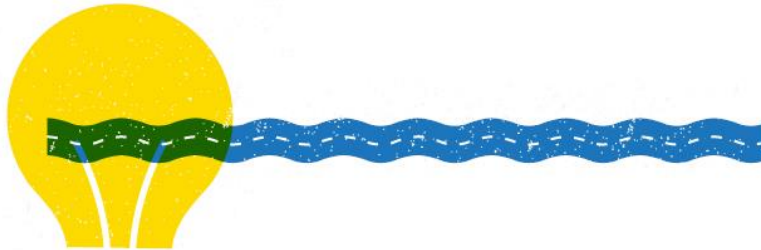
#### **14. CONTENT OF DESIGNS. DOCUMENTS STAGE 2**

The content of all the documents of this stage shall be arranged under the name of DOCUMENTS C, and shall be formed by:

DOCUMENTS C

- Six (6) A1 boards in vertical format, assembled on a light rigid bracket, where it shall appear the motto chosen by the contestant (in the bottom right corner, capital letters, font Arial 40) with definition of floor plants, elevations and sections needed, drawn in defined scale and common use; and as many documents as the contestant considers necessary to make a better explanation of his/her proposal. The details of the programme of uses and needs to be included on these boards shall be stated in the Sheet of Technical Specifications of the competition.
- Five (5) printed dossier's samples and bound in A3 format, with a minimum of 30 pages, containing the reduced boards, the supplementary information which each team might consider necessary, a memory describing the proposal (with a minimum of 3000 words), the budget for the material execution (including an itemization by sections and a list of the most significant work units), the approximate value of the decennial maintenance cost of the work, as well as the justifications of the technical and structural proposals, and a sufficient description of the Managing Plan of the works, corresponding to the totality of the sections proposed, specifying all the types of sections proposed, the description by execution stages, as well as all those aspects considered appropriate.
- CD with the reproduction of boards (PDF files, converted from JPG files and 300dpi resolution), six (6) images of the proposal, dossier and memory (PDF format), following the same organization of numbered folders in the above section.

**50 points**



## 4. AREA

The area defined for the intervention is the coastline section of the entire Municipality of Alicante, from the encounter with the Municipal Term of El Campello in the confluence of the Beaches of San Juan and Muchavista, until the encounter of the Playa de Urbanova with El Altet, in the Municipality of Elche, with an approximate length of 20 km.

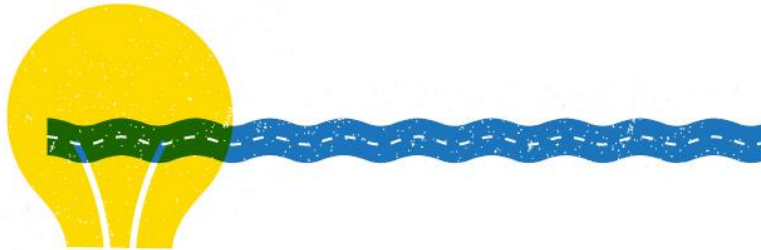
The outer delimitation is the sea and the beach areas, on which some slight or seasonal intervention may be considered to facilitate the connection and relationship with the coastal passage, but that in general, they should remain free and outside the intervention.

The internal delimitation shall be, in a general way, the already consolidated public space or the constructed front, depending on the section.

Some areas of action proposed by the organization of the contest are defined in the cartography archives:

- AMBITO\_CORREDORLITORAL.dwg
- AMBITO\_CORREDORLITORAL.pdf

Participants shall be able to make changes in the areas, such as the development or diversion of the passage, and the extension of the spaces included in the proposal, depending on the physical characteristics of the ground (breadth, slope, difficulty of access for itineraries) or of the programmatic issues, providing justification that argues this change, but always remaining within the limits of the area of influence of the initial area raised in the contest.



## 5. TYPES OF INTERVENTION

Three types of intervention are defined for which each project submitted must propose, at least, a solution in the form of a description:

### A. PREEXISTING PASSAGE INTEGRATION

Sections whose characteristics of transit, urbanization, program and consolidation present a level of quality enough to be assumed and integrated in the coastal passage.

On these sections, **small interventions can be proposed** for the timely improvement of the public space, the incorporation of new equipment, the integration of elements such as vegetation, materials, signage and urban furniture that allow the continuous and transversal reading of the section within the whole section of the passage along the entire Municipality.

### B. CREATION OF NEW URBAN PASSAGE

Consolidated areas within the urban scene, whose physical, spatial and environmental characteristics require a regeneration for the transformation, updating and improvement of the public space, being able to be integrated in the coastal passage by means of the implantation of new projects of public spaces, being an essential element of the urban area adjacent to global interventions.

**A new project to reform its urban characteristics shall be carried out** on these sections, assuming the previous conditions of the pre-existences consolidated such as the building, the patrimonial elements, the urban infrastructures or the vegetation, being possible to propose structural alterations of greater magnitude whenever technical and programmatically justification.

### C. CREATION OF NATURAL PASSAGE

Sections of new creation of the Coastal Passage on areas of special environmental or landscape protection, which **shall require a soft and minimal intervention**, guaranteeing the accesses as far as possible, generate alternative itineraries unfolded as a bifurcation by the surrounding urban space, and preserve the area on which they are set up maintaining and enhancing their natural characteristics as an ecological path.

#### C.1. CONSERVATION AND ECOLOGIC RESTORATION

Within the sections of the Coastal Passage shall be established areas where **no physical intervention shall take place**, and whose value lies precisely in the non-anthropization of the

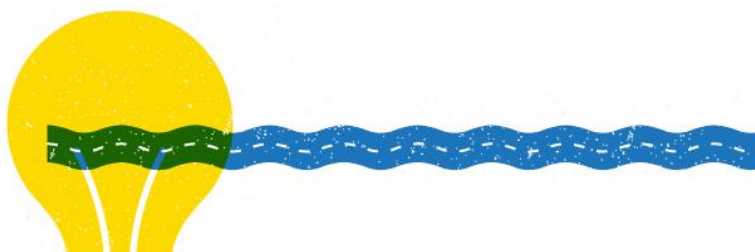


environment, the natural and unaltered status of the place, and the presence of plant or animal species, and unique geological formations and landscapes of great value.

In the surroundings of these spaces **shall be allowed integrated interventions in the environment** that guarantee the preservation of the place, preventing or hindering direct access, avoiding the transformation of the environment and the inclusion of activities that may be detrimental to the natural life.

It shall be possible to pose platforms or spaces of contemplation near the areas to be protected, that allow the observation of the environment without supposing an aggression or affection to the area to be preserved.

In those places of special value that have already been altered, a process of ecological restoration may be proposed in order to recover the place and return it to a natural state, guaranteeing its inalterability by the implementation of the Coastal Passage.



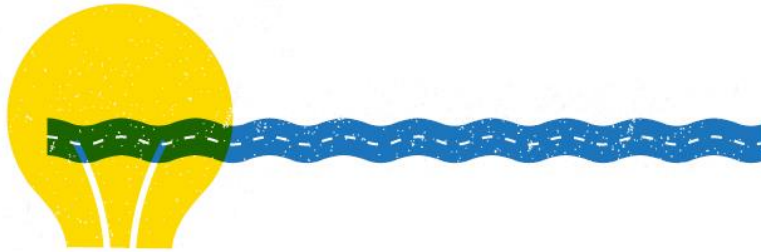
## 6. SECTIONS

Each of the sections should pay special attention to the stitches and connection with the anterior and posterior sections, so as to ensure a smooth transition between them, and to maintain a continuous spatial reading.

