CHAPTER 1: HISTORY

PROJECT OVERVIEW
This project was completed as part of the requirements of a University of Colorado Denver urban design studio. Seventeen students took part in an intensive 25-day program studying streets as public spaces in Barcelona, led by Professors Jeremy Németh and Ken Schroeppel. The culminating project of the studio, detailed in this report, was the preparation of three urban design visions which reimagine the public realm in the Can Ricart site and surrounding blocks (the study area, see Figure 1).

SITE HISTORY AND CONTEXT
The Can Ricart site was originally a textile factory complex built between 1852 and 1855 (Figure 2). It is located in an area of Barcelona commonly known as Poblenou, or new town, which is in the district of San Martí (Figure 3). The area was swampy and was originally primarily grazing land. Industrialization started in the 18th Century, but rapidly increased in the later part of the 19th century because of abundant water, proximity to Barcelona and low land values. Textile manufacturing predominated, but other industries were also present.

The area was formally established as Pueblo Nuevo in the mid-19th century as housing started to develop around the factories. Cerdà’s 1859 plan envisioned imposing the Eixample street grid on the area, but that was not implemented in Poblenou until the 20th century. Following significant growth in the later third of the 19th century, working and living conditions worsened and workers began to organize, creating a significant, politically active labor movement. The district was strongly republican and anarchist and during the Civil War many of its factories produced goods, including arms, to support the Republican effort. Unsurprisingly, the neighborhood was targeted by Franco’s bombs and suffered considerable damage. From the end of the war through the 1970s, the area suffered significant decline. This started with the general declines under fascism, but other external factors, including a sector-wide textile crisis in the 1970s and the global economic crisis of the 1980s, all impacted the area. The area’s designation as “industrial” in the 1978 Metropolitan General Plan restricted the development of housing, civic facilities and public space just as the area’s industries were failing.

Redevelopment related to the 1992 Olympics along the shore in the southern part of Poblenou was the start of its revival, further aided by the extension of the Diagonal in 1999 and the extension of other transit infrastructure into the area. The 22@ project enabled the redevelopment of entire blocks with significant commercial density and brought further development, along with gentrification pressures related to both redevelopment for local use and tourism.

In the early part of the 21st century, the City looked to redevelop the Can Ricart site, including the demolition of most of the historic factory complex. This was met with significant protests and some of the historic fabric of the site was saved and protected, but a number of people were displaced in the process and several structures were demolished (Figures 4 and 5).

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Thirty-four enterprises on the site were displaced, very few were able to relocate within the neighborhood, most relocated elsewhere in the city and several closed completely. The eviction efforts began in 2005 and were hotly contested, both informally and legally. By 2006 the evictions were complete (GRUP DE TREBALL DE L’INSTITUT CATALÀ D’ANTROPOLOGIA).

There was perhaps even more significant displacement from the Parc Central site, where residential buildings were demolished, and residents displaced outside the neighborhood, but these displacements were not well documented (GRUP DE TREBALL DE L’INSTITUT CATALÀ D’ANTROPOLOGIA).

The City’s designated plan for the old factory buildings, a “museum of languages”, fell apart in 2011 for lack of funding. Since, there have been complaints about the state of the site, with reports that homeless people have occupied some of the site and the historic structures left to crumble (Figure 6).

Problem/Opportunity Statement

While the Assignment originally envisioned a single Problem/Opportunity Statement for the entire studio, the three teams have each devised their own and these are included in the individual sections of Chapter 5: Design Concepts.

Figure 6: Historic Structure at Can Ricart Site (Photo: FD Glick)
CHAPTER 2 - URBAN DESIGN IMPRESSIONS

INTRODUCTION

Students in the Studio organized into six teams of three students each to conduct a thorough walking survey of the Can Ricart Study Area (Study Area) to gain a personal understanding of the site and to contemplate the area’s urban design features and qualities. Based on existing knowledge of the six dimensions of urban design (morphological, perceptual, social, temporal, visual, and functional), students established their preferred methodology for observational data collection, analyses techniques, and visual communication of the findings.

Students then visited the Study Area, on Tuesday, June 12th, 2018 during the hours of 08:00 and 14:00 and conducted a thorough walking survey and revealed their methods, analyses, and findings in a “pin-up” style presentation for instructors and clients. The following is a synthesis of the student teams’ urban design impressions of the Study Area.

TEAM 1

Team 1’s analyses highlighted how the Parque del Centro del Poblenou has very disproportionate uses especially seen in the three playgrounds for children. The team also observed a tension across all the spaces within the Study Area—park to neighborhood, built ground plane furniture to overhead green nature, as well as the socio-political in the graffiti art. The art depicted distorted faces and quotes about gentrification and undocumented issues. There was an unwelcoming and uncomfortable use of man-made furniture versus comfortable uses of nature, such as trees, landscaping, or shading across all the park spaces.

Lastly, the team noted the masculine versus feminine qualities of the park and surrounding neighborhood. The team felt that park possessed feminine qualities, whereas the perimeter of the Study Area provided a more masculine feel, partly due to the auto-centric nature of the neighborhood and auto body shops that lined the streets.
Team 2

Team 2 used a Lynchian Analysis to observe the Study Area. Each of the five analysis criteria (nodes, landmarks, paths, edges, and districts) were found to have a limited presence through the site. Districts in the Study Area included the area of ruins, the neighborhood which follows the L'Eixample street grid and building form, and the park district, which consists of the three Joan Nouvel park parcels. The edges included the Avinguda Diagonal to the south, Carrer de Bac de Roda on the northeast side, and the delineations between the three districts. There were several paths including the organic paths that cut throughout the park, boundary paths between each of the districts, and internal paths within the neighborhood districts, particularly at the intersection of Carrer d'Esponceda and Carrer de Boliva where pedestrians move in the most direct path to cross the street.

Nodes identified included the graffitied courtyard area within Can Ricart, the plaza area within the largest parcel of the park, which opens into a larger space that is free of trees and has a unique paving pattern, and the intersection of Carrer del Peru and Carrer de Bilbao. Lastly, the team took inventory of the several landmarks within the Study Area, including the MUHBA Olivia Artes Museum, the two towers (one within the park and one within the Can Ricart ruins area), and the large office building of the Lacrem S.A. factory at the corner of Carrer del Peru and Carrer de Bilbao.

The Lynchian Analysis helped the team to identify barriers, accessibility, and access points to the Study Area. It was determined that there are few access points into the site, as well as several barriers within the site. Barriers included the walls bordering the park areas, walls surrounding the Can Ricart factory site, and dumpsters, cars, and scooters which all blocked the sidewalks. Access points included the opening within the green walls that surround the park blocks, the L’Exemple street grid on the northeast part of the site, and the lack of access points within the ruins of Can Ricart.

Team 2 also noted the many dull and inactive facades in the Study Area. There was a very limited number of active facades in the neighborhood during the site visit, with most facades closed off, or with long blank walls with only one entrance. While the green wall that borders the park area is technically inactive, it was deemed appealing by the study team.

Team 3

Team 3 created an aerial map of the Study Area to understand the space, and identified 8 distinct blocks to record the team's first impressions. Over the span of 6 hours, Team 3 walked around various sections of the study area and briefly noted the functionality, visual design, morphology, temporal, perceptual, and social characteristics of the area.

