STREET FORMING RE-FORMING – TRANSFORMING THE 21ST CENTURY CITY STREETS

CONFERENCE ABSTRACTS

2ND CITY STREET CONFERENCE 2016

FACULTY OF ARCHITECTURE, ART AND DESIGN – NOTRE DAME UNIVERSITY LOUAIZE

9-11 NOVEMBER 2016

TRACK 1: Streets: Communication, visualization and semiotics

ID63 Reading Beirut: The Architecture of Banks and Beirut's Urban Morphology "Banks Street", the Central Bank and the Spread of Banks in Vital Areas of Beirut
Roula El Khoury Fayyad

With the rise of a global communication culture and new technologies, today's cityscapes have been systematically transformed into advertising and propaganda tools for the dominant economic and political powers. This display of influence is highly visible at the street level, on buildings, and in public spaces and is symptomatic of the neo-liberal city.

This paper presents a case study of the role of the banking sector in shaping the city of Beirut, investigating two aspects. The first is its instrumental role in financing the real estate sector and the construction activities within specific local circumstances and a wider global context in the early 1990's. The second is its contribution to the image of the city through the architecture of banks and associated symbols, signs and other forms of representations.

The paper presents a reading of the new image of Beirut based on a comparative analysis of overlapping photographs and a recent photographic survey of the main streets. It will address the relationship of the banks to their surrounding environment as well as the perception of them held by users and inhabitants of these places.

The paper concludes that the transition of Lebanon's economy towards a neo-liberal model did not happen smoothly, but rather was triggered by violent protests and a financially-driven coup. It also confirms that the city fabric has been drastically transformed since the 1990's, thus questioning the future role of urbanism.

ID21 Prejudice Perpetuation through Street Representation in Film and TV: Homeland's Vision of Beirut
Nadia Mcgowan

Homeland (Showtime, 2011-) is a product the attacks of 9/11, a TV show that reinforces the political response to those attacks and any future ones to come, through the increasing usage of both weapons and surveillance. The Middle East is perceived in the West as a mixture of stereotypes created by images from the media. These images come both from factual sources, and from fiction, such as *Homeland*. These stereotypes set the dominating culture's cultural discourse and show its insecurities.

 In *Homeland's* portrayal of Beirut's streets, we can see a perception of the Middle East as having been cut off from modernity, shown as an "other" that is threatening, and that needs to be both feared and controlled. In this paper it will be argued that the show perpetuates the stereotypical image of "evil Arabs", associated with war-ravaged countries, underdevelopment and terrorism through its misleading portrayal of the urban environment, specifically through the portrayal of Beirut's streets.

ID44 The Molding of Lebanese Identity through "Temporary" Cultural Objects
Noel Nasr and Simon Mhanna

Objects have the power to evoke feelings and thoughts. Whether created out of need or as the expression of an identity, they are the product of a culture. Over time, people develop relationships with objects, consciously or unconsciously.

The project started with a survey whose principal interest was to gage people's thoughts on Lebanese cultural objects used to fill a gap on any level of the system. The circuit breaker (*disjoncteur*), used for switching between the electricity provided by the government and that produced by private generator companies came top of the list. The majority of Lebanese households and industries suffering from a long-term shortage of electricity, resort to private generators for alternative energy. This service, which surfaced as a post-war phenomenon and gradually became mainstream, has steadily left a significant imprint on the identity of the country, becoming, within a fairly short time, a "legitimate" cultural resource that reveals shared habits and behaviors.

The paper argues that the *disjoncteur* has marked the Lebanese streets and shaped the way Lebanese society functions to a profound extent. Furthermore, the authors challenge the notion of its "temporariness" in view of the entrenched corruption of the system and lack of real alternatives. It also brings to the fore the street language that emerged around the *disjoncteur* as a significant connecting node for multiple manifestations of system successes and failures, behaviors and identities.

ID57- POSTER Wayfinding in Bourj Hammoud
Marlyes Chamoun

The paper has a look at the signage in Lebanon, precisely at BOURJ HAMMOUD ARAX street region Armenian citizen in the year 2010; it reaches the topic concerning typography issue in addresses and the names of the streets. The paper discusses the way finding in particular, and the perception of signs in environmental psychology, in order to analyze the architectural urban. It tackles the complexity of the observation while reading the letters on a sign or seeking for an address or an existing arrow signs in BOURJ HAMMOUD- ARAX's streets. The research examines the function of these signs and the way finding which should be placed all over the area and around it, as well as the function of its purpose. The point is to emphasis on the Chaos happening in this city by its urban architecture, and the noise that is produced by the street circulation, as well as the point is to highlight on the way of Reading the city in silence, according to an observation in these streets ARAX noticeably, signs are quiet around BOURJ HAMMOUD, an experimental question has lifted up, and the question is : if you ask for an address, you will be guided by hand waving by the citizens of the region, this is why I ended by considering that the signs in this region are noiseless with a silent language of normative typography written on metal boards or durable materials, if you ever thought of following it, maybe you will get lost, the discernment of signage in this area is quit absent, for this paper I undertake the gestalt theory of perception which was improved in 1974, when he describes and makes clear experiments of visual perception that are related to the [bi-dimensional] field. In this essay I discuss the field of [tri-dimensional space], stressing on the illustration characteristics of the letters written on signs (normative typography), imagining the building as a visible and concrete design in the urban place,

studying the map of the region, with its clatter, with its noise in the streets, reading also the typographic Landscape, observing the (people talking, guiding, singing, drinking coffee, Armenian speaking, driving etc…) further more I accentuate the chaos in the streets of BOURJ HAMMOUD which is habited by the Armenian people as it is mentioned above.