SECTION	NAME	TYPE	LENGTH
<a href="#">1.1</a>	<a href="#">Playa de San Juan</a>	A	2200 m
<a href="#">1.2</a>	<a href="#">Playa de San Juan - Cabo de la Huerta</a>	B	550 m
<a href="#">2.1</a>	<a href="#">Cabo de la Huerta - Sendero Natural</a>	C	2500 m
<a href="#">2.2</a>	<a href="#">Cabo de la Huerta - Paseo de Cala Cantalar</a>	A	350 m
<a href="#">2.3</a>	<a href="#">Cabo de la Huerta - Calita y Cala de los Judíos</a>	C	850 m
<a href="#">3.1</a>	<a href="#">Albufereta - Puertoamor y Almadraba</a>	B	900 m
<a href="#">3.2</a>	<a href="#">Albufereta - Puerto Deportivo Costa Blanca</a>	B	150 m
<a href="#">3.3</a>	<a href="#">Albufereta - Yacimientos</a>	A	200 m
<a href="#">3.4</a>	<a href="#">Albufereta - Isleta</a>	A	500 m
<a href="#">4.1</a>	<a href="#">Serra Grossa - Calas</a>	C	350 m
<a href="#">4.2</a>	<a href="#">Serra Grossa - Sol Naciente</a>	C	1100 m
<a href="#">4.3</a>	<a href="#">Promontorio - Sangueta</a>	A	650 m
<a href="#">5.1</a>	<a href="#">Sangueta - La Marina</a>	C	800 m
<a href="#">5.2</a>	<a href="#">Playa del Postiguet</a>	A	750 m
<a href="#">6.1</a>	<a href="#">Frente portuario - Explanada - Canalejas - Óscar Esplá</a>	A	1500 m
<a href="#">6.2</a>	<a href="#">Frente portuario - Acceso Sur</a>	A	1700 m
<a href="#">7.1</a>	<a href="#">San Gabriel - Aguamarga</a>	B	1800 m
<a href="#">7.2</a>	<a href="#">Aguamarga - Urbanova</a>	C	3000 m
<a href="#">7.3</a>	<a href="#">Urbanova</a>	A	1200 m
<a href="#">7.4</a>	<a href="#">Urbanova - El Altet</a>	C	300 m

In the same way, and for each detailed section, the necessary annexes shall be attached according to their characteristics and conditions.





## Section 1.1: Playa de San Juan

- **PHOTOGRAPHS:** <https://goo.gl/A33W0e>
- **VIDEOS:**
  - <https://youtu.be/TlwLUNR3NCs>
  - <https://youtu.be/8Mq3aRjgnRE>
  - <https://youtu.be/ymgfLo39LXw>
  - <https://youtu.be/1A7yZdWbrLg>

- **AREA:**

Avenida de Niza and Avenida de Nápoles, from Camino de Muchavista to Calle Sicilia.



- **TYPE OF INTERVENTION:**

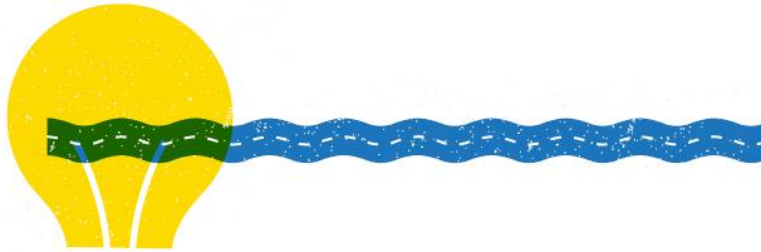
A. PREEXISTING PASSAGE INTEGRATION

- **DESCRIPTION:**

This area is characterized by a continuous promenade that faces the whole of Playa de San Juan, providing it with a homogeneous and quality public space. On this section, interventions shall be proposed to complement the existing ride, provide it with connection with the rest of the PASSAGE, and generate routes that link with public spaces and nearby parks such as La Marjal Park, and existing and planned in PAU5.

The attached project is the pending project for the extension of the renovation of the Paseo de la Avenida de Nice, on which improvements or modifications may be made.

The integration of public spaces, parks and gardens and planned road areas within the second sector of PAU5 shall be considered at the time of the call for this competition. Preexisting consolidated buildings and their perimeter areas shall be respected.



## Section 1.2: Playa de San Juan – Cabo de la Huerta

- **PHOTOGRAPHS:** <https://goo.gl/sxkCVF>
- **VIDEOS:** [https://youtu.be/1PYmxs5CS\\_0](https://youtu.be/1PYmxs5CS_0)  
<https://youtu.be/t7i-WiR1LHI>  
<https://youtu.be/T8tZ-1x7oEk>

- **AREA:**

Connection by the coast and interior unfolding from the Calle Sicilia to Calle del Mero.



- **TYPE OF INTERVENTION:**

B. CREATION OF NEW URBAN PASSAGE

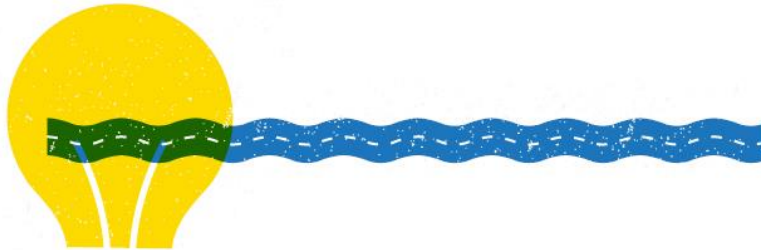
- **DESCRIPTION:**

It is the beginning end of the Playa de San Juan, in an area of morphological transition that separates the rocky and steep coast of Cabo de la Huerta from the flat and wide sand of the beach itself.

The proposal should resolve the connection of the promenade with the next section by means of a fork that offers a natural path integrated in the zone of the Cabo, with another more urban by the interior that facilitates an accessible and continuous itinerary and cycle route.

The way to solve the dead ends and to value the spaces that currently have a residual treatment shall be valued.





## Section 2.1: Cabo de la Huerta – Sendero natural (Natural Path)

- **PHOTOGRAPHS:** <https://goo.gl/BxJ0lc>
- **VIDEOS:**
  - <https://youtu.be/h0vGBc9yTMo>
  - <https://youtu.be/PDdPeeej-tw>
  - <https://youtu.be/nacFBNx8ndM>
  - <https://youtu.be/9H-K89Di5Lw>

- **AREA:**

Natural coastal path, from Calle del Mero to Paseo de la Cala Cantalar in Calle Océano, with inner urban unfolding.



- **TYPE OF INTERVENTION:**

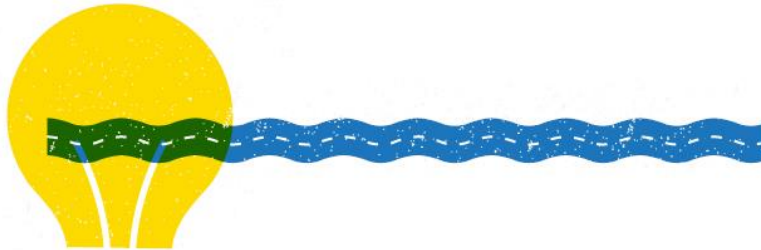
C. CREATION OF NATURAL PASSAGE

- **DESCRIPTION:**

It shall propose a natural path integrated in the environment, which takes place under the lighthouse of Cabo de la Huerta, opening access to areas of bath and natural spaces, connecting with the urban road and nearby public spaces, and enabling platforms for observation of the natural environment, of the geological formations and of the sea.

It shall be possible to propose the landscape and programmatic integration of the whole Lighthouse and the remains of the military defences, as well as the platform of the water tank.

An explanatory document about the Lighthouse of Cabo de la Huerta is attached.



## Section 2.2: Cabo de la Huerta – Paseo de Cala Cantalar (Cala Cantalar promenade)

- **PHOTOGRAPHS:** <https://goo.gl/RTGC83>
- **VIDEOS:** <https://youtu.be/sEDYxVnFSB0>  
<https://youtu.be/4UUAggU9DXY>  
<https://youtu.be/njt4o4rzYec>
- **AREA:**

Integration with Paseo de la Cala Cantalar in Calle Océano.



