

SPECIFICATION OF PARTICULAR TECHNICAL CLAUSES OF THE INTERNATIONAL PROJECT TENDER FOR THE NEW URBAN CENTRALITY RESULTING FROM THE UNDERGROUNDING OF THE RAILWAY TRACKS IN SANT FELIU DE LLOBREGAT.

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ME 1. BACKGROUND INFORMATION

The scope of the tender includes the railway line environment (Barcelona - Tarragona) that crosses the municipality of Sant Feliu de Llobregat and that historically divides it into two. After years of citizen requests, the current ongoing Adif project for the undergrounding of the railway lines provides a historic opportunity to the municipality to be able to replan its centre, and address the transformation of this uncomfortable "border" between neighbourhoods in a "hinge" that articulates and connects both halves of the city.

The undergrounding of the railway line, as it passes through the town of Sant Feliu de Llobregat, constitutes, for its exceptional location and size, an action that has to modify the urban configuration of the city centre substantially. This transformation must be instrumented, necessarily, through a modification of the existing urban planning to allow re-setting the corridor currently occupied by the railroad as well as its immediate environment, adapting them to the new situation.

The integration of the railway line as it passes through the urban centre of Sant Feliu, has been widely demanded by citizens since the end of the 1970s with the establishment of the first democratic councils and the first civic associations. In this sense, the City Hall of Sant Feliu has promoted and drafted a series of studies and projects to address this problem throughout the years -with the collaboration of various administrations. Thus, between 1982 and 1995, the first relevant works began, among others: the Comparative Study Between the Undergrounding and the Elevation of Roads (1982), a first Undergrounding Study, by the Directorate-General for Transport (1984), and the Undergrounding Project, by the Directorate-General for Transport and the Municipal Technical Services (1995).

As a result of these works, the Ministry of Public Works and Transport presented in 1999 a Study of Options where three of the proposals considered in previous studies were analysed in depth. Based on this work, in 2000, the construction project for the integration of the railway in Sant Feliu de Llobregat was drafted, where the option of the undergrounding between Hospitalet street and the junction with the B-23 motorway was developed.

On 15 June, 2006, the City Hall, the Ministry of Public Works and Transport and the Department of Land Policy and Public Works of the Government of Catalonia signed a Memorandum of Agreement, which specifies the financing of the railway's undergrounding works, surface urban planning works, as well as the implantation of the tram on the new avenue, in accordance with the provisions of the Infrastructure Master Plan (PDI 2001-2010), where it is determined that the Baix Llobregat tram will provide services to the city of Sant Feliu, prefiguring the new railway station as a powerful modal interchange for users of the Rodalies (commuter traffic) service.

After the signing of the agreement between the three administrations, the Ministry initiates the update of the project drafted in the year 2000. At this time, the City Hall requests the Ministry of Public Works and Transport, to proceed with the review of the project, given the proposal of provisional roads contemplated in the aforementioned project, with a layout too close to the buildings, as well as to study the possibility of an undergrounding covering the whole city centre.

The project is again revised in 2008 through a new Informative Study on the integration of the railway in Sant Feliu del Llobregat, which contemplates the complete undergrounding in the urban environment, with a constructive process that significantly reduces discomforts in the city, given the changes in the configuration of the railway traffic - construction of the new branch of goods access to the Port of Barcelona. This Informative Study, is approved by the resolution of the State Secretariat for Planning and Infrastructures dated 10 February, 2010, after having been resolved the formulation of the Declaration of environmental impact of the project by the Ministry of Environment and Rural and Maritime Affairs dated 3 December, 2009.

Besides these works, the City Hall and the ATM develop in the 2005-2008 period, a series of studies and projects, where the technical aspects of the railway works are analysed for the first time, the transformation of the resulting public space, the implantation of the new above-ground tramway, as well as the introduction of new uses and activities, in an intervention strategy with the goal of integral urban regeneration: "Previous studies for urban transformation resulting from the undergrounding of the railway"(2006)," Previous study of new uses and volumetricity in the spaces adjacent to the new main avenue resulting from the undergrounding". (2008), "Preliminary draft of the extension of the Diagonal-Baix Llobregat tramway to Sant Feliu de Llobregat over the undergrounding of the railway" (ATM 2008), "Update of the preliminary draft of the extension of the Diagonal-Baix Llobregat tramway to Sant Feliu de Llobregat over the undergrounding of the railway" (ATM 2009), and "Technical feasibility study for the extension of the Diagonal-Baix Llobregat tram to Sanson Street in Sant Feliu de Llobregat "(ATM 2009).

In 2010, tenders were launched and work began on the drafting of the Informative Study for the extension of the Diagonal Barcelona tramway system from the Sant Feliu - Consell Comarcal stop, to the Sanson highway over the future underground. On 6 September, 2010, the ATM sends the summary report to the Environmental Committee to begin the environmental process.

Consequently, and as the final section of the process begun at the beginning of the 1980s, the Urban Planning Services of the Commonwealth of Municipalities of the Metropolitan Area of Barcelona, at the request of the City Hall of Sant Feliu de Llobregat, drafted in 2010 an Advance Planning document to submit the conclusions of the work prior to the proposed modification of the General Metropolitan Plan to the citizen's consideration. This Modification was initially approved in November of 2010. The final processing stopped during the years of economic crisis when the investment planned by the Ministry of Public Works and Transport (Adif) for the undergrounding fell.

Following the announcement of the Ministry of Public Works and Transport, on 17 January 2018, on the resumption of the construction project, taking into account what was drawn up in July 2010. The Unitary Committee for the Undergrounding of the Railway in Sant Feliu is re-constituted, a body with political characteristics with the participation of representatives of all the political forces that are part of the City Hall's Plenum, in order to channel participation and deliberation on the strategic issues that affect the undergrounding project and subsequent urban planning.

ME 2. CONTEXT AND INFORMATION ON THE MUNICIPALITY

Sant Feliu de Llobregat, capital of the Baix Llobregat region, is located in the Metropolitan Area of Barcelona. The municipal area of Sant Feliu de Llobregat borders with the areas of Sant Joan Despí and Santa Coloma de Cervelló to the south, Sant Just Desvern to the east, Sant Vicenç dels Horts and Molins de Rei to the west and with Barcelona and Sant Cugat del Vallès to the north.

Located on the vertex, between the corridor of the Llobregat river valley, the Collserola mountain range and the plain of Barcelona, Sant Feliu del Llobregat occupies an area of 11.8 km², and houses an approximate population of 45,000 inhabitants, extending the continuous urban metropolitan between the municipality of Molins de Rei, to the north, and the nucleus of Sant Just Desvern to the east, on the route of the N-340 Highway.

Sant Feliu has a population with a regressive or contractive age pyramid (aged population), although it shows slight symptoms of birth rate recovery. Very advanced age groups are observed in relation to high life expectancy. In terms of population mobility, people aged over 45 in Sant Feliu were born mainly outside Catalonia, despite differences according to neighbourhoods, reflecting the immigration of the rest of the state in Catalonia in the 60s.

