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Determination and Evaluation of street view design, walking as a priority (Case study: Hamzeh Isfahani Street)

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Abstract

Street has always been a basic element of city structure and is recognized as a pedestrian-oriented urban space. In the modern and industrialized world, they are turning more to a carriageway-orientation. In developed countries, the streets are gaining their main function and role in people's lives. But developing countries are in transition from the transportation role to social role. In a good street, it is attempted to consider all social, economic and environmental needs of the society and prepare the ground for all walks of life to use the services and spaces with whatever physical condition (healthy or handicapped) they are in to form urban streets with walking-orientation as a primary goal of these urban spaces. The present study is an applied research and the findings were obtained after adjusting effective qualities of desired streets in terms of walking and principles derived from relevant experiences, good metrics to analyze, evaluate and develop streets. After Integrated analysis and assessment of streets based on design standards including: Safety, security, permeability, variety, pedestrians' peace of mind, aesthetics, etc., and using Delphi technique, lack of attention to the desirable view qualities of Hamza street became clear. After that, design goals in order to improve the Hamza street view consistent with the main objective and in line with the study outlook are presented. Street view design regarding walkability and human approach is a goal that is presented in the form of design Alternatives. Consequently, after evaluating the Alternatives practical measures are presented are namely; changing the width of the street, a change in the pattern of mass construction on the street, considering Chahar Bagh pattern in the design of streets, creating open spaces (Plazas) along the street and redesigning sidewalks and streets to achieve the objectives.

Keywords: urban view, street, spatial quality, walkability

Introduction

Urban landscape is an opportunity to increase the visual literacy of citizens. What prospers urban designs based on which many cities have designed their Strategies is helping the competitive urban capacity of the cities. Improving urban view can increase competitive urban capacity.

Also the existing signs in the urban landscape are used for urban Pathology. Urban view of streets should prepare the grounds for people's presence as a part of urban view and affect their perception. Jane Jacbs says, thinking about a city means imagining the city view. Queen Linch, the urban theorist, knows routes and ways as the most organized component of mental mapping (Linch;60). Routes and streets are the most important component of city views the correct perception of which can develop an appropriate city landscape in viewers' minds, increase a sense of belonging and urban identity as well as creating added urban values. Focusing on the social role of streets is important since the presence of pedestrians on the streets consolidates the relationship between man and space and a better understanding of urban landscapes.
Many studies are carried out on urban landscapes and identification of their components some of which are briefly presented as follows. Kiani and Sardari evaluated public landscape priorities of Asaluyah city from citizens' perspective. The main priorities according to their study were wall arts and city furniture (Kiani and Sardari,2011). Khakzand et al, in their study on "the effective elements on designing urban bodies based on aesthetics and environmental dimensions" presented some indexes for each of the dimensions (Khakzand et al, 2014).

studying city streets landscapes and views by focusing on pedestrians' role is justified since responding to the needs of citizens is a mission for urban designers and improvement of citizens' environmental conditions is the main goal of urban design authorities. The present study aims to focus on urban landscape to find effective elements that can bring about pedestrians' more significant presence on the streets and finally proposes actionable strategies for designing cities.

Methods

The present study is applied research since it aims to investigate street landscape as an urban element. Also a descriptive-analytical method is used to analyze the physical elements affecting urban design. Data was collected using library information, field studies and observation and further were assessed by Delphi technique and the weaknesses, strengths, opportunities and threats were interpreted using SWOT.

Theoretical foundations

City Landscape and its components

Generally, the raw materials of a painter are canvas paper, paint and other accessories. Similarly, the raw materials of a writer are the paper on which he writes and whatever he writes with. Certainly, the way a painter or a writer uses the raw materials professionally determines how much he has mastered the art. The urban landscape components can be classified into 7 groups: Backgrounds, objects, defined spaces, context, environmental extensions, non-visual non-tactile elements, man's presence and activities. Linch knows city landscape as a perceivable reality. Kevin Lich considers city as an exquisite building that rises up to the sky but has a larger scale than a building and is shaped through time. Jahanshah Pakzad believes that urban landscape is visual, not mental and can be seen by heart. Urban landscape is a visual phenomenon that takes its form through physical environment. Golkar believes city landscape is affected by city design. Urban landscape as a live phenomenon stands to watch changes and modifications from its birth until the design completes.

