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DEPARTMENT OF ARCHITECTURE AND URBAN STUDIES  
LABORATORY OF INTERNATIONAL COOPERATION

POST GRADUATE PROGRAMME

# **COOPERA(C)TION**

## **KNOWLEDGE AND SKILLS FOR SUSTAINABLE CITIES IN THE GLOBAL SOUTH**



**2014-2015  
SECOND  
EDITION**

**STRATEGIES FROM  
IMPROVEMENT AND RENOVATION  
OF THE MAIN STREET (EMAM  
KHOMEINI) OF THE BAZAAR  
AND THE HISTORICAL SITES  
CONNECTED TO IT  
IN ORDER TO INCREASE URBAN  
QUALITY LIFE FOR ITS USERS  
IRAN**

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**MILANO 1863**

**DIPARTIMENTO ARCHITETTURA  
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**STRATEGIES FOR THE IMPROVEMENT AND RENOVATION OF THE MAIN  
STREET (EMAM KHOMEINI) OF THE BAZAAR AND THE HISTORICAL  
SITES CONNECTED TO IT IN ORDER TO INCREASE URBAN QUALITY LIFE  
FOR ITS USERS .**

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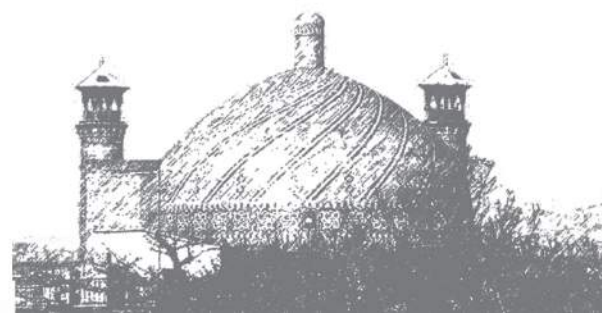




Emam khomeini (shah) avenue in Qazvin, is located in one of the most important and strategic part of the city and always had importance role during the history as well as the present time. This street due to its location , it is considered as the major economic zone of the city and also is one of the most busiest and crowded street of the city and connects the most important part of the city to each other .However , despite its urban importance and its strategic situation the state of preservation of many historic structures and urban elements, in many cases, are precarious and currently face many major urban problems . In addition, this part of the city due to its historical importance and economic situation has high potential in driving enormous number of international and national tourists every year, while only a few number of tourists visits this city and the bazaar district each year.

All the mentioned problems had result in decreasing the level of quality of life for people who work and refer to this street everyday , unsuitable environment , inhospitable environment to host tourists and finally putting in danger of destruction the historical monuments and urban sites.

In order to increase the quality of life for local people, preserve the morphological and textural characteristics of the historic architecture of this street , improve urban quality and make improvements in tourist section, it is necessary to address complex issues and problems of this street . Therefore, this study intends to give some renovation strategies for improvement mainly for urban problems in this street and its historical connected sites which are capable to achieve a level of livability for its users.







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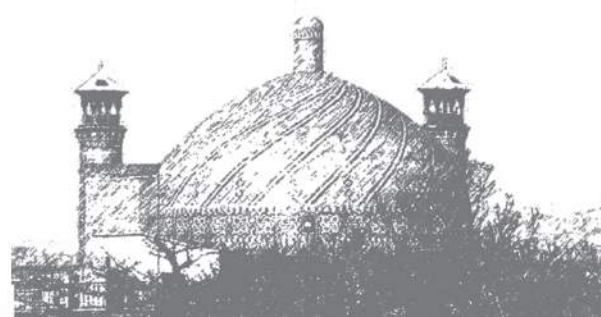
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# INTRODUCTION

The study of urban history indicates that a variety of factors have influenced the development of ancient cities world-wide, which economy factor has always been one of the most important factors in urban developments. Thus, in Iran also as same as all over the world the economic factors were the main cause of urban developments and the main body of the city cannot be defined without the existence of a bazaar in Iranian cities . In all most all ancient cities in Iran, bazaar has been a place for the economic, social, political, cultural, and civic activities of people. In fact, bazaar is one of the key elements of spatial organization in Iranian cities; Therefore in many historical cities of Iran, the most important, fundamental and busiest transportation route of the city was established in relationship to the main "Bazaar Rasteh". In this report, the main transportation route beside the bazaar in one of the ancient cities of Iran name "QAZVIN" will be studied.

Qazvin is a city located in 150 km northwest of Tehran, IRAN. (See figure 1), is one of the most ancient cities of IRAN and contains over 2000 architectural and archeological sites. Archeological findings in the Qazvin plain reveal the existence of urban agricultural settlements as far back as 7000 BC. Qazvin has been an important cultural center throughout history and has sometimes been of central importance at major moments of Iranian history.



Figure 1. The location of the city and the bazaar district in Qazvin, Iran

In Qazvin, similar to other cities in Iran, bazaar was located in the heart of the ancient city, and especially in the 19th century the city flourished as a center of trade because the only accessible road from the Caspian Sea to the Highland started from this city and its bazaar were enlarged. The ancient bazaar of Qazvin nowadays also can be consider as one of the most important economic trade center of the city. Imam Khomeini street (Original name "Shah Street ") as the one of the most important and strategic street of the city is also located in "Bazaar Rasteh" in Qazvin and has a close relation to the bazaar. (Figure 2)



Figure 2. location of bazaar and the Imam Khomeini Street (bazaar Main Street)





# INTRODUCTION

This street and its connected historical sites , which belong to existence historical buildings and are accessible only through the main street of the bazaar , due to the low level of preservation, unsuitable functions ,inappropriate uses ,lack of systematic urban design and lack of suitable urban elements are in precarious and destruction state and currently facing many major urban problems such as heavy traffic , damaged facades , unprotected old trees ,unsuitable pavements , lack of facilities for people with special needs, converting historical sites to parking lots , lack of bike and motorcycle parking , inappropriate advertisement banners , etc. As whole, this street considering the high number of people which are referring to it daily, considering its current situation can be considered unfriendly street for people especially pedestrians and is one of the street with highest urban problems compared to other similar streets nearby. Within this context, the first part of this report aims to highlight the essential role of the bazaar in the city development in all cities of Iran and how the modernization of the cities had effected and changed the bazaar activities and its surrounding streets and residential area nearby will be explain briefly. Second part of the report will take a look at the Qazvin bazaar history and its importance during the history until nowadays. Also will indicate the current usage of different part of bazaar. The third part of the report will focus on the history of the Imam Khomeini Street (bazaar Main Street) and its important role during the history for Iran trade. Also the current situation of the street, the weakness and strengths, and the reason of choosing the current street for this report and its relationship with bazaar will be explain. Iran master plan is a long-term plan which indicates in detail the future urban development of the city in all different fields including city urban development policies, therefore, the decision policies indicated in this master plan would have a great impact on how city will be change in future. Therefore, section three of this report will briefly describe the master plan in Iran, specially indicates the master plan for the urban improvement and development in Qazvin. In addition, the strength and weakness points of the Imam Khomeini Street which was indicated by this master plan and also the proposed plan for future urban development and improvement in this street will be evaluate. Later regard to current situation of the street which it was describe in section three , the neglected points will be indicate and criticized . As a final point in the last section of this report based on the current situation of the street and neglected points in city master plan, the suitable recommendation for urban improvement in order to convert the current street to more people welcoming street and decrease the level of damage which is currently is imposing to the historical sites and urban sites will be indicate. In addition, an example of suitable urban furniture will be recommended as well in order to increase the level of comfort of the street for the users.



## THE IMPORTANCE OF BAZAAR IN IRAN





# 1.THE IMPORTANCE OF BAZAAR IN IRAN

## 1.1.The importance of bazaar in shaping and developing the cities in Iran

The study of urban history indicates various factors have affected the city development through the different periods, but the most important factor at all times was an economical factor. Traditional bazaar in Iranian cities has always played an important role in developing and liveability of the cities. The fact is that, there is no city in Iran that can be imagine without its bazaar, according to the sociologist, planners and designers statements, bazaars are considered as heart of the city in Iranian cities. They usually include primary and secondary linear circulation spaces called "Rasteh", open and closed spaces, indoor and outdoor spaces, beautiful arches, skylights, and karbandies along the fixed axis or multiple branches. History of bazaar and the urbanization in Iran has always been linked to each other .Generally bazaar were located in center of the city ,however, nowadays even though due to the growth of the city necessarily the bazaar is not located at the center of most of the cities anymore , nevertheless still many essential buildings with major functions are placed inside this historical urban zone due to importance of bazaar and high number of the buildings in this zone are to be considered as valuable structures . This part of the city, due to its important role and major functions that plays in the whole city mostly has the highest population density. (Figure 3)

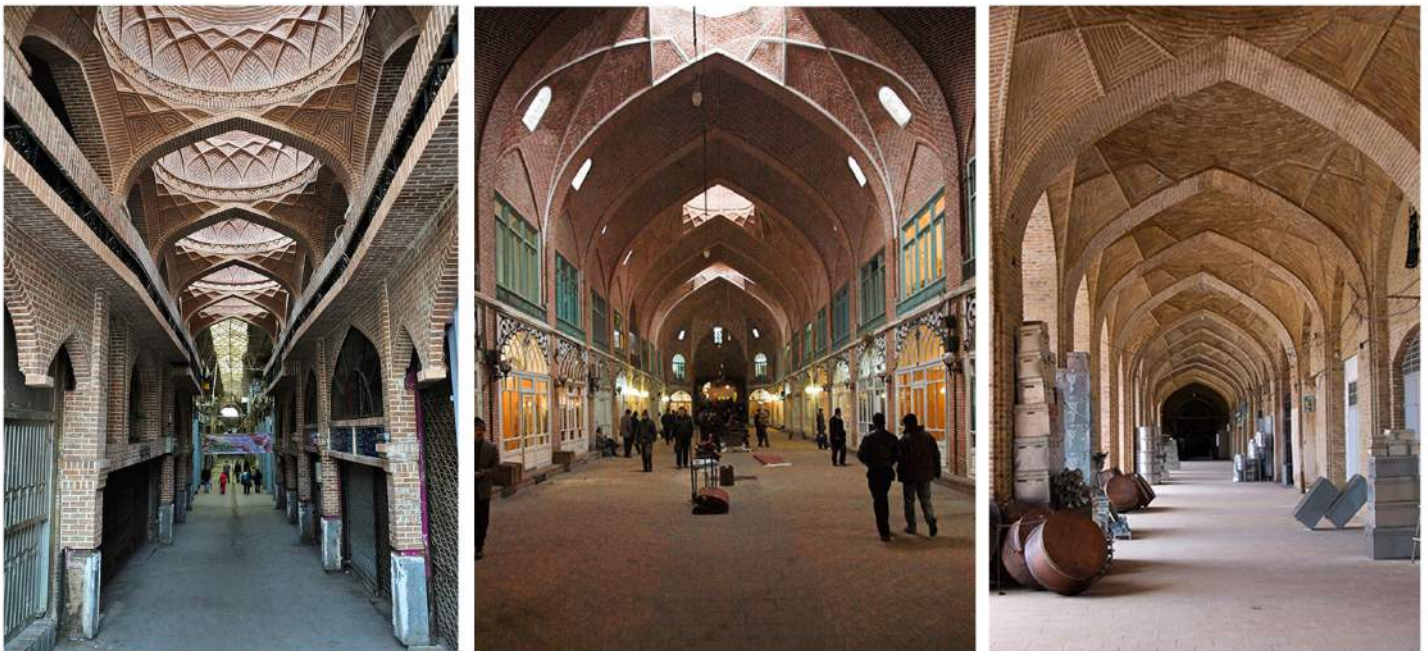
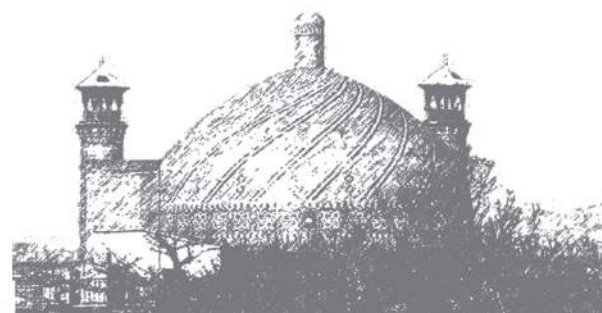


Figure 3 . An example of old bazaar of tehran ( first from left ) , the old bazaar of tabriz ( the middle photo ) and the kerman bazaar

During different era in Iran, bazaar was one the most important spots of the city to demonstrate important political events and in many cases show political disagreement and in most of the cities the Friday mosque as religious and political city element has been shaped beside or near bazaar. Spatial analyses of six Iranian cities Kerman, Shiraz, Hamedan, Semnan, Kermansah, and Qazvin by axial modeling has demonstrate that bazaar is usually formed in a linear form and public and socio-cultural spaces are organized through this linear form and bazaar is the most integrated part of spatial structure.

