



Promoting the quality of urban pivots with stability approach (Case study: Sepah Street, Isfahan, Iran)

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Abstract: Human settlement can bear the most desirability for the man when it can meet his environmental, social, formative and economical needs. If any these factors lack desirable quality in the life environment of a person, it can affect his feeling and perception from the space and satisfaction level with the life environment. Street and public space are among these factors which play the most significant role in the partner perception. Based on this, the present study tries to examine the quality criteria in urban design and stability ,resulting in urban stability in order to create high-quality streets. For attaining this, AHP method was used in order to analyze the data, also questionnaires were distributed in the studied streets. These questionnaires seek the intended streets in the form of two general criteria as” quality of urban environment” and ”urban stability” show that with regarding to its position, Sepah street requires maintaining and enhancing spatial-formative, social-cultural and environmental factors which have less quality than the intended indices, but economical and managerial-governance factors have higher quality level.

Keywords: quality of urban environment, stability, Sepah street.

Introduction

Considering the role of the sociable and man-oriented urban spaces in the urban structures has long history in urbanization history, such spaces have been present in various forms in the cities and resulted to formation of live urban textures in the surrounding or around its pivot. “Agura” in classic cities of Greece , Forum in Roman urbanization, squares and market in Medieval ,etc are some obvious examples of urban spaces which in addition to spatial identity, have main social operations. After industrial revolution especially presence of car in the urban spaces, however, facing this new phenomenon , urban spaces has lost its past content and found some function in service of riding. Revolutions occurred in early ages of the city turned the concept of the city as “a mean” for providing physical and mental needs into “pre-defined creature and artistic work” in whose formation thought, optical aspects are more preferred than current activities in the city. Such procedure was continued in the thought of functionalist in twenty century and attention to the social and psychological aspects was forgotten more than before.

Applying new technologies of transportation and communication after industrial revolution has resulted in fragmentation reducing the public spaces. Social polarization is another reason of this fragmentation and decreased significance of the public spaces following the appearance of free market and privatization of the space(Madanipour, 1996:243). From late 60s and as the negative consequences of car presence in the cities were appeared and duo to intellectuality of such thinkers as “Jean Jackobs”, main tendency of urbanization knowledge was changed toward limiting the riding movement in order to recreate the urban spaces so that public areas were defined as the most important part of the cities and urban environment (Tibbalds,1992:15). In addition, ability to face-to-face communication has resulted to consider urban spaces as a carrier for forming social capital and their quality promotion as one of the main aim of urban design knowledge in the contemporary period (Madanipour, 1996,249). At present, urban development plants in our country are so dissociated from

its past tradition, car-oriented and based on more facilitation of riding movement and the importance of the urban spaces hasn't been seriously considered in making urban dynamic and promotion of environment quality in the urban space. Today in most cities of our countries, public areas aren't responsive to man's requirement as a social identity and people only look at urban spaces as a route for passing; in fact, instead of invite the people to stop and social interaction, these spaces encourage them to escape and no longer the experience of interaction to the others, society-belonging feeling, face-to-face meetings, social interactions and experience of seeing and being seen as the most important needs of the man aren't accurately occurred, resulting in deadness and lack of using urban spaces by the people or excess usage of virtual spaces for communicating others such as internet chats and SMS. This lack of consideration to mental and psychological needs of man in creating urban spaces has resulted in discomforts and mental diseases including stress and lack of relaxation in the present cities; such acute consequences of man and his needs neglect have attracted many scientific, they state this question: why don't the abandoned urban spaces or in the other word urban spaces have an attribute to provide the required beds to present and settlement of the people?

Theoretical frameworks

Importance of street in Iran cities

Conception, meaning and function of the street in the view of great theorists have been specially considered. What makes "street" special in the urban cities isn't its form but is its expectations. Bob Carrier in description of streets says: streets and urban routes are the elements forming the shape of the city and make the first interaction between individual and public area, promoting aesthetics feeling of a city. Jean Jikobs says: streets and pavements are the most important and vital urban spaces. When we think about the city, the first think hints to our eyes is its street. If the street of a city are beautiful, city seems beautiful and if they are boring and ugly, city seems ugly in the mind of the individual.

With regard to this fact that street itself is divided into various kinds including pavement, green street and Blvd, it can be imagined that in a proper planning how can use various potentials of different streets.