Table 1. Comparing urban theorists' opinions regarding urban landscape

Theorist	Urban Landscape-scope	Elements
Manoucher Mozayani	Macro, Medium, Micro	Body, Vista, Visage
Rob Career	City Entrance	Path, Landscape, Skyline, Urban open spaces

	Moving Inside the City	Shape - complications - Directions - centers - Activity
Frances Taboldz	Macro	The city - Meeting the sky - Meeting the land – relation with man
	Micro	Subsided surfaces - ascent and descent - convexity and concavity
Queen Linch	Medium	Path, edge - nodes - a sign - Neighborhood
Ian Gol	Micro	Street, Plaza
Mahmoud Tvassoli	Medium	Street, quare
	Micro	Front pillars - facing components

According to the results of the above table, the main components of urban landscapes are visual components. So it can be claimed that urban landscape is a reality that everybody individually observes. In other words, urban landscape is a description of the real physical environment of a city which is separated from the image that is formed in an individual's mind upon observing a street in his personal experience (Pakzad: 20).

Street types based on their function

Epilliard (1987) believes that having a private car and being interested in improving quality of life at the same time means believing in street space revival as an important social source for all age groups. Urban spaces should become more people-oriented and the need for public transportation should be balanced. Presently, new types of streets have developed all over the world some of which are namely; free zone traffic, street mall, livable street and complete streets (Moeini,59). The following table demonstrates transportation hierarchy in urban environments based on Marshal theories in the book titled "Streets and Patterns".

Table 2. Transportation hierarchy in urban environments

Path type	Main activity
Main collector and distributor	Fast moving cavalry over long distances with graphics: no pedestrian access or privacy Cavalry
Regional collector and distributor	Average traffic for access to the main transport networks, service history, traffic passing through all the different parts of the city
Local collector and distributor	Movement of vehicles on the origin and destination of all urban trips
Access road	Slow moving vehicles, walking, delivery and local service
Footpaths	Walking, sitting, purchasing goods
Walking tracks	Walking, cycling in the shared space
Bike routes	Bike routes

Ideally Complete Streets

Complete street may be seen differently depending on the type of community and include concepts and elements beyond aesthetic issues, justice, economic development, environmental protection and livability. Complete streets represent a paradigm in the philosophy of traditional road construction. Complete streets, are perfectly designed streets, for all users, including pedestrians, cyclists, motorists and public transport users and businesses, taking into account their needs such as the need for safety, comfort, convenience, communication, social interactions as well as improving the economic situation of the street and providing secure access to safely move along and across the streets (Bridges, 2010:28).

Ideally Complete Streets Policies

Complete streets can be achieved through a variety of the following policies: ordinances and resolutions, rewriting design manuals, inclusion in comprehensive plans, policies internally developed by transportation agencies, executive orders of prominent government authorities and developed policies by stakeholders of the society (Complete Streets, 2010: 13). The most important of these policies are going to be mentioned here: all users are included, all projects are included and an integrated network should be created (Mccann, 2011: 28).

Extracted criteria from theorists' opinions regarding complete and pedestrian-oriented streets

According to the proposed qualitative criteria of the urban landscape pedestrian-oriented and complete streets can be classified based on social, economic, physical, and environmental components.