Based on the site visit analysis, the park seemed relatively isolated and difficult to reach—giving off the feeling that it was some sort of secret space. One part of the park seemed private rather than a public and active place for users. Parts of the park seemed accessible for diverse users, but most users just appeared to be walking through it. The age and growth of the trees created limited vertical sightlines due to the strong tree canopy, which gave Team 3 ideas about potential opportunities for a shift in perspective by interacting with the public art instead.

During the site visit, Team 3 also observed a noticeable difference between the distinct areas of the Study Area, such as the green space, historical areas, and art installations. Some blocks were inaccessible—some with a smaller enclosure ratio and some that are very open. There were also several observations related to concerns for the community. The team noticed paint on the side of Can Ricart reading “Save us from speculators!” and gained an overall feeling that the community of Can Ricart is not desiring drastic change in the area, highlighting a need for community engagement moving forward.
Team 4

Team 4 used mapping techniques to establish and analyze the Study Area’s distinct character zones. Using movement, perception, and the visual dimension as lenses to observe the space, character zones included vehicular movement areas (which tended to include a high volume of cars and speeds) around the Study Area’s perimeter, the inaccessible Can Ricart ruins, an enclosed park space, and the black, empty, and inactive facades on the walls within the Study Area.

Based on these character zones, perceptions of the Study Area were formed by observing how being in each of these character zones made the observer feel. Following several hours of observation and analyses, the team discovered that the park seemed too closed off from the rest of the Study Area that it was both challenging and unwelcoming to attempt to even enter the park. Although unwelcoming, Team 4 believed that the use of the wall was an efficient way in filtering out noise and air pollution, which actually makes the park a safer and healthier place for its users. Both inside and outside the park area seemed to be well pedestrianized, with opportunities to connect the site to the nearby Rambla. Additionally, the team observed that sightlines within the park were distorted due to the maturity of the weeping tree species that were in the park, which also presents opportunities for future design and intervention.

Team 5

Team 5 used a variety of techniques to analyze the Study Area and gain a better understanding of the space. They noted urban fabric differences, especially the way the neighborhood seems to exist at the intersection of two separate urban fabrics that seem to be colliding.

The traditional Cerda blocks coalesced with the industrial fabric breaks the model to accommodate use and the specific needs of the place.

Additionally, the height, volume, and difference in building use was also apparent, with Avigunda Diagonal as the sectional splitting point between two distinct sections of the same neighborhood. This highlighted the drastic difference between Poblenou’s transformative buildings, high end investments, and sections of the neighborhood with major financial investment and innovative implementation, such as the nearby superblock. In contrast, Can Ricart’s older, more dilapidated industrial and residential mixed uses clashed with the taller, newer buildings which provided a dwarfing feeling.

Overall, Team 5 found the Study Area to be an uncomfortable and dichotomous place, mixed with industrial and residential uses that lacked sightlines. Team 5 observed a clear dichotomy in the maintenance distribution between the boundary of Can Ricart and the surrounding neighborhood and the interior maintenance of the public spaces.
Team 6 conducted a Lynchian analysis of the site and investigated the various urban design dimensions. The analyses and observations allowed for a functional and perceptual look at the Study Area, and Team 6 found that there were areas of the site, particularly the park, in which they felt very uncomfortable. The most pleasant space was the square within the Can Ricart site, near Hangar.

Team 6 also analyzed movement streets versus social streets within the Study Area. They found that most streets within the Study Area were exclusively movement streets. They also examined physical and visual barriers, and found significant barriers throughout the site with some logical axes blocked by barriers. They also noted dead space surrounding the blocks and underutilized chamfered corners, which could be taken for people.

Finally, a sketch was completed in the spiral area of the park, highlighting the chairs separated by too great a distance to facilitate conversation and facing a blank space, which were problems throughout the park.

Conclusion

The six teams’ urban design impressions of the Study Area serve as a foundation for next steps and future interventions. Site design and intervention cannot be solely based on these preliminary assessments and impressions, and thus, a forthcoming and more rigorous Existing Conditions analysis will further inform site design and potential interventions. These findings will be presented in Chapter 3.
CHAPTER 3 - EXISTING CONDITIONS
DEMOGRAPHICS

The Provençals de Poblenou neighborhood is generally reflective of sociodemographic conditions for the city of Barcelona as a whole, with differences generally only a few percentage points above or below city averages.

The Can Ricart project site is located in the Provençals de Poblenou census area, shown above in teal blue. The Provençals de Poblenou census area is approximately 1.3% of the city’s population of 1,620,809 as of 2017.

Of this population, Provençals de Poblenou and Barcelona as a whole experienced very similar sex distributions. Women make up 53% of Barcelona’s total population; in Provençals de Poblenou, they make up 52%.

Compared to the city of Barcelona, the Provençals de Poblenou neighborhood also has fewer foreign-born inhabitants. In Barcelona as a whole, approximately 76% of residents are native Spaniards. In Provençals de Poblenou, this number rises to 81%.

The age distribution in Provençals de Poblenou is also very similar to that of Barcelona as a whole; the 40-59 age group is approximately 3% higher than it is in Barcelona as a whole, and the 0-19, 60-79, and 80+ categories are slightly lower in Provençals de Poblenou.

Compared to the city of Barcelona, the Provençals de Poblenou neighborhood also has fewer foreign-born inhabitants. In Barcelona as a whole, approximately 76% of residents are native Spaniards. In Provençals de Poblenou, this number rises to 81%.
The transportation network in Barcelona is a comprehensive system containing adequate facilities for private vehicles, public transit, bicyclists, and pedestrians. While the system as a whole is able to move Barcelona residents daily, the system does have flaws, including prioritizing the private vehicle over the pedestrian or bicyclist.

To help resolve this issue, the City of Barcelona has created a Superblocks plan that reorganizes the current El Eixample street grid into nine by nine block cells through which only local traffic at low speeds is permitted. This allows for the prioritization of the pedestrian and recovery of public right-of-way for uses other than moving cars. Redirection of through-traffic and bus routes will use the boundary streets of each superblock cell. Can Ricart is well connected to public transportation and bicycle facilities in blocks adjacent to the site. However, the lot structure of the site cuts off both vehicle and pedestrian access.

Assessment: Barcelona

According to calculations made by the Barcelona City Council, approximately 82.3 percent of trips are made on foot, by bike, or by public transportation. The remaining 17.7 percent of trips are made in cars.

Between 2001 and 2011, the total number of cars (“turismes”) declined slightly, to less than 600,000 for the entire population of Barcelona. The number of trucks has also decreased slightly over the years. However, the number of motorcycles and scooters increased dramatically, from around 225,000 to approximately 300,000 by 2011. Other various modes of transportation have also increased since 2001.

For the year of 2016 in the city of Barcelona, there are approximately .58 cars per person. In the Provençals del Poblenou neighborhood, there are approximately .57 cars per person, which is only slightly less than that of Barcelona as a whole.

All data for this section was taken from the Ajuntament de Barcelona Estadística page.
TRANSPORTATION

The utilization of each type of transportation is provided below, with change over time from 2009 to 2011. Most notably, bike usage increased 10% over three years. Use of public transit of all types also increased over 5 percent over three years.

Current Metro Map
TRANSPORTATION

Existing bus plan

Photo: Urban Mobility Plan of Barcelona

Proposed bus plan corresponds with proposed Superblock plan

Photo: Urban Mobility Plan of Barcelona
Existing bike network. Currently, only 72 percent of the population has easy access to dedicated bike networks. According to Barcelona City Council, one of the strategies for reducing atmospheric pollution in Barcelona is the increased space for using bicycles. Bicycles are the most non-polluting, sustainable and efficient mode of transport available, both within and outside the city.

