TRANSITIONAL STREETS: NARRATING STORIES OF CONVIVIAL STREETS

CONFERENCE ABSTRACTS

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TRACK 1: Streets: Communication, Visualization and Semiotics

ID122 Word on the Street: The Face of Northern Ireland's Typo/Politics
Jill Spratt and Ian Montgomery

Northern Ireland is often characterised by a hotbed of interdependent factors – politics, religion, resilience, and conflict. While political views and aspirations depicted via murals and graffiti are often critiqued by cultural commentators the visual characteristics of political and religious graphic communication and semiotics have received much less attention. This study uses visual research to analyse the lettering, typography and graphic imagery of political party materials, politically related institutions and those associated with political activity — with a focus on two leading political perspectives held in Northern Ireland. It focuses on graphic depictions of Nationalist/Republican ideals and compares and contrasts this graphic visual language with that utilised by Loyalism/Unionism.

The research focuses on official party political publications, on-street political promotional graphics, non-official politically driven graffiti and visual ephemera related to aligned cultural events which are perceived to represent Irish Nationalist or Unionist/Loyalist culture. It will include and review political opinion on significant cultural events such as the pan-Northern Ireland historic loyalist 'Twelfth of July' celebrations or the nationalist West Belfast Festival 'Féile an Phobail'.

Photography is used to survey visual character and style and this research project records views from a broad spectrum of people about their perception(s) of how varying typographic and graphic treatments are perceived and understood. A comparative research methodology is used to develop a discourse about the use of graphic symbolism to promote two contrasting political ideals and seeks to highlight similarities, contrasts, and develops a narrative about visual characteristics and cultural values in political representation.

ID55 The Use of ASCIIzed Arabic in Lebanon as a Manifestation of Changing Cultural Identity: A Changing Streetscape
Nadim Matta, Ian Montgomery, Jean-Pierre El Asmar, and Christopher Murphy

Lebanon is a melting pot of ancient and modern histories, politics and cultures, ethnicities and religions – a rich source of visual, spoken, and written language. As a result of the many invasions, mandates and foreign controls in Lebanon's history, three different languages: Arabic, French, and English are often interspersed in daily life, and form key elements of the school curriculum. This is reflected in the way Lebanese people speak, for example: the young people greet each other with: '*Hi, Kifac, ça va?*' which translates to 'Hello, how are you?', or in the way terms describing technology related activities are used, such as '*sayyev'* and '*dalet'*, which respectively translate to 'save' and 'delete'. With the advent of Technology-Mediated Communication (TMC) and the dominance of mobile usage in Lebanon amongst the younger population, linguistic integration manifests itself in TMC, and has been transformed to be used across different social media tools, where users rely on

the Romanised keyboard to type Arabic and have creatively used numbers to replace missing letters based on their graphic resemblance. This new language, which relies on the graphic depiction of words as coined by Palfreyman and Al Khalil, is described as ASCIIzed Arabic (AA), and a typical example is: '*Mar7aba, chou 3am ta3mel?*', which translates in English to 'Hello, what are you doing?'. The use of AA is not only limited to online platforms, but has been appropriated and used by the general public, in international brands, and by local businesses in communicating to their respective target audience. The streets have become a place to express individual identity, and cultural appropriation through signs, advertisements and stickers, amongst other examples, either to sell a product or as a mode of self-expression. This paper reviews, analyses and discusses exemplars from a photographic archive, which has been collected since 2014, documenting the use of AA in street-facing billboards and other media. It argues that these manifestations are changing Lebanon's city streetscape as a result of a cultural appropriation of trends and identity shift using technology-mediated communication.

ID42 →*This Way to San Marco*←: *A Semiotic Examination of Vernacular Signage in Venice*
Sabina Andron

This paper proposes a semiotic reading of directional vernacular signage on the surfaces of Venice, Italy, as a measure of local identity and urban cultural production. The argument is based on a series of photographs of signs that point Venetian wanderers towards Piazza San Marco, through painted, printed, carved and stencilled arrows and text.

Based on a discussion of geosemiotics (Scollon and Wong Scollon: 2003), semiotic landscapes (Kress and van Leeuwen 2006; Jaworski and Thurlow 2010), and linguistic landscapes (Landry and Bourhis, 1997), the paper engages in a semiotic analysis of Venetian surface and inscriptions, and argues for their role in configuring the legibility of the urban environment, but also its cultural and material identity. The analysis reflects on four collages made from photographs of Venice surface signage in September 2016, during a month-long British Council fellowship at the Architecture Biennale.

The main argument of the paper is that urban surface signs are not just mediators for the identity of a city, but they form an intrinsic part of that identity, both materially and culturally. Independently produced, Venetian vernacular signs are all the more relevant because they reflect people's direct engagement with the city, and their claimed ownership of the space. These signs produce a body of collective knowledge and creative production which becomes embedded in the identity of the city, and which I argue has a value of contemporary cultural heritage. The signs of Venice are the city itself.

ID37 Urban Lighting: The Semiotic Shift from Functionalism to Scenography
Thomas Schielke

Lighting is an essential element to perceive the environment at night. Diverse ideas like safety requirements, branding, transformation and technological progress have led to different nocturnal streetscapes. Street lighting has been widely installed with the argument to improve safety. With the emergence of powerful and adaptive headlights in the automotive industry and highly reflective textiles for pedestrians, the role and effectiveness of conventional street lighting is questionable. From a technological point of view, energy efficiency and low maintenance have dominated the public debate and contributed to the immense growth of LED lighting in cities, but additional developments have accelerated this trend. The miniaturization of the light source and sophisticated control technologies have paved the way for new applications. On the one hand, wearable textiles and gadgets allow pedestrians to communicate and present themselves as luminous objects in streets in a small scale. On the other hand, global and local brands have turned facades into dynamic displays to send corporate messages in a large scale. Political activists have recognised the nocturnal communication possibilities and started to use light for raising awareness regarding social and political issues. A comprehensive semiotic analysis provides the framework to identify lighting as a sign to communicate messages within the city at night. International permanent and temporary projects illustrate how the role of lighting has changed and will influence our streets in urban areas.

ID65 Digital Tools and Participatory Urban Heritage Assessment: Opportunities and Limitations of a Mix Methodology through the Case of a Beirut Neighbourhood
Makram Chehayeb and Jihad Farah

Urban scholars and practitioners are increasingly appropriating digital tools to better understand and act on the city. Capturing citizens' representations regarding public amenities (e.g. the environment, public space and urban heritage, etc.) is one of the areas where the use of these technologies seems most promising. This paper builds on an action-research that investigates the opportunities and limitations of crowdmapping and its inputs to participatory processes of urban heritage assessment. The research launched a crowdmapping campaign and traditional place-based participatory assessment processes (e.g. walking groups' visits) in a neighborhood of Achrafieh Beirut, rich with end-19th-beginning-20th century buildings. This neighborhood is famous for the civil society campaigns that managed to halt the destruction of many of these buildings to make way for a municipal rapid transit route project. The ministry of the environment then imposed an impact assessment study. The part of the latter, produced by urban heritage experts assessing these buildings, is considered the baseline for comparison for this paper's research. The results of the research bring interesting qualitative layers that enrich the expert's work, argue for the diversification of participatory assessment channels and give insights for possible future uses of some of these buildings.

TRACK 2: Reimagining City Street: The Real and the Envisaged

ID50 Reimagining the City-Layout as a Streets Project
Sérgio Fernandes

This paper focuses on the morphological interpretation of the form of the city and addresses the use of urban-layout analysis as a tool for reading urban form and reimagining the city throughout the design process.

The starting point for this research is the composition of the urban-layout through streets, particularly the street-type that characterizes the shape of the city – ordinary streets – and thus the aim is to identify the production design principles that lie behind Portuguese historical cities.

