

FEASIBILITY INVESTIGATION ON IMPLEMENTATION OF HISTORICAL AND CULTURAL AXES APPROACH TO THE DEVELOPMENT OF PUBLIC SPACES: CASE STUDY OF LALEHZAR STREET TEHRAN USING SPACE SYNTAX ANALYSIS

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ABSTRACT

Cultural-historical axes as public spaces can perform well in retrieving the identity of historical urban. But the problem is that in metropolitan areas today, these public spaces have become a place for driving not space for pauses. One way of identifying and reinforcing the positive aspects of historical-cultural axes is to organize and recreate them. Tehran does not have valuable buildings such as Isfahan, Shiraz, and Yazd, however, it has an identity like all other cities in the world. One of the identity components of this metropolis is Lalehzar Street that firsts cinemas and coffee houses have been built there. Unfortunately, this axis has become a market for electrical appliances nowadays, and if this trend continues, one of the most important elements of Tehran's identity will be lost. In this research, after examining the cultural-historical pavements and exploring the functional potential of the main axis of this region, the feasibility study of Lalehzar street implementation has been investigated by using depth map software. The results of the survey show that Lalehzar Street makes it possible for pedestrians to be pedestrian because of their high interconnected value. This research was based on field observations and the use of library resources. The research method is descriptive-analytical and Space Syntax software was used to analyse the spatial structure and internal order of an urban system.

Keywords: Recreation of Cultural-Historical Axes, Historical Context of Tehran, Lalehzar, Identity, Urban Walkway, Cultural-Historical Passage, Identity Component, Feasibility

INTRODUCTION

From a societal point of view, cities are suitable places for the formation of social institutions for the promotion of cultural values, the development and consolidation of social relationships, and the preservation of human values and national and local identities (Adham & Aminzadeh, 2008). Identity in urban environments has become one of the most controversial issues of the modern era. Indeed, the issue of urban identity is one of the most complex and controversial theoretical issues in urban planning. Iran is perhaps one of the richest lands in terms of the attraction of cultural heritage and achievements, and its manifestations are world-renowned specialty urban architecture. However, how we want our lives today? How do we think about tomorrow? and how do we benefit from our past? Building cities and producing architecture is particularly sensitive (Nasrin Reyahipour, n.d.), therefore, it is important to recognize and define their past and present identities (Adham & Aminzadeh, 2008). A look at the history of advanced countries reveals that many countries have gone through a period of disregard for cultural heritage and the destruction of valuable artifacts, and ultimately the need for preservation and attention to heritage between institutionalized people and officials has been institutionalized (Azeri, Barati, & Mirmeini, 2018). The current situation of the Lalehzar path reflects the authorities' neglect of protecting a historic place and reveals the inactivity of urban management. The buildings getting destruction and their facades are hidden under the mass of boards, cables, pipes, and canals. The facade of visual chaos with various materials and different forms. By the above-mentioned factors, the attention to the tulip is felt like a space with elements and collections of identifiable and physical potentials, an

attractive environment for diverse cultural activities, tourism for citizens and any neglect in organizing and revitalizing this context can be felt. Irreparable damage to the identity and collective memories of a period in the history of our city and even in Iran country (Alikhah, F. and Najibi Rabiee, n.d.). It seems that walking down Lalehzar Street can be a fundamental way of organizing this historical-cultural context. This may seem impossible or very difficult at first, but if implemented it can be very useful and pave the way for specialists in the restoration and restoration of historic buildings, urban designers, architects.

