

Review of Planning System of Barcelona and Evaluation of the Shoreline City

Abdul Moeed^{1*}, Sadaf Bilal Ansari²

¹University of Engineering & Technology, Lahore Pakistan

²University of Punjab, Lahore, Pakistan

BARCELONA CITY BACKGROUND

Barcelona has selected as a case study area which is capital of the sovereign community of Catalonia in Spain, occupying 1.6 million inhabitants in it. It was originated as an ancient Roman city, afterwards, in the era of Middle Ages it turns out to be the capital of the County of Barcelona. Later it integrated with the Kingdom of Aragon, Barcelona sustained to be a renowned city in the Crown of Aragon as an administrative, economic as well as managerial center of Aragon and the capital city of the Territory of Catalonia. It is one of the biosphere's chief traveler and marketable center with employment opportunities and cultural centers, education, entertaining media, and the arts that donate towards its position as world's foremost universal city. (Wikipedia, 2018)

BACKGROUND OF PLANNING AND GOVERNANCE

Despite the obliteration of the Metropolitan Corporation. The city board of Barcelona remains influential, regardless of its decreasing population. The planning roles and functions of the board are between three entire commissions that include housing, land policy, urban ecology, sustainability, infrastructure, and urbanism. Corresponding to the British council agencies, executive powers of Barcelona is divided among ten districts moreover, political queries are commonly dealt through the mayor and deputy mayors respectively. (Marull, 2010). The city council is responsible to controls metropolitan bodies; a separate agency is responsible for environment and water supply treatment, the metro transportation agency, parallel automobiles and taxis. The significant public agency of Barcelona is the "Generalitat." It deals with formal planning and regional planning as administrator of municipal planning. The administrator of town planning of the Generalitat is predominantly responsible for the appropriate implementation of the "PLA General Metropolitan" (PGM), 1976 in the

twenty-seven municipalities. It also regulates the motorway concessions, land development, public housing, and provision of education and health facilities. Generalitat was accountable for formulating a plan for the metropolitan region since 1987 of approximately 163 municipalities. In 1998 final draft of this plan was presented to experts for an opinion.

CRITICAL ANALYSIS OF PLAN CURRENT AND FUTURE CONDITIONS

Strategic Planning and Infrastructure Planning

Barcelona's practitioners and politicians have put in considerable dynamism to the strategic planning since the 1980s. Plans were accomplished within two cycles between 1990 and 1994, further in two years it was produced and implemented. It is identified that Barcelona's city planners became progressively alert in the 1990s of the dominant sign of the metropolitan and regional scale planning. As a result, the swift decline in the population of the city was observed with the growing economic and social integration of the regions, by new highways and enhanced peripheral InterCity facilities and business locations.

Barcelona Regional Plan

Barcelona Regional plan was designed to focus on problems and challenges in the metropolitan regions, with the provision of better infrastructure. According to my opinion, the regional plan was a significant factor in the planning of the city. Regardless of inadequate resources and global competitiveness, Barcelona regional administrates two major roles, that is project management which includes development and engineering both and the other is the formulation of interventions and strategies, for big networks and specific areas. In contrary to it the general plan for Catalonia (PTG), was permitted by the Generalitat in 1995 but it did not postulate details conferring the regions of Barcelona, it is noticed this regional

plan was not prepared and updated till July 1998. This sluggishness reflects inadequate planning in some areas of Barcelona.

Aims of Plans

For the sustainable development, plan should be made which aims to provide accommodations to half million novel dwellings by the year 2025, according to stats 4.7 million inhabitants specified by the PTG. It was considered that this figure is too great, but up to now there is no real community debate on this issue. Accordingly, this plan suggests security of the land mass of the natural areas as well as agriculture in the grid at area, where the sustainable development is not planned.