TRACK 2: Reimagining City Street: The real and the virtual

ID48 Transposing Haptic Experience of Visually Impaired Persons onto the Urban Street: An anthropological study in Kunming, China
Patrick Devlieger and Beatrice Prinsier Maalouf

This article considers the interaction between visually impaired persons and urban public spaces in Kunming, China. A series of anthropological explorations on how visually impaired outdoor massage therapists and street singers negotiate and occupy the streets of Kunming form the central subjects of this paper. The human body, touch, sound, smell and movement are some of the elements examined in the interaction between the visually impaired person and the city space. Set within the anthropological contextualisation of disability, space and grey zones, this paper is underpinned through the theoretical understanding of the transmodern. Through this, the research tackles its central question; namely, how an urban space may be negotiated and occupied by visually disabled persons, who through their inherent potentiality, also re-negotiate liminal zones in order to create new forms of experiencing the public space.

ID189 Virtual Reality: This is not a Shopfront
Ian Montgomery and Ruth Brolly

A recent phenomenon in Northern Ireland has been an all show and no substance approach to imposing visual veneers on the commercial cityscapes of run-down parts of the city. Many of these initiatives have been initiated prior to a major tourist or public interest event both in small towns and in key arterial routes into the city. For example, the G8 summit in rural County Fermanagh initiated a government-backed campaign of covering over empty shop fronts with fake printed facades in order to present an impression of thriving commercial activity to the world's press. Similarly, the 2014 Giro D'Italia cycling race routes were a key government priority for the same visual cleansing treatment while the world's sporting press broadcast images of Belfast worldwide.

Often, disused and decaying shop fronts are covered over by imagined facades displaying static commercial activity via lettering and images. This has the bizarre effect of creating an environment in keeping with movie sets like The Truman Show or Pleasantville. This paper draws on primary photographic evidence and other academic and government sources to illustrate the phenomenon of commercial artificiality in socially deprived areas of Belfast and compares and contrasts pre- and post-façade applications as a way of showing the impact of government-backed visual cleansing.

ID60 POSTER Shaping the Streets as Commons: Engaging the Virtual and Physical Dimensions

Joanna Saad-Sulonen, Andrea Botero, and Sanna Marttila

Public streets in Helsinki tend to be highly regulated by both explicit and implicit rules. There has been little experimentation by citizens in shaping possible uses for the streets apart from manifestations clearly intended to break the rules. However, the last few years have witnessed various bottom-up citizen driven activities proposing new uses for streets and new collective imaginaries around them (Hernberg, 2012.). The role of digital technologies, especially social media, seems to have been key for these initiatives to emerge and materialise (Horelli et al., 2015). We will examine three cases of self-organised citizen activities in Helsinki: two are about temporary uses of city streets through event-based activities; the third is an urban gardening initiative dealing with the permanent uses of public space with implications on the experience of the neighborhoods and streets. These initiatives exemplify the way Helsinki streets and public spaces are being conceptualized and transformed by its citizens. They also showcase the use of digital technologies for self-organisation. Their success, and the fact that they enliven urban neighborhoods and culture while offering a very local edge to the image of the city, has triggered new kinds of interactions between citizens and authorities, for example in collaborative attempts at bending existing rules. This brings forward aspects of the streets as shared commons (Ostrom, 1990) that can be collaboratively shaped, maintained and nurtured by several stakeholders. Based on interviews with key actors, we argue that shaping the streets as commons happens in a hybrid space, where the borders between the digital and physical dimensions of self-organisation are blurred. The questions we ask are the following: How do digital technologies - and what types - enable citizens to self-organise and engage with other actors? What are emerging hybrid "commoning" practices? What are the potentials and limitations of this phenomenon?

ID62- POSTER Responsive Urban Experience: Towards Physical Livability of Urban Spaces

Maha El Gewely and Mostafa Atwa

This poster is about design interactive installations in public spaces in a realm of re-imagining the urban space as a dynamic yet responsive entity that interacts with pedestrians. Giving the Urban space this sense of physical livability needs an integrated design process that merges physical and digital environments. As a fulfillment of requirements for an undergraduate course; CADCAM IV/ Responsive Prototyping track; taught in Faculty of Architecture at German University in Cairo (GUC) spring 2015, the students were required to design an interactive installation that responds to environmental context in near real time.

The poster presents two students' projects. 'IT'S ALIVE' project aims to transform a public place into a giant playground to initiate an opportunity for the people to talk to each other through a game and abandon their mobile screens. The Tetris blocks-alike-street furniture unpredictably stimulates people to play once a certain number of people are around.

The second project; the 'Refurbished JukeBox'; proposes an interrelated installation that connects different city areas with life game screening. A dancing wall is embedded in

subway station, bus stops, sidewalks and other places in the city. This just gets activated accidentally once a person steps on a blended tile in the sidewalk and starts to answer questions on an interactive platform.

TRACK 3: Formal and In-Formal Street Art & Design: Interventions and innovations

ID100 Calligraphy in the City – Ancient Script to Visual Identity of Hong Kong
Mariko Takagi

Hong Kong is considered to be a prototype of a modern and vibrant city. Images of a vertical city, 24-hour illuminated, and a futuristic look not unlike science fiction films, are the typical visual representations. Yet, that stereotype, represents only a small aspect of the city. In fact, Hong Kong is much less polished, and is divided into several city districts with slightly different visual identities.