- **TYPE OF INTERVENTION:**  
A- PREEXISTING PASSAGE INTEGRATION

- **DESCRIPTION:**  
The existing section of the Cala Cantalar promenade shall be integrated into the Coastal Passage, including solutions that create spaces for contemplation towards the sea and the natural environment, improving accessibility and facilitating the continuity of the itineraries.



### Section 2.3: Cabo de la Huerta – Calita y Cala de los Judíos

- **PHOTOGRAPHS:** <https://goo.gl/Wdcsmn>
- **VIDEOS:** <https://youtu.be/EDUPdEN6MGs>  
<https://youtu.be/-CmFlb3sjAY>

- **AREA:**

Natural path along the coast, from Paseo de la Cala Cantalar in Calle Océano to the first breakwater Puertoamor, in the encounter of both streets Calles Mare Nostrum and Velero.



- **TYPE OF INTERVENTION:**

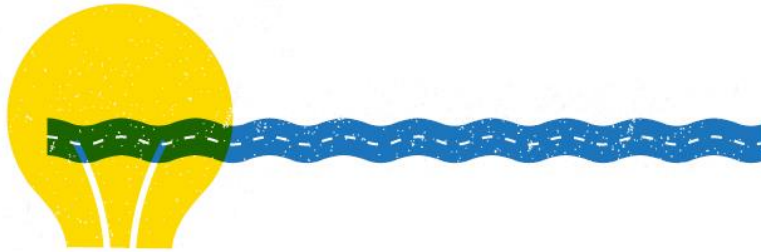
C. CREATION OF NATURAL PASSAGE

- **DESCRIPTION:**

A natural path integrated in the environment, which runs between the first line of the building and the first breakwater of Puertoamor, shall be proposed.

Programs of uses and distributions may be proposed in the Green Zone located in front of La Calita.





### Section 3.1: Albufereta - Puertoamor and Almadraba

- **PHOTOGRAPHS:** <https://goo.gl/Bv9SPx>
- **VIDEOS:** <https://youtu.be/jQt3OuavqF0>  
<https://youtu.be/JQ4bodfVpUU>

- **AREA:**

Promenade along the coast, connecting the natural path of Cabo de la Huerta with the Marina of Albufereta (Costa Blanca).



- **TYPE OF INTERVENTION:**

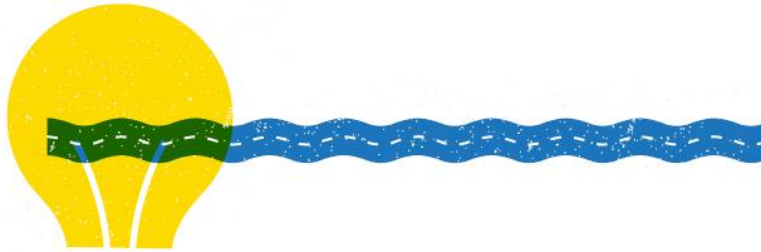
B. CREATION OF NEW URBAN PASSAGE

- **DESCRIPTION:**

It shall be proposed a passage that organise and order the section of coast in front of Puertoamor and the beach of the Almadraba, generating stay and leisure areas connected with the sea and the beach.

Compatible solutions shall be considered with a possible future ecological restoration of the land took from the sea for Puertoamor, as well as from its breakwaters.

Programs of uses and distributions may be proposed in the Green Zone located in front of La Almadraba.



### Section 3.2: Albufereta - Marina Costa Blanca

- **PHOTOGRAPHS:** <https://goo.gl/J4Do5K>
- **VIDEOS:** <https://youtu.be/71uYT-Typio>
- **AREA:**

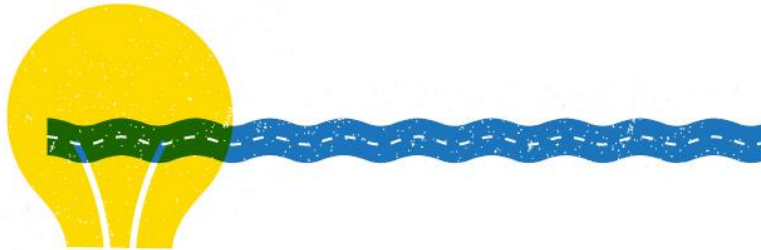
Integrated promenade in Marina of Albufereta from Calle de la Almadraba to Edificio Aloha in Albufereta.



- **TYPE OF INTERVENTION:**  
B. CREATION OF NEW URBAN PASSAGE

- **DESCRIPTION:**

It shall be proposed an itinerary that connects the beaches of Albufereta and Almadraba through the Marina Costa Blanca, contemplating the possibility of generating a pedestrian branch on the dock of said port to integrate it in the passage.



### Section 3.3: Albufereta - Yacimientos

- **PHOTOGRAPHS:** <https://goo.gl/8Tfpg2>
- **VIDEOS:** <https://youtu.be/NQDnmpt978o>  
<https://youtu.be/-i1I5k74iZQ>

- **AREA:**

Integration and amplification of the pre-existence passage, carried out by the Provincial Service of Coasts of the Ministry of Development in 2016, between the Puerto Deportivo (Marina) and Edificio Alfin.



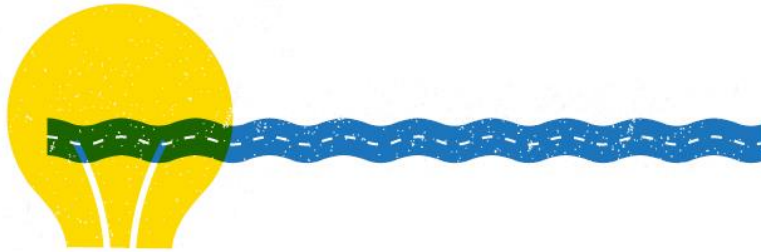
- **TYPE OF INTERVENTION:**

A. PREEXISTING PASSAGE INTEGRATION

- **DESCRIPTION:**

Interventions shall be proposed to broaden the itinerary and entail improvements to the preexisting public space.





### Section 3.4: Albufereta - Isleta

- **PHOTOGRAPHS:** <https://goo.gl/ZtxV0a>
- **VIDEOS:** [https://youtu.be/U\\_H0ZKBsfcl](https://youtu.be/U_H0ZKBsfcl)
- **AREA:**

Integration of pre-existence passage, between Edificio Alfín and La Isleta in Calle Sol Naciente

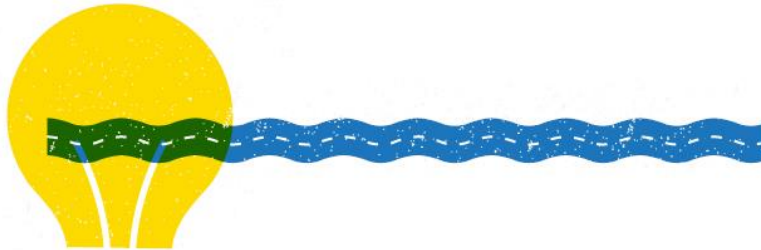


#### - **TYPE OF INTERVENTION:**

A. PREEXISTING PASSAGE INTEGRATION

#### - **DESCRIPTION:**

A proposal shall be made to integrate the preexisting promenade, improving its accesses and extending its presence through connections to the adjacent sections of the Coastal Passage, the redesign of Avenida Condomina in front of Playa de la Albufereta, the integration with the mouth of the Orgegia-Juncaret watercourse and the archaeological site of Cerro de las Balsas, the connection with the Lucentum site through Dafne and Apolo Streets, the connection with the PP 1.4 in the surroundings of the footbridge on the Tram, the connection with the Tram Station - Isleta, and the connection with the ascent to the Serra Grossa.



