

Barcelona

Urban Spaces
1981-2001

Itinerary 1

Itinerary 2

Itinerary 3

Itinerary 4

Itinerary 5

Itinerary 6

Itinerary 7



1.1

1.1 Jardins de la Torre de les Aigües / 1987
C. Ribas, A. Arriola
R. Llimós



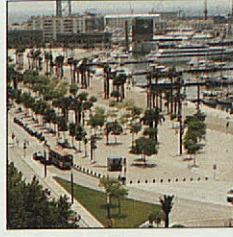
1.4

1.2 Basses de Sant Pere, street and Sant Agustí Vell, square / 1983
R. de Cáceres

1.3 Allada-Vermell, street / 1994
J. Artigues, M. Roig, A. Montes, A. Santos

1.4 Fossar de les Moreres, square / 1990
C. Fiol

1.5 Joan de Borbó, Comte de Barcelona, avenue / 1993
J. Henrich, O. Tarrasó, R. de Cáceres
L. Baumgarten, M. Merz, U. Rückriem (1992), F. Abad (1999)



1.6

1.6 Marítim de la Barceloneta, avenue / 1995, 2001
J. Henrich, O. Tarrasó, J. Artigues, M. Roig, A.M. Castañeda, C. Fuente, R. Horn (1992)

1.7 Moll d'Espanya (Wharf) and Mar, rambla / 1994
A. Viaplana, H. Piñón, J. Mir, R. Coll

1.8 Moll de Barcelona (Wharf) / 1999
J. Henrich, O. Tarrasó



1.9

1.9 Drassanes, square / 1992
IMPUSA

1.10 Drassanes, avenue / 1991
I de Lecea, J. Artigues, J. Barjuan, C. Fuente
F. Botero (1994), N. Tortras (1998)

1.11 Raval, rambla / 2000
P. Cabrera, J. Artigues

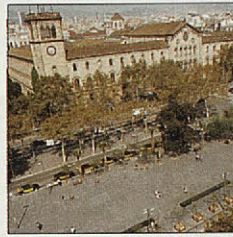


1.12

1.12 Àngels, square / 1995
R. Meier & Partners, F. Ramos i associats

1.13 Universitat, square / 1994
M. Periel

1.14 Jardins de César Martinell / 1994
A. Ribas

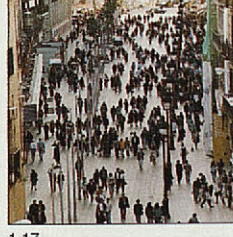


1.15

1.15 Catalunya, rambla / 1990
M. Quintana, R. de Cáceres, J. Graells
J. Granyer (1972)

1.16 Passeig de Gràcia / 1997
E. Pericas

1.17 Portal de l'Àngel, avenue / 1992
A. Montes, P. Alemany

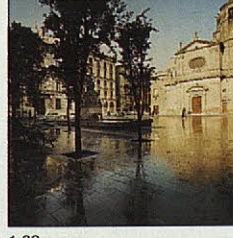


1.18

1.18 Catedral, avenue / 1991
M. Periel, M. Quintana
J. Brossa

1.19 Ferran, street / 1994
J. Artigues, M. Roig, A. Montes, I. de Lecea

1.20 Reial, square / 1983
F. Correa, A. Milà
A. Gaudí, lampposts (1879)



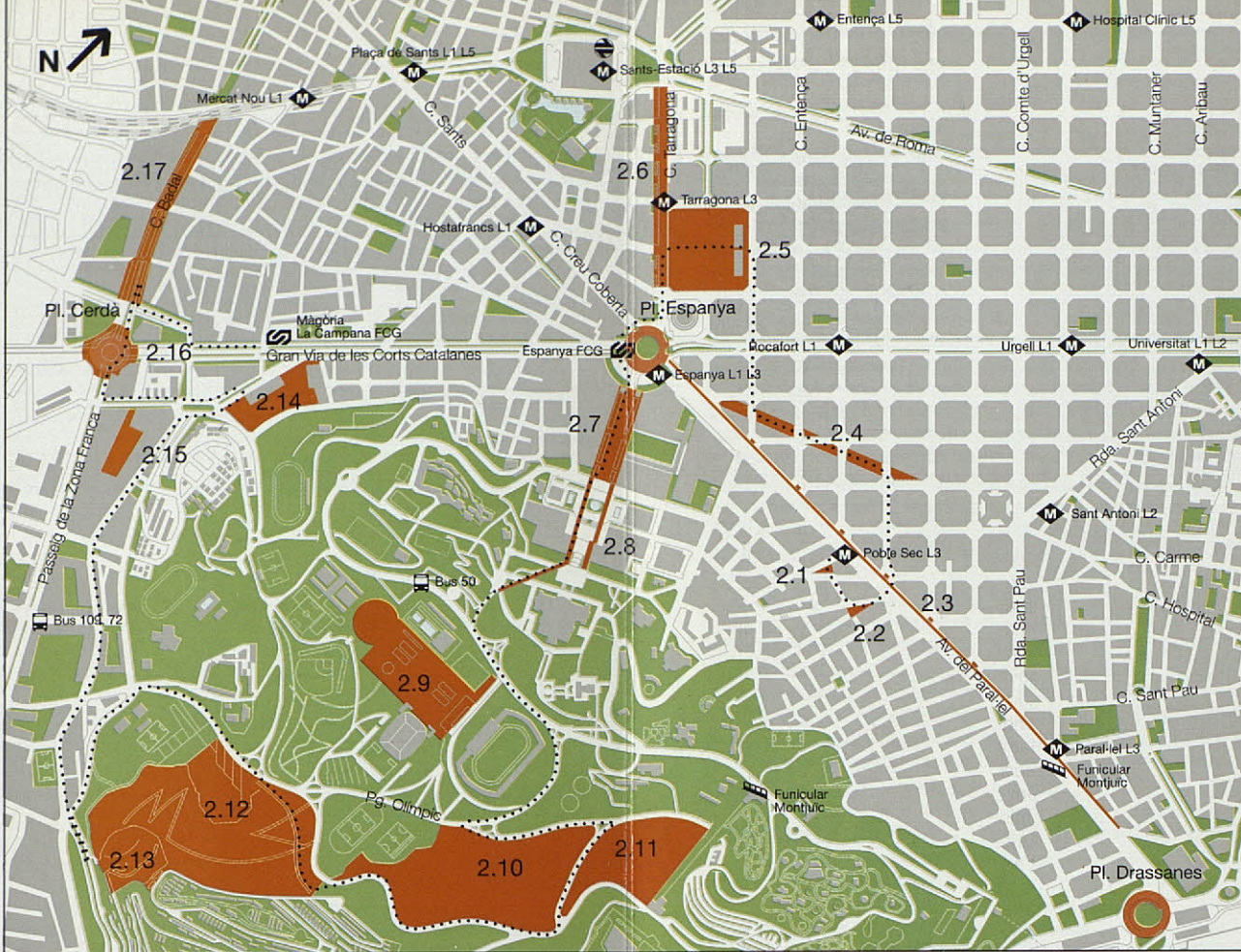
1.21

1.21 George Orwell, square / 1991
J. Barjuan
L. Cristòfol

1.22 Mercè, square / 1983
R. Clotet, R. Sanabria, P. Casajoana
A. Ferran, C. Guixà

1.23 Moll de Bosch i Alsina (Wharf) / 1987
M. de Solà Morales
R. Krier, R. Lichtenstein (1992)





Itinerary 2
Itinerary 3
Itinerary 4
Itinerary 5
Itinerary 6
