Politecnico di Milano – Politecnico di Torino

ALTA SCUOLA POLITECNICA

Mind Project – Summer 2016

From industrial local areas towards innovation districts: implementing, attracting and developing a new territorial structure for new economy and production in Milan region

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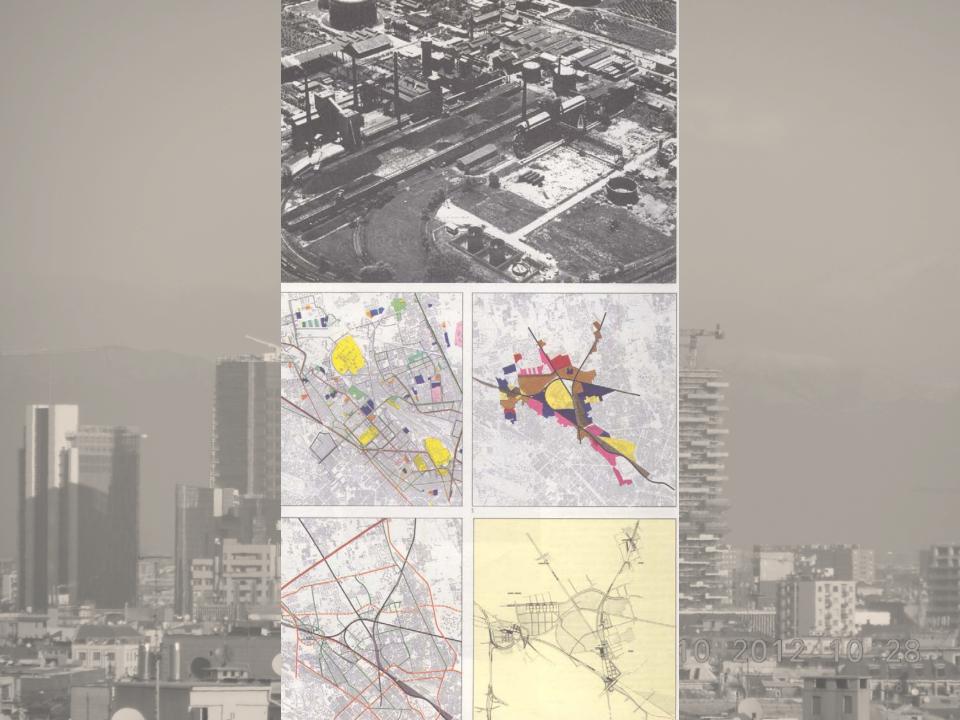






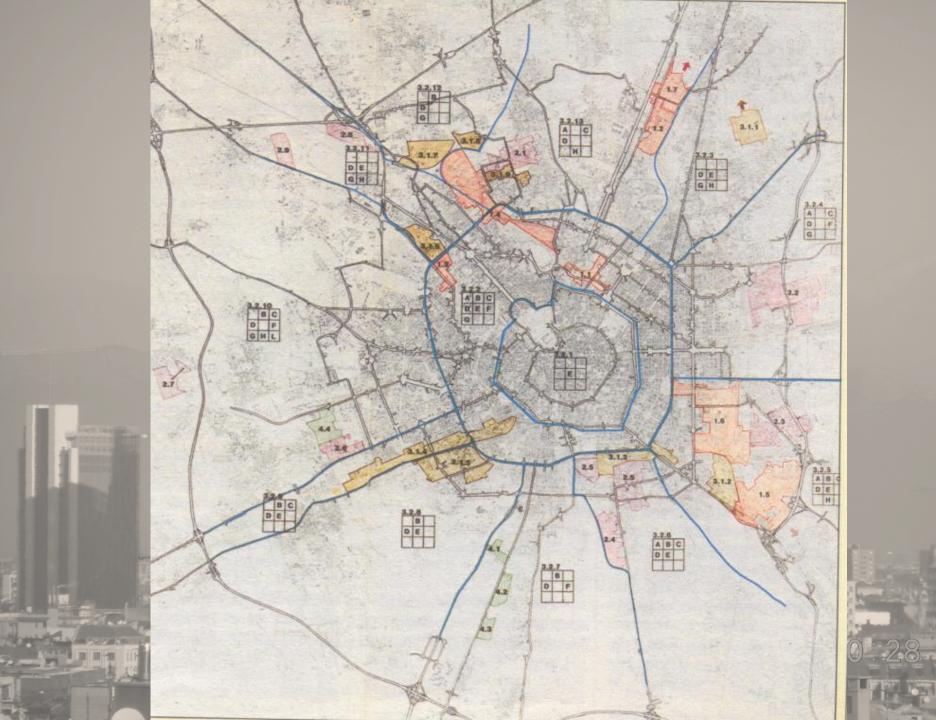








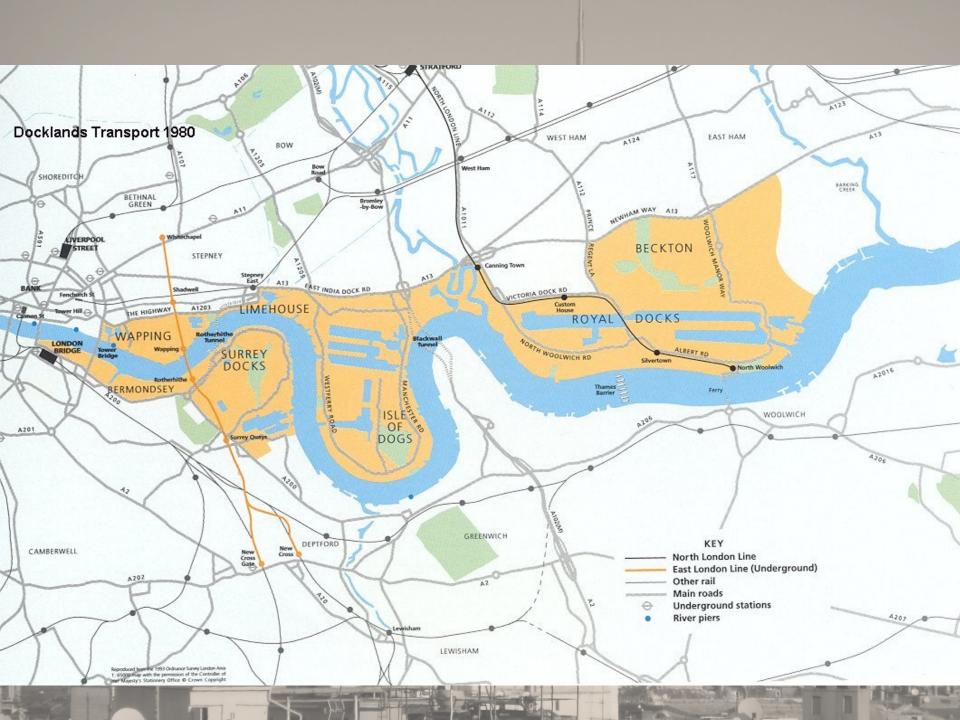




Urban Development Corporations were created in many cities in Great Britain including London's Docklands

In Paris, the construction of George Pompidou's Center (in the 1970's) was one of the first "Grand Projects" for the renewal of the metropolis.

Areas in decline at the center of the Parisian metropolis were particularly suited to a renewal process because of the high economic and symbolic value of their locations and became sites for the construction of the great projects of the Presidents, such as the "Grand Traveaux" promoted by Francois Mitterand











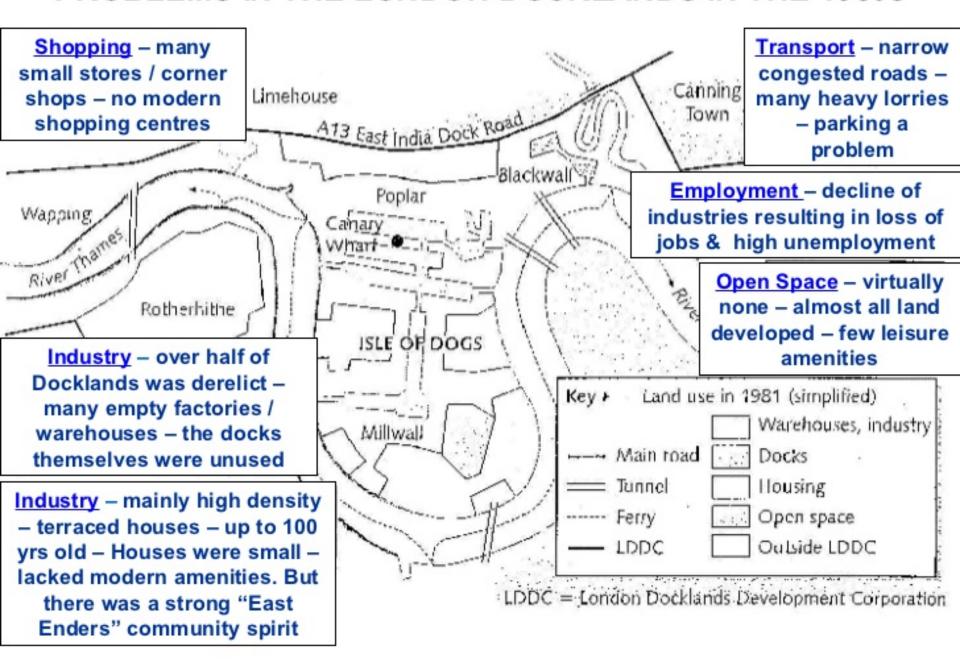


CAUSES OF DECLINE IN THE LONDON DOCKLANDS

- The increasing size of ships meant they found it difficult to come as far down the River Thames as the Isle of Dogs (The position of the docks moved further downstream e.g. Tilbury)
- Manufacturing declined and many portside industries closed.
- Tower blocks / low quality housing built in the 1950s and 1960s to replace the housing damaged during the Second World War.
- Containerization meant fewer dockers were needed as cranes were used to lift containers from the ships



PROBLEMS IN THE LONDON DOCKLANDS IN THE 1980s



A community in transition: regeneration on the Isle of Dogs in the late 1980's

West India Docks, looking west towards the City of London, 1984

THE DOCKS BEFORE REDEVELOPMENT

Source: http://www.lddc-history.org.uk/



South West India Dock, looking east, 1982



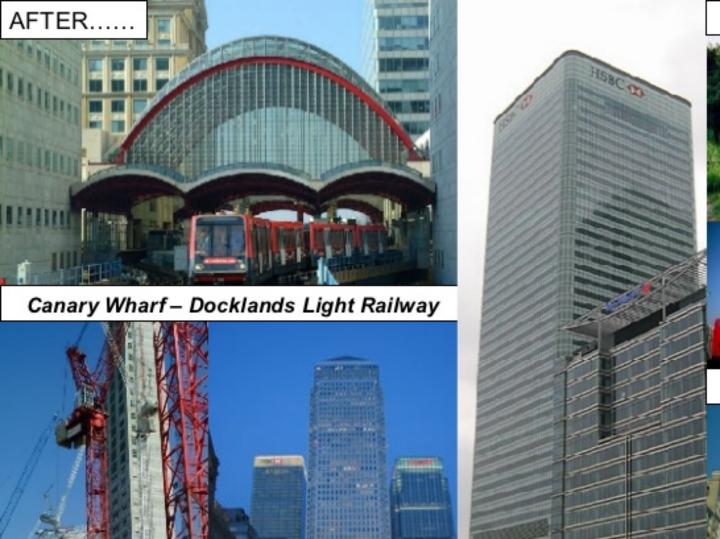
Construction of South Quay Plaza, Marsh Wall, looking west, 1986

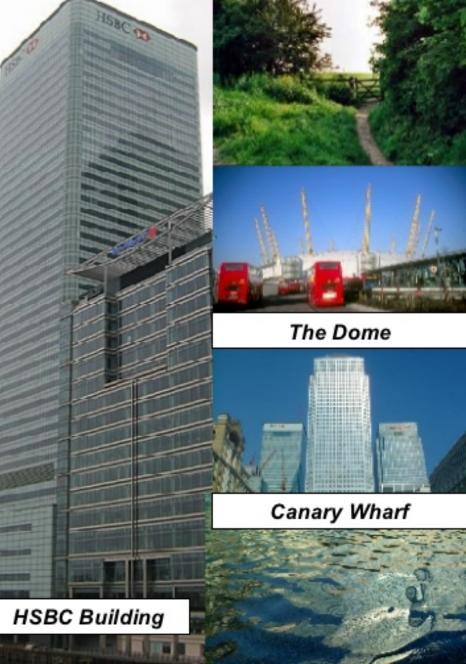


Enterprise Zone Business Park, Millwall Inner Dock, looking south, 1984



Milwell lover Dock, Porci South Guey looking south, 1982





Mudchute City Farm

CANARY WHARF - Construction and final!

WHO HAS BEEN INVOLVED IN HELPING WITH THE REGENERATION PROCESS?

- Local Housing Association obtained home improvement grants
- LDDC (London Docklands Development Corporation) responsible for planning and redevelopment of the Docklands area.
- National Government created Isle of Dogs enterprise zone offering financial help and reduced rates
- Property Developers built large office blocks e.g. Canary Whart
- Conservation Groups created schemes to improve the environment
- Newham Council built low-cost housing / upgraded properties.





LONDON DOCKLANDS – REDEVELOPMENT – Solving the Problems

Have a go at sorting these into Social, Economic and Environmental Solutions

Improved transport
links – e.g. new roads
(including link to M1
and the building of
the Docklands Light
Railway

Financial and High tech industries were attracted to the area as the LDDC promised low rates – e.g. Stock Exchange & newspapers and TV studios.