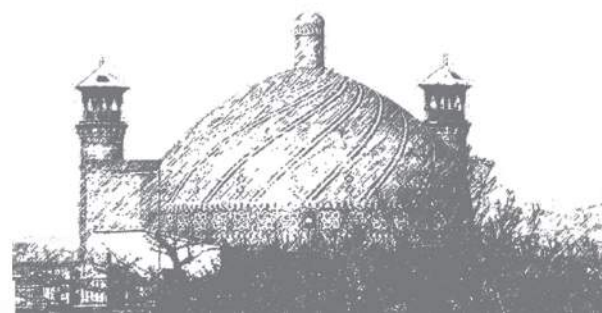




# 1.THE IMPORTANCE OF BAZAAR IN IRAN

## 1.2.Changes occurred in bazaar and surrounding streets after modernization

Since twentieth century the cities in Iran have face major changes, the most important one was that streets has been widened which has resulted in morphological and functional disruption to the historical urban structure. Expanding the streets had some positive and negative aspects. The positive aspects were providing free traffic access to different parts of the city on that specific era, and also were extremely suitable for shops and commercial spaces. However this expansion created several problems for the old bazaar. After extending the streets both consumers and shopkeepers prefer to have shops near streets rather than shops in a covered bazaar with no vehicle access. The other important change was that at the same time that streets got widen the city started to expand from the external parts. Therefore the old urban districts fell into decay and neglecting by the people and the city authorities. Within these changes which occurred inside the cities the wealthy class of cities start moving to the newer parts of the cities, and a considerable number of rural migrants which mostly needed a cheap accommodation and jobs in the "Informal Sector" of the economy moved to the bazaar areas. Therefore as result in many cases these historical buildings which were occupied by this group of people led to overcrowding, due to several families live in one house and these houses due to inappropriate way of usage soon fall into ruin. As result of these changes the wealthy and moderate inhabitant of the towns mainly tend to live, work, and shop in modern parts of cities rather than referring to bazaar. Thus the historical parts and bazaar in most cases has been left to be used only by immigrants who have moved to cities to work and save money for their families or being used highly by people who come from rural area. In most cases these group of people are mostly needy group of society. Most of these people which live in these historical quarters or refer there for shopping (bazaar) do not appreciate the valuable heritage surrounding them and do not tend to preserve or do any cooperation in order to restore this part of the city. Thus , this part of the town due to high intense population which live there and refer there daily for shopping and also because of some buildings which have been remained unused such as bathhouses, caravanserais are going to rack and ruin rapidly in future .





## QAZVIN BAZAAR





### 2.1.The historical importance of bazaar in Qazvin

Qazvin is one of the most ancient cities of IRAN and contains over 2000 architectural and archeological sites. Archeological findings in the Qazvin plain reveal the existence of urban agricultural settlements as far back as 7000 BC. This city was located on the path of silk road and it was very important city in the aspect of military ,political and economy for the whole country and due to its important location it was the trade Center of the whole country where the distribution and gathering imported and exported goods were taking place . Traditional Bazaar of Qazvin with more than one hundred years old was the place where these main trades of the country was taking place ,thus , the importance of bazaar was quite high in that era. It is notable to point out that Qazvin traditional bazaar reach its highest importance when Shah Tahmasp (1524–1576) made Qazvin the capital of the Safavid Empire. At that time Qazvin reaches its highest military, political and economic importance as well. Qazvin old bazaar and its caravanserai are remaining of that era which their glory and greatness shows the city's high economic importance in that specific era. However, when the capital city was moved to Isfahan and then to Tehran, the city of Qazvin and mainly the bazaar loses its economic and political importance and faces the fundamental changes in the transportation of goods and passengers through the city. As result of these changes commercial activities of the city (bazaar) faces a dramatic decrease and afterward the economic activities was only limited to the city itself and nearest cities around.

### 2.2.The bazaar function during the history until now

The traditional bazaar of Qazvin is made of different spaces which in the past each space was dedicated to special kind of goods to be offer to customers. However, nowadays bazaar is still active in the commercial sector but some spaces have lost their original functions being use for different purposes or leave abandoned .Nowadays bazaar from a place where it was possible to supply all kind of city citizens needs has been convert to a place where mostly is providing needs of the villagers and offers mainly the agricultural goods (Bazaar now is popular place for villagers rather than people who live inside the city). At the present time the main commercial activities in the bazaar zone can be conclude as ; foodstuff, textiles and clothing, dried fruit, animal products, Public catering establishments, book shops , Haberdashery, Footwear, Vegetable, Plastics, wool and carpets, Goldsmith, administrative Services and Banking , Metal Industry, vehicle services, electrical services and products, Bakeries , Building Materials , Storages , etc. (Figure 4)

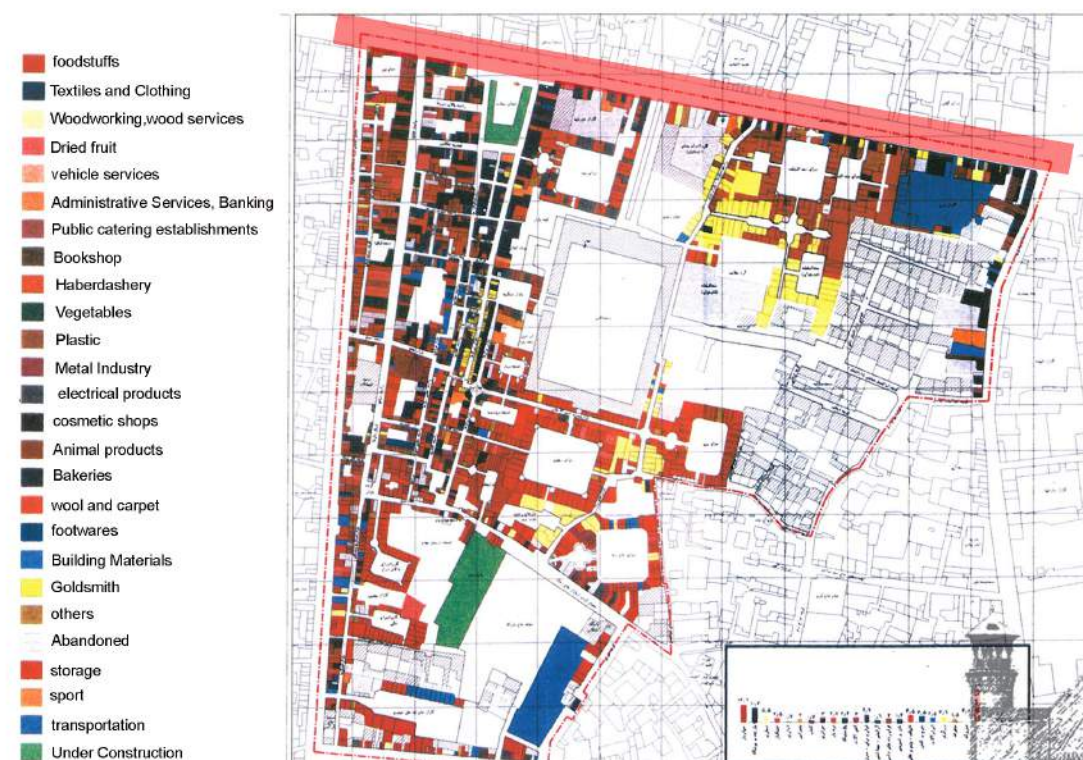


Figure 4 - the functional map



## **CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )**





### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

#### 3.1.The historical information of Imam Khomeini Street

In year 1928 with increase in the number of motor vehicles in Iranian cities, cities in order to coordinate with the new situation of new transport systems the only and the best solution which at that time was considered by cities authorities was to enlarge the streets and old routes. On the other hand, in addition to the above requirements, the historical and old context of the ancient cities in Iran beside their physical characteristics they had a specific kind of culture of life and religious tradition which the new trend of development was in conflict with the people trends and desires. The experience of the interventions in the context of old and historical cities has indicated that a single policy was followed at that time, which that policy disintegrate with the main axes of the traditional cities. Therefore, in year 1928, Tehran municipality starts with remarkable speed in the above-mentioned goals, to widen and developments of the pathways of the old streets of Tehran and Qazvin in result of following the Tehran policies in widening the streets, starts construction straight and wide streets which at that time was considered a sign of progress and prosperity of the city. Therefore, to achieve this goal the road connecting the Rasht to St Baghshahi (likely current location of St. Taleghani) seemed appropriate choice.

(Figure 5)

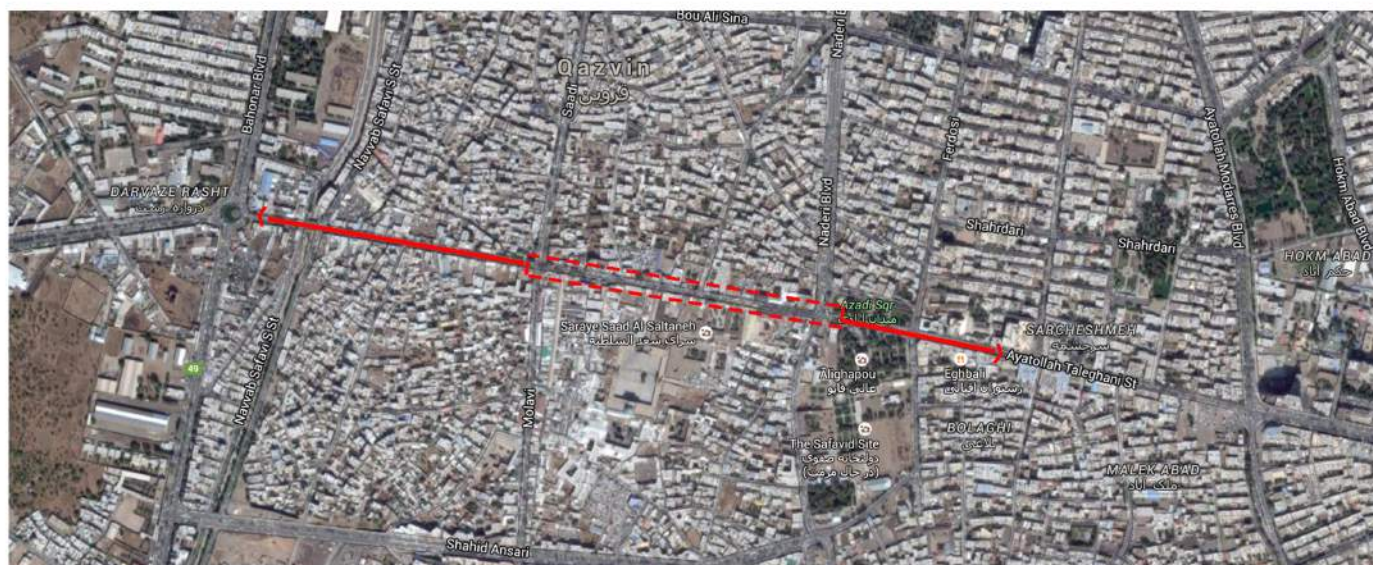
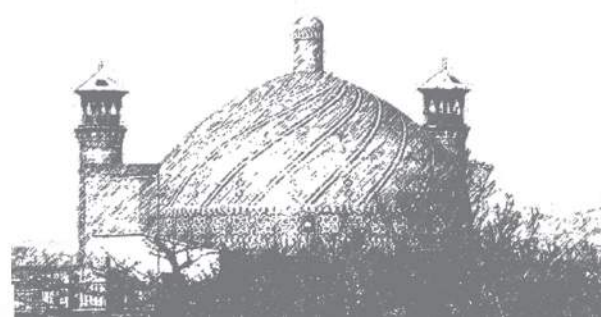


figure 5 .show the direction of street extension toward rasht and taleghani street

In Qazvin the people who had properties such as houses or shops on the way of this path did not agreed with these changes and demolishing their properties, therefore, they try to stop the plan. Finally the plan was applied in year 1930, therefore all houses and properties which were on the pathway of the street (current Main Street of bazaar, Imam Khomeini Street) were destroyed and finally the street was constructed. This street always was located exactly beside the bazaar however primarily this street from one side used to continue and pass through the king palace (Chehel Sotun) and later was convert to a completely straight street in both continuing sides as it is today due to changes occurred in result of city development . This street always had high political and economic importance due to locating beside bazaar and near king palace .(See figure 6)





### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

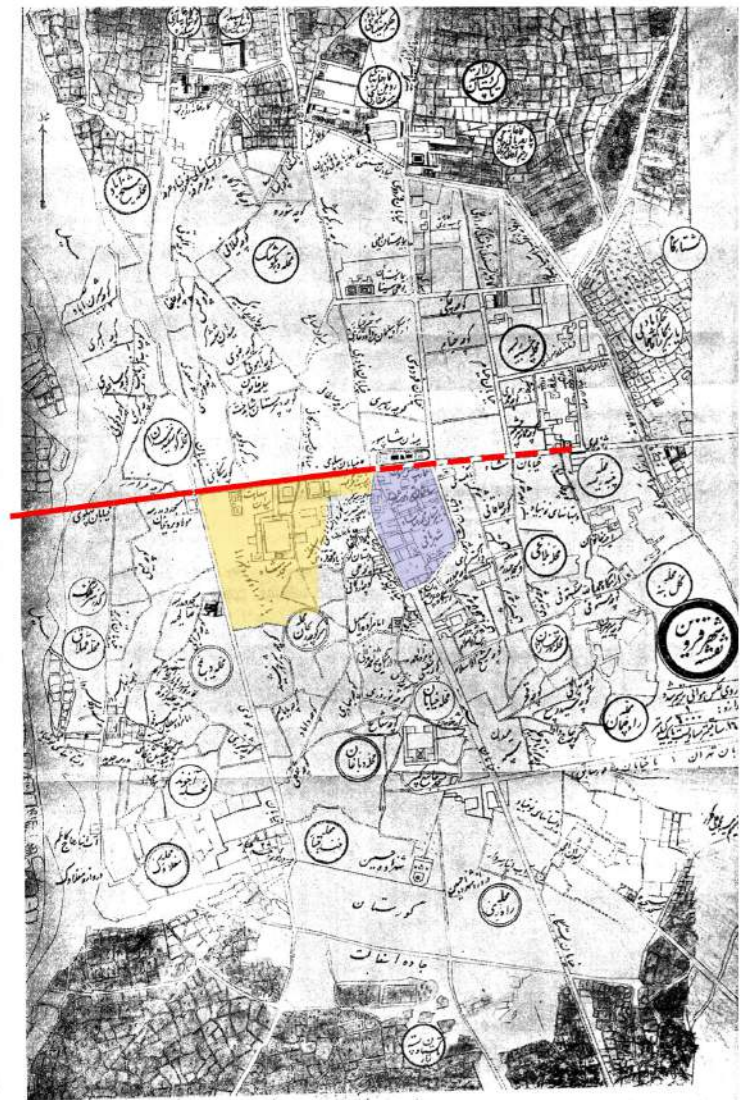
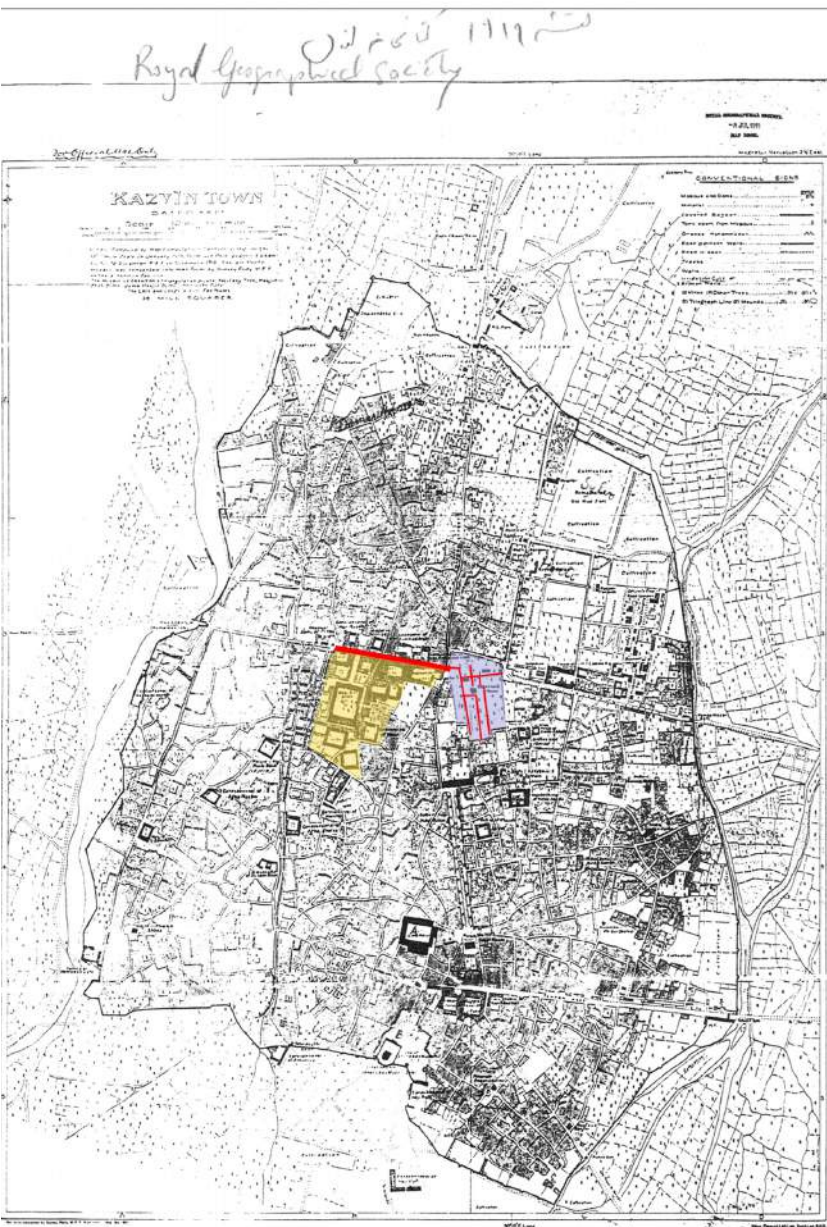
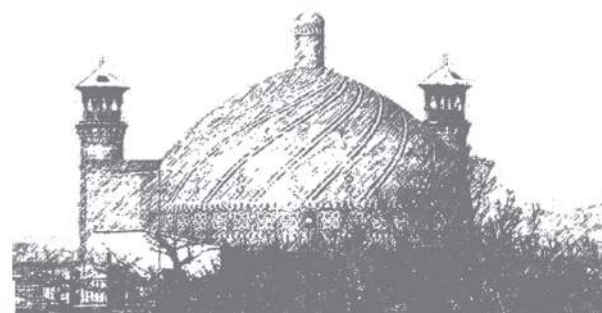


Figure 6 - The old plan of the city, showing the process of building the Imam Khomeini Street

- Bazaar district
- king palace
- Imam Khomeini street
- Extension of Imam Khomeini street in past





### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

#### 3.2.The relationship between bazaar and it's street

The relationship of this street with bazaar is very tight , the most important relation can be consider as adjacency with the main body of the bazaar , as access to many important part of bazaar is only passible through this street . The main entrance of different part of the bazaar such as "Rasteh vazir" one of the most important part of bazaar and also the main entrances of Saad al-Saltaneh caravanserai and the entrance of the "Shah" mosque ("Alnabi" is the new name of the mosque) is located in this street. It is notable to point out that this street is very important not just for the bazaar but also due to many other important and historical buildings also place in this street such as ( Figure 7);

1. **Toti house**, which is a historical structure with unique and beautiful architecture, however, is not yet consider as cultural heritage building by city municipality and cultural and historical institute. Nowdays is active as governmental building.
2. **Saraye Golshan**, which is part of Sa'd-ol-Saltane caravanserai and was built in Qajar era. This Complex has been built by Sa'd-ol-Saltane around 1920 A.D.
3. **Sa'd-ol-Saltane Caravanserai** ,this complex include five parts, Sa'd-ol-Saltane Sarai, Negar-ol-Saltane Sarai, Sa'die Sarai, Qeysarie Sarai and Big Chahar Soogh. The exclusivity of this complex is that most of the area is covered and the yards are very small. They used this place for buying commodities from merchant coming from other land and sell them their products. This complex is next to Vazir corridor, which built in Safavid era. Sa'd-ol-Saltane complex is the only complex which has been repair between many other historical complex in the Imam Khomeini street.
4. **Altfatyh School**, is one of the oldest school in Qazvin and is religious school which was built in between 1353 -1256.
5. **Old Stalls**, which has been remained from old caravanserai, the built date is unknown. This place is known as cultural heritage which now is abandoned and mainly being use for parking lot.
6. **Razavi Old Bath**, is exactly beside the shah mosque entrance, is built in Qajar period and the entrance to this bath is from bazaar street.
7. **Al-Nabi (shah) Mosque**, also known as Masjed-e Soltani, is a famous mosque in Qazvin. The mosque has an area of about 14,000 m<sup>2</sup>, and bears inscriptions indicating that Fath Ali Shah of the Qajar dynasty was the founder of the mosque. Other sources however indicate that the mosque has been in existence since the Safavid period. It is now believed that the architect of the structure was Ustad Mirza Shirazi with the date of construction being 1787.

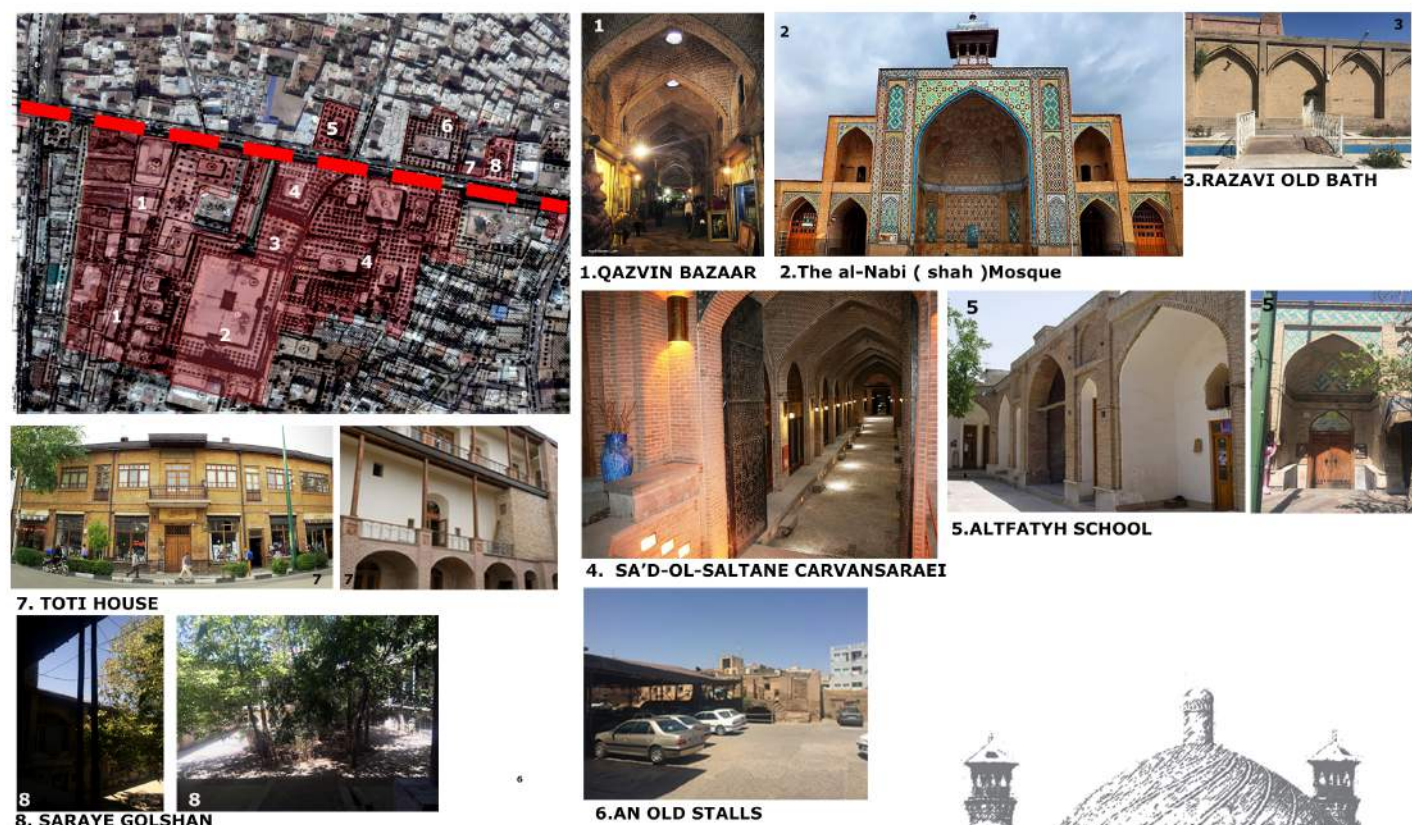


Figure 7. Show the situation of historical monuments in Imam Khomeini Street



### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

#### 3.3.THE REASON OF CHOOSING IMAM KHOMEINI STREET

The bazaar zone consist a great number of historical structures and sites because the ancient city and historical core was located in this part of the city ,however, due to growth of the city toward the north currently only 11 % of the city is belong to the historical context ( see figure 8) .

Unfortunately, nowadays this area due to its high intense population which are living there, locating the major city functions (mainly economic and commercial functions), lack of systematic urban design and the high number of people and vehicles which daily refer to this zone daily, this part of the city has faced some serious urban and structural problems. Also this zone has been neglected for long time from the city authorities and most of decision which has been taken from the city municipality in order to make a development in this area or solving existing problems such as traffic has result in making the current situation worse than it previous condition and in some cases has put the historical structures in danger of serious destruction. The most important point about this street is that the main body of the bazaar in located in this street and access to many important part of the bazaar for people who refer there for shopping is only through this street. Also other historical complexes which are located in this street and are still mostly active such as caravanserai Sad-Ol-Saltaneh , which is active in the commercial sector and museum , are only accessible through bazaar street , because the main entrance of these complexes are located in this street.(See figure 9)

In this historical district and specifically in this street not just historical structures has been left neglected and are in bad situation ,also the urban contexts are in the bad condition . Accordingly , considering the importance of the Imam Khomeini street ( bazaar Main Street ) , as this street is one of the primary and most strategic streets of the city which connects the most important part of city to each other ( see figure 10 ) and is the only way for people to access to a big part of the bazaar and other important historical complexes and also the number of people which daily refer to this street either with vehicle or by foot , the urban context of this street ( in both social and architectural aspect )is in a quite poor situation than in compare to the other streets nearby in similar situation and the number of problem exist in this street are quite higher .