The first visual element the author noticed as unique: the lettering in calligraphic styles. Once detected, the author saw this everywhere. These calligraphic interpretations of Chinese words tend to be located in the lively, local, and slightly old-fashioned districts and appear in various sizes, colours, and from ancient calligraphic styles to typefaces mimicking traditional calligraphy.

In recent years, more and more Hong Kong graphic designers of the younger generations have been incorporating designs of traditional calligraphic shop signs into their work. They are applying them in graphic designs and creating typefaces. By doing so, they are positioning their designs as 'Made in Hong Kong' and at the same time they are strengthening the view that these typefaces and lettering styles are a crucial part of the cultural identity.

In this paper and presentation, follows a qualitative method by describing the main attributes of four calligraphic scripts. In a second step, three works by Hong Kong designer/artist will be introduced as case studies. All three cases show different approaches how designer/artists contribute with their work to communicate calligraphy as a part of Hong Kong visual identity. One question is: how do calligraphic styles affect the visual identity of this city?

ID93 Luci d'Artista in Turin between Art, Communication, Perception and Enhancement
Anna Marotta, Ursula Zich, Rossana Netti, and Martino Pavignano

The streets of Pozzuoli, a small city near Naples, still bear signs of the town's ancient road network. Such traces have already provided opportunities for scholars to reconstruct the city's history and could now become the basis for a contemporary design project. Pozzuoli's original form has been severely altered over time, resulting in today's fragmented urban form. Nonetheless, the city's historic road infrastructure could contribute to mending the shreds and tatters of its compromised structure by defining a new urban strategy for a public roadway anchored to five important archaeological sites. The goal of the project was

to create a compelling pedestrian corridor that would be incisive in reshaping the city's atmosphere and character, connecting public spaces with archaeological sites, and guiding residents and visitors with clarity and logic. The result is a project in which the street represents the city's permanent and founding element.

Archaeology thus becomes a design strategy and not an end unto itself. Our most important reference was the Acropolis pathway system designed by Dimitri Pikionis in which the ground speaks the same language as the city's architecture. We strongly oppose Rem Koolhaas's assertion that "the street is dead" (Koolhaas, 1995) with our contention that "the street is still very much alive".

ID92 Archaeology as a Strategy for an Urban Project
Ferruccio Izzo, Marianna Ascolese, Alberto Calderoni, and Vanna Cestarello

Luci d'Artista is a reality born in Turin in 1998 and recognised nationally and internationally as a brand of "public art". The exhibition, which has developed on the initiative of the Municipality to meet socio-economic needs (to bring again citizens to travel the roads on the occasion of Christmas festivities in order to promote commerce), quickly turned into an event of public art involving artists, citizens and cities in a relationship of mutual partnership. The enhancement of urban places offers a 'dynamic' and completely new dimension of the City of Turin to citizens.

We analyze this experience and similar initiatives undertaken at Italian and European level (Salerno, Eindhoven, Lyon, etc.), to test differences and/or similarities, identifying analytical and possibly project parameters, in a methodological and systematic vision. Among the comparative examples in the Italian context it is considered the experience of the City of Salerno, substantially different for strategic objectives, cultural choices, artistic approach and developed themes. The group's findings are aimed both toward critical considerations of perceptual/evaluative character and towards new project outcomes. Particular attention is given to the multicultural objective: to inform, learn, share and enhance, both the existing and the "baggage" of values inherent in different cultures, with particular emphasis on aspects related to the multisensory project.

TRACK 4: Street Mobility: Current and future trends

ID78 The 'Movement Economy' of an Urban Cable-Car. A Study of the Varying Impact Urban Cable-Cars Have on Local Commercial Activities within Informal Settlements, the Case of Medellin
Paul Goodship

Throughout Latin America urban cable-cars are fast becoming a normal sight within urban transport systems, taking residents and tourists to and from previously isolated locations, providing a new form of accessibility that was previously not possible. These are seen in Medellin, Caracas, Rio and La Paz, with similar systems proposed for Lima, Quito and Bogota. Whilst their accessibility benefits are clear to see, it is the social benefits that are often the selling point, as they quickly become the focal point for transforming areas of

extreme poverty. Yet, these are often viewed cynically as merely a political tool by local municipalities and governments to gain votes, without offering any real long-term socioeconomic benefit. As these new forms of transport become mainstream, there is a need to question their role in alleviating poverty and how best this can be understood. This paper explores this by investigating their role in transforming local commercial urban centres in Medellin's informal settlements, and how this links to its heavily talked about urban upgrading program - The Medellin Model. This is achieved using a Space Syntax type methodology to measure the spatial connectivity of the two existing cable-car lines, which are then overlaid with the commercial land-uses (both formal and informal) and the municipal interventions, gathered using onsite observations. This allows correlations between local commercial urban centres, municipal interventions and the connectivity of the spatial network to be investigated. This starts to suggest that where the cable-cars have enhanced the spatial networks instead of defining it, the commercial centre and informal commerce activities are more vibrant. This allows the paper to reflect on how cable-cars may relate to urban upgrading programs and the contributions they can have in alleviating the people's lives in urban poverty.

ID49 Street Requalification Strategies: Recent Trends in Lisbon Metropolitan Area
João Rafael Santos

From a rather insipient state of networking and infrastructure provision, Lisbon has made considerable progress in the last three decades in framing what were splintered fragments of settlement into a stronger metropolitan armature. This armature can be assessed both at the metropolitan level and at the local levels, often in close relationship with public space improvements. Moreover, national and EU funding framework focused public urban regeneration investment on infrastructure and public space. After considerable efforts in delivering large scale motorway, railway and transit/subway systems, these heavy infrastructures are helping introduce a *softer* realm of public space and urban amenities in both central districts and peripheral areas.