Using elementary decomposition and drawings as interpretation tools for the urban layout, each case study is compared regarding its urban elements, while allowing for the recognition of the most common street shape, as well as the relationship between this urban element and its repetition in defining an urban composition.

Through the classification of urban composition rules according to street production, a theoretical framework was recreated to demonstrate the street projects as degrees of resolution when looking at defining/controlling form, namely, direction that defines a morphogenetic axis; cross-section, that defines the public form; built-fabric, that defines a serial repetition of a building-type.

This urban reading allowed us to conclude that there are three formulae for the design of streets, although the principles may be combined in many different ways and may thus generate a multiplicity of urban layouts. However, even though none of the case studies can be taken as prescriptive, they should be understood as a lesson from the real built-city in a process of reimagining the city project as a design process with streets.

ID89 Mapping the Nocturnal City: Community-Centered Urban Sensing Charlottesville, VA
Mona El Khafif, Andrew Mondschein and Zihao Zhang

Mapping unfolds potential and remakes territory over and over again - each time with new diverse consequences (Corner, 1999). It further facilitates an understanding of a site's forces, and generates a path for future interventions, making it a tool to explore and understand dynamic socio-spatial systems. Simultaneously maps are politically charged (Harley, 1988) and can never be seen without their embedded power structures. Building on these ideologies, this paper introduces a mapping project investigating psychological and atmospheric qualities of the nocturnal city. Working with qualitative and quantitative data simultaneously, the project explores the role of the designer in a technological/citizen-oriented context.

While emerging digital technologies provide more insight into urban environments, the questions remain, what data – quantitative and qualitative – do we need, and which

methods should we employ to promote a multidimensional design process? The Community-centered Urban Sensing (CCUS) project addresses these questions through the development of low-cost sensing devices, interactive mapping interfaces, and data analytics focusing on the nocturnal city. The project emphasizes three key challenges: (1) The integration of top-down and bottom-up data collection by combining quantitative environmental data like light intensity, light color, CO_2 and noise level, with user-generated qualitative information retrieved from community photo comments, (2) the development of a multi-agent toolkit consisting of sensing devices and an interactive web map, and (3) the identification of critical findings by layering geospatial information to understand the livability of neighborhoods. The project operates as a community engagement tool and seeks to contribute to the discussion of crowd-sourced cartographies. As such CCUS serves as an exemplar of an urban sensing framework that integrates both quantitative and qualitative data and mediates top-down smart city imaginaries and bottom-up community participation.

ID113 – POSTER – Digital Artefacts Supporting the Appropriation of Public Spaces and Paths in Helsinki
Joanna Saad-Sulonen, Liisa Horelli, Maarit Kahila, and Mapita Oy

Urban movements in the Nordic countries increasingly rely on a variety of freely available mundane digital technologies to self-organize around issues of common interest (Saad-Sulonen & Horelli 2017). The aim of the poster is to present the results of an explorative case study on the use of digital artefacts by a self-organizing urban movement, the National Urban Park to Helsinki (NUPH). The digital artefact ecology, expanded through collaborations with city authorities, can be considered as playing a key role in, first, getting stakeholders involved, and then, opening the way for the potential appropriation of significant spaces of mobility, including streets, trails, and waterways.

ID97– POSTER – ABSTRACT – Reality Photoshop
Charbel Tannous

Photoshoping Street as a catalyst for involvement, as an Instagram sensation, as a positive role model, as an inspiration, as a challenge for residents first and legislators second to improve our streets.

In Lebanon, influence from the west has always been regarded as a main justification for changes, positive and negative, in the field of Architecture as well as many other fields. This paper aims at mirroring the first world countries advantages over our local context, viewing our streets through a rosy lens. One can only hope that this exposure will instigate the drive to enhance our living conditions. In spite of its superficiality at first, the second natural step will be its blooming of this seed into tangible changes affecting our society and culture.

The proposed method is based on the current fascination with the surreal, beautiful and happy moments that are portrayed in the visual world around us ranging from fashion magazines, beauty pageants, TV shows to all platforms of social media. This fascination

instills the perfect image in the consumer's mind, depending on their respective approach, and it becomes their own holy grail. Due to its widespread influence, it has created an epidemic of the so-called artificial enhancements where the effect can be seen on large portions of the society.

This is where Photoshop comes into play. It will be used to create illustrations of regular streets turned into streets from postcards. The enhancements will be responding to the needs of the respective communities. Once exhibited, the desired outcome will be to drive each individual to perform his or her role in achieving their illustrated perfect world.

This paper will include works prepared by several students involved in an urban regeneration think tank.

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

ID99 Media, Mediations and Public Art Interventions: The Barrio La Luisa Macro-Mural Project
Zuhra Sasa

The city of San José, Costa Rica is a discontinuous territory with low social cohesion. A fragmented and socio-spatial segregated city consisting of several defined socio-economical territories, divided by topography, highways, walls and rivers.

Within the new terms of the neoliberal city, San José has lately, intensifying capital accumulation throw-out the upper middle and upper class housing developments of high density. These new developments continue to be controlled by a culture of fear and the privatization of public space, lacking of porosity and the consequent low urban cohesion.

The emerging high rise buildings are transforming the urban landscape and the apparent urban balance from the low density model. New problems have arisen: the visual evidence of the neighbouring popular residential areas. Those that lack of urban qualification, and are focus of fear and difference.

Considering that public space is the representational space where the society is visible, public and street art are central elements in urban qualification, both in terms of physical and symbolic transformations. The production of space is also as well a physical as a symbolic transformation process. Therefore, this paper focuses on the street and roofs art intervention project named *Barrio La Luisa Macro Mural* sponsored by a real estate developer, in a low income housing neighborhood sited in the view point of a new residential tower in San José.

The project was held throughout a participatory process, and the outcome is an evident and positive physical transformation, with the approval of all neighbors and their communal leaders. Participatory processes aim to empower citizens so to take control of their build

environment, to shape it and lead it. This work specifically aims to analyze based on the promotional video: Barrio La Luisa. Macro-Mural, how Public Art interventions can be representations of symbolic gentrification, control and aesthetics impositions.

ID81 Street Art as Placemaking in Beirut?
Jihad Farah, Raymond Wehbe and Fida Mallah

Street art is a generic term that covers a diversity of artistic interventions in the city's public space. In urban studies, interest in street art is not new. Art has been used historically in planning and designing of cities and urban spaces in terms of beautification or as a vessel for expressing the authorities' values and power. However, in the last decades, a revived interest in street art is linked to the rise of the concept of placemaking. The latter encompasses an approach to urban design that puts forward two ideas: the production of quality spaces in terms of livability, and the involvement of citizens in the design and production processes of these spaces and their later appropriation. Street art is mobilized in this process of urban space fabrication/transformation through its animation and by giving room for alternative uses and discourses. This paper aims to understand the role the street art scene is playing today in the placemaking of urban spaces in Beirut, and in what way it is contributing to the shaping of the city? And what types of dynamics are produced by street art through different kind of actors, and what is the involvement of citizen in this process and its impact on their places and how it could contribute to creating social practices in public places.

This paper focuses on three types of arts expressed in three artistic intervention forms: "Beirut Street Festival", "La Fête de la Musique" and graffiti art. It studies the geography of street art interventions, their spatial manifestations, the discourses of artists and event organizers and citizens' interaction with these interventions. Methodologically, it is based on literature review (including the press), direct observation during events and interviews. The paper advances that a strong tension resides today in the street art scene between the ambition of holding a progressive social message and the need to adapt to sponsorship and security constraints, undermining this ambition. It stresses also that, geographically, street art is concentrated in areas knowing strong gentrification dynamics, hence amplifying these dynamics.

