

THE CONSANGUINITY BETWEEN URBAN METAMORPHISM AND SOCIAL LIFE

THESIS 2021 | POLITECNICO DI TORINO

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THE CONSANGUINITY BETWEEN
URBAN METAMORPHISM AND
SOCIAL LIFE

COMMUNITY COMPARISON BETWEEN
ITALY & EGYPT

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WHAT DOES THE CITY'S FORM ACTUALLY MEAN TO THE
PEOPLE WHO LIVE THERE?

WHAT CAN THE CITY PLANNER DO TO MAKE THE
CITY'S IMAGE MORE VIVID AND
MEMORABLE TO THE CITY DWELLER?
"KEVIN LYNCH"

THEY ARE THE QUESTIONS THAT YOU NEED TO ASK
YOUR-SELF BEFORE IMAGINING THE CITY.



SYNOPSIS

CITIES ARE MORE THAN MERE PHYSICAL STRUCTURES OR MODERN SETTLEMENT PATTERNS. CITIES ARE THE PLACES WHERE WE WAKE UP, LIVE, LAUGH, LOVE, WORK, LEARN, AND RETIRE FOR THE NIGHT. SUCH CITIES CAN BE UNDERSTOOD AS A FORM OF HABITAT AND ARE, IN FACT, ONE OF THE MOST RECENT HABITATS ON PLANET EARTH. ON THE URBAN DESIGN IS ONE OF THE MOST SIGNIFICANT METHODS OF PREVENTING THE PRESENCE OF DISEASES AND PROMOTE A HEALTHY HUMAN HABITAT. THE WHO CATEGORIZES NONCOMMUNICABLE DISEASES (NCDs), AS URBAN SOCIETY’S GREATEST PUBLIC HEALTH CHALLENGE. NCDs INCLUDE CHRONIC DISEASES SUCH AS CANCER AND ASTHMA BUT ALSO LIFESTYLE DISEASES SUCH AS DIABETES AND CARDIOVASCULAR DISEASES. ON A SOCIETAL SCALE, THE HUMAN HABITAT CONSISTS OF THE TOTAL SUM OF ALL ITS INDIVIDUALS FROM ALL POPULATION GROUPS. IN THE FIELD OF NATURAL SCIENCES, DIVERSITY IS ACKNOWLEDGED AS PROMOTING RICH AND HEALTHY HABITATS, ENABLING SYSTEMS TO BE RESILIENT AND ALLOWING ALL ORGANISMS TO ADAPT TO CHANGE. CORRESPONDINGLY, IT IS INHERENTLY IMPORTANT THAT THE HUMAN HABITAT ALSO ENCOMPASS DIVERSITY.

AFTER THE INCREASING OF PEOPLE’S NUMBER IN THE CITY DURING OUR LAST CENTURY THE SOCIAL LIFE HAS BEEN CHANGED AS WELL BECAUSE OF A LOT OF FACTORS SUCH AS PEOPLE CONNECTIONS, THE DIFFERENCES BETWEEN CITIES AND COUNTRY SIDE, PEOPLE BEHAVIOR AND PEOPLE NEED THEREFORE, THE CITIES NEED TO BE UPDATED ACCORDING TO THESE CHANGES OF PEOPLE. ACCORDINGLY, THE SOCIAL ENVIRONMENT IN HOUSES AND STREETS BECAME DIFFERENT BECAUSE PEOPLE STARTED TO USE THE STREETS MORE THAN BEFORE IN THEIR LIFE MOMENTS SO EVERY DETAILS IN THE URBAN MUST BE PART OF THE PEOPLE’S LIFE AND THIS IS THE REASON THAT YOU COULDN’T TAKE A SPECIFIC WELL DESIGN PROJECT FROM USA TO PUT IT IN ITALY EVEN IF THE PROJECT IS SUPER SUCCESSED BECAUSE THE PEOPLE’S SOCIAL LIFE IN USA IS DIFFERENT THAN IN ITALY EVERY ONE OF THEM HAS DIFFERENT KIND OF LIFE’S DETAILS DURING THE DAY SO THIS IS ONE OF THE MOST IMPORTANT POINT THAT WE NEED TO CONSIDER WHEN WE WORK WITH ANY PROJECT RELATED TO SOCIAL LIFE.

BETWEEN THE URBAN TRANSFORMATION AND SOCIAL LIFE CHANGES THERE ARE SOME DIRECT AND INDIRECT RELATIONS AND CONNECTIONS BETWEEN BOTH OF THEM, FIRST OF ALL THE URBAN TRANSFORMATION MUST BE BASED ON THE PEOPLE’S NEEDS AND WHICH CHANGES THAT THEY WANT TO HAVE IN THEIR URBAN SCALE STARTING FROM THE BUILDING DESIGN TO STREET NETWORK AND URBAN SOCIAL ACTIVITIES FOR PUBLIC. SECONDLY, THERE ARE SOME CHANGES IN URBAN TRANSFORMATION IMPACT ON PEOPLE’S LIFE STYLE SUCH AS BIKES LANE, RUNNING TRACKS AND PUBLIC GATHERING SPACES THEREFORE, THE CONNECTION BETWEEN URBAN AND SOCIAL LIFE IS TWO WAYS NOT ONLY FROM ONE TO ANOTHER BUT IT’S BETWEEN BOTH OF THEM TO DELIVER THE PERFECT LIFE FOR PEOPLE WHO ARE LIVING IN THIS CITY.

CITIES DESIGN AND PEOPLE’S LIFE STYLE HAVE HUGE RESPONSIBILITIES AND ABILITY TO CONTROL SOME DISEASES IN THE COMMUNITIES SUCH AS WHAT HAPPENED IN INDIA AND CHINA. THEREFORE, PROVIDING URBAN RESIDENTS WITH AREAS THAT PROMOTE BOTH PLANNED AND SPONTANEOUS SOCIAL INTERACTION AND PHYSICAL ACTIVITY WITHIN WALKING OR BIKING DISTANCE FROM ONE’S HOME IS AN EFFECTIVE WAY OF CATALYZING ACTIVE LIVING IN THE HUMAN HABITAT. THIS OF COURSE NECESSITATES A PROFOUND UNDERSTANDING OF THE TYPES OF SOCIAL, CULTURAL, AND PERSONAL FACTORS THAT MOTIVATE PEOPLE’S CHOICE OF ACTIVE LIVING AND, ACCORDINGLY, THE URBAN DESIGN AND INFRASTRUCTURE THAT PROMOTE THIS TYPE OF BEHAVIOR.

CONSEQUENTLY, THE RESEARCH STARTED TO BE DIRECTED TO THE VITAL AND COMPLETE CITY CONCEPT TO BE THE FIRST STEP OF THE LIFE CHANGING FOR THE COUNTRY AND COMMUNITY TOGETHER. THE IDEA OF VITAL CITY IS FAIRLY SIMPLE: RESIDENTS SHOULD BE ABLE TO ACCESS THEIR BASIC NEEDS OF FOOD, HEALTHCARE, WORK, GREEN SPACE, ETC. WITHIN A 15-MINUTE COMMUTE FROM THEIR HOME. COMMUTING HERE REFERS TO WALKING OR CYCLING; CARS ARE LARGELY ABSENT FROM THIS DISCUSSION. ACCORDING TO THIS CONCEPT, OUR SIX BASIC SOCIAL FUNCTIONS OF “LIVING, WORKING, SUPPLYING, CARING, LEARNING, AND ENJOYING” SHOULD BE MET CLOSER TO HOME TO ENSURE HAPPIER CITIZENS ARE MORE ENGAGED IN THE WELL-BEING OF THEIR COMMUNITIES. AN INTERNATIONAL COALITION OF 97 CITIES DEDICATED TO CREATING MORE SUSTAINABLE URBAN LIFESTYLES. WHILE THE TERM VITAL CITY IS RELATIVELY NEW TO THE URBAN PLANNING SCENE, ITS CONCEPTS ARE NOT. THEY HAVE BEEN REFERRED TO AS ‘COMPLETE COMMUNITIES’ OR ‘THE 15-MINUTE NEIGHBORHOOD’ IN THE PAST, AND REPRESENT A TREND OF DECENTRALIZING URBAN LIFE SO THAT NEIGHBORHOODS MAY MEET MULTIPLE DAILY NEEDS.

AT THE END VITAL CITY IS ONE OF THE MOST IMPORTANT STRATEGY NOWADAYS TO TACKLE WITH VARIOUS OF URBAN AND SOCIETY ISSUES. THEREFORE, THE THESIS EXPLORES HOW COULD WE APPLY THIS CONCEPT IN DIFFERENT COMMUNITIES WITH DIFFERENT BACKGROUND AND NEEDS. THEREFORE, YOU CAN FIND THE APPLICATION OF THE VITAL CITY PROCESS IN TORINO, ITALY AND CAIRO, EGYPT TO FIGURE OUT HOW THIS STRATEGY WILL IMPACT ON THE SOCIETY AND HOW IT’S GOING TO CHANGE THEIR LIFE STYLE AND MAKE THE COUNTRY MORE SUSTAINABLE WITH HEALTHY LIFE FOR THEIR PEOPLE.

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CORETTA SCOTT KING

1- PREFACE OF URBAN TRANSFORMATION CONSEQUENCES.

IT'S THE INTRODUCTION OF CONSEQUENCES OF URBAN TRANSFORMATION ON THE OVER-ALL STRATEGY IN THE CITIES AND HOW IT REFLECT DIRECT AND INDIRECT ON PEOPLE'S LIFE, HEALTH, LIFESTYLE, AND ENVIRONMENTAL QUALITY SO IT'S JUST THE OPENING CHAPTER FOR THE NEXT STUDIES.



HELEN KELLER

1.1- CITIES TRANSFORMATION THROUGH TIME.

Over half of the worldwide population live in cities, this number is expected to rise to 70% over the next 20 years (United Nations, 2014). According to The United Nations projects and estimations, cities will absorb nearly all global population growth from the years 2016 to 2030, amounting to almost 1.1 billion new urbanites during the next 14 years. Whilst 50 years ago there were only 3 megacities (>10 m inhabitants), Tokyo, Osaka, and New York- Newark, today there are 28 megacities globally, by 2030, there will be 41 megacities worldwide (United Nations, 2015). In recent years, cities have received a lot of attention, not only because of the multiple challenges cities present but because of the potential that they hold in solving pressing societal problems such as poverty, climate change, and diseases. The United Nations Habitat New Urban Agenda (UN Habitat, 2016) and the Sustainable Development Goals (SDG, 2015) have provided new dynamism to the urban development agenda and its linkages and connections to human health. Cities have long been recognized to be socie-

ty's predominant engine of innovation and wealth creation, yet they are also the primary source of pollution, crime, and diseases. (Bettencourt et al., 2007) Today, only 600 urban centers account for 60% of the global GDP (Dobbs et al., 2011). In the United States, the top 20 metropolitan regions contribute 52% of the total country's GDP. Furthermore, there is a vital correlation between the degree of urbanization of a country and its per capita income. When a city's population is doubled its economic productivity increases by 130% (Bettencourt et al., 2007; Bettencourt & West, 2010). The major drivers to a higher cities' productivity are shown in resource sharing, quicker and better matching, and more learning. Increasing urban population density is beneficial as it gives residents a greater opportunity for face-to-face interaction. Productivity and innovation tend to be higher in cities that pay higher wages and improved standards of living. As such, cities attract more workers resulting in positive loops of growth, productivity, and innovation.



-Dubai through the time from 1991 to 2017 a lot have been changed.

-Source. ITP Media Group. (2017). A look at the incredible changes in Dubai. Esquireme. <https://www.esquireme.com/>

1.2- SOCIAL LIFE'S CHANGES.

Following the increase of people numbers in cities over our last century, social life has changed as well due to various factors such as connections between people, the differences between cities and countryside, people behavior and needs, therefore, cities need to be updated to reflect these changes. As a consequence, the social environment in houses and streets changed because people started to use the streets more frequently in their daily moments so every detail in the urban must be part of the people's lives and for this exact reason you could not take a well-designed project from the USA and place it in Italy even if the project was extremely successful because the people's social life differs from a country to the next with each having its set in their day-to-day, this being one of the most important factors to consider when working on social life involved

project. Continuing with the same concept we can see the reshaping of communities in the cities because of policies' constant changes according to human behavior which is always in a changing mode. Looking into the process, studying and analyzing social life and community is the first step in developing a city, simply to understand what is going on inside the community and what they require not just nowadays but also to give to your design the ability to be changeable throughout time according to what you expect from the community. After all, cities are not just buildings it's the people inhabiting them. In the end, considering the people being the source of life, social life and community details are the basis of change in urban scale as they are the foundation of redesigning this creation because they need to be involved not only considered as users.



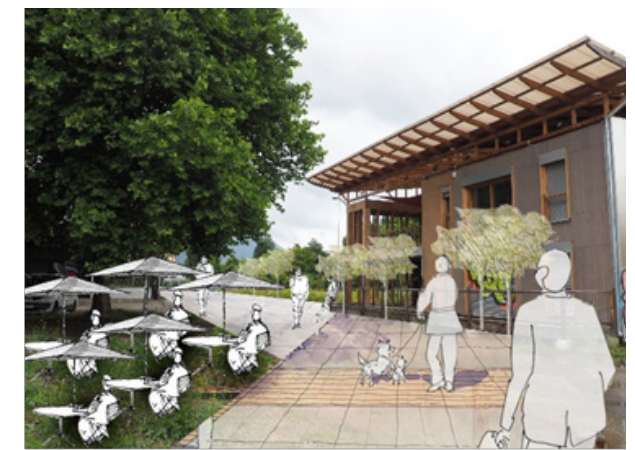
- it shows people's need in their neighborhood so it's one of the starting points.

-Source; Area d'Ecologia, Urbanisme i Mobilitat. (2017). Poblenu "Superblock. Publicspace. <https://www.publicspace.org/>

1.3- THE CONNECTION BETWEEN URBAN AND SOCIAL LIFE.

Between the urban transformation and social life changes, there are some direct and indirect relations and connections. First and foremost, urban transformation must be based on people's needs and the changes that they want to see in their urban scale, from the building design to the street network, and urban social activities for the public. Secondly, some changes in urban transformation have an impact on people's lifestyle such as bike lanes, running tracks, and public gathering spaces. As a result, the connection between urban and social life is made in two ways not only from one to the other but also between the two, in order to provide the ideal life for people of this city. A good example of this connection is the city of Grenoble in France, a bike-friendly city that encouraged people to use the bikes more often when going places, they designed

bike lanes starting from the city's center which enabled people to bike freely from the city's center to the borders in just 15-20 minutes barring in mind if you wait for transportation you will consume more time, so with this strategy, along with taking off advertisement banner and replacing it with green spots and public outdoor activity spaces, the lifestyle of the people changed because of this urban transformation making it more fitting for people's social life after realizing that people started meeting in the streets because of those green spaces. In the end, the relation between urban transformation and social life is vital in enhancing the quality of life for people leaving an impact on other elements such as the environment, social bonds, and the city's economic situation.



-the different between the function of the same place and the effect on the people of this change, Grenoble, France

-Source: My project for Urban design in Grenoble, France.

1.4- CONTRIBUTION OF URBAN TO REDUCE INFECTIOUS AND NON-COMMUNICABLE DISEASES.

Cities have huge responsibilities and the ability to control some diseases by the design of their urban as it has a huge effect on people's lifestyle and their way of living, therefore when you design a city consider how their life would be affected by such design. For example, India, has one of the highest rates with causes of death by cardiovascular and cancer, due to several reasons but urban design in the big cities in India being a primary one for the lack of proper ventilation as those cities are not designed these numbers of people. However, if they set some policies to force people to consider and protect the present green areas and increase those areas it will have huge consequences on air quality, more importantly, people's lives. On the other hand, in Japan, they are trying to control everything in public spaces to control the air quality and environment

in the country, for example, in public spaces there are some places smoking is allowed but the rest are not with this concept more than 35% of people started to quit smoking because it became very hard to do so in most public places. In the end, the urban design of the city along with setting some policies is the first step by the government to help people lead a good quality of life. Swedish authorities noted that "Reducing social differences in health is the key for general public health objective". Furthermore, obesity is another disease as a result of human behavior as it has been proven to be especially difficult for public health professionals to adequately address on a population level. If sustainable policies can be correlated with a reduction, or slowing, of the hard case of obesity, it will represent a significant potential for future interventions.

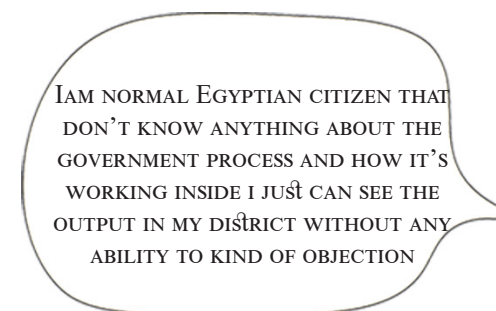


- it shows how the creation of urban is one of the reasons of people's social life and also spreading some diseases in the community.

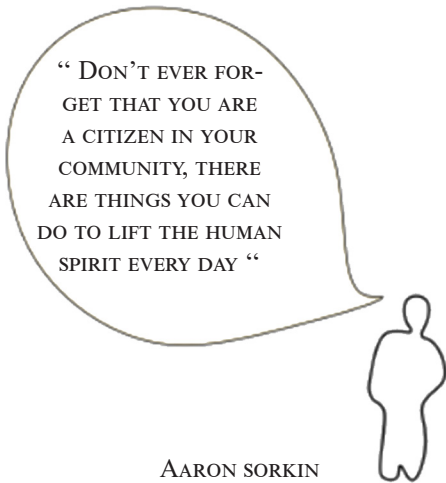
-photo credit (Urban-associated diseases: Candidate diseases, environmental risk factors, and a path forward)



FRANCESCA
CROCETTA, TORINO



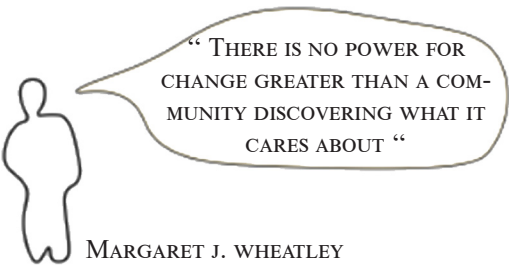
MOHAMED
HELIOPOLIS, CAIRO



AARON SORKIN

2- LIVABLE CITIES.

CONTINUE WITH THE DISCOVERY PART WITH THE LIVABLE CITIES TO KNOW WHAT ARE THE PRINCIPLES TO CHANGE AND DESIGN FROM THE BEGINNING LIVABLE AND ACTIVE CITIES AND WHAT ARE THE MAIN PILLARS TO BUILD THIS KIND OF CITIES TO GET QUALITY LIFE FOR PEOPLE.



MARGARET J. WHEATLEY

2.1- (IMCL) INTERNATIONAL MAKING CITIES LIVABLE.

This movement was founded in 1985 by Henry L. Lenard and Suzanne H. Erowhurst to start changing the concept of a dead city to make it more livable and increase its social life. There are some points that you need to consider in designing and making the city livable

- 1-Community social life
- 2-Connect with nature
- 3-Independent mobility
- 4-Create a hospitable built environment.

Therefore, Livable cities are not just created by buildings, it's mainly by creating zones and connections between the urban elements awith the people to make them interact with the city becoming a Key to achieving a high quality of life for all in treating the public realm. The most essential task is to make it possible for people to come together, to form friendships and face-to-face social networks to make people feel more at home and involve more in the community in indirect ways. The public realm must in-

clude everyone—babies, toddlers, teens, youths, adults, and older people. It must involve people from all walks of life and socio-cultural backgrounds, integrating children into the community, and building social support for elders and those less fortunate. Interaction in public builds community and social capital. In the end, it is vital to consider the transit between ages, for example, older kids should be able to take transit on their own from a suburb to the town center. For parents to be comfortable with their children taking transit, parents themselves must use it to get to work or go shopping. Transit used by everyone—rich and poor, old and young—is democratic and socially healthy. It also builds the community and decreases the segregation between different ages as this way they will communicate together in the social spaces.



-Healthy cities create a hospitable urban fabric connected with the nature
- Photo credit: François Schreuer

2.2- FOUR PILLARS OF IMCL

+ COMMUNITY SOCIAL LIFE

The way we treat the public realm is critical to achieving a high quality of life for everyone. The most essential task is to enable people to come together, form friendships and face-to-face social networks, and develop social capital and community. It is the public spaces, streets, and squares that facilitate equitable social interactions. Social Immune System: physical health is built on the foundation of social health. The quantity and quality of social interaction, as well as one's sense of belonging, have a significant impact on both physical and mental health (House et al., 1988; Lomas, 1998; Cohen, 2004). We all require companionship and frequent face-to-face interaction with a diverse group of people who acknowledge us as human beings and accept us as "members." These social networks serve as a "social immune system" to buffering stress, improving coping, and protecting health. Public Realm: We all need to be able to engage in a vibrant social life in public, but this cannot happen without a strong community and welcoming public spaces. A vibrant public realm encourages people to linger, share their observations and perspectives, and get to know one another. It is essential for the development of the community and civic engagement, both of which contribute to a

more democratic way of life. As Martin Buber emphasized: "...architects must be set the task of also building for human contact, building surroundings that invite meeting and centers that shape meeting" (1967). Creating a welcoming public realm necessitates a mix of building uses—stores, workshops, or restaurants at street level, with dwellings and offices above. Residential buildings with windows and balconies overlooking the street or plaza create "eyes on the street" (Jacobs, 1961), making the public realm safe and hospitable, a place where parents feel comfortable letting their children roam. The Neighborhood Square, the Community's Living Room: A small neighborhood square is the most important component of a healthy neighborhood—and yet it is precisely this that sorely lacking in modern cities. People's lives intersect on a square; social interaction occurs while people shop or go about their daily lives. According to Peter Benson (2006), Children must grow up "within a web of sustained adult relationships." At its best, the public realm is an unrivaled teacher of social skills and attitudes (Lennard & Crowhurst Lennard, 2000). The baby is introduced to members of the community, and the toddler learns how to address strangers as equals even before he learns to speak.

2.2- FOUR PILLARS OF IMCL

+ CONNECT WITH NATURE

We must prevent air pollution by reducing vehicle emissions (Nieuwenhuijsen & Khreis, 2016) and contaminating rivers and lakes, and drinking water. Contamination can have immediate and long-term effects on our health and the health of all living things (Nieuwenhuijsen et al., 2017). Aside from that, fresh air and clean water are enormous sources of pleasure and well-being. But beyond that, research from across Europe (Nieuwenhuijsen et al., 2017) shows that protecting green and blue spaces in our cities is extremely beneficial to the health and wellbeing of citizens. Much research supports what we would assume to be true—that parks and green spaces promote physical activity and are thus good for health. They should be designed to foster creativity, imagination, social play, exploration, discovery, and vocabulary development. Natural settings have been shown to encourage social play and cooperative relationships,

promote emotional resilience (Grahn et al., 1997; Wells, 2000), reduce and relieve attention deficit hyperactivity disorder. Nature is particularly healing for the elderly. Even a view of trees from your apartment improves emotional health, mental acuity, and productivity while reducing stress and violence (Kuo & Sullivan, 2001), as trees are good for cardiovascular and respiratory health (Donovan et al., 2013). Neighborhoods with diverse trees, children have lower asthma rates (Lovasi et al., 2013), and mothers are less likely to deliver undersized babies (Donovan et al., 2011; Dadvand et al., 2012). Trees and plants remove nitrogen dioxide and particulate matter from the air. Cities require incidental nature in courtyards and tiny backyards, on balconies and roof gardens, growing up the walls and across the street to soften the harsh environment, purify the air, and provide green views for city dwellers.



-integration between public spaces and the community with the nature
- Photo credit: The Stephanie and Fred Shuman

2.2- FOUR PILLARS OF IMCL

+ INDEPENDENT MOBILITY

Creating a healthy, livable city necessitates a balanced transportation policy (Topp, 1985) that promotes Active Living by Design prioritizing walking, biking, public transit, and lastly on the car (Active Living by Design n.d.). Taking the trips made by children, the elderly, the poor, and the disabled as seriously as trips made by working adults help prioritize healthy, ecological transit modes. Balanced transportation planning is not about the movement of vehicles but about people and how they get around. The transportation planner must accommodate the various trips that we all need to make—to school, work, shopping, the library, or theater—while making all of them as pleasant, economical, healthy, safe, comfortable, simple, and autonomous as possible. The days of simply planning transportation planning on cars are long gone. This policy calls for reshaping suburban areas into human-scale mixed-use neighborhoods so that destinations (school, shops, movie houses, library, restaurants, ca-

fes, workplaces, community services, and public transit) are within a 10- or 20-min walking and biking radius from home for the majority of the population (Crowhurst Lennard & Lennard, 1995; Ewing & Cervero, 2010). Children must be able to walk to school and around their neighborhood, play outdoors, and interact with friends and different community members. They require freedom within a safe territory in order to develop independence and spatial skills. The City of Freiburg has excelled in inaccessibility for pedestrians, bicyclists, and public transit. They received the IMCL City of Vision Award in 1993 for their commitment to the principles of livability and sustainability in planning and urban design issues and have since received numerous awards for livability and a child-friendly city. The presence of particular familiar people and community members shopping and frequently in nearby cafes is a better reason for street safety than simply having wide sidewalks.



-the most important thing is to provide all options for the community not only the easiest one
-Source: Paul Kreuger, Dunsmuir Separated Bike Lanes 456. CC BY 2.0.

2.2- FOUR PILLARS OF IMCL

+ CREATE A HOSPITABLE BUILT ENVIRONMENT

Regional Planning: The prevention of sprawl is critical to our health. Cities and towns in a region must collaborate to focus new development within existing urban boundaries; establishing guidelines for creating 10-minute neighborhoods, locating housing close to jobs, schools, stores, and services; and prohibit shopping malls and big-box retail from being built outside city limits where they deplete the city's economy and generate superfluous traffic. The Upper Rhine region, where Germany, France, and Switzerland collaborate to achieve these goals, has taken the lead in this area. Compact Urban Fabric: A compact, mixed-use urban fabric fosters a strong and diverse social life as well as social and physical health and commercial diversity. Contiguous buildings create squares by forming continuous walls that enclose streets. A compact urban fabric allows a child to walk to school and for an elder to easily go shopping or run errands with ease. It also makes a viable public transportation system. When many errands and trips can be accomplished by foot within a small radius, community networks develop. Each suburb's center will serve as a community hub, allowing people to form connections with their neighbors and

feel welcomed in their surroundings as they will be around familiar faces. Lewis Mumford called for us to plan cellular cities, where the neighborhood is a microcosm of the multifunctional core, containing diverse work opportunities, shopping, housing, and all necessary social and cultural infrastructure within a short radius. This goal is called in Germany "Die Stadt der kurzen Wege" (city of short distances), in England the "Urban Villages" approach, and in the USA "Complete Communities" or "Ten-Minute Neighborhoods." The French Quarter in Tübingen; Riesel Feld and Vauban in Freiburg, Germany; Poundbury in the UK; and Le Plessis Robinson, on the outskirts of Paris, are all good examples. Above all, we need beautiful locations that are squared designed specifically for social life, as hospitable settings that invite everyone, that support children play while elders talk, young people flirt, and people shopping; places that residents feel and believe that it is the most beautiful place on earth because that is where they meet new friends, where community festivals took place, and where they are recognized and valued; places that encapsulate most of their remarkable city's and community's characteristics.

2.3- WHY ARE CITIES NOT ACHIEVING THESE HEALTH-RELATED LIVABILITY GOALS?
(GDP IS GROSS DOMESTIC PRODUCT)

With this model of GDP, the city is seen as an economic engine that affects directly the standard of living. There are major flaws in the GDP system. Fifty years ago, Lyndon Johnson criticized unbridled growth, which he declared led to a soulless wealth. “He elucidated a new dream valuing the quality of life above quantity of stuff” (De Graaf, 2014). But some people do it in a vast way that will harm people as social isolation and depression are the cause of these vast changes in the community. One of the cities that it will be very hard to create a livable community is Extreme capitalism is a vicious cycle: the more high-rise we construct, the more isolated and depressed we feel, the more we consume, and the more dependent we are on the generators of GDP growth, big construction, and big energy. Singapore and Hong Kong were encouraged by the USA to become shining models for Asia and China of what can be achieved through the capitalist system, with high-rise construction, profit is privatized, and loss is socialized. There is a complete economic imbalance—an overinvestment in private property, and underinvestment in the

public realm, and the places in the city that should belong to everyone and that represent the “commonwealth.” We have seen these unbalanced planning priorities at work for a long time, leading planners to create streets that are inhospitable for the pedestrian and the bicyclist. This emphasis on privacy over community strikes hard at children who have a developmental need to grow up within a thriving community. As a result, children suffer unprecedented levels of loneliness, depression, and shyness, and they fail to develop good social skills. Bullying and violence are also the results of poor social skills. For city-makers, the key to undoing these ills is to focus on the public realm the “common good”—the places that connect us, and the way buildings relate to the public realm. The economist Hazel Henderson led this effort with her Quality-of-Life Indicators (Ethical Markets, 2017). Other indicators include the Genuine Progress Indicator (GPI) (Wikipedia n.d.-b), the Canadian Index of Wellbeing (CIW) (Wikipedia n.d.-c), the World Wildlife Fund’s Living Planet Index (LPI) (Wikipedia n.d.-d), and London’s (HPI).



-Health urban space for people to be together

- Source: Urbanisme I Mobilitat., A. ’. E. (2017). Home - PublicSpace. Public Space. <https://www.publicspace.org/>

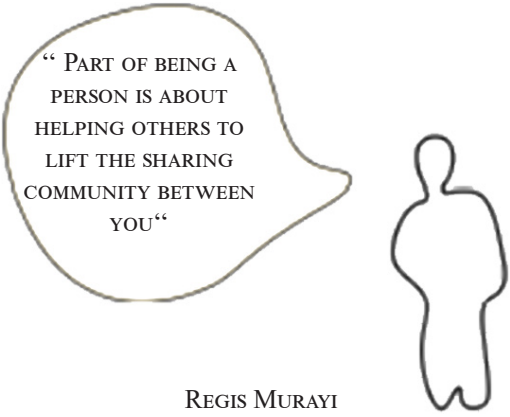
2.2- COMPARISON BETWEEN IMCL AND GDP PERSPECTIVES

IMCL also developed Quality of Life Indicators that state that the goal of the city is to increase the quality of life, which is not measured by an economic scale but by health, happiness, and sustainability. IMCL pays special attention to children because the environment children grow up in affects all aspects of their development and can damage their physical and emotional health for the rest of their life. Moreover, the integration between IMCL and GDP is very important to enhance the life style of the people who are living in the community and help them to rise a good new generation with a balanced life because with GDP u will have an efficient economic growth, good construction industry with some independences and privacy and low cost of the

life. On the other hand, you can find with IMCL an increasing for the quality of life, health insurance with emphasizing for the humanity and good understanding for the city system. In the end, if we want to make our cities healthy and livable for all, we must first make them healthy for the more vulnerable—children, elders, the disabled, and the poor. If our neighborhoods, towns, and cities do not sustain them, they are not sustainable. A city built on these principles of true urbanism provides the ideal environment for children’s physical, mental, and social development and generates communities that are healthy, ecologically sustainable, and socially sustainable for all.

GDP	IMCL quality of life
<ul style="list-style-type: none">• Goal: increase economic growth• Focus: construction industry• Emphasizes cities as economic machines• Stresses enterprise, independence, and privacy• Favors most productive groups: neglects those less productive• Accepts suffering and marginality as the price for progress• Costs of ill health, crime, and social problems are economically valued• Segregates functions and persons• Emphasizes speed and functionality• Regulation of well-being is by technology• High rate of crime, drug, and alcohol use• Charges a fee for good experiences	<ul style="list-style-type: none">• Goal: increase quality of life• Focus: health and well-being• Emphasizes humanizing and civilizing functions of cities• Stresses trust, compassion, mutual responsibility• Values wisdom; the understanding of the city as a “system”• Does not accept suffering as a price• Human processes are valued• Stresses mixed use and heterogeneity of population• Emphasizes hospitality and accessibility• Regulation of well-being is by people• Low rate of crime and drug and alcohol use• Emphasizes experiences that are free

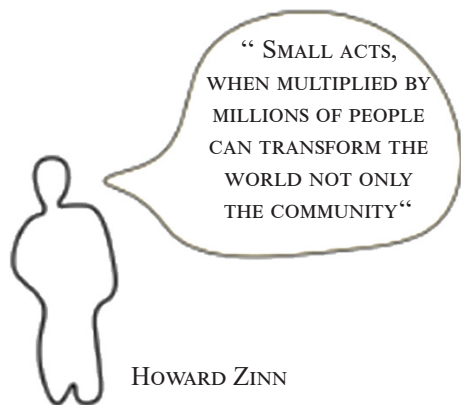
-comparison between GDP and IMCL models



REGIS MURAYI

3- INDIVIDUAL’S CITIES.

THIS CHAPTER IS PROVIDING SOME STRATEGY AND INFORMATION ABOUT WHAT’S THE MEANING OF THIS CITY AND HOW TO APPLY IT IN EXISTED CITY BECAUSE IT’S NOT ABOUT COPYING SOME STRATEGY FROM PLACE TO PLACE IT’S ABOUT DETAILS OF EVERY CITY AND HOW TO APPLY THIS STRATEGY IN IT.



HOWARD ZINN

3.0- EVERYONE’S CITY

Cities are more than mere physical structures or modern settlement patterns. Cities are the places where we wake up, live, laugh, love, work, learn, and retire for the night. Such cities can be understood as a form of habitat and are, in fact, one of the most recent habitats on planet Earth. According to Nabhan (1997:3 cited in Steiner 2016: n/p.), a habitat is "...related to habit, inhabit, and habitable; it suggests a place worth dwelling in, one that has abiding qualities." However, in contrast to an animal or a plant habitat, the human habitat remains more or less undefined. In doing so, we focus primarily on how cities can be planned and built in ways that foster health, quality of life, and prosperity among urban inhabitants. In cities, the built environment and urban form have a strong impact on the lives of individuals, their experiences, as well as their perception of their surroundings, community, and fellow citizens. Hu-

man-centric cities are designed to facilitate positive environmental factors and human health determinants. They ensure that people feel safe and happy while, at the same time, counteracting poverty and dysfunction (Montgomery, 2013). Furthermore, when planning for the well-being and quality of life of individuals, it is not only important to pay attention to how our senses come into play but also how our experiences of urban spaces are determined by our knowledge of a particular space (Gehl, 1987; Holloway & Hubbard, 2001). which in turn will determine our behavior in that specific spatial context. Accordingly, positive sensory experiences cause positive lived experiences that foster positive behavior. Imagine revisiting one of your favorite places in the city after being away for a while. The sound, smell, and sight of a familiar place and perhaps familiar faces will most likely cause you to have some form of positive.



