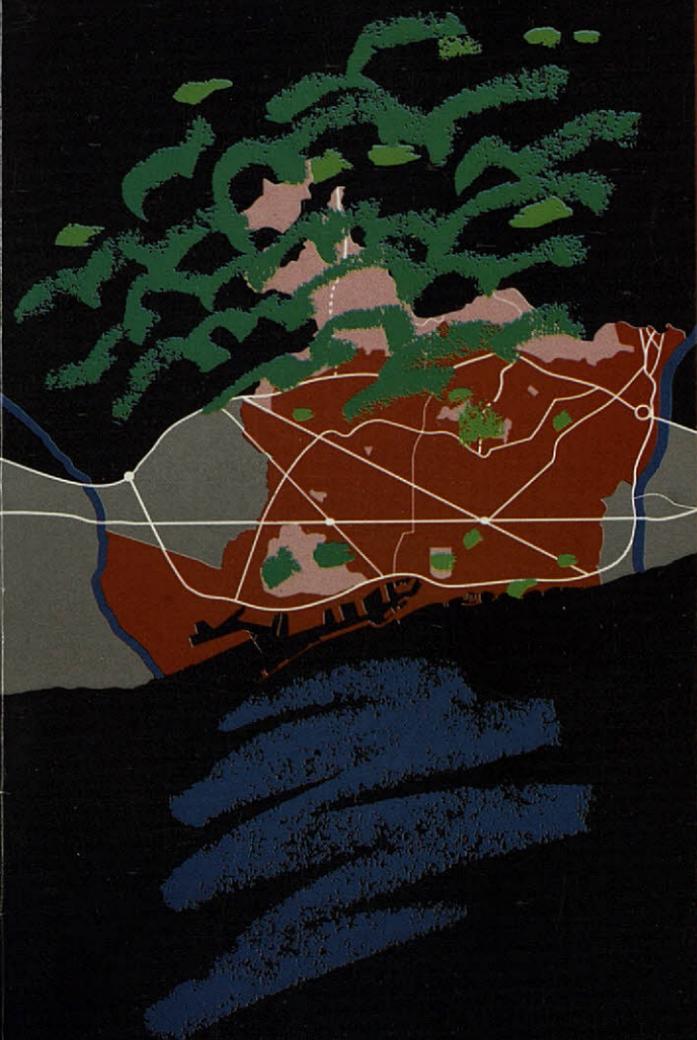


Barcelona

Urban Spaces
1981-1996



Itinerary 1

Itinerary 2

Itinerary 3

Itinerary 4

Itinerary 5

Itinerary 6

Itinerary 7

Ajuntament



de Barcelona



Itinerary 2

Itinerary 3

Itinerary 4

Itinerary 5

Itinerary 6

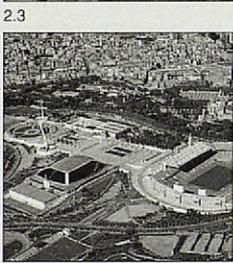
Itinerary 7



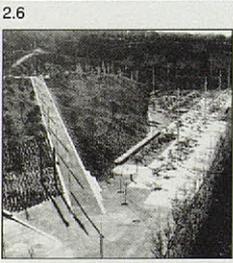
2.1
Plaça del Setge de 1714 / 1990
R. Marquès, X. Corberó
M Poble Sec. L-3



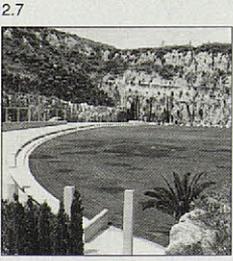
2.2
Plaça Navas / 1982
D. Navas, N. Solé, I. Jansana, J. Rebull
M Poble Sec. L-3



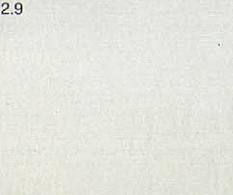
2.3
Avinguda Mistral / 1996
J. Graells, L. Weiner
M Espanya. L-1 and L-3



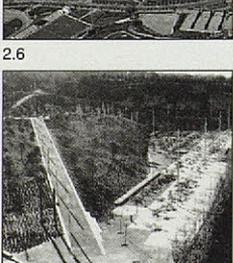
2.4
Avinguda Reina Maria Cristina / 1985
Ll. Cantallops
M Espanya. L-1 and L-3



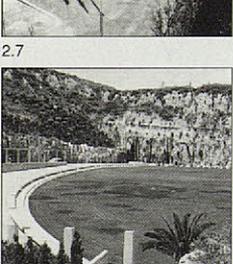
2.5
Accessos al Parc de Montjuïc / 1992
IMPUSA
M Espanya. L-1 and L-3



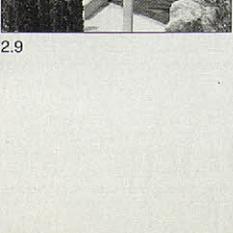
2.6
Esplanada Olímpica / 1992
F. Correa, A. Milà, J. Margarit, C. Buxadé, A. Mikawaki
M Espanya. L-1 and L-3
Bus. 61



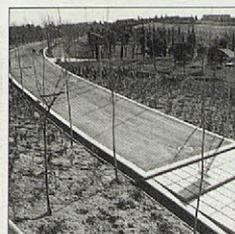
2.7
Parc de la Font Florida / 1995
C. Casamor, R. Marquès
Bus. 9, 38 and 109



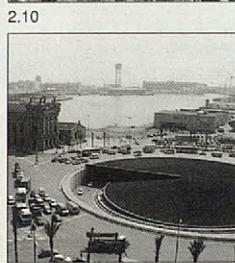
2.8
Jardins de Can Sabaté / 1983
D. Navas, N. Solé, I. Jansana
Bus. 9, 38 and 109



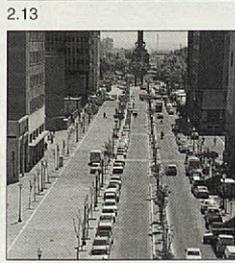
2.9
Fossar de la Pedrera / 1986
B. Galí, M. Quintana, F. Ventura
Bus. 9, 38 and 109



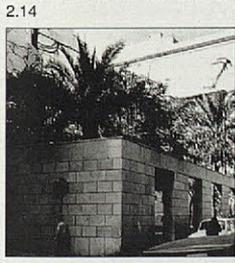
2.10
Parc del Migdia / 1992
B. Galí
Bus. 38 and 13



2.11
Vivers Municipals de Tres Pins / 1989
E. Batlle, J. Roig
Funicular
Bus. 61



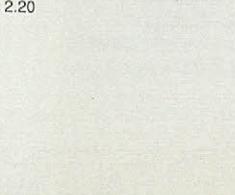
2.12
Parc de les Tres Xemeneies / 1995
P. Riera, J. M. Gutiérrez
M Paral·lel. L-3



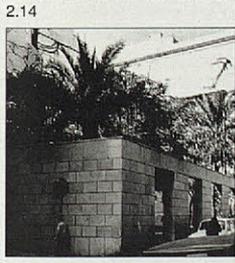
2.13
Rotonda del Paral·lel / 1992
IMPUSA
M Drassanes. L-3



2.14
Avinguda de Les Drassanes / 1991
I. de Cece, J. Artigues, J. Barjuan, C. Fuente
M Drassanes. L-3



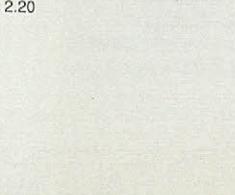
2.15
Carrer Sant Oleguer / 1995
A. Montes
M Drassanes. L-3



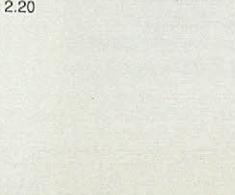
2.16
Plaça Sant Galderic / 1994
J. Fargas
M Liceo. L-3



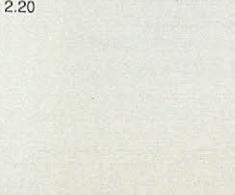
2.17
Jardí Emili Vendrell / 1984
B. Galí, R. Clotet, R. Solanich
M Catalunya. L-1 and L-3



