

Isfahan Waterfronts And Particular Places Management To Improve Relationships Between People

Mohammad Taghi mahmoudi, Fatemeh Farhadi and Samira Dokohaki

Islamic Azad University Sharekord Branch

ABSTRACT

The Zayande River starts in the Zagros Mountains, flows from west to east through the heart of Isfahan, and dries up in the Kavir desert. The bridges over the river include some of the nicest architecture in Isfahan. Urban waterfronts are important and special assets and that, when redeveloped, they often contribute to healthy traditional communities. Waterfronts can serve as a unifying force in a city or town and can be, and often are, a force for community enrichment. Further, vibrant communities are essential for environmental, economic and social advancement. This paper examines the relationship between heritage sites, waterfronts, and relationships between people in present-day in urban culture in one of the historical city in IRAN. There are several strategy specific principles as a way to improve of usage from particular places and waterfront city. Based on this research striped methodology is used to have a best performance in this city.

Key words: *Isfahan, waterfront, traditional community, heritage site, striped methodology.*

Introduction

The Zayande River starts in the Zagros Mountains, flows from west to east through the heart of Isfahan, and dries up in the Kavir desert. The bridges over the river include some of the nicest architecture in Isfahan. The oldest bridge is the "Pol-e Shahrestan," which was probably built in the 12th century during the Seljuk period. Further upstream is the "Pol-e Khaju," which was built by Shah Abbas II in 1650. It is 123 meters long with 24 arches, and it also serves as a sluice gate. The next bridge is the "Pol-e Jubi." It was originally built as an aqueduct to supply the palace gardens on the north bank of the river. Further upstream again is the Si-o-Seh Pol or bridge of 33 arches. Built during the rule of Shah Abbas the Great, it linked Isfahan with the Armenian suburb of Jolfa. It is by far the longest bridge in Isfahan at 295 m (967.85 ft).

Who benefits and/or profits from these waterfronts Performances and their use values? Not surprisingly, people enjoyed learning about particular places with the power of memories and experiences. Examining the ways in which these places teach about and shape relationships between people, place, and identity generally are important. Many famous theorists of cultural landscapes, makes an explicit connection between cultural landscape studies, theories of space and place, and tourism. It is about loyalty to local community, and the relationship of people to tourist attractions.

Tourist narratives exist to promote a given place as a "destination"—a site that is attractive, noteworthy and offers services that will keep visitors satisfied as they explore and learn. If tourism and education promotes pride of place, it also boosts local economies, so it is not surprising that most narratives associated with tourist and education destinations are positive and upbeat, often celebratory of events, populations, and structures. But cultural and historic tourisms pose some particular challenges to this dominant model. As cultural and historical tourism narratives evolve, they often shift, forced to integrate new ideas in ways that visitors will still find palatable and accessible. Accordingly, even dominant tourists narratives prove exceedingly flexible as they absorb, integrate or, in some cases, co-opt and transform alternative narratives.

An analysis of any waterfront city is incomplete without first including a brief background to the development of waterfront cities in general. During the early to mid 1900's, waterfront's downtown population decreased and moved to the mainland to live, and commuted back to the city to work. This resulted in many vacant sites which still exist in the downtown core of waterfront city. The main reason for this is the industrial revolution, which resulted in a decrease of industrial and consumer activities that once operated at a human scale along city waterfronts, such as local markets supplied by harbor related industry like fishing and transporting goods. Another reason is the economic value of downtown property was increasing and became too expensive to compete with the inviting characteristics of suburban living. In addition to this, there were general social perspectives towards family living conditions which generated conflicts between high densities, shared accommodation of city building typology. The final, and perhaps the most important reason of all, which also made suburban lifestyles possible, is the advancements of the automobile and the monopoly over the transportation industry the oil companies created around the 1940's. The vast affects of the industrial revolution almost entirely eliminated designing cities based on scale, proximity and proportion of the human body [1-3]. Today and over the past few decades, the benefits of city living has generated more interest within society. The

