

**URBAN VOIDS: TEMPORARY USE STRATEGY FOR
RECLAIMING URBAN REMANENT SPACES OF
ISLAMABAD**

By

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THESIS ACCEPTANCE CERTIFICATE

Certified that final copy of MS thesis titled “Urban Voids: Temporary Use Strategy For Reclaiming Urban Remnant Spaces of Islamabad” written by Rabbia Tanveer (Reg no 00000118313), of Urban & Regional Planning (NIT-SCEE) has been vetted by undersigned, found complete in all respects as per NUST Statutes/ Regulations, is free of Plagiarism, errors, and mistakes and is accepted as partial fulfillment for the award of MS degree. it is further certified that necessary amendments as pointed out by GEC members of the scholar have also been incorporated in the said thesis.

Signature: _____

Name Of Supervisor: Dr. Abdul Waheed

Date: _____

Signature (Hod): _____

Date : _____

Signature (Dean / Principal): _____

Date: _____

Temporary use has already become a magical term: on the one hand, for those many creative minds who, in a world ruled by the profit maxim, are trying nevertheless to create spaces that reflect and nurture their vision of the future; and, on the other, for urban planners to whom it represents a chance for urban development.

(Urban Catalyst, 2007: 17)

DEDICATED TO

*All my ancestors-
every bit of me is a little bit of you.*

ACKNOWLEDGEMENT

This is perhaps the easiest yet hardest chapter that I have to write. It will be simple to name all the people that helped to get this done, but it will be tough to thank them enough. I will nonetheless try...

I would like to express my gratitude to my committee member **Dr.Asgar Naeem** for the useful comments, remarks and engagement through the learning process of this thesis. The discussions, encouragement and critiques made by them were of quite essence to the progress of this work. Furthermore I would like to thank Ar.Adnan for introducing me to the topic as well for the support on the way. Also, I like to thank the participants in my survey, who have willingly shared their precious time during the process of interviewing.

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Very special thanks go to **Dr.Jamaluddin Thaheem**, who was willing to participate in my final defense committee at the last moment.

My close friend, who are too many to mention (a thesis as page size maximum, guys) always, stood by my side asking over and over again "When will you get it done? Next week? Next Month? When?"

My final words go to my family. I would like to thank parents, who have supported me throughout entire process, both by keeping me harmonious and helping me putting pieces together. I will be grateful forever for your love. Your support means everything to me.

A great Thanks To all

ABSTRACT

This thesis research is motivated by three main questions: (a) Quantitative & qualitative aspect of urban voids in Islamabad (b) Public perception regarding their usage (c) Improvement plan for increasing public realm of the city. The type of research design followed in this research is of descriptive nature. Out of descriptive study, observational and survey method is chosen specifically for this research. Total number of urban voids in Islamabad is 282. Total area is 158,971,182 sqft, which makes 23.15 % of the selected area (19 sectors of zone I) of Islamabad. Results also indicate that many of these urban voids are being used as waste receptacles, residences by drug addicts involved in crime and robbery, Major squatter settlement, degraded landscape, Car parking & Illegal encroachments by small businesses. Neighborhood perceptions are significantly associated with most of the ways these urban voids are being used in practice

Islamabad city is changing constantly in response to changing social needs & values, political and economic conditions and new technological advancements. Some of these changes occur rapidly where as some evolved over decades. This study, by examination of various international precedents & literature, carefully analyzing public needs and sites at risk, and involving professionals of critical acclaim, recommends temporary use strategies as potential tool and remedy for reclaiming urban voids of Islamabad by channelizing this increasing demand for self-reliance by the community.

KEY WORDS: URBAN VOID, VACANT LOTS, TERRAIN VAGUES, TEMPORARY USE

IMPORTANT DEFINITIONS

URBAN VOID/ VACANT LAND:

- Voids of a city are spaces which disturb the urban fabric, leaving it inadequate and questioning the usage of that space.
- Terms for these areas vary widely. Frequently used words include wastelands, derelict areas, no man's land, dead zones, urban voids, residuum, spatial obsolescence, margins, spaces of uncertainty, or interstitial spaces.

TEMPORARY USE:

- A temporary use is defined as temporary if those initiating it and the others involved expect it to be of limited duration.' (Oswalt, P., Overmeyer, K., Misselwitz, P)
- This definition is also used in this thesis and portrays temporary-use more as a means than as a definition. This also leaves space for having different interpretations of temporary-use and what it can do.
- Mobile kiosks, food trucks, alleyway block parties, "pop-up" shops, urban gardens, spontaneous theatre stages, street mime performances, dumpster swimming pools or drive in movie theatres

TABLE OF CONTENTS

Thesis Acceptance Certificate.....	i
Dedicated To	ii
Acknowledgement	iii
Abstract.....	vi
Important Definitions.....	v
Chapter # 1: Introduction	7
1.1 Problem Statement.....	10
1.2 Research Questions.....	10
1.3 Major Objective	11
1.4 Specific Objectives	11
1.5 Thematic Scope.....	11
1.6 Spatial Scope.....	12
1.7 Significance Of The Study.....	14
1.8 Limitation Of The Paper	15
Chapter # 2: Research Methodologies	16
2.1 Research Design.....	16
2.2 Selection Criteria	16
2.3 Methods Of Data Collection And Sources Of Data.....	18
2.4 Interviews.....	19
2.5 Questionnaires.....	19
2.6 Sampling And Sample Size	21
2.7 Sample Analysis.....	21
2.8 Analytical Framework:	22
Chapter # 3: Literature Review.....	24
3.1 Urban Void Concept	24
3.2 Formation Of Urban Void.....	26
3.3 Relation Between Urban Void And Shared Space	28
3.4 Temprary Use Concept	28
3.5 Nessecary Conditions	31
3.6 Benefits & Drawbacks Of Temprary Use.....	33
Chapter # 4: Data Collection,Analysis And Findings.....	40
4.1 Quantification Of The Urban Voids.	40
4.2 Explore Existing (Mis)Uses	55
4.3 Getting Public Perception	63
4.4 Recommendations.....	77
5.1 Conclusion	90
5.2 Future Avenues:	92
Annex 1:.....	93
Annex 2:.....	115
Annex 3.....	126
Refrences:	132
Biblography:	135

CHAPTER # 1: INTRODUCTION

In an era of extreme urbanization healthy interactive spaces are continuously being questioned in the context of urban scale. Highly expensive land in dense cities is a threat to public spaces. Secondly, completely isolated design process of cities is creating underused public spaces all in and around urban areas which indicated planners' negligence about the importance of such places. Since there is no or little functionality attributed to the space, these spaces end up to be **dead, underused, or unused spaces**. There are various underlying factors for the formation of these "urban voids", ranging from incompetent decision making & poor land management at one end of the spectrum to lack of coordination amongst decision makers and designers at the other end. These void spaces mostly have massive potential concerning improvement of place and creation of meaningful urban fabric of the city. Perception of these spaces could be solved by reclaiming the dead spaces by intervention measures for the creation of better places. In a time where land is expensive these spaces can be perceived to have a great potential as urban public spaces for example public communal spaces, public pockets, parks, plazas, and sometime just a place for activities enabling individuals get involved & enrich the public realm.

Urban remnant land is a common condition in urban areas all over the world. Although recent estimates indicate that vacant land often covers substantial portions of urban land area yet they are not consistently defined or systematically tracked in all cities. In American cities with populations greater than 250,000 people, the proportion of urban void has varied between **12.5 and 15%** of total land area since the 1950s (Bowman and Pagano, 2004), and in major South American cities, recent studies estimates have variation of between 4.6% (San Salvador, El Salvador) and 44% (Rio de Janeiro, Brazil; Larangeira, 2003).

Simone Pizzagalli writes in his book ‘Space, Poetics¹ and Voids’ that the void:

“Contains in itself all the potential of the space, all the relation not written and experienced. [...] Void is the place of tension of something that will be, a space in power, but also the only place where the recollection of reality, the composition of the parts, fragments, of life can happen.”

Northam (1971) categorizes five types:

- (1) Remnant lots that are typically small in size, often irregular in shape, and that have not been developed in the past;
- (2) Lots with physical limitations, such as steep slope or flood hazard, and thus unbuildable;
- (3) Reserved lots held for future expansion or relocation;
- (4) Lots held for speculation, frequently found in transitional areas; &
- (5) Institutional reserve lots set aside by public or quasi-public entities for future development, given need and funding.

Terms for these void areas vary widely. Frequently used words include wastelands, derelict areas, no man’s land, dead zones, urban voids, residuum, spatial obsolescence, margins, spaces of uncertainty, or interstitial spaces. Following table shows how term “urban void” has been interchangeable been used by different authors over past 5 decades:

¹ The word ‘poetic’ used in the text and title of this project derives from the Greek root poieo and the word poiesis, meaning to make, construct, compose, or combine forms. Its specific meaning here refers to the possibility of creating a language that can be put to use in the process of constructing reality and architectural forms.

TABLE 1: URBAN VOID DEFINITONS (FLAVIA DE GIROLAMO)

Year	Author	Publication Name	Type	Definitions
1974	Sommer	<i>Tight Spaces: Hard Architecture and How to Humanize It</i>	Book	Tight Space, Hard Space
1986	Trancik	<i>Finding Lost Space: Theories of Urban Design</i>	Book	Lost Space
1996	Loukaitou-sideris	<i>Cracks in the city: Addressing the constraints and potentials of urban design</i>	Book	Cracks In The City
1996	Sola- Morales	<i>Terrain Vague</i>	Article	Terrain Vague
2000	Paigona & Bowman	<i>Vacant Land in Cities: An Urban Resource</i>	Book	Vacant Land
2001	Hajer & Reijndorp	<i>In search of new public domain: analysis and strategy article</i>	Article	In Between Spaces
2002	Nielsen	<i>The Return of the Excessive: Superfluous Landscapes</i>	Article	Superflous Landscape
2003	La Varra	<i>Post it city: the other European spaces</i>	Article	Post-it City
2005	Clement	-	-	Delaissic
2005	Groth, Corjin	<i>Reclaiming Urbanity: Indeterminate Spaces, Informal Actors and Urban Agenda Setting</i>	Article	Inderminated Space
2007	Worpole & Knox	<i>The Social Value of Public Spaces</i>	Book	Slack Space
2007	Franck & Stevens	<i>Loose Space: Possibility and Diversity in Urban Life</i>	Book	Loose Space

Recently Islamabad has undergone a massive re-building. With transportation interventions like signal free corridors, bridges and underpasses for high speed traffic, Islamabad has mutated into a city more for cars and less (if not) for people. Far from solving the transport problems of Federal Capital city of Pakistan, this fast growing infrastructure has given rise to

in an expansive growth of unwanted and unexpected residual spaces called urban voids, beneath and around it. But these voids that have come about also hold enough promises for a better city, only and only if their potential is fully explore. With a lack of urban plazas, public life of Islamabad has crept into such spaces.

Pakistan, a country that is increasingly known as being intolerant and its people uneducated, is in serious need of safe and creative public spaces where a healthy exchange of ideas can take place. If you take a page from our history, there was once a time when places like these existed, where writers, poets, artists and intellectuals would congregate and take part in a healthy debate much needed for a person's intellectual growth. Alas with our turbulent democratic history and a rapid increase in extremism, such spaces of dialogue and discussion have significantly reduced. Despite these limitations, our nation is desperately hungry for such opportunities where we can express our ideas and feel safe in doing so.

1.1 PROBLEM STATEMENT

There is a dire need for research for locating, studying and designing of 'urban voids' for the increase of vibrant and resilient spaces available to dwellers in these densely populated cities.

1.2 RESEARCH QUESTIONS

1. What is the percentage of urban void spaces in the city?
2. What types of urban voids are present in Islamabad? And what are the underlying reasons of these voids?
3. How do general public (users) / professional practitioners perceive such spaces?

4. How can public perception of the space be improved?
5. What could be done for benefiting from these urban voids to contribute to the public interest?

1.3 MAJOR OBJECTIVE

Devising innovative methods to uncover the true potential of urban voids in terms of their contribution to public realm of the town which can result in improved quality of life in cities.

1.4 SPECIFIC OBJECTIVES

1. Quantify the urban voids in the context of federal capital of Pakistan.
2. Explore Existing (mis)uses of these voids. (Understand characteristics)
3. Gets public perception regarding the usage of these voids?
4. formulate strategies to develop these voids for community use.(improvement plan)

1.5 THEMATIC SCOPE

The theme of the paper is limited to “**Urban Voids & Temporary use**” issues such as wastage of precious land, quality of life & image and comfort of place. The research will be developed on the basis of following famous works:

- Cities For People By Jan Gehl (2010)
- Finding Lost Space By Roger Trancik (1986)
- Urban Pioneers By Kalus Overmeyer (2007)
- The Social Life Of Small Urban Spaces By William H. Whyte (1980)

Prime focus of this thesis is “studying and understanding ‘urban spaces and people’ in cities and their inter-relation”. ‘The social life of small urban spaces by William H. Whyte’ & ‘Cities for people by Jan Gehl’ gave us an insight of how general public perceive city and its context. The concept of Gehl and Whyte helped us in building a narrative regarding public oriented use of space. However, Trancik’s finding lost space will enhance our understanding about narrative of urban design theories and help in identifying urban voids. Kalus’s book offers comprehensive insight into current discourse and proposes new guidelines for how temporary use projects might shape urban development

1.6 SPATIAL SCOPE

Islamabad city is divided into five major zones: Zone I, Zone II, Zone III, Zone IV, and Zone V. Out of these, this study is strictly concerned regarding Zone I . Zone I consists mainly of all the developed residential sectors. Each residential sector is identified by a letter of the alphabet and a number, and covers an area of approximately 2 km × 2 km (1 1/4 mi × 1 1/4 mi). The sectors are lettered from A to I, and each sector is divided into four numbered sub-sectors.



FIGURE 1: ZONES MAPS OF ISLAMABAD (CDA WEBSITE)



FIGURE 2: ZONE 1 MAP OF ISLAMABAD (CDA WEBSITE)

1.7 SIGNIFICANCE OF THE STUDY

The term “urban void” frequently symbolizes disinvestment, disfigurement, and decay and carries a negative perception of abandonment, emptiness, and danger. As a consequence, it is often inevitably regarded as problematic entity in urban areas. Conversely, urban voids has a potential to be regarded as valuable resource i.e.; urban landscapes that can have immense community benefits and/or prospects for conversion by means of community (re)development, as well as being a prospective cradle for ecosystem services that are responsible for the well-being and health of indigenous population. Reclaiming and rejuvenating urban voids is essential to professional commitments of urban planners towards conventional urban land use and they need to devise and consider alternate ways to “reuse wasted land” in urban areas.

According to Express Tribune Report “*Drug addicts, beggars and makeshift shops have overtaken the empty spaces*” (O. Azam), Urban voids in Pakistan are usually occupied by negative activities (for example drug addicts reside the area or it becomes community waste receptacles). Thoughtful use of ‘urban voids’ would help elevate social capital of the society by provision of urban communal spaces.

Vacant land has been increasing creating “vague” spaces that can be seen as opportunities rather than a threat, for temporary urbanism. Although planning laws may not be particular accommodating for temporary uses, the current experience from all over the globe (e-g London) show that local authorities can act as facilitators & enables of such a practice by encouraging developers and proprietors to offer unused/underused land for creative public use. This emergent practice has been supported by previous research in Europe (Groth &

Corjin 2005) and forms a significant demo of the perks of “loose space”, as conceived by the work of Franck & Stevens (2007), the extent to which vacant land is used for temporary intervention is still partial, but its impact on public empowerment, proprietors’ perception, & planning reform of future should not be undervalued.

In short, in the contemporary city , vacant lot is a necessity, not a problem but an important urban valve, an urban space in flux, unfixed, & hence, one welcoming, absorbing and registering change, a gauge of a city’s inherent pressures and processes of growth and decline.

1.8 LIMITATION OF THE PAPER

1. Public Realm Land Only
2. Vacancy Refers To Both Built And Untouched Sites. This Thesis Is Only Concerned With Untouched Sites. Vacant Lots Only
3. Not Considering Underused. Or Unused Buildings & Built Structures.

CHAPTER # 2: RESEARCH METHODOLOGIES

In order to facilitate in depth investigation of the subject matter, the research methodology found suitable for the objective of this paper is observational and survey method. To obtain necessary information, both 'quantitative & qualitative data' will be collected.

- -Primary data will be obtained through: interview, questionnaire, field excursion, observation, and photographs.
- Secondary data will be gathered from different relevant data sources such as city map of Islamabad, published studies, records and other available research and journal papers with in the city's Municipality. Finally, the result will be analyzed according to different theories on utilization of urban public spaces.

2.1 RESEARCH DESIGN

The type of research design followed in this thesis is of descriptive nature. And, out of descriptive study, observational and survey method is chosen specifically for this research. Observational method is chosen for this study to enable broad investigation and exploration using both qualitative and quantitative information available without which the real setting of the study area would be shortened. Survey method is chosen for framework design stage.

