

ta arquitectónica y paisajística no ha pasado de soluciones mediocres. La arquitectura barcelonesa no muestra, por el momento, una capacidad especialmente creativa en el diseño de artefactos de gran escala. Tampoco desde la ingeniería de las infraestructuras las aportaciones destacan más allá de la aplicación de fórmulas estandarizadas. Falta por completo un debate a este nivel. Ni los políticos, ni los ciudadanos, ni los propios arquitectos parecen demasiado sensibles al mismo. La formación de los profesionales arquitectos parece bastante impermeable a los problemas de esta magnitud. Las invitaciones a figuras internacionales no pueden ser la solución de operaciones en las que los objetivos de los grandes operadores no pueden maquillarse con nombres prestigiosos. La ausencia de ideas es la que hará de los «nudos» del segundo cinturón o de la plaza de las Glorias o de la plaza de España artefactos urbanos de dudosa validez. La cautela con que se lleva la operación Sagrera, por ejemplo, no es la mejor garantía para un imprescindible debate de objetivos y métodos. La arquitectura de las nuevas áreas urbanas no puede resolverse con fórmulas protegidas sólo por el nombre prestigioso de sus autores.

Por último, un problema político. Todo lo expuesto hasta aquí se refiere al municipio de Barcelona, un ente administrativo que controla menos de la mitad de la población de la Gran Barcelona, de su actividad y de un territorio que es realmente veinte veces mayor que el de la Barcelona estricta.

Cada vez más la ciudad de Barcelona tiende a expulsar fuera de sus límites administrativos sus problemas. El del tráfico, el de la residencia, el de la marginalidad social, el de las instalaciones industriales. La ciudad de Barcelona parecerá «liberarse» de muchos de los grandes asuntos que afectan a una gran metrópoli. Pero esta perspectiva es completamente falsa. Entre la ciudad de Barcelona y su área metropolitana no hay solución de continuidad. Lo que existe es sólo una separación ficticia en el plano administrativo y una voluntad política del Gobierno de Cataluña de mantener esta ficción.

La Barcelona de las grandes realizaciones, de las bellas remodelaciones, de las emblemáticas operaciones urbanas, se hace a costa de un *hinterland* especialmente mal dotado de políticas urbanas y de equipamientos adecuados, sobre el que cada vez más recaen los problemas que la ciudad central des-plaza más que resuelve.

El gran reto de los años noventa, aquel que, de no solucionarse, pagará más caro Barcelona y Cataluña entera, es el del salto de escala y de gestión, articulando políticas de la dimensión y alcance de una gran metrópoli en la que ya hoy convive más de la mitad de la población de Cataluña.

BARCELONA'92: PROVISIONAL CONCLUSIONS

Holding the Olympic Games in Barcelona offers an opportune moment for making an overall evaluation of what the urban and architectural performance of the municipal administration has meant since the present majority obtained control of the city council in 1978.

Everyone agrees on the quantitative importance of this performance. The number of operations of rearrangement of public spaces, the large number of new buildings for public facilities, the actions initiated to improve the infrastructure of traffic and services are, without doubt, the most important aspects of an ambitious and incisive local government programme.

Neither is it difficult to arrive at a consensus concerning the original nature of certain forms of intervention. The way of acting in the city has given rise to an experiment with a specific style of its own which responds to criteria, priorities and even aesthetic forms which can hardly be compared to those that have arisen in recent years in other metropolitan centres.

The need to carry out these projects can today be seen not to be attributable to the Olympic Games. The Games may well have been an extraordinary source of financing but it still remains surprising that, from the very beginning, first the nomination and then the objective of the Olympic events have been recognized publicly and explicitly as a simple pretext. With an attitude that is typical of sceptical Catalan realism, whenever mention has been made of the Olympics and the box of Olympic ideology has been opened, this discourse has been accompanied by a wink of complicity in a kind of double language: the Olympics last two weeks; what is really important is the transformation of the city and its endemic backwardness when confronted with a future European challenge.

But what does all that has been done so far consist of and what are the limitations of these achievements?