### Section 4.1: Serra Grossa - Calas

- **PHOTOGRAPHS:** <https://goo.gl/MJvZ8u>
- **VIDEOS:** <https://youtu.be/aOf8QghtX-E>  
<https://youtu.be/7HY-NHY5h9A>

- **AREA:**

Creation of a natural path connecting the coves of Calle Sol Naciente between Playa de la Albufereta and Torre Vistamar with a bifurcated itinerary, guaranteeing the path besides the sea through the rocky coves, and generating an unfoldable accessible through the Calle Sol Naciente.



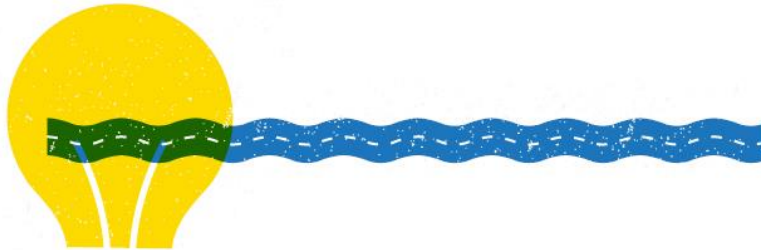
- **TYPE OF INTERVENTION:**

C. CREATION OF NATURAL PASSAGE

- **DESCRIPTION:**

A proposal shall be proposed that generates an integrated route in the rocky coves, facilitating the access and the enjoyment of these spaces by means of a minimum intervention that assures the stability of the platform and the access to the natural spaces, preserving its natural identity and the geological formations. It shall guarantee the continuity of the accessible itinerary and cycle route through Calle Sol Naciente and tramway platform.





## Section 4.2: Serra Grossa - Sol Naciente

- **PHOTOGRAPHS:** <https://goo.gl/lrzYg2>
- **VIDEOS:** <https://youtu.be/fHWwbEDBhr0>  
<https://youtu.be/Wi9k5ClxlzE>  
<https://youtu.be/FsBMWt1AsRE>  
<https://youtu.be/mG3zSJwpxbU>

- **AREA:**

Creation of urban promenade between Torre Vistamar and the Promontorio of access from Avenida Villajoyosa.



- **TYPE OF INTERVENTION:**

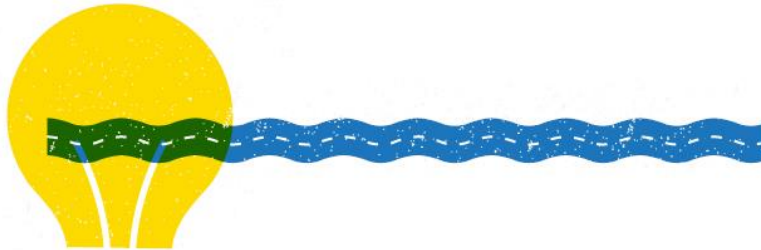
B. CREATION OF NEW URBAN PASSAGE

- **DESCRIPTION:**

There shall be a continuous urban walk that connects the section of the coves with the Promontorio of access to the Calle Sol Naciente from Avenida Villajoyosa, generating spaces for enjoyment and service both to the users of the Coastal Passage and to the neighbours of the neighbourhood. Extensions of the passage can be generated on the breakwaters, which generate spaces of connection with the sea and possible platforms for the bath.

It shall be valued those proposals which reorder the traffic and create spaces to create pockets of strategic and dissuasive parking at the municipal level.

In the proposal, it shall be necessary to contemplate the relation with a future cycle itinerary on the current platform of the Tram (old Railroad of the Navy) after its unfolding through the tunnel of Serra Grossa.



### Section 4.3: Promontorio - Sangueta

- **PHOTOGRAPHS:** <https://goo.gl/qzW7mi>
- **VIDEOS:** <https://youtu.be/EVy3plDekss>  
[https://youtu.be/MO4z\\_9Cdprc](https://youtu.be/MO4z_9Cdprc)

- **AREA:**

Integration of pre-existing section and the designed about the Promontorio, between the access to Calle Sol Naciente and the old Tiro de Pichón, in front of the station Tram-Sangueta.



- **TYPE OF INTERVENTION:**

A. PREEXISTING PASSAGE INTEGRATION

- **DESCRIPTION:**

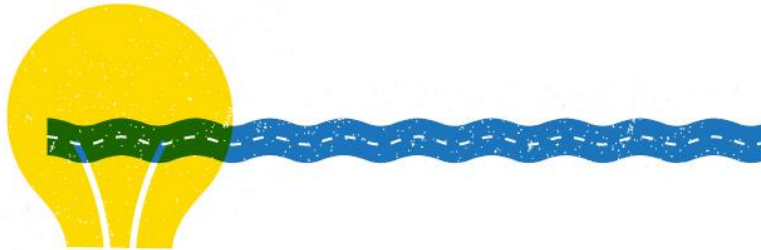
It shall be considered improvement interventions where necessary in the recently created sections on Avenida de Villajoyosa, with the aim of improving its quality, connecting with the previous and later sections of Coastal Passage, and homogenizing the image of the whole.

It is required the design of a footbridge that connects the first coastline with the Serra Grossa complex, the former "La Británica" Refinery and Estación Sangueta Tram.

In the proposal, it shall be necessary to contemplate the relation with a future cycle itinerary on the current platform of the Tram (old Railroad of the Navy) after its unfolding through the tunnel of the Serra Grossa.

An explanatory document about "La Británica" Refinery is attached.

An explanatory document about projects carried out in Promontorio and section executed by FGV is attached.



## Section 5.1: Sangueta - La Marina

- **PHOTOGRAPHS:** <https://goo.gl/rlcfpr>
- **VIDEOS:** <https://youtu.be/3mWO449vrTY>
- **AREA:**

Integration of the preexistence section, between the southern end of the promenade in Avenida de Villajoyosa next to the old Tiro de Pichón, to the beginning of Playa del Cocó, in front of the railway complex Estación de La Marina.



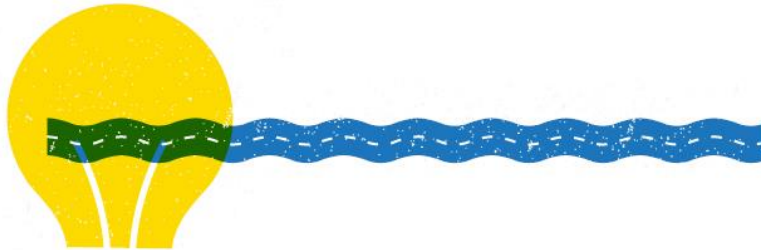
- **TYPE OF INTERVENTION:**  
B. CREATION OF NEW URBAN PASSAGE

- **DESCRIPTION:**

A bifurcated connection shall be proposed, allowing passing in parallel to Avenida Villajoyosa as well as the internal road that runs the facilities of the Club Regattas and Estación La Marina, putting in value a very unknown space for the city and where the contact with water from the riprap and breakwaters is facilitated.

It shall be considered the possibility that in a future the railway complex of Estación La Marina shall become a cultural museum space, and a future reordering of the traffic junction with Avenida de Denia to facilitate the union of Sangueta and Raval Roig with the sea and the Serra Grossa. In the proposal, it shall be necessary to contemplate the relation with a future cycle itinerary on the current platform of the Tram (old Railroad of the Navy) after its unfolding through the tunnel of the Serra Grossa.





## Section 5.2: Playa del Postiguet

- **PHOTOGRAPHS:** <https://goo.gl/pjZdZ8>
- **VIDEOS:**
  - [https://youtu.be/A1iYJEo\\_Opl](https://youtu.be/A1iYJEo_Opl)
  - <https://youtu.be/uqBQzXIEHw8>
  - <https://youtu.be/DhHPbDCgmQU>
  - <https://youtu.be/t-Kj21nQmdo>

- **AREA:**

Integration of Paseo de Gómiz from Estación La Marina to the dock of Levante del Puerto de Alicante in Puerta del Mar, in parallel to Playa del Postiguet.