Barcelona has a network of more than two hundred kilometers of safe cycle lanes, providing continuity, better signage and covering the entire municipality. The Barcelona Metropolitan Area offers a selection of bicycle services, including bicycle lanes, green tracks, BiciBox and Biking stations, and connections to public transport.

Current situation. Bicycle network coverage to 300 m

Proposed bike network. Ideally, over 95 percent of the city’s population will have easy access to dedicated bike networks.
Increasing pedestrian safety is a priority and a large component of the Urban Mobility Plan of Barcelona. Design public space in a way that the risk of accidents is reduced, creating pleasant, safe and suitable spaces for people who walk, especially children and elderly or with limited mobility. It proposes, among other things:

- Continue implementation of the 30 zones.
- Study the installation of enough crossing points, ensuring minimal waiting times and long enough so that pedestrians can cross slower (assuming a pedestrian speed of 0.8 m/s).
- Locate items to aid pedestrian mobility in neighborhoods with accessibility issues: escalators, elevators, etc.

Empowering the role of the pedestrian is included as well on the Urban Mobility Plan of Barcelona: Revaluate the role of pedestrians in the regulation, management of public space and urban information, integrating the principles and commitments of the International Charter for Walking:

- Walk 21
- Coexistence of pedestrians and bicycles.
- Use of public space.
- Location of terraces spaces.
- Increase and improve information in municipal websites.
- Comply with the parameters of the Accessibility Code of Catalonia.
- Communicate the improvements in urban space.
- Study the flashing green/ flashing red with variable duration.
In Barcelona, pedestrians are at a much higher risk of being fatally injured in a traffic accident than those riding in cars. Prioritizing auto traffic has produced other negative effects, like reduced air quality. The Barcelona City Council has taken the following steps to improve air quality on high risk days:

- **Metro**: Reinforcement during peak hours with one more train on each line, and increasing train frequency from 3-4 minutes to 3 minutes.
- **Bus**: Reinforcing routes with the highest demand, with over 50 additional buses. 30 buses are added to the BMA metropolitan bus lines at peak times, 15 in Baix Llobregat and another 15 in Barcelona Nord. The Exprés.cat bus (Generalitat) increases its service with 25 buses on the Matam, Vall de Tíber, Caldes de Mompou, Sant Cugat, Sentmenat, Vic, Sabadell, Igualada, Esparraguera, Cornellà de Llobregat, Vallirana and Sant Pere de Ribes lines.
- **Tram**: Greater tram frequency: 4 minutes instead of the usual 5, between 7 am and 10 pm. Two double units are added to the T1 and T4 lines and the service is reinforced on the T5 and T6 lines at off-peak times. 
- **FGC**: The Vallès and Llobregat-Anoia lines and the Sant Cugat del Vallès - Barcelona bus are reinforced in off-peak times.
- **Rodalies de Catalunya**: Peak times are extended until 11 am on the R1 and R4 lines.
- **In an NO2 pollution episode**, a specific transport ticket is introduced, with the aim of encouraging private-vehicle users to transfer to the public transport system, T-Aire.
TRANSPORTATION AND HEALTH

According to the City of Barcelona Urban Mobility Plan, “Barcelona aims to establish a new way of organising the city which reverses the current distribution of public areas between vehicles and people, giving priority to city residents and aiming to improve the city’s environmental conditions and quality of life.”

Superblocks intend to restructure streets and differentiate their uses from the car-only environment currently present, according to the City of Barcelona Urban Mobility Plan: “the Superblock Model reorganises the way streets work, diversifying the ones used for through traffic and qualifying the other streets for other functions, such as leisure, relaxation and the introduction of green areas and biodiversity.”

The superblock model aims to increase the amount of green space, increase pedestrianization, and help to reduce carbon emission pollution. “Barcelona is one of the European cities with the lowest number of green areas. Barcelona has 6.64 m² of green space per inhabitant…In some districts the figure is well below average: 1.85 m² in the Example and 3.15 m² in Gràcia” (Barcelona Green Area and Biodiversity Plan for 2020).

Pollution levels in Barcelona have been above EU standards. “Air quality measurements taken in recent years show high levels of pollution in the City of Barcelona, which sometimes exceed the maximum limits established in current legislation. It is calculated that PM10 pollution is related to around 3,500 premature deaths every year in the Metropolitan Area, and leads to lower life expectancy” (The Public Health Benefits of Reducing Atmospheric Pollution in Barcelona’s Metropolitan Area).

Noise pollution is another concern within Barcelona for which Superblocks would help to combat, “53.87% of the population is exposed to noise levels of between 60 and 70 dBA during the day. The WHO recommends a maximum limit of 65 dBA. The main daytime source of noise in Barcelona is traffic” (Barcelona, a City Committed to the Environment).

The superblocks concept is also to reduce traffic accidents, “In 2004, there were over 11,000 people injured in city traffic accidents. There were also 31 deaths, with greater incidence in motorcycle riders and pedestrians” (Health in Barcelona 2014).

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A reduction of the heat island effect is also another desired outcome from implementation of Superblocks according to the City of Barcelona’s Superblocks Plan, “A summer temperature increase of up to 4º in the centre of Barcelona, due to the heat island effect.”

Photo: Urban Mobility Plan of Barcelona

Urban quality

LES CORTS SUPERBLOCK

Current situation

Superblocks model

Space for pedestrians (versus road)

Accessibility (sidewalks >2.5m)

Air quality (immersion <40µg/m3 any)

Acoustic comfort (LA >65dBA)

Liveability index in public space

Photo: Urban Mobility Plan of Barcelona

Photo: Urban Mobility Plan of Barcelona
TRANSPORTATION

Can Ricart

The study area is well connected to transit and has existing bike infrastructure, but also has a significant amount of space dedicated to the use, storage, and upkeep of cars. The images below show transit infrastructure in and around the site; the images on the next page show the transit connectivity of the site to the surrounding area.
As one of Europe’s densest and busiest cities, Barcelona struggles with issues of air quality and noise pollution. Barcelona’s Mediterranean climate and proximity to the ocean also make it particularly susceptible to rising sea levels and increased temperatures caused by climate change.

Population health greatly depends on how cities are designed. Urban environments specifically pose certain challenges that require urban planners and designers to rethink how urban environments are planned. Cities should ultimately be designed for people—creating places where individuals can live well and live a healthy and active lifestyle. Air pollution, noise, presence of natural spaces, physical activity opportunities, and temperature, are all components of healthy cities that can be addressed through various planning and design tools that can positively influence public health.

Opportunities for physical activity in urban environments is critical, as physical activity is beneficial in reducing mortality. Unfortunately, a large proportion of the population does not engage in sufficient physical activity, making physical inactivity a global public health problem and the fourth risk factor for death worldwide. We need cities that prioritize active transport, walking, and cycling, as well as opportunities for sports, access to open spaces, and are designed to make getting around on foot and on public transport the easy default choice.