-The way we perceive, experience, and use cities depends on our individual knowledge, background, and personal traits
-Source: Livable city. (2004). Livable city MISSION & GOALS. <https://www.livablecity.org/>

3.1- PROVIDING SAFETY AND TRUST

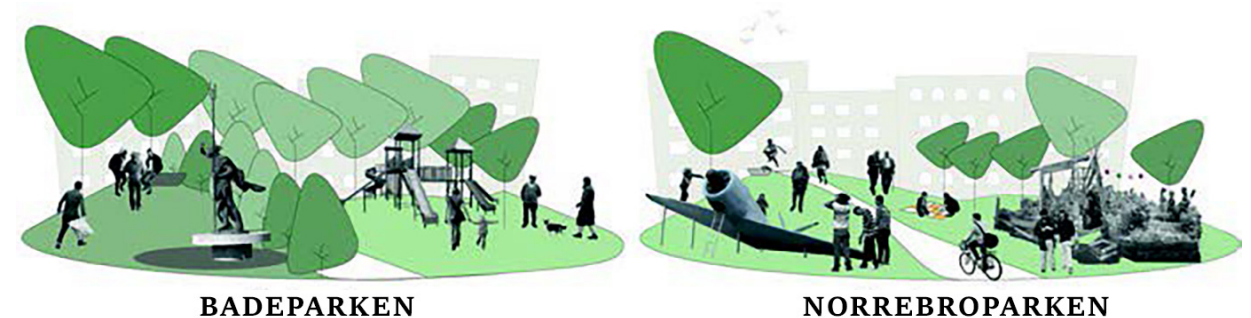
“Safety” encompasses many different notions, most common security and trust, but also, absence of risk, crime, fear, and worry for oneself or others. Safety can further refer to people’s different life conditions such as financial safety and social safety. It is a multifaceted concept that can be both objectives (e.g., the statistical risk of crime) and subjective (e.g., individual fear for one’s safety) (Heber, 2008). Actual safety then is always relative to people’s perception of safety (ibid.). The safer an area is perceived, the safer it becomes, and vice versa. Subjective safety, or the perception of safety, is perhaps the most important success criteria of urban planning and design. As an example, if people feel that it is safe to cycle in their neighborhood, the likelihood of them choosing the bike as the mode of transportation is higher. Perceived safety and social interaction can enhance physical, mental, and social health (Healthy Spaces and Places, 2009). In a study conducted using WHO data from three European cities, a positive correlation between people’s perception of safety and the likelihood of occasional physical exercise was found (Shenassa et al., 2006). In addition to the presence and engagement of individuals in local community manage-

ment, the design of urban spaces is an important component to catalyze safety in the human habitat. Within crime prevention literature, it has been argued that design features such as good lighting conditions, a good overview of the space, places to sit, and entrance points of buildings facing the street can help to reduce crime (Loukaitou-Sideris, 2006). Moreover, preventing litter and urban decay, creating safe access points to public spaces through well-designed infrastructure and connectivity, as well as facilitating flexible use for different activities to occur in the same space over a day can reduce crime further (ibid.). One must understand how the interplay between physical elements, social relationships, and interpersonal sensory experiences can work together in ways that catalyze safety in the human habitat. Designing for trust is based upon promoting social interaction and encounters between different people to foster tolerance and respect. Returning to the importance of social relations later, the following is a comparative example of how the interrelationships between perceptions of safety, trust, and physical design manifest differently in two parks in Scandinavia.

3.1.1- TRUST BY DESIGN: BADEPARKEN VS. NØRREBROPARKEN

In 2015 CITITEK conducted a study of Badeparken in Sandefjord for the Vestfold region in Norway. In the study, we found that the perception of safety and trust among the users of the park influenced how people utilized it. Our mappings of the use and users of Badeparken revealed that a majority of the users chose to spend time only in the north and northeast parts of the park. This user group primarily consisted of seniors, adolescents, and families with young children. Besides the fact that this part of the park had play equipment and benches; interviews also revealed that many people deliberately avoided other areas of the park due to feeling unsafe. The perceived lack of safety was, for most of these informants, impacted by the presence of a group of substance abusers occupying the central and southwest areas of the park. Through observations and interviews, it became apparent that these two user groups did not interact in any way, to a large degree actively, and avoided each other. The result was a spatial division of the park and a type of behavior that indicated a lack of trust between the two user groups. Furthermore, the physical design of the park

actively enforces this spatial and social division: a tall hedge located in the middle of the park effectively blocks the overview of the park in its entirety. As mentioned, previously, the research emphasizes how lack of overview and presence of visual and physical barriers may cause discomfort in public spaces. Furthermore, it has been argued that these types of walls act to inhibit social contact and interaction. In comparison, Nørrebroparken, a popular park in Copenhagen, is a good example of how a nondiscriminatory design approach can provide a public space for a diverse user group. In the park, a designated area was established for substance abusers, entailing benches, toilets, and semitransparent fences allowing visual overview from the outside in, as well as from the inside out. the physical design promoted visual interaction between different user groups. Results from the study showed that the design seemed to not only cause an enhanced perception of safety among all users of the park but the substance abusers were also perceived to look after the other users.



-Badeparken is perceived as unsafe, and the design actively enforces a social and spatial division, while the design of Nørrebroparken, with its unobstructed views, does the opposite, fostering trust and a perception of safety
-Source: Livable city. (2004). Livable city MISSION & GOALS. <https://www.livablecity.org/>

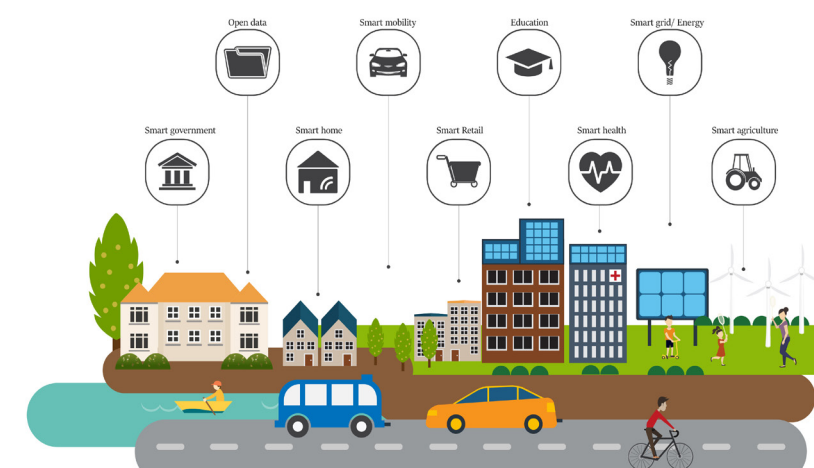
3.2- PROVIDING ACTIVE LIVING

Promoting active living for individuals through urban design is one of the most significant methods of preventing the presence of diseases and promote a healthy human habitat. The WHO categorizes noncommunicable diseases (NCDs), which account for 63% of annual deaths globally, as urban society's greatest public health challenge. NCDs include chronic diseases such as cancer and asthma but also lifestyle diseases such as diabetes (type 2) and cardiovascular diseases (WHO, 2013). Physical activity is effectively promoted or discouraged through urban design, for example, pedestrian and bicycle infrastructure. Design cannot in itself force people to exercise, but it has the power to encourage and invite people to live actively. For example, if multiple amenities and desired destinations are close to a residence, it is more likely that a citizen will choose active transportation that harnesses the power of the human body, e.g., walking or cycling (WHO EU, 2017). Cities around the globe seeking to reduce traffic congestion and harmful emissions and improve public health advocate this model for transportation through related infrastructure, public policy, and education. Providing access to this type of fast, easy, healthy, and affordable mode of transportation across all urban contexts is and will continue to be an increasingly important determinant of individual health (EEA, 2006). Environments that foster physical activity typically center around parks and green spaces, playgrounds, and sports facilities, as well as walkable and bikeable distances between facilities. Factors such as safe and cohesive bike and pedestrian infrastructure additionally impact the prevalence of active transport (WHO EU, 2006). Fostering physical activity and spending time outdoors are also ways to encourage social interaction outside the home, in the streets, and public spaces of the city. This type of urban environment also corresponds to basic social and psychological needs and mental health. (Fischer, 1995) refers to these needs as social interaction, privacy, stimulation, orientation, safety, and identity (Fischer 1995, cited in Troelsen et al., 2008:28–29). Providing urban residents with areas that promote both planned and spontaneous social interaction and physical activity within walking or biking distance from one's home is an effective way of catalyzing active living in the human habitat. This of course necessitates a profound understanding of the types of social, cultural, and personal factors that motivate people's choice of active living and, accordingly, the urban design and infrastructure that promote this type of behavior.

3.2.1- HEALTH BY DESIGN

Creating bikeable and walkable neighborhoods is an important step toward ensuring more active societies and a healthier population. To create a safe and user-friendly design that nurtures positive changes in behavior, we need to unveil the social and physical factors that contribute to promoting walking and cycling. When cyclists' movement patterns were mapped at the intersection by the famous Queen Louise's Bridge in Copenhagen, it became apparent that many cyclists chose to break the law by taking a shortcut over the pedestrian sidewalk to bypass a busy intersection. Rather than penalizing these cyclists, Copenhagen municipality chooses to facilitate this behavior by formalizing the shortcut, as it was evident that the cause of this behavior was not reckless thoughtlessness, but rather traffic avoidance. The result was the better utility of the space, reduced travel time for cyclists, and more space for those who bike on the surrounding streets. Pedestrians were accommodated through pedestrian crossings over the bike lane (Københavns Kommune,

2013; Rasmussen, 2013). This is an example of local governance that not only makes active transportation an easier choice but also facilitates urban life. With the overall purpose of facilitating these types of positive changes to the urban environment, CITITEK conducted a study on behalf of Ørsta municipality, Norway, in 2016. We mapped the movement patterns of children and youth to understand the factors that both hinder and promote their active transportation. By allowing informants to draw and talk about their movements and experiences, it was possible to identify and create an overview of real-life, real-time vehicular traffic and infrastructure challenges, as well as concrete suggestions to improvements in infrastructure. The study from Ørsta did not only give voice to a demographic group that is often overlooked in planning processes, but the findings also provided the municipality of Ørsta with information that will allow them to more accurately plan for healthy and safe mobility among the local youth.



-At the end you can find how is every place has different way to be a livable place therefore, it's so important to know what the way that will fit with the people who are living in this area not to take a certain case to apply as it's without any modification according to some factors such as people needs, weather and location.

-Source: Livable city. (2004). Livable city MISSION & GOALS. <https://www.livablecity.org/>

3.3- PROVIDING SOCIAL CAPITAL

Using Bourdieu's definition, social capital can be understood as resources linked to the durable network of relationships gained from membership of a group, both individually and collectively owned (Bourdieu, 1986). According to this definition, we can say the capitalization of the urban will help a lot to develop the society into two ways the individual and social because it will increase the face-to-face interactions between people but at the same time it will create a node between the social networks in the zone so the designer will be able to connect everything by this node with of course a function uses. In his book *Happy City* published in 2013, Montgomery discusses how several quality-of-life studies indicate that an increase in social interactions can equal or surpass the benefits of a rise in income. Consequently, the population of local neighborhoods benefits from an urban environment that encourages social interaction by inviting people to linger, converse, and live. As such, the urban environment can encourage social interaction by providing a sense of security, orientation, and opportunities for interaction through solitary and

social activities (Troelsen et al., 2008). The human need for socializing covers both spontaneous and planned interactions of differing natures. One way of facilitating both these types of meetings is to create gradual transitions between private, semi-private, and public spaces (Gehl, 1987) as these transitions are argued to promote social appropriation, a sense of belonging, and perceived safety (Hajer & Reijndorp, 2001). (Franck & Stevens, 2007) draw on Lefebvre's "right to the city" and the "right to habit and inhabit" when they argue for what they call "loose space." Loose space is a public space that facilitates activities that they are not intended for. In this way, they allow for people themselves to appropriate the space for their uses and unexpected and unintended activities (Franck & Stevens, 2007; Hajer & Reijndorp, 2001). One example of this type of appropriation is Queen Louise's Bridge in Copenhagen, which after a renovation process aimed at improving conditions for cyclists and pedestrians unintentionally turned it into one of the most popular hangout spots in Copenhagen.



-People start to use the bridge according to what they need not what they have, they started to use the railings as seats because the seats were few.

- Photo credit: R.J. Lawrence

3.3.1- SOCIAL CAPITAL BY DESIGN: CAIRO PASSAGEWAYS

In 2014, the city of Cairo was marred by financial and political instability as a consequence of the Egyptian Revolution. During the Spring of 2014, Bianca Hermansen, together with a group of Danish and Egyptian architects and artists, was invited by Cairo Lab for Urban Studies, Training and Environmental Research (CLUSTER) to participate in the development of a democratic urban plan for downtown Cairo, starting with two pilot projects, the Kodak, and the Philips Passageways. The project aimed to "...develop an urban design and art project... highlighting existing and emerging initiatives activating underutilized public spaces...". While emphasizing diversity, inclusivity, safety, and positive sensory experiences for people using the passageways both indoor and outdoor were activated with different types of cultural programs and designs to revitalize the public spaces (ibid.). As a consequence of the many riots and demonstrations in the aftermath of the Arab Spring, the Egyptian government had in 2014 enforced a law-sanctioning gathering of more than ten people (Human Rights Watch, 2013). In CITITEK's winning

concept for the pilot project, this prohibition was embraced by removing one-third of the paving in the passageway to satisfy city officials. Now, in theory, space would appear to become less public and effectively discourage large gatherings. However, the socio-spatial consequence would be the opposite. While discouraging many people to gather at the same place, the Kodak passageway monofunctional stone paving was replaced by a lush green parklet, where narrow paths connecting small subspaces were designed to foster the rebuilding of community and neighbor-to-neighbor trust. Subsequently, this would increase social capital, which is the main driver of rebuilding and reinventing the human habitat of Cairo. Observations after the implementation of the new passageway design showed not only an increase in the number of people using the space but first and foremost an increase in the diversity of activities at different times of the day. People would no longer just walk or stand in the area, but staying activities such as cultural events and even a wedding took place.



-Some changes in the Egyptian streets

-Source: Habitat for Humanity Egypt. (1998). Habitat for Humanity – Egypt. <https://www.habitategypt.org/>

3.4- PROVIDING INNER COMMUNITY

While the previous points were talking about individuality and how could we manage it for an individual part in the society and human habitat but these points we will focus on how we can manage individuality and society to design the human habitat on a social scale. However, this division does not mean that the two scales should be understood as independent of one another. The city needs to be designed for everyone can encompass all different user groups with minimal adaption. The well-designed built environment fosters strong social cohesion as well as individual mental and physical well-being and human habitat. The relationships that manifest themselves between people and place at one scale will always influence and be influenced by human-environment interactions at other scales (Holloway & Hubbard, 2001). Just as for the individual, the health and well-being of social groups are also affected by the urban design of the city. Thus, the inevitable pres-

ence of a variety of social populations in a city, including both socioeconomically privileged and underprivileged groups, children and seniors, etc., means that equity in access to the health needs to be emphasized within the urban and transport planning agenda. The perspectives of sustainable development and the significant influence of social inequality on future generations mean that it is imperative to assess, address, and mitigate the impact of inequality-related action and policies for future generations. In the end, to design the community you need to mix the individual needs with the whole society to have a well and connected design, therefore you need to consider the needs of everyone in the community to have a good environment and equality in the social life and also to have a good connection between all ages that you have in the community and avoid the segregation that maybe you will find it in some communities nowadays.



-Well-designed city for everyone together in the same place to build a good environment in the community between people and different ages.

-Source: Habitat for Humanity Egypt. (1998). Habitat for Humanity – Egypt. <https://www.habitategypt.org/>

3.4.1- PROXIMITY DESIGN

Urban sprawl, “a form of urbanization distinguished by leapfrog patterns of development, commercial strips, low density, separated land uses, automobile dominance, and a minimum of public open space,” as defined by Gillham (2002:383), is one of the greatest challenges our contemporary cities are trying to overcome after previous “unplanned” or “ad hoc” urban planning. Urban sprawl is indisputably the least environmentally, socially, and economically sustainable form of urban development, and yet it has made its mark on cities, small and large, across the world (Ewing et al., 2003; Gargiulo et al., 2012). From a human habitat perspective, urban sprawl should be considered a major threat to the public health and wellbeing of urban citizens. First, sprawl facilitates car dependency causing not only sedentary and physical inactivity but also enhanced levels of air pollution and climate change, which both, directly and indirectly, affect the presence of diseases and epidemics (Frumkin, 2002). The second, but perhaps more debated argument is criticized suburbanization

and urban sprawl for deteriorating social ties, trust, and civic engagement, for example, almost 10% of people decline social activities for every 10 minutes driving. Considering the destructive and harmful consequences for urban life and livability, in our opinion, urban sprawl has no place in the human habitat. According to its advocates, the compact city promises a sustainable and health-promoting urban design strategy, which will bring life and activity back to urban centers and prevent further sprawl. Yet, the health benefits of the compact city is not only depending on the density of people but also on the degree of mixed-use and proximity. For this paper, there is an important distinction to make between the two. Here, density considers numeral content, e.g., the number of people, businesses, services, and public spaces including squares and green spaces, decision-makers can ensure a human habitat when planning for and designing neighborhoods. Below two examples of the importance of planning for proximity for green space and healthy food.



-While density considers numeral content within an area, proximity is concerned with the access to and relationship and distance between people, businesses, services, etc. in an area.

-Source: -Livable city. (2004). Livable city MISSION & GOALS. <https://www.livablecity.org/>

3.5- PROVIDING DIVERSITY

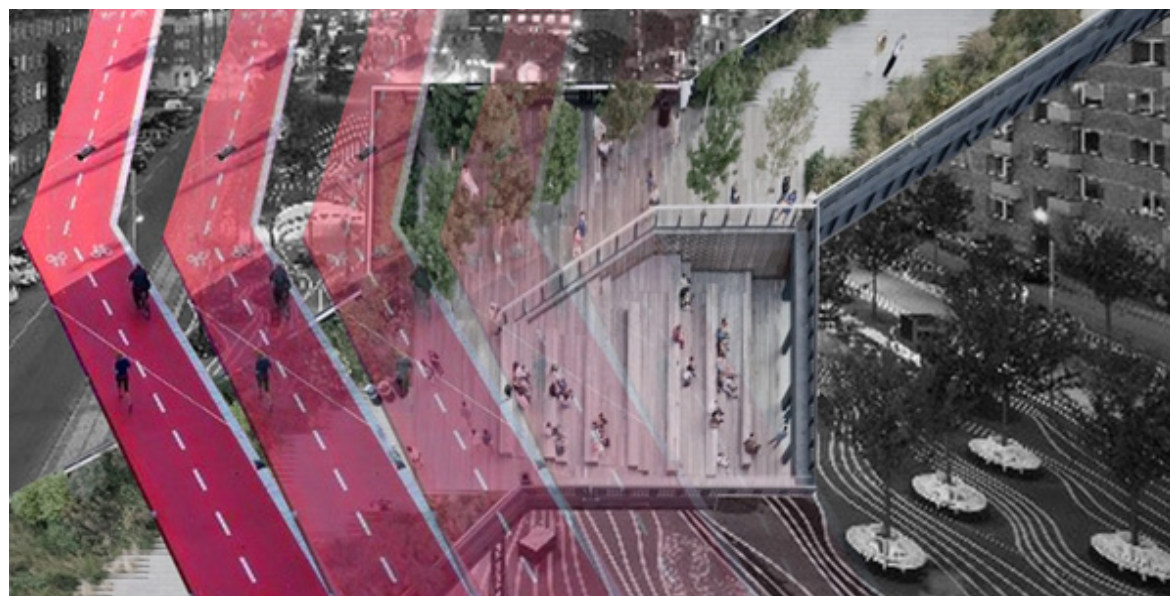
On a societal scale, the human habitat consists of the total sum of all its individuals from all population groups. In the field of natural sciences, diversity is acknowledged as promoting rich and healthy habitats, enabling systems to be resilient, and allowing all organisms to adapt to change (Steiner, 2016). Correspondingly, it is inherently important that the human habitat also encompass diversity. The spatial layout and design of urban spaces need to cater to different groups of people across geographical, demographic, and socioeconomic divides. According to WHO in 2014, socioeconomic status, both on a national and regional level, is proportional to factors such as life expectancy, healthy life years, and child mortality rate, where higher socioeconomic status increases the likelihood of higher life expectancy, etc. Evidence increasingly suggests that socially underprivileged people and those who live in neighborhoods of lower socioeconomic status have limited opportunities for outdoor activity. This requires planning for diversity along two parallel lines. First, planning for diversity in the human habitat entails creating equal access to amenities, recreational facilities, and opportunities for active living across all types of urban neighborhoods. Second, to achieve community building, social cohesion, and diversity, the human habitat also needs to facilitate the

bringing together of different types of people at the local level. Thus, at the core of planning for diversity is the idea of a nondiscriminatory, inclusive approach to how we plan and design the human habitat. One measure that can help combat health inequality and allow for all citizens' equal access to health-promoting resources and facilities is universal design. As defined by the United Nations article in 2017, “Universal design means the design of products, environments, programs, and services to be usable for all people, to the greatest extent possible, without the need for adaptation or specialized design.” The definition builds on a democratic principle where all citizens have the same rights and equal opportunities for participating in society. In this way, rather than providing homogenous solutions, universal design is concerned with collective benefits and recognizing diversity. A study from Copenhagen, for example, found that despite the fact that approximately the same number of men and women were passing through three selected public spaces (Charlotte Amundsens plads & Prags Boulevard & Multipladsen), male users were found to have higher physical activity level than female users (Copenhagen Municipality, 2011). Co-creation and citizen participation are essential tools for achieving universal design and democratic human habitats.

3.5.1- ACCEPT THE DEMOCRATIC CHANGE

As Jacobs (1961b:238) stated, “Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” As relevant today the quote underlines the importance of introducing a human-centric, inclusive, and local approach to how we design and organize our cities. While many features of cities may be comparable across space, the human habitat should not be treated as a blueprint that can be copied and pasted from city to city, rather planning for the human habitat requires careful consideration and tailoring of solutions to the local context to which they are intended. This, again, requires tapping into the local knowledge, resources, and experiences of the individuals who reside in this human habitat. In our work, we have found placemaking to be a foundational tool in co-creating the democratic city. Placemaking maximizes shared values in the public realm by allowing the physical, social, and cultural identities

that define a place to shape the collaborative process of strengthening the connection between a place and its people, it processes attempts to utilize community assets and potentials that can contribute to health and satisfaction when creating public spaces (PPS, 2017). It’s not only about democratic changes from a city to another according to some aspects in the human habitat and community but also about time effect and future changes that may occur, as it is seen and touched nowadays ,design an outdoor place for the people now it’s different than 50 years before or before COVID-19 for example, everything was designed without any kind of precautionary consideration but now that is to be highly considered for future outdoor spaces designs enabling them to function in such periods . Therefore, we always need to put a democratic change in our design and make it more flexible for people to be able to change it our use it differently according to their needs and social life then.



-Cities have been changed according what people needs through the time

-Source: Goodey, B. (1997). Public Spaces - Public Life. URBAN DESIGN International, 2(1), 61–62. <https://doi.org/10.1057/udi.1997.8>

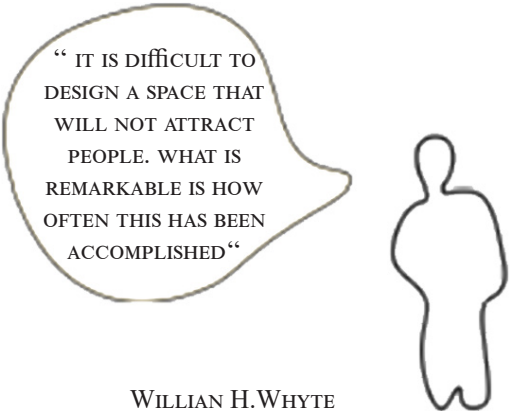
3.5.2- RESPECT THE HUMAN HABITAT

If we are to create cities for everyone, we need to understand the factors at play when analyzing the way people perceive and use their surrounding environment. This should first and foremost be done through in-depth research and data collection that will allow an empirically grounded understanding of people-place interactions at a local level. In our experience, using empirical data as the foundation for urban design makes it difficult for any policymaker, municipality, or practitioner to ignore the needs, desires, and voices of the citizens. Consequently, urban design is to be understood as an important tool to promote and foster positive human behavior and experiences as well as public health and well-being. The guidelines and catalyzers presented in this chapter are to be seen as tools to push the urban design, planning, and transport agenda forward globally to develop and co-create our cities for the human habitat. By following these guidelines, we hope that , together, we can accelerate the process of designing cities applicable for everyone.



- The guiding principles for designing for the human habitat

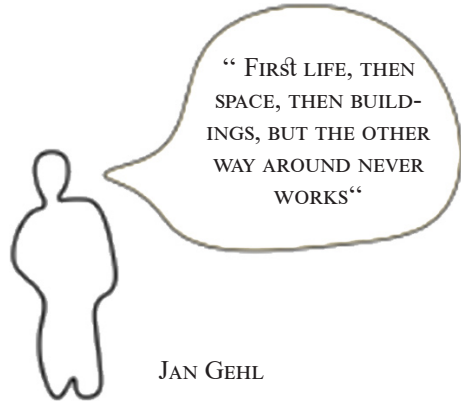
-Source: Goodey, B. (1997). Public Spaces - Public Life. URBAN DESIGN International, 2(1), 61–62. <https://doi.org/10.1057/udi.1997.8>



WILLIAN H.WHYTE

4- COMPLETE STREET & THE 15 MINUTES CITY.

IT'S THE FIRST STEP OF COMPLETING THE CITIES TO BE A PEOPLE-FRIENDLY NOT AUTO-MOBILE CENTRE PLANNING BY ADD MORE DETAILS AND ACTIVITIES IN STREETS AND CHANGE IT TO MIXED-USE FOR ACHIEVING 15 MINUTES CITY. SO, IT'S NOT A ONE-STEP IT'S A CONSEQUENTIAL PROCESS.



JAN GEHL

4.1- MEANING OF COMPLETE STREET & 15 MINUTES CITY.

Following decades of automobile-centric planning, cities have recently begun to reimagine and redesign their streets to be safer and more inviting for everyone, not just automobiles. Several approaches to articulating this more human-centric vision for cities have emerged, all with the same goal in mind: streets that are safer, more inviting, more accessible, and healthier for pedestrians and cyclists. Since 2010, The Centre for Active Transportation (TCAT) has advocated for Complete Streets as streets that are safe for everyone, including people who walk, bike, take public transportation, or drive, as well as people of all ages and abilities. The concept of the 15-Minute City is the most recent urban trend that is becoming increasingly popular in cities around the world. To be clear, the 15 Minute City is not a new type of city in the same way that the popular garden city movement of the early twentieth century or the development of suburbs in the 1940s and 1950s were. Rather, the 15 Minute City is a collection of concepts already familiar in the realm of urban planning, packaged under the overarching concept of high density,

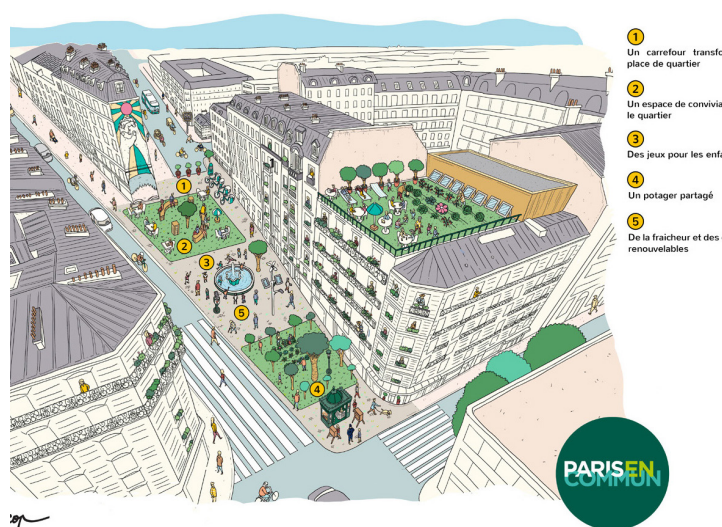
mixed-use, and walkable neighbourhoods. Concurrently, municipalities are looking to develop infrastructure that will support active modes of transportation that are better suited to shorter trips around one's neighbourhood. This includes, in addition to bike infrastructure, the development of smaller, more self-sufficient neighbourhoods throughout the city. This is where the 15 Minute City enters the picture. This report intends to demonstrate the benefits of the 15 Minute City concept, as well as how the Complete Streets concept is an effective and necessary strategy for achieving the 15 Minutes City. Whereas the 15 Minute City strategy focuses on creating interesting places to visit, Complete Streets focuses on providing policy and design tools to ensure that the roads to get there are safe and comfortable. In essence, streets that are safe, inviting, and accessible for walking and cycling (the core concepts underlying Complete Streets) are required for the success of the concept of decentralized, diverse, and vibrant neighbourhoods that provide multiple needs to residents close to their homes.

4.2- WHY THE 15 MINUTES CITY IS DIFFERENT?

The concept of the 15 Minute City is straightforward: residents should be able to access their basic needs such as food, healthcare, work, green space, and so on within a 15-minute commute from their home. Walking or cycling is referred to as commuting in this context; cars are largely absent from this discussion. Anne Hidalgo, the Mayor of Paris and her consultant Carlos Moreno are the vocal fans of this idea. Moreno believes that our six social fundamental functions of “living, working, providing, caring, training and enjoyment” should be carried out more closely at home to ensure that the happier citizens participate more closely in their communities’ wellbeing. The International Coalition of 97 cities committed to building sustainable urban environments outlines four key 15 Minute City principles:

- 1- Easy access to goods and services, especially food, fresh food, and healthcare is provided for residents of each area.
- 2- Each area has a range of housing types, sizes and affordability levels to accommodate a wide range of types of

households, enabling more people to live closer to their workplaces. The clean air, free from harmful air pollutants and green places to enjoys everyone in the area are available to residents from all neighbourhoods. The presence of smaller agencies, retail and hospitality as well as co-working spaces can enable more people to work near home or remotely. Whilst the term 15 Minute City for the urban planning scene is rather new, its concepts are not. In the past, they were called “comprehensive communities” or “the 20-minute district” and represent a trend to decentralize urban life for neighbourhoods to meet multiple daily needs. These elements are already embedded in the urban fabric of many cities. Qualities like built environment greenness, walking and cycling capabilities as well as low traffic levels, a mix of land uses, compact neighbourhoods and convenient access to a good public transport system have a very strong positive association with a place’s health, social, environmental and economic value.



-An example of Paris’ Street redesign for the 15 Minute City vision. Headlines read:

- 1) An intersection transformed into a neighbourhood square.
- 2) A space for togetherness for the neighbourhood.
- 3) Games for children.
- 4) A garden to share.
- 5) Freshness and renewable energy.

-Source: RTF, Rethinking the Future. (2021, November 2). RTF | Rethinking the Future | Architecture Awards | Competitions | Stories. <https://www.re-thinkingthefuture.com/>

4.3- CONSEQUENCES OF THE INTEGRATION BETWEEN COMPLETE STREET & 15 MINUTES CITY

Complete Streets is a design concept developed around 2009 by municipal and provincial governments. Complete Streets aims at redesigning the street to include all road users and cyclists in a conversation dominated for a long time by drivers. This can come in the form of bike paths, broader sidewalks, more greenery, etc. Complete Streets is a complementary approach for the construction of the 15 Minute City, as an urban planning concept. Essentially, the 15-minute town is an effort that allows everybody to walk or cycle from their daily needs within a 15-minute walk. In essence, the 15 Minute City is an effort to enable everyone to be within a 15-minute walk or bicycle ride from their everyday needs. To do so, there needs to be attractive, safe, and accessible infrastructure to encourage more walking and cycling. This is where the concept of Complete Streets enters. 15 minutes City provides the most tan-

gible, objective and therefore measurable qualities for all variables which are determined to bring ‘quality’ to the place. And the 15 Minute City has four key features: transport, density, diversity and proximity. These qualities are, thanks to their tangibility and objectivity and therefore measurability, some of the simplest strategies to integrate into urban policy, so that future design governance can improve effectively the quality of a place. In this idea, active transport plays a big part. Reducing the time spent on basic services by developing walking and cycling facilities has the potential to reduce car pollution and spare more time. Although walking and cycling time is generally understood to represent the 15 minutes in the 15-minute city, the core principles lack the detail to show how cities successfully can transition into attractive and safe areas for pedestrians and bike enthusiasts if they do not already do so.

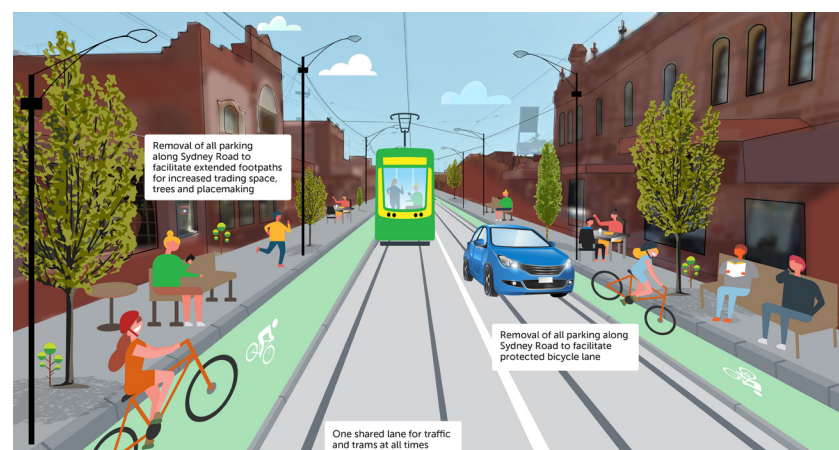


-Here you can find the differences between the usage of the street before and after and how with the development of the street you can find a lane for bikes and sidewalks for people as well.