increasing costs of transportation and suburban zoning and bylaws have become more problematic than beneficial and sustainable (Ando, Tadao, 1984.. Previous social views of 'proper' family living are being challenged. New housing prototypes and developments are accommodating issues of privacy, ownership and community within dense urban sites. Designing urban infrastructure and buildings with a holistic approach is being further investigated and emphasized. The benefits of mixed use developments have become widely recognized and in some cases mandatory (Another Form of Intervention; Answers.com.; Art, Design and Visual Thinking.). First a brief study of waterfront cities in general will allow the Isfahan waterfront and this thesis to be placed within a formal and historical context. Around the 1960's is when most urban waterfront redevelopment took place. Shifting from what was previously seen as an area that was strictly for industry, transportation, fishing and flood protection. Now leisure is becoming increasingly important to waterfronts and the process of deindustrialization is opening up vast new territories. Waterfronts have a dramatic and visible impact that is capable not only of enriching a city's economy but of improving its collective self-image (Ando, Tadao, 1984; Another Form of Intervention; Answers.com.; Art, Design and Visual Thinking; Arts and Crafts Society; Blue Trout Graphics).

Accordingly, this paper examines the relationship between historic tourism and economic redevelopment in present-day waterfront, evaluating how cultural heritage narratives are informed by eighteenth, nineteenth and early twentieth-century labor histories and subsequently presented to both residents and visitors for the purposes of education and cultural enrichment. Considering the adaptive reuse of former places of industry as tourist attractions, traditionally understood as contemporary sites of leisure, I argue that local tourist narratives have both transnational origins and transnational impacts on the flows of capital and human bodies (particularly those of peripheral or traditionally marginalized populations) within the increasingly de-industrialized economy of the global West. While many tourists certainly visit the waterfronts the other places enjoy the annual County Fair, with its events and exhibits, log-rolling contests, live musical entertainment and animal auctions, this area does not yet feature a large number of tourist attractions, one coherent interpretive tourist narrative or an organized network of heritage tourism management.

Case study:

Undeveloped Industrial Site: Zayanderood, Isfahan, IRAN:

Zayanderood still remains Isfahan largest river city (Farr, Douglas, 2008; Frederick, Matthew, 2007). With a long history, like many other coastal cities, much of the waterfront property is used by the Department of National Defense, the shipping industry, and transportation (BluPete.; Breen, Ann, and Dick Rigby, 1996; Canada Vacation Planner). Making the left over accessible waterfront invaluable (Farr, Douglas, 2008; Frederick, Matthew, 2007; Google Earth; Hayward, Catherine. 1984). The strip of waterfront, once preoccupied with the fishing industry, is now diverse and lively, accommodating tourism, commercial, limited residential and industrial uses. A popular boardwalk along the shore line brings visitors and locals together, providing an atmosphere where pedestrians can move freely. To fully comprehend the importance of the Zayanderood Isfahan, and more specifically the publicly accessible waterfront, it is necessary to acknowledge the physical attributes and population trends of the area. From the previous maps and images of Zayande-rood and the surrounding HRM area, we can begin to realize the geographical limitations the urban core has when operating on a city scale (Hayward, Catherine 1984). Figure 1 shows the Isfahan in a map.

Because the peninsula is restricted in size, any large scale development in the city or on the small area of waterfront will have a major impact on the image of the city and the opinions of Zayande-rood Isfahan's population. In addition to geographical limitations, strong ties to the traditional character and heritage buildings of downtown, especially the public waterfront, creates a difficult context for future development to deal with. The City of Zayande-rood Isfahan was established in 1841, and used to be the capital of the province of Nova Scotia and shire town of Zayande-rood Isfahan County. Zayande-rood Isfahan was the largest city in Iran, now it is no longer an incorporated city (Frederick, Matthew, 2007; Google Earth.; Hayward, Catherine. 1984). On April 1, 1975, the government of Isfahan dissolved the City of Zayande-rood Isfahan, and amalgamated the four municipalities within Zayande-rood Isfahan County and formed Zayande-rood Isfahan Regional Municipality, a single-tier regional government covering that whole area. Here the lack of development and population of Zayande-rood Isfahan becomes evident. Although the pedestrian area is wide in comparison to some larger cities, the inclusion of developed parks and buildings shows Zayande-rood Isfahan's reluctance, or perhaps indecisiveness when considering further redevelopment. The wide width of the pedestrian zone creates many possibilities for integration of parks and buildings. Similar to Tabriz, the city grid changes to pedestrian movement as it touches the pedestrian zone, and there are also two elevated pedestrian walkways (Farr, Douglas, 2008; Frederick, Matthew, 2007; Google Earth.; Hayward, Catherine. 1984). In contrast to Zayande Park, little overlap of the grid and pedestrian zone occurs. Figure 2 shows Zayande-rood Isfahan.