Currently, half of car trips within cities cover distances less than five kilometers, which is a distance that could be covered by active transport, providing a great impact on public health, as it increases physical activity levels and reduces air pollution and noise levels. Increasing physical activity is not just individual—it must be integrated into the design of our cities. Temperature, specifically the urban heat island effect, in cities also contributes to cardiovascular morbidity and overall mortality. Green and blue spaces can help to reduce the heat island effect and can benefit people’s health by reducing stress, mental health issues, cardiovascular disease, and overall mortality.

The images in this section illustrate the health issues challenging Barcelona, discussed in the Superblocks section of this chapter. The 2009 noise map, top right on the next page, is based on information collected by the Ajuntament de Barcelona, shows that ambient noise levels average between 55 and 75 decibels. Even at night, noise levels average between 45 and 65 decibels, which is detrimental to human health. The image on the next page on the left shows the levels of NO2 in the atmosphere. The black and white dots indicate the locations of schools - black dots are schools located in areas with high levels of pollution; white dots are schools located in areas with lower pollution.
CHARACTER AREAS

The character of the project area is currently very auto-focused, with low-to mid-rise buildings north of the site, and higher-rise office buildings to the south of the site.

The existing zoning of the project site is mostly the 22@ designation, shown in purple in the map to the right. Several nearby blocks are zoned for urban densification (yellow), community equipments (blue), and parks (green). The first two land uses signify that the area is anticipated to be an area of change – as former industrial and decaying buildings redevelop, the character of the area will redevelop as well. Community input should be sought regarding which buildings and areas should be preserved.

This image shows the building heights on the site and in the surrounding area. Buildings within the site are generally 2-4 stories, with a few residential buildings reaching up to six stories. Views to the southwest and northeast building context are also shown.
CHARACTER AREAS

Interiors of Can Ricart Site

Vegetation wall outside Parc del Centre del Poblenou

Existing street sections within the site area
COMMUNITY ASSETS

The project site is located within a tightly-knit and active community, which includes many social services and community organizations.

This map of the St. Martí district includes the locations of many different community assets near the project site, including schools, libraries, daycares, cultural centers, and other community organizations. These organizations should be consulted and may provide valuable insight into the redevelopment of the site.

EXISTING PLANS

Over the past few years, Can Ricart has been the subject of numerous architecture and urban design studios, as well as the focus point of multiple municipal plans. Several of these plans were reviewed in preparation for the urban design proposals in Chapter 4.

- 22@ Plan
- Urban Mobility Plan of Barcelona
- Pla de Millora Urbana de la U.A. 1 del Pla Especial de Reforma Interior del Sector del Parc Central
- Modificacio del Pla de Millora Urbana de la U.A.1 del Peri del Park Central
- Taula Eix Pere IV
Two community meetings were attended to gain a fuller understanding of the Poblenou neighborhood, and to learn about the architecture and urban anthropology of the area. One community meeting was a presentation done by the University of British Columbia Urban Planning Master’s students who analyzed design interventions within the Poblenou neighborhood. The second meeting was a series of presentations on urban anthropology, feminism in architecture, and urban design and gentrification.

In addition to community meetings, students also conducted intercept interviews within the Can Ricart Study Area. Intercept interviews were conducted on various days and times to ensure a diverse sample. Students approached individuals walking within the Can Ricart Study Area and asked if they would be willing to conduct a short interview. A total of 15 individuals were interviewed for this process. The questions that were used to conduct these intercept interviews can be seen on the next page.

COMMUNITY PERSPECTIVE

To better inform the urban design of the Can Ricart Study Area, students conducted a community perspective phase, where input and voices from the community were recorded and analyzed.

1. Cuantos años tiene?
2. Cuantos años ha vivido en el cuidad de Barcelona?
3. Ud. vive en el barrio de Can Ricart, Poblenou, o otro barrio cercana?
4. Que es su ocupacion? Trabaja aqui en el barrio?
5. Que le gusta mas sobre este barrio?
6. Que NO le gusta sobre el barrio?
7. Cuando piensa sobre el sitio de Can Ricart, el barrio alrededor, que es los lugares donde pase la mayordad de tu tiempo? Porque pasa tanto tiempo en estos lugares
8. Si “uno” seria “tan debil” y “5” seria “tan fuerte” que numero usaría para identificar el nivel de identidad comunitaria? 1 2 3 4
9. Porque escoge este numero?

Analysis and Conclusion

Based on the results and anecdotes gained from the intercept interviews, as well as research and literature reviews conducted on the Can Ricart Study Area, it became clear that the focus of the plan needed to specifically address how Can Ricart could be better integrated within the Poblenou neighborhood. When asked if Can Ricart has a strong sense of community, responses varied. Out of the 15 respondents, 4 did not have strong feelings either way about whether or not there was a strong sense of community. Five of the individuals interviewed agreed or strongly agreed that there was a strong sense of community within the area. Three individuals felt they could not answer the question as they did not know enough about the area to answer the question, and only came into the area to work.
**SWOC ANALYSIS**

SWOC stands for Strengths-Weaknesses-Opportunities-Constraints. A SWOC analysis for the Can Ricart Site was prepared for each of the existing conditions categories, which were then combined into one SWOC analysis for the entire site.

**Strengths**
- Art as leadership and a view for the future
- University partnerships
- History of strong, vocal neighborhood engagement
- Area in transition
- Existing protected buildings
- 22@ zoning provides flexibility
- Adjacent to public transportation and active mobility; site planned to become a superblock
- Diverse mix of uses and density in the surrounding neighborhood

**Weaknesses**
- Auto-centric neighborhood
- Increasing cost of housing and workshop space
- History of ignoring neighborhood voice
- Historic fabric of neighborhood badly damaged by demolitions and installation of Cerda street grid
- 22@ zoning constrains multi-block planning
- Unsafe levels of air and noise pollution
- Bus routes run through the site
- Pedestrian and bicycle networks function around the perimeter of the site, but do not run directly through it, which complicates access points and opportunities for entry
- Existing on-street parking is heavily utilized
- Streets are predominately movement spaces

**Opportunities**
- Inclusive community engagement early on – citizen point of view
- Utilizing existing infrastructure/new district wide infrastructure
- Redevelopment of historical and industrial buildings (adaptive reuse) and cultural site
- Project could heal some of the wounds inflicted on the site and the community
- Municipal ownership of historic structures provides opportunity for community-serving facilities
- Project could heal some of the wounds inflicted on the site and the community
- Increasing political and public concern about poor air quality, noise pollution, and physical inactivity
- Huge increase in bike and pedestrian network, providing the opportunity to promote active mobility and physical activity
- Reduce economic segregation and improve social mixing
- Create a dynamic transition zone between new and old building fabrics (high-rise tech and traditional Barcelona)
- Provide opportunities to improve public life and health by repurposing underutilized streets and spaces
- 22@ plans to develop remaining new housing as social housing

**Constraints**
- Plans for area are already well established
- Brownfield contamination raise cost of development from an investor perspective
- Unknown time, money, and health impacts of the superblock network if implemented
- Recent significant investments could deter City making significant changes
- History of architect- and planner-led demolitions and urban renewal could make community buy-in challenging
- Historic Preservation requirements could constrain development
- Ability to integrate site with surrounding neighborhood characteristics and identities

The strengths of the site focus on its strong history of active neighbors and its potential for redevelopment. The site’s location is a strong asset, as is its strong links to the educational and artistic communities. The ruins on-site provide both architectural interest and historical significance. The site’s weaknesses are generally related to its history of neglect and the surrounding auto-oriented uses. While the site is well-served by transit, it is also bisected by several roads that make the pedestrian experience less comfortable. These roads are also fairly heavily traveled, and feature on-street parking, which serves to further separate the blocks. A history of ignoring community concerns and opinions has also created a distrust of plans for redevelopment.