4.3.1- INFRASTRUCTURE (SAFETY)

Added safety for all road users is a major benefit of the Complete Street infrastructure. Complete Street strategies can reduce traffic deaths and injuries through the use of street design. Nine projects were evaluated in Complete Street Transformations in the Greater Golden Horseshoe Region where streets were redesigned to provide space for pedestrians, bikers and transit users. The authors concluded that the Complete Street redesigns were primarily successful in achieving the goals of increasing the number of people cycling and walking and improving safety by compiling evidence from before and after changes were made to each street. Smart Growth America discovered that “the majority of roads with Complete Streets features had fewer collisions and fewer injuries after their retrofits than before,” with approximately 70% of project areas experiencing a reduction in collisions and approximately 56% experiencing a reduction in injuries. For example, the Seattle Department of Transportation implemented Complete Streets infrastructure—reducing the number of travel lanes from four

to two, adding a centre turn lane, bike lanes, and new crosswalks—that saw a 75% decrease in speeding drivers and an 80% decrease in pedestrian-vehicle collisions along one street, and speeding falling by two-thirds with a 23% decrease in total collisions along with another. Quality of infrastructure also matters for there to be lasting and impactful change. For instance, bike lanes come with a wide range of options that differ vastly in terms of safety and perceived comfort; a painted bike lane along a busy corridor will not have the same impact as a lane separated by a green median. The City of Vancouver is a municipality with several design guidelines that optimize safety and comfort for cycling routes. To ensure that its developments meet the standards of comfort and security described in this classification system, cities that have vague commitments to bicycles and pedestrian safety need this level of attention and detail. To incorporate detailed security elements into their strategy, cities may put in place a Complete Street strategy in tandem with an overall 15-minute city plan.



—the basic design of new infrastructure to start up the design of 15 minutes city.

—Source: Bicycle Network. (2015). Bicycle Network | Making bike riding easier for everyone. SEPARATED CYCLEWAYS. <https://www.bicyclenetwork.com.au/>

4.3.2- INFRASTRUCTURE (NEIGHBOURHOOD CONTEXT)

The development of spaces for pedestrians and cycling is crucial for the success of dense communities to foster walking abilities and integral micro-mobility. If daily amenities are to be reached within 15 minutes by walk or bike from home, the right infrastructure must be available to facilitate those commutes. Thus, full road infrastructure supports the 15-minute cities vision, which must exist together for the two to succeed. Indeed, the success of ‘hyper proximity’ communities means not simply increased urban density but also the fact that the infrastructure for these short hiking and cycling trips is multimodal and quality-friendly. The 15 Minute City is essentially about active modes of transportation and increasing an area’s catchment of accessibility. Walking, cycling, or taking public transportation offer different catchment areas ranging from one to two kilometres, five to seven kilometres, or ten to fifteen kilometres, respectively. Implementing Complete Streets designs into these catchment areas can help support the goals of the 15 Minute City in lasting ways. Incorporating kilometres

of cycling infrastructure or widening sidewalks will not increase the use of these modes. Yes, they will most likely see an increase in walking and cycling rates as a result of the more appealing street designs. However, if there are no destinations along these routes, they are unlikely to attract users who were not previously walking or cycling along with them. (Hui et al., 2017) Authors argue that the goals of a Complete Street go beyond providing safe transportation for all users, and they go on to propose an alternative definition in which a street’s functionality is dependent on the fulfilment of at least three competing demands: movement, environment, and place. Indeed, designing a complete street to fulfil the place function necessitates an understanding of the street’s relationships with the buildings and spaces that frame it, providing a wide range of services in a densely packed environment. (The 15 Minute City): around streets designed for safe active travel while (Complete Streets): attempt to bridge the gap between the complete Street policy and the need for placement.

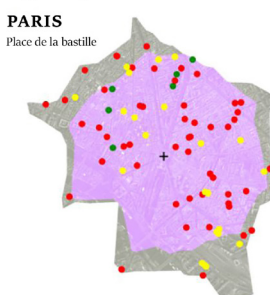
FIFTEEN MINUTES IN THREE CITIES

Within 15 minutes of the + symbol

■ On foot
■ By public transportation

PARIS

Place de la Bastille



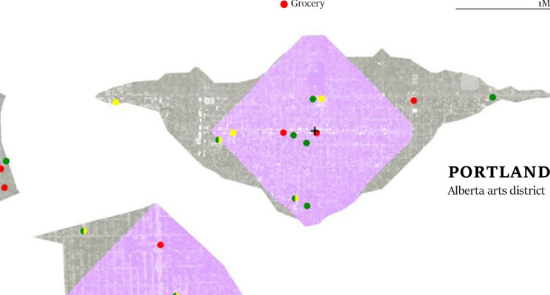
DETROIT

Livernois-McNichols



PORTLAND

Alberta arts district



—Catchment areas differing by travel mode with surrounding amenities. Note the difference in density of services and thus the feasibility of the 15 Minute City idea in each context.

—Source: CITY OF VANCOUVER. (2017, MARCH). “TRANSPORTATION DESIGN GUIDELINES: ALL AGES AND ABILITIES CYCLING ROUTES.” CITY OF VANCOUVER

4.3.3- SOCIAL LIFE (DENSITY AND DIVERSITY)

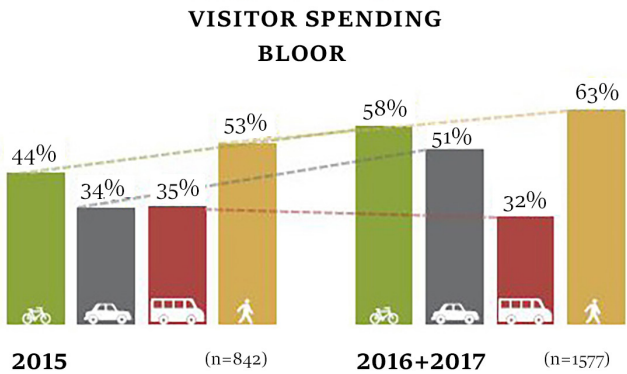
The Complete Streets and the 15-minute town concept promotes urban road life, which is more attractive and thus more livable for everyday people, by taking into account road users outside the private sector. The public space is animated and encouraged to stay in neighbourhoods as well as in the streets by human design processes, like street furniture, wood and a broad pedestrian right of way. Complete Streets, through these urban design policies, contribute to more opportunities to form networks and interactions that inspire trust and reciprocity, also known as social capital. Since Oldenburg’s work in 1989, research has proven what he hypothesized: Walkable, mixed-use neighbourhoods generate more social capital than car-dependent neighbourhoods, with elements like the density of a neighbourhood and accessibility to a variety of social and recreational facilities influencing the quality of these interactions, simply put the more walkable neighbourhood the easier it is to casually bump into one’s neighbour and engage in conversation. Dense and mixed neighbourhoods can have a positive impact on the sense of living and satisfaction of people. Densely populated districts have shown a positive association with satisfaction in the neighbourhood as easy access to amenities, public transport and other areas. Past studies have shown that high accessibility affects living standards and high density should be coupled with other important aspects such as access to larger urban networks, safety, urban greenery and access to public spaces to make living more accessible in the context of COVID-19, people are more isolated than never before, a proposal in Toronto is aimed at making of the current surfeit parking landscape and big box-shops a mixed-use community with a new pedestrian-friendly street grid that increases social living quality is an important strategy.



- Social diversity is the base of any community analysis and development, therefore we need always to consider it perfectly to have a proper design at the end

4.3.4- ECONOMIC ACTIVITY

Complete Streets and the 15 Minute City have the potential for improving a neighbourhood’s livability, and thus the city’s. They also have the potential to boost economic vitality both within and around a revitalized neighbourhood. Dario Hidalgo, the senior mobility researcher at the World Resource Institute’s Ross Centre for Sustainable Cities, recently stated that increased walking and cycling have the potential to allow small businesses in a neighbourhood to thrive. Neighbourhoods with the infrastructure to support walking and cycling activity allow a given community to connect to a larger network beyond its immediate area through the use of interconnected bike lanes, longer distances of walkable streets, and so on. This has been shown to correlate with an area’s attractiveness, with properties located on access roads or in well-connected neighbourhoods being more highly valued than their less-connected counterparts. Some factors, such as urban greenery, open space provision, and built environment qualities such as walkability, connectivity, and so on, have resulted in significant private and public economic benefits. This could be because residents are more likely to shop locally when they can easily walk or ride their bikes to nearby stores. The Centre for Active Transportation (TCAT) discovered in a 2017 study of Bloor Street in Toronto’s Annex and Koreatown neighbourhoods that after the implementation of new protected bike lanes, the number of customers and spending increased for businesses, with customers arriving on foot or by bike reporting higher levels of spending than those arriving by car or public transit. This can be attributed to the fact that people on bikes, like people on foot, are mostly locally-based, and as a result, they tended to visit more frequently and spend more per month than drivers or transit users. In essence, spending was related to proximity, wherein visiting more results in more spending, and locally-based visitors were 2.6 times more likely to spend at least \$100 per month. The bike lane was the driving force behind this positive economic change; the new infrastructure encouraged more people to walk or cycle to their destination, with cycling rates tripling from 7% to 20% and walking rates remaining the most popular mode at 48% along Bloor Street. The same phenomenon has been observed in the United States.



- Changes in the Percentage of Visitors Spending \$100 or More, by Travel Choice on Bloor and Danforth.
-Source: SMITH LEA, N., HESS P., QUIGLEY, B. & LOEWEN, N. (2016). “COMPLETE STREET TRANSFORMATIONS IN THE GREATER GOLDEN HORSESHOE REGION.” TORONTO: CLEAN AIR PARTNERSHIP.

4.4- THE 15 MINUTES CITY IN CANADA: OTTAWA

The City of Ottawa is one of the first Canadian towns to include the 15-minute tower explicitly in their plans. Ottawa has proposed five major policy amendments, entitled ‘Five Big Moves,’ in their new 2021 Official Plan. Within the 15-Minute City, these policies relate to the overall growth management of greenhouse gas emissions, urban and community design and the climate, energy and public health, focusing on intensification, growth management strategies. A case study on the context of Ottawa is useful in understanding the concepts of the 15-minute city in the North American context. A successful 15-minute neighbourhood would ideally be a variety of land uses including a variety of residential spaces, shops, services, local food access, schools, jobs, parks, green areas and trails. The planned intensification must therefore also take into account the availability of these services and amenities. This strategy is included in Ottawa’s policy document stating that 15-minute walkable neighbourhoods will help reduce car reliance, promote health, and promote sustainable communities. To achieve this, the city recommends that

housing be located near local shops and services, with a street and pathway network that encourages active transportation and discourages local car trips, to promote community health, sustainability, and economic vibrancy. Efforts to reduce private vehicle use should not only focus on reducing parking spaces; increasing alternative modes of transportation—and the street environments in which they occur—has the potential to be successful as well. As a result, Ottawa asserts that focusing urban growth on the development or consolidation of 15-minute neighbourhoods is a fundamental strategy for structurally altering existing patterns. The most recent is the 2019 Designing Neighbourhood Collector Streets document, which is a comprehensive policy guidance document with a “Complete Streets’ focus.” One of the principles guiding the design of Neighbourhood Collector Streets is compactness, which states that “the right-of-way width and distance between opposing building faces are minimised to help foster a sense of safety and community belonging.



-Well designed and connected bike lanes as a starting point of applying the 15-minute city in Canada
-source: Bicycle Network. (2015). Bicycle Network | Making bike riding easier for everyone. SEPARATED CYCLEWAYS. <https://www.bicyclenetwork.com.au/>

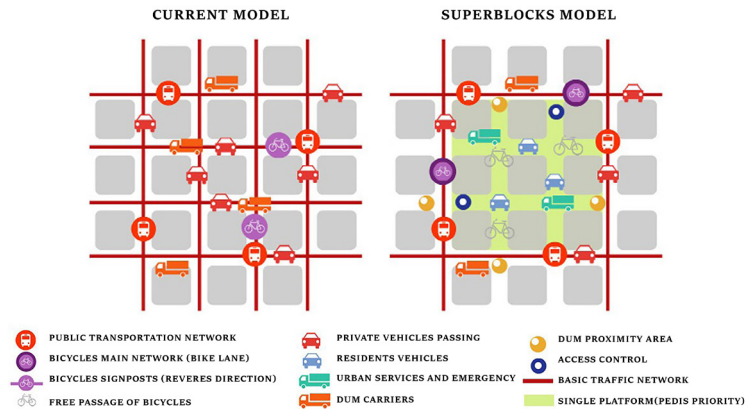
4.5- CRITIQUES AND FUTURE DRAWBACKS

4.5.1- IGNORING THE SUBURBS

When discussing urban density, it is common for people to ignore the suburban environments entirely. Discussions about the 15 Minute City are no different. Cities that have successfully implemented the 15 Minute City concept, such as Barcelona and Paris, can be found in Europe, where dense urban living has been a part of the urban fabric for hundreds of years, with built-in times when walking, cycling, and public transportation were the primary modes of transportation. However, when applied to cities in North America or Australia, where the convenience of cars has resulted in the growth of sprawling suburban communities, the basic urban function of density and having amenities within walking distance is far out of reach what about those who live in the suburbs but commute to the city centre? The 15 Minute City concept largely ignores suburban commuters in favour of living, working, and entertaining within a short distance of one’s home. However, not everyone has the opportunity to work within a 15-minute radius of their home. While COVID-19 has significantly altered or eliminated many workers’

commuting patterns, many must still attend work in person. Many low-income workers, who are often the lifeblood of the urban core, can only afford to live on the outskirts of town in this case. As a result, the 15-minute concept will have to grapple with issues of social equity, particularly affordable housing. The idea of reclaiming city streets from vehicular traffic and converting them to pedestrian or cycling-only zones may create a new issue of diverting congestion to other major roads. This may necessitate additional investments in surrounding roads to handle increased traffic. This has emerged as a concern in Barcelona with the development of its Superblocks; there is a risk that traffic will be diverted to less desirable areas of the city. However, while this was raised as a potential disadvantage of the Superblock model, there has been no evidence of this occurring thus far. Notwithstanding, if this effect occurs in other cities with heavier vehicle traffic, additional interventions to discourage private vehicle transportation throughout the city may be required.

SUPERBLOCK MODEL



- Barcelona’s Superblocks, while beneficial for its residents, might reduce viable through fares and thus worsen traffic for the city’s outer residents.
-Source: K. E. Portney, G. S. (2019). Livable Cities: Concepts and Role in Improving Health. In M. Nieuwenhuijsen & H. Khreis (Eds.), Integrating Human Health into Urban and Transport Planning (pp. 40–131). Springer Publishing.

4.5.2 GENTRIFICATION CONCERNS

The impact of green gentrification has become an increasingly popular topic of research in recent years. This is defined as “urban gentrification processes...aided in large part by the creation or restoration of an environmental amenity.” Access to green space, according to research, is a positive driver of residential property values and strengthens an area’s identity as an attractive and desirable place to work, live, and visit. This can be expanded to include the effects of creating more walkable and livable neighbourhoods. More pedestrian and cycling spaces can raise property values, potentially influencing gentrification and the displacement of a neighbourhood’s original residents. A study conducted in Boston discovered that property values were positively associated with transit and job accessibility, connectivity, and walkability (Diao & Ferreira, 2010). Households living in areas within walking distance of public transportation pay a higher premium for easy access to jobs, walkability, and connectivity to the rest of the city. This phenomenon has been demonstrated further by examining the aftereffects of newly implemented Complete Streets projects. In a survey of Complete

Streets projects across the United States, eight out of ten projects saw increased property values along Complete Streets corridors. In one case study, the adjacent property values increased by 80 % following the construction of the Complete Street infrastructure in Orlando, Florida. A survey of 15 US immobilisation markets also showed an additional \$700 to \$3000 increase in domestic values as measured in WalkScore.com, a mere one-point increase in walking capacity. Similarly, the addition of cycling infrastructure or road greenery proved to increase the neighbourhood property values. Gentrification is a potential risk that neighbourhoods may attract greater upper-class attractions and lead to increased rents and the relocation of their inhabitants. However, this is not mean that cities should not invest in Complete Streets infrastructure, however, having access to green space within walkable and attractive communities should not only be accessible to the wealthy. To keep these features accessible to all income groups, municipal governments should consider developing an anti-gentrification policy in tandem with the development of complete communities.



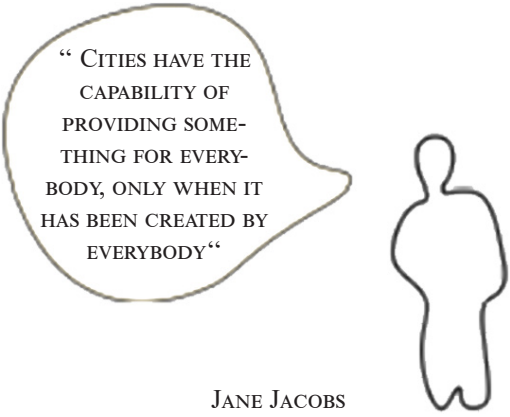
-Well-designed zone is always a potential spot for the upper class to make their life easier and comfort

-source: Bicycle Network. (2015). Bicycle Network | Making bike riding easier for everyone. SEPARATED CYCLEWAYS. <https://www.bicyclenetwork.com.au/>

4.6 TODAY’S CONTEXT

Following the COVID-19 virus outbreak in March 2020, cities worldwide are looking for new ways to embrace life and work on a neighbourhood scale. Many people’s travel habits have shrunk significantly as more people work from home. Many people are now shopping and using services in their immediate neighbourhood, which means less use of long-distance modes of transportation, such as public transportation or private vehicle use, and more walking and cycling. Street space previously dedicated to cars has been freed up in some cities, reducing pollution and making way for gardens, bike lanes, and sports and leisure facilities. C40 envisions a world after COVID-19 in which all city residents will have access to resilient, sustainable public services,” facilitated by all residents living in 15-minute cities’ where shops, workspaces, and essential services are easily reached within a short cycle or walk, surrounded by plenty of green spaces where they can relax, exercise, and play. However, the quality of the short cycle or walk is only briefly mentioned in this report including Complete Streets in any COVID-19 recovery plans brings the benefit of a detailed lens on the quality of active streets, not only quantity to ensure a smooth transition, nearby amenities and active transportation

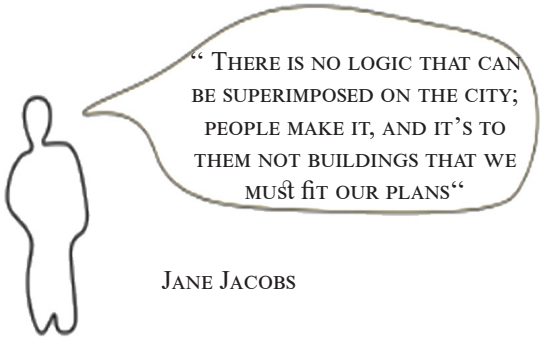
infrastructure are required. While not explicitly mentioning Complete Streets, these concepts effectively advocate for the same outcome: streets that are safe for multiple users, uses, and modes. Crises, such as the COVID-19 pandemic, provide a once-in-a-lifetime opportunity to rediscover proximity in the context of what neighbourhoods can do for their residents. This concept heavily relies on active transportation. Reducing the amount of time spent travelling to basic amenities by developing walking and cycling infrastructure has the potential to reduce car pollution and free up more time for other different activities. While the 15-minute city concept is widely understood to represent walking and cycling travel time, the core principles of the concept lack detail on how cities can successfully transition their neighbourhoods into those that are attractive and safe for pedestrians and cyclists, if they are not already. When combined with Complete Streets, the 15 Minute City can close these gaps and evolve into a more holistic and multidisciplinary strategy. The goal is to reimagine cities as “mosaics of neighbourhoods” where they can coexist with maximum accessibility and diversity, rather than as distinct zones for living, working, or leisure.



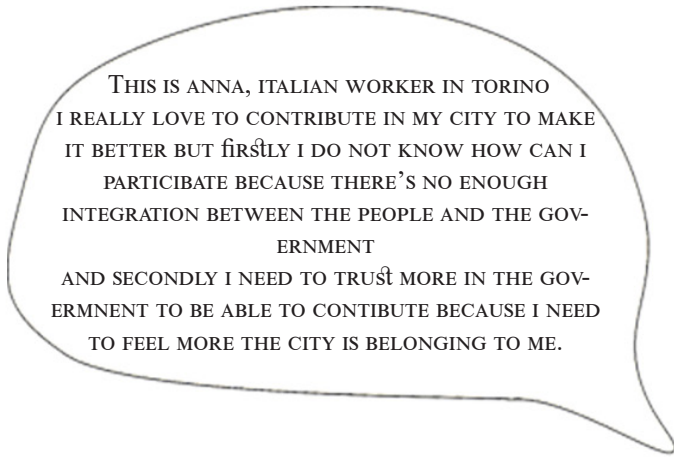
JANE JACOBS

5-THE COMPREHENSIVE PLANNING FOR A LIVABLE CITY.

IT’S A COMBINATION CHAPTER BETWEEN SOCIAL ASPECTS AND ARCHITECTURE PLANNING TO FIND THE PROCESS THAT YOU CAN FOLLOW TO HAVE A COMPREHENSIVE PLAN TO HAVE A LIVABLE CITY THEN AFFECT THE PEOPLE’S LIFESTYLE. THEREFORE, IT’S STARTING FROM THE ANALYSIS PART TO FINALIZING THE DESIGN AND PUT SOME POLICIES WITH THE COMMUNITY.



JANE JACOBS



ANNA
SAN SALVARIO, TORINO

5.1 SITE ANALYSIS

Comprehensive planning is such a large process to have a livable city in your community's future, but this plan must begin with proper site analysis that will provide you with different information in different aspects and perspectives, starting with the site and city analysis that you will provide information about the opportunities and threats of the weather, contour, land uses, future vision, city's history, infrastructure and the centralization situation in the city. The second phase would be the people analysis which will be needed to trace and observe different points such as; the living problems that people face, the diversity in the community, existing activities that they have and will be needing and the safety and noise level in their life. The vitality and wellfares of the city do not exist solely based on the theory that you studied; it has a direct connection with what is happening today in the community that you are working in; thus, to achieve a livable city, you must always begin with an analysis of the people's needs and the city in which you are working. Furthermore, all types of site analyses are the only way to begin designing a comprehensive plan, and you cannot simply copy and paste what has been done in another city because it worked perfectly there. For example, in Ottawa, Canada, they began to apply the

15-minute city idea to have a livable city, but they also had some inspiration from Barcelona, Spain, Almere city and Switzerland and They did not simply copy and paste what happened in their community because there are many differences in people's behaviour and lifestyle, contour, environment, level of safety, and infrastructure in Ottawa city, so they began with their analysis to make the plan fit with the community and change the city to the new version. As a result of the analysis, the following process, such as encouraging people to be active citizens, will be much easier for the government and the people to interact with the plan because to make the city livable you need to connect between the people and the government, integrate between system and lifeworld, therefore avoiding the contradiction between what people need and the government's plan which will help more to have a comfortable connection between them. Finally, site analysis is not just one of the processes to having a livable city, but it is one of the most important steps to having a real and stable base for your design and future vision for your city. This would also help you connect all factors and change the passive citizen to an active or even everyday fixer with more responsibilities.

5.1.1 COMMUNITY ANALYSIS

At first, you should ask yourself some questions for the local bureaucracy, such as how to deal with these citizens? How should they handle the responsibilities associated with the activities? and how should other neighbours and government agencies collaborate? At the same time, the local maintenance department was concerned and started thinking 'Wasn't this my job, to mow the grass?' One of the initiators stated, "Sometimes it takes more time than expected to trust each other", system and lifeworld, 'Sometimes acting as a true negotiator is beneficial, and other times being anarchistic and going your own way is the best decision at the moment' and to know the answers for these previous questions you need to start with the community analysis and observe the details in the community to know more how could you deal with it and change the people's lifestyle not only with their approval but also with their contributions to achieve the livable city plan. Looking into some details about community analysis, you should consider a basic list that will help you to get as much information as possible for starting your design, such as; you need to survey the problem that people face daily, know about the up-to-date activities in their lives, know about the existing activities that they can find in public spaces, define the diversity and get how they are dealing with it and check the safety and noise level in the

neighbourhood, all of these analyses are just a starting point of getting detailed observation of the. As a result, when they began to plan the change in California in different cities, they began to check the community separately. For example, they began to gather information about San Luis Obispo, which is located on California's scenic coast, midway between San Francisco and Los Angeles. San Luis Obispo (with a student body of nearly 19,000 at its border and an additional 12,000 at adjacent Cuesta Community College) is considered an attractive and desirable place to live, with a population of approximately 45,000 people (similar to Delano's) and California Polytechnic University. The city has transformed what was once a "sleepy little town with a small college" into a "regional economic powerhouse" that at the same time maintains its unique small-town identity and architectural, artistic and cultural vitality, making it a livable place with a high quality of life for residents and the transient student community. Finally, the community analysis is extremely beneficial in understanding the mindset of the people with whom you will be dealing and assisting them to achieve a better life by utilising their efforts because it is a two-way relationship in which you must understand what they require to achieve it, and they will assist you in achieving your overall plan.

5.1.2 SITE & NEIGHBOURHOOD ANALYSIS

The planning details of the city is one of the important analyses that you need to consider before starting dealing with the plan that you want to apply in the city, so the site and neighbourhood analysis is the second layer of the whole livable city analysis that you need to do to know the identity of the city that you will deal with to achieve the vital city, therefore studying the city or the neighbourhood is important to make your base stronger and make it fit more in the community. On the other hand, some people take a case study from another city and try to apply the strategy without thinking about the identity of the city that they are working in then they realized that this strategy is not working properly with that city, Knowing the community, how people think, how the city works, and how to deal with the existing plan is critical because you are not starting from scratch, but rather updating and developing the city for the people and the city itself. Returning to the site analysis details, you need to know various information about the city, beginning with the weather, environment, street network and how it works in the city, topography and what the contour levels are to know which solution will fit according to the situation, the historical background of the city and

whether there are any historical places in the neighbourhood to be considered, Examine the neighbourhood's urban potential and threats, as well as the city's vacant lands and gardens, infrastructure, and service centralization. Delano, California, with a population of 43,469, is located in the southern part of California's Central Valley, an inland valley stretching approximately 400 miles long and producing approximately 25% of the US's food supply. A significant proportion of Delano's residents (30%) are employed in the surrounding agricultural industry (US Census Bureau, 2010). Delano has a relatively high poverty rate (28%) which is explained in part by a large number of low-paying agricultural sector jobs and a seasonal unemployment rate of 21%. Delano also reflects the growing diversity in California, with 13% of the population identifying themselves as 'Asian Alone,' 7% identifying as 'White Alone,' and 5% identifying as 'Black Alone' (US Census Bureau, 2010). In summary, the site and community analyses incorporate each other to provide you with an overall background about the city and how you intend to deal with urban opportunities and threats, as well as how you intend to deal with and convene people to make them a part of your development.

-URBAN MODELS

There are two types of design strategies towards the sustainable and livable city, one of them is the isolated model that you will work and apply every sector of the city objectives separately, but instead of envisioning sectors separately, the new design shall strive to achieve an inclusive and resilient solution to the built environment by creating synergies between the various contributing sectors.

-ISOLATED MODEL



-INCLUSIVE CIRCULAR LOOP MODEL



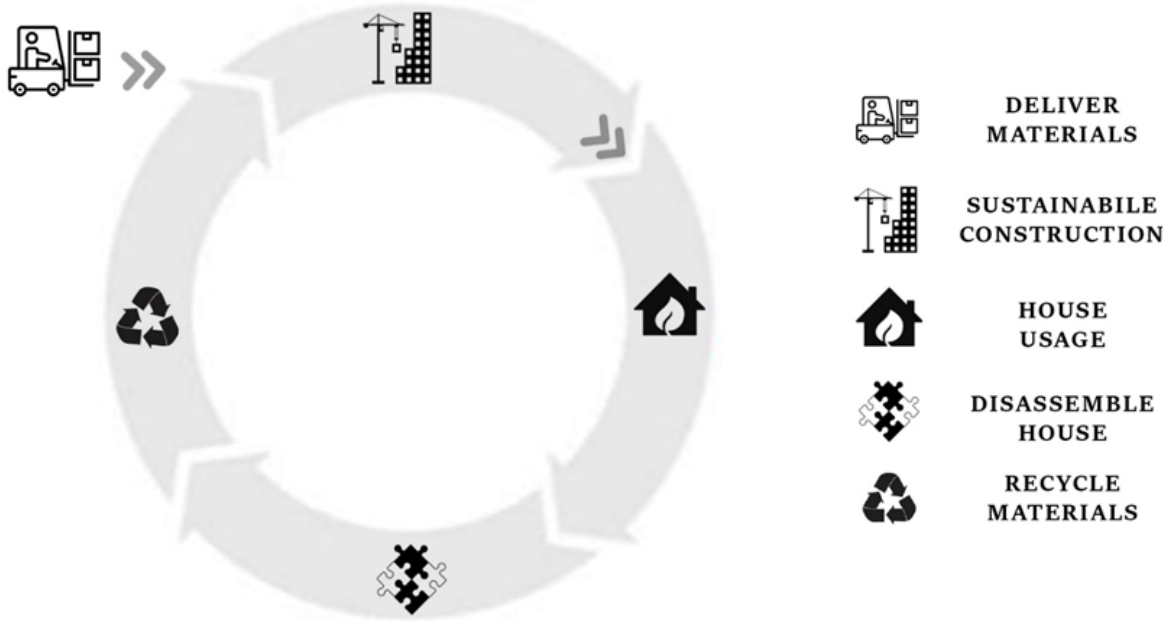
-BUILDING SYSTEM MODELS

To start the construction, you need to define which model that you will follow to get the best performance not only during the construction but also during the using or during the demolishing. Firstly, the linear model provides the same sectors but every sector separately so you will divide the whole process according number of stages that you have, on the other hand, you can choose the efficient circular loop with the connection between every sector and connect between all of them during the whole process starting from deliver the materials to the disassemble the house and recycle it again which it will be more efficient and functional.

-LINEAR MODEL



-Efficient CIRCULAR LOOP MODEL



-FINANCIAL MODELS

The urban and building strategies will have efficient consequences on the economy and business model because it offers to the residents a regular recurring revenue stream on a long-term basis, would create a smoother flow of ownership and helping residents to focus on the investment option than aiming exclusively at achieving a profit off the property. At the end the graphs provide the differences between using the linear financial model that related to the business motivation or using the circular economy efficient model.

-LINEAR MODEL



-LOOP MODEL (ECONOMICALLY efficient)



5.2 MAKING ‘INFLUENTIAL CITIZENS’

The rise of the ‘vital city’ in the 1990s, in which citizens took control and participate in a wide range of activities, was witnessed. The vital city is, at least in part, the result of a rescaling of state intervention. The local government has taken on new and expanded responsibilities in the areas of social care, job creation, education, housing, and welfare. This state of affairs has recently been dubbed the “participation society” in the Netherlands (The Independent, 2013). What we now refer to as the “vital city” is not a new phenomenon, but it is becoming more prominent citizens have become more actively engaged in their local areas in many European and other cities around the world, accepting a greater degree of responsibility for their living environment and joining forces with local government institutions to deliver a “Fourth Way” in public policy, planning, and social welfare. The chapter defines active citizenship in urban districts, arguing that the concept is concerned with two things: first, perforation of the welfare state’s boundaries in places with a history of participation, and second, the

existence of key community actors who can be described as “everyday fixers,” and who play a significant role in delivering the participation in society making a committed community that needs some effort and planning to connect between them all factors inside the community such as; different genders, ages, mindset and needs, the outcome of this connection will have a significant impact on the entire community. At the most basic level, communities provide us with a group of people with whom we can interact in a safe environment. This gives us our social fix while also reminding our brains that we are still accepted and a part of the larger group. By getting to know your neighbours and creating a strong community, you can create a sense of security for yourself, knowing that those around you are looking out for you. When you know the people around you, you can feel at ease while doing things like running at night or taking your kids trick-or-treating. No place is perfect, but being a part of a community should always make you feel safe.



-Connected city is the first act for getting the comprehensive plan and vital city.
-source: Huffington, A. (2020, July 6). Thrive Global: Behavior Change Platform Reducing Employee Stress and Burnout, Enhancing Performance and Well-Being. Thrive Global. <https://thriveglobal.com/>

5.2.1 ACTIVE CITIZEN

Active citizenship has become a new form of urban governance (Houten and Winsemius, 2010), embracing notions of ‘collective independence’, ‘individual responsibility’, ‘individual empowerment’, ‘self-organisation’, ‘basic democracy’ and ‘citizens’ initiatives. Local knowledge of neighbourhoods has become crucial in the effort to gain a clear sense of what communities experience as ‘problems’ (Engbersen and Engbersen, 2014). Researchers, however, have claimed that citizens deliver more than information or consultancy to the policy process, but are now the owners of initiatives, developing and realizing their own policy ideas. Moreover, ‘local government and institutions play a stimulating, facilitating or productive role’ (Denters et al, 2013, 7). Citizens engage in the public domain, but also work with the former occupants of that domain. They may seek to bring order to disorder, turning wasteland into a community park for example (Zwaard and Specht, 2013). Their deeds may aim to create a greater sense of community, which can mean the process of community action is more important than the product (Hurenkamp, Tonkens and Duyvendak, 2006; Tonkens and Verhoeven, 2011). Overall, collective efficacy means responding to and improving an existing social reality, but

not necessarily accepting the results of system. To have active citizen is not a short process that you can get it easily, you need firstly to have a real trust between the government and the citizen, secondly the citizens need to feel always that the government considers and cares about their needs, after this you can have a real bond between the government and citizens. At the end No one is born a good citizen; no nation is born a democracy. Rather, both are processes that continue to evolve over a lifetime. Young people must be included from birth. A society that cuts off its youth severs its lifeline (Kofi Annan). We need always to teach the citizens and try to change their attitude in home, schools or community to become an active citizen by giving them the ability to change and the freedom to say their opinion in any changes in their community because the future of this form of government is dependent on the possibility for the young to participate in the democratic process or to include young people from birth. This is directly connected to the capacity of the education system to nurture young people who are aware of their rights and responsibilities as citizens, take action for social and environmental justice, hold their governments accountable and stand up for other people’s rights.