The action of town planning in the city can be understood on the basis of two fundamental axes. In the first place, action on public space; in the second, a programme of provision of urban facilities and services.

The first has been characterized by an original micro-planning conception. Barcelona has emphasized the importance of timely action on an urban fabric, almost totally filled in, in which the actions were those of remodelling rather than creation of new spaces.

«Interstitial urbanism», «reconstruction of the city», «urban urbanism», «town planning metastasis» have been some of the terms which have been used to characterize a way of operating that is more self-confident and assured on a small scale than with a broader-based plan; more convinced of the specific capability of the plan for the construction of a square or a garden than of programmatic decisions on highway administration, green zones or urban renovation.

This experience, whose methodology in the historical areas of the city was based on the idea that action always consisted of a piece of welding, a stitching of fragments that were incomplete because of the lack of any public action comparable to the dynamics of private building, was original in that it was extended also to the periphery, to the recently constructed areas of the city.

In this way, from the centres to the peripheral zones, Barcelona has set in motion a programme of authentic construction of public space, starting from the left-overs, the interstices and the unfinished edges, all abandoned by the developing urge of town planning.

It has been, of course, the critical response to the obvious limitations of modern movement town-planning. But it has also been the a posteriori action of the public sector in a multitude of places where such action should have reached, in theory, at the same moment as it was carried out by private initiative.

It must be said that this way of acting has been particularly effective and imaginative, offering one of the few answers to the problem which modern peripheral zones cause in all the great cities which suffered savage bursts of growth in the boom of the fifties and sixties. Barcelona's experience in this field has produced a genuine style of action for public space and, although many of the projects have been the work of private architects, the final result has been a way of making squares, streets, avenues, gardens and parks, all with an unmistakable common stamp.

Today this is a task that has been begun but not finished, in which it is possible to detect a certain fatigue and the loss of creative tension which can accompany repetition. Only a dose of new experiment and new risk can revitalize something which still has a wide field of needs ahead of it. The recent ideology which defends discretion, anonymity and only actions of approved urban orthodoxy threatens to drain of all civic content a course of action which, in many aspects, has been the most creative of all those carried out by the municipality.

As far as provision of services and facilities is concerned, constructive activity has tried indifferently to promote as Olympic objectives what were only such in part. Obviously the installations for holding the Games were necessary. But there has been set in motion a broad programme of social and cultural provision that is not strictly dependent on the sporting event of 92.

The arguable decision to centre on the hill of Montjuïc the great sports facilities has not served to resolve the complex situation of that central city park but to aggravate the confusion surrounding the future of such a vast reserve of green inside Great Barcelona. With the exception of the attractive edifice of Arata Isozaki, from the architectural point of view the remaining constructions are all on a discreet level of correctness. But what really continues to be an increasingly serious conflict is the debatable attempt to concentrate in this one area of optimum centrality all the great sporting and museographical facilities, the park and the seat of the highly important Fira de Barcelona (Barcelona Trade Fair). Problems of access, of incompatibility of activities and opposing dynamics of each of these establishments not only put in doubt the wisdom of overloading the hill of Montjuïc with the Olympic complex but also raise the question, as an imme-

diated task, of complicated and expensive policies for ensuring that the new facilities are easily and constantly usable and compatible with each other. The conflicts have already become apparent. The future of the Fira ought to be the great occasion for a rearrangement of the activities of what is today the central park of Barcelona.

As far as the rest of the sports installations are concerned, there is no doubt that, both in Horta and in the Diagonal, dynamic use has been made of residual spaces. In the case of Horta this is thanks to an act of urbanization as modest in its resources as brilliant in its results. There is no doubt that as an operation of provision of facilities, in spite of everything and its limited size, the sporting spaces and the arrangement of this zone make it one of the most interesting examples of the whole set of Olympic initiatives.

The project at the end of the Diagonal with the neighbouring municipality of L'Hospitalet has the virtue of opening up the periphery of this highway, which is fundamental to the city, to a permeability it now lacks. It is the minor and opposite version of the great operation of opening the Diagonal as far as the sea, which reveals itself, for this decade, as one of the great urban themes of the city. With the antecedent of the Olympic Village presented as the construction-reconstruction of a fragment of the Cerdà network, the opening of the Diagonal to the sea poses, as does the Olympic Village, two different but closely overlapping questions.