- **TYPE OF INTERVENTION:**

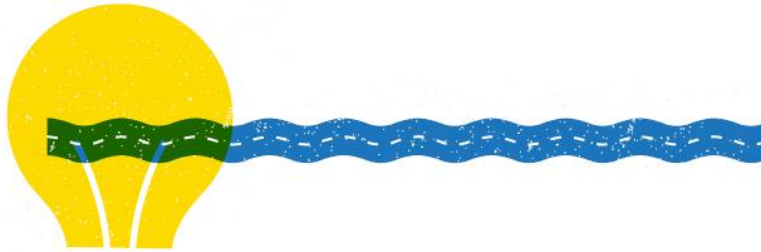
A. PREEXISTING PASSAGE INTEGRATION

- **DESCRIPTION:**

It shall be proposed an intervention that offers to reorder an emblematic and friendly urban promenade, integrated with the city and reducing the affection of an aggressive and intense traffic, pacifying it and recovering this section of the maritime front like a space of strong pedestrian character, where the speed, the intensity and the presence of traffic is reduced or eliminated, proposing alternatives for it.

The extension of public spaces on the spaces currently occupied by car parks shall be considered, and the connection with the old town, the Raval Roig, the Library of the Paseo de Ramiro and Mount Benacantil, shall be facilitated.

The coastal passage shall extend with a branch that connects with the Paseo Volado of the dock of Levante.



## Section 6.1: Frente portuario - Explanada - Canalejas - Óscar Esplá

- **PHOTOGRAPHS:** <https://goo.gl/CXAard>
- **VIDEOS:**
  - [https://youtu.be/A1iYJEo\\_Opl](https://youtu.be/A1iYJEo_Opl)
  - <https://youtu.be/uqBQzXIEHw8>
  - <https://youtu.be/DhHPbDCgmQU>
  - <https://youtu.be/t-Kj21nQmdo>

- **AREA:**

Integration of Paseo Gómiz from Estación La Marina to the dock of Levante del Puerto de Alicante in Puerta del Mar, in parallel to Playa del Postiguet.



- **TYPE OF INTERVENTION:**

A. PREEXISTING PASSAGE INTEGRATION

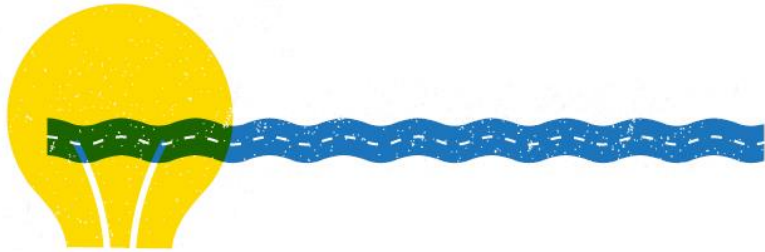
- **DESCRIPTION:**

It shall be proposed an intervention that offers to integrate the urban promenade par excellence of Alicante: the Explanada, adapting all its surroundings with interventions that solve all the connections with the surrounding urban space and order the diversity of elements that exist in this area.

The objective shall be to dignify, improve and unify the image of the urban centre front, to restore its condition as a quality urban space, a place of stay and as a link with the port, the history of the city, the leisure and the tourism.

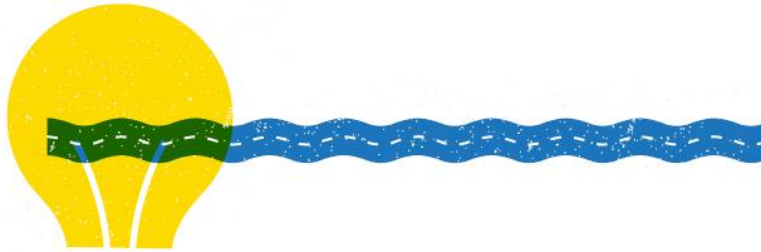
It should be addressed by reducing the impact of aggressive and intense traffic, pacifying it and recovering this section of the maritime front as a space of marked pedestrian nature, where the





speed, intensity and presence of traffic is reduced or eliminated, proposing alternatives for it, in line with what was proposed in the previous paragraph.

The extension and connection of nearby public spaces shall be considered, and proposals shall be positively valued towards the integration with the port lands, allowing the generation of routes and public access spaces that facilitate the vision of the maritime front from the sea, in points such as the estuary of the port and the docks of Poniente and Levante.



## Section 6.2: Frente portuario - Acceso sur

- **PHOTOGRAPHS:** <https://goo.gl/D1DEo7>
- **VIDEOS:**  
<https://youtu.be/d7vVB4NwiWc>  
<https://youtu.be/WeDm4Vz76bg>  
<https://youtu.be/VcbF3UC7rtA>

- **AREA:**

Integration of the sections of preexistence promenades and pending execution projects, from Óscar Esplá to Barranco de las Ovejas, along Avenida de Elche.



- **TYPE OF INTERVENTION:**

A. PREEXISTING PASSAGE INTEGRATION

- **DESCRIPTION:**

The integration and extension of the sea front of section 6.1 shall be considered, generating a quality urban space, which despite being away from the sea, generates an environment with a high presence of trees and gardens that make up a continuous and linear urban park generating an absorption border of the visual and environmental impact of the port activities in relation to the rest of the city.

The integration of Casa Mediterraneo as a cultural and activity focus that can equip this space shall be studied.

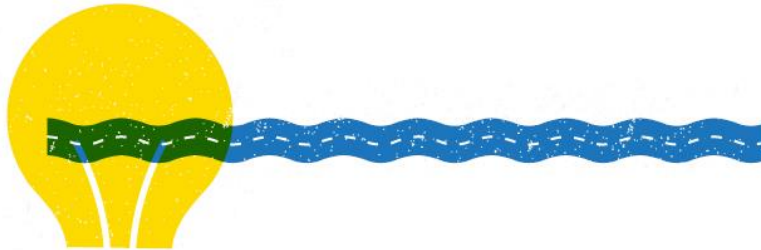
It shall be necessary to adopt measures for the interconnection of preexisting public spaces, currently isolated from each other and highly affected by the heavy traffic in Avenida de Elche, guaranteeing safely pedestrian crossing points and integrated into the environment. A solution shall



also be considered for the integration of rail access to the port compatible with the Coastal passage.

It should be proposed by reducing the impact of the aggressive and intense traffic, pacifying it and recovering this section of the sea front as a space of strong pedestrian character, where the speed, the intensity and the presence of traffic is reduced or eliminated, proposing alternatives for it.

Extension and connection with nearby districts and streets perpendicular to the sea shall be considered and the proposals towards integration with port lands, allowing the generation of routes and public access spaces that facilitate the vision of the maritime front from the sea, and observation platforms for logistics activity and maritime traffic from viewpoints shall be positively valued, as well as the integration in the corridor of the present Park of the Sea and the concrete resolution of the knot of traffic existing in the street Mexico in its confluence with the avenue of Elche.



## Section 7.1: San Gabriel - Aguamarga

- **PHOTOGRAPHS:** <https://goo.gl/IH35SV>
- **VIDEOS:** <https://youtu.be/xP4rEFDnqZU>  
[https://youtu.be/ZzPOM\\_mVW4s](https://youtu.be/ZzPOM_mVW4s)

- **AREA:**

Creation of a promenade between the estuary of Barranco de las Ovejas and the estuary of Barranco de Aguamarga.



