

# Urban Growth Forms

## The “Colonial city”

- Neighborhoods dating primarily to colonial Chile
  - Associated with old, historical city center and surrounding areas
- Spanish colonial quadrangular street grid, “Plaza de Armas”
  - Continuous façade buildings
  - Predominated through the 19<sup>th</sup> Century

# The Colonial City



# The Colonial City



# Urban Growth Forms

## The “front yard” city

- First appears in late 19<sup>th</sup> Century
  - Desire to “privatize” space
  - Predominant form of city in first rapid wealthy eastward expansions
    - Agricultural subdivisions of today’s Providencia, Las Condes, Ñuñoa
- Highly profitable real estate model
- Continues today in megaprojects and individual subdivisions
- As much a status symbol as a residence

# The Front Yard City



# The Front Yard City



# Urban Growth Forms

## The “Park City”

- Multi-story apartment buildings
- Densely placed, surrounded by continuous greenspaces
- Latter half of 20<sup>th</sup> Century
- Densification of previous “front yard” neighborhoods
  - Lot consolidation and densification

# Urban Growth Forms

## The Marginal City

- Public housing, low income housing
- Dense, multi-story buildings
- Minimal amenities & related infrastructure
- Vast expanses on urban periphery

# The Marginal City



# An Emerging Urban Growth Form

## The “Renovated City”

- Product of government efforts to revitalize existing urban areas
  - Residential subsidies for apartment purchases in specified areas
  - Since 1990
  - (more details in next week’s lecture)

# Urban Growth Forms

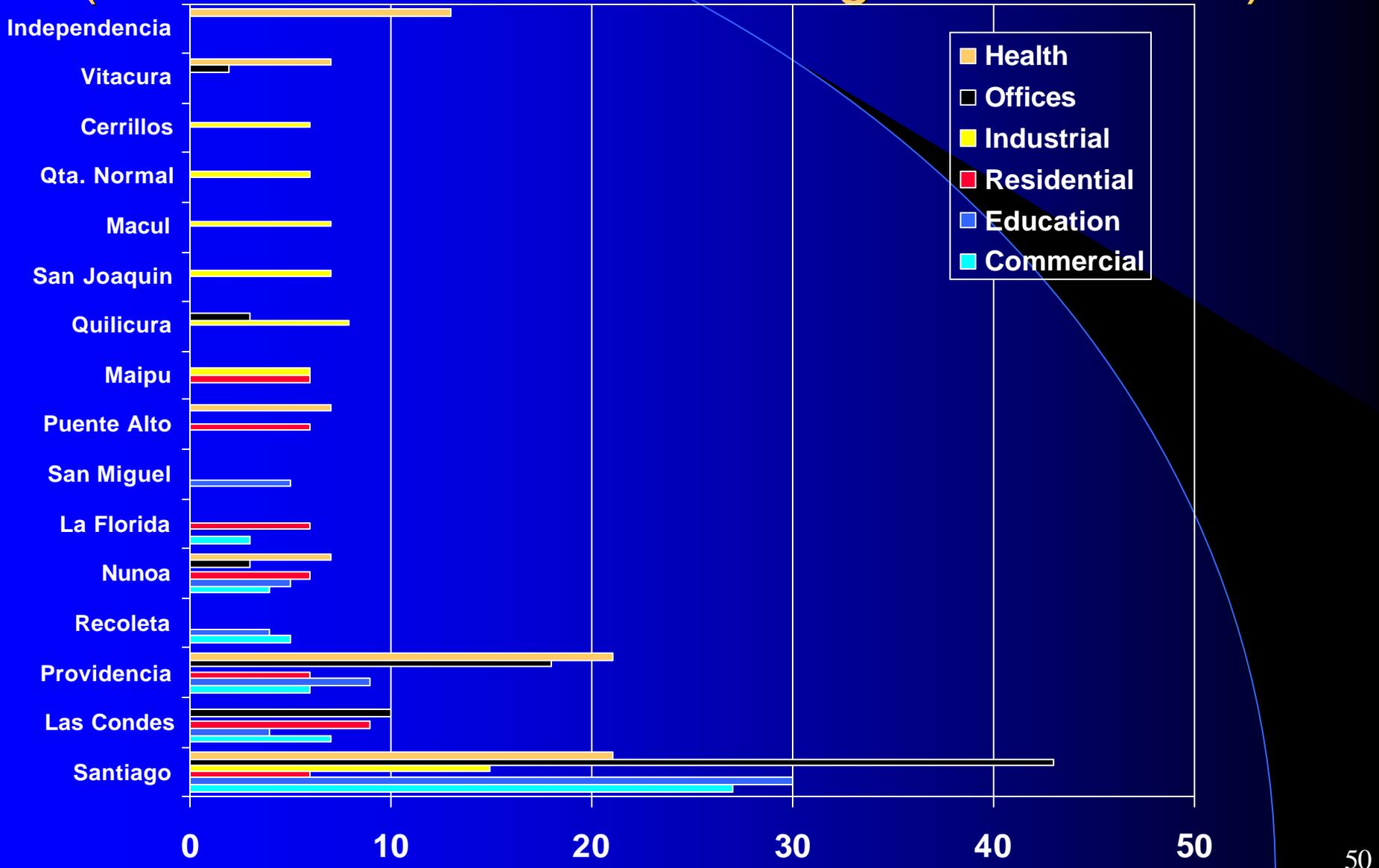
- The Colonial City
  - No longer being developed, has left no legacy influencing today's urban developments
    - i.e., no “neo-colonial” development – narrow street networks, diverse building facades, mixed uses, public spaces
- The Park City and Front Yard City
  - Design preferences, socio-economic choices
- The Marginal City
  - Response to immediate needs and conditions of poor
- The Renovated City
  - Direct public policy influence on consumer preferences
- Influencing factors in each: public investments, norms & plans in time, real estate market and its evolution (more next week).

# Land Uses

- Despite expansion, non-residential land uses remain highly concentrated
  - *Comuna* of Santiago (CBD) accounts for 27% of Greater Santiago's commercial land uses, 30% of educational land uses, 43% of office space, 21% of health facilities, 15% of industrial land

# Land Uses

(% share of Greater Santiago's Land Use)



# Transport System: Brief History

- Horse trams and steam trains (to San Bernardo and Puente Alto) by turn of Century
- By 1930s, city has one of most extensive electric tram networks in South America
  - 220 kms, 210 passengers/year
  - Dismantling begun in 1945
- By 1960s (first land regulatory plan)
  - Plans also laid for Metro system
  - Construction begun on ring road (Vespucio), Avenida Kennedy (East to Las Condes) and the PanAmerican Highway

# Next Time

- Transportation - Continued
- Environment
- Instruments, Interventions to date
- The Real Estate Market