Itinerary 7



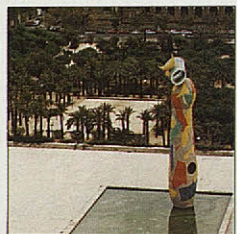
2.1

2.1 Navas, square / 1982
D. Navas, N. Solé, I. Jansana
J. Rebull



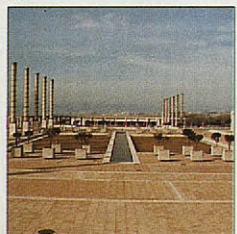
2.2

2.2 Setge de 1714, square / 1990
R. Marqués
X. Corberó



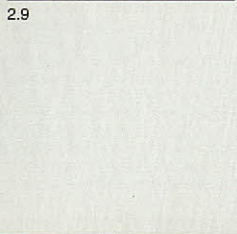
2.3

2.3 Paral·lel, avenue - accessibility and bike lane / 1994, 1998
E. Pericas, J. Massana, A. Montes



2.4

2.4 Mistral, avenue / 1996
J. Graells
L. Weiner



2.5

2.5 Parc de Joan Miró / 1985
A. Solanas, A. Arriola, B. Galí,
M. Quintana
J. Miró



2.10

2.9 Minici Natal, avenue and Europa, square / 1992
F. Correa, A. Milà, J. Margarit,
C. Buxadé
A. Miyawaki



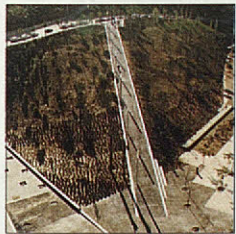
2.11

2.10 Nou Jardí Botànic (New Botanical Garden) / 1999
C. Ferrater, B. Figueras, J.L. Canosa



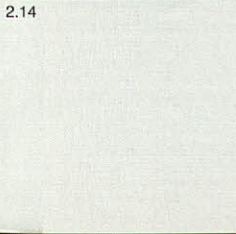
2.12

2.11 Jardins de Petra Kelly / 1989
E. Batlle, J. Roig



2.13

2.12 Parc del Migdia / 1992
B. Galí



2.14

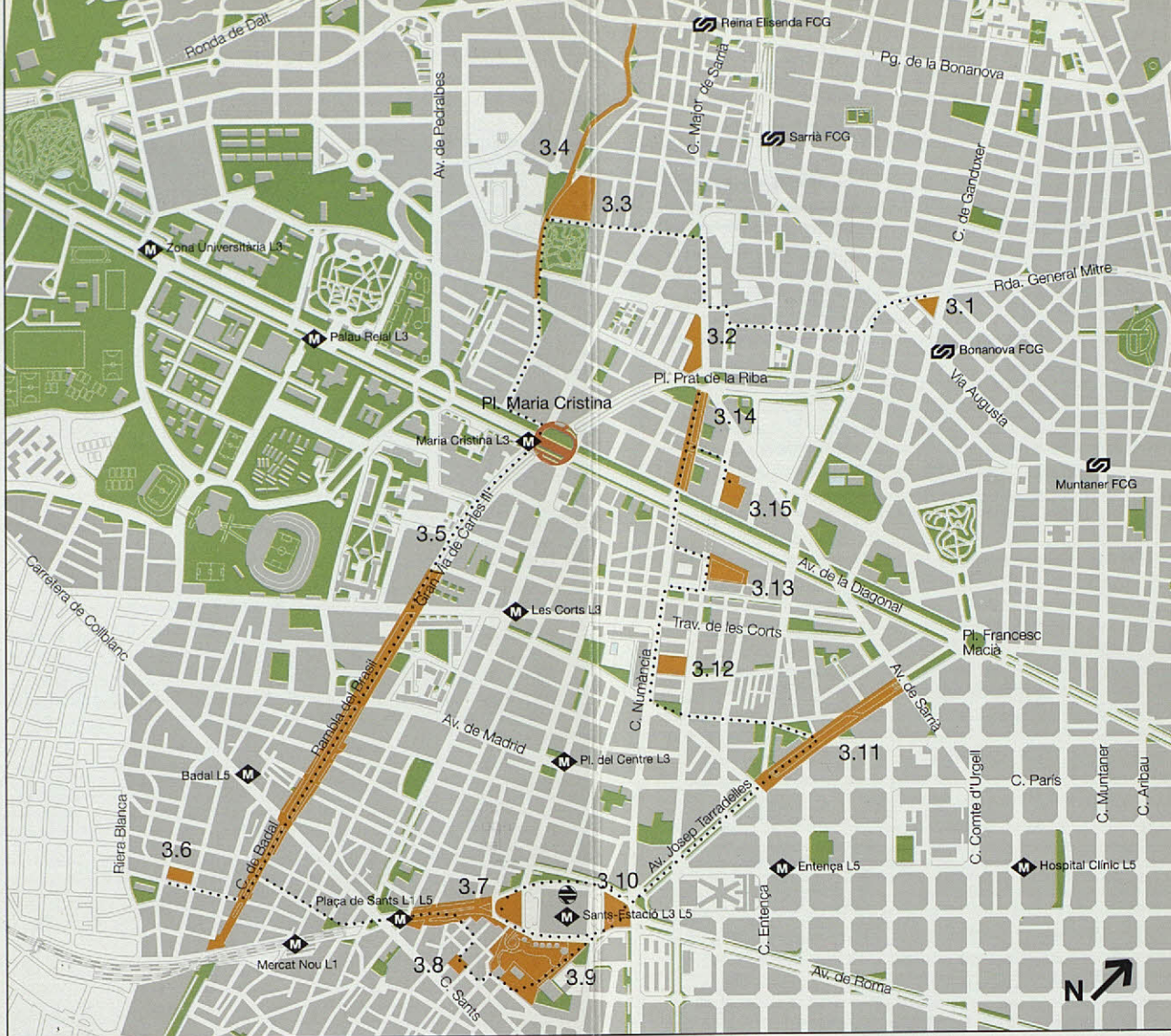
2.13 Fossar de la Pedrera / 1986
B. Galí, M. Quintana
F. Ventura

2.14 Parc de la Font Florida / 1995
C. Casamor, R. Marqués

2.15 Parc de Can Sabaté / 1983
D. Navas, N. Solé, I. Jansana

2.16 Ildefons Cerdà, square / 1999
B. de Sola

2.17 Badal, street / 2002
B. de Sola, J.C. Montoliu



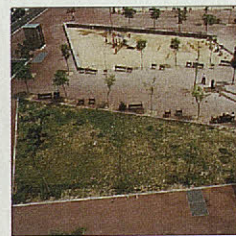
3.1 Jardí de les Tres Torres / 1995
D. Febles



3.2 Jardins de Joan Vinyoli / 1998
C. Casamor, M. Gabàs



3.3 Jardins de la VII-a Cecília / 1986
E. Torres, J.A. Martínez Lapeña
F. López Hernández



3.4 J.V. Foix, avenue / 1998
J.M. Aguilera, J.M. Llopis, D. Febles



3.5 Badal, street / 2001
Brasil, rambla / 1997
Carles III, gran via / 2002
O. Tarrasó, J. Henrich



3.6 Olivereta, square / 1998
M. Periel



3.7 Sant Antoni, avenue / 1994
J. Artigues, M. Roig, E.M. Julián



3.8 Osca, square / 1998
L. Queralt, C. Hom, R. Cardona



3.9 Països Catalans, square / 1983
Joan Peiró, square / 1991
A. Viaplana, H. Piñón

3.10 Parc de l'Espanya Industrial / 1985
L. Peña Ganchequi, F. Rius
A. Nagel, A. Caro, P. Palazuelo,
E. Casanovas, A. Alsina, Peresejo

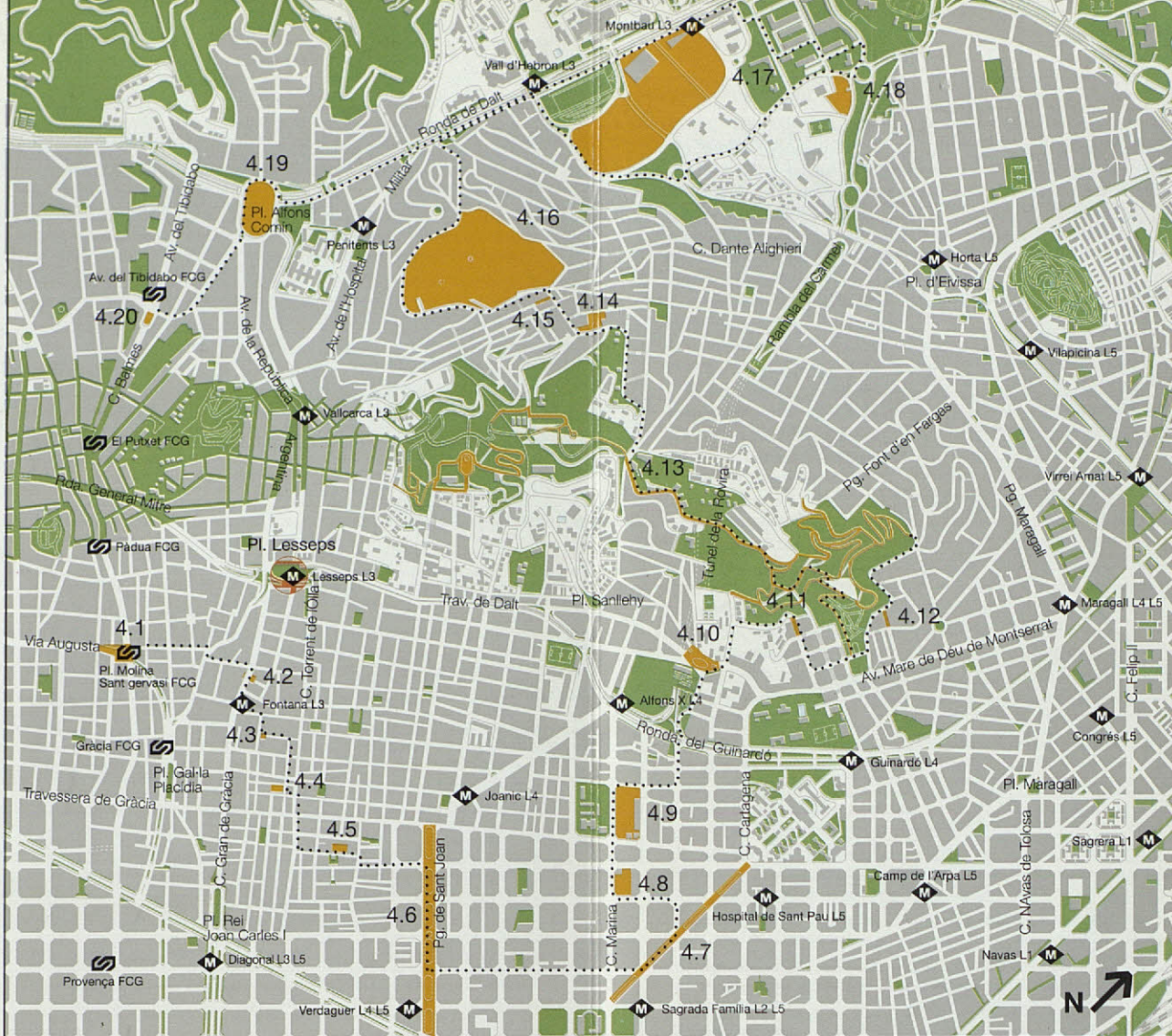
3.11 Josep Tarradellas, avenue / 1995
M.L. Aguado
X. Corberó (1999)