- **TYPE OF INTERVENTION:**

B. CREATION OF NEW URBAN PASSAGE

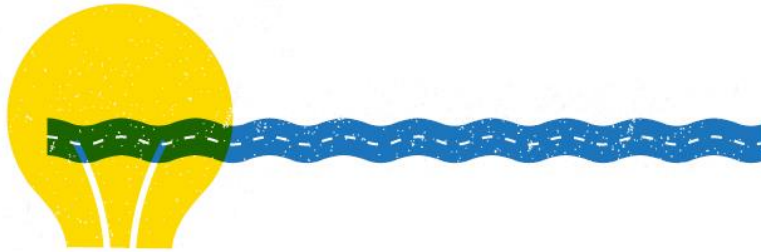
- **DESCRIPTION:**

It is requested the generation of a continuous passage parallel to the Avenida de Elche, which facilitates the organization both parallel and perpendicular to the sea, opening the connection of the San Gabriel neighbourhood, the Palmeral Park and the whole aluminium factory (current Aludium).

Continuity shall be given to the adjacent sections of the coastal passage, generating a quality urban space where integration with the Palmeral Park stands out, which shall be able to spread out its wooded mass towards the coast, opening and connecting with the passage.

It shall be necessary to adopt measures for the interconnection of preexisting public spaces, currently isolated from each other and highly affected by the heavy traffic in Avenida de Elche, guaranteeing safely pedestrian crossing points and integrated into the environment. A solution shall also be considered for the integration of rail access to the port compatible with the Coastal Passage.





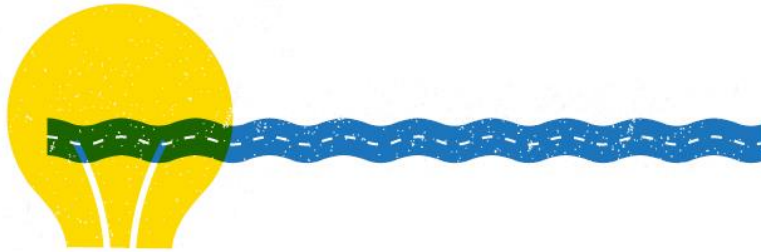
It should be proposed by reducing the impact of the aggressive and intense traffic, pacifying it and recovering this section of the sea front as a space of strong pedestrian character, where the speed, the intensity and the presence of traffic is reduced or eliminated, proposing alternatives for it.

It is of high importance the implementation of a cyclist itinerary that is the essential structure of all the south access, integrated with both the adjacent urban fabrics and the coastal passage, so that sustainable mobility shall lead to all enclaves released and enabled as public spaces with the Coastal Passage project, as well as access to the EUIPO.

It shall be generated a solution that connects and endows spatial value and quality to the accesses and environments of unique points such as the beach of San Gabriel, the environmental itinerary of the Sierra de Colmenares and the coves of Aguamarga.

It shall be necessary to propose a solution in two phases, a first one in which the coastal passage is compatible with the existence of the line of the railway of commuter to Murcia by the coast, and another in which this line could have been retired and the lands liberated to be integrated in the Coastal Passage.





## Section 7.2: Aguamarga - Urbanova

- **PHOTOGRAPHS:** <https://goo.gl/sM5DOH>
- **VIDEOS:**
  - <https://youtu.be/hs6JjcACGil>
  - <https://youtu.be/-OXTWCZRCf0>
  - <https://youtu.be/o0b3HAi1iLM>
  - <https://youtu.be/bZuMU5zWptw>

- **AREA:**

Creation of a natural promenade between the estuary of Barranco de Aguamarga and the beginning of Paseo de Urbanova.



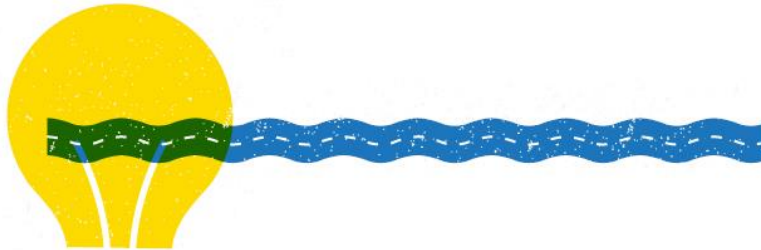
- **TYPE OF INTERVENTION:**

C. CREATION OF NATURAL PASSAGE

- **DESCRIPTION:**

It requires the generation of a natural passage along the coast that shall enable and rediscover spaces of the last section of virgin coast in the south access of Alicante. The objective is to regenerate the whole by providing it with landscape, environmental and spatial quality, maintaining and enhancing its ecological and natural values, generating space and opportunity spaces integrated into the environment.

The landscape of the old saltwater exploitation of Aguamarga and the dune cord that separates it from the sea, with a high ecological value for its populations of flora and fauna stand out in this combination. A solution shall be adopted that releases and opens the collar of the salt works to allow the recharge of water by the waves in case of storms, and shall evaluate a technical



alternative that facilitates the recovery of the water sheet through an energetically sustainable installation.

It must be considered the special circumstances of the existence of installations of the desalination complex of Canal de Alicante, the area of influence of the Alicante - Elche Airport, and of an industrial estate in the surroundings.

It shall also be considered the interaction with places of great potential such as EUIPO, the business incubator of Alicante (with future extension to the old Slaughterhouse), and the facilities of Ciudad de la Luz.

It shall also be necessary to adopt measures for the interconnection of preexisting public spaces, currently isolated from each other and highly affected by the heavy traffic in Avenida Elche, guaranteeing pedestrian crossing points and cyclist routes with safety and they should be integrated in the environment, and even proposing proposals for rearrangement of traffic and roadways, especially at the junction of N332 with N340.

It is required in the approach a proposal that generates points of interest for leisure and tourism, which facilitate the access to new coast areas for bathing, staying, sports and outdoor activities or catering in small enclosures during the summer season.

There shall also be a public point of entry and exit to the sea of small boats carried by hand or with small trailers in the place where there is now an access ramp.

Extension and connection with nearby land elevations shall be considered, and proposals that generate viewpoints and points of observation of the coast and the sea shall be positively valued.

It is of high importance the implementation of a cyclist itinerary that is the essential structure of all the south access, integrated with both the adjacent urban fabrics and the coastal passage, so that sustainable mobility shall lead to all enclaves released and enabled as public spaces with the Coastal Passage project, as well as access to the EUIPO.

It shall be necessary to propose a solution in two phases, a first one in which the coastal passage is compatible with the existence of the line of the railway of commuter to Murcia by the coast, and another in which this line could have been retired and the lands liberated to be integrated in the Coastal Passage.

The Provincial Service of Coasts in Alicante of the General Direction of Sustainability of the Coast and the Sea of the Ministry of Agriculture and Fisheries, Food and Environment is in the initial phase of drafting of the project of Restoration and environmental improvement of the coast in the Beach of Saladar de Agua Amarga, MT from Alicante. The Coastal Corridor in this section will be adjusted to the environmental determinations of this project.



### Section 7.3: Urbanova

- **PHOTOGRAPHS:** <https://goo.gl/q8YG5J>
- **VIDEOS:** [https://youtu.be/NPIJ\\_fPUL5E](https://youtu.be/NPIJ_fPUL5E)  
<https://youtu.be/6wTLHBqiCgk>  
<https://youtu.be/lbT8bUbuB1k>

- **AREA:**

Integration of the promenade Tomás Durá de Urbanova from the encounter with the natural path of Aguamarga to Calle Músico José Mira Figue.



- **TYPE OF INTERVENTION:**

A. PREEXISTING PASSAGE INTEGRATION

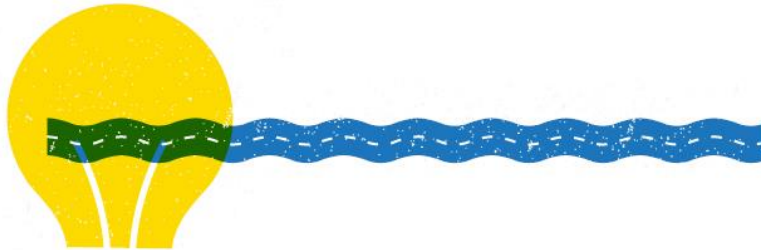
- **DESCRIPTION:**

This area is characterized by a continuous promenade that faces the neighborhood of Urbanova, equipping it with a homogeneous public space of quality, recently remodeled. On this section, interventions shall be proposed to complement the existing promenade, provide it with connection with the rest of the passage, and generate routes that link with public spaces and perpendicular roads.