But why do the streets consider important in Isfahan and urban reconstruction? Kriling and Cat say: about 30-40% of local districts is devoted to the streets, while in the report of "Pars Naghshejahan company" it is stated that in Iran most urban spaces are devoted to the streets after residential operation. The problem is that in theory and practice, "streets" are replaced with "urban routes". As noted before, street is a live bed and a space for social interactions, encounter of the citizens, shopping, conversation, play of the children, cycling bike, passage for pedestrians and a space for spending leisure and observing other people's life. But the most important characteristic of the urban routes is movement, traffic and mobility the, as soon as street is replaced by route, all expectations from streets are forgotten. This attitude gradually results in the policy "widening the urban routes" as the most important policy to reconstruction in municipality and related organizations, then all mentioned events which are expected from the streets are gone from our urban texture and what is left is a space without any social identity including residential blocks and high-traffic routes (Rismanchian, 2012).

However, history of urbanization and sociology of Iran narrates another story. Looking market as the most important element of Iranian cities, it can be observed that public areas of the cities are mostly appeared as linear and social life of Iranians in the cities is obvious in market reaches, despite western countries including Italy which is enclosed in spot-like spaces like "plaza" in stopping. It seems that Iranian citizens don't have any tendency toward display their leisure in the public areas and enter "tribe tradition" in every day urban life. Movement creates the potential of penetration of market reaches into the districts and so embodied in everyday life of Iranian citizens that even today our urban economical system is based on old market system; so that each street has been transformed into a special commercial reach by devoting to a guild, but there is a difference that with regard to day requirements, these reaches lose their traditional architecture and assume a new form. Meanwhile, the important point is that in the one hand our urban cities have lost their traditional architecture form due to modern urban life pattern and in the other hand, they couldn't assume the appropriate architecture form proportional to today urban life due to their degradation to urban routes and preference of urban transportation in the top of authorities' requests; a form where daily urban life and social- and economical-interactions can be easily embodied and induce social security to the citizens. As a result, our today life identity not only is revised during the time but also is shaped and developed. In innovation process, as urban squares and streets degrade from a urban space with its own expectations into urban routes emphasizing on transportation, not only civil life of the citizens but also their social identity is threatened and degraded.

Design principles of stable street

Considering balance in resource consumption and optimum using clean and renewable energies, new attitudes try to promote the quality of urban spaces including streets. Prioritizing reduction in non-renewable energy consumption and optimizing their consumption make public transportation and communicative urban network a important issue. Modernization process based on a new method of thinking and life has the most effect on spatial structure and communicative network of the city. Zoning different operations of the city which is considered in SIAM statement results in increasing inter-city travels, standardizing human needs which is neglect of environmental, social and cultural characteristics along with emphasizing on using streets as a corridor to accelerate the traffic flows results in critiicising the patterns of modernization in the recent decades, but organization and design of the routs based on the principles are still shaped. Therefore, a known thinking about designing and organizing the urban streets is required, emphasizing on this point that street isn't only a frame for public usage but it is the expression of life in urban society. Six main elements in designing a stable street include:

1. Arranging the street in ecologic framework
 2. consideration of limitations related to energy consumption
 3. reconstruction
 4. repair and recycling instead of widening and establishment
 5. pedestrian- and cycling bike-orientation
 6. reduction in surface runoff and green spaces including trees, streets and other plants
- Each one has numerous advantages.

Promoting the quality of urban environment and stable urban design

Various theories have been proposed about quality promotion in the cities. For example, Stephan M. Willer and Nimooni Bitlay define the dimensions of urban stability as:

- Land operation and urban design
- Urban ecology and reconstruction
- Environmental justice and social equality
- Green construction and architecture
- Transportation
- Using the available energy
- Economical development

With deeper view, each above issues can be classified in a comprehensive view and introduce the dimensions of stable development in quality promotion of urban design in 4 dimensions including frame, social, economical, managerial and environmental. This classification has been obtained based on studies done till now and from the study on genetic course of stable development. In the following, econoical, social and environmental dimensions of stable development in quality promotion of urban design will be briefly studied.

Case study

Methodology

The present study is descriptive- analytical and in case study type. It is descriptive because it includes methods aiming at describing the studied conditions or phenomena (Sarmad, 2002,82) and it is analytical because it tries to comparative study the elements of urban environment quality and compares it with existing situation. In order to match main elements, AHP was used. The analysis has been done by using Export choice software.

In order to collect the data about theoretical principles related to environment perception ,urban environment quality, stability and main conception, library document study has been used in the present study. While after collecting primary data , conclusion and explaining the criteria and related indices and compiling the questionnaire related to the aims, field study was begun and data resulted from questionnaire evaluation, interview and poll from the citizens has been employed in order to evaluate the questions and study the assumptions in the intended range. It should be noted that questionnaire includes some questions from citizens and users of streets about the expected qualities of the users. Transportation statute and pedestrian-orienting some parts of the street are factors for attracting more users. Data was analyzed by using statistical methods through SPSS and Excel software.