Generally, the strategy appeals intensely on the view point of its executive, Albert Serratos, who was engineer and urbanist. Furthermore, it also aids from the very high worth analysis developed equally within the group itself plus from work somewhere else, an important illustration of the latter was being printed in Mancomunitat de Municipis (1995), from where the urbanite region's housing, budget and transportation subtleties are sensibly and geographically divided.

Public Participation

The Planning Acts of Barcelona encompass the community in the planning and decision-making process at all the regional, municipal, county and national levels. Owners of the property, , non-governmental organizations, residents, stakeholders, public authorities and others concerned people if have objection regarding any planning decision have to submit comments, proposals or protests within few weeks.

Before passing an urban, spatial or regional development plan, a planning report have to prepared by the directives which need to be adopted, then a report on the premises of the suggestion and proposals must be publish to aware local residents about the decisions.

Master Plan 2010-2012

The Governing Council of the Universitat Autònoma de Barcelona passed the Master Plan for the retro of 2010 to 2012, the idea of the plan document was to establish UAB, also including other things, benchmarks, node of references on varying territorial and regional scales, functionally as well as physically which need to be integrated in the local plus metropolitan areas, it mainly recognizes and made a commitment to establish

sustainable environment keeping in consideration all social, ecological economic aspects.

Sustainable urban mobility plan of Barcelona (2013-2018)

A plan was developed named as Barcelona's 2013-2018 Urban Transport Plan, this plan attempts to advance guidelines for the traffic difficulties in Barcelona for the approaching years, hence a vibrant emphasis was on achieving sustainability in all planning. Furthermore, alternative transport services is to be plan and implemented (that include new orthogonal bus and bicycle networks, carpooling and pedestrian paths, etc., and restrictions will be imposed on private vehicles, such as increasing the price of metered parking. Other secondary objectives will be met European environmental quality regulatory parameters, reducing the number of noise and accidents, and increasing pedestrian space. There are also two other plans: one is to change direction on some of Barcelona's main streets to get maximum efficiency from the road network, another major goal is Follow OMS recommendations for environmental quality.

EVALUATION OF THE SHORELINE CITY COMPREHENSIVE PLAN

City Background

Shoreline is a city in Washington, United States, which is situated 9 miles north of Downtown Seattle. It was a rural area in the early twentieth century, and it was attractive to people due to its accessibility as well as countryside ("Comprehensive Plan"). In the 1910s, the city was divided into smaller blocks for future development. It was done in an attempt to erect new houses in the coming years and provide the city residents with enough accommodation. By the end of the 1930s, the city had a number of commercial projects that began along the Aurora Avenue, and the US Highway 99 had been connected with it, which led to an increase in the traffic. When World War II ended, people started moving into the city and a number of major residential developments began in areas such as Ridgecrest. As families moved in, schools and businesses started to flourish overnight. Through the 1950s and 1960s, the city grew rapidly, coming to stability in 1970s. After 1980s, the city has been growing consistently, at a rate of 120 households per year. According to the census report of 2010, the population of Shoreline was 53, 270

(“Comprehensive Plan”). After 2010, Shoreline has evolved into a strong community with parks, schools and neighborhoods. The city is comprised of 14 neighborhoods, encompassing 12 square miles. Primarily, the city has some commercial developments spread out along Aurora Avenue N. However, industrial development is limited in the city and over 55% land is used for residential purposes (“Comprehensive Plan”).

Plan Background

Shoreline’s Comprehensive Plan of the City describes the community’s vision, goals and values in a 20-year plan. All the objectives, policies and visions discussed in the plan serve as guidelines for regulations and decision-making towards a better future.

That comprehensive plan was first adopted in 1998 in response to the guidelines and requirements set by Growth Management Act. Then, it was updated in 2005 according to the GMA requirement for periodic reviews. In 2009, the plan was modified to satisfy the criteria set by Framework Goals through a community visioning exercise, commonly referred to as vision 2029. Currently, the plan conforms to all the countrywide planning policies and it is periodically reviewed each year.