The sector with the highest wage earners in Sant Feliu de Llobregat is Government, education, healthcare, and social services with an average of approximately 6,000 employees, approximately 48% of the total wage earners. The trade, catering, and hotel trade sector is the second sector with the highest wage earners, with approximately 19% of the total. Industry and production services have approximately 12% of employees, while the construction and agriculture sectors remain in line with 5% and 0.1%, respectively. This classification gives us a view of the division of the city's labour market.

2.1 Opportunity

The railway line in Sant Feliu de Llobregat is very unique in terms of relief and urban position compared to other nuclei of the left side of the Llobregat.

In L'Hospitalet, Cornellà, Sant Joan Despí and Molins de Rei, we observe that the axis of the railroad is enclosed just in the change of slope between the Samontà and the mountain. The rural-urban nuclei settle in the Samontà, whereas the majority of the growths of the second half of the 20th century are located in the mountain. The railroad thus becomes the hinge between the old town and new growths. The slope changes are emphasised with the cut of the railroad but its suppression would not guarantee continuity between the two sides of the train.

In Sant Feliu de Llobregat, however, the railway crosses the Samontà leaving new urban growths on both sides. The train passes through the city without topographic jumps between both sides, and its removal would resolve, in a relatively affordable way, the city's current division.

This situation gives provides exceptionality to the surroundings of the railroad and constitutes a unique opportunity in the history of the municipality.

2.2. North-South axes

The trace of the railway has, between the N-340 highway and the Sansón highway, an approximate length of 1.3km and a north-south direction. The urban fabric of the surroundings of the railway line stretches 800 meters to the west and another 800 meters to the east, to the Collserola stowage.

The undergrounding of the railroad and the recovery of space in its surroundings, not only mean an opportunity to strengthen the East-West transverse connections, but also open a great opportunity to consolidate a North-South avenue.

2.3. Rambla Marquesa de Castellbell

The Rambla Marquesa de Castellbell is located about 200 meters from the railway and a north-south direction, placed across the slope. Unlike many boulevards, rambla Marquesa de Castellbell is not located on a stream. The rambla has a section of only 20 metres. This very small section forms a very tight cross-section of the boulevard: a central walkway of 8 metres, with a circulation lane and a sidewalk of 2.5 metres on the east side and a traffic lane, a parking area on the lane and a sidewalk of 1.5 metres. The narrow sidewalks and the morphologies of fabrics that surround the rambla make commercial consolidation difficult.

2.4. National highway

The national highway N-340, which passes through the city of Sant Feliu de Llobregat is called Calle de Laureà Miró; it is one of the most important axes of regional capital. It is located about 400 metres from the railway line and has a section that oscillates between 16 and 20 metres. The narrow sidewalks and the large presence of road traffic makes commercial activity difficult and turns this street into the city's main street artery.

ME 3. DESCRIPTION OF THE AREA OF THE TENDER

The area of this international tender covers an approximate total area of 16.6 hectares, incorporating all those railway lands affected by the railway undergrounding project infrastructure, and additionally all those other soils that, due to their proximity to the scope of the undergrounding, are likely to be integrated into a broader transformation and urban improvement environment, taking into account the new conditions arising from the availability of the spaces previously occupied by the railway.

The delimited area is made up of a central space of approximately 1,300 m long and 40 m wide. This presents a remarkably irregular plot plan morphology, with different points widening its layout. The morphology of the terrain that surrounds the area is characterised by the big slope in the northeast-southwest direction, corresponding to the first slopes that develop between the slopes of Collserola and the Llobregat river plain, maintaining the railway line with a slope profile practically plane lengthwise to its layout (northwest-southeast). For this reason, its successive cross sections are markedly asymmetric, both in relation to the natural relief of the municipality, as in the planning of the urban planning of the road, as well as the heights and character of the different buildings built on their fronts. The scope of the tender longitudinally sections the entire municipality and, therefore, crosses multiple morphologies of residential fabrics (original, widening, blocks and single-family homes), as well as two streams channelled in its urban stretch, the Riera de la Salut and the Riera d'en Païssa.

The space between the adjoining fabrics of the railway corridor could be assimilated, by size, to other large metropolitan streets, however, this one does not represent at present a physical planning that determines an urban form easily recognisable to the citizens. The various sections of the road as well as the multiple changes of slope, make the linear wandering along this urban axis difficult, both for pedestrians and wheeled mobility. This fragmented spatial configuration, coupled with a manifest lack of continuity of the city plan, prevents the area of the contest from being recognised by the collective imaginary of the neighbourhood of Sant Feliu de Llobregat as a "place" within the municipality thought for the encounter and the relation of the neighbourhood.

At present, up to 14 transverse streets have their traces interrupted by the rail corridor in the area of the tender. The lack of physical continuity of the city plan between both banks is one of the problems to be addressed by the different proposals of the tender. A determining factor in the day to day of the municipality is the scarce permeability existing between both sides of the corridor. At present, the frequency of the traffic of the R1 Line of the Renfe's commuter service forces to keep the only existing level crossing of the municipality closed for 54 minutes every hour, negatively limiting the mobility and possibility of a relationship between the two fragments of the city. The only crossing points are currently limited to Calle de la Sanson on the west end, at the level crossing located on Paseo Conde de Vilardaga and on Calle de Laureà Miró, on the east end. There are also two additional vehicle crossings corresponding to the Riera de la Salut and on the Calle de la Virgen de Montserrat, however, its clearance (2m high) limits mobility within the municipality.

As for the fabrics that adjoin the railway corridor and that make up its north and south elevations, these meet heterogeneous conditions and qualities and are the result of the successive accumulation over time of buildings adjusted to different ordinances.

The northern edge of the railway corridor is where the large public utilities infrastructures have been installed in the centre of the municipality. The Montserrat Roig library, the Municipal Pool Complex, the Joan Carles Navarro Sports Centre, the Tovalloles Civic Centre, the Fire Brigade, occupy the largest parcels and easier accessibility. Their accesses, however, are always located in the streets perpendicular to the railway corridor.

ME 4. CURRENT PLANNING, FRAMEWORK AND AREA

The benchmark urban planning in the tender area is the General Metropolitan Plan of Barcelona, approved by the Provincial Commission of Urban Planning of Barcelona on 14 July, 1976. The urban planning regime for all of the land included in the area has the classification of urban land, including land for railway use, which in 1976 was already classified as a basic road network (key 5) in anticipation of its future undergrounding.

Within the area, some pieces of land previously included in sectors already undergoing already executed planning (Partial Plan of Can Llobera, Special Plan of Can Maginàs, Partial Plan of the industrial area Grasses, Special Plan for the Protection of Architectural Heritage and Catalog). Its incorporation is mainly considered for the purposes of its redevelopment given its location adjacent to the lands under transformation.

The plan of the Current Planning of this document reflects existing urban planning qualifications from the formulation of said planning instruments.

