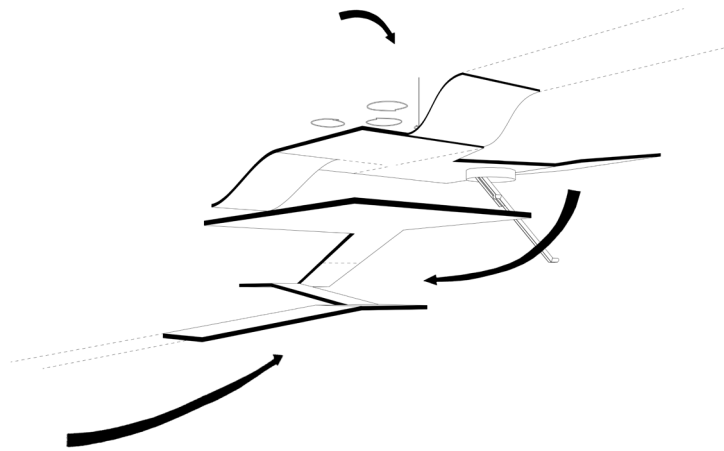


LIQUID BABEL

Intensifying the Void
in the Harbour of Valencia



Mikhail Frantsuzov
IE/ PFG 2020 Valencia

LIQUID BABEL

**Intensifying the Void
in the Harbour of Valencia**

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2020

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Manifesto

1. The industrial horizons of the harbour are soaked with potential. Yet, nobody is able to claim it. The territory injected with architectures of a different kind keeps rejecting them, leaving them to slowly decay into non-existence. There is a great paradox to this - maximum usable surface area produces minimum usable architecture.

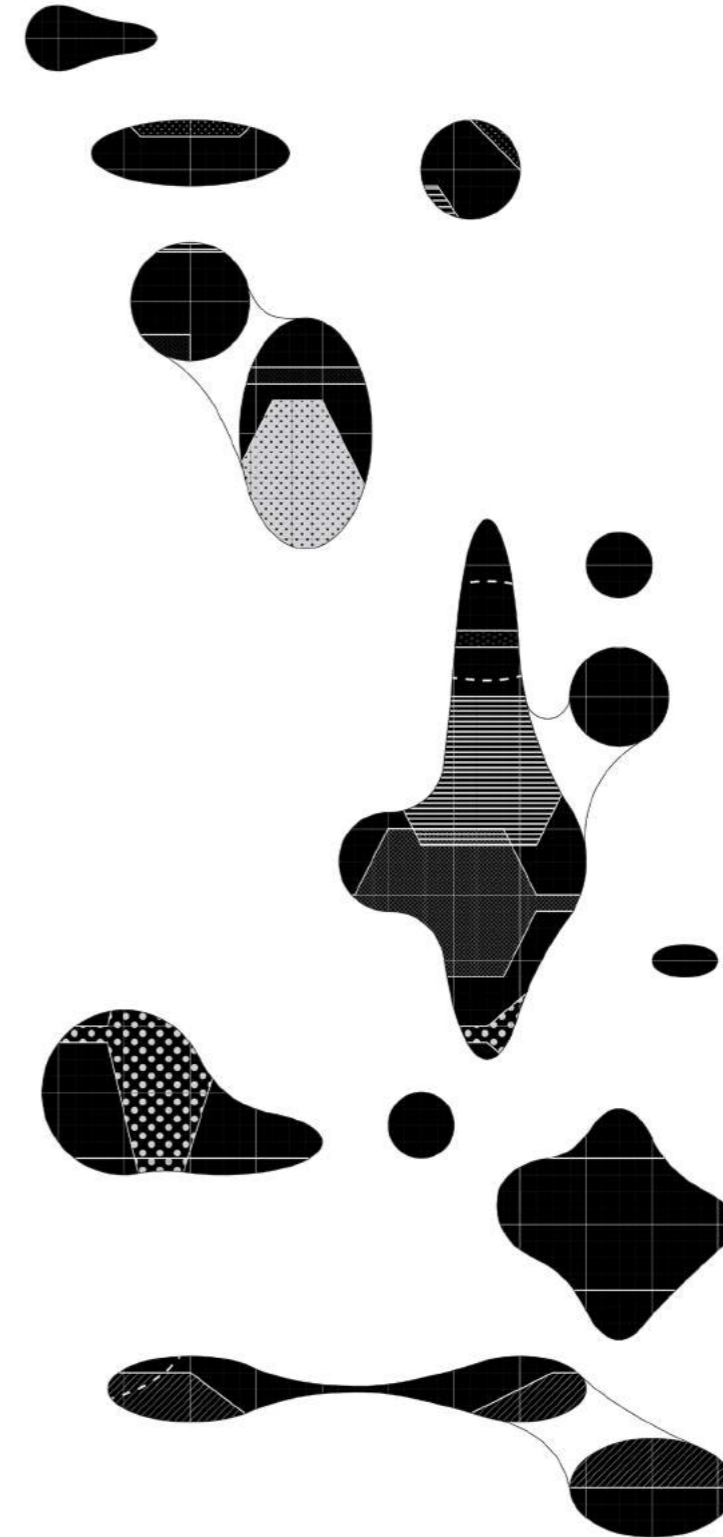
2. The industrial horizons of the harbour are a completely fabricated phenomena. A thick synthetic layer of concrete crust that has absorbed everything on its way, rivers and towns. By now it is quite clear that a traditional architectural scale does not have the capacity to work rigorously with the potential of the harbour. Wouldn't it then be liberating to play an architectural game without scale on this infinite field? To deprive the discipline of its most essential tool, sure, yet what could be the result of such mischief?

The ambition of the project is to take the paradoxical notion of scale, and tackle the territorial problems by playing the game with no restrictions. Quite possibly, a different way of defining which scale does architecture belong to will be born.

The project, therefore, is a *Big* building.

Its program - to intensify the void, beyond a certain scale enters the domain of Sisyphus' efforts. Hence, to cheat the original paradox of scale, a time variable is introduced: '*intensity in a void through temporality*' becomes the tongue-twisting motto.

The project is, therefore, speculating on the conditions of intensity, mass, temporality and use while questioning the limits of what is considered to be a building.

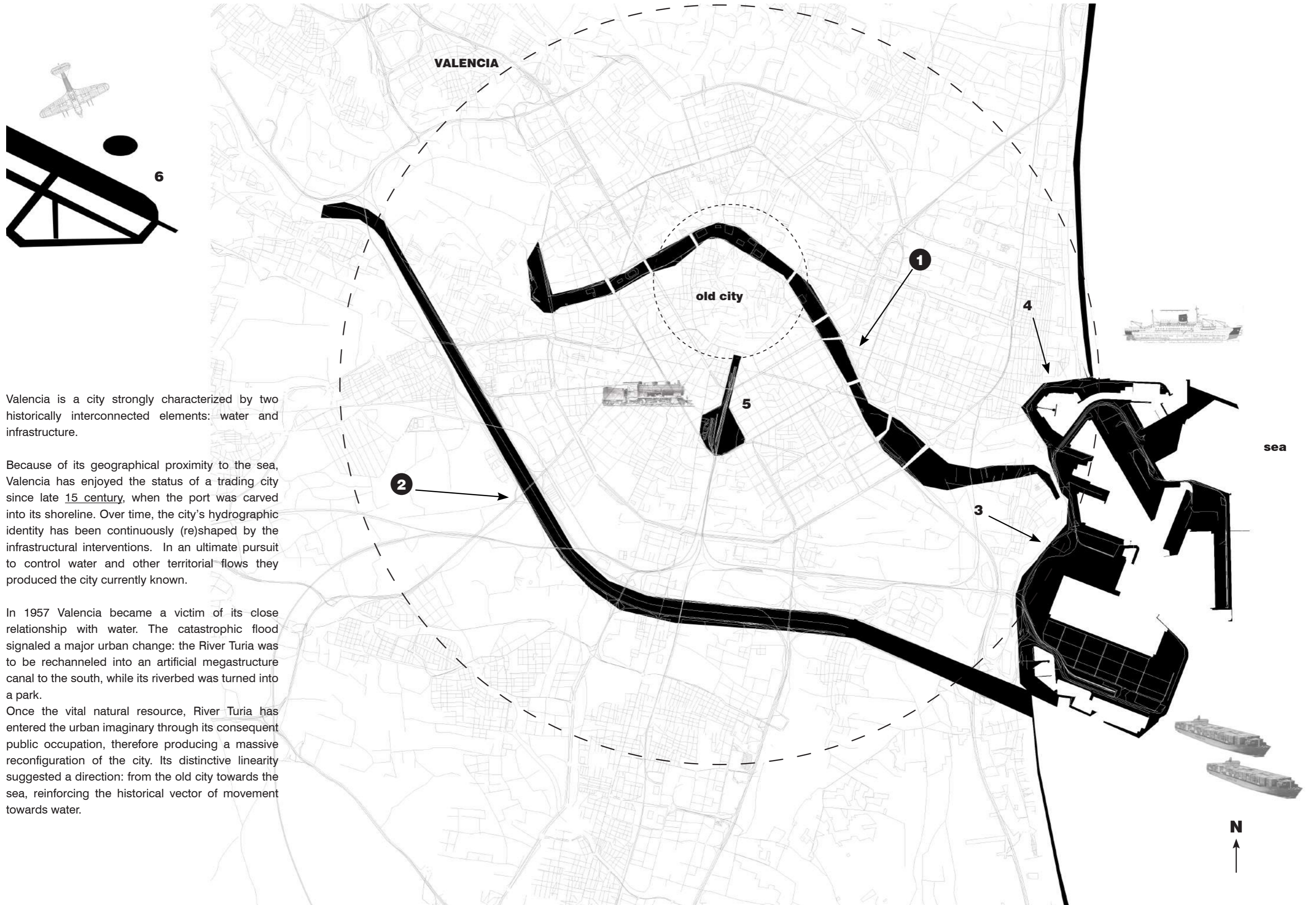


IT WAS THE RIVER TURIA THAT ONCE SHAPED THE CITY. OVER HALF A CENTURY AGO THE CITY BECAME THE VICTIM OF ITS CLOSE RELATIONSHIP WITH THE RIVER, THOUSANDS OF METRES OF ITS ARCHITECTURE AND SQUARES ALL OF A SUDDEN SUBMERGED UNDER THE VIOLENT WATERS. A MEGASTRUCTURE CHANNEL WAS BUILT TO THE SOUTH OF THE CITY WITH HOPES TO CONTROL THE FUTURE AND AVOID SUCH DISASTERS BUT IT HAS GENERATED YET ANOTHER ONE - THE CITY TURNED ITS BACK TO THE SOUTH.

TERRITORY

City Narrative





Valencia is a city strongly characterized by two historically interconnected elements: water and infrastructure.

Because of its geographical proximity to the sea, Valencia has enjoyed the status of a trading city since late 15 century, when the port was carved into its shoreline. Over time, the city's hydrographic identity has been continuously (re)shaped by the infrastructural interventions. In an ultimate pursuit to control water and other territorial flows they produced the city currently known.

In 1957 Valencia became a victim of its close relationship with water. The catastrophic flood signaled a major urban change: the River Turia was to be rechanneled into an artificial megastructure canal to the south, while its riverbed was turned into a park.

Once the vital natural resource, River Turia has entered the urban imaginary through its consequent public occupation, therefore producing a massive reconfiguration of the city. Its distinctive linearity suggested a direction: from the old city towards the sea, reinforcing the historical vector of movement towards water.

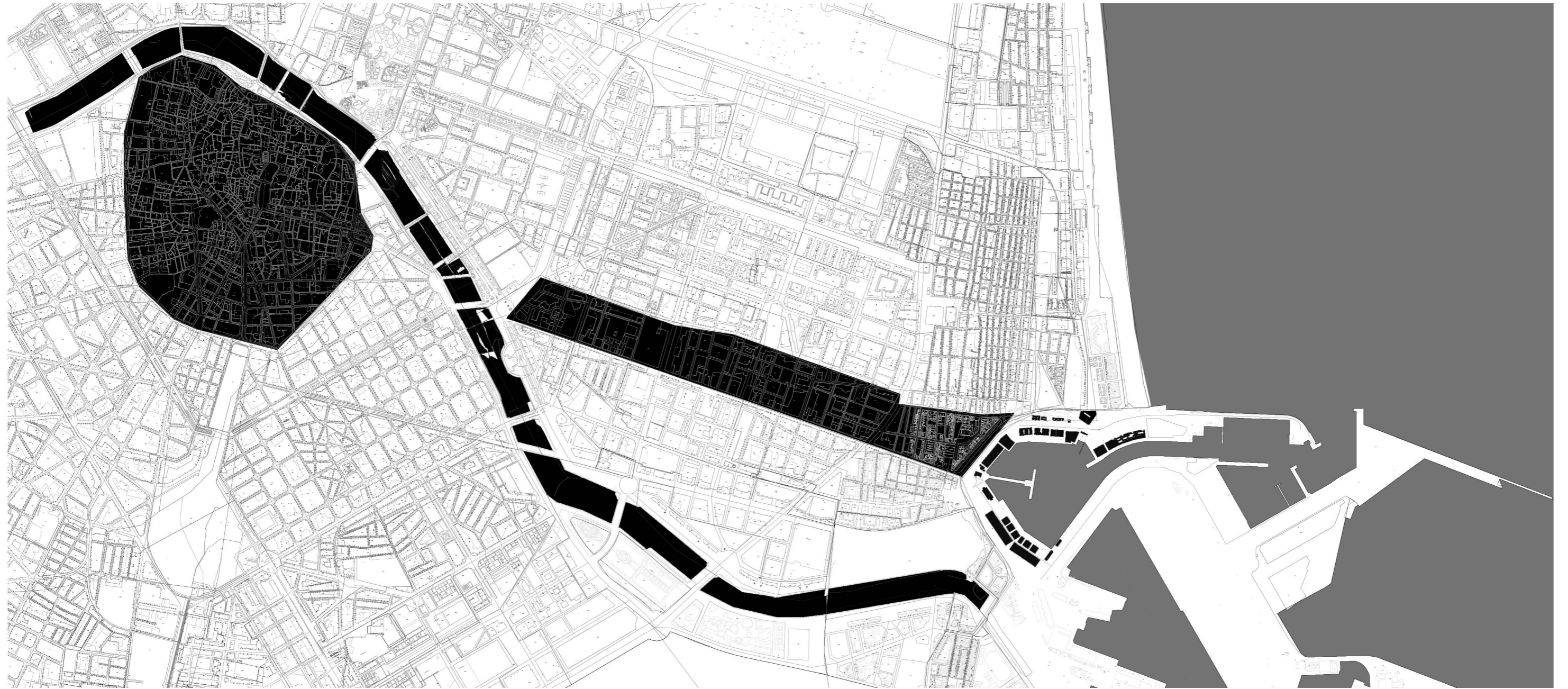


scale comparison maps

Arguably an even stronger impact on the city (although maybe less apparent because of its slow transformation) has been exerted by the port.

After multiple additions, annexations and expansions, the port has grown to become the largest in the country, securing the title of the first containerised cargo port in the Mediterranean and fifth in Europe. Its network of maritime connections expands the traffic way beyond national borders, making the port of Valencia a major Spanish gateway - an active zone of global exchange.

Thus, the port stands out especially as a major element in the urban narrative, that has outgrown every other agent and now almost exceeds the city itself - a progression from a satellite into the dominant figure

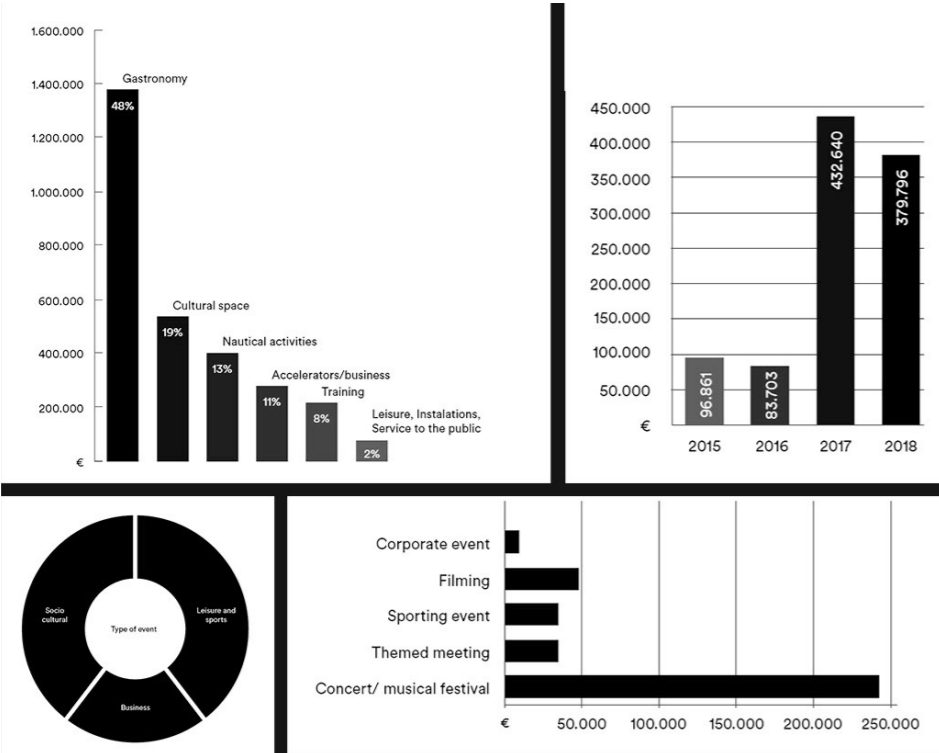


Old harbour is the connection point between the city and the port.

First, the historical urban axis extends from the city center and cuts a line directly towards the harbour. This line has been a major connection established by the city to coordinate with the port back when the hierarchies between the two were clear. The harbour is therefore simultaneously an initial point of the port expansion to the South, and the city expansion to the North (Cabanyal).

The second axis is established through the ex-river / park. While it was a more utilitarian connection in the past, today it enjoys a public recreational use along its linear body which culminates with the 'Ciudad de las Artes y las Ciencias'. This axis is, therefore, cut right before it reaches the harbour.

has a potential of becoming a more important axis due to the park's public enjoyment and its high capacity to carry the masses from the city center eastwards.



The harbor has seen a recent boost in development, becoming a new place of interest for the city- a destination for national and international tourism. A series of XL events such as the infamous formula one event and the more site-specific America's Cup races have helped to launch this formerly industrial area into the public realm.

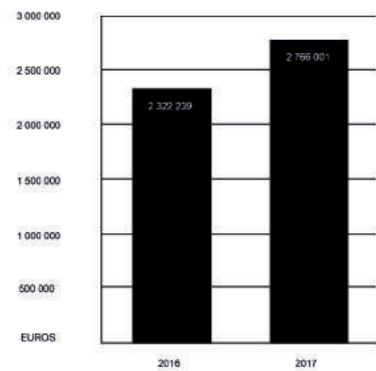
Established following the 32nd America's Cup, the Spanish General Administration, the Generalitat Valenciana and the Valencia City Council created Consorci València 2007 - the main institution managing the harbour. The cultural and economical development has been entrusted to the Marina de Valencia, a smaller daughter organisation that has successfully fed the area with versatile events.

What is generating income these days are predominantly the gastronomical activities and music festivals, while a smaller fraction of activities are focused on innovation and attracting the investment to the Marina.

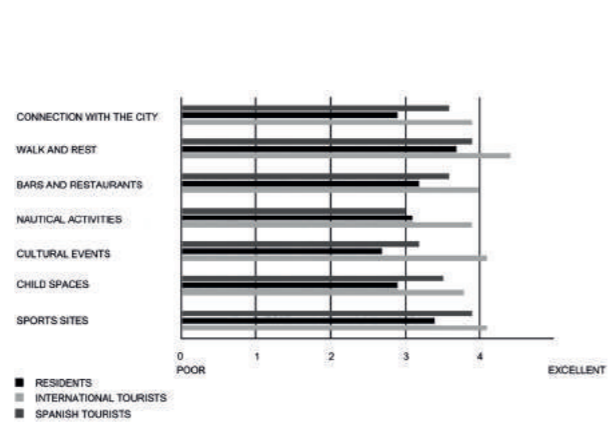




INCOME EVOLUTION



SATISFACTION OF THE VISITOR WITH THE SERVICES OF THE MARINA DE VALENCIA



However plausible the intentions and economic reports, currently only cosmetic operations take place in the fabric of the area, not addressing the larger territorial issues.

The buffer zone is identified between the conceptual 'culture city' and the 'container city', and can be, therefore, seen as a residue of the area's industrial history and the reminder of inability of the city planning officials, investors, port authorities and politicians to tackle local urban problems.





As the result, geographically speaking the port is cut from the harbour. Both major directions of development from the city abruptly stop before reaching their destinations - the urban axis stops when it hits the harbour promenade and the river/park gradually disintegrates and is then channeled into a pipe when it meets the port.

The convergence point of these two vectors, the harbour and the port becomes the most problematic location in this territory, loaded with historical, symbolic, industrial, and economic significance.

Problem #1

PROGRAMMING			
	EXISTING	PROPOSED	
type	name	type	
temporary event	car racing	2008 f-1	L events water sports open air pool M events running track jumping stripe sport arena agora forum exhibition hall conference hall theater cinema
	boat racing	2007 america's cup	
	music venues	marina sur piscina urbana	
	parties	barcos locos valencia boat show	
	conference	placemaing week 2019	
	festival	festival cine marino feria puerto circus	
	forum	jetski flyboard diving sail boat	
	watersports	escuelas y federaciones rentyachtworld	
	life-style activities	club de pesca deportiva mundo marino	
	rollerblading		
part-time use	airbnb/guesthouse	cama del mar ***	hotel bars restaurants private administration public administration
	cafe	balcon al mar *** sea you ****	
	hotel	marina beach**	
	club	marina beach club	
	gastroonomy	cantina la lonja el puerto	
	museum	atarazanas	
	gallery/ foundation	edificio reloj	
	shop	navaltec limusinos las laves	
	office	veles e vents fundacion valenciaport CV07 guardia civil edem	
	port activity	boluda corp. yusen logistics comondancia naval ferry terminal trasmediterranea infoport	
permanent dwelling	harbour activity	fishing lineas emt (bus)	ferry terminal extension
	port contracts		
housing			

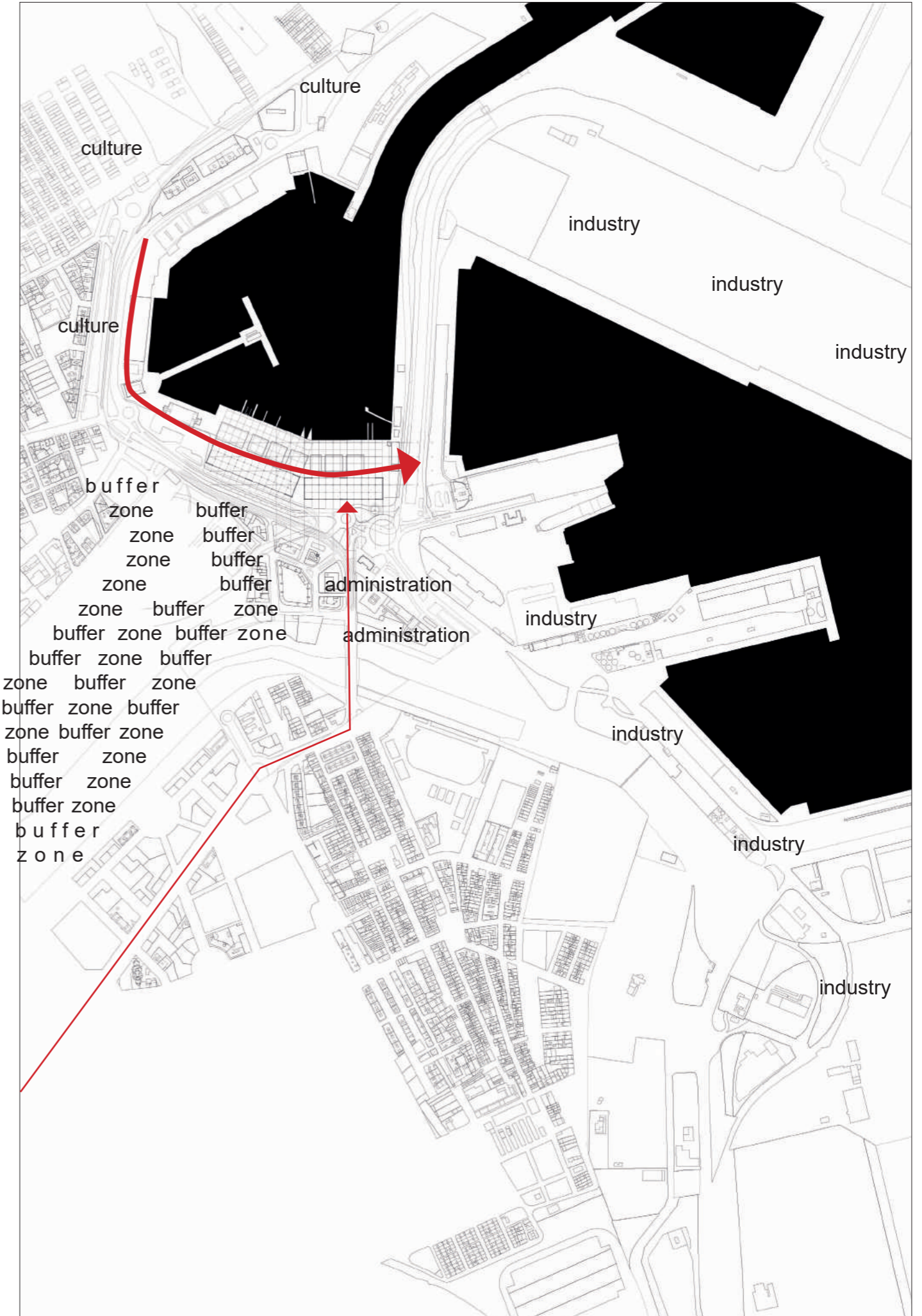
program research and mapping diagram



fragmentation #1



fragmentation #2



territorial scheme #2 25

Second, there is a programmatic schism.

Mapped on the spectrum from most temporal to most permanent (fig 1), most activities in the harbour tend to fall under the 'event' and 'part time' category - high occupancy + high temporality.

While the port activities incline towards permanence, with most of its uses being full-time routine use.

This mixture of temporality of on one side and the intense routine port activity on the other contributes to a condition of a FRAGMENTED FIELD.

Such condition in this vast horizon is a paradoxical one - it is simultaneously inherently urban (fabricated metabolic activity) and totally rural because of the absence of tangible relationships.

Problem #2

hypothesis:

**any singular program
too small for the
area - accelerating
fragmentation and
temporality. A *big*
intervention needed.**

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A NEW GATE.

URBAN ACTIONS

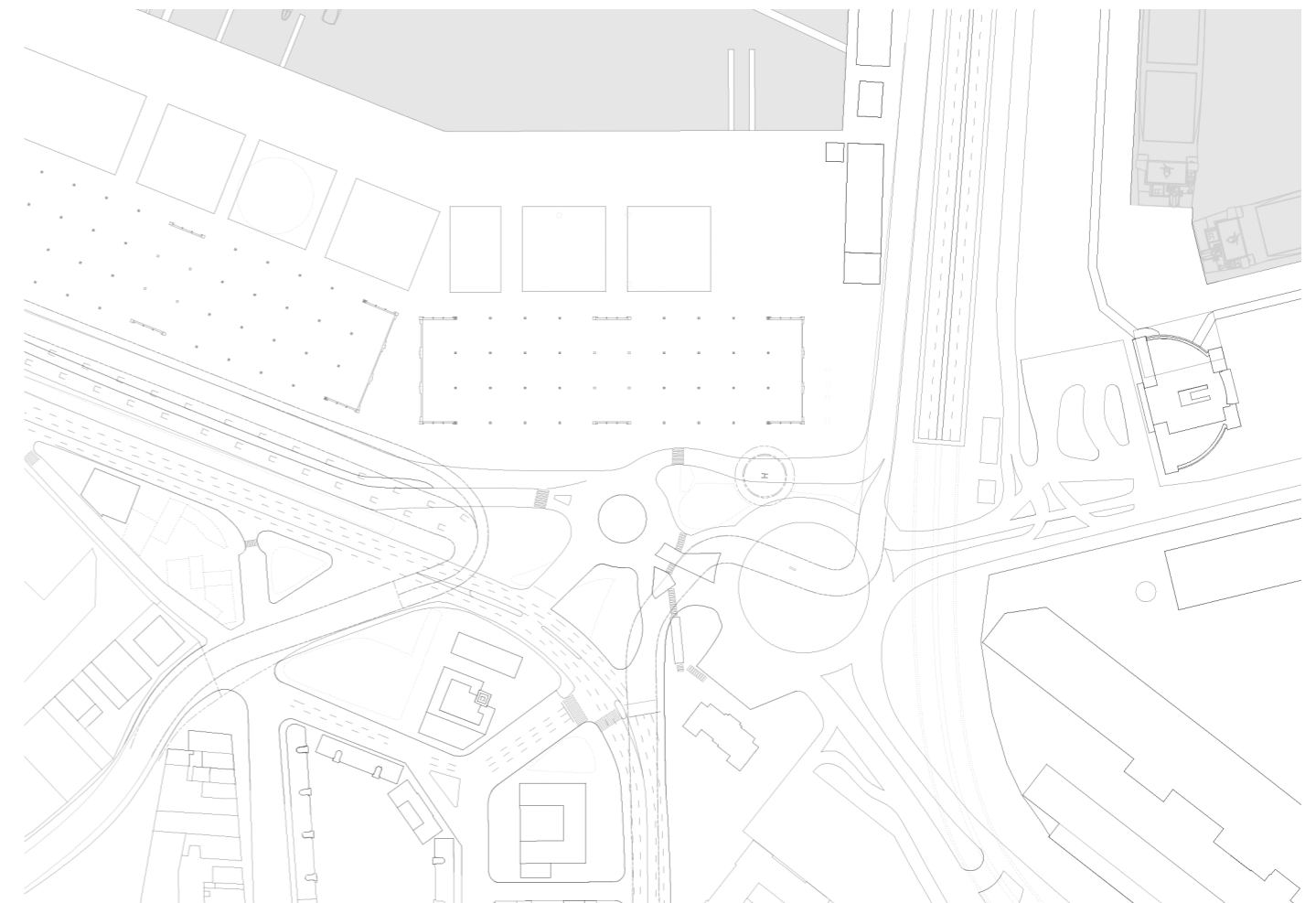
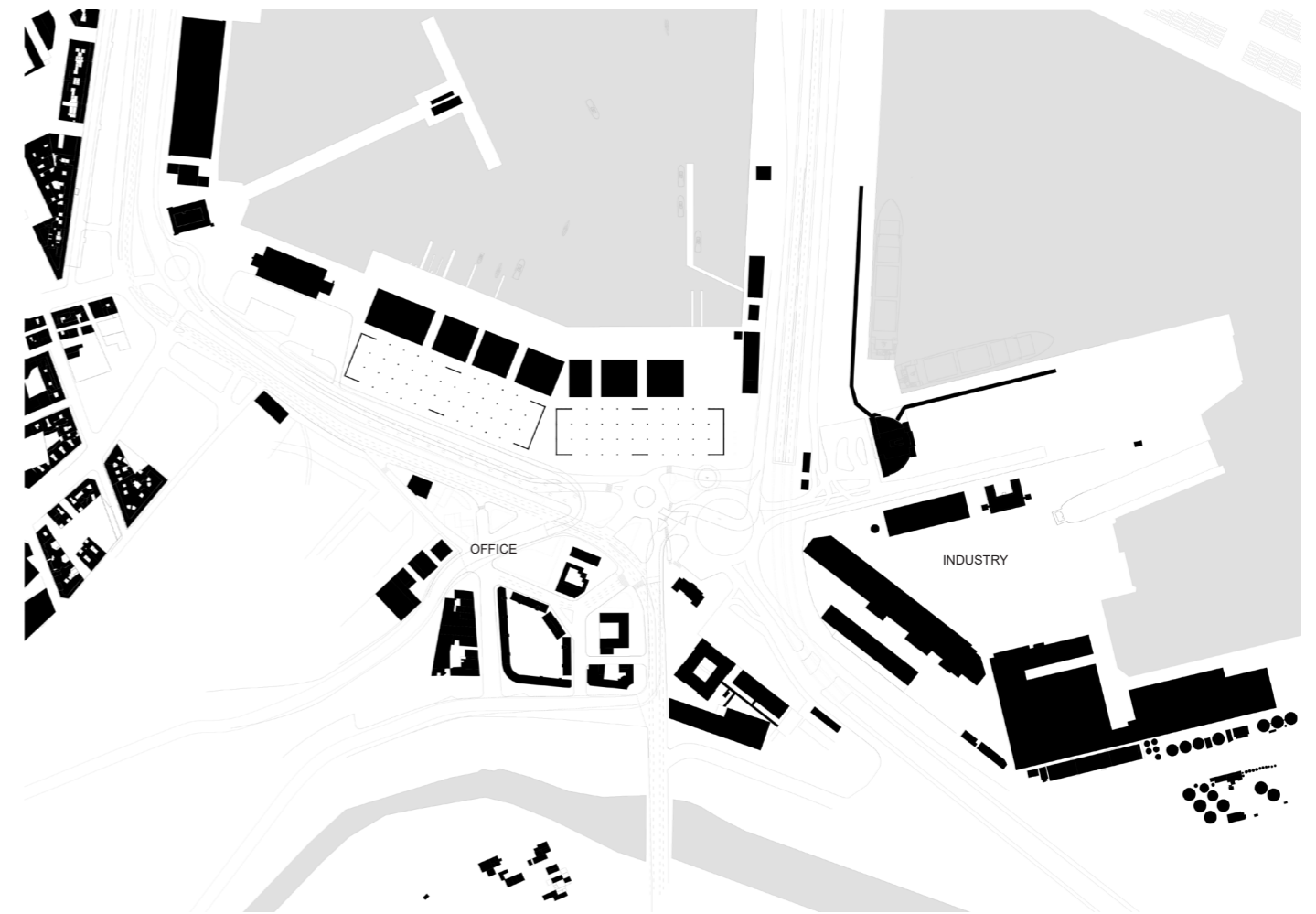
Strategy

the strategy is - intensifying the void

The project lands in the midst of a palimpsest of street knots, broken lines, shattered surfaces and torn fabric patterns - the grand void.

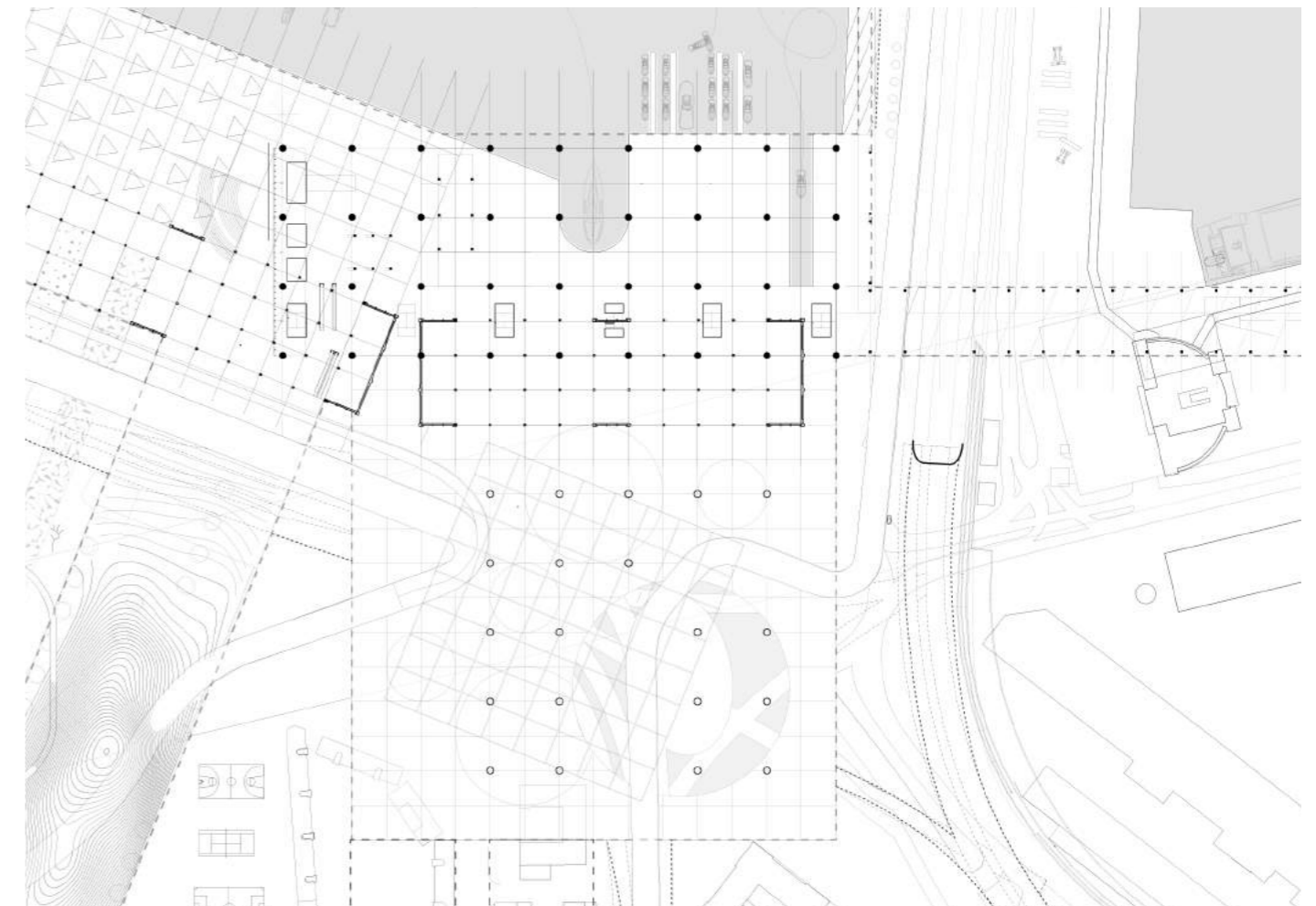
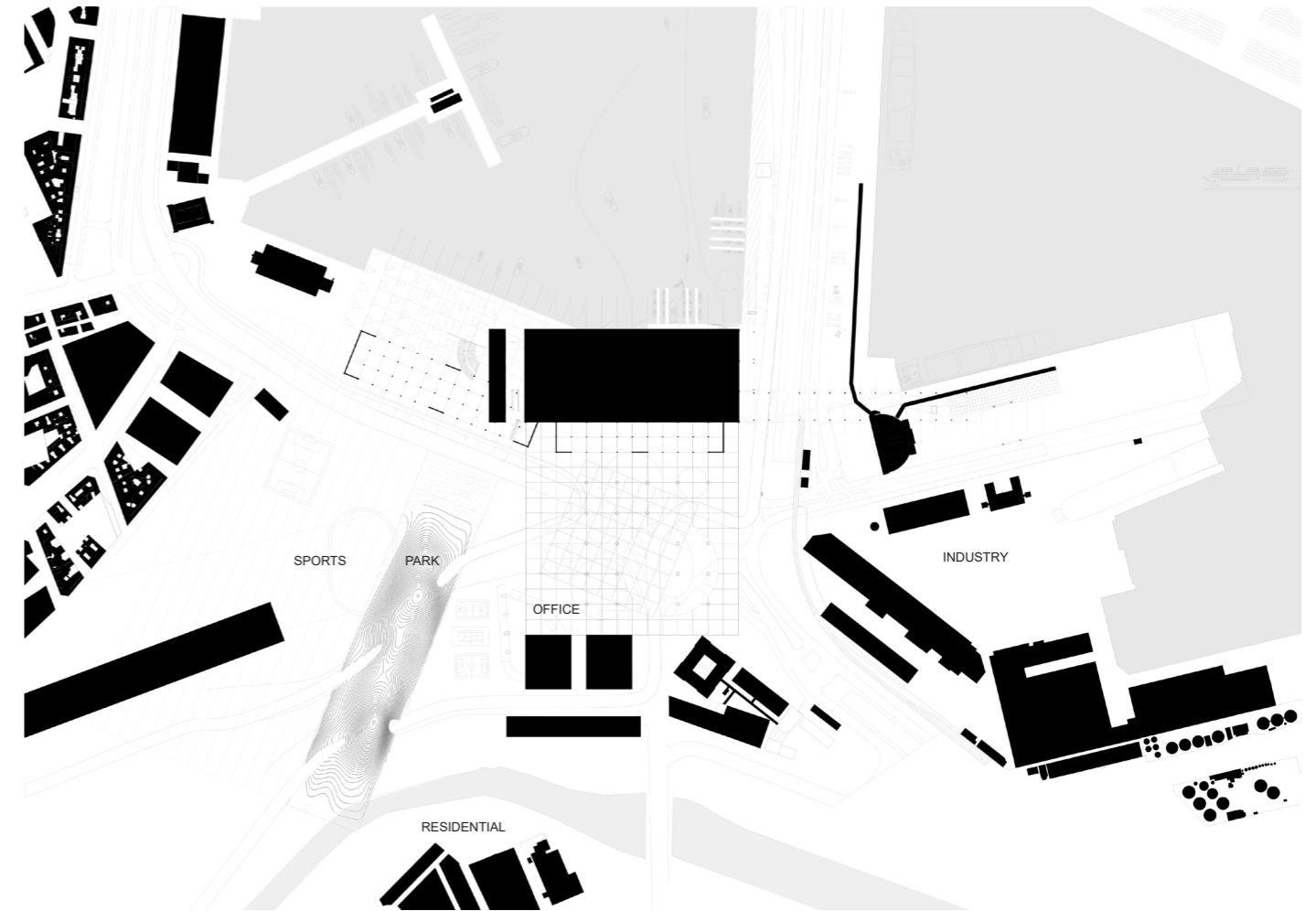
Working along the most problematic line of friction between the harbour, port and the city, its function is to tackle scale and fragmentation.