The Comprehensive Plan report is structured under four main sections, as following:

Section I – this section includes the description of the planning process, a brief history of the city, City’s Vision 2029 and the framework goals on which it is based.

Section II – this section describes the goals and policies which address the following elements of the city: transportation, housing, land use, economic development and community design, natural environment and facilities.

Section III – this section discusses the fundamental rules for the development of goals, policies and decision-making and includes the background data and analyses.

Section IV – this section is comprised of two appendices, which include a description of the Shoreline Master Program and subarea plans.

CRITICAL ANALYSIS OF PLAN

Current and Future Conditions. The current conditions of the city starting from environment to residences and ending with commerce to industrial development are clearly conveyed by

the first section of the plan. It describes the city to have a number of neighborhoods as well as meet the needs of both long-term residents and newcomers to the area. Furthermore, the city has a diverse array of restaurants, services and shops on main streets, which are a vibrant neighborhood. Moreover, the main streets provide paths for cyclists, pedestrians and bus riders. A reliable local bus service, which operated twenty-four hours a day, connects the residential area to commercial and industrial parts.

The future conditions of Shoreline are projected by its Vision 2029, which was first planned in 2008, and it communicates the future conditions of the city in a clear, creative and practical way. For instance, since the city is primarily residential in character, the plan describes a homogenous culture for families from all races, cultures and backgrounds, living together. Secondly, the plan addresses the natural environment of the city, which is a good step for sustainability of a city, and describes how well the Puget Sound region will be characterized by parks, recreational centers and convenient shopping in the near future.

Plan Goals. The goals of any comprehensive plan should specifically involve planning for people, protecting of natural environments such as farms, forests and vegetation, managing urban development and rural development, wisely using of natural resources, managing coastal resources and ocean resources. There are 18 statutory goals, which guide the development of the future plans, and they are based on state legislation. These goals clearly identify and address all aspects that were studied in class and ensure the city’s sustainability in all respects. For instance, the objectives support a lifelong learning in schools, reinforce high-quality infrastructure, and ensure the provision of all services and growth of health industry. Moreover, the goals direct the community towards helping humans in need by introducing new services. Furthermore, the goals encourage cultural activities as well as community events. Lastly, transportation facilities for city residents are to be made secure and functional, and environmental security must be reinforced (“Comprehensive Plan”).

Connection to Goals. All of the components of the plan are well-connected to the set goals. The land use strategies are directly derived from the necessity to create a variety of entertainment, housing, shopping, recreation and employment

opportunities (“Comprehensive Plan”). The community design strategies are based social and cultural values, which are supported by the local authority. Moreover, city plan derives its many sub-strategies from the goal of improving citizens’ life by promoting high-quality infrastructure and services like recreational green parks, freeways, and places for public art (“Comprehensive Plan”). The transportation strategies are based on the goal which envisions a safe, secure and functional transportation system for the city (“Comprehensive Plan”). Finally, the economic development strategies and policies are related to those decisions which value the economic interests of the city (“Comprehensive Plan”).

Public Participation. Citizen participation in public discussion concerning the future of the city was added by an ordinance in 2015 as a part of the comprehensive city plan. It states that the citizens of the city have an important role in the continuous development of the city. This ordinance gives them the authority to have a say in the vision process by attending meetings where a draft vision is prepared. Moreover, the citizens participate in the activities of planning commission through dialogues, meetings and workshops, where subarea plans and master plans for the city are discussed. A citizen survey is also conducted, through which the residents of the city can make sure that the council knows about their level of satisfaction (“Comprehensive Plan”).

CONCLUSIONS

Researchers have distinguished here the achievement for the city planners within the metropolitan Barcelona with the accomplishments of planning types, plans and concerned authorities. Barcelona no doubt provides an outstanding example of urban growth, and how to maintain it, from the era of middle ages to the present. The landscape of the city is evidently a creation of its ancient and its present-day.

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