5.2.2 CONSULTATION

Making an active citizenship needs some preparation to make it more settled and effective in the community and one of these preparations is the general workshops for the citizens to make them connected professionally with the government. In addition, the general workshop is the first deed of changing the citizens from being passive to active situation in their community, also the government needs to set a plan of these workshops for different perspective one of them is related to general citizen behavior such as; community connection, leadership, group work and team structure. On the other hand, the government needs also to provide some workshops to make the citizen know more about the history of the city, the importance of the city's landmarks and the potentials of the city. One of the real example of the importance and how to set the agenda of workshops was in Delano, California, there were Five public workshops were scheduled, during which consensus would be built through small-group discussion (Toker,2012). The workshops were designed to be convenient and unintimidating – a series of picnics held on Saturdays and Sundays at the local community center. A majority of Delano's community groups were contacted to find out why they had missed the workshops. Their responses were similar: their organiza-

tions were overwhelmed with meeting basic needs in the community. Farm workers were busy with the fall harvest. Some organization leaders questioned the relevance of a general plan to their membership's concerns, particularly in comparison to their other activities. The demographic characteristics of the workshop participants were tracked, and they were not representative of Delano's diverse population. Fewer than half of the participants were Latino and only two of the participants were farm-workers. Based on limited community participation in the picnics/workshops, students and instructors shifted the location of community outreach efforts to popular community locations and events. Along with drawing attention to concerns rarely heard in Delano's traditional public processes, the students' general plan included ideas proposed by participants at the Holiday Parade and grocery store. For instance, they included zoning for a neighborhood commercial center on the west side of town and proposed affordable housing for farm workers. In the absence of participation by formal community groups, the students became advocates for 'identified' community groups who had neither the time nor the resources to participate in the collaborative plan-making process.

5.2.3 EVERY-DAY FIXER

The 'everyday fixer' is a participated resident in the scheme had professional experience of the spatial planning process and maintaining public space. This man also had strong leadership skills that helped to recruit and connect people – two special qualities that can be attributed to 'everyday fixer. These qualities were discernible in the initiators of this project. They also engage in a new form of political-civil engagement, expressing individuality and a strong sense of the collective good. These are citizens with the dedication and drive to get things done. They are networkers, pragmatists, and even the bridge-builders who are able to bring different groups or resources together. They are good at brokering relationships and have the ability to 'communicate, to persuade, to imagine oneself in someone else's world and to bring together different worlds' (Hendriks and Tops, 2005, 487). The initiative began when local government was renovating local public spaces.

These residents also thought: 'We can do this work better and more carefully ourselves, and we can do it more cheaply.' They developed their idea, made a plan for a new design for a courtyard and organized and realized the plan themselves, with a little help from the district manager of the local government. Therefore, the 'Everyday fixer' is one of the important success to any community because it's the real link between the citizens and the local government, this fixer must have some potentials such as leadership, urban planning and professional experience in the urban field to do the work properly. At the end, the everyday-fixe and government are in co-partnership agreement with the local government regarding the regulation of the partnership. Under a co partnership both parties are equal, while with subsidiaries, one partly is dependent on the other. This is very important in the 'Fourth Way': to be officially equal and to see one another as equal partners.



-While people in the same neighbourhood are gathering to find a solution for a problem they have
- Photo credit: Ton Huijzer

5.3 THE COMPREHENSIVE PLAN

A comprehensive plan is an essential feature of long-term planning for cities and counties all over the United States, as both the process and the documentation for creating a broad, long-term vision for future land uses and the built environment of communities. It contains a map of future land uses for an entire planning jurisdiction (like a city or a county), addressing all of the physical elements in the area, for a long time period (usually around 20 years). A comprehensive plan lays the foundation for zoning codes, the legal tool for implementing the vision of the future contained in the comprehensive plan. Sometimes the media and the public can confuse the process of drafting and approving a comprehensive plan with the process of rewriting or changing the zoning code, but usually these two tools are considered in separate processes, and in separate documents. Occasionally communities complete a unified development code, which includes the plan and the zoning components in one document. In current planning practice, comprehensive plans usually set a planning horizon of 20 years—a duration that avoids the uncertainty of long-term economic and population growth patterns while also avoiding short-term thinking that can weaken a cohesive vision for the future.

In the past, plans were created by a central authority with the power to make and implement plans. Plans in the 21st century are created in a democracy, involving participation from the public and the politicians accountable to them, throughout the process of drafting, revising, and adopting a comprehensive plan. Looking into the comprehensive plan details, there are seven elements that you need always to consider while planning or applying the plan for the vital city to enhance the community for example; existing and new land-use, Circulations for people, style of housing and the connection between urban services and housing, conservation, open spaces design according to the people needs, noise level and the safety in the city. After considering these elements the plan will be well connected to every element in the community and it will be easy to apply it with local and professional help. Briefly, comprehensive plan is a special plan for a specific place or city because you are going to do the analysis, surveying and changing list specifically for that city, therefore you can't copy and past what you design for a city to another city moreover, comprehensive plan is just an element that you need to support it with active citizen, advocacy plan, collaborative plan and system and life plan.

5.3.1 INFRASTRUCTURE & OPEN SPACES

The life cycle approach to infrastructure planning proposed here allows practitioners from any discipline to understand the entire life cycle from their discipline's perspective, and it also allows different disciplines to collaborate to ensure long-term, comprehensive, and sustainable planning. Responsive life cycle planning contextualises engineering and finance so that technical and monetary considerations, as well as environmental, social, economic, aesthetic, security, and other criteria, are included in decision-making processes. The framework presented here calls for a collaborative, multi-level planning process and recognizes that the process will be culturally determined, institutionally bound, and politically motivated (Flyvberg et al., 2003; Healey, 2010; Innes& Booher & Di Vittorio, 2011). So, infrastructure is one of the important elements that you need to consider before starting the strategy of the comprehensive plan because it will provide you with important insights about the strategy you will need to follow and the best solution for that city or case study. Ultimately, the goal of this framework is to plan long-term infrastructure networks. The framework enables the transition from critical infrastructure protection to critical infrastructure network planning and maintenance while

keeping in mind the long-term perspective of living with the contextual constraints of infrastructure networks in a region, i.e. sustainably. Our quality of life is heavily reliant on open spaces they provide facilities for a wide range of social interactions as well as habitats for flora and fauna. A space classification would be useful in developing public open space policies and carrying out the structure plan. The purpose of this research is to propose a comprehensive open space categorization system for the city. A thorough investigation of sources in that city reveals a lack of a comprehensive classification of open spaces and the presentation of only a hierarchy of open spaces. For this study, a critical literature review was conducted to comprehend the approaches of this comprehensive classification and adapt them to the city context. An analysis of the comparison between several cities in different countries was performed to come up with a comprehensive classification in that city; the results of the study will provide a systematic classification use for planners and policymakers in preparing open space strategies and setting development plan policies; it is also useful for designers to obtain the best possible conceptualization.

5.3.2 CIRCULATIONS & SAFETY

There is a clear link between urban land use planning and transportation network planning. The transportation and circulation plan determines how people and goods can move into, out of, within, and through the Region safely and efficiently. In contrast, transportation opportunities or constraints frequently determine the location and appropriateness of various land uses. Because the two plans are interdependent, they have been designed as an iterative process for maximum effectiveness. The road network's design should be directly related to its function and should be directly implemented through land-use regulations. This is an important consideration because the function of a road dictates specific requirements, such as the necessary amount of right-of-way, cartway width, shoulder width, design speeds, and several lanes. In effect, the function of the road must be established and preserved through such land use controls as zoning and subdivision and land development ordinances. Therefore, the Region's municipalities should review and revise their road design standards as needed for consistency throughout the region matching the function of the road network with the design of that network is important so that, as improvement opportunities arise, roads can be improved to the proper standards. Such standards are typically located in the subdivision and land development ordinance. Access

management is a program designed to achieve a balance between safety, mobility, and access onto abutting properties from highways. Access management problems occur where conflicts between mobility and access exist, resulting in congestion and safety problems. If the Region experiences increased development activity, access onto local roads could become overloaded. Access management is most critical on roads with competing functions, though they have a predominant mobility function, they also provide access to businesses and residential properties. The ability to control access points on selected roadways is becoming an important issue in the region and throughout the County. Though the region is generally rural and suburban in nature, it is experiencing major access problems. There are several access management techniques that can be implemented to correct existing problems and to aid in preventing future access management problems. In the end, Circulations is an important factor for the people because supposedly whatever the way that they will use to go to their destination must be provided and well designed such as lane for bikes, walking, public transportation and private cars but of course with different ratio according to the city plan, moreover the safety needs to be attached to it to complete the whole good vibes of the city.

5.3.3 HOUSING & NOISE

The real purpose of housing is not just a building in the context and you can move it from one place to another without feeling the differences between both locations but it needs to act up with the community planning and country vision to help them to achieve and create the outdoor spaces connected with the design of the housing. Nevertheless, the noise is still one of the barriers of the housing designs because when you start to connect between the housing and public spaces you will face a problem of how to reduce the effect of noise inside the housing but at the same time, you want it close and connected to the public spaces. Urban design is that specific component of city planning primarily concerned with the functional and visual relationships between people and their physical environment and how those relationships can be improved. As a result, urban design is specifically involved with many areas of planning, including housing, transportation, open space, community facilities, businesses, industry, and the general relationship between various land uses. Urban design is commonly understood to function as a component of the public sector, where it can serve to stimulate, guide, and influence private-sector actions. Furthermore, guiding the physical design char-

acter of public sector uses (e.g., utilities, open space, transportation, and so on) is an important method for improving environmental quality while providing an incentive for private sector investment. It is suggested that an urban design element be included in the overall plan. The urban design incorporates elements of planning, landscape architecture, and architecture is concerned with the city's large-scale organisation, function, and design. It is more concerned with the massing, scale, and organisation of buildings and the spaces between them than with the design of individual structures. On the other hand, noise is one of the considerations that you should always keep in mind when designing a comprehensive plan because it has the ability to make the design better or worse depending on how much control you have over it and also the noise level within the city that you are designing in, for example; when designing a comprehensive plan and attempting to connect between outdoor spaces and housing in Cairo-Egypt, the normal of the noise level that people have grown accustomed to is different than when designing a comprehensive plan in Switzerland, so the noise level will be determined by the context of the design.

5.3.4 DIVERSITY & PROXIMITY

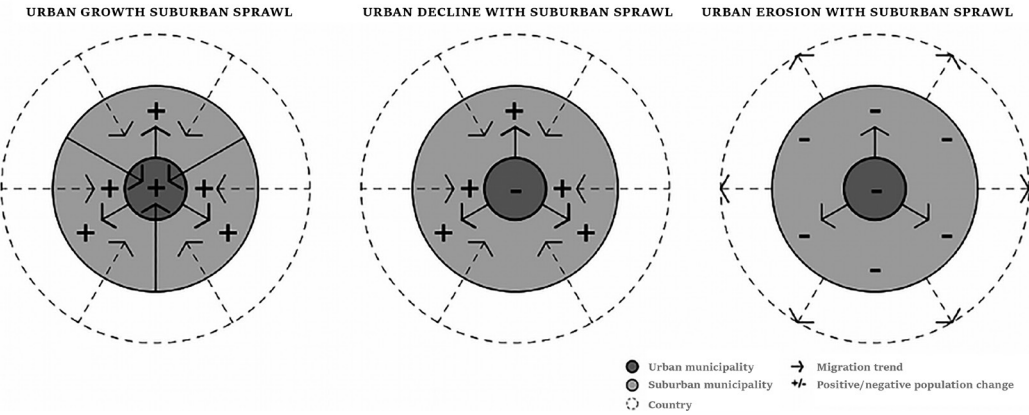
Diversity has become the new orthodoxy of city planning. The term has several meanings: a varied physical design, mixes of uses, an expanded public realm, and multiple social groupings exercising their “right to the city.” Its impetus lies in the postmodernist and poststructuralist critique of modernism’s master narratives and more specifically in reactions to the urban landscape created by segregation, urban renewal, massive housing projects, and highway building programs. Privileging diversity raises significant issues for city planners. As such, it constitutes an antithesis to previous orientations toward urban design, in which segregation of homogeneous districts was the governing orthodoxy. Typical of revolutions in thought, the present rebellion against earlier dogmas has been shaped by them. The elevation of diversity as the primary criterion for evaluating urban form, to the neglect of other values, responds to earlier obsessions with orderliness, efficiency, and protection of property values, which are now alleged to have produced dullness and discrimination against “the other.” In relation to the two broad purposes of urban policy—stimulating growth and achieving equity—it is now claimed that ensuring diversity is key. According to this view, diversity and proximity attract human capital, encourages innovation,

and ensures fairness and equal access to a variety of groups. Indeed, according to this logic, the competitive advantage of cities, and thus the most promising path to economic success, lies in increasing diversity within society, the economic base, and the built environment. The goal of this article is to investigate the utility of elevating diversity to its current status by describing its content, locating its intellectual and practical context, examining the arguments in its favour, considering whether planners can actually achieve diverse environments, and proposing an alternate formulation of the just city. In urban literature, the terms diversity and proximity have a wide range of meanings. It refers to the mixing of building types among urban designers; it may refer to mixed uses or class and racial-ethnic heterogeneity among planners, and it primarily refers to the latter meaning among sociologists and cultural analysts. Planned communities with the goal of diversity, whether within inner cities or in new-urbanist or neotraditional Greenfields developments, seem inevitably to attract accusations of inauthenticity, of being a simulacrum rather than the genuine article. As a result, planners appear to be trapped in an intractable quandary: either leave the market to its own devices or impose an oxymoronic diverse order.

5.3.5 SUBURBS’ IGNORANCE

Urban land-use planning, as the phrase is used in this paper, refers to the planning of the entire urban physical environment in terms of the location (pattern, arrangement, interrelationships) and the quality (density, bulk, design) of all the land uses that comprise a “city.” Such planning is comprehensive in coverage: all of a metropolitan area, or at least all of a single city or county’s area of jurisdiction. Undertaken not only for but also on behalf of an entire urban community, it is almost by definition a governmental activity, since only a governmental unit is formally designated, with the consent of the governed, to represent the totality of interests within its jurisdiction. In the absence of dynamic housing market churn, large residential age cohorts can create downstream problems of service provision from ageing in place and depopulation, according to experience from Freiburg’s older suburbs. A key emerging learning point has been the use of resident-led development approaches at smaller scales and within ageing neighbourhoods to attract younger families to depopulating areas. Commuting is an important feature of life within Ashford. In a recent typology

tracking economic, political and demographic diversity across rural England, (Lowe & Ward, 2007) classified the borough as a ‘dynamic commuter area’ and an ‘extension of the wealthy suburbs’ of the Greater London conurbation, with a significant concentration of ‘dynamic commuter residents’ who tend to be articulate and well-connected into networks of power and influence, and quite prepared to engage with the politico-administrative system at local, regional and national levels. They are particularly resistant to further encroachments in terms of land use and other developments which might undermine the rural idyll into which they have bought. (Lowe & Ward, 2007). Gradually, there are some countries where suburbs are one of the community factors, such as the United States and Australia, and it will take time to apply the concept of a livable city in these communities because you need to first prepare the community and the design itself of the city, whereas, in other communities, such as European countries, you can do it easily because the concept of suburbs is well-established.



-the differences between urban details with the suburbs sprawl

5.3.6 SYSTEM PLAN & LIFE PLAN

System and life plan are the consequences of growing the bureaucratic rationality in the welfare city with two different distinctions between them, firstly, is the release of the nature's boundaries between the state and community action. Secondly, it provides the proper location of making the attempts across the boundaries and the working pattern. Consequently, the efficiency of the work will be higher than before this kind of connection between these plans. Looking into the details of every plan, the system plan is related to the government process and structure that has some advantages and disadvantages that while applying and design the comprehensive plan you need always to consider both of them to get the maximum benefits from the system plan. On the other hand, the life plan is coming from the community that with fast process and good organization because there are not many obstacles that happen in the system plan. So, at the beginning you need to ask yourself some questions for the local bureaucracy was how to deal with these citizens? How should they handle the responsibilities involved in the activities; and how should other neighbours and government departments work together? At the same time, however, the local 'maintenance department' was a little afraid. 'Wasn't mowing the grass my job?' 'Sometimes it takes more time than expected to trust each other' (system and lifeworld), said one of the initiators. 'Sometimes it is helpful to act as a

real negotiator and sometimes it helps to be anarchistic and go your own way. The neighbours developed their whole idea in three weeks. This shows the speed of citizens, life-world, compared to the speed of public bodies which is system world. When the local government makes this kind of plan, it takes much longer to organize and realize the whole picture, because it has to overcome so many bureaucratic obstacles, although this case also shows that the district manager of the local government can react quickly to assist the initiators and understand the lifeworld. His reaction suggests not only that he understands the life world, but also that he understands the urgent need to work together as partners for example; The neighbours in Schoonenburg were not only quick to make plans; they also knew how to get funding from the local government. It was easy for citizens to call him to ask how they could secure finance for their idea and he acted as their mediator. The funding was secured from the local authority's 'quality of life budget'. Their only obligation was to fill in an official form and send in their invoices afterwards. The district manager also showed that he understood how to work with citizens' initiatives. The district manager in Schoonenburg was very eager to help the citizens quickly; he had a positive attitude, won the trust of residents and secured autonomy from his own 'boss'. The district manager told us that the support of his boss was really important.

5.3.7 ADVOCACY & COLLABORATIVE PLAN

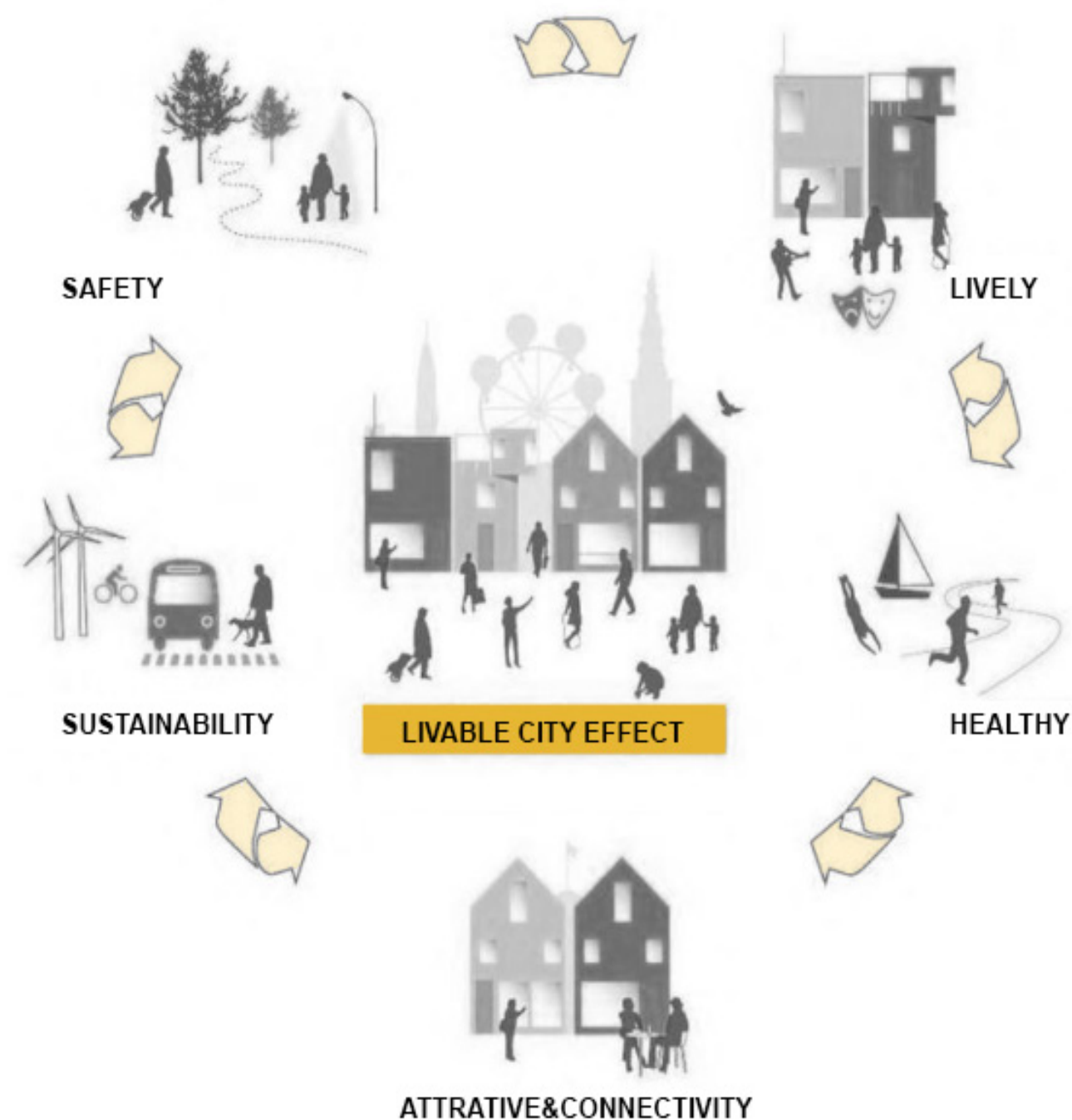
After applying all processes of the comprehensive plan to get a livable and vital city you need to wrap it with advocacy and collaborative plans that they are two methods frequently utilized by community-based organizations in the US to undertake community-based action, are used in this examination (Gittell & Vidal, 1998; Gonzalez, 2006; Peterman, 2004). Starting with the advocacy plan, During the 1960s, advocacy planning arose in tandem with social movements attempting to address inequities in the US (Davidoff, 1965) and in response to the concepts and outcomes of the rational planning approach. The primary goal of advocacy planning is the transfer of power and resources from established, well-represented groups to underrepresented groups (Fraser, 2005; Harwood, 2003; Peterman, 2004). Originally, advocacy planning was designed to provide underrepresented groups with a voice through advocate planners, 'guerillas in the planning process' who were familiar with and skilled in formal planning processes (Diaz, 2005; Harwood, 2003). Advocates are not limited to those inside progressive city governments but include professionals and non-professionals from many sectors, including non-profits and community-based action groups (Gonzalez, 2006). Literature on advocacy work at the neighbourhood level, via neighbourhood groups, often focuses on community leadership that mobilizes residents to protest, march, or rally for residents' rights during the implementation stage of plans and projects

(Diaz, 2005; Fraser, 2005; Gittell & Vidal, 1998). In addition, collaborative planning is responded to several of the perceived inadequacies of both the rational and advocacy planning approaches. Unlike advocacy planners, collaborative planners do not take centre stage, but instead become facilitators in the process of consensus-building among community members and groups (Brooks, 2002). A diversity of views and community groups is required for the success of a communicative process so that relevant issues will arise and be addressed (Booher & Innes, 2002). Deliberative processes and consensus-building can be used within and between community groups and can be organized and facilitated by public planners and community-group leadership (Carpenter & Kennedy, 2001). The strengths of the collaborative process are that it provides an avenue for conflict management (Gittell & Vidal, 1998), building local coalitions with common interests. Because this approach does not directly address differential power relationships among groups participating in the process, however, it has been criticized for the limited understanding it provides of social relations necessary for the redistribution of resources to marginalized groups (Fischer, 2004; Sandercock, 1998). Still, collaborative planning does provide the possibility of a democratic approach to plan-making (Forester, 1999) and has proven to provide lasting compromises in highly conflictive situations between community groups.

5.4 LIVABLE CITY CONSEQUENCES

The livable Cities approach puts people and community well-being at the centre of urban development for making cities economically competitive, environmentally sustainable, low-carbon and resilient, as well as inclusive. The approach aims to provide integrated solutions through holistic participatory planning and generating and sharing knowledge with cities in the region of Livable Cities focus on the pillars of Economy, Environment, Equity, Enablers, and Engagement. These relate to efforts to strengthen urban institutions and governance; promote holistic planning and integrated solutions; support coordination within and between city regions; leverage financing mechanisms such as land-based financing, public-private partnerships, and green finance; and advance the use of data and digital technologies in all aspects of urban governance. Notwithstanding these challenges, cities provide significant opportunities to improve human well-being, catalyze economic development, and serve as incubators for new ideas and innovation. International agendas like the Sustainable Development Goals and the New Urban Agenda promote engaging with city governments in the global development effort. City authorities are realizing the potential of holistic, flexible, and participatory urban planning to integrate infrastructure investments and policy reforms, build strong urban institutions, generate knowledge, and promote regional cooperation. Digital technologies and improved use of data are emerging

as positive change agents to inform better decision-making for more transparent, people-centred, and accountable governance. The areas of green economy and green finance create additional opportunities for cities. Diverting from traditional urbanization models that result in extensive resource extraction, waste, and pollution, cities increasingly see the potential of green economy models, which promote efficient uses of materials, protection and rehabilitation of ecosystems, and appropriate regulations for industries and markets. Green economies have the potential to create a net 18 million jobs globally by 2030 as cities across the world invest in low-carbon and resilient urban infrastructure and services. Recognizing the potential of city-regions and city clusters to realize economies of scale and increase competitiveness, efficiencies, and innovation, national and subnational governments are making efforts toward more coordinated regional governance, land use, and infrastructure planning. Moreover, cities across the RDB regions can leapfrog traditional development milestones by building on newly emerging industries, service sectors, and sustainable tourism. Cities are increasingly supporting local entrepreneurship and innovation through proactive local economic development initiatives in urban challenges and opportunities are usually rooted in a local context, learning across regions sparks innovation and ideas that could be replicable at a larger scale.



5.4.1 NEW SOCIAL CAPITAL & TRUST IN THE PUBLIC DOMAIN

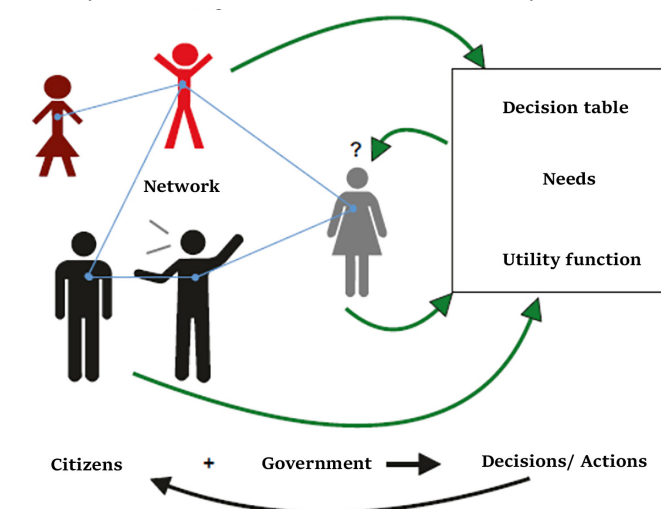
People become involved in community projects for a range of pragmatic reasons and are brought together within action groups, issue networks, neighbourhood committees, voluntary work, renovation projects, Twitter networks, care services, and so on. Although in many instances the 'socio-spatial community' may have been weakened, relationships are built on 'networked individualism' or as a product of 'multiple inclusion'. New social capital, as described by Duyvendak, is a product of networked knowledge, opinions, norms, values or narratives. It explains that communities still come together to take collective action despite the erosion of traditional patterns of sociability: relationships can appear less stable, not being based on long-term face-to-face forms of social interaction, but even more fluid forms of sociability can underpin community action. Public familiarity is generated through the meetings that occur as people leave their homes in the morning, pick up children from school, take out the rubbish or use local shops and services. It generates trust in familiarity without people having to interact or genuinely know one another. It is a 'familiar trust' in the public domain, with 'trusted strangers'. (Lofland, 1985) coming to share some senses or ideas of the community, as we always need to be nearby places such as; schools, parks, libraries and shops to increase the range of familiarities in our life. As well as providing the context for

growth in new social capital. The government has a critical role to play in nurturing community action. If governments abdicate themselves from the responsibility of supporting neighbourhoods, for example through interventions that aim to enhance the quality of life, then community action tends to fizzle out. There is a general view that activism fills the void left in the wake of a shrinking state: that people do more when the state does nothing. Yet Vermeij, van Houwelingen, and de Hart in 2012 show that when there is less government impact, there is also less citizen involvement. Past research reveals that very few citizens' initiatives operate independently among those that are genuinely spontaneous, there will at some point be a need for support from local government, from welfare institutions, from other public or third sector services, a housing association, or established community organizations. At the same time, the government can take a back seat and observe the independence of the community by providing professional support to them to achieve what they want and what will be proper for the community. Independent mediators – or support groups – may be engaged to act as a bridge between the community and state actors but in broad terms, the attempt to forge an effective partnership between the state and community action can be described as a 'Fourth Way' in public-community intervention.

5.4.2 EQUALITY OF THE CITIZENS & GOVERNMENT WORK

The citizens formed an official foundation to apply for various grants so that they could buy the materials to undertake the maintenance work. They also entered into a co-partnership agreement with the local government regarding the regulation of the partnership. Under a co-partnership, both parties are equal, while with subsidiaries, one part is dependent on the other. This is very important in the 'Fourth Way': to be officially equal and to see one another as equal partners. The co-partnership contract also includes a list of all the types of maintenance activities that the residents are to carry out or not. This financial agreement is complex and rather interesting. Questions raised from the system world included the following 'who has a say over how the money is spent? How can the government influence this citizens' initiative?'. The agreement states which task the citizens are responsible for and how the money is to be used, but nothing more than that. There is no oversight during this process, only a commitment

to keep each other informed. There is an example in Lelystad city, where the city tried to organize for easy and quick wins, they started with an informal meeting to settled down the people who are going to join and take the initiatives in the community then the week after the informal meeting, a group of people started to clean up the public space and a smaller group also started to clean up the gardens and façades. Another resident offered to help his neighbours to contract decorators. These quick and easy wins following the meeting were really important. They started a flow of active people. In this district, local government could not take a back seat: if they wanted to improve the district, they had to promote active citizenship. This was a lengthy process in a neighbourhood with a low initial level of social cohesion, a low average socioeconomic status and were organizational skills we're lacking. The case shows that a 'Fourth Way' does not also arise on its own, but needs to be nurtured by a supportive state.



-The connection between citizens and government.

-Source: ResearchGate/ Matas Cirtautas. (213–06). ResearchGate | Find and share research. ResearchGate. <https://www.researchgate.net/>

5.4.3 TAKING THE PLUNGE

The committee created a formal plan for the footpath as well as some additional features such as playgrounds, hanging baskets, and a small maze. The local government and housing association assisted in the development of the plan and introduced them to the national pilot programme. The initial funding and activities were organised, and the committee began construction on the footpath. An artist came up with the idea of a 'social sofa', which she built in a few months with the help of children and neighbours under her supervision and with the help of a local builder. Many participants were inspired and enthused by these activities, and an increasing number of people followed, but they also discovered their talents. 'This is far nicer than just negotiating and discussing the major plans of local government,' noted the treasurer of the committee. This is an example of the 'Fourth Way' of citizen participation. Citizens and institutions collaborated as partners in the larger renovation pro-

gramme because it was the best way to get the most out of both groups. Using the Atolwijk district in Lelystad as an example, the local government attempted to achieve its goal differently. The district managers began searching the neighbourhood for "everyday fixers." They invested in their local network and contacted several organisations, institutions, and Atolwijk residents. The goal was no longer to encourage them to improve the quality of their own homes, but rather to determine which were the most important issues for residents in the neighbourhood: a shift from top-down to bottom-up. For the first time in years, there was more energy on the part of residents to do something for their neighbourhood. This resulted in two groups being formed by residents. There was one large group that wanted to clean up public spaces and a smaller group that wanted to encourage improvements in the quality of housing.



-Canelli's new urban square: the outcome of the participatory process
-Photo credit: Alessio Studio

5.4.4 SHARING MAINTENANCE ROLE WITH LOCAL GOVERNMENT

After all of these stages of applying the comprehensive the citizen started to not only feel about the community as a big home but also, they started to act with the same ambitious and take some duties from the government because they knew, they will do it better and faster and we can take Hoekwierde city as an example; it's a part of De Wierden, a district in the city of Almere Haven. De Wierden as a whole is an area where incomes are below average and the level of educational attainment is low. In the city they started to be part of the community by a protest group to be against the government to cancel the plan of constructing a high-rise building instead of woodland then they started to be part of the government actions and consider more the public spaces and its maintenance. The social infrastructure grew up and the level of neighborhood involve-

ment rose. "Friends "is not the right word [to describe] how people see each other, but they get to know each other a little bit more and it is easier to approach a neighbor if you have a problem' added the district manager in an interview. At a certain point, the team formulated new ambitions. They wanted to take on more and more maintenance work from local government. The people of Hoekwierde demonstrated the 'collective efficacy': 'We can do this better, more cheaply and it is also more fun than if local government continued to do it. The citizens see that they have power and take an active interest in organizing initiatives by themselves. Sometimes the citizens do a better job of maintenance than the local government, sometimes an inferior job, but it is always on the terms of the citizens and not on the basis of fixed procedures.



-Informal meeting between the citizens as an initiative process for problem solving
-Photo credit: Ton Huijzer

5.4.5 THE FOURTH WAY

The ideological basis for the reform of the welfare state, noted in this chapter, can in part be found in the 'Third Way' (Giddens, 1998), which emphasizes the combined role of market mechanisms and personal responsibility in producing vital public goods. Then the fourth way became settled more because it's of course a derivative of this. It has the same concern for a new relationship between the state and civil society and requires that the latter is not overburdened – through excessive regulation – by the former. Instead, it argues for a partnership between the state, citizens and civil society organizations. Unlike

the Third Way, however, it does not prescribe any sequence of responsibility: that is, citizens first, then the state. Rather, the Fourth Way harnesses the power of active citizens in an equal partnership with government institutions: rather than stimulating action, the state works alongside community actors building flat, horizontal rather than vertical, relationships. It stimulates (by creating the conditions in which communities can flourish and by signaling its support for collective action) but then works with those actors towards key social, economic and environmental goals.

