SPATIAL (RE) DEVELOPMENT BETWEEN INTERESTS AND IDENTITY – PERIPHERY AS A STRATEGIC POLYGON IN METROPOLITAN AREA


SPATIAL (RE) DEVELOPMENT BETWEEN INTERESTS AND IDENTITY - PERIPHERY LIKE A STRATEGIC POLYGON IN METROPOLITAN AREA

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Short outline

The paper analysed actual and future strategic projects in case of peripheries in metropolitan area of Barcelona – urban space in actual global identity transition and mechanisms of contemporary urban system and managing as a role for spatial (re) development

Abstract

SPATIAL (RE) DEVELOPMENT BETWEEN INTERESTS AND IDENTITY
- PERIPHERY LIKE A STRATEGIC POLYGON IN METROPOLITAN AREA

Peripheries with their possibility for new spatial interventions, good infrastructural level and open borders for active grand scale investment represent most vibrant parts of metropolitan areas in light of globalization, new global city concepts and new global geography networking on urban space level. Supports for main urban concepts represented in downtown area (typical mono-functional subjects) in period of global economy were converted in active multitask zones with its own spatial and physical characteristics. Subjects without identity (no-identity) become leaders of global identity issues for motherboard urban structure, new potential for actual and future spatial redevelopment and most important strategic projects. Peripheries with new physic - spatial concept represents pivot points for actual claims in urban managing and spatial redevelopment (global capital and high-level investments, new urban population and city administration managing).

It is very important to make a correct cooperation which will enable an attractive free market game and at the same time high quality and the best possible appropriate spatial concepts in case of citizens and existing architectural and urban values. Actual and future strategic project in suburban zones can move completely metropolitan area in level of first category global cities with all recognizable and unique inter-scale spatial redevelopment.

Keywords
Periphery, Global identity, Networking, managing, economical potential

Concept issues

1. Peripheries and new strategic concept:
   - Global identity (meaning, new potential and global values)
   - Inter-scale relations (downtown/peripheries and opposite, correlations)
   - Spatial and physical character (new urban landscape)

2. Cooperation like a strategy for urban transition:
   - Public sector and new urban managing
   - Public/private investment and spatial redevelopment

3. in case of AMB: BCN and global-urban networking (strategic projects and metropolitan scale level)
   - AMB and European scale level
   - AMB as Regional Metropolis
   - AMB and Strategy in Process

Vladimir Savcic
1. PERIPHERIES AND NEW STRATEGIC CONCEPT

1.1. GLOBAL IDENTITY
- meaning - new potential - global values -

Globalism with its mechanisms represents strategy, actual process, and valid field of values that have dominant influence in every part of contemporary society, in every field of human productivity, from existential level to a high cultural transmission level. Borne as economic category, globalization produced new systems of rules, subjects and products that were adapted in every field of work and creativity. New values, new potential, new symbols, all that based on simply triangulation global capital-service/post industrialization-new urban class has created an actual ideology of prosperity and positive progress—natural dominant issue—(that inter-relation between political, economical and social aspect always was basic determinant which reflected strong influence on structural and physical urban structure)¹. This phenomenon—in process—has been making a high influence in architecture, from detail design level to architectural and urban projects and urban spatial concepts. Global identity with all its categories (centralization, polidisperzity, free-market sustainability, dynamic and fast adaptability, uncles and—www.—at the same time) represent most powerful tool in architectural practise today, most adaptable style and pivot for urban and spatial development. With the characteristics on functional, formal, spatial level, this new identity architecture and urban strategy take stronger parts in urban units which were always presented as a soft-layout, marginal no-identity concepts, always in process of definition or without strong guidelines. In units with changeable capacity on functional and formal level.²

Suburbs with this entire potential, essential communication network, free land capacity and without strong limits in economical and urban issues were founded as perfect subjects for this new architectural ideology. As a pivot points for series investments, architectural space between nature, traffic and building capacity in contemporary post-city suburbs play the rolls on global value level, making strong influence on motherboard structure.³

No-identity was passed transformation in to specific issue, subject in global urban network and primary unit in new local-metropolitan network concept.