ME 5. GENERAL GOALS AND OBJECTIVES

The purpose of the tender is to obtain urban planning proposals for the definition of the space released once the roads are under ground. To achieve this, participants must present solutions that respond to two types of challenges:

- Strategies on the definition of the **urban planning** of the released public space.
- New consistent **volumetric arrangements** between existing and future buildings.

The natural development of the objectives set out by the Unitary Committee for the Undergrounding, as well as the results of the citizen participation process have been specified in the establishment of the generic criteria noted below. These must allow to specify and meet the objectives of the municipality and ultimately improve the integration of new infrastructures with residential fabrics at the environmental and social level. The general strategic objectives are broken down into the following points:

1. PROVIDE SANT FELIU WITH A NEW AVENUE IN THE CENTRE OF THE CITY

1.1. Ensure compactness

- Modify and correct the physical compaction of the fabrics according to their morphological construction and location. The morphological structure of the fabrics of the centre of Sant Feliu de Llobregat is diverse, heterogeneous and of unequal compactness (original, widening, blocks, garden city). For its part, the urban void in the edges of the railway line presents an asymmetric urban form with a compendium of contractions and dilations that interrupt the physical continuity of the city.

1.2. Guarantee balance and functional heterogeneity

- Establish functional needs and complexities, taking into account their location and role within the municipality. The new planning must work in line of building synergies between the pre-existing city, placing the new uses and facilities in a way that is sensible with the existing areas of centrality and generating continuity with the main road axes of the municipality.
- Favour vertical mixing and rationalisation of subsoil occupancy by regulating buildings in levels. The new planning should promote the diversity of activities of the municipality, proposing a planning that integrates different uses and avoid the specialisation of the soil and mono-functional areas.
- Improve the capabilities of residential fabrics to generate points of contact between people by valuing the corners and generating new intersections in the road network. The permeability of current roads through the area is key to physically and functionally link the city.

2. TEAR DOWN WALLS, RE-SEW THE CITY

2.1. Recover physical continuity between built-up elements.

- Proposals must guarantee the continuity of the city plan between the two fronts of the corridor as well as the continuity of the pre-existing road plans.

2.2. Resolve the physical interruptions caused by discontinuities.

- Eliminate conflicting barriers in the fabrics. Proposals must ensure the elimination of architectural, altimetric and tracing barriers, in order to build a participatory and inclusive public space.
- Morphological discontinuities between fabrics will require re-sewing. The new proposed planning should aim to correct inter-fabric interruptions in the municipality to ensure a diverse urban activity along the corridor.

2.3. Favour the feeling of belonging

- Proposals should enhance or generate urban singularities that allow boosting each fabric's significance and idiosyncrasy.
- Generating new centrality spaces and/or strengthen existing centralities in the municipality will be a must.
- Reserve spaces for socially cohesive activities. The new projected spaces should anticipate the informal meeting between citizens to promote good neighbourliness and social cohesion.

3. WIN GREEN SPACES FOR THE CITY AND APPLY ENVIRONMENTAL SUSTAINABILITY CRITERIA

3.1. Contribute to the ecological functionality of the support and production systems of the biophysical matrix

- Place value on the edges of the undergrounding area as opportunities spaces. At the moment the layout one of the railway corridor is bounded by park and public spaces of diverse condition. It is convenient to integrate and articulate these spaces appropriately in the new resulting urban planning.
- Place value on the ecological connectors of the nearby natural spaces in relation to the fabrics of Sant Feliu.

3.2. Reinforce the structure of the metropolitan network of open spaces.

- Proposals should structure the new corridor according to the civic axes that are part of the system of metropolitan open spaces.

4. GENERATE A SOCIAL HOUSING OFFER

4.1. Address the right to housing

- Address housing issues, taking into account the specificities of Sant Feliu de Llobregat and its fabrics, and the complementarity between them.
- Have sufficient housing of type and regime adapted to the current needs, to guarantee access to housing, paying special attention to the accredited social demand.

4.2. Have a balanced and heterogeneous residential park

- The new planning must resolve the lack or excess of housing density. This will need to address the characteristics of the immediate context, its location, and morphology, in order to balance the different densities and types of homes along the corridor.
- Ensure a minimum of typological complexity to favour diversity and social cohesion. Typological diversity should be favoured in the new planning to promote the inclusion of the maximum diversity of family units and incomes.

4.3. Favour activity complementarity.

- The new planning must define the local centralities within the fabrics based on accessibility and identity.
- It is necessary that it establishes the commercial concentrations in relation to Sant Feliu's pre-existing civic axes.
- Connect Sant Feliu de Llobregat's facilities through a convenient location, accessibility and consistent with the pre-existing city.
- The character of the residential fabrics proposed should be conditioned by the spaces of economic activity.
- Provide physical continuity, reinforce and complement existing commercial axes within Sant Feliu.

5. GENERATE NEW SPACES AT THE SERVICE OF THE NEEDS OF THE CITY

5.1. Create a healthy environment with inclusive public spaces

- Provide vitality and good levels of coexistence in public spaces by regulating collective activities on lower floors.
- Guarantee the adequate materialisation of the threshold space between lower floors and the streets.
- Foresee actions on emission sources, improving air quality and acoustic levels. We recommended working with tree plantations to mitigate or improve the sound conditions of the area.
- Guarantee a quality urban landscape where the urban green, in the horizontal plane, as well as in the vertical plane, work together.
- Rebalance the section of the road space prioritising sustainable mobility.

5.2. Define the needs and character of open spaces

- Proposals will have to anticipate the quantity, location and configuration of common open spaces considering the morphology and location of the tissues of Sant Feliu de Llobregat.
- Determine the qualitative characteristics of open spaces within the municipality in relation to the provision and regulation of their social, cultural and environmental services.

5.3. Provide and re-structure public facilities and services

- Proposals will have to provide each fragment of the city with the necessary public facilities and services based on a balanced provision.
- Determine the diversity of compulsory services adjusted to the sociodemographic profile of the population and the municipality's future development.

6. IMPROVE THE CITY'S MOBILITY

6.1. Redefine traffic intensity based on sustainable mobility criteria.

- Determine the physical and functional intensity based on the location and the municipality's settlement model. Specific attention must be paid to Sant Feliu's orographic conditions to foster a suitable adjustment of the mobility networks proposed, bikes, urban buses, etc.
- Establish a priority model of tissue accessibility that caters to their current density and location within the municipality.

- It will be necessary to create public transport networks that are implemented and operate in a complementary manner, avoiding parallelisms, layout redundancies, and equivalences.

7. DEVELOP AN ECONOMICALLY SUSTAINABLE PROJECT

7.1. Transform guaranteeing Sant Feliu's viability and economic sustainability

- Proposals must be reasonable, measured and shall avoid undue indebtedness for the municipality
- Seeking synergies with other interested actors to allow co-financing the works will be required.
- The proposed planning must consider and allow the orderly incorporation of the private sector under the objectives and strategic plans of the municipality, through urban management that enables the equidistribution of benefits and burdens.