Beach equipment such as sports, cultural, environmental or health services may also be proposed.

The transition shall be designed to ensure the change from an urban passage to a natural path at both ends of the promenade.





## Section 7.4: Urbanova - El Altet

- **PHOTOGRAPHS:** <https://goo.gl/nas1S9>
- **VIDEOS:**
  - <https://youtu.be/JtpA5mO2ey4>
  - <https://youtu.be/FgZFy6XrhyE>
  - <https://youtu.be/-3FsmEqKCVM>
  - <https://youtu.be/B1m82rUmMvU>

- **AREA:**

Connection through a natural path and the estuary to facilitate the transit to the itinerary that connect the Paseo de Tomás Durá with Los Arenales del Sol and El Altet, in the Municipality of Elche.



- **TYPE OF INTERVENTION:**

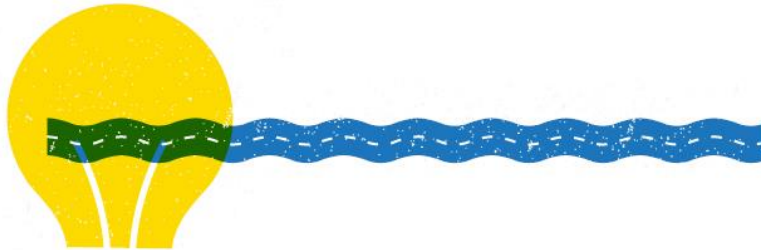
C. CREATION OF NATURAL PASSAGE

- **DESCRIPTION:**

It shall be proposed an itinerary integrated in the coastal cord that shall facilitate the access and transit by the beach area from the promenade of Urbanova, with an integrated natural path, and facilitating a future connection with an itinerary in the Municipality of Elche.

In the same way, an unfolded alternative shall be facilitated by the internal roadway that guarantees a continuity of the pedestrian and cyclist itinerary.





## 7. PROGRAMME

Provide the city of Alicante with a coastal passage that shall guarantee accessibility to the coast and experience the contact with the marine environment, in a continuous, accessible, integrated environment and without interruptions.

Given the urban, geographical, tourist, sociological, environmental, patrimonial and landscape implications, the defined programmed in a shared way for all sections is:

### 1. Sustainability and climate change

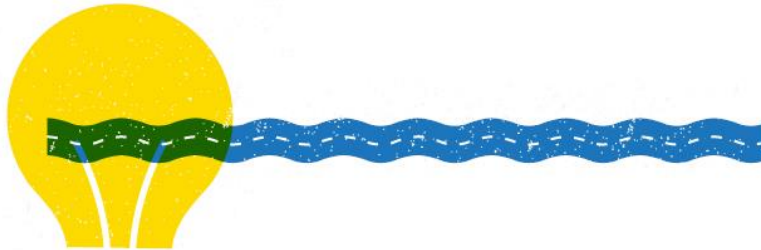
- Contemplate the consequences of climate change, which in the coastal façade can be materialized in a rise in the sea level and in an increase of stormy episodes. Also, it is necessary to take care of the mouths of the rambles and of great avenues in episodes of storms.
- Provide sustainable and environmental measures throughout the project. Minimize carbon footprint and energy consumption in the materials and construction, use and maintenance processes.
- Use of ecological and non-polluting materials.
- Implementation of the architectural elements to reduce the traffic noise and urban noise on the passage.
- Ensure the compatibility and safety of the route in relation to the networks and conduits of evacuation of rainwater, especially in the episodes of torrential rains.
- Use of the reclaimed water network of the city of Alicante.
- Use of luminaires that prevent light pollution.

### 2. Biodiversity

- Incorporation of elements that facilitate the recovery of native plant species.
- Incorporation of elements that attract the recovery of the fauna such as points for the nesting of birds, drinkers, etc.
- Implementation of native plant species, preventing the proliferation of invasive species and encouraging the regeneration of their own ecosystems.

### 3. Accessibility

- Ensure universal accessibility throughout the passage.
- Ensure sustainable mobility along the entire passage as a main option for travel, by incorporating a continuous cycle route, protected, integrated and contiguous to the passage, sharing platform or unfolding it depending on the section and its characteristics.
- Ensure access to emergency services throughout the passage.



- Ensure access to cleaning, waste collection and maintenance services throughout the passage.
- Incorporate strategic points to facilitate intermodality, connecting with public transport and strategic parking pockets.

#### **4. Landscape**

- Provide solutions that ensure and preserve the continuous vision of the sea horizon without obstacles, both from the Coastal Passage and its contiguous spaces, avoiding as far as possible that new constructions, equipment and urban furniture interrupt this vision. And in the same way, to facilitate proposals that recover this vision of the sea in the places that has been lost.
- Provide solutions that ensure and preserve the lines that visually connect different points of the Coastal Passage, facilitating the continuous reading in the roaming of the same, and allowing the user to understand it as a recognizable, continuous and unitary entity.
- Preserve woodland and consolidated building.
- Set unique points in the route in which for their visuals, stand out the scenic landmarks and panoramic spaces to be highlighted.
- Incorporate the experience of the vision of the sea and the relationship of this environment with the city of Alicante and the territory as a condition of identity of the whole project.
- Integration of materials in the environment by its composition, texture or colouring.

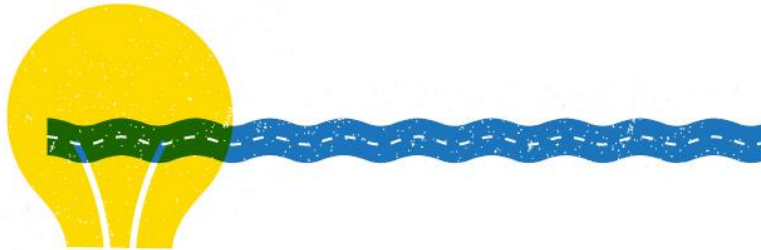
#### **5. Uses**

- Incorporate the singular points that are indicated in the detailed descriptive documents of each section.
- Equip this large public space of complementary public services, such as:
  - Viewpoints and spaces for contemplation.
  - Platforms for observation of marine fauna, birds and geological formations.
  - Integrated environmental itineraries with native vegetation.
  - Spaces for enjoyment and relaxation.
  - Shaded areas.
  - Playground areas.
  - Spaces for open-air events.
  - Spaces enabled for swimming and to experience the sea and the sun.
  - Equipment for walking, sports and health, such as biohealthy or outdoor sports furniture.
  - Places of leisure and restoration in the places indicated in the section documents.
  - Spaces to observe events taking place on the seafront, the bay of Alicante and the nearby coast, such as fireworks competitions, regattas, water sports competitions, beach sports, activities such as comet exhibitions, cycle paths, etc.

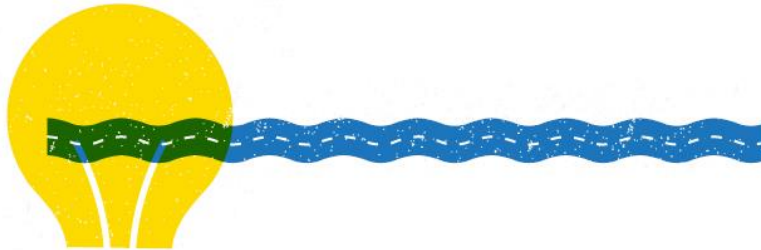
#### **6. Project, especial and structural quality**

- Street furniture integrated in the promenade.

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- Integrate pre-installations of urban services such as points connected to potable water networks, regenerated water for irrigation, electricity and telecommunications.
- Guidance signs and information panels (environmental itineraries, cultural heritage, history of the place).
- Incorporation of interactive, sculptural and artistic elements that generate landmarks of interest and bring identity and cultural values to the route.