The first is the connection of the city with the sea-shore. It is a question of one of the great emblematic aims on the citizen scale. The case of the Olympic Village is the best result of the operation: by the simple means of linking the underground passage of the great infrastructures to the domestication of the beach, to the creation of parks and to residential construction near the sea.

The second question, in our opinion far more problematic, is how to reconcile an important new residential area with the memory of the nineteenth century design of the Cerdà network. In the case of the Olympic Village the choice was made to attempt to accommodate the tradition of the nineteenth century city of closed blocks, regular layout, architectural variety and homogenous thoroughfares to the tradition of the modern movement of open blocks, varied styles, constructive homogeneity and a picturesque multiplication of distinctive spots.

Undoubtedly the greatest success of the construction of the Olympic Village is not to have conceived it as such but as a future part of the city in an original experiment of planning and building of the greatest dimensions imaginable in a city which, in theory, has used up its resources of building land. The least successful aspect, on the other hand, will without doubt be the confusion of types and the unnecessary diversification of participation.

Faced with the challenge of the opening of the Diagonal, the experience of the Olympic Village should serve to make us think with less commitment to the present and to the past; this is another of the great large-scale operations in which the form of residence will be decisive for the final form of a fundamental axis for the city. For this there will be necessary a conceptual change which can only be understood from certain young proposals as an alternative.

As far as provision that is not strictly Olympic is concerned, our best hope is that most of such projects are already

begun or well defined and that their realization is clearly marked as an aim that will continue to be valid after the Games. What some will interpret as a failure, since most of the museums, auditoriums, theatres, etc. will not have been finished by summer 92, will almost certainly be a guarantee of the inescapable need to continue a policy which can in no way at all be considered completed and satisfied by what has been concluded by the Olympic date.

The frontier of 92 is certainly a limit to be crossed without traumas. There could be nothing more disastrous than the paralysis that might come after the splendid displays which splash the name of Barcelona across the television screens of the whole world. What should be done now is talk about programmes for 93 or for the whole decade, so that the important work done so far will act as a spur to self-criticism and future prospects. If we analyse what has been achieved to date in the city of Barcelona, it is not difficult to make a list of a number of big questions which, at a certain moment, have been put on one side in the name of immediate urgency and priorities dictated by realism.

Among these we should draw attention to three which constitute not only matters which are pending but also pressing demands which must without fail be dealt with in the immediate future.

The first is the policy of the rehabilitation of the historical city. At the moment this is one of the great projects to which the municipal administration is committed and for which it has poured out vast human and economic resources.

A city under the pressure of a limited surface area with a high level of density, which has in the past sought to expand into obsolete industrial zones or into little or badly developed residual areas, is now, in the same way, turning its attention to a place of privilege. The centrality of the historical centre is a clear target for privileged residence, commercial activity and the tertiary sector. But a process of this type would cause a radical change in the condition of the inhabitants and buildings. In principle this is not the objective of the municipal policy drawn up with the social intentions of improving hygiene, of rehabilitation and recuperation of an integrated area of local and residential activity. It is a question of objectives which are hardly compatible with competition from private interests, with the increase in central functions and with the exploitation of the centrality values as an added value to operations under way.

The recuperation of the historical city of Barcelona is occurring after a long series of European experiences in the same field. In many of these the administration has been unable to regulate the appetite for high status rents in favour of the inhabitants of the zone.

A policy of actions that respect the architecture and layout of this historical centre, not of *sventramenti* in the old Hausmanian style, should reflect a committed act of town planning, above all of a residential character for the popular classes in what is called administratively the Ciutat Vella.