Table 3. Extracted criteria from complete streets

Criteria	Theorists opinions about streets		Extracted criteria from complete streets
	Theorist	Extracted Criteria	
Social		Population concentration, Observers' eyes	Providing security /Ensuring safety/ freedom of movement and dynamism to children/ The elimination of barriers to movement for the disabled Creating livable communities for older people/ Providing safe public transportation/ convenient and comfortable transportation/ ensuring safety Increasing the capacity and density of pedestrians Creating livable communities
		Desired social density, individuals' primary needs provision	
		Safety, animation, integration	
		Creating spaces for social interactions/ paying attention to kids' presence on the streets/ establishing social security against criminals, peace of mind, creating a sense of belonging to the streets	
		Creating spaces for walking, stoppages, opportunities for activities and open spaces quality/ creating opportunities for seeing, hearing, conversations, dialogues, improving pedestrian-orientation on streets and in city centers/ liveliness/ Safety, Crime	
		Creating presence opportunities through stoppages	
		Not limiting people	
		Priority to pedestrians/ safety/ a place for leaisure/ clarity	
		Composure/ discovery	
Economic		Activities concentration/ special use	Low price of using public transportation/ Prevention of further cost for fossil fuel consumption/ Economic revitalization
		Having more than one function	
		Identification of functional urban areas	
		Constructing trading and business centers in places with more viewers	
		24/7 activity hours/ variety of functios/ reducing personal and governmental costs regarding private cars	
		Having highest urban functionality	
Functional		Continuity of routes and paths	Ensuring safety, freedom of movement and dynamism to children/ The elimination of movement barriers for the disabled/ Providing safe, convenient and comfortable public transportation/
		Prioritizing sidewalks	
		Reducing urban passageways compared to other passageways/ level differences between sidewalks and other passageways	
		Pedestrian-orientation without removing	

		drivers/ secure and efficient access	Improve access networks
		Prioritizing Pedestrians/ reducing private cars presence on the streets by replacing them with other transportation modes	
		Improving Pedestrian-orientation on streets and city centers	
		Prioritizing Pedestrians	
		Unlimited individuals' movement	

Criteria	**Theorists opinions about streets**		**Extracted criteria from complete streets**
	Theorist	**Extracted Criteria**	
Physical		Defined beginning and end, the markings on the micro level to the macro	Identification, Repair and restoration of historic buildings/ Creating openness and concentration areas surrounding historical buildings/ Designing projects to retrofit old buildings
		Using Small block matches as to the scale of implementation, combination of the old buildings and different building conditions	
		Considering the high building density, the relevance of spaces as to human-scale	
		legible and continuous signs along the way, respect for human scale	
		Perfect view of both sides of commercial shops passage, paying attention to the physical elements and the spaces/ localization possibility	
		Observation of spatial scales	
		creating places for dialogue and social interaction	
		Creating spaces for walking	
		Respecting human scale, high structural density in movement	
Environmental		volume of tree planting	Paying attention to individuals' health/ Reducing climate change and rising temperatures/ Creating livable communities/ Sustainable development and green streets
		Climatic comfort	
		Design in order to minimize the harmful impact of vehicles on the vitality	
		Vitality, climatic comfort	
		Climatic comfort	
		Composure	

Study area

Hamzeh street is located in the fourth southeastern district of Esfahan to the West of Khorasgan and East of District Three.

Determining local and broad areas

This area of land should be precisely determined as to optimize Hamzeh Street landscape. According to the above definitions, the study area borders on Hmazeh street is as follows:
Broad areas: To Bozorgmehr street from west, to Sayyad Shirazi highway from East, Jay Street from north and to the south and to north of Zayandehrud and Moshtagh streets from south.
Local area: from every direction of Hamzeh street as of one city block based on main access points according to the shape of each block (project detailed line plan is considered as a basis).



Map (1): District location



Map (2): Study areas

Identification and analysis of the status quo

The Review and assessment of existing street conditions is carried out revolving the three functional, aesthetic and environmental components and SWOT tables are provided for each component. Also, in case of objective and observable cases, photo analysis together with Linch analysis were used.

