

S.L.U.M.



STRATEGIC LABORATORY FOR URBAN MARGINALITIES

THE EVEREXPANDING CITY

INTEGRATING THE PERIURBAN GROWTH INTO THE CITY

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TU DELFT, MSC URBANISM
COMPLEX CITIES STUDIO
P5 PRESENTATION
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WHY THIS PROJECT?

PROBLEM STATEMENT

PROBLEM STATEMENT

Emerging monofunctional residential settlements, not being part of any network (neither local or regional), become spatially fragmented and socially segregated periurban fragments.



source: <http://homepage.mac.com/helipilot/PhotoAlbum20.html>



source: www.maps.google.com

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PROBLEM STATEMENT



The result of the segregation and the fragmentation is **stagnation**. There is no improvement, only deterioration of the spatial and social structures.



source: maps.google.com

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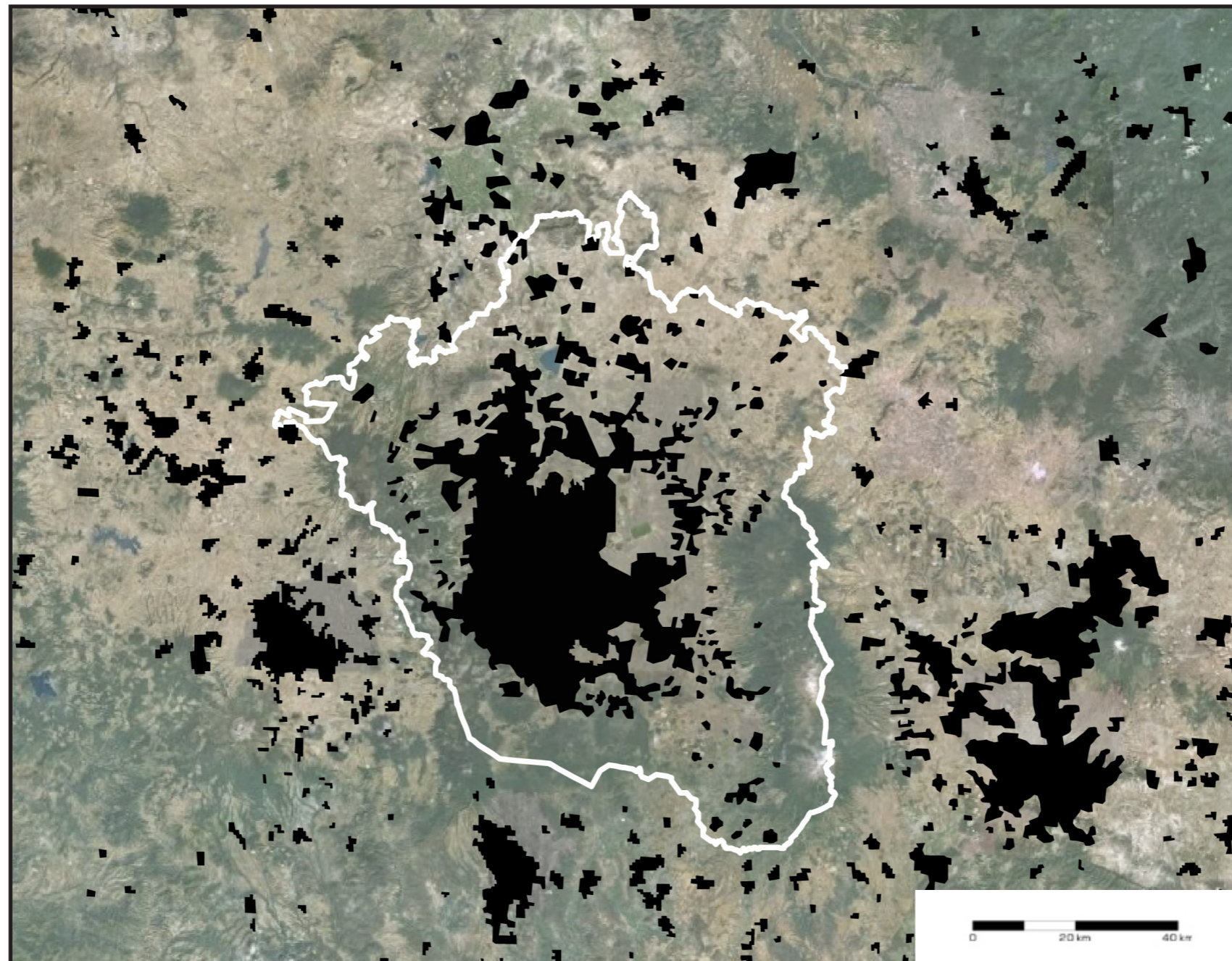
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RESEARCH QUESTIONS

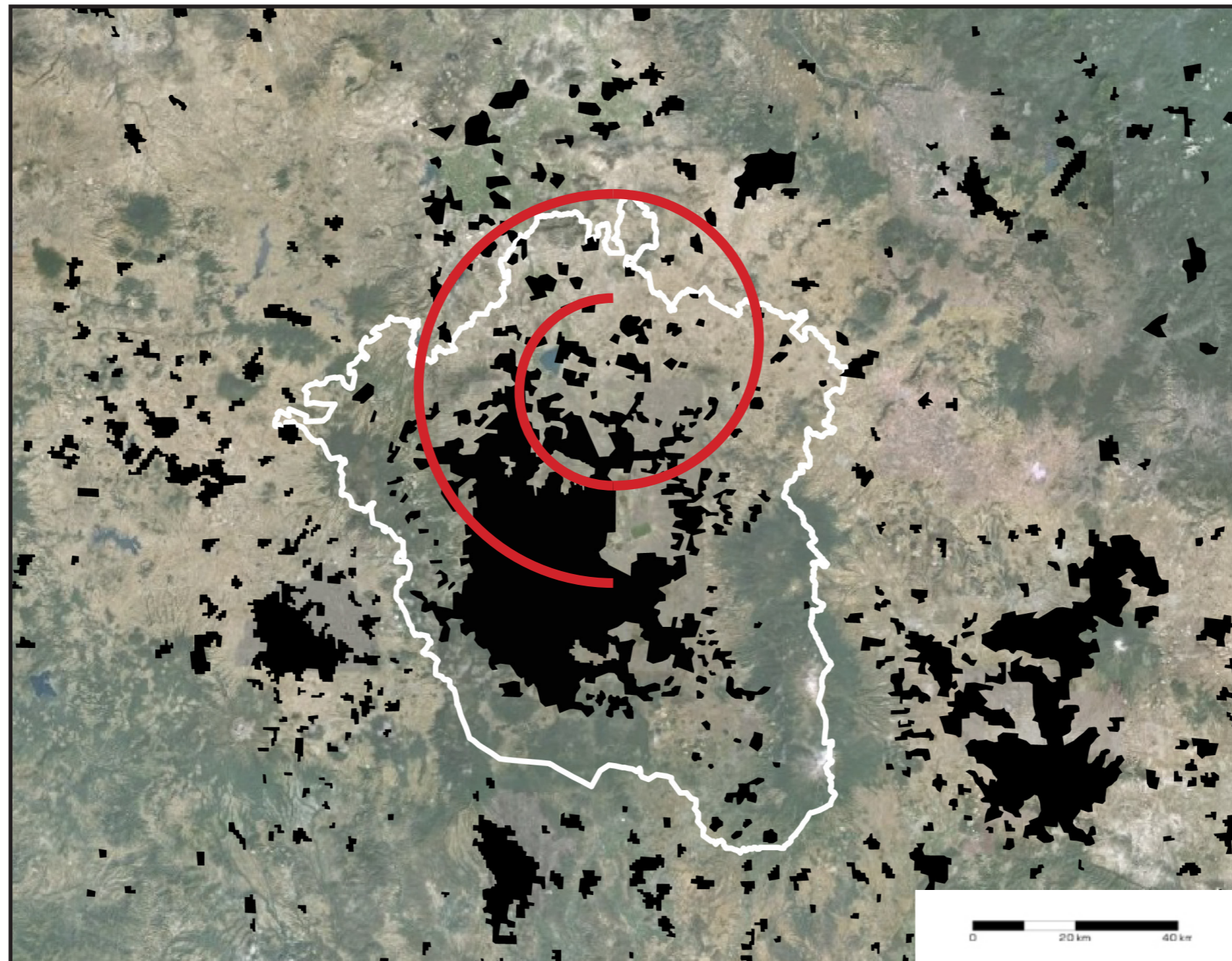
RESEARCH QUESTIONS

Which metropolitan strategies can create the urban conditions to meet the local realities of the peri-urban fragments in MCMA?