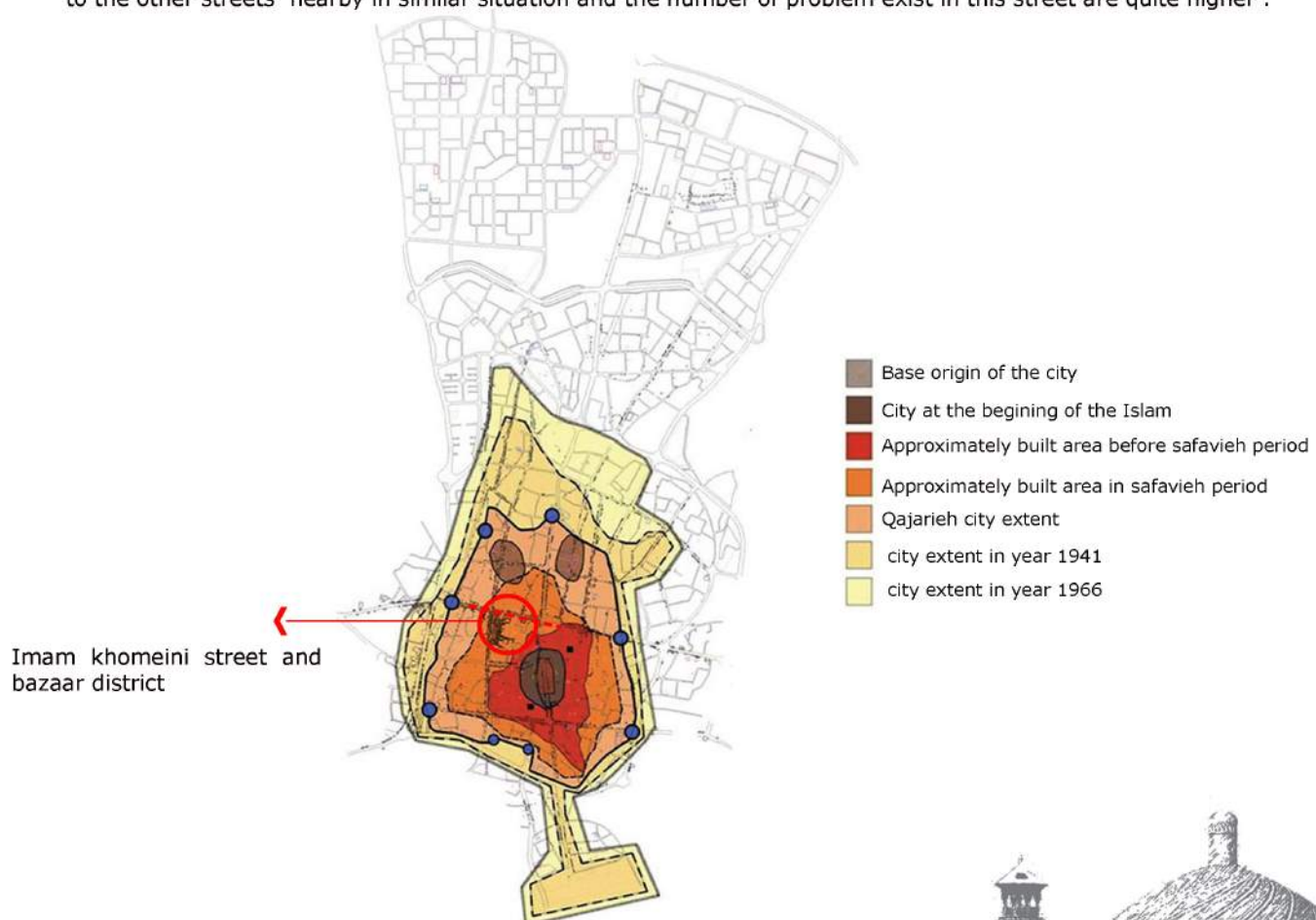
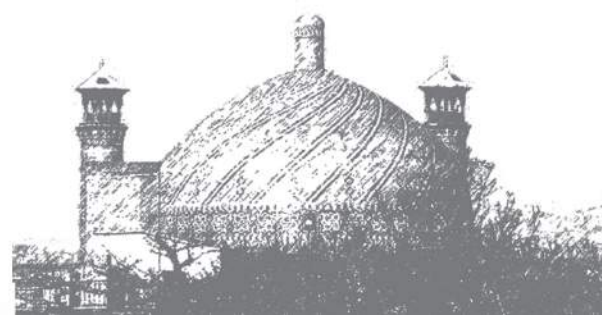


Figure 8 - The process of city development during history



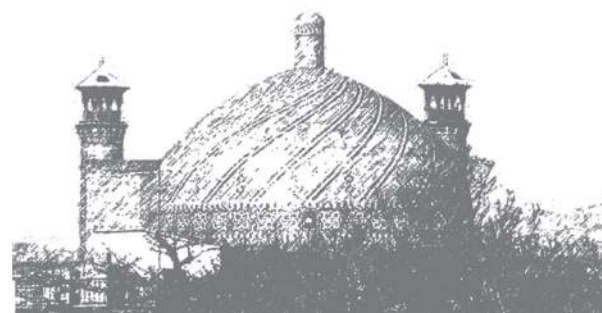
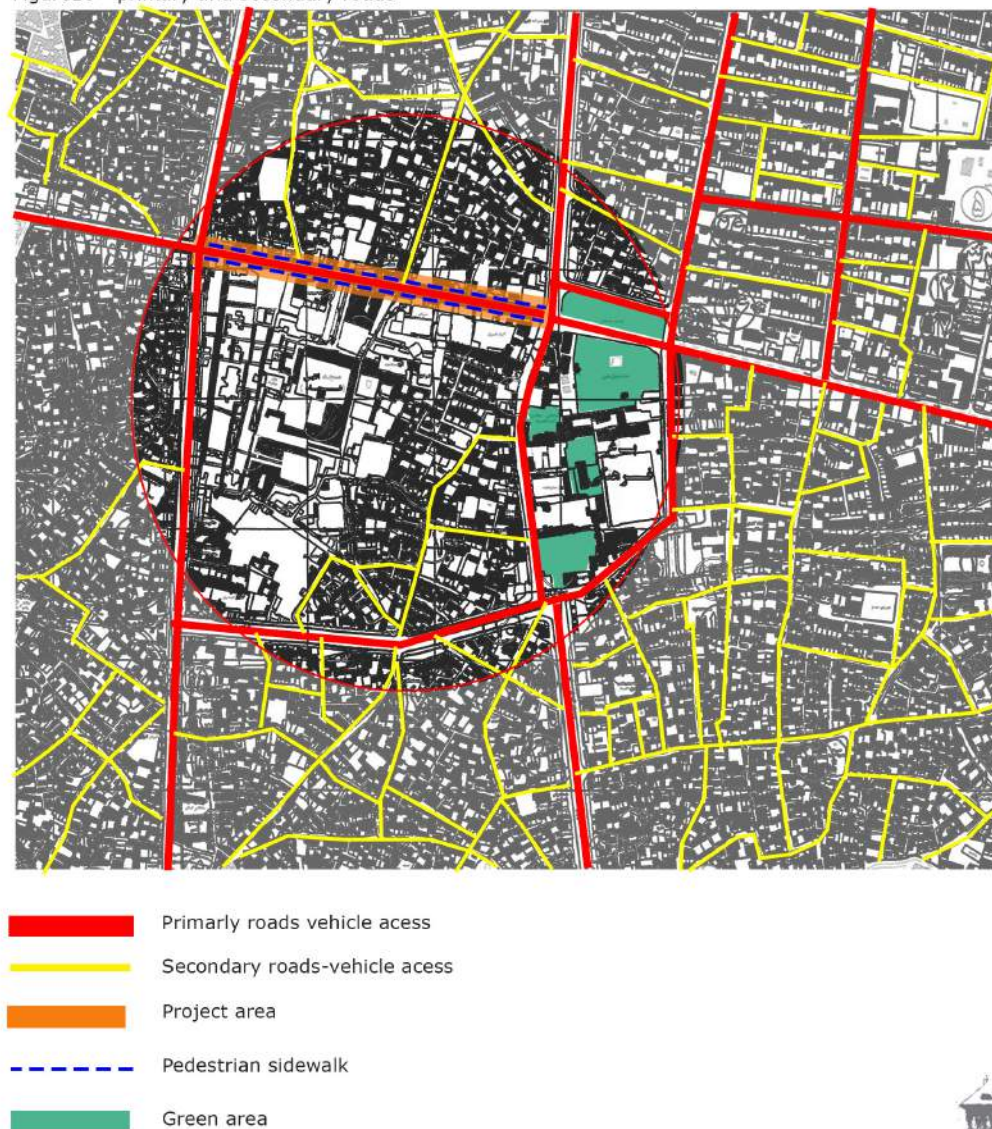


### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

Figure 9 - The access direction to different historical complexes



Figure10 - primary and secondary roads





### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

#### 3.4.The existing problems of the street and it's connected sites

The main problems in this important street and its connected historical sites can be divided into three main section; functional, environmental and visual.

##### 1. Functional

Some part of the problems can be address to the functional problems in this street. The functional problem can be mainly point as (see figure 11 )

1. Implementing completely different function to the place that can be harmful in passage of time for that place or leaving it completely abandoned ; for or example in this area most of the historical site has been convert to parking lots or the shopkeepers are using them as their storages .
2. Using narrow sidewalks as parking area for bikes and motorcycles, also most of the shops using a part of the sidewalk as it is their shop area for putting their shops stuff.
3. Not considering people with disabilities in urban design and in some cases designing unsystematic ramp for people with disabilities, which is technically not useful for them.



Figure 11. Functional problem of the sidewalk

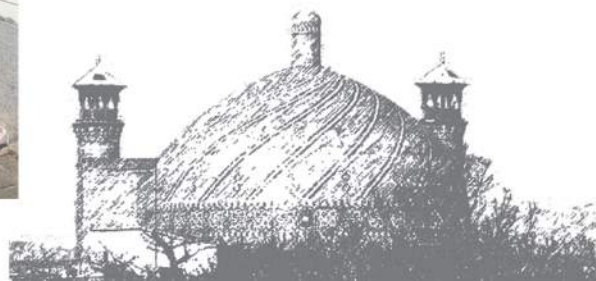
##### 2. Environment

One of the serious problem in this street can be consider as environmental problems which is mainly produced by the shopkeepers. The environmental problems can be address as below (see figure 12);

- 1.The shops beside the side walk which sell fresh meat, fish and chicken, due to not applying adequate preparation to keep the smell away they had create unpleasant smell in this area. It can be note that the main part of the environmental pollution is made by these shops. These shopkeepers in most of the times make the sidewalk wet and slippery and put their shop's stuff outside on the sidewalk.
2. Some shopkeepers had accumulated their shop rubbish and waste on the sidewalk on the way of the people.
3. The state of preservation of the old trees in this street is in very bad situation and in some cases these old trees have been cut down.
4. Due to the high traffic in this street air pollution and unpleasant noises in this area can also be consider as other environmental problem , however , this problem is not as serious as other problems



Figure 12. Environmental problem of the sidewalk





### 3. CURRENT SITUATION OF BAZAAR MAIN STREET (IMAM KHOMEINI )

#### 3. Visual

The other major and the most tangible problem of this street can be consider as the visual problems .The visual problem in this area has cause due to several reasons such as (See figure 13);

1. Deterioration and destruction of historical facades
2. Building new structures in unsuitable way in the context of historical sites
3. Adding new part to historical buildings
4. Replacement of new elements with the old elements of the historical buildings
5. Adding scaffold to historical building for long time without any process in repairing
6. Installing numerous number of advertisement banners on the facade of historical building, in some cases these advertisement banners are so big that changed the skyline and covered the vision toward these historical buildings.
7. Heavy traffic in most of the hours of day and uncontrolled vehicles pauses and parking in inappropriate way on the street and sidewalks.
8. Accumulation different instruments such as shops stuff, parking bikes and motorcycles, rubbish and waste belonging to shopkeepers in sidewalks which has made the street sight unpleasant.
9. Existing considerable number of illegal peddler on the sidewalk and bazaar area which besides blocking the sidewalk they have also change the urban vision of the street and in some cases they can damage the historical monuments due to inappropriate usage of these monuments such as put nails into the historic doors or trees.
10. Installing inappropriate sunshades to shops
11. Disharmonic pavement