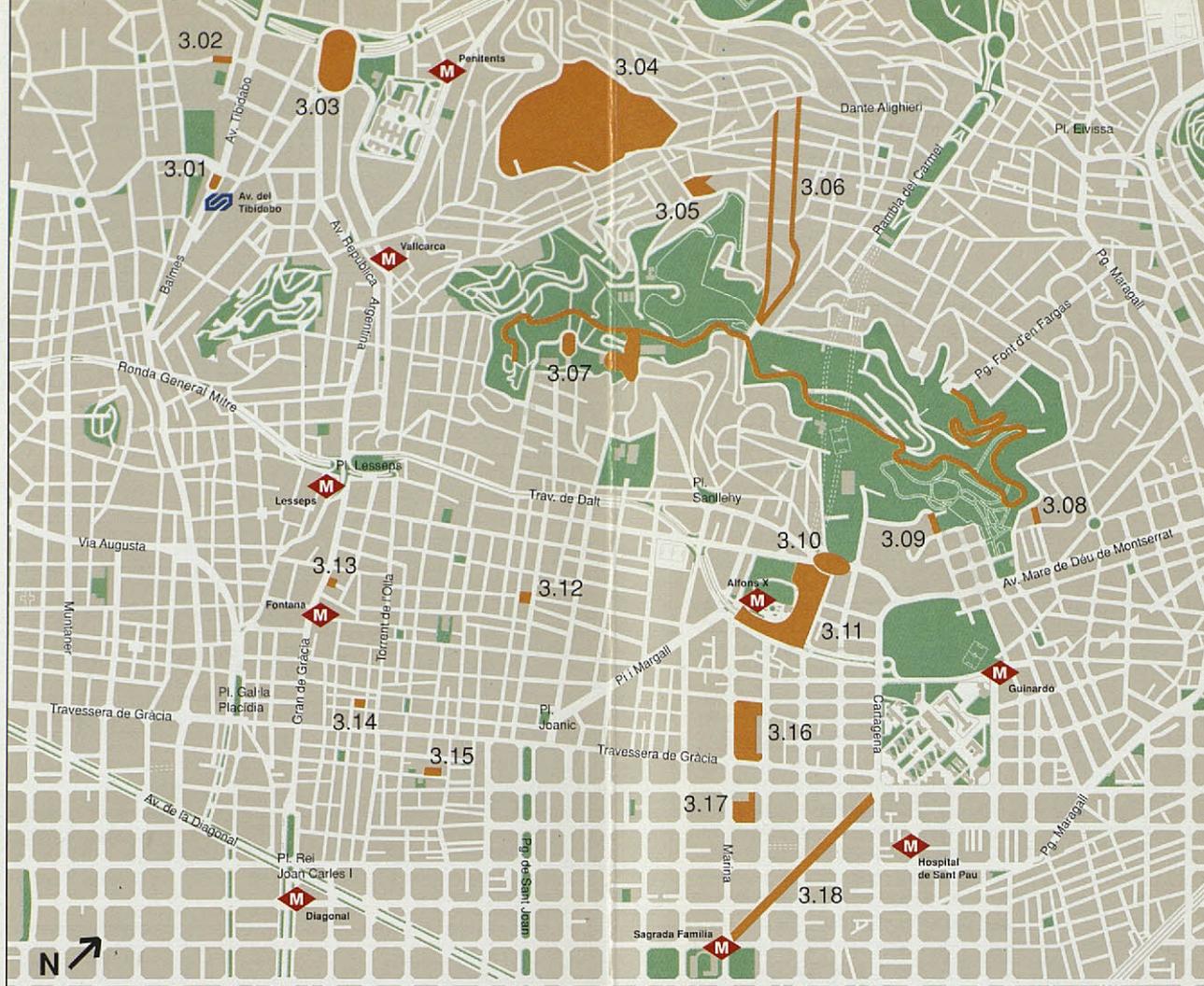
2.18
Plaça dels Àngels / 1995
R. Mejer & Partners, F. Ramos i associats
M Catalunya. L-1 and L-3



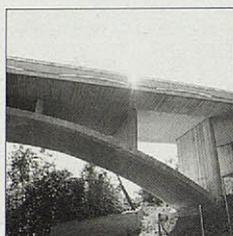
2.19
Jardí interior Villarroyel - Gran Via - Casanova - Diputació / 1994
A. Ribas
M Urgell. L-1



2.20
Plaça Universitat / 1994
M. Periel
M Universitat. L-1



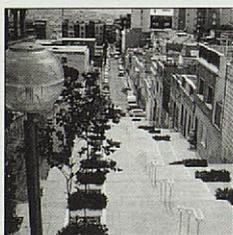
Itinerary 3
Itinerary 4
Itinerary 5
Itinerary 6
Itinerary 7



3.1
Plaça John F. Kennedy / 1988
M. L. Aguado, X. Corberó
Avinguda Tibidabo



3.2
Pont Román Macaya / 1987
M. L. Aguado, J. M. Julià, J. Serratos
Avinguda Tibidabo



3.5
Plaça Salvator Allende / 1985
J. Farrando, M. Martí
Bus. 25 and 28



3.7
Intervencions al Park Güell / 1991-96
J. Farrando, E. Torres, J. A. Martínez Lapeña, I. de Lecea, A. Ribas
Vallcarca. L-3

3.8
Escales al carrer Sales i Ferrer / 1985
J. Farrando
Bus. 39 and 74

3.9
Escales al carrer Gènova / 1994
A. Montes
Bus. 39 and 74



3.10
Plaça de la Font Castellana / 1992
J. Farrando, Madola
Alfons-X. L-4



3.11
Boca Sud del Túnel de la Rovira / 1987
M. Quintana, B. Galí, Riera i Aragó
Alfons-X. L-4



3.12
Plaça Rovira i Trias / 1990
J. Graells, J. Camps
Joanic. L-4

3.13
Plaça Trilla / 1984
J. Bach, G. Mora
Fontana. L-3



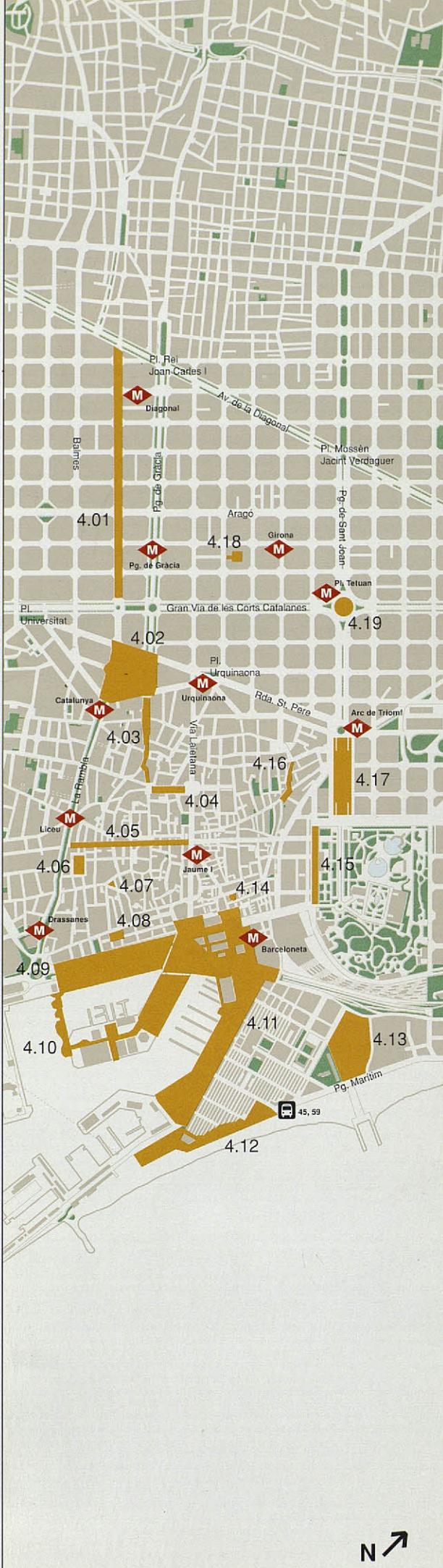
3.14
Plaça del Sol / 1985
J. Bach, G. Mora
J. Camps
Fontana. L-3

3.15
Plaça del Poble Romani / 1993
A. Montes
Joanic. L-4

3.16
Jardí Príncep de Girona / 1995
J. Farrando
Alfons-X. L-4

3.17
Jardins de la Indústria / 1990
M. Quintana
Sagrada Família. L-5

3.18
Avinguda Gaudí / 1985
M. Quintana
A. Fenosa, P. Falqués
Sagrada Família. L-5



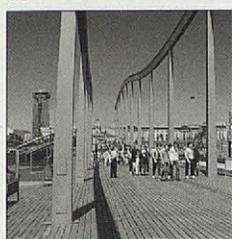
4.1

Rambla de Catalunya / 1990
M. Quintana, R. de Cáceres, J. Graells
M Diagonal. L-5



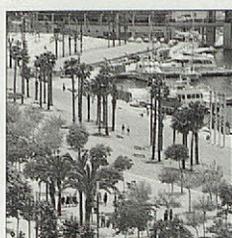
4.2

Plaça Catalunya / 1994
J. Graells
M Catalunya. L-1 and L-3



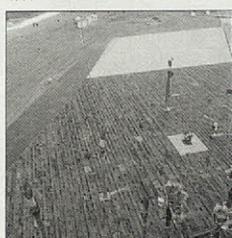
4.3

Avinguda del Portal de l'Àngel / 1992
A. Montes, P. Alemany
M Catalunya. L-1 and L-3