Despite its weaknesses, the site has many opportunities, from creating inclusive community engagement opportunities to increasing pedestrian, bike, and green space infrastructure. Despite some constraints, the site’s strengths and opportunities outnumber its weaknesses and conflicts. Urban design options that draw on these strengths and opportunities will be explored in the following chapter.


CAN RICART: MENDING THE FABRIC OF A COMMUNITY

GREG ADELBERG, ABBY BOHANNAN, AUSTYN CROMARTIE, FRED GLICK, APOORVA PARASURAM & LIZ YOUNG
INTRODUCTION

Can Ricart’s roots as a 19th century textile factory are readily apparent, and the industrial activity which sustained the area in the past is still part of its fabric today. Light-industrial uses, such as auto repair, recycling facilities, and mattress distributors, can be found in small street-facing shops throughout the neighborhood. In addition, a vibrant art scene has staked a claim to the area as well.

It is also a neighborhood where demolition and displacement are part of the story. Though ten-years old, the stories of neighbors and friends being forced out of their homes and businesses still reverberate in a city which faces continuing gentrification pressures.

With this history in mind, this concept plan has been developed to engage the future while honoring the past, enable community voice and ensure inclusivity.

A History of Morphological Change & Human Displacement

The Can Ricart site has been a site of contention for several years. In 2005/6 it was almost entirely demolished and only strong community advocacy ensured the historic designation of the remaining structures. As a baseline, the team examined the changes to the urban fabric of the area over the past three decades.

As recently as 1992, the urban fabric of the study area was much different than what is seen today (Figure XXX). Nearly thirty years ago, the street network was much finer grained, the buildings more tight-knit, and the built environment as a whole was oriented along Pare IV.

By 2004, there had been significant demolitions to extend the Avinguda Diagonal and the Cerdà grid through the Sant Martí district. In 2005 eviction efforts began in Can Ricart and the area south for 22@ redevelopment and the construction of the Parc Central. These were met with significant opposition, but much of the historic factory complex at Can Ricart was demolished before the City relented and designated the remaining historic structures for preservation.

As the development continued, the neighborhood’s fabric was physically destroyed. Today the neighborhood is riddled with “missing teeth,” as buildings were demolished to conform to the Cerdà grid and to build the Parc Central (Figure 3).
It wasn’t just the physical fabric which was damaged. Many people, businesses and organizations were displaced during the “re-development” of the neighborhood, severely damaging the social fabric of the neighborhood. Numerous residents were displaced from the Parc Central site, most relocated outside the neighborhood.

Thirty-four businesses and organizations were displaced from the Can Ricart site. Six were able to relocate within the neighborhood, but most relocated outside of the neighborhood. Additionally, another six were unable to continue operations.
Problem Statement: Multiple plans, including the Cerdà grid and 22@, have been imposed on the neighborhood with minimal community voice. Consequently, the Sant Martí district has been fragmented, both physically and socially.

Opportunity Statement: This project will create a new focal point for the Sant Martí district which honors the history of the space, re-connects neighborhoods, creates places for the people of those neighborhoods and provides opportunities for community-building.

Goals
- Create vital urban spaces which serve the various constituents within Sant Martí, including long-time residents, businesses and artists and new residents and businesses attracted by 22@.
- Restore elements of the fine, historic street grid to create a framework for human-scaled, pedestrian-prioritized development.
- Create collaborative places that all members of the community can call their own.
- Improve the health of community members through urban design interventions to improve air quality, reduce noise pollution, improve mental health, increase access to recreation and provide more opportunities for active mobility.
- Create places for civic participation and social interaction.
- Preserve community identity and character through policies and measures aimed to enable residents to continue to live and work in the neighborhood.

Guiding Principles
Previous plans in the neighborhood have sacrificed the past to the future. 22@ is central to the municipality’s vision for the Sant Martí district, and this concept plan respects that, but it looks to honor the neighborhood’s past and ensure there remains a place for existing residents and businesses.

Community voice has been notably absent in past plans. While this plan has been prepared with minimal consultation, it provides a framework for redevelopment which can and must be shaped by the community.

The neighborhood is home to a diverse population, from the residents of luxury housing in the 22@ district to a well-established middle-class to squatters who make a living scavenging throughout the city. As well, the neighborhood is home to a diverse working population, including vulnerable small-scale industrial businesses and artists. All of these people are part of what makes the neighborhood unique and must have a seat at the table throughout the planning process, as well as a place in its future.

Throughout the concept plan creation, we have connected all of our proposed interventions to our guiding principles. These statements are distilled from our goals and are the essence of our concept proposal. By using these statements to guide our design and concept plan, we have ensured that every intervention and policy recommendation are designed to respect the area’s historical roots, accommodate modern society’s needs and wants, and establishes a co-created and comfortable public realm for all community members.

Engage the future while honoring the past
Enable community voice
Ensure inclusivity

Opportunity Statement: This project will create a new focal point for the Sant Martí district which honors the history of the space, re-connects neighborhoods, creates places for the people of those neighborhoods and provides opportunities for community-building.
The team analyzed the existing street network within and surrounding the study area.

The team identified two primary axes, the historic Pere IV and Carrer de Emília Corny, which forms an axis through the Can Ricart site. From these primary axes, the team began conceptually developing a finer network for the area.

The analysis of the street network developed into a broader analysis of a public space network.

The Can Ricart site shown as an integral piece of the larger Sant Martí district. Re-establishing its network will reconnect Can Ricart and the surrounding neighborhood to the larger area.
A graphic display of the existing blocks and street network of the study site specifically used as a starting point for the concept plan. It was determined that the study area should be expanded to include the blocks immediately north of Can Ricart.

An A display of the integral, historical axes that have been stifled by the imposition of the Cerdà grid.

A proposed morphology that honors the historic grid and smaller scale network identified by the group.

Parks remain an important part of the public realm in the plan.
Proposed Plazas & Squares

Plazas and squares in the interior of the Can Ricart site provide places for the community.

Proposed Pedestrian Prioritized Spaces

Pedestrian paths and pedestrian-prioritized streets complete the network.

Existing Historic Buildings

The study area contains a number of protected Historic structures, including the remaining factory structures, the museum and police station in Parc Central and the façade of the ice cream factory on the northwest corner of the Can Ricart site.

Existing Buildings (Blue)

Proposed Buildings (White)

The plan envisions the reuse of existing non-Historic structures throughout the site, as well as the construction of some new buildings.
The Concept Plan highlights a number of specific interventions designed to address the identified problem and help meet the goals.

- **Goal:** Create vital urban spaces which serve the various constituents within Sant Martí, including long-time residents, businesses and artists and the new resident and businesses attracted by 22@.
  - **Intervention:** Prioritized pedestrian spaces, controlled vehicle access points throughout neighborhood.

- **Goal:** Restore elements of the finer, historic street grid to create a framework for human-scaled, pedestrian prioritized development.
  - **Intervention:** Re-establishing the historic grid by reintegrating roads through Can Ricart and prioritizing people throughout neighborhood.

- **Goal:** Create collaborative places that all members of the community can call their own.
  - **Intervention:** Create spaces that are currently unprogrammed but set aside as “facilities” so the community members can dictate the use of those places.