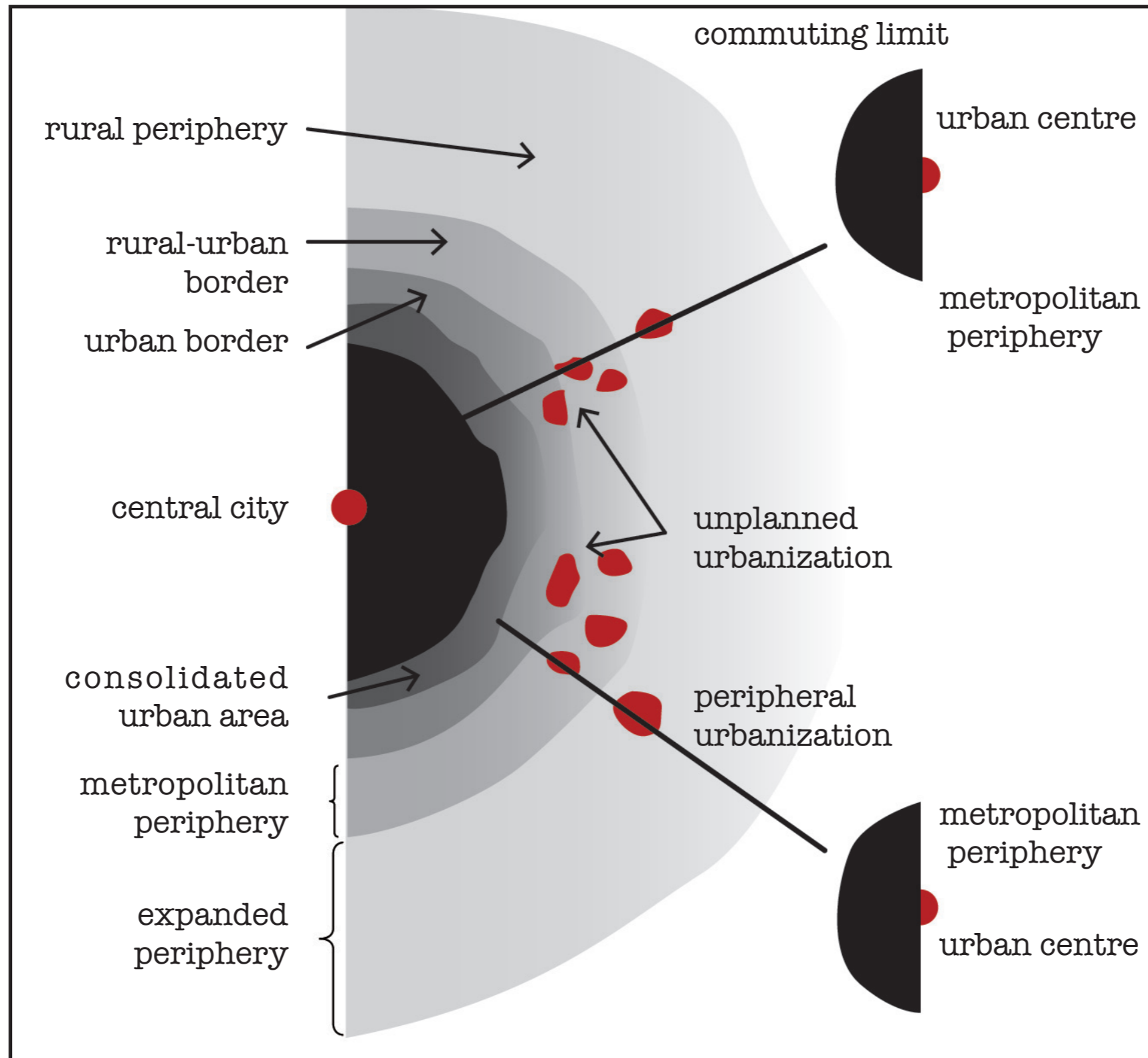


RESEARCH QUESTIONS

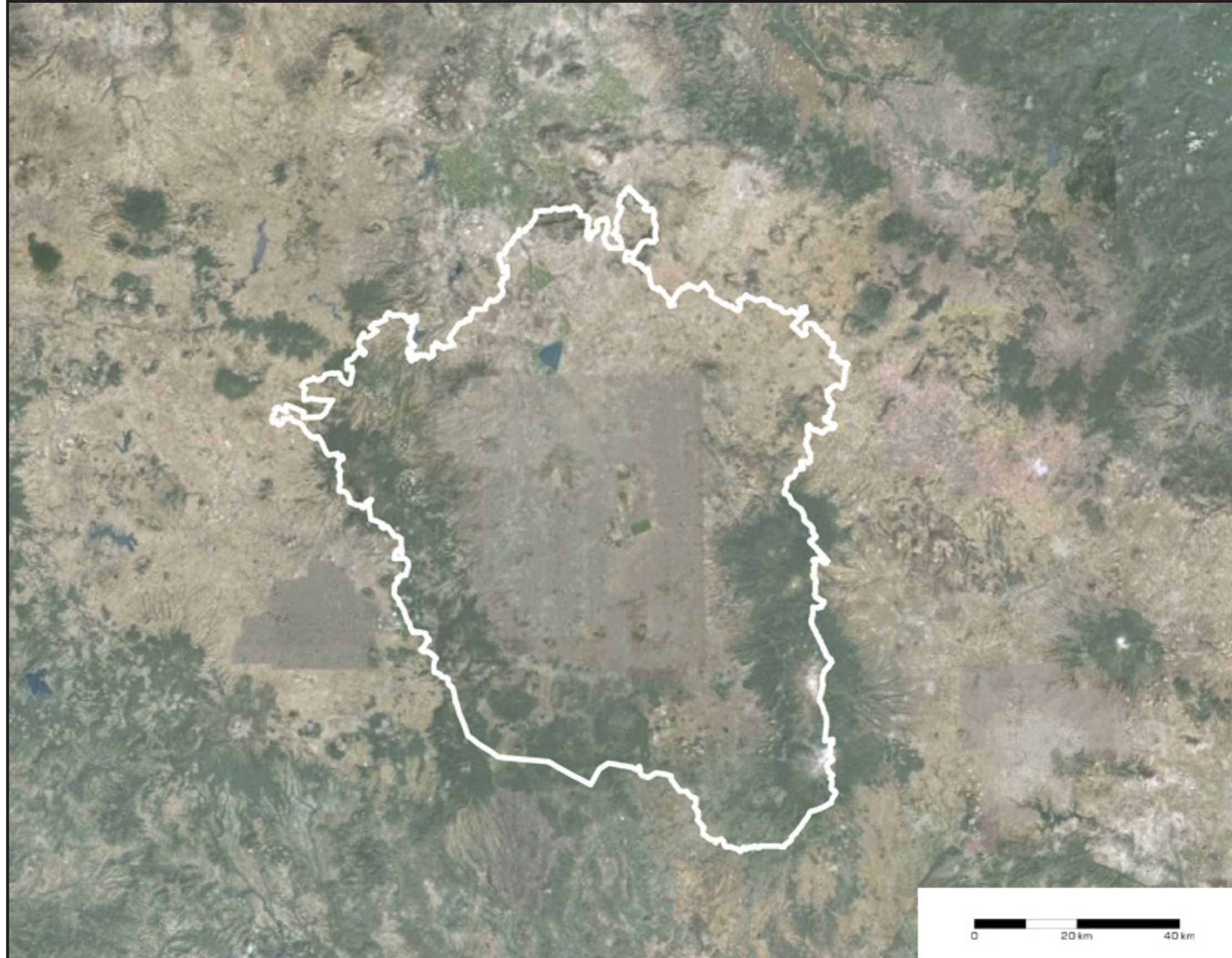
Which spatial interventions can activate endogenous forces from peri-urban fragments (formal & informal) to achieve their physical and social interaction?



ANALYSIS



source: Aguilar, 2002
drawn by author

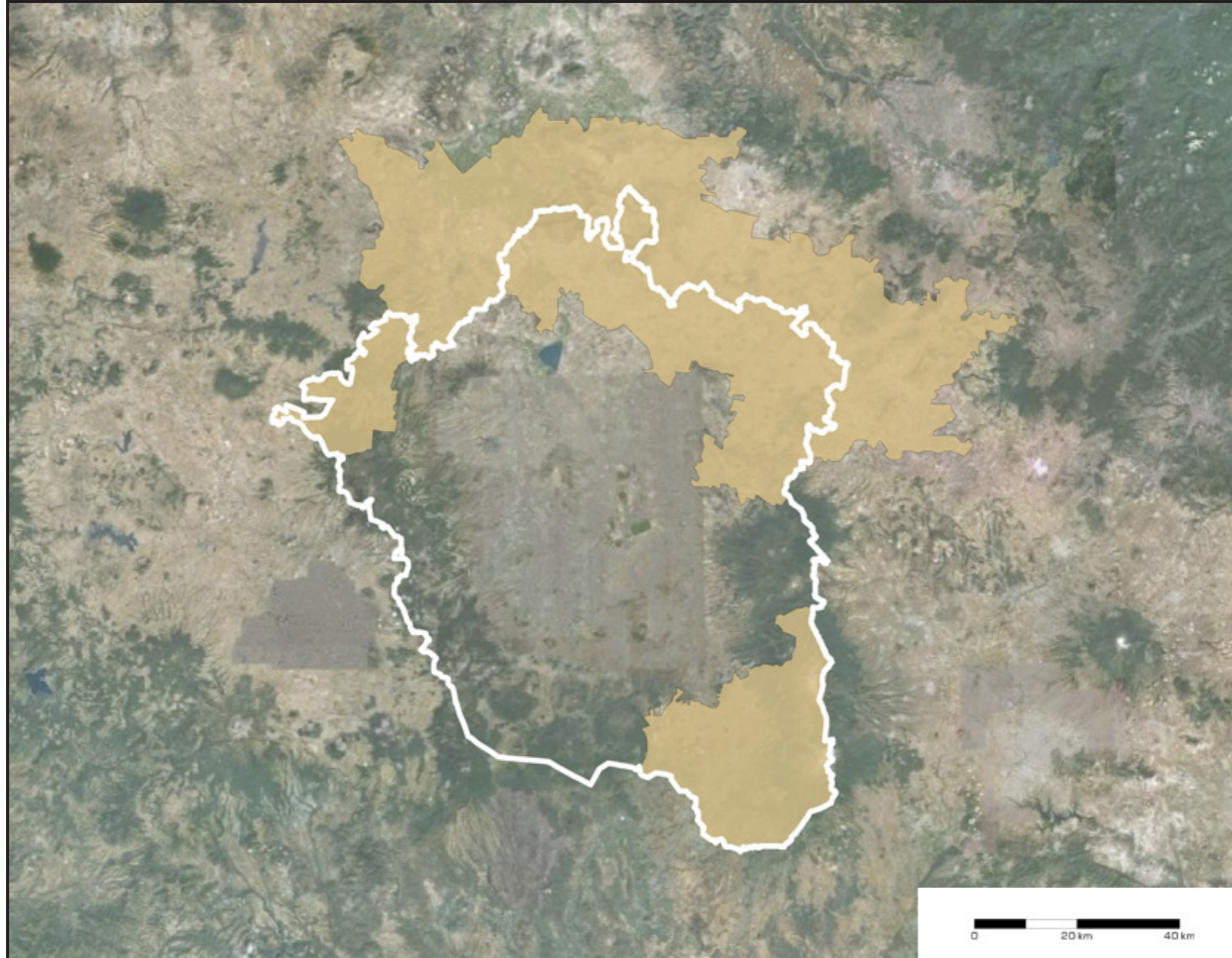


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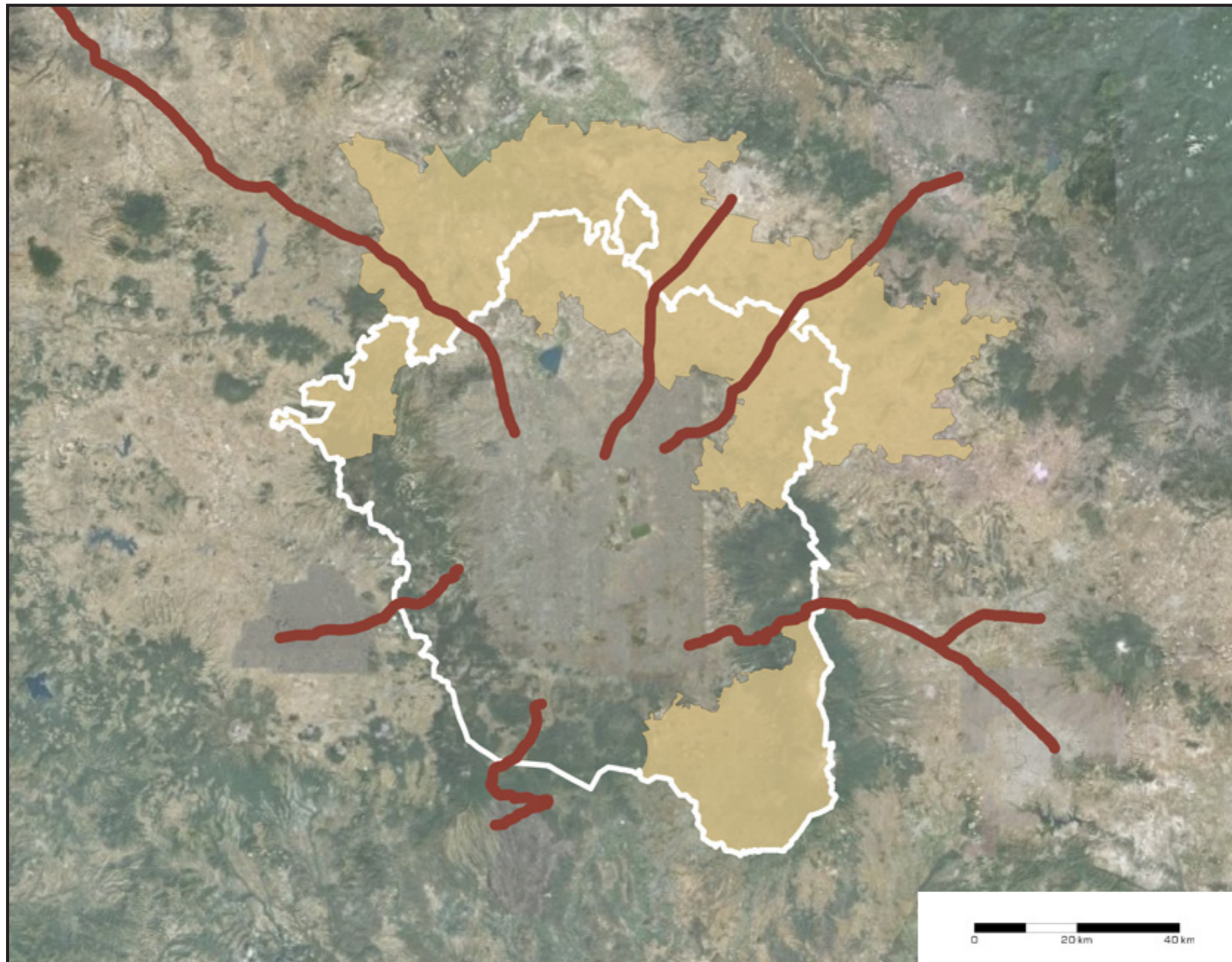