A second question resides in the challenge which, in the next few years, will arise from the new subjects of urban architecture, different from those of the famous squares and parks. The need for great infrastructures has already begun to be answered —airport, port, ring roads, tunnels, etc. In most cases the level of answer in the architectural and landscape senses has not surpassed mediocre solutions. Architecture in

Barcelona does not reveal for the moment any particularly creative ability in the design of large scale devices. Even in the engineering aspect of the infrastructures the contributions do not go beyond the application of standard formulas. Any debate at this level is completely lacking. Neither the politicians, nor the citizens, nor the architects themselves appear to be sensitive to this. The education of professional architects seems to be impervious to problems of this magnitude. Invitations to international figures cannot be the solution to operations in which the aims of the great operators cannot be given cosmetic treatment with names of prestige. The absence of ideas is what will convert the «junctions» of the second ring road or the plaça de les Glòries or the plaça d'Espanya into urban devices of doubtful validity. The caution with which the Sagrera operation is being carried out, for example, is not the best guarantee of an indispensable debate on objectives and methods. The architecture of the new urban areas cannot be resolved with formulas that are protected only by the prestigious name of their authors.

Finally, a political problem. Everything we have said so far has referred to the municipality of Barcelona, an administrative entity that controls less than half of the population of Great Barcelona, of its activity and of a territorial extension which is really twenty times greater than that of Barcelona in the strict sense.

The city of Barcelona has an increasing tendency to banish its problems to outside its administrative limits —the problems of traffic, of homes, of social fringe areas, of industrial installations. The city of Barcelona is trying to «free itself» from many of the great questions which affect a large metropolis. But this attitude is completely erroneous. Between the city of Barcelona and its metropolitan area there is no solution of continuity. What there is is no more than a fictitious separation on an administrative level and a political willingness on the part of the Government of Catalonia to maintain this fiction.

The Barcelona of the great projects, of the beautiful conversions, of the emblematic urban operations is being created at the expense of a *hinterland* that is particularly badly endowed with urban policies and adequate facilities, onto which increasingly fall those problems which the central city shifts away from itself rather than solves.

The great challenge of the nineties, which, if not faced up to, will be all the worse for Barcelona and the whole of Catalonia, is that of a leap in scale and management, an articulation of policies of the size and scope of a great metropolis, in which today there are living more than half the population of Catalonia.

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EL DISSENY PER SOTA DE CAPRICORN. Tony Russell. ELS ESTUDIS DE DISSENY I L'EDUCACIÓ DELS DISSENYADORS. Victor Margolin. FORMACIÓ DEL DISSENY EN EL CONTEXT EUROPEU. Klaus Lehmann. LÍMITS PEDAGÒGICS DEL DISSENY MODERN. Jordi Pericot. NOUS MITJANS I NOVES TECNOLOGIES EN EL DISSENY. Bernhard E. Bürdek. LA RECERCA DEL DISSENY. Andries van Onck. PROJECTES, NO CASOS. Peter Gorb. L'ENSENYAMENT DEL DISSENY: EL DISSENY DE L'ENSENYAMENT. Sarah Dinham. L'ENSENYAMENT DEL DISSENY AMBIENTAL A L'ESCOLA. Eileen Adams. MARC DE DISSENY ASSOCIATIU PER A L'EDUCACIÓ. J. H. Dohr & M. B. Portillo. UN ENFOCAMENT INTEGRAT DE L'ENSENYAMENT DEL DISSENY GRÀFIC. Heiner Jacob. EL LLOC DEL DISSENY A LES CADENES DE PRODUCCIÓ: UNA BASE PER A L'ENSENYAMENT DEL DISSENY. Stephen Kendall. LA HISTÒRIA DE L'ENSENYAMENT DEL DISSENY A IRLANDA. John Turpin. L'ESCOLA CONNECTADA A LA VIDA NO ÉS UNA UTOPIA. Claude Schnaidt. LA HISTÒRIA DEL DISSENY I L'ENSENYAMENT DEL DISSENY A LA GRAN BRETANYA. UNA AVALUACIÓ. Hazel Clark. LA TENSIÓ NECESSÀRIA EN L'ENSENYAMENT DEL DISSENY. L'OPCIÓ DIVERSIFICADA DE L'ESCOLA ELISAVA. Enric Bricall.