Study of characteristics of urban public open spaces based on social interaction (Case study: Salavatabad’s 3-kilometer route)

Farzad Soltanian, Atefeh Mohammadi*
Department of Art and Architecture, Sanandaj Branch, Islamic Azad University, Sanandaj, Iran
E-mail: atefehmoh2003@yahoo.com

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Abstract
Urban public open spaces find their meaning with humans’ presence and activities, and more than physical role, they are important for creating social interactions among citizens. Public spaces of a city are affected by social-economic changes of their time with different appearances in the city. Space, identification of usages and advantages of these spaces are considered the first steps towards planning for such spaces. In this research, documentary method is first used to consider definitions and implications of urban open spaces and physical characteristics, activities and usages of such spaces, then following identifying people’s needs and expectations of these spaces, criteria and indices affecting public open spaces’ attraction from point of view of urban developers are taken into account. This study was carried out based on a descriptive-periodical survey. Results of this study indicate that though some superficial imitations and improper interventions have taken place in Sanandaj’s public spaces leading to their severe fall of quality, given physical skeleton features and cultural, social and economic attributes of this city, we can add to its public acceptability and improve social relationships in urban public spaces such as routes and roads to be able to modify and create attractive public open spaces to facilitate individuals relationships in them finally leading to more liveliness in urban life.

Keywords: urban public open spaces, open space quality, routes, social interactions, Sanandaj city

Introduction
A host of environmental, cultural, customs, ceremonies… impacts urban spaces and their formation. Meanwhile, public open spaces of Sanandaj city are of those spaces which have undergone many changes in the course of history influenced by way of living and urban new approaches. Most of the urban spaces, despite the dedicated costs, are being used less by people due inappropriate recognition and planning or sometimes mismanagement. On the other side, there are some spaces which officials don’t pay attention to them however they have always been used by people which are called the target places for users. The problem which was studied in this research, was the reason of the usage and attractions of these spaces causing being used by users and studying the mentioned differences.

Sanandaj city today is a city invaded by a great number of cars, so that lack of human-oriented urban public spaces is felt in this city. Thus, urban officials’ lack of information on urban public open spaces aggravates the problem while concentrating only on easy move of cars in the city. Generally, the most important questions considered in this study were concerned with factors and features affecting quality of city open spaces and the situation of Salavatabad route as a case study and identifying its most important issues. The main objectives of this study were:

1) Achieving urban spaces design principles regarding salavatabad route

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2) Creating relationship between effective elements by designing urban spaces in line with activating potentials on Salavatabad route
3) The pivot connecting these elements to improve citizenship relationships on this route
4) Designing facilities and service-recreational spaces to increase social interactions and spiritual satisfaction as well as improving and increasing citizenship relationship.

**Background research**

The conceptual framework of this study is upon open space and urban routes while some societies choose more extensive terms like residential, commercial, official or industrial use. Some other societies restrict this term just for the areas covered by the act (Municipal Association of America, 2007). Till now, a lot of researches have been done by researchers on the design of urban and public spaces. In this regard, there are different classifications on urban public spaces. But about Sanandaj, there is clear research about urban public spaces. The research investigates this subject about other cities.

**Methodology**

This study was a cross-sectional survey. 56 people were chosen by random sampling and descriptive-inferential statics were used to analyze the data. All the analysis process was under SPSS 13.0 software, the Kolmogorov- Smirnov one sample statistical test was used to appoint data normal distribution and Chi-square test for data.

The research include a verified questionnaire consisting of two personal and social specification, in which each question had its special code… the question validity and reliability library and resource review related to the research subject including textbooks, journal and the similar research a questionnaire was provided. The questions concept was evaluated by five experts from social and architectural faculty, and faculty of humanity.

**The necessity of having public open space**

This part disagrees excessive attention to private space as the social values will be ignored thus the civilized human will become more dissociable or even recluse and social life would be inconspicuous. Thus social conflict and interaction is the main factor for a public space to be treated as an urban space. Followed by this, Hibbert believes the only way of communication is public spaces activities not media and publications. (Rahnamai and Ashrafi, 2007).