The National government created enterprise zones – promising low rates to businesses

Huge new office blocks like canary wharf were built

City airport was built in the Royal Docks

£100 million was spent on education, health and training

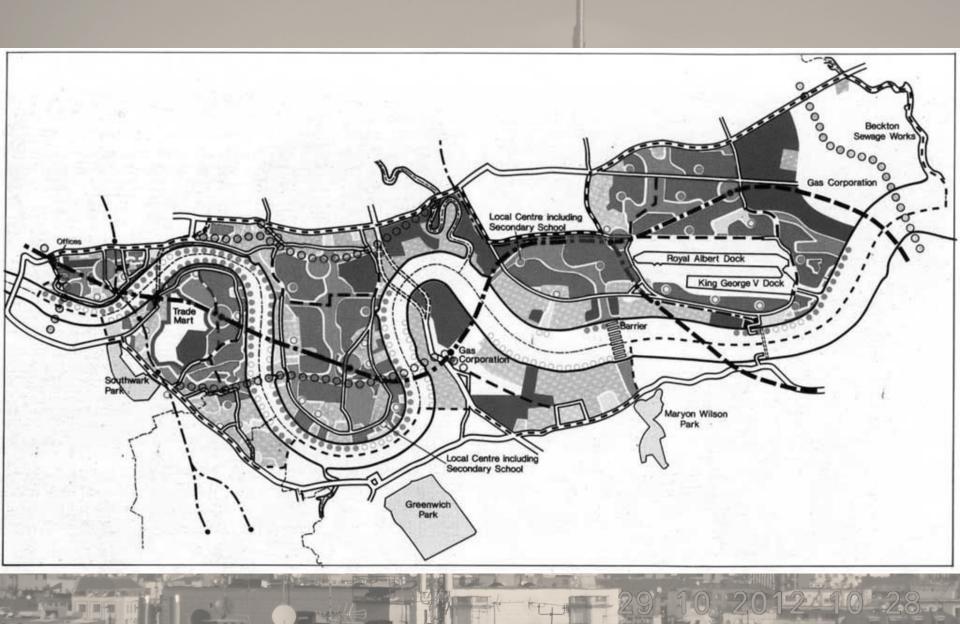
Conservation areas were created and waterside walks and cycle paths were built. Mudchute city farm was opened.

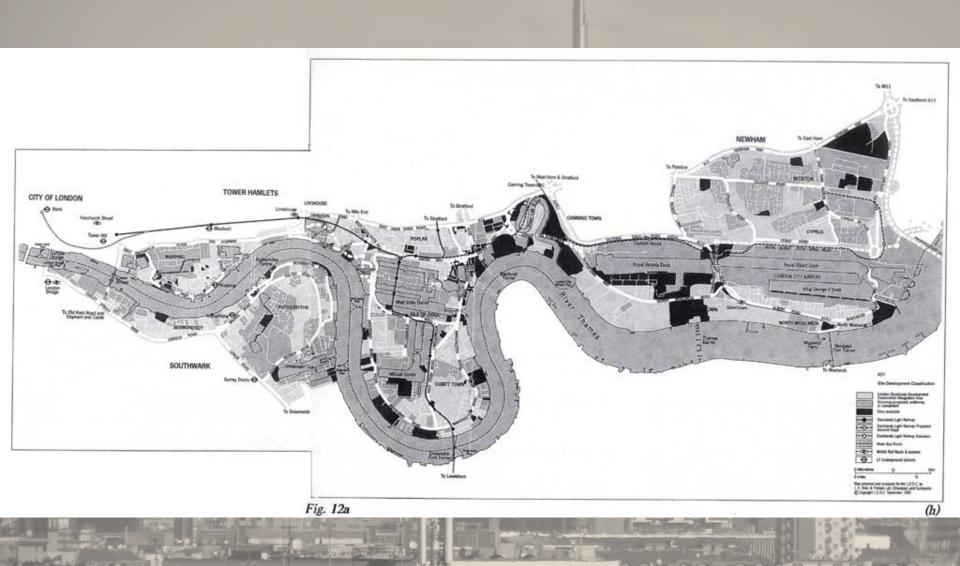
Derelict land was reclaimed, 200 000 trees were planted and parkland was created

Over 20,000 new houses
& flats were built
(including luxury flats) –
and many old terraces
have been cleared /
renovated

New shopping centres were developed, a national indoor sports arena and a marina for watersports as well as a hotel / conference centre (EXCEL)

Employment doubled 1981-1996 (unemployment fell) – by 1999, 16,000 new jobs had been created.





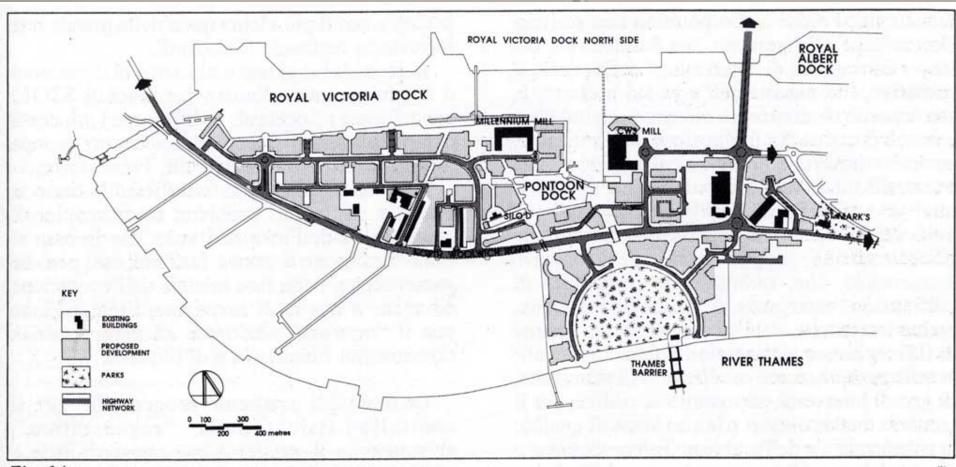


Fig. 14

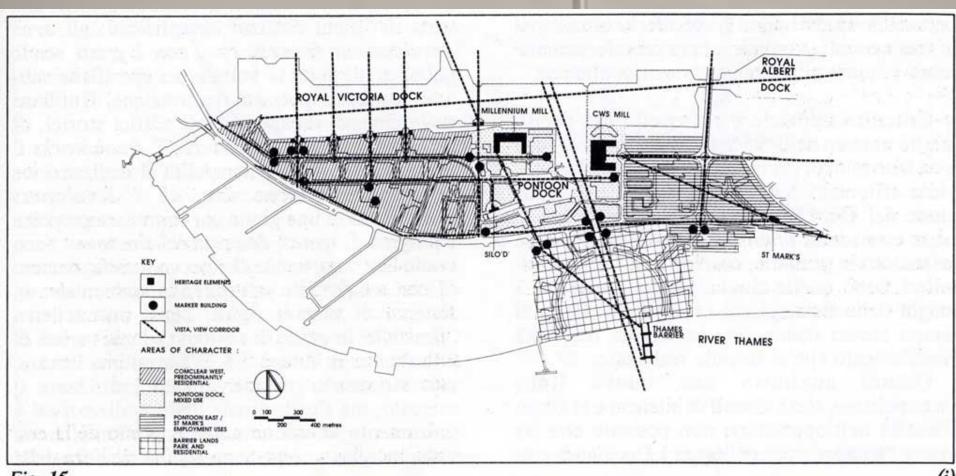
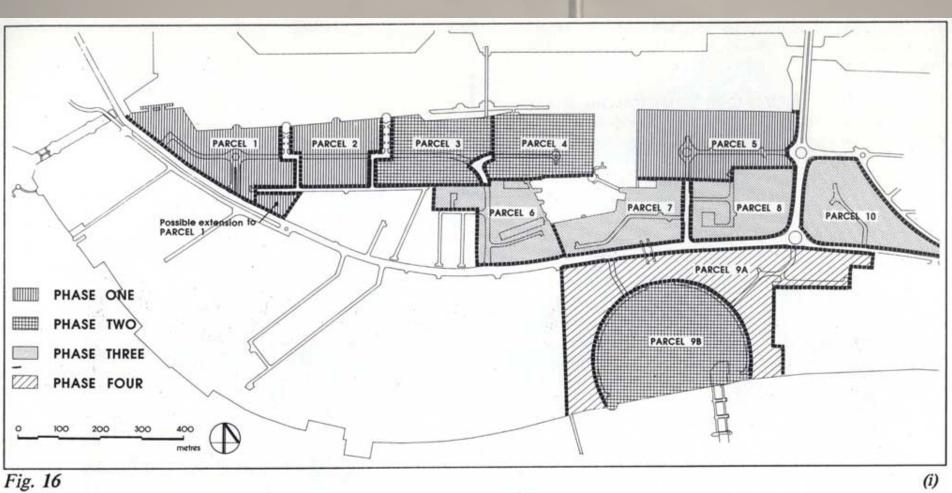


Fig. 15



Tig. 10

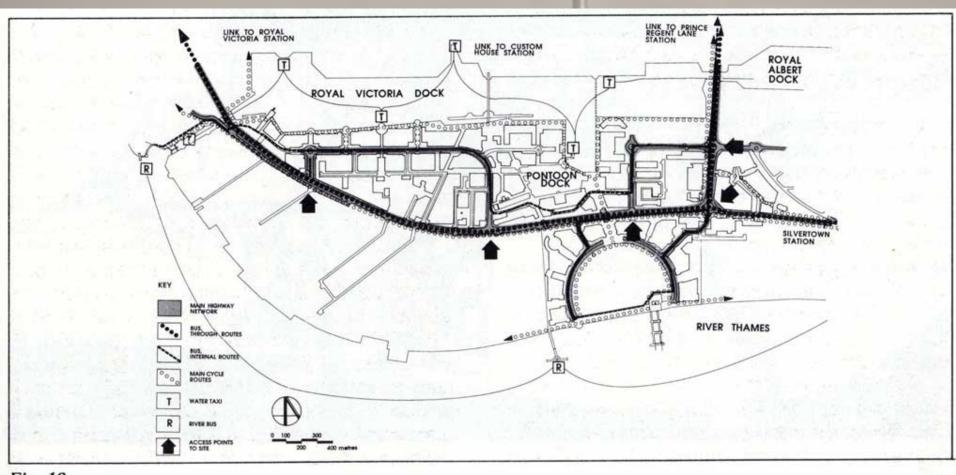


Fig. 18

(i)

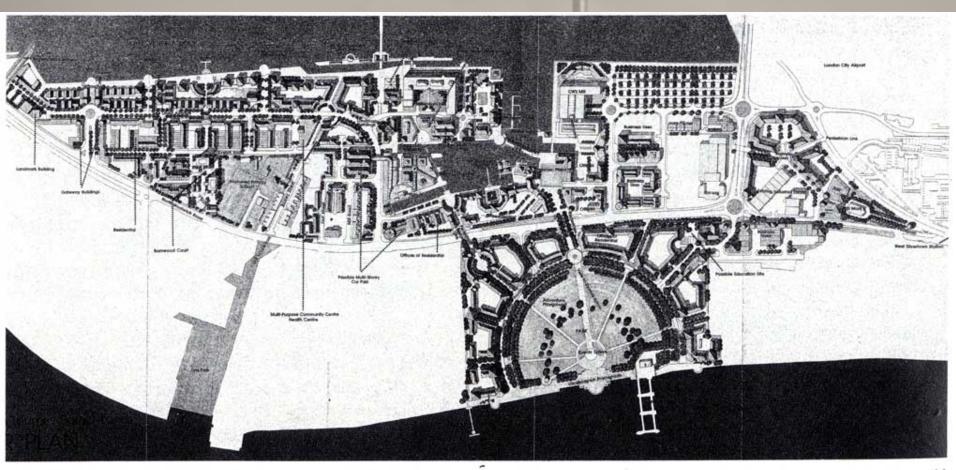
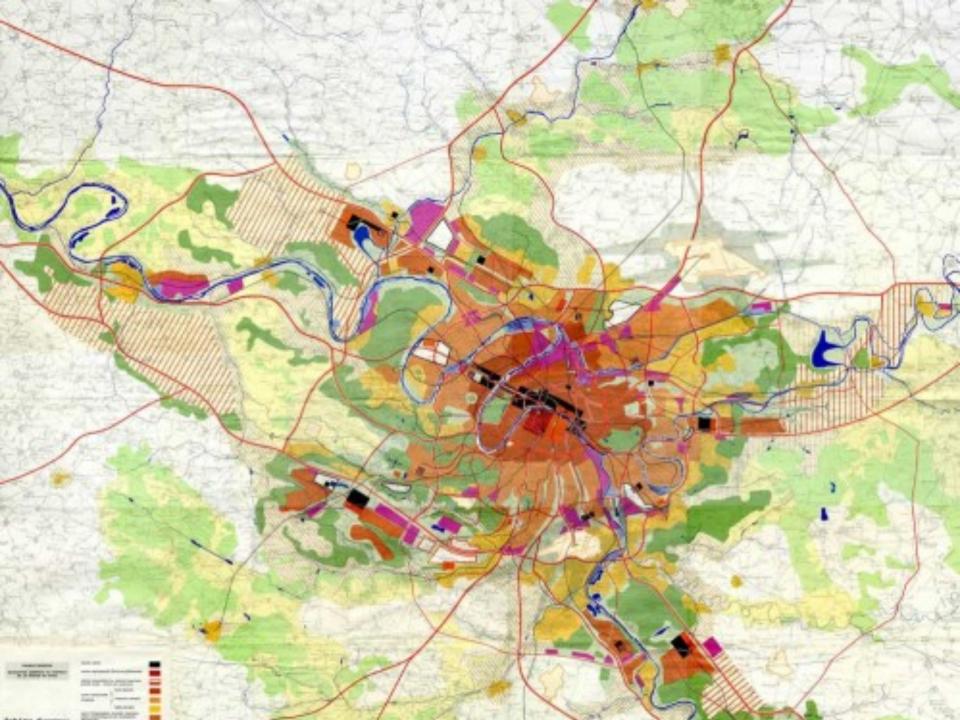