ID63 Pictograms: The Search for a Cross-Language Pictorial Sign System
Mariko Takagi

In 1964 the Olympic Games were held for the first time in Japan. This prestigious event was a remarkable opportunity to present and position Japan within international society during a time of enormous economic growth. To prepare Tokyo for the curious and critical observation of athletes, officials, press and visitors from all over the world, a diverse number of improvements were initiated. In addition to urban planning, public transportation and the facilities, the question of communication was an important topic. The difficulties of communicating in English for many Japanese, and the impact this may have on visitors, led the design committee of the Tokyo Olympics to come up with the

idea of developing a set of pictograms to accompany Japanese and English text in wayfinding systems.

The development and use of simplified graphics (pictograms) to overcome barriers of language and culture was not a novelty in the 1960s. The Austrian philosopher and sociologist Otto Neurath built his concept of knowledge transfer on the visualization of content. Also, Charles K. Bliss worked after WWII on a system of symbols (borrowing ideas from Chinese characters) to create a new sign language. However, the use of pictograms, not only in the facilities of the Olympics, but in the city was new and created a new international standard. Since 1964, pictograms became an indispensable element of the corporate design of the Olympic Games, and an inherent part of public wayfinding systems in general.

This paper and presentation outlines a brief history of the design and concept of pictograms based on several case studies. At the same time, the idea of pictogram (Emoji) and pictorial language (Ekotoba) will be compared to understand the advantages and at the same time the limitation of pictograms when it comes to the visualization of complex and even abstract ideas.

*TRACK 4: Street Mobility: Safety and Efficiency

ID117 – Poster – ABSTRACT – Smart Integrated Mobility in Old Cities Downtowns – Case Study of Gomrok District in Alexandria
Raghda Elromy, Dina Abuhenidy

More than half of the world's population lives in urban areas resulting in problems in large cities as air pollution, infrastructure problems, high energy consumption and more waste production. The human's lifestyle and social activities are changing fast, due to the different facilities by our new "Digital Technological revolution", which is causing chaotic impact on the morphological pattern & land Use planning. Thus our cities are affected by congestion of their old downtowns and their streets are at risk of suffocation and death.

The cities are changing in a in a quick way making their reshaping precede the urban designers and planners development framework. Cities' congestion is a serious problem facing a lot of Mega cities in the 21st century and putting these livable communities and systems called cities into Risk of Failing. Mobility is one of the major challenges in large cities that involves environmental, social and economic aspects and needs contribution from both technology and citizens.

The two main factors that are affecting the urban interventional methods are the money and time factors manifested in the wide private economic developments. The new challenges confronting our urban systems-with immeasurable time factor- and affecting its forms, acquire the presence of a resilient system. It has been necessary the knowledge and

use of new tools and practices to understand the new challenges faced by our modern cities.

There are several principles for a city to apply to become smart but the most important principle especially in less developed countries is mobility. The paper will present the new confronted challenges by cities, and regarding the connections inter-cities as well, and aims at concluding the framework and principles required to achieve the city's resilience through smart and safe mobility systems.

ID58 – ABSTRACT – Badaro Main Street: Unplanned Dynamic Urban Transformations
Rita Nasr, Romanos Chalhoub

The neo-liberal policies are sweeping the world today and are gaining a great deal of attention at a time when the world is constantly connected and open, resulting in spatial, economic, social and environmental impacts, especially in the case of urban planning. As a result of this trend, regional challenges are increasing while cities are bearing their consequences. Regional and global migrations have also contributed to important demographic, economic and political changes.

In Lebanon, the historical events that the country underwent through his geographical location paved the way for the crystallization of economic, social, geographic, demographic and political dynamics. The main challenges we face today are multiple and the practices of urban planning emerged the concept of strategic planning, which some local authorities have begun to adopt in the absence of policies of the central authority.

The lessons focused on the multiplicity of methodologies and concepts of the strategic planning path and how it evolved from sector-based planning to cross-sectoral analysis. This methodology was applied on a city street in Beirut which is Badaro Main Street, to form a strategic plan of the whole street and surrounding area.

Badaro region has been studied in a sectoral manner by extracting its problematic aspects, through its historical and detailed stages to derive demographic, economic, social and spatial dynamics. Studying the internal and external factors that dominate the urban transformations witnessed by Badaro Main Street was essential, through an analysis of the dynamics emanating from it.

TRACK 5: Right to the Street: Contested Spaces, New Manifestations, and Territorial Transformations

ID29 Time, City and Retail the Strength of Temporary Commercial Activities in the Contemporary Street

Alessia Allegri

In urban public streets people practise a very rich variety of activities to meet their own needs and desires, giving city life and vitality. Many of these activities are related to commercial activities.

From street vendors to fairs, food tracks, pop-up stores, parking spaces being transformed into terraces, florists on a bicycle, as well as all kinds of festivals or celebrations, we are witnessing many different temporary commercial occupations of public space.

Occurring once a year or every day, illegal, authorized or just accepted, conventional or more experimental, these events produce ephemeral but significant transformations –most of times they do not leave physical traces- in urban life and urban space. Indeed, it is often precisely there that alternative and innovative spots of interesting and alternative spatial, cultural, social and economic dynamics are found.

Taking the above ideas as a starting point, the paper presents some analyses carried out during of the current post-doc research project titled "Post – Shopping Commerce. New Urban Patterns of Commercial Activities". The study aims to illustrate, enquiry and reflect on a wide range of new commercial/consumption models that are challenging the way we define (and use) the contemporary street.

Specifically, in this article, the ongoing process of retail dynamics it is observed in the specific case of Lisbon to determine whether evidence of temporary retail strength has occurred. The use of case studies forms a significant part of the methodology.

Documenting and interpreting the selected set of case studies, this text frames the notion of temporal, and the urban time-space production. Particularly, it reflects on the temporary commercial activities within planning theory and practice.

ID60 Narrative of Hospitality Clusters: The Case of Uruguay Street Beirut Downtown

Nicolas Gabriel and Kristine Samra

Henri Lefebvre (1991), in his *Production of Space*, exposes two distinguished aspects of space: the space of domination as a "product" of consumption, and the space of appropriation as the "work", forged according to human's needs and activities. The rapport between the "product" and the "work" is what Carmona et al. (2003) describe as a "continuum from 'knowing' to 'unknowing' urban design. For Carmona, this continuum is essential for producing successful places, which are more than spaces designed by professionals such as planners and architects. This paper discusses the main reasons behind the abrupt downfall, in 2016, of Uruguay Street, a pedestrian strip, located in Beirut's post war reconstructed city center. This paper investigates how, after being the first model of hospitality clusters in Lebanon in 2011, this street, awarded for the best nightlife destination for 2013, lays now empty. The planned hospitality initiated by Solidère (the real estate company in charge of Beirut's reconstruction project), was unable to provide the margin for

Carmona's 'unknowing' (unself-conscious) planning to take place at Uruguay Street. The street proved to be another example that followed the same fate of Beirut's desolate city center, a center that still struggles to merge itself to the rest of the city.

ID96 Gentrification and Public Space Transformation: the Case of Mar Mikhael Street
Raweya Dakdouk, Evleen Kanso and Oula Aoun

Gentrification is becoming a worldwide urban phenomenon. It often refers to old neighborhoods' rehabilitation and the displacement of lower status groups by wealthier groups. This differs however from one context to other, and can be understood as the outcome of context-rooted factors. Beirut started witnessing this phenomenon two decades ago. Literature on Beirut's gentrification considers that it was in the continuity of the downtown regeneration project. Mar Mikhael is the third neighborhood in an urban transformation trajectory that started in Beirut downtown. Considered by many scholars as one of the unique places in Beirut, given the rich variety in uses, population and built space, Mar Mikhael stills at an earlier stage of gentrification. A significant number of pubs and restaurants are at the core of the transformation process, putting at stake the neighborhood urban and social fabric. This paper aims at mapping the physical transformation pubs and restaurants are bringing to public space, namely roadways, sidewalks, stairs and buildings' frontages, through over-management and commodification. Physical transformation ranges from buildings' transformation to micro-design operations, such as barriers, paving, lighting, signs, etc. It will consequently try to understand the impact of physical changes on existing social behaviors and practices.