7.2. Optimise the flow of materials and energy consumption

- Ensure the sustainable management of the water cycle in the municipality
- Energy self-generation will be encouraged, taking advantage of the capabilities of the different supports
- Link the type of waste collection and treatment with the urban form of Sant Feliu and its location
- Use sustainable criteria in urban planning, housing distribution, and building skin

7.3. Increase climate change resilience

- Increase soil permeability around the undergrounding area, especially in areas such as runoff axes, streams, and high parts. The newly planned areas will have to improve the natural infiltration of runoff water allowing natural water supply from aquifers and the reduction of the load in the municipality's sanitation network.
- Encourage the presence of vegetation and its capacity to regulate air quality.

ME 6. ACTION GUIDELINES AND STRATEGIES

6.1. GENERAL PLANNING OF THE SET6.1.1. **Edges, fronts, gauges, and facades**

The new proposed planning of buildings must relate in a respectful to the grain, size, and diversity of the residential fabrics crossed by the railway corridor. Particularly, proposals must pay attention to pre-existing road plans to favour transversal permeability between both sides of the railway axis and avoid dead ends.

The new buildings must relate harmoniously with the different heights of the existing buildings, and resolve the exposure of the current dividing walls. It is recommended that the new buildings facing the rail axis have a facade width equivalent to those of the surroundings to seek greater harmony in the whole set.

It is advisable that proposals plan the new uses and functions based on the existing central spaces, in order to articulate and gather enough critical mass to make a public transport offer viable.

6.1.2. **Define the edges of the urban "void"**

- The heterogeneous and inharmonic character of the urban edges of the axis of the train will need to be addressed.
- Proposals must resolve the contrast between long-built fronts and large voids lacking reference and urban continuity.

6.1.3. Irregular geometry and lack of reference

- The new buildings must resolve and improve the conditions of open spaces delimited by pieces of diverse morphology and with complicated reading.
- Proposals must address the lack of coherent perception of the area of the tender on the part of the citizens of Sant Feliu to help define it as an urban "site".

6.1.4. Ensure physical compactness

- The new planning must identify existing alignments and site communities to ensure correct physical compaction in the downtown.
- Build new facades from existing alignments to ensure continuity and compactness of fabrics along the avenue.
- Create a certain identity for the area, recognisable through the harmonious planning of new buildings.

6.1.5. Sew and identify the "voids"

- Identify and classify the current voids to articulate them appropriately with the new urban space of the corridor.
- Rebuild spaces of current interest in the voids adjacent to the corridor.
- Allow the permeability and continuity of the road tracks (major and minor) through the area.

6.2. MOBILITY PLANNING

The new planning of the city centre must prioritise spaces for pedestrians, bicycles and other elements of sustainable personal mobility. As well as the promotion of intermodal public transport.

6.2.1. Mobility. Classification and hierarchy of the road network

1. Hierarchy of the road system for an optimal internal road structure

We must adjust circulations to simplify and favour an environment with a lower load of vehicles in the centre of the municipality.

1.1 Identification of the rounded priority crossings based on the primary structure of the streets of the municipality

1.2 Pacification of the majority of remaining crossings to guarantee priority to pedestrians.

2. Move towards a new pacified avenue

2.1 Guarantee the permeability of the road between the two edges of the undergrounding area.

2.2 Encourage the "centrifugal" circulation of vehicles in order to avoid excessive loading on the new avenue.

2.3 Prioritise one-direction streets.

3. Integrate public transport infrastructures in a quality urban space.

3.1 Resolve the implementation of the tramway safely and ensure surface permeability according to a proposed approximate layout.

3.2 Incorporate surface elements that derive from the undergrounding of the railway tracks (access to a new underground station, emergency exits, ventilation, maintenance stairs) to the design of the public space.

6.2.2. Mobility. Proposed road structure

1. Move towards the construction of 6 areas, primarily for pedestrians

- Ensure a well-connected effective main roadway structure in the main streets of the municipality of Sant Feliu.
- Favour the pacification of the interior streets of the blocks resulting from the proposed road structure.

2. Prevent the new avenue from being a main axis

- Avoid continuous road traffic from Sansón street to Laureà Miró street to encourage citizen participation in the avenue and not vehicles.
- Establish different directions of circulation along the avenue, favouring the rapid exit of vehicles from the area.
- Each intersection point of the network will act as a centrifugal (exit) or centripetal pole (access) depending on the directions of circulation.

3. Ensure possible modifications to the structure

- The road structure should have sufficient section to admit modification and reversibility, in order to adopt changes in traffic directions without affecting the rest of the municipality.

4. Simplification of crossings and reduction of turning areas

- Promote one-direction circulation along the avenue to improve the crossings with the tram, the turns to the left and the traffic lights of the area.
- Reduce the planned areas destined to vehicles - with fewer roundabouts and traffic islands - favouring priority for pedestrians, bicycles and other elements of sustainable personal mobility.

6.3. OPEN SPACES PLANNING

Proposals will have to define the spaces that make up the large open surface recovered over the underground railway, as well as the relationship between its parts, the character of the green space, pedestrian and bicycle itineraries, the distribution of activities, and the routes and platforms of public transport. The unitary character of the new identity of the undergrounding area, as well as its representativeness, should be encouraged.

All public spaces must be accessible, sustainable and safe, uniting and connecting the city and its inhabitants, and where people and cultural activities in the streets are the space's main actors.

The Health Plan of the Sant Feliu de Llobregat City Hall determines the convenience of setting up healthy, accessible and safe public spaces. These should encourage physical exercise, the practice of sporting activities, bicycle and pedestrian itineraries, accommodate school spaces and guarantee the safe mobility of children.

Proposals must respond adequately to their surroundings, unifying the succession of open spaces currently disarticulated around the railway field and contributing to creating spaces for public coexistence. We must seek positive synergies between residential fabrics and open spaces to improve the ecological functionality of the green infrastructure and move towards a healthier public space.

It is advisable that we increase the surface of the soil capable of sustaining vegetation, greening the city and reducing waterproofing rate through the recovery of disused soils, the creation of green roofs, landscaped balconies and other green spaces.

The new plantations of plant and tree species should be resilient for a context of climate change and low water demand. As far as possible, they should offer the inhabitants of Sant Feliu de Llobregat the

possibility of reading the passage of the seasons along the year. Autochthonous and deciduous vegetation is proposed as a preferred option in order to provide shade in summer and sun in winter. Roses are also proposed as an identity element since Sant Feliu is the "city of Roses". Green spaces must allow the inclusion of playground areas.

Proposals must respond to the needs and contributions indicated by the Accessibility Council, the Women's Council on a gender perspective and the Planning Advisory Council when designing and thinking about the qualities of the public space.

6.4. PLANNING FOR THE MANAGEMENT OF AREAS

Proposals must provide mechanisms that allow the construction of the whole area by uninterrupted phases, defining different sub-areas.

Proposals must also respond to each transient situation with phases that will solve the viability of the different scenarios, in order to favour in each stage the appropriation of the spaces on the part of the people and intensive social use.