source: Drawn by author

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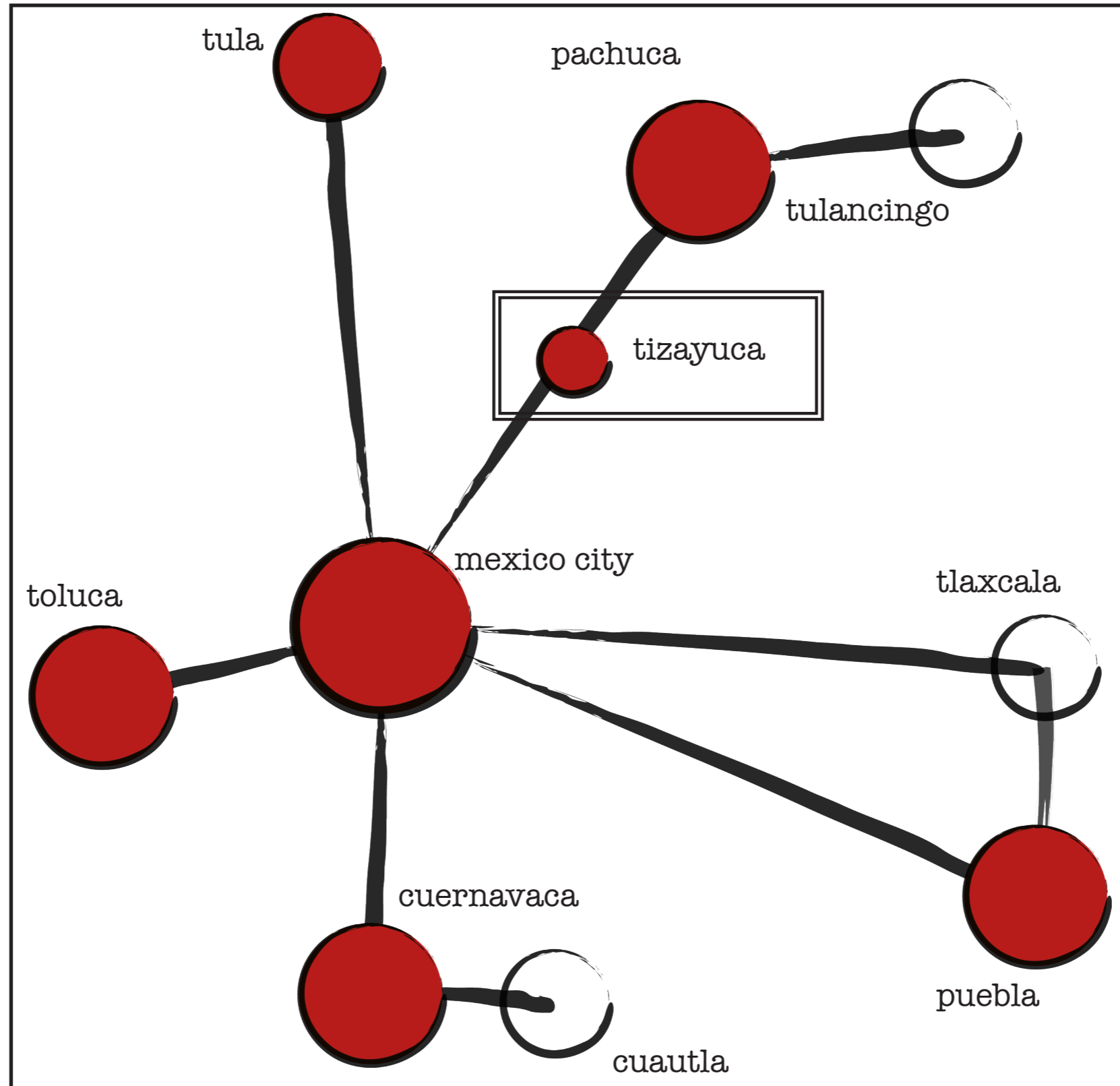


source: Drawn by author

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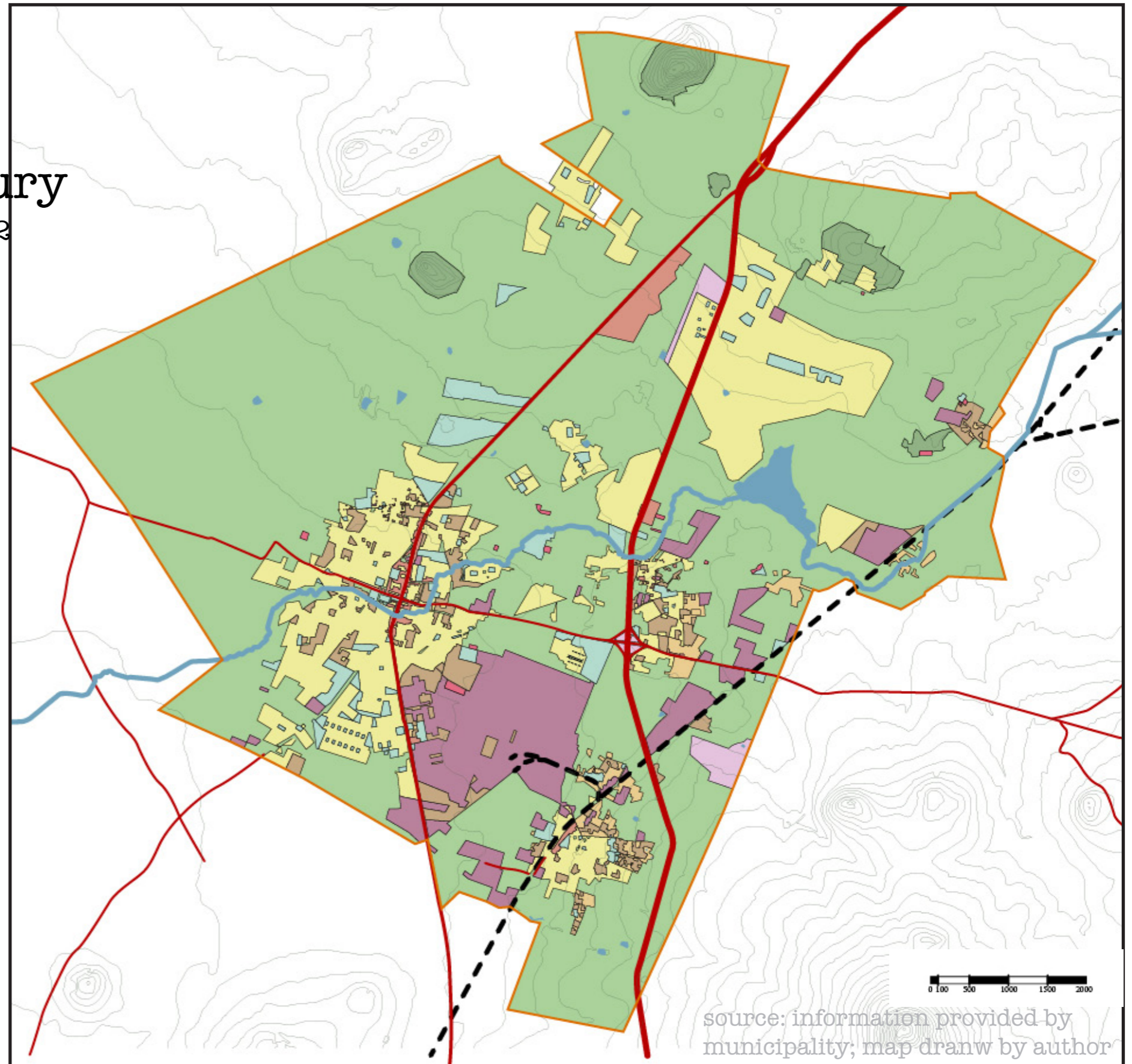
ANALYSIS

General

Established as a town in the 16th century

The municipality has a surface of 77 km²

An average altitude of 2200 masl



ANALYSIS



- Tula
- Atitalaquia
- Tepeji
- Huehuetoca
- Tizayuca
- Tlalnepantla
- Ecatepec
- Mineral de la Reforma
- Tlanalpa

Ind. parks
source: www.parquesindustriales.org

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Arco Norte
source: www.arconorte.com.mx/

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Population
1995 > 40,000
2000 > 45,000
2005 > 55,000

Mar, 2008
source: Google Earth

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Population
2005 > 55,000
2010 > 100,000