4.4

Avinguda de la Catedral / 1991
M. Periel, M. Quintana, J. Brosa
M Jaume I. L-4



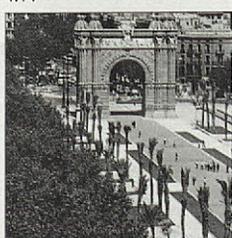
4.5

Carrer Ferran / 1994
J. Artigues, M. Roig, A. Montes, I. de Lecea
M Jaume I. L-4
Liceu. L-3



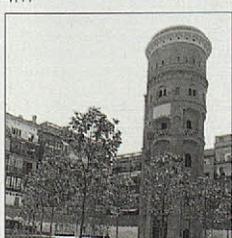
4.6

Plaça Reial / 1983
F. Correa, A. Milà, A. Gaudí
M Liceu. L-3



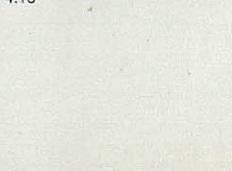
4.7

Plaça George Orwell / 1991
J. Barjuan, L. Cristòfol
M Liceu. L-3



4.8

Plaça de la Mercè / 1983
R. Clotet, R. Sanabria, P. Casajoana
M Drassanes. L-3



4.9

Moll de Bosch i Alsina / 1987
M. de Solà-Morales, R. Rier
M Drassanes. L-3

4.10

Rambla de Mar i Moll d'Espanya / 1994
A. Viaplana, H. Piñón, J. Mir, R. Coll
M Drassanes. L-3

4.11

Passeig Joan de Borbó, Comte de Barcelona / 1993
J. Henrich, O. Tarrasó, M. Merz, L. Baumgarten, U. Rückriem
M Barceloneta. L-4

4.12

Passeig Marítim de la Barceloneta / 1995
J. Henrich, O. Tarrasó, J. Artigues, M. Roig, A. M. Castañeda, C. Fuente, R. Horn
Bus. 45 and 59

4.13

Parc de la Barceloneta / 1996
J. Henrich
Bus 45 i 59

4.14

Fossar de Les Moreres / 1990
C. Fiol
M Jaume I. L-4

4.15

Passeig Picasso / 1983
R. Amadó, Ll. Domènech, A. Tàpies
M Jaume I. L-4

4.16

Placets de Sant Agustí Vell and de les Basses de Sant Pere / 1983
R. de Cáceres
M Arc de Triomf. L-1

4.17

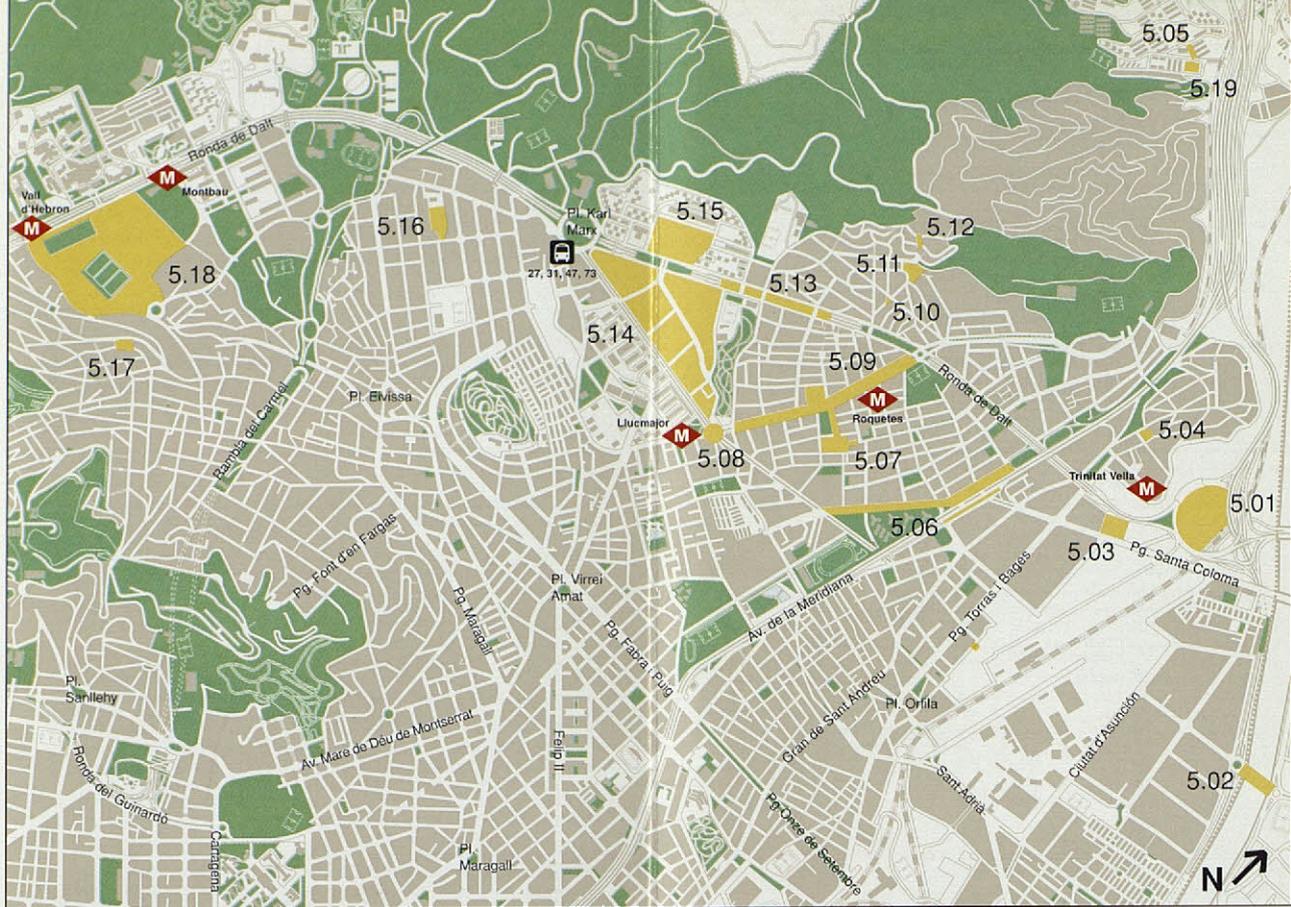
Passeig Lluís Companys / 1991
J. Henrich
M Arc de Triomf. L-1

4.18

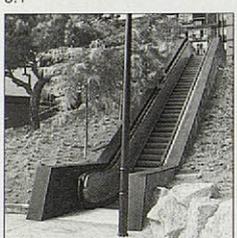
Jardí de la Torre de les Aigües / 1987
C. Ribas, A. Arriola, R. Llimós
M Girona. L-4

4.19

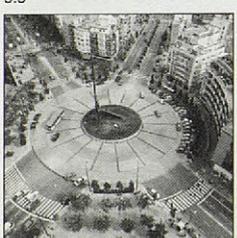
Plaça Tetuan / 1984
A. Arriola, J. Llimona
M Girona. L-4



5.1
Parc and Nus de la Trinitat / 1993
M. Herce, J. M. Càmara,
J. R. de Clascà, J. M. Serrano,
X. Ruiwamba, E. Batlle, J. Roig
M Trinitat Vella. L-1



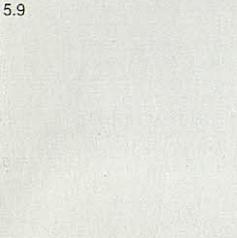
5.2
Pont del Potosí / 1992
J. Arenas
Bus. 42



5.3
Plaça de la Modernitat / 1992
C. Sanfeliu, I. Sanfeliu, E. Valencoso,
A. Espejo, B. Martorell
M Trinitat Vella. L-1



5.4
Plaça de la Trinitat Vella / 1992
A. Montes
M Trinitat Vella. L-1



5.5
Escales mecàniques a Ciutat Meridiana / 1994
D. Febles
Bus. 62



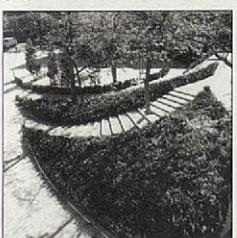
5.6
Avinguda Rio de Janeiro / 1988
P. Bardají, C. Teixidor, A. Roqué
M Torres i Bages. L-1



5.10
Plaça de Les Roquetes / 1996
J. Ll. Delgado
Bus. 32 and 27



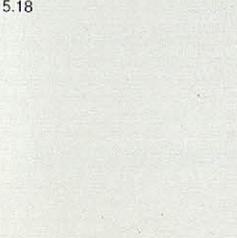
5.11
Plaça Cenicero a Roquetes / 1995
M. Gabàs
M Roquetes. L-4
Bus. 32