5.4.6 NEW TOWN

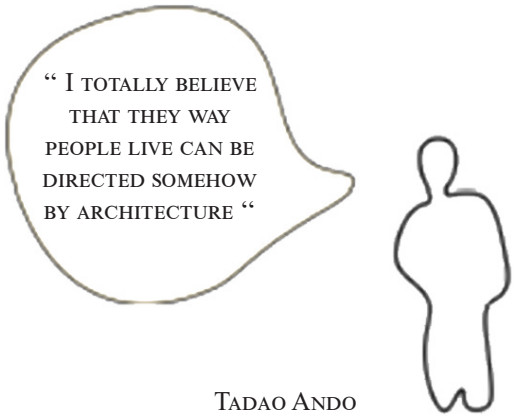
The role of active citizens and their engagement with state actors is now examined in specific districts within four Dutch New Towns. The studies focus on community initiatives that have sought to address issues of quality and livability in the public realm. Neighborhoods, on the other hand, are much more diffuse in geographical terms with boundaries determined by the lines of communication between citizens. When the term 'local community' or 'neighborhood' is used in the remainder, we are referring to a unit which is socially constructed rather than normatively defined. Districts are important in the country as they have become the spatial framework in which the local state interacts with community organizations. Often, permanent outreach teams are tasked with building relationships with these organizations and

with networks of local actors operating across different sectors. The new towns of the country grew rapidly during the last era as national government responded to high demand for housing with the building of new settlements. The new towns were a product of top-down planning. Half a century on and the new towns are aging, and several are struggling with a range of social and physical problems. Government has intervened to address these problems, and the initiatives that have been taken forward in four key zones: 2m zone, 7m zone, 10m zone and 15m zone. The outcomes of community action are highlighted, with comments offered on the interaction between the system world of the state and the life world of citizens, and the activities of 'everyday fixers.'

As shown in the discovery chapter, the process of planning and design the vital city in the existing communities, that they can be identified, and that they understand and are interested in being involved with the plan making exercise. That 'the shift into planning' of community interests can be facilitated by procedures that allow community participation so these interests are reflected in the vision embodied in the general plan. Cities with extensive staff and resources, such as San Luis Obispo, are innovative and garner the funding needed for an extensive and rigorous planning effort to obtain community involvement. Even with resources and the right intentions, however, a citizens' advisory committee such as the LUCE is most responsive to communities that are mobilized and advocate for their interests in an organized, sustained and persistent fashion. Project or issue-specific threats to that sense of wellbeing is what draws these 'passive' communities and interest groups to engage in planning. In a relatively affluent city like San Luis Obispo, the historical evidence suggests that the need for street calming, noise abatement, preventing non-conforming land use, controlling property damaging behavior, quickly mobilizes 'the community' to successfully apply pressure on the city council for actions to remedy the problem. The Delano case study suggests that open, collaborative processes may not work if community groups and their members are engaged with more immediate and basic needs, lack the resources or time to participate, or are participating in political activities they deem more important.

The significant time required to participate in collaborative processes deters involvement by disenfranchised people with limited time. Given the paucity of their leisure time, they are unlikely to choose to spend it even at a 'picnic' to talk about land use. Conclusions from the discovery chapter must be made with some caution. The effort was conducted within a short time frame of six months by citizens. Perhaps, with more time to build community participation, the collaborative process could have seen greater participation by community groups – although staff and financial resources for this were lacking. The citizens' brief experiences and findings in communities do not establish that their advocacy efforts are accurate or that they will be adopted by the mainstream and ultimately implemented. With careful attention to the local context the specific collaborative planning processes that are shaped by cities can be effective venues for community-engagement and influence in plan making. The fact that comprehensive planning efforts in Delano, San Luis Obispo, and elsewhere, consistently lack significant participation suggests that understanding the detailing of the processes in Delano and San Luis Obispo offer some useful lessons for other communities. The approach must be flexible and planners must go to where community groups already are. One of the jobs of the planner then becomes the translation of stories and concerns of these groups into outcomes that can rightly be addressed through planning.

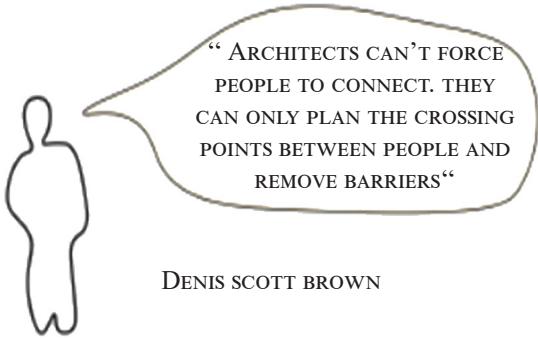
REFLECTION



TADAO ANDO

1-ITALIAN CASE STUDY

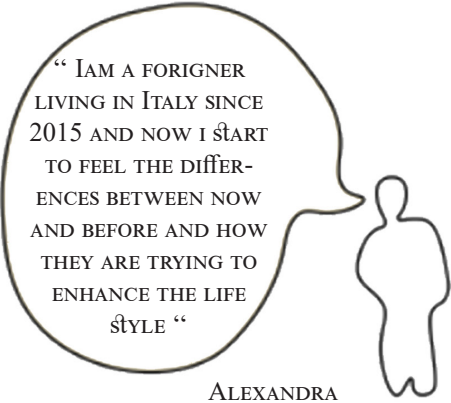
TORINO, ITALY WILL BE MY FIRST CASE STUDY THAT I WILL APPLY THE COMPREHENSIVE PLAN ON IT TO MAKE IT CONNECTED AND LIVABLE WITH DIFFERENT CONSEQUENCES ON THE SOCIAL LIFE SEEKING TO MAKE THE PEOPLE MORE SATISFIED BY MAKING THE COMMUNITY MORE LIVABLE AND VITAL.



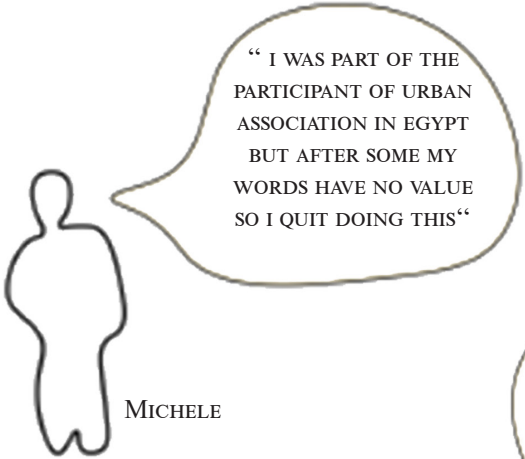
DENIS SCOTT BROWN



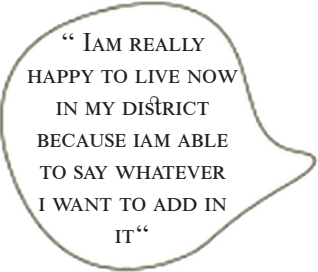
CORALIE



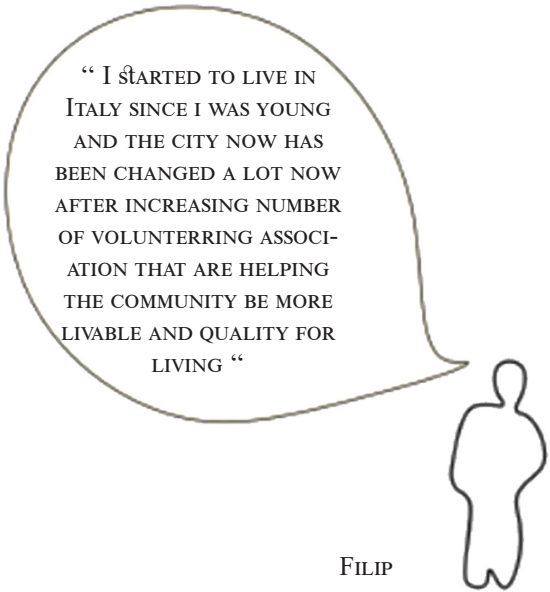
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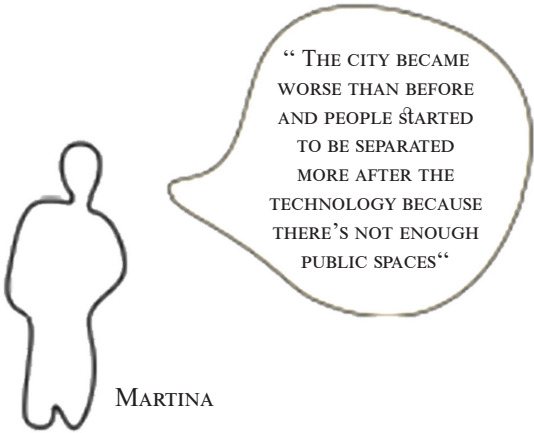
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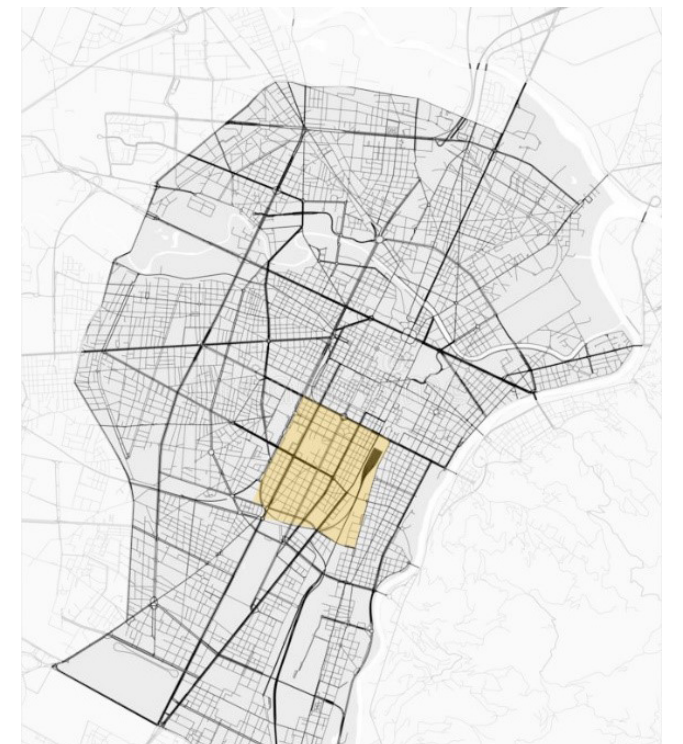
-THE LOCATION!!



- Location of the Italy in the Europe continent.



- Location of the Piedmont region

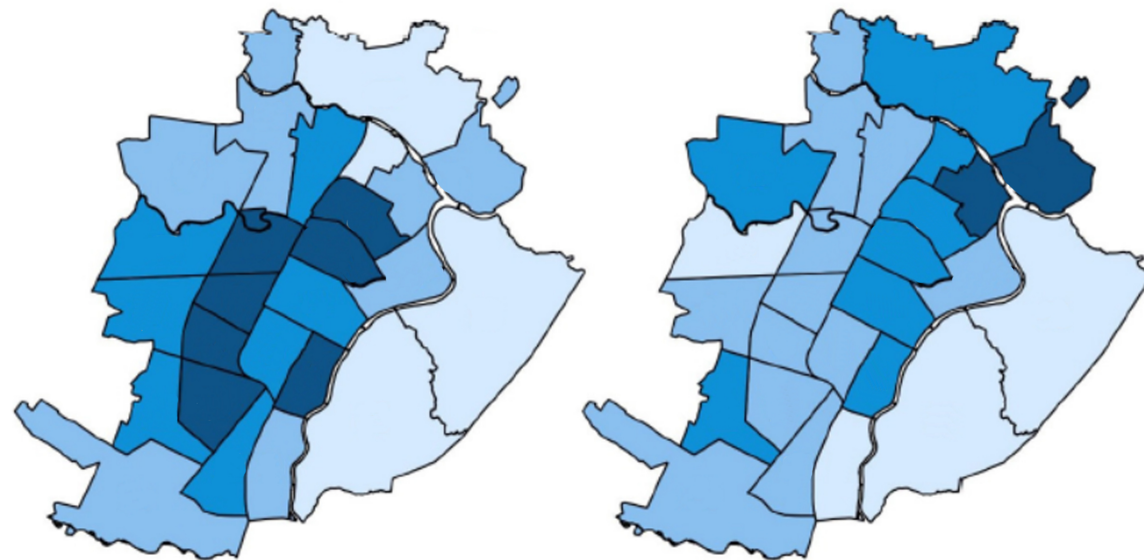


-Location of Torino city in Piedmont region

1.1 TORINO BACKGROUND

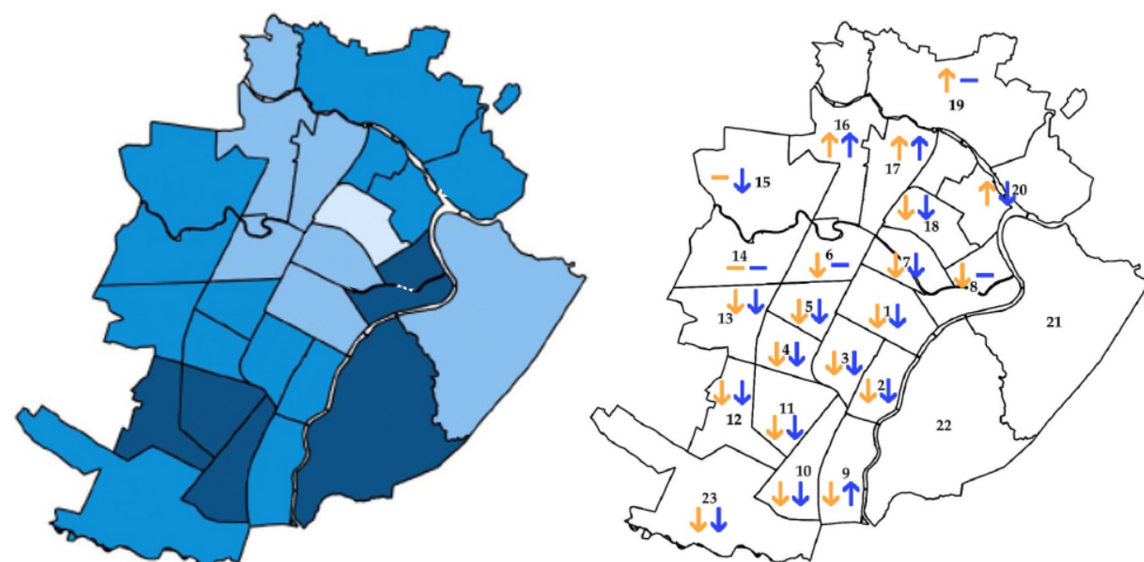
-SOCIO-DEMOGRAPHIC CHARACTERISTICS

The graphs depict the results of descriptive analyses at the neighbourhood scale, highlighting that citizens' socio-demographic characteristics and the distribution of green urban areas are not evenly distributed throughout the city.



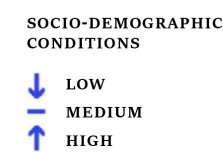
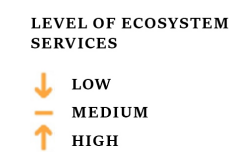
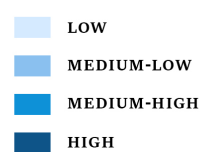
-Housing density

-Economically assisted citizens



-Aging index

-Ecosystem services levels



-Source: Battisti, L., Pomatto, E., & Larcher, F. (2019, December). Assessment and Mapping Green Areas Ecosystem Services and Socio-Demographic Characteristics in Turin Neighborhoods (Italy). MDPI.

-TORINO CITY

After Milano and Roma, Torino is the fourth most populous city in Italy and the third most important economic and industrial centre. Torino has a long and storied history as an industrial manufacturing city and a driving force in the Italian car industry. However, in recent years, it has transformed and evolved and is no longer solely industrial; it has evolved into a famous centre of excellence in research, technology, and innovation, as well as a globally recognised academic institution. The Politecnico di Torino and the Università degli Studi di Torino are both listed in the QS Rankings, a global ranking of top institutions, and the prominent business school ESCP Europe has had a branch in the city since 2004.

	2017	2018	2019 forecast	2020 forecast	2021 forecast
Population (% change on previous year)	-0.1%	0.0%	0.0%	0.0%	0.0%
GDP (% change on previous year)	1.8%	0.7%	0.1%	0.4%	0.5%
Unemployment rate (%)	11.3%	10.6%	10.2%	10.3%	10.2%
Industrial production (% change on previous year)	3.7%	0.5%	-0.4%	0.3%	1.7%
Companies profits (% change on previous year)	3.4%	-0.7%	2.7%	7.4%	1.4%
Imports (% change on previous year)	5.8%	1.8%	0.9%	2.0%	2.3%
Exports (% change on previous year)	6.4%	1.4%	2.5%	1.6%	2.2%
N° of universities in QS Ranking	28	30	30*	34*	n.a.
N° of international tourists (mln)	60.5	63.2	n.a.	n.a.	n.a.

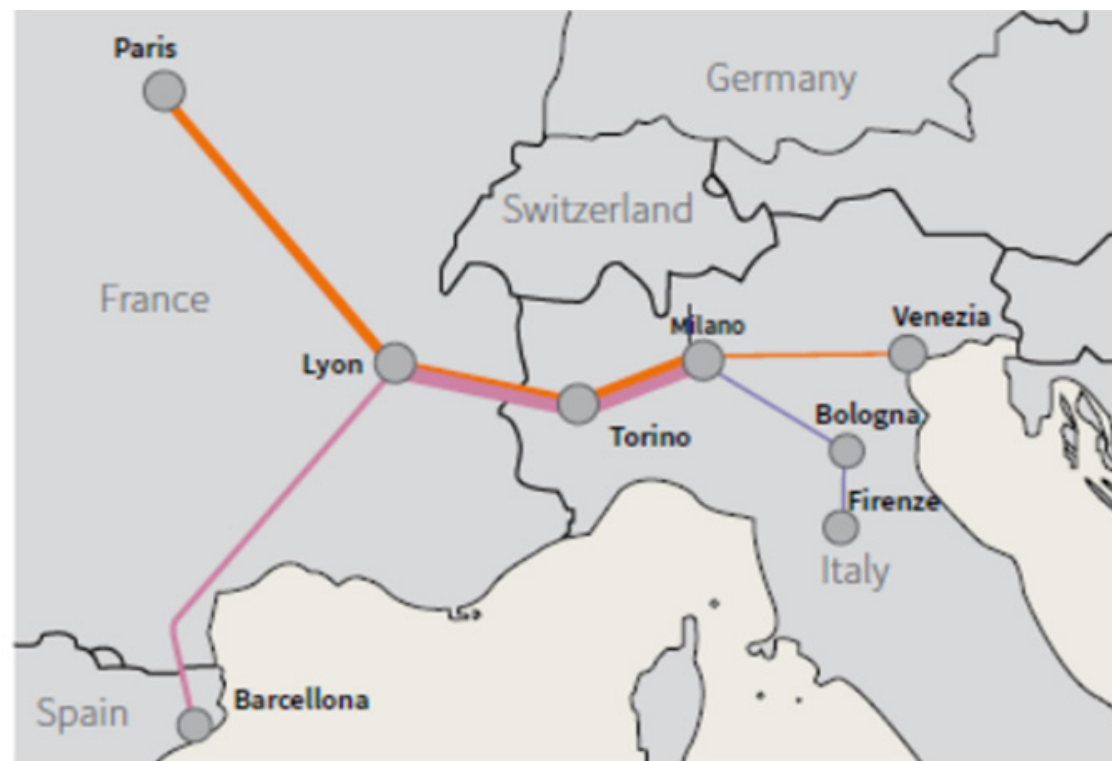
2,259,523 (2019) Inhabitants	331 (2019) Inhabitants / sq.km	221,842 (2019) Foreigners	€ 23,266 (2017) Average disposable income per capita in Torino
1 Airport	3,050 km Roads	8 lines, 93 stations served Public transport: 16 tramway lines, 83 bus lines and 1 underground line, metropolitan railway service	17 million / year Public transport passengers
193,423 (2018) Active companies	658 Multinational companies	€67 bn (2016) GDP	4.3% (2016) National GDP
13 University and AFAM locations	102,769 (2017 / 2018) No. students	9% (2017 / 2018) Foreign students	1,500 (2016 / 2017) ERASMUS students
312 Municipalities	6,827 kmq Territorial area	52% Mountainous area	4,700 km Bicycle paths
7 Parks in the region	8 Regional natural reserves	5 Parks in the metropolitan area	4 UNESCO sites
2,506,000 (2018) Tourists	25.5% Foreign tourists	70,024 (2018) Beds	3,550,000 (2017) Museums visitors

-key macro-economic indicators, Italy

-Key figures for the metropolitan area of Torino

-Source: Ceipiemonte & JLL. (2019). Torino Urban Profile 2019. City of Torino.

- Infrastructure: Torino's International Airport Sandro Pertini is the region's primary airport, located only 16 kilometres from the city centre. It was renovated and enlarged in preparation for the 2006 Winter Olympics, and in 2018, it hosted over 4.1 million passengers, the second largest figure yet. The 4,500-square-meter new arrivals area was inaugurated in July 2019. GTT's SFM Torino-Aeroporto-Cere train line takes just 19 minutes to connect the city to Caselle International Airport. Once the Torino Passante Ferroviario (a cross-city railway that will connect the city centre to the north-west area, Juventus Stadium, Venaria Reale, and Lanzo Valleys), combined with the Corso Grosseto tunnel, will provide direct service from the airport to the city.



-Key figures for the metropolitan area of Torino
 -Source: Ceipiemonte & JLL. (2019). Torino Urban Profile 2019. City of Torino.

Asset / Area: Former RAI Building

Location: Via Cernaia 33, 200 mt from Metro Line 1 and from Porta Susa high-speed station

Description: Headquarters of Rai Direzione Generale of Torino until 2014, the building was built in the 1960s based on a design by Domenico Morelli and Aldo Morbelli, and it is one of the highest and most visible in Torino. The use is office, with exhibition and conference activities permitted, as well as hospitality.

Asset / Area: Torino Nuova Economia (TNE)

Location: Corso Luigi Settembrini 164, 1 km from the city ring road and 8 km from Porta Susa high-speed station

Description: Approximately 300,000 sqm of former industrial area to be redeveloped, enhancing its strategic role with the creation of a new multi-purpose innovation, research and development centre. The area is split into three sections (A, B, C). The Design Center (2011) and new Tecnocad Progetti headquarters have already been built; Nova Coop will develop a multifunctional centre within 2021. Politecnico di Torino and Unione Industriale di Torino are currently evaluating the creation of a "Manufacturing Technology Competence Center"; production activities and services are also envisaged.

Timing: Immediate availability

Asset / Area: Former Westinghouse – New Congress Center

Location: Via Paolo Borsellino 20, 1 km from Metro Line 1 and from Porta Susa high-speed station

Description: The project for a new Congress Center is foreseen in one of the most interesting areas of Torino, in terms of accessibility and quality of new urban projects, including Intesa Sanpaolo headquarters in Torino, doubling of Politecnico di Torino, Energy Center and OGR Cultural Hub.

Timing: Congress Centre management to be selected

Asset / Area: Porta Susa Spina 2

Location: Corso Inghilterra, directly linked to Porta Susa Station

Description: A 7,400 sqm lot situated in front of Intesa San Paolo tower designed by Renzo Piano; opportunity to achieve a higher volume by adding various uses (office, hotel, retail and residential).

Asset / Area: Urban development, railway areas

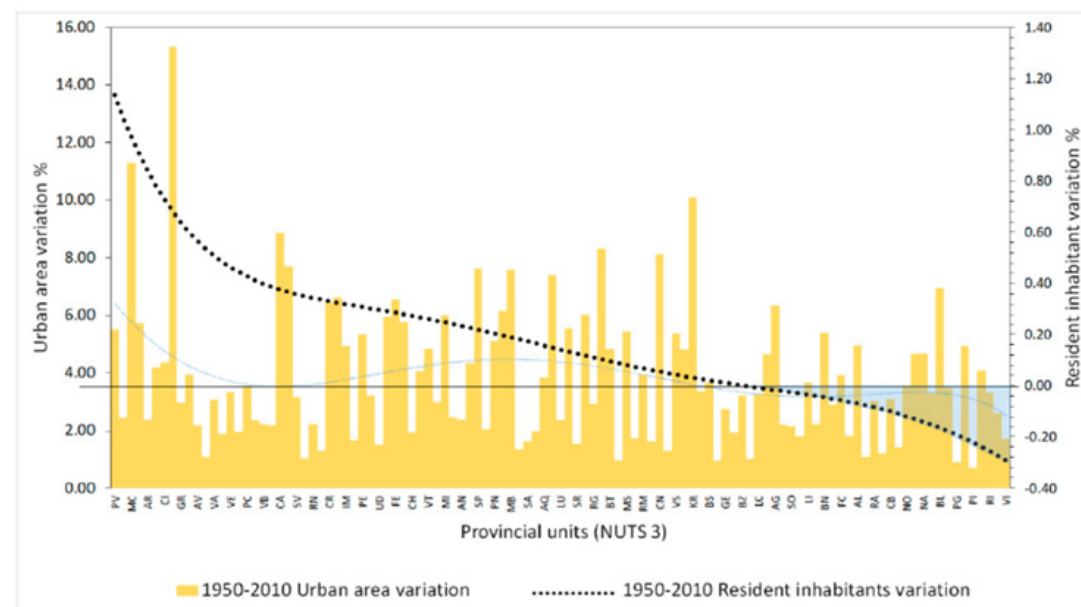
Location: Porta Susa Spina 2, Oddone Spina 3, Rebaudengo Spina 4, Lingotto Parco della Salute, Lingotto FS, San Paolo, Brunelleschi

Description: Development of seven railway areas covering approximately 500,000 sqm. The project envisages urban regeneration projects, the enhancement of the territory in terms of environmental sustainability, infrastructural integrations and changes of asset use.

Asset / Area: Masterplan, Politecnico di Torino

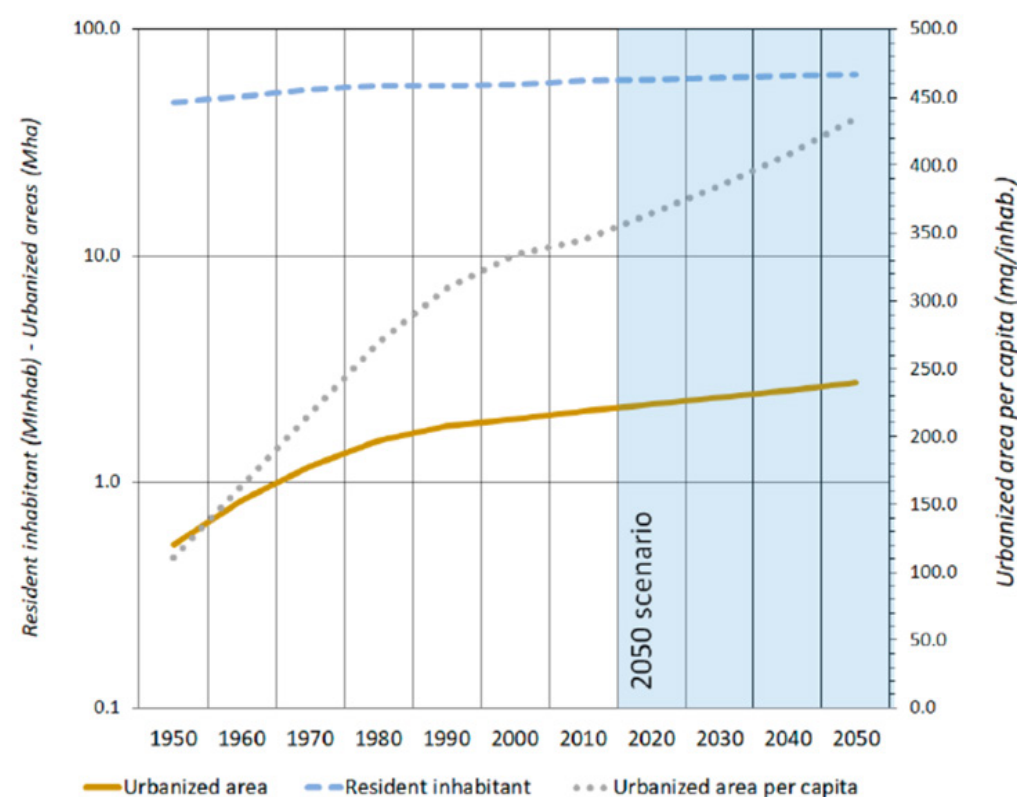
Location: Campus centrale ingegneria (Corso Duca degli Abruzzi, 24), Campus Valentino (Viale Mattioli, 39)

Description: Expansion project of the current locations and redevelopment of the existing buildings for an additional area of over 100,000 sqm. Expansion of Cittadella Politecnica is envisaged, along with the Energy Park area and Campus Valentino, through the creation of new lecture halls, a cultural centre, areas for events, study and recreational activities, an auditorium and services.



-How to define the city

-Source: University of L'Aquila, Romano, B., & Fiorini, L. (2020, August). The Urbanization Run-Up in Italy: From a Qualitative Goal in the Boom Decades to the Present and Future Unsustainability. MDPI.



- The curves show the comparison between population and urbanization dynamics against per capita urbanization in the periods analyzed and in the 2050 scenario

-Source: University of L'Aquila, Romano, B., & Fiorini, L. (2020, August). The Urbanization Run-Up in Italy: From a Qualitative Goal in the Boom Decades to the Present and Future Unsustainability. MDPI.

-GENERAL ANALYSIS

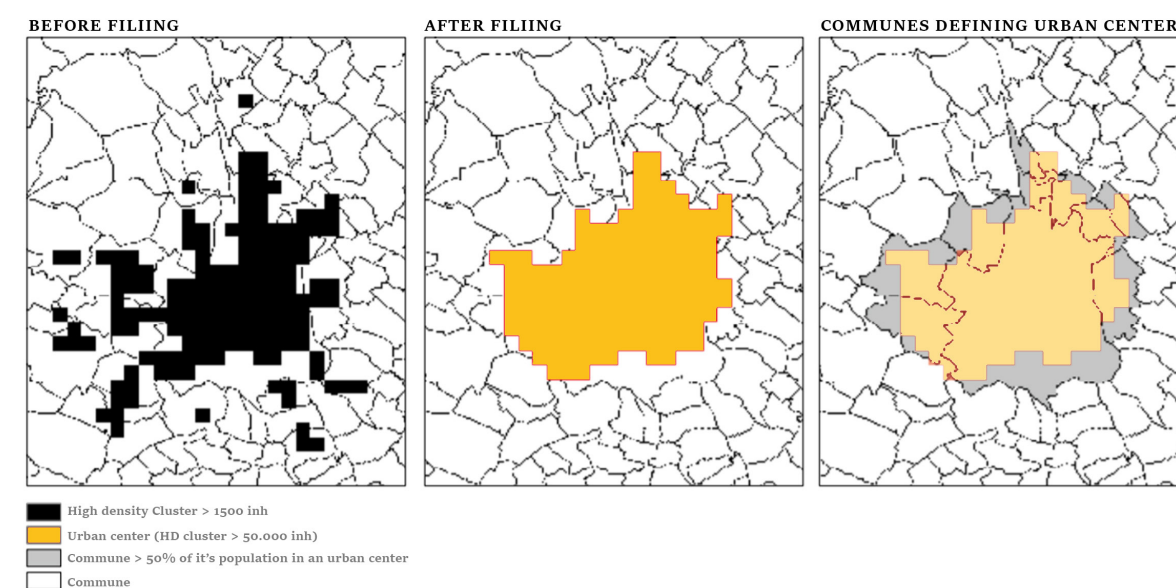
The harmonisation definition standards had been altered to reflect the European countries' overarching goal. The lack of a unified definition of a city and its functional area has hampered European city studies. The European Commission has produced a reasonably simple and harmonised definition in collaboration with the OECD to be as stated below:

- A city consisting of one or more municipalities (local administrative unit level 2)
- At least half of the population lives in the city's urban areas.
- A city must have a population of at least 50 000 people. It is made up of a dense cluster of contiguous 1 km² grid cells with a population density of at least 1,500 people per km².

Population Class	Number of cities *		Population	
	absolute	in %	absolute	in %
rural population			154 125 040	32.1
towns and suburbs			156 398 720	32.6
50 000 – 100 000	387	52.9	26 690 068	5.6
100 000 – 250 000	224	30.6	35 708 402	7.4
250 000 – 500 000	62	8.5	21 213 956	4.4
500 000 – 1 000 000	36	4.9	27 041 874	5.6
> 1 000 000	23	3.1	59 292 080	12.3
Total	732	100.0	480 470 140	100.0

-Defining cities according to density of the population (the 2001 population of the EU-27).

-Source: University of L'Aquila, Romano, B., & Fiorini, L. (2020, August). The Urbanization Run-Up in Italy: From a Qualitative Goal in the Boom Decades to the Present and Future Unsustainability. MDPI.