2.2 SELECTION CRITERIA

Urban voids are classified in to 3 basic types:

- Planning
- Geographical
- Functional

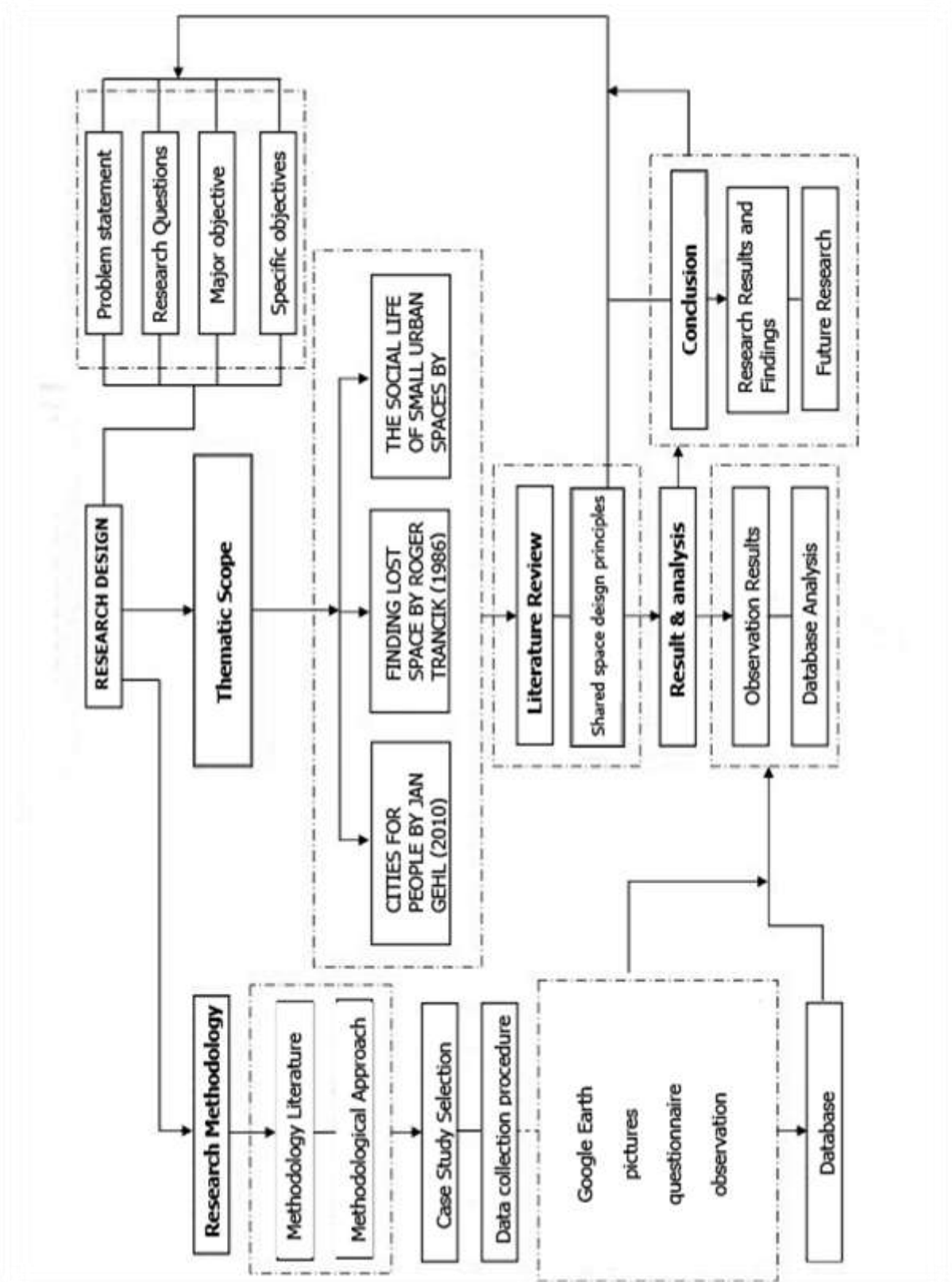


FIGURE 3: THESIS PROCEDURE DIAGRAM (AUTHOR GENERATED)

According to Ammar Ansari ,in research attempt to describe these voids to local context and bearing in mind specific objectives regarding the conversion potentiality of urban voids to shared spaces, lead to the formulation of a new classification of these types.. Although the cities are basically same all over the world but there are also some major differences. The new classification is based on subcontinental context. The criteria of selection were ownership. This comes down to 7 categories both from private and public realm. The categories went from plot & building envelop to neighbourhood. For this particular thesis project our prime focus will be on “public realm” because the project aimed to support & build up the public realm of neighbourhood, urban voids with reference to with the community.

Four selected types of remnant voids under study are (table 3):

- Edge & Buffer Voids
- Transportation Voids
- Infrastructural Voids
- Large Scale Plots

2.3 METHODS OF DATA COLLECTION AND SOURCES OF DATA

In order to collect the required data on the case area, both primary and secondary data sources will be used. A field excursion will be made for 2/3 weeks to observe and acquire behavioral map on how the spaces are being utilized and what type of different functions are undergoing within weekdays and weekend. The other primary data sources used are unstructured interview, photograph, and questionnaire for the users of the space and those around the area. Secondary data sources will include various journals, books, researches and

other publications such as various ngo researches and CDA archive. In addition, master plan of Islamabad, Google earth pro imagery will utilized and adapted with various maps of the city.

Furthermore, field excursion will be made to grasp the physical information on the location and operation of the spaces and how the public use these spaces in terms of the different activities obtained through observation. These results will be presented in two forms which are behavioral mapping and photographs captured on spatial and temporal distribution of activities and functions through the day.

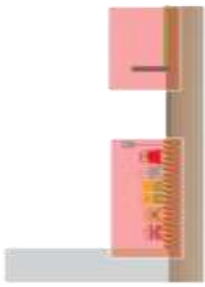
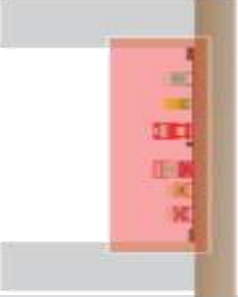
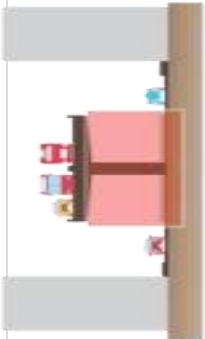
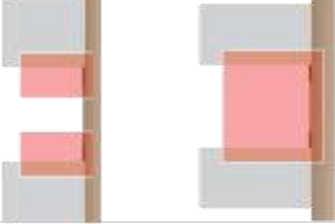
2.4 INTERVIEWS

Information which could not be reached through observation will be collected using interview and questionnaire. With these methods of data collection, open-ended and close-ended type of questions will be utilized in order to obtain the opinion, feelings, and sentiment of professionals (20-25) like town planners, architects, and engineers.

2.5 QUESTIONNAIRES

Information which could not be reached through observation will be collected using interview and questionnaire. With these methods of data collection, open and close type of questionnaires will be utilized in order to obtain the opinion, feelings, and sentiment of users of the space. The questionnaire prepared for the study area will first be examined by pilot survey for a number of respondents. Out of the results obtained from this pilot testing, questions difficult for understanding and some form of questions which are repeated in

TABLE 2: SELECTED TYPES OF REMNANT VOIDS (AUTHOR GENREATED)

Name	Large scale plots	Transportation void	Infra void	Edge spaces
Type	Parking loads, unused land and abandoned spaces	Oversized street over supplied street	Infrastructural void	Setback, between space, marginal spaces, residual spaces
Reason	Gap between dpr, lap and implementation lack of stakeholder meetings	The street supersized than requiredment improper distribution of space lack of prior studies.	Dead spaces in and around public infrastructure	Indefinite spaces caused by action
Issue	Create huge voids in the fabric of the city. The spaces are designed for cars not for people	Taking large amount of space, unsafe to cross, unsafe for pedestrians character and perception of the city is lost	Waste of usable space, illicit activities, becomes a gap within its context	Leftoverspaces creating dead edges, feeling of unsafe space, wasted potential sidewalk
Example				

different forms will be restructured/ avoided and/or amended for the last distribution of the questionnaire.

Questionnaires which will not be filled more than 60% will be avoided and for the sake of the number another questionnaires will replaced in place of the avoided ones.

2.6 SAMPLING AND SAMPLE SIZE

Sampling method followed for this paper will be stratified random sampling (n=380) and also purposive sampling (n=19). The stratified sampling will be used for those populations who are less than the age classification of retired and using the space, while purposive sampling will be used for age group of retired. The sample sizes used to identify the perception of users of the study area will be one hundred plus.

E-7, E-8	N=42
F-6, F-7, F-8, F-10, F-11,	N=105
G-6, G-7, G-8, G-9, G-10, G-11	N=126
H-8, H-9, H-11,	N=63
I-8, I-9, I-10	N=63
	TOTAL= 399

2.7 SAMPLE ANALYSIS

The collected 420+ questionnaires analysis will be made with the aid of SPSS statistical software program with aid of charts, tables, and pictures. The responses will be grouped according to different age groups and types of activities with respect to the analytical framework listed for evaluation of success of the study area. Answers for open ended

questionnaires will also be grouped and analyzed similarly for clarity of perception of respondents.

2.8 ANALYTICAL FRAMEWORK:

Analysis of level of satisfaction was done by employing descriptive statistic. level of satisfaction was measured using an index of satisfaction as develop and deploy it by YEH(1972). YEH developed this index to compare the level of satisfaction among the respondents. A + 1.000 indicates satisfaction, whereas, a -1.000 is for dissatisfaction, here 0.00 is acceptable. this means that 0 for any attribute or parameter has no outright meaning and it shows unequal response of satisfaction and dissatisfaction among the respondents. A positive score for any attribute or item is for satisfaction enter negative score shows dissatisfaction for a particular attribute. Yeh's index of satisfaction, also known as YIS, has been used in many studies and was proved effective and efficient for the description of level of satisfaction. This index is a resultant of percentage subtraction of dissatisfied respondents from the number of satisfied ones and then dividing the resultant difference for the total number of respondents. The answer is between 1 and -1. Following is a symbolic form of YIS

$$\text{YIS: } \frac{\text{Satisfied Cases } X_1 - \text{Dissatisfied Cases } X_2}{\text{Total Cases } X}$$

$$= \frac{X_1 - X_2}{X}$$

The table given below is an illustration of thumb rule of YIS. it is indicating the values along the corresponding levels of satisfaction as devised by YEH (1972 & 1975). Majority of the dissatisfied respondents is indicated by a negative value. larger the value more is the the dissatisfaction among the respondents.

TABLE 3: YIS LEVEL OF SATISFACTION

YIS	Level of Satisfaction
less than 0.20	very low
0.20 – 0.39	low
0.40 – 0.59	medium
0.60 – 0.79	high
0.80 and above	very high

CHAPTER # 3: LITERATURE REVIEW

Deep understanding of place and public associations reveal that places do not own singular identities rather they have multiple and contested identities which call for a place making project. Places are formed by clash, dissimilarities and social dialogues among distinctively sited & at some instance provocatively inevitable social relations that span entire regions and/or transcend national boundaries (Smith, 2001).

The adaptive nature of a space to accommodate plural identities can only be met halfway when sudden growth plans are executed on a city. The land use plans developed in 1950s and 60s decades emphasised on singular identity being associated of a place, which had lesser ability to stand the test of time. These plans transformed over time creating “urban voids”

3.1 URBAN VOID CONCEPT

Word void literally means “emptiness/vacuum”. Urban voids are defined as spaces which disturb/disrupt the city fabric, thus leaving them inadequate and questioning the usage of that space. At times they are also referred to as ‘urban ruins’. The literal translation if word ‘void’ suggests a ‘a lack or absence of something’ hence, any urban locality with missing ‘permeability’ and ‘public realm’ are known as urban void. They are obnoxious and objectionable urban lots that require serious efforts of redesign since they are making no positive impact on the ambiances of the city or users-benefits. They lack characterization, have blur quantifiable edges and neglect association of components in a coherent way (Trancik, 1986).

Solid urban blocks have a strong connection with the network of streets and vacant open spaces (Trancik, 1986). In the recent settlement patterns of this era the cities are more or less

a vast collection of mute objects (built form) intentionally located near each other. The missing pieces of jigsaw puzzle in this scenario are a clear indication of disinterest and disinvestment of our society towards the ‘space in between things’, which despite being used by a variety of user is owed by none. Therefore, it is not playing any considerable role of a communal space. This crisis can be used as an opportunity for a new beginning as a way forward (Secchi, 1993).

Such Voids in a broader view can be defined as spaces having absence or lack of permeability and public realm.

Permeability has two factors:

1. Social: Social permeability generally is a result of ghettos that become a barrier due to social reasons.
2. Physical: Physical permeability refers to a barrier, such as a highway / railway line inside the city is usually a barrier, similarly a slum become a barrier at an area level, this barrier can be a building with large foot print area.

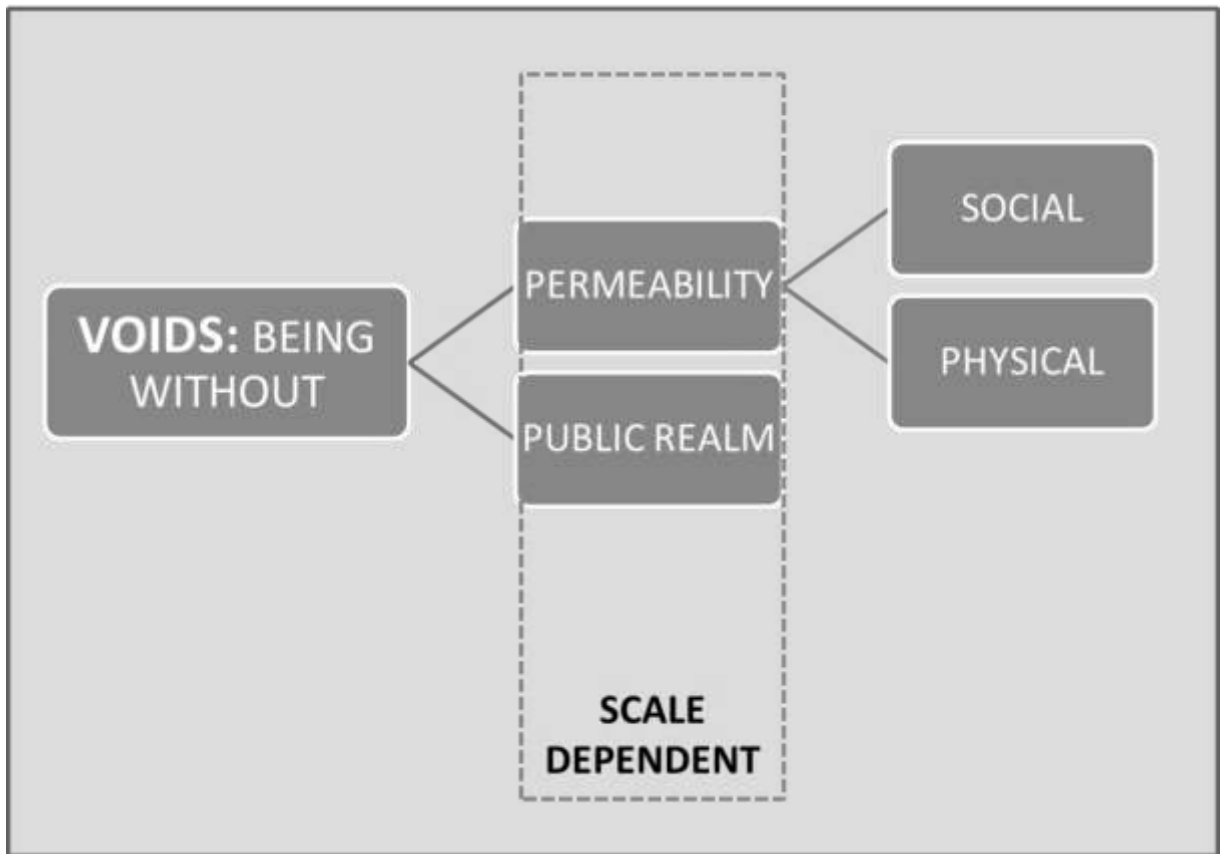


FIGURE 4: CONCEPT OF URBAN VOID (AUTHOR GENERATED)

when public realm is absent the users have no or less sense of ownership for the space. Both given factors, 'permeability' and 'public realm' are basically dependent on scale. A shared space at one scale may become urban void at another scale. e.g. a slum is a good example of shared space with its great internal permeability both social and physical and public realm, but at an area level it becomes a ghetto, a social and physical barrier.

3.2 FORMATION OF URBAN VOID

Urban void, in any given context are formed mainly due to three factors.

These factors that are responsible for the creation of an urban void can also form the foundation for classification of these urban voids as shown in Figure 5.

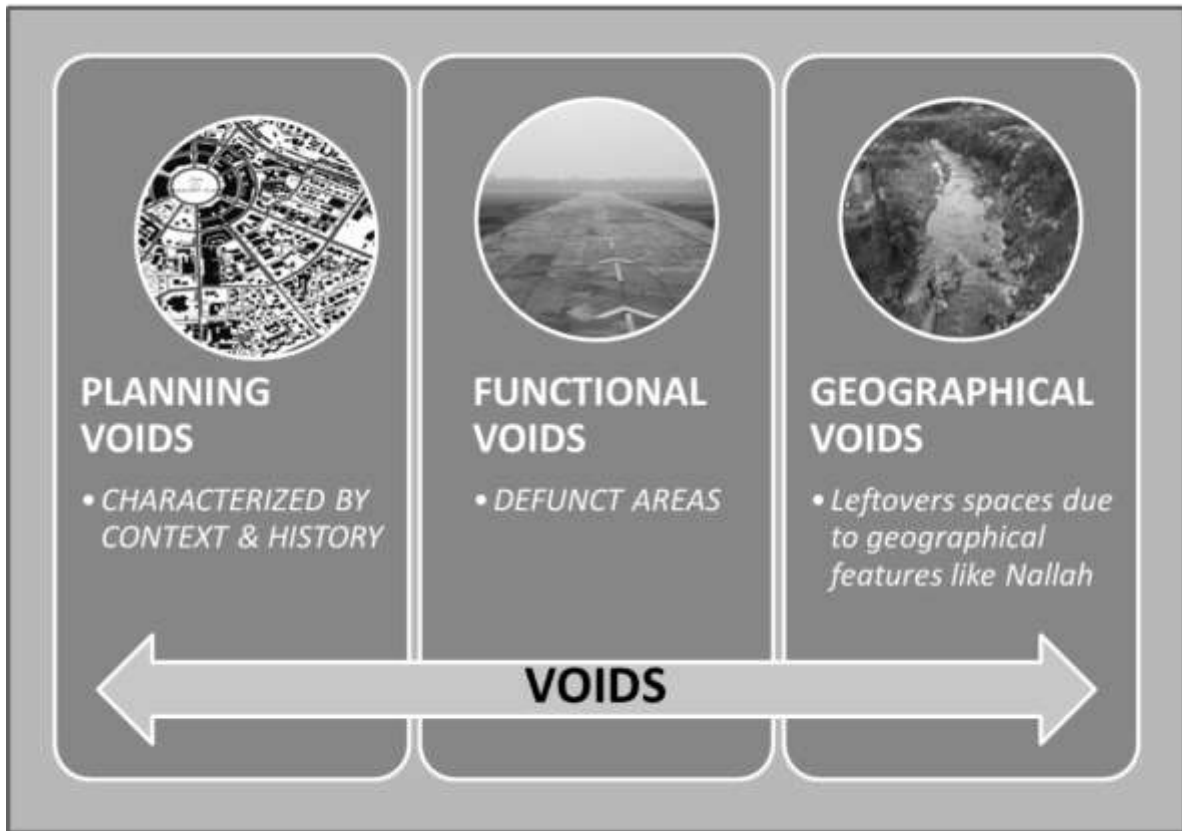


FIGURE 5: FORMATION OF VOIDS (AUTHOR GENERATED)

3.2.1 PLANNING VOIDS

These voids are created by to improper & inefficient isolated planning processes in which the city fabric is completely ignored. These types of voids are most noticeable in our urban communities. They can additionally be seen utilizing figure ground theory.

3.2.2 FUNCTIONAL VOIDS

Functional voids are voids comprising of left over space and/or a built structure that has turned out to be superfluous. A functional void have a legal perspective related to it since in general redundant structures/lots are either under litigation or are under public ownership where reallocations of functions have to go through an endless tedious bureaucratic process.