5.12
Escales Llobera - Rodrigo Caro / 1986
J. Ll. Delgado
Bus. 32 and 27



5.13
Ronda de Dalt / 1992
P. Nobell, B. de Sola, J. Torrella
Bus. 27, 31, 47 and 73



5.14
Polígon Guineueta / 1995
E. Pericas, C. Casamor, C. Fuente
M Lluçmajor. L-4

5.15
Parc Canyelles / 1996
C. Casamor, C. Hom
Bus. 27, 31, 47 and 73

5.16
Jardins de la Unitat / 1989
J. Farrando
Tibidabo
Bus. 73 and 85

5.17
Jardins Santa Rosalia / 1987
M. Rubert, O. Clos
M Penitents. L-3

5.18
Parc de la Vall d'Hebron / 1992
E. Bru, C. Oldenburg, S. Solano,
E. Serra
M Montbau. L-4

5.19
Plaça Roja de Ciutat Meridiana / 1995
R. Casanovas
Bus. 62



6.1

6.1
Parc de l'Estació del Nord / 1992
A. Arriola, C. Fiol, E. Pericas, B. Pepper
M Arc de Triomf. L-1

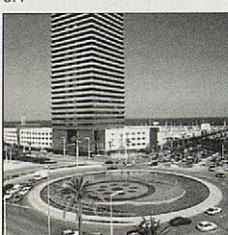


6.4

6.2
Pont al carrer Sardanya / 1992
J. A. Fernández Ordóñez, E. Tous,
R. Amadó, L. Domènech
M Arc de Triomf. L-1

6.3
Interiors d'illa Vila Olímpica / 1992
C. Ferrater, B. Figueras
M Bogatell. L-4

6.4
Avinguda Icària / 1992
E. Miralles
M Ciutadella-Vila Olímpica. L-4



6.6

6.5
Parc de Carles I / 1992
P. Zazurca
M Ciutadella-Vila Olímpica. L-4

6.6
Plaça dels Voluntaris / 1992
J. M. Mercè
M Ciutadella-Vila Olímpica. L-4



6.7

6.7
Port Olímpic / 1992
J. R. de Clascà, M. A. Andujar,
A. Viador, J. Martorell, O. Bohigas,
D. Mackay, A. Puigdomènech
M Ciutadella-Vila Olímpica. L-4

6.8
Passeig Marítim de la Vila Olímpica
/ 1992
A. Castañeda, A. Font, J. Montero
M Ciutadella-Vila Olímpica. L-4



6.9

6.9
Parc del Poble Nou / 1992
X. Vendrell, M. Ruisánchez
Bus. 36



6.10

6.10
Plaça Prim / 1986
B. de Sola, P. Barragán
M Llacuna. L-4
Bus. 92



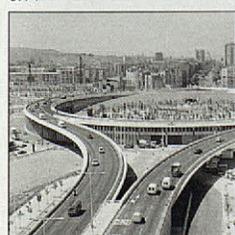
6.14

6.11
Rambla del Poble Nou / 1991
J. Henrich, C. Hom
Bus. 92

6.12
Prolongació Diagonal / 1991
M. Gabàs, E. M. Julián
M Glòries. L-1

6.13
Espais públics Centre Glòries / 1995
C. Cirici
M Glòries. L-1

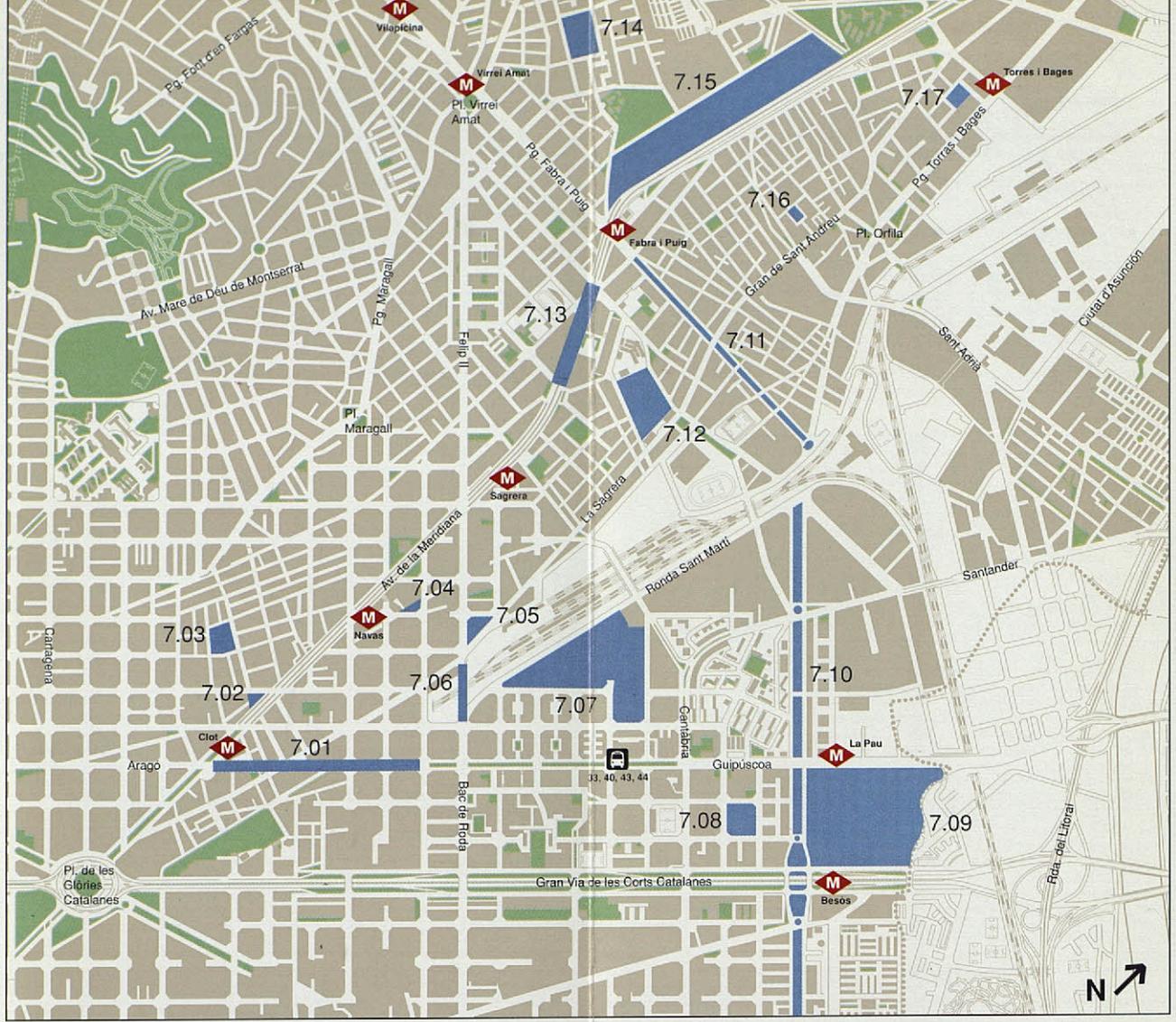
6.14
Parc del Clot / 1986
D. Freixes, V. Miranda, B. Hunt
M Glòries. L-1



6.15

6.15
Plaça de les Glòries Catalanes / 1992
A. Arriola, A. Monclús, X. Ruiwamba,
B. Figueras, F. Scali
M Glòries. L-1

6.16
Placés Hispanitat and Pablo Neruda / 1990
D. Febles
M Sagrada Família. L-2 y L-5



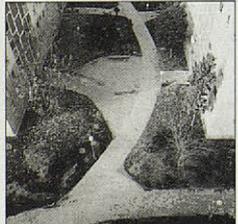
7.5



7.6

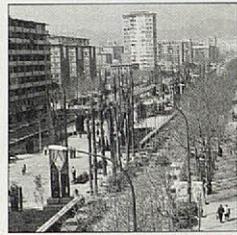


7.8

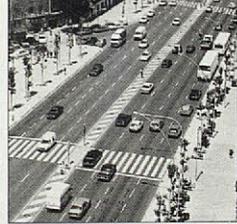


7.9

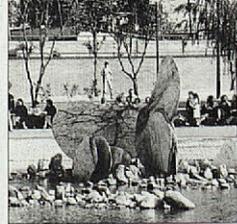
- 7.1
Aragó - Guipúscoa / 1992
P. Barragán, B. de Sola, A. Soldevila,
J. Llorens, R. Acís
M Clot. L-1
- 7.2
Plaça de Can Robacols / 1987
P. Barragán
M Clot. L-1
- 7.3
Plaça Dr. Serrat / 1989
J. Henrich
M Clot. L-1
- 7.4
Plaça Islàndia / 1995
C. Fiol, A. Arriola
M Navas. L-1
- 7.5
Plaça General Moragues / 1987
O. Tarrasó, E. Kelly
M Navas. L-1
- 7.6
Pont Felip II - Bac de Roda / 1987
S. Calatrava
M Navas. L-1
- 7.7
**Parc de Sant Martí
de Provençals** / 1996
C. Martí, A. Armesto, A. Rosselló
Bus. 43, 44, 33 and 40
- 7.8
Plaça Palmera / 1985
P. Barragán, B. de Sola, R. Serra
M Besòs. L-4
- 7.9
Polígon La Pau / 1991
J. Henrich, C. Fuente
M La Pau. L-4



