

# Dal segno alla costruzione La genesi dell'opera architettonica



SANTIAGO CALATRAVA  
BIOGRAPHY



## Santiago Calatrava Biography

### A Short History

Architect, Artist and Engineer Santiago Calatrava was born in 1951 in Valencia, Spain. He attended primary and secondary school in Valencia and, from the age of eight, he also attended the Arts and Crafts School, where he began his formal instruction in drawing and painting. Upon completing high schooling in Valencia and following a period spent in Paris he enrolled in the Escuela Técnica Superior de Arquitectura where he received a degree in Architecture and took a post-graduate course in urbanism.

Attracted by the mathematical rigor of certain great works of historic architecture Calatrava decided to pursue post-graduate studies in Civil Engineering and enrolled in 1975 at the ETH (Swiss Federal Institute of Technology) in Zurich. He received his Ph.D. in 1981 presenting a thesis: Concerning the Foldability of Space Frames.

After completing his studies, he took on small engineering commissions, such as designing the balcony of a private residence. He also began to enter competitions with his first winning proposal, in 1983 for the design and construction of Stadelhofen Railway Station in Zurich, the city in which he established his first office. In 1984, Calatrava designed the Bach de Roda Bridge in Barcelona. This was the first of the bridge projects that established his international reputation. Among other notable bridges that followed were the Alamillo Bridge and Cartuja Viaduct, commissioned for the World's Fair in Seville (1987–1992); the Campo Volantin Footbridge in Bilbao (1990–1997); and the Alameda Bridge and Metro Station in Valencia (1991–1995).

Calatrava established his firm's second office in Paris, in 1989, when he was working on the Lyon Saint-Exupéry Airport Station (1989–1994). He opened his third office in Valencia in 1991, to facilitate work on a competition, a very large cultural complex and urban intervention there (the City of Arts and Sciences) to which Calatrava buildings are still being added. Other large-scale public projects from the late 1980s and 1990s include the BCE Place Galleria in Toronto (1987–1992) and the Oriente Railway Station in Lisbon (1993–1998), commissioned for Expo '98.

In 2004 following Calatrava's first building in the United States, (the expansion of the Milwaukee Art Museum) he opened an office in New York City in order to be closer to a number of important recent commissions. These include the World Trade Center Transportation Hub in New York, the Sundial Bridge, Redding, California (his first bridge in the United States) and the bridges over the Trinity River in Dallas, Texas. Later commissions in the USA included the first building for the University of South Florida Polytechnic's new campus.

Selected Projects completed since 2000 include Sondica Airport, Bilbao (2000); Pont de l'Europe, Orléans (2000); Bodegas Ysios Winery in LaGuardia (2001); Puente de la Mujer in Buenos Aires (2001); James Joyce Bridge, Dublin (2003); Auditorio de Tenerife, Santa Cruz (2003); Three Bridges over the Hoofdvaart, Hoofddorp (2004); Athens Olympic Sports Complex (2004); Zurich University Law Faculty (2004); Turning Torso Tower, Malmö (2005); Petah Tikva Bridge (2006); the Palau de les Arts Reina Sofia, Valencia's City of Arts and Sciences (2006); Three Bridges in Reggio Emilia (2007); Light Rail Train Bridge in Jerusalem (the Bridge of Strings) (2008); Quarto Ponte sul Canal Grande, Venice (2008); l'Assut de l'Or Bridge in Valencia (2008); the Liège-Guillemins TGV Railway Station (2009); the Samuel Beckett Bridge, Dublin (2009); and the New York City Ballet Collaboration (2010), Palacio de Congresos, Oviedo (2011); Calgary's Peace Bridge (2012) and the Margaret Hunt Hill Bridge in Dallas (2012).

Other projects currently being designed or under construction elsewhere in the world include the Agora, Valencia; Reggio Emilia's High Speed Train Station; Margaret McDermott Bridge, Dallas; Città dello Sport, Rectorate and Campus Master Plan for Roma II University in Tor Vergata, Rome; Marina d'Arechi, Salerno; Yuan Ze University Performing Arts Center, Arts and Design School and Y. Z. Hsu Memorial Hall, Taipei and the Museum of Tomorrow, Rio de Janeiro.