From the existing condition of absence of comprehensive fabric and fragmentation, the proposal reorganizes the mass.



the strategy is - intensifying the void

From the existing condition of absence of comprehensive fabric and fragmentation, the proposal reorganizes the mass, creating a charged point in the most problematic area at the convergence of multiple axis between the port and harbour. This way, new game rules are introduced, structuring the territory and opening up development avenues.

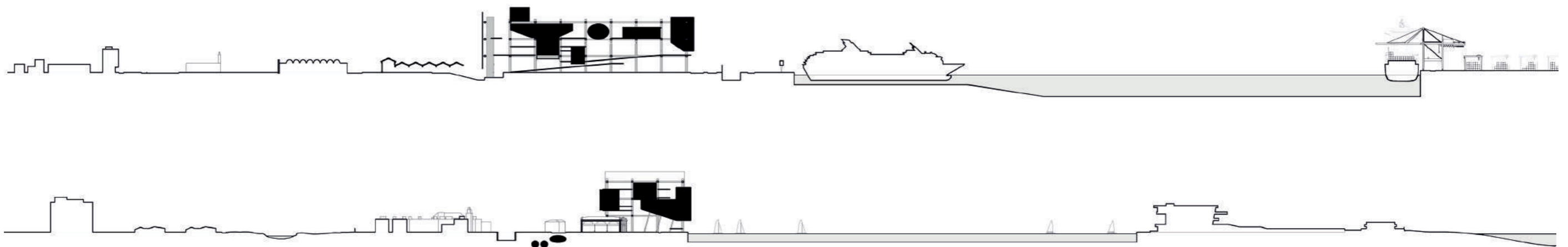
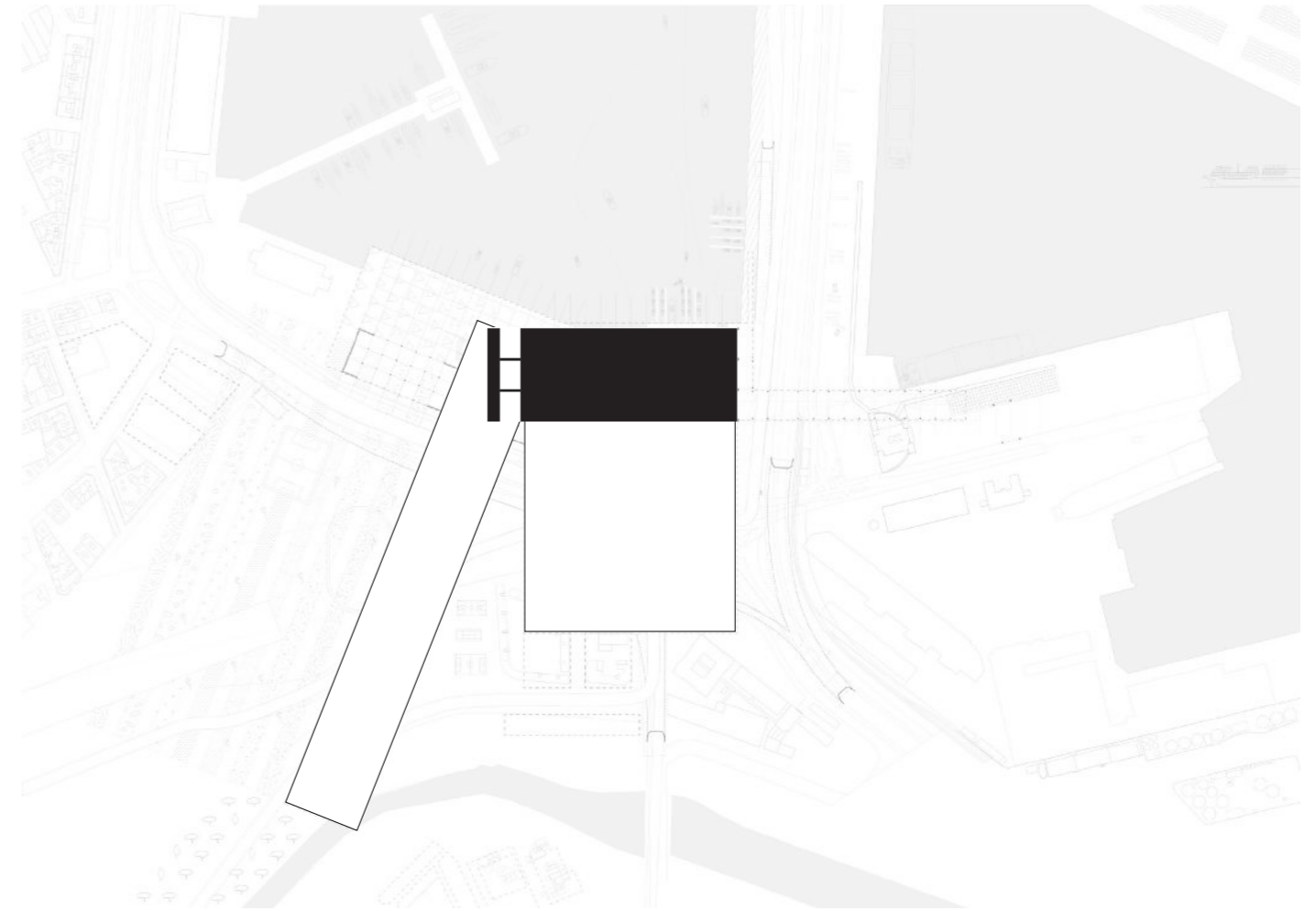
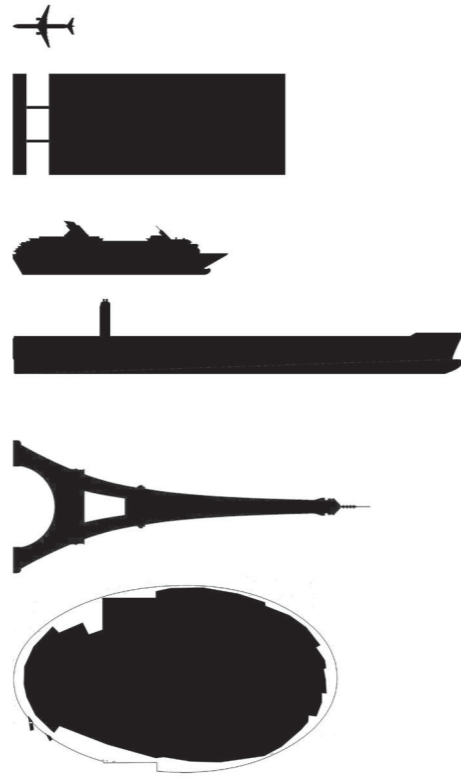


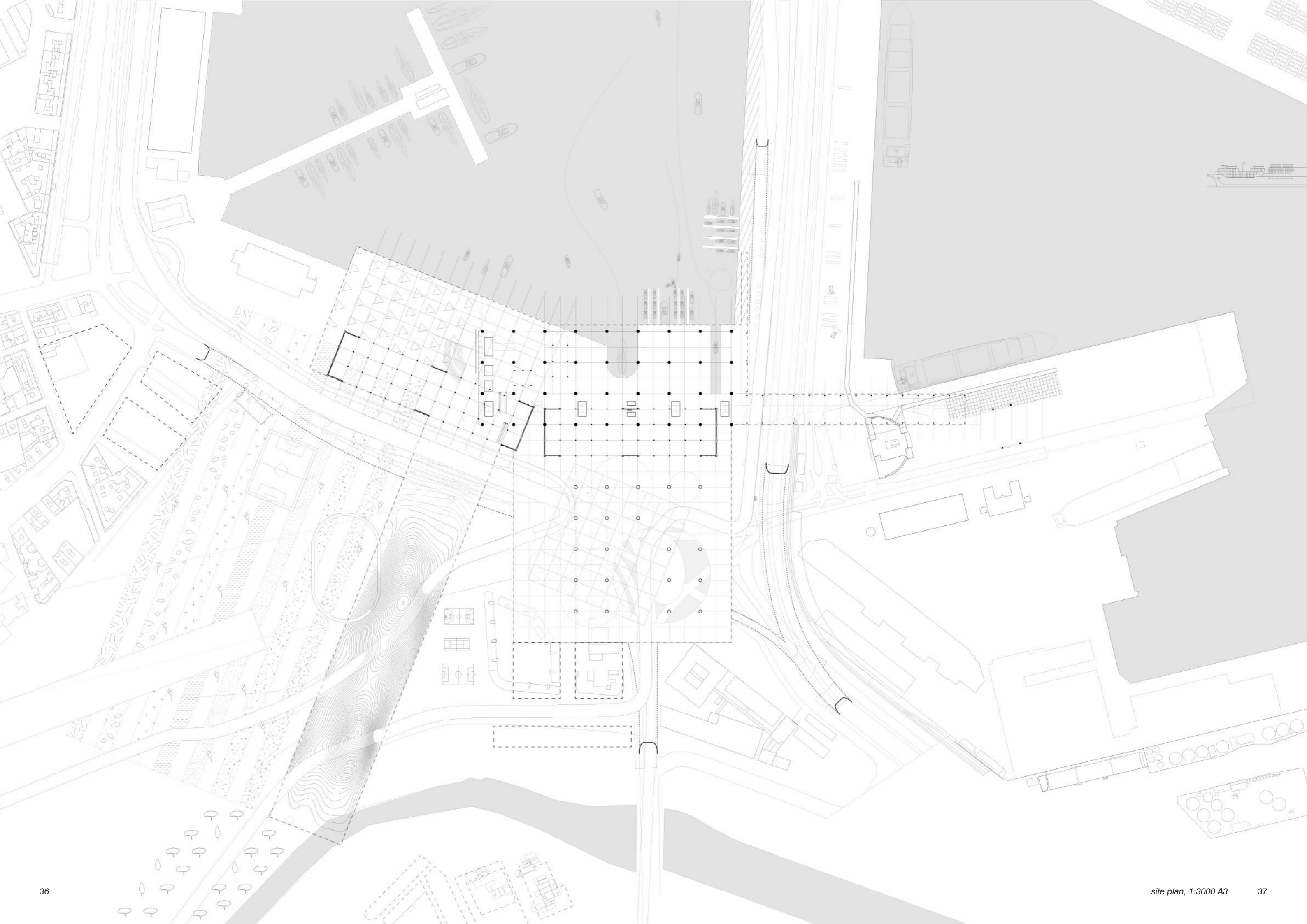
BIGNESS

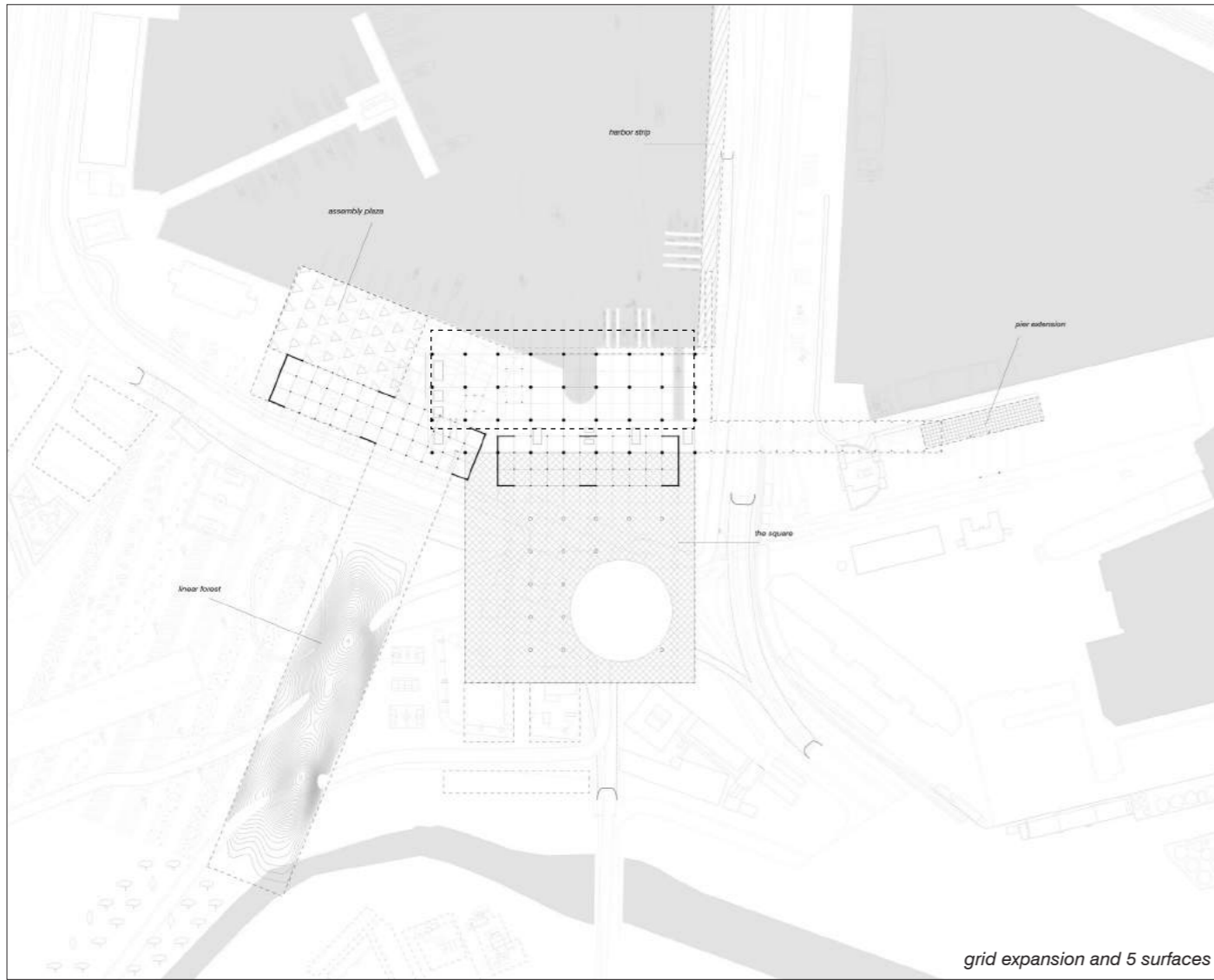
The project is seen as something between a building and an infrastructural element in the city, irrigating the area with potential rather than defining a clear objectual stability.

Judged by the scales of infrastructure, the building simultaneously enters the domains of mobility and monument, thus being held responsible for the movements it encourages and the image it creates.

Yet, the project is not focused on the image but rather on a systematic approach to manage the scale and exert impact on the landscape around. Managing the scale becomes the first battle in which architecture faces urbanism.







To reorganize the existing, a series of operations take place:

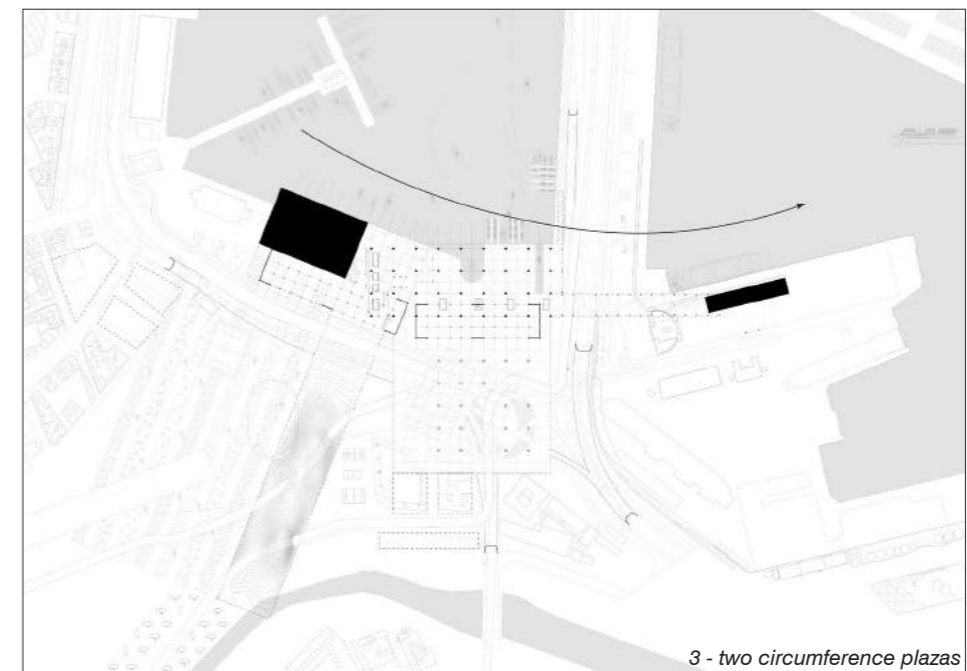
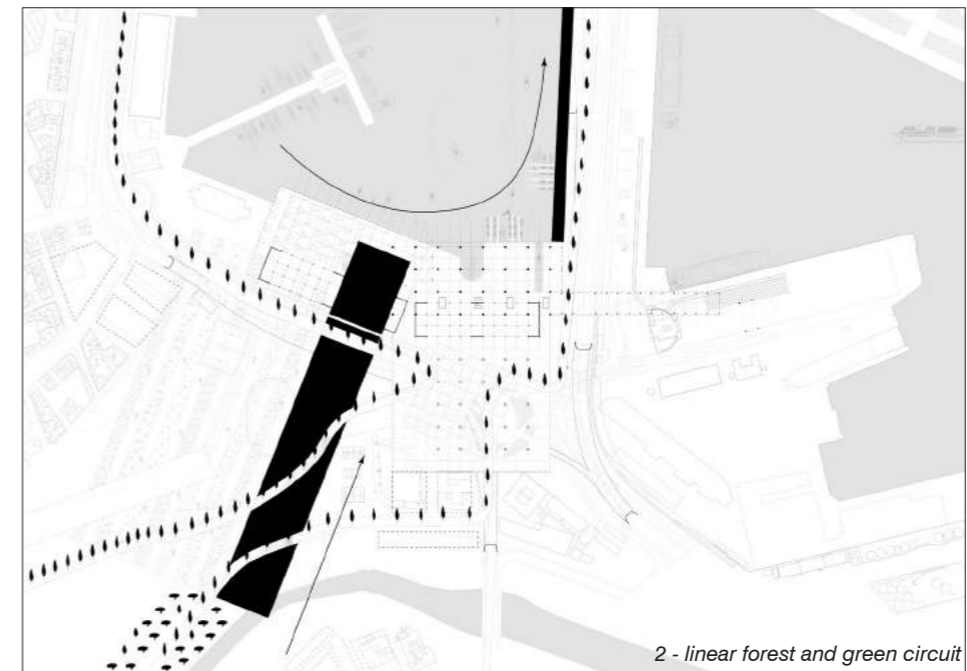
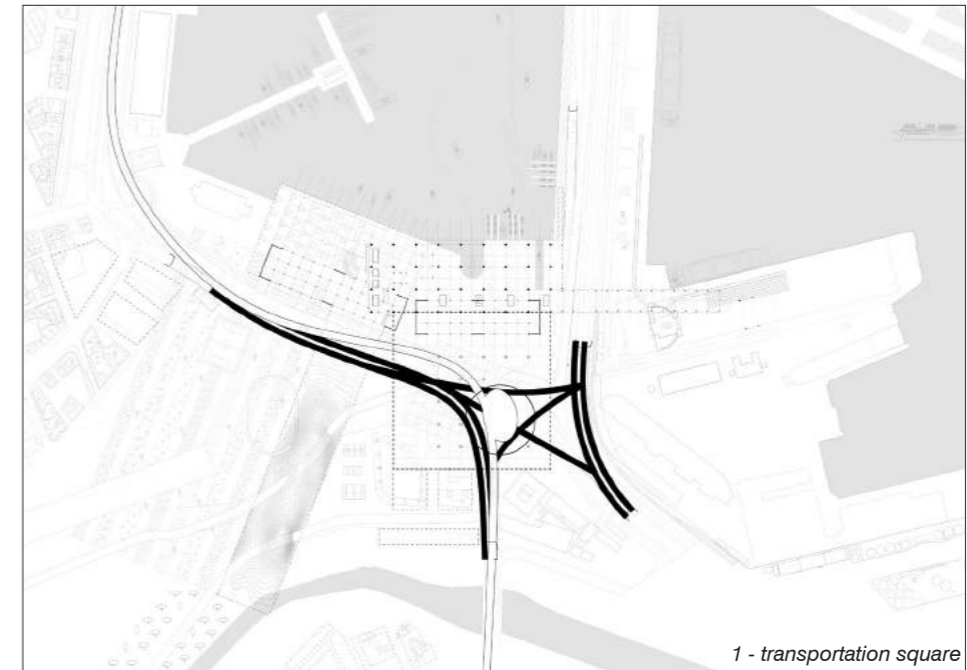
a - First, the tinglado 5 **grid is expanded** towards the water to form the footprint of the building.

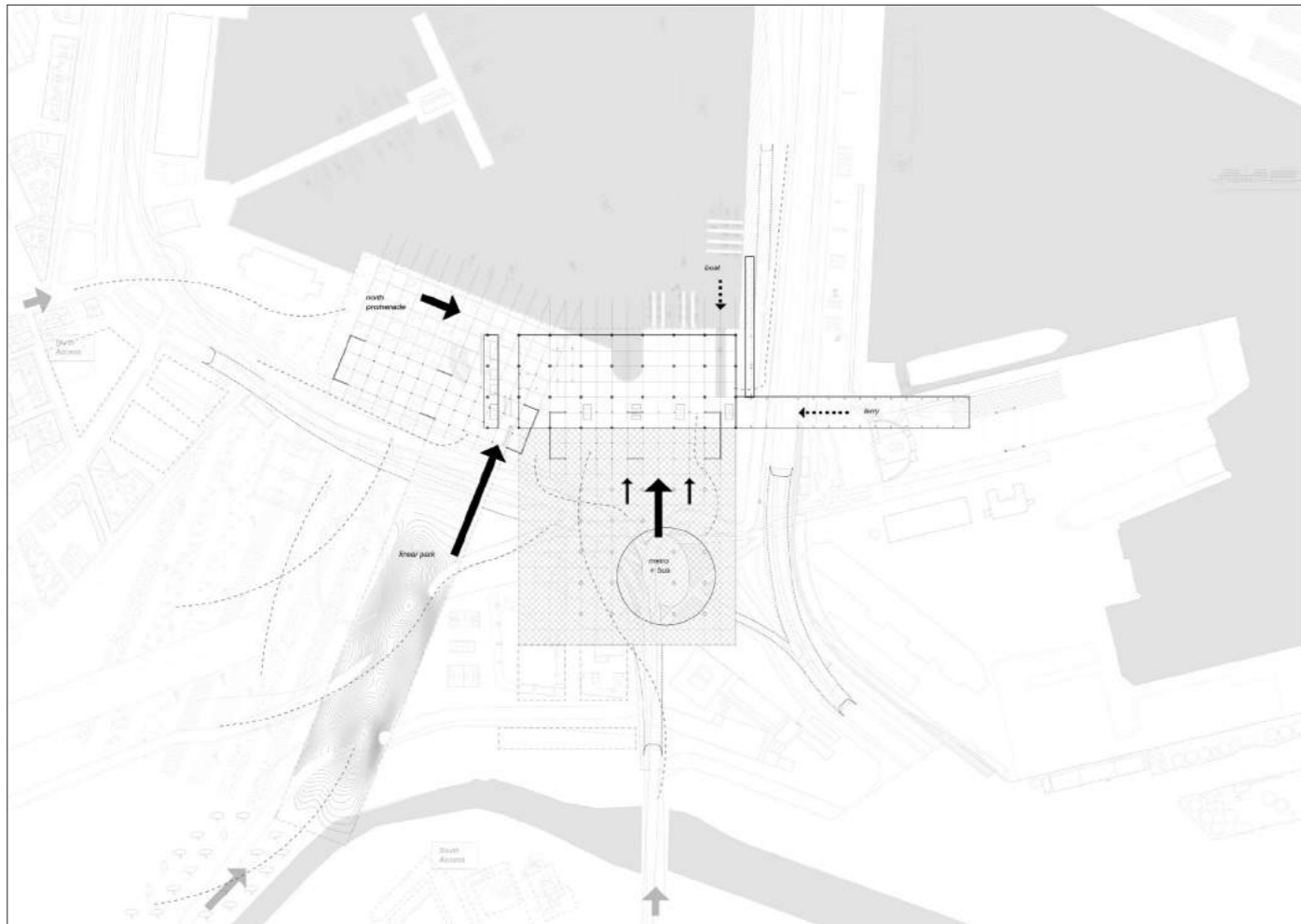
Then, 5 surface interventions extend from the building into the territory, acting as contextual anchors.

1- **a transportation square** shifts all the mobility from the streets underground and accommodates a new metro station interconnecting the immediate surroundings (finally completing the link between Nazaret town to the South and Cabanyal to the North) and the city; its square perimeter dictates new rules for future development.

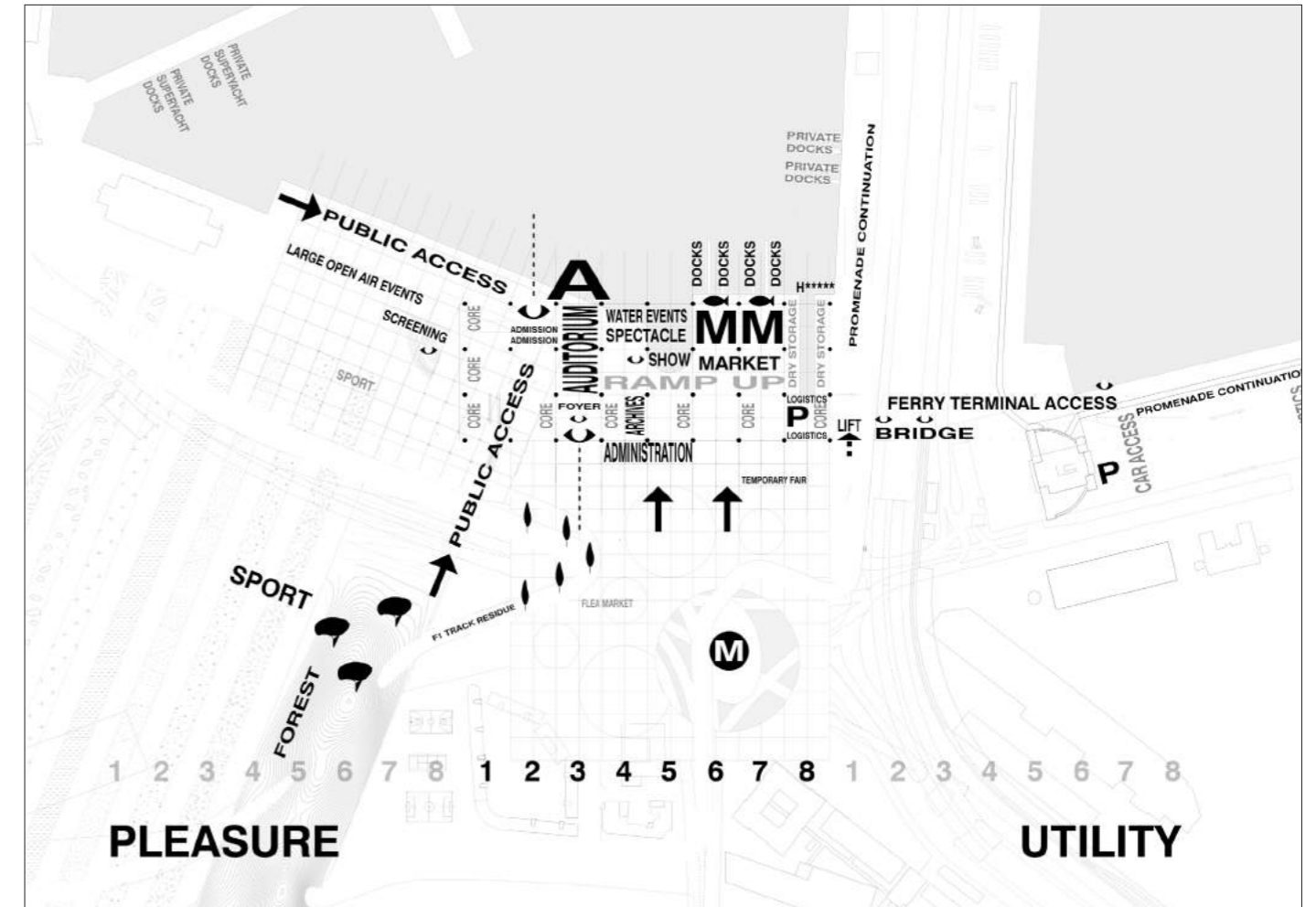
2- **linear forest** extends the turia gardens from the river towards the sea, establishing the main pedestrian link from the city center. The residue of the formula one track becomes a green circuit looping around the larger harbour site.

3- **two plazas** are treated as surfaces extending the circumference of the harbor - a leap of public activity into the port zone.





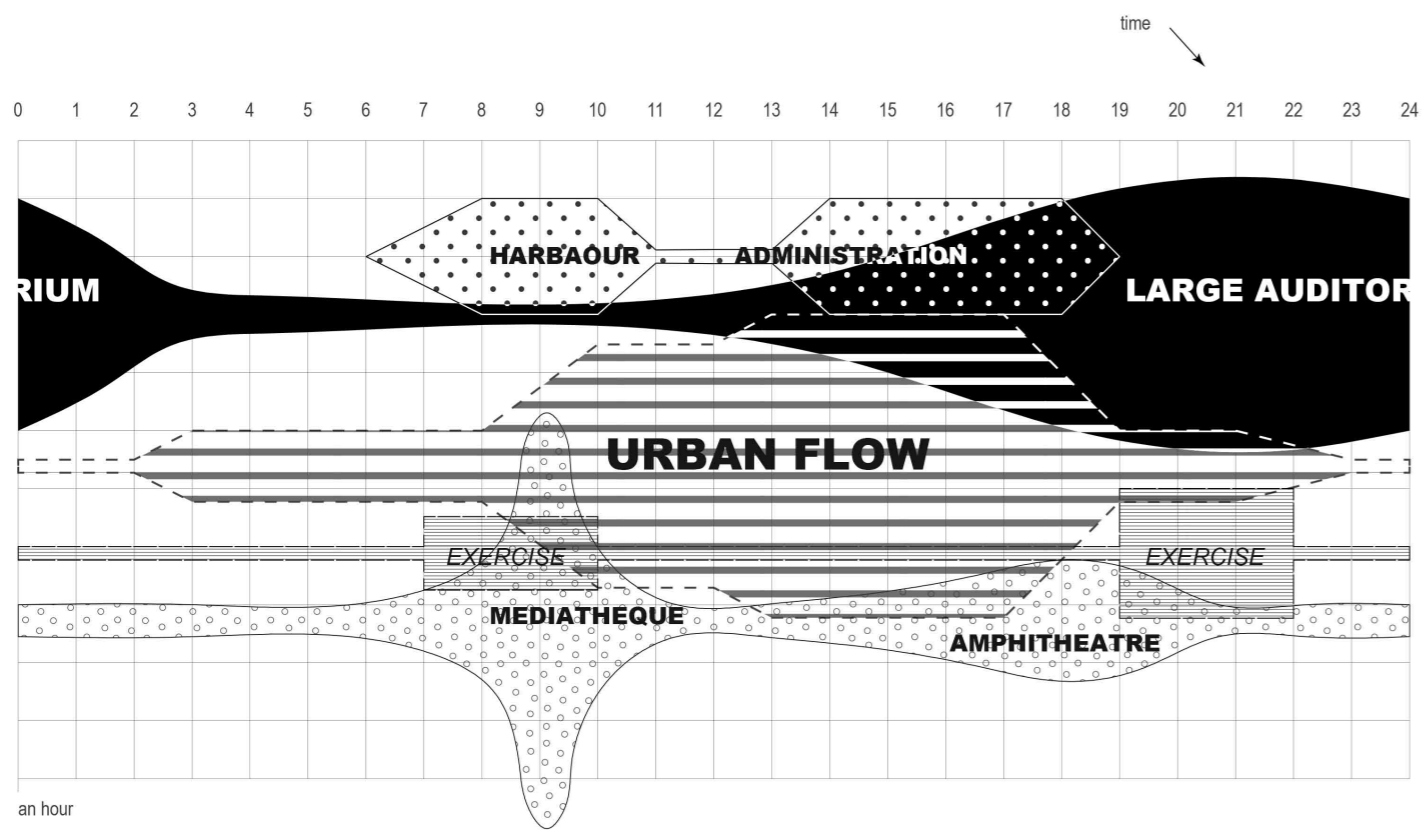
access siteplan diagram



masterprogramming diagram

These interventions allow access from all sides, responding to a diverse set of movements and their respective agents. Each of the 5 interventions caters to a specific mobility agent: pedestrian, cyclist, car, bus, metro, cargo truck, ferry, yacht and sailboat. These become the integral part of activation of the territory at this convergence point.

Activities appear on a spectrum from pleasure to utility as a logical yet exciting coexistence. Starting from the more cultural and recreational uses occupying the North-West end of the building touching the Tinglado4, these activities gradually mix with industrial and utilitarian uses as the building leaps into the port side. In response to multiple rich agendas found around the site, some existing uses are supported and enhanced, while other new ones are transplanted and introduced.



The final ingredient to the urban activation is time. The concept of temporality already present on site is exploited to the fullest through multiplication of programming units and their proximity. The issue responsible for the territorial rift is remodelled into the driving force behind the programming of the project.

Therefore, uses alternate in 24/7 fashion, ensuring fluctuating intensities yet a constant flow of activity throughout the day where hybrids are encouraged to prosper in the overlapping areas.

For a detailed description of the concept, refer to *Occupancy Map* on page 112.

TWO URBAN DEVELOPMENT AXIS AND
ONE HARBOUR CIRCUMFERENCE PATH
DEFINE A STRATEGIC POINT FOR A
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III.

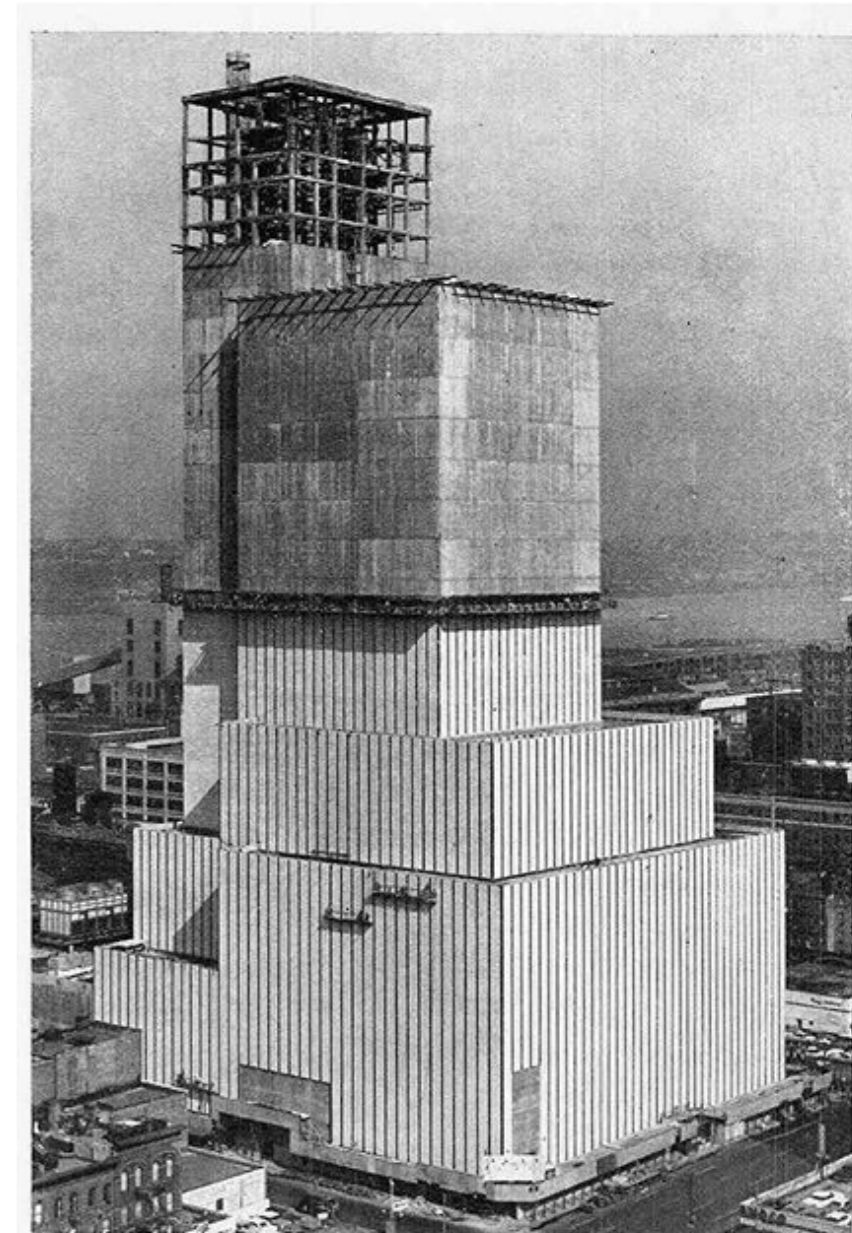
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BUILDING ANATOMY

Composition





1. VOLUMES



The Anatomy chapter dissects the general layers of composition providing an overview of systems at use.

The first compositional layer describes the Volumes. The Volumes house the majority of the programs.

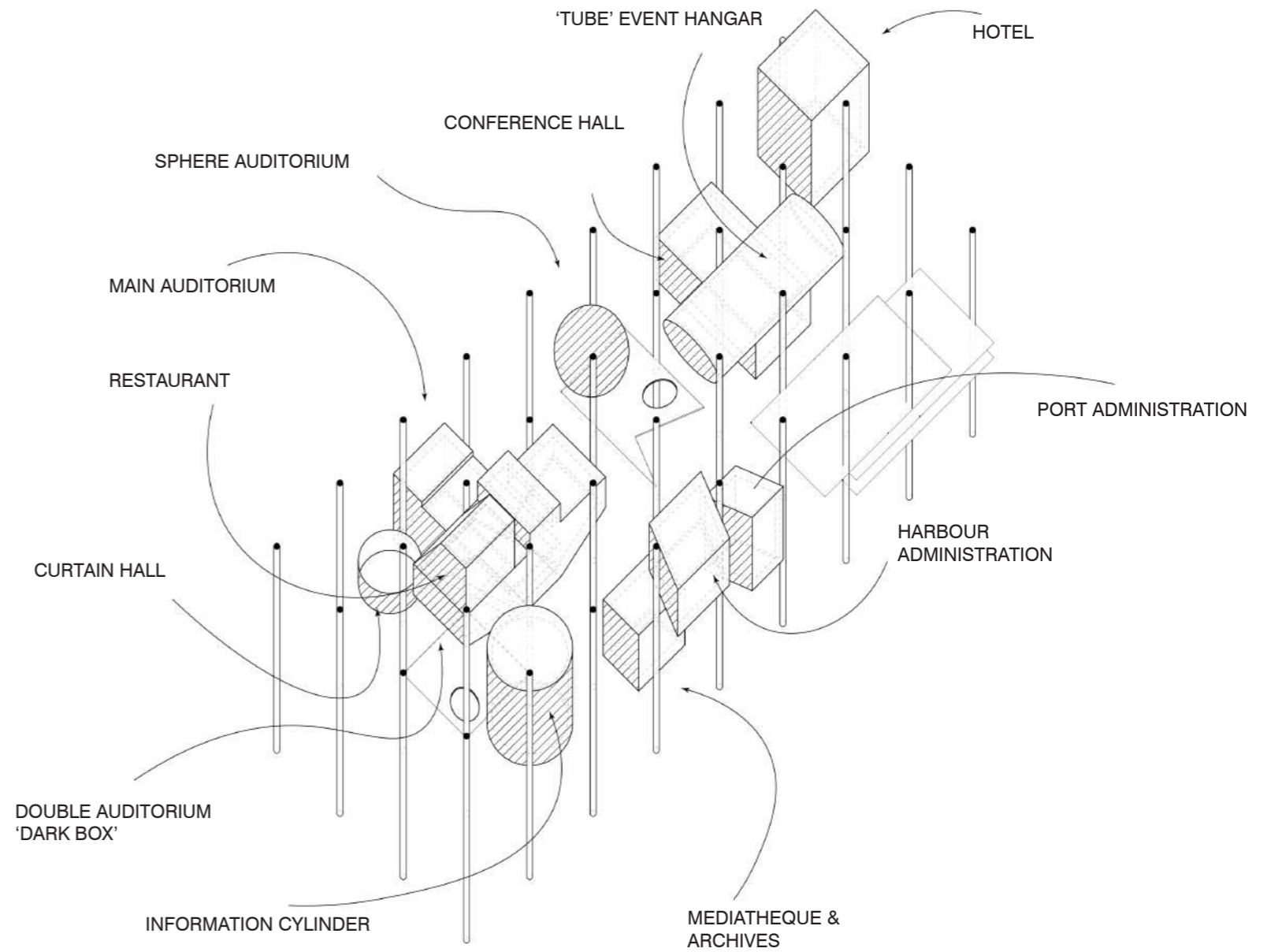
Levitation is achieved through attaching these structurally independent 'boxes' to the superstructure columns that follow the 30 x 30 m extended grid of tinglado 5.

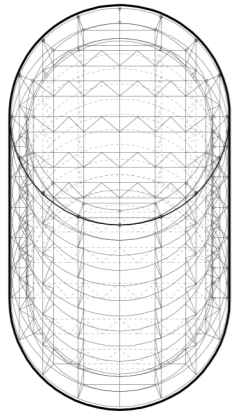
The uses housed in these Volumes are categorized into 2 types:

1) the **fixed type** houses a program that does not change through time and has a more permanent presence, such as the Main Auditorium [MA].

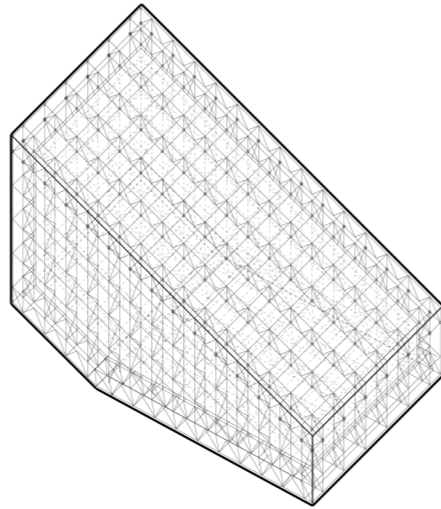
2) the **flexible type** are those volumes that change their use and can accommodate less formal and more immediate activities, such as the double auditorium Dark Box [DB].