The tender will be based on the design of the process of temporary occupancy of the space by successive phases, in the most optimised way possible, from the current state to the consolidation of the buildings and open spaces. The feasibility of management and sequential consolidation of open spaces will be assessed as a substantial element of the proposal.

6.5. PLANNING FOR USES, ACTIVITIES, AND FACILITIES

This section seeks to list uses, activities and possible facilities to incorporate into the proposals for planning within the scope of the tender. It is not intended, in any case, to provide a closed solution but to offer general guidelines and a common base programme to be incorporated by all planners.

We recommend to favour a preference for non-residential uses in the lower floors and thus promote the corridor and front facade on the ground floor as a pole of attraction, eliminating voids and spaces that can generate "desertification" or "urban emptiness". The continuous provision of activities on the ground floor attracts the public to the public space while indirectly exercising certain control over it, improving safety rates.

A strategy is essential so that the existing public facilities adjacent to the new urban axis can be integrated consistently within the new urban layout proposed.

The new residential park must tend to balance agreement with the different ways of living, thus rebalancing residential fabrics to improve the quality of life of the citizens of the municipality.

Below is a list of facilities that should be located and dimensioned in the planning proposals. This list of facilities is as a way of example, and reflects the conclusions of several documents: on the one hand, the strategies set forth in the current Facilities Master Plan of Sant Feliu de Llobregat, the Local Housing Plan, as well as the conclusions of the Participatory Process and, on the other hand, the conclusions of the study of indicators prepared by the Urban Ecology Agency.

- **Housing**

Social housing: diversification and mixture of housing programmes must be encouraged in such a way that no one in the municipality is excluded for income reasons. We recommend allocating between 30 and 50% of the new residential units to social housing, also balancing the diversity of ownership regimes (purchase and, especially, rental, affordable or social). Additionally, encourage a public park with residential diversity that caters multiple family needs and structures (for all age groups): variety in size, flexibility in typologies, insertion of common multipurpose spaces, etc.

Housing for young people: in the new developments and urban recycling actions, we must try to guarantee the appropriate mix of population by reasons age, income and origin/ethnicity. In particular, in the area of the railway corridor, it would be convenient to encourage the visit of young people to rejuvenate the central fabrics of the municipality of Sant Feliu, which are the ones showing the highest aging population rates.

Housing for the elderly: we need to support the voluntary permanence at their homes of the elderly or encourage the promotion of new housing solutions (new homes with services for the elderly, cooperative and shared housing, promoting intergenerational programmes with students and older people living alone, etc.).

Housing for groups with special needs. We need to include developments oriented to solve the needs of temporary accommodation, and for people with reduced mobility, functional diversity, etc., mixed with the rest of the houses.

- **Uses of the new space**

Proximity trade: we need to favour the commercial model that encourages proximity, habitability in the public space (making it more accessible, comfortable and safe) and promote coexistence and generational exchange.

Open sports areas: there is a demand for citizens to have outdoor and open sports spaces linked to the Complex area.

Uses of the public space: space should host, depending on the demand of citizens, cultural activities linked to the meeting points, the shopping areas or the central civic areas. Also water spaces and for children. In any of the cases, high-quality lighting, safety, and health conditions must be foreseen.

Walking areas on the main avenue: space must be compatible with the installation of itinerant markets and fairs and be able to accommodate small tents for temporary use of the same.

Memorial: the public space should foresee the creation of a memorial that commemorates the victims of runovers and the neighbourhood struggle for the undergrounding of the roads.

Below is an initial listing of the surface reserve for facilities to be incorporated in the area of the tender. It is not intended to define a final use programme, but to determine a pre-dimensioning of indivisible units of facilities. The remaining proposal of the area reserved for facilities will go with the planners' criteria. However, after this tender, a new equipment management plan will be developed in order to define, in detail, the needs of the city, as a result of the configuration of its new central area. The initial listing is as follows:

- **Educational Facilities:**

Educational facilities of approximately 1,500 m2 of surface area. Proposed use: Nursery school: due to the foreseen increase in the housing stock of the undergrounding area (also housing for young people), the suitability of this type of facilities is proposed.

Improvement of educational facilities, in approximately 1,000 m2 of surface area. Proposed use: Gym (replacement of existing gym) and new main access to the Gaudí school. In this case, the location of the programme is foreseen in Area A.

- **Sport Facilities:**

Improvement of sports facilities of approximately 2,200 m2 of surface area. Proposed use: expansion of the pools' sports complex. In this case, the location of the programme is foreseen in Area E.

Improvement of sports facilities, in approximately 900 m2 of surface area. Proposed use: improvement of the Juan Carlos Navarro pavilion. In this case, the location of the programme is foreseen in Area E.

- **Cultural Facilities**

Cultural facilities of approximately 1,200 m2 of surface area. Proposed use: museum. It is considered appropriate to place value, retrieve and keep the memory of the old station and the railway activity, integrating the existing and past memory to the newly created space. Citizens are interested in a possible reproduction of the current station.

Cultural facilities of approximately 1,800 m2 of surface area. Proposed use: theatre and multipurpose spaces. Keep in mind the existence of the Sala Iberia in Pi i Maragall street.

- **Social-medical and administrative facilities**

Improvement of social facilities, in approximately 800 m2 of a surface area. Proposed use: expansion and new access to the current Casal de Avis. In this case, the location of the programme is foreseen in Area D.

Administrative-medical facilities of approximately 4,000 m2 of surface area. Proposed uses: First Instance Courts or Primary Care Centre.

ME 7. SUMMARY OF AREAS OF THE SCOPE OF THE TENDER

Table 0

Requirement	Maximum	Minimum	Unit
Tender area	166,128.32m ²		
Ceiling threshold in the tender area	85,000	75,000	m² of ceiling
Ceiling for new facilities	15,000	13,500	m ² of ceiling
Ceiling for new commercial ground floors	9,200	7,500	m ² of ceiling
Ceiling for new housing	60,000	51,000	m ² of ceiling
Ceiling for new tertiary	5,000	3,000	m ² of ceiling
Approximate number of dwellings	750	650	Dwellings

IMPORTANT: planning proposals must always be within the ceiling threshold established for the whole tender areas, broken down into "Table 0". The percentage of this ceiling allocated to each of the project areas, must be strategically balanced, at the discretion of the planner, so as not to overpass, downward or upward, the established thresholds. Compliance with these thresholds will be mandatory and must be justified by means of tables of surface areas within the panels during PHASE 2 of the tender.

ME 7. SPECIFIC CRITERIA FOR EACH AREA

Depending on the different reports and studies, the objectives and minimum thresholds recommended for each project area within the tender area as a whole have been established for the future planning. These objectives and particularities to be included in the proposals are summarised below.

IMPORTANT: planning proposals should always be within the ceiling thresholds established for each project area as described in "Tables A, B, C, D, E, F". The percentage of this total ceiling allocated to each facility, housing or commercial space needs to be strategically balanced, at the discretion of the planner in each of the areas, in order not to overpass, downward or upward, the top thresholds established with respect to the total parameters.