1.2. INTER-SCALE
- relations downtown/suburbs and opposite—

Suburbs as a contemporary phenomena are not a basic category, unique architectural concept in opposite to dominant downtown area. We can recognize different urban and architectural types, different systems with specific correlations, which together (including downtown spatial area) organize metropolitan area corpus.

Basic / primary / typology of suburbs in MA:
(factors: position, communication skills, economical importance, influence on MA level)

1. Satellites
2. autonomy-second line centres
3. First-line zone centres (central metropolitan area)

¹ Triangular model global capital-service-new urban class in post-industrial society have the same context for urban structure as for example model palace-zitnica-temple for ancients societies
³ See Koolhas Rem, La ciudad Genérica, Barcelona 2006.
SATELITES: present most traditional concept (concept of mono-functional suburbia from industrial period) without strong potential on MA level, positioned between other two types-physically, in evolution and development much more passive. (traditional housing zones, last points on local traffic network)

**Satellites (mono-fictional suburbia)**
– Organisation and distribution -

**urban structure:**
Basic organization in line - projected local central point (main public space area, system of connected areas or local pivot structure as market, bridge, centre of society) / surrounding modulus (vertical or horizontal dominants in spatial gradation – multi-housing or unfamiliar housing zones).
Plot take-up: 55% -70%
INDEX: 0,4 – 0,8
Public / private in proportion 30% - 70% in spatial occupations
correlation - building footprint zone 0,7 / traffic useful zone 0,3.

**architectural concept:**
-One period– architecture: construction and design as reflection of adapted architectural style
-Free style– architecture: based on local and economical issues
(on constructive and design level)...
Interesting level in correlation open space/builder area
(different modes of propriety, organization, distribution).

**functional concept:**
Mono-functional zones (multi-housing or unfamiliar) as dominant corpus 80% + Multifunctional points (projected centre area) 20%

**transport and communication systems:**
Integral system of low level with one primary connection
(Main Street, square, train line...)

**AUTONOMY- SECOND LINE CENTRES:** last circle of pivots in MA, semi-independent subjects with their own urban, spatial and architectural micro-hierarchy, economically and political connected with main downtown (institutional level, main traffic network system). This type makes its own line of suburbia on a local level.

**Second line zone /Metropolitan second line centres /**
– Organization and distribution -

We can make a classification in three basic layouts:
a / Central zone – b / Support zone – c / Connectivity zone
20% 50% 30%

**urban structure:**
a / central zone - local downtown area: territory with main density, the most compact spatial structure, most developed vertical zoning system, small spatial capacity of free-land marks…
Main spatial characteristics are:
Plot take-up: 75%- 95%
INDEX: 0,65 – 0,8
Public / private in proportion 40% - 60% in spatial occupations
correlation - building footprint zone 0,8 / traffic useful zone 0,2
b / support zone – dominant spatial issue: spatially the biggest category, with diversity in density and structure, depends on functional distribution, free-land marks as important subject / 30% - 40%. Plot take-up: 40%- 65%
INDEX: 0,4 – 0,5
Public / private in proportion 20% - 80% in spatial occupations correlation - building footprint zone 0,9 / traffic useful zone 0,1

c / connectivity zone – border layout: low density, incompact- point’s system structure, free-lands dominants / 60% - 70%, infrastructural space of high level
Plot take-up: 25%- 45%
INDEX: 0,2 – 0,4
Public / private in proportion 60% - 40% in spatial occupations correlation - building footprint zone 0,4 / traffic useful zone 0,6

architectural concept:
a / historical and identity centre: ambient value, multilayer architecture, new interpolation and high level of protection, design points and attractive contemporary marks.
b / multiuse and typical concept: architecture based on local and common adapted formal and constructive strategy, in deep rational, adaptable, without pretension. Clear and in order mono-grouping formations.
c / huge capacity and technological concept: new materials, fast and contemporary systems in constructions and design, grand superficial capacity, dominant horizontal plan, easy readable communicative symbolism.