- **Goal:** Improve the health of community members through urban design interventions to improve air quality, reduce noise pollution, improve mental health, and increase access to recreation and provide more opportunities for active mobility.
  - **Intervention:** By prioritizing people and increasing public and green spaces, the site plan will improve public health metrics like air and noise pollution, mental health, and access to active mobility and recreation opportunities.

- **Goal:** Create places for civic participation and social interaction.
  - **Intervention:** Increase public spaces throughout the neighborhood by prioritizing active transportation options.

- **Goal:** Preserve community identity and character through policies and measures aimed to enable residents to continue to live and work in the neighborhood.
  - **Intervention:** Create strong policies to protect current community members and established businesses from incoming development and future financial investments.
Create Vital Urban Spaces

New Plaza on Cr. de Emelia Cirnety
Create Vital Urban Spaces

Gateway Plaza

Existing Location
Create Civic and Social Places

Community Dictated Space

Existing Location

Create Civic and Social Places
Create Civic and Social Places

Create Civic and Social Places

1. SMALL-SCALE RESIDENTIAL STREETS
2. COMMUNITY PLAZA
3. UNIVERSITY QUARTER
4. COMMUNITY FACILITIES
5. MARKET
6. GATEWAY PLAZA
7. 220
8. INDUSTRIAL/MAKER/ARTIST USES
9. PARK
10. PLAZA
11. PEDESTRIAN PRIORITIZED SPACES

Existing Location

Gran Via de les Corts Catalanes
Carrer de la Marrocc
Carrer de Carrossers de Miquel
Carrer de la Pau
Preserve Community Identity

Create Civic and Social Places

Existing Location

Maker Spaces

Create Civic and Social Places

Existing Location

Maker Spaces
Policy Framework

Ensure residents can continue to live and work in the neighborhood

Social housing policies:
Rent control
Income restrictions on rentals
Resale profit restrictions
Priority for formerly displaced residents
Priority for people working on site.

Restrictions to limit impact of tourism:
Airbnb restrictions
Limits on tourist-serving businesses

Anti-speculation measures:
Limit parcel assemblage
Change-of-use restrictions

Mending the Fabric of a Community

Ensure residents can continue to live and work in the neighborhood
THANK YOU

GREG ADELBERG, ABBY BOHANNAN, AUSTYN CROMARTIE, FRED GLICK, APOORVA PARASURAM & LIZ YOUNG
By understanding the morphology of the site, design options considerations for the future of Can Ricart focused on historic industrial uses, integrating green infrastructure, and incorporating health and environmental policies.

Barcelona is currently participating in several globally accepted programs and initiatives in order to reduce pollution, increase resident health, and protect the city for future resiliency. By viewing the site through the triple bottom line framework of sustainability—the social, environmental, and economic (United Nations, 2015)—issues and goals will be addressed. The design team also considered the use of the United Nations Sustainable Development Goals and the UN Habitat targets. Currently the UN has a partnership with the Universitat de Barcelona for a sustainability plan and the UN Habitat and the city of Barcelona have signed a Memorandum of Understanding aimed toward urban resilience. The design team also looked at other UN initiatives including:

- 100 Resilient Cities
- UN Environment
- UN Habitat – Memorandum of Understanding
- UN Sustainability Plan – Partnership with Universitat de Barcelona

In addition, the team focused on local plans, such as the 22@ plan which looks at improving the urban, economic, and social innovations within the Poblenou district of Barcelona.

Can Ricart is a site with rich history and culture and is one of the few remaining industrial areas in Barcelona. However, the site needs much remediation since the closing of the textile factory that was once housed there, dating back from 1855.

Through their analysis, the team identified the following issues needing to be addressed to meet policy standards:

- Air & Noise Pollution
- Lack of greenspace, heat stress, and heat island
- Rising housing and workshop space costs (gentrification)
- Lack of community input; citizen point of view

In addition, the team focused on local plans, such as the 22@ plan which looks at improving the urban, economic, and social innovations within the Poblenou district of Barcelona.
COMMUNITY ASSETS

Throughout the design process the team identified key stakeholders that would be driving forces in the improvement of this area and its future potential. The list contains a mix of the current art and community centers that are already an integral part in the identity of Can Ricart, as well as policy, education, and cultural institutions that would play a key role.

The following are key stakeholders that would play a role in the implementation input moving forward:

- Art centers: Hangar, La Escombra, NauArt, Art Uba Venezuela Provençals
- Community organizations: Institut de Cultura de Barcelona, Taula Eix Pere IX, Association of Neighbors of Poblenou, Neighborhood Association of Can Ricart
- Cultural associations: Oliva Artes (MUHBA)
- Education: University of Barcelona, PUE Barcelona
- Tech: 22@ Barcelona

VISION STATEMENT

Imaging a new vital urban district by leading together nature, art, and history to improve the public realm and strengthen connections between the Can Ricart community and the Parc del Centre del Poblenou.
The design team proposes a disrupted Superilla, or superblock, to be implemented for the site. Due to the intersections of Diagonal and Pere IV, Can Ricart would not follow a traditional nine-block grid system, typical of the Superillas being implemented in other areas of the city. Circulation through the site would become restricted to residents, pedestrians, and cyclists, and the green infrastructure along with art would be incorporated to weave the history of the textile factories together to better integrate the superilla as one cohesive area. Finally, the design team focuses on enhancing the green vegetation that already exists along Pere IV and extending it throughout the entire corridor, enhancing the natural environment for pedestrians and cyclists.
Auto circulation access points are proposed to be accessible only by residents and those working at the site.
Currently public transit includes five bus lines, a tram line, and the metro.
There are currently five Bicing stations around the site but none located within it.

The design team proposes to add an additional Bicing site within the location to serve the future residential uses and individuals working within Can Ricart.
STREET TYPES

There are three street themes the team has proposed, including history, art, and green street types. Currently, the site is heavily auto-dominated; making it difficult for pedestrians to be able to access the site.

EXISTING

Carrer del Marroc
Carrer de Pere IV
Carrer d' Espronceda

PROPOSED

Carrer del Marroc
Carrer de Pere IV
Carrer d' Espronceda

Streets within the site will be restricted to residents, pedestrians, and cyclists and will be curbless to become more pedestrian-oriented. In addition, the design team is proposing to make Carrer del Marroc curbless to allow for a smoother transition from the park to Can Ricart.
GREEN STREET INTERVENTION

History: Bring Pere IV back as a prominent road within the Barcelona street grid.

Environment: Vegetation to mitigate air pollution, urban heat island effect, & increase mobility.

Art: Connects Can Ricart to other public spaces and highlights this community as an arts focused space, with large murals and historic textile patterns making up the pedestrian spaces.

Currently, natural habitats areas exist in fragmented patches, and green space in Barcelona is extremely low, at 7 square meters per resident. There needs to be an increase of green urban areas, while connecting fragments of green space with ecological corridors to improve biodiversity and animal space on a diaphragm within the urban landscape. Green corridors improve urban ventilation, allowing for cooler air from outside to penetrate the more densely built areas in Barcelona, where there is dense construction of semi-tall buildings at 5-6 stories, and helps to reduce urban heat island effects. Urban green areas can also have positive effects for human health and climate change adaptation. The capacity of vegetation to retain water is an important flood prevention feature that can reduce peak discharges as well.