3.12 Les Corts, square / 1988
C. Fiol

3.13 Jardins de Sant Joan de Déu / 1994
R. Moneo, M. de Solà Morales,
B. Figueras

3.14 Numància, street / 1992
M. Gabàs
A. Alfaro (1999)

3.15 Jardins d'Olga Sacharoff / 1994
C. Casamor, M. Gabàs



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4.1 Molina, square / 1995
J. Garcés, E. Sòria, A. Montes

4.2 Trilla, square / 1984
J. Bach, G. Mora

4.3 Anna Frank, square / 1999
I. Sanfeliu

4.4 Sol, square / 1985
J. Bach, G. Mora
J. Camps

4.5 Poble Romani, square / 1993
A. Montes

4.6 Sant Joan, avenue / 1999
J. Graells

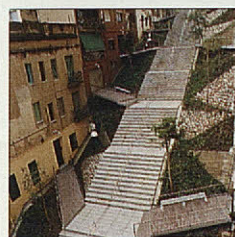
4.7 Gaudí, avenue / 1985
M. Quintana
A. Fenosa
P. Falqués, lampposts (1906)

4.8 Jardins de la Indústria / 1990
M. Quintana

4.9 Jardins del Príncep de Girona / 1995
J. Farrando

4.10 Font Castellana, square / 1992
J. Farrando
Madola

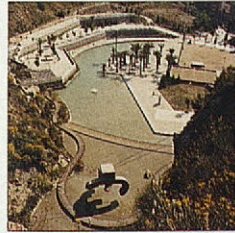
4.11 Gènova, street - stairs / 1994
A. Montes



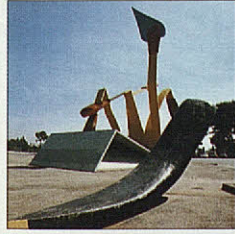
4.11



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4.12 Sales i Ferré, street - stairs / 1985
J. Farrando

4.13 Parc dels Turons and interventions in Park Güell / 1991-1999
J. Farrando, I. de Lecea, C. Fuente, A. Ribas, J. Massana, J.L. Delgado
I. Hamilton Finlay (1999)
E. Torres, J.A. Martínez Lapeña

4.14 Salvador Allende, square / 1985
J. Farrando
M. Martí, L. Díaz (1997)

4.15 Beat Almató street - stairs / 1999
J.M. Aguilera, A. Zubezu, J.M. Llauradó

4.16 Parc de la Creueta del Coll / 1986
J. Martorell, D. Mackay
E. Chillida, E. Kelly

4.17 Parc de la Vall d'Hebron / 1992
E. Bru
C. Oldenburg, C. van Bruggen,
S. Solano, E. Serra

4.18 Jardins de Rosa Luxemburg / 1999
P. Falcone

4.19 Alfons Comín, square / 1992
V. Rahola

4.20 John F. Kennedy, square / 1988
M.L. Aguado
X. Corberó

4.17



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5.1 Roja de Ciutat Meridiana, square / 1995
R. Casanovas

5.2 Ciutat Meridiana, neighbourhood - escalator / 1994
D. Febles

5.3 Vallbona, avenue / 2001
A. Monclús, B. de Sola

5.4 Roquetes, square / 1996
J.L. Delgado

5.5 Llobera, street and Rodrigo Caro, street - stairs / 1986
J.L. Delgado

5.6 Parc de Josep Maria Serra Martí / 1996
C. Hom, C. Casamor

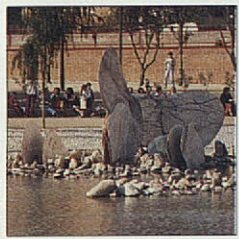
5.7 Guineueta, development / 1995
E. Pericas, C. Casamor, C. Fuente

5.8 Parc central de Nou Barris / 1999
A. Arriola, C. Fiol

5.9 Boulevards de Nou Barris / 1999
Fabra i Puig, avenue
Doctor Pi i Molist, street
Verdum, avenue
Valldaura, avenue
R. Casanovas, F. Navarro, M. Payà

5.10 Virrei Amat, square / 1999
A. Arriola, C. Fiol

5.11 Sóller, square / 1984
J.M. Julià, J.L. Delgado, A. Arriola, C. Ribas
X. Corberó



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5.19

5.12 Parc Esportiu de Can Dragó / 1991
E. Pericas, A. Ubach, M. Espinet
P. Gargallo, M. Polo

5.13 Rio de Janeiro, avenue / 1988
P. Bardají, C. Teixidor
A. Roqué

5.14 Harry Walker, square / 1999
M. Quintana

5.15 Llobregat, square / 1990
P. Barragán, B. de Sola, A. Viaplana, H. Piñón
J. Viladomat

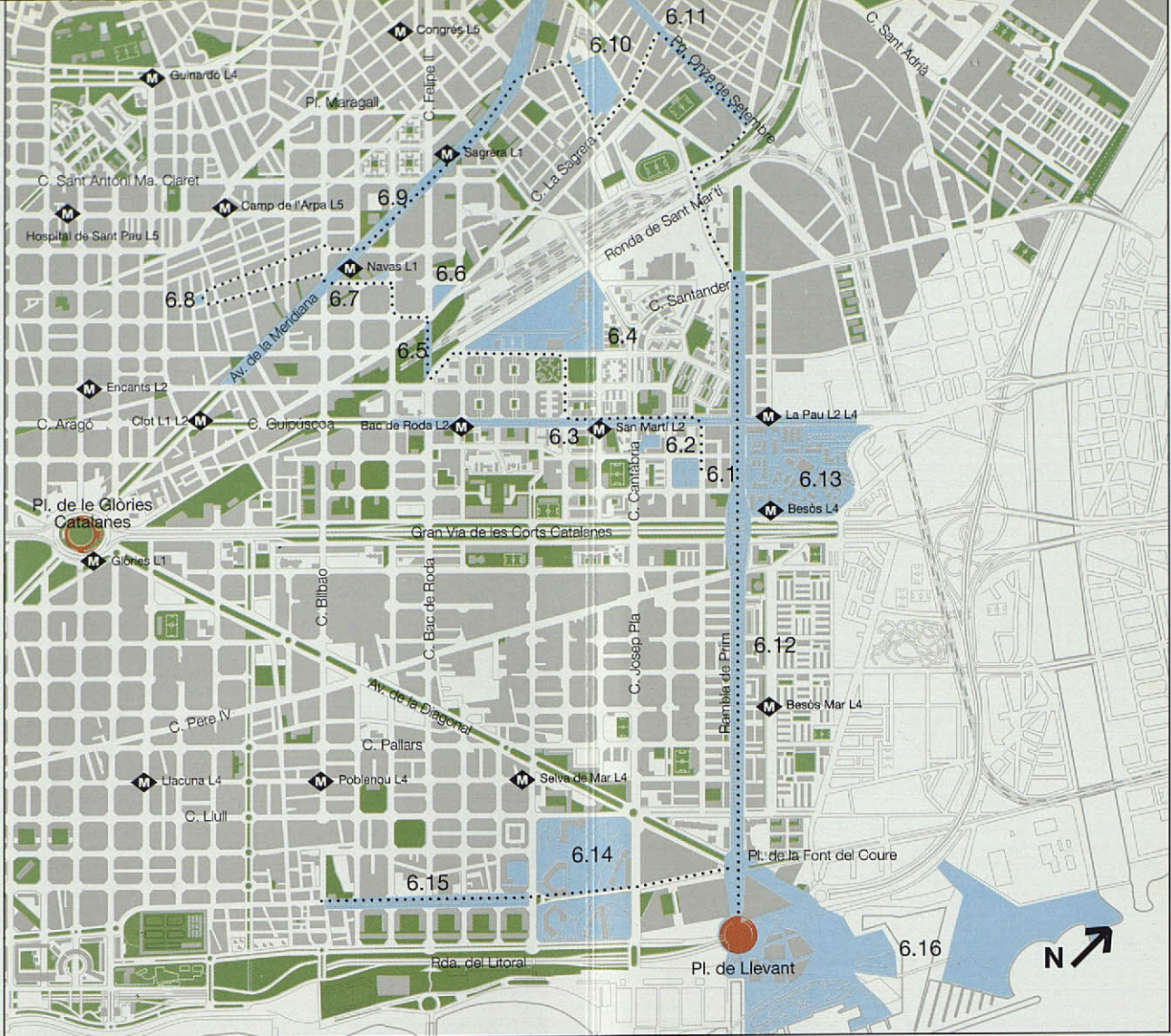
5.16 Júlia, via / 1986
B. de Sola, J.M. Julià
S. Aguilar, A. Rosselló