functional concept:
a / mixed functions: correlations between dominants (trade, administration, service, and housing) ground floor level as a most important in dominant horizontal distribution.
b / housing as dominant.
c / selective functional concept: special character distribution (service, production, distribution, advertising).

transport and communication systems:
a / autochthony Microsystems (+ pedestrian zones system): traditional heterogenic transport networks positioned between main transport points (bus, train stations, main points in public transport network).
b / double system: interior networks connected on main traffic transversal lines.
c / hybrid system: specialized multilevel network as integral part positioned and connected between systems of two ore more different second line centres. In global can be readied as Microsystems with strong connectivity zone as dominate (difference from /a/).

FIRST- LINE ZONE CENTRES (CENTRAL METROPOLITAN AREA): this category is recognized as the most important in the typology and presents the main point for future analysis. Leader in the transformation process, spatial areas between central area and other suburban zones with position on strong communication pivots. FLZ at the same time are connections on MA level, subject with autochthony network on micro level and strong connectivity on in-between level. They are main connection with most important traffic systems as are airports, ports, main highways.
Economically, they represent a strong potential, architecturally – polygon for new ideas, spatially- new concept fields. Subject with technical and support characteristic was transformed to a strong and unique identity for the whole MA level (concurrent with downtown zone).
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First line zone (lieder zone)
- organization and distribution -

urban structure:
Three main categories in typology:
a/ central – strategic pivot zone  b/ urban support zone  c/ connectors

a / strategic pivot zone: as title said most important layer in FLZ, urban structure with dominant determination in conceptual and physical capacity, straight volume plan (system of pivots or superficial dominant system, superficial hierarchy and clear volume composition) control of density in vertical and horizontal projection (project issues).
b / support zone: main spatial part in FLZ, organized as recuperation and support for strategic zone, background structures in correlation with active urban structure in strategic zone, physically technical support too (in capacity and distribution)
c / connectors: system of open space marks (private or public), which organized in appropriate network system, makes a final definition of FLZ (connecting and penetrating strategic and support zones). For urban definition can take place as one of the identity issues (gates, guidelines…) or as segregation issue (different capacity, different user groups, changeable (no) availability…).

Plot take-up: 60% - 80%
INDEX: 0,6 – 0,7
Public / private in proportion 40% - 60% in spatial occupations correlation - building useful zone 0,7 / traffic useful zone 0,3

architectural concept: in constructive and design level ultimate technology systems, fast, adaptable and capacity changeable model of superficial distribution (faze system in projecting); new materials design and brand name architecture; functional determinate design (made for unique functional concept) with accents in field of – surprise- architecture.

functional concept: specialised service function as dominant with strong support in mixed functional organization, mono-functional units just as possibility or technical issues (open space in case of service too).

transport and communication systems:
Multi-task traffic network in distribution and capacity (railway, road system, highway…) Internal pedestrian traffic system (integral or developed model as unique layer) Main corridors connectivity (on MA and regional level).

Basic / primary typology of suburbs in case of Metropolitan area of Barcelona
- Introduction (spatial distribution) –

Spatial distribution of types in case of Metropolitan area of Barcelona can be downloaded from two important aspects:
- type categorization / from primary typology
-spatial organisation in Metropolitan Meta Structure\(^4\) (metropolitan area analyzed through a primary infrastructural level as a base for structural and functional concept, valid for MA as homogeneous concept).

Meta structure of AMB consist of central metropolitan area and two guidelines – interior and lateral.

Central metropolitan area: BCN as nucleus and first line zone centres (Badalona, Hospitalet de Llobregat… - as a separated category: Sabadell, San Cugat, St Quirze, Cerdanyola de Vallès… /objects in evolution, between two types – first line zone and second line zone centres).