Municipalities are the key players in setting up programs targeted at urban heritage districts, environmental qualification and promotion of soft mobility. Within these, requalification of existing streets has been used as part of various strategical frameworks. Some address mostly spatial quality issues, other include economic regeneration goals, others relate both existing and new streets as part of a complex urban reconfiguration process.

The paper presents a systematized overview of a set of recent street requalification operations in 10 sites across Lisbon metropolitan area. This systematization is framed under five fields:

1)   The generic nature of urban intervention;
2)   The location in relationship with the metropolis;
3)   Integration in local urban networks;
4)   Spatial and functional characteristics;
5)   Project, funding and delivery framework.

Discussion highlights contributions for each case, while providing a common ground for identifying patterns of change in current Lisbon metropolis' streetscape.

ID33 – Poster 'Homohabilis' Time for a Paradigm Shift: A Nano-Intermodal Station for Byblos- Lebanon
Jihad Kiame

Regardless what material it is made of, a <u>bus shelter</u> is unsustainable as long as not part of a larger scale and comprehensive public space design intended to encourage the use of public transportation means on one hand, and non-motorized commuting modes on the other. A <u>bus shelter</u> has to be built, <u>provided it is useful</u>.

Definition of sustainability must be reexamined according to the milieu for which one is seeking to achieve true sustainability. <u>An absolutely unrenewable resource is Space</u>. Space is abused whenever occupied by inconvenient elements, consequently wasted and hard to retrieve. Empty spaces are much more beneficial than those affected by a meager function.

Since we believe that Public Transportation [**PT**] is about efficient networking and convenient public spaces for an easily accessible network, for this competition, we committed ourselves to highlight critical issues that have to be carefully looked at to increase the chances of achieving the expected goals from the <u>bus shelter</u> project at the indicated location.

Our proposal includes:

- Identification of other possible **PT** corridors.
- A sketch strategy for a proper distribution of **PT** platforms.
- An urban design scheme for the public space enhancement at the indicated location.
- An ambitious program for a "**Nano Intermodal Station**" [NIS] <u>instead of a simple Bus Shelter</u>.

In a quick reading of the map of Byblos City and its extensions, **3 physical components** can be immediately distinguished:

- Ancient Byblos
- Medieval Byblos
- Sandy beaches

Those components are the **3 major destinations** for the Inhabitants, but more importantly for the Visitors who are mainly car dependent, since alternative commuting systems [in the present case buses] are neither attractive nor efficient enough.

Although doing a thorough analysis of the travel pattern exceeds the scope of our mission, it remains possible to understand at least the most important influential parameters with respect to the trips purposes, <u>emphasizing the role of **the bus shelter & the adjacent footbridge**</u> <u>at the indicated location</u>.

TRACK 5: Right to Street: Gender issues, contested spaces, and territorial transformations

ID72 The Visibility of Space. Migrants, Planning Policies and Diversity
Maria Grazia Montella

The visibility of the space is an idea borrowed from Jacques Derrida "*De l'hospitalité*" and reshaped in "non-conditional visibility" by two Italian scholars (De Leo; Belli, 2013). It argues that some spaces in the city present multifaceted characters due to the different uses to which they are subjected by the city users. This visibility of a space can be a foremost concern to understand the linkage between urban policies and socio-territorial integration processes of the immigrants. Notably, marketplaces are characterized by a pivotal capacity in aggregating and meeting different people. Moreover, they are places where the overlapping of functions and purposes between residents and immigrants is extremely visible. Urban planning policies aim to manage these space in some ways depending on the peculiarity of each city and they are trying to formulate new approaches to face their fluidity. The rhetoric of the diversity is often the rationale for these policies and in the last decade it overtook the multiculturalist approach. Its consequences on the ground, as many evidences from some European cities demonstrate, often contribute to increase social fragmentation and the ethnicization of the space rather than enhancing inclusivity. The paper presents the outcomes of a PhD fieldwork conducted in two multi-ethnic city market in Rome and Amsterdam following an interdisciplinary approach between anthropology and urban planning.

ID118 Fantasy Abusing Reality - Architectural Spaces and the Production of Fear: A Feminist Approach
Rana Dubeissy

Masculine dominance in society is omnipotent and inherent at the same time. It is reflected in culture in general, and in architecture and urban planning in particular. In career performance codes and the spaces produced and their organization. Architecture goes beyond geometry and structures and becomes alive just as human bodies, males, and females, roam its spaces and intrigue desires and feelings. Architecture transforms into a stage for cultural processes, and modes of social relations.

The privilege that the masculine has, develops the politics which determines the patriarchal usage of the space. Knowing that space itself is an instrument transformed into a power tool dominating the feminine. The masculine frames space as a representation of social hierarchy asserts stereotypes on gender roles, and polarities.

The dominance of the masculine body representation and male experience in architecture has generated fear and intimidation for the feminine, especially in public spaces, which possibly explains women exclusion from public spaces and consequently from public life. This gendering of public space, demarcation of women, the architectural containment of space, raises the question of the patriarchy of framing human movement and activities and gendered spaces.

This paper explores the development of architecture and urban planning and how this development was patriarchally orchestrated. It explores the cultural ripples of the male domination and its effect on architecture.

Moreover, it argues that the continuous discrimination between gender roles and assertion on female subversion will lead to further exclusion of women from public space.