Structurally autonomous, hermetic and thermally insulated, the volumes act as programmatic anchors in the building, ensuring their capacity to hold different types of activities, from small to extra large throughout the year.

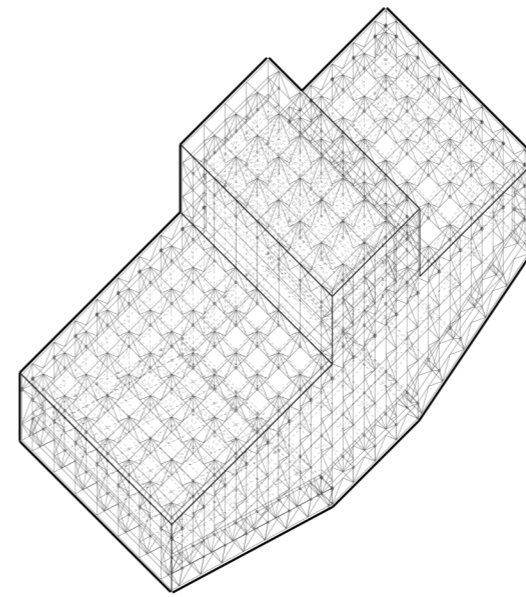




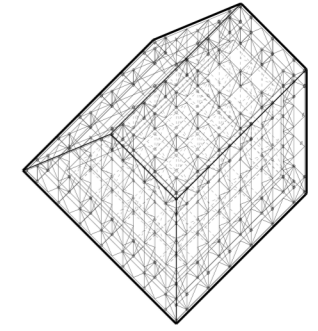
media information cylinder,
flexible



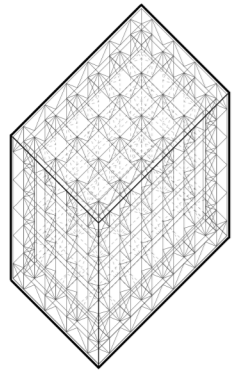
main auditorium, fixed



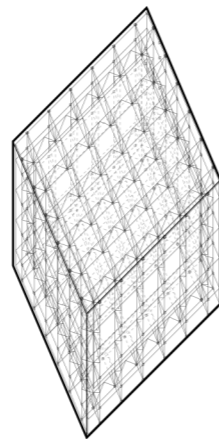
dark box- double auditorium,
flexible



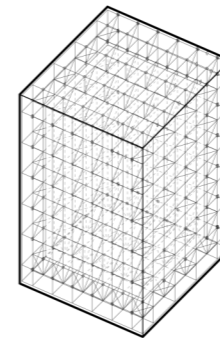
restaurant, fixed



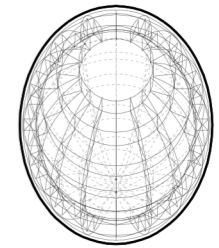
public archives, flexible



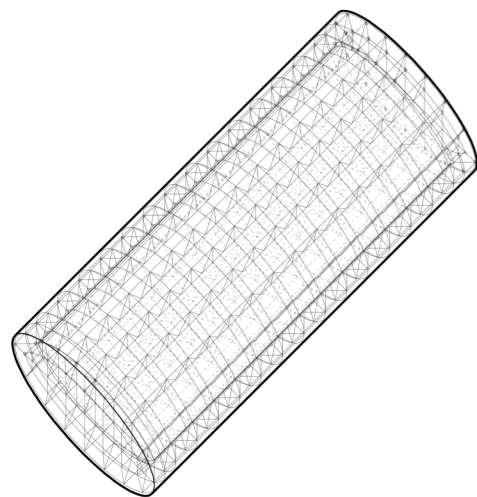
harbour administration, fixed



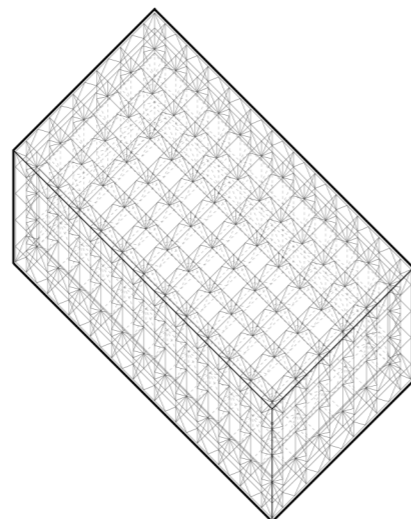
port administration, fixed



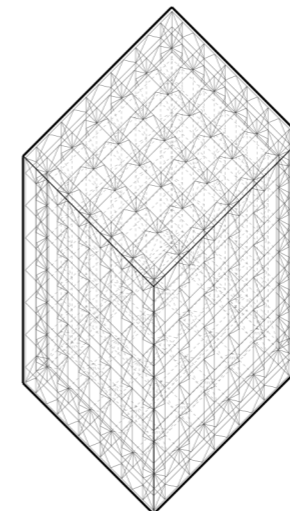
sphere auditorium, flexible



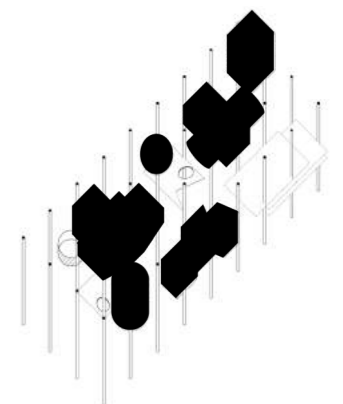
event tube, flexible

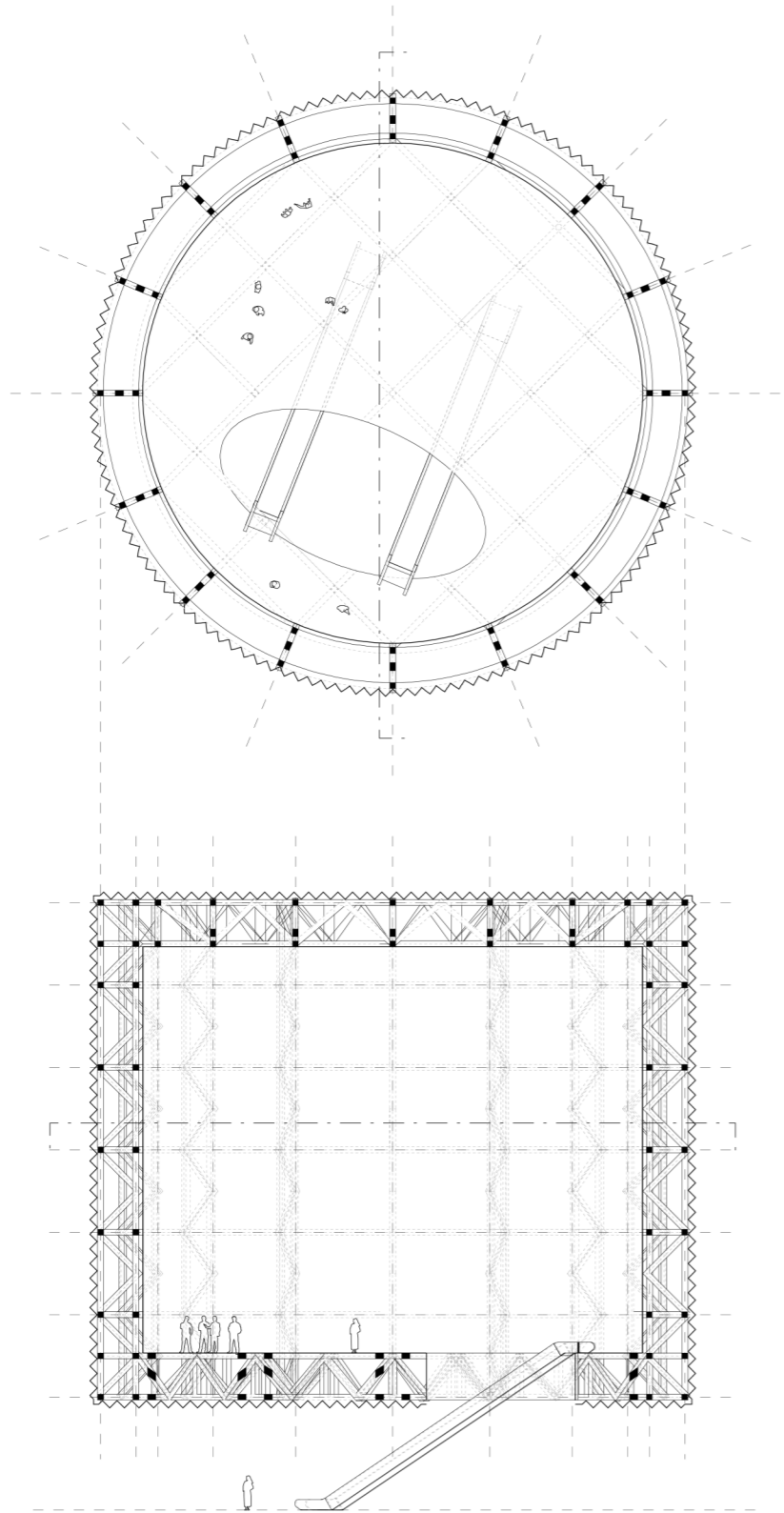


conference hall, fixed

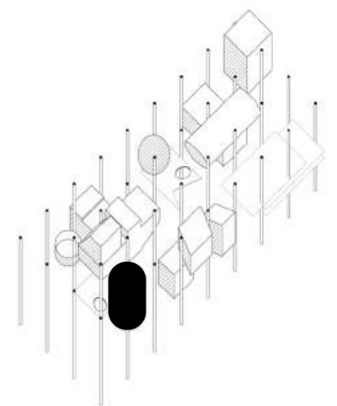
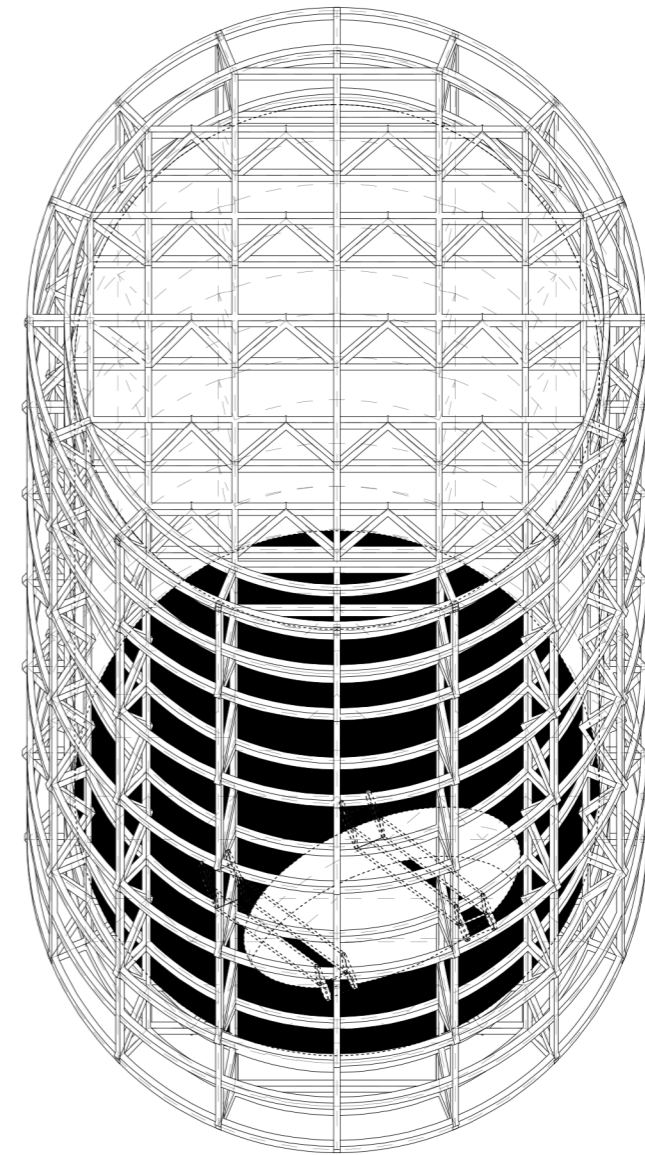


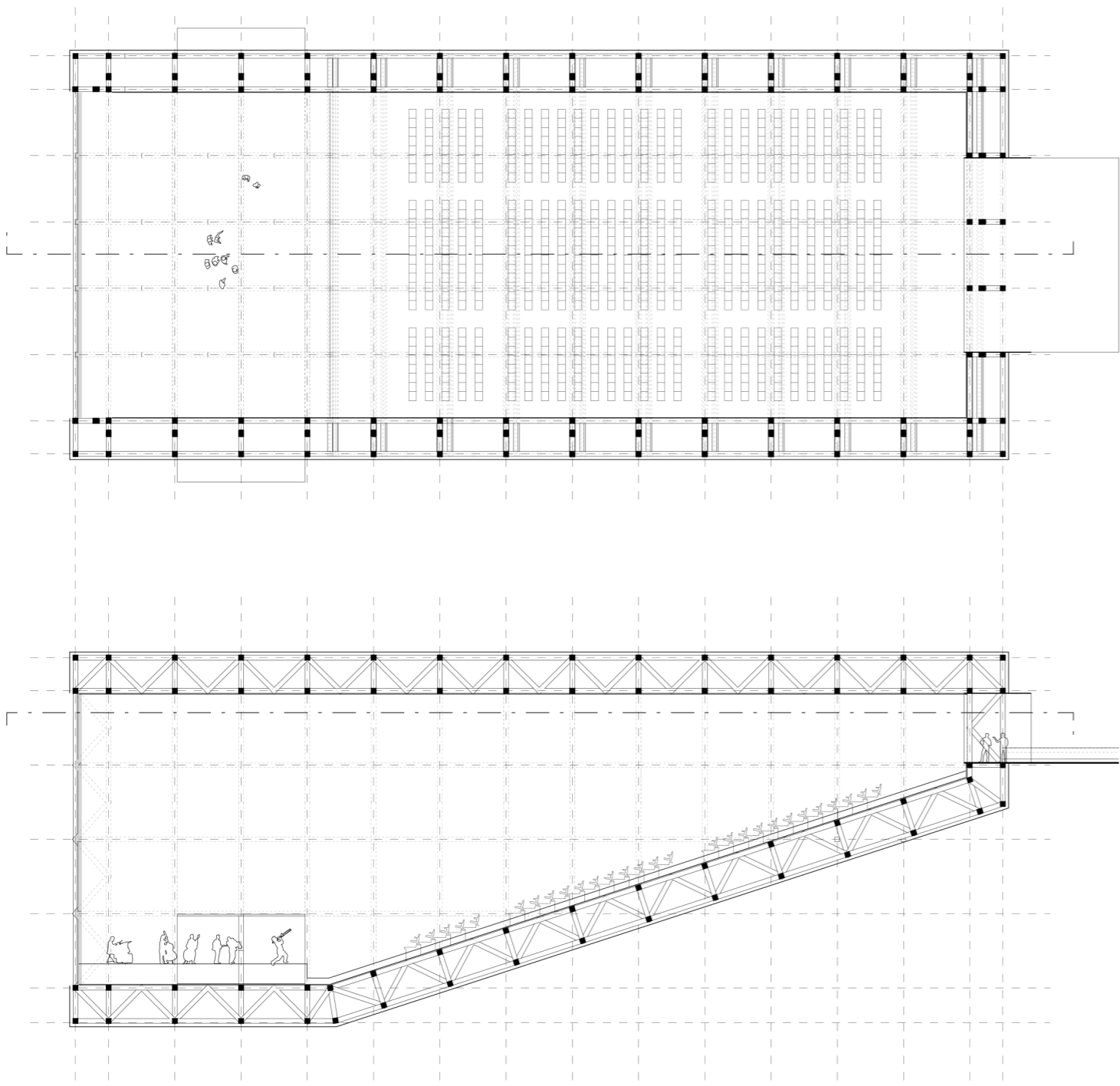
hotel, fixed



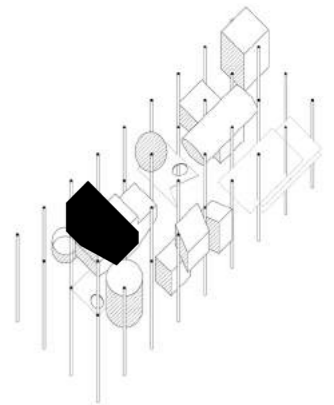
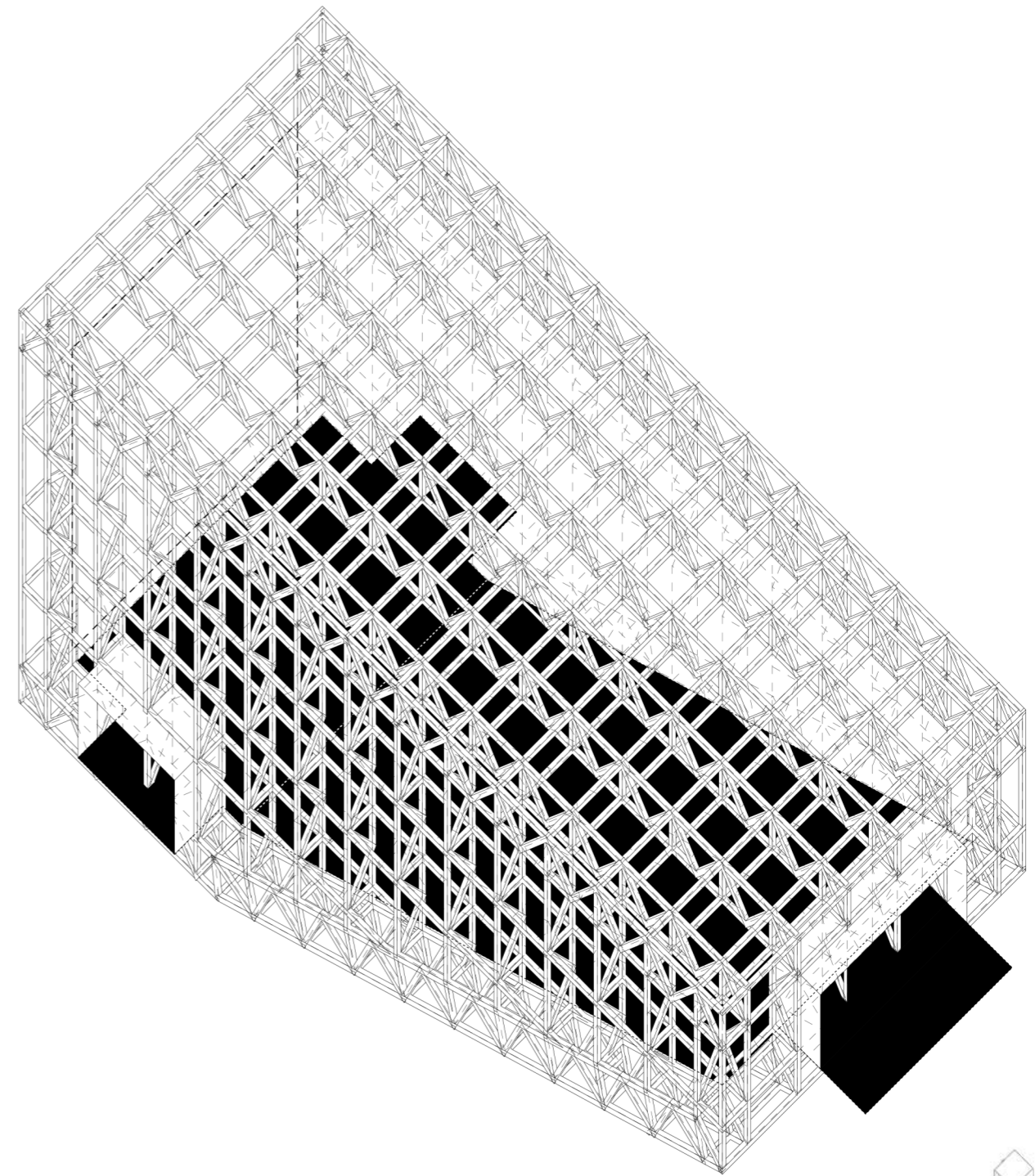


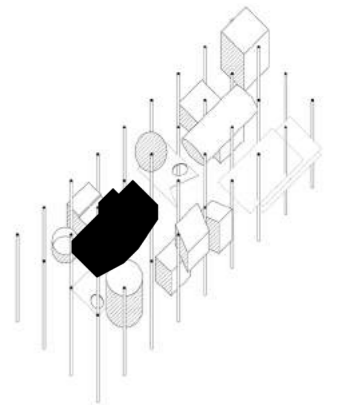
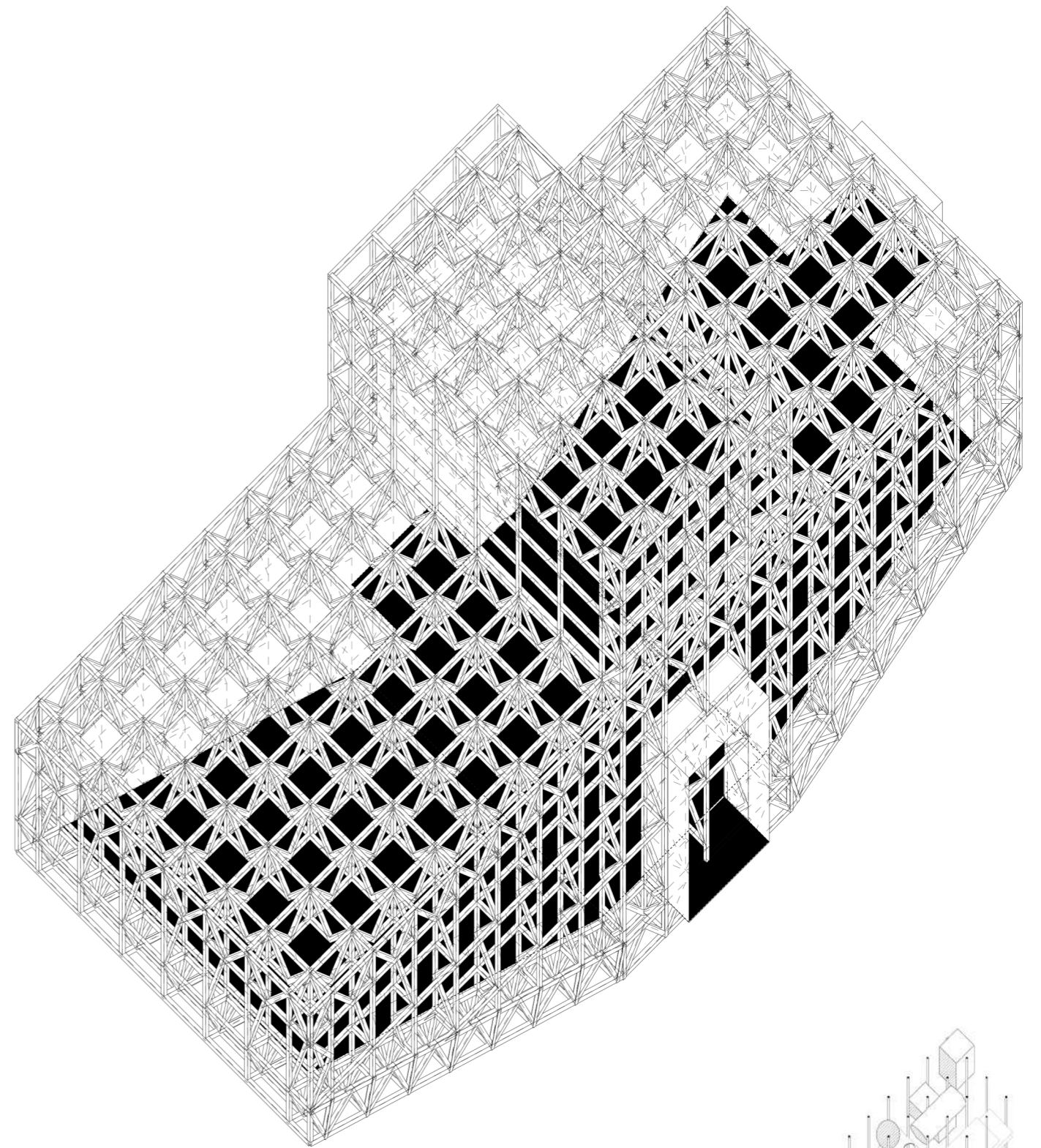
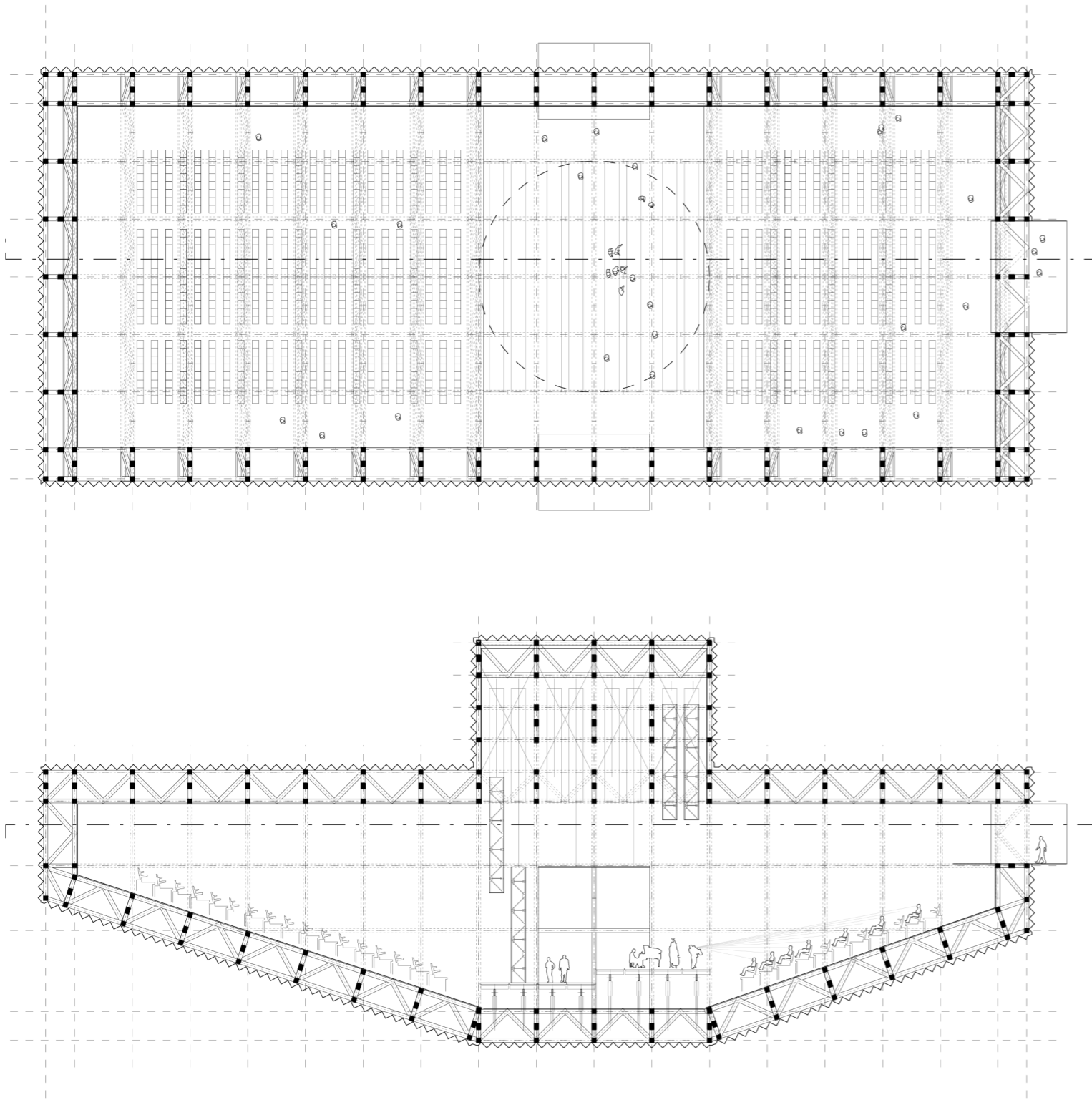
The internal structure of the Volumes is composed with lattice steel box beam trusses, using one general modulation to compose the distinct geometries.



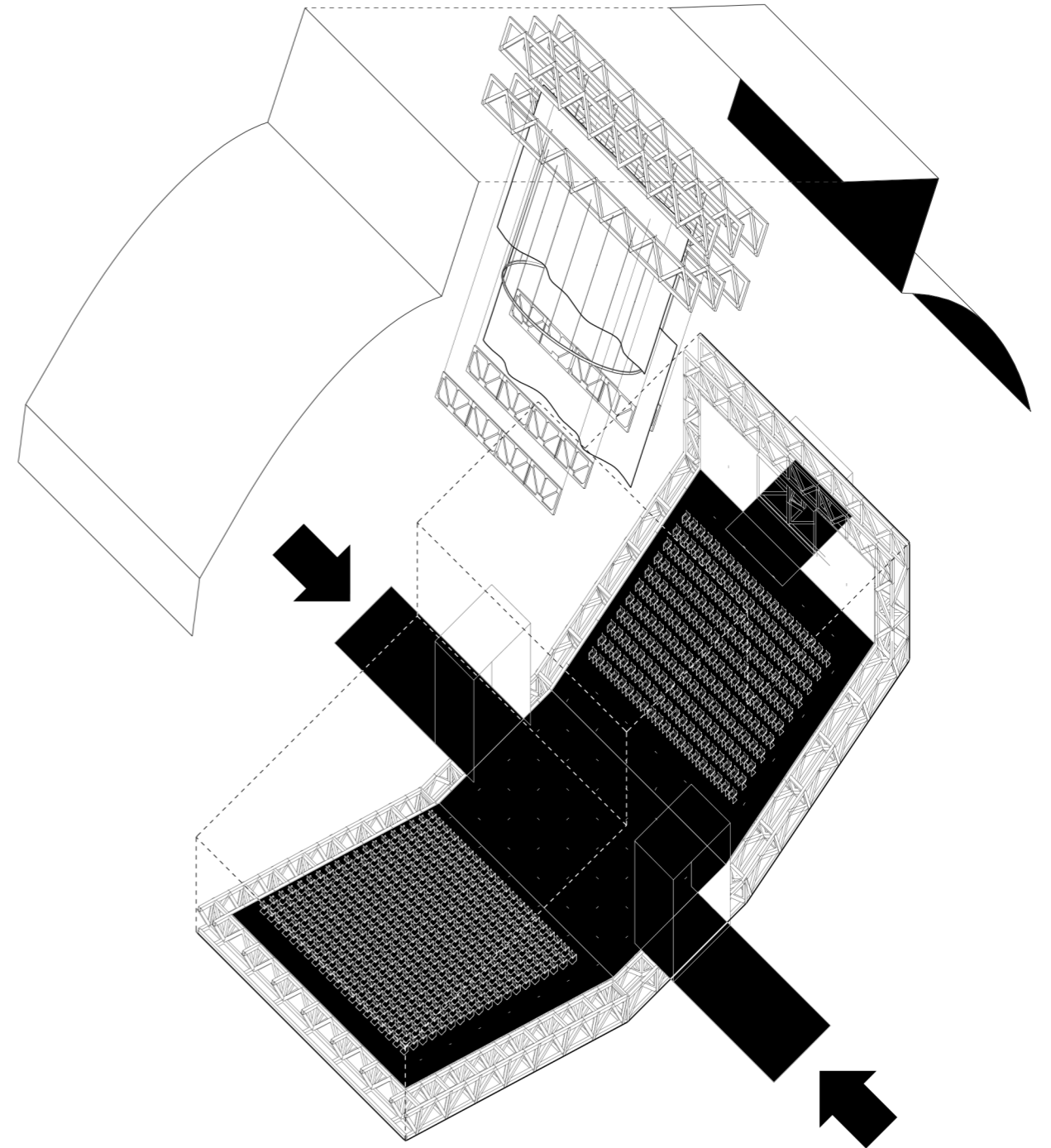
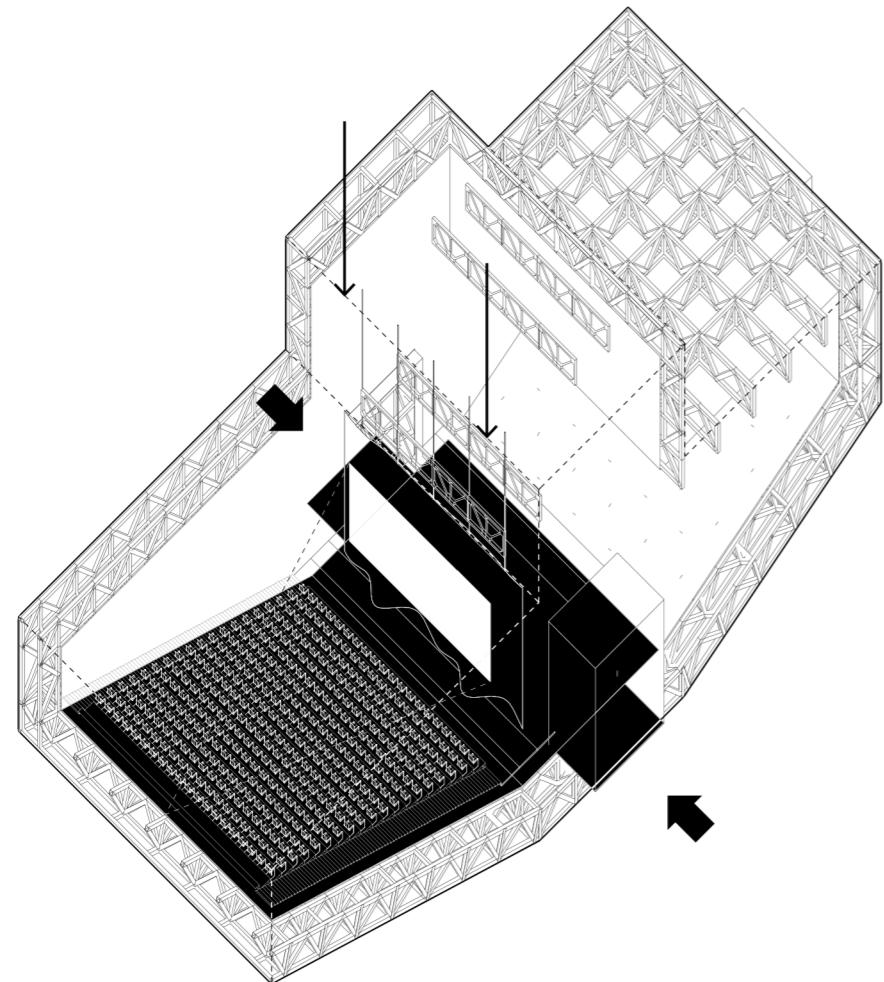
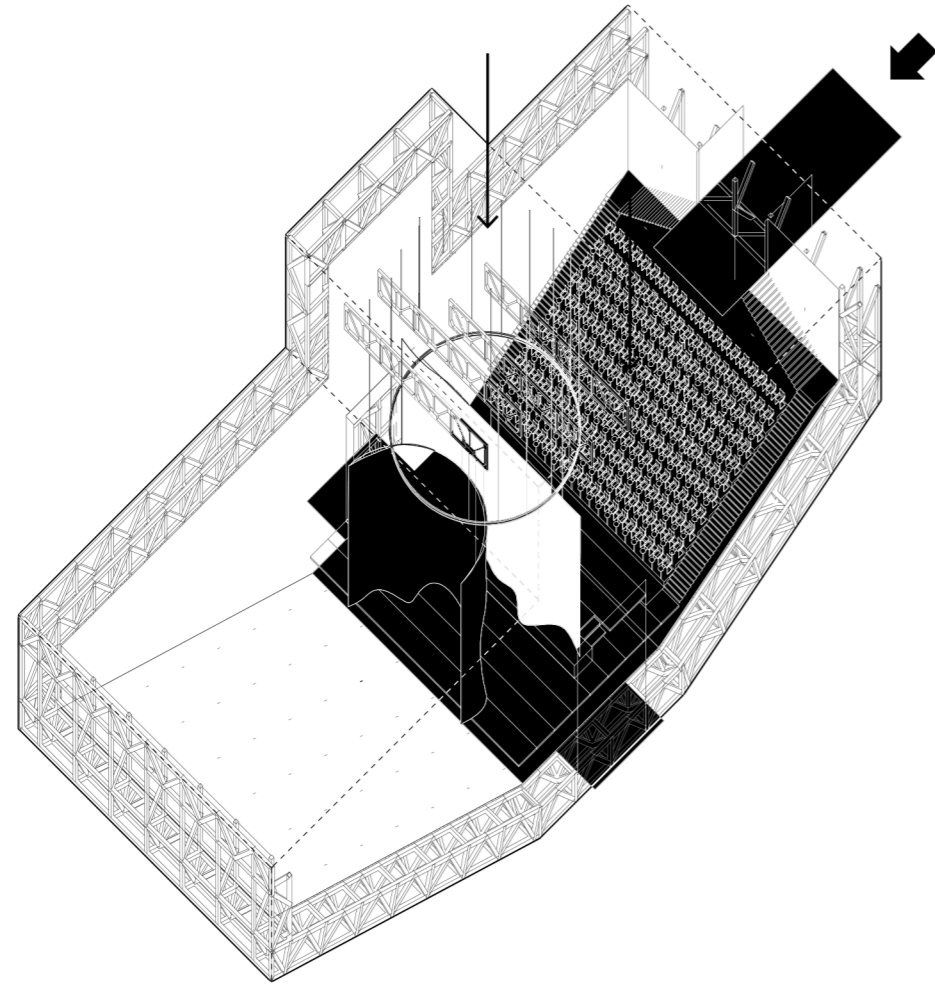


This thickened layer helps to create a structurally autonomous 'nest', where openings are made depending on the use and other factors.





The dark box is an example of a flexible volume. Its location within the structure and its interior installations are adjusted to adapt to a variety of uses faster than the fixed types.



modulation 3: both auditoriums are used for a fashion show. The side gates are opened up to expand outwards

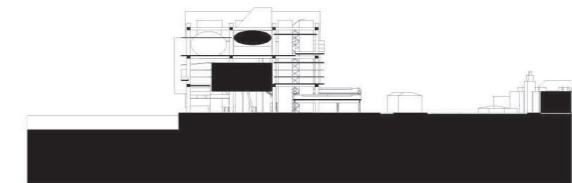


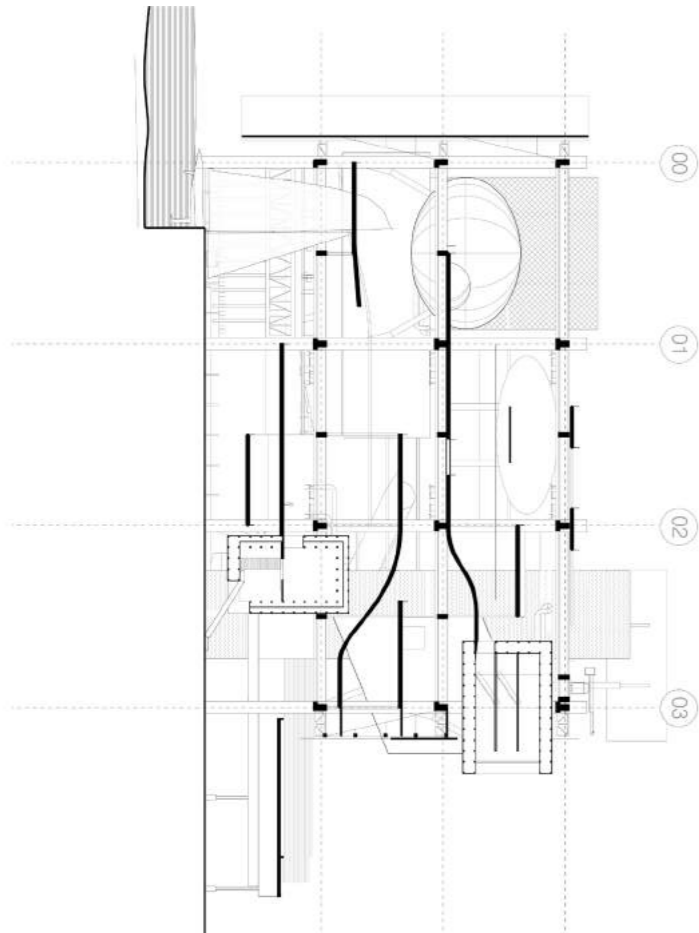
Regarding the general disposition, the logic follows the pleasure to utility spectrum as it proceeds in sections but gains complexity in plan when the layers are superimposed - creating something of a field condition.

Hence, each section vaguely portrays a situation characteristic for the 'strip' of three 30x30 modules of the superstructure.