Thresholds for each area have been determined in an indicative manner based on location and urban morphology and, therefore, do not define regulatory thresholds for the purposes of the future modifications of the planning.

7.1. AREA A - Gaudí School: located at the western end of the undergrounding, delimited by Mataró street to the northeast, the Canal Infanta promenade to the southwest, l'Hospitalet street to the southeast and El Pla to the northwest. _ The area has approximately 2.5ha and is qualified, according to current planning, with key 6, parks and gardens, and key 7, facilities. This area has marked topography, with the peculiarity that there is an underground parking lot in the south of the area.

Required or compatible uses:

The recommended uses for this area include housing, offices, and shops with ground floors.

In the southwestern part of the area, we propose the establishment of a new sports centre at the Gaudí school, replacing the current one.

We must favour the diversity of uses in order to have a broader occupancy of the public space throughout the day. In addition, this point in the city already has a high density in relation to other neighbourhoods. For this reason, an average percentage of the total built area is required for non-residential use.

Type of fabrics:

Using widening or original fabrics is recommended to ensure a satisfactory rate of urban diversity.

Public and urban green spaces:

It is proposed that the public space be a walkway with the possible presence of sports spaces, enjoyment spaces and play areas for children.

At this point there will be a considerable difference between the current streets (Constitució and Hospitalet) and the future tramway platform of the new urban axis. We consider appropriate to resolve the cross-section in such a way that minimises the appearance of physical barriers and slopes.

We recommend to consider parks and/or green spaces and thus increase permeable soil in this area.

Requirements of the citizen participation process:

We propose the creation of strolling spaces and gathering areas with diverse and versatile uses such as sport spaces, commercial spaces, play areas, living spaces, etc.

Special features of the area:

In the southern part of the area, there is an underground parking lot. We need to integrate the solution of its superior urban planning in a manner consistent with the rest of the area.

Table A. Gaudí School

Requirement	Maximum	Minimum	Unit
Surface area	25,191.71m ²		
Ceiling threshold for Area A	16,000	10,000	m² of ceiling
Ceiling for new facilities	5,500	2,500	m ² of ceiling
Ceiling for new tertiary	5,000	2,000	m ² of ceiling
Ceiling for new commercial ground floors	2,000	500	m ² of ceiling
Ceiling for new housing	8,000	3,500	m ² of ceiling
Approximate number of dwellings	165	45	No. Dwellings
Maximum height of buildings in the area	PB+6		
Underground private parking lot	240	65	No. of spaces (1.5 spaces/house)
Underground public parking lot	-	150	No. of spaces
Green zone area (key 6)	-	15% new housing ceiling proposed in this area	m ²
Indicative urban planning price	200	160	€/m ²
Uses required	Free-market and social housing, Housing for groups with special needs, Proximity Trade and/or franchises on the ground floor, New sports centre/gym for the Architect Gaudí School.		
Other relevant information	Consider the future extension of the tram route		
Natural, heritage and historical elements to keep in mind			
Mobility	Inclusion of the bike lane, and minimum vehicle circulation lanes as set out in the plans.		
Railway integration (road undergrounding)	North end of the underground stretch		
Tramway Installation	Forecast for a new tram stop between the neighbourhoods of La Salut and Can Maginàs. Ensure that the different longitudinal sections of streets and tram platform are integrated in a friendly way.		
Surface bodies to be integrated	-		

7.2. AREA B - Riera de la Salut

Area located at the western end of the undergrounding limited by the Constitució street to the northeast, the Verge de la Salut School to the Southeast and Onze de Setembre street to the west. It is an area of approximately 0.2ha and is qualified, according to current planning, with code 20a/10, single-family zone VII.

Required or compatible uses:

We must favour the diversity of uses in order to have a broader occupancy of the public space throughout the day.

Type of fabrics:

The use of flexible urban fabrics is recommended in order to integrate the volumetric diversity of the environment.

Public and urban green spaces:

It is recommended to integrate squares, parks and/or green spaces to increase soil permeability in this area.

Requirements of the citizen participation process:

Preservation of the memory of the Pont de la Riera de la Salut i Conservació, at least, of the houses of the Constitució street number5, number7, and number9.

Special features of the area:

The area of action contains listed buildings. The possible new arrangement must follow the urban configuration of Avinguda de l'11 de Setembre.

The recent development of the Riera de la Salut street and the newly constructed multifunctional tovalloles, provided for the future level of the street, once the roads are underground. This level is a reference at the time of proposing the continuity of the Constitució Street and the new height of the Riera de la Salut.

The Onze de Septiembre promenade is one of the main pedestrian axes in the city, and directly relates the neighbourhood of La Salut with the central neighbourhood.

Table B. Riera de la Salut

Requirement	Maximum	Minimum	Unit
Surface area	5,411.67m ²		
Ceiling threshold for Area B	4,000	0	m² of ceiling
Ceiling for new facilities	-	0	m ² of ceiling
Ceiling for new tertiary	2,250	0	m ² of ceiling
Ceiling for new commercial ground floors	750	0	m ² of ceiling
Ceiling for new housing	2,000	0	m ² of ceiling
Approximate number of dwellings	20	0	Dwellings
Maximum height of buildings in the area	PB+3		
Underground private parking lot	30	0	No. of spaces (1.5 spaces/house)
Underground public parking lot	-	0	No. of spaces
Green zone area (key 6)	-	15% new housing ceiling proposed in this area	m ²
Indicative urban planning price	200	160	€/m ²
Uses required	-		
Other relevant information	-		
Natural, heritage and historical elements to keep in mind	Preservation of the memory of the Pont de la Riera de la Salut i Conservació, at least, of the houses of the Constitució street number5, number7 and number9.		
Mobility	Inclusion of the bike lane, and minimum vehicle circulation lanes as set out in the plans.		
Railway integration (road undergrounding)	-		
Tramway Installation	Forecast for a new tram stop nearby. Between the neighbourhoods of La Salut and Can Maginàs.		
Surface bodies to be integrated	Emergency exit forecast for the railway tunnel in this area.		

7.3. AREA C - Pins d'Or Area adjacent to the train station delimited by the Rambla de la Marquesa de Castellbell to the northeast, Passatge Fargas to the southwest, De les Roses street to the south-east and Comte de Vilardaga promenade on the northwest. Area of approximately 0.85ha and qualified, according to current planning, with key 7, facilities. Area of marked topography with the peculiarity of having two estates with listed houses, estates Can Farga and the Pins d'Or centre.

Required or compatible uses:

The recommended uses for this area are those of housing with ground floor trade and facilities. We must favour the diversity of uses in order to have a broader occupancy of the public space throughout the day. The extension of one of the two listed houses can be anticipated to improve the capacity to adapt to new public uses.