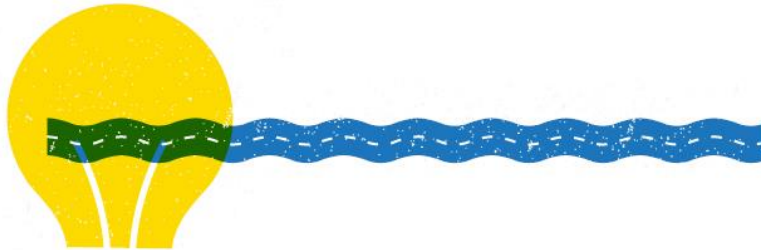


## 8. BIBLIOGRAPHY

A bibliography related to the object of the contest is included as well as the links to its content in digital format.

- Doctoral thesis. "Turism and urbanization in the coast of Alicante" (Turismo y urbanización en el litoral alicantino). José Fernando Vera Rebollo, 1986. University of Alicante.  
<http://rua.ua.es/dspace/handle/10045/5470>
- Doctoral thesis. "The role of natural parks as diversification elements in the landmark of the renovation of the consolidated tourist destinations" (El papel de los parques naturales como elementos de diversificación en el marco de la renovación de los destinos turísticos consolidados). *Margarita Capdepón Frías*, 2013. University of Alicante.  
<http://hdl.handle.net/10045/36498>
- Doctoral thesis. "Incidence of maritime storms on the coast of the province of Alicante. Policies of action in the matter of spatial planning." (Incidencia de los temporales marítimos en el litoral de la provincia de Alicante. Políticas de actuación en materia de ordenación del territorio). *María Tros-de-Ilarduya Fernández*, 2008. Univeristy of Alicante.  
<https://goo.gl/OnihMf>
- Doctoral thesis. "Cultural heritage as an argument for the renovation of consolidated tourist destinations along the coast in the province of Alicante" (El patrimonio cultural como argumento para la renovación de destinos turísticos consolidados del litoral en la provincia de Alicante). *Elisa Rico Cánovas*, 2014. University of Alicante.  
<http://hdl.handle.net/10045/40780>
- Link to the Area of Territorial Planning and Green Infrastructure of the Department of Housing, Public Works and Organisation of the Territory of the Generalitat Valenciana.  
<http://www.habitatge.gva.es/web/planificacion-territorial-e-infraestructura-verde/planificacion-territorial-e-infraestructura-verde>





## 9. ANNEXES

Link to the Partial Plan of the Sector I/4 Albufereta.

[http://w2.alicante.es/urbanismo/ver\\_pai.php?codigo=234](http://w2.alicante.es/urbanismo/ver_pai.php?codigo=234)

Link to the project for the Urbanization of Avenida de Elche, between Barranco de las Ovejas and EUIPO.

<http://www.alicante.es/es/noticias/construccion-verde-alicante-elche-fase-i-alicante-euipo>

Link to the Partial Plan to the ordination of the territory in the north area of Playa de San Juan PAU/5 – Section 2.

[http://w2.alicante.es/urbanismo/ver\\_pai.php?codigo=281](http://w2.alicante.es/urbanismo/ver_pai.php?codigo=281)

Link to the public information of Protecting Catalog, as well as the Landscape Study.

<http://www.alicante.es/es/noticias/informacion-publica-del-catalogo-protecciones>

<http://www.alicante.es/es/noticias/estudio-paisaje-del-catalogo-protecciones>

Link to the Special Plan of Puerto de Alicante (OI/3).

[http://w2.alicante.es/urbanismo/ver\\_pai.php?codigo=231](http://w2.alicante.es/urbanismo/ver_pai.php?codigo=231)

Link to the Modification of the Delimitation of Spaces and Port Uses of Puerto de Alicante.

[http://www.puertoalicante.com/wp-content/uploads/2016/02/Modificaci%C3%B3n%20delimitaci%C3%B3n%20de%20espacios%20y%20Usos%20portuarios%20\(DEUP\).pdf](http://www.puertoalicante.com/wp-content/uploads/2016/02/Modificaci%C3%B3n%20delimitaci%C3%B3n%20de%20espacios%20y%20Usos%20portuarios%20(DEUP).pdf)

Link to the documentary of the history, spaces and uses of the old refinery La Británica in Serra Grossa.

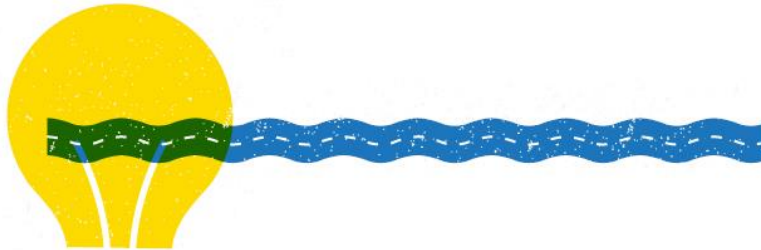
<http://www.alicantevivo.org/2008/04/expedicion-al-interior-de-los-depositos.html>

Publication about the history of the old refinery La Británica.

<http://www.universidadpermanente.com/iniciativas/sites/default/files/RefineriaLaBritanica.pdf>

Some excerpts from the following projects are included as attached documents on the Competition website:

Pavement renovation project in the promenade Tomás Durá – Urbanova. City Council of Alicante, Council of urbanism. 2014. [EXECUTED]



Project of rehabilitation and remodelling of the wall and complementary elements of the promenade Tomás Durá, in Playa Los Saladares – Urbanova. City Council of Alicante, Council of urbanism. 2014. [EXECUTED]

Building project of the Green Way Alicante – Elche, Phase I, Alicante EUIPO (Urbanization of Avenida de Elche, between the Barranco de las Ovejas and EUIPO). City Council of Alicante, Council of Mobility, Accessibility and Security. 2016. [IN PROGRESS]

Modified Project number 2 of the Urbanisation Project of South Access of Alicante. Phase 1, Section 1 (Avenida Óscar Esplá-Avenida Federico Mayo). Generalitat Valenciana, Council of Infrastructures, Territory and Environment. 2015. [EXECUTED]

Urbanisation Project of south Access to Alicante. Phase 1, Section 1 (Portugal – Avenida Óscar Esplá). Generalitat Valenciana, Council of Infrastructures, Territory and Environment. 2011. [EXECUTED]

Modified Project number 1 of Complementary Project number 1 of Variante Ferroviario Line 1 Section Finca Adoc. Paseo Litoral (Coastal Passage) Serra Grossa. Phase I: Real Club Regatas-Promontorio. Generalitat Valenciana, Manager of the Transport and Ports Network and General Management of Ports, Airports and Coasts of the Department of Infrastructure and Transport. 2013. [EXECUTED]

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Pedestrian Path Project and recovery of archaeological structures from the Roman period between Playa Albufereta and Puerto Costablanca in the Municipality of Alicante. Ministry of Agriculture, Food and Environment, General Management for the Sustainability of the Coast and Sea, Provincial Service of Coasts in Alicante. 2014. [EXECUTED]

Installation project of pedestrian platform in prolongation of the promenade of Niza and Nápoles. Playa San Juan. Section: Calle Sicilia - Calle Mero. Municipal Board of Tourism and Beaches of Alicante. 2016. [NOT EXECUTED]

Intervention project to rehabilitate the pedestrian promenade of Avenida Niza. Playa San Juan, Zone 1. From Avenida Bruselas to Calle Irlanda. City Council of Alicante, Council of Urbanism. 2015. [EXECUTED]

Intervention project to rehabilitate the pedestrian promenade of Avenida Niza. Playa San Juan, Zone 2. Section from Calle Irlanda to the end of the municipality. City Council of Alicante, Council of Urbanism. 2016. [NOT EXECUTED]