**PROGRAM PATTERNS**

We have applied an external and independent variable as a pattern, capable of organizing and assuming the form of the site. The insertion of these bands that are capable of integrating in one gesture multiple problems, implies a series of innovations that generate various public spaces which without adding new built elements allow to solve the problems of connection, changes of altitude, vegetal densification, compatibility of uses, integration of furniture, insertion of equipment as well as incoherence of flow.

The project is in fact the result of making compatible an open system, abstract and generic capable of adapting itself to the singularities of the site and the premise of "no construction". However, can a project that adopts a decisive attitude of "no construction" be economically sustainable?

Along the maritime front appear pockets of land that could receive uses that generate financial profit. With the goal of sustainable management we would activate and connect these fields to the area of study so that the income that they generate will be able to finance other aspects of the project.

At the same time, we propose the strengthening of the local SLC, in exchange for the exploitation of these spaces we could insert green areas in parking zones, the insertion of uses of vantage point, etc. thereby decreasing the maintenance costs for the taxpayers.

*"How would a social crisis on area of such find a reference of line of flotation in the horizon" A.C.B.*

**THE OPPORTUNITY**

The north connexion between the harbour and the airport gives the opportunity for the requalification of the sea front and brings the great opportunity for development of this city space and people.

1. Entrance to Palma by the East. The proposal differentiates in one end the urban area with the beginning of the boulevard and on the other end a direct connexion of the eastern motorway with the via de cintura giving priority to the itinerary of bypass. The result is an access to the Molinax via de cintura and the eastern motorway.

2. Changes to the node of Porto Pi. In the long term it would be necessary to improve the exit from the western Disque to the motorway in provision to the future changes in traffic of merchandises and its distribution to industrial polygons and population of Millaoca via the via de cintura.
SECTION TWO
EL JUNQUET
A DEPLOYED PARK

The project proposes an operation of urban surgery, connecting the rear streets to the seafront via the new park and introducing new uses as family gardens. Here we configure a continuous green belt which unrolls the seafront promenade in an urban space 'deployed' with an expansive vocation. Incorporated into the project is a green area in the back connecting the sea front promenade to the historic node of El Jonquet included in the Plan Especial de Protección of this zone.

There is the inclusion of an intermodal station with parking spaces linked to a bicycle and segway PT point, with a sustainable parking correctly dimensioned through a participative process with the neighbors of the area as well as allowing to maintain the slope. Parking slots are substituted by parking areas in dense green pockets well shaded and with minimal visual impact.

SECTION ONE
CAN BARBARÁ - AUDITORI

Reorganization of the landscape from the roundabout of Joan Miro until the Auditorium.

We recover the pedestrian road and the public transport in this area of commerce and hotels. Sustainable mobility becomes the center of the intervention in this area with a coastal line of tramway, bicycle renting stations, charging stations for electric cars, etc.

We concentrate the angled parking in green pockets as a mean to increase visual comfort and to generate shadow.

We reduce the maximum speed to 30 Km/h

We increase the contact of the lower spaces of the buildings with terraces and bars, eliminating parking spaces and slightly separating the driving lanes.
SECTION THREE
PORT VELL
PUTTING IN VALUE THE RELATIONSHIP OF THE HARBOR WITH THE CENTRE

In the area of Moll Vell in its junction with the seafront promenade and the avenue Antonio Maura y Hort del Rei, we integrate the suggestion from the General Building plan for the recovery of the harbor, by emphasizing the relationship between the harbor and the historic centre, and improving the perception of the pedestrians in this junction that was interrupted by the administration buildings.

We recover the perception of the historic complex of the Catedral y la Almudaina and the fortified space from the sea front promenade, a basic vision that conditions the future development and renovation of the land of the harbor as well as the approximation to the city. These areas become the entrance to Palma from the sea.

By reducing lanes you increase the pedestrian and cycling paths close to the sea and by inserting raised gardens you recover and strengthen the relationship between the historic centre and the sea, a long lost relationship.
SECTION 4. RECOVERING EDIFICIO CESCA - RESTORATION

From the airport, pass the rehabilitation of the building CESCA, in public administration squares, with adaptability to the current needs, making the landscape more sustainable, and its provision with the road, and maintaining a coastal route with vegetation, which generates a green corridor that acts as a regional landmark.

In some areas of the Palau de Congressos we inject the pedestrian spaces, opening the demand for a space for the celebration of large events. We give continuity to the green area and to the pedestrian connections, completing the environment of the Palau de Congressos with a pedestrian and pedestrian movement. The new boulevard of the north would be privileged by a road, until the crossing of Avenida de América, creating a transition out of movement.
SECTION THREE
PORT VELL
PUTTING IN VALUE THE RELATIONSHIP
OF THE HARBOR WITH THE CENTRE

SECTION 4
BULEVAR EDIFICIO GESA
RECOVERING, REUSE, RESTORATION

SECTION 5
BULEVARD PALAU DE CONGRESOS
INCREASING THE SPACE