3.2.3 GEOGRAPHICAL VOIDS

These void area are existing topographical features in the urban area. These voids are created around topographical geographies when the architects and planners fail to respond effectively to them, making the space unusable Example riverine, nallah etc

3.3 TEMPRARY USE CONCEPT

‘Temporary use’ is a planning tool which efficiently & effectively brings together several stakeholders/shareholders. It is a brilliant tool to engage a significant number of private and municipal fiscal development agencies and proprietors, along with cultural organizations. This helps to elaborate the potential functions/usages of the existing land and resources available. Architects & planners also have a vital role to play in the development of models for the “temporary use” and in establishing temporary spatial prospects. Transformation of porperties for the adoption of new uses have multi facet advantages:

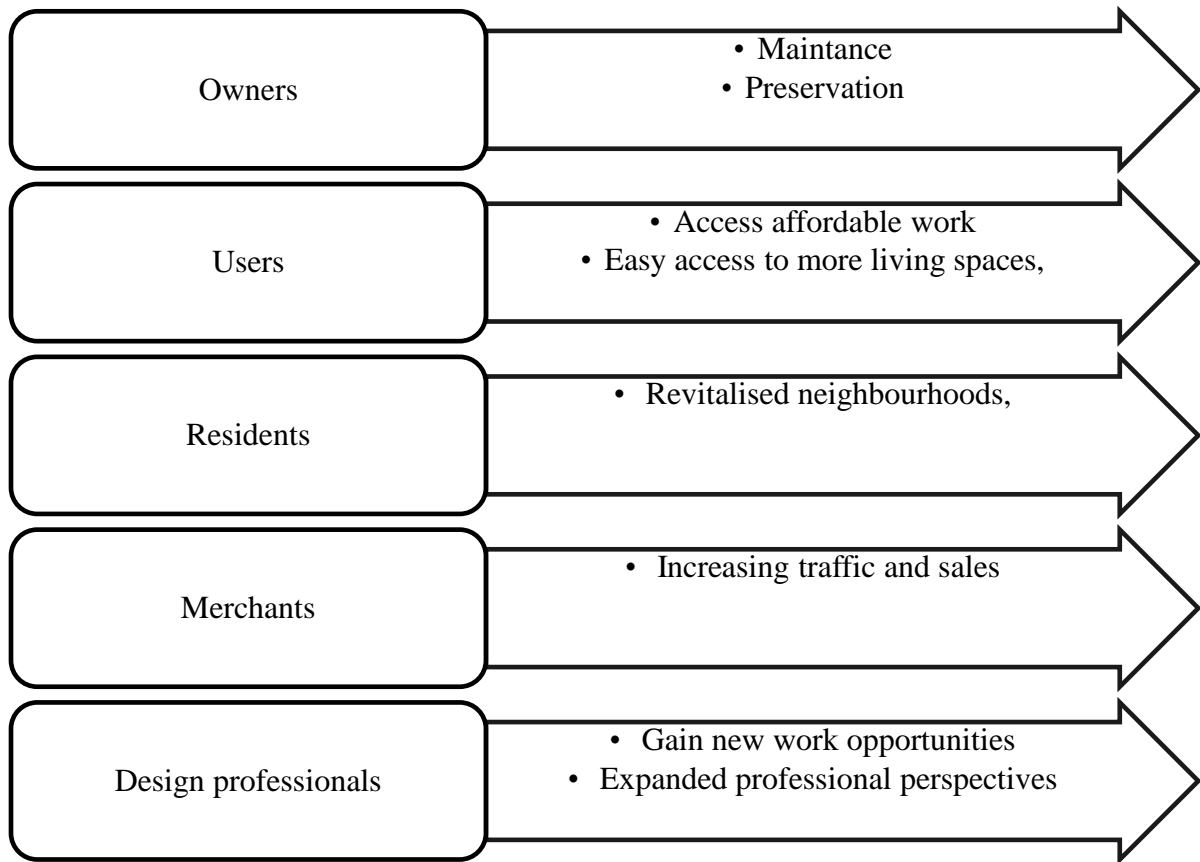


FIGURE 6: ADVANTAGES OF TEMPORARY USE (SOURCE: AUTHOR GENERATED)

Singular master plans fail to anticipate ever growing and varied needs of the diverse and increasing population because of the overly complex urban world. Singular master plans also generally fail to achieve the parts start short term experiment and boys have to offer because of their Resilient, responsive flexible nature. The more likes decline and growth cycles as predicted by prevailing capitalist development models. As suggested by Harvey any specific ‘spatial fix’ should and can never be considered absolute or permanent (Harvey 2006). Urban built environments and Systems often have a shelf life of 20 to 50 years, is not maintained well can even be less than that. After this major renovated and replacement projects are an absolute requirement. Return on investment options projects. Return on

investment of such projects is frequently no more than 10 to 15 years. This shows a significant time lag between intent of development, bureaucratic processes, planning procedure, physical implementation of the project. Positively address the situation of great difference between the actual and perceived condition of physical interventions temporary use of urban vacant land is suggested. It will be a very short term use which will generate first data intermediate, they will not only be contextually valid, flexible in terms of uses but also support and guide a step by step process of urban rejuvenation. According to the claim made by Lefebvre (1996, 1991) and Soja (1996) temporary use has been traditionally undermined & underestimated in terms of its perks at office to the city focusing its spatiality. Urban planning literature is full of discussion regarding the recent upsurge of Mobile kiosks, food trucks, alleyway block parties, “pop-up” shops, urban gardens, spontaneous theatre stages, street mime performances, dumpster swimming pools or drive in movie theatres. Most (if not all) of the said forth initiatives are taken using bottom-up approach which have a limited of local range , scope and influence. Bishop & Williams (2012) work suggested systematic inclusion of temporary uses is into existing planning and design mechanisms to comprehend the underlying potentials of the urban voids as vital resource.

Temporary uses can be of multiple forms. While briefly examining prevailing programs mostly found in existing catalogs² temporary uses fit into either one of the following two major categories:

² (Bishop and Williams’ ‘The Temporary City (2012)’ and Haydn and Temel’s ‘Temporary Urban Spaces (2006)’),

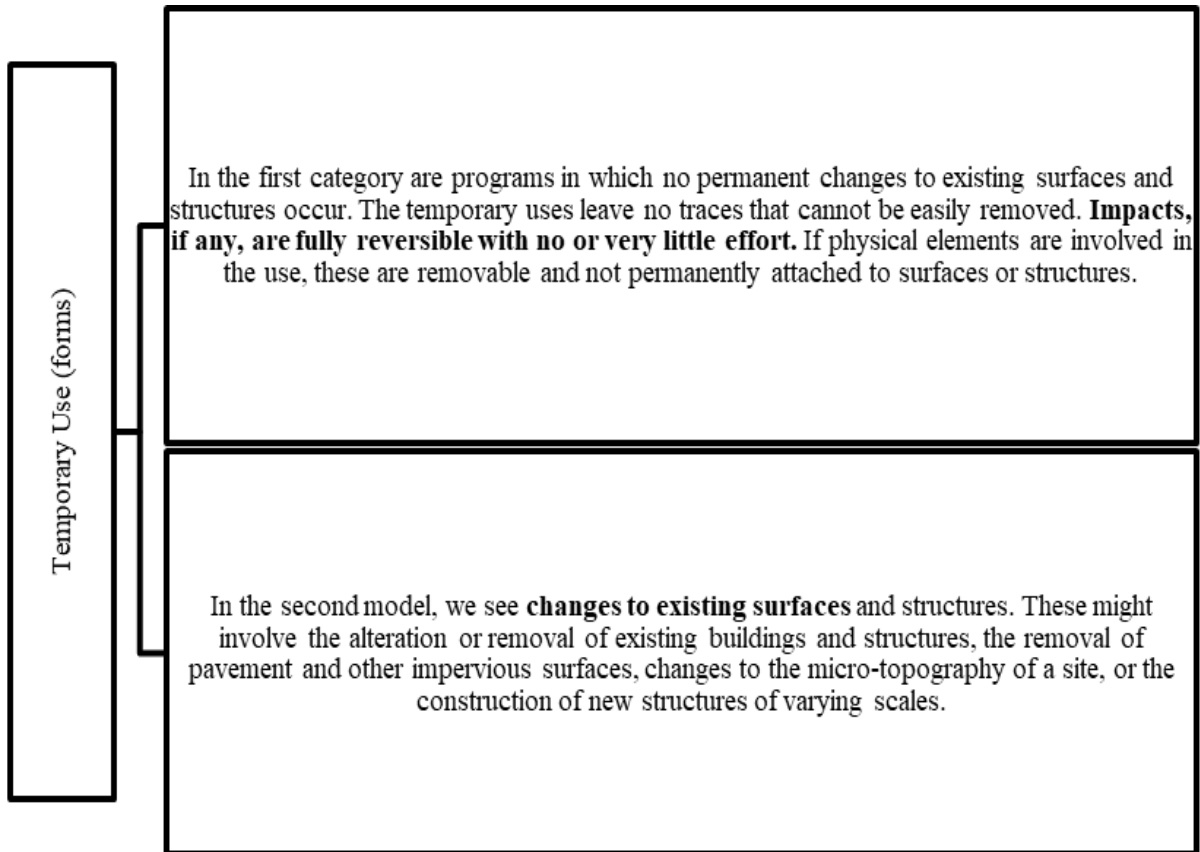


FIGURE 7: TEMPORARY USE – FORM

3.5 NESSECARY CONDITIONS FOR TEMPORARY USE APPLICATION

Following are the conditions in which temporary occupation or use might be more or less suitable and applicable:

Table 43: CONDITIONS APPROPRIATE FOR TEMPORARY USE (Source: J.Nemeth, J.Langhorst)

General categories	More appropriate for temporary uses	Less appropriate for temporary uses
Ownership of land	Public ownership	Private ownership ("unless vacant too long)
Role/influence of the city	Lack of (or poor efficacy of) public investment or incentives	Traditional planning tools successfully encouraging private investment
General economic climate	Slow-growth/declining cities Trial and error, flexible approach embraced Socially progressive goals (inclusion, diversity, access)	Growing/vibrant cities Top-down, master-planning Pragmatic, financial/economic goals only
Development potential of the space	Low private development interest Times of "disruptive, stressful, social and urban change" Exploit uncertain transitional period Long-vacant land or structures Vacant land/abandoned structures	High private development interest More stable, predictable times Imminent redevelopment likely
Potential uses of the space	Areas with high risk of decline and "contagion effect" Non-corporate, low-capital businesses or investors likely Smaller scale Leftover/remnant parcels, small, fragmented spaces Higher use value Areas seeking redevelopment, attraction of new residents and businesses Active community/residents/non-profits/small investors Events/programmatic uses "Soft content" Desire/need to break from mono-functional environments Desire to encourage/create new meanings, functions, identities, and relationships for/of a space Test unfamiliar or potentially controversial ideas Educational tool to prove investment potential of certain uses/spaces "Tactical" unsanctioned and transgressive uses, frequently by marginalized demographics, subcultures (e.g. squatting, skateboarding, emergent artists...) (De Certeau, 1984)	Recent vacancy: likely to redevelop quickly "Underutilized land" (awaiting planned development) Areas of stability Corporate developers, big business, municipal "growth regimes" Larger scale Larger, continuous spaces Higher exchange value High-profile, central tourist areas Top-down, corporate interests Fixed infrastructure, buildings Inflexible built form Already diverse, multi-use environments More stable, secure areas "Proven" solutions, uses "Strategic" sanctioned uses catering to preferred/privileged/mainstream demographics (De Certeau, 1984)

This does not merely ensures the classification of any individual lot or neighborhood or sector one of the given above at any point in time. Instead, most voids will fall in one column in some categorizations and the other in other categorizations. It is argued while attempting the implementation of temporary uses it should be grounded in the exact conditions and practices of a specific site at any given time interval.

3.6 BENEFITS & DRAWBACKS OF TEMPORARY USE

A cursory overview of the temporary use model emphasises upon considering it as:

“a manifestation of a more dynamic, flexible and adaptive urbanism, where the city is becoming more responsive to new needs, demands and preferences of its users”- Bishop and Williams (2012)

As a matter of fact despite enormous benefits tell some significant drawbacks attached the concept of stamp to use. These benefits and drawbacks can be explained in view of multiple contexts such as political, economic, social and/or ecological. These categorisations of contexts also have its shortcomings for its tendency to overlook the multiple agency, multivalency, possible potential synergy of temporary use. In other words, an advantage in one of the category might be a drawback in another.

3.6.1 Political (procedural, administrative) benefits and drawbacks:

Temporary users are generally very flexible. they are very responsive towards ever changing conditions & public demand. Temporary use model is most efficient and advantages in uncertain political and economic conditions. As in such conditions there is

reluctance and entering potentially long-term responsibilities, commitments and liabilities. This model is a polar opposite of traditional planning and regulatory systems which are based on set an unstable environment for long term investment. Such practices put a question mark on the functional capacity regulatory and planning systems regarding recent flexibility is in the process of development, as a design to minimize open-endedness. Famous work of urban planners advocates that the hindrance towards temporary use model development and implementation are not the zoning and planning frameworks but lack of capacity a professionals and government to take up such projects. They also regard conservatism as one of the flaws in our system (. (Bishop and Williams, 2012). It might take huge time to bring about the most needed Paradigm shift from conventional permanent to modernised, flexible unresponsive temporary use to be a part of the regulatory toolbox. But with much success of the temporary use projects, they'll be able to slowly find their way from the pioneering/innovative practices into the research and educational sectors and eventually into professional mainstream. On the other hand, the willingness to cater non-conventional practices is created by the pressure of rapidly transforming (shrinking) urbanities. The idea of shift of paradigm may be strengthened by a transition towards Awareness of temporary use and urban voids it is debated that year marking of land may sometime be acceptable in the rural areas but for sure not in the urban hubs. The default site should be allocated a function which is legally and socially acceptable. (Reynolds, 2011). Nevertheless, incompetent criminal inadequate and clerically bound systems are huge yet often neglected and forgotten hindrances in the implementation of temporary use. noticeable changes to regulatory processes which are juggling land use and development towards increasing comfort level of developers, landowners and regulatory service agencies therapy requisite to facilitate

temporary use more efficiently and effectively. This will involve management of shift sun responsibilities and liabilities real estate affairs. The set forth modifications need money and time in hand if you wish to navigate with traditional bureaucratic processes. Temporary use model has ample capability of exposing the ongoing conflicts in between agendas and stakeholders on various fronts such as cultural ecological social economical. the hidden mechanism regarding the production of urban spaces affronted visible to the general public mic proof helpful in management and completion of agendas in a more fair and equitable manner, wisely addressing the situation of unjust development (Harvey,1973,1996; Michell, 2003; Smith , 1984; Soja, 1996, 2009). This process of temporary use implementation will both entail and enable the successful inclusion of diversity besides creating opportunities of involvement of for marginalised 20 days. It will also help in overcoming sectionalized concepts and practices of urban voids that are often reported to the authorities of governance and decision making of the city. Additionally, the scope of experimentation and the margin of reversibility the temporary uses hold enables a far more flexible and incremental approach. The fast testing model and practices have a margin of allowance to reverse or alter parks before making them a prevalent norm . in the same very way, this model generally means Rapid results, faster production, more satisfaction, and ensures indulgence of all local stakeholders.

Temporary was model is allowed to operate for long an efficient enough to become our neighbourhood capital any endeavour by proprietors and developers to Foster the place in any given point in time will probably meet community resistance. this may increase the risk to forthcoming development plans suffering regarding explicit authorising or tolerating of temporary use. even though country uses can empower sidelined and reflected personals,

groups and communities, the redevelopment of sites to accommodate more profitable uses for the proprietor can victimize said communities and intensify previous experiences of victimization & disempowerment.

3.6.2 Economic benefits and drawbacks:

There is seldom any need for new land purchase eliminating the tiresome process of argumentative negotiations over property rights for new land purchase, this stands out to be one of the biggest economic benefits of temporary use. The fact that the physical changes made are usually if not always 'reversible' might encourage proprietors to permit temporary occupational rights. Temporary uses of the land can generate quick benefiting revenues for the landowners & developers at generally inexpensive implementation capital. It may also create business prospects for poor that would not be typically included towards using urban voids as they mostly don't own much needed capital to participate in such formal & permanent leasing activities.

Viewing from the perspective of short-term economic endeavor, the downside of allowing temporary usages can be cut short if there is a replacement into more quick and easy profitable uses. Conservation & preservation of the lot is also an essential aspect of the temporary use, which is otherwise time consuming and expensive. Yet from the individuals or groups point of view, indulging in such temporary uses, there is very slight investment security. While the investment loss may be very small in economic terms, it may become a liability in terms of policy making if the displacement and replacement of the activities are gauged in the neighbouring communities. The Laws governing rights of use and property such as public access easements, rights of way and adverse possession, intensifying the risks

to developers. In most of the cases these issues can be sorted out by negotiating contracts with the required stipulations. Nevertheless, this raises concerns that such stipulations may suppress and stifle some of the spontaneity & creativity that is a key factor of the success of temporary uses (Bishop and Williams, 2012).

3.6.3 Social benefits and drawbacks:

Temporary use promotes the usage of idle sites & demonstrate initiative and evolution. It also swiftly alters the view of urban voids of abandoned, ruined and neglected land. The acknowledgement of vibrancy & vitality can rapidly generate a constructive thoughtfulness towards abandoned and/or delayed development sites, considerably increasing their perceptibility within a community. The temporary uses can catalyze groups around common aims that work for local needs and not external interests and agendas, with their fast production of tangible results. The presence of ‘tangible results’ also produces more sustained participation rather than the short term activation of community that is typical e.g., land-use clashes around locally unwanted land uses. Therefore, temporary uses may empower and strengthen marginalized groups and create a “place” by instilling sense of participation in them. These marginalized groups are otherwise excluded from many forms of land use and occupation by the traditional regulatory and planning systems. Franck and Stevens (2007) bring together the idea of “loose space,” exploring the capacity of urban spaces to put up a range of uses and occupations which are of temporary or informal category. Despite the fact that many examples of temporary use are now being considered “activist” or “counter-cultural,” uses for instance ‘urban agriculture’ are quickly losing their transgressive image, justifying the people that engage in such activities. This justification – whether welcomed or snubbed – is challenged if temporary uses are suspended

in favor of better lucrative endeavors, crushing the optimism of groups mostly already victimized by the uneven development process, and possibly marginalizing them even further from actively participating in the discourses on the future prospects of their neighborhoods (Langhorst, publication submission).

3.6.4 Ecological benefits and drawbacks:

A vast range of non-human systems (for example providing habitat, improving microclimate and storm water runoff) that can aid significant benefits to urban agglomerations can be accommodated in vacant lands. Mostly these perks and infrastructural performances are directly related to flora that might grow due to a termination of maintenance systems. Temporary uses often have a very low influence on growing successional foliage, and can even increase healthy vegetative cover on sites used for temporary uses such as tree farms & community gardening. The probable utility and performances of vacant land increases significantly because the temporary use strategies involves distinct lots as a fragment of a bigger system, since ‘whole is greater than the sum of its parts’. A close examination of the general distribution patterns of urban voids is a prerequisite for understanding and realizing its prospects as a social, fiscal and ecological resource, for recognising its operations with in other urban systems, and for its activation as part of the overall urban infrastructure. As a result, these strategies needs to be operated on various scales, ranging from a single lot to a sub-sector to a sector or to city-wide. This multi-scalar strategy has to date been mostly experienced in the context of open space , storm water management, and greenway systems. These recent discussions on “landscape as infrastructure” have started to lay emphasize on the capacity of even smaller lots to produce measurable perks if they function within a system/network that interconnects them to other lots of similar performances & functions

(Poole, 2005 a & b). Any such examination of urban voids on any given scale (lot, neighbourhood or city) might also requires a method that associations top-down³ and bottom-up⁴ analysis and action, which require a reassessment of the existing sectorialization of political and planning authority.