Fig. 20





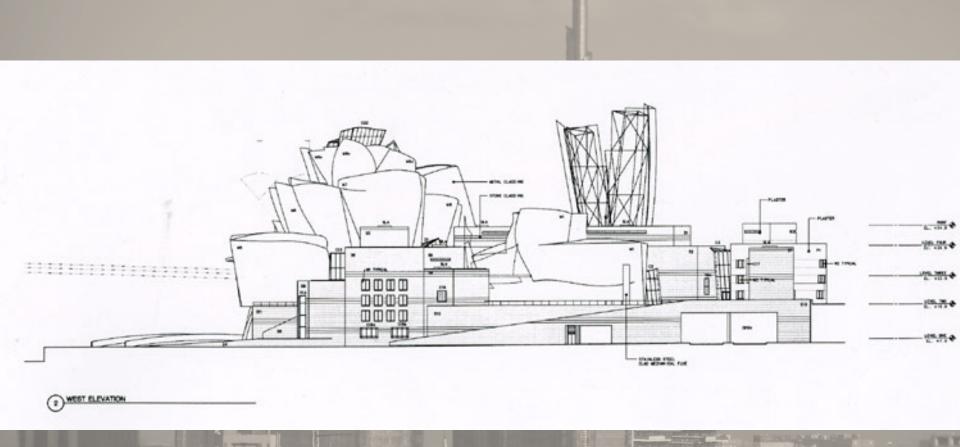




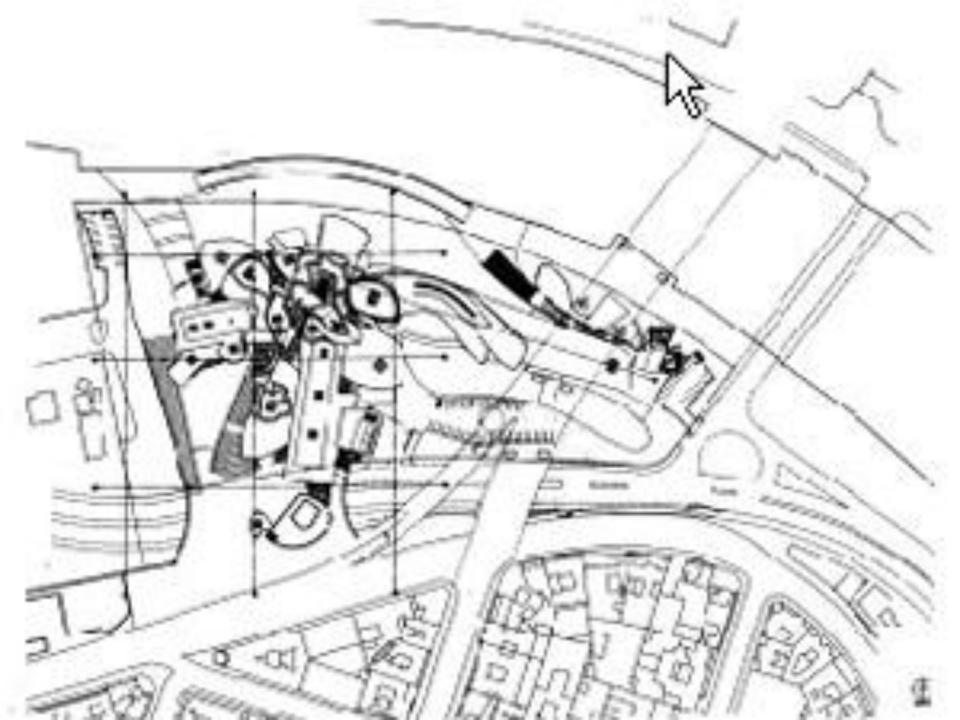














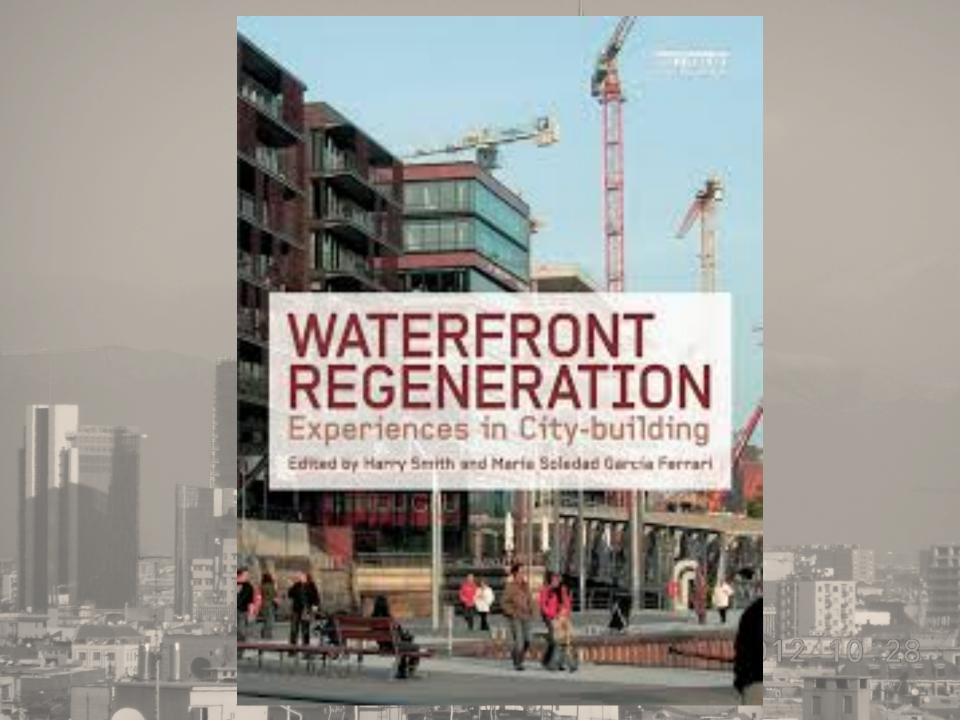




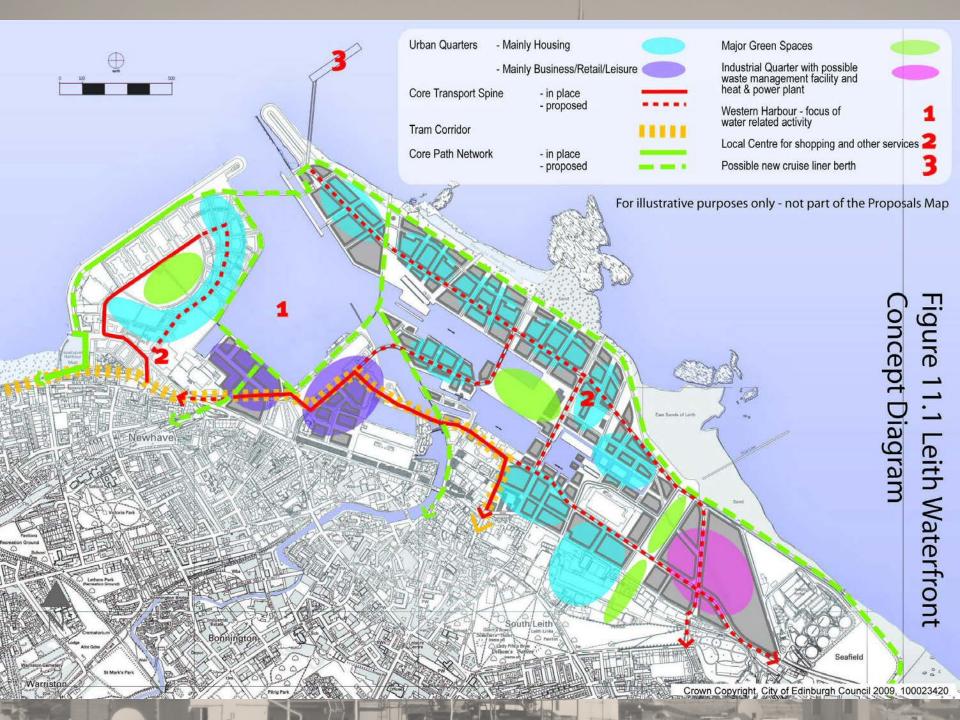












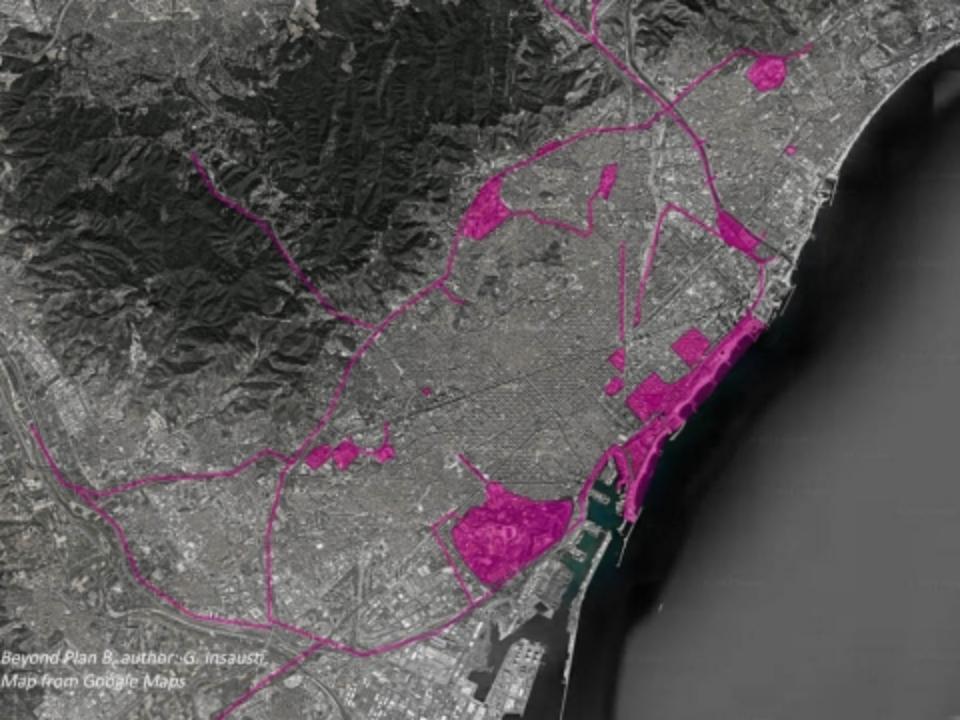






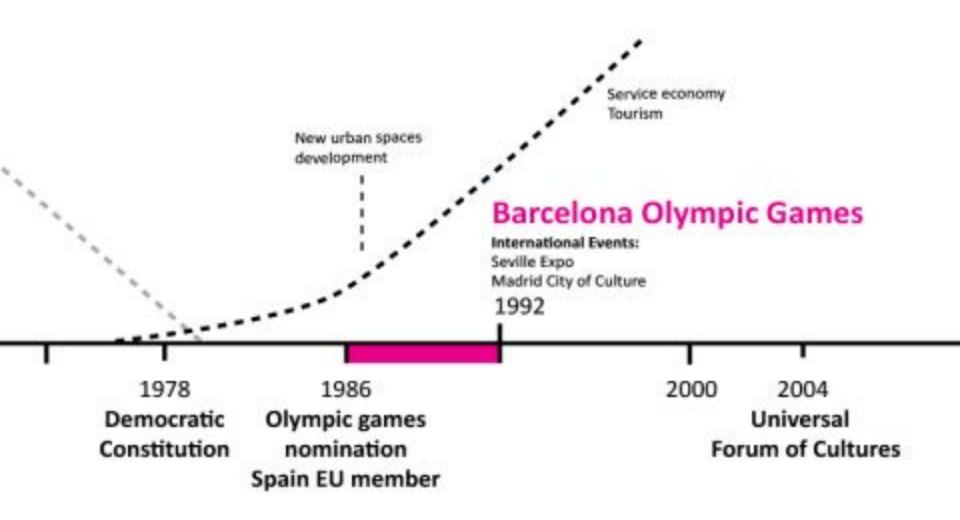














Before and after. Barcelona was also an industrial city and there were vast swathes of industrial wasteland until recently. It has all been spruced up now, along with major infrastructure projects.

First group of big projects are characterized by their **physical shape** becoming a tool for "hard – branding" cities.

These flagship projects are buildings, groups of buildings or urban sectors to which the decision – making agents have attributed, a priori, the key role of catalyzing and symbolizing an urban regeneration or development process in a city.

Different approaches have been used to analyze this phenomenon from urban studies. New forms of governance and cases of political controversy; the striking design realized by "star architects"; urban marketing and the image transformation of the city; analysis of new nodes of tourist flow; and the social transformation of the neighborhoods.