TRACK 6: Resilient Streets: Metabolism, cataclysm, and beyond

ID99 Decolonial Design-Wayfinding for Sustainable Futures: A Critical Case Study of Brisbane and Gold Coast, Australia
Tristan Schultz

This paper examines and provides a Decolonial Wayfinding frame focused on case studies of two cities—Brisbane and the Gold Coast, Australia. Climate displaced peoples will arrive in both these cities in the coming decades and both will be affected by sea level rises and other future challenges. City streets will have to dramatically change, new knowledge will need to be produced to survive. Actions will require being geared toward both pragmatic transformations and radical semiotic transformations occurring through visual communication interventions prefiguring the events they anticipate by many decades, shifting public perceptions of what the future will bring and contributing to the crucial psychological adaptation that enormous numbers of people will have to undergo as citizens transition toward resilient and adaptable cities.

Public policy guiding documents of Brisbane and the Gold Coast, representative of other Western neo-liberal colonised geographies around the world, are interrogated here, with an aim to identify a decolonial preparedness for instability and disaster events in these cities and how they might redirect their symbolic value as images of prepared cities, resilient cities, adaptable cities. It is argued that wayfinding discourse broadly, and particularly in the guiding documents of these cities, needs to expand significantly to incorporate a comprehension of decolonial wayfinding. Three framing layers are offered as a place to begin. They are: *Critical Mapping; World-Picture; and Movement.* Then these are placed in relation to *Decolonial Wayfinding.*

ID98 Water Filtering Sidewalk for Sustainable Water Resource Management
Joanna M. Kwiatkowska- Daoud

The streets cover vast part of the urbanized areas with durable materials that creates an impermeable layer. The sealed areas alter natural hydrological cycle generating severe problems of rainfall water runoff, surface water pollution and local flooding. The traditional stormwater drainage system allows big waste of water resources and is inefficient in terms of water management. In the presence of increasing water scarcity and decreasing safety of potable water better management of the resource is required. However, in number of developed countries the water used for toilets flushing is still potable water.

The objective of this paper is to introduce novel vision of water filtering system incorporated within the street pavement. The reciprocal influence of pedestrian infrastructure on water qualities is on the root of my conceptual approach. The project design is focused not on its formal aspects but on the expansion of its function in order to answer actual and future needs. The traditional pedestrian infrastructure is redesign in order to filter stormwater from the streets and grey water from the households. The system combines permeable pavement with functional principles of slow sand filtration. The biofiltration method inspired from the nature is characterized by efficiency in bacteria pathogens removal, passive operation and easy maintenance. This eco-friendly solution helps to conserve the water resources and mitigates the problem of rainfall runoff, local flooding and surface water pollution. The theoretical study presented in this paper claims that one 3 meters long unit of the filtering sidewalk can recycle between 26000 – 39000 liters of water per day. This volume of water is typically consumed every day by 75- 110 individuals. The treated water can be safely reused in the households for the irrigation and toilets flushing or redirected for further treatment.

ID27 Resilience Thinking in Post-Conflict Planning of Beirut Central District
Allam Alkazei and Kosuke Matsubara

The Middle East has been the arena for numerous armed conflicts in the last few decades, and the Lebanese Civil War (1975-1990) was one of their worst. The civil war had a heavy toll on the country, especially its capital, Beirut. Beirut bore the disastrous consequences of the conflicts which left its Central District in devastation due to the "fierce battles and barbarous cruelties" (Khalaf 2013). A company called Solidere was formed for the project of rebuilding the heart of Beirut after the civil war. The redevelopment project was on a large scale, and it was a challenging project according to its planners (Gavin and Maluf 1996). After years of redevelopment process, current Beirut has made major recovery steps on both infrastructure and planning level. However, the post-conflict redevelopment had its own impacts on the city's social and physical form. This paper aims to assess the development project of Beirut Central District from an urban resilience approach based on the Resilience Thinking in Planning (RTP) assessment model (Pinho et al. 2013). The assessment will shed the light on the impacts of the implementation of the project by comparing the proposed design provided in the original plan with the actual implementation observed in field survey.

ID86 Beirut's Peri-Urban Contestations: Streets as Borders and Public Solace
Wissam Mansour and Christine Mady

This paper rethinks and disseminates a contribution to the CS^2 under the 'contested areas and streets as border conditions' theme within a study area at the urban periphery of Beirut. The conceptual framework underpinning this research investigates polarized relations within urban, and peri-urban contexts such as the private and the public, nature and the built environment, heritage and war. The research identifies contestations within the contexts where these relations are found and problematized. We also question whether severed polarizations are reconcilable and whether streets retain the resilience to offer such solace. The investigation is conducted through area specific analyses of historical and morphological conditions to identify the impact of colonial planning, modernism, and the influence of war in the creation of contested conditions. Within conditions of conflict and

insecurity, the different roles that open urban spaces play towards the creation of more resilient environments are addressed. Research conclusions are presented through projects of an architectural design studio, proposing design strategies to mitigate identified contested spaces and borders.

TRACK 8: Streets and Urban Places: Urban transformations

ID17 Morphological and Morphogenetic Diversity of Lisbon Streets: An Interpretative Methodology
Sérgio Proença

Streets have always played an essential role in the formation of cities, configuring both common and exceptional elements of the urban layout. The seminal role of the street in the creation of the urban artefact is such that some authors claim that without them there would be no city. Although different situations can be integrated in this category of space, resulting the toponymic designations from the morphological richness of the variety of public spaces in Lisbon, we define the street as a linear and continuous morphological element of the public space of the city, at the same time pathway and address, route and place.