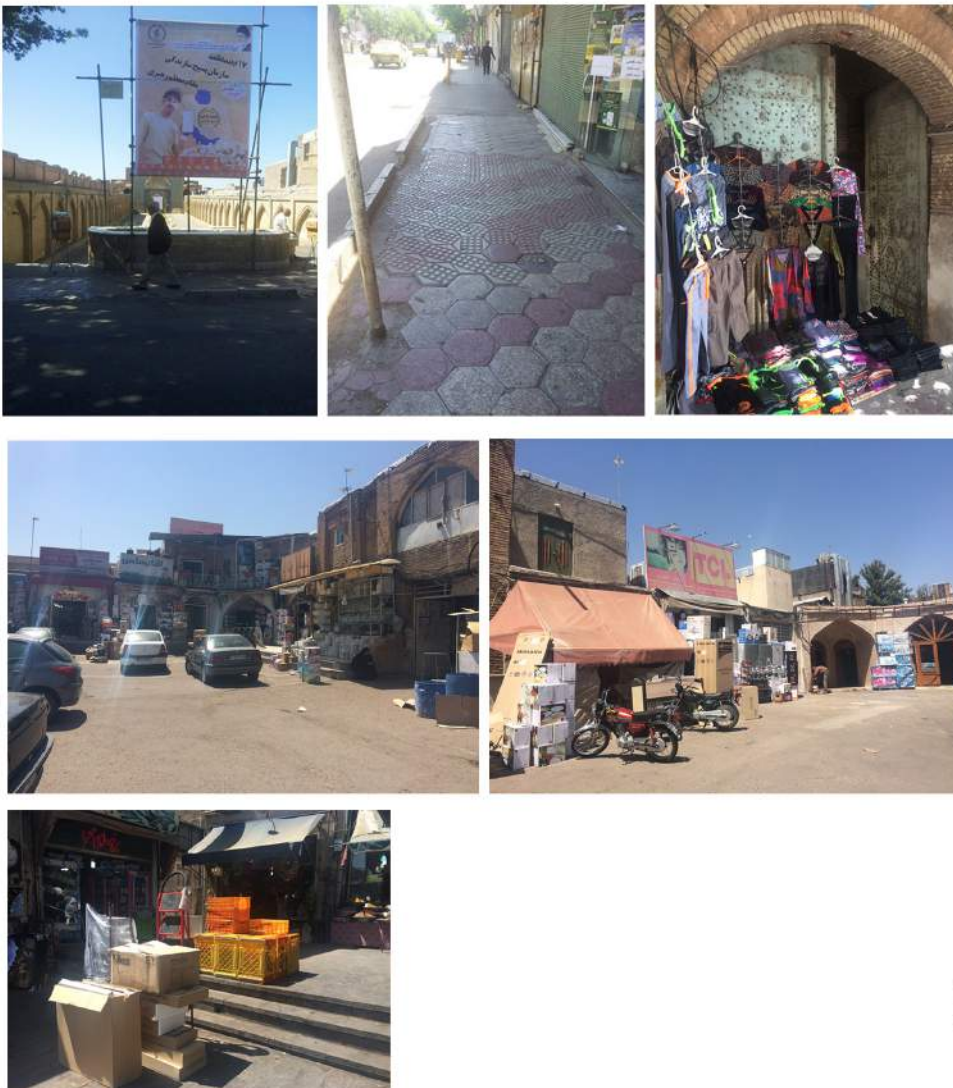
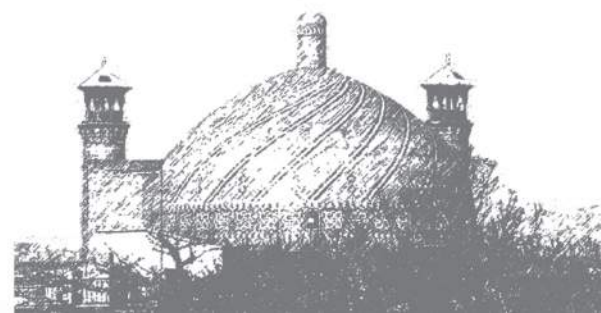


Figure 13. Visual problem of the Imam Khomeini street and its related sites



## THE ROLE OF THE CITY MASTER PLAN IN URBAN RENOVATION



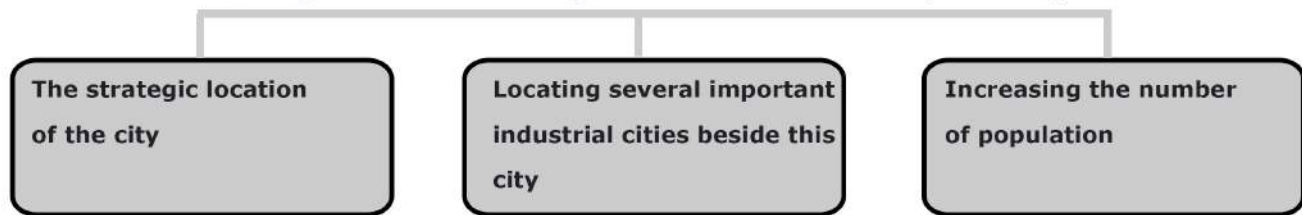


## 4. THE ROLE OF THE CITY MASTER PLAN IN URBAN RENOVATION

### 4.1. The summary of the Qazvin master plan

Master Plan in Iran, is a long-term plan which usually it will be written every ten years and will be confirmed by Iran's Supreme Council for Planning and Architecture. In this master plan the proper use of Lands and zoning for residential areas, industrial, commercial, agricultural, municipal offices, public areas, facilities for renovation of the building and its related priorities will be set. The regulations relating to all cases and also the criteria for the protection of historic facades and landscapes, will be prepared if it is necessary. In this master plan also the urban development policies will be indicated and the location and distribution of urban lands (for example the education, health and green space), population density, privacy and boundaries of the city (existing and proposed) and the future development of the city will be shown. In Qazvin recently the new master plan has been written and has been confirmed by the Iran's Supreme Council for Planning and Architecture.

#### Three major consideration subjects in future urban development of Qazvin



### 4.2. The strength and the weakness indicated by city master plan

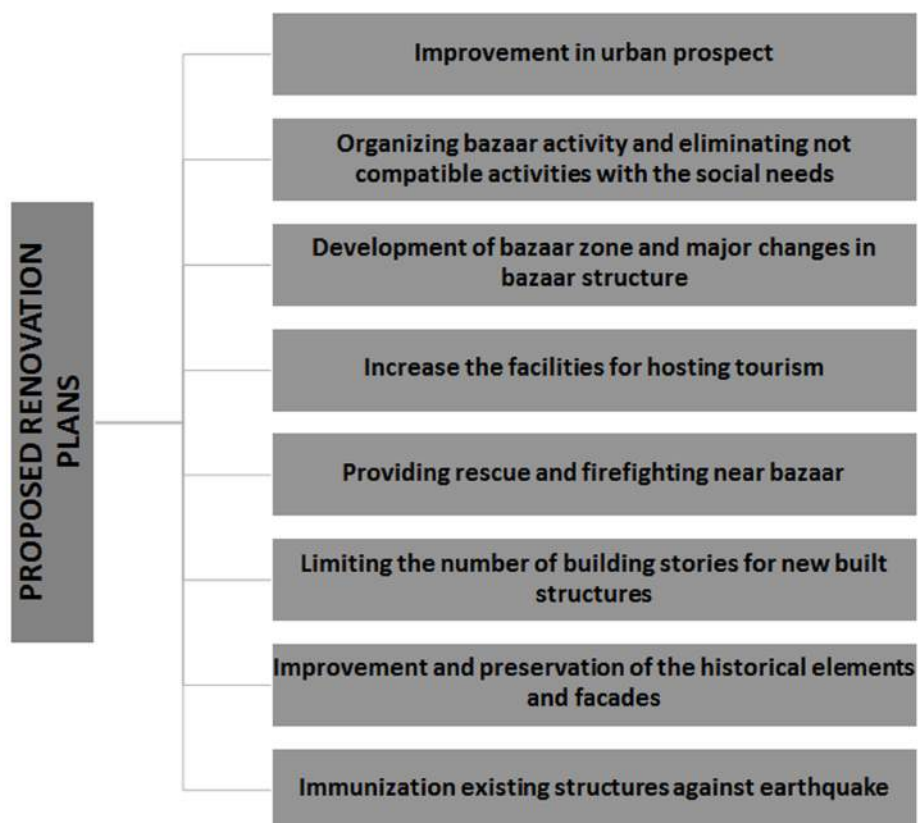
STRENGTH	WEAKNESS
<ol style="list-style-type: none"><li>1. Decrease in the population growth rate and the number of immigrant to the city</li><li>2. Liveliness and dynamic of the street due to the high number of people which refer there</li><li>3. High potential in attracting national and international tourists</li></ol>	<ol style="list-style-type: none"><li>1. High population density in historical zones such as bazaar</li><li>2. Lack of sufficient facilities and services in historical area (bazaar district)</li><li>3. Increase the number of immigrants from rural area to historical zones</li><li>4. Inappropriate sidewalk</li><li>5. High chaos and traffic in most of the hours</li><li>6. No association (public or private) to cover all the financial needs for the tourist section</li><li>7. Not enough hotel for giving services to the tourists</li><li>8. No encouragement from public organization in attracting people to help or invest in tourist section</li><li>9. Lack of adequate maintenance and preservation of historical monuments and sites</li><li>10. No social contribution in preserving historical monuments and sites</li></ol>



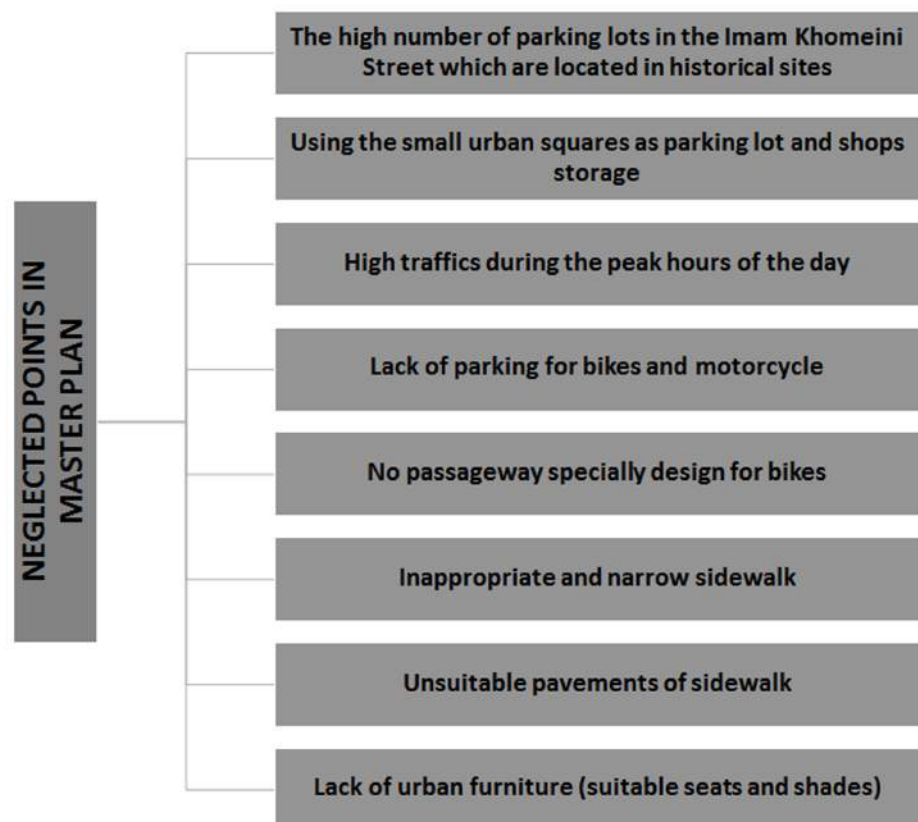


## 4. THE ROLE OF THE CITY MASTER PLAN IN URBAN RENOVATION

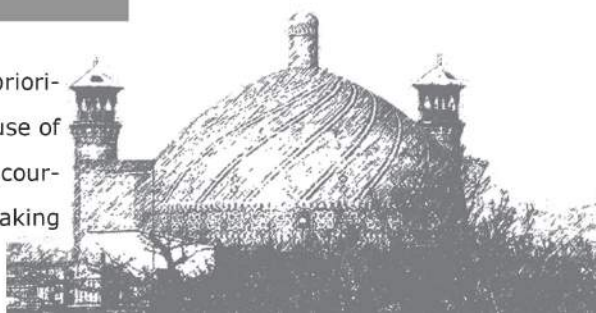
### 4.3. PROPOSED RENOVATION PLANS FOR IMAM KHOMEINI STREET IN QAZVIN MASTER PLAN



### 4.4. THE CRITICAL POINTS IN CITY MASTER PLAN



In general, in Qazvin the urban development's plans usually do not give any priority to pedestrian, and all the city development plans are toward increasing the use of vehicles. The plans do not provide suitable urban facilities and situation to encourage people to walk or increase the usage of bikes, in contrast, it is toward making people to use vehicles more.