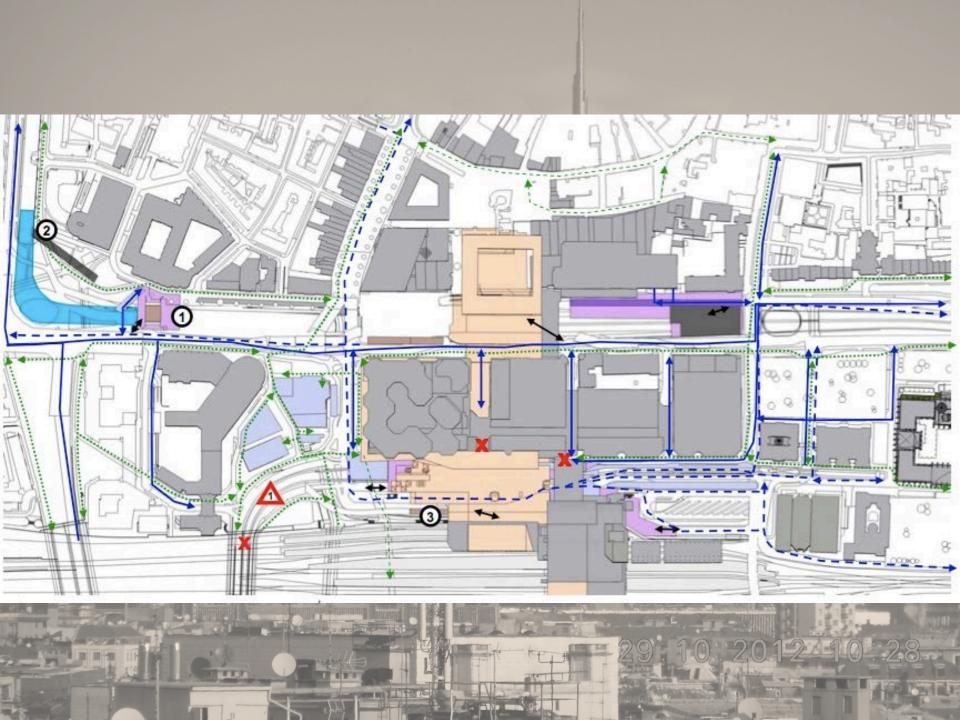
In all these cases, a lack of holistic assessment of the territorial impact has been indicated for all these cases.

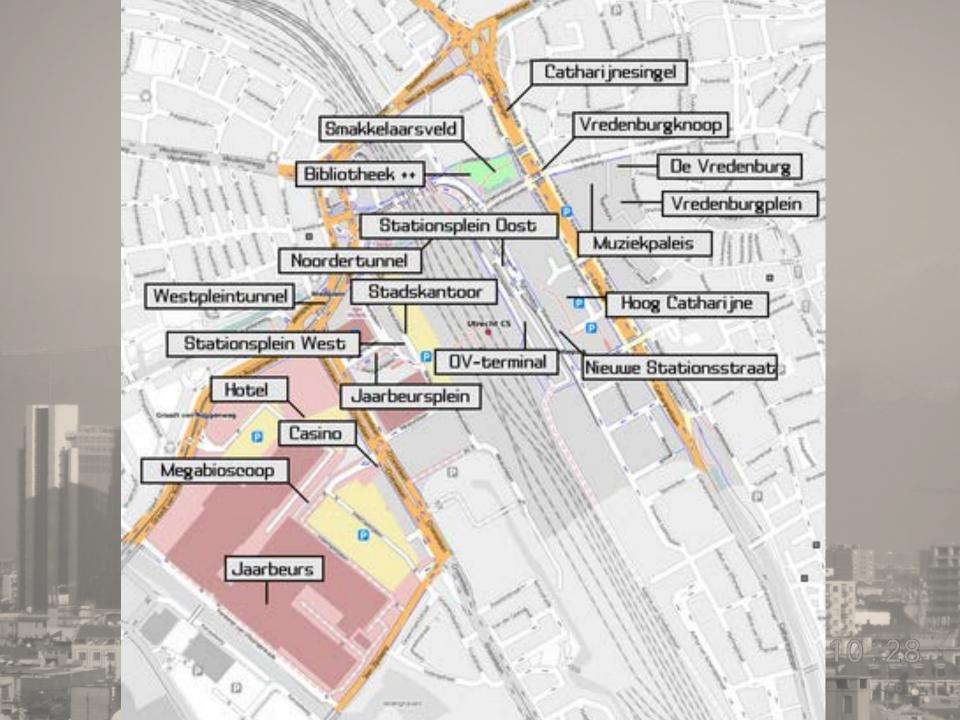






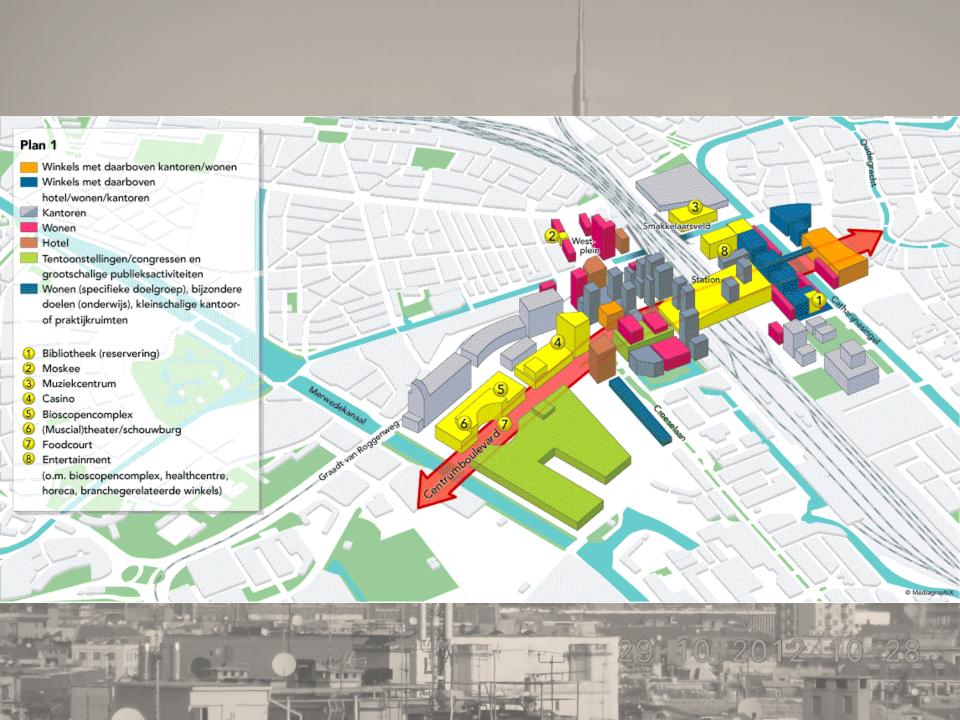


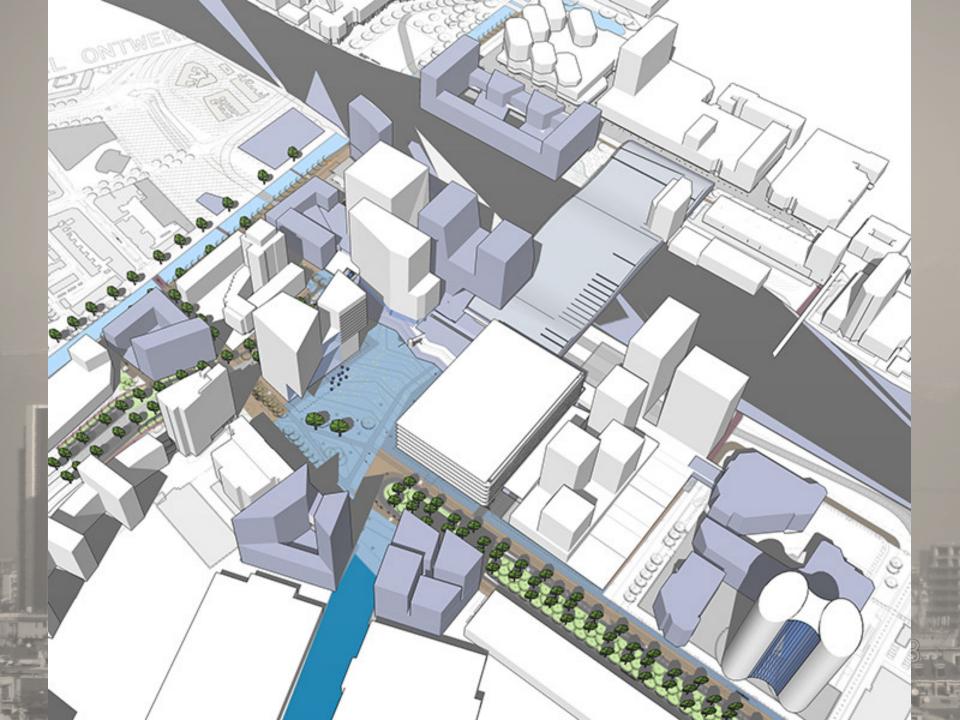












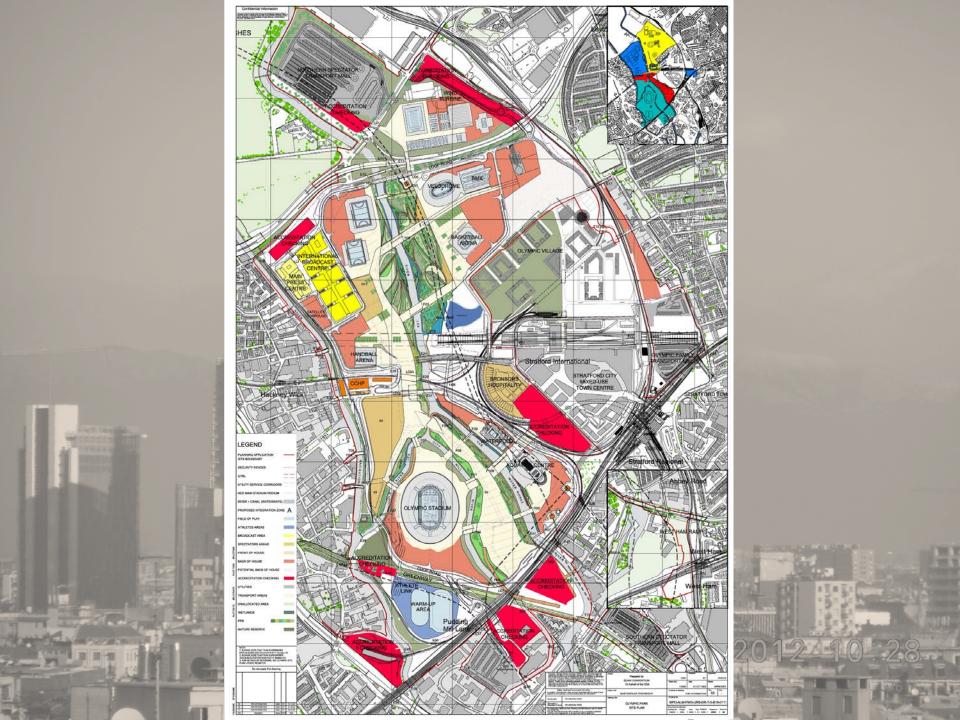


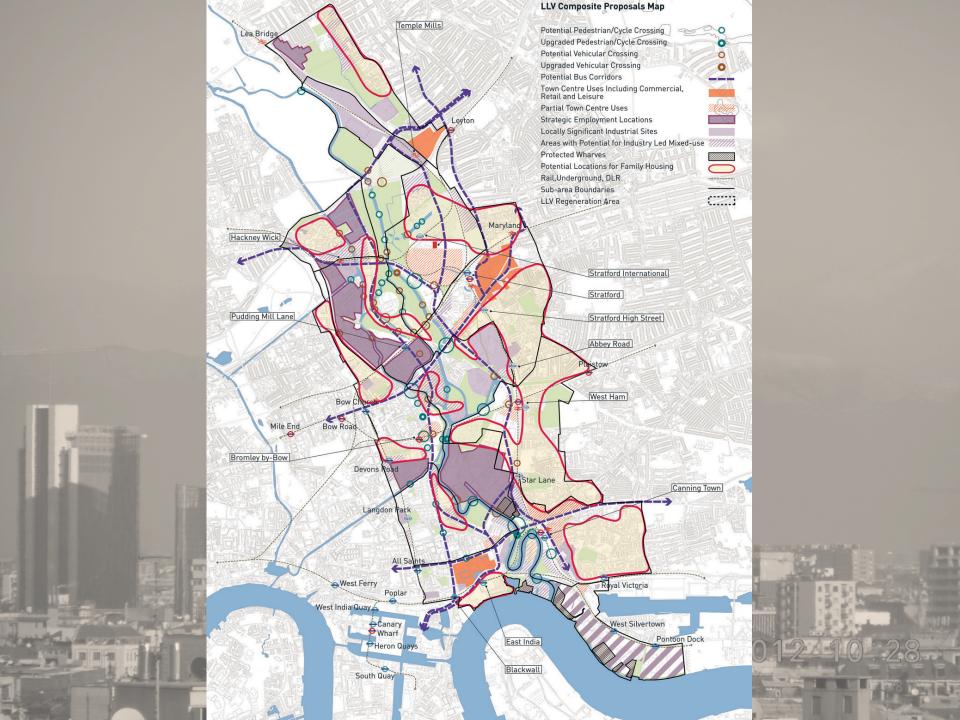














The evolution of cities is the largely unplanned and unintended outcome of more or less deliberate actions by many individuals and dispersed agencies searching to find a way out of the problems and circumstances they experiences

Urban evolution is man-made and even policy-made in many respects

Collectivities feel the need for "strategic devices" to guide action

Such strategic devices are frequently invented and promoted not just by single planning agencies but by all sort of coalitions of stakeholders and shareholders both in the public sector and/or the private sector

Strategic devices (such as visions, plans, etc.) attempt to settle or to stimulate certain joint courses on individual actions

The strategic devices may contain compulsory or contractual conditions, but sometimes they are just indicative, and not necessarily legally binding





The **globalization and modernization of social and economic relationships** are having a large impact on the functioning and spatial organization of urban regions in Europe.