Type of fabrics:

The widespread use of fabrics of blocks or single-family fabrics is prohibited, as well as the construction of large commercial areas. This typology of fabrics does not allow for a rate of satisfactory urban diversity, since the activities implemented cover the needs of everyday use, but do not play a role of functional centrality in the city.

Public and urban green spaces:

It is proposed that the area has a green space character of "urban park" type and that it seeks the relationship with the Can Nadal Park in the C area opposite to the avenue.

Requirements of the citizen participation process:

The creation of an "urban park" that integrates the Nadal park and the estates of Can Farga and Pins d'Or is proposed.

Special features of the area:

You need to study the changes in height in the "Pins d'Or" plot, especially in the main façade on the avenue. It is recommended that the new arrangement includes activity in the entire length of the ground floor in the slope of the corridor, avoiding the presence of large blind retaining walls, and resolving the topographic jumps of the area maintaining a continuous front in the plot in the new configuration of the island. It is appropriate to consider a crossing zone between the high level of the "park" and the low level of the avenue.

The scope of action contains listed buildings that will have to be integrated in the new proposal of facilities in the area.

Table C. Pins d'Or

Requirement	Maximum	Minimum	Unit
Surface area	8,563.91m ²		
Ceiling threshold for Area B	15,000	10,000	m² of ceiling
Ceiling of facilities in existing Can Fargas estates	1,300	800	m ² of ceiling
Ceiling for new facilities	2,500	700	m ² of ceiling
Ceiling for new commercial ground floors	2,000	1,000	m ² of ceiling
Ceiling for new housing	11,500	7,200	m ² of ceiling
Approximate number of dwellings	150	90	Dwellings
Maximum height of buildings in the area	PB+6		
Underground private parking lot	225	135	No. of spaces (1.5 spaces/house)
Underground public parking lot	-	400	No. of spaces
Green zone area (key 6)	-	20% of new housing ceiling proposed in this area	m ²
Indicative urban planning price	200	160	€/m ²
Uses required	Free-market and social housing, Proximity trade and/or franchises on the ground floor.		
Other relevant information	Significant coefficient jumps		
Natural, heritage and historical elements to keep in mind	Conservation of the two modernist houses of Can Fargas to accommodate new citizen uses. Preservation of curved modernist benches in the area. (Plan 19)		
Mobility	Inclusion of the bike lane, and minimum vehicle circulation lanes as set out in the plans.		
Railway integration (road undergrounding)	Access to the future underground railway station will be close to this area. Keep in mind the outside body of access to the station and the integration of the emergency exits of the underground railway line.		
Tramway Installation	Forecast for a new intermodal stop near the access to the future underground railway station.		
Surface bodies to be integrated	Forecasting of ventilation wells and emergency exit near the area.		

7.4. AREA D - Station: central area of the proposal limited by the parking lot Rodalies to the northeast, Pi i Maragall street to the Southeast and Passeig Bertrand to the west. Area of approximately 0.63ha and qualified, according to current planning, with key 7, facilities. Area located next to the future train station and with the peculiarity of having the municipal Elderly house within its limits.

Required or compatible uses:

The recommended uses for this area are, mainly, housing with ground floor trade, as well as non-residential use with "@ activities" (knowledge-intensive activities) that enhance research, innovation and creativity to promote the diversity of uses, and to be able to have a wider spectrum of public space occupancy throughout the day.

Types of fabrics: it is advisable to include a large gathering place, civic square like, for events. It is proposed that, together with Area E, this area becomes a new urban centrality. In order to achieve this purpose, urban diversity in these sectors must be high. It is recommended, therefore, to use example-type fabrics that allow the inclusion of new ground floor activities. The use of single-family fabrics and the construction of large shopping malls is prohibited. The density of activities in these sectors must be, at least, 25 activities /ha.

Public and urban green spaces:

It is recommended to integrate squares, parks and/or green spaces to increase soil permeability in this area.

Requirements of the citizen participation process:

We propose the creation of a space for events and gatherings and a space with diverse and versatile uses such as sports spaces, commercial spaces, games spaces etc.

Special features of the area:

The new train station will be built in the north of this area and, therefore, it is recommended that the solutions adopted in the design of the public space and in the physical configuration of the planning of new buildings take into account the incorporation of this new use and service.

We recommend maintaining a continuous commercial front in the plot with the new configuration of the island. Especially as regards as the Pi i Maragall street.

We also recommend removing the isolated ground mound existing on the property of the Verge Montserrat street number 1.

Table D. Station

Requirement	Maximum	Minimum	Unit
Surface area	6,344.36m ²		
Ceiling threshold for Area D	9,000	5,000	m² of ceiling
Ceiling for new facilities	2,500	0	m ² of ceiling
Ceiling for new commercial ground floors	1,500	1,000	m ² of ceiling
Ceiling for new housing	7,500	2,000	m ² of ceiling
Approximate number of dwellings	95	25	Dwellings
Maximum height of buildings in the area	PB+3		
Underground private parking lot	140	35	No. of spaces (1.5 spaces/house)
Underground public parking lot	-	120	No. of spaces
Green zone area (key 6)	-	15% new housing ceiling proposed in this area	m ²
Indicative urban planning price	200	160	€/m ²
Uses required	Free-market and social housing, Housing for the elderly and ground floor trade.		
Other relevant information	New centrality area, provision of public toilets		
Natural, heritage and historical elements to keep in mind	Preservation of the memory of the train station.		
Mobility	Inclusion of the bike lane, and minimum vehicle circulation lanes as set out in the plans.		
Railway integration (road undergrounding)	Access to the future underground railway station will be close to this area. Keep in mind the outside body of access to the station and the integration of the emergency exits of the underground railway line.		
Tramway Installation	Forecast for a new intermodal stop near the access to the future underground railway station.		
Surface bodies to be integrated	New station building near the area.		

7.5. AREA E - Sayrach (Sports centre)

Area of greater dimension, adjacent to the station and with greater potential for urban transformation in the municipality, delimited by the Rambla de la Marquesa de Castellbell to the northeast, the railroad tracks to the southwest, the Santiago Russinyol street to the south-east and the Verge de Montserrat street to the northwest. Area of approximately 1.9ha and qualified, according to current planning, with key 7, facilities. Area of marked topography and with the peculiarity of having the Municipal Pool Complex and the Juan Carlos Navarro Pavilion within its limits.

Required or compatible uses:

The recommended uses for this area are that of Housing with ground level trade, Sports, Cultural or Judicial facilities, and Institutional Housing. It is advisable to reserve some of the non-residential buildings to @ activities that enhance research, innovation and creativity and promote the diversity of uses to be able to have a wider public occupancy rate throughout the day.

Type of fabrics:

It is proposed that it becomes a new urban centrality. In order to achieve this purpose, urban diversity in these sectors must be high. It is recommended, therefore, to use eixample-type fabrics that allow the inclusion of new ground floor activities. The use of single-family fabrics and the construction of large shopping malls is prohibited. The density of activities in these sectors must be, at least, 25 activities /ha.

Public and urban green spaces:

It is recommended to integrate squares, parks and/or green spaces to increase soil permeability in this area.