TRACK 6: Resilient Streets: Understanding before and after, Disaster and Reconstruction

ID49 Portuguese Atlantic Seashore Streets: The Production Process Interpretation
Sérgio Barreiros Proença

The lead role and the wide morphological diversity of streets, avenues, seashore promenades and roads that conform the articulation line between city and water on Portuguese coastal settlements was acknowledged by Forma Urbis lab during the elaboration of the *"Morphological Atlas of the Portuguese City"*. The genetic relation with the site, the formation and transformation period and the dynamic of the occupation and use of the place may explain this contemporary morphological diversity.

In the current context in which climate change promotes a gradual but inevitable sea-level rise, it is essential to know the diversity of this type of urban element - the seashore street - as well as to develop extreme flood models in order to define measures and design their

adaptation to climate change, coordinated both with the cultural heritage of the urban spaces and the needs and aspirations of the populations, who understand them as irreplaceable references both in their daily lives and as representation stages of the exceptional events of society.

Considering that only the knowledge of the past allows imagining the future, the present paper focus on the production process of this specific type of street in the Portuguese context. The exemplary Sesimbra pilot case study is used to infer and illustrate the theoretical evolution phases that shaped each moment of the proto-urban and urban waterfront giving origin to the existence of this so specific and vulnerable type of urban element.

ID110 Morphological Cataloguing of Seashore Streets
Francesca Dal Cin

This research focuses on the Portuguese coastal cities and the vulnerable urban space between the city and the water, known as seashore street. The relationship between water and the built area defines a territory that has always been considered habitable and that over time has developed different forms of use. Through the morphological study of the seashore streets we can define that space as paradigmatic for its forms in relation to the contemporary city.

A territory that has similar characteristics but not exactly identical and homogeneous, therefore requires to be catalogued, in order to decipher and recompose the fragments and to define the contemporary Portuguese landscape. Recognizing the isotropy of these places involves giving them value and understanding that the alteration of the average sea level, due to global warming, can cause the loss of this value. Questioning the future of these places and wondering if this model of landscape belongs only to the past or if, after the transition phase - due to the impacts of climate change - that we are going through, it will work differently.

In this paper we chose to describe, through cross-sections, the diversity of seashore streets, determining a previous classification of study cases of the Portuguese coast. The aim of this paper is "to observe some materials of the contemporary city and describe them" because it is the first step to promote the adaptation of the city to climate change and to think about new urban forms.

ID43 Streets Resilience and Emergency Response Analysis in Beirut
Charles Saad and Jacques Harb

Traffic congestion is one of the major problems facing the Lebanese population every day due to the constantly increasing number of vehicles on the roads, narrow streets, and lack of transportation management. As a result, Beirut streets cannot accommodate heavy traffic load during emergency situations. Recent examples such as the "Fassouh" Building collapse or a side road explosion of a political assassination, showed that streets structure aggravate emergency response situation. In such a case, neighboring Hospitals' ER's got

their access roads completely jammed. Besides, the population lacks sufficient training and preparedness. Mock emergency response was never a standard practice of the city management.

A review of recent disaster events is analyzed in order to understand the traffic flow response during emergency situations. Earthquakes, war, car bombs, social turmoil are events already witnessed in Beirut modern history. It is likely that the city will not be spared in the future to similar events. Its geopolitical position on the eastern part of the Mediterranean is a dooming factor. Besides, Lebanon is situated on the intersection of three tectonic plates. It explains its classification as a moderate to high seismicity region (USGS, 2018), and history showed major tectonic events. The old building park adds to the risk of collapse with the poor maintenance record of structures. Environmental risks such as the waste management or fire hazards came recently to aggravate the situation narrowing or blocking certain access road.

A case study of a typical emergency situation is analyzed from the structural approach. A traffic study is conducted at locations of vital interest such as hospitals. Results show that a complete jam of hospital access roads is anticipated. A situation positioning the street as less resilient to emergency (Yamagata and Maruyama, 2016).

ID105 Investigating Viability of Personal Rapid Transit in Existing Central Business District: Case Study of Beirut
Dima Jawad, Rania Youssef and Mark Ayashe

Personal Rapid Transit (PRT) is a novel transport mode that has been gaining attention worldwide and promising sustainability and environment friendliness. PRT systems uses self-driving pods travelling on dedicated guide ways to provide the last mile connectivity to the users with a high level of reliability, safety and comfort. Adopting this system in an existent dense urban setting is dubious. This paper presents the results of investigating the viability of implementing PRT system in a buzzing central business district with Beirut as a case study. Beirut Central District (BCD) has resurrected and rebuilt recently after decades of destructive wars. The unique legal and administrative arrangement of the BCD reconstruction efforts makes it quite fitting for the PRT implementation. Investigating PRT viability was done through developing system alternatives while considering design factors including passenger demand, their connectivity to main trip generators, system design characteristics (ie, alignment layout, number of stations and locations), service characteristics (frequency, wait time). Perceived impacts specific to dense urban settings were considered when selecting between alternatives. These impacts include PRT right-of-way requirements and impacts on properties, conflicts between pedestrians and traffic, change in mode share, reduction in vehicle-miles of travel, visual intrusion, noise and air quality. The key performance indicators of the PRT service were then identified and evaluated using simulation models of various proposed operational scenarios. Financial models of the system were developed to assess its economic feasibility. Finally, analysis of results, discussions and recommendations on the application of PRT in similar urban settings are discussed.

TRACK 7: On Streets: Mapping and Analyzing Streetscapes

ID52 On Streets: Portugal Morphological Inventory
Carlos Dias Coelho, Sérgio Barreiros Proença and Sérgio Padrão Fernandes

The research project "The Street in Portugal" that has already been completed is a sequel to the work carried out on the "The Square in Portugal", part of the Morphological Atlas of the Portuguese City. By taking on the challenge of fact-finding, undertaking graphic restitution and illustrating the main examples of streets in Portugal, this body of work aims to be representative of the diverse typology, the state of development, dimensions and usages of this particular type of public space. Our approach was to take public spaces that are generically labelled streets, even if the varied terminology in Portuguese is differentiated. As urban features, the selected spaces are an integral part of the urban fabric, possessing a formal, functional hierarchical relationship with the other features that they comprise. In this way, the spaces chosen are always approached as being part of a whole.

A file of spaces considered to fit the typology of streets will be outlined. This will contain basic information, remissive locations and identification of photographs. From an ensemble of some cases, the selection was made bearing in mind criteria such as the object's quality, typological and territorial representativeness. The second phase consists of sketching features for graphic restitution and bibliographic fact-finding for 100 cases. Lastly, after the features to be included had been decided on, additional factors were integrated to provide complementary data about each case study, namely photographic work and characterization texts.

This paper presents the results of the research project that we aim to be an instrument for both practicing and teaching urbanism. Its operational nature rests on the ability to be a reference for contemporary urban structures.

ID33 Visualizing Riverscapes to Reveal an Urban Common Good: A Case Study of the City of the Tagus Estuary
Caterina Anastasia

This paper analyses how the most evident limit – the water space of the Tagus Estuary – of a large and densely urbanised area – the Lisbon Metropolitan Area – can function as its strongest binder, its 'natural' link and shared public space. The work is developed within the framework of the postdoctoral research project "Through the River Landscapes: the City of the Tagus Estuary" carried out by the author.

Beyond the administrative boundaries often materialized by the river, this research focuses on riverbanks and urban spaces on both sides of the Tagus Estuary, seeking to understand the ways in which the Tagus River could be the 'new' centre of the 'city of two banks': the City of the Tagus Estuary.