Table 1. stability indices

| stability factors | stability indices |
|---|-------------------|
| <ul style="list-style-type: none"> • Heir people • Conformity and flexibility • Poor or richness • Productivity and resource output • Easy access • Increasing social interactions • Society belonging feeling • Cultural variety with participation value • Consideration of society needs • Creating physical and mental comfort • | Social |
| <ul style="list-style-type: none"> • Ecology sensitivity-based economy • Value-based system • Emphasis on local economy • Value the environment • Productivity • Avoidance uselessness • Native materials • Strength the buildings and reducing maintenance and repair cost • Flexibility in the operation and reducing the need to constructing new spaces • Self-efficiency | econommical |
| <ul style="list-style-type: none"> • Develop mixed operations • Multi-core development • Reduction in need of public transportation • Spaces(public/private)(with view/enclosed) • Perspective and creating consistent environments • Re-use the building • Information technology • Effectiveness • Climate and buildings • Optical aesthetic • Conformity with nature • Contentment • Attention to surrounding environment • Self-efficiency • Attention to maintenance and repair | Environmental |

By: writer

Society sample and case study

Statistical society of the present study includes the residents and individual who use various spaces of Sepah street.

Recognition and analysis

Recognizing the studied limits(Sepah street)

Isfahan is one of the oldest cities of Iran. Sepah street is a central city of Isfahan which plays an important role in hierarchal system of Isfahan. It is very important in term of operation and urban communication and connects market (main activity center) and Naghshejahan Square in the east to main pivot of the city (Chahrbagh street) . It is very important because of its special condition and locating between to main nodes(Naghshejahan Square and Darvaze Dolat). Special role of Sepah street results in gradual concentration of urban ad supra-urban elements around it and increasing its operational significance. On the other hand, urban development and increasing riding traffic in the city result in traffic problem in this street like other ones.

In addition to the important communicative and operational role , one of the most important examinable aspects of Sepah street is its historical value. Sepah street is located around Safavi palaces and tribunals and some main historical elements are still located near it. But in the present condition, various factors including heavy traffic, disturbance in the façades and tableaux of the shops, presence of the architectures non-proportional to the site and destructed spaces have destructed the appearance of this historical building, resulting in considering this street as a proper sample for the purpose of the present study.

Study spatial-frame factors in Sepah street ,valuing and determining the significant coefficient with regard to sub-criteria

In order to study frame-spatial factors and evaluate the extent of their desirability, subjective, objective and operational elements of the environment were used. Each element presents a quality of the environment and observation technique in objective and operative discussions discussion has been used for studying and valuing them ad questionnaire filled by the residents and authorities of this street has been used for studying the subjective factors.

Objective elements of the environment

In order to study the objective factors of the environment, four quality including “ form, texture, accessibility, granularity and aesthetic of the urban environment” about the criteria of stable development have been studied.

Form and texture

In the quality “form and texture”, granularity, texture combination, scale, concentration, diversity and permeability have also been studied.

In Sepah street, most commercial pieces are medium- or micro-grain; however there has been observed severe mixture in micro and macro pieces in the textures. Because of being traditional of many buildings, less width of the passages and their creation based of pedestrian move , the texture of this region induce an environment based on human scale and pedestrian-orientation. In this region, the buildings more than 30-40 years not only have lost their reconstruction capability but also have turned into a destructed and unsafe space.

Accessibility (public era)

In Sepah street, presence of twisty alleys and sometimes many crossroads to arriving at the last home in the texture induce an insignificant jointing in the orientation of the pavement. Because of mixture between pedestrian and riding movement, there hasn't been designed any special route for riding movement in this region and the available organic route is used for riding accessibility. Also because of less width of the street and parking the car in the edge of the street, stop and movement of the drivers have faced serious problems.

Commercial spaces

In order to study the quality “commercial spaces”, quality of construction and its architecture, homogeneity and neighborhood ,diversity and concentration have been studied.

In Sepah street since the shops are old, they don't have appropriate construction quality in term of materials; however, some designs proportional to the climate and culture of the region are observed. Commercial pieces in this street have some homogeneity and neighborhood in term of form, material, proportions ,etc.

Aesthetic

Presence of green spaces(landscape), trees and plants, signs, lack of eye-annoying elements and optical quality of the street landscape are among the significant factors in aesthetic of the environment with regarding to the criteria of stable development.