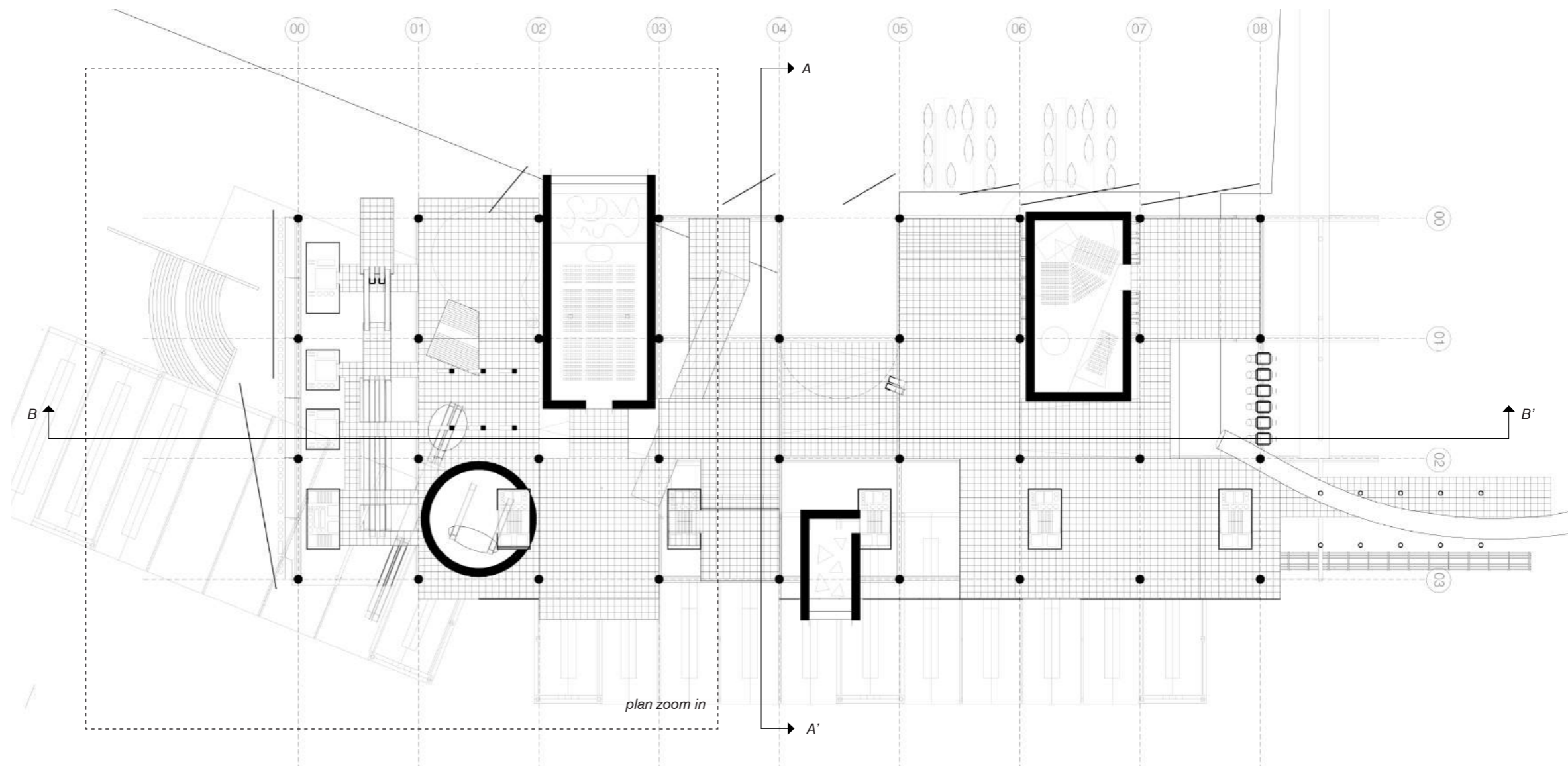
Proceeding from the North-West:

- Arrival + Services strip
- Visual strip
- Audio strip
- Public Admin + Agora strip
- Private Admin + Agora strip
- Market + Exhibition strip
- Assembly strip
- Hotel + Storage strip

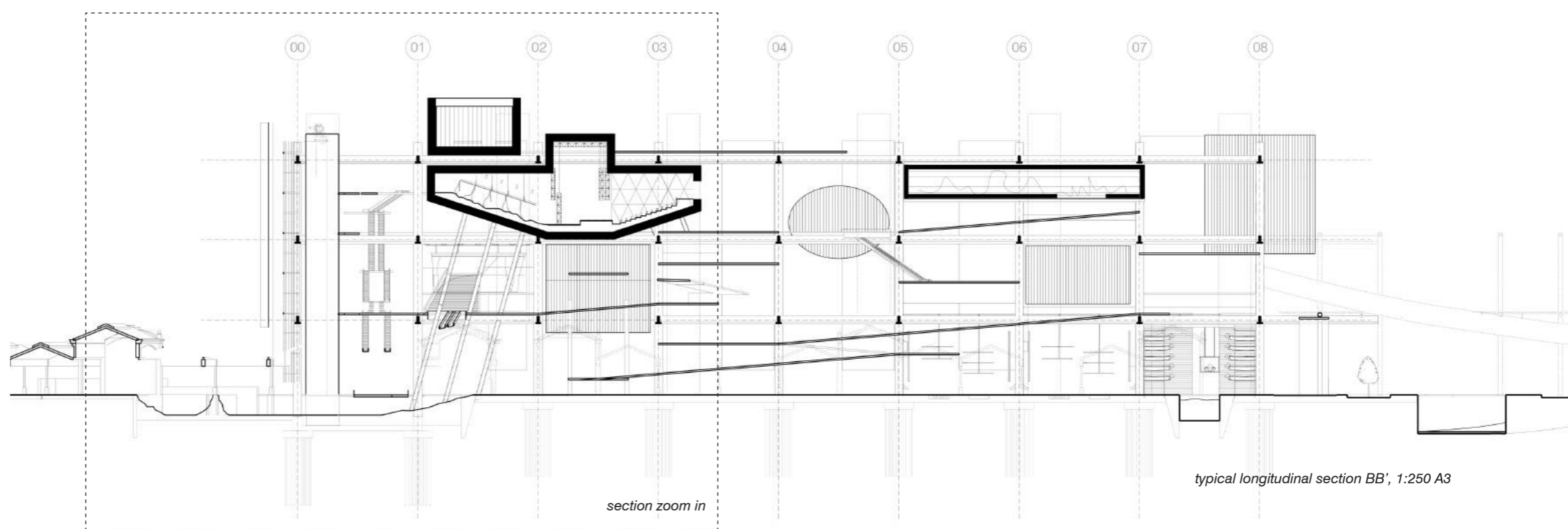




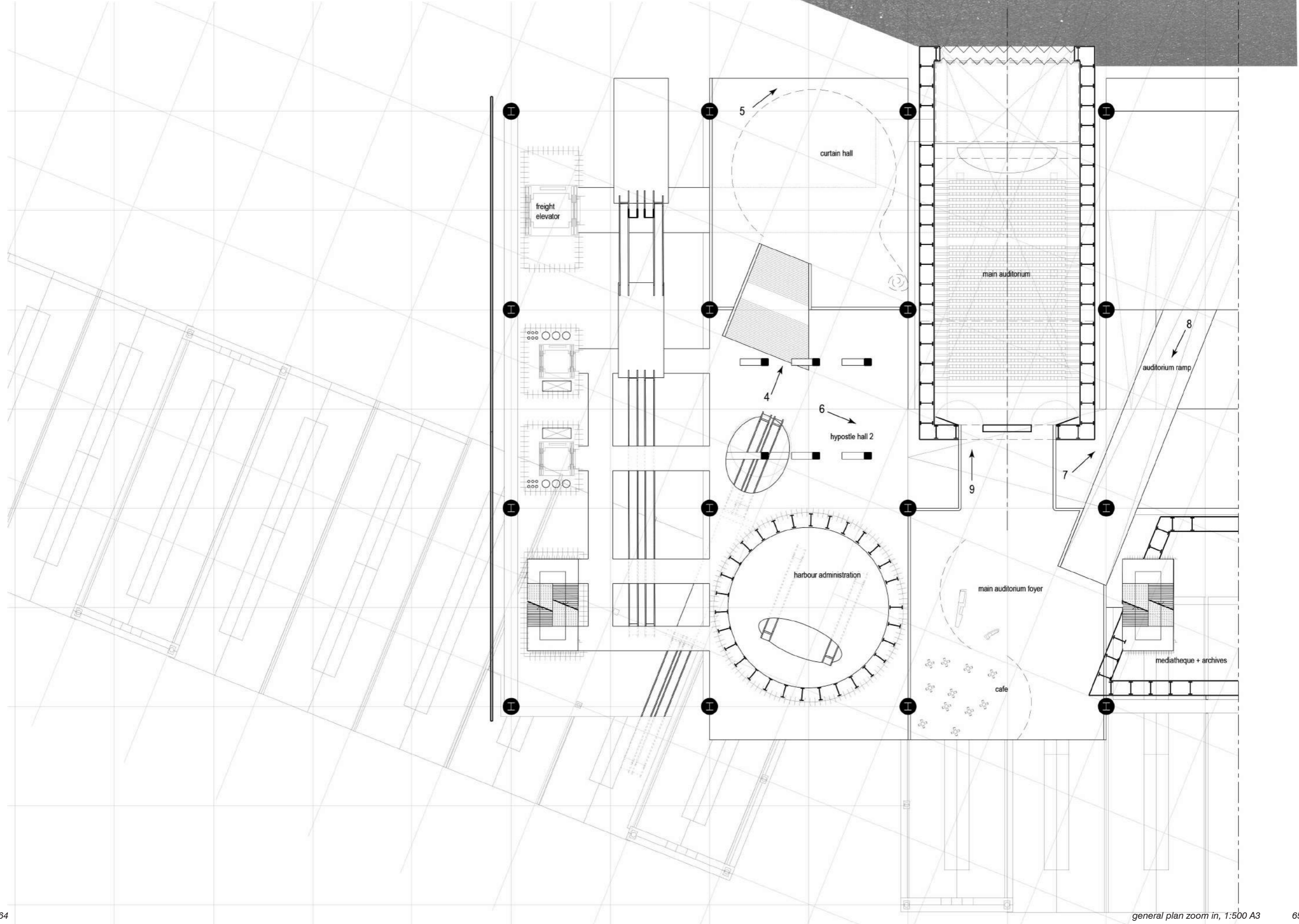
typical transverse section AA', 1:250 A3

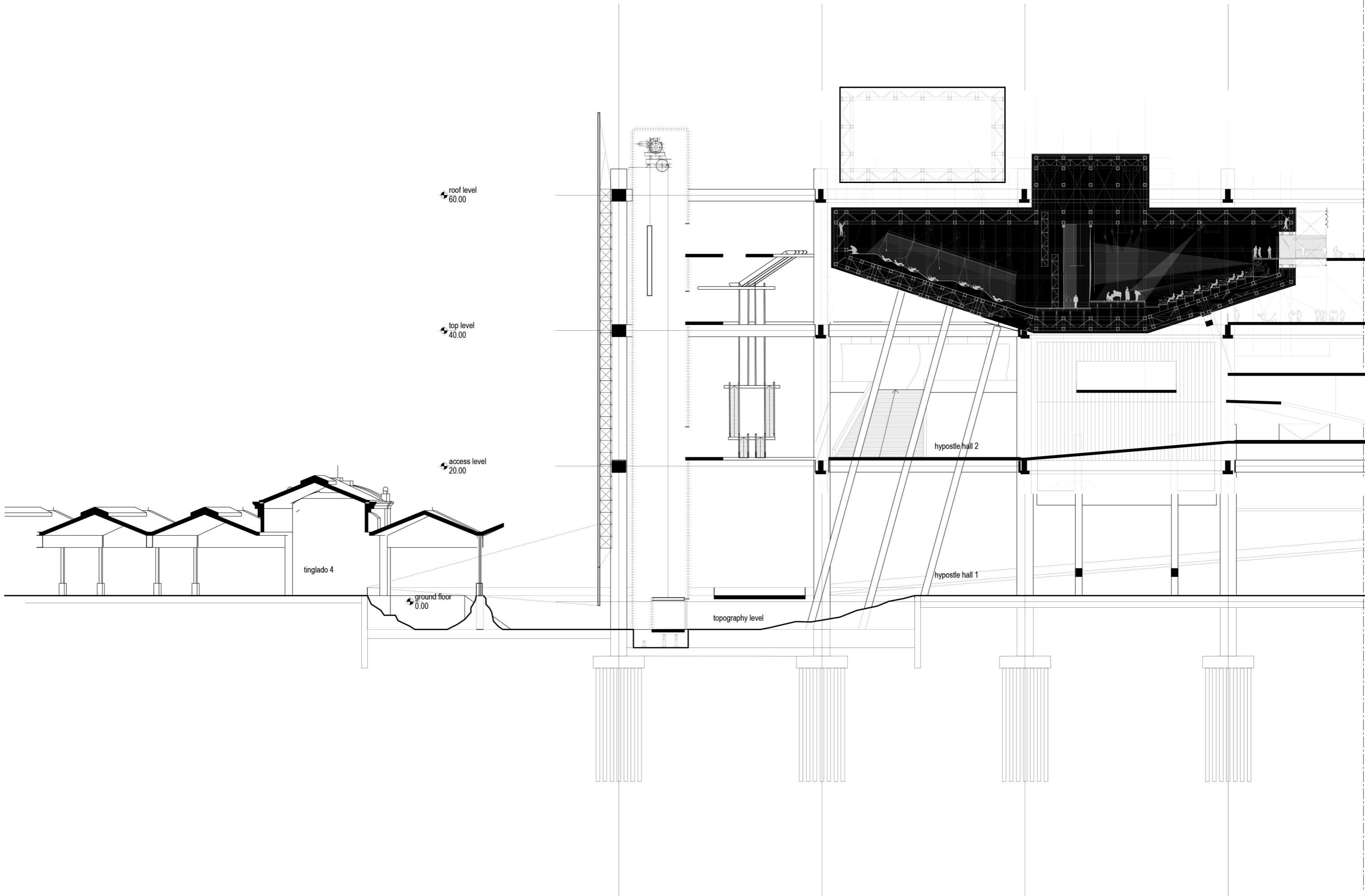


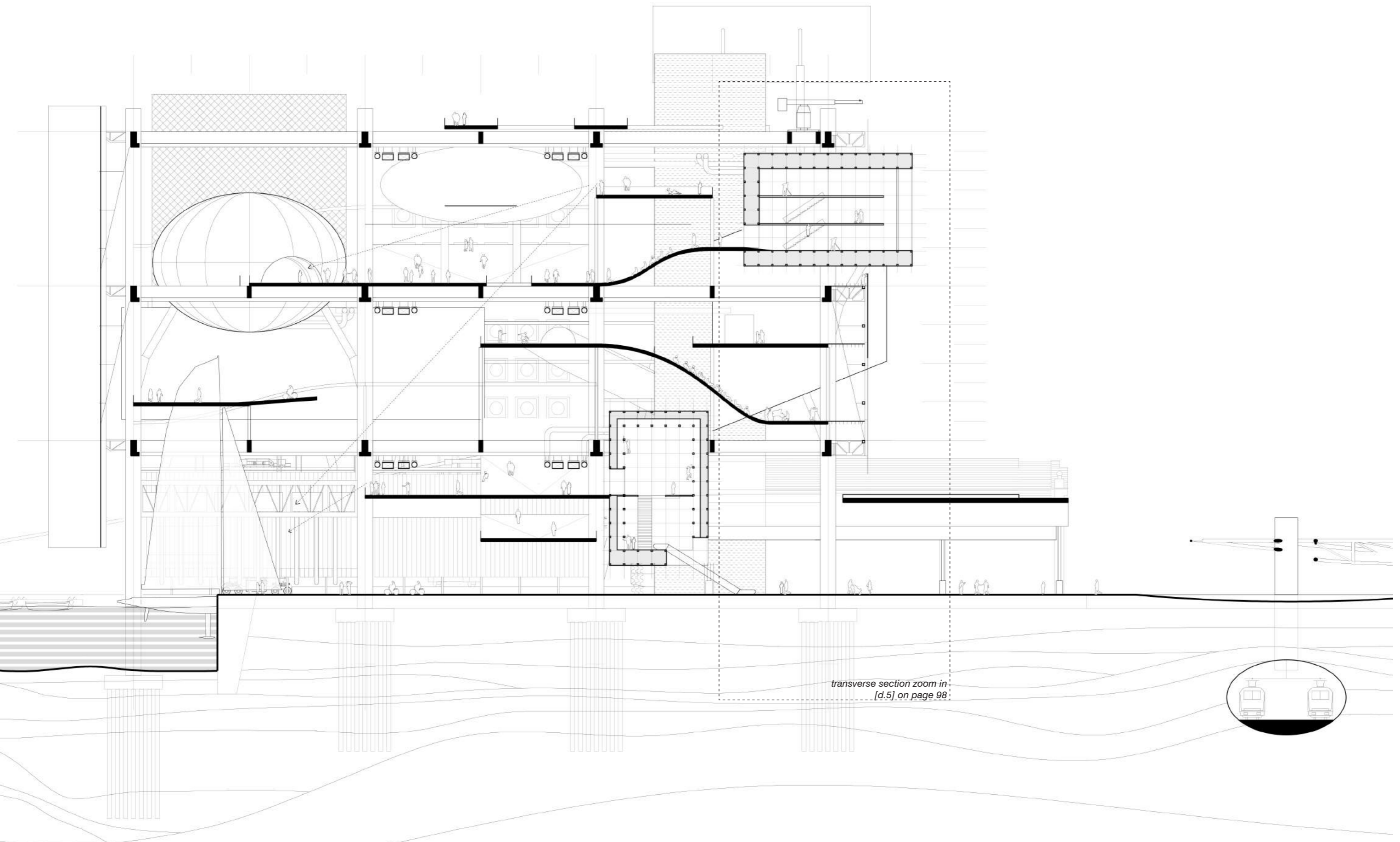
typical plan +30m, 1:250 A3



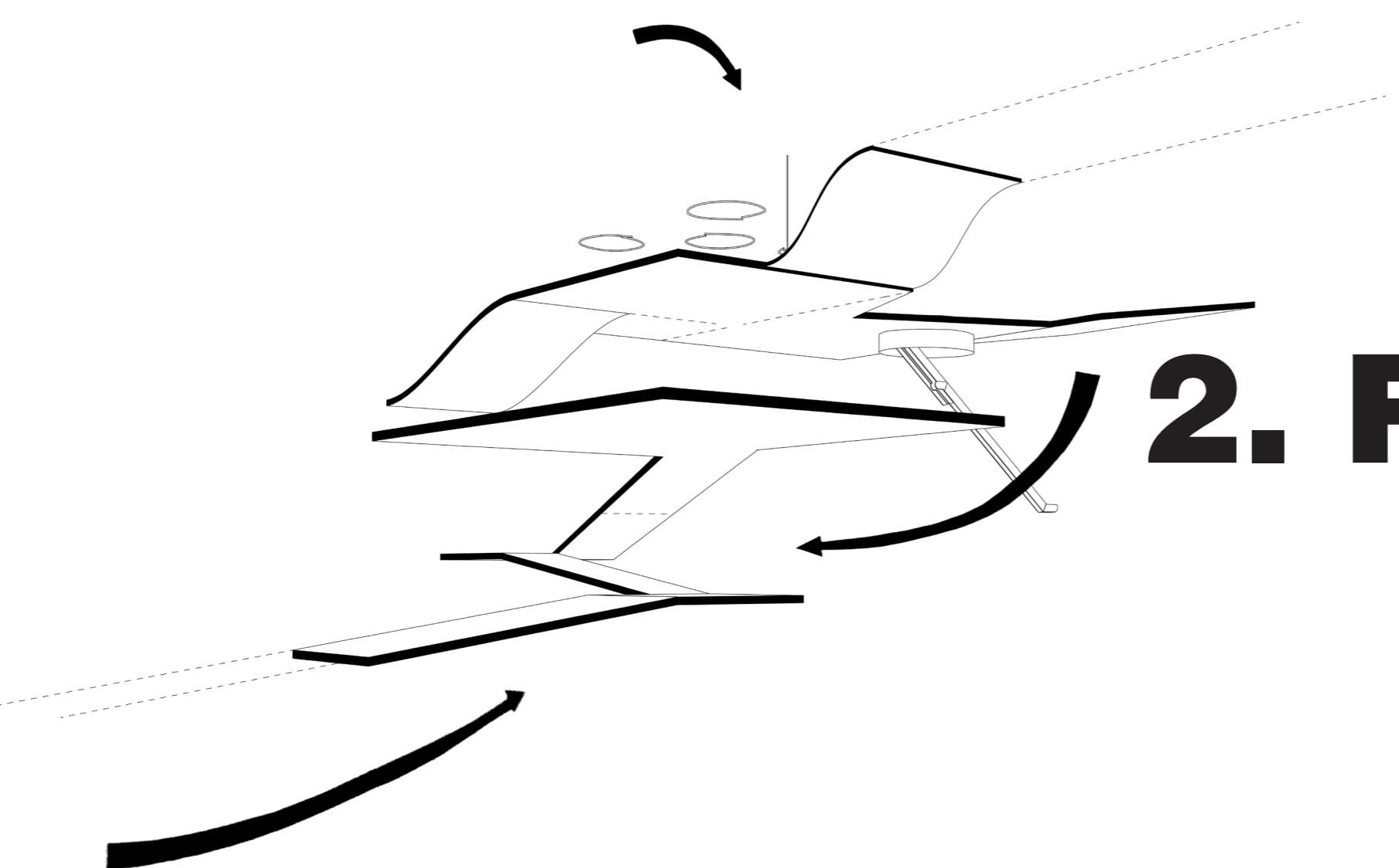
typical longitudinal section BB', 1:250 A3



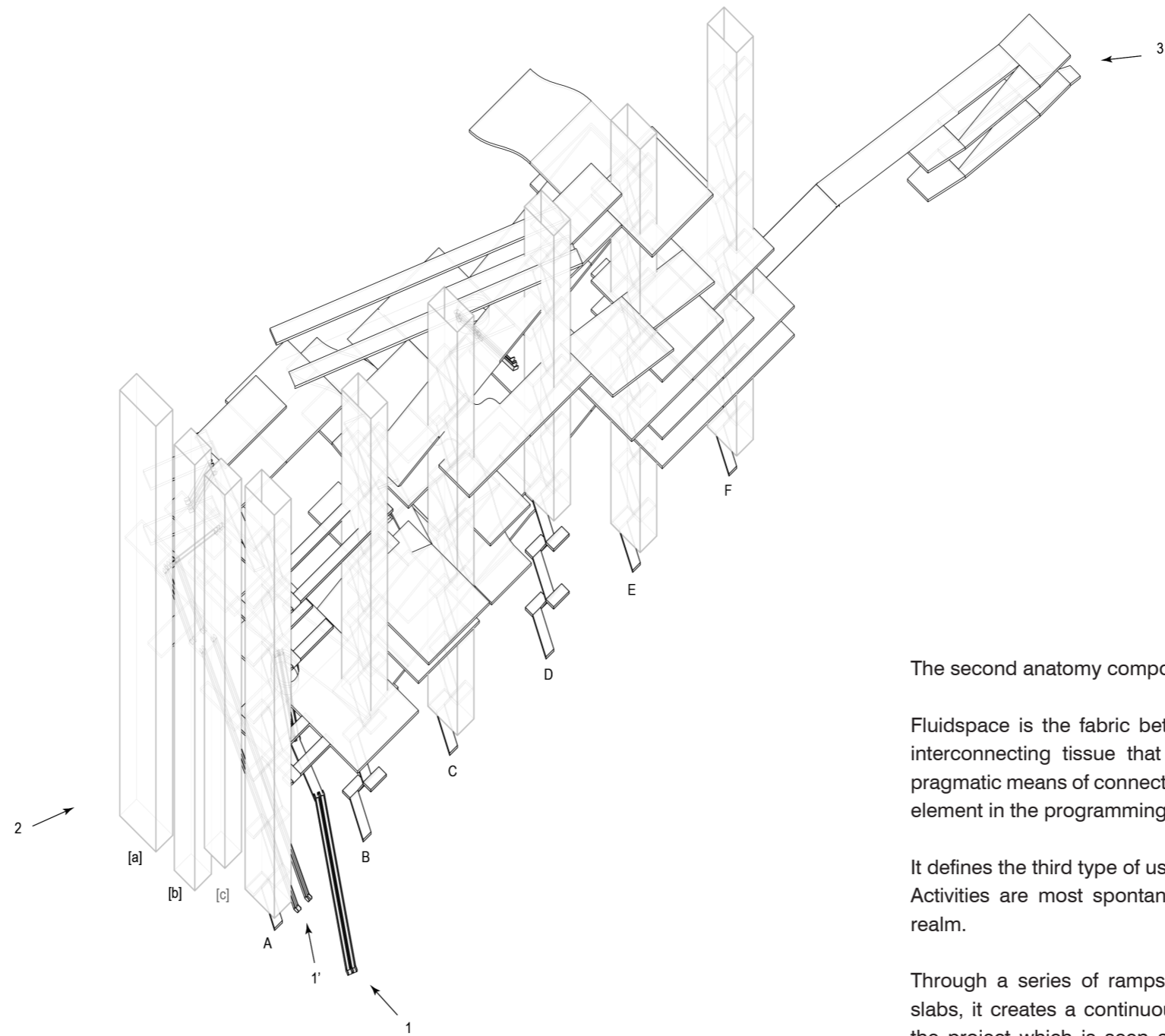
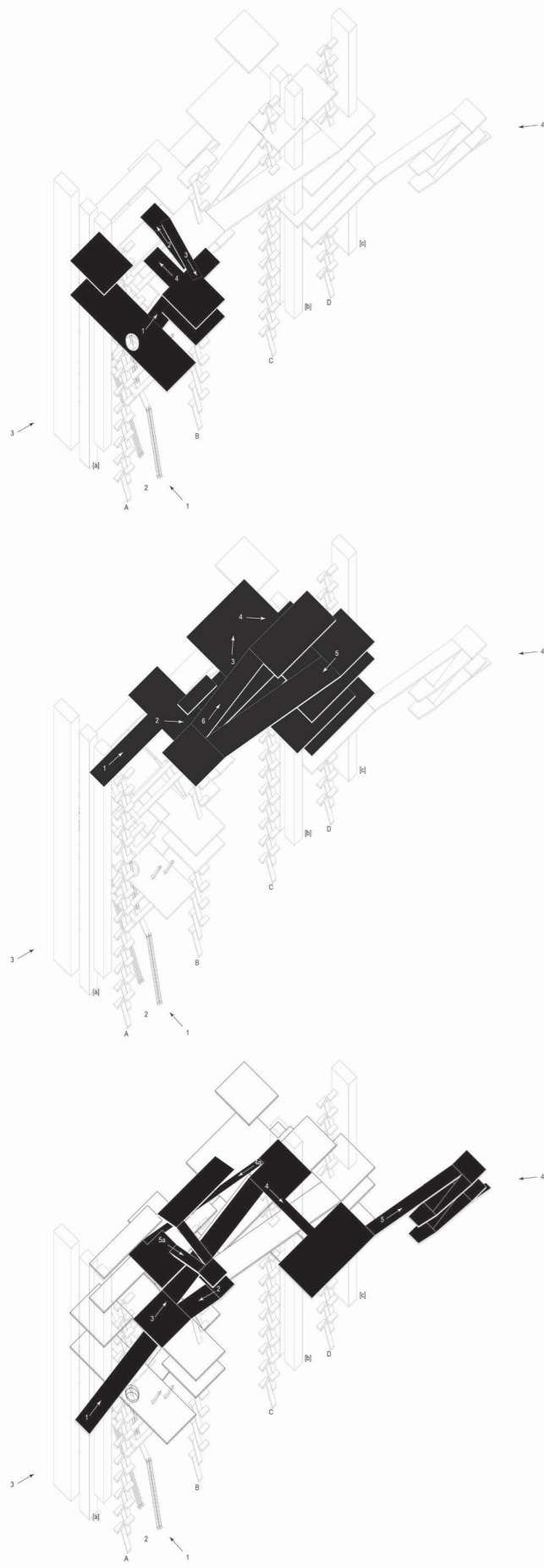




transverse section zoom in
[d.5] on page 98



2. FLUIDSPACE



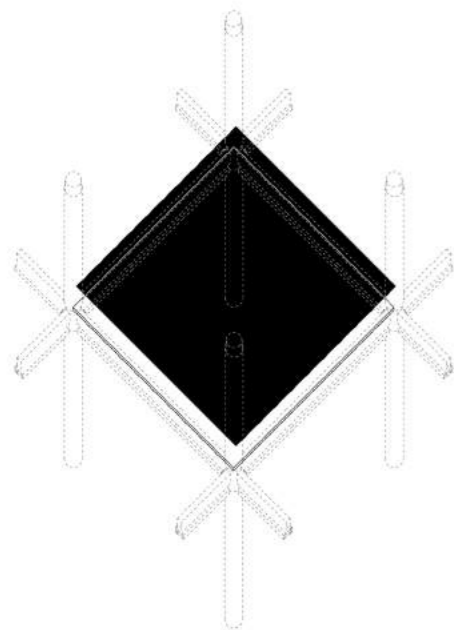
The second anatomy component is Fluidspace.

Fluidspace is the fabric between the volumes, the interconnecting tissue that acts both in terms of pragmatic means of connectivity and is also a crucial element in the programming game.

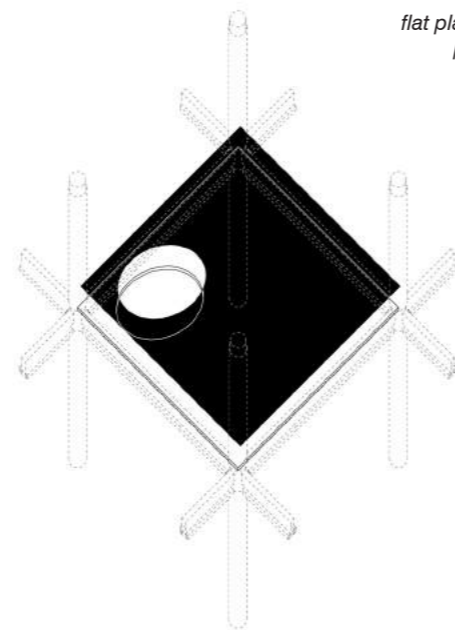
It defines the third type of use, the open use. Activities are most spontaneous and liquid in this realm.

Through a series of ramps, platforms and curved slabs, it creates a continuous horizontal surface of the project which is seen as a new urban ground floor. Ramps, stairs and escalators facilitate the access and connections, with the vertical cores placed along the South-West facade.

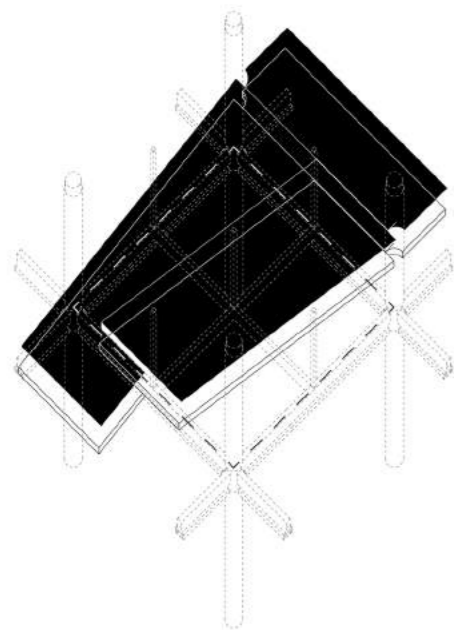
Activity from the volumes occasionally spills out into the fluidspace, activating it and triggering new uses and hybrid situations. In the end, this continuous surface can be accessed quickly and easily to bring you to the destination or it can also be wandered around for hours, discovering new views, events and situations.



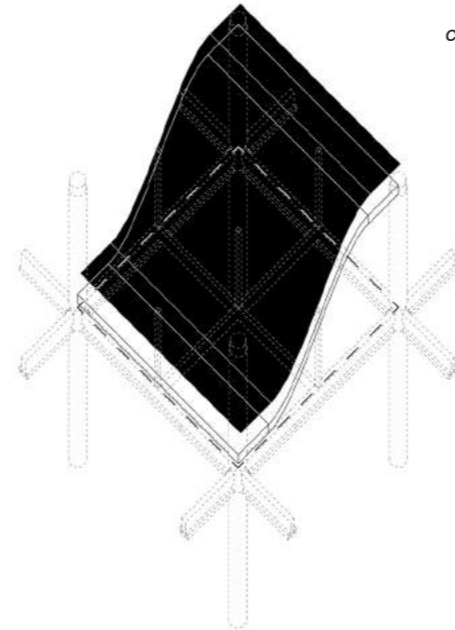
flat platform



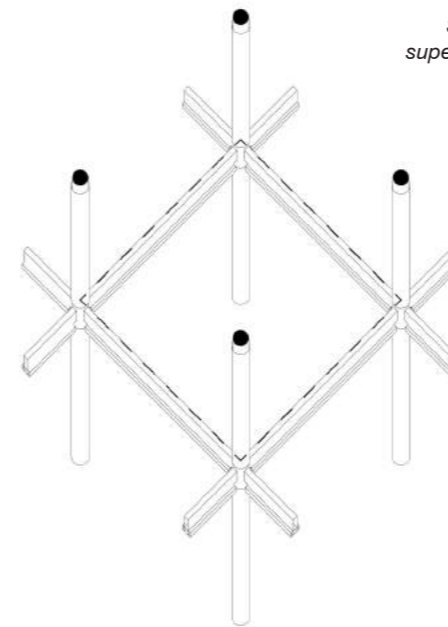
flat platform with perforation



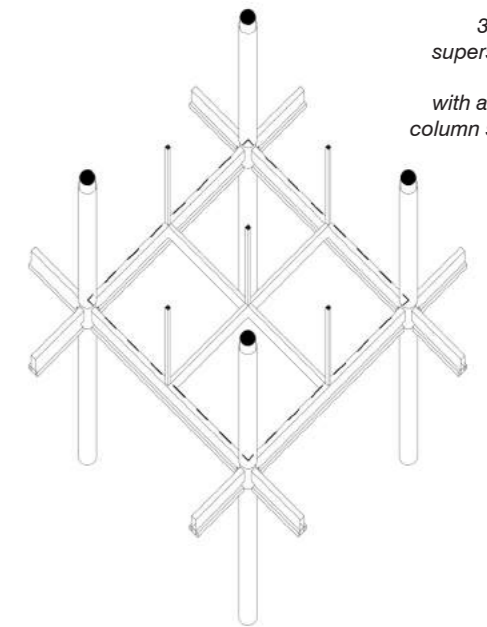
large ramp



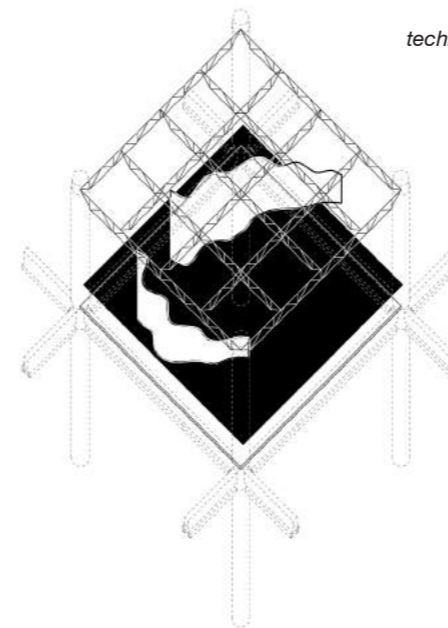
curved slab



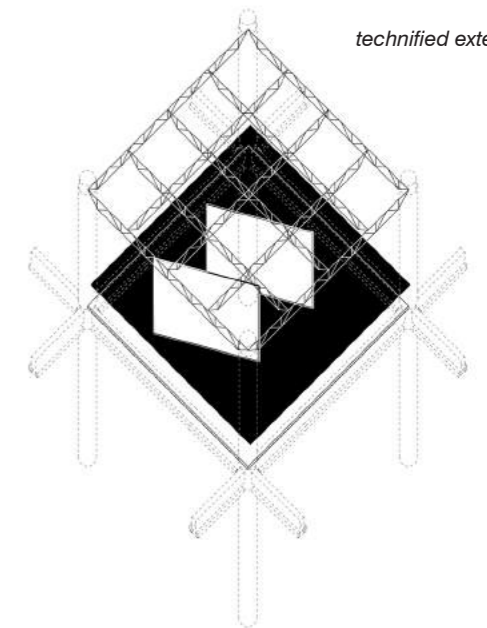
30 x 30 m original superstructure module



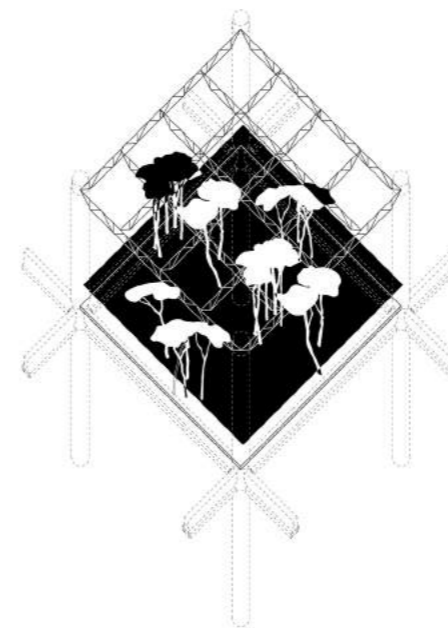
30 x 30 m superstructure module with additional column supports