7.10



7.13



7.14



7.15

- 7.10
Rambla Prim / 1992
P. Barragán, J. Sanjosé, M. Tersol,
Torres Monsó, M. Navarro
M La Pau. L-4
- 7.11
Rambla de Sant Andreu / 1995
O. Tarrasó, C. Fuente
M Fabra i Puig. L-1
- 7.12
Parc de la Pegaso / 1986
E. Batlle, J. Roig
M Fabra i Puig. L-1
- 7.13
Avinguda Meridiana / 1995
M. Periel, A. Montes, C. Fuente
M Fabra i Puig. L-1
- 7.14
Plaça Sóller / 1984
J. M. Julià, J. Ll. Delgado, A. Arriola,
C. Ribas, X. Corberó
M Lluçmajor. L-4
- 7.15
Parc de Can Dragó / 1991
E. Pericas, A. Ubach, M. Espinet,
P. Gargallo, M. Polo
M Fabra i Puig. L-1
- 7.16
Plaça Mercadal / 1983
R. Sanàbria, R. Artigas
M Sant Andreu. L-1
- 7.17
Jardins Casa Bloc / 1995
E. Batlle, J. Roig
M Torres i Bages. L-1

Barcelona

Urban Spaces
1981-1996



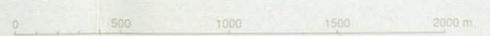
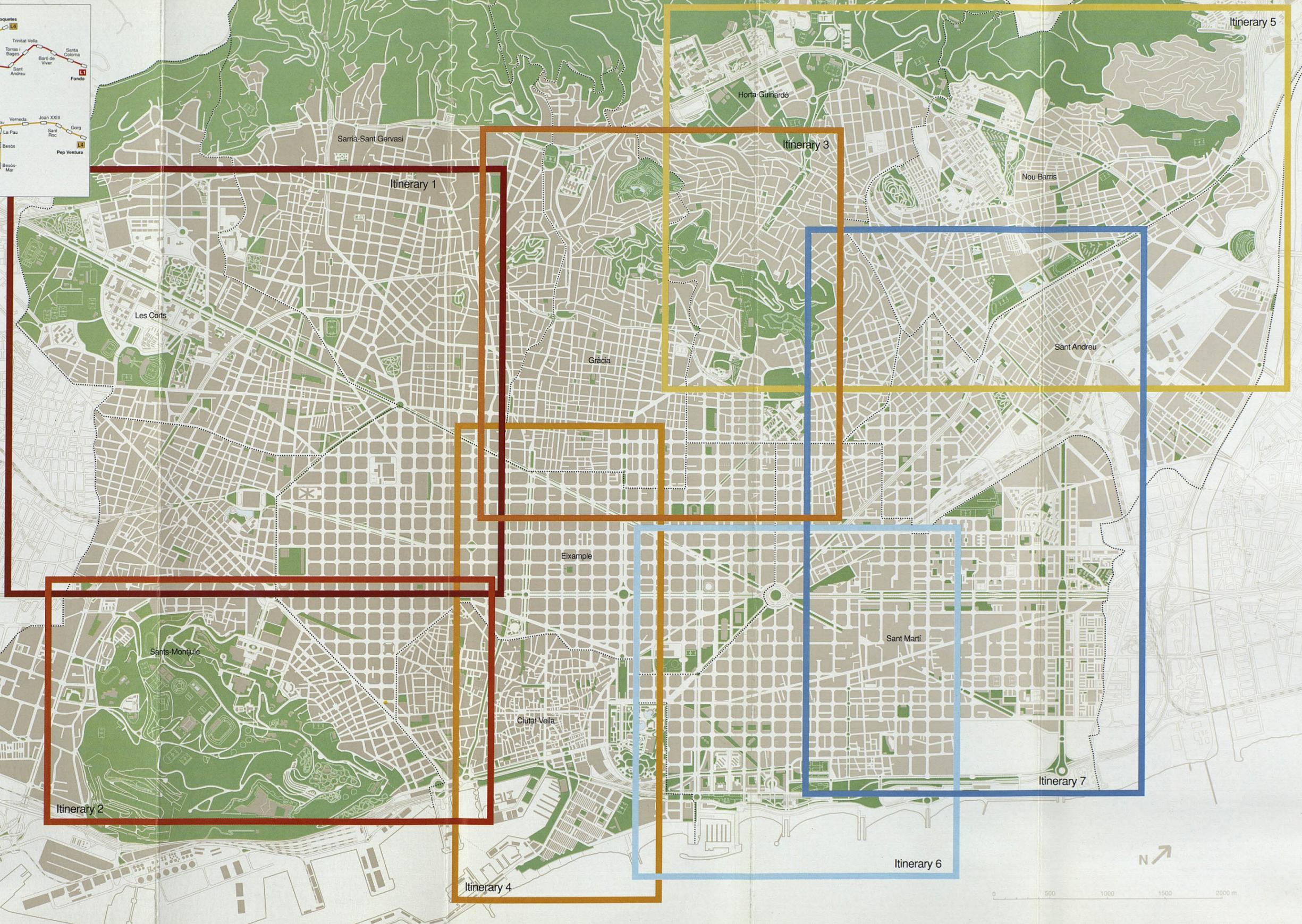
General plan. Situation of itineraries

Foreword

Description of itineraries 1, 2 and 3

Description of itineraries 4, 5 and 6

Description of itinerary 7. Index of spaces



Deputy Mayors and Councilors:

Josep Miquel Abad, Mercè Sala, Jordi Parpal,
Josep Maria Serra i Martí, Lluís Armet, Joan Clos, Xavier Casas,
Antoni Santiburcio

Delegates and Coordinators:

Oriol Bohigas, Josep Maria Vegara, Manuel Tuñi,
Josep Maria Alibés

Directors:

José Antonio Acebillo, Rafael de Cáceres, Ignasi de Lecea,
Julio Laviña

Present team of technicians:

Josep Maria Llauradó, Josep Maria Aguilera, Elisabeth Aluja,
Manuel Buenaño, Ramon Cardona, Carles Casamor,
Juan Corominas, Jordi Farrando, María Dolores Febles,
Carlos Fuente, Marta Gabàs, Jaume Graells, Jordi Henrich,
Eva María Julián, José Manuel Llopis, Ramon Marqués,
Isidoro Martín, Antonio Montes, Modest Mor, Elpidi Pedreny,
Enric Pericas, Montserrat Periel, Julián Ríos, Miguel Royo,
Esteve Sitjà, Olga Tarrasó, José Manuel Vázquez

Technicians who have previously been on the team:

María Luisa Aguado, Andreu Arriola, Jaume Artigues,
Ramón Auset, Josep Barjuan, Pedro Barragán, Jaume Camps,
Pere Casajoana, Rosa Maria Clotet, Josep Lluís Delgado,
Paulí Ferrusola, Carme Fiol, Beth Galí, Santiago Gassó,
Leonardo Hereter, Cinto Hom, Josep Maria Julià, Joan de León,
Bernat Martorell, Judith Massana, Lluís Mestras, Juan Miras,
Diego Navarro, Estrella Ordóñez, José Paniello, Màrius Quintana,
Anna Ribas, Carme Ribas, Fernando Ruiz de la Casa,
Ramon Sanabria, Amadeu Saura, Bernardo de Sola, Miquel Roig,
Pepita Teixidor, Ignasi Udina, Pasqual Vidal, Enric Vintró

Edition:

June 1996
Ajuntament de Barcelona
Sector d'Urbanisme

Publishing Direction:

Olga Tarrasó, Ignasi de Lecea, Sílvia Calavera

Graphic Design:

Ferran Cartes / Montse Plass

Photographs:

Josep Gri, Cb-Foto, F. Català-Roca

Map Base:

Pedro Monzo

Color Separation:

Brum, S.L.

Printed by:

Novatesa gràfiques, S.L.

