S.L.U.M.

STRATEGIC LABORATORY FOR URBAN MARGINALITIES
THE EVEREXPANDING CITY
INTEGRATING THE PERIURBAN GROWTH INTO THE CITY

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WHY THIS PROJECT?
Emerging monofunctional residential settlements, not being part of any network (neither local or regional), become spatially fragmented and socially segregated periurban fragments.
The result of the segregation and the fragmentation is **stagnation**. There is no improvement, only deterioration of the spatial and social structures.
RESEARCH QUESTIONS
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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
ANALYSIS

source: Drawn by author
ANALYSIS

source: Drawn by author
General
Established as a town in the 16th century
The municipality has a surface of $77 \text{ km}^2$
An average altitude of 2200 masl
ANALYSIS

INTRODUCTION

REALITY

VISION

Arco Norte
source: www.arconorte.com.mx/
Population
1995 > 40,000
2000 > 45,000
2005 > 55,000
Analysis

Population

2005 > 55,000
2010 > 100,000

May, 2011

source: Google Earth
Planean construir una segunda ruta de Tula de Allende a Cuautitlán

**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.
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
two strategies:

1.- mobility
2.- green structure as public space

REGIONAL

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

LOCAL

ACCESIBILITY + CONNECTIVITY
REGIONAL CONCEPTION
- east-west connections for slow traffic

- ringroad linked to the old federal highway
REGIONAL CONCEPTION

INTRODUCTION  REALITY  VISION
REGIONAL CONCEPTION
- recognition of natural elements as endogenous forces
- linkage of fragments
- buffer area against periurban sprawl
- promotes densification
REGIONAL CONCEPTION

INTRODUCTION

REALITY

VISION
REGIONAL CONCEPTION

INTRODUCTION

REALITY

VISION
LOCAL INTERVENTION
LOCAL INTERVENTION

source: Google Earth

INTRODUCTION

REALITY

VISION
**LOCAL INTERVENTION**

- **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 centers.

- **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.

**INTRODUCTION**

**REALITY**

**VISION**

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Highway

“Ringroad”
LOCAL INTERVENTION
LOCAL INTERVENTION

INTRODUCTION

REALITY

VISION
LOCAL INTERVENTION

**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 accessibility 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**

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**INTRODUCTION**

**REALITY**

**VISION**
LOCAL INTERVENTION

- mix use area
- pedestrian network
- neighbourhood centre
LOCAL INTERVENTION
LOCAL INTERVENTION

INTRODUCTION

REALITY

VISION
**LOCAL INTERVENTION**

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**INTRODUCTION**

**REALITY**

**VISION**
LOCAL INTERVENTION
- giving sense of belonging
- flexible housing
- pedestrian network
- “rurban” densification
CONCLUSIONS
Which metropolitan strategies can create the urban conditions to meet the local realities of the peri-urban fragments in MCMA?
CONCLUSIONS

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