## 4. THE ROLE OF THE CITY MASTER PLAN IN URBAN RENOVATION

### 4.5. The recent preservation and improvement projects done in Imam Khomeini street

Based on the master plan which has been written in past twenty years Qazvin municipality with the help of Cultural Heritage Organization has start some conservation and preservation projects particularly in Imam Khomeini street which one of the most successful examples is the restoration major part of caravanserai Sad-ol-Saltaneh, this caravanserai is an example of one of the biggest covered caravanserai inside the city in whole Iran. (See figure 14)

Despite that this restoration was a positive step toward saving this very important monumental building in the city ,but the method which has been used for restoration is not the greatest method and many historical elements such as bricks and tiles due to extreme erosion has been replaced with new elements . This part of caravanserai at the moment is being use for museum and commercial section which sells national products and handicraft of Iran. Also there are several yards inside this caravanserai which been convert to a place for public use such as traditional restaurants, tea houses. A number of yards have been provided with trees, traditional Iranian seats and shades for people and some other yards are being facilitated to host public ceremonies. There is also a proposed plan from Dr. Moradi Khiaban for building's facade ( historical and new ) based on traditional architecture , however , this project has not implemented up till now. The city municipality has indicate that in near future they are going to implement this proposed plan for the building facade .In this proposed design for the building facade the designer first has indicate the current problems and situation of the facades such as contamination of the facade , moisture , visible electrical wires on facades , inappropriate shades and cooling systems , advertising banners on shops , changing color and deterioration, etc. Then he has propose his design project with detail of measurement in two parts.

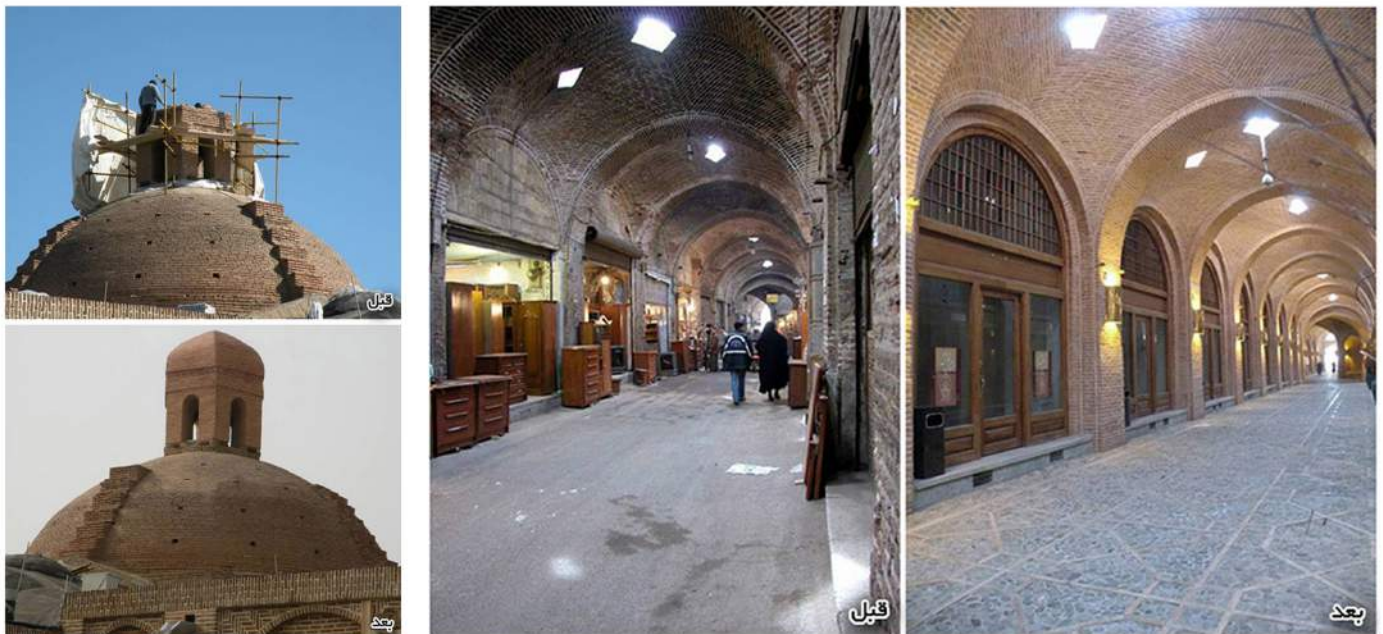
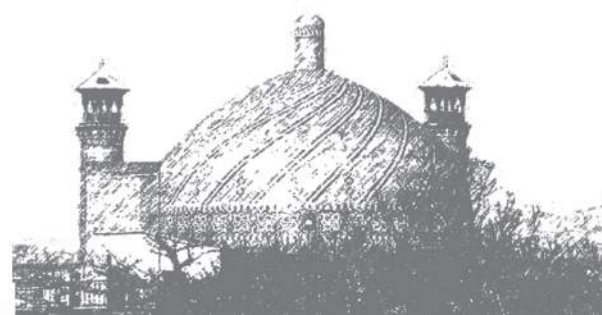
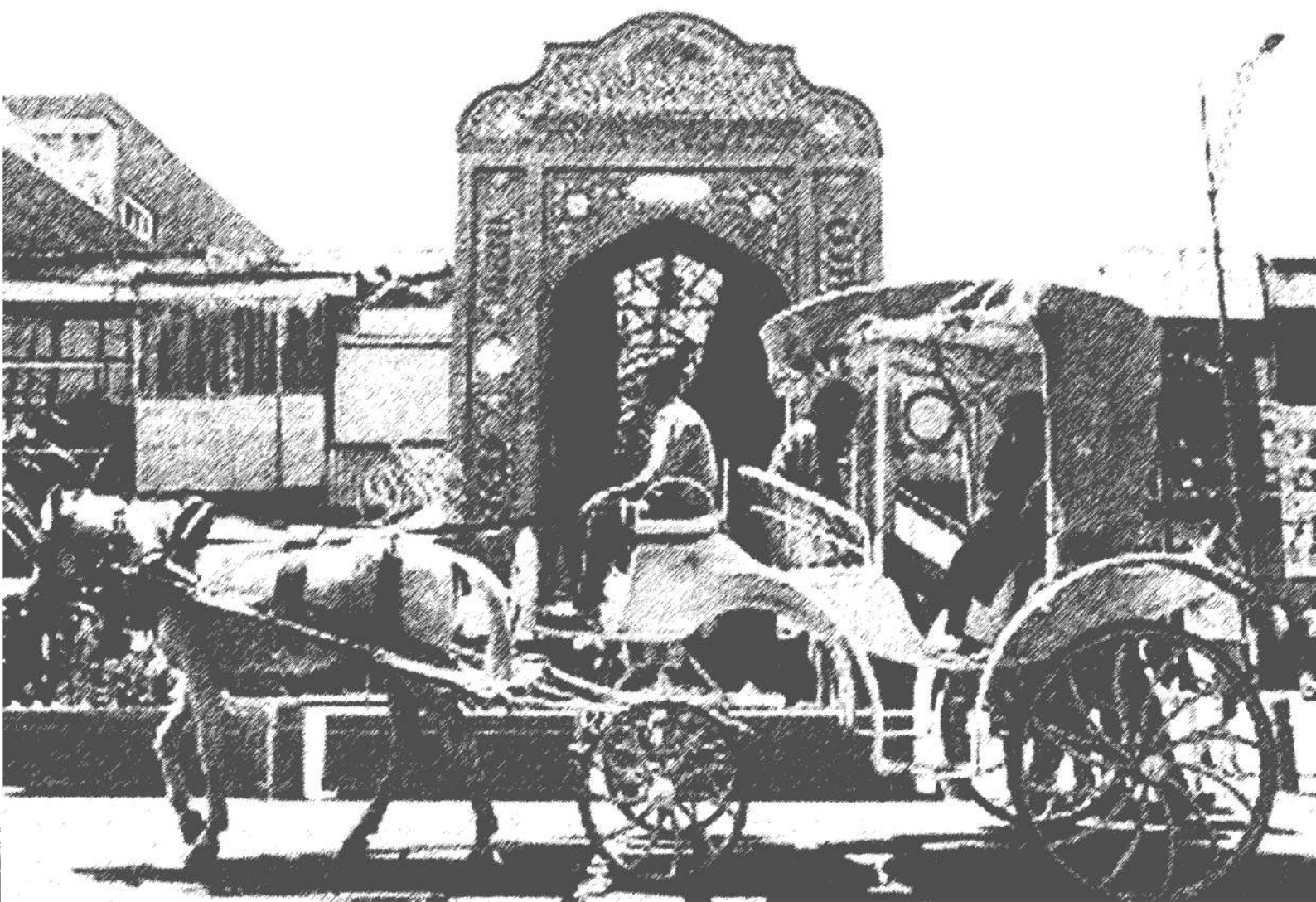


Figure 14 - example of restoration work in Imam Khomeini Street





## RECOMMENDED STRATEGIES





### 5.1. Urban aspects

#### 1. Converting the Imam khomeini street to only pedestrian street

In order to give the priority to pedestrians and eliminate the cars in this street it is better to convert this street to only pedestrian footway.

There are good example in Iran such as Tehran, in this city some major streets which were the primarily streets for vehicles and were located near shopping zones such as bazaar have been converted to pedestrian walkway and a number of carriages with horses or small trams have been allocated to these streets to ease the movement for the people who have difficulty with walking. (Figure 15)



Figure 15 -Tehran footway example

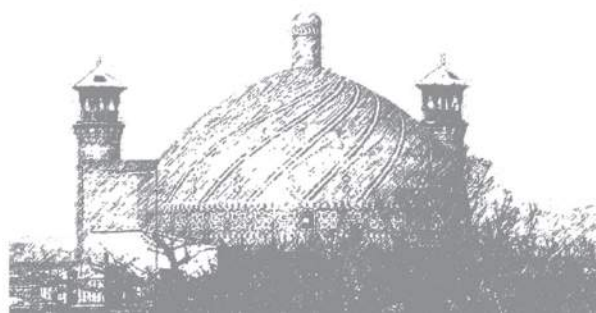
#### 2. Organizing bike path and a parking specially for bikes in Imam Khomeini street

In order to encourage people in using bikes more than car the primary step is to provide the city with possible bike path and opportunity to rent bike. The city at the present time does not have any bike path which people can use and also the municipality has not allocate any bike renting opportunity for people , while in many major cities of Iran such as Tehran , Tabriz , Rasht ,etc. there are good examples in this field . For example the municipality of Tehran in order to develop the culture of using bike in between inhabitants has provide the possibility for citizens to access to a high number of bikes every day which a number of them will be given as free of charge for rent .(Figure 16)



Figure 16. Example of bike path designed in Tehran

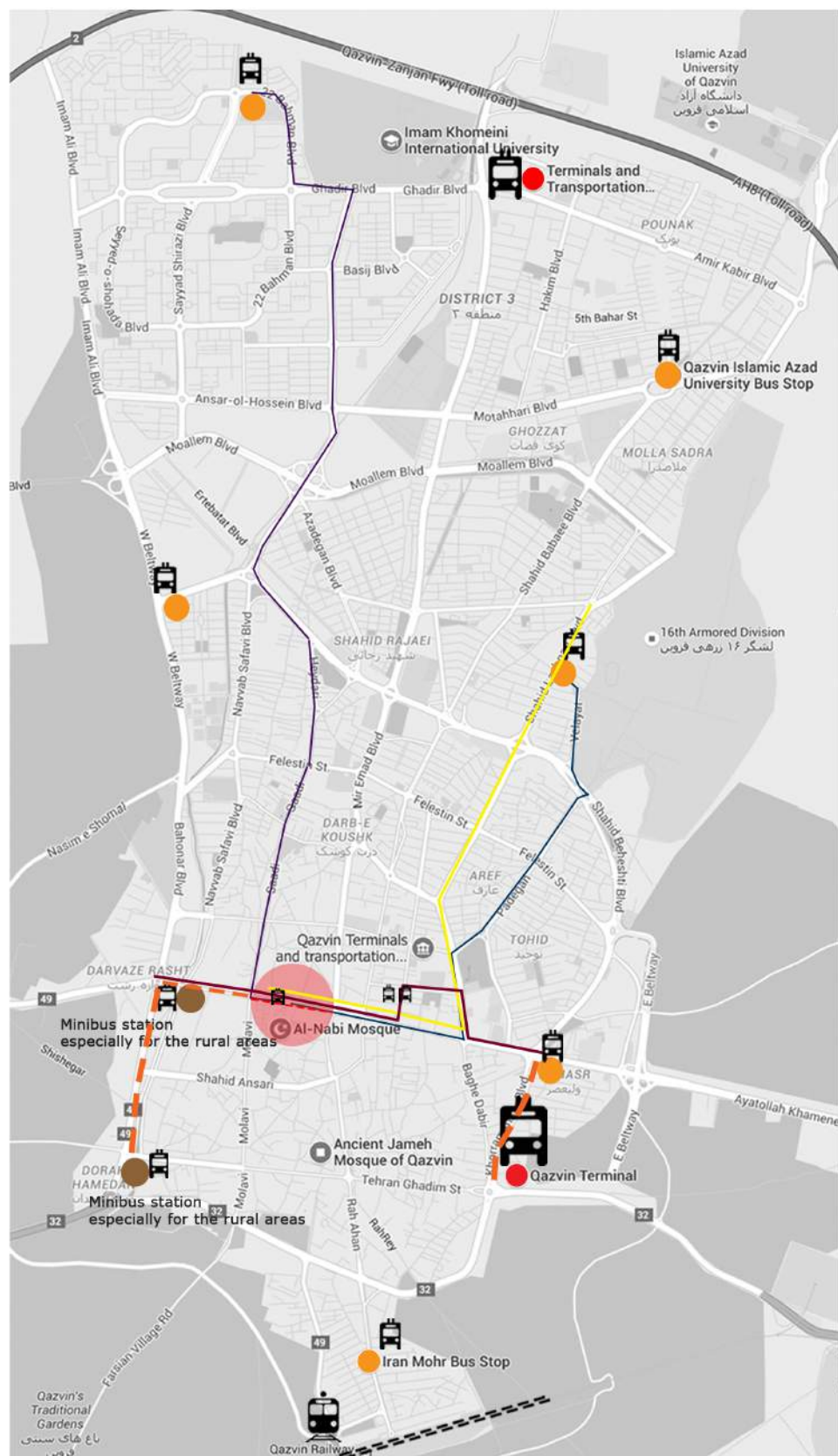
By converting this street to a completely pedestrian footway and for bikes it is necessary to take future consideration for the method of transportation for people through different part of the city and villages to the Imam Khomeini Street. Also possible development of bike path.