In Sepah street, presence of stable and arranged rows in both sides of the main street and presence of Chehlsotun Garden in the southern side of the street are considered as the special expressions of aesthetic signs in the environment.

Mental element of the environment

Relaxation and comfort

Such factors as environment attraction, security feeling, relaxation feeling and greenness are among the mental elements of the environment in order to concept the quality "comfort and relaxation".

2)Liveness

Liveness in the environment itself comprises of the liveness of the users and residents, activities , shops and also pedestrians.

Users of Sepah street have evaluated their liveness with regarding to conformity factors which depend on sensory perception and active performance of the body in the environment- good seeing, good hearing, good sleeping ,etc as low.

3)Mental imagination and identity

Mental imagination of the environment is another characteristic or quality of the environment which depends on such factors as place sensation, environment readability and the identity of public buildings.

In Sepah street people consider their environment-belonging feeling as medium and 76% work in this region because of historical record and neighborhood to Naghshejahan Square and Chehlsotoon Museum Park. Residents stated that they easily find their intended path; but they added that foreigners face many problems inside the texture and such factors as twisty alleys and lack of adequate insight make the readability of the place problematic. In most drawn maps, Imam Square and Chehlsotun Museum Garden have been considered as the symbol of introduction.

4)Originality

It was known that Sepah street is famous because of local position and presence of the historical elements in the street(historical bathroom, Chehlsotun Museum Park...).

Operational factors of the environment

and activities in the environment can be evaluated through flexibility, diversity and accessibility of the activities.

In Sepah street, presence of green space around the street and presence of Chehlsotun Museum Park have resulted in operational diversity in green space. Commercial operational diversity and banks in the edge of the street signify the diversity of the operations in this street. But the residents face some problems in accessing transportation facilities, cultural centers and services.

Table 3. qualitative and quantitative valuing the frame factors of the environment and determining the significance coefficient of the criteria in the district

| Significance coefficient of sub-criteria of Sepah street based on AHP model | mean sub-criteria score in Sepah street | valuing technique | indices | factors | Secondary elements | main elements |
|---|---|------------------------------|---|------------------------------|---|--|
| 5 | 2/66 | Objective examination | Pattern and granularity | Form and texture | - ^ objective elements of the environment | Frame-spatial elements of the environment, |
| 1/4 | 4 | Objective examination | Scale | | | |
| 7 | 2 | Objective examination | Concentration | | | |
| 5 | 3 | Objective examination | diversity | | | |
| 7 | 2 | Objective examination | conformity | | | |
| 5 | 2/83 | Objective examination | Permeability  | | | |
| 6 | 2/27 | Objective examination | Pedestrian accessibility | Public accessibility quality | | |
| 8 | 2/1 | Objective examination(study) | Driving accessibility | | | |
| 7 | 1/4 | Objective examination | Open space network | | | |
| 4 | 3/14 | Objective examination | Construction architecture and | Commercial spaces | | |
| 6 | 2/57 | Objective examination | Homogeneity neighborhood and | | | |
| 1 | 2/75 | Objective examination | Diversity | | | |
| 5 | 2 | Objective examination | Density | | | |
| 8 | 1/3 | Objective examination | Landscapes ,plants and trees | Aesthetic | | |
| 8 | 4 | Objective examination | signs | | | |
| 8 | 1 | Objective examination | Lack of eye-annoying elements | | | |
| 8 | 2 | o Objective examination | optical quality of the street | | | |

Table4. Qualitative and quantitative valuing of frame elements of the environment and determine the significance coefficient of the criteria in the street(continued)

| Significance coefficient of sub-criteria of Sepah street based on AHP model | mean sub-criteria score in Sepah street | valuing techniqu | indices | factors | secondary elements | main elements |
|---|---|--------------------------------|------------------------------------|--|------------------------------------|---------------|
| 5 | 2/17 | Questionnaire of the residents | attraction | Comfort and relaxation | mental elements of the environment | |
| 4 | 2/91 | Questionnaire of the residents | Security sensation | | | |
| 5 | 2/23 | questionnaire of the residents | Cleanness feeling | | | |
| 7 | 1/44 | Questionnaire of the residents | liveness feeling | | | |
| 5 | 2/45 | Questionnaire of the residents | liveness of the residents | liveness | | |
| 1/3 | 3/56 | Objective study /questionnaire | Liveness of activities and shops | | | |
| 5 | 2/5 | Objective study | Liveness of pedestrians' movement | | | |
| 4 | 2/88 | Questionnaire of the residents | Place feeling | Identity and mental imagination | | |
| 1 | 3/66 | Questionnaire of the residents | readability | | | |
| 1/5 | 2/5 | Objective study/ questionnaire | Identity of the public buildings | | | |
| 1/4 | 4 | Objective questionnaire study/ | Strong personality of the district | | | |
| 1/6 | 4 | Objective questionnaire study/ | Popularity and validity | riginality | | |
| 6 | 1/5 | Objective study | Flexibility | | | |
| 6 | 2/5 | Objective study | Diversity | -operative elements of the environment | | |
| 1 | 3/27 | Objective questionnaire study/ | Accessibility | | | |
| 5 | 2/14 | Objective study | Public facilities | | | |
| 4 | 3/4 | Objective study | Urban establishments and equipment | | | |