Generally, the temporary use strategies have clear cut potential benefits and risks. The ecological & social benefits to a city are clear and convincing and can be realized in relatively shorter term. On contrary, Economic benefits to a city might take relatively longer to evaluate and are significantly more responsive to the needs of overall broader financial situation. Whereas, the political benefits are harder to both explain and evaluate, and depending on socioeconomic conditions, political leaders might be either praised or criticized. Hence, all benefits and drawbacks are highly time and location dependant.

³ (city/regional scale)

⁴ (local/neighborhood scale)

CHAPTER # 4: RESEARCH: DATA COLLECTION, DATA ANALYSIS AND FINDINGS

4.1 OBJECTIVE NO 1: QUANTIFICATION OF THE URBAN VOIDS IN THE CONTEXT OF FEDERAL CAPITAL OF PAKISTAN.

Federal capital of Pakistan- Islamabad is country's first of its kind designed city. It is very different from the other cities of the country in form of its public spaces, urban fabric, urban form and cityscape. The master plan of the city was prepared and approved in 1960's as the capital for the newly formed independent state. It was proposed by Constantinos Apostolou Doxiadis, a Greek architect and town planner. Pakistan got independence in 1947 and after its initial turmoil period the newly formed sovereign state was very enthusiastic about the depiction of their separate identity & ideology showcasing its unique cultural and heritage values through its capital city but despite being planned at a lush green serene location, designed by a famous architect/master planner and more than a dozen world eminent architects like Robert Matthew, Johnson-Marshall, Ponti, Fornarolli, Rosselli, Kenzo Tange, Vedat Daloka - the city failed tremendously in doing so. Islamabad like all other metropolitan cities is facing issues pertaining to an outsized influx of the urban poor. But the city seems to be serving only the elite and upper middle economic class. The poor and those serving the city can barely afford to make a decent living in the city. . Since its initial decades, Islamabad has been a dead city in terms of communal life. According to Tapner:

“... Community life is non-existent, and there is no natural blending of the different functions that make a city tick. Everything is compartmentalised and ... Isolated from its neighbouring sectors. ... No

indictment of the master plan could be more severe than that of a senior planner in the capital development authority: the master plan was completely ignorant of the socio-economic and political aspects of the country. It is totally incompatible with the topography of the area. The terrain is undulating and rugged, but the master plan proposes straight roads from one end of the city to the other. ... The master plan does not exploit the natural landscape but forms another landscape of its own” .

Tapner analyzed the formation of worker-camps being established on the city periphery and predicted that the city may eventually end up being deteriorated and mal-functioned. After more than five decades of development Islamabad is still struggling with its much desired image of a very expensive orchard of rich culture, heritage and social life. A rich and vibrant community life is expected to breathe life into the city, until then it will remain a city without a heart. Islamabad lacks the drama of Brasilia, cultural preservation of Florence, sensory stimulations of Santa Fe, splendor of Venice, vibrancy of NewYork, & visual extravaganza of Istanbul.

Urban voids are breathing areas of a city. They give a certain character to a city and like urban open spaces define the community. These voids can be a threat and an opportunity at the same time. Doxiadas’s master plan for the city provided the city with a lot of such breathing zones. But, what the city did with these voids shows lack of interest of government and the community regarding the character building and increasing social capital of the city. Looking at a comparison of Islamabad with rest of the world cities, this research found out moderately sufficient number and area of voids in the city. Following table shows a detail:

Table 5: COMPARISON OF PERCENTAGE OF VOIDS

CITY	CITY AREA(ACRES)	VACANT LAND (ACRES)	%AGE OF VACANT LAND
RIO DE JANEIRO, BRAZIL	124727.27	54880.00	44.00%
PHOENIX, USA	300469.48	128000.00	42.60%
GUAYAQUIL, ECUADOR	81532.11	32123.65	39.40%
BUENOS AIRES, ARGENTINE	334364.47	106996.63	32.00%
ORLANDO, USA	62717.77	18000.00	28.70%
GUADALAJARA, MEXICO	37158.65	9884.20	26.60%
ISLAMABAD, PAKISTAN	15943.84	3691.00	23.15%
QUITO, ECUADOR	46462.57	10082.38	21.70%
Shimokitazawa and Taishido, Tokyo	NA	NA	20.40%
MEXICALI, MEXICO	36800.12	7017.78	19.07%
NEW DEHLI, INDIA	366704.4	5484.00	14.95%
SANTIAGO, CHILE	123560.54	14048.83	11.37%
LIMA	695652.87	52591.36	7.56%
SAN SALVADOR , EL	557.98	25.95	4.65%

SALVADOR

BALTIMORE, USA 52631.58 1000.00 1.90%

*DDA reports

**Vacant Land in Cities: An Urban Resource By Michael A. Pagano and Ann O’M. Bowman1

***Vacant Land in Latin America: Challenges and Opportunities Adriana de Araujo Larangeira

In this research, All the open areas (potentially void) were first identified using figure ground analysis (details in ANNEX 1).

After extensive windshield analysis and field excursions **129** out 411 of the open areas were found to be functionally optimum, leaving **282** voids, with potential to reclaiming for local residents.

Following table shows comparative details:

TABLE 6: REMNANT VOID NUMBER, AREA AND %AGE IN ISLAMABAD

	FUNCTIONALLY OPTIMUM VOIDS	REMNANT (DYSFUNCTIONAL) VOIDS	TOTAL
NUMBER	129	282	411
AREA (SQFT)	25,402,742	155,442,314	180,845,056
%AGE	14.05%	85.95%	100

This research will only be concerned about the remnant urban voids of the city. Extensive windshield analysis, field excursions & Literature review helped for the classification of these voids. Quantification data was prepared using Google Earth Pro and Microsoft Excel.

Urban Voids are extraordinarily diverse in both their physical character and social context. This research is only restricted to its physical characteristics. Variations in size, shape and location combine to form characteristics type of vacant land each of which represent different opportunities and limitations for different development.[21] During the course of research following four main characteristics studies were:

- Location:
- Number
- Area and percentage of each type of voids
- Ownership Status

All the above mentioned factors of the vacant land influence its effect upon a neighbourhood and its potential use. An abandoned house lot in the middle of a block of row houses, on the one hand, and a vacant city block, on the other, afford different opportunities and pose different sorts of problems for potential future use. While a single vacant lot in the interior of a block of rowhouse does not signal.



FIGURE 8: PROBABLE URBAN VOIDS



FIGURE 9: URBAN VOIDS CLASSIFICATION

Sector wise classification of the voids is given in Annex 2. Summary of the data is as following:

TABLE 7: TYPES OF VOIDS IN ISLAMABAD

	PLANNING VOIDS	GEOGRAPHICAL VOIDS	FUNCTIONAL VOIDS	TOTAL
NUMBER	133	97	52	282
AREA	76479562	60760388	21731232	158971182
%AGE	48%	38%	14%	-

The table below illustrates the number of planning, geographical and functional in all the sector of Islamabad. Over all, Number of planning voids is greater than geographical voids whereas number of functional voids is least.the reason behind this phenomenon is Doxiadas's plan for the city. Planning voids were provided between each void to give the city a breathing buffer. Geographical voids can be attributed to the natural stream network of the city.

Number of planning voids is highest in sector G-8 & planning voids are absent in in F-11. Number of geographical voids is highest in F-6 & lowest in H-11. Number of functional voids is highest in F-8 and F-11. Here it must be noted that functional voids are absent in F-10, G-11and I-9.

TABLE 8: SECTOR VISE DETAILS OF DIFFERENT TYPES OF VOIDS(NUMBER)

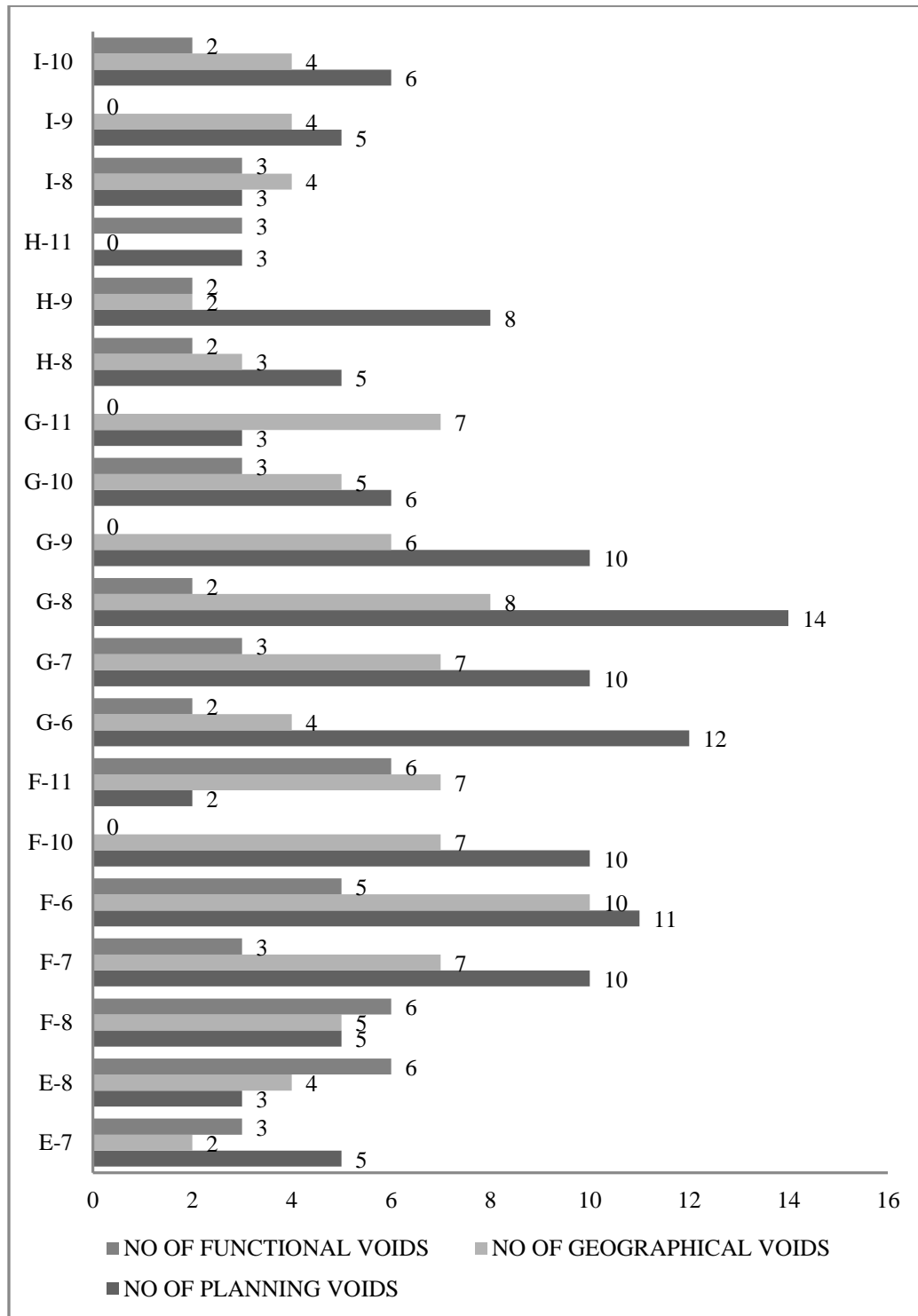
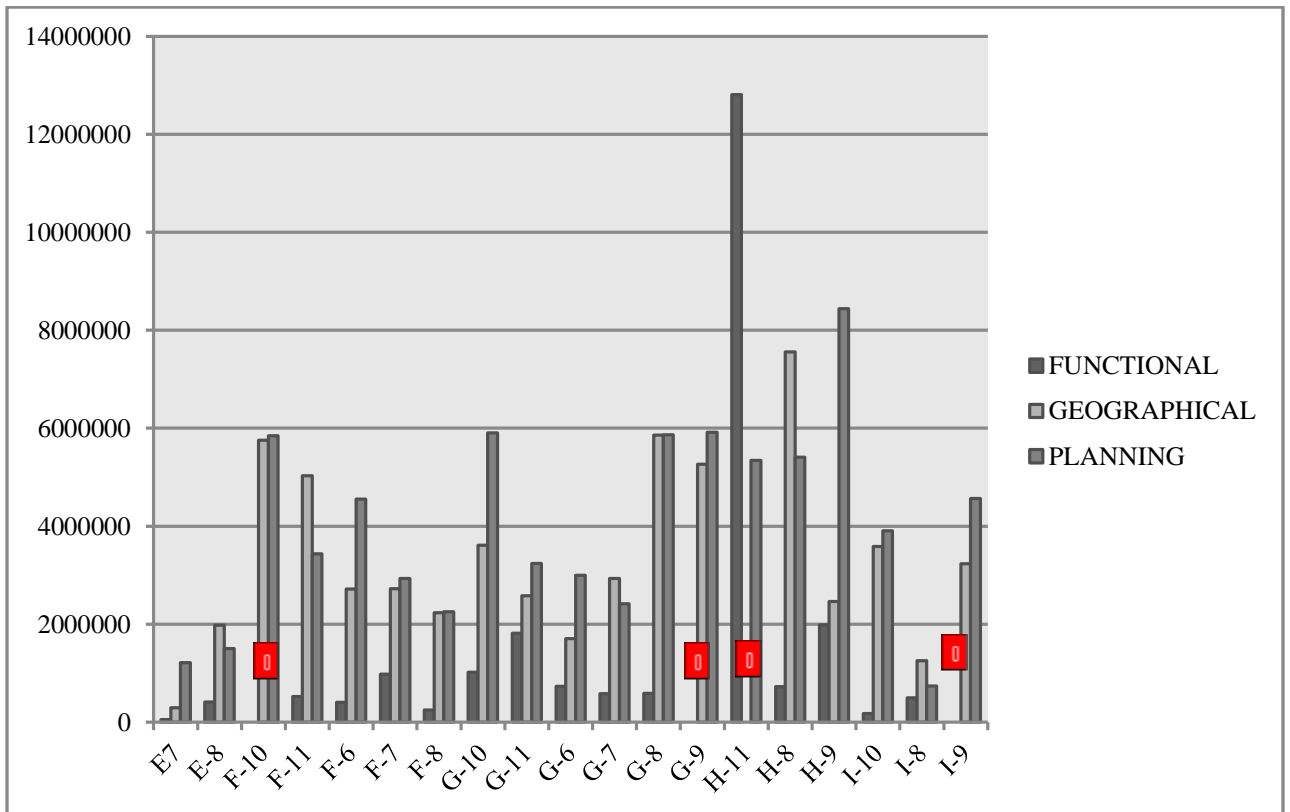


TABLE 9: SECTOR VISE DETAILS OF DIFFERENT TYPES OF VOIDS(AREA)



The above table illustrates a comparison of the square feet area of planning, geographical and functional in all the sector of Islamabad. Over all, square feet area of planning voids is greater than geographical voids whereas number of functional voids is least. Sqft area of planning voids is highest in sector H-9 & lowest in in I-8. Sqft area of geographical voids is highest in H-8 & absent in H-11. SQFT area of functional voids is strikingly high in H-11. Here it must be noted that functional voids are absent in F-10, G-9 and I-9.

Most of the voids were found to be owned by public sector. Only 4.07% of the voids are owned by private sector. This thesis is mainly concerned with public owned remnant voids.

Following table shows a detailed comparison:

TABLE 10: OWNERSHIP STATUS OF VOIDS

	PRIVATE	PUBLIC
NUMBER	37	245
AREA	6558912	154225036
%AGE	4.079332596	95.920667

Planning voids are mainly green belts and buffers between sectors. Illegal car parking on the green belts of Islamabad highway is causing huge issues for to Capital Development Authority (CDA). Influential people and businessmen have made massive encroachments on the CDA-owned land and the civic management has failed to take any action against the violators. The route which has become the hub of encroachments by the influential is used by important government and international dignitaries and these encroachments therefore pose a security threat.

According to the documents available with Pakistan Today, the director environment had written a letter to vigilance wing of enforcement directorate saying that powers of removal of encroachments from government land and matter related to unauthorised construction on private land have been decided under section 49B, 49C, 49D and 49E of CDA ordinance, 1960, martial law regulations 63, and 83 as well as cabinet decision 2005 of federal government.

“There are a lot of illegal parking areas, like CDA’s illegally occupied land by the renowned shopping mall Centaurus, which illegally occupied land and turned it into a parking area – Ufone did the same. Illegal parking area in sector G-8 is encroached upon by car showroom

mafia, same is seen in sector G-9, F-7, F-8 and F-10,” claimed an official of enforcement directorate, who requested anonymity.

When contacted, CDA Director for Public Relations, he said that there were encroachment mafias in the federal capital, adding that the enforcement directorate and CDA did many operations against them, but they kept coming back.

The enforcement directorate demolishes encroachments on a daily basis, he said, and added that if anyone has encroached CDA’s land, then it will also be vacated soon.

Islamabad has about 26 (small and large) rain water stream which carry hill torrent. These streams cross residential sectors before finally falling in the Soan and Kurang rivers. The residential sectors defuse their domestic wastes in the Nalla, which in low rain seasons is a perfect breeding place for mosquitoes and houses foul smell.

The Kurang and Soan Rivers passes Islamabad (and twin city Rawalpindi) through the outskirts. River Kurang has its track from north side to south side of the city passing through eastern outskirts. Whereas the extensive network of Nallah Lai flows from varies sectors of Islamabad (and parts of twin city Rawalpindi). Saidpur Kas, Tenawali Kas and Bedarawali Kas are the three tributaries of Nallah Lai. All the above mentioned tributaries primarily starting from Margalla hill bringing down the hill torrent. These streams after passing through the city join Nallah Lai, which join Soan river after passing the twin city, Rawalpindi.

In this research major critical voids are found at the bank of these streams which are not only contaminated but are also prone to flooding. There are some densely populated slum developments at these sites. The building material used in these slums is mainly mud, stone

and wooden logs, which is not strong enough to withstand any natural disaster in heavy rain seasons .During peak rain seasons of monsoon, floods cause slum dwellers a lot of inconvenience causing injuries and casualties and other economic losses.

Population density can exceed 4,400 people/km² along the Nullah Lai. Four major critical zones as identified are as follows:

MAJOR CRITICAL ZONES

1. Mera Jaffar is the largest slum in Islamabad. There are 24 slums across Islamabad, totalling 81,000 residents; 28,500 of these live in the Mera Jaffar slum. The slum is located downstream of Jodh Kas, one of the Nullah Lai's major tributary streams.

2. Muslim Colony is a slum of labourers working on Islamabad's largest hospital construction project (Pakistan Institute of Medical Sciences). Muslim Colony is situated near streams feeding into Rawal Lake the primary source of drinking water for the residents of Rawalpindi. Muslim Colony is the second largest slum in Islamabad with 15,000 residents.