The green corridor proposed here offers a nod to the history of the Can Ricart site, returning the Roman road Camí de Pere IV, the old Camí del Ral, to its prominent position in the city, connecting all superblocks in the area via a pedestrian and bicycle only greenway. This road is so special because it cuts through the homogenous Cerda grid. Looking back at the history of the Roman road, Carrer de Pere IV will bring back the original vege-tation and address public health issues the city is currently facing. The proposed Pere IV green corridor will address the lack of green infrastructure within the site, end pedestrian interventions include green walls and green areas along all buildings, green connections between buildings, and vegetative bridges to connect the greenway over Diagonal, helping to connect the two sides of the neighborhood. The road will be closed to cars and buses. Currently, the bus H14 runs down Carrer de Pere IV, but is slated to be moved according to the superblock plan. The greenway will serve as a linear park for the Poblenou neighborhood, helping to connect to the existing Parc del Centre del Poblenou with the rest of the neighborhood. The end goal of the greenway is to provide a walk-through history by using vegetation to highlight the industrial past, Besos river delta, and the cotton industry so special to this area.
ART STREET INTERVENTION

History: Highlight former Can Ricart factory by weaving textile patterns into art & street paving.
Environment: Weave art and vegetation together where Pere IV and Carrer d’Espronceda meet.
Art: Rich history of art within Can Ricart, with a former textile factory & art collectives now occupying space within the site.

There is a rich history of art within the Can Ricart site. The site used to be home to a textile factory that is now part of the ruins. The former factory of Can Ricart, which was built between 1852 and 1855, was an important textile mill that manufactured printed fabrics. Today, the central section of the building, the adjacent tower and an area now used as studios by artists in residence are the surviving parts of the original building. As this was built before the Carda-planning era, the building is oriented according to historic roads that ran through the site, so its orientation is slightly off the street grid of today.

To celebrate the history and the current organizations that Can Ricart serves today, the design team proposes to weave textile fabric patterns through the streets within the site while also connecting the park through a mix of public art installations and a green corridor. The design incorporates historic building patterns through the use of the textile tiles down the sidewalk, creating a literal walk through history.
STREET FRONTAGES

Currently a large portion of the site has inactive frontages due to walls, closed garage doors, and heavy street parking. It is the intent to activate the streetscapes by promoting safe and interesting pedestrian corridors for all times of day. The proposed frontage outlook includes mostly activated commercial and public nodes.
HISTORY STREET INTERVENTION

To create a new community focal point within the greater Can Ricart site a pedestrian street winding through the historic ruins is proposed to promote a linkage between Hangar and the Universitat de Barcelona while respecting the historic structures of the site.

The pedestrian street paving includes historic fabric patterning, accessible seating, bike lanes, and tree shade coverage to create a lively space for community gatherings and safe passage for children heading to school. At the central point two activity anchors of a greenhouse and a performance stage. The greenhouse would be a revitalization of an existing building structure, the performance stage would be new construction to reflect the future of the site. Together the team hopes to promote art, music, and community gathering.

CARRER DE BOLIVIA
@ CARRER DE LOPE DE VEGA
LAND USE & PROGRAM INTERVENTION

The design team recognizes that there is a housing shortage in the area and by increasing the workforce opportunities within the area, housing will be a top priority. Therefore, the team is proposing to increase mixed-use, multi-family housing within the site. The proposed housing structures will maintain the same height limits currently within the neighborhood.
CONCLUSION

Nature: The importance of reconnecting a historic street through a new green corridor.

Art: Strengthening the identity of the community and promoting artistic expression.

History: Rehabilitating existing historical structures to create a place for knowledge and creativity.
INTRODUCTION

PROBLEM:
The city of Barcelona has consistently recognized problems related to public health and the urban environment. Air pollution, noise pollution, presence of natural spaces, opportunities for physical activity, and temperature (specifically through the urban heat island effect) all drive negative population health outcomes.

In Barcelona, some public health issues that are a result of the urban environment include:
- High levels of pollution (3,000 premature deaths per year in Barcelona Metropolitan Area)
- Noise pollution (58% of population exposed to 65 bBA during daytime)
- Urban green space deficit (1.85 m per inhabitant)
- Sedentary lifestyle (1 in 5 children presents overweight)

While Barcelona’s Plan of Superblocks, the city’s superblocks mobility plan, uses urban design and planning techniques to positively influence public health, the Can Ricart Study Area still faces a variety of challenges.

There are two primary and interrelated problems the Can Ricart Study Area faces. First, there is an auto-centric street design in and around the Can Ricart Study Area. Second, the Parc del Centre del Poblenou and Can Ricart are isolated from the surrounding urban fabric. Together, these problems fracture the urban fabric and do not support a healthy urban environment.

OPPORTUNITY:
Urban designers and urban planners are uniquely positioned to provide healthy environments and positively impact the health and wellbeing of entire communities. The Can Ricart Study Area can be a model for how Superblocks and other urban design and urban planning interventions can improve public health. Based on the two previously identified problems, we have established three goals that will address and solve these unique problems and assist in promoting and protecting public health.

PROJECT GOALS

The overarching goal of this Studio project is to employ public space analysis and design concepts and methodologies within the historic Can Ricart site in the Poblenou neighborhood of Barcelona to develop a site plan that will demonstrate how new streets and paths can integrate with and shape the future urban form of the vacant ruins and how automobile-centric streets can be redesigned to be more pedestrian-friendly and serve as welcoming connections to Can Ricart’s internal public realm. Additionally, the project seeks to develop plans for how the walled public parks and plazas can better connect to Can Ricart, and how the use of additional greenery can assist to protect and promote public health.

This proposed site plan has three specific goals:

- Develop excellent public spaces for diverse users and uses within the Can Ricart Study Area
- Unify Parc del Centre del Poblenou so it becomes an urban node rather than a barrier to mobility
- Connect the Can Ricart Study Area to a wider pedestrianized mobility network

The achievement of these three goals will work in concert to create healthy environments that positively impact population health in the Poblenou neighborhood and the city of Barcelona.
**CONCEPT PLAN**

Reimagining Public Space as a Public Health Strategy

Through the use of urban planning and design tools, the Can Ricart Study Area will be transformed into a vibrant place with activated public spaces and improved mobility and pedestrian-prioritized places, which together will promote a healthy community and healthy lifestyles. These public spaces will not only be attractive and high quality, but they will also fundamentally improve the health of residents. This will be achieved through the following planning and design interventions:

**Can Ricart Site Development**
- Develop multi-use buildings that provide the neighborhood with key amenities and diverse uses
- Fill in Can Ricart Study Area with smaller activated plazas and green spaces

**Integration of Parc del Centre del Poblenou**
- The three separate parcels of the Parc del Centre del Poblenou will be joined into one cohesive space by pedestrianizing the streets running through it, creating a grand entrance and promenade, and removing walls and physical barriers

**Mobility**
- Vehicular traffic will be moved onto the Superblock grid
- Street design will be altered on Carrer de Morroc and Avinguda Diagonal to prioritize alternative travel modes such as walking, biking, bus, and tram

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<table>
<thead>
<tr>
<th><strong>PROBLEM</strong></th>
<th><strong>GOAL</strong></th>
<th><strong>PROPOSED INTERVENTION</strong></th>
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<td>Auto-centric street design in and around Can Ricart Study Area</td>
<td>Connect the Can Ricart Study Area to a wider pedestrianized mobility network</td>
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The proposed site plan will effectively address public health issues that the neighborhood and the city of Barcelona faces through site development, park integration, and mobility. Through the proposed interventions, the Can Ricart Study Area can become a premier place for Barcelona public spaces and an environment that supports and promotes public health.
The site development plan was informed by the four urban fabrics depicted at right. The Can Ricart Study Area is nestled between a variety of differing street patterns and urban fabrics, ranging from the Roman streets that form a distinct diagonal, the historic industrial fabric street layout, the grid formed as a result of the Plan Cerda, and lastly, the more recently implemented Superblock grid. The Can Ricart Study Area’s unique positioning between these four different street patterns makes for very individualized urban fabrics that do not gel together to form a cohesive sense of place.