Resource : findings of the researcher

Study the social- cultural factors in Sepah street, valuing and determining significance coefficient with regarding t sub-criteria

Quality of the social-cultural factors of the environment in two general elements as individual and private territory , public area and public territory was studied. In order to attain at the quality of each related indices and scales, a questionnaire filled by the personnel and users of the street. Results obtained from valuing the indices have been inserted in table 5.

Table5. quantitative and qualitative valuing of the cultural-social factors and determining the significance coefficient of the criteria in the street

| Significance coefficient of sub-criteria of Sepah street based on AHP model | mean sub-criteria score in Sepah street | valuing technique | indices | factors | Secondary elements | main elements |
|---|---|--|--|---|----------------------------------|--------------------------|
| 1/7 | 3 | Population statistics | Fight against population and its growth rate | Population indices | private and individual territory | cultural-social elements |
| 1/5 | 4 | Population statistics | Population densities and the related elements | | | |
| 2 | 3/17 | questionnaire of the residents | Dignity feeling | Citizenship right | | |
| 1/4 | 2/75 | Questionnaire of the residents/authorities | Right to presence | | | |
| 1 | 2/47 | Questionnaire of the residents/authorities | Right to reform and change | | | |
| 1/5 | 3/77 | Questionnaire of the residents/authorities | Strength, validity and cultural traditions | Historical, educational and cultural events | | |
| 1/5 | 2/5 | Questionnaire of the residents/authorities | Historical preservation and urban repair | | | |
| 1/5 | 2/95 | Questionnaire of the residents/authorities | Justice and equality | District or neighborhood units | | |
| 5 | 4/01 | Questionnaire of the residents/authorities Questionnaire of the residents/authorities | Security and safety | | | |
| 4 | 3/36 | Questionnaire of the residents/authorities | Social identity | | | |
| 1/2 | 2/92 | Questionnaire of the residents/authorities | Participation | | | |
| 1/2 | 2/67 | Questionnaire of the residents/authorities | Social interaction and flexibility of the spaces | | | |
| 3 | 2/39 | Questionnaire of the residents/authorities | Wide social relations and the manner of people communities | public area and general territory | | |

Resource: findings of the investigation

Study the economical factors street, valuing and determining the significance coefficient with regard to sub-criteria

In general, economical elements were studied in three general criteria including: providing economical needs(essential and non-essential), active stable economy and reducing the costs. In this discussion, the studied scales were valued and determined through filling questionnaire, trades ,authorities and municipalities of the related regions. In such indices as providing the economical needs in the district, transportation costs, urban costs and regioal value, Sepah street hasdesirable economical condition in comparison the indices of the stable developmnt, because it is located in the center of the city.

Table 6. Qualitative and quantitative valuing the economical elements of the environment and determining the significance coefficients of the criteria in the street

| Significance coefficient of sub-criteria of Sepah street based on AHP model | mean sub-criteria score in Sepah street | valuing technique | indices | Secondary elements | main elements |
|---|---|---------------------------------------|-----------------------------|----------------------------|--|
| 1/3 | 2/85 | questionnaire of the residents | Essential needs | Providing economical needs | economical elements of the environment |
| 1/4 | 2/69 | questionnaire of the residents/trades | non-essential needs | | |
| 2 | 5/9 | questionnaire of the residents | Local economy | active stable economy | |
| 1 | 2/29 | questionnaire of the residents | Proper economical condition | | |
| 1/3 | 3/10 | questionnaire of the residents/users | Transportation costs | reducing the costs | |
| 1/7 | 4 | Questionnaire of the user | Urban costs | | |
| 1 | 3 | Questionnaire of the user | facility cost | | |
| 1/5 | 4 | Questionnaire of the user | Region value | | |

Resource: findings of the investigation

Study the environmental factors in Sepah street, valuing and determining the significance coefficient with regarding to sub-criteria

Quality “clearness of sounds, odor and taste, bed quality, natural environment and efficiency” is one of the main constitutes of desirable environmental quality.