RESEARCH OBJECTIVES

Given the importance and role that cultural-historical axes play in the identity of cities, this article seeks to evaluate the feasibility of constructing one of the important historical-cultural axes in the Iranian capital, Tehran Metropolis, to rationally recreate this. The main goals of this research are as follows:

- i. Restoring the cultural prestige of LalehZar Street as one of the first recreational cultural streets of Tehran.
- ii. Creating a new role for Lalehzar Street as one of the most important gathering centers for service providers Design, dramatic, artistic, cultural.
- iii. Highlighting the physical landscape and physical boundaries of Lalehzar Street as a revitalized urban core that has been advanced to the rough texture around it and its future use as a strong point for organizing adjacent tissues.
- iv. Linking Lalehzar Street with other urban centers and centers around it that have cultural and historical value in terms of content, activities, or physical content, and ultimately create a historical-cultural focal point, the historic core of Old Tehran.
- v. Using the architectural, spatial, and historical values of Lalezar Street to create an attractive and content urban environment to enhance the rich cultural context.

LITERATURE BACKGROUND

The spaces in a city can be divided into two groups of architectural and urban spaces in the simplest classification (Brambilla & Longo, 1977). Facilitating social relationships and social structures, developing a sense of trust and confidence, promoting citizen participation and responsibility, internal human control, and facilitating the socialization process are some of the functions of urban social spaces. However, urban space can reinforce the social system when it becomes a public space (Ranjbar & Esmaili, 2010). In other words, those open-air spaces in which social action takes place (rest, renewal, association, etc.) are considered to be actual public spaces that strengthens the social system. Activities of pedestrians and strengthening and improving the social image of the city are among the benefits of such places (K. Mirzaei & Mohammadzaki, 2016). In the ancient cities of Iran, the formation of urban roads and spaces was based on the scale and need for pedestrian movement, but in urban planning, car planning always prioritized human planning (Khashayar Kashanijoo, 2016).

The disregard for pedestrians in Tehran can be seen as a pattern for other cities in Iran (Ranjbar & Esmaili, 2010). In the current situation, the existing roads in the country face problems that are part of the traffic, physical, and service problems. The city center is one of the main indications of historical and cultural values that contains the expression of identity symbols and memories for the whole city and its inhabitants. An important feature of historic urban centers was the integration of a range of economic, social, and cultural activities that centered on pedestrian

accessibility and pedestrian public spaces within it [3,8]. The increasing expansion of cities and the commencement of automobiles into urban activities and the transformation of social relations affected the attractiveness of the streets and urban spaces, which gave the city managers too much emphasis on moving cables as the main condition of the city's social-economic growth (Khashayar Kashanijoo, 2016). Landscaping based on their disaggregated uses as areas of activity, residence, and leisure became pervasive in modern urbanization, and the complex and pedestrian-friendly function of the central part of the city was disrupted. Access to longer and longer journeys across the city intensified and car-centric spaces expanded rapidly.

Walkway for public space formation

The sidewalks are isolated and isolated streets that have been removed for some reason. However, emergency relief vehicles and service vehicles and cargo are allowed to travel during specified hours. Pedestrian streets first emerged in European cities in the late 1940s and, after World War II, the idea of dismantling pedestrian and cobbled streets was reconstructed after the post-war ruins and renovation of historic town centers (Sarraf Mozafar, 1960). This separation was due to overcrowding. In many cases, the pedestrian movement has been associated with the preservation of historic city centers, leading to the qualitative upgrading of neighborhoods and their conversion into expensive tourist areas.

As such, it has had a positive impact on the local business boom. The economic viability of these projects has ensured their success and has had the benefits of enhancing the quality of life in the public environment (K. Mirzaei & Mohammadzaki, 2016). Pavements are a viable solution to many acute urban problems. Walking can bring life and vitality to downtown areas and encourage people to volunteer in the city. The pedestrians are the highest level of social roles with full pedestrian dominance and motor vehicles used solely to service current life on the road (Pakzad, 274: 2005).

BENEFITS AND QUALITY COMPONENTS OF ROAD CONSTRUCTION

Pedestrianisation has many benefits as the process of driving cars or slowing down cars and creating pedestrian-friendly streets. The economic benefits of road construction include improving the overall economy of the region, attracting wealthy people to declining areas, supporting the local economy, reducing infrastructure costs, and attracting tourists and tourists. Other benefits of walking are its social dimension, which includes creating public spaces and expanding social interactions, building a strong sense of place, enhancing public participation, promoting walking and cycling, enhancing mental and physical health, and increasing security. The environmental benefits of road construction include reducing air pollution, reducing the need for land development, maintaining open spaces, and reducing fuel consumption (Brambilla & Longo, 1977)(K. Mirzaei & Mohammadzaki, 2016)(Hosseini, Seyyed Teymour, Ariana, Mohammad, Abroodi, 2016).