Since 1981, Barcelona's public spaces have been among the most distinguished features of the city's new urban development policy, which was implemented shortly after the first democratic municipal elections in 1979. The elected mayor, Narcís Serra, and the architect he appointed to head the Urban Planning department, Oriol Bohigas, spurred on this policy with vigour. Barcelona's present mayor, Pasqual Maragall, as well as subsequent municipal councillors and architects who have led urban development projects, including José Antonio Acebillo, Rafael de Cáceres, Ignasi de Lecea and, presently, Julio Laviña, have continued the original spirit of forceful action in the area of public spaces. The architecture and engineering teams of the Barcelona City Council's Urban Projects Service, the special Olympic Holding agencies (AOMSA, IMPUSA and VOSA) and the technical departments at the city district level, have played key roles, along with the contribution of countless outside professionals, in bringing to bear the new culture in relation to the city's public spaces.

The interest in these actions lies not only in their value as architectural objects, but also in their ability to transcend limits and become key pieces in Barcelona's transformation process.

Recovering a tradition which was neglected for a good part of this century, the city's new spaces are conceived as project unit themes. The different sector-driven aspects which have characterised public works for many years – and continue to do so in many cities of the world – are integrated in Barcelona under a single globalising criterion. Traffic, lighting, sewage treatment or vegetation are no longer dealt with independently, but rather taken on as parts of a whole which goes beyond the sum of its parts. This integration of specialists' work in a homogeneous setting is essential for understanding the results and gives rise to radically different spaces from those which were created before.

But beyond the ability to renew, from the discipline of the project itself there surges a possibility unknown until the time for the public space to act as a driving force for new urban development processes. In order to strike a new balance for the city, to avoid the centre from continuing to be the most privileged area and the outskirts from continuing to be devoid of the structure of a city, the new urban spaces represent a determined public contribution to the transformation of some of these areas.

A first stage can be characterised by projects involving a series of points which were strategically selected due to their potential capacity. Measures involving a series of small, dispersed spaces were often intended to be a first step, capable of bringing about subsequent actions by other, not necessarily public, agents. These points then configured an increasingly complex network, upon which the works related to the 1992 Olympic Games played a decisive role.

From the beginning, the recovery of sculptures as an essential symbolic element in the characterisation of the city has been the object of special attention. The enthusiastic cooperation on the part of excellent artists has been instrumental for the successful deployment of this new urban spatial culture.

The grouping of the urban spaces created in recent years into itineraries responds to practical reasons with the visitor in mind. Most of the itineraries cover areas which border on different well-defined sectors of the city; these are the areas where the biggest transformations have taken place in recent years. Hence, the itineraries enable the territory through which they run or the type of measures included to have a reasonable degree of diversification. But this system of organisation also implies significant obligations which make it necessary to leave out some projects.

The user – not necessarily professional nor knowledgeable of Barcelona's reality – will find a general map of the city where the established itineraries are indicated, each of which is identified with a different colour. A general index of spaces allows the user to locate a specific work and brief descriptions of the itineraries will help him to situate himself. These explanations provide a first glimpse at the fragment of the city on which the itinerary is based, highlighting the setting in which it is found and explaining the details of the work carried out. Besides the necessary maps, we believe that this information will enable a more beneficial use of this foldout. Each itinerary – identified by colour – has a map indicating the location of the works, and provides data identifying the space, the date on which the works were completed, and the means of public transport to get there.

Itinerary 1

Les Corts and Sants were independent municipalities until the end of the 19th century. Sarrià was the last municipality to be annexed by Barcelona in 1921.

These three districts present significantly different social structures. Sarrià, a farming town, was one of the preferred holiday destinations of Barcelona's bourgeoisie and religious communities in the mid-19th century. Les Corts is a hybrid where industrial complexes live side-by-side with working-class housing and recreational facilities. Sants is an area where textile firms thrived during the Catalan industrial revolution. The "Espanya Industrial" Park is built on one of these sites, and still preserves some of the original buildings. A working-class residential area, it played a prominent role in many of modern Barcelona's class struggles.

These three districts are organised around historic roads leading to the old centre of Barcelona, which today are integrated in the city's streetscape – the Bonanova Avenue-Reina Elisenda – the original road linking Cornellà and Fogars de Tordera –, Travessera de Gràcia, and Sants-Creu Coberta highways.

Facilities like the municipal slaughterhouse and the Sants train station soon filled the voids between the Eixample extension and the expansion of these three districts. The 1929 International Expo and the development of the Gran Via were the first steps towards laying the stitchwork linking the Eixample with these old municipalities. The task was completed farther north with the construction in the 1920s of the new Royal Palace, the inauguration of the Diagonal Avenue for the International Eucharistic Congress in 1952 (which also saw the inauguration of the newly renamed Josep Tarradellas Avenue), and the opening of the I Cinturó or Mig ring road in the sixties.

Most of this area has been filled with residential buildings, often laid out in isolated blocks, from the 1950s until the present.

The areas indicated on the itinerary are intended to recover obsolete spaces for public use, like the Espanya Industrial Park or the old slaughterhouse (now the Joan Miró Park), improve infrastructures built in the sixties like the Sants train station, Països Catalans Square, Joan Peiró Square, Sant Antoni Avenue, or roadways like the I Cinturó, with the covering and development of Brasil Street, or Josep Tarradellas Avenue with its new central promenade. Another notable work is the re-zoning of new areas for tertiary activities which vertebrate the residential city and relieve the city's centre from tertiary pressure: the new Tarragona Street or the buildings surrounding the Tres Torres Gardens are examples of this urban planning in which private contractors have absorbed the expense of high-quality development projects. Finally, the Diagonal Olympic Area develops the last significant void in the link between the city centre and the old municipalities.

Itinerary 2

Montjuïc is the mountain which dominates the southeastern quadrant of Barcelona. Abruptly cut off on the side facing the sea, it descends more gradually on the side facing the city. Partially inhabited since the Neolithic period, the fortification perched atop its highest point (175 m.) was bereft of its exclusively military nature in 1960. Many of Barcelona's buildings were built with the stone drawn from its quarries, and its many springs have for years been popular leisure spots.

Urban planning operations involving the northern section of the mountain began with the 1929 International Expo. The architect Amargós drew the general plan, Puig i Cadafalch built a number of architectural pieces, Forestier was charged with landscaping, and Nicolau M. Rubió i Tudurí directed planting. Two hundred hectares of gardens were built combining various types and adapting to the mountain's conditions. The park's development, especially in the northern area, was almost fully concluded with the projects undertaken for the 1992 Olympics, which featured the mountain as their main venue.

The Poble Sec district is located between Montjuïc mountain and the Eixample. It was developed primarily in the second half of the 19th century, and it is characterised by a lack of public spaces and narrow, steep streets. On the other side of the mountain, the vertebration process involving a number of unconnected boroughs associated with the Zona Franca industrial area is currently under way.

The itinerary allows one to see how the projects developed on Montjuïc and its perimeter. First, two projects carried out in the Poble Sec district, far removed in time: the remodelling of Mistral Avenue, one of the city's historic accessways, which overlaps the boundaries of the Eixample's geometric grid pattern. On Montjuïc itself, the renovation and refurbishing work involved the Fairgrounds (Reina Maria Cristina Avenue, Univers Square), originally built for the 1929 Expo, the new escalators installed for the '92 Games, the northern sector, which includes the Olympic esplanade, the Fossar de la Pedrera memorial at the Montjuïc Cemetery, and the new municipal nursery. New gardens like Can Sabaté and Font Florida Park have emerged among the building emplacements.

Finally, the Raval district, which was the first extension of the original city, is currently in the midst of a vast remodelling project, with the opening up of new spaces and the re-zoning of housing and public spaces.

The two-pronged approach of completing the mountain's development and re-zoning the surrounding areas, improving the existing accesses, characterises the projects included in this itinerary.

Itinerary 3

The sector of the city included in this itinerary comprises three sub-sectors – the old village of Gràcia; the sector of the Eixample surrounding the Sagrada Família church, which was developed primarily in the 1950s and '60s on the southern portion of the Guinardó area, a summer destination of the city's inhabitants at the turn of the century and later the site where the migrant workers of the 1950s and '60s settled; and the central hills – the Güell, Carmel and Creueta del Coll parks, which are heterogeneous sectors in terms of urban development but have two elements in common – uneven terrain and geographic proximity.

Gràcia is a 19th-century town which was definitively absorbed by Barcelona in 1897. Its physical structure grew through the successive development of the thirty rural estates which made up the territory on which it was settled. Although the process lasted nearly one-and-a-half centuries, its degree of homogeneity makes it clearly identifiable within the whole of Barcelona. The estates were subdivided into plots the fronting of which measured six metres, originally occupied by two-storey houses with gardens in the back. Each new urban development project often started with the layout of a square from which narrow streets (usually 6 metres wide) led, often straight and fairly evenly-spaced. The more salient recent projects in this area are precisely those involving the refurbishing of these squares, at times with the construction of underground car parks. All of the actions were the object of an overall project which was subsequently developed at each particular site. Thus, the measures had the necessary consistency to maintain the unitary image which characterises Gràcia, and they have been completed with the specific treatment of streets which structure the borough, with formal solutions establishing a hierarchisation of the streets and make coexistence between vehicles and pedestrians possible without foregoing the desired homogeneous image.