Table 7. Qualitative and quantitative valuing of the environmental elements and determining the significance coefficient of the criteria in the street

| Significance coefficient of sub-criteria of Sepah street based on AHP model | Mean sub-criteria score in Sepah street | valuing technique | indices | secondary elements | Main elements |
|---|---|--|------------------------------------|-------------------------|------------------------|
| 7 | 1/66 | objective study | clearness | Clearness, sounds, odor | environmental elements |
| 5 | 2/7 | Objective study/questionnaire of the residents | noise | | |
| 8 | 2/33 | Objective study/questionnaire of the users | climate | | |
| 7 | 2/33 | Objective study/questionnaire of the users | waste mechanism condition | | |
| 7 | 1/57 | objective study/questionnaire of the users | Waste expulsion | | |
| 7 | 2 | objective study/questionnaire of the users | Surface water collection mechanism | | |

Resource: findings of the investigation

Table 8. Qualitative and quantitative valuing the environmental elements and determining the significance coefficient of the criteria in the street(continued)

| Significance coefficient of sub-criteria of Sepah street based on AHP model | Mean sub-criteria score in Sepah street | valuing technique | indices | secondary elements | main elements |
|---|---|--|--|--------------------|---------------|
| 7 | 1/3 | Objective study/questionnaire of the users | Plants and animals perspective | environmental bed | |
| 7 | 2 | Objective study/questionnaire of the users | Natural climate of the environment | | |
| 9 | 1 | Objective study/questionnaire of the users | Protection the vegetation | efficiency | |
| 1 | 3 | Objective study/questionnaire of the users | Protection the dominant characteristics of the environment | | |

Resource: findings of the investigation

Study the managerial- governance factors in Sepah street, valuing and determining the coefficient with regarding to sub-criteria

Participation, transparency, effectiveness, supervision and authority are considered as the most important studied factors in governance-managerial factors of the environment quality based on stable development criteria. All these materials have been discussed through interview with the residents, users of the street and the authorities of the related municipality and the results have been given in table9.

Table 9. Qualitative and quantitative valuing of governance-managerial factors and determining the significance coefficient of the criteria in the street

| Significance coefficient of sub-criteria of Sepah street based on AHP model | Mean sub-criteria score in Sepah street | valuing technique | indices | main elements |
|---|---|--------------------------------------|---------------------------|--------------------------------|
| 4 | 2/17 | questionnaire of the residents/users | participation | governance-managerial elements |
| 1/2 | 2/65 | questionnaire of the residents | transparency | |
| 1 | 2/57 | questionnaire of the residents | work services | |
| 1/3 | 2/48 | questionnaire of the residents/users | supervision and authority | |

Resource: findings of the research

Final analyzing and scoring in AHP method

Explaining the significance coefficient of the elements, criteria and indices

In order to determine the significance coefficient(weight) of the elements, criteria and indices ,comparison in the groups and their special sub-groups is done. In the present study in order to determine the significance coefficient of the criteria and indices , ideas and views of the related experts have been used. So that the matrices comprising of the related elements, criteria and indices are provided for the experts. Final weight of each criteria and indices was obtained through computing their geometrical average. In order to determine the significance coefficient of five main elements of the environment quality, views of the residents and users have been used.

Computing the relative weight of the main elements of urban quality

Five elements have been identified for weighting and rating the indices related to each dimension of urban environment quality, decision making pair scales have been tabulated.

After making in Export choice program and entering the indices, weight of the criteria was obtained as the following. In figure1, prioritizing the effective factors on evaluating the quality of the urban environment has been shown by using Export choice. As shown in table10, environmental elements with .550 relational weight are the most significant and then they are preferred first; governance-managerial element with relational weight 0.034 is in the last order..