5.17 Dalt, ronda (upper ring road) / 1992
P. Nobell, B. de Sola, J. Torrella

5.18 Modernitat, square / 1992
C. Sanfeliu, I. Sanfeliu, E. Valencoso, A. Espejo, B. Martorell

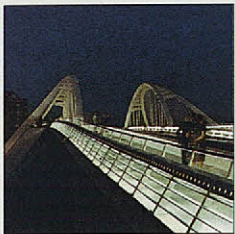
5.19 Parc de la Trinitat / 1993
E. Batlle, J. Roig, M. Herce, J.M. Càmar, J.R. de Clascà, J.M. Serrano, X. Ruiwamba, X. Monclús
R. Bartolozzi, J. Ros

5.20 Riu Besòs - riverbank / 2000, 2004
B. de Sola, F. Puig, A. Alarcón



6.1

6.1 Palmera de Sant Martí, square
/ 1985
P. Barragán, B. de Sola
R. Serra



6.5

6.2 Cantàbria-Guipúscoa-Concili de Trento-Puigcerdà, interior garden
/ 1999
L. Lamich, B. Martorell, C. Sanfeliu

6.3 Guipúscoa, rambla / 1997
M. Periel, J.M. Llauradó
F. Torres

6.4 Parc de Sant Martí / 1996
C. Martí, A. Armesto
A. Rosselló

6.5 Felip II-Bac de Roda, bridge
/ 1987
S. Calatrava

6.6 General Moragues, square / 1987
O. Tarrasó
E. Kelly



6.6

6.7 Islàndia, square / 1995
C. Fiol, A. Arriola

6.8 Can Robacols, square / 1987
P. Barragán



6.9



6.12

6.9 Meridiana, avenue / 1995, 1999
A. Montes, M. Periel, C. Fuente,
D. Domènech

6.10 Parc de la Pegaso / 1986
E. Batlle, J. Roig

6.11 Onze de Setembre, rambla
/ 1995
O. Tarrasó, C. Fuente



6.13

6.12 Prim, rambla / 1989, 1992
J. Sanjosé, P. Barragán, M. Tersol
F. Torres Mansó, M. Navarro

6.13 La Pau, development / 1991
J. Henrich, C. Fuente, M.T. Rubió
F. Soriano

6.14 Parc de Diagonal-Mar / 2001
E. Miralles, B. Tagliabue



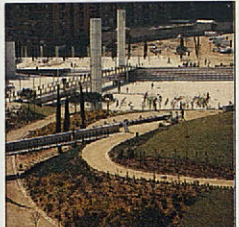
6.14

6.15 Taulat, avenue / 1999
Ramon Calsina, square / 2001
M. Gabàs, C. Casamor

6.16 Fòrum de les Cultures
- esplanade and bathing area / 2004
E. Torres, J.A. Martínez Lapeña, B. Galí



6.16



7.2



7.3



7.6



7.8

7.1 Aragó-Guipúscoa - link / 1992
 P. Barragàn, B. de Sola, A. Soldevila,
 J.I. Llorens
R. Acín

7.2 Parc del Clot / 1986
 D. Freixes, V. Miranda
B. Hunt

7.3 Glòries Catalanes, square / 1992
 A. Arriola, A. Monclús, X. Ruiwamba,
 B. Figueras
F. Scali

7.4 Diagonal, avenue - extension
 / 1991-1999
 M. Gabàs, E.M. Julián, M. Herce

7.5 Poble Nou, rambla / 1991, 1999
 J. Henrich, C. Hom, B. Martorell,
 C. Sanfeliu

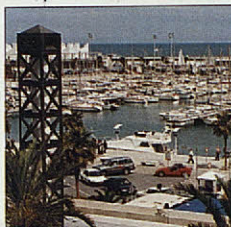
7.6 Prim, square / 1986
 B. de Sola, P. Barragàn

7.7 Juli González, square / 1995
 J. Bellmunt

7.8 Parc del Poblenou / 1992
 X. Vendrell, M. Ruisánchez

**7.9 Marítim de la Nova Icària, avenue
 and Marítim de Bogatell, avenue**
 / 1992
 A. Font, J. Montero, A. Castañeda

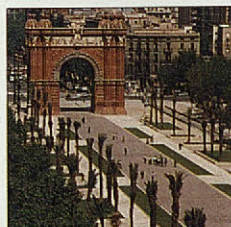
**7.10 Parc dels Ponts,
 Parc del Port Olímpic
 and Parc de les Cascades** / 1992
 O. Bohigas, J. Martorell, D. Mackay,
 A. Puigdomènech
*A. de Vries, A. Llana, X. Mariscal,
 F. Fornells Plà, R. Llimós* (1997)



7.11



7.12



7.17



7.18

7.11 Port Olímpic / 1992
 J.R. de Clascà, M.A. Andújar,
 A. Vidor, J. Martorell, O. Bohigas,
 D. Mackay, A. Puigdomènech

7.12 Icària, avenue / 1992
 E. Miralles

7.13 Parc de Carles I / 1992
 P. Zazurca
E. Urculo (1999)

7.14 Voluntaris, square / 1992
 J.M. Mercè

7.15 Parc de la Barceloneta / 1996
 J. Henrich
J. Maragall

7.16 Picasso, avenue / 1983
 R. Amadó, L. Domènech
A. Tàpies

7.17 Lluís Companys, avenue / 1991
 J. Henrich
F. López Hernández (1998)

7.18 Parc de l'Estació del Nord / 1992
 A. Arriola, C. Fiol, E. Pericas
B. Pepper

7.19 Sardenya, street - bridge / 1992
 J.A. Fernández Ordóñez

Barcelona

Urban Spaces
1981-2001



General plan. Situation of itineraries

Introduction. Description of itinerary 1

Description of itineraries 2, 3 and 4

Description of itineraries 5 and 6

Description of itinerary 7. Index of spaces

Ajuntament de Barcelona
Urban Projects 1981-2001

Deputy Mayors and city councillors:

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

Head architect:

Josep Anton Acebillo

Representatives, coordinators, and managers:

Oriol Bohigas, Josep Maria Vegara, Manuel Tuñí,
Josep Maria Alibés, Borja Carreras-Moysi,
Ramón García-Bragado

Directors:

Josep Anton Acebillo, Rafael de Cáceres, Ignasi de Lecea,
Julio Laviña, Joaquim Español

Current design team:

Cinto Hom, Josep Maria Llauredó, Carlos Fuente, Elisabeth Aluja,
Manuel Buenaño, Carles Casamor, Miquel Casas,
Juan Corominas, Adolf Creus, Marta Gabàs, Rafael Garcia,
Jordi Henrich, Isidoro Martín, Antonio Montes, Modest Mor,
Montserrat Periel, Julián Ríos

Former members of the design team:

María Luisa Aguado, Josep Maria Aguilera, Andreu Arriola,
Jaume Artigues, Ramon Auset, Josep Barjuan, Pedro Barragán,
Jaume Camps, Ramon Cardona, Pere Casajoana,
Rosa María Clotet, Josep Lluís Delgado, Jordi Farrando,
María Dolores Febles, Paulí Ferrusola, Carme Fiol, Beth Galí,
Santiago Gassó, Jaume Graells, Leonardo Hereter,
Josep Maria Julià, Eva Maria Julián, Joan de León,
José Manuel Llopis, Ramon Marquès, Bernat Martorell,
Judith Massana, Lluís Mestras, Juan Miras, Diego Navarro,
Estrella Ordóñez, José Paniello, Elpidi Pedreny, Enric Pericas,
Màrius Quintana, Anna Ribas, Carme Ribas, Miquel Roig,
Miquel Royo, Fernando Ruiz Lacasa, M. Salvador,
Ramon Sanabria, Amadeu Saura, Esteve Sitjà, Bernardo de Sola,
Olga Tarrasó, Pepita Teixidor, Ignasi Udina,
José Manuel Vázquez, Pasqual Vidal, Enric Vintró

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General plan. Situation of itineraries
Introduction. Description of itinerary 1
Description of itineraries 2, 3 and 4
Description of itineraries 5 and 6
Description of itinerary 7. Index of spaces

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Ramón García-Bragado

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Julio Laviña, Joaquim Español

Current design team:

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Manuel Buenaño, Carles Casamor, Miquel Casas,
Juan Corominas, Adolf Creus, Marta Gabàs, Rafael Garcia,
Jordi Henrich, Isidoro Martín, Antonio Montes, Modest Mor,
Montserrat Periel, Julián Ríos

Former members of the design team:

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Jaume Artigues, Ramon Auset, Josep Barjuan, Pedro Barragán,
Jaume Camps, Ramon Cardona, Pere Casajoana,
Rosa Maria Clotet, Josep Lluís Delgado, Jordi Farrando,
María Dolores Febles, Paulí Ferrusola, Carme Fiol, Beth Galí,
Santiago Gassó, Jaume Graells, Leonardo Hereter,
Josep Maria Julià, Eva Maria Julián, Joan de León,
José Manuel Llopis, Ramon Marqués, Bernat Martorell,
Judith Massana, Lluís Mestras, Juan Miras, Diego Navarro,
Estrella Ordóñez, José Paniello, Elpidi Pedreny, Enric Pericas,
Màrius Quintana, Anna Ribas, Carme Ribas, Miquel Roig,
Miquel Rojo, Fernando Ruiz Lacasa, M. Salvador,
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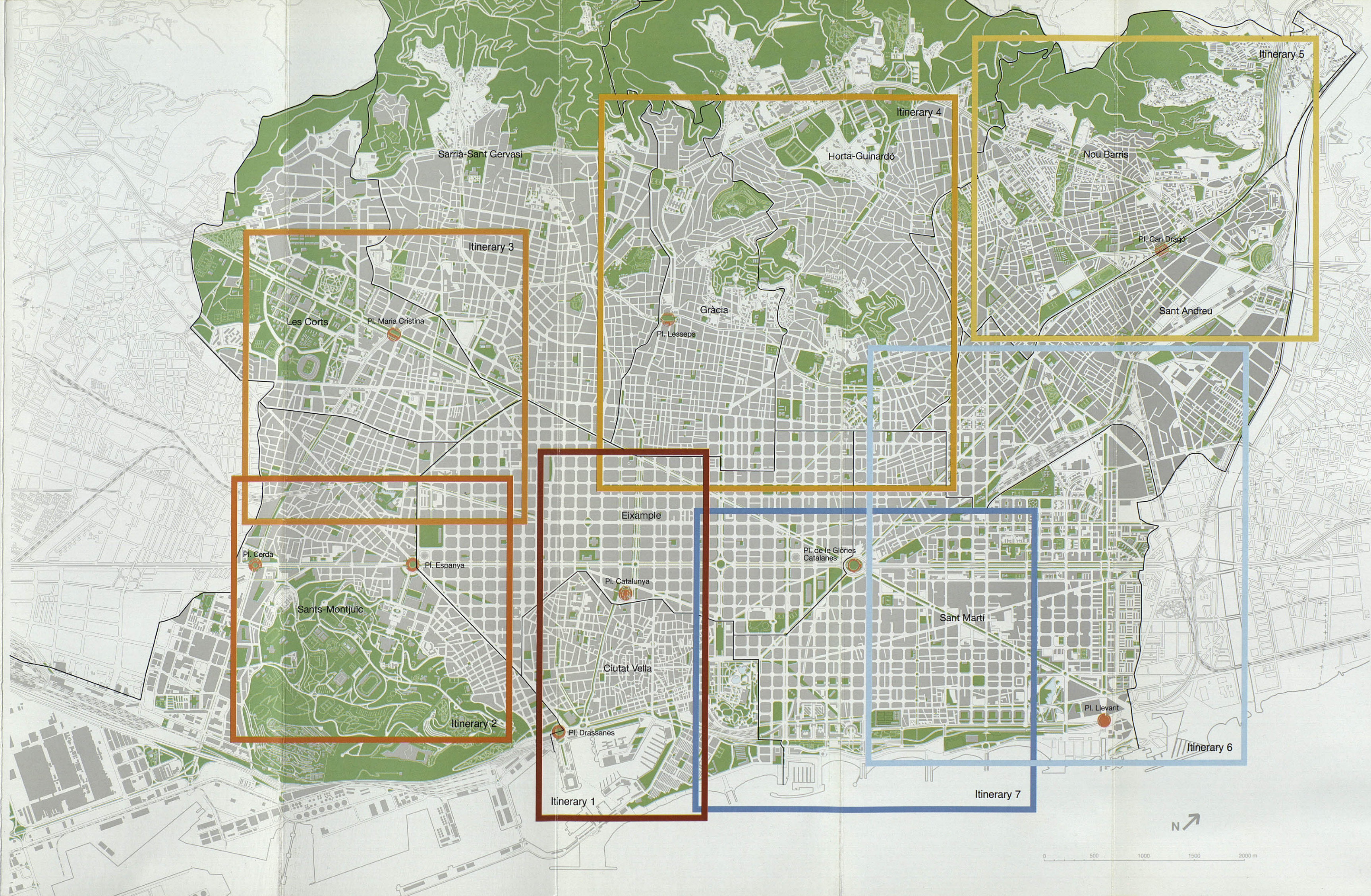
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Since 1981, Barcelona's public spaces have been one of the most outstanding elements in the city's new urban planning policies. This all began in 1979 shortly after the first democratic municipal elections. The mayor elected at that time, Narcís Serra, and the architect who served as his representative for urban planning, Oriol Bohigas, vigorously promoted this initiative. Subsequent mayors, Pasqual Maragall and Joan Clos, along with the city councillors and architects who since then have led urban development projects, have maintained the original desire to take an active part in the design of Barcelona's public spaces.

The interest in these projects comes not only from their intrinsic value as architectural artefacts, but also from their ability to transcend their own limits and become important elements in the transformation of Barcelona.

In the process of recovering a tradition that had been forgotten for a large part of the 20th century, the new urban spaces are conceived as integral parts of the whole. The variation in urban elements which has characterised public works for many years, and which is still to be found in many cities throughout the world, is integrated under the same global criteria in Barcelona. Traffic, lighting, sewage, and vegetation are no longer treated as separate elements but as parts of a whole that is greater than the sum of its parts. This integration of the actions of specialists within a homogeneous concept is fundamental to understanding the results; it also produces spaces that are radically different from those that came before. Barcelona City Council's Urban Projects Service architecture and engineering teams, the specialised agencies that became part of the Olympic holding (AOMSA, IMPUSA and VOSA), the design services of each district, the *Barcelona Regional* agency and the co-operation of numerous external professionals have been key in launching the new culture of urban design that has been developed over the past twenty years.

Nevertheless, a previously unknown possibility for public spaces to act as engines of new urban planning processes has arisen beyond the capacity for renewal of the project. With the aim of re-balancing the city and promoting social cohesion among the different neighbourhoods that make it up, these new urban spaces involve a concerted public effort in the transformation of certain areas.

The first stage could be characterised by actions directed towards strategically chosen areas according to their potential capacities. Intervention in a series of small, dispersed spaces frequently serves as the first action, which later motivates other, such actions through initiatives that are not necessarily public. Later, these areas began to form an increasingly complex network where the interventions carried out for the 1992 Olympic Games played a decisive role. In the stage following the Olympics, the interest in systematising this model has been shown in the treatment of urban furniture and elements, in projects for new parks and gardens, and in the remodelling of major traffic infrastructures from the 1960s and 1970s.

From the start, public sculpture has been the object of special attention as an essential symbolic element, which characterise the city. The enthusiastic participation of excellent artists has played a key role in the development of this new culture of urban spaces.

The choice of spaces found in this guide, among all those developed throughout the past twenty years, meet the criteria of diversity in the type of space, in the dates of execution or the attitudes of the project, and also in an effort to present the work of a maximum number of creators and allow a wide range of the creative interventions made in the city in recent years to be viewed. These criteria have determined certain logic of the itinerary, which has made it impossible to include some projects that would clearly have been included in a guide without such limitations.

This guide presents seven different itineraries. The texts below present an image of the territory in each itinerary and explain the characteristics of some of the works chosen. The walks are long, between 12 and 15 kilometres each; they were initially conceived as walking tours and they usually begin and end near an underground station. The user of this guide will find a general city map that indicates the itineraries, each with a different colour code. A general index of spaces will allow the user to find specific projects. Despite the schematic nature of this information, we believe that it will allow a more practical use of this guide. Each itinerary has its own map where the location of individual projects is indicated, the identifiable aspects of the spaces and the dates they were finished are given, and the designers and artists are indicated (artists in italics).

The oldest part of the Eixample; the historic part of the city, developed around the Roman city; Barceloneta, constructed in the 18th century by military engineers; the new urban development of the oldest part of the port, known as the Port Vell (Old Port), are the sphere of this itinerary.

The urban fabric of the Eixample, designed by Ildefons Cerdà and approved in 1859, is clearly identifiable as that part of the city in which the blocks form squares of 133,33 m x 133,33 m. This area served as the foundation for future development of Barcelona after its walls were torn down in 1860. It still conserves much of its initial value despite its high population density and the changes it has undergone over the years.

The clearest value found in the public space in the Eixample lies in the very form of the streets. The standard street in this zone is twenty metres wide, with equal space for traffic and pedestrians. The intersections are characterised by chamfers, regular octagons measuring 20 metres, which create virtual squares on each corner.

In this itinerary the oldest part of the Eixample is visited; subsequent itineraries will visit other areas on the outskirts of the Eixample, each with its own defining features.

The garden surrounding the Torre de les Aigües (Water Tower Gardens) was the first attempt to recover for public use interior gardens within a block, which, according to the original plan, were to be left as open spaces. The itinerary then passes through another, more recent type of recovered space, that of the Jardins de Cèsar Martinell (César Martinell Gardens), with an underground car park. The new building regulations have attempted to promote this type of intervention, and at this moment 18 internal gardens have been destined for public use or are in the process of being converted.