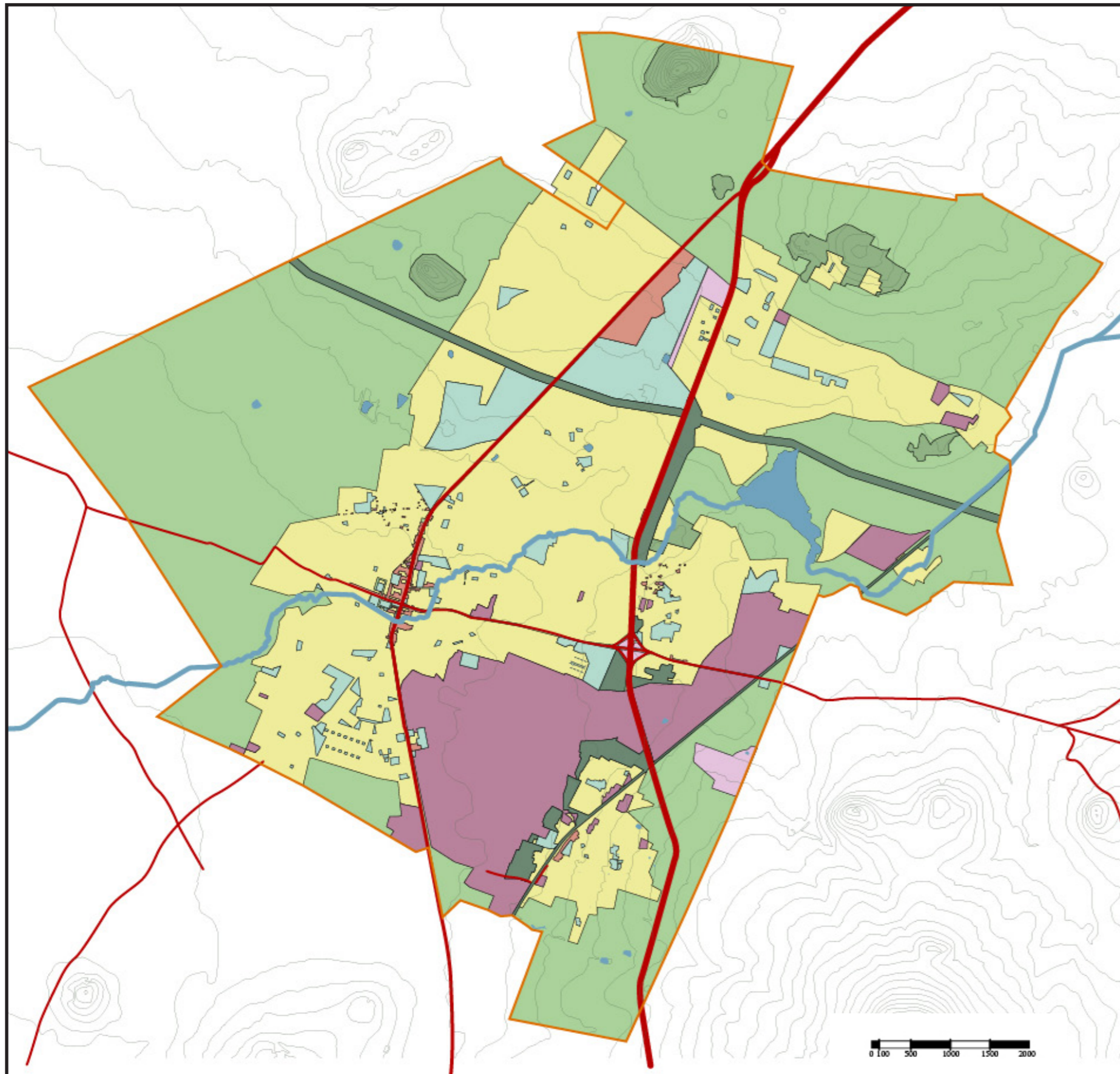
May, 2011
source: Google Earth

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- Residential
- Industrial Area
- Services
- Commercial
- Ecological Preservation
- Buffer Belt
- Infrastructure
- Agriculture Land
- Highway

source: information provided by municipality; map drawn by author

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Planean construir una segunda ruta de Tula de Allende a Cuatitlán

Desde Pachuca hasta Buenavista

En un estudio se prevén los enlaces del corredor Tecámac - Pachuca, que unirá a la capital con la línea B del metro en Ciudad Azteca.

Pasaría Tren Suburbano entre Hidalgo y Edomex

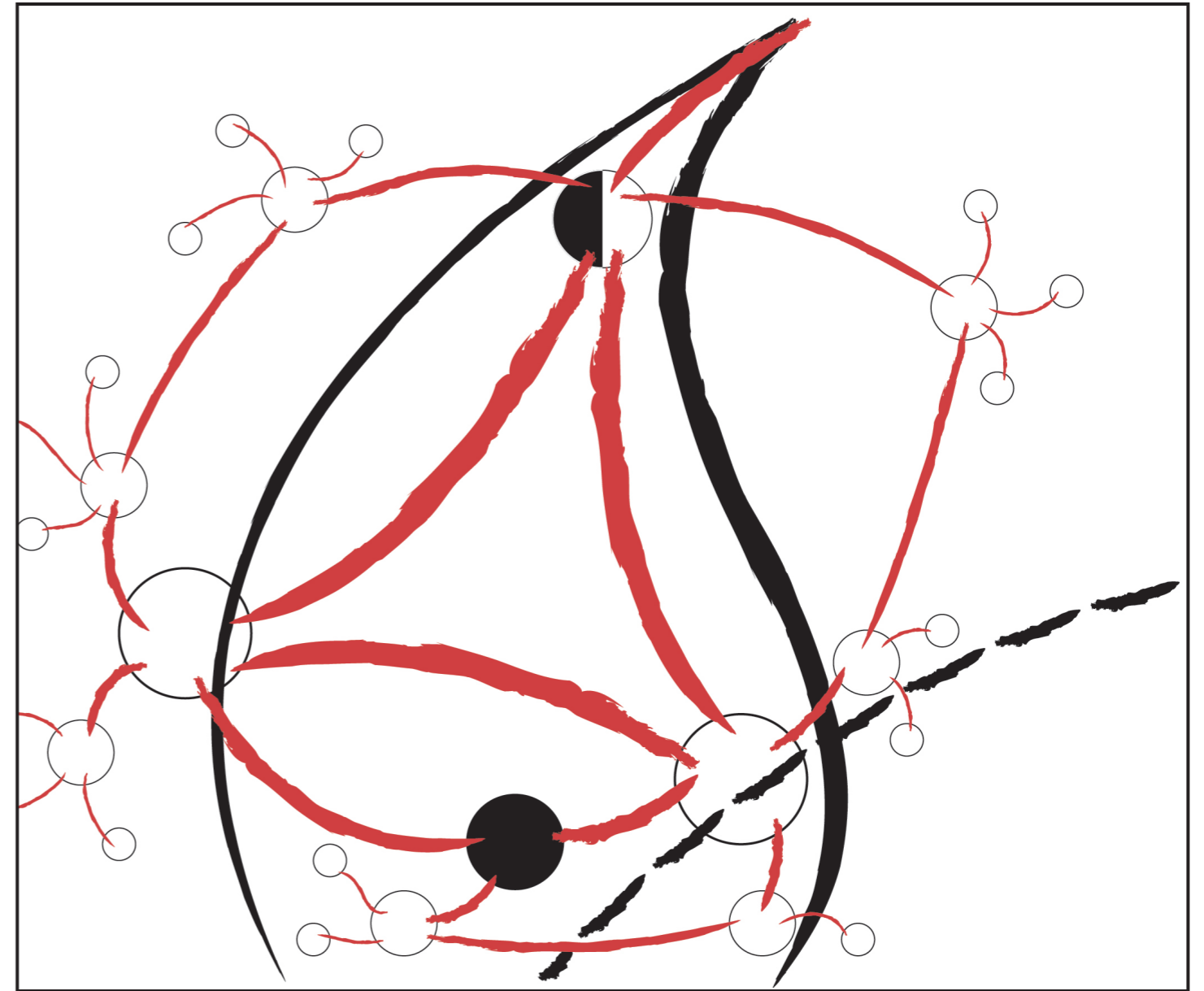
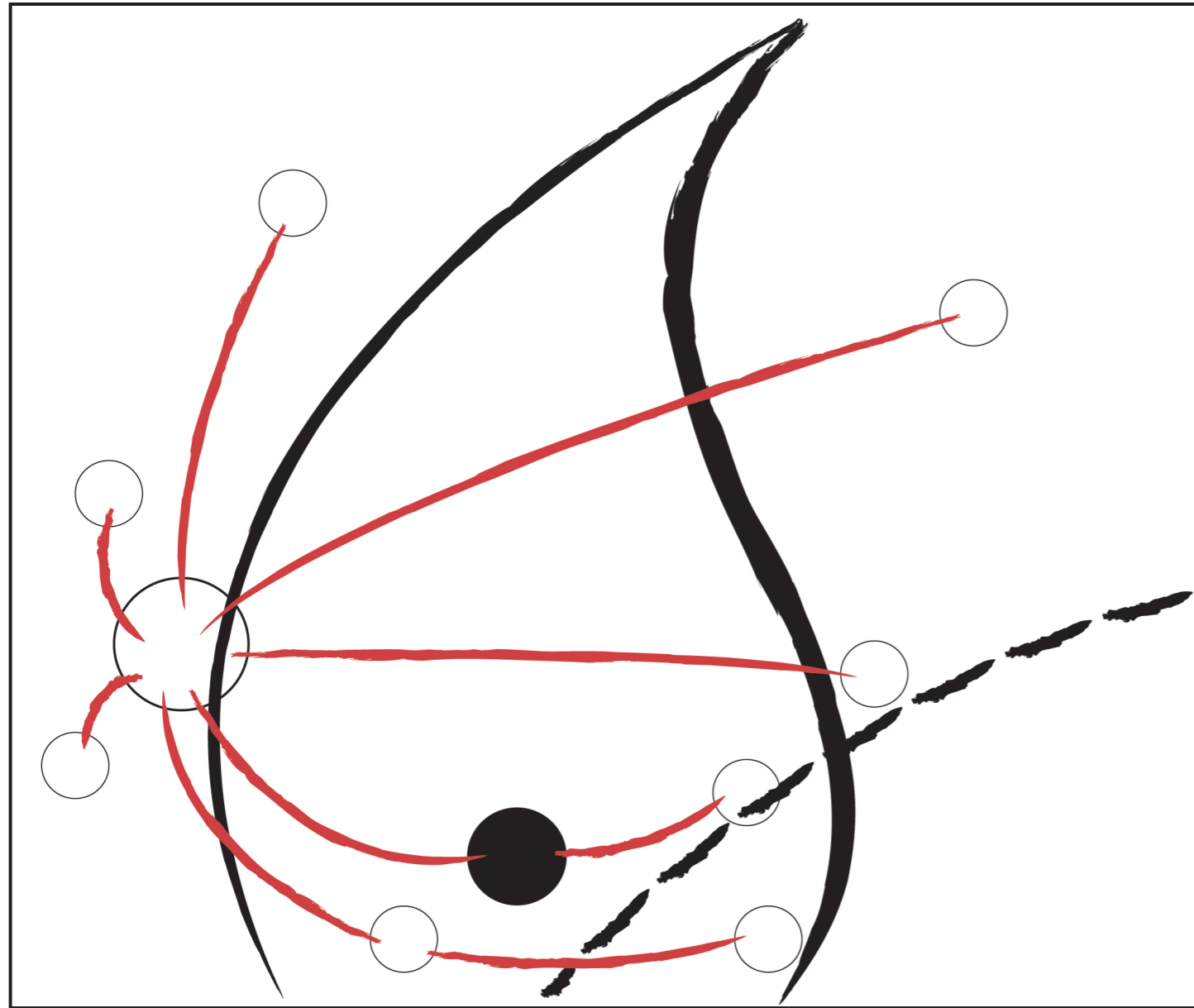
El 1 de agosto, la Secretaría de Obras Publicas de Hidalgo cerrará el proceso de licitación a empresas nacionales para la obra denominada proyectos y estudios del tren suburbano en la región sur del estado de Hidalgo y zonas metropolitanas del estado de México y ciudad de México



HYPOTHESIS

In order to connect the periurban fragments, clear physical communication channels should be established, linked to areas of common interest that react to the needs of the place.