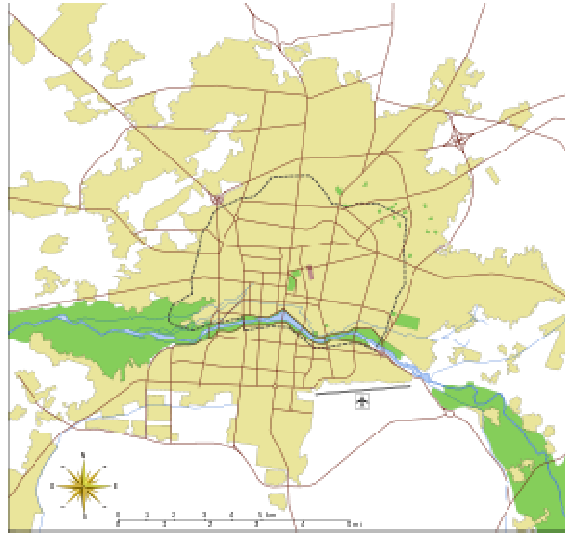


Fig. 1: Isfahan, Iran



Fig. 2: Zayande-rood Isfahan

Waterfront Strategies:

By considering the waterfront area as a threshold between the city grid and harbour, there are a few simple options that can form basic strategies or principles applicable to waterfront cities, which can then be further developed. The basic organization of Zayande-rood Isfahan's waterfront is used as a template. It is important to make a clear decision with one strategy so the waterfront area is treated as a coherent whole and may create an image for the entire city. A strategy should be chosen based on the historical and contemporary conditions of each city. Typology studies of each strategy are described on the following.

Strategy 1:

Extend the Grid: Establishing a continuous streetscape, only pushes the grid farther into the waterfront public park. The typology of this strategy lends itself to mid-rise buildings with an emphasis on density and infill. The grid axis loses direction and intention as it enters the public park. Although I don't believe this strategy is suitable for any city waterfront, it can be most related to the waterfront sites of London and Amsterdam, where density plays a major role in waterfront development.

Strategy 2- Alternating Grid and Parks:

A simple alternating pattern of streetscape and open public parks. Mid-rise courtyard buildings can be suitable for the dense blocks of infill. The main concern is the potential for privatisation of park areas where the dense blocks are positioned and the creation of parks that may not provide any shelter. The axis of the grid begins to rotate perpendicular to the harbour as it enters the parks. This strategy may lend itself to long waterfront sites.

Strategy 3 - Object Buildings in the Park:

Conceive the waterfront threshold as a large public park with 'object-like' buildings floating free of the grid and streetscape. High-rise buildings may enforce their presence as objects within the ground plane park. The main concern is the high buildings might create a sense of hierarchy and ownership over the public park. The high-rises can be considered too private on waterfront cities, which goes against the argument of this paper. The grid axis change direction around the buildings, no longer extending the grid or making perpendicular connections between the city and harbour. This strategy seems most appropriate to very large cities with grids that are not orthogonal to the harbour, such as Manhattan. No order of building location, uninviting to the public sector.

Strategy 4 - Striped Buildings and Parks:

A 'striped' strategy alternates between buildings and parks perpendicular to the harbour. Low, horizontal buildings are most beneficial to this strategy. As the city typology meets the waterfront area, tall buildings are rotated to become low and narrow, creating an equality of height throughout the waterfront. Spacing of the buildings allows equal sun penetration to the ground and plane and creates many opportunities for movement between the city and harbour. Grid axes are strongly extended all the way to the water and remain perpendicular in direction. This strategy has been chosen for this paper based on its relevance to the historical and existing conditions of Zayande-rood Isfahan's waterfront, which are described in methods.