It is understood, like many authors who have addressed the subject of urban morphology, that the city can be studied from its shape, thus from the shape of the elements that compose it. It is considered, as a starting point, that the morphological diversity of existing streets in the consolidated and legible fabric of Lisbon that formed over time allows composing a broad and representative corpus of the predominant element in the constitution of the urban fabric of the city, the street.

The dissertation that is the base for this paper defines types of streets representative of the existing morphological and morphogenetic diversity and orders them in a typological framework according to Origin (Topographic situation; Initiative and purpose; Conception; Production) and Form (Urban layout, Cross Section, Partition).

This paper presents the methodology that was used to decompose and interpret the morphological complexity of the Lisbon streets.

ID24 Life after Dead. Assessment of the Renaissance of Cândido dos Reis Street, Almada, Portugal
Jorge Gonçalves, Catarina Martins and Luís Carvalho

This paper aims to address the role of requalification of Cândido dos Reis Street, Almada, Portugal, as ignition for social and urban revitalization of a vital part of the city.

This area, degraded, depopulated, aged and functionally decadent was heavily plagued since the 80s of the XX century with deindustrialization, disinvestment in river transport, economic and financial crises and a fierce competition of many other urban fronts better positioned for the explosion of use of individual transport or the demands for better housing conditions.

The centrality of this street, proven with the historical name of Straight Street, the name given to a particular type of street very relevant in the urban fabric in many Portuguese cities, was losing at the expense of these and other problems.

The first decade of this century seemed to bring arguments to the possibility of reversing this decline, particularly with the construction of a panoramic elevator and the opening of a major transportation interface.

The second phase of this change was the intervention itself in the Cândido dos Reis street, either in public space either in private buildings, involving the local authority and local stakeholders.

We intend to propose a description of the process of intervention and add some contributions for the understanding of economic and social results in order to emphasize the key-factors that can promote a renaissance of a street dynamic.

ID90 Changes in Urban Morphology Patterns: Cultural Dynamics and Connectivity

Alenka Fikfak and Saja Kosanović

Cities are subjected to fast changes in urban morphology, due to economic and cultural globalization, demographic changes and migratory flows, urban planning strategies, social networks, and other factors. These spatial dynamics are happening under diverse visible and invisible relations between cultural changes, spatial boundaries and the needs of connectivity between morphology patterns vs. semantic, built vs. voids, formal vs. informal, self-organization vs. planned regularities, and urban places vs. street connectivity, mainly following organic dialogues characterized by the complexity of "fractal-like patterns not very different from those displayed by natural systems" (Buhl *et al.,* 2006). Research on connectivity of urban forms indicates that the most functional towns are those with a multiple number of interconnections at all scales, according to the fractal-like tree diagram (Zappulla *et al.*, 2014).

The work articulates elements of identification, inventory and evaluation of interconnections in urban morphology patterns. In the first phase, the research refers to different urban morphologies in cities: Beirut, Brussels, Barcelona, Copenhagen, Moscow, Mostar, Kosovska Mitrovica, and others. By following the research methods of cities' urban evolution, the study aims to investigate the concept of connectivity in contested spaces, and prevailing composition in urban fragmentation. On the other hand, the research compares conventional research methods and tools with the subject matter of Italo Calvino's book *Invisible Cities*. The study was done at the University of Ljubljana, Faculty of Architecture, as part of the Inter-university Workshop *'Urban Connectivity in Contested Spaces and Border conditions', on the case study of the location in Beirut,* with the students of architecture and urbanism together involved in experiential work.

TRACK 9: Social Dimensions of Streets: Collective memory-ies, migrant communities, performances, and events

ID116 Housing and the Internal Street Network as a Place of Appropriation and Socialization - the Case of Social Housing in Cyprus
Andreas Savvides

The aim of this paper is to address architectural and urban planning challenges in the context of internal street networks in social housing milieus that act as backbone of community appropriation and socialization efforts. One example is the case of Cyprus which has acted as both a stepping stone to Europe as well as being a final destination to waves of immigrants seeking better living conditions for themselves and their families. Many a time though and before being allowed to either move on or settle down on the island, immigration frameworks direct a significant number of these people to be housed in transitional quarters, which may be a very stressful state of affairs. In these cases the public milieu, in the form of the internal street network around which many of these transitional living quarters are organized, becomes the center point of social public life fostering a sense of community around which the residents rally. Consequently, in terms of physical planning it is important to propose a methodology that examines the issue through three prongs of investigation. The first prong concerns the city and regional scale of any such mobility network; the second examines the typology and organization of street patterns that will accommodate the target population; and the third one looks into the design of this internal network of streets as communal / public spaces and venues of increased socialization and normalization of social networks, acceptance and diversity. The paper will illustrate case studies that attempt to demonstrate this practice with the physical layout of transitional living quarters so as to promote feelings of shared and communal ownership, maintenance and appropriation and rigorous use of public space amongst the residents themselves and with the local population.

ID103 Inside Dong Xuan Center: Vietnamese Quasi-Street in Berlin
Alberto Geuna and Niccolò Suraci

The street is a worldwide conventional human sign, a tool for moving and defining open space, a reassuring common feature of any major human settlement. This strikingly familiar public feature is the core of social confrontation and integration. Yet there are cases in which the street morphs into versions that question our understanding of its essence as a public space.

The Dong Xuan Center is a covered market situated in the Lichtenberg neighborhood in eastern Berlin, an area just outside of the Ringbahn at the edge of the ongoing gentrifying process. The center is named after the homonymous market in Hanoi and it is an important institution for Berlin's Vietnamese community.