HYPOTHESIS



source: Drawn by author

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two strategies:

1.- mobility

2.- green structure as public space

REGIONAL

MOBILITY INFRASTRUCTURE (SUBURBAN TRAIN + INDUSTRIAL PARKS + ARCO NORTE)

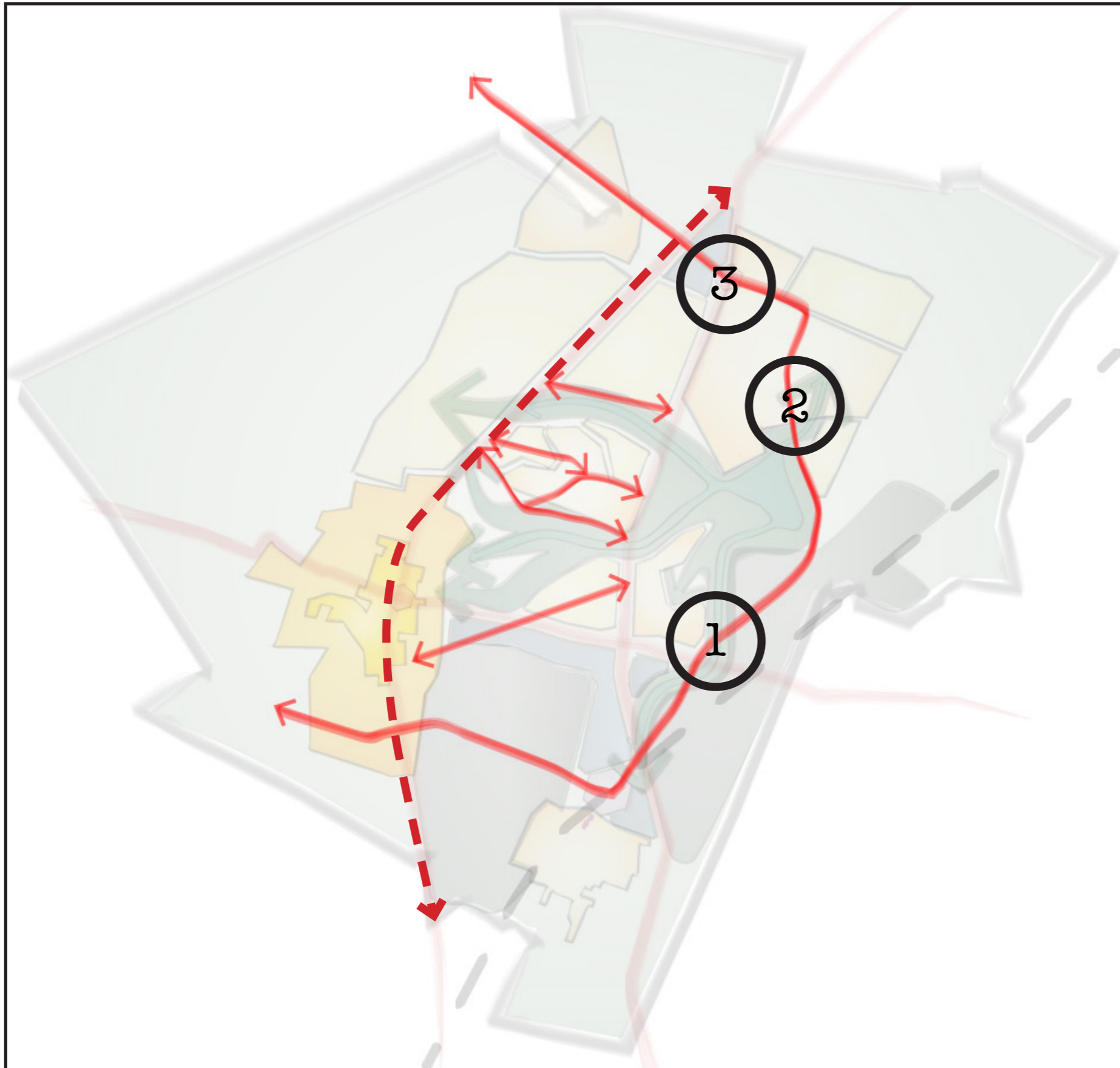


LOCAL

ACCESSIBILITY + CONNECTIVITY

REGIONAL CONCEPTION

REGIONAL CONCEPTION



- east-west connections for slow traffic

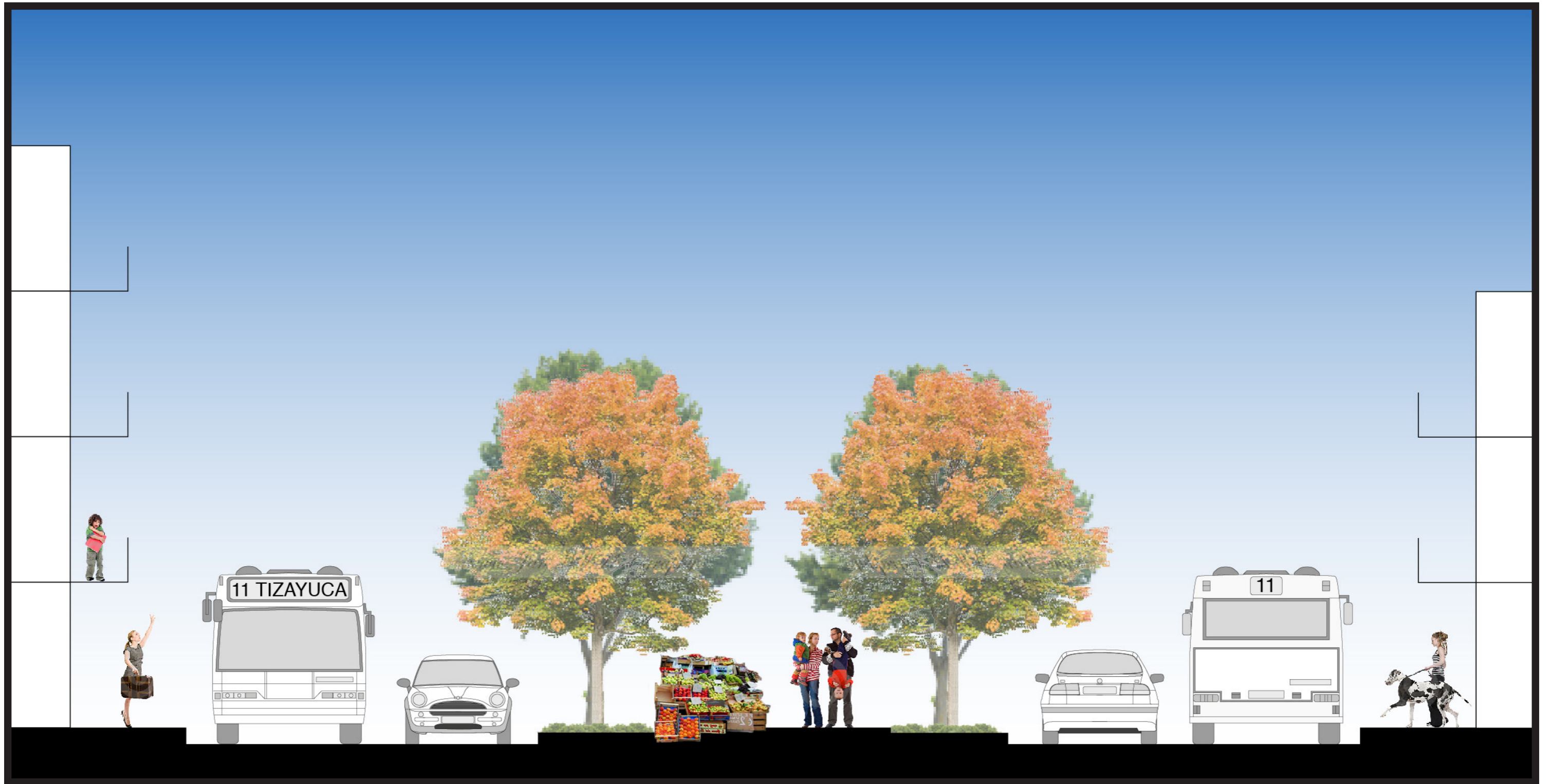
- ringroad linked to the old federal highway

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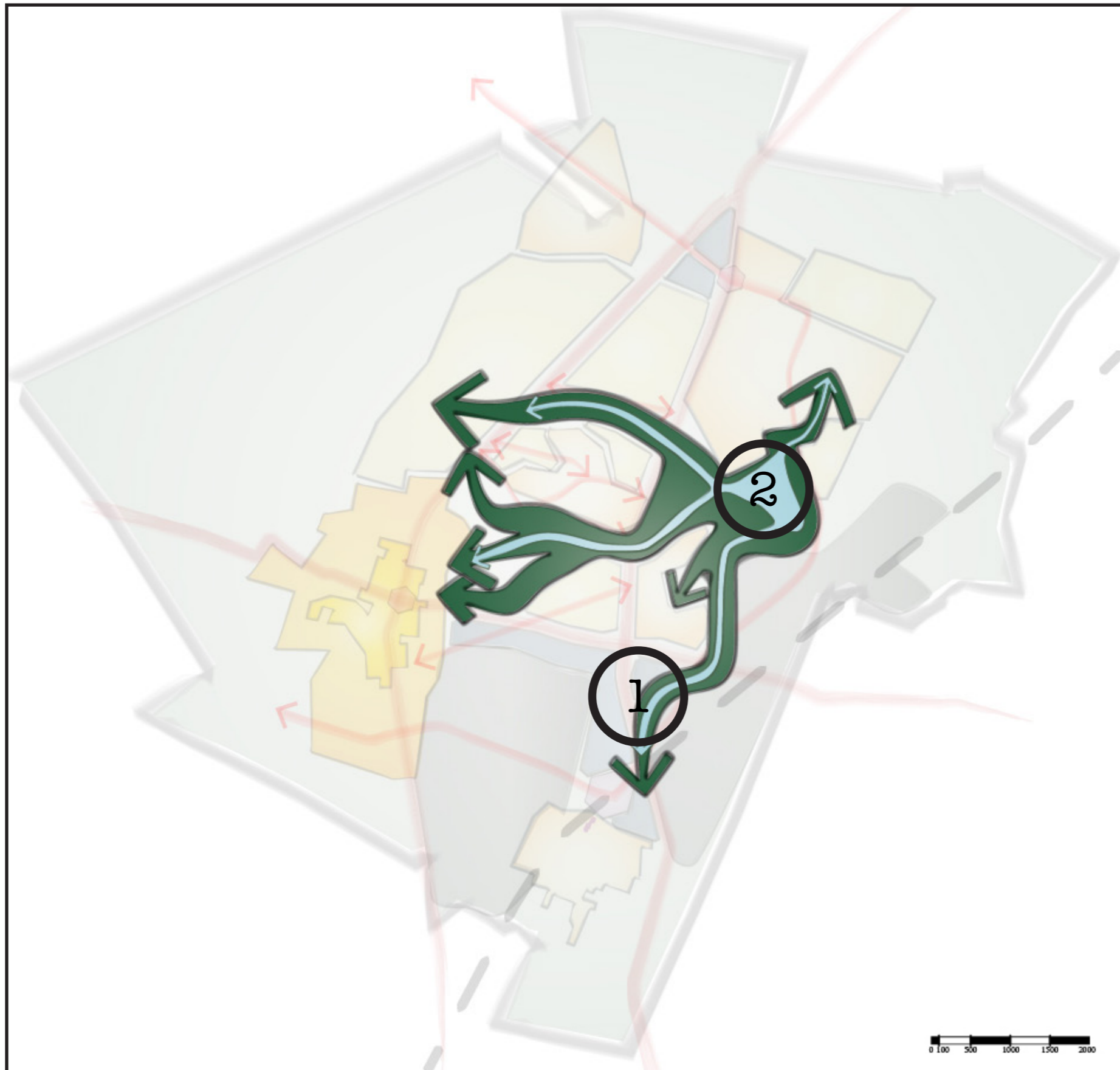
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- recognition of natural elements as endogenous forces
- linkage of fragments
- buffer area against periurban sprawl
- promotes densification