Rogers admits metropolises are known by their enormous public spaces and the performance of these spaces is a reliable tool to evaluate their success in citizen's recreation and entertainment. These spaces not only should be functional but also have distinct appropriate properties than the regular urban spaces. (Rafieyan & Sifai, 2005). Consideration of urban situation especially urban public spaces used by the public is attention to the life’s quality of most Iranians (Madanipour2008).

**The social dimensions of public open spaces**

These spaces are available for everyone regardless of race, age or gender so they are democratic social places for citizens and the society. They also present a cultural identity for the area and as a unique feature declare a fixation among the locals. The main functions of open spaces from social dimensions are:

- **Social and neighborhood relations improvement**

  A public open space in the neighborhood is an available opportunity for neighbors to have communication as a friendly chats in a fenced garden or even public meetings in local parks which can be common gathering places and social-cultural interactions as results.

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In larger scales, social public parks and vast urban lands gather people from all groups and ages and cause real feeling of being together.

Public open space and fixation

Various recreation grounds and open spaces present unique and wonderful qualities. These places enable the residents to find more neighbors and develop communications. A good example of a city which has used creatively of its public spaces is Aachen in Germany. The street life of this city, with long term strategy are located specially to vitalize the civil space by means of decorating the fantastic fountains and sculpture have promoted expressively. Daily, common art are exhibited in this city and create historical interpretation simultaneously, this city is a place to find entertainment and interaction with others, adults, children and soon. One can conclude Aachen is a city with unique identity which its resident live the life with positive activity.

Public open spaces as a place for important social events

Making an opportunity for some great social events to establish is one of the advantages of qualified public open spaces. Festivals, seminars, national and traditional events can affect the urban environment if they are managed appropriately. In addition, these events prepare public spaces which are hardly indelible. In the other words makes the city indelible and unique on its own. (Rahnamai and Ashrafi, 2007). Urban space is not only divided to public and private but it can be differentiated by social, economic and cultural patterns (Madanipour, 2001).

Hereupon mobilizing and developing the urban open spaces has become an important factor in sustainable development which has a main role in environment qualification and protection of natural and historical values in cities (Mahdizade, 2006). From this perspective, ancient urban spaces and restoring the human and social qualities and innovate various kinds of new collective and public spaces is a subject require continual comprehensive cooperation.

Functions and dimensions of public open spaces

In texts, wide range of public open spaces functions and dimensions includes chances for gathering in grass roots, political role in free associations in a democracy, traditional and cultural festivals, ceremonies which private and gregarious identities can be grown, public and individual access to private space, are mentioned (Rafieyan & Khodaie, 2009). From a descriptive perspective, public spaces are multipurpose and accessible areas distinct from family and individual territory (Madanipour, 2008). The following diagram shows different dimensions of urban public open spaces. Different dimensions of urban open spaces are shown in the following scheme:

- Sociability: One of the most important dimensions of public spaces is to create opportunities needed for social interactions. Interaction with other people of the society leads to creating a stronger relationship with the place and society. This factor can be measured by determining the level of different social group’s presence, formation of social societies and living in different hours of day and night (Daneshpour & Charkhchian, 2007).

- Activity and usage: social events, different activities and usages inside the space and their potential to attract individuals and different groups are the most important factors in public spaces dynamics and their activity in various hours and seasons. The evaluation criterion for this dimension is the level and number of people’s reference to such places and participation in various activities (Daneshpour & Charkhchian, 2007).

- Access and relation: Relation is related to the quality of circulation, space connections and access along with space visibility and accessibility to the space which Tibbalds refers to as physical and visual access that affects security and performance of the space (Daneshpour & Charkhchian, 2007).
Image and comfort: image is related to the quality of space physical organization and mental comfort of the place. Sustainability (space protection and reservation), distinction and visual pleasure of the space are effective in attracting people to a specific place and their mental comfort. This feature causes people to choose it for stopping, walking and experiencing collective life (Daneshpours & Charkhchian, 2007, 21). The shape of public spaces must be attractive and related to its environment in order to be a place for staying, instilling silence in the mind (Rafieyan & Sifaei, 2005).