INTRODUCING AND EVALUATING SOME OF THE WALKING EXAMPLES

Table 1 Examination of internal and external samples of pavements

Source: Authors

Walkway / Country	Actions	Component	
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<ul style="list-style-type: none"> • Pedestrian way of training Tabriz 	<ul style="list-style-type: none"> • Preserving historic road: construction... views, reducing traffic congestion, opening access, booming markets and business centers 	<ul style="list-style-type: none"> • Accessibility • Socialization • Safety • Physical Improvement • Economic Boom 	INTERNAL EXAMPLES
<ul style="list-style-type: none"> • Sidewalk Road (Sepahsalar Garden) Tehran 	<ul style="list-style-type: none"> • Restoring identity: Walking and relaxing attracting tourists and raising revenue, enhancing the safety of historic buildings due to retrofitting and landscaping 	<ul style="list-style-type: none"> • Improvement of the area • Safety • Socialization • Tourist attraction 	
<ul style="list-style-type: none"> • Axis of Janet Mashhad 	<ul style="list-style-type: none"> • Reduce traffic congestion: Relaxation and disassembly....., increase area security 	<ul style="list-style-type: none"> • Traffic pacifying • Improvement of the area • Safety 	
<ul style="list-style-type: none"> • Lian Bushehr axis 	<ul style="list-style-type: none"> • Increasing security and reducing traffic congestion: Calming the area-preserving historical context, increasing area safety 	<ul style="list-style-type: none"> • Traffic pacifying • Feeling of security 	
<ul style="list-style-type: none"> • Rambla's walkway • Barcelona - Spain 	<ul style="list-style-type: none"> • Prohibition of vehicular traffic reduces traffic congestion, becomes more tourist-friendly, attracts the region and boosts economic growth, designing alternative routes 	<ul style="list-style-type: none"> • City monument • Socialization • economic boom • Cultural crossroads 	FOREIGN EXAMPLES
<ul style="list-style-type: none"> • Walking Vienna Austria 	<ul style="list-style-type: none"> • Relaxing area boosts street appeal, tourist attractiveness, and economic boom, expanding public spaces in the city 	<ul style="list-style-type: none"> • Economic boom • Tourist attraction 	
<ul style="list-style-type: none"> • Walk to Dublin Street, Ireland 	<ul style="list-style-type: none"> • Increasing economic prosperity by the pedestrian crossing, increasing the attractiveness of the street through cultural and artistic activities 	<ul style="list-style-type: none"> • Economic boom • City monument • Cultural crossroads • Tourist attraction 	
<ul style="list-style-type: none"> • Istanbul Independence Street - Turkey 	<ul style="list-style-type: none"> • The economic boom in the region has attracted tourists by pedestrianizing the streets, increasing nightlife, and high security. 	<ul style="list-style-type: none"> • Economic boom • Participation • Nightlife Revival 	
<ul style="list-style-type: none"> • Bourbon Street • New Orleans - USA 	<ul style="list-style-type: none"> • Become a crossroads into an urban symbol by crossing the crosswalk, 	<ul style="list-style-type: none"> • Socialization • Cultural crossroads 	
<ul style="list-style-type: none"> • Pedestrian Highway in Michigan 	<ul style="list-style-type: none"> • Increased socialization through the conversion of a high traffic lane into a pedestrian lane 	<ul style="list-style-type: none"> • Socialization • Cultural crossroads 	
<ul style="list-style-type: none"> • London Regent Street, Seasonal Walk 	<ul style="list-style-type: none"> • The Pedestrianisation of the passage through increased cultural and artistic activities has increased economic prosperity and also made the region more tourist-friendly. 	<ul style="list-style-type: none"> • Socialization • Economic boom • Participation • Cultural crossroads 	
<ul style="list-style-type: none"> • China's Harbin Central Street, Asia's longest pavement 	<ul style="list-style-type: none"> • Increased economic activity along the pedestrian street has increased tourist attraction and economic boom. 	<ul style="list-style-type: none"> • Economic boom 	