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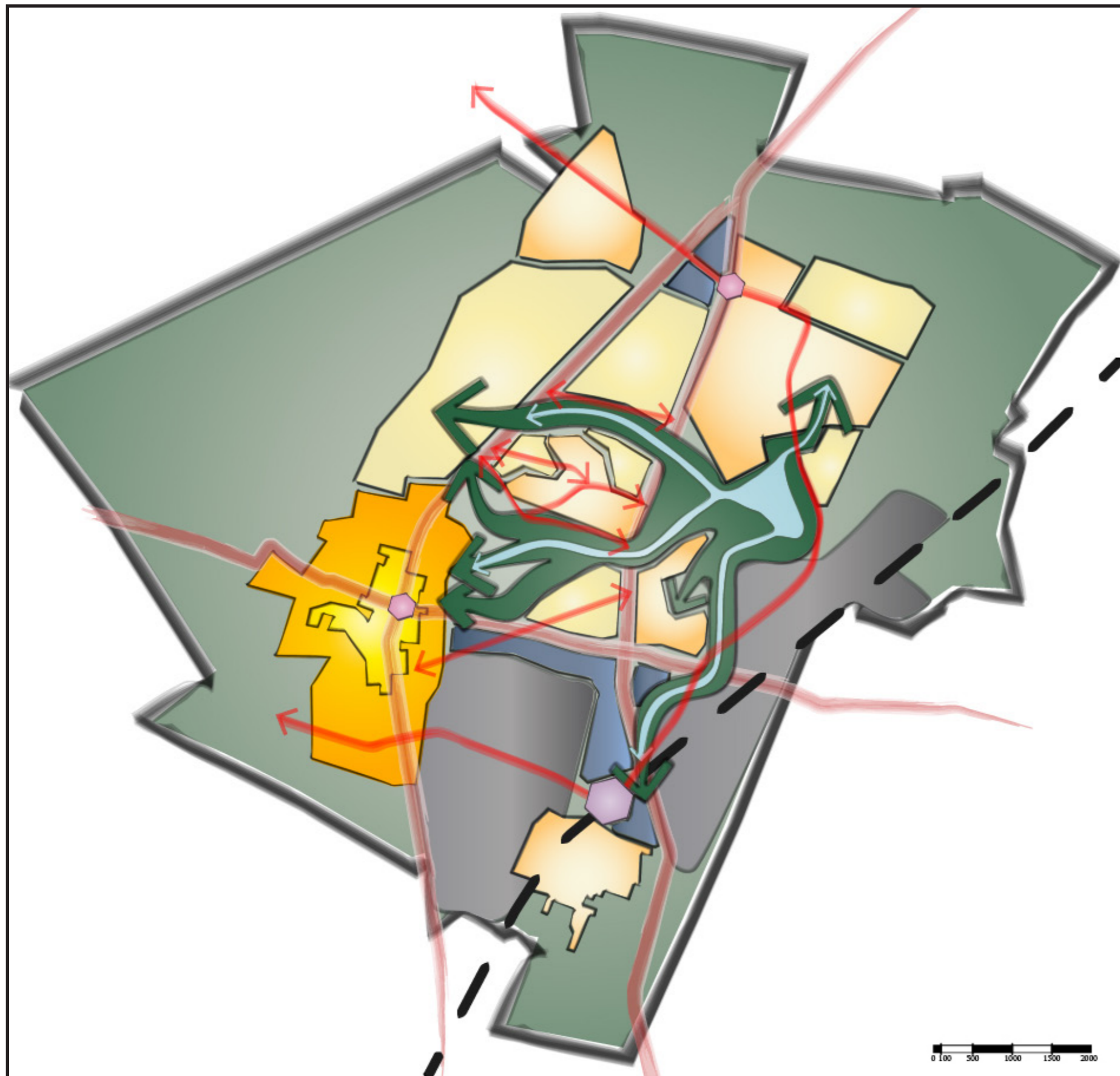
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REGIONAL CONCEPTION