Economic liberalization, the opening of national borders to people and goods, the globalization of social and economic relationships and innovation in communication technologies are all recent phenomena which have dramatically changed the space – time coordinates of social and economic performance in urban regions.

Regional stakeholders feel the importance of being connected with external networks and increasingly raise the issue of regional competitiveness.

Many observers consider sub – national scale, particularly those of major urban regions, as the new strategic institutional arenas

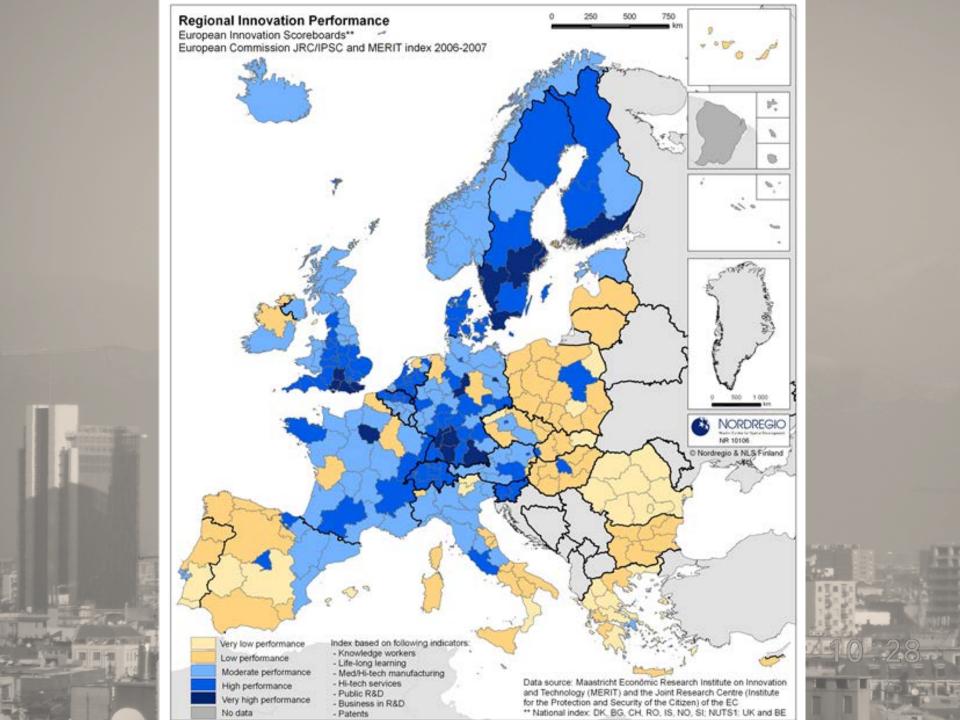
- Significant aspects of economic regulation are devolved to sub national institutional levels
- Major socio economic assets are re concentrated within the most globally competitive urban regions and industrial districts

Increasing importance and significance of **regional competitiveness** as an asset of national economies and the significance of its externally focused, inter regional orientation (in both competitive and cooperative relationship)

The highly international redistribution and rescaling of economic specialization created **new hierarchical relationships and unequal conditions for regional systems**Some urban regions are better connected than others in the dynamic processes of social and economic rescaling.

Processes of globalization and modernization generally appear to enhance the further growth of major urban regions (as being better connected spaces than rural regions) but the same processes tend to enlarge differences with urban regions that are not well connected to dominant socio – economic networks and which are in a stage of stagnation or decline

This is occurring not only in rural but also in urban areas.



The enlargement of scale and scope of social and economic relationships generates a **complex transformation of urban – regional spatial configurations**.

In most urban regions, there is evidence of urban growth, but this is not to be regarded as just a new round of metropolitanization intended to be an extension of the familiar city – centered region.

The city – centered hierarchy of urban regions itself is being challenged under current conditions.

The enlarging scope of social and economic activities, facilitated by non place – bounded communication and interaction, adds **new weight to the "accessibility" and to the "connectivity of activities" beyond the familiar dominance of "physical proximity", "compactness" or "physical density of activities"**.

The complex interactions of specialized urban activities no longer depend on physical proximity and many central city types of urban specializations tend to be more dispersed over enlarged urban areas.

Some specializations, for instance in the advanced service sector economies, may re group in **new concentrations** near to airports or at crossing – points of highways at the edge of the cities.

Cultural activities, retailing or large – scale entertainment may move in the direction of "suburban" housing market.

There is a lot of local variation in this process of urban transition, but what they have in common is the fact that they challenge the original centrality of the city as a node of interference of the most specialized and advanced urban activities.