![Diagram of dimensions of urban public open spaces](Source: WWW.PPS.ORG, 2015)

**Figure 1: Diagram of dimensions of urban public open spaces** (Source: WWW.PPS.ORG, 2015)

**Sanandaj City’s public spaces and their current activities**

Classification of public spaces of Iranian cities has been described in details in Hussein Soltanzadeh’s book Urban Spaces in the Historical Textures of Iran, but what we know in Sanandaj city as classification of public spaces includes: Routes and roads, sidewalks, city parks, area center and bazaar.

Urban spaces not only have social and cultural values, but are considered as a container for city activities and its necessities. These activities based on a classification by Gehl include three different groups. First group covers activities such as going to work and school or shopping, while optional activities include walking in the open air and stay in recreational places and the third group are social activities covering a vast range of reciprocal relationships. In Table 1 the three groups of activities in Sanandaj city’s public spaces are reviewed.

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Table 1: analysis of activities performed in Sanandaj city’s public places

<table>
<thead>
<tr>
<th>Sanandaj city’s public spaces</th>
<th>Necessary activities</th>
<th>Optional activities</th>
<th>Social activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routs &amp; roads</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>sidewalks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Squares</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City parks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area center</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bazaar</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Now route which is the title of this study is introduced as an urban open space.

**Route**

Route is defined as relation and connection between urban areas covering the most collective life compared with other city spaces. Routes as the most fundamental elements in the minds of citizens appear as lines which provide connections between different parts of the city. In other words, they manifest themselves as streets, alleys, dead ends and highways. These spaces are collective and have cultural and environmental values formed in different times for access and social life (Pakzad, 2005).

**Features of social public spaces**

Generally, creating a successful public space to receive different individuals and groups requires the following:

1. Providing territory, safety, integrated structure, continuation, legibility and predictability of the space;
2. Enough facilities in the space, responsibility, and environmental comfort
3. Environmental information, liveliness and excitement that requires dimensions such as complexity and mysteriousness, education, self-expression, variety and contradiction, choice, identification, privacy and attachment in the space
4. Social interactions (Avila quoting Lars Lerup, 1972)

Among these, factors such as to provide privacy, territory, legibility, comfort and safety on the skeletal aspect and some factors such as obtaining the awareness and environmental experiences, social interactions on the space active aspect.

**Physical characteristics**

Some elements like monuments, stairs, fountains and the other simulative options are effective parts of developing the physical aspects of public urban spaces (White, 1980). Designer's quality such as space integration, flexibility, proportions, geometry, enclosure, materials, structures and physical integrity can be so influencing on the understanding of the space and generally a suitable effect on the human uptake (Pakzad, 2005).

**Activation characteristics**

Having enough space and special events like street fairs, public arts and such gathering events attract the space more. White says these events provide situations for people to talk and communicate. However the activation characteristics are related to activities and land use of the environment for example Jane Jacobs in "The Death and Life in American Great Cities" expresses that the combination of civilization with residential and commercial functions in neighborhood and local scales, is one of the most important parts in urban life. Activities are also performed as obligatory, optional and social.
Research questions
The main question of this study is: which qualities and features must urban open spaces have in order to provide a ground for supporting and improving citizens’ social interactions leading to sustainable city life? Therefore minor questions are as follows:
- What is the transformation system to access Salavatabad Route?
- Who are the companions to go to Salavatabad Route?
- How is the relationship between sample individuals with other people on Salavatabad Route?
- Is there any significant difference between individuals’ priorities given the crowd on Salavatabad Route?
- How individuals mainly look at Salavatabad Route as a location?
- Is there any significant difference between individuals’ reasons for going to Salavatabad Route?
- Is there any significant difference between individuals’ views about the most important attraction of Salavatabad Route?

The studied sample
Sanandaj city is located in North-West of Iran with its own social characteristics and it has unique behavioral pattern in its social relation originated from their customs and beliefs, such that these characteristics make Sanandaj figure unique. Now, Salavatabad located Hamedan-Sanandaj route is regarded as one of the open spaces of Sanandaj- despite of official negligence, get real attraction from public.