### The Exhibitions

Exhibitions of Calatrava's work were first mounted in 1985, with the display of nine sculptures in a Zurich gallery. A new level of recognition was marked by two solo exhibitions: a retrospective at the RIBA London

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in 1992, and the exhibition “Structure and Expression” at the MoMA in New York in 1993 while in the same year “Santiago Calatrava: Bridges” was exhibited at the Deutsches Museum in Munich. In 1994, “Santiago Calatrava: The Dynamics of Equilibrium” was exhibited in Tokyo’s MA Gallery. “Santiago Calatrava: Artist, Architect, Engineer”, an exhibition of architectural models, sculpture and drawings, was presented at Palazzo Strozzi in Florence in 2000. “Santiago Calatrava: Wie ein Vogel” (Like a Bird) was exhibited at Vienna’s Kunsthistorisches Museum in 2003. In 2005 an exhibition of his Artistic body of work was mounted at the Metropolitan Museum of Art titled “Santiago Calatrava: Sculpture into Architecture”. In 2010, “Santiago Calatrava: Sculptures” was exhibited at the Museum Le Grand Curtius in Liège. Together with Frank Stella he exhibited their joint work “The Michael Kohlhaas Curtain” at the Berlin’s New National Gallery in 2011.

Most recently, in 2012, Calatrava’s “The Quest for Movement” was exhibited at the State Hermitage Museum in St. Petersburg.

### Awards and Recognition

Calatrava has received numerous prizes and awards from renowned institutions and organizations such as the UIA Auguste Perret Prize in 1987, The Gold Medal of the Institution of Structural Engineers, the Royal College of Art “Sir Misha Black Medal” (2002), the Queen Sofia Spanish Institute Gold Medal (2004), the Principe de Asturias Art Prize, Oviedo, SEFI’s Leonardo da Vinci medal, the MIT “Eugene McDermott Award in the Arts” (2005), for his artistic achievements. He also received the Fritz Schumacher Prize for Urbanism, Architecture and Engineering (1998), Médaille d’Argent de la Recherche et de la Technique from the Fondation Académie d’Architecture (1990), Il Principe e L’Architetto, Architettura e Design per la Città (2002), the AIA Gold Medal (2005), the Premio Nacional de Arquitectura (2005), the Grande Médaille d’Or d’Architecture, Académie d’Architecture (2003) and the AIA National Medal (2012).

Calatrava’s building such as the Milwaukee Art Museum received the SEA01 2002 Excellence in Design Award for Best Large Structure, the 2004 IABSE Outstanding Structure Award, the 2004 Outstanding Project Award from the NCSEA; the Turning Torso Tower in Malmö received the MIPIM Award (2005) and the fib 2006 Award for Outstanding Concrete Structures. His railway stations such as the Zurich-Stadelhofen Railway Station and the Oriente Station in Lisbon received the Brunel Award in 1992 and 1998 respectively and the Liège-Guillemins High-Speed Railway Station received the ESCN 2006 European Award for Excellence in Concrete. He also received numerous ECCS European Steel Design Awards for his projects such as the reconstruction of the Berlin’s Kronprinzenbrücke, the Pont de l’Europe in Orléans, the University of Zurich Law Library, Three Bridges over the Hoofdvaart, Athens Olympic Stadium OAKA, Three Bridges in Reggio Emilia and most recently the Margaret Hunt Hill Bridge, Dallas in 2012.

Calatrava’s personal contribution has been recognized by many renowned institutions and organizations. He was named a “Global Leader for Tomorrow” by the World Economic Forum in 1993 and was named as one of the 100 most influential people by Time Magazine in 2005.

### Academic Acknowledgment

Mr. Calatrava is a permanent guest lecturer in Universities such as the ETH Zurich, MIT School of Architecture and Design, University of Yale, Azrieli School of Architecture in Tel Aviv and the New York Columbia University.

Throughout his career, he has received 19 honorary doctorates (Doctor Honoris Causa) from Universities around the world. Heriot-Watt, Salford, Strathclyde and Oxford Universities in the UK, the European Universities of Delft, Liège, Cassino, Ferrara, Lund, Valencia, Seville, Madrid and the Aristotle University of Thessaloniki alongside Israel’s Technion Institute in Haifa and Tel Aviv’s University. Honorary Doctorates have also been forthcoming from the United States from the Milwaukee School of Engineering, the Columbia University and Rensselaer Polytechnic Institute of New York, and the Southern Methodist University of Dallas.