The area which stretches northeastward from Gràcia up to the foot of the Tibidabo comprises a number of hills which dominate the plain, including the old town of Horta, which was annexed by the city in 1904, and the various dispersed urban areas sprouted up in parts of the central hills in the late-19th and early-20th centuries. The use of this uneven terrain intensified with the migratory flows which took place 30-40 years ago. During this period, land which in theory was to be set aside for a large park was instead subjected to intense construction. The lack of reflection regarding how the city should be in the areas rising up into the surrounding mountains led to an urban development entirely devoid of supporting structures. The area is now a jumble of old summer homes, low-quality housing blocks and an occasional shanty. Urban planning problems are evident everywhere and affect both constructed areas and areas where the setting aside of vast expanses of parkland still appears possible. A large number of the projects in this area are based on the need to provide a minimum of rigour in the design of streets and open spaces when these occur in a mountainous urban area. Stairways have been resorted to on a good number of occasions to solve the problems posed by the terrain. The Sales i Ferrer steps and those on Gènova Street are two examples from different periods of the new attitude adopted in the face of this problem. The Calderon de la Barca itinerary shows a concern for establishing urban development models ensuring accessibility and convenient use of public spaces in an orographically complex terrain. Salvador Allende Square, the Santa Rosalia Gardens or Font Castellana Square illustrate the work to convert residual, sharply sloping plots of land into an area with intrinsic value within the city.

The Creueta del Coll Park, on the other hand, is an example of what can be done in the form of mountainous urban parkland, and shows how it is possible to transform a quarry located in a peripheral district into a sufficiently appealing site of general interest for the entire city.

The remaining projects, in the Eixample area or its bordering areas, were developed on land which was less uneven. Alfons el Savi Square represents the conversion of a motorway inside the city limits into a way which is much more respectful of its urban surroundings, capable of integrating the various elements in place instead of continuing to be a segregating barrier. The Princep de Girona Gardens, the Indústria Gardens or Gaudí Avenue are examples of the re-zoning of this peripheral area of the Eixample.

Itinerary 4

This itinerary includes the historic city, the first sector developed from the ancient Roman city; the Barceloneta district, built by military engineers in the 18th century; the new urban development approach to the older section of the Port, the Port Vell; and, finally, the oldest sectors of the Eixample, the extension of the city after the old city walls were torn down in the mid-19th century.

Barcelona's old quarter has amassed the legacy of over two thousand years of history. The area, which was walled on three separate occasions, is a dense patchwork quilt dotted by stately old public buildings and private homes. They are both presently the object of ambitious transformation and enhancement plans, parts of which are visible in the itinerary through the Raval district.

The streets are generally narrow and rarely blessed by the sun's rays. Some still show the Roman *cardo* and *decumanus* layout or follow the lines of the old roads connecting the city with the outside. The squares often have their origins in old parish cemeteries, are usually small, not very numerous and rarely the result of prior projects.

The Rambla is doubtless the best-known street; it occupies an old watercourse and follows the perimeter of the city's 13th-century wall. It was developed as such in the 18th century, and soon became a bustling focus of city life. Ferran Street dates back to the early 19th century. Its straight layout and unified facades provide a sharp contrast with the medieval surroundings. Via Laietana was opened in the early 20th century to connect the residential area of the Eixample and the city's port, and to provide room for new economic activities. Sant Jaume Square is the result of an extension in 1823 of the original small square at the crossing of the Roman city's two primary roads. The Reial Square, on the other hand, is a neo-classical construction from the mid-19th century which transformed a convent into a residential complex.

The urban spaces which have been subjected to development plans in recent years are frequently existing spaces which were significantly run-down. Most have regained interest thanks to works which, often focusing on horizontal base plans, have managed to re-define their character. The new form of dealing with the Cathedral or Portal del Angel Avenues introduce contemporary concepts to the most de-structured areas of the old city. In other cases, the desire to improve the general conditions of this dense urban patchwork has led to the tearing down of some buildings to create new public spaces. Such is the case of the Mercè or George Orwell Squares.

The Barceloneta was the first borough built outside the city walls. Built by military engineers in the 18th century on landfill from dredging Barcelona's port, this sector has always had strong ties with the sea, fishing, bathing, and port activities. The southward movement of port loading and unloading operations made it possible to improve the integration of the old port in the city and the Barceloneta between the city and the sea. The new spaces at the Moll de Bosch i Alsina dock, with the complexity of its high-volume traffic, the new development of the Moll d'Espanya, with its entertainment and cultural facilities, the Joan de Borbó Avenue, the new Marítim Boulevard in Barceloneta and the new Barceloneta Park, built on the site of the old gas factory, have been the key elements of Barcelona's new relationship with the sea.

The Eixample is a clearly identifiable area of the city. The layout is that of a square grid pattern designed by Ildefons Cerdà and adopted by Royal Decree in 1859, with city blocks measuring 133.33 x 133.33 metres. This project was intended to develop Barcelona after the city walls were torn down. Despite the densification and changes it has undergone over the years, it continues to preserve many of its original values.

The numerous open spaces of the original project are, however, difficult to find. Although 185 hectares were slated for parkland in the original plan, in addition to two large parks at both sides of the area, the actual situation is quite different. The clearest value of existing public space is the street layout itself. The basic streets have a width of 20 metres, and have the same amount of space devoted to vehicle and pedestrian traffic. The crossings are cut out into regular octagons, and serve to broaden the public space and constitute virtual squares. The area contains some 30 km. of roads with different features. Some are avenues which respect the orthogonality of the grid pattern, but thanks to their greater width, imbue the basic grid with a sense of hierarchisation. Such is the case of the Lluís Companys Boulevard. Others, which are also wider than the basic streets which make up the gridwork, cross the area from end to end, like Diagonal Avenue, which is part of Itinerary 1, and solve general connectivity problems. All of these deal with traffic with sections which, in most cases, are also respectful of non-motorised users.

The Torre de les Aigües Gardens were the first attempt to recover for public use the inner areas of the city squares which, according to the original plan, were not intended for construction. A more recent project is seen in Itinerary 2, and new building regulations are designed to increase this type of action.

Itinerary 5

The area comprised under this itinerary is one of the city's newer sectors. Despite the existence of inhabited areas in the first quarter of this century, its spectacular growth was due to the waves of immigrants who arrived in the 1950s and '60s. They are isolated developments, either publicly or privately built, which are completely devoid of urban structure.

This is doubtless the itinerary where the capacity of public space as a means to regenerate the urban landscape is clearest. In some of the itineraries, the work done constitutes a significant first step towards encouraging subsequent action. But here, the work has managed to bring a forgotten nook of Barcelona into the city's mainstream.

The transformation of the Via Júlia into the area's backbone is key to explaining the success of the process. Thanks to a project which does not focus exclusively on traffic, but rather addresses all of the complexity of functions which a street requires, the new road converts a quasi-residual space, full of topographical problems, into an instrument generating urban development... a sign that city and territory have met.

After this fundamental operation, others were undertaken to begin to configure urban itineraries which would vertebrate the borough. The Layret-Confent-Pestaña hub bisects Via Júlia at its midpoint and ends at a cross from which two basic ways arise. Spaces like Lluchmajor Square are clearly linked to this hub. Thanks to the projects which have been carried out, these spaces have become basic elements in converting the area into something more than a forgotten suburb.

The Vall d'Hebron Olympic Area and the Dalt ring road are two great projects which were completed in 1992 and which have been decisive for this sector.

The Dalt ring road was conceived as a large-scale urban element which connects and orders this succession of isolated developments and clearly integrates them in the city's structure. Conceiving the side lines as though they were city streets, structuring the covered areas in such a way as to link both sides of the highway, and efforts to achieve urban integration are attempts at transcending the European experience of urban motorways of the sixties and seventies, in the cultural tradition of the previous projects.

Other actions undertaken in parallel – the re-zoning of one of the public housing projects dating back to the early sixties, the new Canyelles Park, small-scale actions in the Roquetes borough, the Red Square and the new escalators at Ciutat Meridiana, are examples of the continuity of this type of small- or medium-scale interventions which end up transforming large swaths of the city.

Itinerary 6

This itinerary includes the achievements of the Olympic Village built for the 1992 Games. It also includes areas which are peripheral to the Olympic project.

Spain's first railroad, which linked the cities of Barcelona and Mataró along the Mediterranean coast, was completed in 1848. With the port and the new railway, a large number of industries relocated to the area, which was soon termed the Manchester of Catalonia. The smokestack which was left standing near the Volunteer Park is a tribute to the area's industrial past. Following the layout of the Cerdà Plan, the working-class borough of Poble Nou grew amidst the factories in the old Sant Martí de Provençals township.