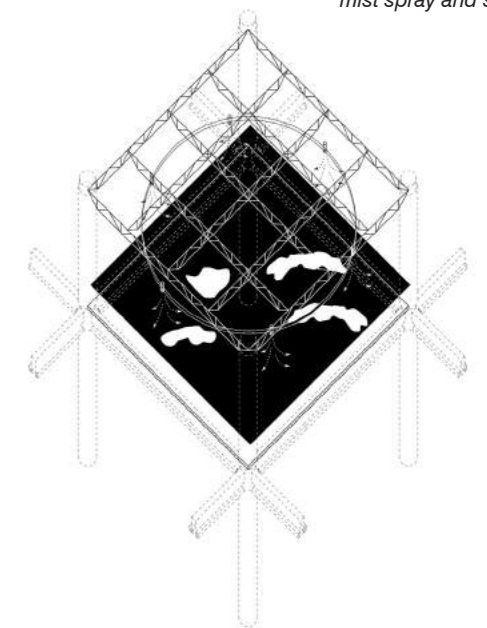
technified exterior with a curtain



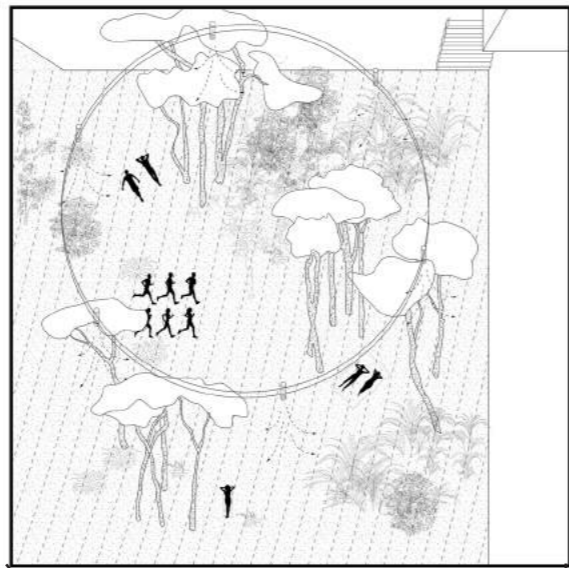
technified exterior with screens



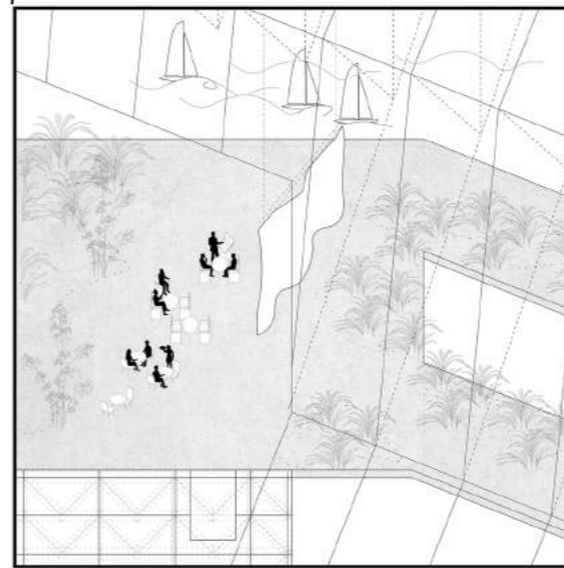
technified exterior with vegetation



technified exterior with mist spray and sand pits



Situation 1: See Garden



Situation 2: Roof Cafe

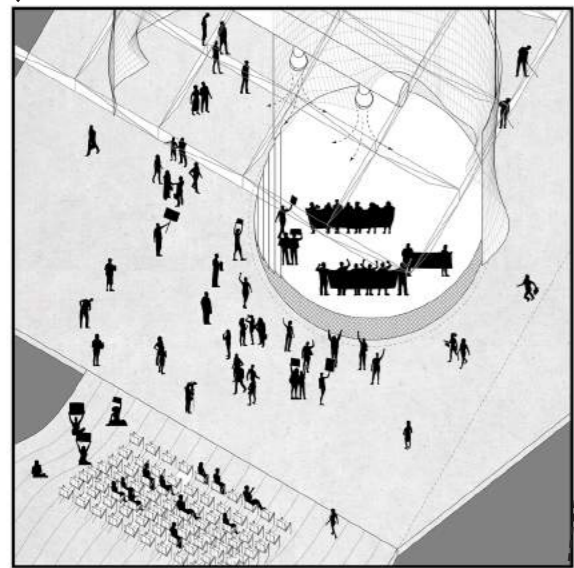
6 AM
time →

9 AM

12 PM

3 PM

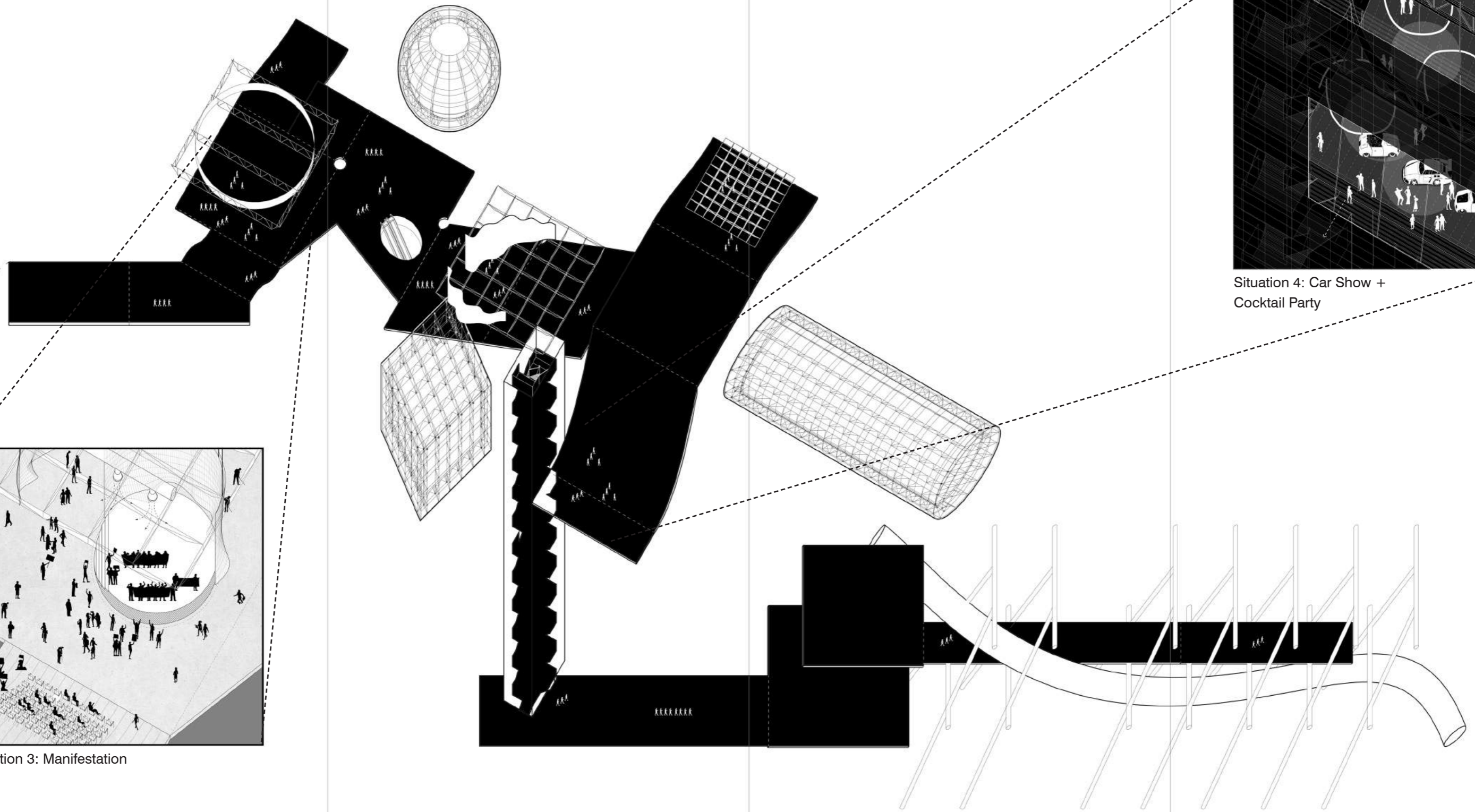
6 PM



Situation 3: Manifestation

6 PM

9 PM



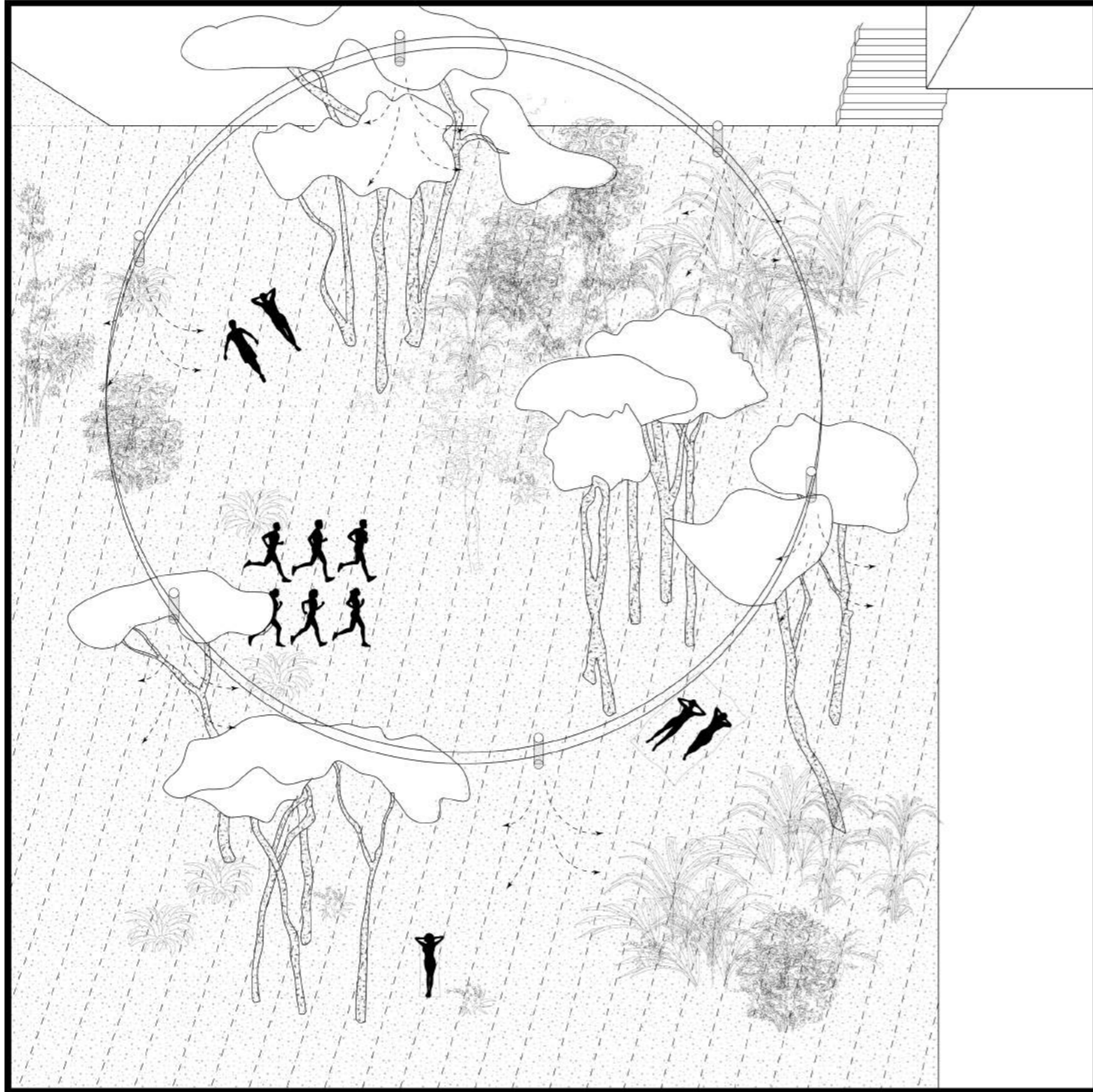
12 AM

3 AM

6 AM



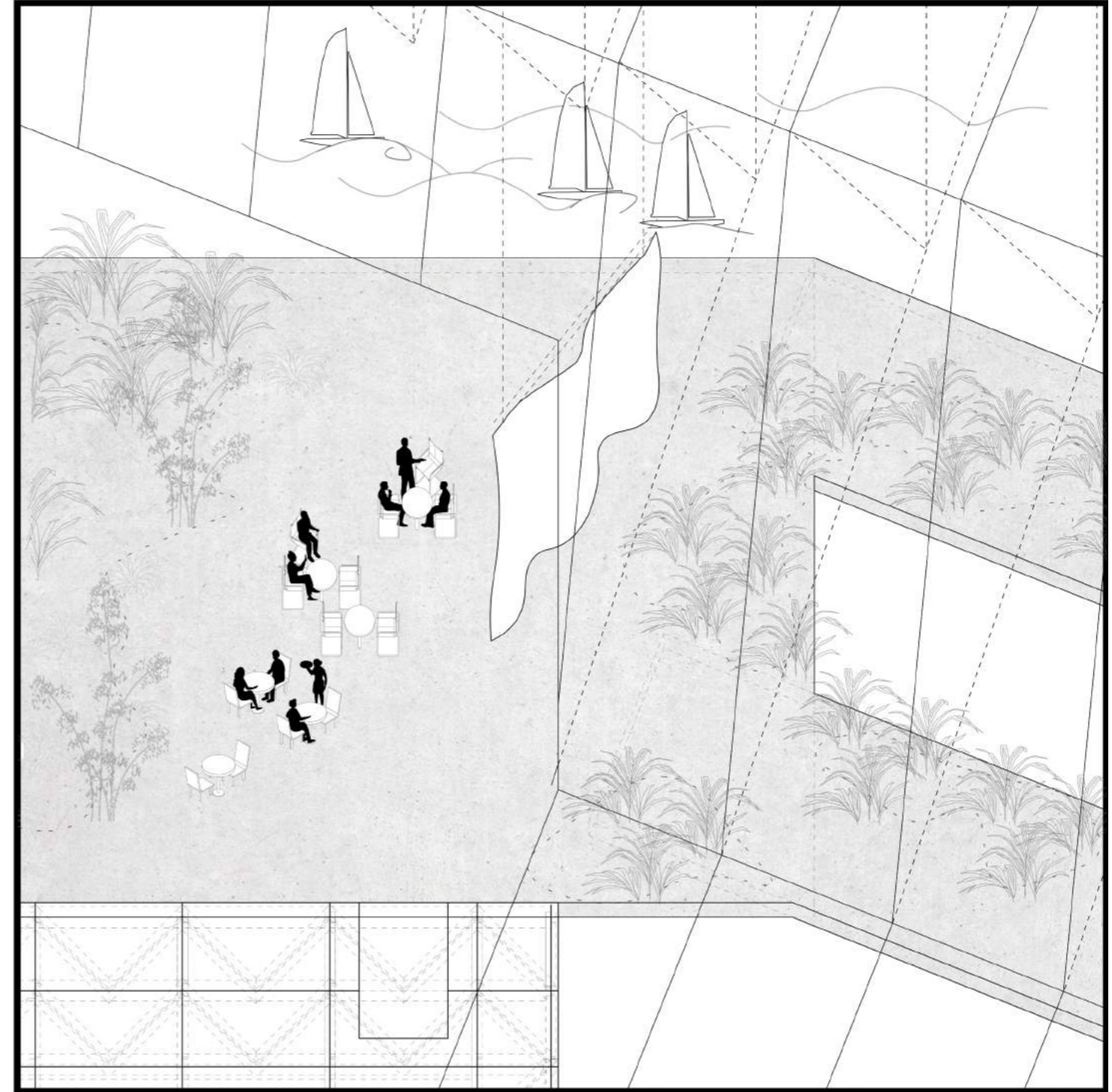
Situation 4: Car Show +
Cocktail Party



[d.1]

Situation 1: See Garden

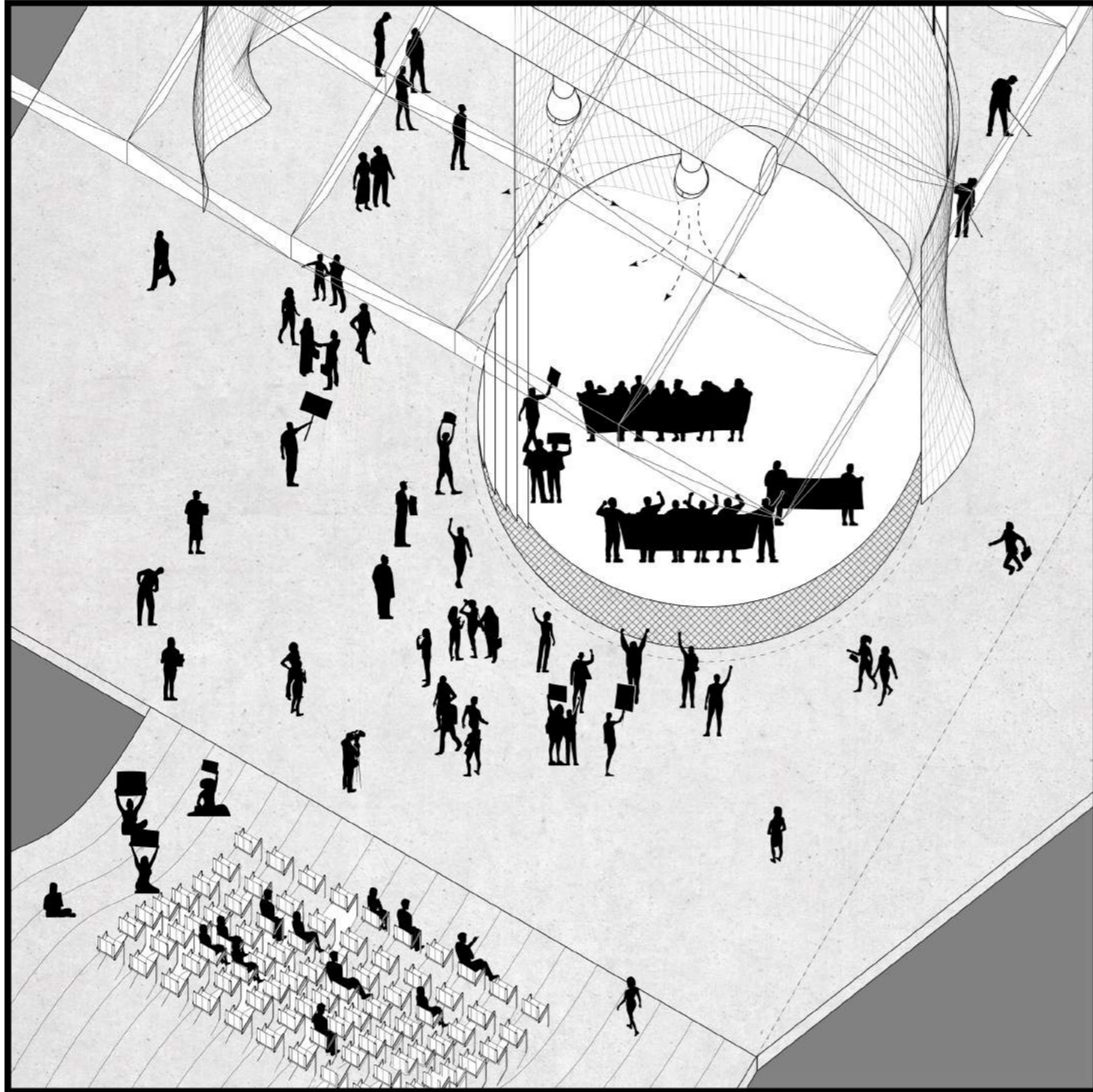
Morning run and tanning in the «See Garden». The garden sits on a gently curved slab 20 m high facing the harbour side. Nature is transplanted onto this artificial island allowing the Turia Park to finally symbolically and literally touch the sea.



[d.2]

Situation 2: Roof Cafe

The roof cafe opens up panoramic views on the territories, visually synthesising the leisure waters of the harbour and activity of the port. The light roof allows for the cafe to be open and shaded from the midday sun, making it a perfect place for a snack.



[d.3]

Situation 3: Manifestation

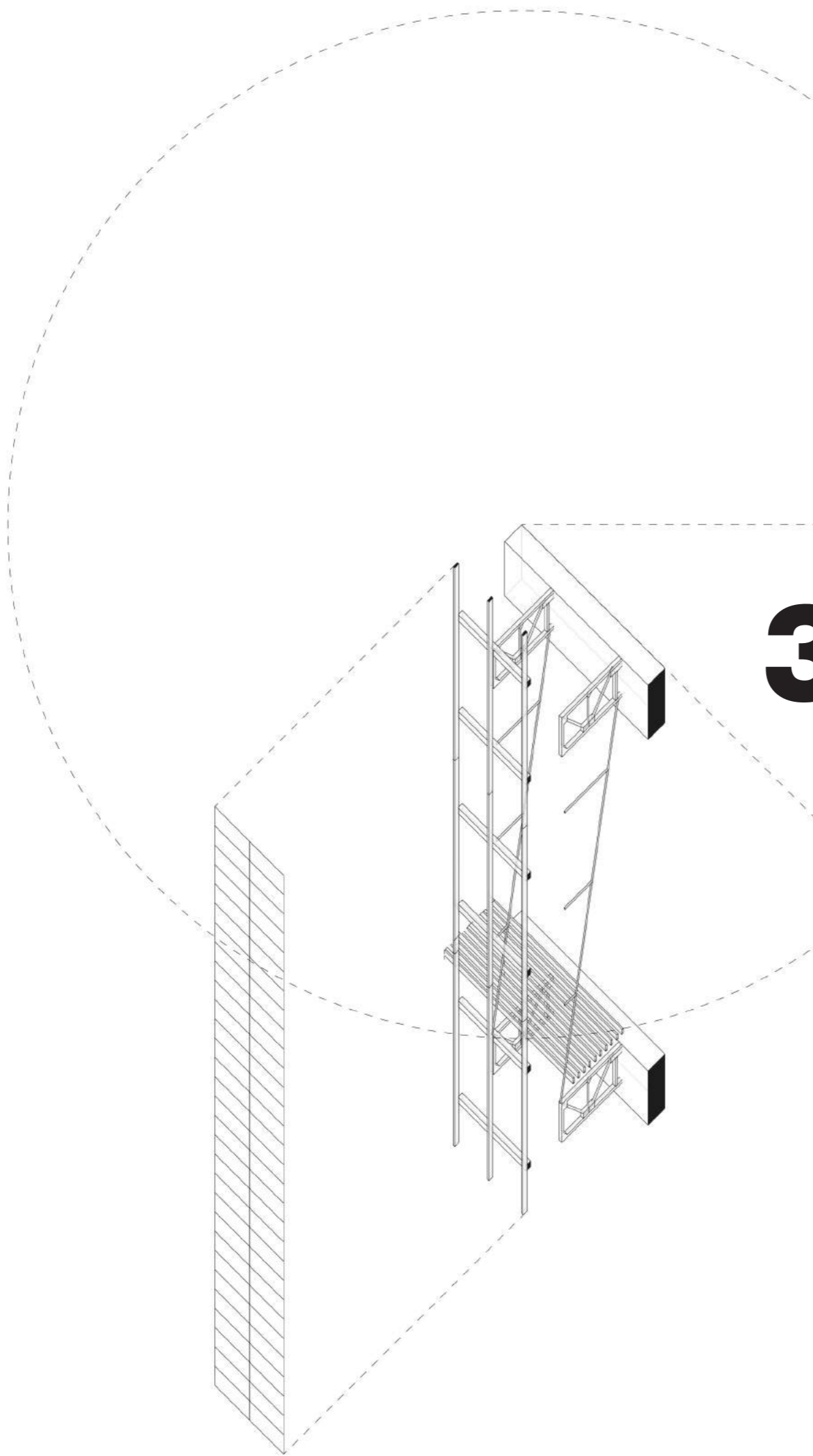
In proximity to the Harbour and Port Administration Volumes a discussion about the pressing problems of the denied sea access from Nazaret is underway. In the afternoon, the slab becomes the stage for public opinion .



[d.4]

Situation 4: Car Show + Cocktail Party

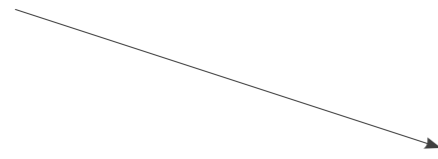
At night, some of the former Valencia street circuit vehicles are driven in for a car show in the idea of celebrating motion. The guests spectate the residue of the circuit below them through the perforated facade while sipping their cocktails.



3. ENVELOPE

1. North East facade (Port)

Relates to port scale; works with the wind



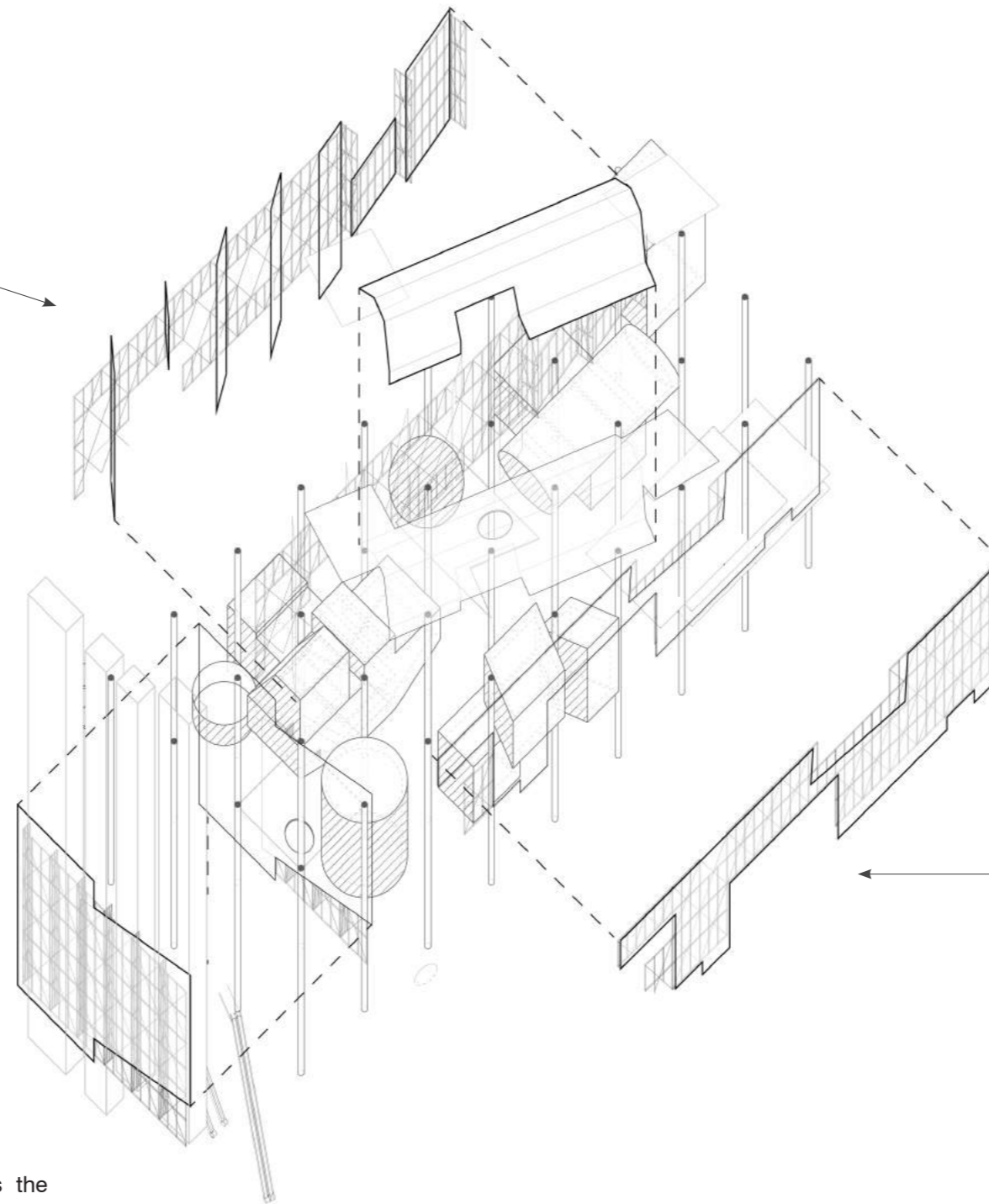
2. North West facade

acts as a screen; circulation and installations core.



3. South West facade (City)

Relates to city scale; works with the sun

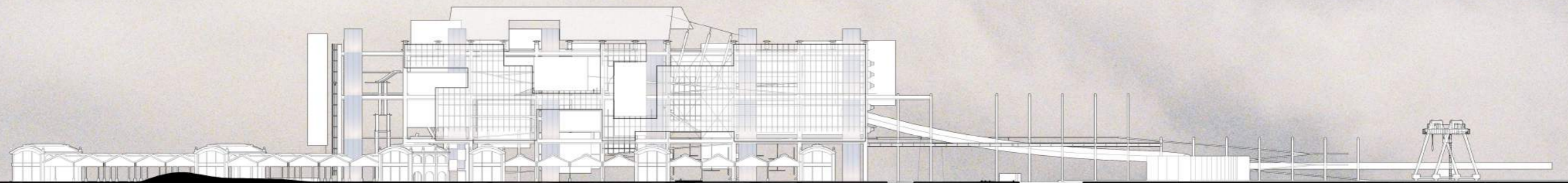


The final layer of the building's anatomy is the envelope. It acts simply as an exterior skin and not a hermetic layer :

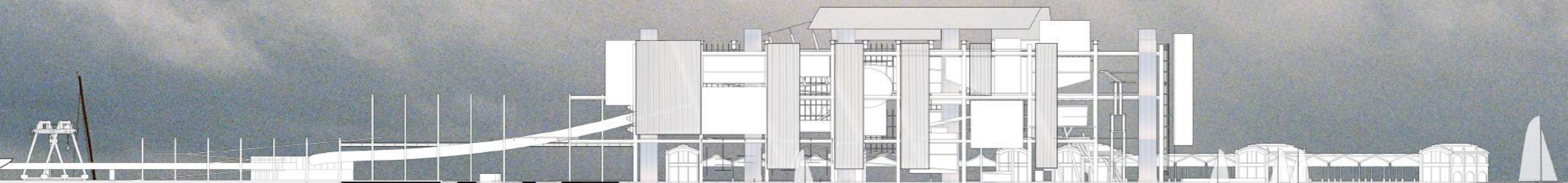
- the North-East facade relates to the port scale and responds to the prevailing winds to channel them inside the interior of the deep building. It is composed of large scale industrial fabric - a sail.

- the North-West facade acts as a large screen housing the circulation and installations cores; revealing their silhouette at night.

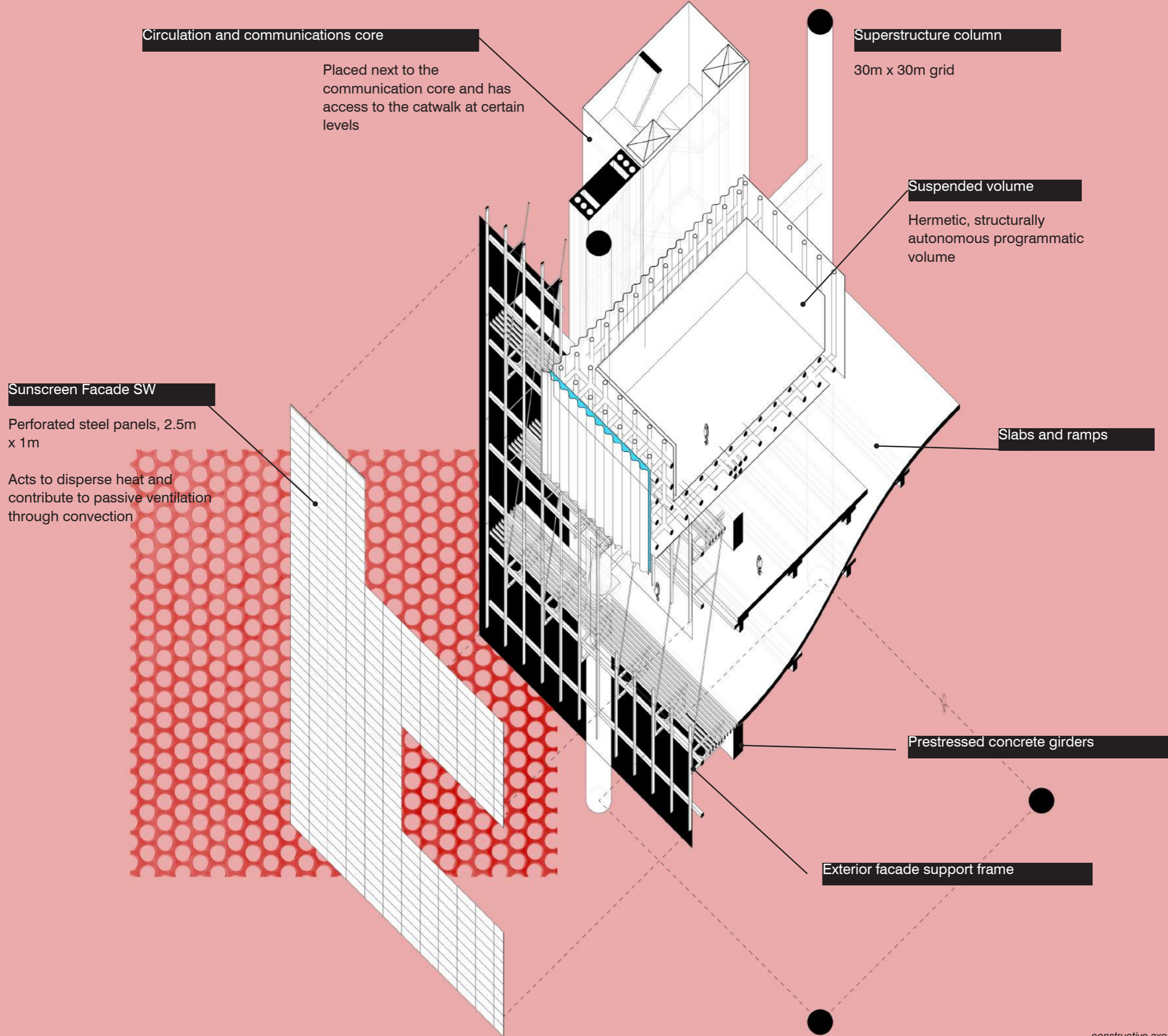
- the South-West facade relates to the smaller city scale and works as a shading device to mitigate the heat gain. It is composed with perforated steel screens that are pierced whenever a Volume cantilevers passes beyond the facade limit.

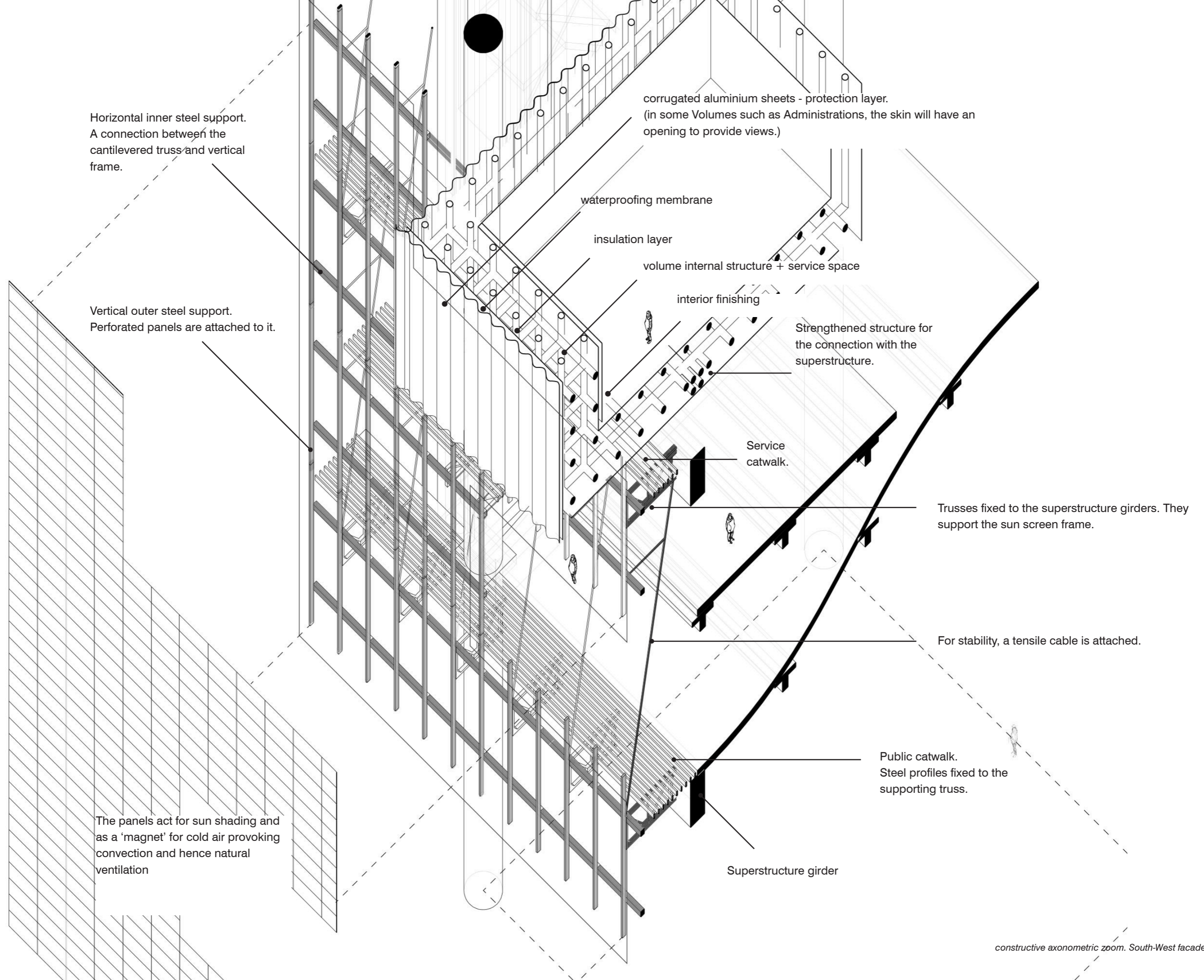


South-West elevation (CITY). 1:2000 A3



North-East elevation (PORT). 1:2000 A3





Horizontal inner steel support.
A connection between the
cantilevered truss and vertical
frame.

Vertical outer steel support.
Perforated panels are attached to it.

The panels act for sun shading and
as a 'magnet' for cold air provoking
convection and hence natural
ventilation

corrugated aluminium sheets - protection layer.
(in some Volumes such as Administrations, the skin will have an
opening to provide views.)

waterproofing membrane

insulation layer

volume internal structure + service space

interior finishing

Strengthened structure for
the connection with the
superstructure.

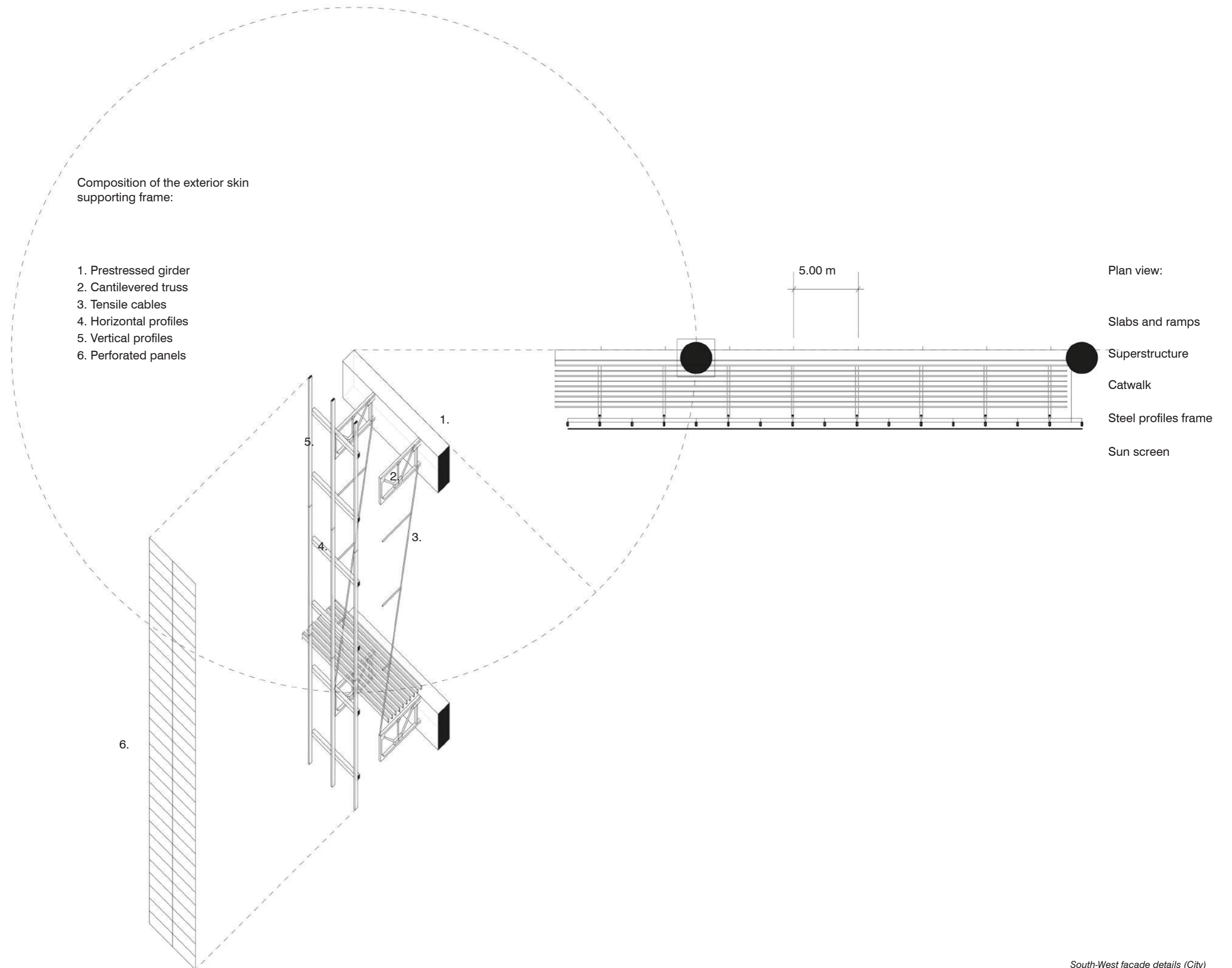
Service
catwalk.

Trusses fixed to the superstructure girders. They
support the sun screen frame.

For stability, a tensile cable is attached.

Public catwalk.
Steel profiles fixed to the
supporting truss.