Table 4. Integrated street analysis

	Strength (S)	**Weakness (W)**	**Opportunity (O)**	**Threats (T)**
Safety & Security	Halfway through Hamzeh street was widened and the rest is being impaired, safety and fire service stations fulfill citizens' need in risky conditions, commercial uses in combination with residential uses along Hamzeh street have increased security in the field, lighting and related facilities along the streets are relatively sufficient, although the layout and design needs to be revised	The six floor limit for fourth district doesn't seem to be enough, bicycle routes parallel to Hamzeh street are practically useless and inefficient, bicycle and car conflicts due to inefficiency of bicycle routes, installation of unnecessary accessories on buildings' facades and entrances block people's passageway	Controlling the parts of Hamzeh street that are not widened towards more secure urban spaces, Provision of access to blocks on the sides of Hamzeh street from the surrounding alleys, the 45th meter width of Hamzeh street can slow down the traffic, there is an opportunity for active and animated activities.	Continuous destruction and construction of buildings using modern methods along Hamzeh street in order to widen it threatens public animation, equipping construction sites violates people's safety and animation

Permeability	The vast area of "Bagh Ghadir" obviates much of the residents' cultural and entertainment needs (District 4),The west border of strategic area (Bozorgmehr street) as the urban centerpiece of city with traffic access, attracts a large amount of the population at different times of the day, direct access to the local alleys of Hamzeh street, After their connection without intermediaries, the share of pedestrians on both sides of the street will increase, connection of the two main arteries of the city Jay street to Moshtagh street will reduce some of the traffic from Bozorgmehr roadway	Generally pedestrian crossings are not defined on any passageways, they are basically dedicated vehicles except in some cases with some bumpy and narrow sidewalks. this reduces the permeability of blocks on the sides of Hamzeh street which will create walking conflicts in the future.	The South nodes at intersection with Moshtagh street traffic can slow down the pedestrians and drivers' movement in Hamzeh street, direct access of streets and alleys in the texture to Sayad Shirazi Highway, the local streets connection with the main roads facilitate north-south movements	Converting streets to bypass traffic roadway, Alleys that are cut off by Hamzeh street access to create a hierarchy threatens permeability.
Animation	A large portion of land on the sides of Hamzeh street considered to be useful for tourism services on the detailed plan	Insufficient urban open spaces with capabilities of establishing bases for appropriate behavior, lack of activities and users that are active throughout the day and night	Distribution of applications by the Commission Article 5 provides the opportunity to transform urban spaces of Hamzeh street to public and animated spaces.	The gradual elimination of local land use requirements, without careful planning for the future, reduction of the level of pedestrians from Hamzeh street
Urban Furniture	Installation of lamppost for street lighting	Spaces and areas allocated to parking on the street are a lot but they are usually empty, due to the lack of attention to pedestrians, lack of attention to implement the required facilities for pedestrians, severe weakness in entertainment facilities and urban furniture on the street, ignoring to embed traffic signs on the street	Increasing the presence of pedestrians on the street creates the desire and tendency in citizens and a sense of belonging to the streets, strengthening both objective and subjective landscape of Hameh street, choose and design appropriate urban furniture, maintaining its local identity	Increasing street user dissatisfaction, creation of a negative image in people's mind, reduction of vitality and animation