Salavatabad route which has been studied in three sequences, we divided the route by the use of applicants in:
- Sequence A: The first kilometer from the police station which in not being used that much.
- Sequence B: is the second kilometer, the middle of the route with average number of users.
- Sequence C: is the third kilometer to the end of the U-turn which the numbers of users increases strikingly.

Figure 2: Sequence of Salavatabad’s 3-kilometer route (Source: Authors)

Research findings
Information obtained regarding some individual and social characteristics of units under study indicated that participants in this study were 56 and the proportion was presented based on gender including 30 males (54%) and 26 females (46%). It showed that single people outnumbered married individuals, so that 29 individuals coming to Salavatabad Route were single while 27 people
were married. These results indicate that the proportion of single to married people was equal. For education variable five groups were considered as high school undergraduate, high school graduate, junior college, bachelor degree and master degree, and each individual was given to one of these groups. Results of individuals frequency based on education showed that 70% of sample individuals (39 people) had bachelor or higher degrees while only one was high school undergraduate. Generally, the highest frequency belonged to individuals with bachelor degree (26 people) followed by individuals with master degree and higher, junior college, high school graduate and high school undergraduate. Respondents were classified in four age groups of -20, 21-30, 31-40, +40. Results indicated that almost 90% of passengers to Salavatabad Route were under 40 years old (50 people). This is while only 6 individuals were older than 40 years. These findings somehow indicate that those going to this route are mainly young people. Another variables based on which the respondents were classified was their monthly income. In this study, individuals’ income was classified in four groups of 5000000 Rials, 5000000-10000000, 10000000-20000000 and higher than 20000000 Rials. It showed that monthly income of more than 44% of the sample individuals was less than 5000000 Rials (25 people). Results also indicated that 84% of sample individuals had a monthly income of 10000000 Rials or less. This is while 16% of individuals had a monthly income of higher than 10000000 Rials (9 people). These findings indicate that those using Salavatabad Route as a place for resting and recreation are mainly from the middle class of the society; while well-to-do people are less inclined to appear on this route.

In another part of this study, factors and features affecting the quality of city open spaces, condition of Salavatabad Route as a case study and identification of the most important issues of the route are analyzed. But first of all it was necessary to choose a suitable statistical test for analyzing the data. However, an essential prerequisite for choosing parametric statistical tests was the normality of data distribution based on the studied variable. Therefore, first Kolmogorov-smirnov uni-sample test was used to study the normality of the data distribution. In this test a zero hypothesis indicates the normality of the data distribution and non-zero indicates the opposite. Based on results of Table2, values of Z for the three studied variables were not significant at 0.05 errors (p > 0.05), so a zero hypothesis for normality of the data distribution is supported and its opposite indicates its abnormality. Thus, given the normality of data distribution, parametric tests were used in the next analyses.

**Results**

In this research ingredients and effective factors on urban open space on Salavatabad route were studied and the important problems were defined.

| Table 2: Kolmogorov-Smirnov one sample statistical test for normalization of data distribution |
|---------------------------------------------------|---------------------------------------------|-------------------|---------------|
| effective factors on urban open space | The situation of Salavat Abad route | The problems of Salavat Abad route |
| numbers | 56 | 56 | 56 |
| Normal parameters | average | 3.55 | 1.97 | 3.56 |
| | Standard deviation | 1.6 | 0.471 | 0.740 |
| Z statics | 1.262 | 1.079 | 0.615 |
| Significant levels of 2 ranges | 0.083 | 0.195 | 0.843 |
To identify features and qualities needed for city open spaces to preserve and improve citizenship relationships, seven minor questions are considered which are analyzed to find the answer to the research question. Findings related to the first objective (transportation needed to go to Salavatabad Rout) were compared regarding three forms of access to this route including walking, car, taxi and bus. Since none of the sample individuals used bus or walking to the route, later only access by taxi or private car was compared. Results showed that square k and level of significance were (52.071) and (0.001) respectively. Given that square k was significant at 0.05 errors. It can be said that there is a significant difference between the vehicles to go to this route (p <0.05). Also, observed and expected frequencies show that majority of individuals under study travel to Salavatabad Route in their own cars. Results indicated that public transportation and social security cannot be considered as effective factors to expand and improve citizenship relationships in city open spaces.