Guidelines: main transversals and connectors for second line centres, definition of 2 opposite lines interior (continental) and lateral (cost front) present interrelations between subjects and its correlation with central area.\(^5\)

1.3. SPATIAL AND PHYSICAL IDENTITY
- new urban landscape – \(^6\)

Suburbia in actual post-city era became recognizable as main polygon and vital part of contemporary urban and architectural system. With not so drastic limits as downtown area, much better communications and infrastructure layout, smaller tax issues and more free-land points, peripheries are central interest for grand investments, global capital and new urban class. This process of transformation (on architectural and urban level) from no- identity to dominant-global unique was started in period of famous industrial city, try post-industrial period, and its steel in process in actual informatical-generic urban model.\(^7\)

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\(^4\) See Llop I Torne Carles, Espais projectuals d’una metropoli, UPC, Barcelona 2005

\(^5\) Llop I Carles explain how grupacion in two guidelines have structural and functional character, interior-industrial and lateral- service groups of urban unite.

\(^6\) Koolhas use this title for urban structure positioned on three layouts: traffic infrastructure, building environment and naturality. In architectural context is adapted for structure with changeable and transformable characteristics. In case of urban space, areas with dispersive density-spontaneous process.

\(^7\) What is globalisation? – 40th years of capitalism and globalism, Tony Negri and modern autonomous 2002.
Evolution of multifunctional suburbia – possible typology of FLZ
/ Central Metropolitan area /
(based on primary functional distribution, architectural program and economical sustainability):

1. **traditional model**: adapted from industrial system, housing with mixed central functions (local level), centralized concept with local marginal connection for main metropolitan traffic network
   (Main characteristics corresponding with supported zone in metropolitan second line centres with different in capacity and organization - traditional model is not superficially dominant on central metropolitan level and as a structural model is independent- without strong correlations.)

2. **generic model**: connected for post-industrial and generic systems. We can separate three different types:

   1 / **generic A**: direct evolution of traditional model, mixed central functions on metropolitan level as a dominant concept, housing as a background, central- strong communication layout - penetration. (mall city, fair zones…)
   **spatial distribution**: centralised spatial concept with dominant superficial pivot (central position) and diffuse distributed surrounding structures.
   In vertical zoning – physical grove from centre to border.
   average values for whole unite:
   - Plot take-up: 60% - 65%
   - INDEX: 0,6
   - building footprint: 70% - 80%
   **functional distribution**: central function with trade and service as dominants + housing (background – border zone).
   **economical capacity**: economic distribution issue on central metropolitan level /capacity projected for higher population level that local community. /
   examples / in case of BCN /: Fira 2, La Maquinista…

   2 / **generic B**: central functions + administration as dominants, multilevel communication (contact between more communication networks), housing as possibility.
   (airport city, cooperation city…) 
   **spatial distribution**: superficial system of basic unites as distribution model (hard or semi-permanent connection model). In vertical zoning – different functional groups with possible vertical disparity concept.
   average values for whole unite:
   - Plot take-up: 75% - 80%
   - INDEX: 0,7
   - building footprint: 70% - 75%
   **functional distribution**: administration + central functions (service as dominant issue).
   **economical capacity**: projected level of financial and capacity support in trade and managing field, as and market-sustainability layout corresponding on level for completely metropolitan area.
   examples / in case of BCN /: airport city- El Prat, City Metropolitana- parque empresial /162000 m2 /
3 / generic C: higher in evolution, administration + central functions + identity issues-culture, tourism, services…
Pivot in communication networks, sustainable system on economical and architectural level. (technological / thematic parks zones, city of negotiation, city of culture, airports, port terminal zone…)

spatial distribution: complexity superficial distribution (different models of grouping, equality and gradation in pivots hierarchy…) with special accent on relation constructive supericies- surrounding (or in- between) projected open space layout. In vertical zoning two models: boundary model- classical concept where vertical surround make a background for main context- intro mode; guided model – vertical zoning as a conceptual point on project level (in line, grove up, circular…).
average values for whole unite:
- Plot take-up: 65%- 75%
- INDEX: 0,7
- building footprint: 60% - 70%

Functional distribution: service + central function and administration
(service as a most important and unique character of this type- in capacity equals as all other functional groups together).

 economical capacity: financial and capacity support in trade and managing on regional level (attractively and high standard issues in branding and urban management concept).