The itinerary follows Méndez Núñez Street, an aborted attempt in the 1950s to extend Girona street to the Estació de França railway station, in those days Barcelona's main station, and then continues inside the medieval walls, reaching Plaça de sant Pere de les Puel·les. This used to be the parish cemetery for its neighbouring church (9th to 11th centuries), and has a fountain dating from the year 1826. We continue through Basses de sant Pere and sant Augustí Vell squares, built in the middle of the 19th century over reservoirs and water mills that were located in the canal which provided water to the city. After crossing the open space between Allada and Vermell streets, product of the recent tearing down a block of houses, the itinerary brings us to Fossar de les Moreres, the old cemetery of Santa Maria del Mar (14th - 16th centuries), where tradition claims that the defenders of the city in the siege of 1714 are buried. This new space is a memorial dedicated to them.

The narrow streets of the medieval town are characterised by squares that frequently originated as parish cemeteries; they tend to be small and are rarely the result of previous planning. From there, we now proceed to Barceloneta, the first neighbourhood built outside the city walls. Built by military engineers in the 18th century, this neighbourhood has always been closely linked to the sea, fishing, swimming and port activity. The fact that the port activity has moved progressively to the south side of Barcelona has permitted a greater integration of the old port and neighbourhood into the city and the sea through projects such as Joan de Borbó avenue, the new Passeig Marítim de la Barceloneta, and the transformation of the Moll d'Espanya and Moll de Barcelona.

The walk continues through Barcelona's new port façade and enters the Raval zone, the legendary *barri xino* (the old red light district), a part of the medieval city that was the initial site of convents and hospitals and which was widely renewed with the sale of church lands and became the site of the first industries within the city walls. Affected by the opening of new streets based on the Cerdà plan and the object of hygiene plans in the 1920's, this area has been the object of special attention in recent years. The itinerary follows the main projects such as Drassanes avenue, the Rambla del Raval and Plaça dels Àngels in front of the new Museu d'Art Contemporani (Museum of Contemporary Art).

The walk now heads once again to the Eixample, to the Jardins de Cèsar Martinell and the renovated Plaça de la Universitat, the Rambla de Catalunya – the layout of which opened a new stage in the design of elements that characterise the city's pavement, which adapts to the new demands of accessibility and comfort – and the Passeig de Gràcia, which incorporates pieces of pavement designed by Gaudí for the Casa Milà. All of these spaces, emblems of the bourgeois city, unfortunately are frequently found in a state of disrepair. However, most have gained new interest thanks to projects which, by focusing on the original plan, have managed to redefine their character.

After crossing Plaça Catalunya, which identifies the centre of the city and which conserves its characteristic traits from its renovation in 1929, the itinerary arrives at Portal de l'Àngel and the Avinguda de la Catedral, spaces which border on the Roman city and are characterised by intense commercial activity, renewed in a clearly contemporary idiom. After pausing a moment to visit the fantastic garden of the Cathedral cloister, we now come to Plaça sant Jaume, built in 1823 to enlarge the intersection of the two main streets of the Roman city. Ferran street, opened up at that time, follows

a similar path to that of the Roman Decumanus. It contrasts with the medieval city surrounding it in its straight lines and the unified nature of the façades along it. It has been paved using a contemporary translation of the original pavement. From here we arrive at the neo-classical Plaça Reial, dating from the mid-1800s, created on the site of an old convent. The reform of this square is one of the oldest projects included in this guide. After this we continue to La Rambla, surely the most famous street in the city, which was built over the bed of an old draining canal and follows the exterior perimeter of the 13th century wall. La Rambla was created at the end of the 18th century and quickly became the most popular street in the life of the city.

We now arrive at two new squares, George Orwell and La Mercè, both the result of the demolition of entire blocks of houses, so guaranteeing the order of the pre-existing façades. This model of intervention, which has already been seen at Allada and Vermell streets and the Rambla del Raval, has become one of the most successful models in the construction of new public spaces in the old city. From Plaça de la Mercè, we continue to the Moll de Bosch i Alsina, the first step in the elimination of the barriers between the city and the sea that were created by the port activity. It is an attempt to achieve a quality public space compatible with heavy traffic.

Itinerary 2

Montjuïc is the hill, which overlooks the southeastern part of Barcelona. Cut off brusquely on the seaside, its slope is gentler on the city side. Inhabited since neolithic times, its highest point reaches 175 metres and is occupied by a fortification that ceased to be military in 1960. Many buildings in Barcelona were constructed using stone extracted from Montjuïc.

The city planning on the southern side of the mountain was begun in 1929 in preparation for the World's Fair. Two hundred hectares of gardens containing specimens that could adapt to the conditions of the site were built. With the further improvements carried out for the 1992 Olympic Games, in which Montjuïc took centre stage, and with the recent botanical gardens, the park's first complete stage of planning is practically complete. A new master plan will soon be undertaken to organise the whole park and adapt it to current needs.

Between Montjuïc and the Eixample, we find the neighbourhood of Poble Sec. Dating from the mid-nineteenth century, this area contains very few public spaces, and the streets are narrow and steep.

On the other side of the mountain is the Zona Franca, an industrial area with workers' housing. The new headquarters of the Barcelona Trade Fair are located here, and as a result the neighbourhood is being significantly transformed.

The itinerary begins in two squares in the neighbourhood of Poble Sec: Navas and Setge de 1714. It then passes through a project to incorporate bicycle lanes on the Avinguda Paral·lel – so named because it follows the earth's line of longitude – and it continues in the zone known as the Left Eixample, the most working class sector of this part of the city where we will visit the remodelling of Mistral avenue, which follows one of the historic accesses to the city. We will then visit Parc de Joan Miró, which occupies the location of the old municipal slaughterhouse, and Tarragona street, which has been converted into the main artery in a new area of offices in an attempt to reduce the commercial pressure on the Eixample and help the zone maintain its residential character.

Reaching Montjuïc through Plaça Espanya, we pass through spaces, which were developed for the 1929 World's Fair. These have been renovated since then, with a new system of outdoor escalators installed in 1992 in order to open access to the Migdia area: The Olympic Esplanade – the Passeig Minici Natal and Plaça d'Europa –, the new botanical garden (Jardí Botànic), the municipal Tres Pins nursery (Three Pines) – Petra Kelly gardens –, the Parc del Migdia and the Fossar de la Pedrera memorial, in the site of the old pauper's grave of Montjuïc Cemetery where Lluís Companys, once president of the Catalan autonomous government, is now buried. He was executed in 1941 in the same Montjuïc hill.

In Zona Franca, which lies at the foot of Montjuïc, we can find the new Parc de Can Sabaté and the Parc de la Font Florida. In Barcelona, green spaces of more than a hectare in area are usually called parks. These parks have grown in new interior gardens within blocks of buildings, which differ greatly from those found in the Eixample. Finally, the itinerary reaches Plaça Ildefons Cerdà and the first part of Badal street, results of the re-conversion of one of the most important traffic infrastructures built in the city at the beginning of the 1970s, in which a motorway has been placed underground in order to make way for an avenue.

Itinerary 3

The three areas of Sants, Les Corts and Sarrià, previously independent municipalities that were incorporated into the city in 1883, 1897 and 1921 respectively, form the centre of this itinerary. These days they comprise three of the ten districts in the city of Barcelona.

These districts, however, have a quite different structure. Sarrià, which began as farmland, was one of the preferred sites for summer retreats for the Barcelona bourgeoisie in the middle of the 19th century and for religious communities. Les Corts consists of industrial zones, workers' housing and summerhouses. Much of the textile industry was located in Sants during the Industrial Revolution; this, along with the workers' housing found there, has given Sants its unique identity. It has also been the site of many workers' revolts in Barcelona's recent history.

These three areas are organised around historical access routes to the city of Barcelona, of which traces still remain today. The Carretera de Sants, for example, was until recent times part of the N-II National Road which ran from Madrid to France.

On the borders between these areas and the Eixample lie installations such as the municipal slaughterhouse and the Sants train station. The first steps taken to "knit" the Eixample to these old municipalities were also carried out here, such as the site of the 1929 World's Fair; the development of Gran Via de les Corts Catalanes, a major thoroughfare which was completed during the twenties with the construction further north of the Palau Reial (Royal Palace) on Diagonal street; and the opening of Diagonal for the International Eucharistic Conference in 1952. At the beginning of the 1970s, the first ring road was opened, leading to the fracturing of these parts of the city.

The itinerary begins at Les Tres Torres (The Three Towers), a rich neighbourhood with residential buildings which since the 1950s have been replacing the old bourgeois single-family residences. The Jardí Tres Torres is the result of a comprehensive plan which includes two office blocks, a shopping centre, a new street and the garden itself, a recent example of private promoters financing high-quality urban development. The new garden is designed to integrate visually into the old garden of the Teresianes school, a building designed by Gaudí in 1888.

Following the gardens we arrive at the Jardí Joan Vinyoli, which is situated over an underground car park, and the Jardins de la Vil·la Cecilia, which were built over the remains of the old garden of a private residence, which is now conserved as a civic centre. Next to this garden J.V. Foix Avenue opens up in an attempt to bring this street into harmony with its neighbouring gardens.

We now begin a long route visiting the projects to reconvert the first ring road, by covering and redesigning Brazil street and Gran Via Carles III, and by the repairs to the part of Badal street that had been the only covered part of the ring road at the time of its construction. This is a project, which is paradigmatic of the transformations of old infrastructures that have been carried out since the Olympic Games.