Table 3: Results of Chi-square test for vehicles used on Salavatabad Route

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi square</th>
<th>Observed frequency</th>
<th>Expected frequency</th>
<th>groups</th>
<th>Variant</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.001</td>
<td>1</td>
<td>52.071</td>
<td>28</td>
<td>28</td>
<td>Taxi</td>
<td>vehicle</td>
</tr>
</tbody>
</table>

Results obtained for the second objective (companions going to Salavatabad Route) showed that square k and level of significance were 16.536 and 0.001 respectively. Given that Chi-square was significant at 0.05, it can be said that there is a significant difference between sample companions on Salavatabad Route (p <0.05). Comparing frequencies also showed that most of individuals studied go to this route with their families.

Table 4: Kolmogorov -Smirnov one sample statistical test results for Salavat Abad user’s mates

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi square</th>
<th>Observed frequency</th>
<th>Expected frequency</th>
<th>groups</th>
<th>Variant</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.001</td>
<td>2</td>
<td>16.536</td>
<td>12</td>
<td>18.7</td>
<td>Relatives</td>
<td>mates</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi square</th>
<th>Observed frequency</th>
<th>Expected frequency</th>
<th>groups</th>
<th>Variant</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.001</td>
<td>4</td>
<td>29.357</td>
<td>9</td>
<td>11.2</td>
<td>Cheap chat</td>
<td>connection</td>
</tr>
<tr>
<td>9</td>
<td>11.2</td>
<td>Greeting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>11.2</td>
<td>Family relations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>11.2</td>
<td>Random meeting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>11.2</td>
<td>No connection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 5: Chi-square test results about user connection level in Salavat Abad route

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Findings for the third objective (level of relationship between sample individuals and other people on Salavatabad Route)

To get the answer to this question we used Chi-square test. Results indicated that Chi-square and level of significance were 29.357 and 0.001 respectively. Given that Chi-square was significant at 0.05, it can be said that there is a significant difference between respondents’ relationship with other people (p <0.05). Also observed and expected frequencies showed that sample people generally don’t establish any relationship with other people.

Findings for the fourth objective (is there any significant difference between individuals’ preferences and the crowd?).

Results for this question showed that Chi-square and level of significance were 16.536 and 0.001 respectively. Given that Chi-square was significant at 0.05, it can be said that there is a significant difference between people’s interpretation of Salavatabad Route (p <0.05). Comparison of observed and expected frequencies also showed that majority of people under study look at this route as a place with average aggregation.

Table 6: Chi-square test results about people's aggregation prefer in Salavat Abad route

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi-square</th>
<th>Observed frequency</th>
<th>Expected frequency</th>
<th>groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.001</td>
<td>2</td>
<td>16.536</td>
<td>12</td>
<td>18.7</td>
<td>crowded</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>11</td>
<td>18.7</td>
<td>Not crowded</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>33</td>
<td>18.7</td>
<td>average</td>
</tr>
</tbody>
</table>

Findings for the fifth objective (how do sample people look at Salavatabad Route?)

Results for this question showed that Chi-square are and level of significance were 1.043 and 0.001 respectively. Given that Chi-square was significant at 0.05, it can be said that there is a significant difference between people’s interpretation of Salavatabad Route (p <0.05). Comparison of observed and expected frequencies also showed that majority of people under study look at this route as a place for spending leisure time.

Table 7: Chi-square test results about user’s point view of Salavatabad route

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi-square</th>
<th>Observed frequency</th>
<th>Expected frequency</th>
<th>groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.001</td>
<td>3</td>
<td>1.043</td>
<td>1</td>
<td>14.0</td>
<td>Work</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>47</td>
<td>14.0</td>
<td>Leisure</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td>14.0</td>
<td>Visiting friends</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>14.0</td>
<td>relaxation</td>
</tr>
</tbody>
</table>

Findings for the Sixth objective (Is there any significant difference between individuals’ reasons for going to Salavatabad Route?).

Results for this question showed that Chi-square and level of significance were 63.286 and 0.001 respectively. Given that Chi-square was significant at 0.05, it can be said that there is a significant difference between reasons for going to this route (p <0.05). Comparison of observed and
expected frequencies also showed that most of people under study mentioned reasons for going to Salavatabad Route other than necessary, optional, collective or transit activities.