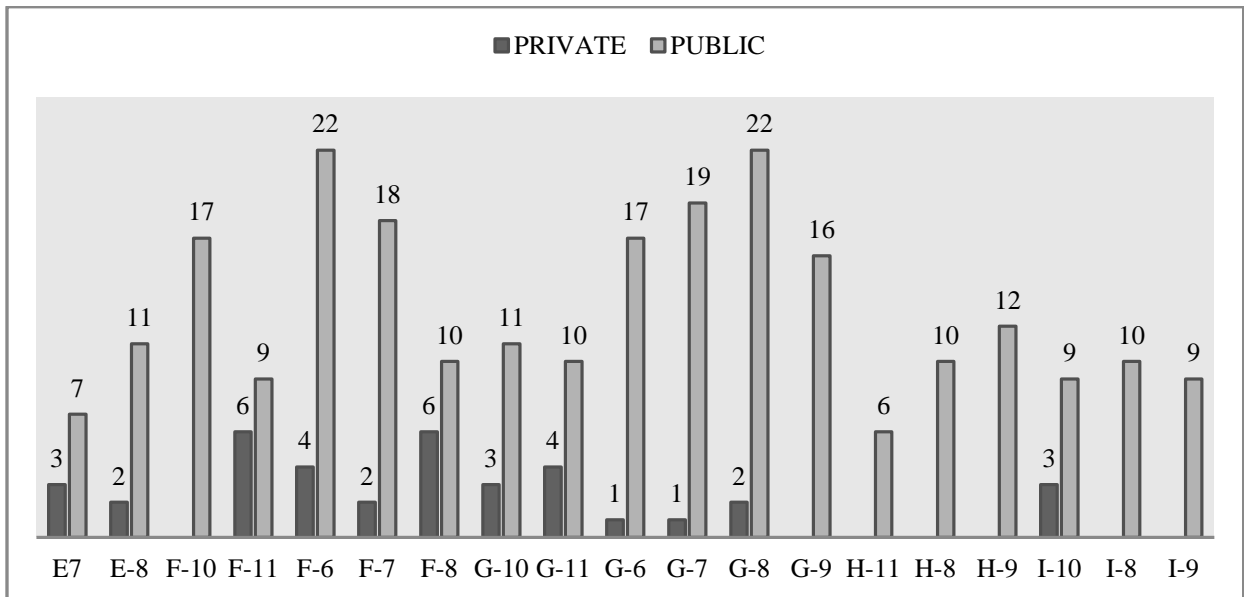
3. 100 Quarters is a slum which had developed around 100 quarters built by the Capital Development Authority for low-paid employees. It is located along the Saidpur Kas stream, which feeds into the Nullah Lai. The settlement has over 6000 residents.

4. French Colony is a slum built for Christian labourers at the Pakistan Institute of Medical Sciences construction site. It is located on the banks of the Kanitawali Kas, a stream which feeds into the Nullah Lai. It has a population of 6,000 residents.

FIGURE 15: MAJOR CRITICAL ZONES OF ISLAMABAD

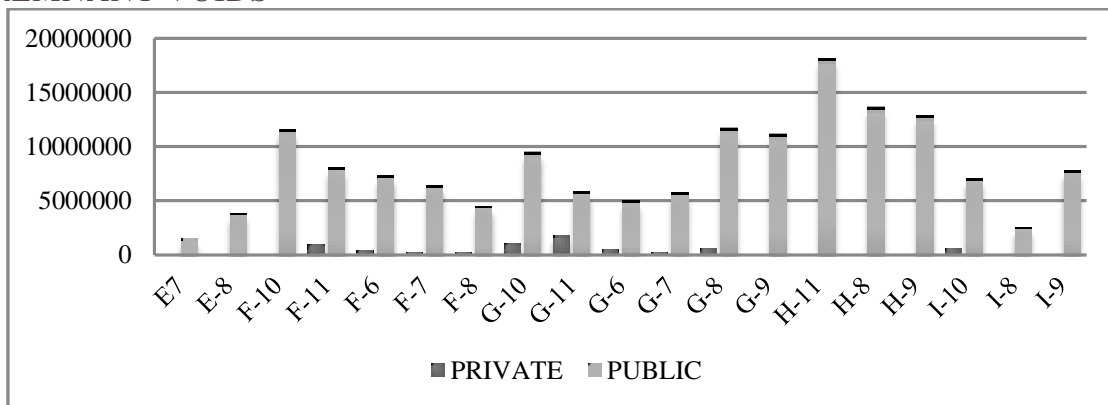
Most of the voids were found to be owned by public sector. Only 4.07% of the voids are owned by private sector. This thesis is mainly concerned with public owned remnant voids.

TABLE 11: COMPARISON OF NUMBER OF PRIVATE AND PUBLIC REMANANT VOIDS



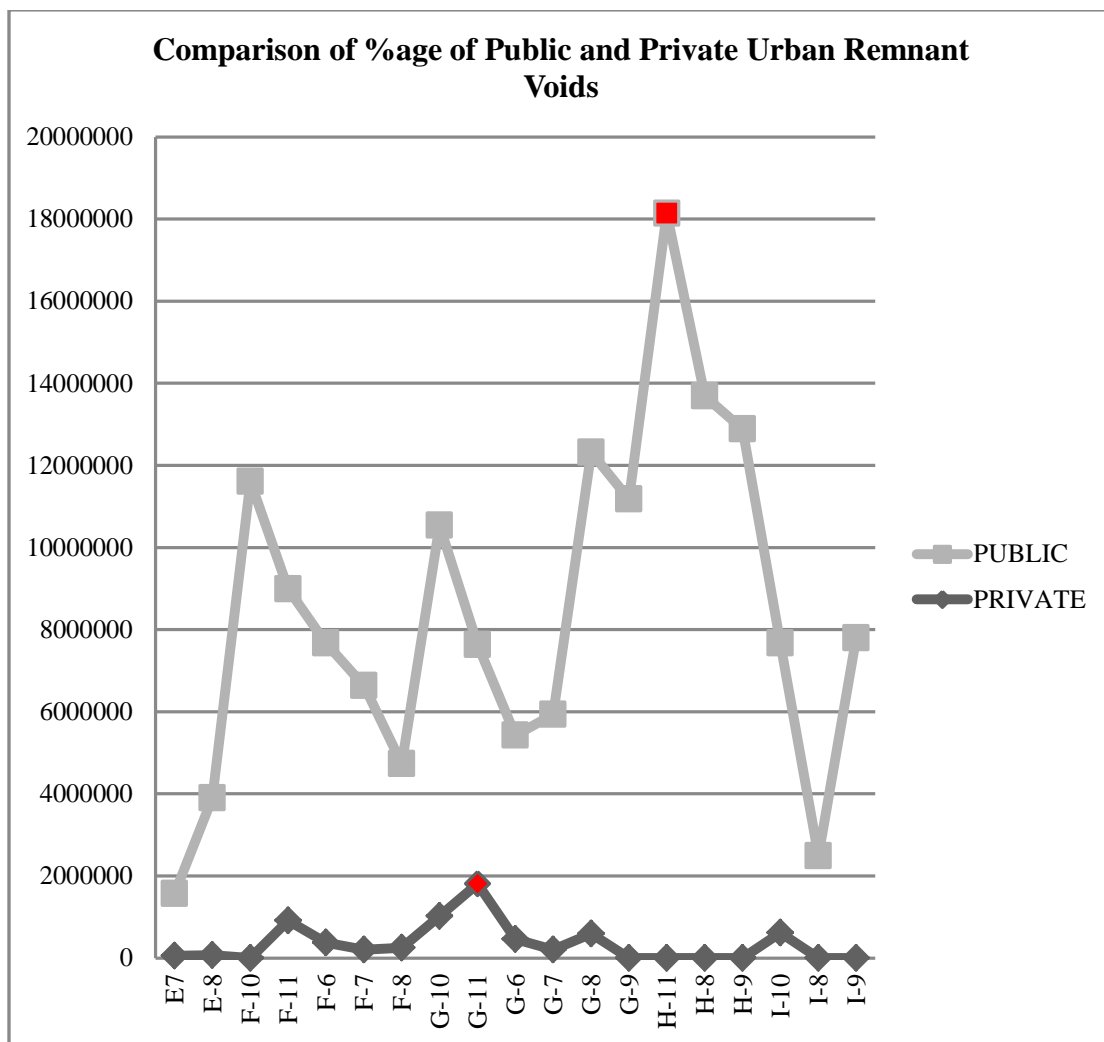
The above table illustrates A comparison of number of privately and publically owned remnant urban voids in all the sector of Islamabad. Over all, Number of public voids is greater than private voids. Number of private voids is highest in sector F-6 & G-8 .Whereas highest number public voids are present in F-11 and F-8.

TABLE 4: COMPARISON OF NUMBER OF PUBLIC AND PRIVATE URBAN REMNANT VOIDS



The above table illustrates a comparison of the number of private and public owned voids in all the sector of Islamabad. Overall, Sqft area of privately owned voids is lesser than publicly owned urban voids. H-11 has highest area sqft area of publically owned remnant voids and E-7 has least sqft area of publically owned urban void. Area of privately owned remnant void is highest in G-11. A comparison of percentages is shown in the table below:

TABLE 5:COMPARISON OF %AGE OF PUBLIC AND PRIVATE URBAN REMNANT VOIDS



4.2 OBJECTIVE NO 2: EXPLORE EXISTING (MIS)USES OF THESE VOIDS.

(UNDERSTAND CHARACTERISTICS)

A lot of urban remnant void spaces are deemed as dangerous because of the unwanted activities taking place there. This is a most important reason of negative connotation of general public regarding these spaces. In the city of Islamabad, where hundreds of people arrive every day from all over the country, through rail and roads links to work as beggars, these remnant spaces provide a safe shelter to them. According to an editorial⁵ in Dawn News the mafia responsible for the influx of these beggars and thugs take over these spaces, under the bridges along Nallas or alongside major road networks etc. to provide accommodation to these beggars/thugs for a nominal sum of payment. Along with them, these spaces become the abode of drug addicts and various other “undesirables”. Often these spaces also become trash dumps because of their lack of ownership. Other times these are turned into parking areas for cars and buses. In short, the criminalisation of these urban remnant spaces is responsible for their deterioration. However these problems can be dealt with combined and continuous efforts of government and society.

A 19 days windshield analysis was carried out for the best understanding of existing misuses of the voids and to understand qualitative characteristics (meaning, activity and physical form) of the space. Survey intended to answer the question:

Who does what & where?

Who: Urban voids of Islamabad city are found to be home for urban poor, kiosk owners, labour class, drug addicts, beggars, street robbers, homeless lunatics in most of the cases.

⁵ Dawn News “Beggars equipped with mobile phones, credit cards” December 4, 200

These people create negative activities in the urban area and are a constant threat to the social and physical fabric of the city. It is observed that geographical voids are most prone to negative activities for their least visual connection with the rest of the city. Planning voids (buffer zones) majorly comprises of dense local flora. Functional voids are usually inside the residential/commercial area and are rarely mostly used by kiosk owners and labour class. As the city faces acute parking issues these voids also serve as car parts at certain locations.

What & Where: To understand type wise misuses of these voids a correspondence analysis was held (note that these issues were highlighted by questionnaire respondents n=399)

Following are the details:

TABLE 11: PERCENTAGE OF MISUSES

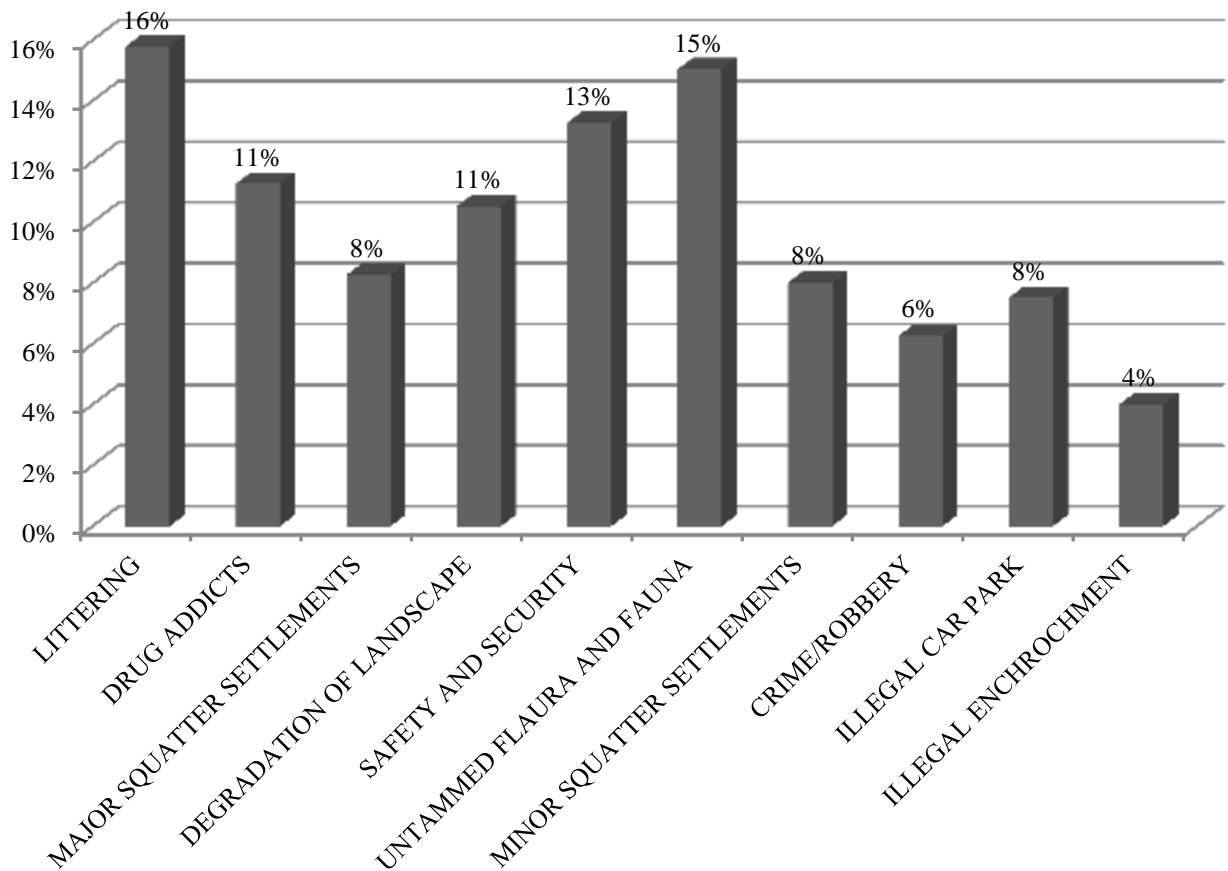
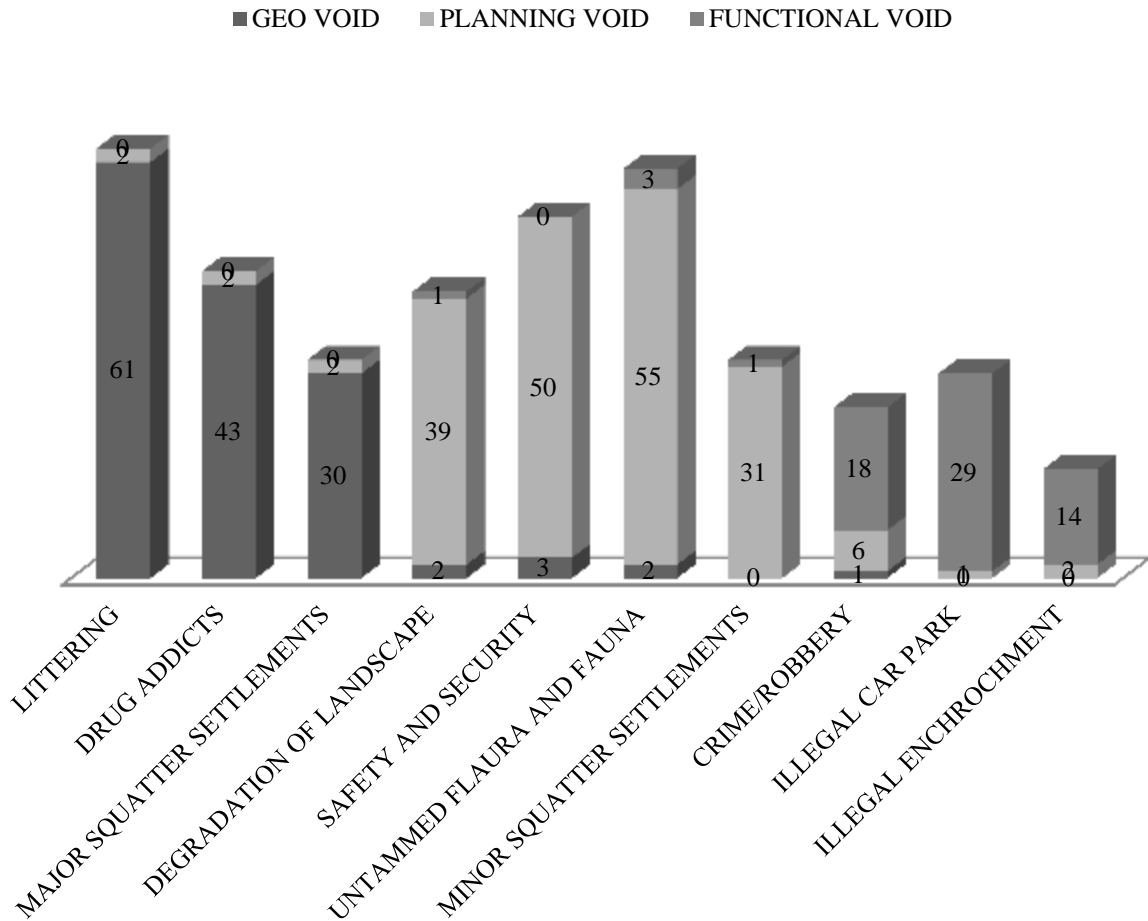


TABLE 12: WHAT AND WHERE



- Littering: Remanant voids and left over areas of land are usually deemed as garbage disposal sites by the nearby residents. Most of the voids were found to be heavily littered with household garbage. It not only pollutes the environment but also directly affects the wildlife - birds and other animals may mistake plastic trash for food and feeding on it may make them choke and suffocate or they might get trapped in wires or plastic bags and hurt themselves. Broken pieces of glass can injure the humans/animals and cause bleeding. If they accidentally swallow glass, it can cause

internal damage that can prove fatal. Cigarette butts, contrary to popular belief, are not biodegradable. Tossing them away is also littering, whether we accept it or not. They are also considered as toxic waste now and will damage any water body they meet. If animals or children ingest them, they may suffer from multiple diseases. Litter attracts pests and vermin that spread diseases. These can be very harmful, especially in an area that accommodates numerous children, who can be affected easily through mosquitoes and insects bites. With trash deposited so close to the cafes and restaurants of the area, we can never be sure about the hygiene of the food we get. Other than environmental problems, littering and polluting our city can give a very irresponsible and lazy impression of our society to all the visitors that visit federal capital in personal or official capacity. Most people litter because they believe somebody else will clean it up which is a very irrational approach and it leads to tons of waste being produced each day, with only a few hundred cleaners to do what we are too lazy to do. Not to mention the economic problems, since the waste disposal workers have to be paid. It would relieve the economy of a burden if there was no litter at all.