<ul style="list-style-type: none"> The streets of Bulgaria's Main Street 	<ul style="list-style-type: none"> Europe's longest pedestrian walkway of architectural charm and beauty. Increasing economic prosperity and attracting tourists have helped to make this walk a success. Increasing cultural and artistic activity is also one of the activities on the pavement that attracts many tourists. 	<ul style="list-style-type: none"> Socialization Economic boom Participation Nightlife Revival
<ul style="list-style-type: none"> Saint Catherine of France 	<ul style="list-style-type: none"> An important center of thriving tourism, easy access to cultural activities attracts tourists and locals to gather locals. 	<ul style="list-style-type: none"> Economic boom Socialization Tourist attraction

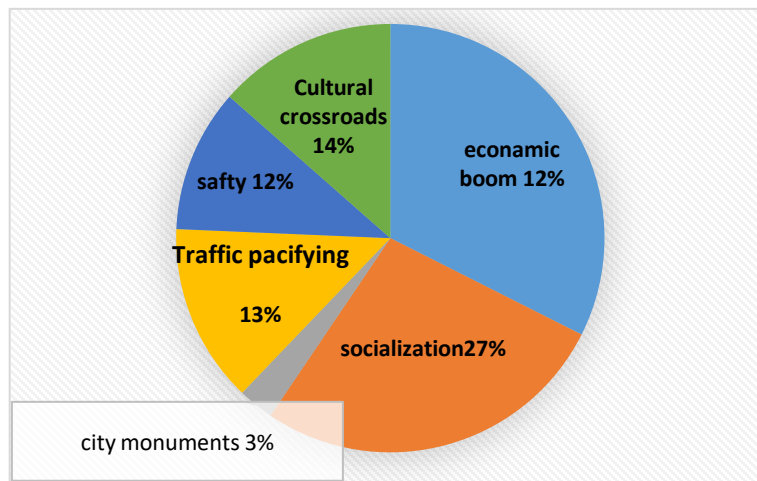


Fig. 1 The percentage of walkway goals

Examination of similar domestic and foreign examples of pedestrian zones indicates that various ways and approaches are used by city officials to convert pedestrian routes to pedestrian routes. They are different but have many similarities. In general, these solutions are:

- i. Establish permanent or temporary restrictions on motor vehicles
- ii. Creating a variety of physical facilities for pedestrians such as floor parking, public transport stations, lighting, street furniture, vegetation, and more.
- iii. Arranging the flow of cavalry traffic in the context of pedestrian traffic.
- iv. Engaging area residents and business people and shopkeepers near the pavement.
- v. Physical remediation of the pedestrian path including flooring, bodywork.
- vi. Staging in implementation and planning for gradual, step-by-step changes to create a pathway.
- vii. Implement comprehensive plans to expand pedestrian traffic throughout the city and connect pedestrians.
- viii. Complete interurban pedestrian network design.
- ix. Expanding open spaces and social activities such as street events and public art on the sidewalks.
- x. Expand mixed applications and move non-compatible applications outside the pedestrian area.
- xi. Designing a route to connect valuable cultural and historic buildings to restore and revitalize them.