Table 10. Matrix of pair comparison the main elements with regarding to the quality of urban environment by using AHP method

| | | | | | | |
|--|---------------------------|------------------------|---------------------------------|------------------------------|---------------------------------------|---------------|
| Governance- managerial eleents | Environmental elements | Economical elements | social- cultural elements | spatial- frame elemnts | | urban quality |
| 7 | 1/5 | 5 | 1 | 1 | spatial-frame elements | |
| 7 | 1/5 | 5 | 1 | 1 | social-cultural elements | |
| 3 | 1/7 | 1 | 1/5 | 1/5 | economical elements | |
| 7 | 1 | 7 | 1 | 1 | environmental elements | |
| 1 | 1/7 | 1/3 | 1/7 | 1/7 | governance- managerial elements | |
| Equal significance(1)/a little more significance(3)/more significance(5)/very much more significance(7)/absolute significance(9) | | | | | | |

By :writer

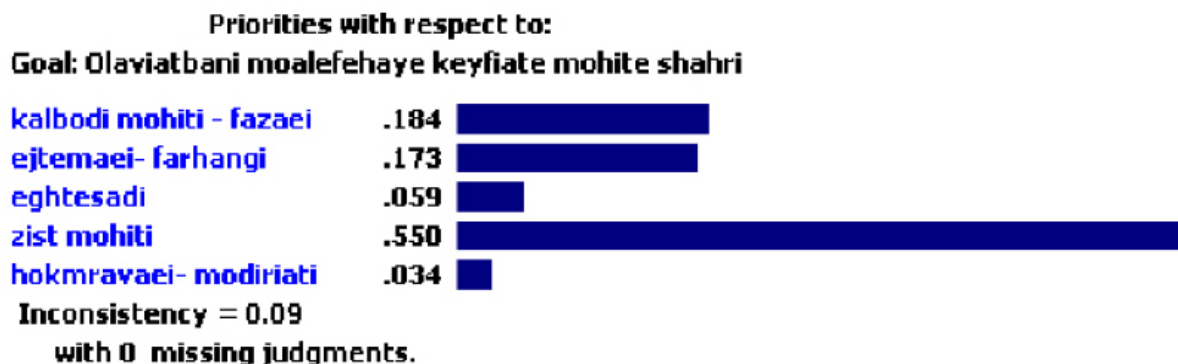


Figure 1.-prioritizing the effective factors on evaluating the quality of the urban environment by sing Export choice software

Table 10.priotizing the effective factors on evaluating the quality of the urban environment

| preference | weight | dimensions | order |
|------------|--------|---------------------------------------|-------|
| 2 | 0/184 | Spatial-frame elements | 1 |
| 3 | 0/173 | Cultural-social elements | 2 |
| 4 | 0/059 | Economical elements | 3 |
| 1 | 0/550 | Environmental elements | 4 |
| 5 | 0/0340 | Managerial- governance elements | 2 |

Resource: findings of the investigation

Determining the final score of the street and comparing them with the main elements

By using the significance coefficient of the street in relation to sub-criteria and also by explaining the weight of each index and criterion, final score or in the other word the final preference of the street with

regarding to the main elements and finally with the main criterion as the quality of the urban environment is computed.

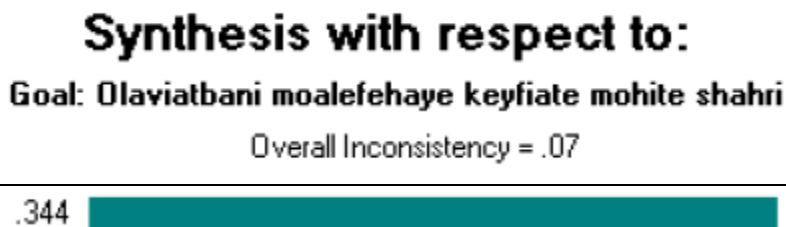


Figure2. final score of the street with regarding to the urban quality

Table11. final score of the street with regarding to the qality of the whole city

| weight | dimensions | order |
|--------|--------------|-------|
| 0/340 | Sepah street | 1 |

Resorce: findings of the investigation

As shown, resulted scores imply that in order to maintain and enhance the spatial-frame, social-cultral and environmental elements having the weight less than the intended indices, some guidelnes have been presented in the table.


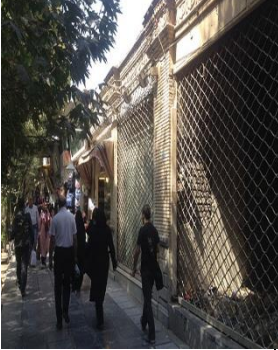

Conclusion


The aim of studying the studied concepts and approaches about environment is to attain at a complete and comprehensive concept from the concepts, so that the subjects are classified, hidden concepts and meanings are clarified and applied as various underlying approaches and discussions in the subjects about the quality of urban environment.

Studying the practical and scientific investigations and views of different scientifics about the quality of the urban environment, it can be found that quality of the urban environment is a multiple and hierarchial concept involving various environmental dimensions and also their related issues and complexities. The result is that since the concepts of environmental quality are different with regarding to the studied approaches, some consider individual views as the criterion and some others judge based on different environmental factors. However, some consider it as the intermediate between environmental characteristics and individual concepts. In any way, what is important is to maintain the enviromental or urban frame which is considered as the most important principle of urban planning and its aim is to increase the desirability of the frame spaces for work, life, entertainment and social, economical and cultral functions.