From here, the itinerary takes us to Sants Station, which was also built during the 1970s. A group of projects by different professionals and with different attitudes can be found around the station; what they have in common is that they are all conditioned by the level and material of the roof of the underground railway and the urban fracture of the areas that the railway station caused, which these projects attempt to correct. In the same context, one can see the Parc de l'Espanya Industrial, named after an important textile factory, one of whose buildings is still conserved. Plaça d'Osca is the result of renovating one of the historical squares in the area.

This route finishes with a group of separate projects which attempt to convert the streets and vacant lots of Tarradellas avenue, Numància street and Plaça de Les Corts into true public spaces. This part of the itinerary concludes at two gardens, Jardins de Sant Joan de Déu, a space that is integrated into a successful shopping centre with a clearly urban feel, and the Jardins d'Olga Sacharoff, linked closely with the idiom of north American Earth Art.

Itinerary 4

The part of the city contained in this itinerary is centred around the old village of Gràcia, once an independent municipality that along its edges has been knitted with the rest of Barcelona. The surrounding areas are architecturally heterogeneous, but they share an uneven topography and geographic proximity.

The itinerary begins in the old municipality of Sant Gervasi de Cassoles at Plaça Molina, a space marked by the conflict between public use and the presence of an open railway line that later became the current street system. From here, our route takes us through the historic area of Gràcia, dating from the 19th century, which was incorporated into Barcelona in 1897. Its physical structure comes from the successive development of the thirty farming estates, which used to occupy the land on which it is located. Despite this process, which took about a century and a half,

Gràcia's degree of homogeneity makes it clearly identifiable as a separate area within the city of Barcelona.

The urbanisation of this area frequently stemmed from the creation of squares separating two straight streets, normally six metres wide and spaced regularly throughout the zone. The better-known recent projects are precisely those, which rehabilitate these little squares, such as Plaça Trilla, or those in which underground car parks are built, such as Plaça del Sol. All of these were the result of a comprehensive project, which subsequently was executed separately in each location. Plaça Anna Frank and Plaça del Poble Romani are the most recent results of urban renewal operations. These improvements have been characterised by the specific treatment of each of the streets that make up the neighbourhood, and by formal solutions which establish a hierarchy of streets and facilitates the co-existence of vehicles and pedestrians without sacrificing the unified image of the zone.

Our itinerary now moves toward the part of the Eixample surrounding the Sagrada Família, a middle-class residential sector built mainly during the past fifty years. The transformations of Passeig de Sant Joan and Avinguda Gaudí, as well as the new Jardins de la Indústria – a former factory – and Jardins del Príncep de Girona – former military barracks – are examples of recent interventions in this area.

The zone that extends north-east of Gràcia is occupied by a series of hills which dominate the area; these also include the site of the old municipality of Horta, incorporated into the city in 1904, and the different areas that at the end of the 19th and beginning of the 20th century were developed on some of these centrally-located hills. Intensive building on this uneven area, however, really began with the migratory influx in the 1940s and 50s, when lands, which in theory had been designated as parks by the 1953 Metropolitan Master Plan, were built upon.

This lack of reflection on how the city should be which led to abandoning the flat lands and led the city to begin its ascent of these hills resulted in a zone totally lacking in planning. It is currently a mix of old summer homes, poor quality apartment buildings and a few home-made structures still standing, with a proliferation of city planning problems.

Many of the new projects originated precisely from the need to introduce a minimum of rigorous criteria in the design of streets and open spaces in these hilly zones. The steps on Gènova Street, Sales i Ferré Street or Beat Almató street are three examples, albeit separated in time, of the new approach to this problem. Plaça Salvador Allende or Plaça de la Font Castellana also illustrate the results of converting steeply sloped leftover lots into areas with intrinsic value within the city.

The itinerary then turns toward the hills that make up the city's second largest park area after Montjuïc. With a height of approximately 250 metres, the Tres Turons area has been the site of settlements since the 6th century BC, and later the site of the failed development that was to be Park Güell and of homemade buildings erected by immigrants. The route from Turó de la Rovira to Park Güell forms the axis for the future park that is gradually developing and which will open up splendid views of the city. The park Creueta del Coll shows the possibilities of an old rock quarry.

Behind these hills, the Parc Vall d'Hebron and Plaça d'Alfonso Comín are two examples which are representative of the projects for the 1992 Olympic Games. The Jardins de Rosa Luxemburg is an example of the most recent garden projects carried out through the Parks and Gardens Service. Finally, our route arrives at Plaça John F. Kennedy, with characteristics very similar to those of Plaça Molina, the first stop in this itinerary.

Itinerary 5

This itinerary focuses mainly on the district of Nou Barris, one of the more recently built parts of the city. Despite the fact that some areas have been inhabited since the beginning of the 20th century, the most spectacular growth took place as a result of the waves of immigration during the 1950s and 1960s. This resulted in isolated developments, both publicly and privately financed but without planning, new neighbourhoods built almost without any link among each other, where the Residents' Associations that proved key in recovering democracy originated.

This is, doubtlessly, the itinerary in which the capacity of a policy for improving public space in order to encourage social cohesion and the regeneration of urban fabric seems the most impressive. If in some of these itineraries, the projects have been a first step in encouraging subsequent development, here the actions carried out have gradually converted a forgotten sector of Barcelona into an integral part of the city. This itinerary is possibly where one can most appreciate the changes in emphasis that are caused by successive projects.

Via Júlia is a paradigmatic example of the initial way to tackle new urban spaces, not concentrating exclusively on traffic, managing to incorporate all the functional complexity required in a street with regard to vehicles and pedestrians, and integrating

contemporary sculpture as part of the definition of public space in the city. This new avenue has transformed a virtually wasted space full of topographical problems into an instrument, which generates urbanity, and a symbol that the city has reached these neighbourhoods.

Of all the spaces created in the 1980s, the itinerary covers Avinguda Rio de Janeiro, another solution to a problem similar to that of Via Júlia; Plaça Lluçmajor and Plaça Sòller; and a small scale example in a topographically complex setting are the steps between Llobera and Rodrigo Caro streets in the area of Roquetes. Other projects from this period, such as the axis between Layret-Conflent-Pestaña squares is already being transformed as a result of the intense activity found in this area.

The improvements made for the 1992 Olympic Games, such as the Parc Esportiu de Can Dragó, Plaça de la Modernitat, and especially the upper ring road and the Trinity hub and park, have had a clearly structuring influence in this area. The upper ring road was planned as a large-scale element, which would connect and organise an entire series of isolated projects in this area and integrate them into the city as a whole. Designing the lateral lanes as regular streets, organising the covered surfaces as a link between the two sides, and integrating these elements into the city as a whole, were an attempt to overcome the experience of urban European motorways from the 1960s and 1970s. The new service galleries will be a key element in the subsequent development of the city and this area in particular.

Parallel to the large infrastructures built for the Olympics, a series of more global urban development projects were carried out, such as those in Ciutat Meridiana and at Plaça Roquetes, those that redefined the open spaces of the industrial parks from the 1960s and 1970s, such as the Parc de Josep M. Serra Martí, or the improvement of interior spaces in the Guineueta public housing development, where accessibility became one of the goals of the project.

Finally, the interventions carried out at the end of the 1990s, some still in progress, which have been focused on the so-called *new boulevards*, the Parc Central, Plaça Virrei Amat and Plaça Harry Walker, are projects which emphasise the values of urban identity, of quality public space as a comprehensive image of the district, where the redesign of the banks of the Besòs River will have the effect of bringing together the neighbouring municipalities.

Itinerary 6

The territory of this itinerary is broad and heterogeneous. It includes two old areas, Sant Andreu and Sant Martí de Provençals, two districts which even today maintain their historic names. The urban fabric here clearly shows the conflict brought about by superimposing new areas on the lines of pre-existing neighbourhoods and the grid of the Cerdà Plan. The influence of the railway lines and the blocks of flats from the 1960s and 1970s in the Llevant sector – which occupy precisely those areas meant by Cerdà to be a large park near the Besòs River – add even more confusion to a profoundly disparate area.

The projects in small recent and older squares, occasionally empty spaces which were redefined as we have seen in previous itineraries, here have enormous potential enhanced by a magnificent display of contemporary sculptures which echo the monumentalisation of the outskirts of Barcelona which was one of the defining goals of the programme to improve public spaces. Plaça de la Palmera and Plaça de General Moragues, with works by Richard Serra and Ellsworth Kelly, are relevant example, and so are Plaça Islàndia and Plaça Can Robacols.

Parc de Pegaso, Parc de Sant Martí and Parc de Diagonal-Mar, with their different design idioms, are good examples of the policy of creating urban parks in specific neighbourhoods which has doubled the amount of urban green spaces in Barcelona in twenty years.

However, perhaps this itinerary is where the desire to transform old urban motorways into avenues and boulevards, a desire which has been made reality thanks to a traffic pattern determined by the new ring roads, is the most impressive. Some examples are the Felip II-Bac de Roda bridge, the new Rambla Guipúscoa, the remodelled Avinguda Meridiana – an old motorway which pedestrians had to cross with bridges and which they can now cross at street level, having the use of 48.5% of the space – the new boulevard at the Passeig de l'Onze de Setembre, which has recovered the trees that had been lost in the time when cars dominated, and the Rambla Prim, a never-finished motorway that has been converted into the main artery of this entire sector of the city.