Superstructure girder



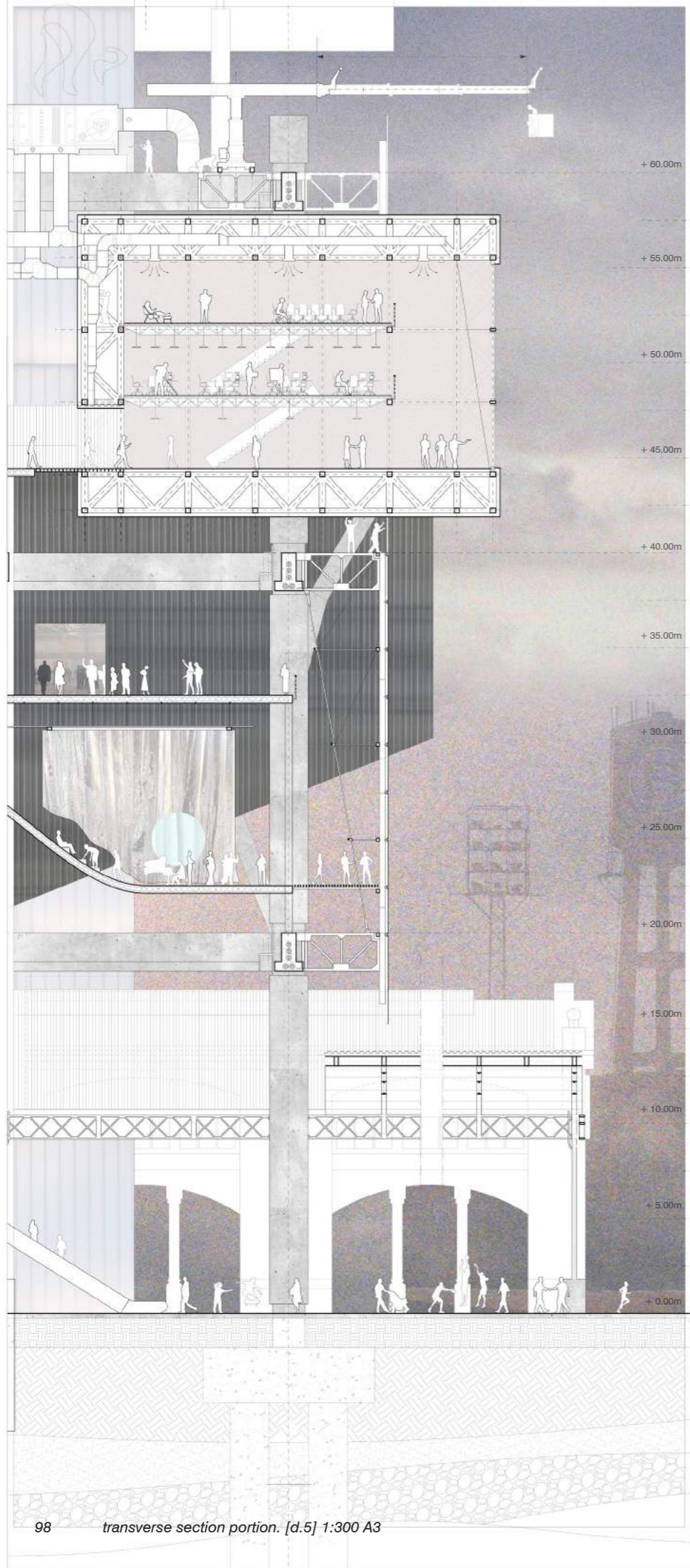
Composition of the exterior skin supporting frame:

- 1. Prestressed girder
- 2. Cantilevered truss
- 3. Tensile cables
- 4. Horizontal profiles
- 5. Vertical profiles
- 6. Perforated panels

Plan view:

- Slabs and ramps
- Superstructure
- Catwalk
- Steel profiles frame
- Sun screen

annex 1. SYNTHESIS
zoom in



Harbour Administration
Volume (HA)

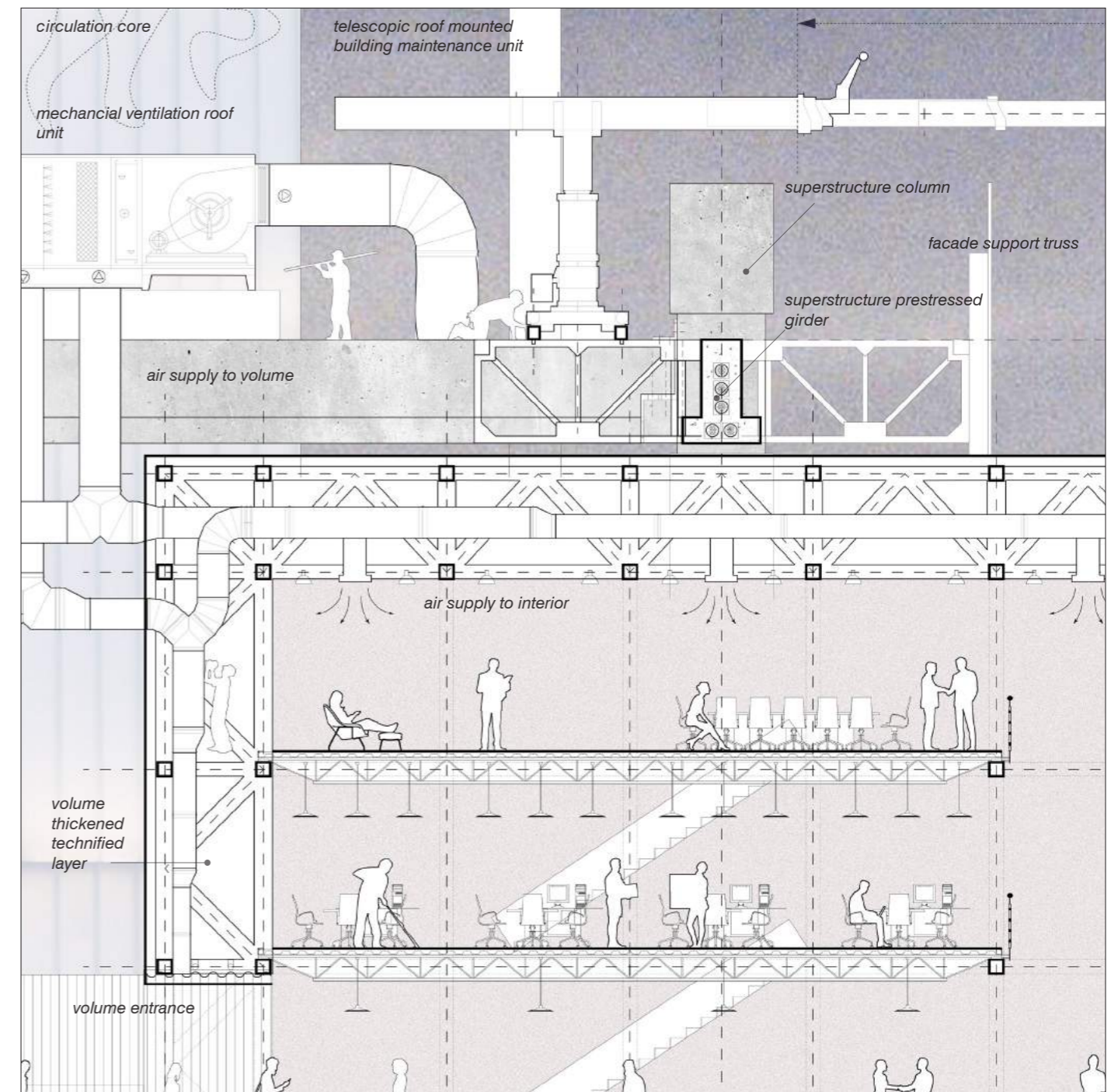
[d.5_1]

Curved Slab Evening Tango
Class

[d.5_2]

Tinglado 5 Basketball
Game

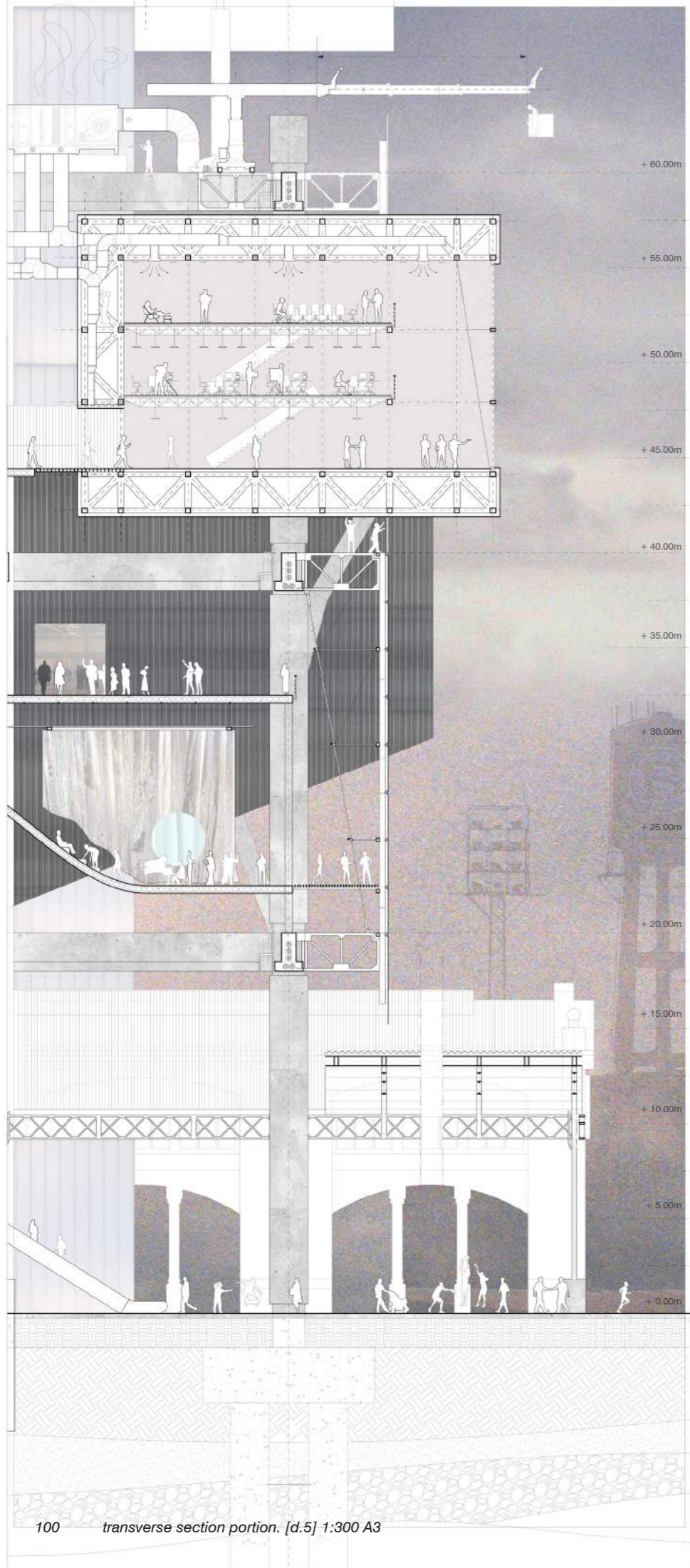
[d.5_3]



[d.5_1] Harbour Administration Volume (HA)

This transverse section portion provides a comprehensive overview of the three anatomy components portrayed earlier.

The Harbour Administration Office Volume 'pierces' the South-West facade, providing extensive views over the city and the older administration buildings. The roof of the building supplies all the necessary technical installations and machinery, such as the HVAC unit and the maintenance crane. The ventilation enters the HA Volume directly and is then redistributed in its thickened interior structure layer.



Harbour Administration Volume (HA)

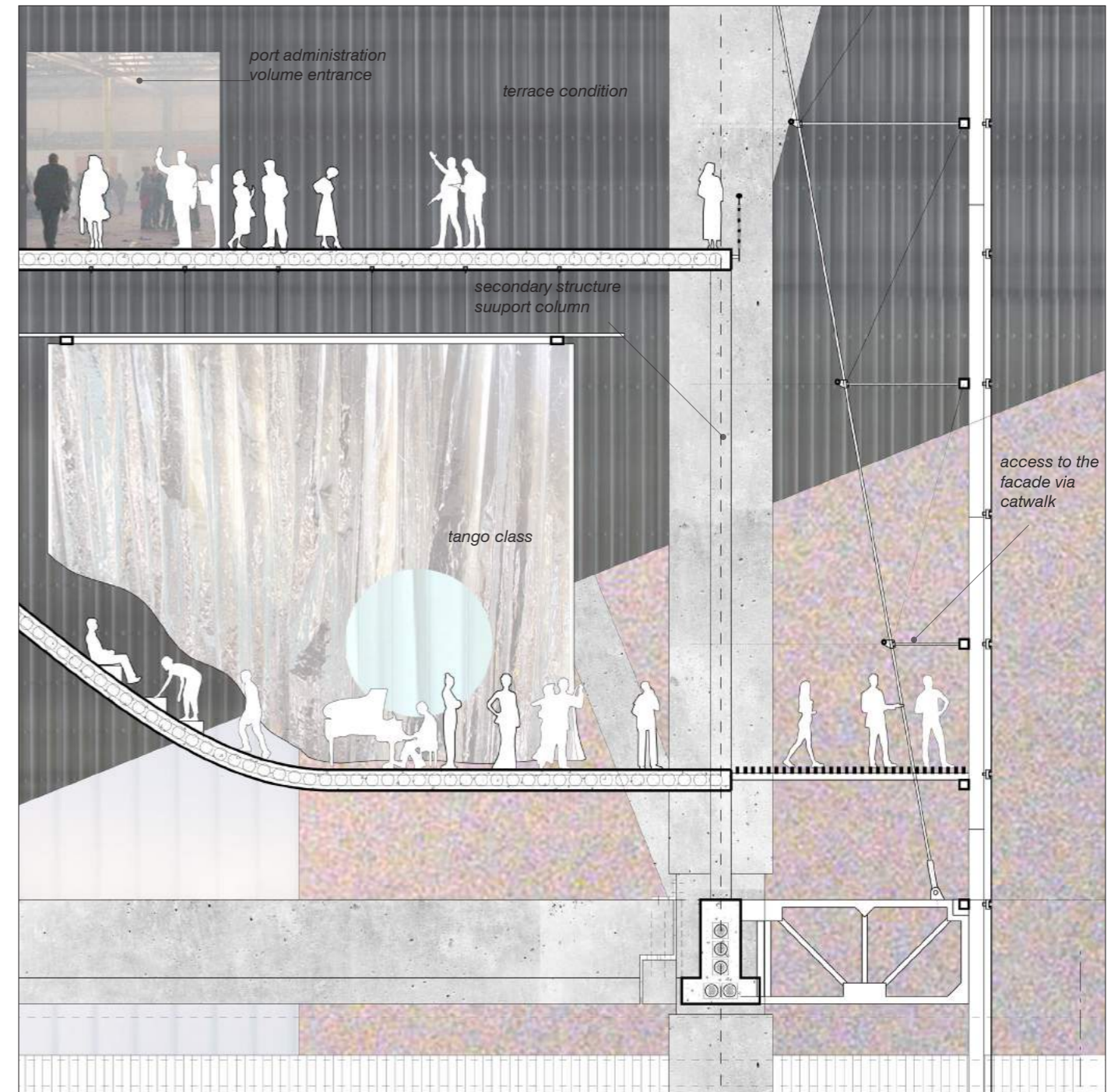
[d.5_1]

Curved Slab Evening Tango Class

[d.5_2]

Tinglado 5 Basketball Game

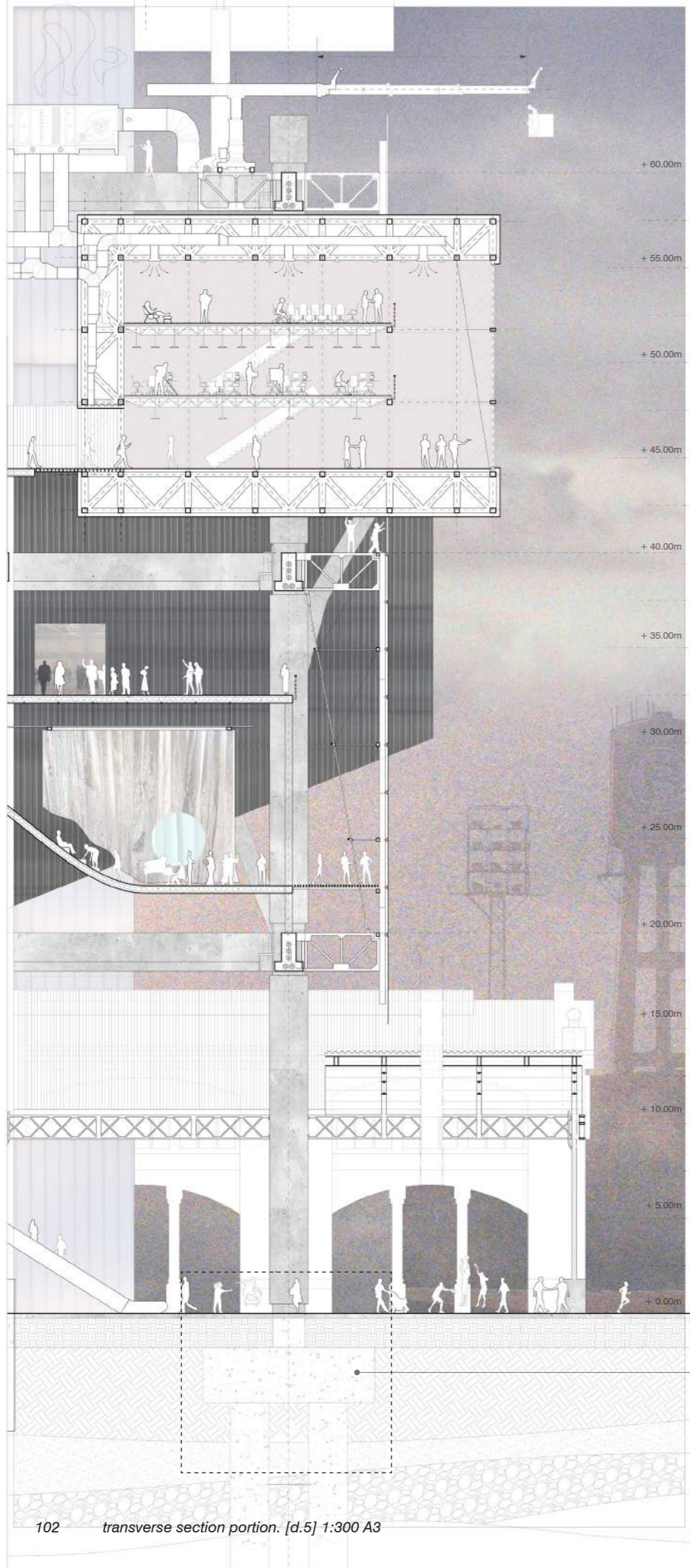
[d.5_3]



[d.5_1] Curved Slab Evening Tango Class

Right below the HA Volume is the entrance to the Port Administration Volume. This entrance is accessed from the intermediate platform that acts as an intermediate space where office workers mix and have a cigarette break contemplating the city view. The platform doesn't reach the perforated facade and can thus be considered a terrace.

10 meters below is a curved slab with a Tango class taking place. The South West orientation combined with perforated facade creates a pleasurable atmosphere, where soft evening light and sea breeze refresh the dancers. A curtain is pulled to gain privacy and delineate the temporary class area informally. Some occasional passers-by settle on the curved slab and spectate the dancers and the sun setting in.



Harbour Administration
Volume (HA)

[d.5_1]

Curved Slab Evening Tango
Class

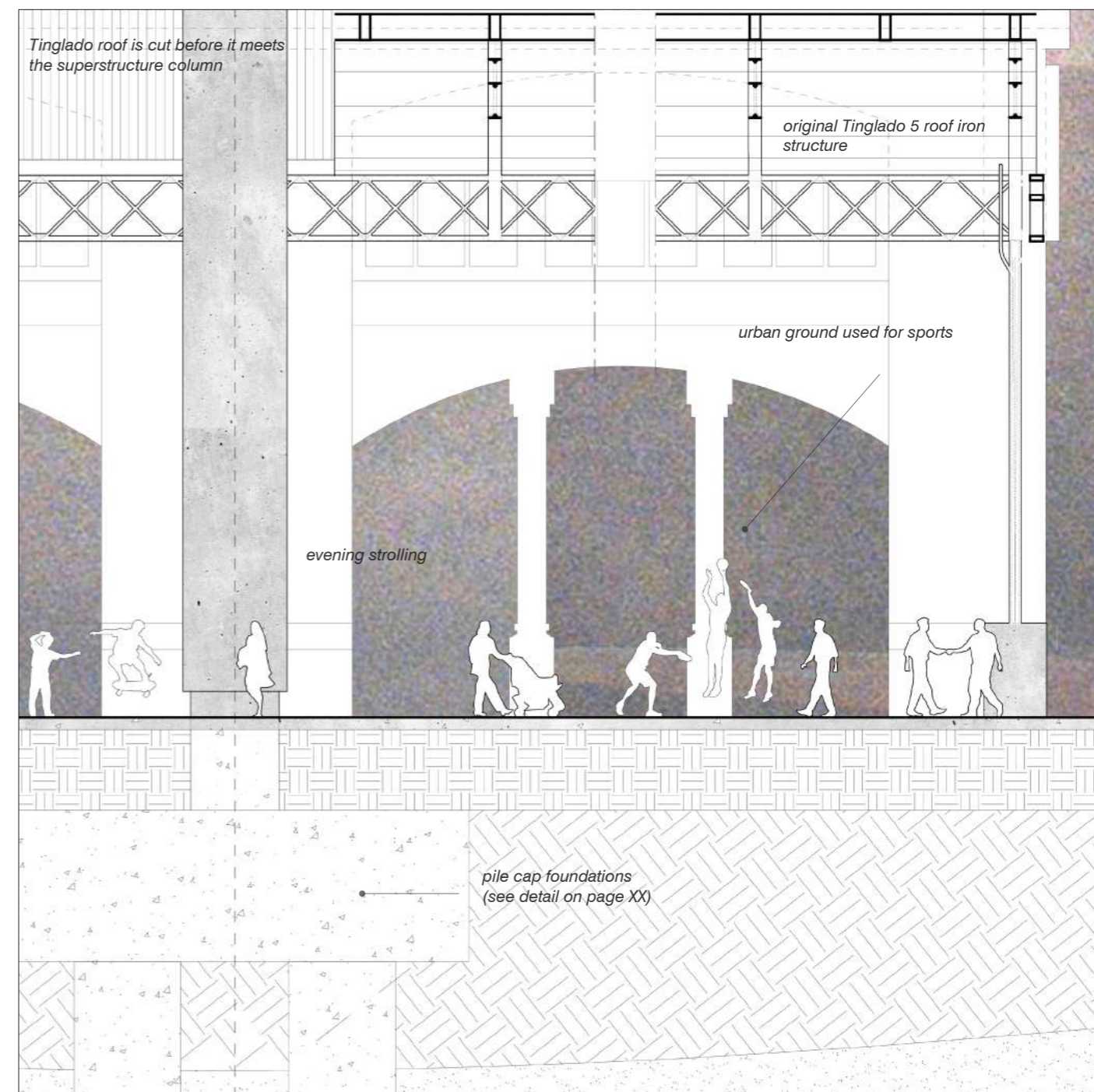
[d.5_2]

Tinglado 5 Basketball
Game

[d.5_3]

Foundation Detail

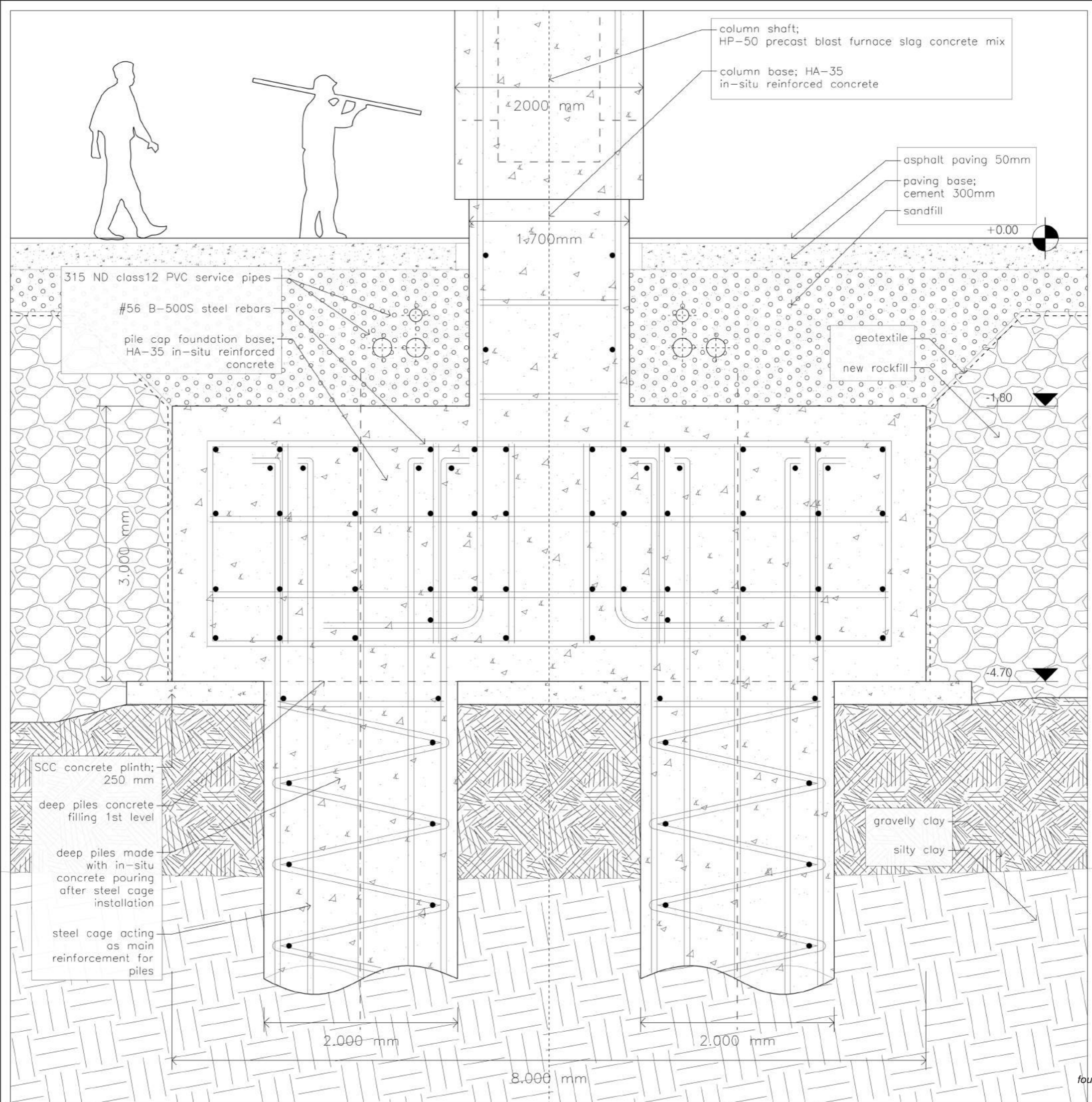
[d.5_D1]



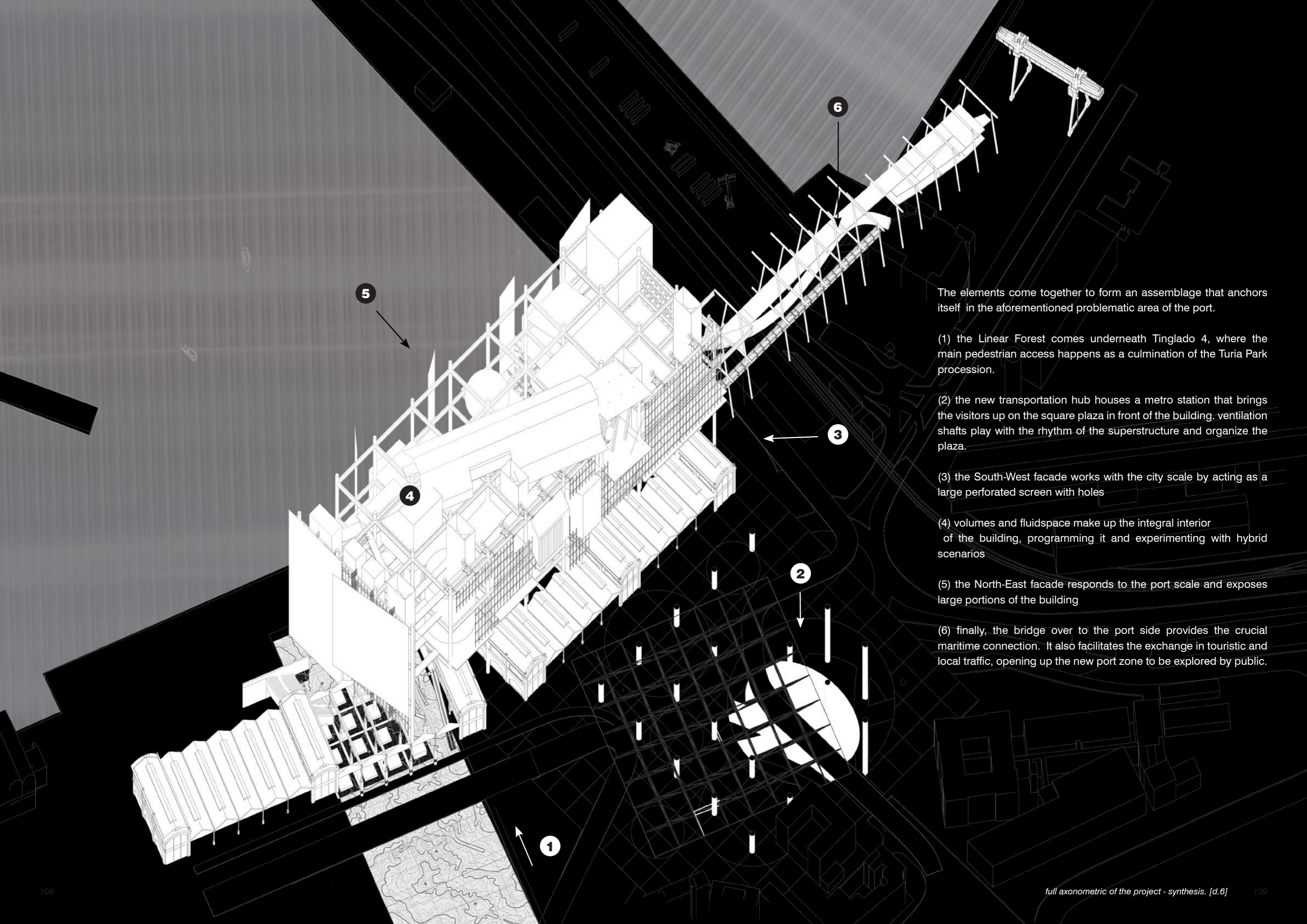
[d.5_1] Tinglado 5 Basketball Game

All the way down, on the ground level underneath the iron trusses of Tinglado 5, a basketball game is half way through. The heat here is minimal and the echoes resonating from the industrial sheds and the newly built structure encourage the players. Looking towards the sea, the view framed by Tinglados is furthermore framed by the new building. Hence, visual connections are established along the horizon, helping to situate oneself on a vast original urban ground floor.

This informal public ground plane calls for such active occupation because of its convenient location in proximity to services and also because all the human crowds from the building descend here before they part their way to depart - this plane is an essential meeting point, visually and physically.



annex 2. SYNTHESIS
zoom out



The elements come together to form an assemblage that anchors itself in the aforementioned problematic area of the port.

(1) the Linear Forest comes underneath Tinglado 4, where the main pedestrian access happens as a culmination of the Turia Park procession.

(2) the new transportation hub houses a metro station that brings the visitors up on the square plaza in front of the building. ventilation shafts play with the rhythm of the superstructure and organize the plaza.

(3) the South-West facade works with the city scale by acting as a large perforated screen with holes

(4) volumes and fluidspace make up the integral interior of the building, programming it and experimenting with hybrid scenarios

(5) the North-East facade responds to the port scale and exposes large portions of the building

(6) finally, the bridge over to the port side provides the crucial maritime connection. It also facilitates the exchange in touristic and local traffic, opening up the new port zone to be explored by public.

Volumes + Fluidspace
Programmatic nuclei
Circulation cores
Technical installations
Communications cores

Exterior Envelope
3 facades relating to the
immediate surroundings

Superstructure
column grid

Urban Assembly Plaza

Linear Forest +
Green Circuit

Through these components and the larger urban
contextual anchors, the project exerts an impact on
the territory, speculating on how such an industrial
landscape can co-exist with actively public uses,
supporting and provoking new activity.

Port Discharge area
Container City

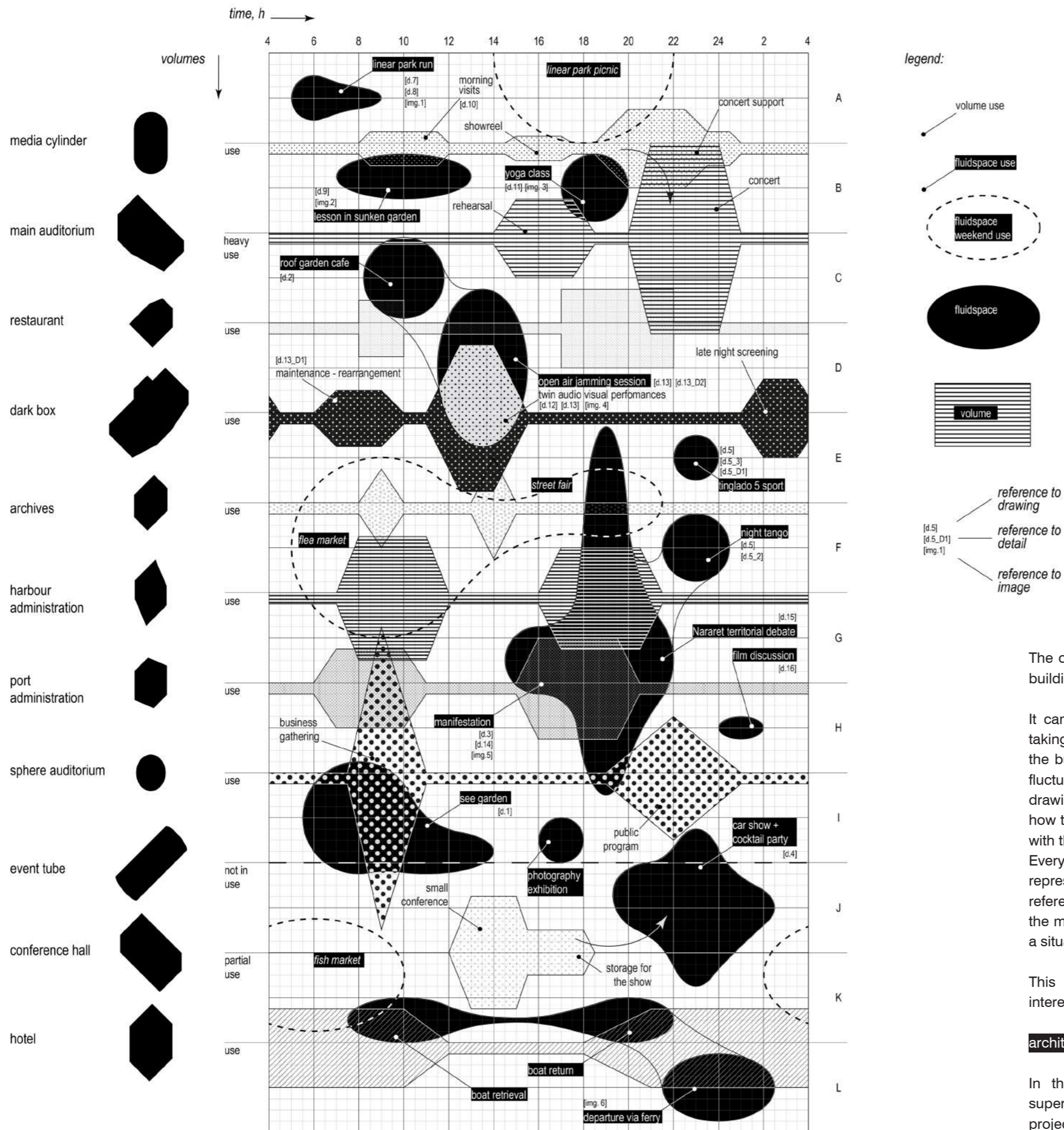
Commercial Port
and Ferry Services

Harbour
Marina de Valencia

Promenade extension
Public leap into the port

Square Plaza

Tunnel system for private cars and
commercial traffic



The occupancy map charts **one day** in a life of the building.

It can be used to compare the activities that are taking place simultaneously in different parts of the building by drawing a vertical line, or trace the fluctuations in occupancy of one single volume by drawing a horizontal one. What is important is to see how the activity in the fluidspace (in black) interacts with those of the volumes.

Every drawing and image in this package that represents an aspect of the building's life is referenced in the map, therefore allowing to explore the map and then find the exact representation of a situation.

This mapping, therefore, represents the main interests of the project:

architecture's capacity to produce a systemic space.

In this system, use, occupancy, and time are superimposed to reveal non-physical aspects of the project that are a part of the driving force behind it.

DARK BOX
LUNCH IN THE DOUBLE DARK BOX,
MULTIPURPOSE, A RESTAURANT
IS SET UP. LATER, LOW BUDGET
SCREENINGS

IV.

CYCLING FROM THE PARK AT 10 AM

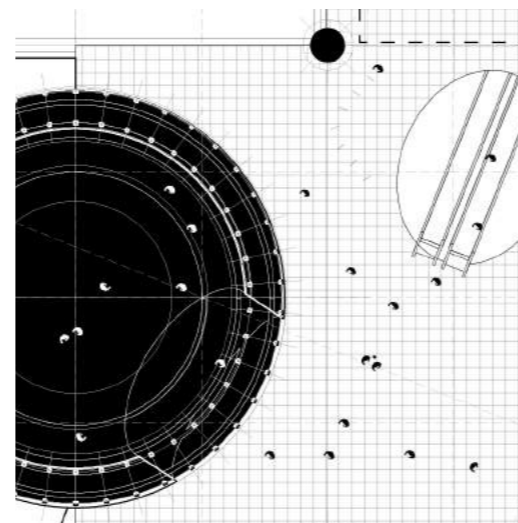
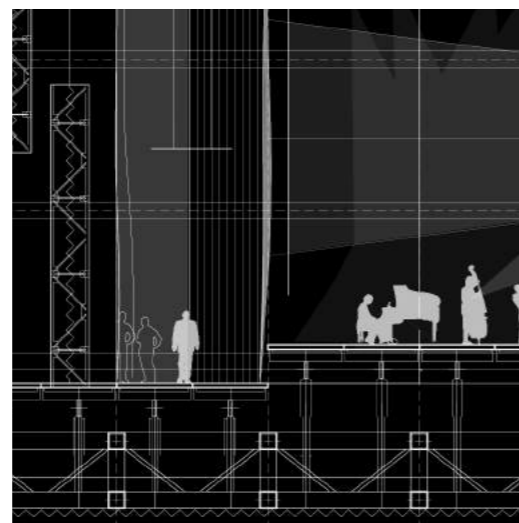
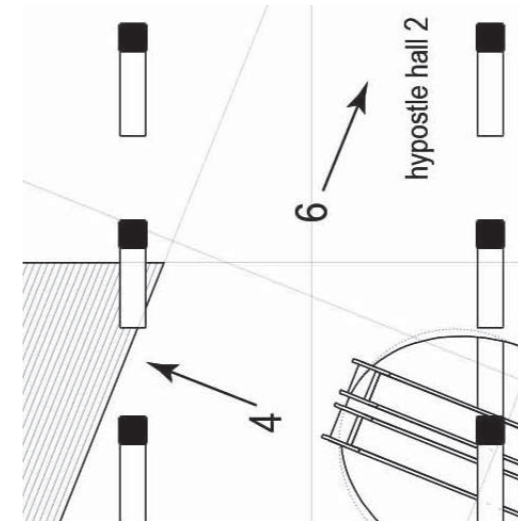
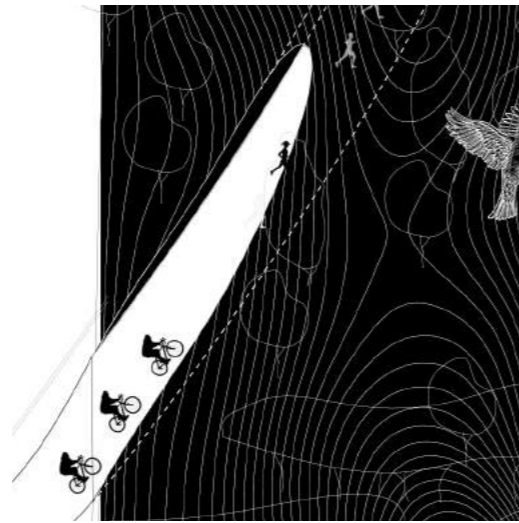
THE TUNNEL BELOW THE FOREST,
HIDING FROM THE HEAT - HUMID
FOREST MICROCLIMATE (BIRDS,
TREES)

BICYCLE PARKING (PORT SQUARE);

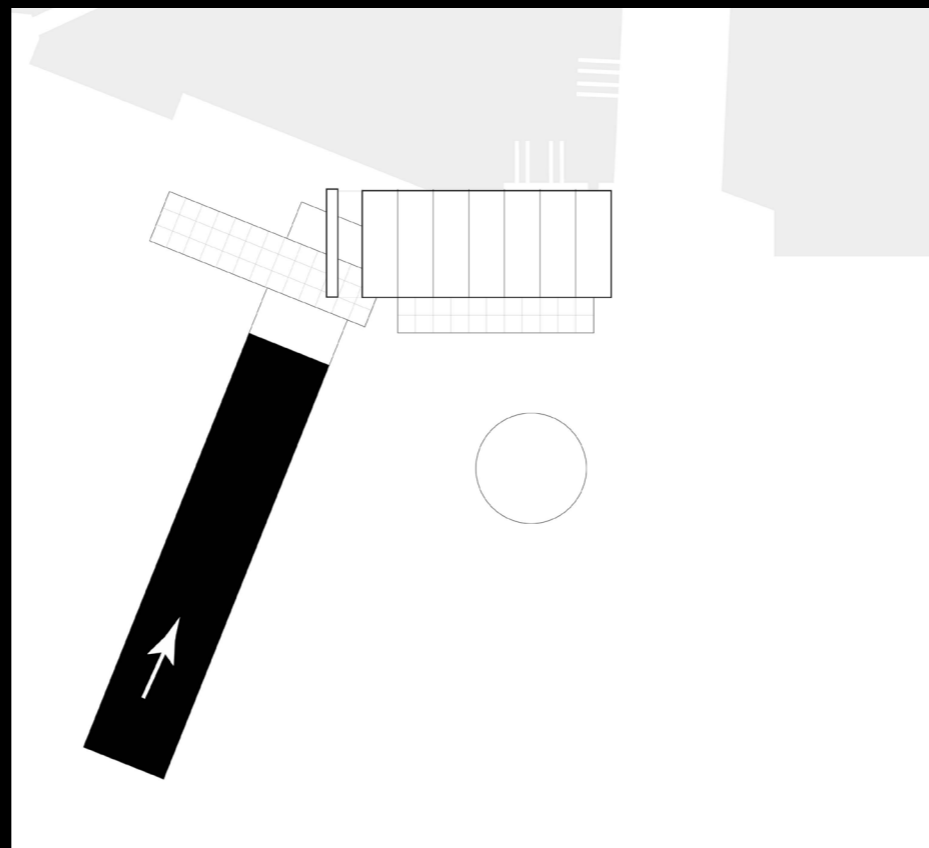
CROWDS CROSSING OVER TO THE
GARDEN. TWO MAIN ACCESS POINTS.