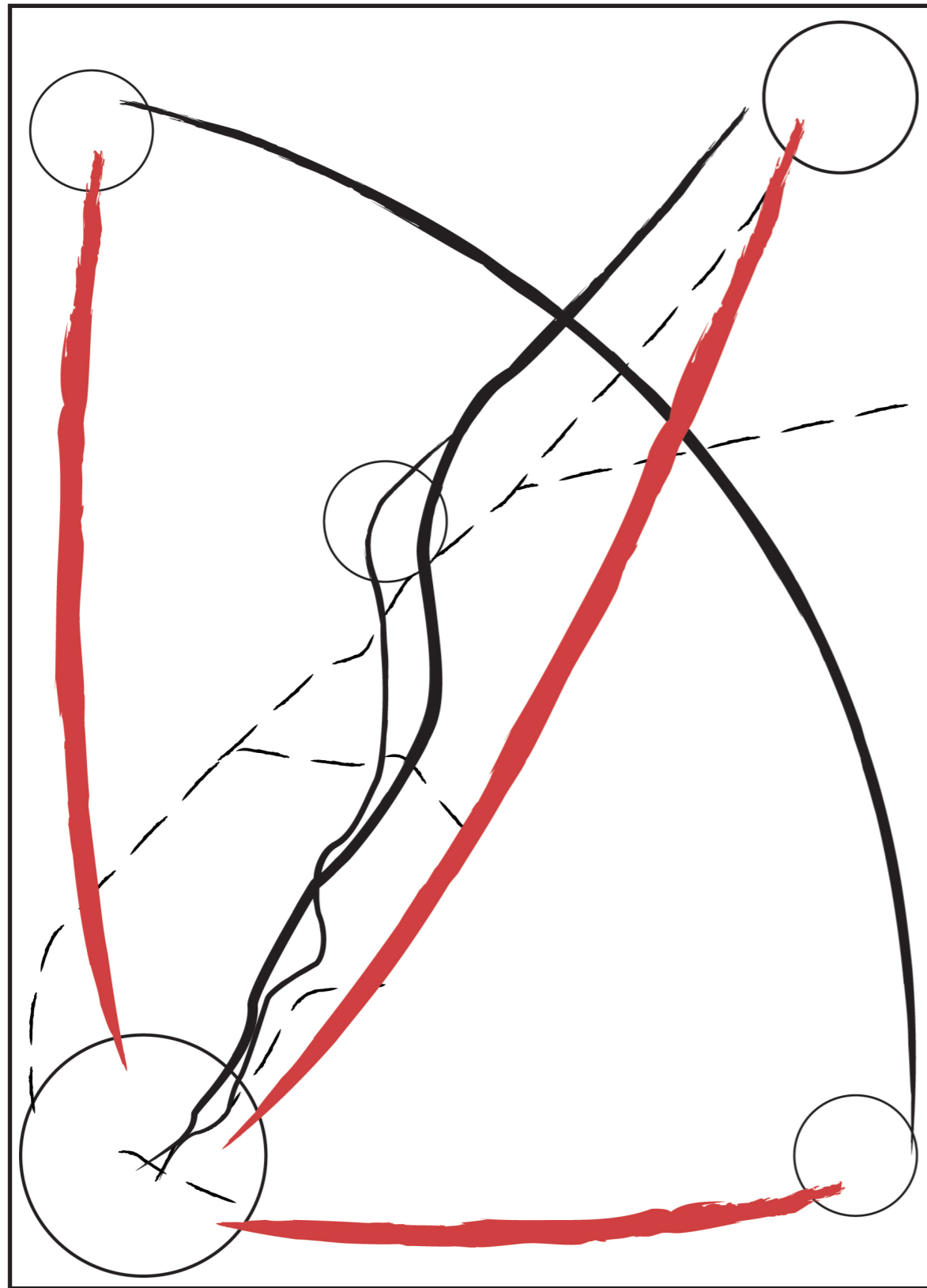


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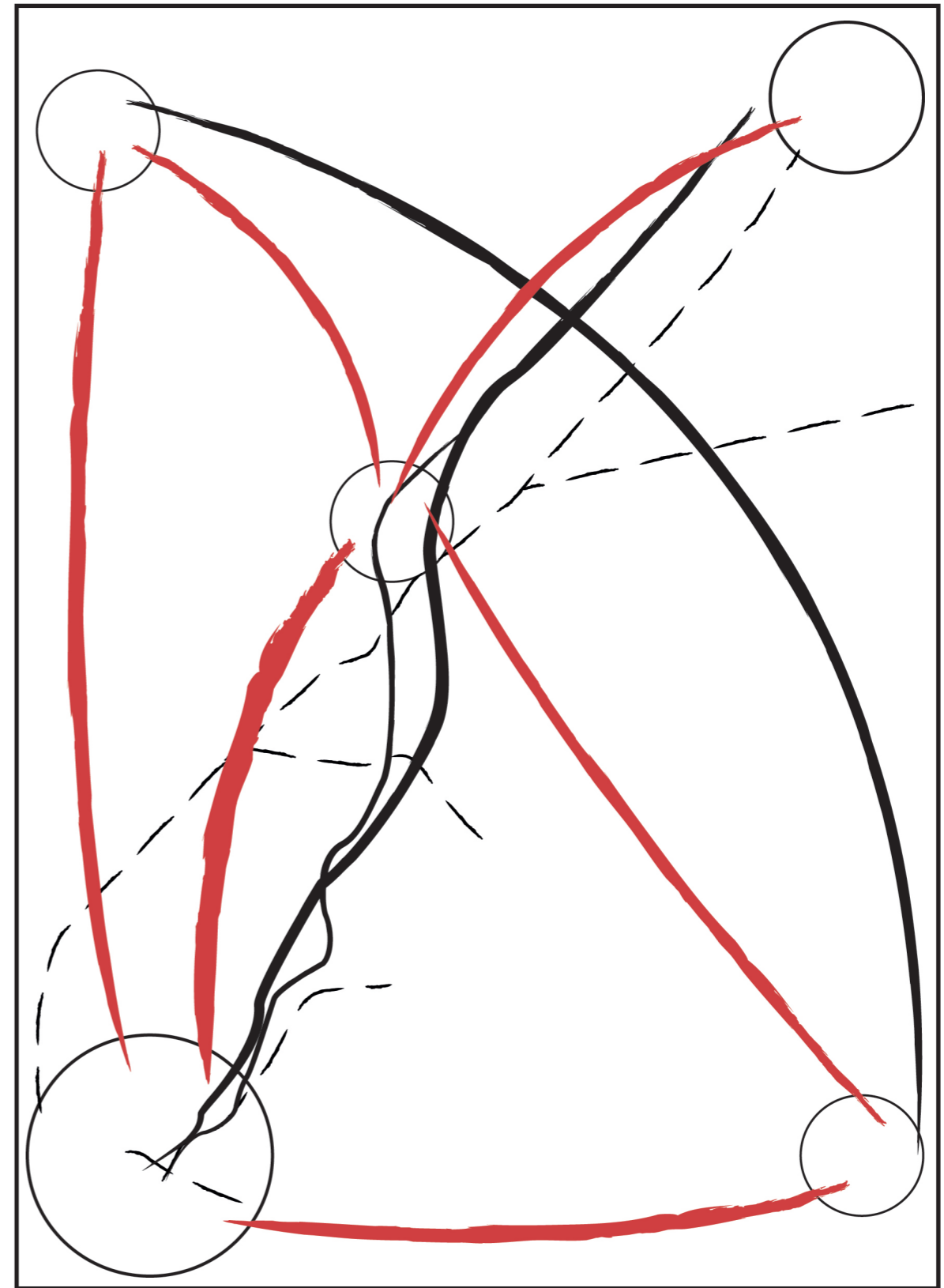
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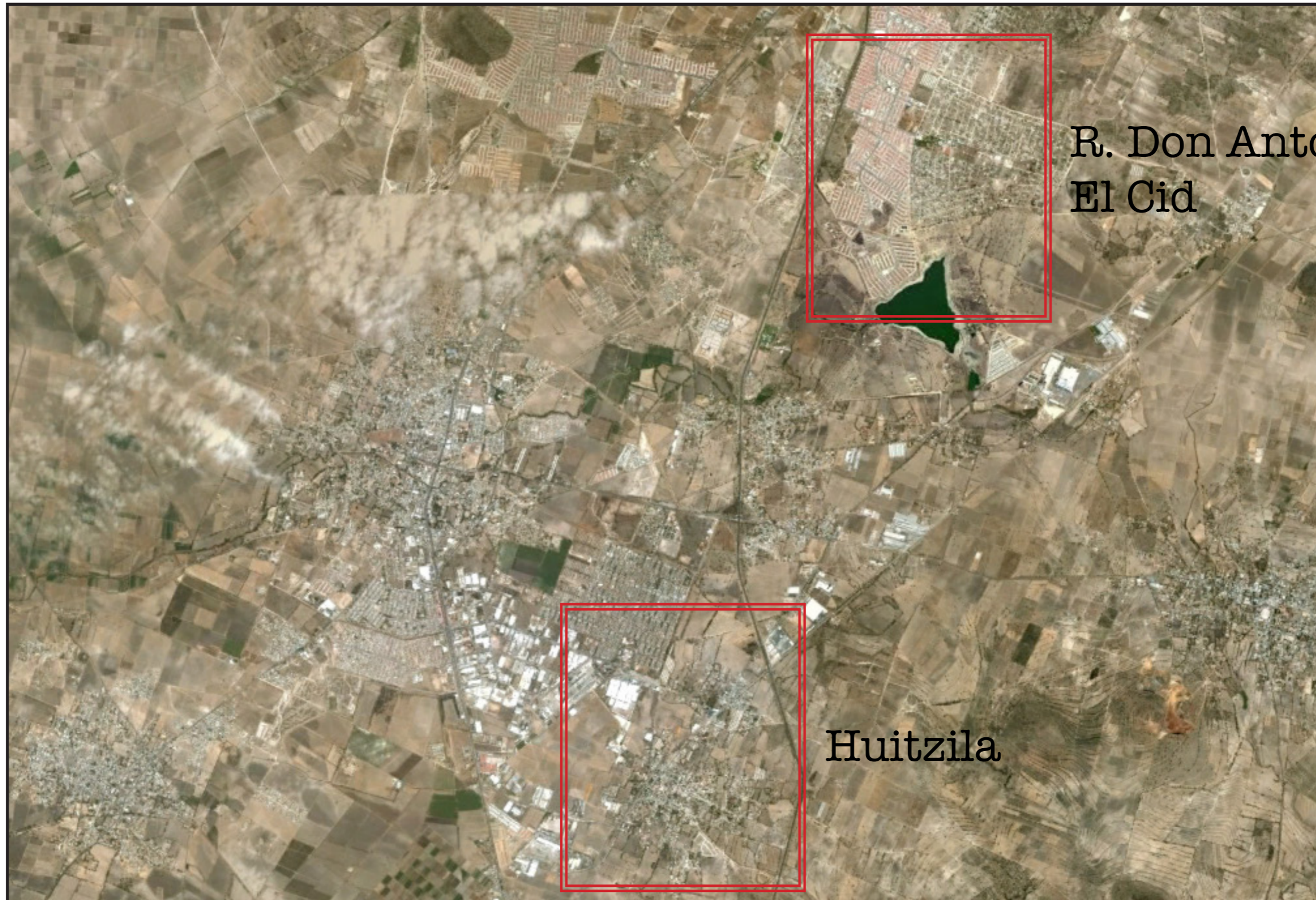
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source: Drawn by author

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LOCAL INTERVENTION

LOCAL INTERVENTION



R. Don Antonio/
El Cid

Huitzila

source: Google Earth

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-  **CBD**- close relation with the industrial area and easy accessibility from the highway and suburban train stop.
 -  **Suburban train stop**- easy accessibility from the regional and local scales, in close proximity to the industrial areas, cbd and metropolitan park
 -  **Industrial area expansion**- strong regional location, good local accessibility via public transport
 -  **Residential expansion**- in empty plots, creating a boundary against informal expansion
 -  **Agriculture**- agriculture production & buffer zone against informality
 -  **Education**- well connected plots of land in the local scale that will serve as educational & cultural centres
 -  **Commerce**- easy accessible plots of land in local scale in which a number of local commercial activities can be present
 -  **Green public spaces**- easy accessible plots of land in local scale in which a number of local recreational activities can be present
-  Highway
 "Ringroad"

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-  **Residential Expansion**- in empty plots, creating a boundary against informal expansion train stop.
-  **Green Public Spaces**- easy accessible plots of land in local scale in which a number of local recreational activities can be present
-  **Commerce**- easy accessible plots of land in local scale in which a number of local commercial activities can be present
-  **Culture**- easy accesibiliy by public transport and pedestrian routes.
-  **Metropolitan Park**- acts as a buffer and a connector in the regional scale as well as in the local scale
-  **Water**
-  **Pedestrian network**

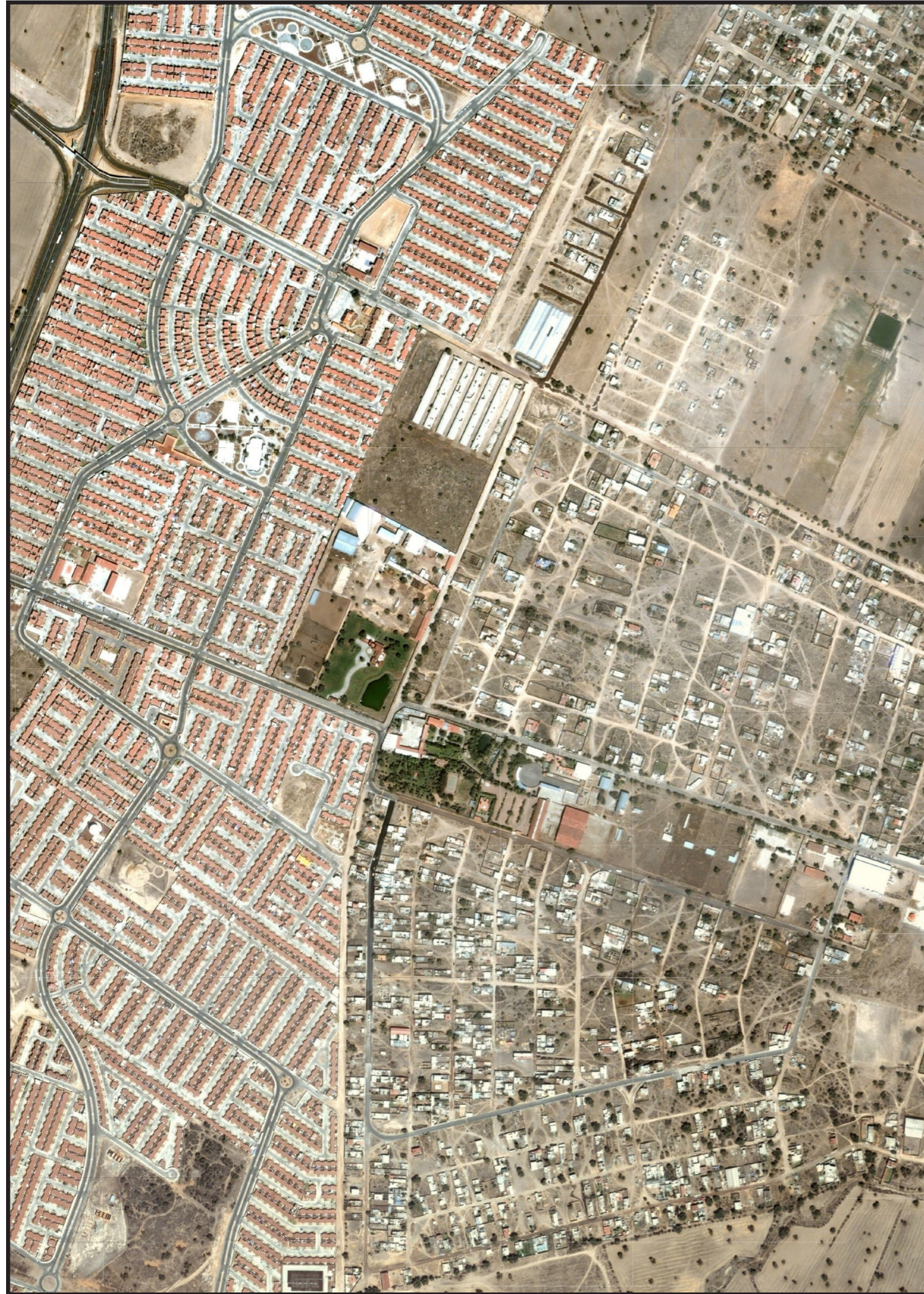
-  Highway
-  "Ringroad"