Physical identity of FLZ – suburbia and contemporary landscape in generic model

Urban / new polycentric system:
- connectivity on line downtown – other type- categories
- In-between connectivity (relations with dominant traffic and communication spots).

Architectural system:
- brand name architecture
- new contextual frame (transformation in diffuse system try networking development traffic, supports, communications…)
- ecological issues in projecting concept
- new inter-functional connectivity ( original functional grouping)
- economical public space
- mirror effects (correspondent with downtown in capacity and structurally)8

8 For example: superficial Pl Europe (330000 m2) is equal with Pl Catalonia- main square
2. COOPERATION LIKE A STRATEGY FOR URBAN TRANSITION

2.1. PUBLIC SECTOR AND NEW URBAN MANAGING

Contemporary urban managing based on metropolitan strategic project with accents on economical redevelopment of suburban areas. Public – municipal strategy with peripheries (FLZ) as most vibrant points in metropolitan structure for new grand scale investments and new spatial concept.

New tools and mechanisms for its adaptation and future implementation in metropolitan region, focused on cooperation between partial projects in process.

Methodology of positive grove strategy, time lines, investment fields…

2.2. PUBLIC/PRIVATE INVESTMENT AND SPATIAL REDEVELOPMENT

Special phenomenon in strategy based on duality and cooperation between private and public subjects, new mode for high economical development with respect of all-important factors (citizens, profit, architectural values…).

Inter-relation rolls, basic principle, capacity and quality possibilities.

(Strategy in this layer, actual and future, most interesting points and problems, positive effects).

Cooperation private/public presents a polygon for new strategy of re-urbanization at peripheries, based on duality of private- public investments. This mode can be adapted like a dominant concept for future interventions in the field of spatial planning and architectural design as well. (Peripheries are interesting for private investments with all recognisable possibilities to make appropriate profit, and on the other side, city public administration have interest to use them like a direct input for future infrastructural and spatial projects.)

It is very important to make a correct cooperation which will enable an attractive free market game and at the same time high quality and the best possible appropriate spatial concepts in case of citizens and existing architectural and urban values.

3. IN CASE OF AMB- BCN AND GLOBAL NETWORKING

3.1 AMB AND EUROPIAN SCALE LAVEL

- development in regional context, global position –

Metropolitan area of Barcelona made its position in the system of sustainable European regions as one of dominate subjects in Mediterranean and south Europe zone. Its free-market potential, area of services and coordinated municipal strategy produced (continual and in progress) high-level spatial and infrastructural level of redevelopment. In the light of different existing categorizations of contemporary city systems AMB took its important role as one of trend-setting pivots in European urban space. City from the periphery of Spain

9 See European Cites Monitor, First Strategic Metropolitan plan of Barcelona, London UK
10 The –blue banana- concept, most developed European regions in line Milan- London and transversal with Mediterranean axis (Barcelona)
became one of the actual subjects in positive global identity of contemporary European urbis (in the same line with Rotherham, Munich, lil, Antwerp…). This vibrant and strong potential development took its physical frame in new communications systems and reinvention of FLZ in metropolitan area.

Figure 4.
blue banana
BCN / EU SCL

3.2 AMB – REGIONAL METROPOLIS
- actual strategic polygon –

AMB started with deep structural transformation like and most important European and world urban units- on time, in regional and www context, in trendy- actual moment. This reorganization, redesign in architectural and urban level (quantitative and quality) took its base- autochthony potential in outriks of first line- space between downtown and deep periphery. As main tools and main criteria for favorisation of this type (FLZ) in case of Barcelona, we can recognize transport/ mobility layer, freeland capacity layer and energy-technologic sustainability layer.

- transport- mobility layer: for AMB pivots in mobility network development are on the first line exploitation of coast potential as one of the main corridors and integration in fast speed train system (AVE) as and rehabilitation of city train system (RENFE) and underground network capacity (two last one with strong influence on intro- metropolitan level).