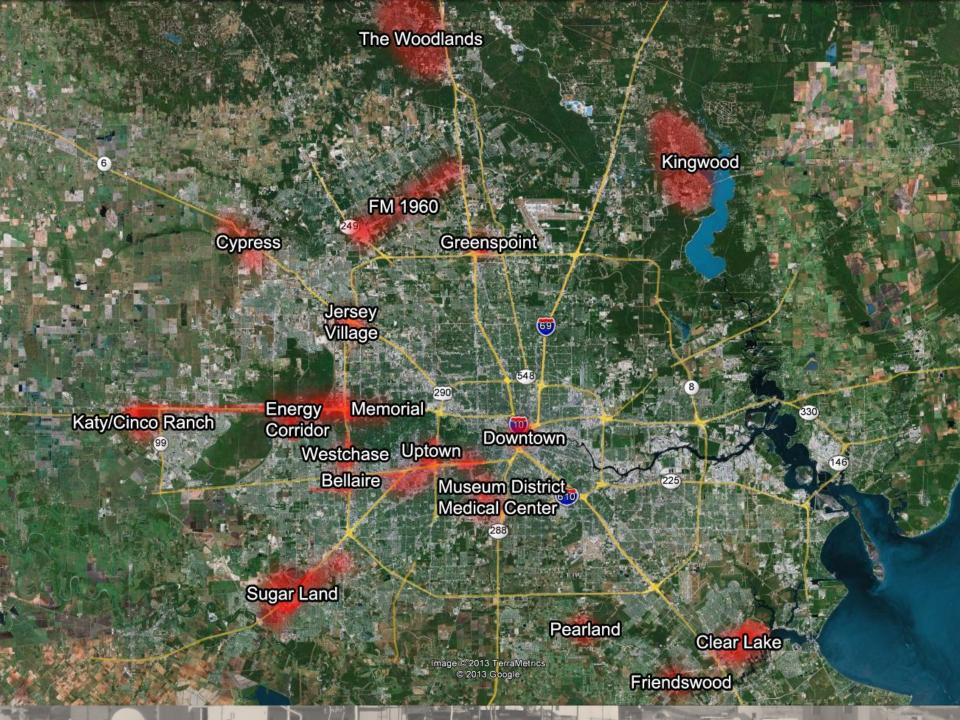


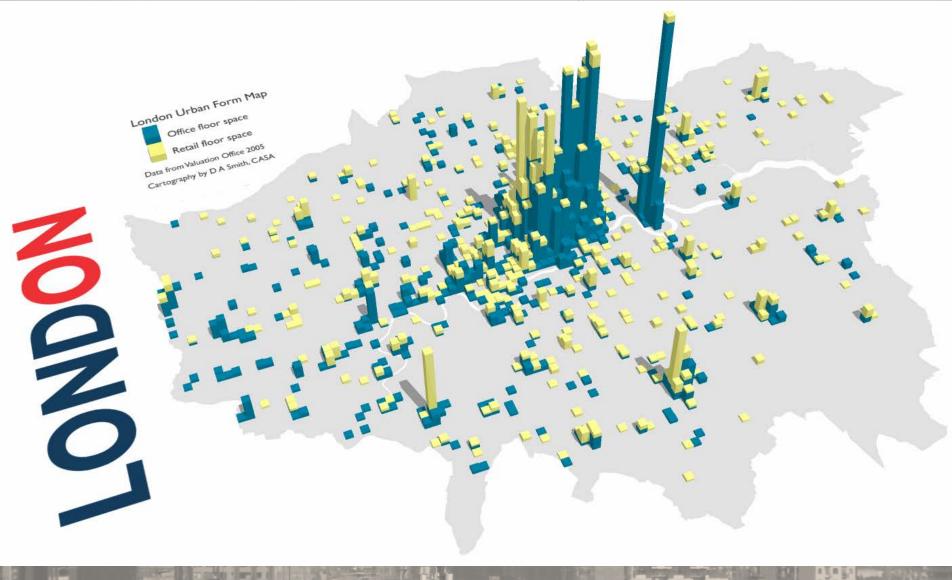








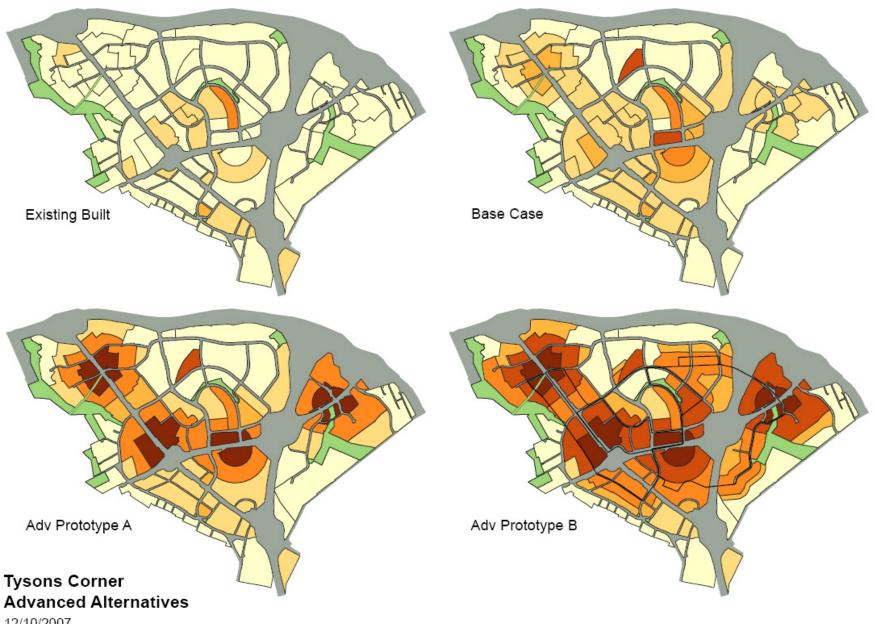






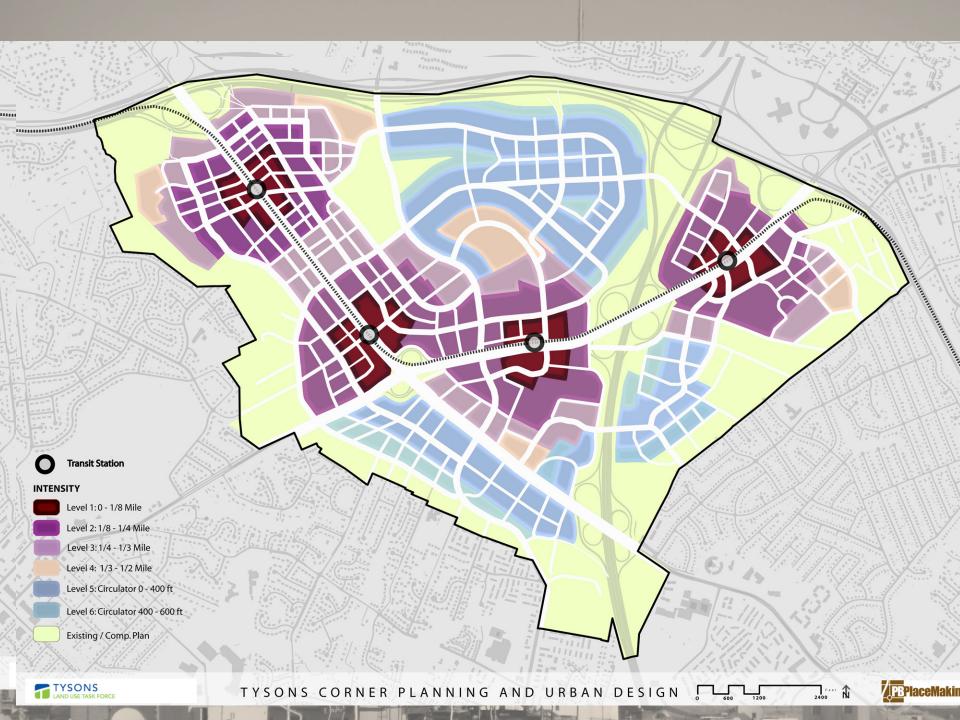


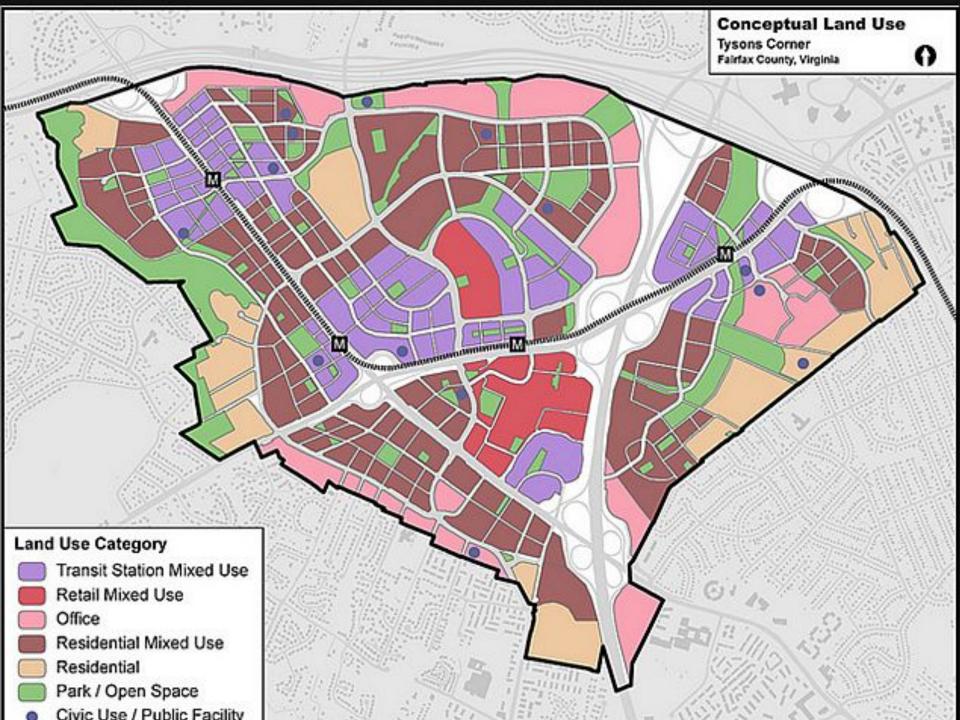




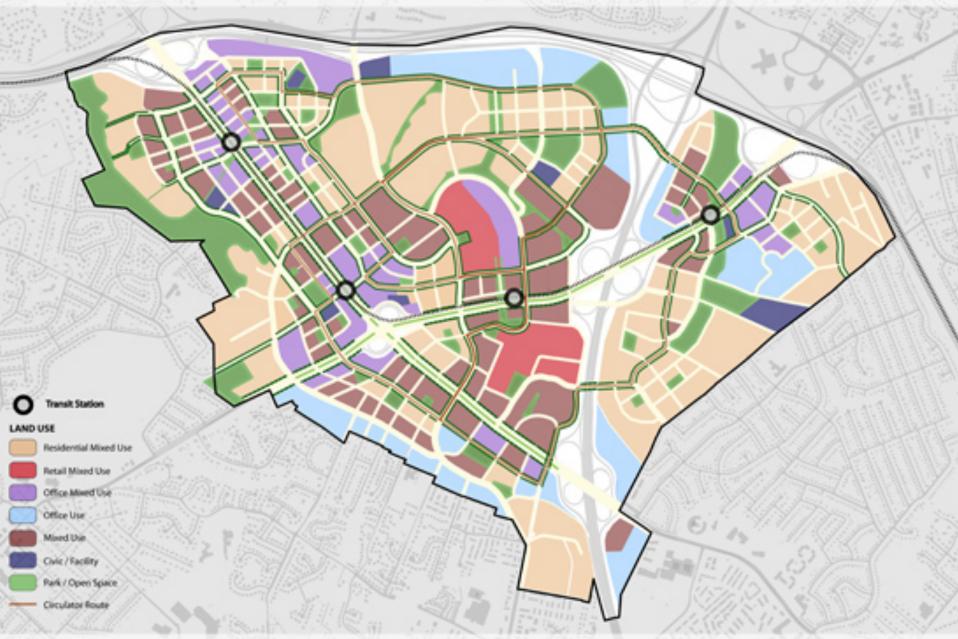
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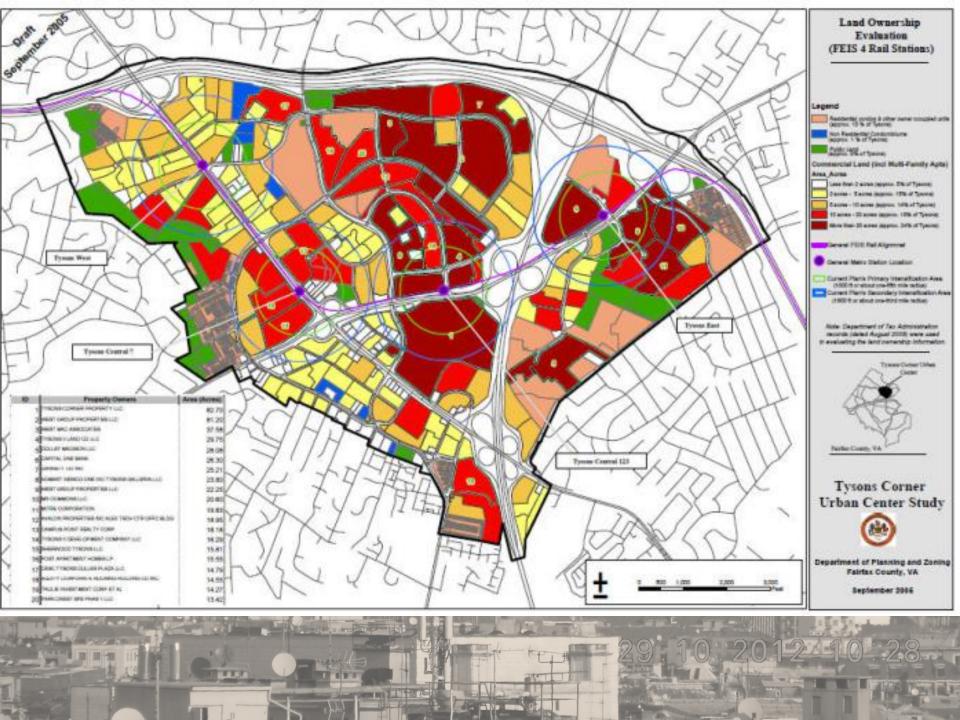


Tysons Area Land Use, Parks and Open Space Network































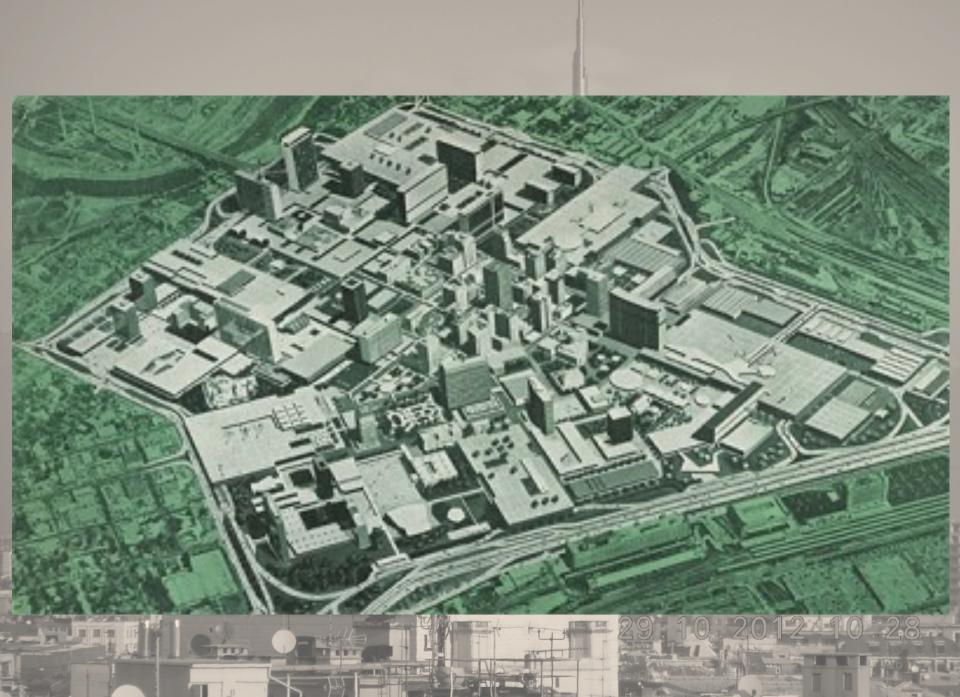
In the USA

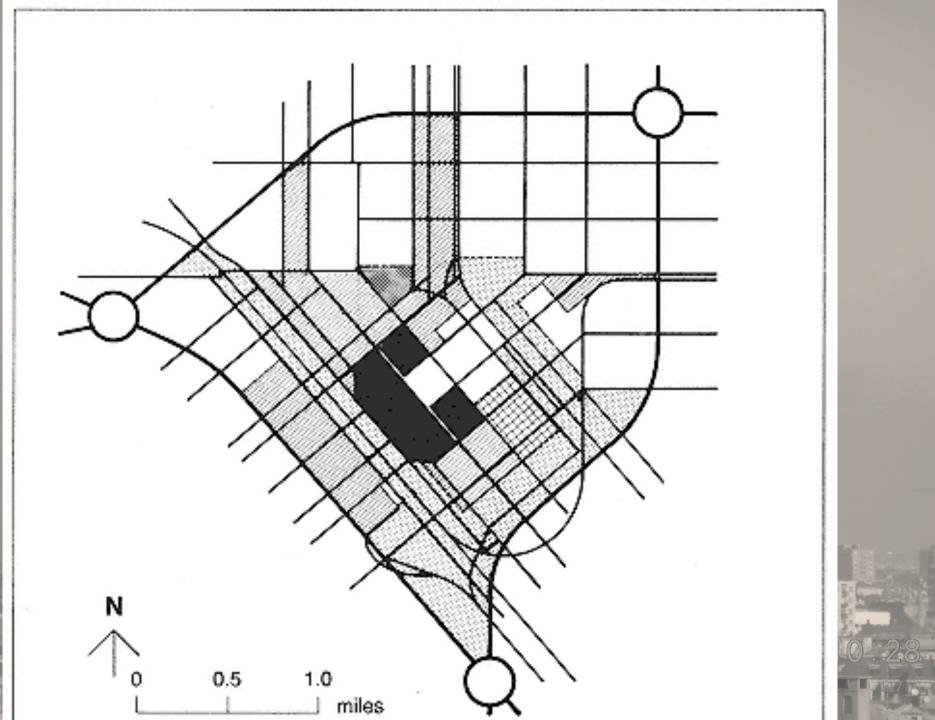
In the 1950's and 1960's, the post war policy coalitions in major cities were forged by stakeholders within outspoken pro – growth regimes.

This was the time of the **expansion of central business districts (CBD**) in cities and the urban mayors also successfully managed to connect the heart of the cities with the new generation of national highways.

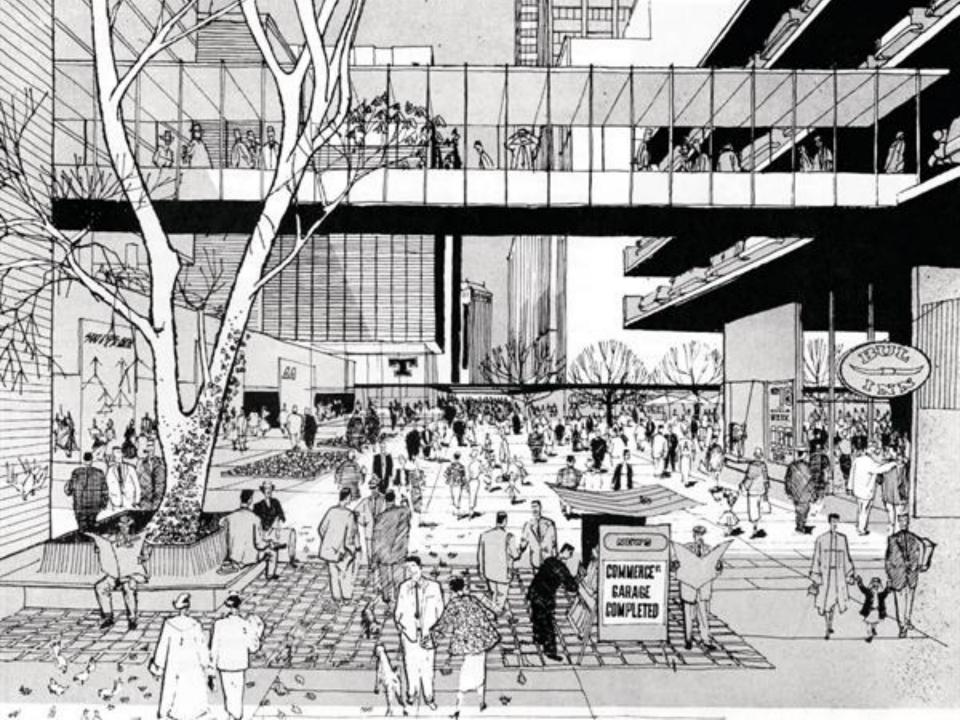
The urban periphery still prevailed as the area for extensive suburban housing.

Offices and retailing centers were the first to follow to the outskirts of the major cities but still very gradually in these first post – war decade.



















In the USA

In the course of the 1960's the pro growth coalitions were superseded by the **spectacular rise of the protest generation**.

