connecting systems
from collserola to marina
INTRO

The limits of the city of

Barcelona are set by four natural
frontiers: the littoral system of moun-
tains vs the Mediterranean Sea (North and
South) and two rivers: Besòs and Llobregat
(East and West).

The project is located on the Besòs
river, where it meets the Collsero-
là mountain system.
MAPPING

There is a general cartography (historical traces, topography, transports, political divisions...) and a self-made cartography, that shows relevant information about the place that the standard plans can't offer. The plans show the study of the fluxes of energy, which are present with a high number of electrical towers. Thanks to the specific cartography the scale of the analysis changes, getting bigger and discovering three subjects that will guide the project:

1. Mountain paths
2. Water ways
3. Energetic infrastructures.
STRATEGIES

Due to the transport infrastructures that have been constructed during the last centuries, the natural corridors that once connected mountain and river have been cut down. It has caused a fragmentation of the wildlife of the area and the old paths that would connect one side with the other are in disuse because of their disconnection. In addition, the electrical towers increase the risk of fire, deteriorating the mountain.

The main objective is returning to the mountain its connection to the river and return the mountain paths to the people. A green corridor with a pedestrian way is proposed, having activity on its borders and center.
PROGRAM

The green corridor works as a unit with three different buildings. On the west side, next to the begin of the corridor and in the mountain of Collserola we find the mountain refuge. The mountaineers' headquarters are located on the center on a green flat patch. Finally, on the east side, there is the fire control point sat on the hillside of Marina. All the buildings provide an activity in order to respect the nature and work as point of interchange between city and nature.
STRUCTURE

Having the aim to fight with
the highways, train rails and an
important difference of topography,
the structure of the green corridor must
be powerful, changing and able to coexist
with the preexistences.
The solution proposed is made of concrete,
and works as a series of independent modules
of ‘inverted umbrellas’, which have the main
weight on the center and its edges work as
cantilevers beams. Articulating them, the
whole structure works as a single one.
On the other side, the buildings on the
hills of the mountain are also made
of concrete, mixing and enlarging
the containing walls that set
different levels.
CONSTRUCTION

The buildings are part of the way that is connecting Collserola with Marina. In order to give public space to the pedestrians, the roofs becomes transitable. On the other side, the parts that are not transitable have a vegetable roof, which continues the ecological connection.

In contrast with the toughness of the concrete, wood is used in the more domestic areas, to keep the contact of nature with people.