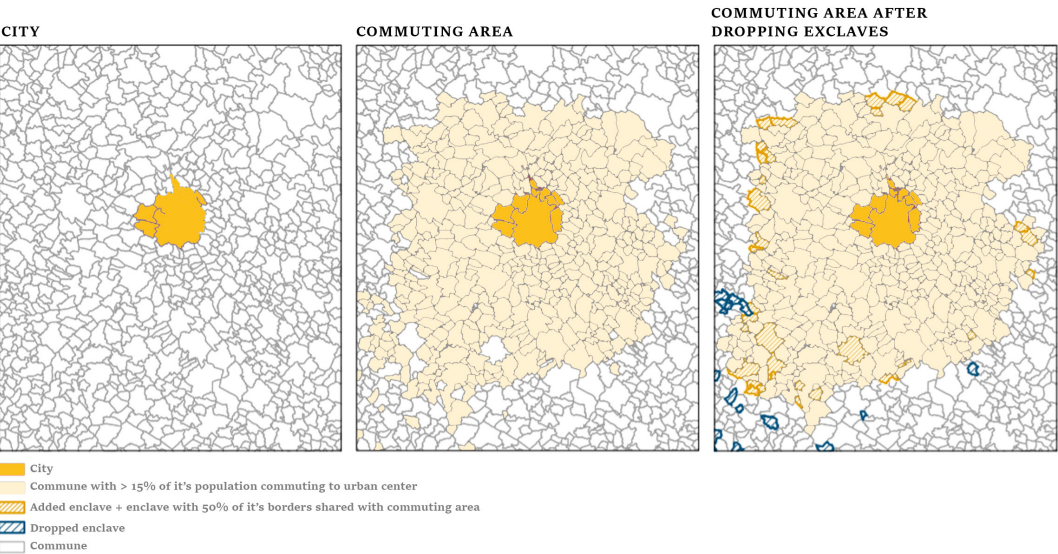


-How to define the city

-Source: University of L'Aquila, Romano, B., & Fiorini, L. (2020, August). The Urbanization Run-Up in Italy: From a Qualitative Goal in the Boom Decades to the Present and Future Unsustainability. MDPI.

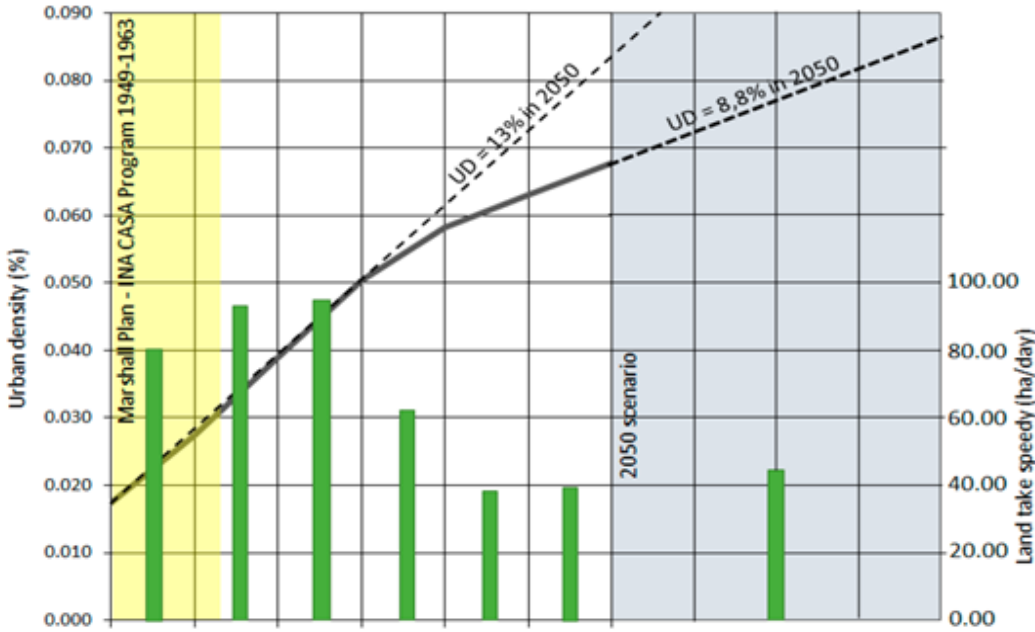
Once all cities have been defined, a functional area can be identified based on commuting patterns using the following steps:

- When 15% of employed persons in one city work in another, the two cities are merged into a single destination.
- All municipalities with at least 15% of their people employed in a city are indicated.
- Municipalities that are surrounded by a single functional area are included, while municipalities that are not contiguous are excluded.



-How to define the commuting zone

-Source: University of L'Aquila, Romano, B., & Fiorini, L. (2020, August). The Urbanization Run-Up in Italy: From a Qualitative Goal in the Boom Decades to the Present and Future Unsustainability. MDPI.

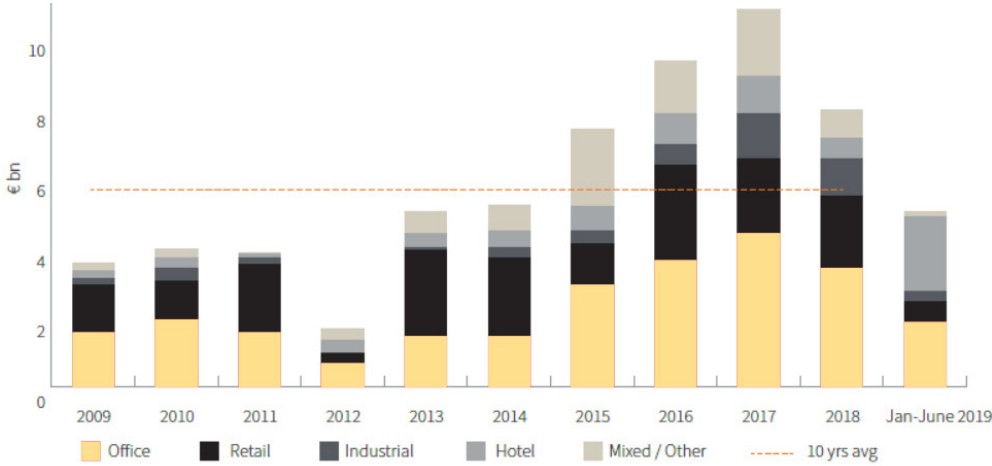


-Land take rates during the different time periods

-Source: University of L'Aquila, Romano, B., & Fiorini, L. (2020, August). The Urbanization Run-Up in Italy: From a Qualitative Goal in the Boom Decades to the Present and Future Unsustainability. MDPI.

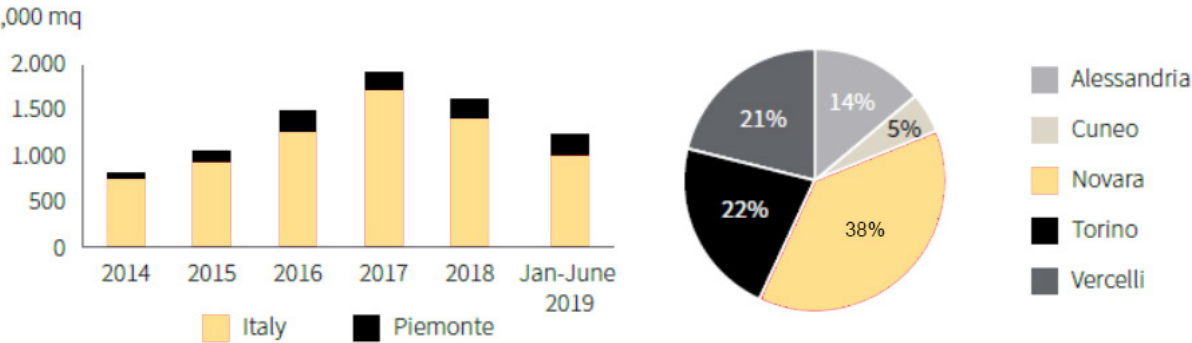
-MACRO SCALE ANALYSIS

-Market for investments with a total volume of €5.1 billion in the first semester of 2019, Italy ranks 13th among the leading markets for commercial real estate investment, confirming our country's growing interest. Despite a slowdown in 2018, the trend is on an upward. The foreign role is once again crucial for the growth of the domestic market. Volumes increased significantly in the first half of 2019 compared to the same period in 2018 (+36%), as well as compared to the 5-year average of the same period (+19%). Investments were also higher at the end of June 2019 than in 2017, a record year for the Italian market.



- Logistics take-up

-Source: Ceipiemonte & JLL. (2019). Torino Urban Profile 2019. City of Torino.



-investment volume in CRE (€ bn), 2009 – 1st semester 2019

-Source: Ceipiemonte & JLL. (2019). Torino Urban Profile 2019. City of Torino.

	June 2019	12-month outlook
Prime net yield ¹¹	6.50%	↓
Prime rent ¹²	42 € / sqm / year	→
Prime net yield light industrial	9.50%	↓
Prime rent light industrial	45 € / sqm / year	→
Prime net yield last mile	6.00%	↓
Prime rent last mile	55 €/sqm/year	↑

-key logistics market indicators, Torino

-Source: Ceipiemonte & JLL. (2019). Torino Urban Profile 2019. City of Torino.

1.2 CASA DEL QUARTIERE



The Casa del Quartiere di San Salvario is a project promoted and implemented by the Local Development Agency of San Salvario Onlus in collaboration with the City of Turin, Compagnia di San Paolo, District 8, and a large number of non-profit organisations. The Casa del Quartiere di San Salvario serves as a testing ground for social and cultural activities. Associations, citizens, and artistic and cultural operators are all involved in an open and multicultural space, a point of convergence, meeting, and exchange of activities and people.

There is a cafeteria, a playroom, an office, a co-working space, one kid's room, a terrace and a courtyard, a meeting room, information desks, and listening spaces at the Casa del Quartiere di San Salvario. You can take part in artistic workshops, courses in dance, oriental disciplines, music and singing, language and computer science; organize birthday parties, conferences, and performances; or suggest activities to be planned and implemented in collaboration with others. Furthermore, for the past 30 years, the Agency has granted the construction of the former public baths in via Morgari 14 and manages and coordinates the activities of the Casa del Quartiere.

-FINANCING SITUATION

- Profits income from economic activities (such as renting a business branch in the cafeteria)
- Cost sharing by the users of the spaces and services of the House
- Residual commercial uses of the spaces of the House (rent spaces for birthday parties and private activities)
- Donations, contributions for projects and activities directly connected with the House's main activity.



-One of the youth public event
-Photo credit: Casa del quartiere

-COSTING PLAN FOR THE ASSOCIATION

- Personal
- Utilities, cleaning, ordinary and extraordinary maintenance
- Cultural initiatives and activities.

-ACTIVITIES OF THE CASA DEL QUARTIERE

Management and coordination of activities, as well as support for all initiatives, are carried out by:

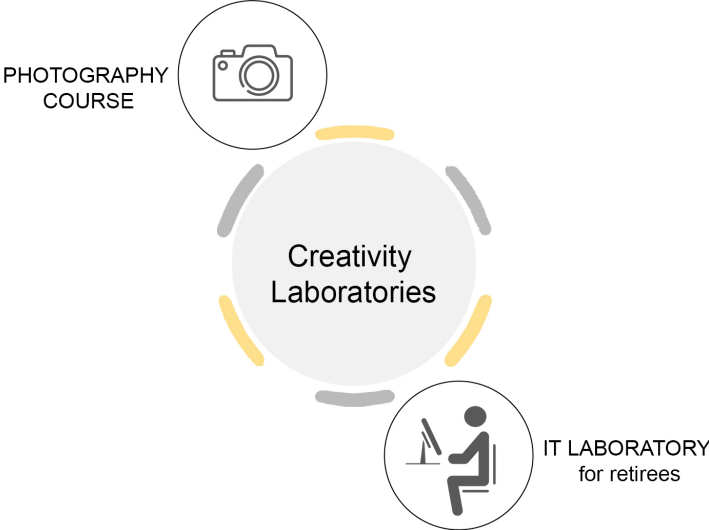
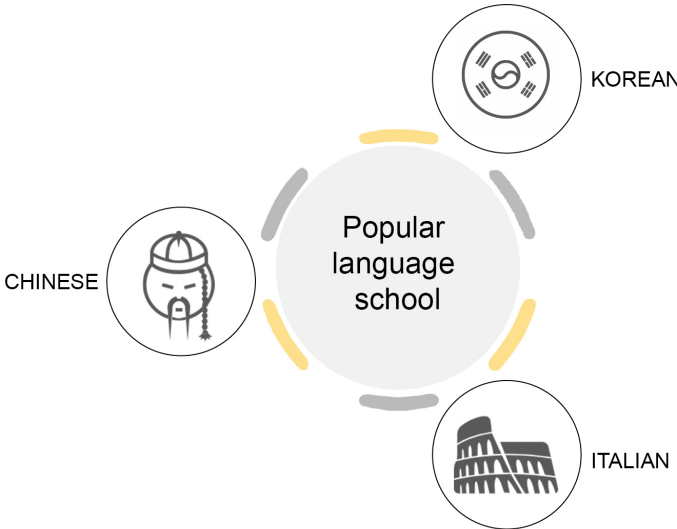
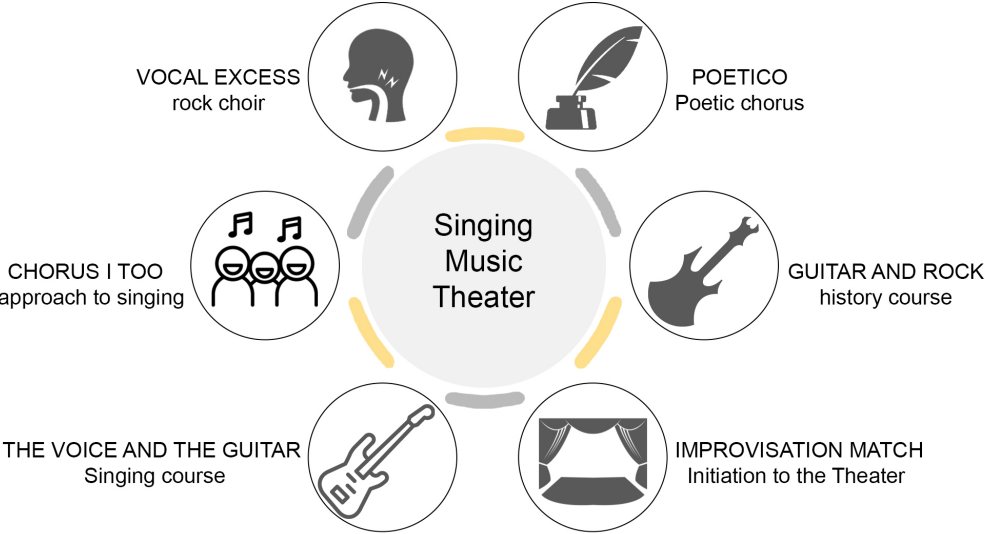
- A collection of cards from proposals or meetings with the subjects being proposed.
- Preparation and management of the House's activity calendar.
- Activity and event operational co-planning, i.e.
- Organizational and logistical assistance for events, meetings, shows, and parties.
- Space preparation, both technically and logistically.
- Activities involving communication
- Meetings with "resident" associations in groups.
- Cleaning, routine and emergency maintenance of the spaces.



-One of the community event of the association
-Photo credit: Casa del quartiere

-CURRENT PROJECTS

1-Community courses



-Photography course
-Photo credit: Casa del quartiere



-Vocal course
-Photo credit: Casa del quartiere



-Maestro Giorgio Guiot, having picked up the baton from Anna Pugliese, has been carrying out the Silver Choir for some years now: the choir of the Women Association for the Defense of Civil Society. The space that usually hosts women's meetings has been open to all those who want to join the choir.
-Photo credit: Casa del quartiere

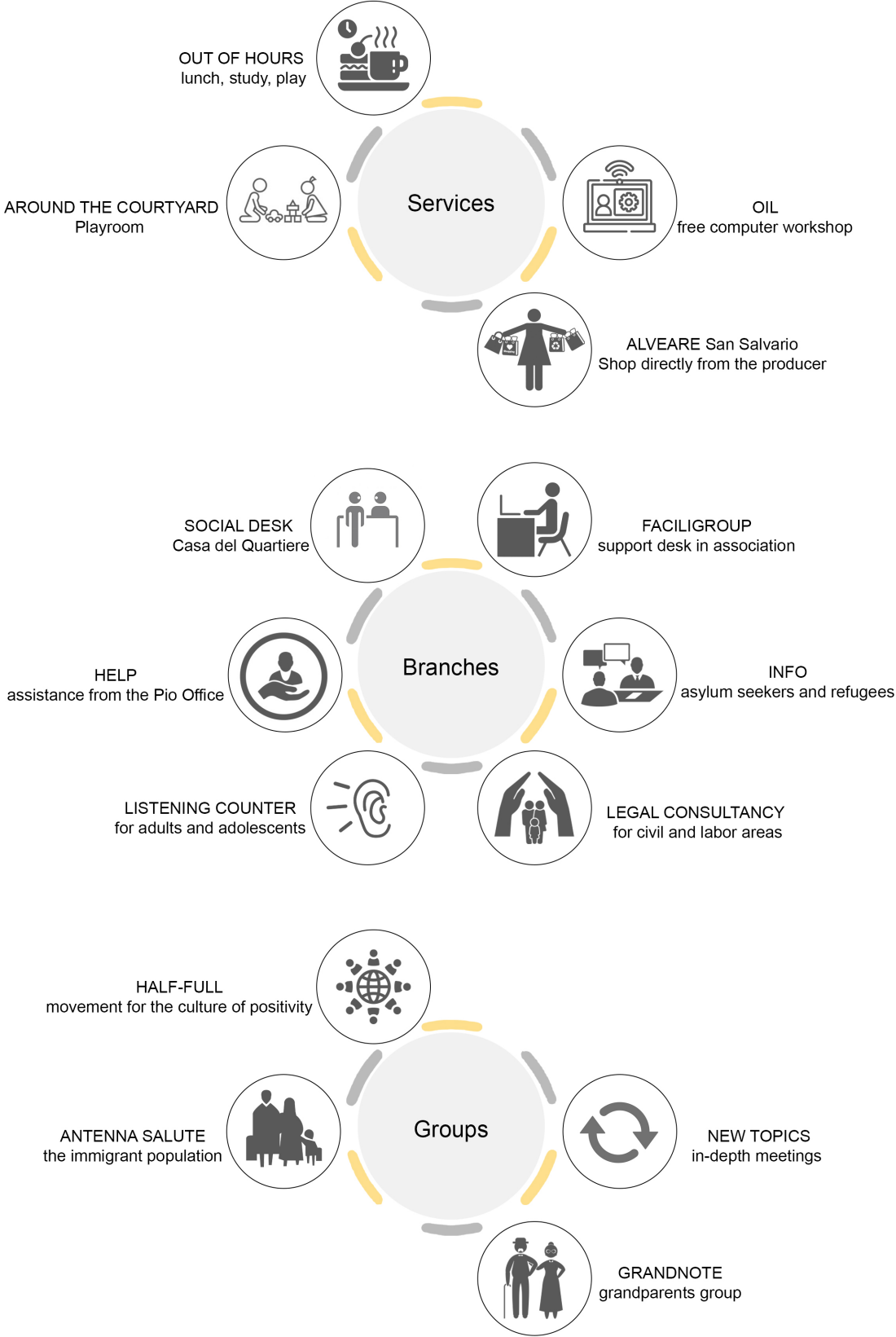
CORSO DI ITALIANO PER STRANIERI

per donne e uomini di ogni età,
a cura di Cinzia Masetto

Casa del Quar
San Sal

-There are Italian courses for foreigners to help them more to involve in the community without having the language barrier and improve their knowledge about the Italian community by learning the language
-Photo credit: Casa del quartiere

2-Community services



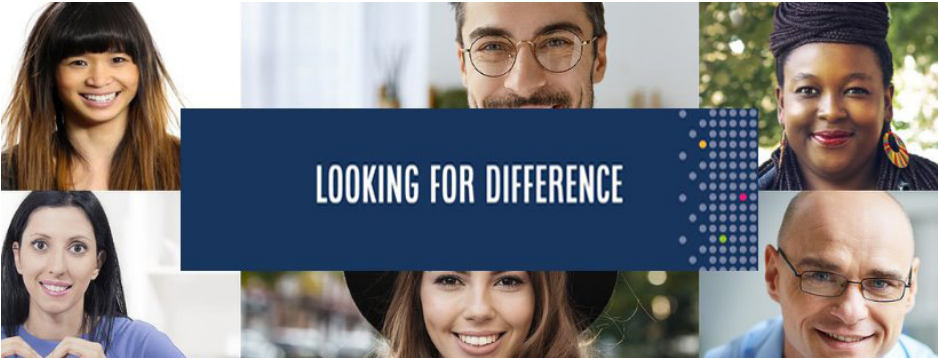
-It is a free information desk open to all that deals with informing citizens about the activities of the SPI CGIL, such as: social security services, tax services, social assistance and health, for immigrants, for carers and home helps, for related problems to the house and for social tourism.
-Photo credit: Casa del quartiere



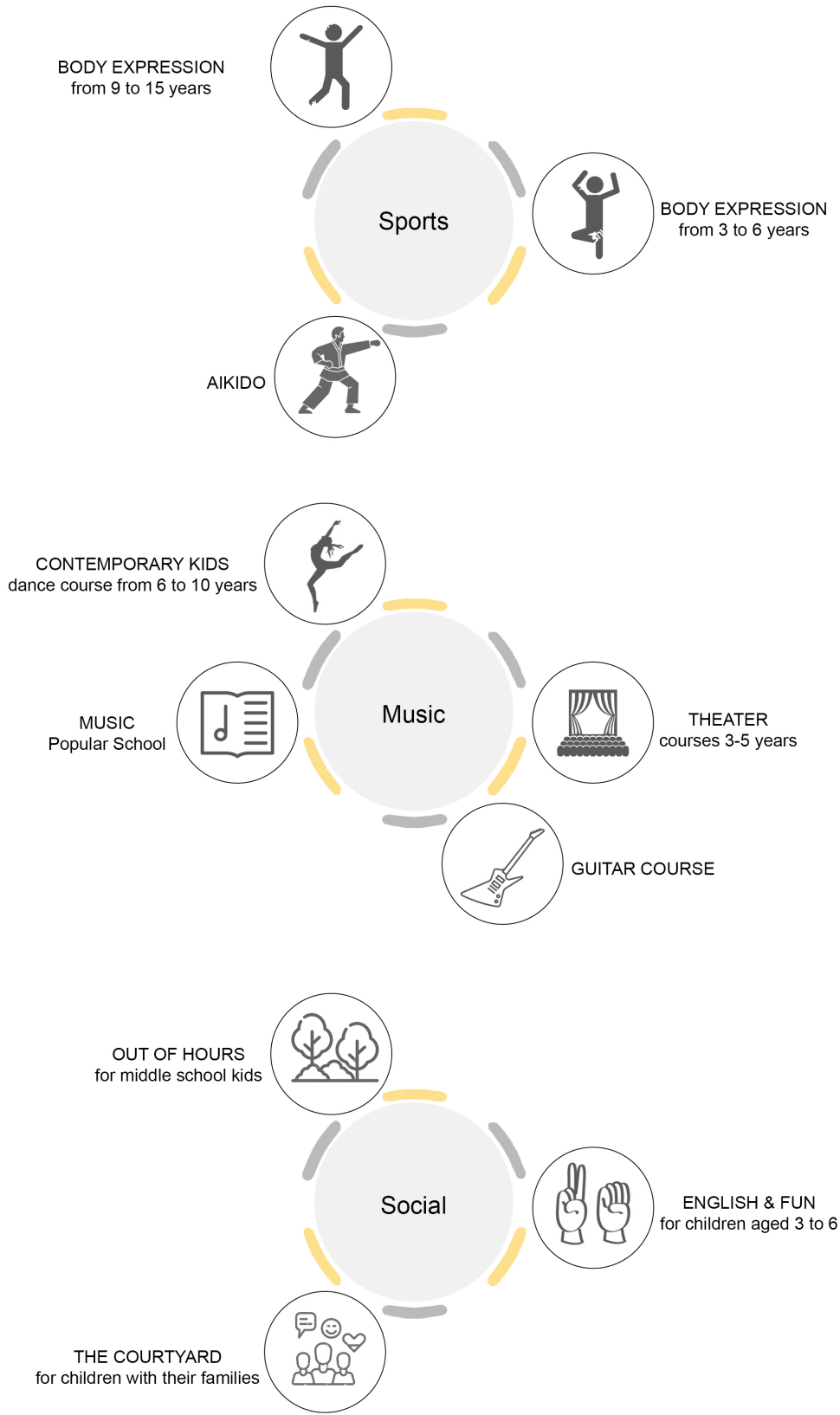
-The Social Desk of the Casa del Quartiere supports people in listening and orientation in the context of:

social secretariat (filling in applications and forms, information on services, SPID - digital identity)
accompaniment to local services dedicated to resolving fragility
linguistic and cultural mediation
-Photo credit: Casa del quartiere

-The EXAR Employment Desk is aimed at both companies that place people within their structures and candidates looking for employment. The service is available free of charge by appointment.
-Photo credit: Casa del quartiere



3-Children and boys activities



-Teatrulla's courses are a moment of non-performing play
-Photo credit: Casa del quartiere



-The workshop offers the possibility to sensitize the child towards a form of artistic discipline such as dance.
-Photo credit: Casa del quartiere



-It is a space where parents can come and play with their child: they will find materials, proposals for activities, other parents with whom to share experiences and doubts. To meet and discuss, invent and propose, collaborate, discover. Play without games... or traditional games, with recycled materials, with fairy tales and stories.
-Photo credit: Casa del quartiere

-is an innovative service, launched at the Casa del Quartiere di San Salvario in 2013, aimed at children who attend the middle schools in the neighborhood, open from the time they leave school. require an afternoon service dedicated to filling the lunch and post-lunch times of middle school children
-Photo credit: Casa del quartiere

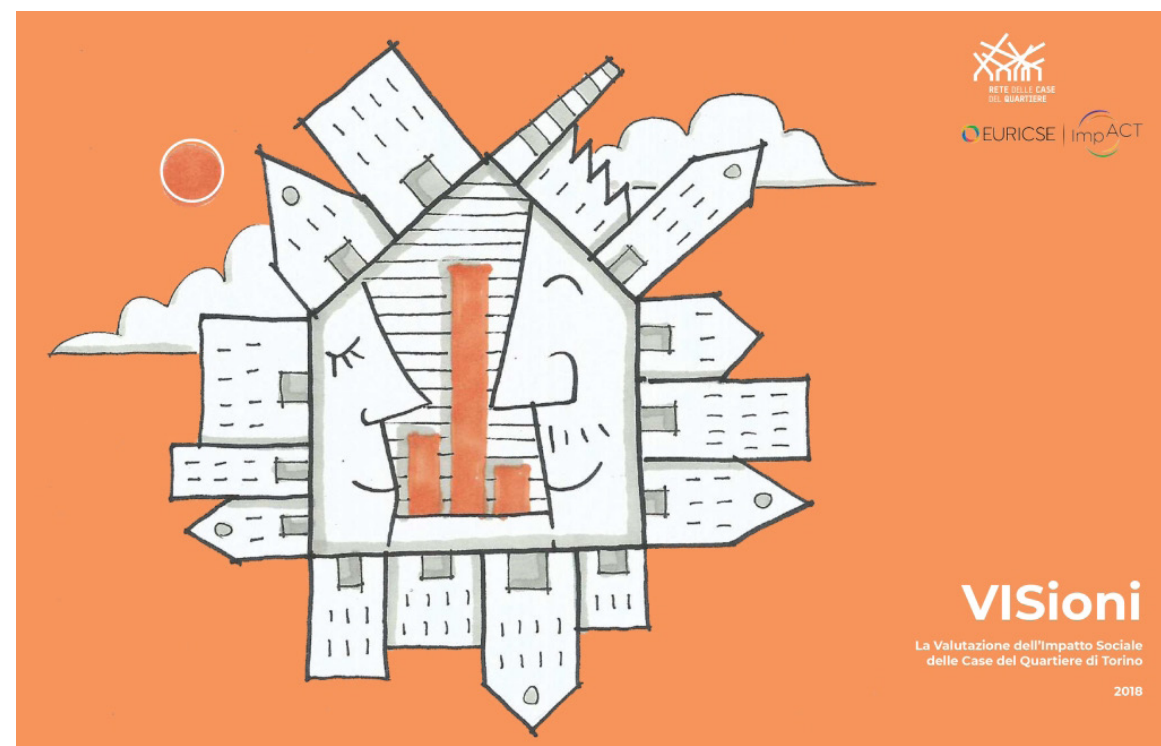


1.3 THE CONSEQUENCES

The Neighbourhood Homes Network was accompanied on a data collection path that included the network of over 300 third-party entities that collaborate with the Homes via the Impact method proposed by Euricse, a Trento-based research foundation.

An attempt was made to assess the social impact of the houses by developing quantitative and qualitative indices and indicators that explain the outcomes, well-being promoted, and social changes brought about by the action of the neighbourhood houses. To date, there are eight Neighborhood Houses in Turin, each in a different area, almost completely covering the city territory, and sharing some characteristic:

- Places open to all citizens
- Spaces for active participation
- Accessible, welcoming and generative places for encounters
- Shared spaces not home exclusive ones.
- Containers of multiple designs
- the operators: competent social artisans
- Intermediate places between the public and private sectors
- Spaces in search of the right relationship between economic autonomy and public support
- Places rooted in the territory
- Structures with their own form of governance.



-Source: Neighborhood homes network

1-Green makes it's way !!

Duration: 2019-2020

It is a project designed to bring a green path between the public spaces of the San Salvario district, in the below sites:

- Some stretches of via Madama Cristina
- Govean Square
- Graf square
- The intersections with Corso Dante and Corso Bramante
- The advantages of urban greenery are numerous: From an aesthetic standpoint (who doesn't like trees?) to the recreational function (walking through a beautiful garden rejuvenates the soul), to the microclimatic function, an opportunity to involve schools and residents in the planning, implementation, and maintenance of the interventions.

The green makes its way is a project of LAQUP (leader) with:

- Women for the defense of civil society
- Development Agency of San Salvario onlus
- Foundation for architecture / Turin
- District 8 of the City of Turin .



-Source: LAQUP

-Photo credit: Casa del quartiere

2-Down with impact !!

Since: 2019

Abbasso Impatto is a cooperative economy project created by Verdesenza Soc. Coop. and based on the Solidarity Purchase Groups (GAS) model, which is funded by AxTO. It is a collaborative economy project that provides environmentally and economically sustainable products and services to San Salvator's catering and hospitality businesses (from the bar to the B&B). And the cause is as follows: To reduce the environmental impact of commercial establishment consumption and to ensure long-term supply prices through group purchases.

Becoming a local Abbasso Impatto allows you to improve and communicate your positive environmental impact, obtain supplies of eco-sustainable products and services at reduced prices through group purchases, and promote the social inclusion of people in need through initiatives funded by the project. A portion of the proceeds from the activities will be donated to the Casa del Quartiere di San Salvator by the Development Agency of San Salvator onlus.

Using detergents on tap with surfactants of vegetable origin, European Ecolabel and FSC Recycled paper (from napkins to tea towels) and electricity from renewable sources alongside CO2 free natural gas.



-Source: Abbasso Impatto

3-CO · CITY !!

Since 2019

It is an urban development project promoted by the City of Turin as part of the European Urban Innovative Actions (UIA) programme, which began in early 2017 and will conclude in late 2019. In response to urban decay and the fight against poverty, the project represents an opportunity to develop innovative solutions for the care and management of the city's common goods. Beginning with the adoption of the Urban Common Goods Regulation (approved in Turin in January 2016, and similarly adopted in more than 100 municipalities in Italy), the City intends to promote a new leadership of citizens to make common goods a fundamental resource of the processes of social cohesion and urban regeneration.

Anci, the National Association of Italian Municipalities, the Cascina Roccafranca Foundation, the Network of Neighbourhood Houses' leader, and the University of Turin are project partners. All of the realities involved in the project serve as a starting point for urban regeneration actions to be implemented in the area.

WHO ARE THE ACTIVE CITIZENS?

By active citizens, we mean all individuals, associates, or anyone else gathered in social formations, even if they are informal and entrepreneurial in nature, who, regardless of residency or citizenship requirements, are also activated for limited periods of time for the care, management, or regeneration of common goods. Those public goods can become common goods, which, if cared for and regenerated by the community, can improve the quality of life for all.



-Source: Urban innovative actions UIA

4-Green heart !!

since: 2009

San Salvator has a green heart is an annual garden-nursery exhibition-market organised by the Association of Women for the Defence of Civil Society in collaboration with the Association for the Local Development of San Salvator onlus, with the participation of many associations and organisations.

With this event, it has been argued for years that the historic Corso Marconi, which with its large trees follows the oldest route in Turin, should be re-evaluated in its functions as a public space and safeguarded in its appearance, buying for the neighborhood but also for the entire city the urban and environmental role that it deserves, while retaining the current landscape characteristic, of a green telescope that connects the Valentino Castle to the Chur.

The Corso Marconi event is accompanied by a series of other initiatives:

- Flower balconies competition : balconies with flowers improve the quality of the facade of buildings (especially when they are not very significant).
- Visit to private green courtyards: the San Salvator district is characterized by the presence of numerous closed private courtyards.
- The conferences in June: on the occasion of the week of the environment, various forms of urban greening are discussed.
- Photo contest: to attract attention through the photography of greenery. To date, two exhibitions have been held: Unexpected green and Green that feeds.



-Source: Local Development of San Salvator onlus

-Photo credit: Casa del quartiere

5-Space for everyone !!

Since 2016

A micro-requalification and animation project of San Salvator's public space, through the testing of a novel method of citizen participation and activation to improve the quality of life in the neighbourhood, as well as the promotion of some proposals to physically improve public spaces by:

- Defining the feasibility of the proposal and its sustainability over time.
- Managing relations with the offices of the District and the City to identify the procedures to be followed.
- Providing technical support in the realization of the shared intervention.
- Providing visibility to all the micro-requalification interventions of the territory in an overall picture, through an interactive map on the website www.spazioxtutti.it

Space for Everyone has collaborated in:

- Promoting sustainable mobility by arranging new racks for bicycles, placing repair kits for cyclists in shops, public places and associations and placing signs on the ground.
- Improving small spaces with interventions on furnishings, greenery and maintenance in general, then preparing a cultural program to animate the space (Ginzburg flowerbed).
- Giving shape to projects of small transformation of the space in front of places of public use (Lombroso 16, Manzoni Rayneri state school).
- Proposing alternative uses of public space for socio-recreational purposes (terrace on via Lombroso of the Asai association).
- Involving citizens, businesses and schools in rethinking greener and human-sized streets (Green blocks in via Principe Tommaso: Bay nursery school, traders and inhabitants of the street).