	Strength (S)	**Weakness (W)**	**Opportunity (O)**	**Threats (T)**
Green spaces	The provision of green spaces in the local Hamzeh area by the Commission Article 5 although this distribution and sizes to some extent require reconsiderations, the focus of commercial uses in the North (the intersection of Hamzeh Baji) and the environmental capacities in the south (the Hamzeh Mushtaq intersection in organizing entrances to Hamzeh ,desirable environmental indicators around the river provides an appropriate definition for Hamzeh street entrance.	The green safety island is too wide in the middle of Hamzeh street Hamza While the location is not public and pedestrian walks is not possible, due to poor quality of the garden irrigation tools, the water leaks to pedestrian paths	Hamzeh street is to the south of Green area along Zayandehrud which makes it an attractive tourist area in the city, region and district.	Reducing the role of gutters as an environmental elements of spatial organization
Legibility	Zaid shrine plays an important role in the religious prosperity within the strategic area and is only one street away from Hamzeh street, the passing gutters and their intersection with Hamzeh help redefine the surroundings. Zaid shrine as a center of religious activities helps with the legibility of spatial organization of the areas involved, the edges of the strategic areas defined by the presence of certain streets	Input nodes at Hamzeh-intersection are not defined, destruction of the texture and lack of widening the streets resulted in a lack of harmony in fine-textured and narrow alleys around	The conceptual image of the nodal points is in danger within Hamzeh due to the widening and destruction of it. The center of office and service activities that work Adjacent to the eastern edge of strategic area leads to more legibility of spatial organization of the East area, Hamza in connection with Parvin is largely legible along the street, sometimes nodal points mentioned in the visual corridors can be fairly seen on Bozorgmehr street.	The physical and functional identity of the main entrances of the Hamzeh from Jay and Moshtagh will be tarnished because they are not loaded according to their performance, The conceptual image of the nodal points is in danger within Hamzeh
Desired construction density	breaking ownership is prohibited in all areas on the detailed plan	Criteria to determine the height depends on the size of the land, wall have a variety of sizes with different heights located on Hamzeh, which confuses skyline, most buildings have two floors which violates the spatial organization.	Potential for new construction to maintain closeness with existing and potential public spaces	The risk of loss of optimal closeness while destroying plants due to environmental pollution

Variety	Land use plans have largely been diverse and in conflict with the texture due to splitting the street	Existing land use distribution (Commission Article 5), no programs to create urban centers of social activity are seen, three are a diverse mixture of land uses in the city and the province.	Diversity in landscape layout and sizing through a variety of walls on either side of Hamza is desirable.	The possibility of expanding incompatible uses to residential textures

	Strength (S)	**Weakness (W)**	**Opportunity (O)**	**Threats (T)**
Spatial regulation & pattern	There is a significant relationship between Hamzeh and Bagh Ghadir streets, historical entrances at the ends of Bozorgmehr and Moshtagh streets define the gateway to the local area from the western edge	Direct access to lands on the sides of Hamzeh street has caused fragmentation and disruption of pedestrian path with multiple, the existing texture has got gaps due to widening of Hamzeh street, the main body of Hamzeh street does not work like a proper backbone for urban areas, the nodal points except for the intersection are not visual	east-west nodal points provide vision from Bozorgmehr street and Sayyad Shirazi Highway to Hamzeh street, specific fields in terms of texture, depth and urban landscape predict beautiful landscapes for the future	Continuing unfavorable context Following the widening of Hamzeh street weakens its role in the physical organization of the region, implementation of current difficult and rough geometric modifications
Visual Attractiveness	Wide vision of Zayandehrud, especially at the beginning of Hamza establishes a good visual communication with its entrance area, east-west nodal points provide vision from side streets into Hamzeh street, some East West access points are more beautiful due to the rows of the trees, widening of Hamzeh street has created a great and vast visual corridor	The detailed plan does not provide a guide and control on urban landscape, the conventional 60 percent construction along the street has caused disharmonious stair like skyline, the intersection of Hamzeh street with gutters has caused an disproportionate view of the natural landscape, while the demolition of buildings has not completed yet at the beginning and the end of Hamzeh street, there are no plans for the bulk materials and visual volume which has created an uncoordinated landscape on the street	An opportunity for a coherent and diverse urban landscape for Hamzeh street is created, Sayyad Shirazi highway is a powerful visual corridor that has important permeation points the green edge of Zayandehrud at the intersection with Hamzeh creates beautiful landscapes in combination with Hamzeh entrance	Construction of huge parking lots will ruin the natural landscape of gutters at the nodal points, especially at Bagher Khan Spring, the implementation of the nodal points of Hamzeh with Jay and Moshtagh according to the existing plans and in the form of access squares
Ecological comfort	The zigzagging gutters and their marginal vegetation create lush and diverse landscapes and important facilities for pedestrians, climatic comfort (protection against sunrays, prevailing winds, humidity, temperature) is due to dense vegetation	Ignoring the pedestrians share along the path of public space and urban space in the 45-meter in Hamzeh street, gardens and rows of trees don't provide a particular order on sidewalks, most buildings do not face the street, sidewalk and bike floorings is poor	Potential for increasing clump of trees, the potential for creating walking passages on gutters especially in the summer	The risk of vegetation loss due to the pollution along the way, the possibility of gutters destruction with the spread of droughts