Understanding and mapping the Tagus Estuary water system, the goal is to visualize elements that reveal the estuary as a common good (accessible and open riverfronts, fluvial transport, tangible and intangible cultural heritage linked to the estuarine water, brownfields and ex-industrial buildings, *miradouros*, panoramic streets, etc.) to strengthen the weak relationships between the watercourses and their banks / the Tagus and its mainland / the waterways and the inhabitants.

Drawings and maps, existing or drafted by the author, are tools for researching and developing potential relations, in a process that goes beyond the act of visualizing, making inhabitants and visitors aware – knowledge + perception – of waterways as a common and shared urban good.

ID77 Public Space New Streets Typologies – A Matter of Fact (Hardware and Software)

Pedro Brandão, Ana Brandão, Nuno Travasso, Maria M. Silva, Sofia Águas and Núria Ricart

Mobility and global communication acceleration, were identified (Ascher 2001) as new integrated time/space interactions, requiring not only new types of urban physical structures that we call public space 'hardware' but also new social meaning relations and ecologic representation categories, we call public space 'software'.

Public space has an important part in urban space production process, with growing relevance in expectations for new social and cultural agency, adaptability to new needs and ways of life and enlarging the scope of urban life diversity. However, dominant literature is still focused on public space assets as 'image quality' with evidence of its present roles as leisure "lifestyle" commodities.

This paper aims to present an approach on public space as an urban system, a side-production of the research project PSSS (Public Space's Service System), that fosters a new assessment method based on the needs/benefits public space regards. Assessment principles and tools are discussed on a set of emerging 'hybrid' examples, chosen so as to show the growing variety of "what is public in public space", helping to validate the interpretation of Public Space as a service system.

ID84 Mapping the Elderly Uses of Streets in a Transforming City - The Case of Beirut

Houssam Youness, Bassel Fatayri, Oula Aoun

Literature on elderly people suggests that they often seek living in urban neighborhoods that are safe, affordable and providing means of suitable mobility and social networks. In Beirut, the central area is witnessing rapid densification, and in some parts touristification and commercialization. This is leading to the displacement of affordable everyday shops and the privatization of public space. Elderly's activities - linked to physical abilities and financial resources -are directly affected by these transformations. We argue that in Beirut, streets providing infrastructure of supply and leisure facilities are not affordable by the elderly, and that only the wealthiest can live there. However this is not preventing these streets from

acting as magnets for elderly's activities such as working, meeting and interacting, while living in relatively remote areas. This paper aims at understanding the various elderly uses of streets in relation to land use and streets' economic status. Two cases are selected: Hamra, a cosmopolitan street where residential functions are significantly shrinking, and Tarik el Jdide, a mixed-use popular street, with dominant residential use. We aim to map the elderly use of these streets through observation, questionnaires and analyzing live trajectories of the streets' population.

ID67 – Poster – ABSTRACT – Urban Environmental Quality in Beirut through the Eyes of its School-Age Youths

Amanda Harb, Makram Chehayeb, Jihad Farah

Urban environmental quality (UEQ) is a complex concept involving qualitative valuation of the "environment" and mental construction of urban spaces. It is particularly relevant for understanding representations of urban geographies and informing environmental and spatial action. This study uses UEQ concept and crowd mapping to uncover the complex representations of Beirut's geographies through the eyes of its school-age youth. It articulates and confronts three variables: "constructed" urban geographies, youths' profiles (age, place of residence, school) and qualitative valuation of the environment (green, noisy, dense, etc.). Youth selected from seven different schools and scout groups in the city, provided 448 entries on a dedicated online crowd mapping platform. The latter represents an accessible medium for school-age youth that facilitates spatial orientation and allows structured inquiry. Analyzed results provide insights on variegated knowledge of the city geographies and complex constructions of otherness and of environmental quality.

*TRACK 8: Streets and Urban Places: Street as a Constituent for Conviviality

ID68 – ABSTRACT – Beirut's Leisure Streets: Events and Festivals

Christine Mady

This research presents an overview of Beirut's leisure streets that have acquired international reputation for the variety of pubs and restaurants and vibrancy characterizing them. Beirut's nightlife is listed as one of the attractions for tourists. The research examines specific streets that developed their night time activities after the civil war period 1975-1989, and examines characteristics of the streets themselves as well as their occupants, users and visitors. Note that after the war, the divided capital city was reconnected by unblocking streets previously marking borders between its eastern and western parts. These same streets have become popular for strolling, are often pedestrianised for a day, and have become the places hosting street markets and street festivals organized by third parties. Despite their different locations within the capital city Beirut, some have been marked as heritage streets, alluding to some common traits across them. The research builds on the review of documents, and popular media archives on some of these streets, and presents

findings from observations along selected cases. The paper presents the argument that the inherent morphology of these streets and their location around the reconstructed city centre play a major role in their popularity, versatility and success in the daily lives of their users and visitors. In contrast, it examines their role in the daily lives of their residents.

TRACK 9: Social Dimensions of Streets: Collective Memory-ies, Migrant Communities, Performances, and Events

ID73 Bonjardim Street, Largo Dr. Tito Fontes, Icebreaker Laundry: Evaluation of Pedestrian Space Quality at Neighbourhood Scale
Viridiana Gabriel Gomez, and Raquel Naves Blumenschein

This article is part of a research aimed at assessing accessibility on the neighborhood scale. Accessibility is a concept associated with the idea of a fair city and is consolidated when planning has the ability to reconcile the displacement of people in space in function of the location of the destinations, preserving the quality of the urban environment in its various dimensions. Local accessibility planning requires an adjustment of approach with the objective of adding to the traditional quantitative evaluation elements that inform about the quality of the space.

The street assessment method was built to contribute to the validation of qualitative assessment methods in the process of planning inclusive environments, favoring the return of pedestrian space as the basis on which social content can develop properly. It includes three dimensions: morphological, functional and social, within which the research identified attributes related to inclusive spaces: permeability, latency, robustness, accessibility, resilience, complexity, sympathy, articulation and vitality.

A case study carried out at Rua Bonjardim and brings the analysis of elements related to the morphological dimension, such as the spatial configuration of the occupations, their implantation pattern and their impact on the use of the street. The case of Quebragelo laundry, located at Largo Dr. Tito Fontes, illustrates the richness of Bonjardim street social content. Quebragelo laundry is a proof of local resilience, serving as a meeting point between old and new, locals and foreigners, small and large.

ID90 Buildings as Vehicles for Memories Transmission: Towards a Rehabilitation Approach in Zokak el Blat
Amine Zeidan and Oula Aoun

Scholars consider that destroying places and buildings is a characteristic of war violence in the 21st century. The destruction of urban fabric is an act of war by itself. In the literature 'Urbicide' and 'memorycide' refer to the destruction of urbanity and memories. Memories, identity and history are embedded in the architecture and place. While buildings can act as

permanent places for history, they are also means for transmitting violence memories in times of war. Rehabilitation approaches vary significantly from one context to another; from total replacement, erasing destruction's evidence, to crystallization of war traces. Beirut constitutes a specific context where war scars recall internal conflicts, and where the rehabilitation objective of national identity is continuously debated. Zokak al Blat is a neighborhood where war memories are at the heart of the local character, along with the rich architectural heritage threaten by high-end developments. We aim in this paper to investigate the extents to which the materiality of buildings, particularly in Zokak el Blat, can transfer history, and to highlight the buildings' features that are associated with people's war memories, in order to inform rehabilitation approaches. This study will mobilize literature review, interviews and the analysis of similar case studies worldwide.

ID109 The "No-Power" Expressions: The Impact of Refugees' (Im-)Material Culture on Decoding the Urban Image of Alexandria
Iman Hegazy and Ossama Hegazy

"The elephant in the room" states Robert Chambers (2013) to address 'Power'; a standpoint matching Foucault's hypothesis: "power is everywhere" (Diamond and Quinby, 1988; Foucault, 1991; 1998; Gaventa, 2001; 2003; Hayward, 1998; Rabinow, 1991; Weedon, 1987). Chambers emphasizes the 'convening' power type: 'power to empowerment' (2013)—a contribution to the four previously established ones: power 'over', 'to', 'with' and 'within' (VeneKlasen and Miller, 2002).