Freeland capacity layer: main category for every spatial development, basic condition for architectural and urban concept. Semi-rural zones and mobility of industrial marks from FLZ areas made them as attractive locations for grand scale investments

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12 Line of European cites without principal political power but with strong and continually economical and urban development, which sends them on www- World, cites in a World-System, UK 1995.
13 Dominant study that Speed train network system will produce more effective mobility of stock and people, move Barcelona’s system of service on higher regional level and with possible connection Spanish/French network put AM in most developed and biggest European transport zone.
14 Importance of road system network too, one of the main projects- Gran Via, the biggest city of negotiations in Europe (new gate of city) – one of primary qualities importance of Gran Via as main connection between Hospitalet, Barcelona and Badalona (airport, port, downtown).
(most economical redevelopment from native level). New free space in many cases with physical capacity concurrent superficial with downtown area\textsuperscript{15} (Forum 2004 and Besos zone as facts, Delta de Llobregat or most extremely areas on line Cerdanyola-Sabadell-San Cugat, Sabadell- Terrassa...).

Energy- technologic sustainability layer: adapted on first two criteria present important subject for positive valorisation of FLZ and its potential for future investments and projects. Optical cable networks, recycling, bio-energy exploitation, all represent methods and processes, which were and will take its importance in contemporary city structure (Forum, Besos, Delta Llobregat...).\textsuperscript{16}

3.3 AMB – STRATEGY IN PROCESS
- actual /possible/ (re) development scenario –

Actuality of Barcelona metropolitan area based on last terminated strategic projects, projects in process or possibly develop concepts represent issues which level of metropolis introduce as priority for further urban and economically development (on regional and global scale). Vital and bigger market, more compact, interconnected - on local scale at the same time plays the roll of most concurrent subject.

Strategy where the redevelopment of suburban areas (with deep respect for native downtown) produces new type of extremes – dominants in continually developed urban system of Barcelona can be recognizable as one of the adapted models. Decelerated as positive or not, more enthusiastic or not this phenomena has straight background in two important aspects-it is in process and it is – www - at the same time.

Figure 6.
Actual strategic projects
DELTA Llobregat, FORUM 2004

Graphic beloved present impact points- strategic extremes in spatial and urban (re) development in metropolitan area in actual moment. Two of them as physically and spatial existing subjects - Forum 2004 and Besos area revitalization project; Delta Llobregat project in phase of actualization\textsuperscript{17} with all its complicity (natural- river zone area, port project, El Prat supported zone.) and development of Badalona border zone as a possible next-step strategic project (connection on cost line, stronger connectivity link with Barcelona’s new strategic areas, new in between zone as future potential value on central metropolitan level...).

\textsuperscript{15} Three biggest building sites in catalonia: 22@ 3.1Mm2; Centre Direccional de Cerdanyola 2.1Mm2; Gran Via 1.5Mm2(superficial Pl Europe equal with Pl Catalonia- main square)
\textsuperscript{16} Solar energy squares as a new category in public space of Barcelona (system for transmission as new infrastructural layout); bio-diversity as main concept for green areas...
\textsuperscript{17} See strategic plan Hospitalet de Ljobregat 2010, municipal of Hospitalet 2001
This extremes with its connectors (Gran Via boulevard\textsuperscript{18} and AVE city route) influence zone and zone of self-influence /in-between/ changed aspects and hierarchy in AMB. Strong face of regional (global) city marked try periphery zones take a primate in contemporary Barcelona’s identity.

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Possible -next-future- development in AMB, new extremes field in interior corpus. Determination of Metropolitan structure try rivalled and coexistence between two strong strategic areas with all-important characteristics on regional and higher-influence level (extremes, influence zone...). Possible phase activation, redevelopment in light of dynamic, and vibrant – www - identity of Barcelona Metropolitan area.

\textsuperscript{18} Gran Via project, multy-level importance: pasarela city: connection airport – port; main squares connector: Placa Europa, Cerda, Espanya, Univerzidad...; attractive new city gate...
Reference:


5. MVRDV/ Winy Maas 2002. *Five minutes City*. NL; Berlage Institute


8. Venturi Robert 1984. *In Conclusion from LV*. USA; Barkley University Press