Some of the most important functions of sidewalks include creating personal vitality and social vitality, urban design tools, creating safe mixed-use areas (Ranjbar & Esmaili, 2010), city conservation, recreation, and play areas, habitable environmental elements, and sustainable urban development to illustrate, some of these are appropriate to the subject of this plan. Pedestrian zones are considered as a tool to protect the city and are extremely suitable for city protection. Squares or streets that are important from (Khashayar Kashanijoo, 2016) an architectural or urban planning perspective can lead to a new concept. Areas of activity should be replaced by relaxing spots and areas with modern features of historical tradition (Cowan, 2005). Pedestrianisation not only emphasizes their historical connections but also sometimes transforms them. Pedestrian zones are also suitable for arts and cultural events such as street lectures, street theater, street music. Pedestrian zones as free multipurpose expansions are, in general, like the game world. Streets and outdoor centers are suitable for all ages and are places for children's play and social activities. Based on case studies, the main criteria for the creation of pavements as well as their expected results are as follows:

Table 2 Key Criteria for Creating Walkways and Expected Results

Source: Authors

Main criteria	Sub criteria	Expected results
Actability	Main routes for replacement	Reduce environmental pollution
	Convenient pedestrian transport facilities	
	Connectivity and permeability of streets and alleys	
	Required parking embedded	
Safe of emotion	Feeling of security	Attract foreign and domestic tourist
	Access to utilities	Prevent the process of tissue
	The distance of stop stations	
	The quality of the physical environment	Exhaustion from continuing
	Space readability	
Proper urban design		
Current Economic Activities	Mixing Uses	Creating the right platform between the new and old structure of the city
	The attraction and grace of the environment	
	Provision of services and commercial applications	
	Convenient location for retail and weekly markets	
	Walking quality	
Socialization	Safety	Increasing public participation and space invitations
	Urban facilities	
	The amount of flexibility	
	The historical function of texture	
	The vitality of space	
	Ability to monitor naturally	
	The presence of women and children	

THE PROCESS OF CHANGING THE TULIP FIELD FROM THE PAST TO THE PRESENT WITH ITS PLACE IN THE UPPER PLAN

Lalehzar is the first street in the Iran Capital (Tehran) to be supported by gardens surrounding the cultural and recreational role and civic functions such as hotels, theaters, cafes, and clothing stores. These public amenities became Tehran's day and the concept of the street with the urban body, shop windows, light and color and facades, and most importantly social space in the second half of the last century introduced into the urban culture. But Tehran's expansion over the past 50 years (M. Mirzaei, 2012), which has increased by five times its population and nearly ten times its size, has not provided the public space in the dignity of a modern metropolis and the streets and historic squares lost the civic function of the early decades and became the vehicle for cars. With the decline of the historic center, the original inhabitants of the old neighborhoods fled, its state-owned and commercial office diminished - and warehouses, workshops, and shops selling counterfeit goods were replaced. Meanwhile, Lalehzar has transformed from a cultural hub to a café, cinema, theater, and hotel where the civic living space and leisure time has become a wholesale center for electrical appliances (Engineers, 2006).

Unlike many of the main streets of ancient Tehran built during the Pahlavi era, Lalehzar is a Qajar street built north of the Safavid dynasty. Lalezar was formed after the election of Tehran to the capital (Polavand, 2011). As Tehran's economic and social role became more prominent as the city expanded beyond the Safavid fence, palaces and houses were formed along the Lalehzar and Shemiran Road. During the Nasser al-Din Shah period, when the Safavid fence was demolished due to the constriction of the city, and the new octagonal moat, the northern side of Barrow moved from Amir Kabir along the current Revolutionary Street and its tulips and gardens within 20 km of the city (Fereydon Boromandi, 2015). Many of the central streets of Tehran were built or renovated during this period. The three parallel streets, namely, Ferdowsi with prominent banks, Saadi with prestigious businesses, and Lalezar with amusement centers and modern shops, are the main structure of the five neighborhoods of the Safavid Tehran (bazaar, Arg, Oudlajan, Chole Maidan and Sanglaj) to the north. Large, multi-story malls, especially in the southern of Lalehzar, were built in later periods, and the capital's largest cinemas such as Rex, Metropol, Crystal and prestigious theaters such as Nasr and Pars reinforced its cultural and recreational spirit. Tailors, draperies, shoe stores, Watch stores, and jewelry stores first became active alongside the Lalehzar and gradually penetrated the streets of Mehran, Berlin, and Wahhabi (Polavand, 2011). Streets, landmarks, and public areas are considered to be the most important elements in the urban development process, all of which have been associated in the presence of tulips, and therefore tulips have always played a prominent role in the old Tehran Space Agency.