- **Drugs & Criminal Activities:** According to a study most of the criminals involved in street crimes are drug addicts usually involved into heroin abusers. Most addicts are usually involved in criminal activities like snatching and pickpocketing. These criminal activities are mainly due to heroin abuse. About one fifth of total cannabis users were caught involved in the crimes of pickpocketing, robbery and gambling. Alcohol abusers were, most of the time, found involved in fighting, whereas majority of crystal users had committed the crime of pickpocketing [27]. Researched in social

issues have also depicted that 55.22% of drug abusers had committed crimes to buy drugs. These voids housing a large number of drug abusers are a constant threat to the safety and security of the city.

- Major squatter settlement: The major squatter settlement of Islamabad (with in selected study area) are:
 - a. Musharraf Colony
 - b. Miskeen Colony G-8,
 - c. Shopper Colony
 - d. Allama Iqbal Colony G-7,
 - e. Gora Colony H-9 and others.

Almost all of the slums of Islamabad are found to be located on areas around voids where construction is unstable and quality of life is very low. Most of these are formed along Nallah. Poor belonging to various distinctive origins like central Punjab, Khyber Pakhtunkhwa & Afghans reside these slums. Cristian community are also mostly slum dwellers.

- Degradation of landscape: The most obvious problem of these urban voids is a poor landscape. An unpleasant and unclean environment should not be the characteristic of a public area.
- Safety And Security Risk:

Security is not just limited to physical barriers & surveillance; consideration should also be diverted to the appearance of the unoccupied remanant void spaces so that would-be criminals do not see it as an easy & attractive target. The area should look “cared for” and its surroundings should be kept clean and tidy. This should involve

carrying out routine inspections with any waste dumped outside; any graffiti or fly posters cleaned up quickly; and any broken amenities amended.

- **Untamned Flora/Fauna:** Untamned Flora/Fauna: Islamabad is covered with evergreen shrubs typically of subtropical category .Native plants are enlisted in the table below.
- Residential sectors fauna includes stray dogs and street cats but as we move upwards towards tge Margalla hills a wide range of fauna is found can be found inhabiting the area.

Table 13: Flora & Fauna of Islamabad

FLORA	FAUNA
<ul style="list-style-type: none"> • Wild olive (kahu), • Phulai, • Wild pomegranate (daruna), • Chinese soapberry (reetha), • White mulberry (thooth), • Black mulberry (thooth siah), • Katha, bamboo (baans), and • Banyan tree (bohar). 	<ul style="list-style-type: none"> • Exotic birds, • Barking deer, • Monkeys, • Grey gorals, • Jungle cats, • Porcupines, • Cape hares, • Red foxes, • Himalayan palm civets, • Asiatic jackals, • White crested kalji pheasants, • Golden orioles, • Grey shrikes, • paradise flycatchers, • Spotted doves and others.

- **Minor Squatter Settlements:** Minor squatter settlements are a group of 10 and above illegal dwellings. Many slums have sprung up around Islamabad. These people don't get registered, and this will certainly create a law and order situation. There are many foreigners, mostly Afghan migrants, who have no national identity card, no record – 98,000 illegal people, some with criminal records.
- **Criminal Activities:**

Vacant plots and semi-built structures are the key, highly modifiable, and easily measurable signs of physical disorder. Urban remnant has potential of offering refuge to criminals other than housing in illegal activities. It is also annotation of deteriorated neighbourhood that is not under control by anyone, and criminal behaviour is likely to be acceptable by the community.

- Car Parking:

Islamabad, a city for cars, is ever hungry for parking lots. These vacant plots are also sometimes used for unattended parking, thus high risk for robbery or any type of criminal activities to be conducted.

- Illegal encroachment for small scale businesses



FIGURE 10: PHOTOS OF VOIDS OF ISLAMABAD -I



FIGURE 117: PHOTOS OF VOIDS OF ISLAMABAD -II



FIGURE 12: PHOTOS OF VOIDS OF ISLAMABAD- III

4.3 OBJECTIVE NO 3: GETTING PUBLIC PERCEPTION REGARDING THESE VOIDS.

Making successful places calls for an involvement of all the city stakeholders and not only just architects and planners. All the key individuals and organisations are to play their positive role in making our urban places look and function in a certain manner.

Good urban places are collective in the endeavour. New urban places, for people to reside and work, are constructed by developers and investors, planned by engineers & designed by architects. All management and operational tasks are taken care of by urban planners. Residents are chiefly responsible for their personal Gardens and properties. Sweepers and refuse collectors keep a street. Landscape Architects create and conceptualize outdoor

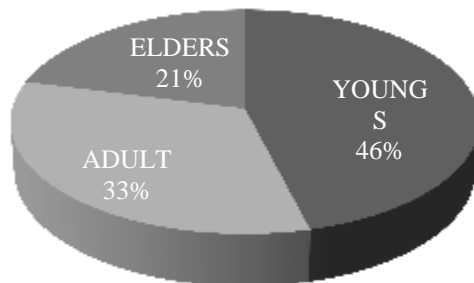
spaces. Shopkeepers look for innovative deals to track buyers. Politicians pass laws and policies for adequate urban functions. Performers & entertainers fill our streets and urban spaces with their vibrant music and art. Urban designers and planners have a critical role to play regarding decisions that eventually shape our places. These are to name a few.

A survey conducted for n=399 through stratified random sampling and n=19 and 19 elderly people through purposive sampling using a set of 13 questions to gauge satisfaction level, public perception & public want using a questionnaire(Annex 3). An analysis was done using **IBM SPSS Statistics** software. Findings of the questionnaire are as following:

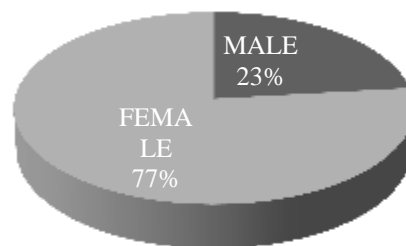
DEMOGRAPHIC DETAILS

TABLE 14: AGE AND GENDER

AGE



GENDER



2. PERCEPTION

TABLE 15: AWARENESS REGARDING PRESENCE OF URBAN VOIDS IN THE VICINITY (DESCRIPTIVE)

Frequency	Percent	Valid Percent	Cumulative Percent	
NO	107	26.8	26.8	26.8
MAYBE	33	8.3	8.3	35.1
YES	259	64.9	64.9	100.0
Total	399	100.0	100.0	

More than half (64.9%) of the sample was found have some degree of awareness regarding presence of urban voids in there vicinity.

TABLE 16: TYPE OF VOID AND LEVEL OF AWARNNESS (CROSSTABULATION)

TYPE OF VOID IN VACINITY * AWARENESS REGARDING PRESENCE OF ANY VOID IN THE VACINITY

		Crosstabulation			
Count		AWARENESS REGARDING PRESENCE OF ANY VOID IN THE VACINITY			Total
		NO	MAYBE	YES	
	GEO VOID	52	14	76	142
	PLANNING VOID	51	11	129	191
	FUNCTIONAL	4	8	54	66
Total		107	33	259	399

Most of the people seemed to be aware of the presence of planning voids in their vicinity and least where aware regarding functional voids.

OVERALL LEVEL OF SATISFACTION (DESCRIPTION)

Analysis is done by employing Descriptive statistic. An index of satisfaction developed and deployed by Yeh (1972) to compare the level of satisfaction among the respondents as described in analysis methodology section.

TABLE 17: OVERALL LEVEL OF SATISFACTION

Frequency	Percent	Valid Percent	Cumulative Percent	
UNSATISFIED		197	49.4	49.4
NEUTRAL		55	13.8	63.2
SATISFIED		147	36.8	100.0
Total		399	100.0	100.0

$$YIS: \frac{\text{Satisfied Cases} X1 - \text{Dissatisfied Cases} X2}{\text{Total Cases} X}$$

$$= \frac{147 - 197}{399} = -0.12$$

Identified as very low level of satisfaction

TABLE 18: TYPE OF VOID IN VACINITY * SATISFACTION CROSSTABULATION

Count		SATISFACTION			Total
		UNSATIS	NEUT	SATISF	
		FIED	RAL	IED	
TYPE OF VOID IN	GEO VOID	61	17	64	142
VACINITY	PLANNING	98	30	63	191

	VOID FUNCTION AL	38	8	20	66
Total		197	55	147	399

GEOGRAPHICAL VOIDS:

$$\bar{Y}_IS: \frac{\text{Satisfied Cases } X_1 - \text{Dissatisfied Cases } X_2}{\text{Total Cases } X}$$

$$= 64 - 61 / 142 = 0.02$$

Identified as very low level of satisfaction

PLANNING VOIDS:

$$\bar{Y}_IS: \frac{\text{Satisfied Cases } X_1 - \text{Dissatisfied Cases } X_2}{\text{Total Cases } X}$$

$$= 63 - 98 / 191 = -0.18$$

Identified as very low level of satisfaction

FUNCTIONAL VOIDS:

$$\bar{Y}_IS: \frac{\text{Satisfied Cases } X_1 - \text{Dissatisfied Cases } X_2}{\text{Total Cases } X}$$

$$= 20 - 38 / 66 = -0.27$$

Identified as very low level of satisfaction

TABLE 19: SATISFACTION LEVEL

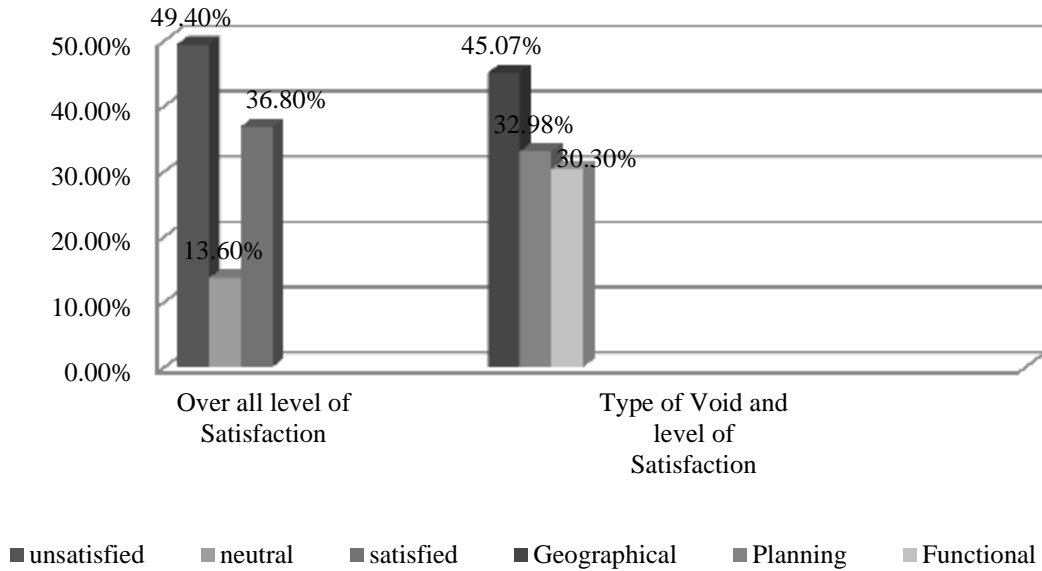
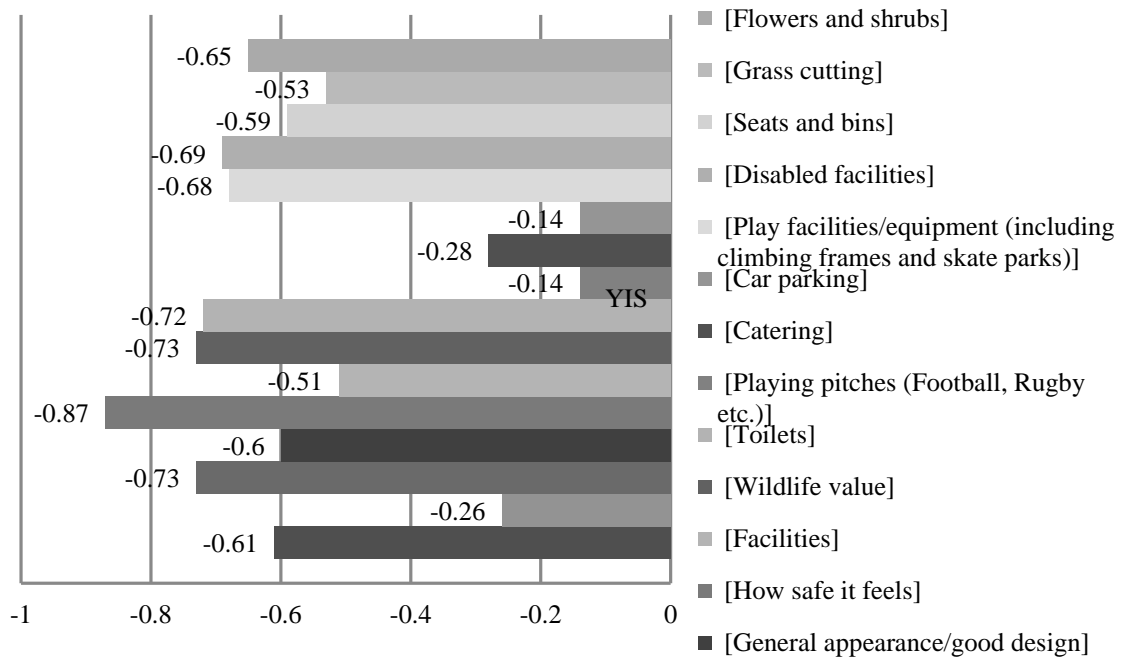


TABLE 10: COMPARISON OF YEH'S INDEX OF SATISFACTION REGARDING DIFFERENT ASPECTS



3. CLAIM REGARDING SPACE UTILIZATION

TABLE 11: COMPARISON OF IMPORTANCE LEVEL REGARDING DIFFERENT ASPECTS

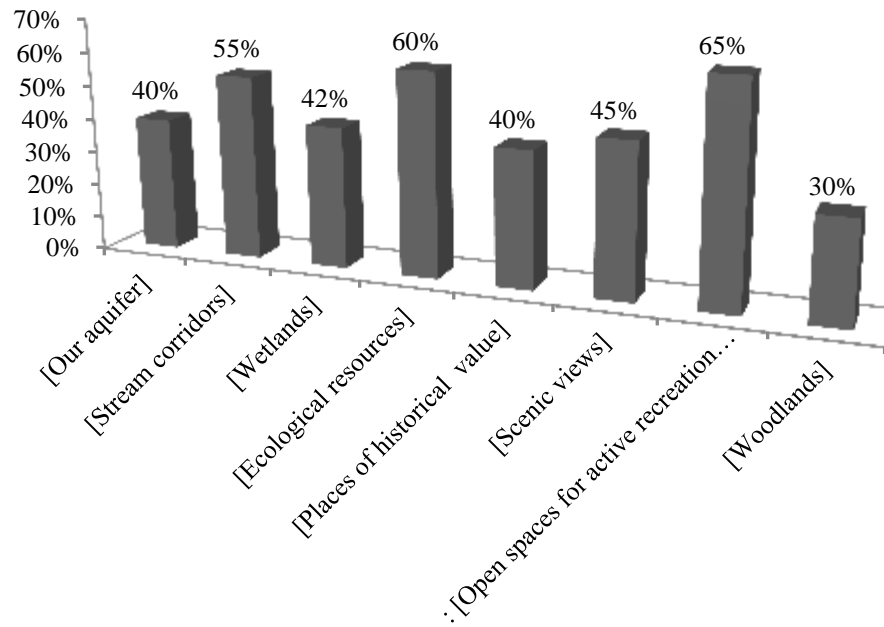
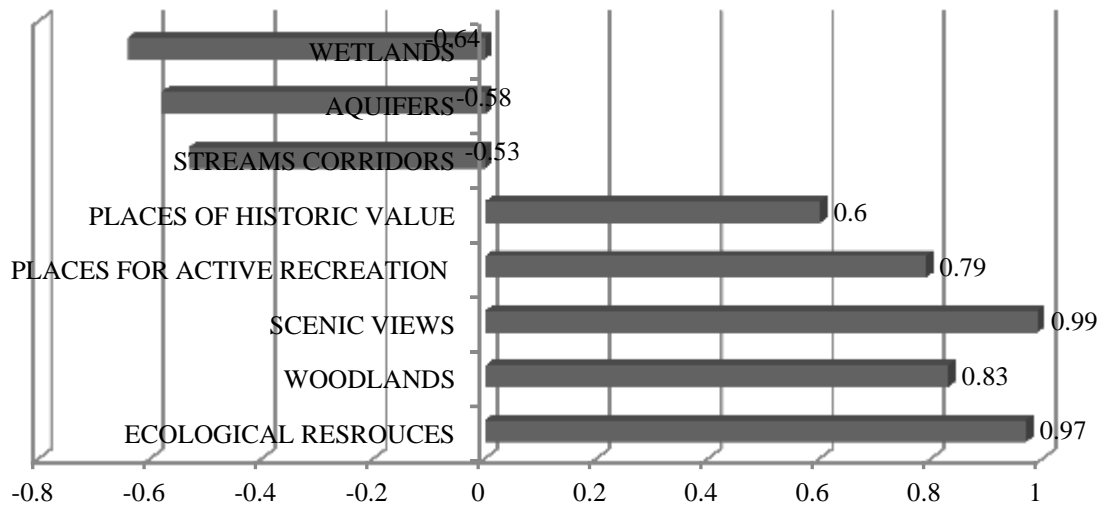


TABLE 12: PREFERRED SPACE UTILIZATION (DESCRIPTIVE)



IMPLICATION OF URBAN VOIDS ON SUSTAINABLE LAND USE

PLANNING:

It is usually thought that urban voids are dilapidated places devoid of normal civic amenities housing criminal activities, dumped with garbage and waste and is not maintained properly. Such places represent failure of public order devoid of social and economic activities. Such voids have huge impact on the vitality of communal living in the surrounding. For local architects and planner such places present a challenge of rehabilitating civil life which if properly managed can turn into large vistas of opportunities by converting such places for common goods of community. When appropriately redeveloped, urban voids can come to represent the best of social and ecological benefits for communities having ability to live in eco-friendly green spaces, which were ignored parts of the city.

In terms of re-establishing balance between urban stability and socio-ecological needs, we need to understand crucial dynamics that addresses the need of the society. After analyzing the world wide urbanization trends that address challenges related to climatological changes and its related environmental strains, a dynamic redevelopment strategy for such places should be carved out.

