



Explanation of urban spatial structure with emphasis on urban economic theories; a transition from Monocentric to Polycentric

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Abstract

The purpose of this study is the explanation of transition from monocentric to polycentric models with emphasis on urban economic theories. The spatial economy of cities was considered to be comprised of a large concentration of employment in the central business districts in the last decades of the 20th century. Basic spatial structure changes have, however, occurred since then. To put it a main, urban areas have spread out into discrete, borderless and central urban forms with a growing number of subcentres and flexible new economic activities. With the development of suburban sub-centers, independent or subsidiary to the older CBD, the monocentric model has been criticized recently for its defect in explaining the spatial pattern of huge modern urban areas. One of the main criticisms is that cities are polycentric. Polycentric city is one of enclosures of monocentric city model, and alternative analytical tools to describe the employment centers in urban areas. In an attempt to address these transformations in urban area form economists have modified the monocentric model.

Keywords: *Urban Spatial Structure, Urban Economics, Location Theories, Monocentric and Polycentric.*

Introduction

Conceptual structure of an urban space can be considered as a partial or total description of the distribution of phenomena in the urban geography space (Horton & Reynolds, 1971). Thus, urban spatial structure and its function is very complicated. Each city can grow in different spatial structures and functions, which is the objective result of the interactions between land markets and topography, infrastructures, regulations, taxation, industrial development, socio-economic firms distribution, transportation network, decisions of planners and real estate developers and investors, businessmen, and policy makers during different periods of urban development (Bertaud, 2003; Hall &

Pain, 2006; Ding & Zhao, 2014). The complexity of urban structures exerted efforts to connect urban policy with urban form (Bertaud, 2003). Before inclusive industrialization development and modernization, living and working places were close together, and people provided their basic needs easily, in a short distance from their residence, often taking a short walk, and rarely had to travel. The cities also had compact and centralized forms (Pacione, 2005). However, over the time, under the influence of factors such as spatial distribution of population and issues related to economic and environmental activities, travel patterns of people from their residence to destinations, where a social activity or interaction was taking