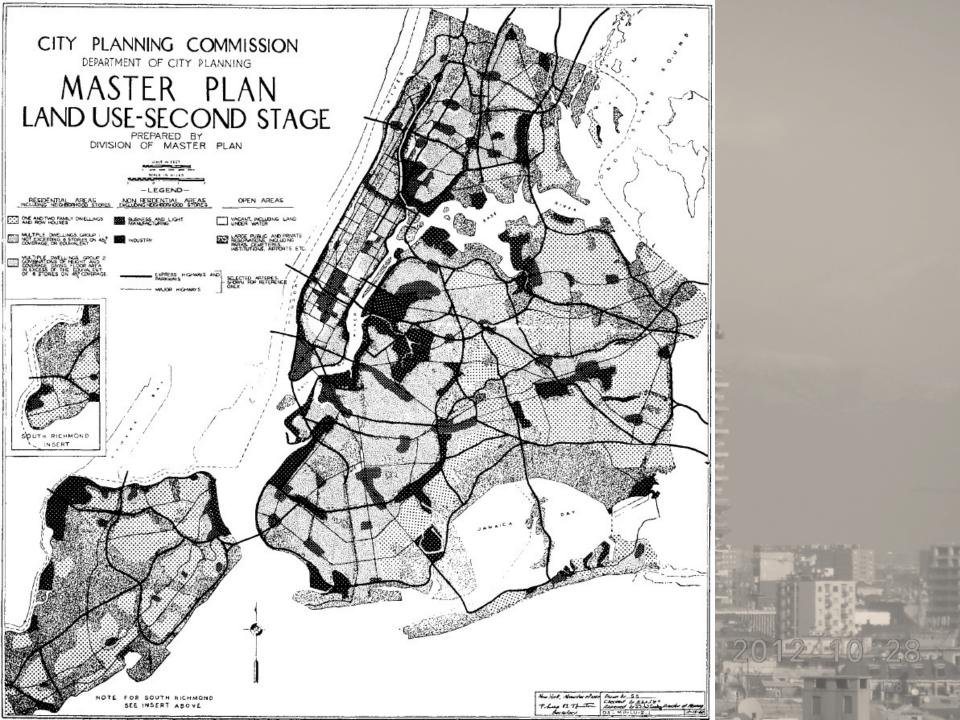
New issues were brought onto the urban agenda in particular with respect to **social housing**, **education**, **social policy and environmental issues**, and these also left their imprint on the new agenda for strategic urban projects.

During the 1970's and throughout the 1980's <u>new urban regimes were established to enable the recurrence of economic investments in inner cities in order to generate local income and to create new employment.</u>

The new coalitions involved parts of the private sectors with a strong stake in local development and urban governance also attempted to include the major electoral interests in enduring coalitions











In the USA

The entrepreneurial agenda made its come back to most American cities but frames of decision — making did not return to those of the unadulterated growth machines of the first post war era.

Strategies of negotiation are adopted in order to serve both sides with different interests and to forge enduring coalitions of cooperation

There has been a move of development activity to "conflict-free" zones on the urban periphery or to decayed urban areas where new economic investments are politically welcome

New big impact of environmental legislations

In Europe

Compared with the American experiences of framing large scale urban projects, European states exhibit **more internal variation** because of more sensible cultural and institutional differences between nation states.

The economic forces of capitalism are much more embedded in social regulation in the European welfare states. After the post war reconstruction era of the 1950's, most western European countries experienced the first period of solid economic growth in the 1960's.

National actors have been more intensely involved in the evolution of urban policy frameworks than in the largely self – supportive urban systems of the USA.

Local governments in European countries were used to getting more support from national level for socially targeted urban strategies.

Trend towards economic growth in the 1960's, era of social protests in the 1970's and an entrepreneurial recovery since the early 1980's



Now

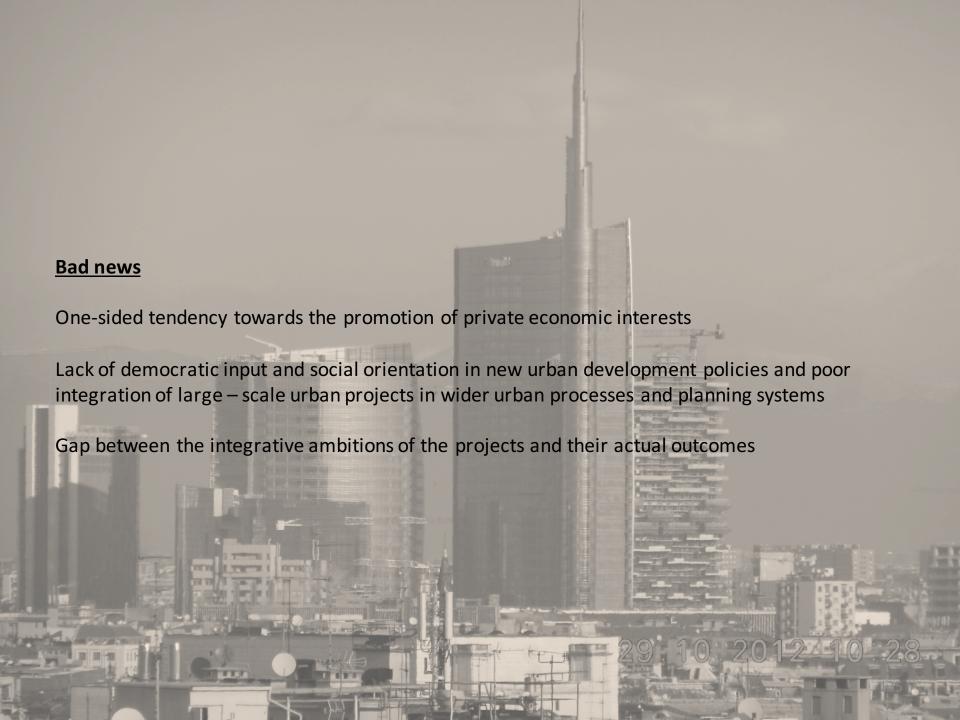
For most European regions, transformation of urban space at the regional level of scale is a new experience.

It requires a structural reconfiguration of urban organization

Large scale urban and regional projects have been used to symbolize the transition to regionalization and the enhancement of external regional competitiveness.

Often these projects are launched with multiple – purpose ambitions in order to symbolize the need for balancing economic, social and ecological goals at the regional level.

The ambition is to promote the 'USE VALUE' of the strategic projects instead of their 'commercial value' alone.





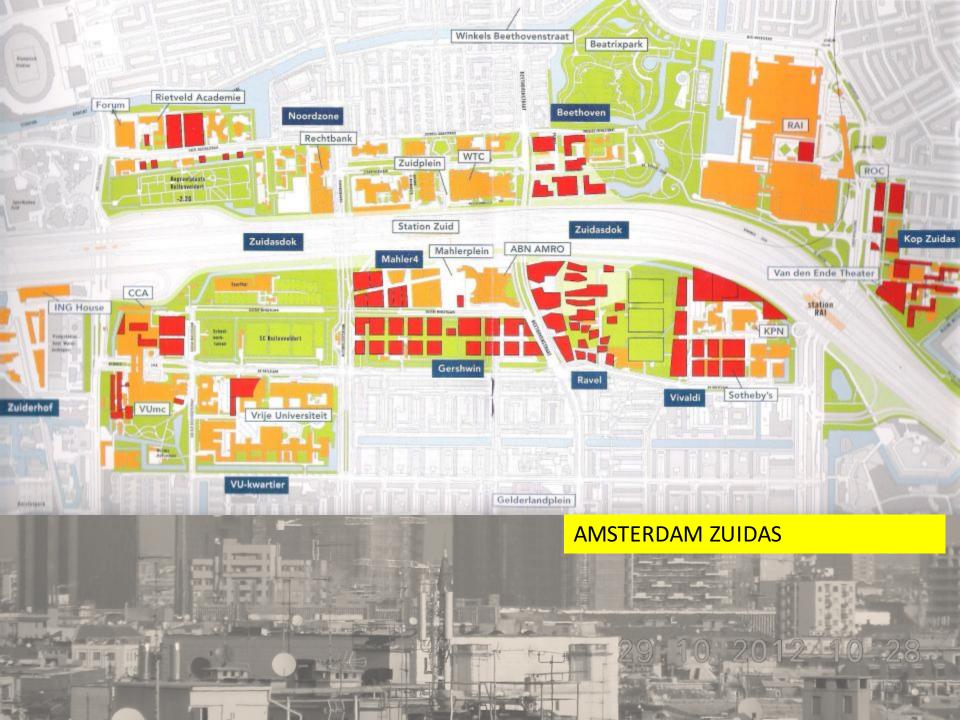
Amsterdam Zuidas

The Zuidas in Amsterdam is the biggest and one of the most ambitious and complex contemporary urban projects in the Netherlands.

The goal of the project has evolved from the realization of a new office location for the Amsterdam region to the creation of an internationally competitive location with an important urban aspect that includes housing and facilities as well.

The strategic location of the Zuidas, namely a greenfield site on both sides of Amsterdam's southern ring road and close to the international airport, is crucial to its development and governance processes