The recent projects have constituted a first step to modify profoundly an area of the city which still requires significant transformations. The construction of the new high speed train station at La Sagrera and the new spaces which will house the Forum of Cultures in 2004 will be driving forces in the future development of this zone.

Itinerary 7

With few exceptions, all the projects that we will visit in this itinerary correspond to a specific moment in time: the 1992 Olympic Games. They are projects that were designed by the specialised agencies that were created for the Olympics and by the city's design teams. The main route of this itinerary consists of the developments in the Olympic Village.

Before tearing down the medieval wall, the railway line that linked Barcelona with the coastal town of Mataró (the first in Spain), was opened in 1848. Near the new railway line an important group of industries nicknamed the "Catalan Manchester" was installed. Around these and following the straight lines of the Cerdà Plan, the working class neighbourhood of Poblenou was built. It is located in what used to be the municipality of Sant Martí de Provençals, an industrial sector which through the 22@bcn plan will be converted into a district full of new productive activities to replace the present ones.

The obsolescence of a major part of these industries as well as a desire to recover the seacoast meant that plans to improve this area were already being proposed in the 1960s. The construction of the Olympic Village, the remodelling of the railway lines and the recovery of the sea coast were key elements in the success of the plan for the 1992 Olympics. This project, financed through both private and public capital, was a potent force behind the redefinition of a much larger urban area, and it was an important step forward in opening the city to the sea.

Based on a global plan created by the architects Martorell, Bohigas, Mackay and Puigdomènech, many architects and engineers participated in constructing the buildings and public spaces in the Olympic Village. The plan was to structure an area that after the Olympics would become an integral part of the city, the first urban development in Barcelona on such a scale in the past twenty years. The most notable projects in terms of public space are those found in this itinerary.

With the removal of the railway lines toward the interior, the Olympic Village and the area of Diagonal Mar which were discussed in the previous itinerary and which will be completed through the current projects underway in preparation for the 2004 Forum of Cultures, have acted as engines for residential development in the entire coastal area, of which Plaça de Juli González is a good example.

This itinerary also includes other infrastructure projects associated with the Olympics, such as the link between Aragó and Guipúscoa streets, which had been separated by the railway lines, and Plaça de les Glòries Catalanes, an intersection that had not been resolved since Cerdà's original plan and which through current construction projects will take on its intended symbolic purpose as an urban centre in the near future. The opening of the prolongation of the Diagonal avenue, started then and completed in 1999, which will end at the Culture Forum area, is a decisive contribution to making this objective possible.

We will also visit developments made in the zones connecting this area with the Eixample, such as the Parc de l'Estació del Nord; located on the old site of an unused railway station; the new bridge on Sardenya street; the remodelling of Passeig Lluís Companys, the main access to the 1888 World's Fair, in poor condition after the construction of an underground car park in 1968; Passeig Picasso; and projects to improve old neighbourhoods such as Clot and Poblenou, such as the Parc del Clot, the Rambla de Poble Nou, and Plaça Prim.

These itineraries conclude here in Poblenou, the site in which a great physical, productive and functional transformation of Barcelona is planned in the coming years.

Urban Spaces:

Index according to official nomenclature of the city:

- Alfons Comín, square (4.19)
Allada-Vermell, street (1.3)
Àngels, square (1.12)
Anna Frank, square (4.3)
Aragó-Guipúscoa - link (7.1)
Badal, street (2.17), (3.5)
Basses de Sant Pere, street (1.2)
Beat Almató, street (4.15)
Boulevards de Nou Barris (5.9)
Brasil, rambla (3.5)
Cantàbria-Concili de Trento-Guipúscoa-Puigcerdà, interior garden (6.2)
Can Robacols, square (6.8)
Carles III, gran via (3.5)
Catalunya, rambla (1.15)
Catedral, avenue (1.18)
Ciutat Meridiana - escalator (5.2)
Dalt, ronda (upper ring road) (5.17)
Diagonal, avinguda - extensió (7.4)
Doctor Pi i Molist, street (5.9)
Drassanes, avenue (1.10)
Drassanes, square (1.9)
Europa, square (2.9)
Fabra i Puig, avenue (5.9)
Felip II-Bac de Roda, bridge (6.5)
Ferran, street (1.19)
Font Castellana, square (4.10)
Fòrum de les Cultures (Forum of Cultures) (6.16)
Fossar de la Pedrera (2.13)
Fossar de les Moreres, square (1.4)
Gaudí, avenue (4.7)
General Moragues, square (6.6)
Gènova, street (4.11)
George Orwell, square (1.21)
Glòries Catalanes, square (7.3)
Guineueta, development (5.7)
Guipúscoa, avenue (6.3)
Harry Walker, square (5.14)
Icària, avenue (7.12)
Ildefons Cerdà, square (2.16)
Islàndia, square (6.7)
J.V. Foix, avenue (3.4)
Jardí de les Tres Torres (3.1)
Jardins de César Martinell (1.14)
Jardins de la Indústria (4.8)
Jardins de Joan Vinyoli (3.2)
Jardins d'Olga Sacharoff (3.15)
Jardins de Petra Kelly (2.11)
Jardins del Príncep de Girona (4.9)
Jardins de Rosa Luxemburg (4.18)
Jardins de Sant Joan de Déu (3.13)
Jardins de la Torre de les Aigües (1.1)
Jardins de la Vil·la Cecília (3.3)
Joan de Borbó, Comte de Barcelona, avenue (1.5)
Joan Peiró, square (3.9)
John F. Kennedy, square (4.20)
Josep Tarradellas, avenue (3.11)
Juli González, square (7.7)
Júlia, via (5.16)
La Pau, development (6.13)
Les Corts, square (3.12)
Llobera, street (5.5)
Lluçmajor, square (5.15)
Lluís Companys, avenue (7.17)
Mar, rambla (1.7)
Marítim de Bogatell, avenue (7.9)
Marítim de la Barceloneta, avenue (1.6)
Marítim de la Nova Icària, avenue (7.9)
Mercè, square (1.22)
Meridiana, avenue (6.9)
Minici Natal, avenue (2.9)
Mistral, avenue (2.4)
Modernitat, square (5.18)
Molina, square (4.1)
Moll de Barcelona (1.8)
Moll de Bosch i Alsina (1.23)
Moll d'Espanya (1.7)
Navas, square (2.1)
Nou Jardí Botànic (New Botanical Garden) (2.10)
Numància, street (3.14)
Olivereta, square (3.6)
Onze de Setembre, rambla (6.11)
Osca, square (3.8)
Països Catalans, square (3.9)
Palmera de Sant Martí, square (6.1)
Paral·lel, avenue (2.3)
Parc de la Barceloneta (7.15)
Parc central de Nou Barris (5.8)
Parc Esportiu de Can Dragó (5.12)
Parc de Can Sabaté (2.15)
Parc de Carles I (7.13)
Parc de les Cascades (7.10)
Parc del Clot (7.2)
Parc de la Creueta del Coll (4.16)
Parc de Diagonal-Mar (6.14)
Parc de l'Espanya Industrial (3.10)
Parc de l'Estació del Nord (7.18)
Parc de la Font Florida (2.14)
Parc de Joan Miró (2.5)
Parc de Josep Maria Serra Martí (5.6)
Parc del Migdal (2.12)
Parc de Montjuïc, accesses (2.8)
Parc de la Pegaso (6.10)
Parc del Poblenou (7.8)
Parc dels Ponts (7.10)
Parc del Port Olímpic (7.10)
Parc de Sant Martí (6.4)
Parc de la Trinitat (5.19)
Parc dels Turons and interventions in Park Güell (4.13)
Parc de la Vall d'Hebron (4.17)
Passeig de Gràcia (1.16)
Picasso, avenue (7.16)
Poble Nou, rambla (7.5)
Poble Romani, square (4.5)
Port Olímpic (7.11)
Portal de l'Àngel, avenue (1.17)
Prim, square (7.6)
Prim, rambla (6.12)
Ramon Calsina, square (6.15)
Raval, rambla (1.11)
Reial, square (1.20)
Reina Maria Cristina, avenue (2.7)
Rio de Janeiro, avenue (5.13)
Riu Besòs - riverbank (5.20)
Rodrigo Caro, street (5.5)
Roja de Ciutat Meridiana, square (5.1)
Roquetes, square (5.4)
Sales i Ferré, street (4.12)
Salvador Allende, square (4.14)
Sant Agustí Vell, square (1.2)
Sant Antoni, avenue (3.7)
Sant Joan, avenue (4.6)
Sardenya, bridge (7.19)
Setge de 1714, square (2.2)
Sol, square (4.4)
Sóller, square (5.11)
Tarragona, street (2.6)
Taulat, avenue (6.15)
Trilla, square (4.2)
Universitat, square (1.13)
Vallbona, avenue (5.3)
Valldaura, avenue (5.9)
Verdum, avenue (5.9)
Virrei Amat, square (5.10)
Voluntaris, square (7.14)