With more than 50% population living in urban areas, which is likely to grow over 65% by 2050, there is strong emphasis to understand and connect with nature through interactive urban planning and development. To achieve this objective the architects and planners consider Islamabad natural surrounding present a very good mix of urban ecology messed with serene surroundings. While another school of thought argue that over development of the city has disregarded the ecological advantages beside poorly managed development has

taken a toll on the city. In the latter case, it is high time to work on initiatives that bring back the delicate balance between urban development and Islamabad surrounding ecosystem so that the quality of urban living is improved on one hand and on other, the ecosystem of Islamabad become more vibrant adding to the quality of life for the urban population.

Therefore, we need to work to seize this opportunity and transform open-voids to make them eco-friendly as well as making them inhabitable for masses. The benefit that are likely to occur from such initiative for Islamabad residents are given in fig-19.

Analysing four precedents from United States of America; some cities tend to begin getting the idea of effective and efficient usage of every inch of the city land. After environment friendly redevelopment of urban voids in Philadelphia crime rate saw substantial drop. The redevelopment measure in Detroit helped transform these voids into urban ranches. The open spaces in Brooklyn (New York) were transformed into gardens, meeting not only growing food requirements but also turning it into social and communal places for the residents. Baltimore (Maryland) is an excellent example of well-thought out redevelopment of open spaces with strong emphasis on bio-diversity.

The objective of this research paper is to map urban voids in residential sectors of Islamabad and to have better understanding of its implications on sustainable development of the city. This ignored urban voids identification and classification will stimulate debate in the planning development quarters which will be improved to bring back bio-diversity, ecosystem balance and also restore social justice.

Though, Islamabad urban voids are relatively green habituating trees, wild shrubs, herbaceous plants and pests - there are vast open redundant spaces where low income

dwellers have mushroomed. This trend of mushroom growth in open voids is great threat to the green infrastructure and eco-logical balance besides posing huge threat of increased criminal activity.

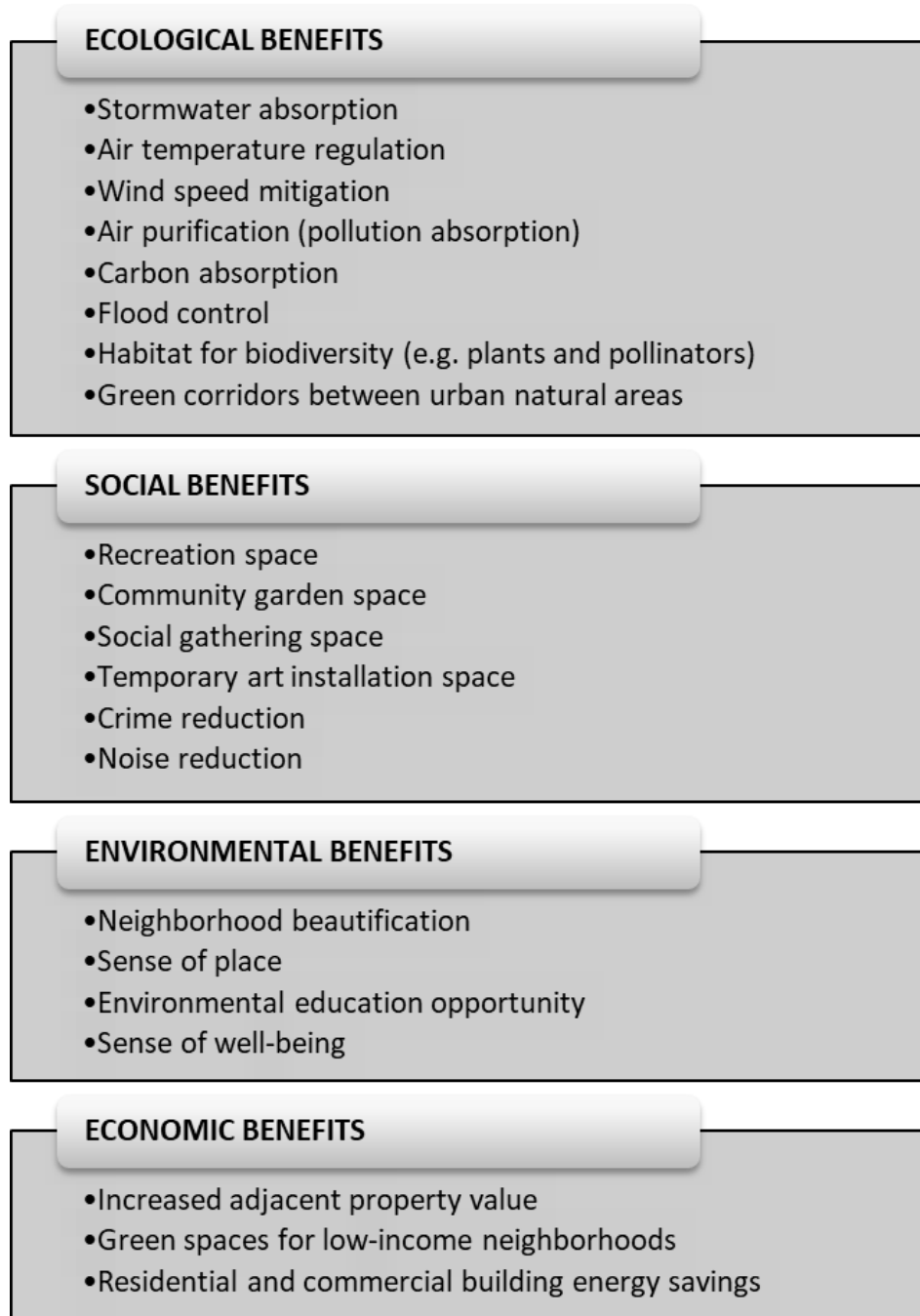


Figure 19: POSSIBLE BENEFIT OF VOIDS

We have mapped around 450 open spaces in Islamabad. The open redundant spaces mapped present another challenge either they are very small less than 10,000sqft for they have been year marked for potential future use. This is a challenge in its own self. So we have to therefore also think about non-conventional approach to develop urban green infrastructure on these voids. Some of these redundant spaces may be suitable for conservation of nature and other odd shaped voids may be turned into small parks for public interaction. The open corridors adjacent to transportation network where other type of development is unlikely can be developed as public promenade for pedestrian use.

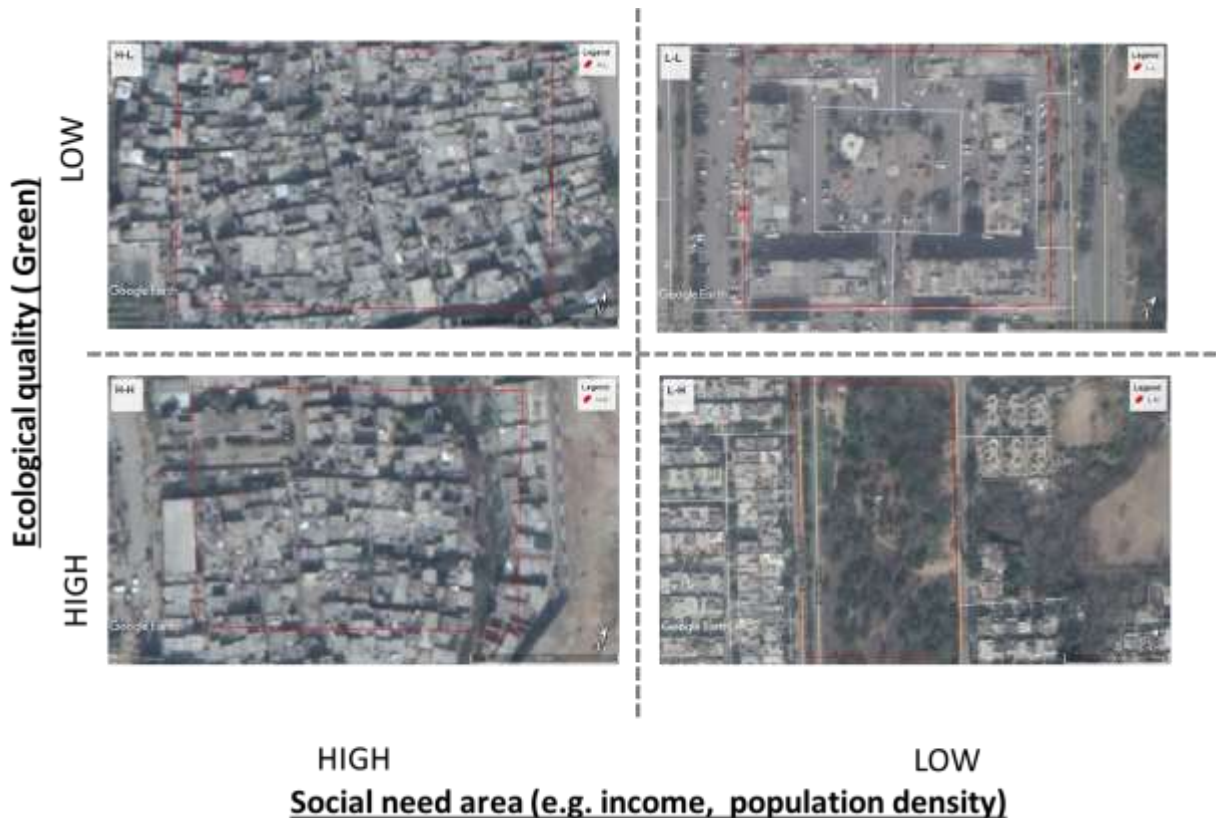


Figure 20: SATELLITE IMAGERY OF URBAN VOIDS IN ISLAMABAD ABOVE ILLUSTRATES A VARIETY OF CONTEXTS

Open voids are located both in densely populated sectors of Islamabad as well as in the low density sector. the figure above exemplifies different types of land use seen in various parts of the city. Densely populated areas are generally lesser green- low on their ecological quality, while sparsely populated green areas represent the other end of the spectrum.

In this paper we are trying to access possibilities of restoring ecological balance in the open voids of these areas to further enhance biodiversity and public use of the redundant open spaces, if already exist in sparsely populated areas. Ladies Park (G10/2) shown in the photo below, part of a densely populated residential area, is an ideal candidate for redevelopment. Whereas, the open space in the top-left quadrant of the image given above is a perfect example for transforming ecological quality. In this example the green space is located next to the low income densely populated locality sitting on the edge of a Nala and appears to be almost disconnected from the urban fabric.



Figure 21: LADIES PARK G-10/2

Proper development of these areas is central to sustainable development of ecosystem beside maintain the biodiversity. While looking at a prospective use of urban voids from a spatial perspective we must also give serious consideration to temporal use of urban voids. In this context a vacant lot year marked for future planned development can be used in the short run for the green infrastructure, which will not present a neglected lock decide meeting public and ecological need of the city in the intervening period.

It is high time for the city planners to start conceiving Islamabad development altogether in a different manner with special focus initialising open urban spaces ecological, social-economic and cultural needs of the city will transform ignored landscape into and communal places, making eco-friendly and resilient, which is better equipped to address the needs of stressed out urban societies.

Involvement of communities in these initiatives will add tremendous value in the sustainability and long-term efficiency of these measures. In this way we will be transforming our urban words into greener infrastructure enhancing resilience of social and ecological fabric of Islamabad. A lot of effort is required to detail best use of these urban voids; the city planners should seek help of all stakeholders including ecologist and Social Sciences in transforming the spaces. These voids have been ignored a little too long and if Islamabad does not invest in revamping urban voids the full social and ecological benefits of the city will never be realised. The character of the city is in an dependent on best land use that can be afforded to create green spaces for recreation, increased public interaction space

interactive spaces pollution free environment-friendly habitat for biodiversity and other services for long term health of the overall ecosystem.

4.4 OBJECTIVE NO 4:

FORMULATE PLACEMAKING STRATEGIES TO DEVELOP THESE VOIDS FOR COMMUNITY USE. (IMPROVEMENT PLAN)

*“Cities have the capability of providing something for everybody, only
because, and only when, they are created by everybody.”*

— Jane Jacobs, The Death and Life of Great American Cities

While Walking thorough Islamabad one can find vacant land. These are the weed lots, garbage strewn undeveloped spaces and high crime areas that most urban dwellers consider scars on the neighbourhood..these lots persist as unrecognized oppurnunities for urban improvement.

To devise an improvement plan 20 local architects’ planners & civil engineers (details in appendix 3) were interviewed (unstructured interviews).

Cities are always transforming every second every minute every week every month every year. Infact no one can tell about too cities which still look, smell taste, touch feel like they did ten years ago, 20 years or 30 years ago. But to some extend designers and planner have lost that sense of understanding that cities do change; have changed and are in a process of change. Conventionally the urban practioners think of cities in 3 dimensions. But instead cities are a four dimensional construct and the missing dimension, which planner don’t think much about while planning changing cities is ‘time’. Time is a process of change and this a natural tension between future versus now. We are very fine at talking about the future of our city. We have stractegic plans and long term visions for our cities and we are always talking

about tomorrow but there is a general tension between the future and now. And in process of focusing on future we forget to think about now. And we forget to focus how now is acting in building the future we desire to see, and this is where temporary spaces come in. It has many dimensions attached to it: food, art, culture, etc. In principle, it's about capturing spaces and trying to use them in now to bring the change we wish to see in future. It's an effort to create great spaces in great cities. The idea is to get people to stop to calm down to engage in place and just absorb the ambiance of the area.

The highlights of such incentive is "affordability", "outcome oriented", active consultation with public, it will bring in new culture of public and citizens helping themselves for their cities rather than bragging about a long process. It will also bring a new urban language of plan and implementations of active intervention in shorter time. It's a process of adaptive learning and it gives rise to a culture of flexible city.

In short, it's about the way planners, architects and leaders think, it's about having a city where you can dare to dream about what is possible, and in doing so you can physically get out there and experiment and ultimately create change on the streets of your city over night, in weeks in months and in doing so you can accelerate this process of change and in doing that you can transform the city.

The interview helped to form user brief and design guidelines in terms of local context.

Following are the major aspects of the interviews:

- Types of temporary use
- Guidelines specific to implementing temporary use of vacant lots
- Considerations while implementing temporary use.

- Recommendations for future.

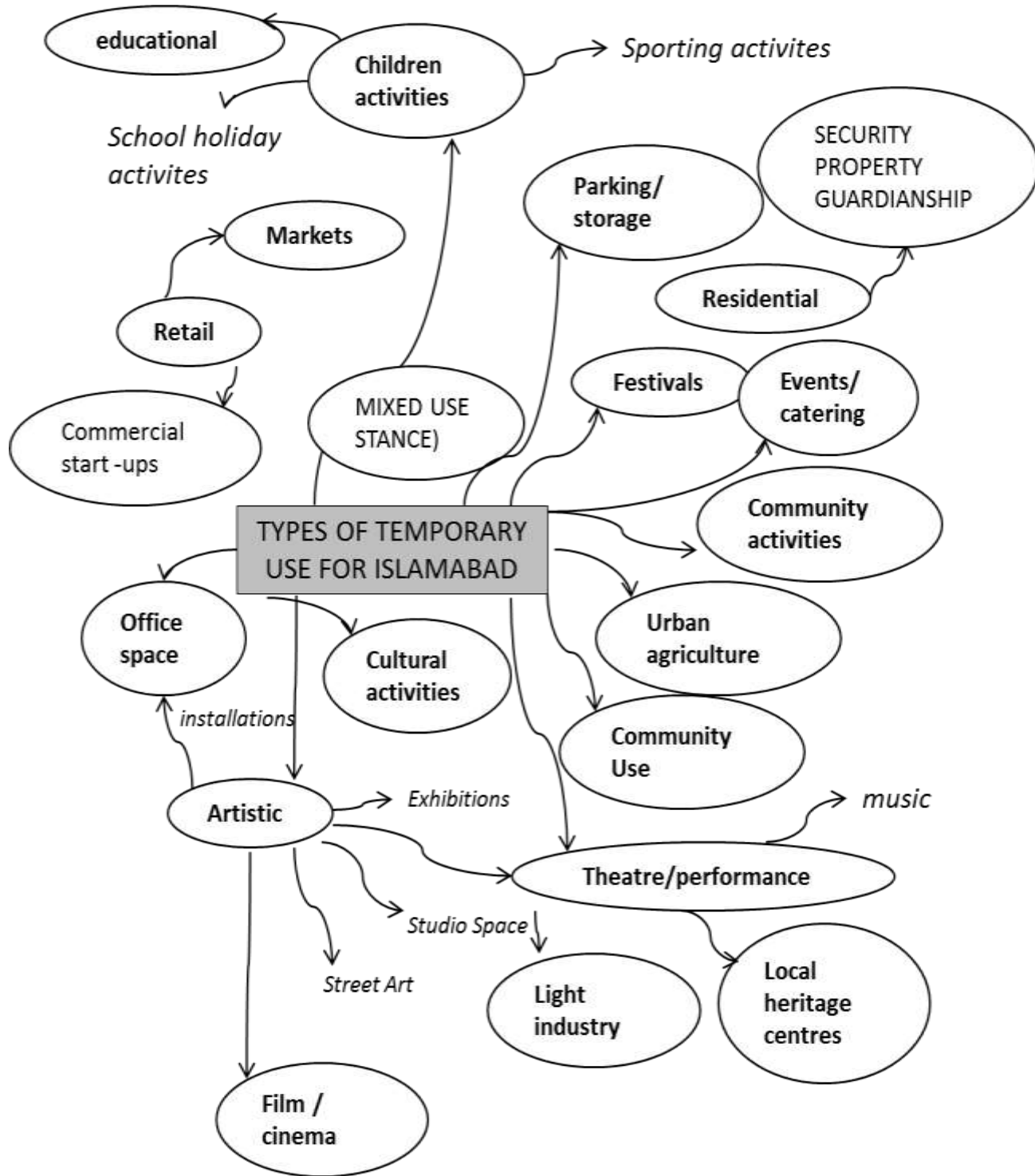


FIGURE 17: POSSIBLE TYPES OF TEMPORARY USES IDENTIFIED IN CONTEXT OF ISLAMABAD (ZONE I):

Guidelines specific to implementing temporary use of vacant lots:

Following stage wise guidelines have been identified:

- Identification of **appropriate spaces** & ideas
- Active Engagement of the **local community**
- Considerations for **risk** minimising
- Successful **implementation of temporary uses**
- Reflections for **moving forward**

Working of a usual temporary use set-up in context of Islamabad is illustrated in the following figure. It brings together a potential process of 5 main phases as identified by planning professionals of the city. These are further explained in order to expose common issues, barriers and keys for success when dealing with urban voids:

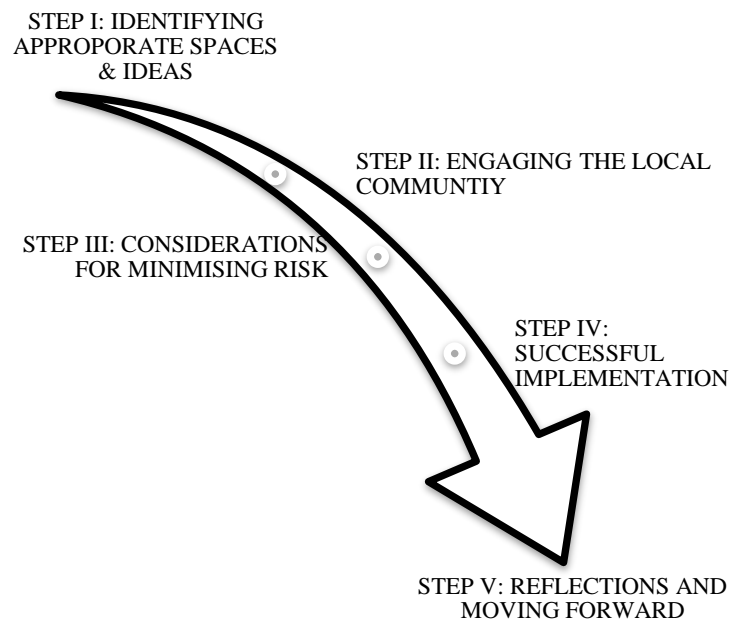


FIGURE 13: STAGES IDENTIFIED FOR THE IMPEMENTATION OF TEMPORARY USES

1: IDENTIFYING APPROPRIATE SPACES AND IDEAS:

APPROPRIATE LOTS:

Islamabad has to maintain “URBAN VOID” inventory online as an open and editable source for the public. This inventory will help in the provision of a tremendous resource for identification of empty lots and spaces & swift assessment their appropriateness.