The case study assessment

Using Delphi technique, 5 urbanism experts were asked to consider and allocate coefficients for desirable landscapes from 0 (not important) to 1 (very important). The given coefficients to each variable indicated a relative importance of it in landscape quality and the total of summing up these coefficients should be 1. After that, each of the 20 participants in this case study were asked to score the variables with respect to the status quo in the sample) from 1 to 4 points. Score 1 indicates a fundamental weakness, Score 2 the low weakness, Score 3 indicated strength and Score 4 represents high strength in of in the status quo in the standard sample. To determine the final score for each variable, its coefficient is multiplied by its rating score. Finally, the sum of each variable scores is calculated and the final score of the sample is made clear. If the final score of more than 2.5 is obtained in the relevant matrix (mean of 1 and 4) then the sample the status quo is desirable and satisfactory in terms of quality, and If the total is less than 2.5, the status quo is not desirable. Consequently, with regard to the final score obtained in in this matrix (less than 2.5), it can be said that the status quo in terms of proximity to criteria is not satisfactory at all regarding street landscape.

Table 5. Status assessment, Delphi Technique

The musts of city landscape		Normal Distribution	the status quo	Normalized Scores
Experimental-aesthetics	**Visual beauty**	0.1	1	0.1
	Spatial organization	0.098	2	0.196
	Permeability	0.1	2	0.2
	Urban furniture	0.075	1	0.075
	Legibility	0.096	2	0.192
	Desired construction density	0.067	2	0.134
Functional	**Safety**	0.095	4	0.38
	Security	0.078	3	0.234
	Variety	0.075	2	0.15
	Animation	0.061	3	0.183
Environmental	**Green spaces**	0.085	2	0.17
	Ecological composure	0.07	1	0.07
Total		1		2.084

Research objectives

Reviewing and investigating landscape design of Hamzeh street an urban space with high quality and worthy of the presence of pedestrians.

Macro and micro research purposes

Macro objective 1: Prospering of urban activities along Hamzeh street.

Micro objectives: increasing the population with the idea of mixing land uses with catchy functions, enabling the citizens' social interactions by creating vibrant, dynamic environment along Hamzeh street, strengthening the cultural and tourism role of Hamzeh street in combination with activities along Zayanderud River and Bagh Ghadir in a harmonious collection in order to reduce the mere role of a passageway.

Macro objective 2: Improving the quality of urban landscape on Hamzeh street.

Micro objectives: promoting legibility throughout the spatial organization of Hamzeh street by redefining main centers and interrelations between them, renovation of residential structures on the sides of Hamzeh according to the types of discipline and grading of adjacent lands, improving the quality of urban landscapes over the course of Hamzeh street.

Macro objective 3: providing access to Hamzeh street with the priority to pedestrians and bicycles.

Micro objectives: redesigning streets, pedestrian and bicycle routes along Hamzeh street using methods to reduce traffic, providing Hamzeh roadway access to surrounding streets and transferring the traffic flow to Sayyad Highway

Macro objective 4: encouraging people to participate and engage in the public arena as a lively environment.
Micro objectives: improving the quality of life in the public area of the region through provision of safety and security for drivers, pedestrians and bicycles, as well as promoting animation to ensure security throughout the public arena.