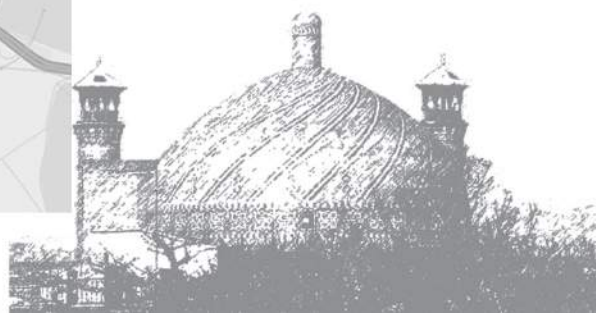
## 5. RECOMMENDED STRATEGIES

Currently there are two main transportation terminals and two terminals particularly for rural part which bring passenger from outside the city to Qazvin. Also there are three bus lines inside city which bring the passengers directly to Imam Khomeini street (see figure 17). Therefore in order to eliminate the entrance of any type of vehicles in this street it is necessary to relocate the current bus stop to the nearby streets. Also development of bike path and connecting it to the main transportation stops such as bus terminals or train terminals where usually people from rural area and nearby cities are reaching from there to the city. Moreover, considering places in these terminals which provides the opportunity to encourage people to rent and use bikes.



The passenger who reach station which are not close to bus stops should take taxi in order to reach bazaar or nearest bus stop which goes to bazaar .

Figure 17. Current situation of transportation in Qazvin toward bazaar district





## 5. RECOMMENDED STRATEGIES

The city currently does not have any bike path and bike park space. The bike path can secure the safety of the use of bikes for the citizens and encourage them to use it. Regard to proposed strategies for bazaar main street , with considering the future development of the city the streets which have been choose for bike path (dashed in green line) are wide enough and have the possibility to allocate a path specially for the bikes ( see figure 18 ). This paths can be design in way that they end up to main transportation terminals and main bus stations .In this station with providing the possibility for people to rent bikes or park their bikes there it would be possible to encourage people to use bikes to reach different part of city as well as the bazaar district .

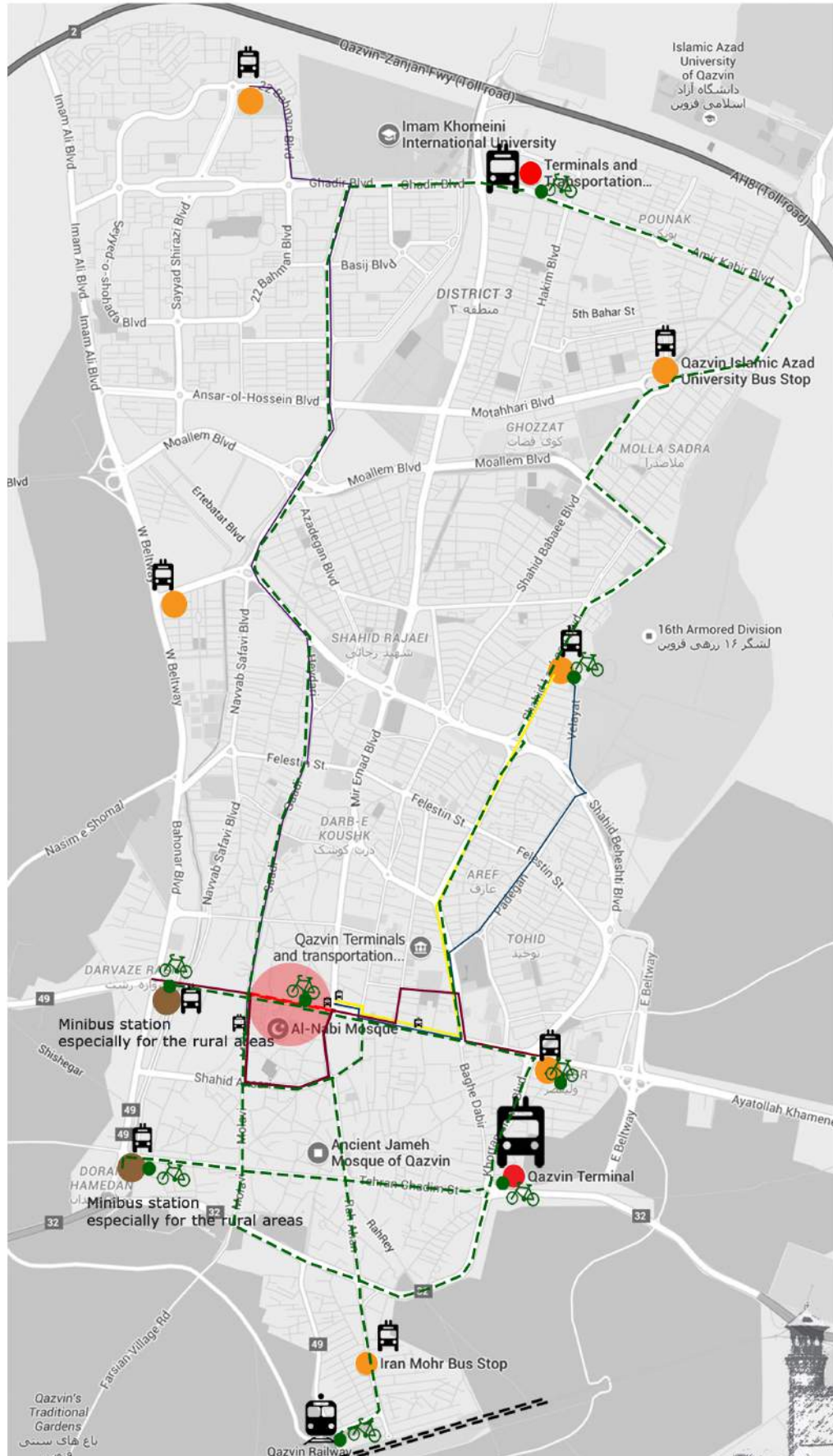
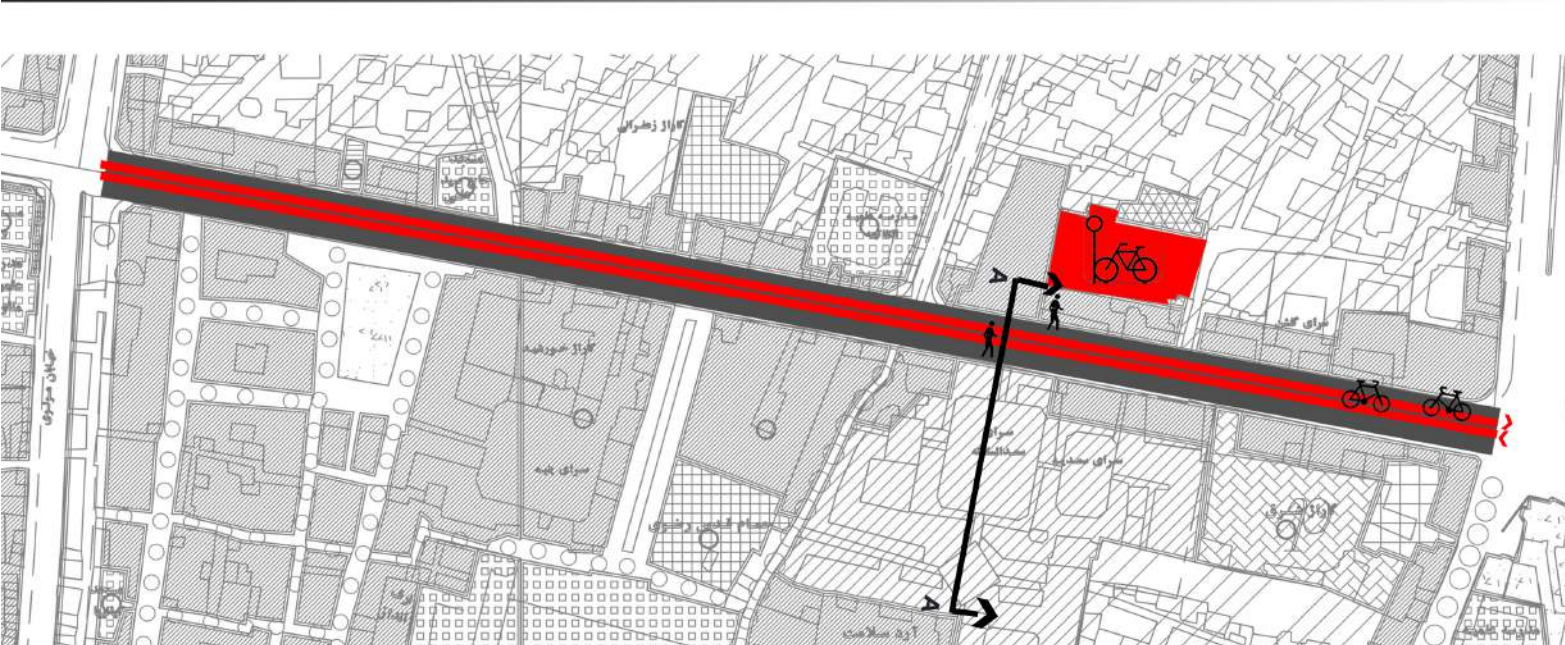


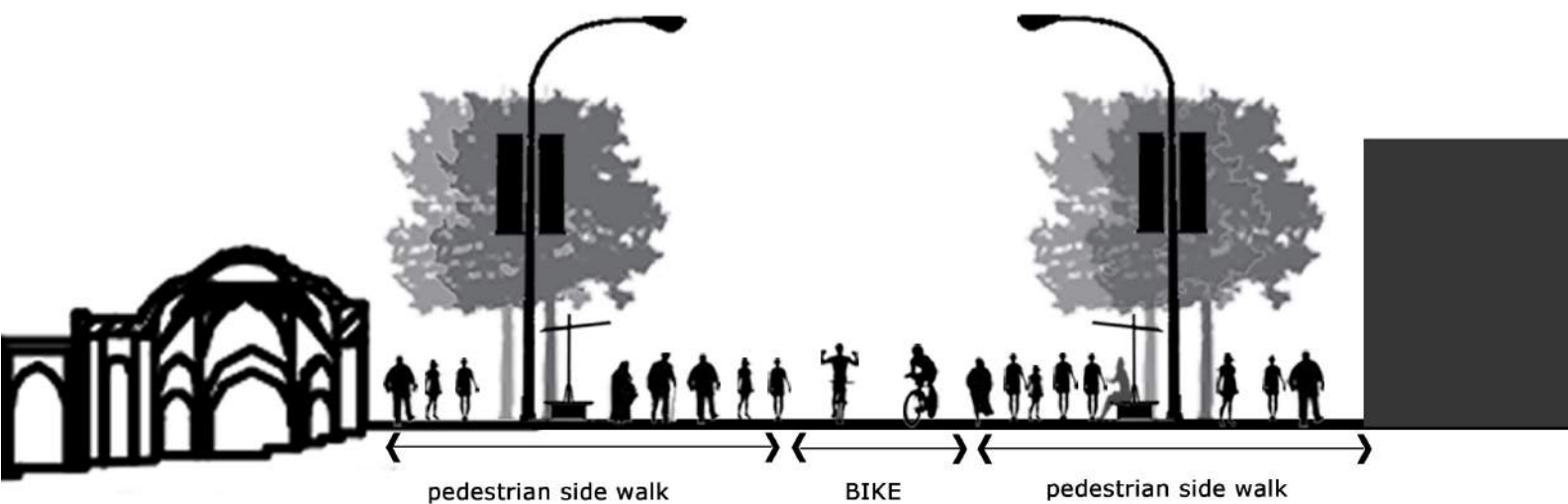
figure 18. proposed strategy for future development of bike paths and change of bus stops