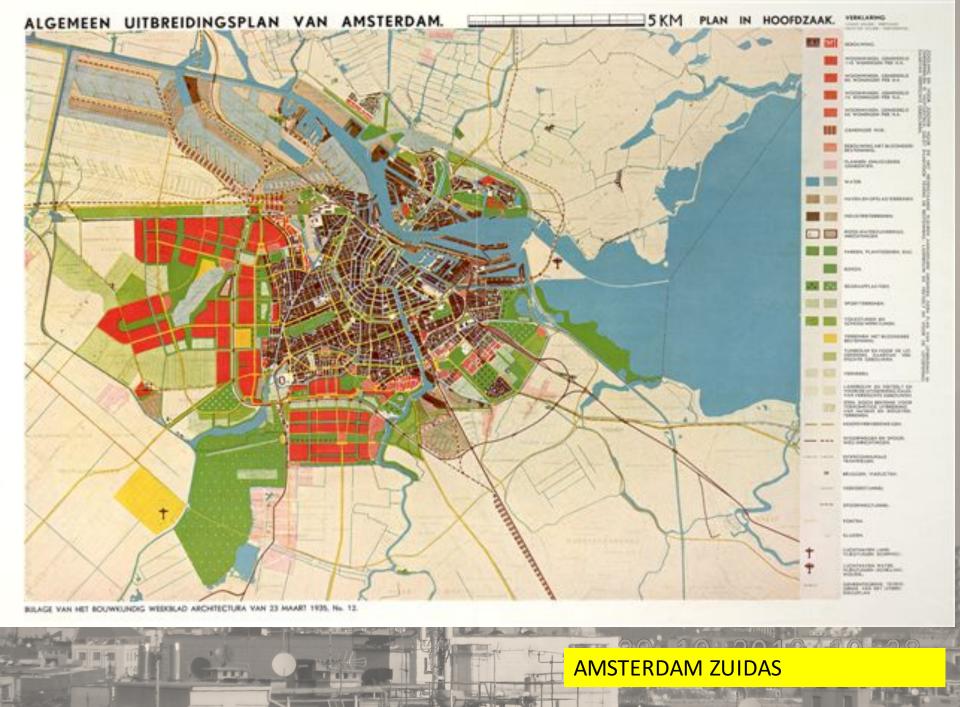


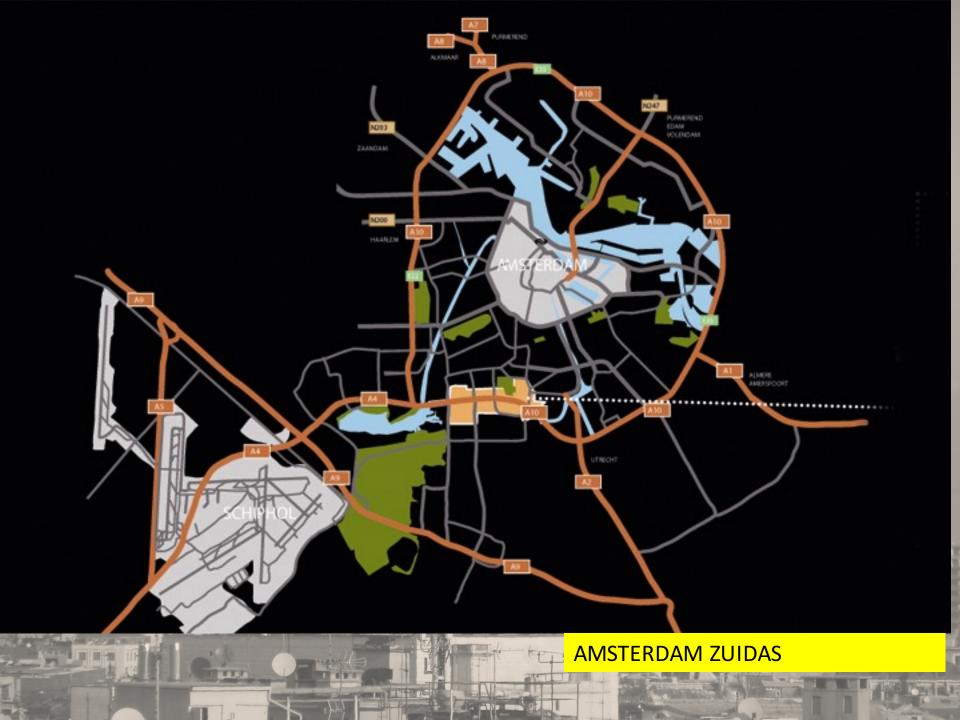


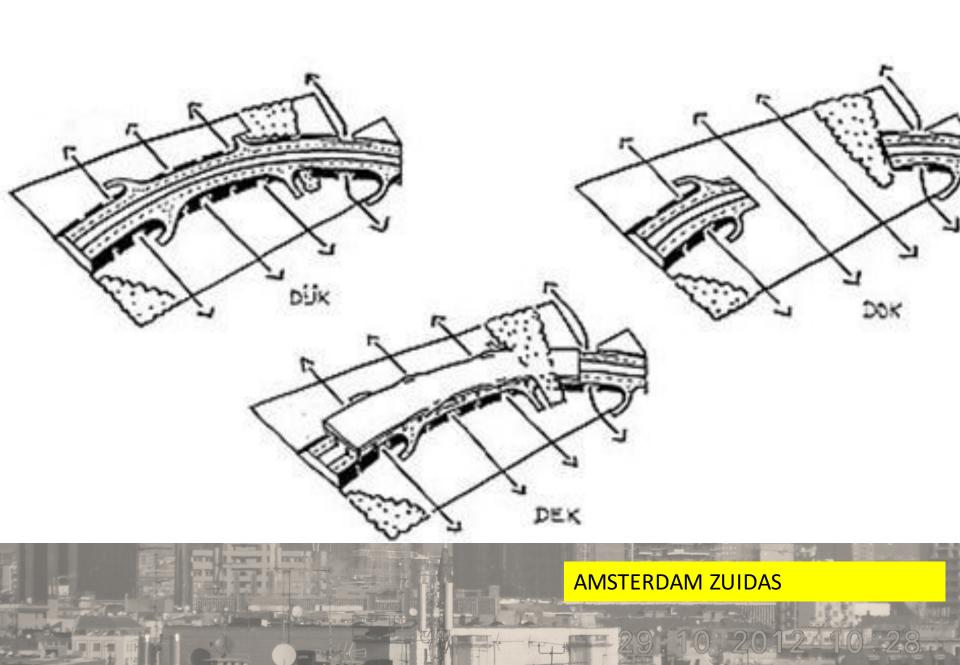












AMSTERDAM ZUIDAS





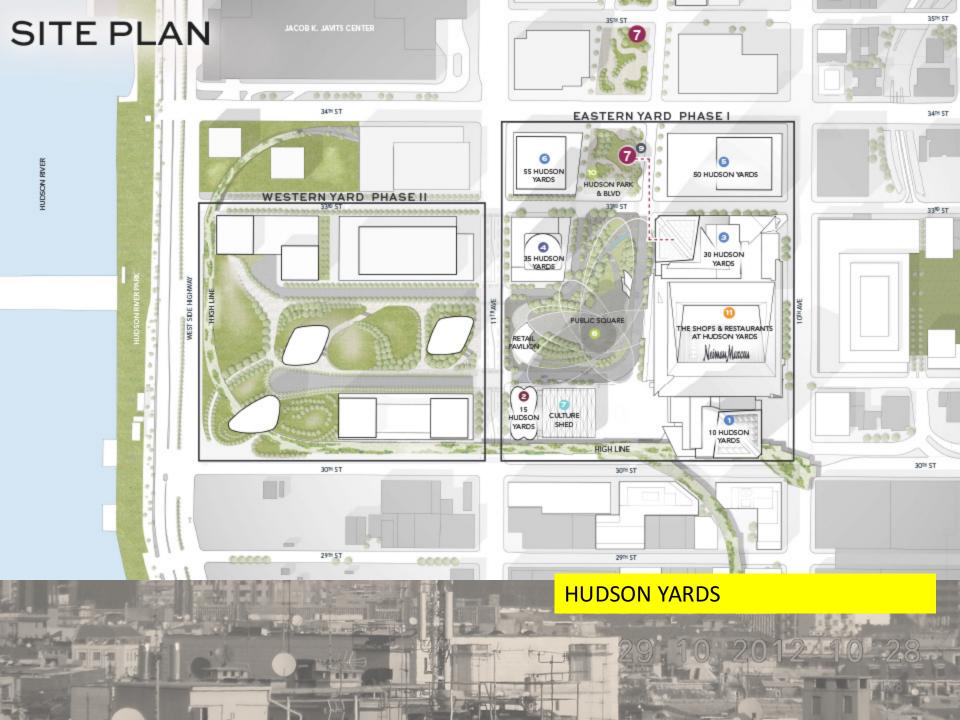
AMSTERDAM ZUIDAS

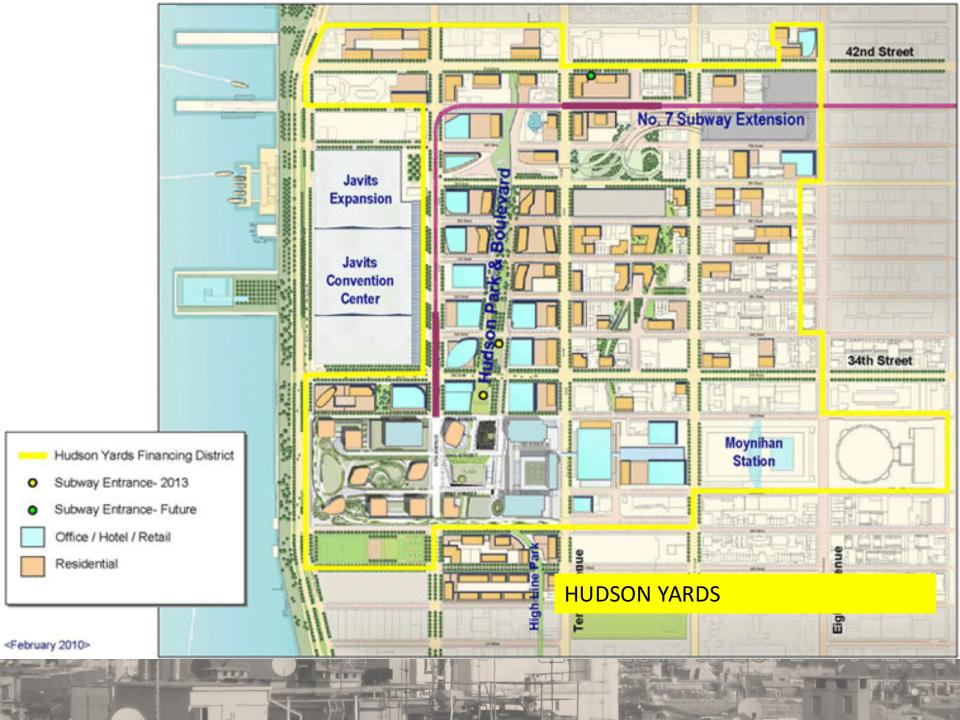


HUDSON YARDS

Hudson Yards is the largest private real estate development in the history of the US and the largest development in NYC since Rockefeller Center. It is anticipated that more than 24 million people will visit Hudson Yards every year.

The site will include more than 17 million square feet of commercial and residential space, state of the art office towers, more than 100 shops, a collection of restaurants, approx 5,000 residences, a unique cultural space, 14 acres of public open space, a 750 seat public school, gym, luxury hotels. The construction will create more than 23.000 new construction jobs.





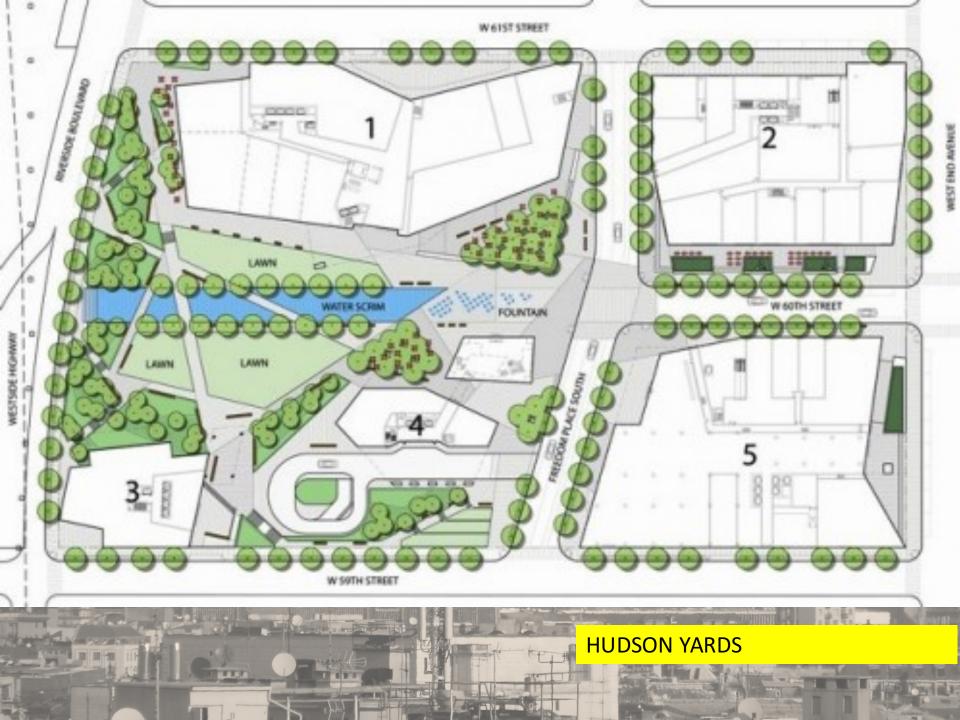


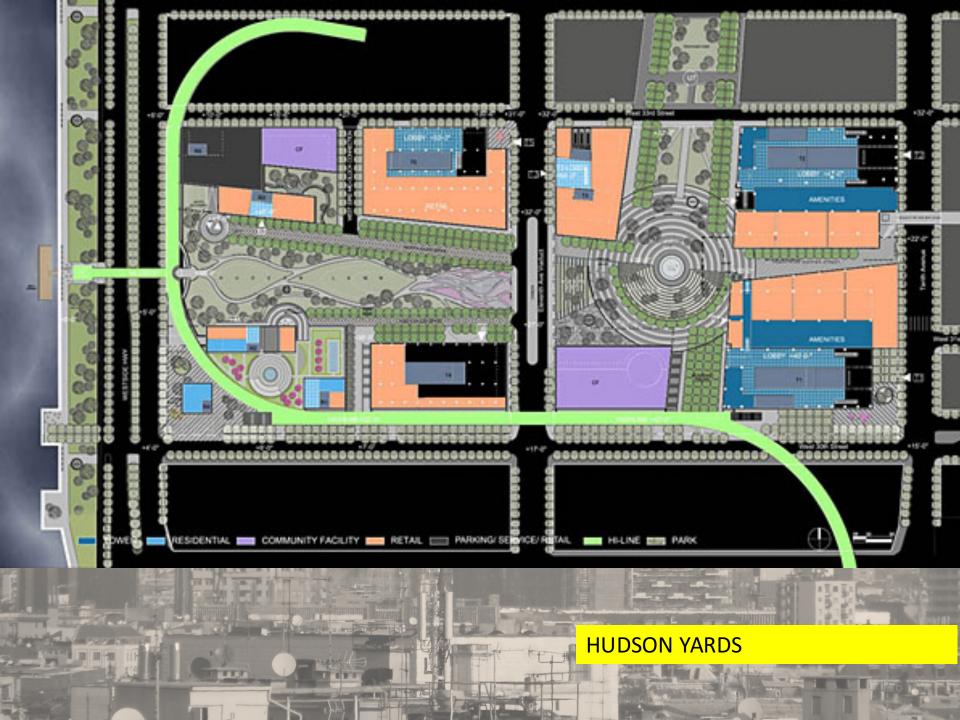






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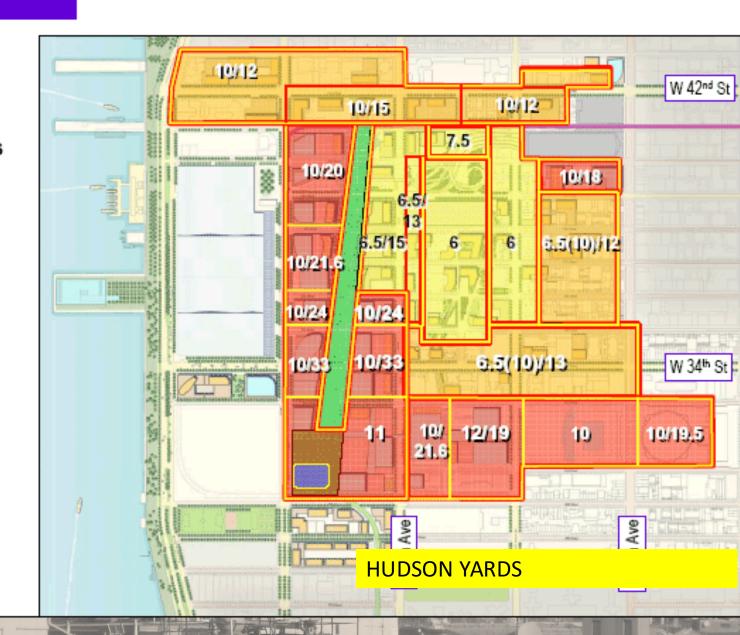


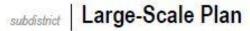
HUDSON YARDS

Adopted Zoning-Base/ Maximum FARs

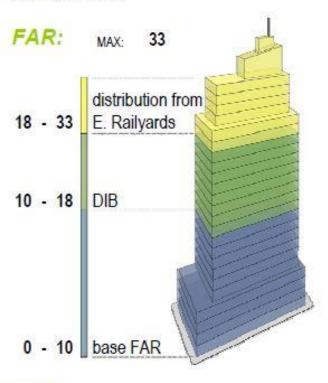
Land Use

- predominantly residential
- mixed use
- predominantly commercial
- open space
- institutional





Four Corners:



USE:

commercial: 33 FAR residential: 6 FAR community facility: 2 FAR