The shift in the role of the Lalehzar from the cultural center of tourism to the commodity exchange began four decades ago when cars left no room for soft pedestrian movement. The infiltration of electric goods started from the artillery field and behind the municipality, along the tulip field (Mokhtari, 2010). Reputable cinemas and theaters first became popular movie and theater screenings, cafes, and hotels where writers and artists gathered to transform into cafeterias and prestigious clothing stores into low-end shops. In this centrifugal process, large theaters moved to Shariati and Valiasr, and luxury shopping centers were set up on newer streets, namely, Karim Khan and Mirdamad. Today the Lalehzar is not the centerpiece of leisure and social interactions (M. Mirzaei, 2012), but rather the declining function and structure of its buildings and spaces, and the pervasive focus of trading and selling out-of-space appliances across the street. According to Tehran workshops, more than 1,700 wholesalers and about 4,000 retailers, mostly electric goods dealers, operate in tulips and are housed in back alleys, warehouses, and workshops (Hosseini,

Seyyed Teymour, Ariana, Mohammad, Abroodi, 2016). The current situation of Lalehzar reflects the neglect of protecting a historic street and reveals the inactivity of urban management against physical and functional changes. The main buildings are decaying and their facades are hidden under the clutter of boards, cables, pipes, and canals, and refurbishments have added to the visual chaos of the street with heterogeneous materials and heterogeneous forms.

Current Status studies of Old Lalehzar Street

The old Lalehzar street begins 750 meters from the corner of Topkhaneh Square and ends on Istanbul Street. The new LalehZar Street is 900 meters long from Istanbul Street to Enqelab Street (Mokhtari, 2010). Cars and vans have either been parked or are being evacuated across the street from Artillery Square to Revolution Avenue. The overcrowding of pedestrians (Polavand, 2011) and trolleys and cars, and finally the carnage caused by traffic and smoke, illustrate why cultural factors and practices have moved away from this street.

Analysis and Feasibility of Implementation of Old Lalehzar

In urban design and planning, due to the wide range of factors involved in the project as well as the large scale, recent decades have focused on logical strategies and systematic processes rather than intuitive, artistic, and other programs. One of these methods is Space Syntax software. This theory is applied to the analysis of the spatial structure and internal order of an urban system, and by analyzing the data from this approach we can build a model that predicts the interactions between citizens' behavior and the performance of urban spaces in the present and future. In general, spatial alignment was established to identify spatial relationships and arrangements. Initially, the need for a comprehensive approach that could specifically explain the direct relationship between the physical context of the city and people's behavior led to the invention of the space layout method in the late 1970s. This method was explained by Professor Bill Hillier and Julian Hansen at UCL University in London and continued during the 1980s and 1990s. Space layout or syntax is one way to achieve this goal. This method analyzes the layout relationship of all spaces together and presents the characteristics of city spaces in mathematical and graphical parameters (Azeri et al., 2018). The interconnection parameter is considered as a suitable indicator for the analysis of interconnection and communication, security and economic potential. To obtain the appropriate analysis, a network of convex spaces was drawn by axial lines in the old Lalehzar textures in the AutoCAD software environment, and then Space Syntax software was used for the analysis. To do this, the network paths were drawn in AutoCAD DXF output software and then introduce the paths and communications network to the software. This was done by taking the network paths drawn in AutoCAD DXF output software and then introduce the paths and communications network to the software, after analyzing the grid path in the spaces, results in the form of Display a grid of colors, tables, and graphs.