Table 12. present design guideline with regarding to quality promotion with stability principles

| aim | effective factors during time | Design policies based on the criteria | Result of the evaluation based on the criteria |
|---|--|--|--|
| <p>promote the quality with stability approach</p>   <p>Trnsforming uncultivated land into a space for social interactions</p>  | <ul style="list-style-type: none"> • Participatio n, urban managemen t and planning while maintaining and enhancing Sepah pivot as a historical pivot • مدیریت Increasing the accessibility of the pedestrians to Sepah street • Increasing the productivity of the transportati on infrastru ctu re including bus, taxi • Promoting the utility of the public transportati on infrastru ctu res through establishing metro and BRT from the surrounding pivots • Providing the parking lot for the | <ul style="list-style-type: none"> • Maintain and enhance the role of the pivot as a historical pivot • Limiting the passage of private vehicles through Sepah pivot except the emergency conditions • Increasing the accessibility of the pedestrians to Sepah street • Increasing the productivity of the transportati on infrastru ctu re including bus, taxi • Promoting the utility of the public transportati on infrastru ctu res through establishing metro and BRT from the surrounding pivots | <p>The type of the relationship between people and place frame with regarding to various buildings in term of history and also indices elements in term of the frame and identity including Naghshejahan and Chehlso tun, but because of proper enclosure, lack of urban furniture for various ages, frame disorder and lack of defined entrance and hierachial system as a index of movement, proper relationship isn't established for the users of the space. Relationship between people and inter-place activities -Sepah pivot have different commercialactivities , relational conformity among these activities and lack of nighty active operations and also inappropriate night lighting,etc</p> <p>In following the study on evaluation criteria, it can be said that:</p> <p>-relationship among the users of thispivot isspiritual- biographical and their place feeling is</p> |

| | | | |
|--|--|---|--|
|  | | | |
| <p>Maintenance and repair the historical buildings</p> | | | |
|  | | | |
|  <p>Using the old patterns and materials existing in the texture for the reconstruction</p> | <p>established complexes in the lower stories</p> <ul style="list-style-type: none"> • Providing the parking lots around the crossed pivots to Sepah in order to compensate the lack of parking lot • Encouraging driving movement in the form of public transportation in Sepah and facilitating the access to this active urban pivot • Promoting taxi and bus stops • Reducing the traffic in the main crossroads around the design district in the form of driving width control ,etc • Encourage the presence of | <ul style="list-style-type: none"> • Providing the parking lot for the established complexes in the lower stories • Providing the parking lots around the crossed pivots to Sepah in order to compensate the lack of parking lot • Encouraging driving movement in the form of public transportation in Sepah and facilitating the access to this active urban pivot • Promoting taxi and bus stops • Reducing the traffic in the main crossroads around the design district in the form of driving width control ,etc | <p>non-coherent and divided. -memories of the users are more related to Naghshejahan Square than special event in the pivot itself, implying lack of planning the special activities and programs for participation of the users</p> |

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|---|--|--|---|---|---|--|--|
|  | <p>Creating a memorizable space for creating belongibg feeling</p> | <p>pedestrian in Sepah pivot through promoting pavement and increasing landscapes, pedestrian-attracting operations and creating public activities</p> | <ul style="list-style-type: none"> • Encourage the presence of pedestrian in Sepah pivot through promoting pavement and increasing landscapes, pedestrian-attracting operations and creating public activities | <ul style="list-style-type: none"> • Encourage the presence of the pedestrian in local districts of the plan • Increasing the quality of the pavements in Sepah and the streets resulted to itin order to promote the pavements | <ul style="list-style-type: none"> • Encourage the presence of the pedestrian in local districts of the plan • Increasing the quality of the pavements in Sepah and the streets resulted to itin order to promote the pavements | <ul style="list-style-type: none"> • \securing the pedestrian in the night • Enhancing the main and secondary reach networks instead of establishing individual and wide paths and providing the possibilities | <ul style="list-style-type: none"> • \securing the pedestrian in the night • Enhancing the main and secondary reach networks instead of establishing individual and wide paths and |
|---|--|--|---|---|---|--|--|

| | | | | |
|--|--|--|--|--|
| | | of loading and uploading of service-commercial units around Sepah from posterior regions | providing the possibilities of loading and uploading of service-commercial units around Sepah from posterior regions | |
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