The center is hosted in five prefabricated warehouses covered with solar panels within a dull industrial area from the GDR times. The anonymity of the surroundings exacerbates the exceptionality of the content: the inner space consists of street-like corridors flanked by Vietnamese shops, supermarkets, restaurants, bars and barbers. The atmosphere of

specificity and otherness inside the Dong Xuan halls caused the general press to define the center as Berlin's "little Hanoi"[1].

This definition is provoking because it suggests that the main feature of this de-facto shopping mall is its urbanity and its cultural specificity, as opposed to the hostility and genericity of the actual neighborhood that surrounds it.

The case of Dong Xuan center allows us to challenge the traditional definitions of "street" and "urbanity", while also reflecting on the relationship between general and specific and on the anthropological value of the street in the field of social integration.

ID70 Converging Space and Memory at Beirut's New Waterfront Public Space
Nadine Hindi

Post-civil war traumatized cities face the unavoidable challenge of reconciling space and its memory, in relation to their history and past. The 1975-1990 civil war marked a breakpoint in the history of Beirut, which underwent the phenomenon of *'Collapse of memory'* (Nora; 1989). In the framework of the reconstruction master plan, the new waterfront public space is defined by a new shoreline framing a 73 ha landfill and setting a new relation with the city fabric. A spatial divergence marks the new waterfront promenade from the pre-war *'Avenue des Français'*, buried gradually during war years by the Normandy dump and faded from the collective memory of the Lebanese except for postcards and photographs. Departing from the reconstruction master plan objective of reconciling Beirut's past and future, this new waterfront public space faces the bi-fold challenge of the physical re-integration to the city and the recreation of memory. This case of Beirut waterfront public spaces is another chance to approach the controversial discourse of converging space and memory in traumatic geographies based on the multi-faceted specificities of the space itself. It is equally an opportunity to question in the first place whether the convergence of space and memory remains a tangible urban paradigm in the design of future cities, whereby considering different urban design parameters becomes a more compelling reality.

TRACK 10: Streets: Urban diversity and social justice

ID75 Sustainable Urban Mobility Planning- A Catalyst for Better Safety & Security Conditions in New Cities: The Case of New Cairo City
Ahmed A. Khalil

'New cities' is a new strategy that the Egyptian government started to adapt in the mid-eighties as a solution to overcome the population increase in the inner city of Cairo, the Egyptian capital. In this case, the majority of city and traffic planners are still oriented to facilitate cars' traffic and to decrease the population densities. They tend to put the privately owned vehicles as their primary beneficiary; providing all means of proper infrastructure and space to serve motorized private vehicles whilst ignoring other means of

---

[1] Flamm, S. (2013). *Dong Xuan Center: Mit Haut und Knorpel*. [online] ZEIT ONLINE. Available at: http://www.zeit.de/2013/11/Dong-Xuan-Vietnam-Berlin [Accessed 5 Mar. 2016].

transportation. As a consequence, the pedestrians' and cyclists' right of way has been decreasing and taken over by vehicles through time. Whether it is an intended end result or not, new cities attract those who are more fortunate, resulting in very low residential densities of these cities compared to their initially set targets. This car-oriented planning imposes several setbacks in the social fabric of these new cities due to socio-economic inequality. This can be clearly emphasized by discussing the different social theories including individualism & collectivism, modernization & social stratification, functional and spatial segregation. '*New Cairo*' is a new city in Cairo that was selected to be a case study subject due to its strategic location with respect to Greater Cairo Region. It is considered one of the largest new cities that have been established with respect to its area and population absorption. Through studying the case of *New Cairo*, several challenges started to surface in terms of mobility and land use planning.

ID69- ABSTRACT City Streets and the Revolution as Festival
Ileana Apostol

Contemporary city streets have been recurrently the stage of urban struggle for 'the right to the city', how Henri Lefebvre called in 1968, and then used to structure over time, his understanding of the cry for democratization of urban space. From Lefebvre's work I elaborate in this essay in particular on the right to difference --a perpetual struggle necessary to generate living space and an essential right to the city 'whose only justification lies in its content'-- as well as on the differential space that accentuates differences, and is generated through various forms of political action. In context I frame as everyday citizen activism, the resistance to the mainstream urbanization through alternative lifestyle choices and through small, sometimes informal actions within the everyday spatial practice, which enables urbanites to claim the right to the city.

At the same time, I bring to the fore some of the community actions within the movement of developing the so called 'young urban cooperatives' in Zurich, Switzerland. They aim at renewing the urban society, including various forms of urban living, and do focus in recent years on a specific vision of socially integrated neighborhoods. I argue that these political processes shape their own representational / lived spaces manifesting before the development of material space, and that in their search for localization, the city streets play a crucial role. In this manner I come full circle to Lefebvre's thought, who developed a perspective on social change, before engaging in the 1968 street unrest and writing The Urban Revolution, through the notion of revolution as an incessant popular festival.

ID39 Inclusive Horizontal and Exclusive Vertical – Spatial Practices of Exclusion and Inclusion in Skopje
Ognen Marina

The political narratives of the project for re-shaping the Skopje city centre named "Skopje 2014" have transformed the identity and imagery of the public domain in the city, exercising the elitist approach and social and other exclusion from public spaces. The spatial and formal practice of this urban project has provoked emergence of new opposing spatial practices. In the context of contemporary urban societies that has become highly polarized and compromised with inequalities and impaired social justice, we argue that spatial practices within cities coincide with political practices representing the exclusive and

inclusive policies. The actions against the exclusivity of the public domain and reduction of inclusive political policies have exercised horizontally structured and temporally managed organization that conceptually and practically oppose the vertical and strongly hierarchically subordinated structure of the exclusive policies of the local government. The series of civic activities, governmentally supported projects, artistic interventions and new forms of exclusion and inclusion have been explored as a potentially important addition to spatial knowledge that could help us make our cities better and more inclusive.