-Source: LAQUP

-Photo credit: Casa del quartiere

6-Let's make a room !!

since: 2014

The project was designed and implemented by the San Salvario onlus, LAQUP, Women for the Defense of Civil Society, and Solco onlus Local Development Agency Associations. The project, which LAQUP submitted to the CRT Foundation's call for ordinary requests, received a 13,000 Euro contribution and was completed in 2014. Let's Make Space was composed of:

Phase 1 - The spatial mapping The first phase of mapping the district's public spaces began with a comparison between the partner associations, which identified (based on their knowledge of the territory): spaces of such dimensions as to allow a visible intervention of micro-redevelopment; spaces of reduced dimensions but of collective interest because they are connected to public utility services (libraries, schools, public offices, hospitals, and etc.); and possible paths for connecting these spaces.

Phase 2 - Perception mapping and path identification During the territory's listening phase, ten associations or groups of subjects belonging to specific categories or services (e.g., traders, schools, places of worship, playroom) were directly involved: Moroccan Bab Sahara Association, Women's Civil Society Defense Association, Manzoni People Association, Philippine Center of Turin c/o San Giovanni Evangelista parish, Church of SS. Pietro e Paolo/Sacred Heart Oratory, Group of traders, Group of women from the mosque in via Saluzzo, Group of mothers who participate in the Banca del Tempo's self-managed playroom Regina Margherita Institute of Technology. An analysis of perceptions and interests revealed that several spaces in the neighbourhood received particular consideration; however, for reasons of feasibility, the choice was winnowed down to three: Via Valperga Caluso, Piazza Madama Cristina, and Piazza Govean. In comparison to the Urban Furniture Sector on the aforementioned spaces, the space in front of the Liceo Regina Margherita in via Valperga Caluso n ° 11, as the first intervention on this axis, was the most easily feasible intervention and had the greatest repercussions in terms of visibility and use.

Phase 3 - Priority space re-evaluation the associations have shared a micro-redevelopment project of the square in front of the school with the Urban Furniture Sector of the City of Turin and with District 8 by providing in the first step: the replacement of some taproot bollards with stone bollards (also serving as seating) made available by the City of Turin; the replacement of some taproot bollards with planters with shrubs; the insertion of flower boxes with vines close to the facade of the school to make it greener and more welcoming; the insertion of two flower boxes with small trees on either side of the entrance; the inclusion of six benches.



-Photo credit: Casa del quartiere



-Photo credit: Casa del quartiere



-Some changes in the public spaces to make it more bike and pedestrian friendly

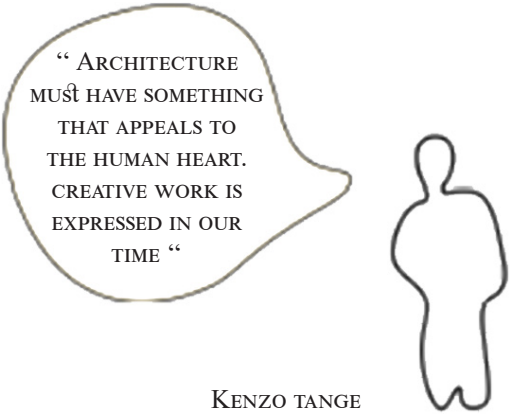


-a proposal for old area to make it more public with some services for them



-Source: LAQUP

REFLECTION



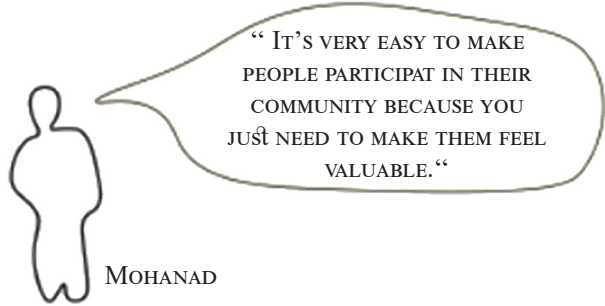
KENZO TANGE

2-EGYPTIAN CASE STUDY

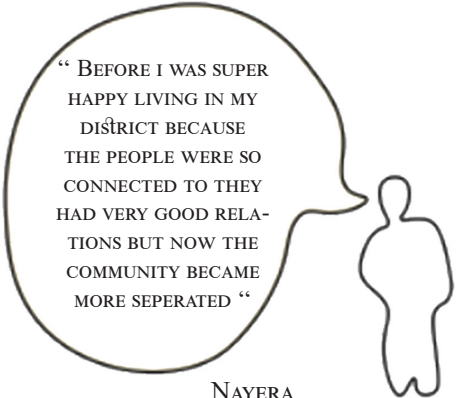
HELIOPOLIS, CAIRO-EGYPT WILL BE MY SECOND CASE STUDY THAT I WILL APPLY THE COMPREHENSIVE PLAN ON IT TO MAKE IT CONNECTED AND LIVABLE WITH DIFFERENT CONSEQUENCES ON THE SOCIAL LIFE SEEKING TO MAKE THE PEOPLE MORE SATISFIED BY MAKING THE COMMUNITY MORE LIVABLE AND VITAL.



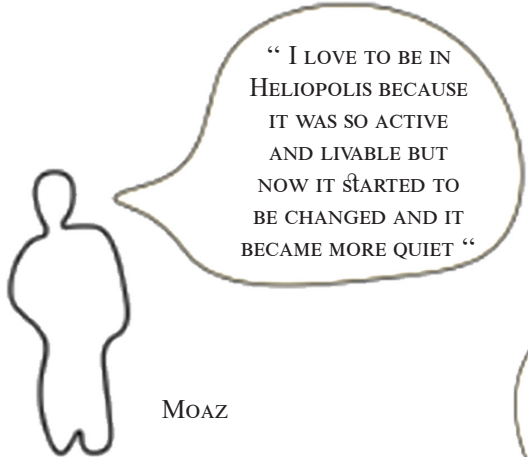
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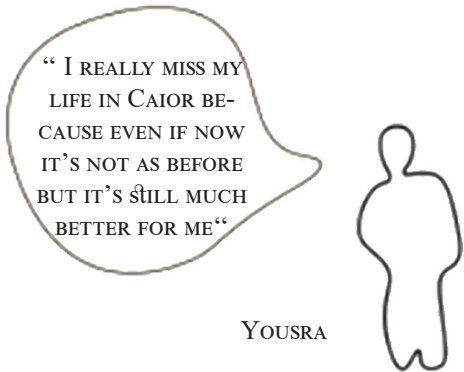
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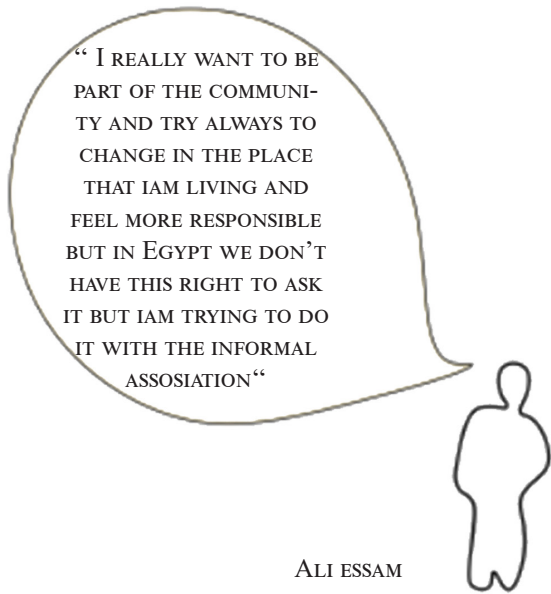
NAYERA



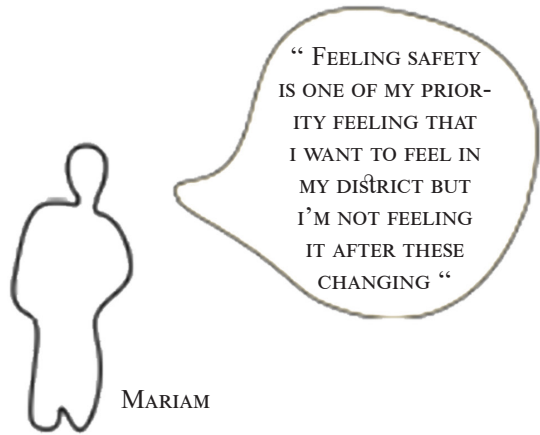
MOAZ



YOUSRA



ALI ESSAM



MARIAM



-THE LOCATION!!



- Egypt's location in Africa.



CAIRO

- Location of Cairo in Egypt

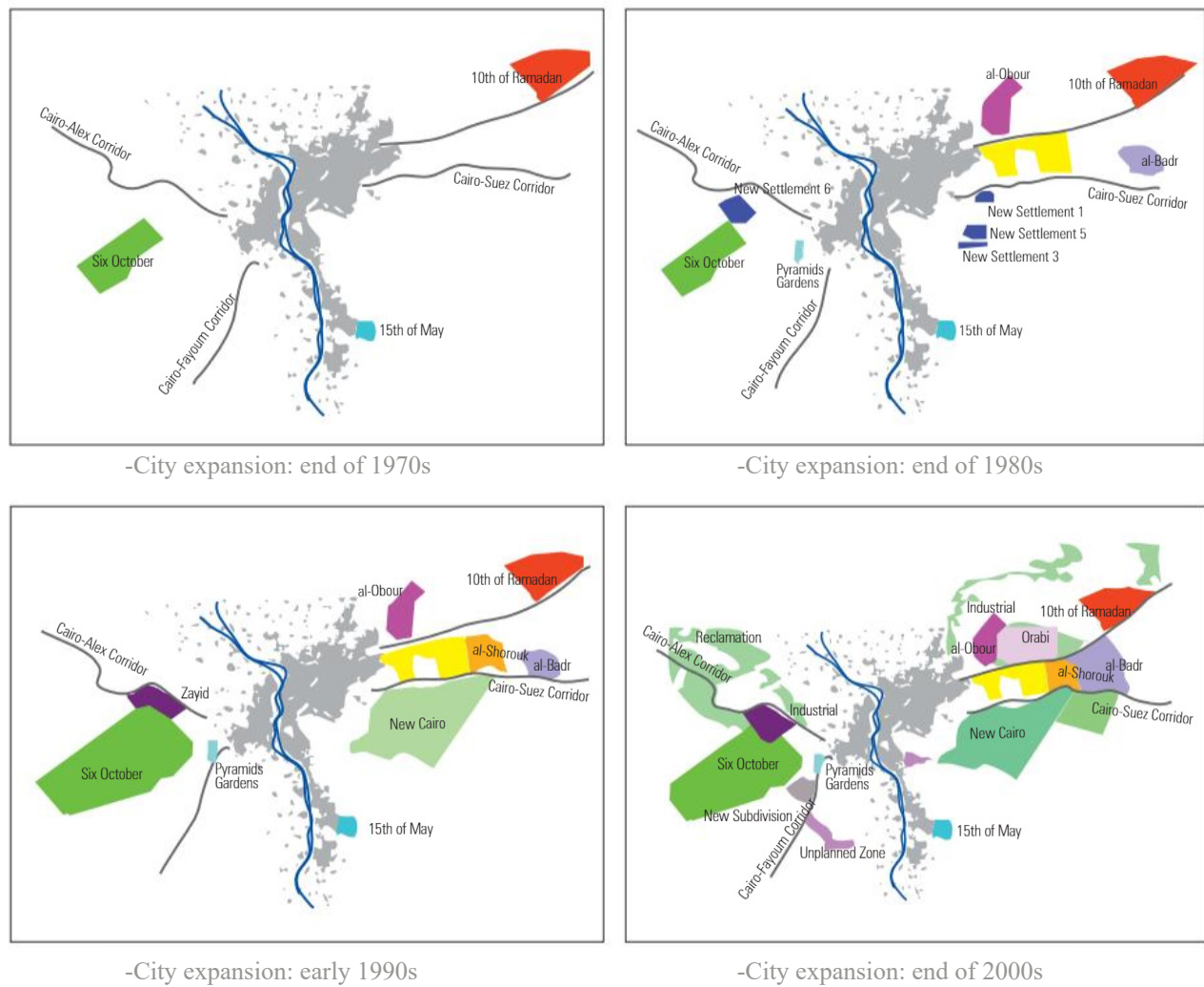


-Location of Heliopolis distric in Cairo city

2.1 CAIRO BACKGROUND

-CAIRO, EGYPT OVERVIEW.

Cairo, Egypt’s capital, is a site of physical contrast. Lush vegetation coexists with lofty towers along the well-irrigated beach. It is one of Africa’s most populous cities. Cairo has stood on the Nile’s banks for over 1,000 years, predominantly on the east-ern bank, around 500 miles (800 kilometres) downstream from the Aswan High Dam. Cairo, in the country’s northeast, is the entry point to the Nile delta, where the lower Nile divides into the Rosetta and Damietta branches. Metropolitan Cai-ro is consisting of the Cairo governorate, as well as other districts, some of which belong to neighbouring governorates such as Al-Jizah and Qalūbiyyah. Area gover-norate, 83 square miles (214 square km).

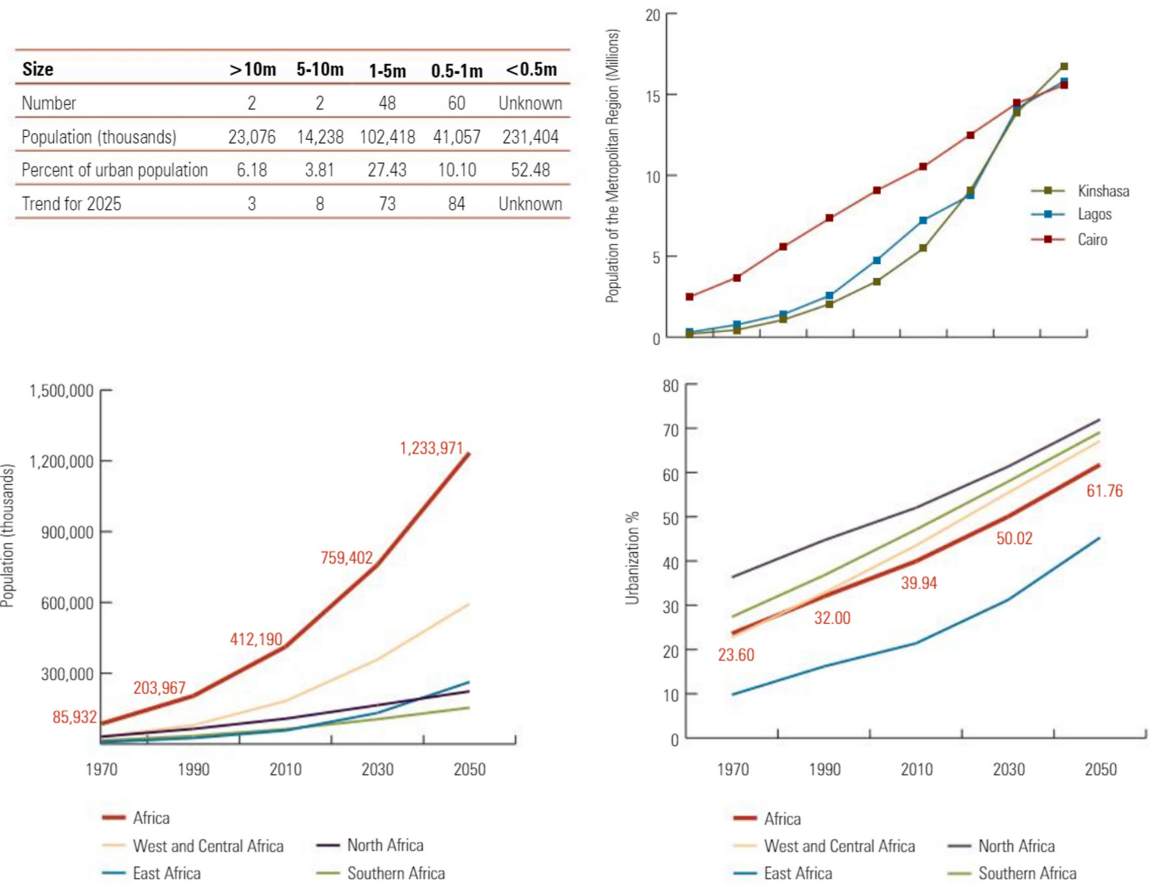


-Cairo changes through time

-Source: Faculty of Arts, Alexandria University, Alexandria, Ma, Z., Zhang, S., & Zhao, S. (2021, January). Study on the Spatial Pattern of Migration Population in Egypt and Its Flow Field Characteristics from the Perspective of “Source-Flow-Sink.” MDPI.

	2007 Population	Annual Growth Rate (%)	% of Urban Population	% of Total Population	Population Increase per Year
Cairo	11,893,000	1.7	36.9	15.8	202,000
Khartoum	4,754,000	2.8	29.0	12.3	131,000
Alexandria	4,165,000	2.0	12.9	5.5	85,000
Algiers	3,354,000	2.2	15.3	9.9	74,000
Casablanca	3,181,000	0.8	18.3	10.2	25,000
Tripoli	2,189,000	2.0	45.9	35.5	45,000
Rabat	1,705,000	1.9	9.8	3.2	33,000
Banghazi	1,180,000	2.7	24.8	19.2	31,000
Fes	1,002,000	2.0	5.8	2.8	20,000
Marrakech	872,000	1.7	5.0	5.5	15,000
Oran	798,000	2.2	3.6	2.4	17,000

-Population dynamics for most popular north African cities



-Urban populations ratio 1970-2050

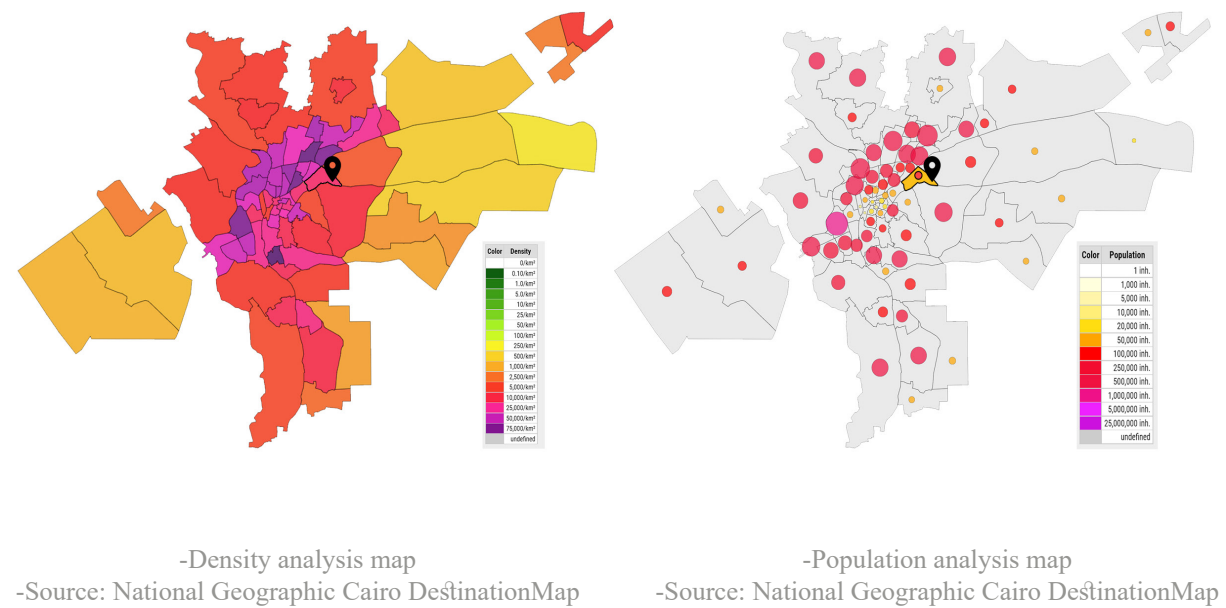
Country	City	Year	Access to safe water	Improved sanitation	Finished main floor material	Sufficient living area
Egypt	Alexandria	2005	99.9	94.3	100.0	98.0
Egypt	Cairo	2005	99.6	89.2	99.6	96.8
Mauritania	Nouakchott	2000	94.4	59.8	62.9	50.3
Morocco	Casablanca	2004	100.0	98.9	100.0	88.2
Morocco	Rabat	2004	99.9	99.7	97.9	93.1
Sudan	Khartoum	2000	96.0	18.0	17.8	54.9

-Living condition of urban households %

-Source: Faculty of Arts, Alexandria University, Alexandria, Ma, Z., Zhang, S., & Zhao, S. (2021, January). Study on the Spatial Pattern of Migration Population in Egypt and Its Flow Field Characteristics from the Perspective of “Source-Flow-Sink.” MDPI.

-THE DISTRICT’S HISTORY.

Heliopolis’ earliest records come from the first decade of the twentieth century, when Belgian financier and commercial tycoon Baron Edward Empain rushed to Cairo in anticipation of the economic boom (Elscheshtawy, 2004). Empain founded the Cairo electric railway and the Heliopolis oasis enterprise in 1905. Boughos Nubar, the son of the country’s first prime minister, helped Baron Empain buy 5,952 feddans (1 feddan = 4,200 square metres) of vacant desert from the colonial administration for one pound each, on which he built Heliopolis. Baron Baron’s efforts culminated in 1907 with the construction of Heliopolis, a new town in the desert 10 kilometres from Cairo’s centre. Baron Baron’s efforts culminated in 1907 with the construction of Heliopolis, a new town in the desert ten kilometres from the It is located between the airport and the city centre. In reality, Baron was more than an investor; he was an inventor, and his vision was well-founded.



Miṣr al-Jādidah [Heliopolis]

- 139,856 Population [2020] – Estimate
- 9.378 km² Area
- 14,913/km² Population Density [2020]
- 📈 1.3% Annual Population Change [2017 → 2020]

-District general information
-Source: National Geographic Cairo DestinationMap

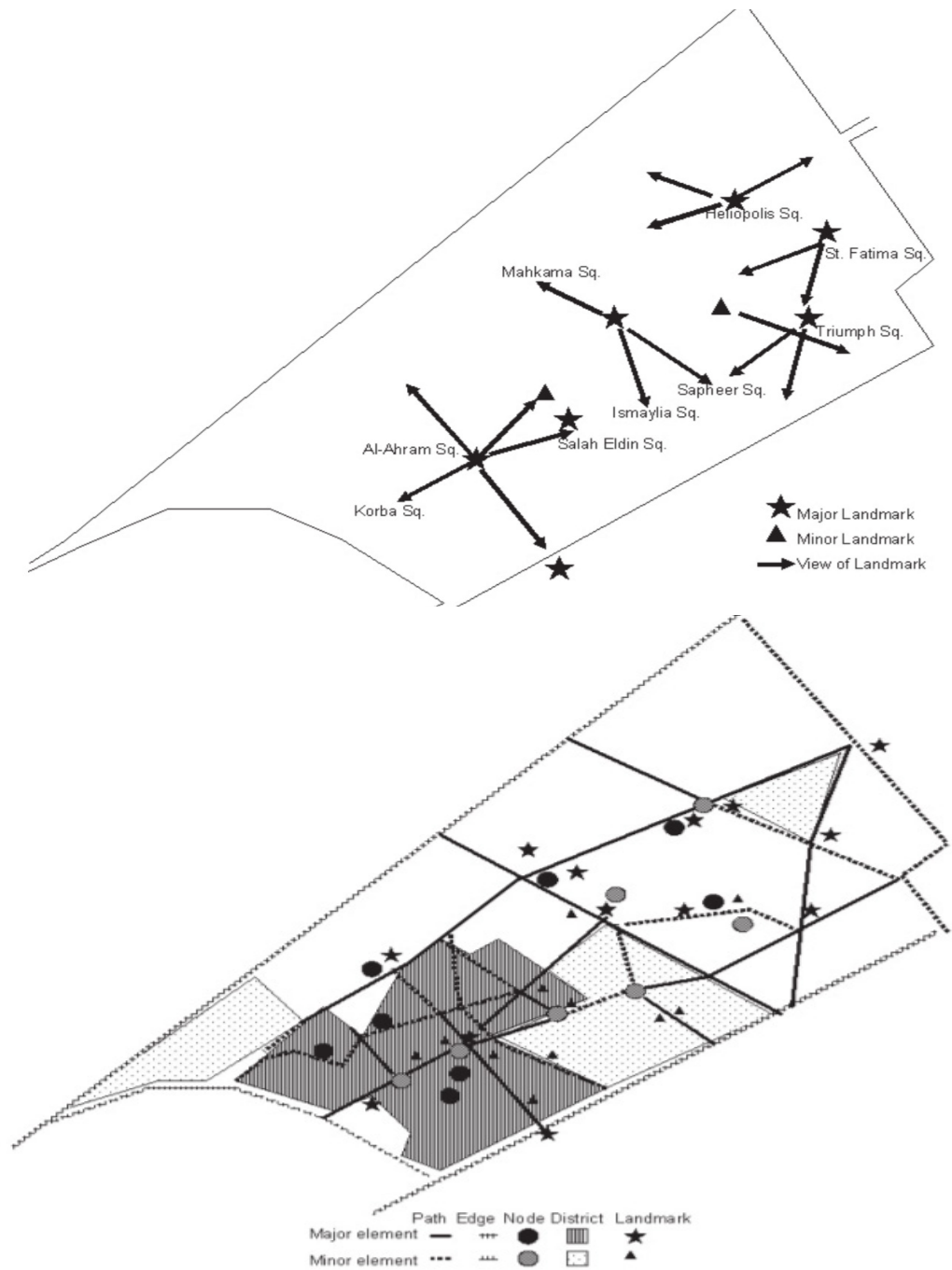
-HELIOPOLIS DISTRICT.

The original design is represented in broad avenues in Heliopolis, the centre of authority. Wide avenues or arching boulevards connect huge city squares, and a variety of landmark buildings are carefully arranged to impose majestic views on the cityscape. Despite the fact that Heliopolis has a Western urban structure, there was an attempt to give the buildings an Islamic appearance.



-Heliopolis outline
-Source: A. Mohamed, (2012). Evaluation way-finding ability within urban environment (J.Reyes & M. Greene, Eds.) [E-book].

- From the west, Gesr El-Suez, and from the east, Salah Salem, the city of Heliopolis is flanked by highway streets. Because of its direct connection to Uruba Palace, Merghany Street serves as a political southern axis. The suburb is bordered by overhead boundaries such as the El-Galaa bridge on Uruba street and the El-Tagneed bridge on Gesr El-Suez. Similarly, the tramway network provides weak edges between districts. At the end of several streets, there is a magnificent perspective of landmark buildings. For example, Baron Street has a distinctive vista of Baron Palace at its end, in Uruba Street, giving it a distinct identity in this direction. Many of Heliopolis' streets feature this scene.



-Key figures for the metropolitan area of Torino

-Source:A. Mohamed, (2012). Evaluation way-finding ability within urban environment (J.Reyes & M. Greene, Eds.) [E-book].

This map depicts the district’s urban fabric and therefore how its residents live in it. It also depicts the link between different plots in the district and people’s capacity to move from one region to another. Around the district, there are several green spots and open places.



-Heliopolis district overview

-Source: collaboration with architect ahmed yahia

-THE INFRASTRUCTURE.

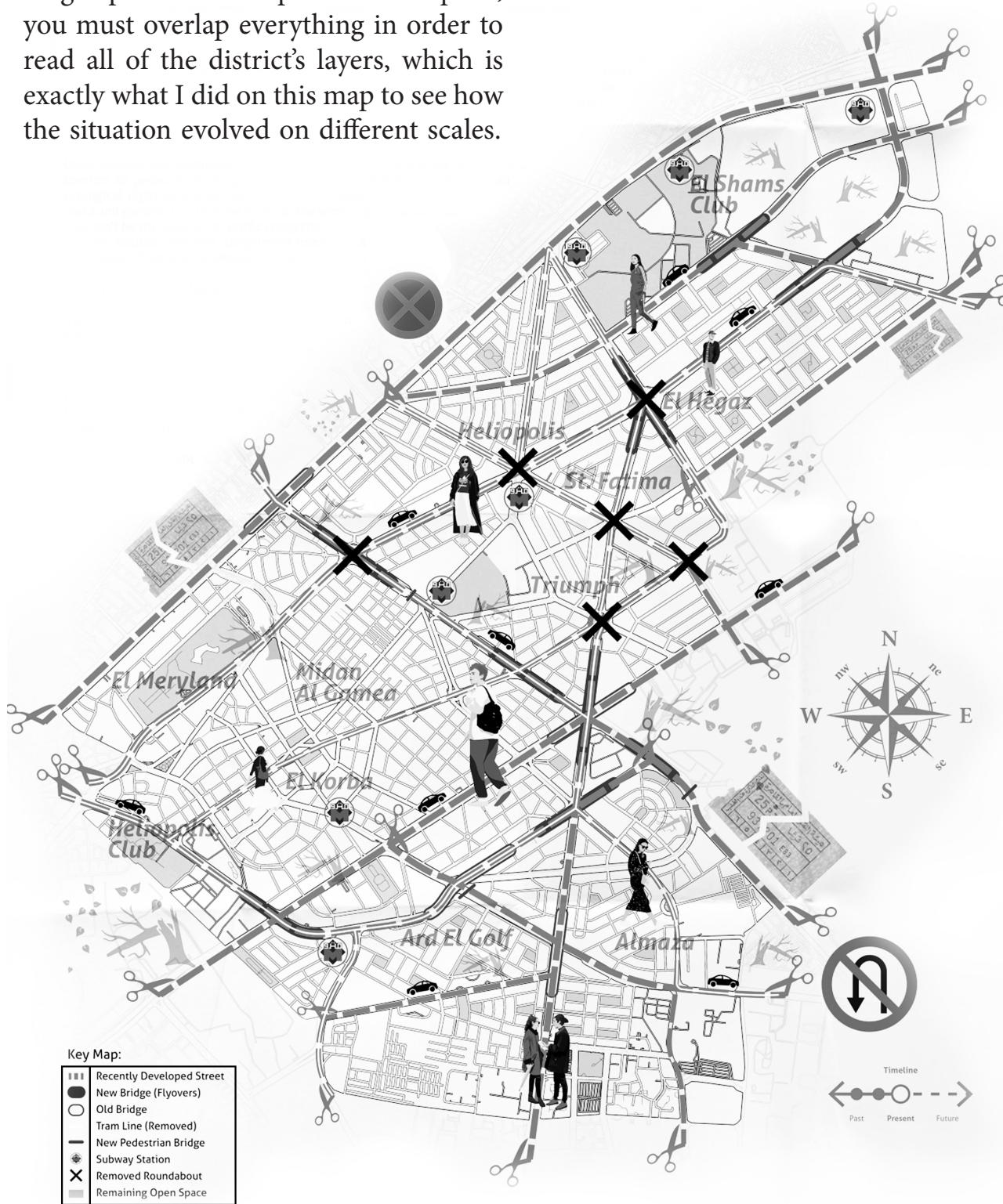
Of the last five years, the street network in Heliopolis has altered dramatically, with the government beginning to build additional bridges and focusing more on car roadways. On the other hand, more metro stations may be found within the neighbourhood, making it well connected to the rest of Cairo.



-Heliopolis street network
-Source: collaboration with architect ahmed yahia

-THE UPDATE.

To grasp all that transpired in Heliopolis, you must overlap everything in order to read all of the district's layers, which is exactly what I did on this map to see how the situation evolved on different scales.



-Heliopolis updated overview
-Source: collaboration with architect ahmed yahia

2.2 LIFE MAKERS (LMF)

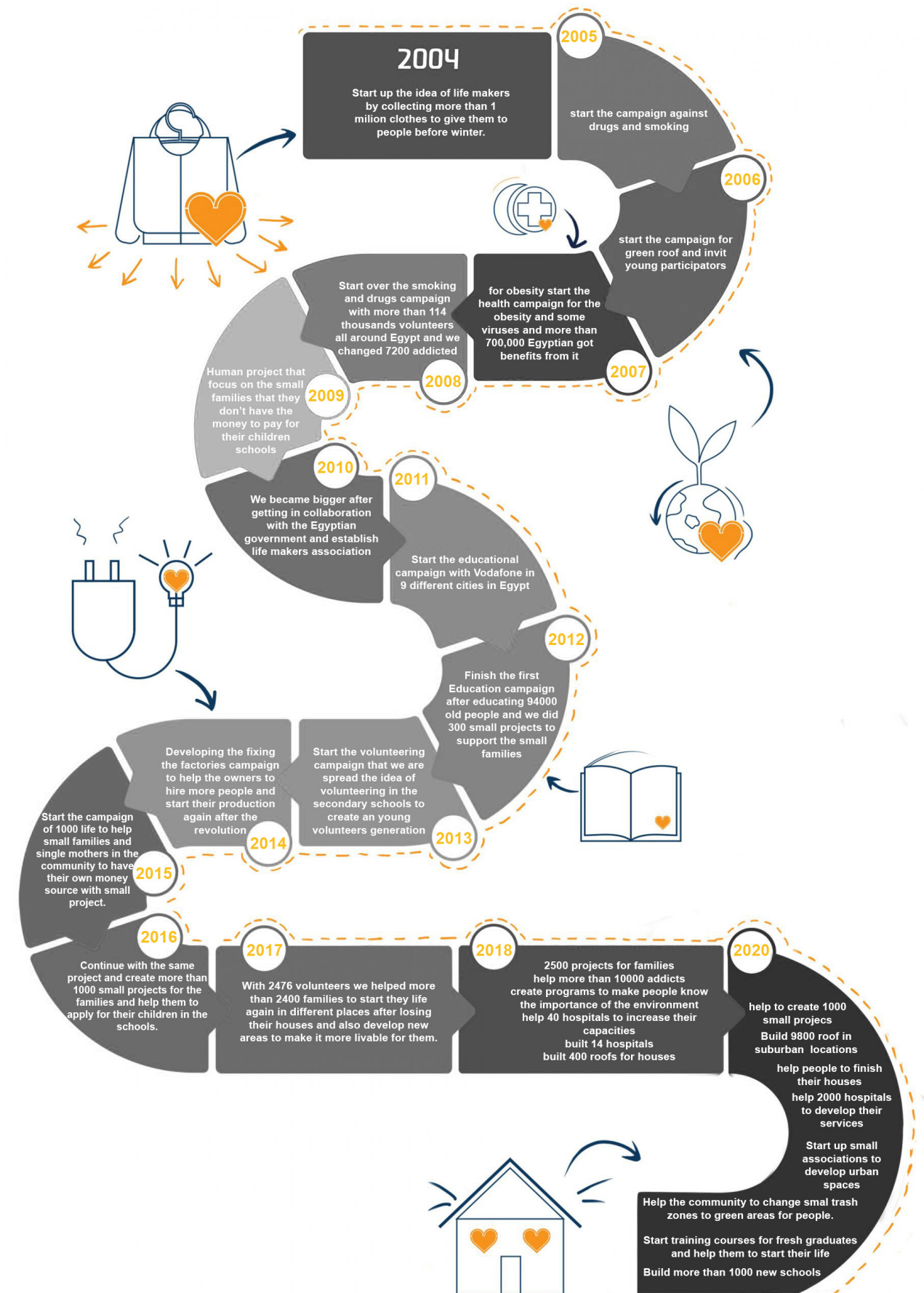


Life Makers Foundation Egypt (LMF) is a national non-governmental, non-profit organisation that was founded in 2011 and is registered with the Egyptian Law of Associations and NGOs under registration number 839 for 2018. The Foundation was founded on volunteerism, and it has worked to improve young people's capacities so that they can work in developing cultures and respond to their humanitarian and relief needs since its founding.