### Table 8: Chi-square test results about user’s point view of Salavatabad route

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi square</th>
<th>Observed frequency</th>
<th>Expected Frequency</th>
<th>groups</th>
<th>Variant</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.001</td>
<td>4</td>
<td>63.286</td>
<td>1</td>
<td>11.2</td>
<td>Urgent activities</td>
<td>Using reason</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td></td>
<td>11.2</td>
<td>passing</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td></td>
<td>11.2</td>
<td>Optional activities</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>34</td>
<td></td>
<td>11.2</td>
<td>Group activities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Findings for the seventh objective (is there any significant difference between people’s views regarding the most important attraction of Salavatabad Route?)

The last variable studied in this research was the most important attraction of Salavatabad Rout. Chi-square test results showed that Chi-square and level of significance were 7.857 and 0.049 respectively. Given that Chi-square was significant at 0.05, we can say that there is a significant difference between people’s visions regarding the most important attraction of this route (p <0.05). in addition, comparison of observed and expected frequencies showed that most of individuals under study considered being close to the nature, etc. as the most important attractions of Salavatabad Route.

### Table 9: Chi-square test results about user’s views regarding the most important attraction of Salavatabad Route

<table>
<thead>
<tr>
<th>Significant level</th>
<th>Freedom degree</th>
<th>Chi square</th>
<th>Observed frequency</th>
<th>Expected Frequency</th>
<th>groups</th>
<th>Variant</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.049</td>
<td>3</td>
<td>7.857</td>
<td>10</td>
<td>14.0</td>
<td>Good relations</td>
<td>Main attraction</td>
</tr>
<tr>
<td></td>
<td>17</td>
<td></td>
<td>14.0</td>
<td>Being in nature</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8</td>
<td></td>
<td>14.0</td>
<td>Suitable ways</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>21</td>
<td></td>
<td>14.0</td>
<td>others</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Conclusion and solution

Regard to the explanations given in the diagnosis of the studied area and evaluation of assumptions via interview and questionnaire, now we simply summarize the capacities, facilities and also physical restricts and limitations then we present the appropriate solutions matched to the situation in the studied area. Thus we conceptualize some terms first. Thereafter we note the facilities and restrictions based on the given concepts. Development restrictions are elements which bar developing and growth, both the physical and the commercial or social.

Physical restrictions such as territories, tipping and concentration points, ....

Social and commercial restrictions like urban development finance limitations, lack of education or profession, etc which are different depend on the situation.

Development factors are the elements which can provoke the improvement faster as a potential power and they consist of physical and social-economical groups.

Physical facilities: The factors which are important and effective in urban planning and also are required for urbanization like unused but suitable lands.
Social-economical facilities: Due to appropriate and affordable planning, moreover Physical facilities, paying enough attention to social-economical facilities is necessary which cause a potential for growth and development of the area. They consist of public participation, spontaneous forces, public economic forces. Due to the mentioned terms, we study the facilities and activation and physical restrictions upon the research.

In the past, urban spaces took form according to social and mental needs of the citizens, but today’s view of city spaces has shattered objective and mental link of people with the city. A little attention to the following proposals can reduce the agitation and inefficiency of city public spaces and add to the importance of city public places along with improving social interactions.

- Especial focus on designing with a humanistic approach, people participation, management and preservation of city public spaces lead to increased cooperation of citizens, their interactions and improvement of social investment.
- Long term and mid-term investment on public places to safeguard collective identity of the citizens;
- Activities suitable for leisure time to make the space lasting, lively and dynamic;
- Expansion of city spaces for walking combined with communication, social, cultural and economic usages;
- Especial flooring to smooth the move of vehicles on pedestrians' busy areas;
- Stress on using public transportation instead of private cars especially in city public spaces which given the findings of this research is reversed for Salavatabad Route and users like to use their own cars;
- Building parking to prevent overlapping of pedestrians with drivers and occupation of public open spaces by cars leading to reduced social interaction and participation of citizens and reduced quality of the space.

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