ID37 Streets as Metonymy: the Case of Georges Haddad Avenue and the Illusion of Boundaries in Beirut
Muriel Skaf

Often studied as the archetypal case of divided cities, Beirut oscillates between a city that still bears the remnants of its division and a city with new socio- economic divisions – both mental and physical. As is typical of many cities in the world, the most prominent representation of these divisions is the street - especially the main urban artery. This paper explores how the evolution of one major artery in Beirut is but a metonymy of the capital's evolution in terms of boundary fluctuation. The evolution of artery also illustrates the city's history of neoliberalism as *modus operandi* of urban planning.

Instead of casting a judgment on whether streets can be disruptors and connectors, the author focuses instead on disregarding the notion of boundaries altogether.

In fact, Georges Haddad Avenue is executed and conceived both as a vital connector and an active disruptor. However, a morphological and socio-economic analysis of what goes on at its edges shows that the boundary is trivial and that the Avenue is but a constant manifestation of neoliberal planning processes, despite the administrative, socio-economic and regulatory boundaries there might be.

The paper will present a critical analysis of the dialectic of Georges Haddad based on three main themes: gentrification, governance, and morphology. The three themes will help understand and validate how streets – like many other urban commodities, represent illusionary boundaries, and are constantly at the service of the circulation of capital under a neoliberal regime.

TRACK 11: Dialectical Relations in The Street: Cultural, spatial, and socio-political

ID109 The Southern Space
Silvia Gron and Giulia La Delfa

The climate, the cultural background and the anthropological tendencies make the Mediterranean street a place to stay: not only a place where people spend their time, but also where they carry out their activities. Behind the little windows facing the streets in the Mediterranean city centers there are living rooms and kitchens, but beyond these, through the washing lines and some flowers on the balconies, the inhabitants tell something about them and their ordinary life. The direct survey conducted in these spaces, helps defining an

identity of Mediterranean street, with multiple meanings (which are well-told in some pictures and movies), by observing with a systematic care and noting what we are watching, including the things which are apparently without interest.

Beyond their house wall, in the Panier, in Marseille, day after day, the residents conquer small parts of the street (they can do this also because the streets of this neighborhood are above all pedestrians). We find the interesting relationship between public and private spaces especially where the interstitial space becomes something similar to a living room, where the big washing lines between two buildings overshadow the street. It is through the observation of the street, the study of its image and a cross-cutting research with different sources that we can collect fundamental moments which can tell us not only what residential architecture does not succeed in fulfilling, but also what we are not willing to give up to.

ID108 - POSTER What If Streets Speak Out…?
Rita Nasr

Streets are living organisms in the city. They are in a constant transformation. Even if streets do not have a tongue to speak, but they have their own language…they speak through transformations. Recently, Lebanon is facing a trash crisis which is still unresolved. Garbage is piled up on streets creating hills of trashes and destructing its nature. If we describe the current dilemma, we find that the streets are becoming narrower, sidewalks are hidden by trash, people have no space to walk and use the streets, walls are being constructed on the streets to forbid people from throwing trashes and finally garbage is gathered and burned randomly while suffocating dwellers… Therefore, streets are being transformed from a hub of human activities to a dump of neglected wastes… The aim of this research is to focus on the current situation of streets where walls are being constructed lately and used as communicators and at the same time as separators. The outcome of this study is to analyze on the one hand the side effects of this crisis on the streets while displaying on the other hand the duality that the constructed walls are presenting and their dialectical use and relation to streets without ignoring the reaction of dwellers and government to this dilemma. Streets have always been the political, social, and cultural reference points in the city, now they are sending us an alert by speaking out their transformations!

ID68 - POSTER 5km/h Manifesto
Therese Chidiac

5km/h Manifesto is a thesis paper developed in 2015 by Therese Chidiac for her Master degree in Architecture tutored by Professor Stefano Boeri at the Politecnico di Milano, with the purpose of stimulating change in the public space of Dubai and in rethinking the future role of architects. The work started after a six months critical analysis of Dubai market and urban context tackling the problematical aspects of its exogenous public spaces that are a model of a virtual Panopticon of Social Surveillance forged by a set of Do's and Don'ts : A Paranoiac Panopticon! In this framework, the Manifesto aims to bring back the social agenda and activist role of the architect in the society and to spread awareness provoking people for their "right to the city" by recalling the qualities of the Arabic Souk and integrating them in a series of utopian urban interventions. The research work becomes more of a process, an experiment of trial and error that navigates via theoretical metaphors

of Delirious Dubai, a society of the spectacle and a collage of defected spaces. Then, it elaborates on a series of "do it yourself" zero-volume urban devices that can potentially transform the city, and stimulate change in the public space ground, sky and regulations. What gives these various experiments some kind of unity is that they explore, and potentially reveal, the alternative cities within the existing city, identifying new possibilities in taken for granted spaces, redefining the physical and the spontaneous. It is a slow Manifesto at 5km/h equal to two pedestrian steps per second, a "to human scale" movement towards a bigger process of change, exchange and possibilities. It opens to doubt and uncertainty creating debate and discussion. It breaks down the known into particles of the unknown where new unpredictable qualities might emerge.