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- mix use area

- pedestrian network

- neighbourhood centre

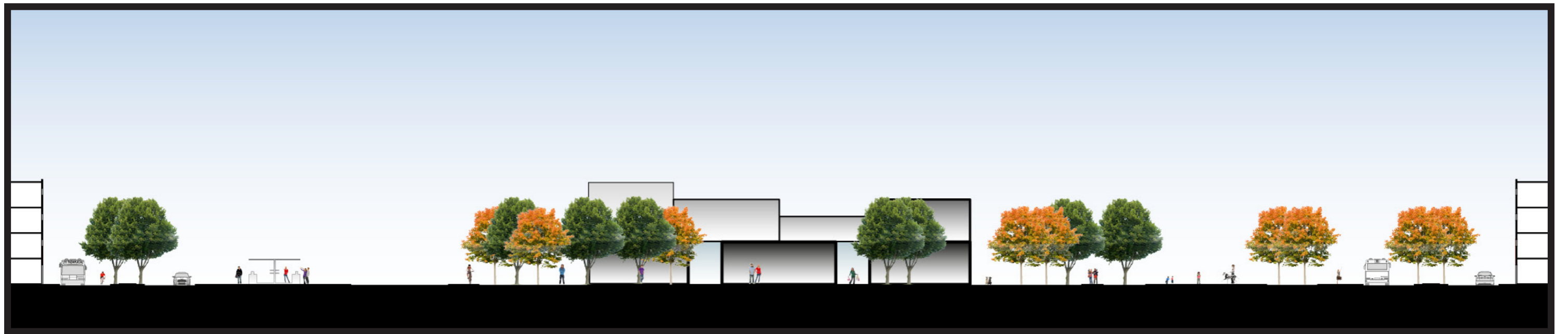


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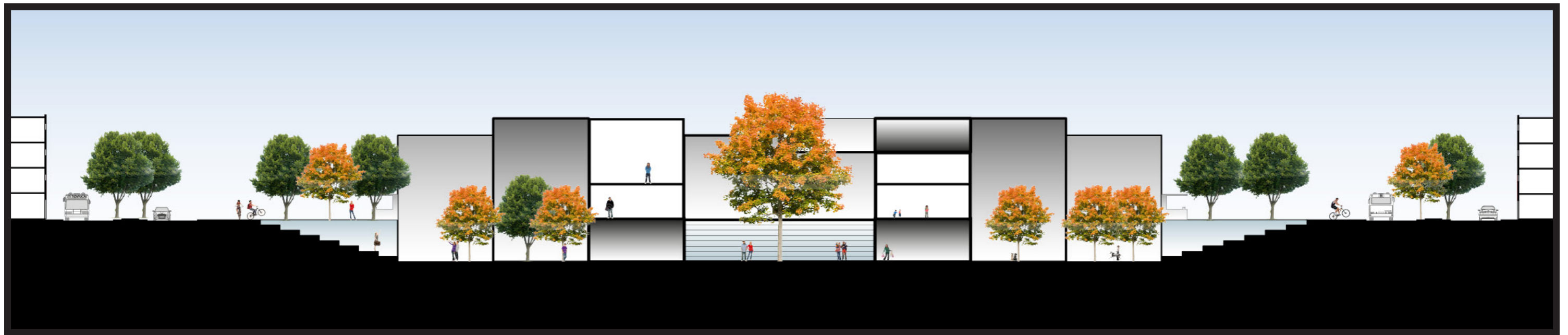
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LOCAL INTERVENTION



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LOCAL INTERVENTION

FORMAL



INFORMAL



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- giving sense of belonging
- flexible housing
- pedestrian network
- “rurban” densification

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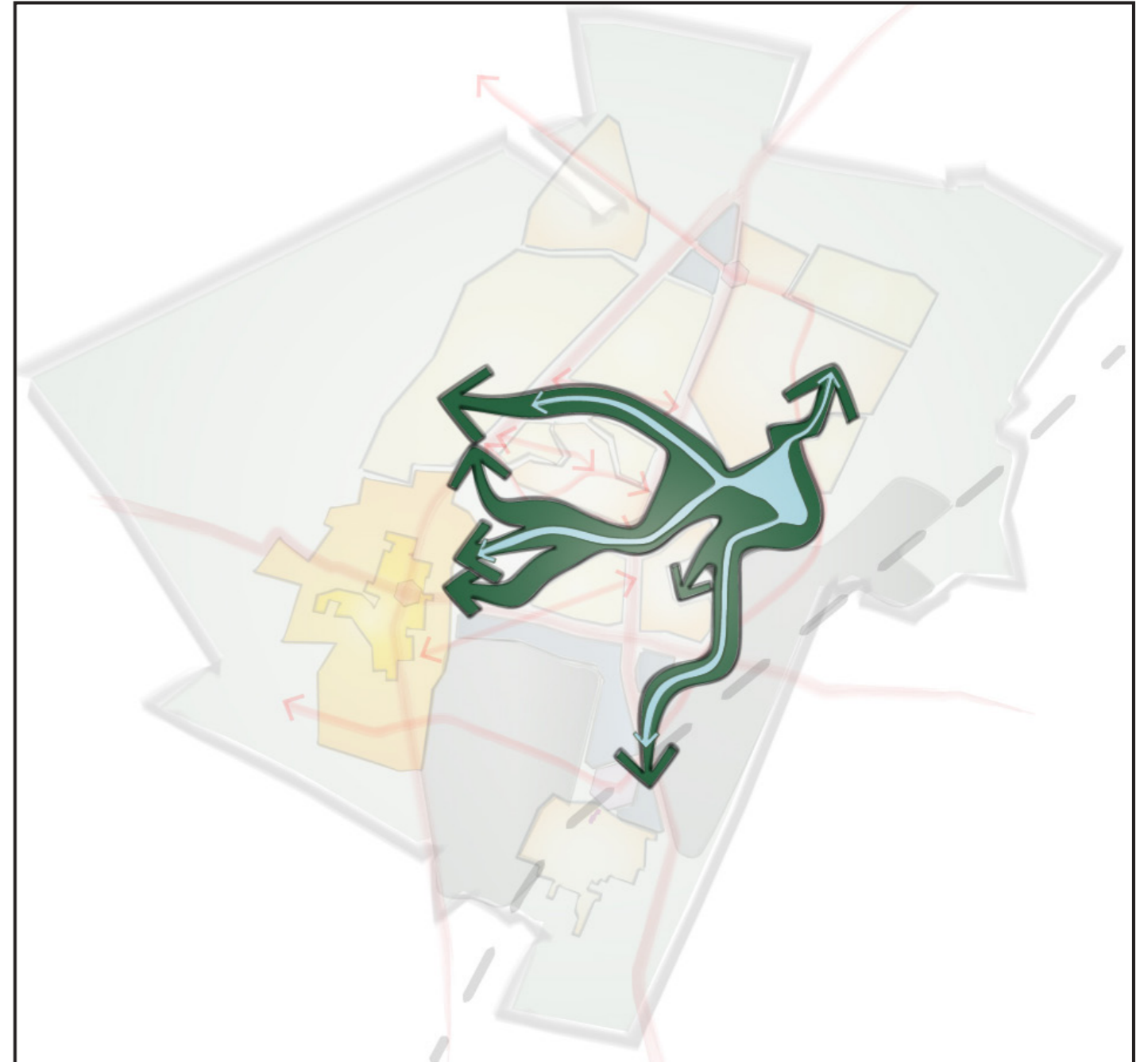
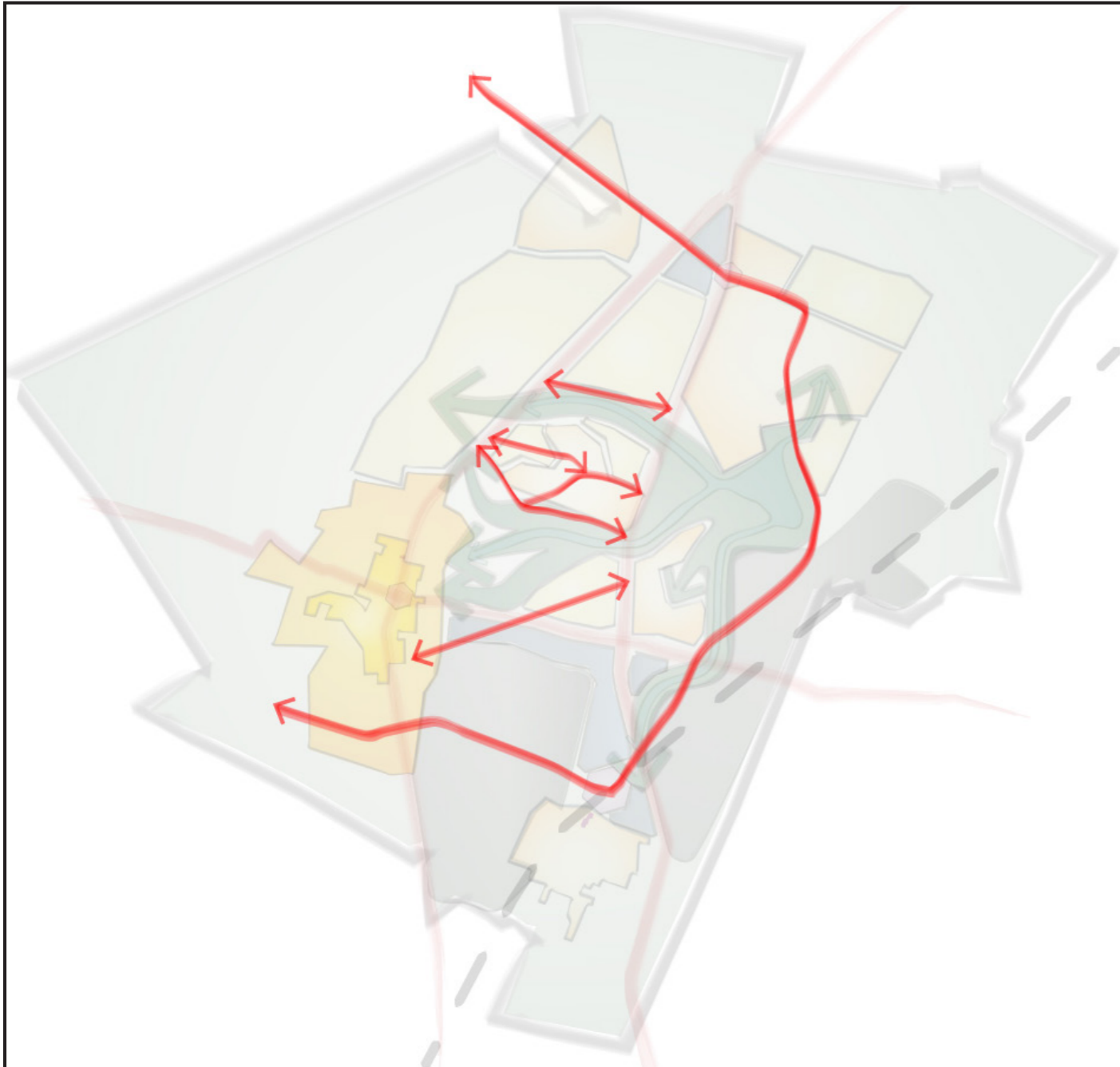
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Which spatial interventions can activate endogenous forces from peri-urban fragments (formal & informal) to achieve their physical and social interaction?



¡GRACIAS!