Striped Strategy:

The 'Striped Strategy' reinforces the idea of the waterfront acting as a threshold in a number of ways. In addition to the similar formal organization of the piers, the striped strategy provides physical and visual and connections between the city and harbour with a repetition of narrow open areas and promenades. The narrow dimensions of the promenades and low building heights relate more to the scale of the human body, making them beneficial for successful mixed use buildings. Pedestrians will be encouraged to meander through the promenades as they walk through many axes connecting the city and the harbor. The striped pier-like language also creates opportunities to increase surface area as the piers extend into the harbour, and simultaneously increase the waters edge to walk along. Increasing the waters edge is taken one step further, by inverting the extending piers into narrow canals or water features stretching inland toward the grid. Strips can also extend into the adjacent vacant sites within the grid. However, as an early conclusion, such extensions weaken the waterfront area as the threshold between the city and harbour. Now that the chosen strategy has been described, we can look more closely at the specific site for this paper. A detailed design sequence illustrates the process of dividing the site into strips and breaking the long buildings into shorter rectangles. By making further divisions, the ground plane and buildings have a greater connection to the human scale and creates shorter axis that run parallel to the harbours edge. Possible extensions of the striped language into the city grid is an option, but does not support this argument powerfully. This city plan also sets up the site specific master plan that allows one building to be further developed using thresholds. While the brief nature of this method does not allow for the kind of in-depth analysis required to pronounce either the private or public strategies of economic redevelopment profiled here the most successful or beneficial, it is intended to suggest that both exist and must be acknowledged and reckoned with by any scholars or practitioners or tourism, urban theory or local and/or regional economic redevelopment. If it is still too early to tell which strategy, the public or private, will prove the most successful in the long run, what should be considered is whether or not these two can work together (or can work separately in the same place) toward a common good for not only visitors or potential residents, but also for long-time local dwellers with strong ties to a given area as well. Only by taking an interdisciplinary approach (considering the power of cultural heritage narratives as well as statistics and demographics, for example) and thinking outside the proverbial box of tourism studies, museology and traditional economic redevelopment approaches can a truly sustainable and socially equitable postindustrial urban environment be established. Based on above methodology striped strategy has the following advantages; striped language connecting city and harbor, extend grid axis to harbor, striped public park, low horizontal buildings, maintain

general equality within typography and Establish site specific formal element. Exploring one strategy has also generated many site specific design influences, which are unique to Zayande-rood Isfahan's past and present conditions.

Using the traditional pier language for the public plinths creates the opportunity to shift the public and private programs together. Using a consistent language for the plinths also allows the building aesthetics of the private volumes above, to remain flexible for different architects to design. The use of vertical and horizontal planes has been chosen because of the similarity to the rectangular piers pushing out into the water, and the striped language of the strategy. This also creates consistent park elements that extend into the interior spaces of the plinth. The influences of the surrounding park on the building organization have become a predominant conclusion when combining private and public spaces.

Conclusion:

Based on above discussion we conclude that, waterfront city are one of the best places that must be managed for tourist attractions. It is important to state that there are general principles which may add to the discourse on waterfront and its application to tourist economy and education, and there are strategy specific principles. I have explored the strategy specific principles in greater detail as a way to test the private public combinations. General principles write as follows; Waterfronts must be mixed use developments and pedestrian dominated, conceive waterfront as a threshold between city grid and harbor, choose strategy based on historic and contemporary site conditions, strategies should include at least four programmatic elements: Public Park, public plinth, private shared, private residential, Buildings must be mixed use, use strategy to inform building volume and program organization, establish at least one formal element that ties the strategy together. I have chosen the Striped Strategy not only because Zayande-rood Isfahan's waterfront historically consisted of many piers, but more importantly, because so many piers still exist today.

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