All five provide an understanding to the power discourse, especially regarding impact on the society material culture and the city urban image—that is, however, a top-down approach taking a hierarchical powerful-powerless orientation. In contrast, the paper will tackle the topic by undertaking an opposite bottom-up/powerless-powerful perspective. It will investigate the 'no-power expressions' of refugees in Alexandria, Egypt, in order to question the impact of their immaterial culture on the material one of the host society.

To methodologically understand the target group, ethnographic expert, focused and narrative 'episode interviews' will be conducted (Flick, 2012). The results are to be analyzed after Glaeser und Laudel (2010). Interview partners include local authority members, citizens and volunteers, in addition to refugees. To qualitatively review the 'immaterial/material culture' duality, Alexandria is the case study; the researchers' hometown which allows following the 'participant observation' process. The abovementioned power types will be considered to discover not only their nonphysical public, private and intimate realms of (no-)power expressions (VeneKlasen and Miller, 2002), but also their influence on the production of the coded material urban image of the city; according to Eco (1965; 1981).

ID15 – POSTER – Flood of Reminiscences: Community Catalyst – Abu Ali River, Tripoli (Lebanon)

Joy Sfeir

Waterways are a vital and productive resource to our environment. Abu Ali River was the main water source of Tripoli (Lebanon), since it was used to provide the locals with all their daily needs and social/recreational activities. "In 1955, a flood destroyed the river's two embankments" (Liebich, 1983). Due to that, concrete banks were built causing the division of the city into two.

Abu Ali now is located in an urban community with a poor connection to it. The city turned its back to it. Becoming an infrastructural physical border, the river lost its spirit of place, separating two sides physically, socially and architecturally.

The target now is to revitalize the natural environment and to unify five different urban communities surrounding Abu Ali river, by providing strong relationships and higher quality of life. In order to successfully complete this task, a strategic plan will be implemented using a linkage theory, where the city is reflected within the project and where the project interacts with the whole city.

To spatially bond the city's margins across the channel, a socio-cultural invasion, through the establishment of a Community Catalyst along Abu Ali River's banks, would enable indoor and outdoor free-time activities. Therefore, people will be reconnected to the canal through their contribution in the communal project.

This project will be a magnetism peak to the outsiders and the locals, encouraging them to be curious to find out the real "Trobles", the second largest city in Lebanon, which lost its identity through time and has a negative reputation lately: it will expose again the ancient city with its rich narratives of discovery and recovery.

ID41 Coworking Spaces and New Social Relations: A Focus on the Social Streets in Italy
Lisa Astolfi, Annapaola Canevari, Ilaria Mariotti, Mina Akhavan

The late 2000s witnessed a wide diffusion of innovative workplaces, named co-working spaces (hereinafter CSs), designed to host creative people and entrepreneurs (named coworkers-CWs). Sharing the same space may provide a collaborative community to those kinds of workers who otherwise would not enjoy the relational component associated with a traditional corporate office. CSs can bring several benefits for freelancers and independent workers, such as knowledge transfer, informal exchange, cooperation and forms of horizontal interaction with others, and business opportunities. Besides, additional effects may concern the urban context: from community building, with the subsequent creation of social streets, and the improvement of surrounding public space, to a wider urban revitalization (from both the economic and spatial points of view).

The present paper aims to explore the spatial transformation and innovation in practices (i.e., work, leisure, or culture) of the Italian CSs, which have been perceived by the 230 CWs who answered to the on-line questionnaire (during the second half of 2017). The effects of CSs at the local level might concern: (i) the extension of daily and weekly cycles of use (i.e., evening and night activities, weekend activities); (ii) the episodic participation in strengthening the community ties (i.e., Social Streets); (ii) the revitalization of existing retail

and commercial activities; (iii) the strengthening mini-clusters of creative and cultural productions.

Specifically, three quarter of the CWs reported a positive impact of the CS on the urban and local contest; 10 out of 100 CSs developed and/or participated at social streets located in several Italian cities, as well as in urban, suburban or peripheral areas.

TRACK 10: Streets: Urban Diversity and Social Justice

ID51 City Branding vs City Commoning: The Tourists' or the Refugees' Right to the City in Athens and Thessaloniki?
Charalampos Tsavdaroglou

During the last years cities figured as exemplary places for neoliberal urban policies which tend to appropriate the right to the city and the common space through city branding, touristification, airbnbfication, gentrification, creative economy and experience economy. At the same time, newly arrived refugees in Athens and Thessaloniki are settled in State-run camps that are overcrowded dilapidated factories and old military bases in the outskirts of the cities. However, in many cases the refugees themselves self-organize, enact the production of collective common spaces, occupy abandoned buildings in the city core, and claim spatial justice and visibility as well as the right to the city. Consequently, the discourse on the right to the city and on the common space has to be reconsidered, as they are becoming the hybrid arena of urban conflicts.

Based on the previous context and following the recent spatial approaches on "commons" and "enclosures", this paper aims to examine the dialectic between the neoliberal urban enclosures and how the newcomers challenge socio-spatial power relations and produce common spaces. The paper aims to move beyond current debates on humanitarianism, NGOs and State immigration policies, in order to research the refugees' self-organized practices.

ID74 The Street, a Future of Connectivity between Two Cities – Nova Gorica (Slovenia) and Gorizia (Italy)
Alenka Fikfak, Peter Grudina and Janez P. Grom

"Reducing traffic with motor vehicles, care for the environment and economical use of resources" are well-known development goals. Transferring new types of mobility in organisation of urban areas, as car sharing, combined transport, economical driving, and use of low-emission vehicles, must be reflected in transformation of open public spaces. Urban spaces, whose atmosphere should reflect the quality of life, by continuing a dialogue with history, identity of places, including the built environment as well as land and property questions, are public spaces primarily catering to the various needs of people. The transformation from a traffic street to a street with outdoor activities can support the identity of the city.

This paper presents a spatial analysis method based on the experience and experimental approach including various spatial scenarios whose aim is to reduce traffic. The selected study area is an axis, i.e. the street between two cities, Gorizia in Italy and Nova Gorica in Slovenia. The axis' public space that comprises Piazza della Vittoria, Carducci, Pellico and Erjavčeva street to the square of Edvard Kardelj is poorly recognizable and primarily organised as a traffic street for cars. This street is a manifestation of the complex dynamics with transformation, mobility, transition, and the history of morphology/typology. Along its length, this street switches between nations, countries, cultures, histories, dimensions, and uses, but it nevertheless connects two significant points in space, which could in the future represent the spatial dynamics of integration into a multicultural conurbation of Nova Gorica–Gorizia.

ID92 Segregated Identities in Naba'a Neighbourhood
Marta Ajmar-Giarda

As in many other cities, migrants and refugees are not directly included into the active and healthy portion of the urban settlement, but usually gated into defined areas, with lower hygienic conditions, where it's easier to control them and harder for them to get in contact with the rest of the society living in the surroundings. The integration process may sort in several ways depending on the identity of the community landed in the neighbourhood and the contextual local arrangements occurring at that specific moment. Some urban elements, like highways, industrial or militarized areas, physical barriers and abandoned plots, can play an important role into the permeability of a district. During the last 100 years due to the uncontrolled Beirut's urban growth the municipality didn't go beyond the road network development, which plugged-in some portions of the city, but simultaneously fragmented others. Naba'a is an enclave at the southern edge of Bourj Hammoud municipality, adjacent the eastern side of Beirut River, where first settled fleeing Armenians during the diaspora. Dwelling the area consisted in expressing strong identity with churches, flags, building typologies and even land's names. However, Naba'a became an essential arrival place for following migrants' waves. In this gated community the identity of several ethnic, religious and political groups is explicitly expressed with images, flags and symbols, to distinguish different parts of the neighbourhood, implying divisions within the community. Because of the complex social structure overlay in Naba'a, after investigating those stratification of migrants into the city and showing how they've shaped the urban form, this research aims to identify the shapes and objects that generate segregant or aggregating phenomena in order to elaborate some strategy recommendations that should lead future projects and might improve the way inhabitants share the common ground.