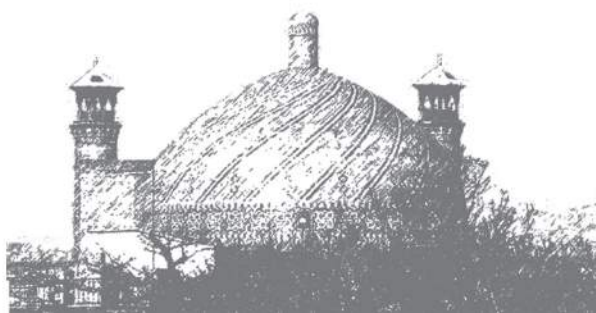
## 5. RECOMMENDED STRATEGIES



**SECTION A\_A**



**SECTION A\_A**





## 5. RECOMMENDED STRATEGIES

### 3. Facilitating the Imam khomeini street with suitable urban furniture and decreasing the number of inappropriate method of advertisements

Regard to the high number of people which are referring to this street (mainly from rural areas ) and they spend quite long time in this area ,providing suitable seats will make people feel much more comfortable and bring them the opportunity to take rest on seats during their shopping rather than using unsuitable places and also communicate with each other . The seats is better to be facilitated with shelter as in Iran most of days is sunny and having shade is essential (see figure 19). Also in this street there are only few big rubbish bins which beside making the city vision unpleasant it makes the area polluted as well and spread unpleasant smells ,therefore, providing small rubbish bins with separated wastes beside it will help to develop the culture of separating the waste also would be more good-looking .(see figure20)

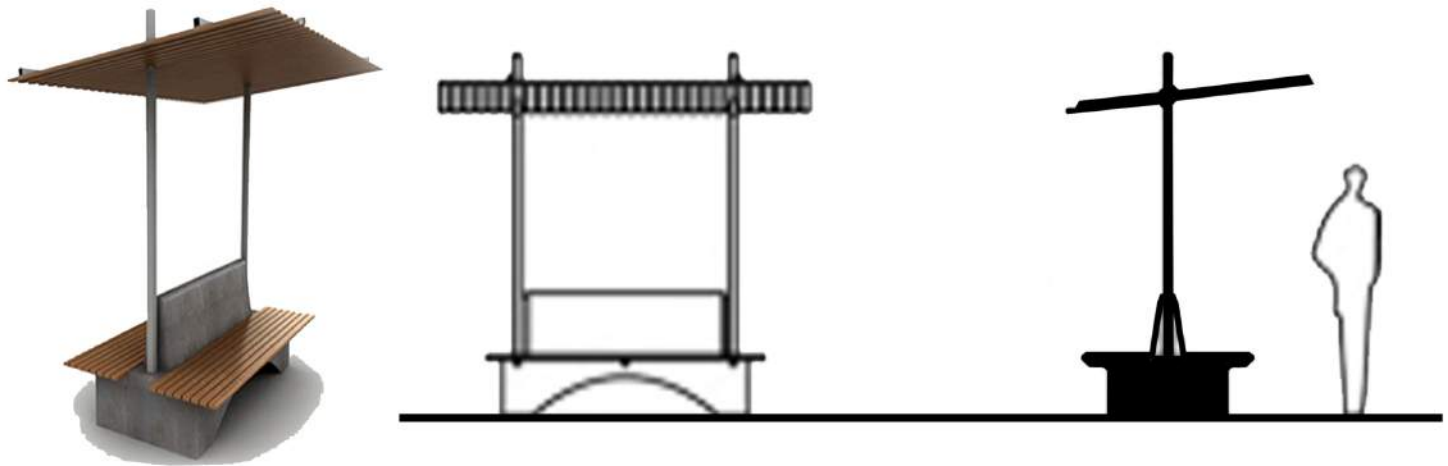
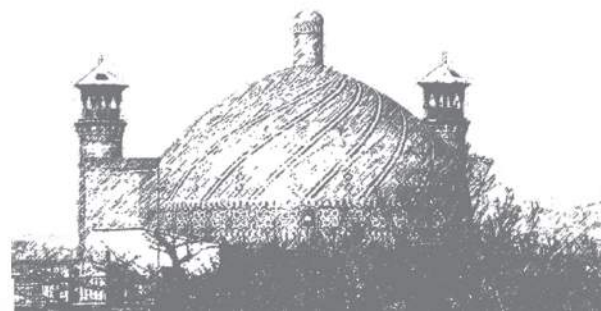


Figure 19. An example of seating furniture  
The idea was taken from the "<http://www.coroflot.com/designplus/urban-furniture>"



Figure 20. An example for rubbish bin with separated waste



## 5. RECOMMENDED STRATEGIES

The existence of remarkable number of advertisement banners in this street has changed the view of the street and also block the facade of the historical monuments. In order to avoid of the unpleasant view of these banners the municipality can install its advertisements as the picture below. (Figure 21)

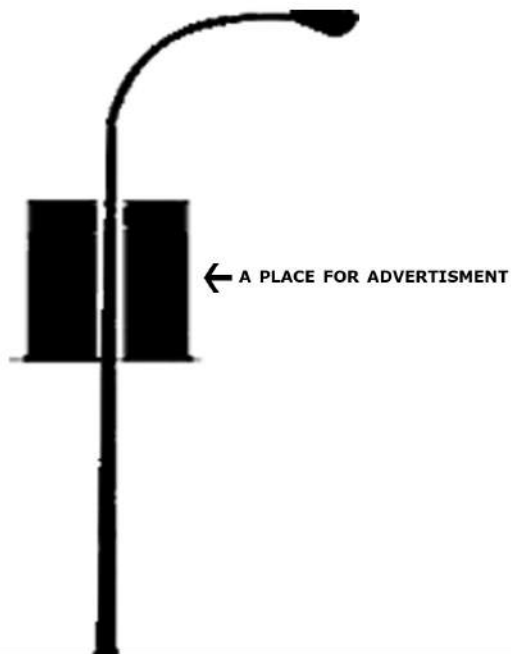
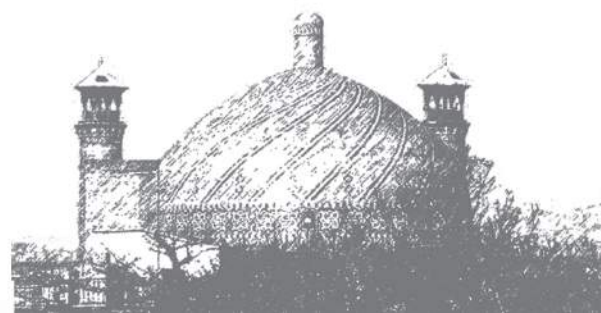


Figure 21. Example for method of advertisement





## 5. RECOMMENDED STRATEGIES

### 4. Improvement of the sidewalk pavement and eliminating obstacles

In some cities of Iran there has been a project of re-paving the historical streets. In Qazvin there is a good example of changing the pavement of one of the historical street which is very close to Imam Khomeini Street. (See figure 22)



Figure 22. Changing the pavement of the first street of Iran (Sepah) which is located in Qazvin near bazaar district

### 5. Creating appropriate and standard facilities to host people with special needs and disabilities

In Iranian urban design rule it is obligatory to consider people with special need, such as creating ramps, stair lift. However, these rules are not strict enough to force to implement these designs in appropriate way. Unfortunately these group of people are usually neglected by designers and the city authorities and in many case urban designers do not use appropriate standards for designing for people with disabilities, and their designs is not practical. There is no successful example in Iran.

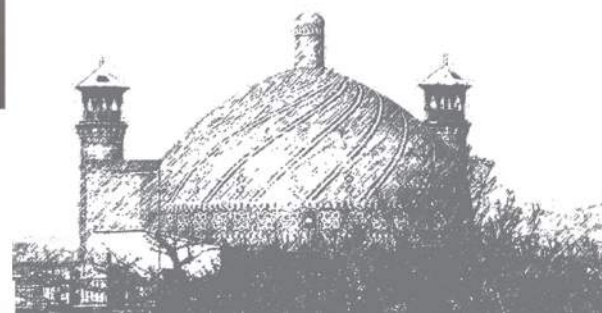


### 6. Placing some information stand for touristic information

In this street there are many important historical complex which are very huge and people can get lost inside it easily and tourist face difficulty to find them or access to different part of them, therefore, it is necessary to facilitate this street with guide map or some information stands which show the location of different part of bazaar and caravanserai and also guide how it is possible to access to different part of these complex and historical, monuments in this street. (Figure 23)



figure 23. An example of information stands in tehran and shiraz





## 5. RECOMMENDED STRATEGIES

### 7. Changing and organizing parking lots to other places rather than inside or beside historical sites

By converting the Imam Khomeini Street to completely pedestrian footway (as it was proposed before), it would be possible to decrease the number of parking lots in this street and only permitting particular vehicles which are carrying goods for shops enter in the street in specific hours of the day. In this way less vehicles will flow in this street and less cars will need parking areas. Also the importance will go primarily to pedestrian rather than cars.



**1**  
Currently being used as public parking lot  
Does not have high historical importance  
Accessible to bazaar through alley nearby



Converting this parking lot from public parking to the parking only allocated to shopkeepers it will help to keep the shopkeepers satisfied and encourage them to use this parking.

**2**  
Small historical square accessible only through the Imam Khomeini Street  
Currently is used as car park and a big storage for shopkeepers



By eliminating the car parking in this area and facilitating with urban furniture such as seats and suitable shades it would be usable for public.

**3**  
Historical site remained from an old caravanserai  
Currently being used as public parking lot



By eliminating the car parking in this site and allocating it to a place for parking and renting bikes it would be possible to reduce the damage to this site and also encourage people to use more bikes

**4**  
Historical site belongs to the caravanserai sad-ol-saltaneh.  
Currently being used as public parking lot



With allocating this place for public use it is possible to eliminate cars in this area and reduce the structural damage in this site.

**5**  
Site behind the caravanserai which it is accessible through alley nearby  
Currently being used as public parking lot



Allocating this site to only motorcycle parking area it will help to eliminate them from parking in the sidewalks. From this part it is possible to access to bazaar and other areas in Bazaar Street in less than few minutes by walk

**6**  
A big parking site around 11891 meter  
Currently being used as public parking lot



This site it is not well organized with better organizing this parking it would be possible to use it in more optimum way and use it for more number of cars. This parking is quite near to the Imam Khomeini Street.





## 5. RECOMMENDED STRATEGIES

### 8. Organizing the peddlers to the nearby sites

In order to eliminating the peddlers from the sidewalk as they have recently become an obstacle on the pedestrian path and also to preserve historical elements such as doors and trees which are already being used by these people for hanging their goods for selling (see figure 24), the possible solution is to provide one of the current parking sites for the usage of these people (see figure 25). Government can provide some simple tents in these areas of bazaar which have been left abandoned or being used by vehicle to settle down this group of people. (See figure 26)



Figure 24 . Current situation of the street and peddlers



Figure 25. Allocating this place for the temporary tent shops for peddlers. This site is only accessible through imam Khomeini Street and has area about 3031 meter.



Figure 26. Example of tent





Bazaar has an important economic, social and political role in all most all cities of Iran, and district of bazaar can be consider as one of the most strategic point of any city in Iran. Therefore, Imam Khomeini Street ("Shah the original name of street) in Qazvin was chosen for this report because there is important and very close relationship between this street, and bazaar. Furthermore, with considering the high importance of this street in different section such as economy, historical and strategic role in connecting most important part of the city together, exist many remarkable urban problems in this street. The problems in this street can be divided into three different sections such as functional, environmental and visual problems. Part of this problems which are mainly functional problems has occurred due to the lack of strategic design and inappropriate policies made by cities authorities and other part of the problems is due to the peoples behaviors mainly shopkeepers which this has cause environmental and visual problems . Functional problems, in urban aspect, is mainly cause because the primarily importance has gone to vehicles which this has brought unpleasant experience for pedestrian and there is lack of public and urban services to different type of users. Visual and environmental problem has also occurred mainly due to inappropriate way of managing shops materials and waste and also lack of proper protection of nature. The existent problems in this street has convert this street to completely inhospitable street for people and tourists. Furthermore, in the city master plan, despite it has point out many problems exist in this street but has neglected some important problems which are in this street and can cause serious damage to valuable historical structure and also neglected some environmental problems of this street and give the priority of the future urban development mainly to vehicles rather than pedestrian. Therefore, the ability of this street to be walkable for pedestrian, which are the main users of this street, has been completely neglected.

In this report, with considering the current situation of the street and the neglected points in city master plan, it has been tried to propose some renovation strategies for the main street of bazaar to make this street more useful and more hospitable for its main users. Therefore, the proposed strategies has focused mainly on pedestrians priority rather than vehicles in order to have more sustainable environment for future generation and better preservation of the historical monuments . The recommend strategies will result in decreasing the environmental pollutions and decreasing the damage to historical sites and monuments. This report is not totally criticizing and denying what have been done by existing renovation plan for improving the situation of historical monuments but tries to fulfill the neglected points especially in urban and environmental aspects. In fact, it could be better if the renovation strategies in this report could work together with the existing restoration plan of the city for some historical complex in this street. If this two plans could work together it would be possible to improve and increase the quality of life in this street for pedestrians which are the main users of this street, better preserve the historical monuments, and also provide better environment to host tourists .







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مطالعات معماری ایران - بازآفرینی فرهنگ مدار در بافت تاریخی شهر قزوین با تأکید بر گردشگری شهری- نویسندگان : بهناز امین زاده - راحله دادرس