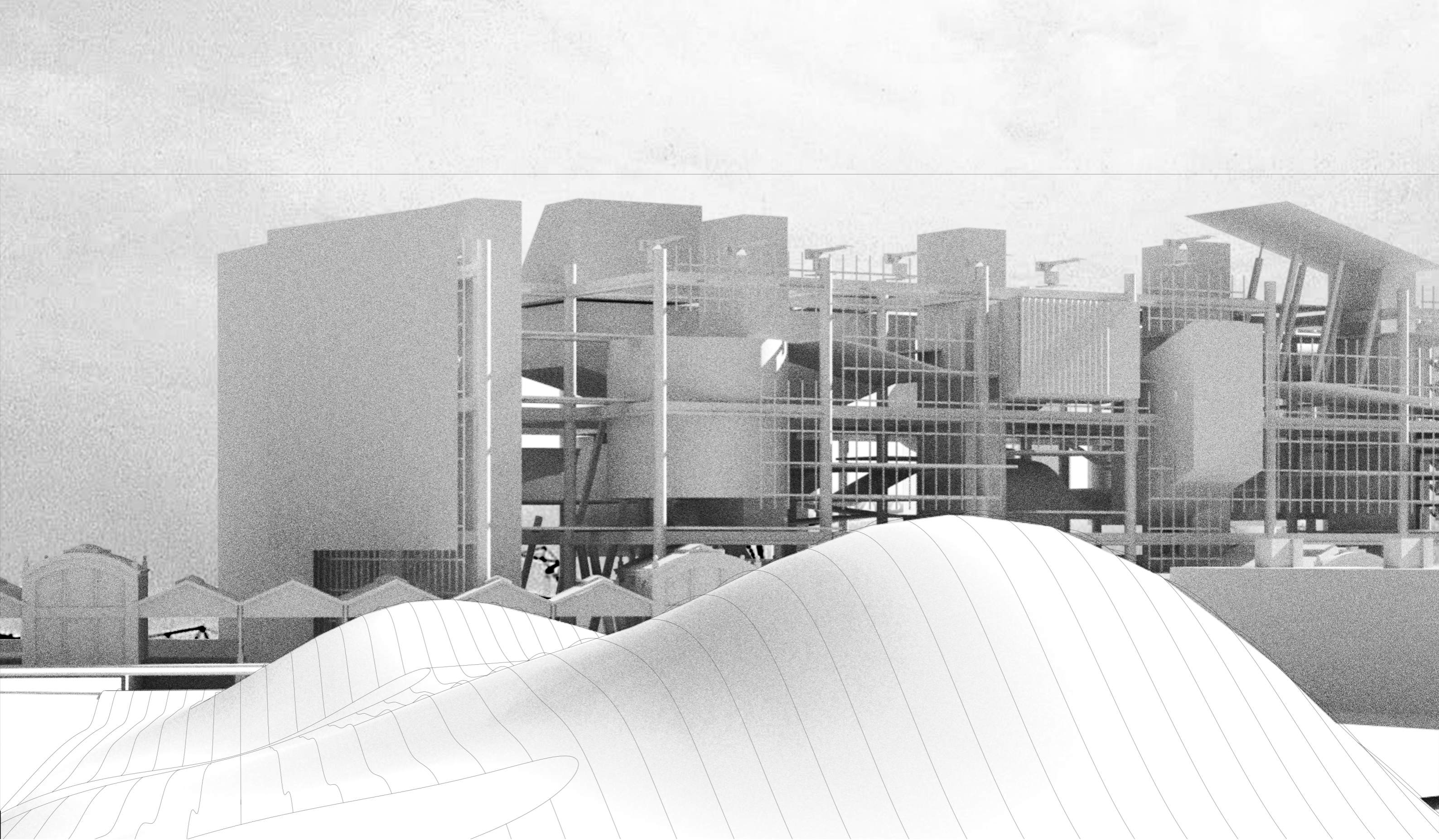
TEMPORARY FAIR SET UP, PEOPLE
FROM NAZARET

EPISODES

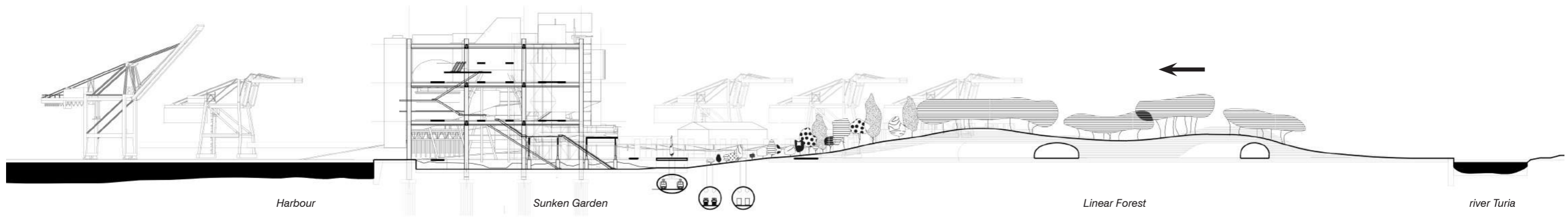


01. FOREST

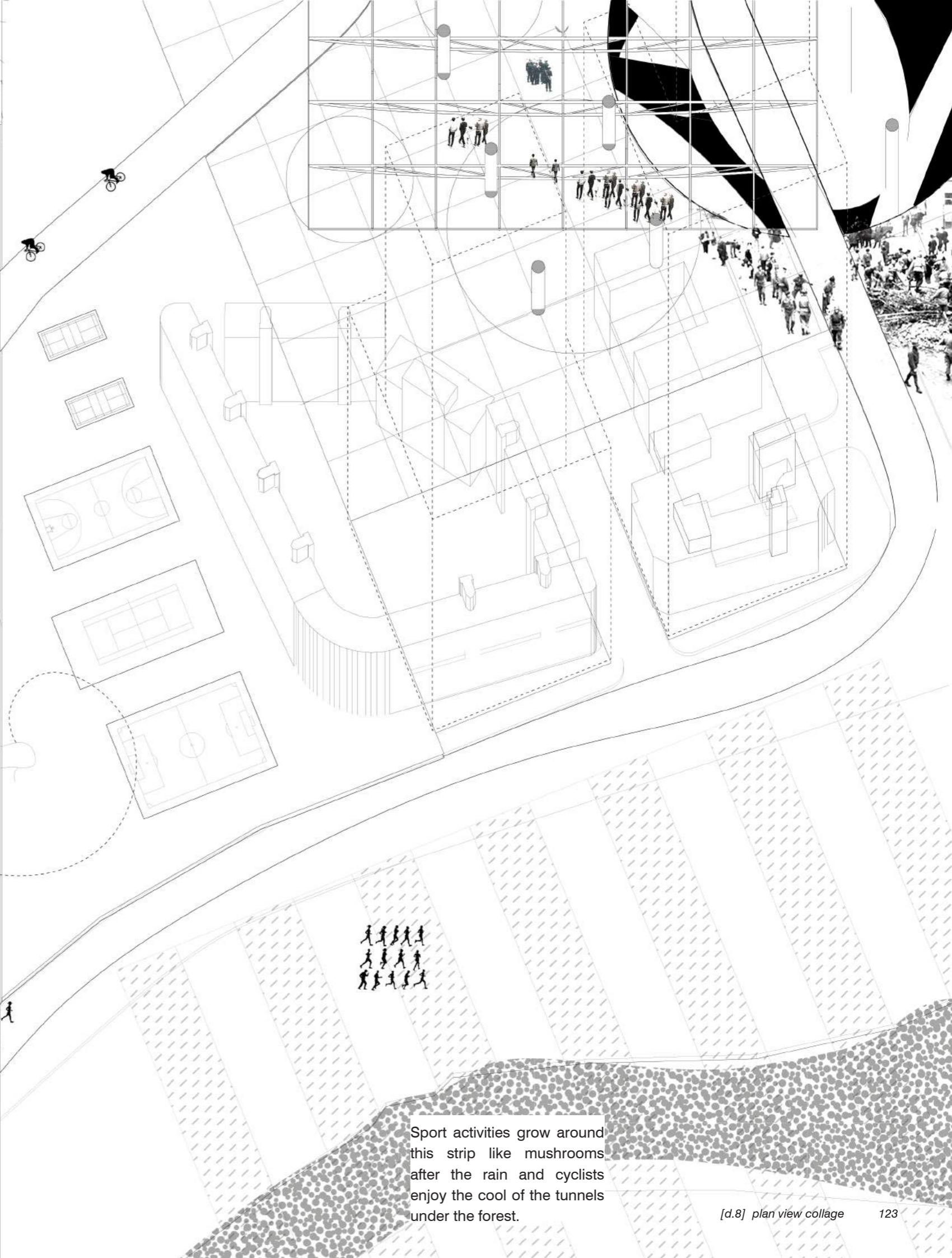
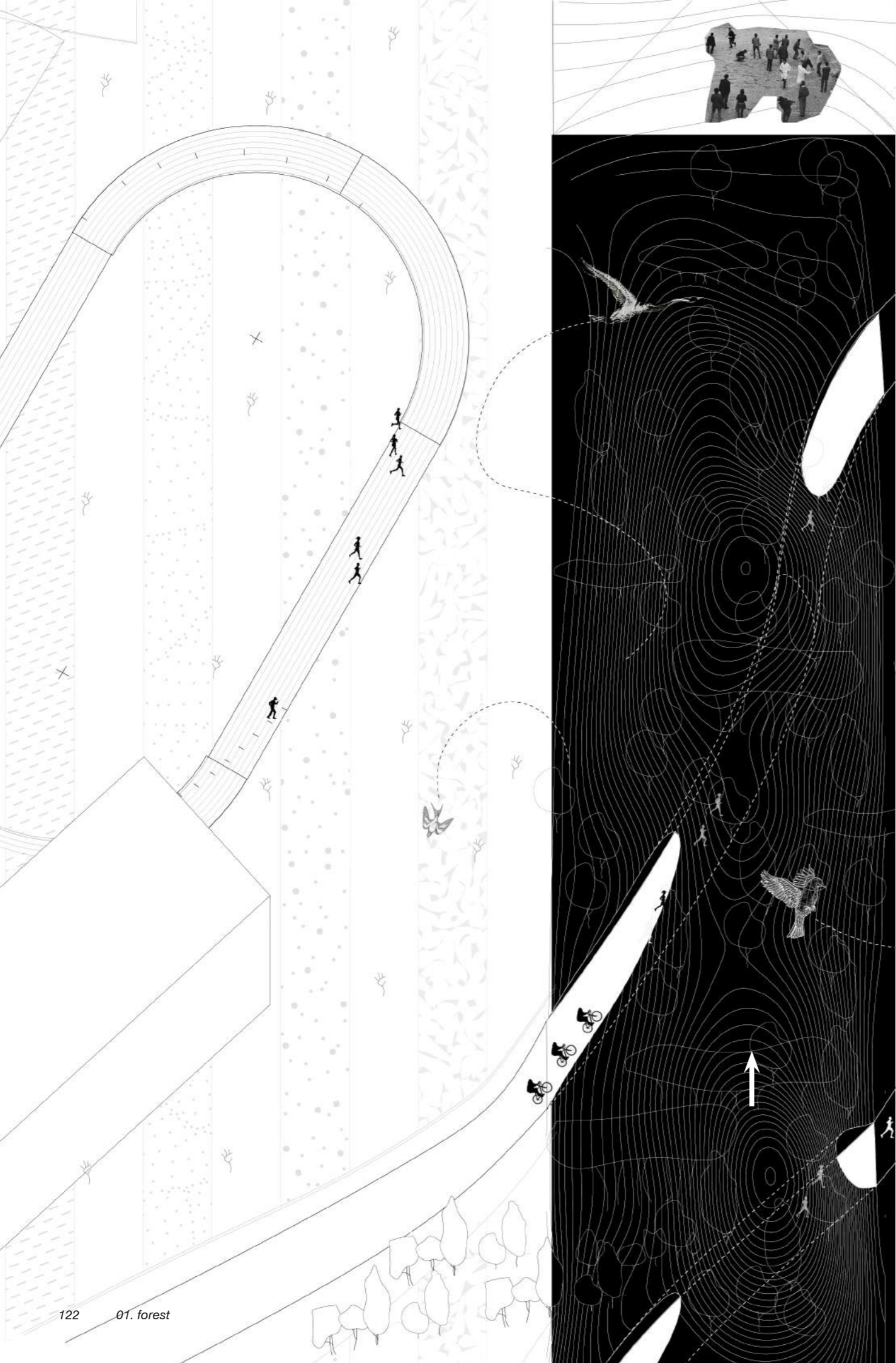




Coming from the Turia Park, you enter the Linear Forest from which hills a view opens on the building, morning light exposing its tectonics.

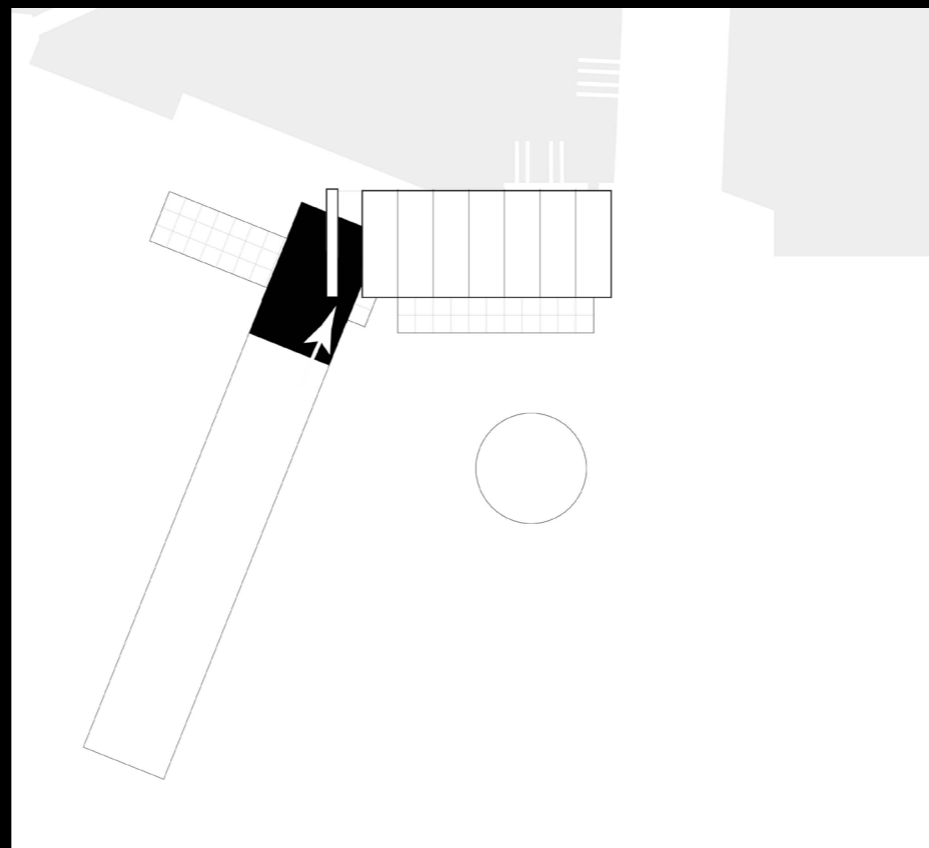


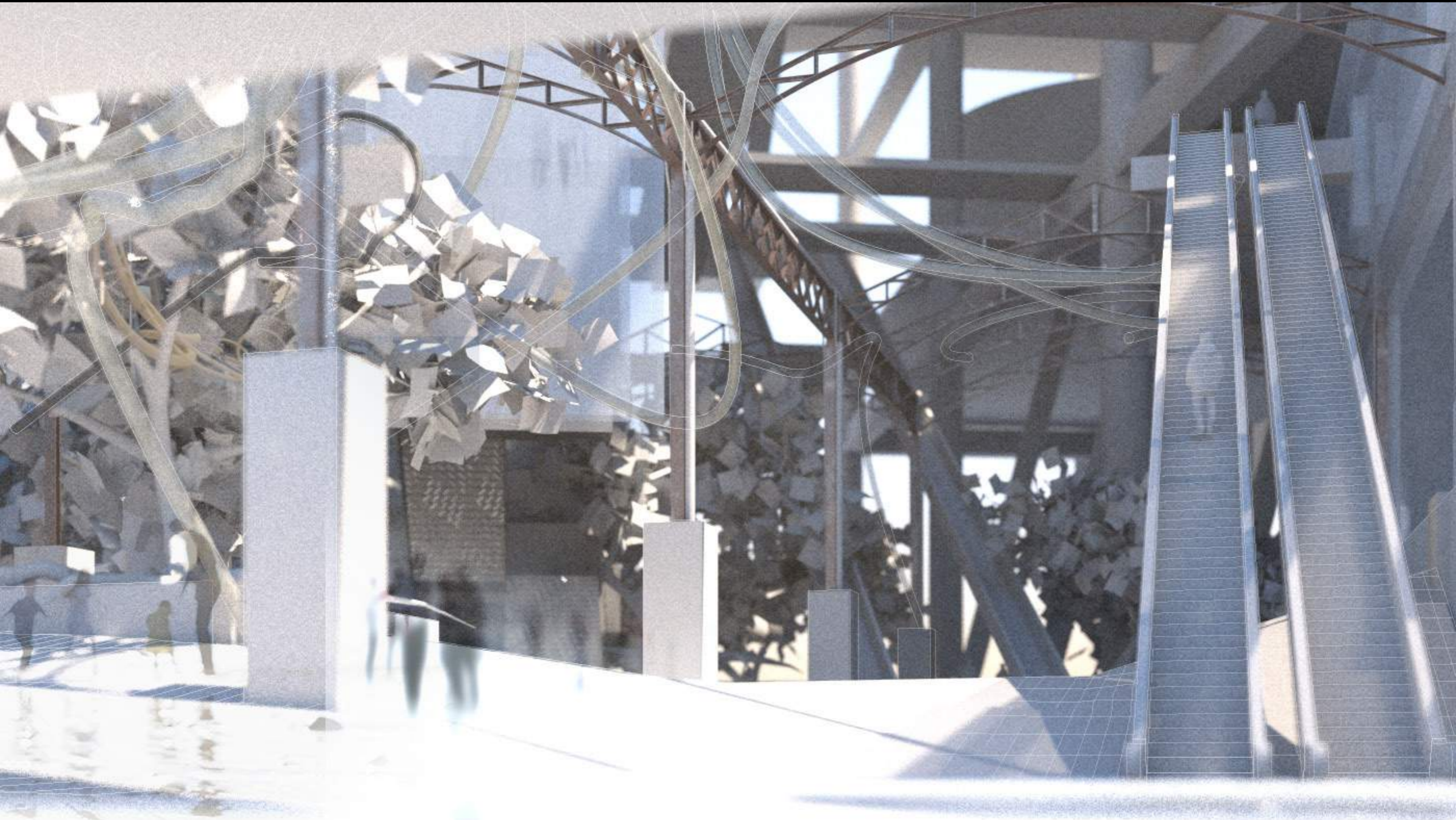
The forest is the first operation of intensification on your way from the city.



Sport activities grow around this strip like mushrooms after the rain and cyclists enjoy the cool of the tunnels under the forest.

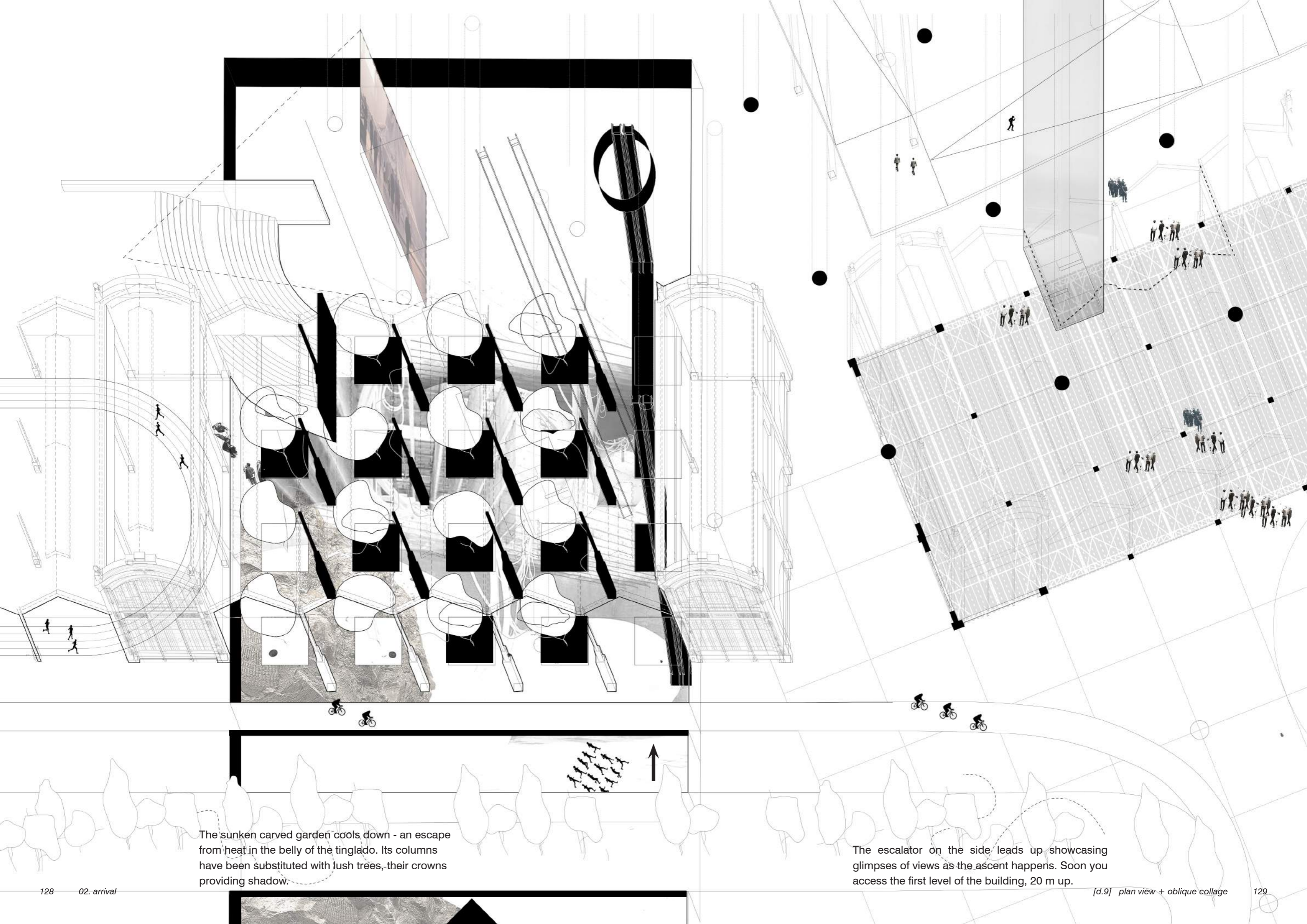
02. ARRIVAL





Once you exit the forest, to access the building you pass underneath the tinglado skeleton - second compression -

- to discover a controlled nature garden with building installations spraying mist in the hot air.

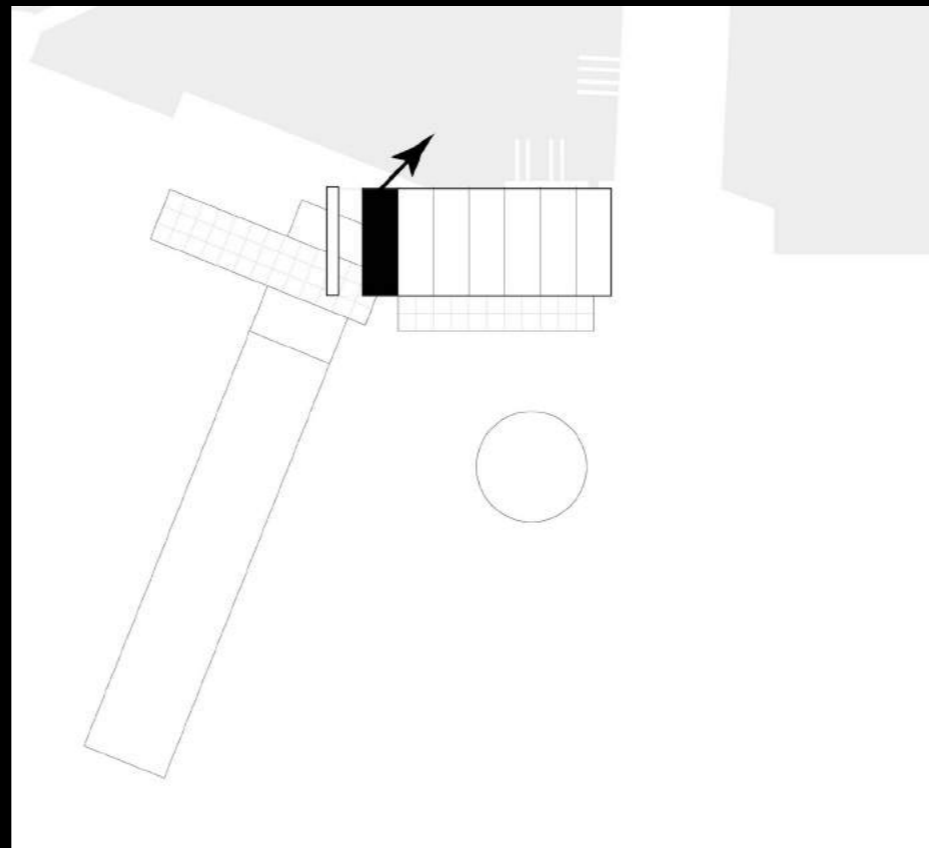


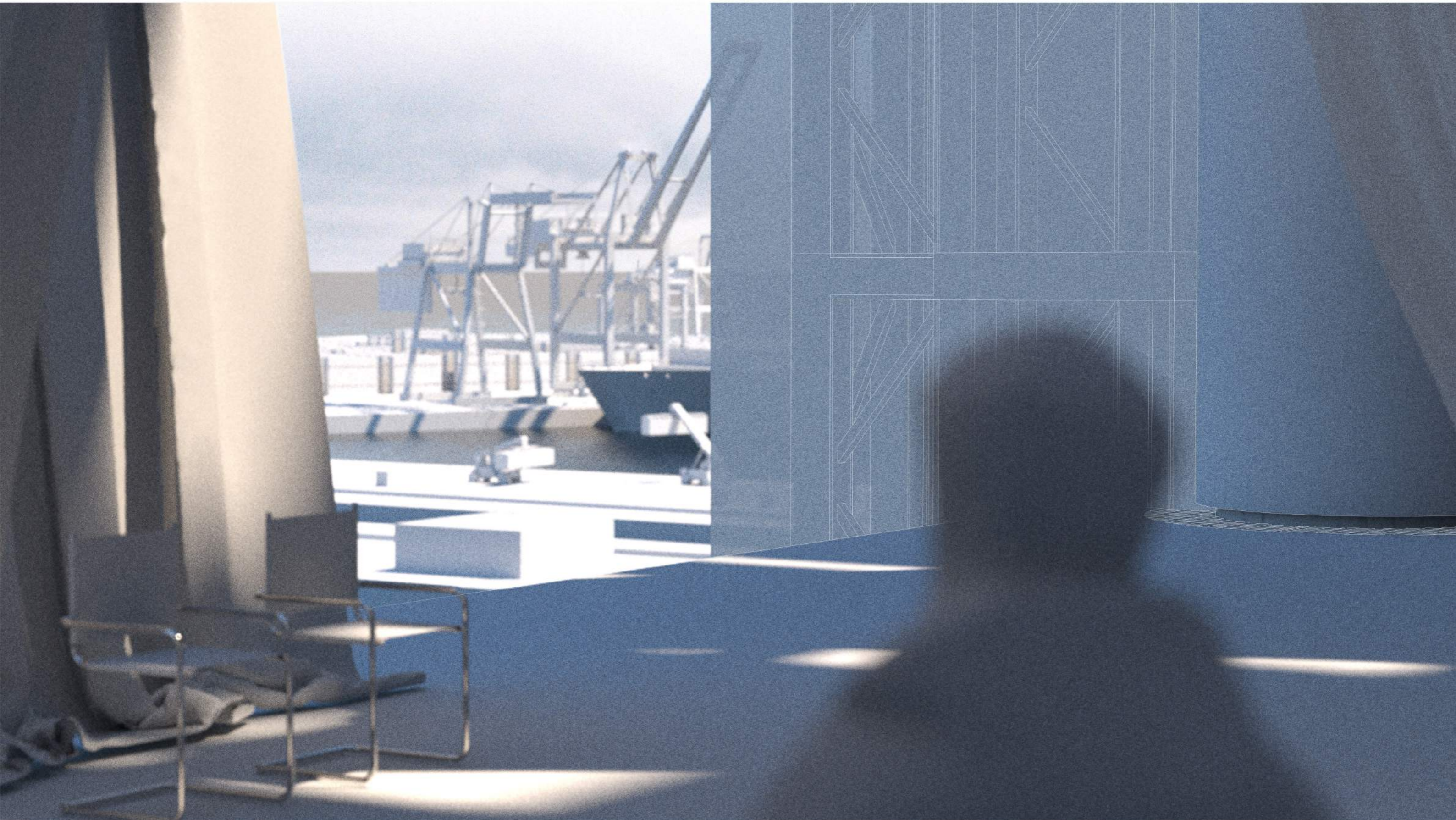
The sunken carved garden cools down - an escape from heat in the belly of the tinglado. Its columns have been substituted with lush trees, their crowns providing shadow.

The escalator on the side leads up showcasing glimpses of views as the ascent happens. Soon you access the first level of the building, 20 m up.

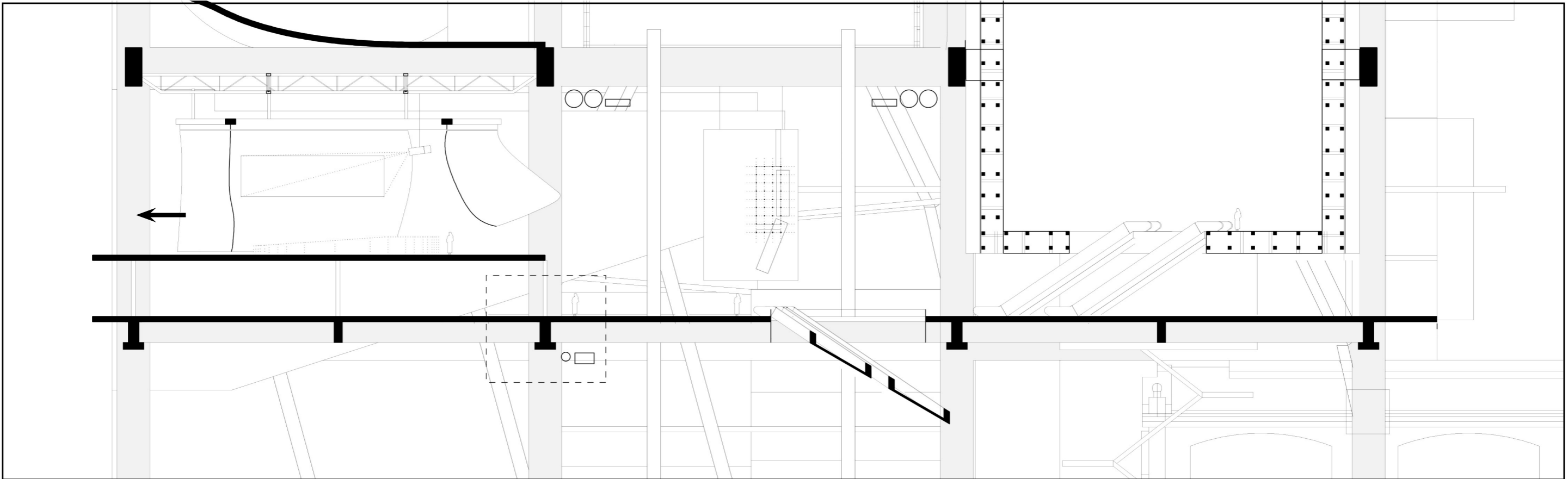
03.

HALL

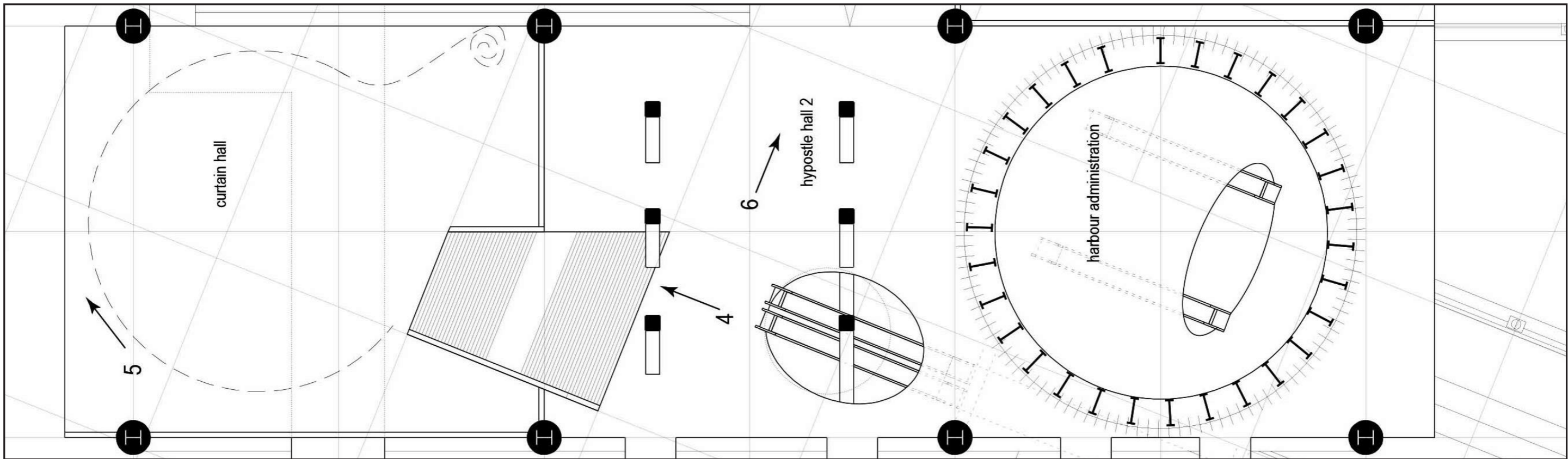




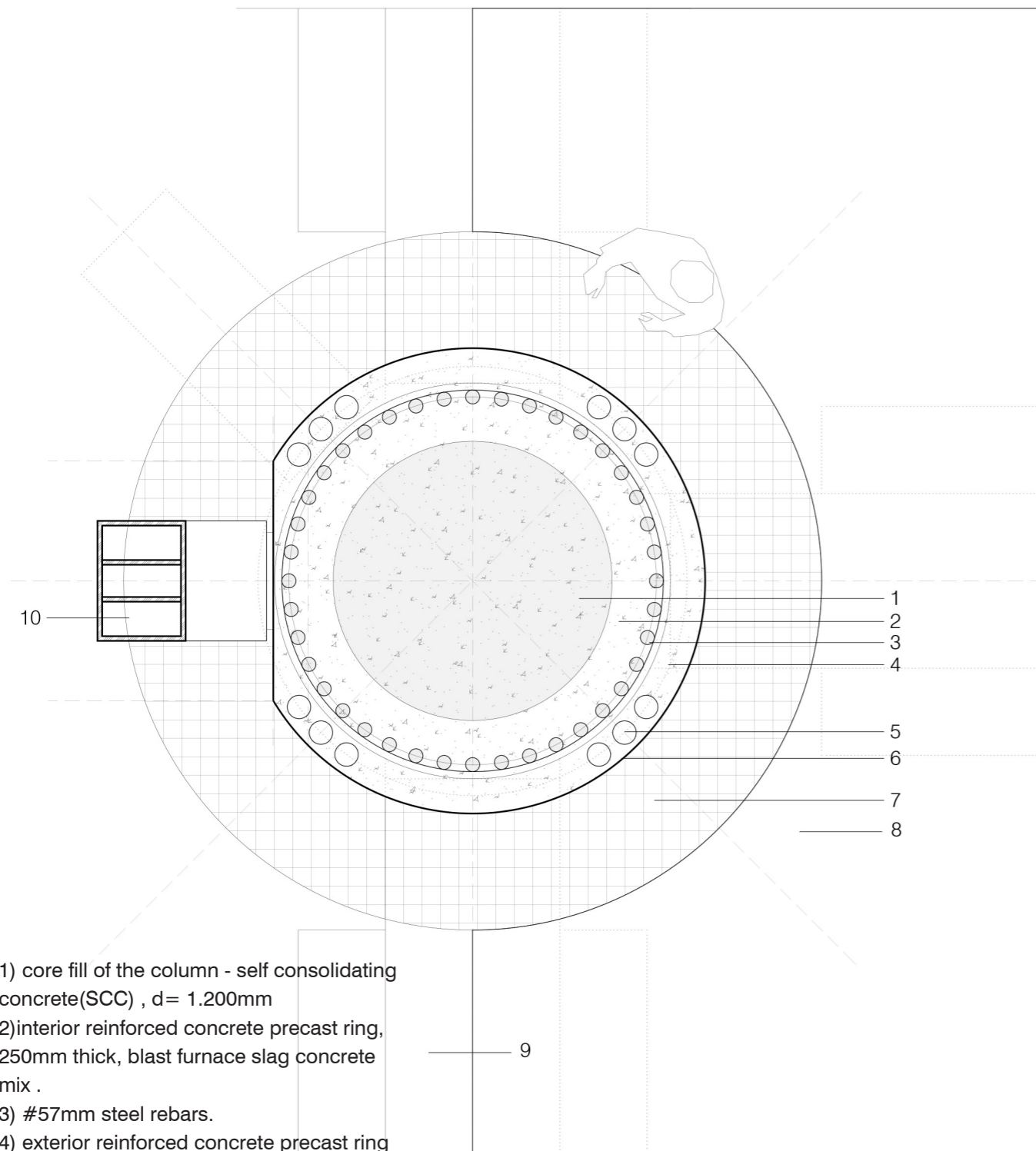
From the hall, a first glimpse of the port is witnessed as seen from above.



[d.10] section

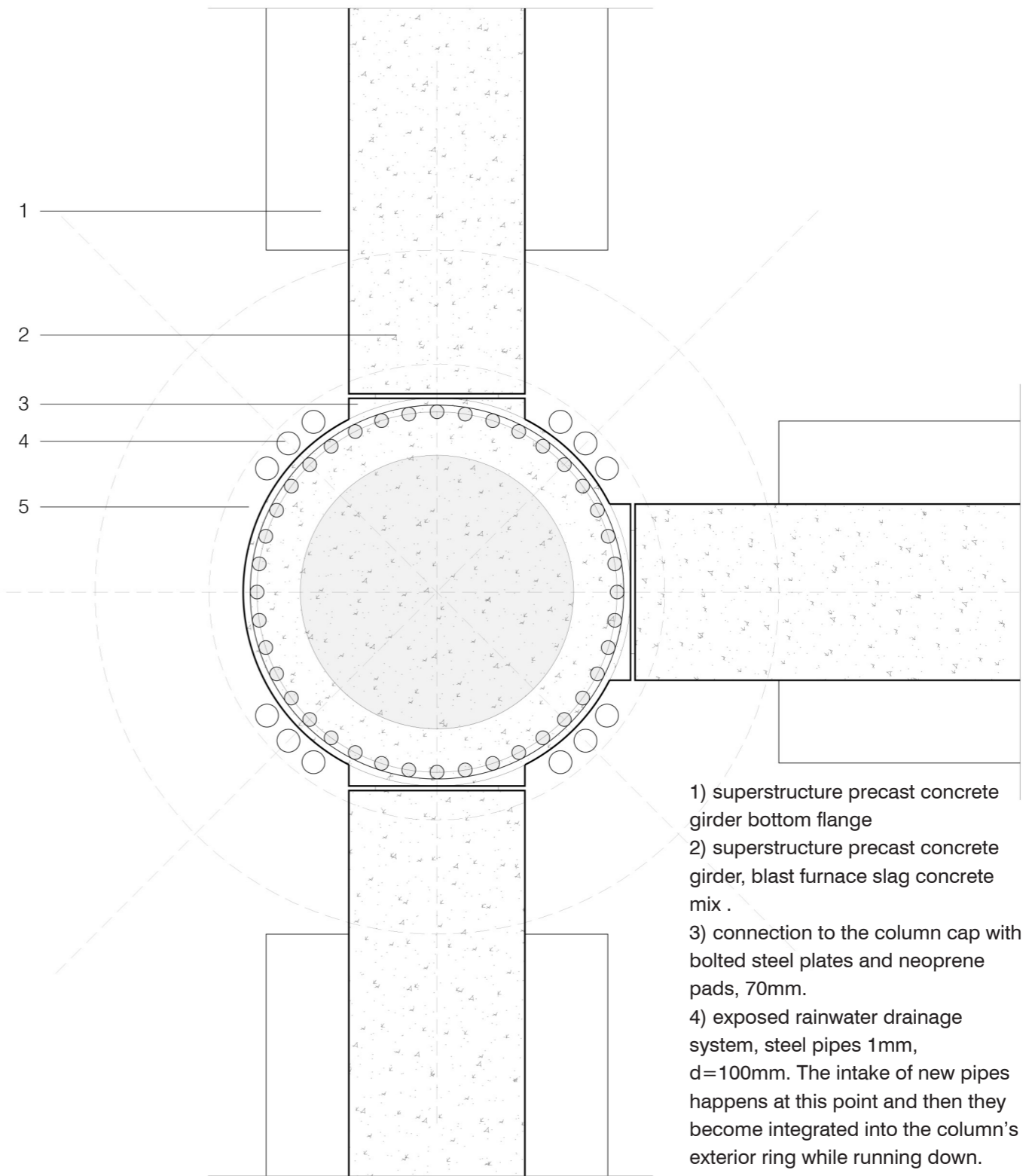
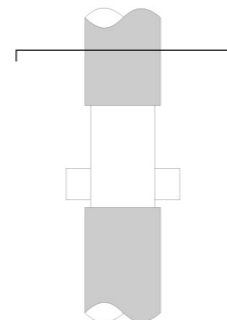


Suspended in the center is the information panel like in the airport, helping you navigate what kind of activities are taking place right now in which part of the building.



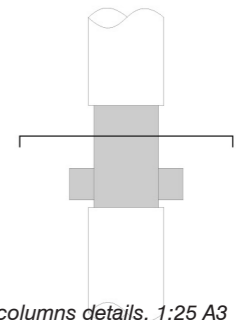
- 1) core fill of the column - self consolidating concrete(SCC) , d= 1.200mm
- 2)interior reinforced concrete precast ring, 250mm thick, blast furnace slag concrete mix .
- 3) #57mm steel rebars.
- 4) exterior reinforced concrete precast ring 150mm thick, d=2000mm; blast furnace slag concrete mix .
- 5) integrated rainwater drainage system, steel pipes 1mm, d=100mm.
- 6)polished concrete finishing layer, 5mm.
- 7) metal catwalk mesh separating the column from the concrete slab, steel 20mm.
- 8) reinforced concrete bubble deck slab, 400mm.
- 9)superstructure precast concrete girder.
- 10)steel box beam volume support, welded stainless structural steel with 'H' bracing.

column shaft plan, 1:25 A3



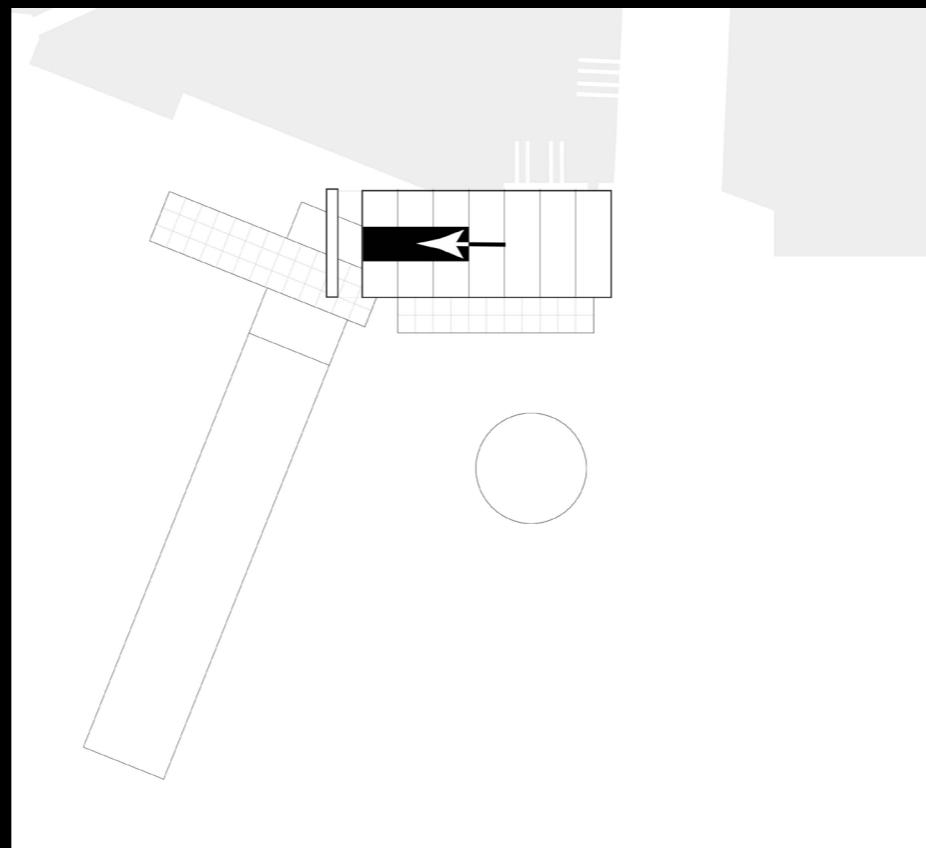
- 1) superstructure precast concrete girder bottom flange
- 2) superstructure precast concrete girder, blast furnace slag concrete mix .
- 3) connection to the column cap with bolted steel plates and neoprene pads, 70mm.
- 4) exposed rainwater drainage system, steel pipes 1mm, d=100mm. The intake of new pipes happens at this point and then they become integrated into the column's exterior ring while running down.
- 5) column exterior reinforced concrete precast ring 150mm thick.