ID115 Reviving Streets' Identity "Towards a More Convivial City" The Case of the Neglected Streets of Minet El-Bassal District in Alexandria, Egypt
Ahmed Hassan Khalil, Heba Hatem Aggour and Yousry Hassan Khalil

Streets' identity consists of many interlocking layers that represent the visual image and the collective memory of the inhabitants and visitors. Those factors are influenced by many

geographical, cultural, social, economic and political forces. The Mediterranean Alexandrian streets used to be a good example of solid identity due to their unique characteristics. Reviving streets' identity represents a significant enhancement to the quality of life and land use, and at the same time marks a new commitment to the transformation of once-neglected sites to be more convivial.

The study intends to focus on Minet el-Bassal district, as an industrial coastal region and discuss the capability of reviving its streets' identity, which is located in a neglected urban area of the large metropolitan city of Alexandria. The purpose of choosing Minet el-Bassal District as a case study resulted from many environmental, historical, governmental, locality, market and financial factors. This underdeveloped urban area has many promising potentials and it faces a critical identity crisis that is threatening its historical identity of historical identity.

This Paper will concentrate on addressing the preservation of the historical street's identity by explaining the case of Minet el-Bassal district and achieving recommendations to improve the current situation guided by a theoretical discussion.

*TRACK 11: Dialectical Relations in Streets: Cultural, Spatial, and Socio-Political

ID85 – POSTER – ABSTRACT – The Fragmented Landscape of Conflict: The Case of the Neighbourhoods of Al Tebbaneh & Jabal Mohsen in Tripoli

Fida Mallah and Mousbah Rajab

Urban conflicts are usually narrated and analyzed from the angle of otherness and/or structural capitalist dynamics. However, a recent literature giving attention to the urban environment allows a more complex understanding of urban conflicts. This includes works on the destruction and transformation of this environment and its use as a tactical resource during conflicts, as well as on the mirroring and mediating role of urban environment materiality in these conflicts. Hence, in this paper, we mobilize urban landscape analysis as yet another possible entry to narrate the complex reality of two neighborhoods in Tripoli that are torn by a long history of conflict. These neighborhoods have been analyzed through the lenses of geopolitical tensions, communitarian culturalism and urban poverty. However, we believe that an urban landscape analysis could produce a more nuanced narrative describing a wide a diversity of strategies of coping, confrontation and appeasement, carved in the urban environment.

ID48 – POSTER – ABSTRACT – Digital Technology and the Social Interaction on a Budapest Train
Jennifer Joel

This paper is a report of an ethnographic observation conducted aboard a train, travelling from the Bethany Ter Station in Budapest to the neighboring town of Szentandre. The

subject of study is the influence of digital technology on pre-existing tenuous nature of social interaction within the city. Within the context of globalization, this study sought to investigate how widespread use of digital media increases communication access within the city or leads to 'public privatism', as espoused by Hampton and Gumpta (2008). I chose to study how the use of digital media by passengers within a single car on the 10.00am Budapest to Szentandre train affects their interaction with each other. This report commences with a description of interactions within certain cabins in the car, which is used herein as a metaphor of the city.

TRACK 12: Healthy Streets: Public Health and Quality of Life

ID121 Typologies of Knowledge for Healthy Streets: The Need for an Interdisciplinary Paradigm for Public Health and Design Practice
Mark Drane and Laurence Carmichael

Non-communicable diseases (NCDs) are a global health challenge and physical environment factors play a material role in NCDs. The residential street is a building block of the physical environment and has been identified a place to integrate health and placemaking. However disciplinary differences between the two disciplines of street design and public health frustrate this.

Street design is by nature interdisciplinary and beyond the control of one sub-group of designers. Some design and placemaking practitioners seek new frameworks for interdisciplinary understanding: however this article explores why such frameworks cannot emerge with validity across disciplines without an underlying position toward evidence and knowledge. This challenge is explored through epistemology; methods; and values in practice. Taking a social-ecologic systems perspective a new interdisciplinary understanding is proposed to integrate public health and street design at each of these levels.

Both street design and public health share, to some degree, values of promoting population health and have the potential to do so but this potential is not being realised. Opening interdisciplinary understanding between the two disciplines may reveal new ways to support population health. Where current disciplinary silos prevent investigation of these issues then both disciplines risk acting unethically measured against the benchmark of the values stated in their professional codes of conduct.

ID124 The Effect of Transport on Urban Heat Island: A Computational Model to Assess Its Impact
Charles Saad, Talal Salem, Maria El Haddad, Joseph Ghanem and Karim Korbane

Overpopulation of a city and anthropogenic actions, including but not limited to actions of people within a city, building density, construction materials, cars, and pavement, are all

causes of the Urban Heat Island (UHI) phenomenon. Several studies in the literature assess the UHI impact on energy consumption and thermal comfort, and attempt to quantify this impact through computational models. However, the literature lacks studies showing a detailed impact of the transportation field on the UHI phenomenon, and there is an absence of a computation tool in already existing models that quantifies this impact. Moreover, the impact of a street on the UHI phenomenon is not taken as a design consideration by transportation engineers and decision makers. Therefore, this research attempts to assess the impact of the transportation field, specifically passenger cars and vehicles, on the UHI phenomenon by using a computational model based on thermodynamic and fluid dynamics principles to quantify it. The model, specifically applied to the city of Beirut, has shown that UHI impacts due to cars may cause up to 7.7% additional increase of ambient air temperature above the UHI impact neglecting the effect of cars in Beirut, and that a 12% road slope may cause up to 1°C increase during summer daytimes. Models run by varying car density show no effect on the maximum rise in temperature within the street canyon; only different locations of maximum temperatures.

ID69 Investigation of the Effect of Temperature on Concrete Pavements Using Finite Element Modelling

Imad Dagher, Amer Ali, Ali Bayyati, Rabee Shamass and Fadhel Alasadi

Effective and functioning streets are a necessary pre-requisite to sustainable growth and development. Lebanon needs to generate sustainable growth to offer long-term employment and income generating opportunities for its growing population. Rigid pavements, particularly continuously reinforced concrete pavements, are more sustainable than flexible pavements. The structural behaviour of a concrete pavements depends on the behaviour of its materials under different loading and environmental factors. High temperature is one of these factors that need to be studied very carefully especially in the current climate change environment. This research project investigates the direct effect of high temperatures and axle loads on rigid pavements. In order to achieve this, a finite-element model using ABAQUS software has been developed to investigate the factors that affect the performance of street pavements in Lebanon. The numerical analysis model is used to study the structural behaviour of concrete pavements under high temperatures and axle load. The concrete damage plasticity is used to produce realistic results. Third degree polynomial equation proposed by Solaimanian and Kennedy is used to define the temperature gradient through the slab thickness. The paper also discusses in detail the resultant deflection and stresses for three slab thicknesses and varying temperature.

* Tracks 8 and 11 will not take place. Their abstracts will either be presented in other tracks or their submissions were not provided for presentation at the conference.

ROUNDTABLE WEDNESDAY 31 OCTOBER: PERMANENCE AND EPHEMERALITY OF TRANSITIONAL STREETS

Living cities do not hold still because they need to accommodate change. It is in the cities' streets where mostly that happens, with people, objects and messages constantly moving in and through the streets' physical space. They do so because they have to accommodate new economic ventures, security concerns, political mobilization, festivities and events, etc. But not all streets adapt in the same way to sudden change. They might comply, resist, transform or even "die". After all city streets are webs of power relations, of existing practices and of material objects, and it these elements that will have to adapt. In fact, they are palimpsests accumulating social relations, memories and objects.