The obsolescence of a large part of these industries and the desire to reestablish the city's relationship with the sea led to various restoration proposals in the 1960s. For the 1992 Olympic Games, the territory was finally given its new destination – the site of the Olympic Village. Re-designing the railway's layout and regenerating the coastline were essential elements for the success of this proposal.

This project, funded with public and private capital, affected a total surface area of 130 hectares and created a powerful motor for the development and re-zoning of an even broader area of the city.

A large number of architects and engineers took part in the Olympic Village's many buildings and public spaces, all on a basic outline drafted by the architects Martorell, Bohigas, Mackay and Puigdomènech. The most significant projects from the point of view of public space are included in this itinerary. At any rate, getting to know the entire area is a very interesting exercise.

The itinerary also includes works involving the areas which border the Eixample: the Estació del Nord Park, built on the rail depot of the now-defunct train station; the new Sardenya Street bridge, Pablo Neruda and Hispanitat Squares, and, above all, the powerful Glòries Square structure; improvement of the older boroughs like Clot and Poble Nou, the Clot Park, the Rambla de Poble Nou, Prim Square and the start of what is expected to become one of the city's foci of new transformation over the coming years – the extension of Diagonal Avenue from Glòries Square to the sea.

Itinerary 7

Together with the extension of Diagonal Avenue towards the sea, the area surrounding the present Sagrera freight train station will be the site of significant transformations over the coming years. Construction of the new high-speed train station will enable the re-zoning of this sector. The projects included in this itinerary are centred around the hub of the future station.

The area is broad and highly heterogeneous. It includes two old townships – Sant Andreu and Sant Martí de Provençals which at one time were separate, distinct towns but have now been regrouped into two districts preserving their historic names. It also includes the extremely dense extension of Barcelona which dates back to the 1960s, and the southern portion of Nou Barris, the sector included in Itinerary 5.

The urban structure clearly shows the conflict caused by the overlapping of the original layouts of the various existing boroughs and the Cerdà Plan. The presence of an industrial area along the coast adjacent to the city centre and the housing blocks of the fifties, sixties and seventies to the east, which occupy the area that Cerdà had originally set apart for the great Besós Park, provides even more confusion to a deeply contrasting area.

Work done over the past few years has been merely a start, a first step towards the profound transformation of a part of the city sorely in need of such a transformation.

Thus far, Sòller Square, General Moragues Square, Palmera Square, Doctor Serrat Square, Islàndia Square, the Pegaso Park, Sant Martí Park, or the development of the public spaces in the La Pau borough, have managed to transform their respective adjacent areas.

The Felip II-Bac de Roda bridge, Prim Boulevard and Sant Andreu Boulevard, and the Aragó-Guipúscoa junction, have marked the beginning of much more profound changes. The bridge has provided a link between the mountain and the sea which has substantially modified the relationship between two parts of the city which, until its construction, had been completely segregated. The second group, made up of the Prim and Sant Andreu promenades, are destined to become the backbone of the city's eastern sector and represent the natural connection between this area and the central Eixample.

The transformation of Meridiana Avenue from an urban motorway into an avenue, resulting from the construction of the new ring road, together with the Can Dragó sports park and the re-zoning of the railroad corridor, will drive the transformation of this part of the city.

Urban Spaces:

- Alfons Carles Comín Square (3.3)
- Àngels Square (2.18)
- Aragó-Guipúscoa Streets (7.1)
- Barceloneta Park (4.13)
- Bosch i Alsina Pier (4.9)
- Brasil Street (1.13)
- Bridge in Felip II-Bac de Roda streets (7.6)
- Bridge in Potosí street (5.2)
- Bridge in Román Macaya street (3.2)
- Bridge in Sardenya street (6.2)
- Calderón de la Barca-Murtra Projects in the Carmel Area (3.6)
- Can Dragó Park (7.15)
- Can Robacols Square (7.2)
- Can Sabatè Gardens (2.8)
- Canyelles Park (5.15)
- Carles I Park (6.5)
- Casa Bloc Gardens (7.17)
- Catalunya Boulevard (4.1)
- Catalunya Square (4.2)
- Catedral Avenue (4.4)
- Cenicero Square in Roquetes (5.11)
- Centre Glòries Public Spaces (6.13)
- Ciutat Meridiana, Escalators in (5.5)
- Clot Park (6.14)
- Creueta del Coll Park (3.4)
- Dalt Ring Road (5.13)
- Diagonal Olympic Area (1.1)
- Diagonal, Continuation of (6.12)
- Doctor Hahnemann Gardens (1.6)
- Doctor Serrat Square (7.3)
- Emili Vendrell Garden (2.17)
- Espanya Industrial Park (1.14)
- Estació del Nord Park (6.1)
- Ferran Street (4.5)
- Font Castellana Square (3.10)
- Font Florida Park (2.7)
- Fossar de la Pedrera (2.9)
- Fossar de Les Mòreres (4.14)
- Francesc Layret-Àngel Pestaña Axis (5.7)
- Gaudí Avenue (3.18)
- General Moragues Square (7.5)
- Gènova Street, Steps in (3.9)
- George Orwell Square (4.7)
- Glòries Catalanes Square (6.15)
- Guineueta Housing Project (5.14)
- Hispanitat and Pablo Neruda Squares (6.16)
- Icària Avenue (6.4)
- Indústria Gardens (3.17)
- Islàndia Square (7.4)
- J.V. Foix Avenue (1.3)
- Joan de Borbó, Comte de Barcelona Avenue (4.11)
- Joan Miró Park (1.16)
- John F. Kennedy Square (3.1)
- Josep Tarradellas Avenue (1.10)
- La Pau Housing Project (7.9)
- Les Corts Square (1.9)
- Les Drassanes Avenue (2.14)
- Les Roquetes Square (5.10)
- Llobera-Rodrigo Caro Steps (5.12)
- Llucmajor Square (5.8)
- Lluís Companys Boulevard (4.17)
- Mar Boulevard and Espanya Pier (4.10)
- Marítim Boulevard in Barceloneta (4.12)
- Marítim Boulevard in the Olympic Village (6.8)
- Mercadal Square (7.16)
- Mercè Square (4.8)
- Meridiana Avenue (7.13)
- Migdia Park (2.10)
- Mistral Avenue (2.3)
- Modernitat Square (5.3)
- Molina Square (1.5)
- Montjuïc, access to the Park (2.5)
- Montjuïc, Olympic Esplanade (2.6)
- Navas Square (2.2)
- Numància Boulevard (1.8)
- Olga Sacharoff Garden (1.7)
- Olympic Port (6.7)
- Olympic Village, interior courtyard gardens (6.3)
- Països Catalans and Joan Peiró Squares (1.11)
- Palmera Square (7.8)
- Paral·lel Roundabout (2.13)
- Park Güell Projects (3.7)
- Pegaso Park (7.12)
- Picasso Avenue (4.15)
- Poble Nou Boulevard (6.11)
- Poble Nou Park (6.9)
- Poble Romani Square (3.15)
- Portal de l'Àngel Avenue (4.3)
- Prim Boulevard (6.10)
- Prim Square (6.10)
- Príncep de Girona Garden (3.16)
- Reial Square (4.6)
- Reina Maria Cristina Avenue (2.4)
- Rio de Janeiro Avenue (5.6)
- Roja Square in Ciutat Meridiana (5.19)
- Rovira i Trias Square (3.12)
- Sales i Ferrer Steps (3.8)
- Salvador Allende Square (3.5)
- Sant Agustí Vell and Basses de Sant Pere Squares (4.16)
- Sant Andreu Boulevard (7.11)
- Sant Antoni Avenue (1.12)
- Sant Galderic Square (2.16)
- Sant Martí de Provençals Park (7.7)
- Sant Oleguer Street (2.15)
- Santa Rosalia Gardens (5.17)
- Setge de 1714 Square (2.1)
- Sol Square (3.14)
- Sòller Square (7.14)
- Tarragona Street (1.15)
- Tetuan Square (4.19)
- Torre de les Aigües Garden (4.18)
- Tres Pins Municipal Nursery (2.11)
- Tres Torres Garden (1.4)
- Tres Xemeneies Park (2.12)
- Trilla Square (3.13)
- Trinitat Park and Trinitat Junction (5.1)
- Trinitat Vella Square (5.4)
- Túnel de la Rovira, South access (3.11)
- Unitat Gardens (5.16)
- Universitat Square (2.20)
- Vall d'Hebron Park (5.18)
- Via Júlia (5.9)
- Vil·la Cecília Gardens (1.2)
- Villarreal-Gran Via-Casanova-Diputació, interior garden (2.19)
- Voluntaris Square (6.6)