In this analysis, the results are shown in blue to red. Red indicates high correlation and blue indicates low correlation. This reduces the amount of cohesion from red to blue. The order of each graph is related to the topological relationships with the whole network system. The higher the numerical value of this value, the higher the degree of correlation. Along with the colors, the software also provides a numerical value for each path resulting from the tables in Space Syntax. The researcher can derive the results from various graphs by importing these tables into other analytics software such as Excel 1. Since the focus of this research is on the analysis of relationships, it has avoided going into the details of numerical and mathematical analysis. According to theories of spatial arrangement, the higher the interconnections, the better

communication and interconnectivity, and the greater security and economic potential. As can be seen from the final analysis of the map, the passages in zone 12 have a conjunction value from -1 to 211196. But the passages in the Lalehzar is from 115951 to 180926. Roads that have higher interconnection value have lower depth and higher connections (Azeri et al., 2018).

Table 3 Statistical Analysis and Results of the Analysis of Lalehzar, Ferdowsi, Republic, Saadi, Ekbatan, Imam, Khomeini, and Amir Kabir Streets

Street Name	Space Depth Rate	The connectivity value	Communication Value
• Lalehzar	5.37751	1.68767	10
• Ferdossi	5.2008	1.75866	23
• Jomhour	5.10743	1.79864	15
• Sadi	5.10743	1.55237	9
• Ekbatan	5.81627	1.53393	8
• Emam-khomeini	5.1506	1.77993	10
• Amir Kabir	5.70382	1.5706	13