This roundtable is dedicated to the ephemerality and permanence of transitional streets. It hosts academics, practitioners, activists and artists who will discuss, mainly through the case of Beirut, the way social mobilization and artistic events fit in or transform urban space, how arrangements are made to make place for diverse uses in dense spaces, how ephemeral objects transform the margins into living spaces, as well a how memory of place is condensed in the representations of people and in the materiality of spaces themselves.

ROUNDTABLE FRIDAY 2 NOVEMBER: SOCIAL MEDIA, ICT, AND TRANSITIONAL STREETS

This roundtable will explore how tools like social media and ICT can impact the lived experience of the urban environment. Researchers and practitioners will reflect on questions including: How can technology bridge between local practices and interventions? To what extent can social media and technology provide democratic tools to increase residents' participation in determining the future of their environments? How can social media and ICT help to build on existing informal systems, local solutions and local knowledge to develop incremental, sustainable projects to improve the urban experience toward more inclusivity and accessibility? How can these tools be adapted to local contexts and their specificities? Through contributions from Spain, Lebanon and India, the panel will provide a cross-section across different urban environments and methodologies, and will look into the challenges and opportunities facing the use of social media and ICT in transitional streets.

CONTRIBUTIONS

Bus Map Project
Dounia Salame, Monica Basbous

The Bus Map Project is a Grassroots initiative seeking to map, promote and improve public transport in Lebanon by visualizing existing bus and van routes to encourage people to choose non-automotive means of transport. In addition to a map of all bus lines published in an app and on a website, the project is building up a community of transit enthusiasts who can share their stories and experiences in a Blog. The project also aims to create a transit riders' association, seeking registration as an NGO, so as to serve as a legal entity.

Balloon Mapping Bourj Al Shamali
Firas Ismail, Mustapha Dakhloul

Greening Bourj Al Shamali is an initiative that aims to green and improve the living conditions in Bourj Al Shamali refugee camp in south Lebanon. The main objectives are to create a green space in the camp and to promote urban agriculture; as a first step, a map of the camp was created with the local youth citizen science team, as no accurate maps are available for the local community despite the camp being in existence for over 60 years. With little resources, the local youth citizen science group mapped the refugee camp using a balloon and a simple camera. Balloon mapping involves attaching an inexpensive digital camera to a tethered balloon that flies at high altitudes. It is a simple, low-cost technique that produces high resolution aerial images. This "do-it-yourself satellite imagery" was developed by Public Lab, an open network of community organizers, educators, technologies and researchers whose aim is to democratize inexpensive and accessible open-source tools for environmental exploration and investigation.

Pedestrian Safety and Struggles over Older Adult's Accessibility: Case of Beirut Landscape Infrastructure
Mehran Madani, Abla Mehio Sibai, Yaser Abunnasr

The main purpose of this study was to evaluate urban physical settings and landscape infrastructure quality of different urban forms in Beirut Metropolitan Area to understand the safety issues and older adults' ease of access to their outdoor environment. The SAFE Assessment Tool (Safety, Attractiveness, Friendliness, and Efficiency) was applied to assess key qualitative and quantitative objective measures related to older adults' accessibility and connectivity to their needs and services in their immediate neighborhood, specifically at the street level as an integral element of the city. The direct observation was used as a data collection instrument to record key outdoor characteristic of urban settings in 616 streets within 30 neighborhoods located in various urban forms. To distinguish various neighborhood characteristics of the study areas within the indicated urban contexts, we employed GIS spatial analysis technique. The GIS technology enabled us to cultivate the generated SAFE Assessment database to understand the spatial relationships between the neighborhood features through explanatory maps. The GIS maps also helped to determine the quality of spatial factors, their geographical locations, level of accessibility, and

contextual relationships in the study areas, such as street/sidewalk features, type of building facades, landscape characteristics, and so on.

Studying Urban Street Re-Engineering – Towards A Visual (And Political) Methodology
David Sadoway, Govind Gopakumar, Yogi Joseph

Bengaluru (Bangalore) is one of India's fastest growing city-regions in part due to a focus on high technology and software sectors. Accompanying this rapid growth has been a massive rise in private motorization and concomitant traffic congestion. The city currently hosts more than 6 million vehicles on its roads that continue to grow at an ever-increasing rate. The predominant solution has been to curate public road networks with a view to make them more efficient and hospitable to automobiles, with arguably little consideration for local public transportation or environmental considerations.

Our paper draws upon two distinct cases of road and street re-engineering projects in Bengaluru. In particular, we focus on how road-related infrastructure and street upgrading projects have altered neighbourhoods and urban ecologies, at times despite the objections of nearby residents as well as local activists. Such street re-engineering projects therefore speak to both human and natural displacements associated with the ongoing and insatiable quest for urban street efficiency and imaginaries of seamless mobility.

Employing work from urban geography and science and technology studies (STS), we build upon our research on the massive Tender-SURE project being unrolled in selective parts of the city-region (Sadoway & Gopakumar 2017); as well as our previous studies of multilevel-funded infrastructure projects (via a program known as 'JNNURM') in Bengaluru (Sadoway et al., 2018). We seek to devise a hybrid methodology that combines both visual and political analysis of streetscapes to highlight the centering of automobility and the marginalization of alternative modes of moving and inhabiting streets. While Indian scholars have highlighted the importance of politicizing discussion and debates around emerging modes of urban entrepreneurship (e.g. Smitha 2017), our work posits that visual analysis should be systematically employed in conjunction with urban political-ecology and political-economy work in undertaking urban street studies.

Prohabit: Mapper. A System to Integrate and Share Knowledge from The Multidisciplinary and Participatory Analysis of The Lived Space
Leandro Madrazo, Ángel Martín Cojo, Mario Hernández, Marta Salgado

In the PROHABIT research project (www.prohabit.org) we have undertaken an interdisciplinary research –encompassing architecture, urban planning and environmental psychology– to better understand the bonds between people and spaces and between social and physical structures. The research carried out in the three-year project (2015-18) focuses on three neighbourhoods of the city of Barcelona in which there has been a strong involvement of citizens in the on-going physical transformations: Plus Ultra, Trinitat Nova and Vallcarca. We have developed a specific methodology to undertake a multidisciplinary and participatory analysis of the socio-physical structures of the three case study areas. This

methodology was supported by an on-line tool –PROHABIT: MAPPER (www.prohabit.org/mapper) – which was used to: 1) collect evidences (interviews with key actors, non-participant observations, documentation sources and stakeholders' inputs) 2) derive facts from the analysis of the collected data and 3) put the findings at the disposal of the community in a structured manner, presenting the evidences organized as facts linked to concepts and places. By means of an inductive-deductive process, an information structure which interlinks research themes and questions with the evidences obtained from the documentation and field work was created. Navigating through the structured information becomes an opportunity for experts and non-professionals to elicit new knowledge derived from the network of relationships, which helps them to understand the links between social and physical structures in the three studied neighbourhoods in a comparative manner.

ROUNDTABLE SATURDAY 3 NOVEMBER: INFORMAL ECONOMICS IN TRANSITIONAL STREETS

Trade is a critical and highly visible component of the informal economy. The engagement of street traders in spatial and political confrontation to reclaim space and claim property rights over their place of work. City streets as the only remaining public space, yet there is a lack of legislation frameworks that would organize informal economies in transitional streets. Various challenges face informal economy actors, and street vendors attempt to claim their urban rights. What is needed is an improved understanding of the plural relationship between law, rights, and space for the informal economy; hence, the need for reconceptualizing legal instruments to provide a rights-based framework for urban work that recognizes the legitimacy of urban informal economies. The social value of public space as a site for urban livelihoods is explored.