It is necessary to connect the Pi i Maragall street with the Girona street, reinforcing the strategic pedestrian axis that comes from the Plaza de la Vila. It is important to boost ground level trade in this new pedestrian axis.

Requirements of the citizen participation process:

We propose the creation of a space for events and gatherings and a space with diverse and versatile uses such as sports spaces, commercial spaces, games spaces etc.

Special features of the area:

The old football field is currently used as outside parking, with an approximate capacity for 400 vehicles. It is a good idea that the new arrangement includes the construction of a new underground public car parking in this area that covers this current effective demand for parking spaces.

We need to create a public space (gardens, square) to pay tribute to architect Manuel Sayrach, who arrived in the municipality of Sant Feliu with his old residence of modernist motifs, nowadays disappeared.

We recommend maintaining a continuous commercial front in the plot with the new configuration of the island, especially concerning the expansion of the Pi i Maragall Street.

The correct resolution of the topography is of special interest in this area. On the one hand, giving continuity, in a natural way, to main transversal streets. On the other, taking into account that the original slope of the Verge de Montserrat street was sunk to allow the passage under the roads. It is considered necessary to reverse this point, in order to optimally resolve the topography in the area.

Table E. Sayrach (Sports centre)

Requirement	Maximum	Minimum	Unit
Surface area	19,197.15m ²		
Ceiling threshold for Area D	33,500	25,000	m² of ceiling
Ceiling for new facilities	10,000	6,200	m ² of ceiling
Ceiling for new commercial ground floors	2,500	1,800	m ² of ceiling
Ceiling for new housing	25,500	17,000	m ² of ceiling
Approximate number of dwellings	320	210	Dwellings
Maximum height of buildings in the area	PB+6		
Underground private parking lot	480	315	No. of spaces (1.5 spaces/house)
Underground public parking lot	-	300	No. of spaces
Green zone area (key 6)	-	15% new housing ceiling proposed in this area	m ²
Indicative urban planning price	200	160	€/m ²
Uses required	Free-market and social housing, Housing for young people, Housing for groups with special needs and ground floor trade.		
Other relevant information	New centrality area		
Natural, heritage and historical elements to keep in mind	Recapture the memory of the no longer existing Sayrach House (Torre dels Dimonis)		
Mobility	Inclusion of the bike lane, and minimum vehicle circulation lanes as set out in the plans.		
Railway integration (road undergrounding)	The future underground railway station is expected to be close to this area.		
Tramway Installation	-		
Surface bodies to be integrated	Ventilation and pumping wells near the area of the underground railway line.		

7.6. AREA F: Montejurra

Located at the east end of the undergrounding bordering the municipality of Sant Joan Despí delimited by what is currently the last stop "Sant Feliu Consell Comarcal" on the T3 Tram line to the northeast, the Riera de Pahissa street to the south-west, the Riera de Sant Just to the southeast and the avenue of Montejurra to the northwest. Area of approximately 1ha and qualified, according to current planning, with key 9, protective systems. Area surrounded by streams and with the peculiarity of being located in a referential place within the general scope of the tender.

Required or compatible uses:

The recommended uses for this area are housing, with ground level trade, favouring the diversity of uses to be able to occupy the broadest public space throughout the day.

Type of fabrics:

Using widening or original fabrics is recommended to ensure a satisfactory rate of urban diversity.

Public and urban green spaces:

We recommend to consider parks and/or green spaces and thus increase permeable soil in this area.

Requirements of the citizen participation process:

We recommend taking into account the proximity to the Torreblanca park.

Table F. Montejurra

Requirement	Maximum	Minimum	Unit
Surface area	10,177.28m ²		
Ceiling threshold for Area E	7,500	5,500	m² of ceiling
Ceiling for new facilities	0	0	m ² of ceiling
Ceiling for new commercial ground floors	800	500	m ² of ceiling
Ceiling for new housing	7,000	4,700	m ² of ceiling
Approximate number of dwellings	90	60	No. Dwellings
Maximum height of buildings in the area	PB+7		
Underground private parking lot	90	60	No. of spaces (1 space per house)
Underground public parking lot	-	-	No. of spaces (1.5 spaces/house)
Green zone area (key 6)	-	15% new housing ceiling proposed in this area	m ²
Indicative urban planning price	200	160	€/m ²
Uses required	Free-market housing and ground floor commerce.		
Other relevant information	Benchmark position		
Natural, heritage and historical elements to keep in mind	Riera de Sant Just and Parc de Torreblanca		
Mobility	Bike lane and minimum circulation lanes set in plans.		
Railway integration (road undergrounding)	-		
Tramway Installation	Ensure the turning of the Tram from the Consell Comarcal stop to the new Avenue, according to an approximate route set out in plans.		
Surface bodies to be integrated	-		

AN ANNEXES TO THE DESCRIPTION OF THE PROJECT

The following annexes have been used to define the technical rules of this tender. They are attached as annexes with the aim of making them available to the planners, this is supplementary and detailed information on different aspects. Therefore, although this **detailed information is not binding**, we do consider that it may become useful at the discretion of the participants. The documents are as follows:

- **Conclusions of the citizen participation process**
- **Previous studies for the urban re-planning of the undergrounding area**
- **Study of Urban Indicators in Sant Feliu de Llobregat**

GD GRAPHIC DOCUMENTATION

1. **Previous state – Orthophotomap of the tender area**
2. **Previous state - Location of the tender area**
3. **Previous state - Property structure**
4. **Previous state - Current planning**
5. **Previous state - Ground level of street axes**
6. **Previous state - Topographic plants in area (Year 2009)**
7. **Previous state - Topographic width of the Municipality (Year 2015)**
8. **Undergrounding - Plan of the elements on the surface of the undergrounding works**
9. **Undergrounding - Forecast of the tramway's approximate route**
10. **Undergrounding - Terrain estimation for tramway**
11. **Undergrounding - Forecast diagram of estimation of tramlines**
12. **Undergrounding - Estimation of the approximate layout of the underground railway**
13. **Undergrounding - Overlay of the tramway track and the railroad track**
14. **Proposal - Planning areas**
15. **Proposal - Maximum alignments and rail gauges**
16. **Proposal - Minimum directions of circulation - *to incorporate in the Proposals***
17. **Proposal - Bicycle lanes - *to incorporate in the proposals***
18. **Panel layout**
19. **Photograph collection of non-visitable spaces**

Don Juan Amor Fernández, Traductor-Intérprete Jurado de catalán e inglés, nombrado por el Ministerio de Asuntos Exteriores, Unión Europea y Cooperación, certifica que la que antecede es traducción fiel y completa al inglés de un documento redactado en catalán/español.

I the undersigned Juan Amor Fernández, sworn translator for the Catalan and English Languages, duly appointed by the Ministry for Foreign Affairs, European Union and Cooperation, do hereby certify that the foregoing is a true and faithful translation of the original Catalan/Spanish document hereunto attached.

Águilas (Murcia) Spain, 10th April 2019