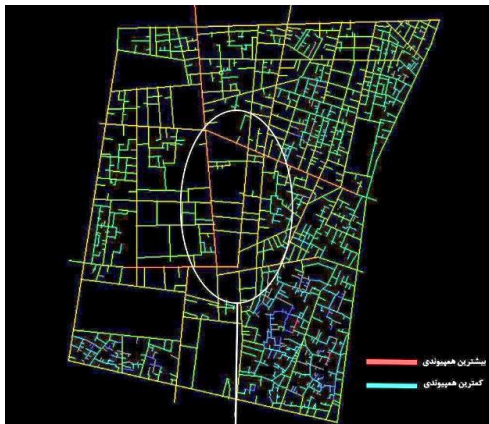


Fig. 2 Space syntax Analysis of Lalehzar zone



Fig. 3 Space syntax Analysis of Lalehzar street

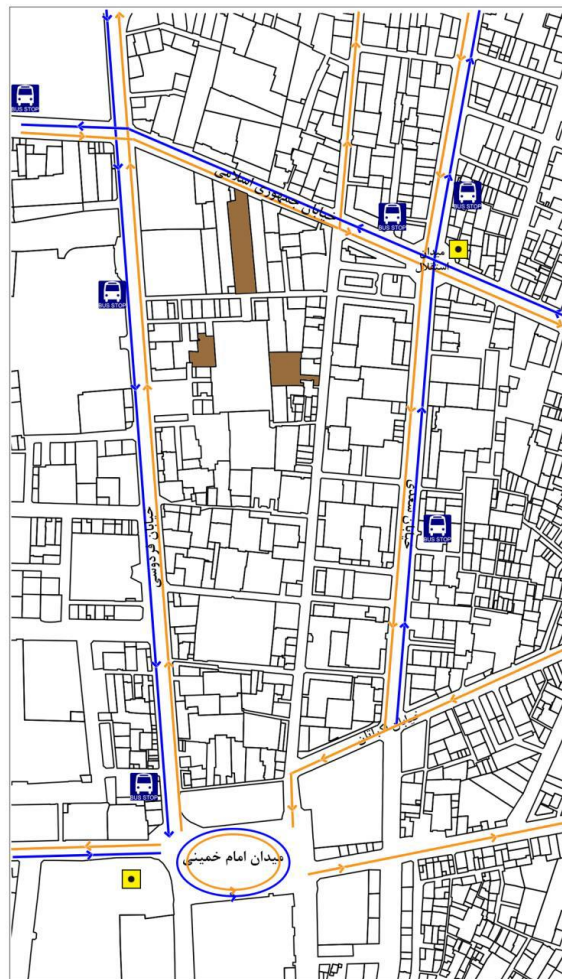


Fig. 4 The plan of Lalehzar zone

The software analysis reveals that Lalehzar street passageways have a relatively high interconnection value. So these passages are well-connected and interconnected, which in turn provides security and economic potential for the area. On the other hand, Lalehzar Street has a high communication value. The high connectivity value of this street means that the street is morphologically well connected with the surrounding passages, which can increase pedestrian-to-area attraction and can increase pedestrian capability and potential. Another criterion in the analysis is the calculation of the spatial depth that has the opposite relation to communication and correlation values. Another criterion in the analysis is the calculation of the Space Depth that has the opposite relation to communication and correlation values. The Space Depth of passages in Tehran 12th District is from 1 to 270884. The higher the Space Depth of the way, the less correlated it is with the surrounding streets and the less cross-linking it has. Accordingly, Lalehzar Street and the surrounding passageways have good communication value, hence their spatial links with each other and other surrounding passages are high. As such, Lalehzar Street is both for communication and well-connected to the surrounding streets. It shows that this passage has the proper conditions to become a pedestrian. The main purpose of this study is to stabilize the cavalry and pedestrian movement. Apart from the morphological features examined in the spatial arrangement, other criteria must also be considered. One of them is the amount of pedestrian coordination with public transport. This case has an effective role in motivating walking. The subway and bus lines are the most convenient on-road options. Regarding the transportation network, Imam Khomeini metro station is the central station and the intersection of the north-south and east-west lines of Tehran in the southern part of the street. Lalehzar and the Saadi subway station are located on the north side of Lalehzar Street and the maximum walk time required to reach one of these lanes is 8-10 minutes. Bus lines also are available on Ferdowsi, Jomhuri, and Saadi streets. The existence of the public transport link creates a high potential for pedestrian access to Lalehzar street. Also, there are pedestrian routes close to this passage, including the Bob Homayoun and Khordad 15 pedestrian routes, which have many tourism potentials and it can be a strong and potential point of reference for the Lalehzar Walk.

Table 4 Activities and Micro-activities tailored to Lalehzar pavement according to software results:

Allowed Functions	Suggested Micro-activities
Official	<ul style="list-style-type: none"> • Cultural, social, economic, and political centers and offices • Associations, associations, and NGOs
Educational	<ul style="list-style-type: none"> • Colleges and other higher education institutions related to the arts • Artistic Research Centers and Institutes • Vocational schools and technical centers
Technical, Scientific and Professional Services	<ul style="list-style-type: none"> • Visual Arts and Music Schools • Performing arts and beauty schools • Types of restaurants, cafes, and terraces • Mobile food service
Cultural	<ul style="list-style-type: none"> • Concert halls, cinema, and amphitheater • Conference and seminar hall • Historical museums • Art museums and exhibitions • Gallery • Cultural centers, libraries, and think tanks
Tourism and Accommodation	<ul style="list-style-type: none"> • Hotel, inn • Hotel and hotel apartments

CONCLUSION

Lalehzar Street is the first street in the capital of Iran that has been transformed from an amusement street to an electrical appliance exchange in the past few decades, which has caused physical destruction in itself. In this study, after the physical examination of the street, pedestrianisation was considered to preserve the historic body and restore urban life. After the investigations that were carried out in several neighborhoods of the 12th districts, proper pedestrian access was identified due to the high interconnection value and appropriate spatial depth in Lalehzar Street. Since the layout, transport, and user interface of the pavement are very influential, the following results can be deduced: The Old Lalehzar, due to its location in the historical context of Tehran, has the potential to become a pedestrian. By adopting smart solutions and proper planning, all threats in this problematic area can be turned into an opportunity to revive it. As a result of recent actions on the sidewalks of Bob Homayoun and Khordad 15, near the southern part of the tulip fabric, the municipality has been able to create a pedestrian and pedestrian-friendly space.

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