In the areas of youth development, education, health, livelihoods, basic needs, and the environment, the Foundation works directly through its offices and branches throughout the Republic, as well as through partner associations and organizations. In all of their work, they adhere to the core values of humanitarian work: humanism, neutrality, and working according to need and independence, in order to ensure that aid is provided without discrimination based on race, religion, gender, or any other factor. The Life Makers Foundation helps the world's most vulnerable people through humanitarian and development actions, ensuring their participation while maintaining their dignity.



-one of the social events in suburban place
-Photo credit: Life makers association photographers



2.3 THE CONSEQUENCES

I assigned certain slots to the most effective and crucial of the objectives they have to build and enhance the community.

First and foremost, they volunteer at the institution. They are attempting to involve the pupils in the process. What really is the situation? Because no industrialised country's society is devoid of a culture of volunteerism like the one that exists in ours. in a brief period of time This is how they are attempting to alter the traditional student's day, which is confined to studying and going out at night, in order to have them play a part in their life that is both beneficial to them and beneficial to their country and society. We will devise a way for those who want it and those who want to try to do it, and this will be more beneficial than other options.

An attempt was made to analyse the social impact of the houses by defining quantitative and qualitative indices and indicators, explaining the outcomes obtained, the well-being promoted, and the social changes brought about by the youth's actions for their communities and for those in need. As a result, you can find them working in suburban areas where none of them grew up, but where they feel a responsibility to improve.

-WORK METHODOLOGY

The Foundation's work approach is defined by its capacity to qualify and develop the capacities of young volunteers; we select exceptional individuals to serve as community leaders who implement numerous programmes and initiatives through the Volunteer Board of Directors.

-VISION

Egyptians are life makers when it comes to youth and hopeful growth, as evidenced by their comprehensive societal development that is beneficial to humanity.

-THE MESSAGE

Life Makers is a non-profit, non-governmental, non-religious, non-partisan, and non-political organisation that has been working since 2004 to mobilise the best of humanity to alleviate human suffering and preserve life and rights. We promote, integrate, and qualify youngsters in the fields of development cooperation with successful collaborations in rural, urban, and Egyptian associations to identify and develop the potential of exceptional community leaders.

1-Makers of life !!

We will clean it.... we will plant it.... we will colour it.... we will make life makers happy is the motto they abide by.

A daily volunteering organisation in Helwan, Egypt, in collaboration with the Federation of Egyptian Banks, to develop unplanned regions in Helwan and work in the Kafr El-Alo and Arab Rashid neighbourhoods.

We'll be there for the entire week... In collaboration with Nahdet Misr Company for Environmental Services, we will clean the roadway... We'll go down to the street and maintain the lights poles in collaboration with the Helwan community. We'll bring the trees we plant through the people there to help protect them and prevent pollution, On Friday, October 3, we will celebrate with the residents and encourage them to nurture their skills. We'll do the following with them:

- 1- We'll modify the outlay of the place, and people will grow accustomed to the new, attractive outlay and begin to preserve it.
- 2- We'll construct a puppet theatre for kids and educate to them about the need of re-forestation and environmental protection.
- 3- We will play with the kids and suggest drawing something that expresses oneself and makes them happy.
- 4- We will apprise the women about the significance of planting trees and how they can benefit from their daily waste.
- 5- We'll go around and talk to people about how to keep their neighbourhood clean.



-Source: Sonaa Elhayah association

-Photo credit: El-Masry elyoum online newspaper

2-Roof and cover !!

Since 2014
Winter is just getting started, and many people’s homes have been damaged, and they don’t have a roof over their heads, so we’ll form a small team to help these people live a normal life and enjoy their winter without having to struggle, which is one of every-one’s basic requirements. We’ll start with some rural areas because they have fewer services till, we can reach more locations in Cairo. As a result, our constant goal is to enable people to live a decent life without having to struggle, as well as to instil in young people the idea of community participation in order to form a great team that will make a significant difference in the lives of those who live around them.



-Source: Sonaa Elhayah association
-Photo credit: El-Masry elyoum online newspaper



-Source: Sonaa Elhayah association
-Photo credit: El-Masry elyoum online newspaper

3-Green color - a seed of hope!!

Since 2019
Protecting the environment is our responsibility, which is why Life Makers Egypt has launched the “Colour it Green” campaign—a seed of hope—in 22 governorates to raise environmental awareness, recycle, and reduce plastic consumption through awareness campaigns for university students, institutes, and schools in order to provide a better future for our children. The “colour it green” programme aims to turn a number of villages into green villages by planting trees, painting walls, distributing garbage cans, and cleaning and beautifying the streets.

We will have several implications as a result of our campaign because we have both long and short-term goals. We will have people of various ages at this event, and they will work together to spread the green feeling in the areas where we will be working this time. We will educate these individuals about the importance of green living and how it affects our lives, while also developing young participants for a sustainable fu-ture.



-Source: Sonaa Elhayah association
-Photo credit: Life makers association photographers

1-THE SUM-UP

YOU CAN SEE HERE THE OVERALL PICTURE OF THE CURRENT COMMUNITIES THAT WE ARE LIVING NOWADAYS WITH SOME ANALYTICAL POINT OF VIEW TO KNOW HOW LITTLE CHANGES IN THE URBAN SCALE HAVE A HUGE CONSEQUENCES ON THE PEOPLE LIFE.

The objective of this thesis is to provide the information of the consanguinity between urban metamorphism and social life, it's very important to understand that any decision is going to be taken has a hug impact on people's social life, therefore the government needs to make the people involved in the decisions that are going to effect on their life style and how they are going to live in the community.

Furthermore, The community is not just a one direction relationship but it's two way relationship between the people's life style and the architecture urban scale with all the components of it such as street network, gathering spaces, gardens ..etc. so it is very important to understand more about the community before starting the change in the urban to not have side effects on the community as what happened in Heliopolis, Cairo-Egypt and on the other hand the changes in Barcelona, Spain how they started their changes from the surveying the community to be able to apply it.

All of these relations are the first priority to the countries because Cities have huge responsibilities and the ability to control some diseases by the design of their urban as it has a huge effect on people's lifestyle and their way of living, therefore when you design a city consider how their life would be affected by such design.

Consequently, they started to create another type of cities called livable city and to apply or achieve this type There are some points that you need to consider in designing and making the city livable 1-Community social life 2-Connect with nature 3-Independent mobility 4-Create a hospitable built environment. Therefore, Livable cities are not just created by buildings, it's mainly by creating zones and connections between the urban elements with the people to make them interact with the city becoming a Key to achieving a high quality of life for all in treating the public realm. The most essential task is to make it possible for people to come together, to form friendships and face-to-face social networks to make people feel more at home and involve more in the community in indirect ways. The public realm must include everyone—babies, toddlers, teens, youths, adults, and older people.

In addition, with this model of GDP, the city is seen as an economic engine that affects directly the standard of living, there are major flaws in the GDP system. Fifty years ago, Lyndon Johnson criticized unbridled growth, which he declared led to a soulless wealth. "He elucidated a new dream valuing the quality-of-life above quantity of stuff" (De Graaf, 2014). But some people do it in a vast way that will harm people as social isolation and depression are the cause of these vast changes in the community. In the end, if we want to make our cities healthy and livable for all, we must first make them healthy for the more vulnerable—children, elders, the disabled, and the poor. If our neighbourhoods, towns, and cities do not sustain them, they are not sustainable. A city built on these principles of true urbanism provides the ideal environment for children's physical, mental, and social development and generates communities that are healthy, ecologically sustainable, and socially sustainable for all.

Cities are more than mere physical structures or modern settlement patterns. Cities are the places where we wake up, live, laugh, love, work, learn, and retire for the night. Such cities can be understood as a form of habitat and are, in fact, one of the most recent habitats on planet Earth. According to Nabhan (1997:3 cited in Steiner 2016: n/p.), a habitat is “...related to habit, inhabit, and habitable; it suggests a place worth dwelling in, one that has abiding qualities.” However, in contrast to an animal or a plant habitat, the human habitat remains more or less undefined. So you need always to provide some characteristics for the city to make it for everyone such as; Safety and trust, active and healthy city, social capital, inner community, proximity design and diversity in the social activity.

In the same way, the wave of Complete Street and 15 minutes city started to be around because the 15 Minute City is a collection of concepts already familiar in the realm of urban planning, packaged under the overarching concept of high density, mixed-use, and walkable neighbourhoods. Concurrently, municipalities are looking to develop infrastructure that will support active modes of transportation that are better suited to shorter trips around one's neighbourhood. This includes, in addition to bike infrastructure, the development of smaller, more self-sufficient neighbourhoods throughout the city. This is where the 15 Minute City enters the picture. This report intends to demonstrate the benefits of the 15 Minute City concept, as well as how the Complete Streets concept is an effective and necessary strategy for achieving the 15 Minutes City. Whereas the 15 Minute City strategy focuses on creating interesting places to visit, Complete Streets focuses on providing policy and design tools to ensure that the roads to get there are safe and comfortable. In essence, streets that are safe, inviting, and accessible for walking and cycling (the core concepts underlying Complete Streets) are required for the success of the concept of decentralized, diverse, and vibrant neighbourhoods that provide multiple needs to residents close to their homes.

Moreover, there are some consequences of applying the 15 minutes city in the community starting with future design governance which is able to improve effectively the quality of a place. In this idea, active transport plays a big part. Reducing the time spent on basic services by developing walking and cycling facilities has the potential to reduce car pollution and spare more time. Although walking and cycling time is generally understood to represent the 15 minutes in the 15-minute city, the core principles lack the detail to show how cities successfully can transition into attractive and safe areas for pedestrians and bike enthusiasts if they do not already do so. Starting with Infrastructure (Safety) which is a major benefit of the Complete Street infrastructure, then going to Infrastructure (neighbourhood context) The development of spaces for pedestrians and cycling is crucial for the success of dense communities to foster walking abilities and integral micro-mobility.

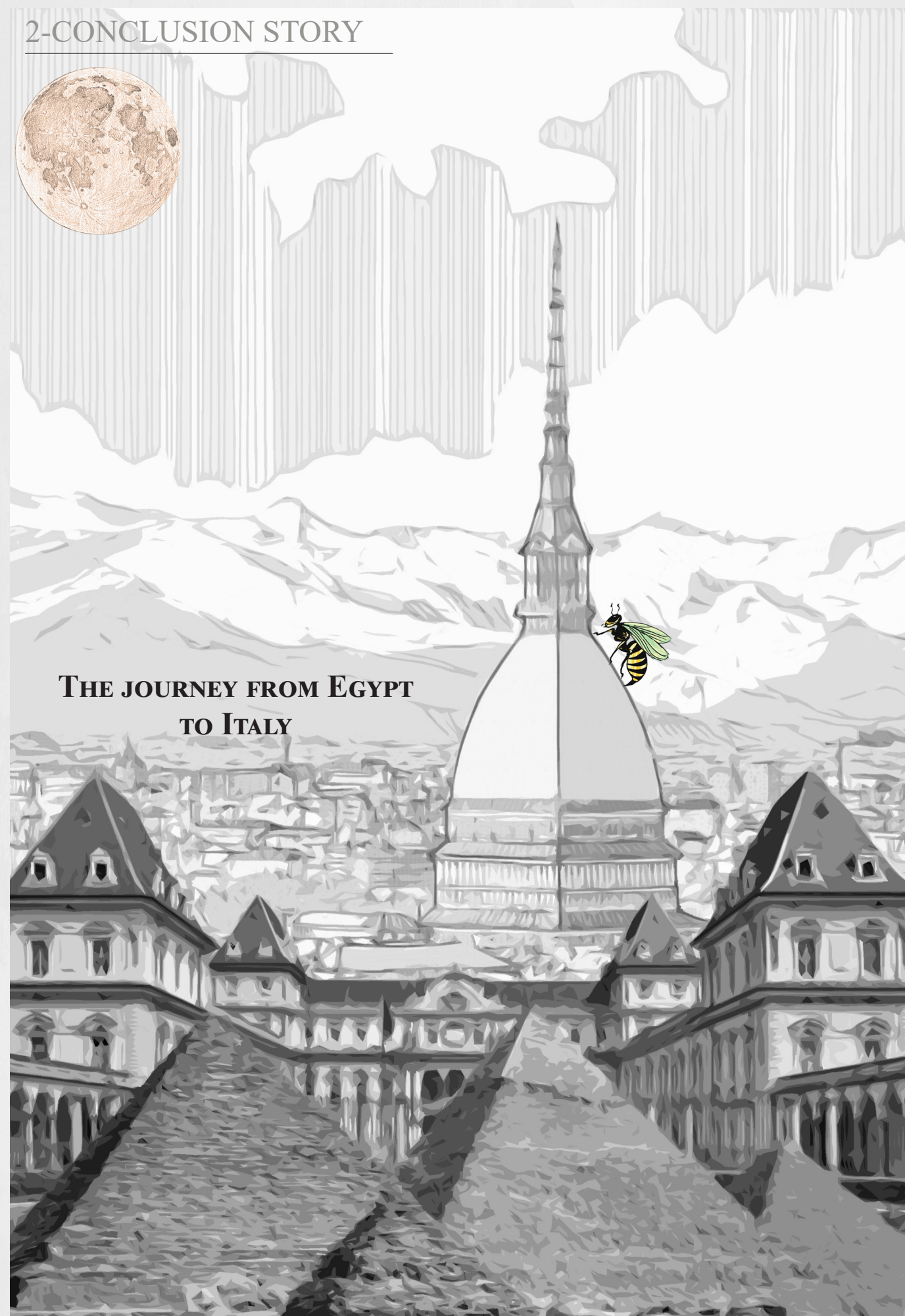
If daily amenities are to be reached within 15 minutes by walk or bike from home, the right infrastructure must be available to facilitate those commutes. Thus, full road infrastructure supports the 15-minute cities vision, which must exist together for the two to succeed. Going to third point which is social life (density and diversity) Complete Streets, through these urban design policies, contribute to more opportunities to form networks and interactions that inspire trust and reciprocity, also known as social capital. Since Oldenburg's work in 1989, research has proven what he hypothesized: Walkable, mixed-use neighbourhoods generate more social capital than car-dependent neighbourhoods, with elements like the density of a neighbourhood and accessibility to a variety of social and recreational facilities influencing the quality of these interactions, simply put the more walkable neighbourhood the easier it is to casually bump into one's neighbour and engage in conversation. Dense and mixed neighbourhoods can have a positive impact on the sense of living and satisfaction of people. Economic activity is the consequences of 15 minutes city because the potential for improving a neighbourhood's livability, and thus the city's. They also have the potential to boost economic vitality both within and around a revitalized neighbourhood. Dario Hidalgo, the senior mobility researcher at the World Resource Institute's Ross Centre for Sustainable Cities, recently stated that increased walking and cycling have the potential to allow small businesses in a neighbourhood to thrive.

In Summary, Comprehensive plan is such a large process because it's not just a step. Besides, the cities need to follow some steps to make their decisions have good consequences on the social life, starting with the site analysis that will provide you with different information in different aspects and perspectives, starting with the site and city analysis that you will provide information about the opportunities and threats of the weather, contour, land uses, future vision, city's history, infrastructure and the centralization situation in the city. Going to the second step which is Making 'Influential citizen' which is how you are going to make your citizen more active in the community and be part of the decisions not just a passive member because communities always need active citizen, consultation and every-day fixer to make the community more developed. After getting all of these data from site analysis and prepare the community to be active member the city needs to start the comprehensive plan for different sectors such as; infrastructure and open spaces, circulations and safety, housing and noise, diversity and proximity, system and life plans and advocacy and collaborative plan. At the end you will touch different consequences on the community after applying all of these process for example; the community will have a trustable relation with the community with new social relations, the community will have equality between the government and the citizens and the citizens will have the initiative step for the maintenance and enhancing the community to reach the new town at the end with proper relationship between the government and the community with a healthy atmosphere.

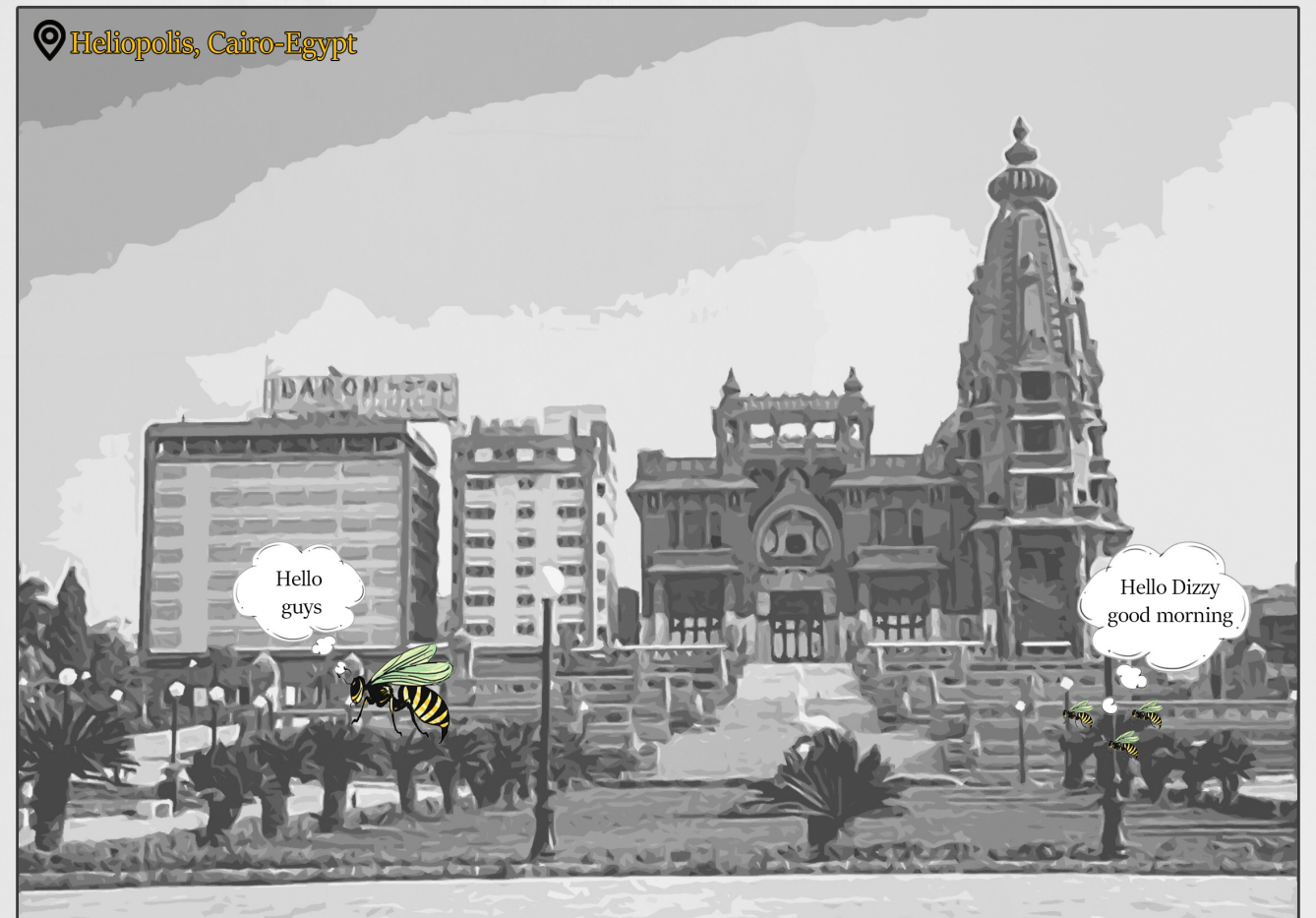
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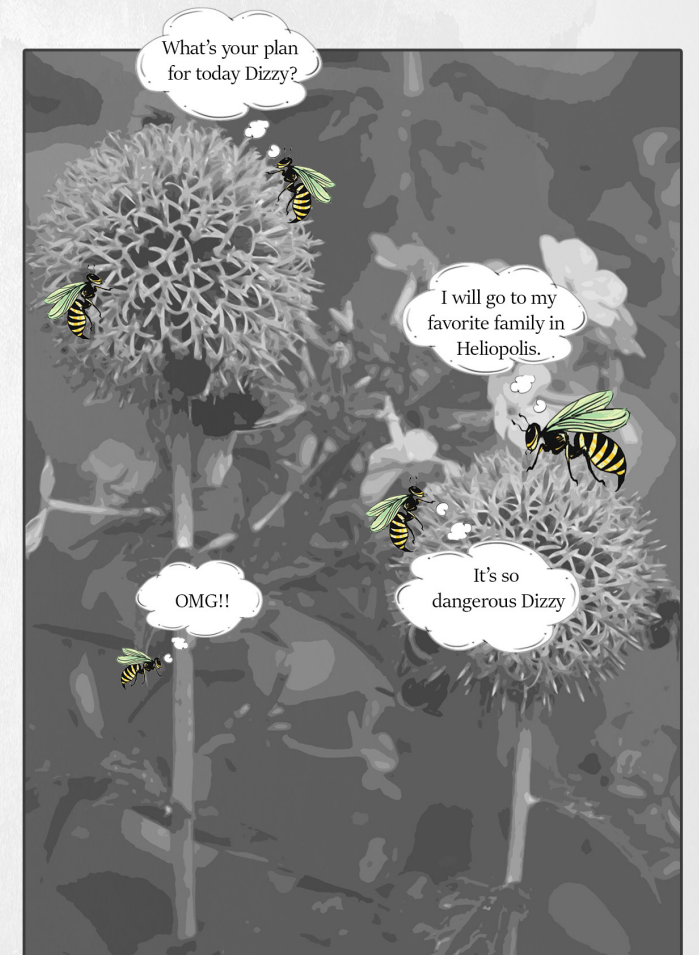
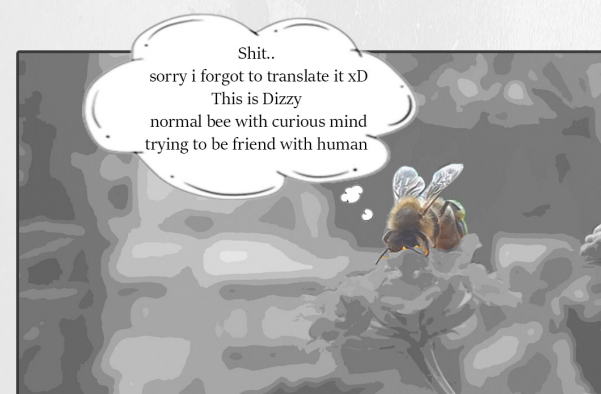
THE JOURNEY FROM EGYPT TO ITALY



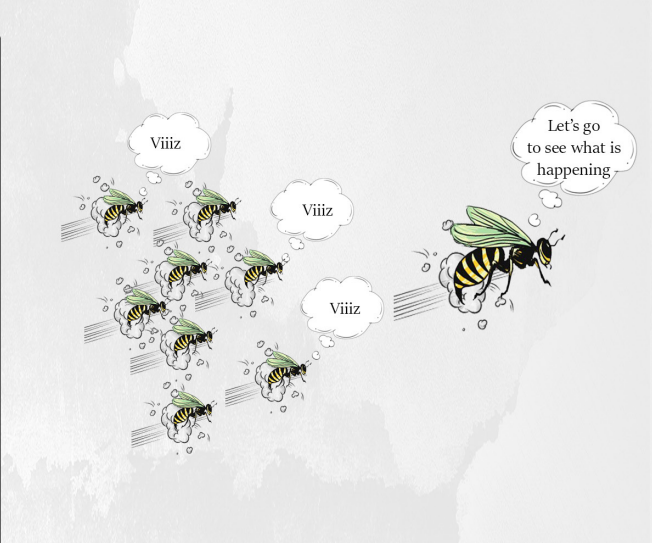
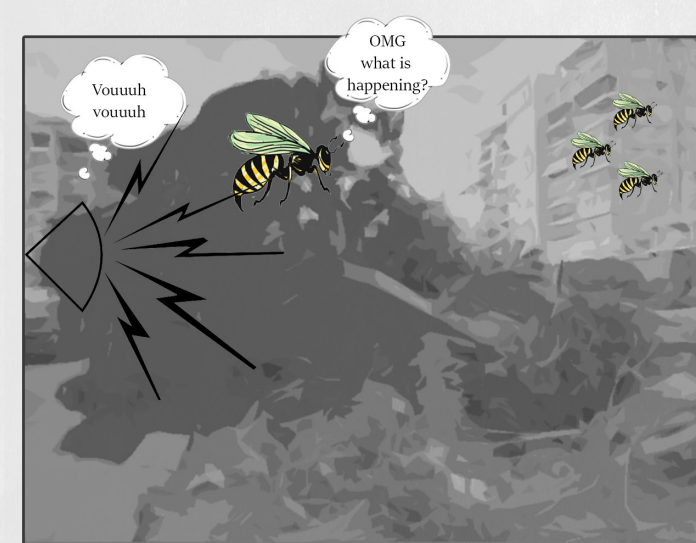
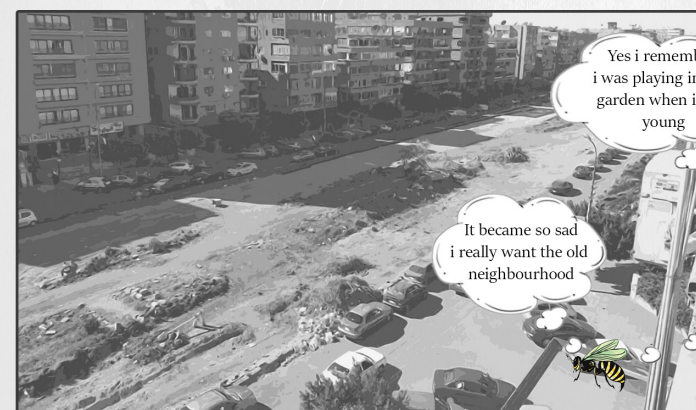
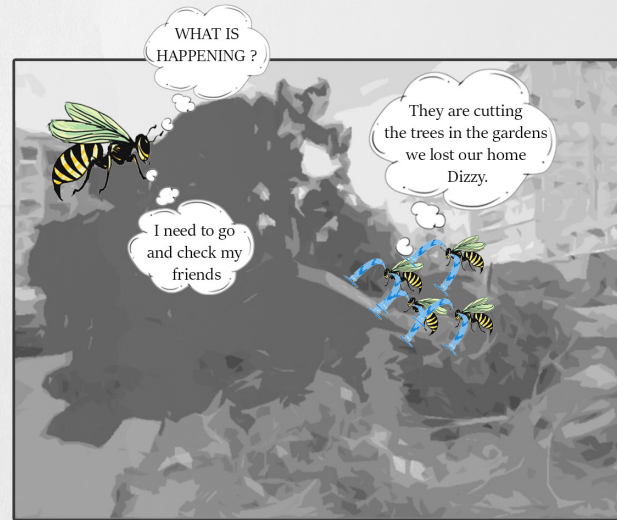
Heliopolis, Cairo-Egypt



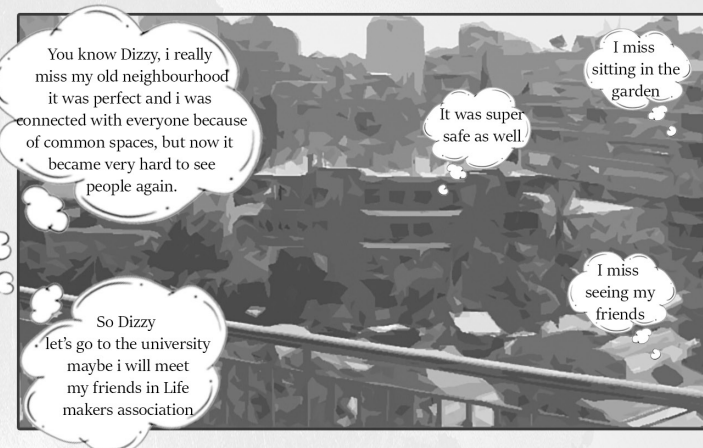
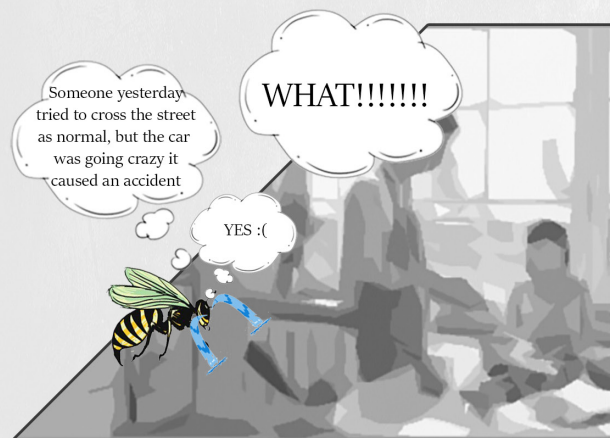
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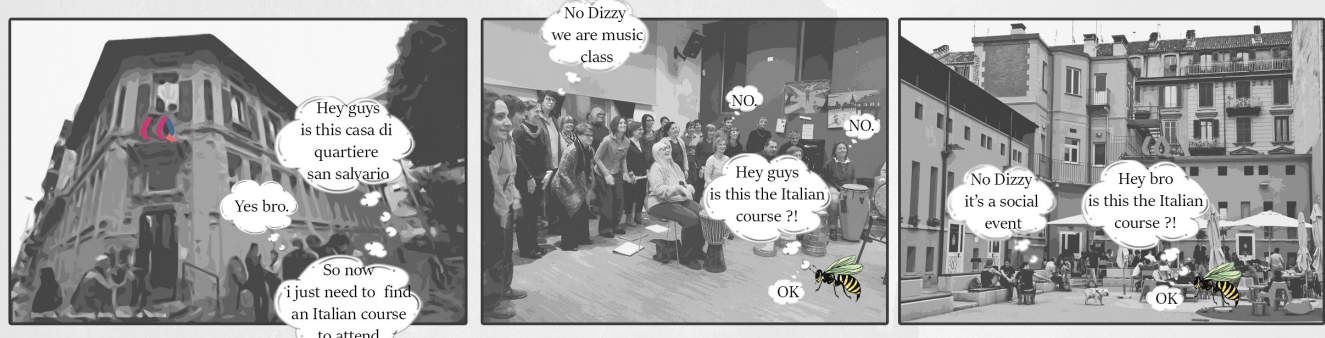


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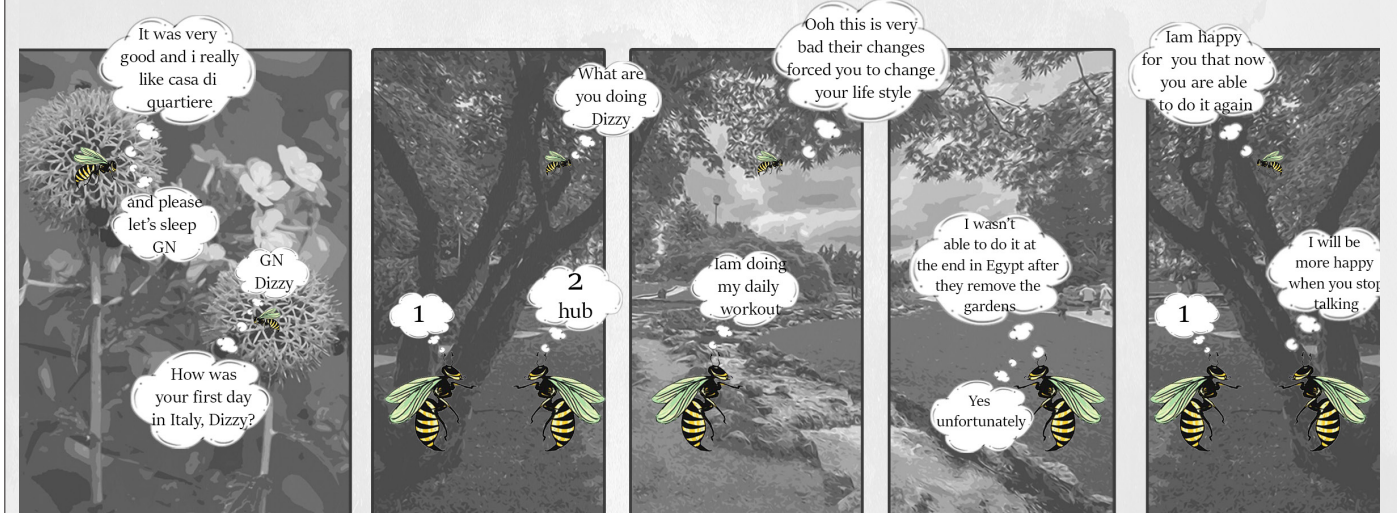
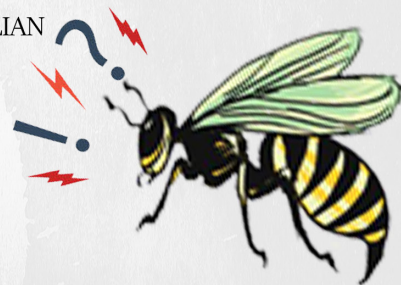


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WHERE IS THE ITALIAN CLASS ??





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