Macro objective 5: the public realm design with respect to environmental sustainability.
Micro objectives: Maintaining environmental values throughout the course of Hamzeh street.
Macro objective 6: reviewing and complete guidance and control system to improve urban landscape on Hamzeh.
Micro objectives: correcting, completing and modifying codes on the detailed plan as a guidance to control and guarantee the quality of the public realm of Hamzeh street city regarding its future landscape and ensuring the realization of plans and programs.

Proposing and evaluation of landscaping alternative to improve Hamzeh Isfahani street landscape
In this phase of the study, four plans are proposed and based on the designed plans on the objectives matrix, the fourth Alternative which is a combination of the three proposed Alternatives is specified. The current study pinpoints to the best Alternative. In Achieving the objectives of the project, the coefficients are specified in their value.

Main characteristics of the project
1. The 45-meter width of Hamzeh street will reduce up to 20 meters from from beginning to end.
2. The final assembly will be a combination of the three conditions.
3. The 60 percent construction model will change according to the occupying area percentage using L pattern in a way one side of it be on the street. The number of floors and the height is as in the following figure. This model can change at intersections and squares based on the designers' opinion.
4. sidewalks are designed again and will be equipped according to their position to each other.
5.the sides of Hamzeh street (one side similar to Chahar Bagh Street) are designed for pedestrians to walk.
6. Possibly, the lands adjacent to public buildings (stadiums, schools, etc.) will be allocated to vibrant urban spaces (Plaza). These plazas need appropriate landscaping, respectively.
7. In some urban nodes and squares, more specific open spaces or buildings will be marked.
8. Entrances to Hamzeh street from north and south (the intersection of Jay and Moshtagh), indicates another accumulation of lands and will include the height of buildings.
9. The gutters' environmental value and vegetation around each in combination with urban landscaping will provide animation and vitality.
10.parking lots required on 45-meter Hamzeh street will be re-allocated and their development program will be guided and controlled.

Table 6. Evaluation Indexes

Evaluation indexes	Coefficient	**Alternative 1**	**Alternative 2**	**Alternative 3**	**Alternative 4**
Increasing attractive uses by mixing various functions	3	**1**	**2**	**3**	**4**
		3	**6**	**6**	**12**
Creating animation, liveliness and activitiy along Hamzeh street	3	**1**	**3**	**2**	**3**
		3	**9**	**6**	**9**
Reducing the mere passing role of Hamzeh street	2	**2**	**3**	**2**	**5**
		4	**6**	**4**	**10**
redesigning streets, pedestrian and bicycle routes	2	**1**	**3**	**2**	**3**
		2	**6**	**4**	**6**
improving the quality of life in the public area of the region through provision of safety	2	**2**	**3**	**2**	**4**
		4	**6**	**4**	**8**
promoting legibility throughout the spatial	3	**1**	**2**	**3**	**3**

organization of Hamzeh street		**3**	**6**	**9**	**9**
correcting, completing, modifying and changing codes on the detailed plan	1	**3**	**2**	**4**	**4**
		3	**2**	**4**	**4**
Improving the general quality of the street based on environmental values	2	**3**	**2**	**3**	**3**
		6	**4**	**6**	**6**
renovation of residential structures on the sides of Hamzeh according to the types of discipline and grading of adjacent lands	3	**2**	**3**	**3**	**4**
		6	**9**	**9**	**12**
Improving urban landscape throughout the path on Hamzeh street	3	**2**	**1**	**2**	**5**
		6	**3**	**6**	**15**
promoting animation on Hamzeh street by ensure security throughout the public arena.	1	**3**	**2**	**4**	**4**
		3	**2**	**4**	**4**
Maintaining environmental values throughout the course of Hamzeh street	2	**2**	**1**	**3**	**3**
		4	**2**	**6**	**6**
Total		**47**	**61**	**68**	**101**

Discussion

In analyzing the landscape of Hamzeh street, the visual and conceptual alternatives together with its desirability and quality were investigated following the residents' interest and request. One of the ways to improve the qualitative and quantitative status of a street is through improving their landscape based on the best alternative. Consequently, designing landscapes and human concept and mind is of primary importance.

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