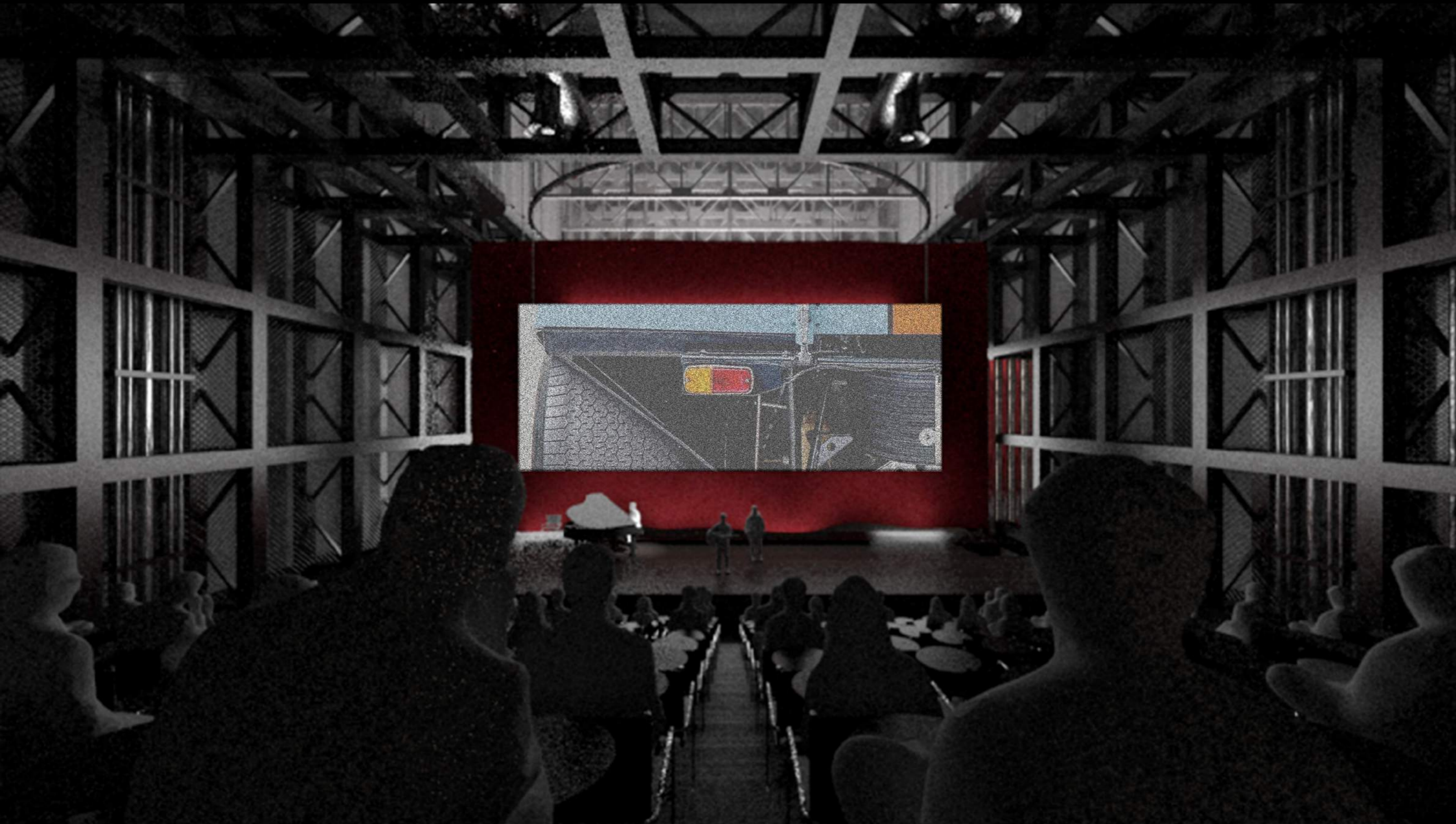
column cap plan, 1:25 A3



The superstructure can be fully understood and scaled at this point: the the round columns of the monumental scale create 30x30 m of maximum open space, carrying the loads from the volumes down to the ground.

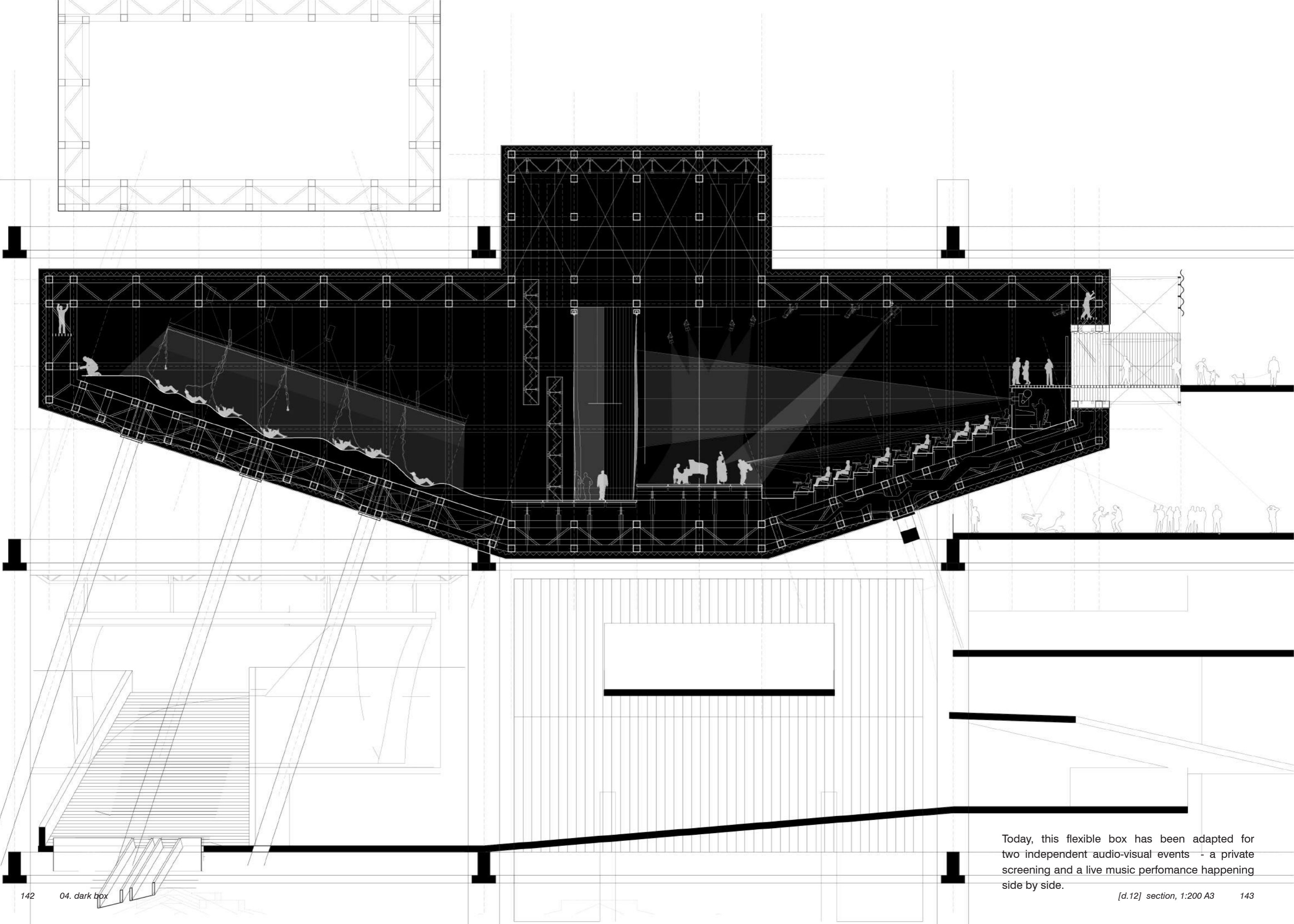
04. DARK BOX



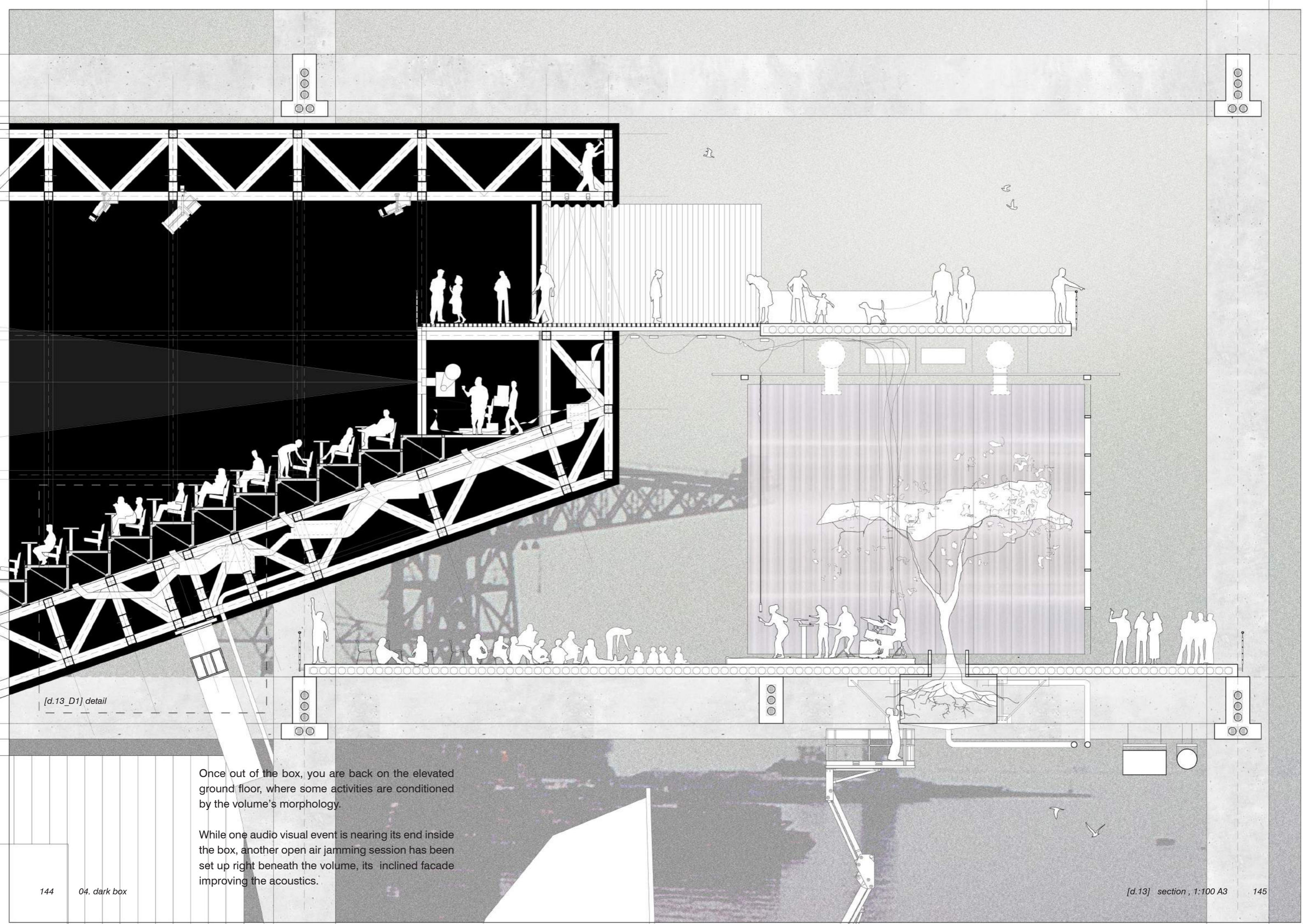


From the neutral and monumental, we jump into exposed and tectonic.

The dark box is almost the inverse of the exterior condition:
austere monumentality vs techno- tectonic.



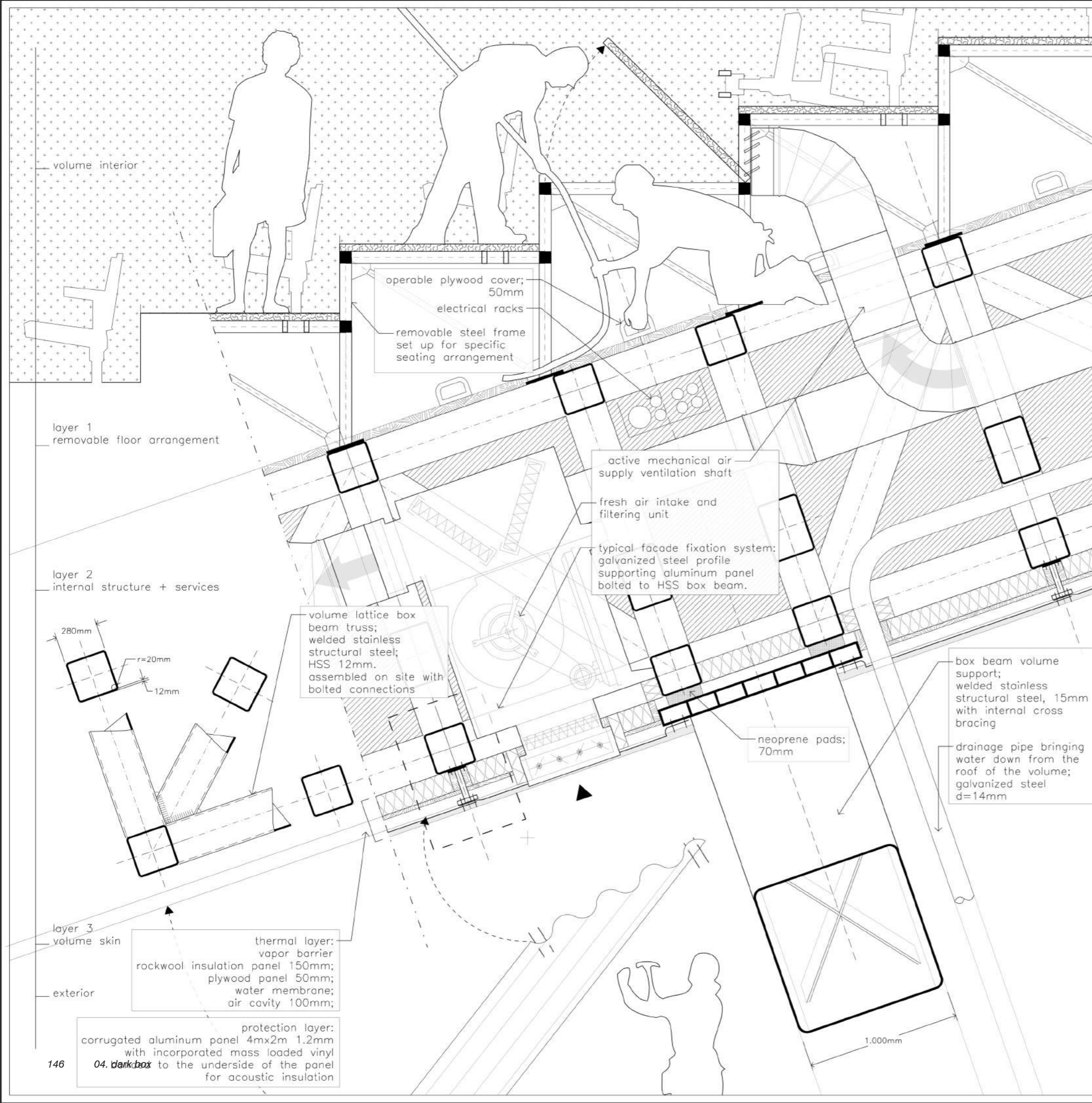
Today, this flexible box has been adapted for two independent audio-visual events - a private screening and a live music performance happening side by side.



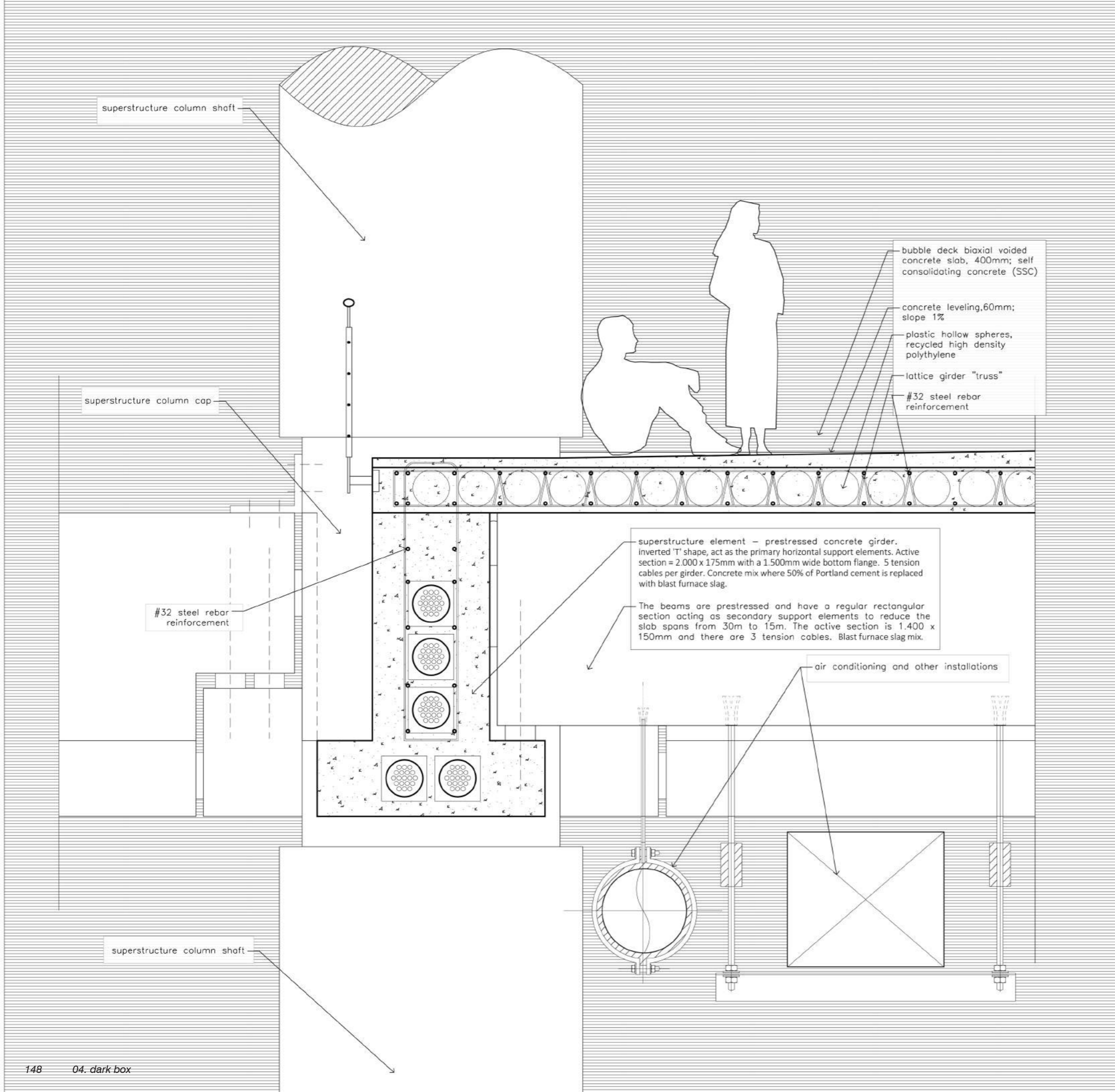
[d.13_D1] detail

Once out of the box, you are back on the elevated ground floor, where some activities are conditioned by the volume's morphology.

While one audio visual event is nearing its end inside the box, another open air jamming session has been set up right beneath the volume, its inclined facade improving the acoustics.



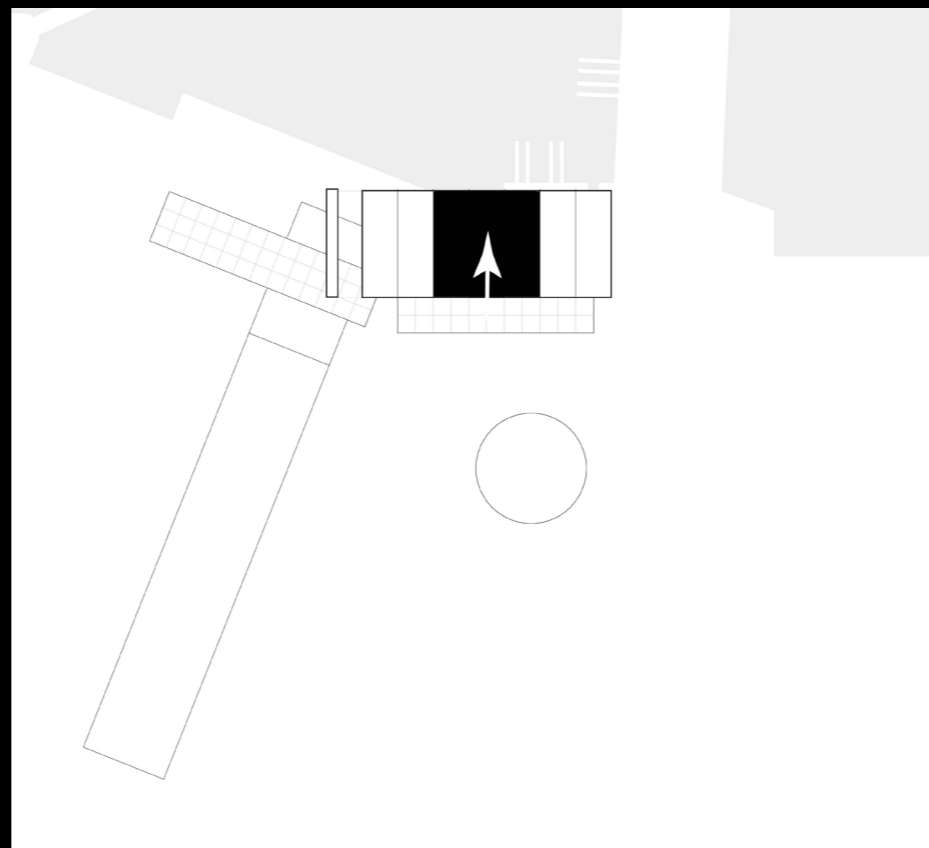
In preparation for the next re-configuration of the Dark Box, the maintenance team accesses the thickened structural layer to draw some power from the electrical racks in this part of the volume.

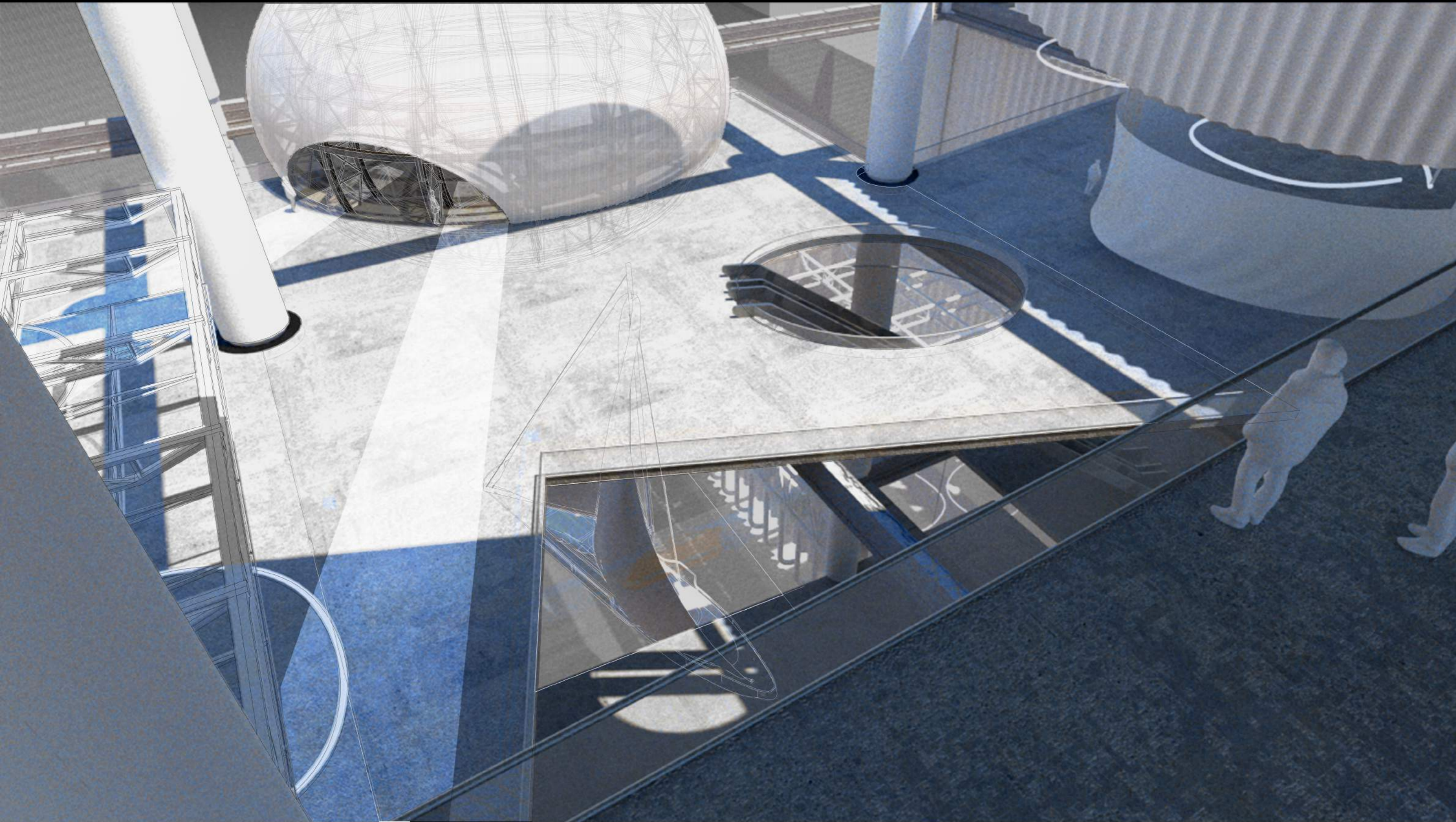


While the superstructure columns carry the loads from the volumes down to the ground, the prestressed girders are supporting the superstructure frame itself by bracing it horizontally and also carry the loads of the fluidspace, spanning the 30x 30 m modules to provide maximum open space. The civil engineering scale of these horizontal elements reinforces the significance of scale to the whole project.

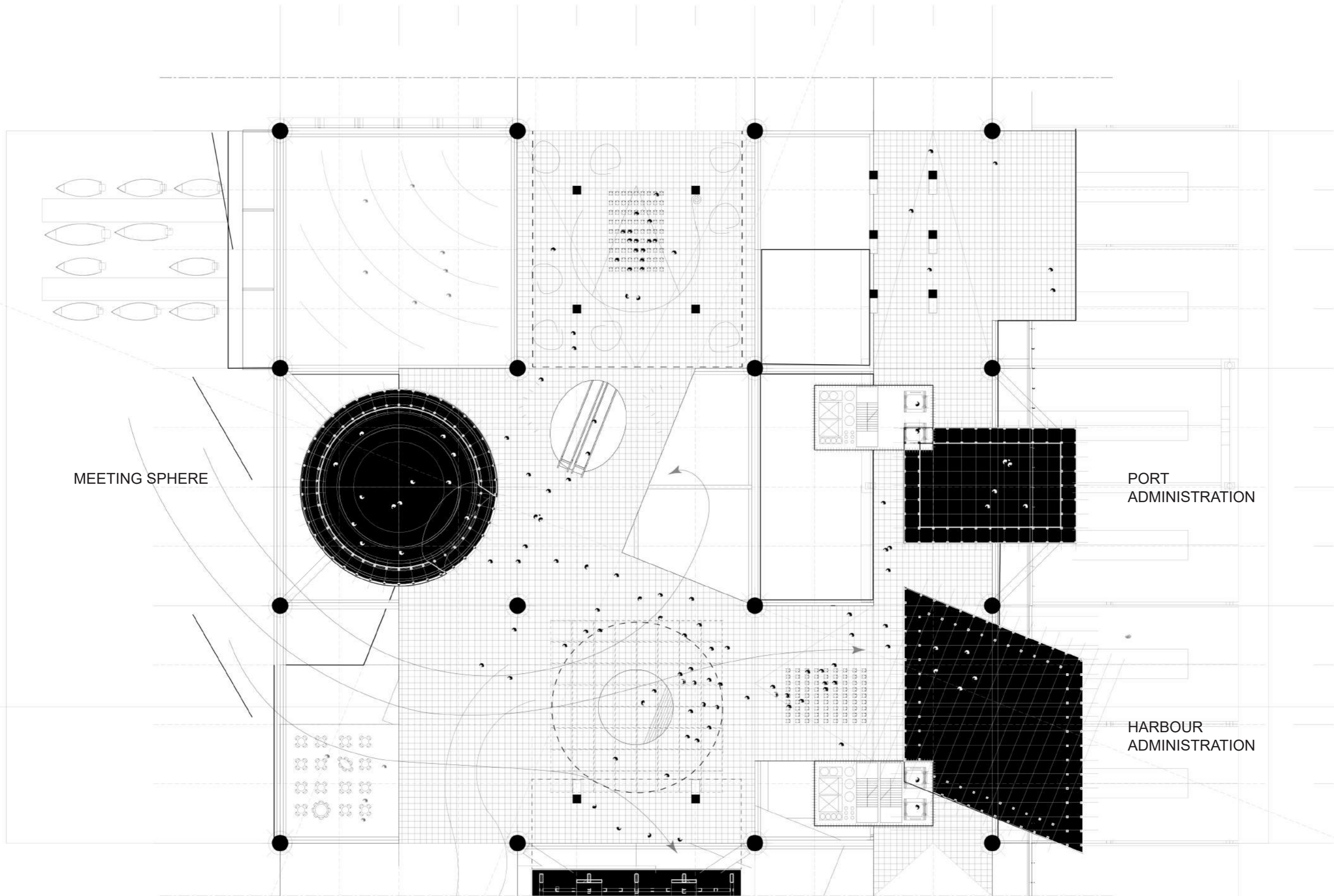
05.

AGORA





From the agora - central elevated portion of the building - a multiplicity of perspectives opens up.



MEETING SPHERE

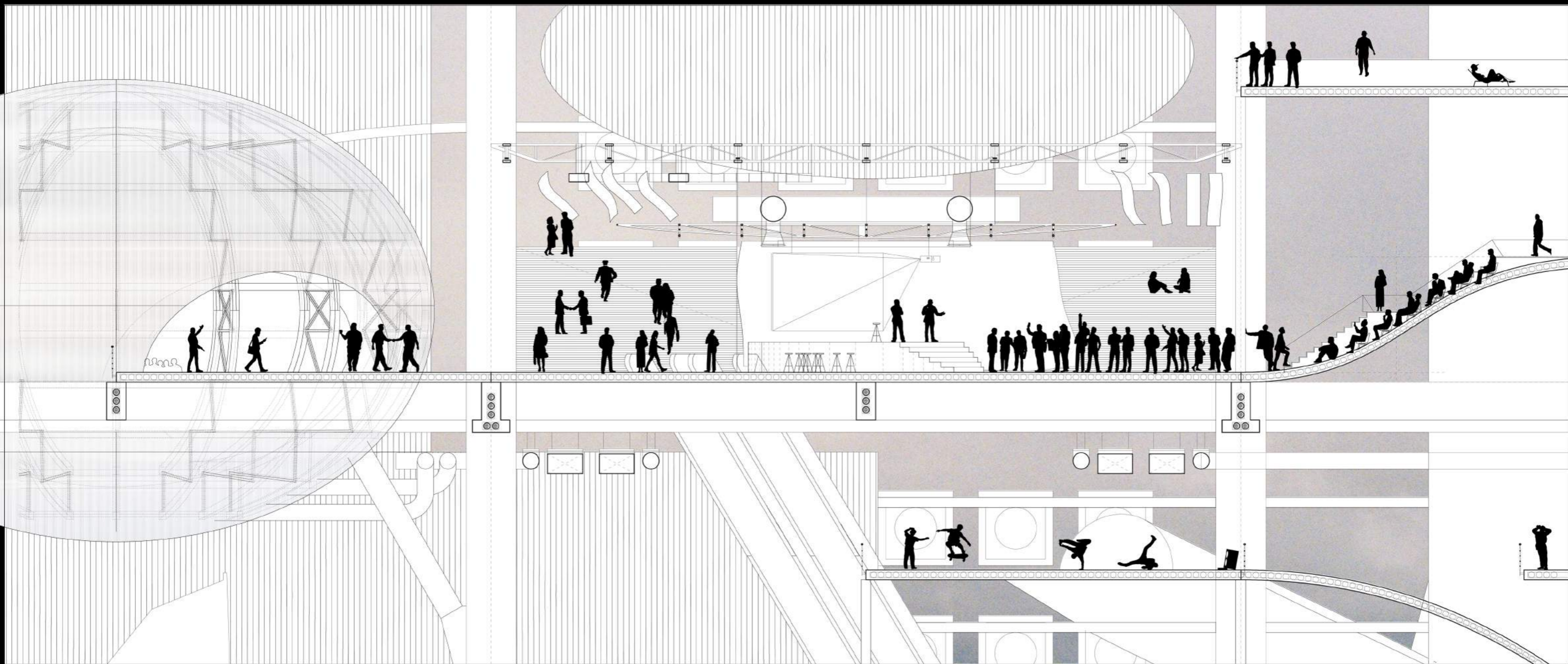
PORT
ADMINISTRATION

HARBOUR
ADMINISTRATION

DARK BOX

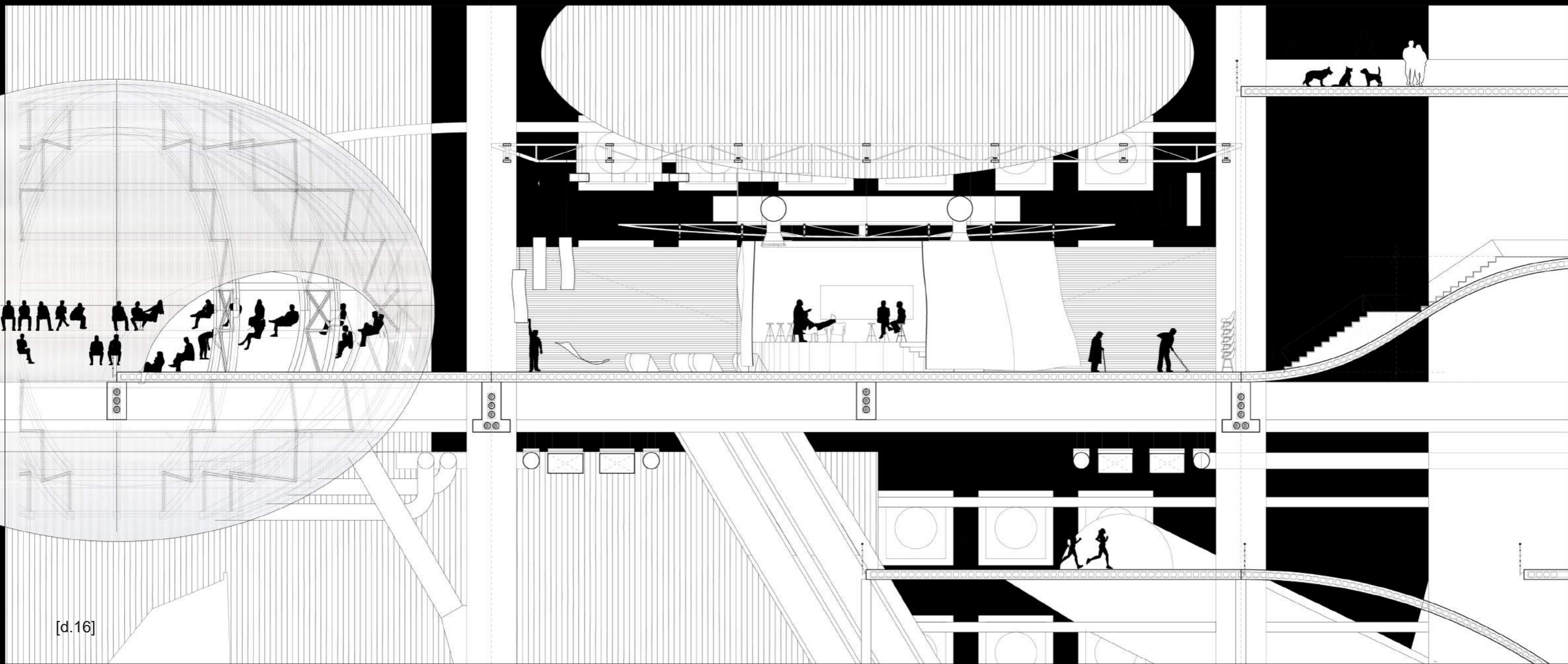
Here, a discussion spills out from the contained administrative activity ..

.. into the inbetween space of the slabs, the flows of people determining temporary arrangements.



The manifestation taking place earlier has grown into a full scale debate regarding the annexation of the Nazaret territory. The central platforms and curved slab provide the arena for this discussion, allowing some to get more involved while others witness the event from a seated position.

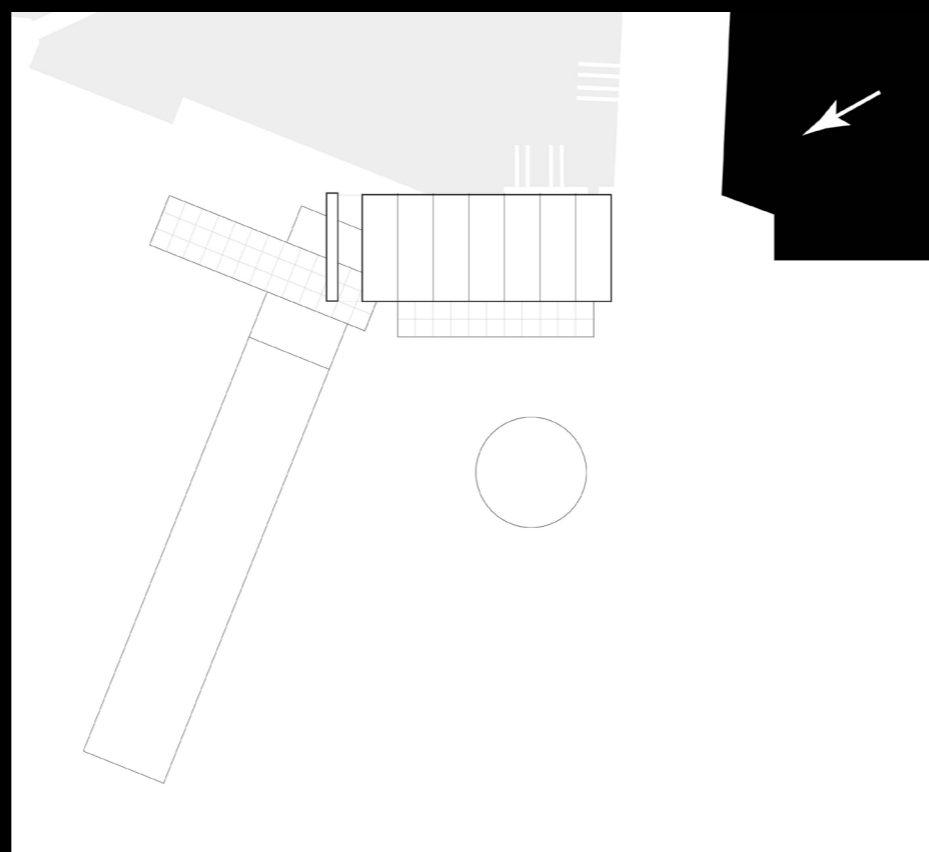
Because of its central location, it is hard to fail to notice the agiotage around the debate. At the peak hour, when the office hours are finished, this portion of the fluids space swells up to its full capacity.



At night, after the crowd gradually dissolves, the same stage is used for a much smaller gathering. The nearby university students and film enthusiasts come here every second week to have a calm talk fueled with passion for cinema.

The curtain is drawn closer to provide more intimacy and shelter from the wind. Nearby, another space is active during night time - the glowing sphere auditorium fills with people attracted by its night shining.

06. DEPARTURE





When you are ready to depart, simply cross the bridge over to the ferry and enjoy the glowing lights of evening activity. While slowly towing away from the new hub in the harbour, I am going to bring back the question that was driving the project:

What is a big building and where is the limit between a speculation and built architecture? Can it tackle the seemingly impossible Babylonian scale of urban problems and through this struggle catalyze new, weird, strange and exciting hybrids?

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Bachelor in Architecture
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2020