The locations of the proposed additional buildings and pathways in the site development plan were chosen to unify the various urban fabrics. Respecting both the old and new - creating new nodes where they intersect.

The existing buildings and infrastructure within the Can Ricart Study Area also contribute to a disjointed sense of place. Vacant parcels, historic but abandoned buildings, and the Parc del Centre de Poblenou are all clustered within the Can Ricart Study Area, each fracturing the urban fabric from one another. Figure X highlights the existing buildings, existing buildings that carry the historical distinction, Parc del Centre del Poblenou, proposed new buildings, and proposed open spaces for Can Ricart.

The proposed new buildings will be multi-use buildings that provide essential services and amenities for diverse users. These new buildings, as well as the integration of the park (which will be explored in further detail in subsequent sections of this document), and the addition of open spaces will shift the disjointed urban fabric into one that is weaved together seamlessly. This change will also improve the health and quality of life for residents, as this new development will provide new opportunities for physical activity, social life, and services that support a healthy lifestyle.
INTEGRATION OF PARC DEL CENTRE DEL POBLENOU

Parc del Centre del Poblenou is a centerpiece of the Can Ricart Study Area in terms of its centrality and physical location within the site. Unfortunately, the park is not effectively integrated within the Study Area, and similarly, is not well-integrated within the greater Poblenou neighborhood. While green park space is a highly needed amenity in this neighborhood and in the city of Barcelona as a whole, Parc del Centre del Poblenou further contributes to a disjointed sense of place as its walls, both interior and exterior, fragment the three park parcels from each other and the Can Ricart Study Area and greater Poblenou neighborhood.

The proposed intervention will join the three separate parcels of the park, creating a cohesive space by pedestrianizing the streets that run through it. Additionally, the proposed plan eliminates interior and exterior walls that make sightlines into the park nonexistent, and locating park entrances extremely difficult. By eliminating these walls, the Parc del Centre del Poblenou can become integrated within Can Ricart and the Poblenou neighborhood, and effectively provide new uses, opportunities for physical activity, and access to green space, which all contribute to physical and mental health benefits.

Existing Entrances

Proposed Entrances

Where previous entrances were located mid-block, or hidden within the green tunnel on Carrer d’Espronceda, proposed entrances are larger, and lined up with the surrounding street network for ease of pedestrian route finding.
INTEGRATION OF PARC DEL CENTRE DEL POBLENOU

Proposed Removal of internal walls and streets. Removed streets amount to roughly 5,000 square meters of pavement from the park. Increasing the amount of permeable surfaces and space for additional trees and plants in the park.

**Other necessary change:**
If internal walls and the existing roads through the park, the park must remain open at all times, lest it becomes an even larger barrier to community mobility. Gates to the park must remain open at all times in order for pedestrian and bike routes to remain viable at all hours.
INTEGRATION OF PARC DEL CENTRE DEL POBLENOU

PROPOSED BIKE AND PEDESTRIAN PATH

The proposed path continues the orientation of the historic street grid, which is perpendicular to Paraquart. It leads users from the Can Ricart Historic Facade and to the newly pedestrianized Diagonal. It also intersects with the bike and pedestrian paths of Paraquart, and Cristóbal de Moura to form a plaza at the Southeast entrance of the park, as seen on the next page.

EXISTING PARK GATES

PROBLEM:
The entrances into the park along the green walls are impossible to see when walking along the sidewalk.

SOLUTION:
Create entrances that protrude out over the sidewalk so it is easier for pedestrians to see where they can enter the park.

PROBLEM:
Existing entrances are covered in unappealing and unwelcoming metal grates that obscure vision into and through the park. Gates are also quite narrow.

SOLUTION:
Widen, raise, and open up the entrances to the park with larger arches that don’t contain metal grating.

PROPOSED GATE STYLE

- The green roof that creates a tunnel effect on the park side of the green walls will be mirrored over the sidewalk over entrances.
- At park entrances, archways will be between pedestrians and the road, shielding them from traffic.
- Entrances will be 1 - 4 arches in width, depending on the expected pedestrian and bike through traffic at that entrance.
- Entrances will be covered in greenery, the same as the green walls that exist to filter the air pollution from traffic, and enhance the feeling that those walking along the sidewalk are within the park, instead of barred from it.

LARGE GRAND ENTRANCES
Proposed Plazas

The lower plaza is formed at the intersection of four pedestrian and bike pathways and welcomes people into the park. The upper plaza is formed by the addition of a new cultural building to pair with the history museum. The storm-water spiral (red circle in photo on the right) is also proposed to be converted to a round amphitheater. The existing circle in the park was designed as a space for traditional dances to be performed. With the addition of an amphitheater, there is another cultural performance space in the first, to mirror the first.

Proposed Cultural Center and Amphitheater

The proposed plan will move vehicular traffic onto the Superblock grid, thus minimizing the volume of traffic that can pass through the Can Ricart Study Area and diverting automobiles onto Superblock-bounding streets. These Superblock-bounding streets are typically recognized as those that do not prioritize pedestrians, but through creative urban design, these streets can be designed to calm traffic and support pedestrians. Additionally, the proposed plan seeks to alter street design to prioritize pedestrians, bicyclists, buses, and trams. These interventions have the potential to decrease both air and noise pollution, increase opportunities for physical activity, and dedicate more space to other health-promoting uses such as parks, plazas, and playgrounds.

Proposed Auto Circulation Using the Superblocks Concept

Local traffic
Through traffic
The altered street design of Carrer de Marroc and Avinguda Diagonal will transform the right of way so that it prioritizes pedestrians, bicyclists, buses, and trams, while eliminating lanes dedicated to automobiles.
Due to the proposed changes in street design, as well as the diversion of traffic onto the Superblock grid, crosswalks within the Can Ricart Study Area will have to be moved to new locations to better support pedestrian safety and movement.
By reimagining public spaces as a public health strategy, residents and visitors can enjoy an improved quality of life that promotes and support physical and mental wellbeing. This site plan creates excellent public spaces—not just attractive ones, but those that fundamentally improve the health and quality of life of residents and visitors. The plan’s recommendations will improve pedestrian and public transit mobility which promotes physical activity and assists to mitigate air and noise pollution. The increased public green spaces and plazas work in tandem to promote mental and emotional wellbeing. Moreover, the plan’s altered street design further works to reduce air and noise pollution, while prioritizing mobility options that will lead to increased physical activity opportunities, as well.

Urban designers and planners must work collaboratively to cultivate healthy people in healthy places. Urban design and urban planning must be intrinsically embedded within public health initiatives, and vice versa, if we are to truly allow communities to reach their highest level of health and quality of life as possible.