Underutilized urban voids can consistently be found in urban contexts worldwide. In context of Islamabad, such spaces are particularly in area common include:

- Nallas and water streams
- ROWs around major roads
- Abandoned plots
- Undeveloped lots
- Green belts

Key factors for assessing the appropriateness of a site:

- Current condition of the lot
- Void period & reasons of vacancy
- Any specific use listed for the lot
- Planning/ zoning restrictions implemented by CDA
- Potential contributions of temporary use towards individual sites and wider context

2: LOCAL COMMUNITY ENGAGEMENT TO GENERATE IDEAS

The precedent analysis & literature review clearly illustrates the vital role temporary use can play in the life-cycle of communities. temporary use with its implementation in urban voids,

it has potential to reshape the neighbourhood, to remedy past planning mistakes, to resolve large metropolitan problems along side addressing local social problems.

It is unlikely that a temporary use endeavour will effectively come about if it is just about a union council (13 are present in area under study), as charitable undertakings, community benefit events or business activities aiming at to pushing an agenda. Even though any such scheme must take all the stakeholders in loop with a clear justification of their involvement yet it should not try to please entire community.

COMMUNICATION: Communication has evidenced to be an essential part in the realization of a temporary use. Masterminds and decision makers should have clear intention and they must circulate and publicize any info they have in this regard. Following likely strategies for engagement of a wide cross-section of the public were materialized through the discussions with experts:

- **Open public meetings**
- **Calls for public submissions,**
- **Local media** streams
- **Internet**

CONSIDERATIONS:

I: CONCEPT DEVELOPMENT - PRACTICAL CONSIDERATIONS

The literature review highlighted the numerous perks of temporary. However, it is mandatory to remember that temporary use strategies are mostly executed in some of the sites considered most vulnerable. While conceptualizing temporary use strategy it is also critical

to remember it must never be considered as the most appropriate course of action. Like all other social intervention project, there will never be any one solution that has and ability to 'fit all'.

Successful temporary ventures usually sprung out from the potential perks the specific lot has to offer for the surrounding community & the inherent value of space. While there will be various possible solutions for a vacant lot, the multiple stakeholders must collaborate for the development in order to generate more site specific and suitable solutions.

Specific vacant lots offer certain specific types of preferred usages. It is therefore very essential to reflect "What type of temporary use most suites the site for maximum benefits for the community?" In order to make certain that the consequences have a profound connection with the importance of the site it is critical to consider the current value of the site from the outset. Wherever thinkable, such projects must consider the original purpose of the site/vacant lot.

Major considerations for the development of a temporary use:

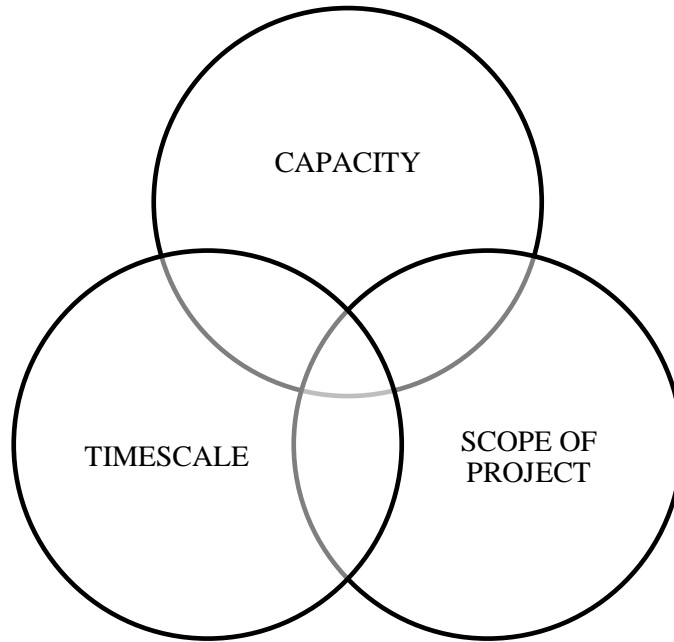


FIGURE 14: CONSIDERATIONS FOR TEMPORARY USE PROJECTS

- **Capacity:** Is the measure of any present indigenous population having the needed capability and aptitude to generate and fully use a temporary use project. The expected support-level of this community and possible means of their involvement in the process is also considered.
- **Scope of project:** The predictable scale of the project & site? (case study analysis shows that most of the times projects of minimal scale and business can be more easily & effectively established)
- **Timescale:** Another primary consideration in this regard is the preliminary perceived timescale of the project. It is considered regardless of its fixed or flexible ‘rolling’ contract nature.

Temporary use method cannot and should not be applied for protecting all urban voids at imposing risk to the community. Before putting temporary use in place it is vital to study suitability and appropriateness of temporary use strategies and its type.

Following are the conditions in which temporary use strategies are inappropriate and inapplicable;

- Circumstances in which an urban void is in a hazardous condition that any proposed use would compromise user's safety.
- A condition where the spot is so vulnerable that any intrusion might compromise the inherent value of the site.

If a void is not able to house a temporary use endeavour now (currently) then there should be meaningful considerations regarding leaving that site (secured) till a time when the fiscal and social resources are accessible for bringing about the change for a better state of repair.

CONSIDERATIONS FOR IMPLEMENTATION PHASE - MINIMALIZING RISK

The degree of at which change of a place is acceptable chiefly depends upon its cultural beliefs, location besides level of significance. *“Temporary use, when regarding places of significance must be based on a respect for the existing fabric, use, associations and meanings. [They] require a cautious approach of changing as much as necessary but as little as possible.” (The Barra Charter, 2013)*

For project to remain feasible it is essential to recognise the inherent opportunities of a lot along with the risks posed. The process of revitalization includes site analysis, contextual analysis, user analysis and at a later point creative thinking to conceptualize the optimum use and protection of the site.

The pressures on project heavily depend on the kind and nature of temporary use to be prompted. Such as happenings that draw high influx of public may not be considered appropriate but other mini-scale events such as kiosks & pop up food trucks can be a possibility.

Along with the kind of temporary use it is also imperative to consider the exact footprint of the activity for any certain usage should also be considered specially the ones that except to draw large influx of users, this may consist of an estimated rate of influx, impact assessment, and controlling measure to limit users influx.

An enormous range of social, fiscal, ecological and political factors play a key role in the realization or disappointment of any such project. Nevertheless, in considering its environmental impacts there are some basic guidelines to ensure a temporary use is conducive to its context. for a clear understanding of the following considerations they should be kept in mind from the very beginning of the project.:

1. Contextual considerations:

- Site significance.
- The original intentions of the lot as per master plan and the community for which it's planned for.

2. Speculative considerations

- The long-term preservation and conservation guidelines for the space for preserving original condition conserve or restore to a specific period of time.

3. Technical considerations:

➤ The most noteworthy components of the site and the measure to be taken to insure these are not compromised. Answering a vital question is the proximity of elements and activities to ensure and guarantee their safety, security and well-being.

4. Building control and planning permission considerations:

➤ Whether the site design/plan is being discussed, development consensus is usually a prerequisite. Detailed professional advice should be sought on any under consideration case on individual basis from the local building control department of CDA & Islamabad Metropolitan Corporation

5. Financial considerations: In case the temporary use strategies have economic incentives, or money is being invested by any stakeholder, basic business fundamentals should apply. This at least calls for a basic business plan development and SWOT analysis.

6. Legal considerations:

Irrespective of the legislation specifications of a certain individual area, every case of temporary use endeavour must make sure to abide by a legal framework and lease agreements in place that mainly includes:

- Beginning and expiry dates
- Clearly identified notice periods.
- Permitted type of uses (and any exceptional cases)
- Participation agreement outlining any participation fees or costs indicating bearer of the expenses(that is which party is responsible for the costs of municipality services)

7. Funding considerations

Precedent analysis indicate that ability to make the best use of existing resources plays a key role in the success of any temporary uses project.

There is increasingly funding made available under the category of ‘social enterprise’.

4. SUCCESSFUL IMPLEMENTATION OF THE PROJECT:

COMMON BARRIERS TO SUCCESS ARE AS FOLLOWING:

- Delay of any kind put such endeavours at risk and stop it from getting off the ground.
The ultimate goal of temporary use is to be instant, inspiring and result oriented.
- Postponements are generally caused due to bureaucratic associations such as licensing disputes, legal delays, planning and/or building control approval

KEY TO SUCCESS:

- i) Humble beginning to grow big:

Primary distinguishing factors of temporary use is its minimal resources requirement, at beginning phase, minimising risk and letting multiple new ideas to be tested & verified without any long term implications.

Despite the fact that targeting a single site as a whole is desirable and advised, it is often easier and effective to target a section or a specific area rather than dedicating energy and resources to rejuvenating an entire city or sector. This will enable more flexible opportunities, especially while working on areas of a city that are critically at risk or of such importance that they require physical security and protection. Another advantage is its ability to offers the opportunity to conceptualize and create small-scale examples rather than diving straight into complex and potentially costly schemes.

- ii) Reversible nature of projects:

Mainly while working with sensitive sites/lots, instigating usages that are reversible it important to ensures that no long term damage is made. In some situation an action is easier to undo, it will also have a greater ability to be mobilised and get off the ground –actually enabling things to be done.

iii) Share expertise

iv) Precedent study: Look at best practices examples of where temporary use has been implemented elsewhere for the successful and unsuccessful project elements.

v) Clear intentions.

vi) Creativity: Creative thinking regarding broad possibilities.

vii) Multitasking spaces.

5. REFLECTIONS AND RECOMMENDATIONS FOR MOVING FORWARD:

RECOMMENDATIONS FOR PROFESSIONALS

Careful literature review indicates a research gap due to the little amount of information available relating to the implementation and implications of temporary use in varied urban environments. This is probably because of the menace of looking at this movement as an activity different from conservation and preservation.

In the process of conserving, preserving and monitoring sites at risk, registers/index is a key component of defending lots at risk, cataloguing the problem is only the first stage. second key factor is the practical and technical knowledge which is embedded in the project to ensure that any action taken is in a site's benefit. Professionals from various disciplines can plan a vital in interceding this lack of knowledge and engaging people in discussions about appropriate strategies for protecting and managing vacant lots.

RECOMMENDATIONS FOR LOCAL AUTHORITIES:

Local authorities (e-g CDA) are of particularly important while making an allowance for temporary use. They are mainly at the lead of action, and are in a unswerving position to create the conditions to inspire change in the society in general. To bring about a positive change having a harmonious working in local planning authority is precarious, just as it is in a local authority's advantage to have the producers in place to be capable to boost and foster such measures. Federal government departments and local authorities must lead by examples with the vacant land under their ownership.

They can:

- Assemble and keenly monitor an inventory of priority vacant lots.
- Explore opportunities for accommodating and fostering meaningful and sensible temporary uses of urban voids/ vacant lots.
- Formulate policies about temporary use in their local development plan to encourage temporary use. For example including a degree of flexibility to the licensing process.
- Sharing the load with all stakeholders of the community.
- Introduce fiscal incentives, specially tax incentives or temporary use grants.

5.2 CONCLUSION

Urban voids can be seen as absences, but also as countless possibilities, encounters and, spaces of great expectations. With keen consideration towards reducing the cons and taking maximum benefit from the pro, the temporary use mode has a capacity to offer favourable substitution of conventionally followed methodologies for efficient and effective redevelopment of urban voids. Cities all over the world, are nowadays changing at very fast

pace. They facilitate a variety of agenda, procedures and interests and values, which may often conflict with each other. Cities are/must be deemed as perpetually evolving entities (Bishop & Williams, 2012)

There is a general trend to control and limit open-endedness & inherent uncertainty of urban transformations and improvement in professional fields, such as spatial planning and design. Such bureaucratic top-down control approach has resulted in monotone developments with little or no place for difference or identity. It is observed that all the major impactful urbanization processes occurred outside of and more so in an opposite direction as to structured design and planning endeavors. Owing to the quick changing nature of such processes; it is time for the planning bodies to reponder on decision-making process regarding urban development. This paralytic condition can be attributed to post response-analysis and poor resource allocation. The planning process of a city is only considered efficient if it can permit several corrections and rectifications. It is believed to be false hypotheses to begin planning only after all possible variable are under control. Pakistan is a country where long term social and economic benefits are hard to be guaranteed because of its turbulent political history. Therefore, development projects requiring a significant amount of capital investment in terms of time, political will, social interest and fiscal logistics- are perhaps inappropriate

in a context of Pakistan . In such fluid and uncertain conditions, development of a urbanization model that is more reflexive and responsive to the current user demands, is therefore identified. A temporary-use model is an effective tool for making sure that the urban transformational approach is more realistic, rational, and incremental, and it is moving in absolute harmony to our institutional trends and process of master planning inflexible

mega projects. The temporary use model for the redevelopment of urban voids may also bring in Perks of a rich and diverse area highly capable of accommodating test regarding the effects of various uses of the redundant space. It may also offer and understand a certain effects of new interventions. Alongside aiding in producing empirical data, and eventually permitting quick rectification of approaches, if they be unsuccessful in producing the desired results, or cause negative aftermath. Also, there is an emphasis on the requirement of overcoming the traditional centralized and sectionalized planning & implementation processes by the temporary use model. It is therefore safe to assume that the proliferation urban voids are a resultant of the compartmentalized planning approach. To facilitate temporary use model, other than professional expertise, an entire variety of systems, processes and suitable conditions needs to be taken care of beforehand. Therefore, it is stated that it would be short-sighted to vision urban voids as useless or as merely a problem while completely ignoring their promises as substantial contributors for effective and efficient urban systems functioning. Urban voids have an ignored potentials of functioning as a system that helps in accommodating public realm which otherwise is an expensive and extinguished commodity in the context of Islamabad.

5.3 FUTURE AVENUES:

Similar kind of study can be instigated on underused or unused buildings in the city. Such studies will enrich urban fabric of the city by maximizing positive utilization of every inch of expensive urban land.

ANNEX 1:

SR.#	VOID NAME (AS SHOWN IN PLAN)	LOCATION		AREA (sqft)	LEGAL STATUS	PRESENT USEAGE	REMARKS
		LATITUDE	LONGITUDE				
SECTOR E-7							
1	V1	33°43'47.51"N	73° 3'18.74"E	25,104	PRIVATE	DUMPING SITE	DYSFUNCTIONAL
2	V2	33°43'48.08"N	73° 3'22.34"E	23,121	PUBLIC	BUFFER GREEN BELT	DYSFUNCTIONAL
3	V3	33°43'41.37"N	73° 3'16.40"E	262517	PUBLIC	GREEN BELT	DYSFUNCTIONAL
4	V4	33°43'38.33"N	73° 3'5.37"E	191860	PUBLIC	PARK	FUNCTIONAL
5	V5	33°43'45.99"N	73° 3'6.74"E	17880	PRIVATE	TREES	DYSFUNCTIONAL
6	V6	33°43'45.38"N	73° 3'2.24"E	10120	PRIVATE	TREES	DYSFUNCTIONAL
7	V7	33°43'44.59"N	73° 2'58.40"E	23525	PUBLIC	SET BACKS	FUNCTIONAL
8	V8	33°43'33.32"N	73° 3'1.06"E	283030	PUBLIC	GREEN BELT	DYSFUNCTIONAL
9	V9	33°43'25.77"N	73° 2'45.89"E	236179	PUBLIC	GREEN BELT	DYSFUNCTIONAL
10	V10	33°43'30.17"N	73° 2'38.62"E	187858	PUBLIC	NAALA	DYSFUNCTIONAL
11	V11	33°43'29.36"N	73° 2'32.85"E	412815	PUBLIC	GREEN BELT	DYSFUNCTIONAL
12	V12	33°43'42.37"N	73° 2'59.12"E	107978	PUBLIC	NAALA	DYSFUNCTIONAL
SECTOR E-8							
13	V13	33°43'17.07"N	73° 1'35.39"E	383211	PUBLIC	NAALA	DYSFUNCTIONAL
14	V14	33°43'21.75"N	73° 1'39.67"E	890422	PUBLIC	PARK AND NAALA	DYSFUNCTIONAL
15	V15	33°43'26.08"N	73° 1'48.72"E	446510	PUBLIC	NAALA	DYSFUNCTIONAL
16	V16	33°43'18.99"N	73° 1'50.92"E	108436	PUBLIC	GROUND	DYSFUNCTIONAL
17	V17	33°43'20.57"N	73° 1'56.15"E	181981	PUBLIC	GROUND	DYSFUNCTIONAL
18	V18	33°43'32.13"N	73° 2'7.16"E	28655	PUBLIC	GROUND	DYSFUNCTIONAL
19	V19	33°43'34.12"N	73° 2'17.26"E	13625	PUBLIC	GROUND	FUNCTIONAL
20	V20	33°43'31.06"N	73° 2'18.37"E	27613	PUBLIC	GROUND	DYSFUNCTIONAL
21	V21	33°43'27.82"N	73° 2'30.09"E	403638	PUBLIC	GREEN BELT	DYSFUNCTIONAL
22	V22	33°43'24.76"N	73° 2'24.34"E	10157	PRIVATE	VACANT PLOT	FUNCTIONAL
23	V23	33°43'21.09"N	73° 2'27.60"E	22658	PUBLIC	GROUND	FUNCTIONAL
24	V24	33°43'15.55"N	73° 2'17.50"E	28928	PUBLIC	GROUND	FUNCTIONAL
25	V25	33°43'13.92"N	73° 2'8.69"E	131571	PUBLIC	PARK	FUNCTIONAL
26	V26	33°43'26.71"N	73° 2'9.90"E	41835	PRIVATE	GROUND	DYSFUNCTIONAL

27	V27	33°43'6.65"N	73° 1'46.18"E	30122	PUBLIC	PARK	FUNCTIONAL
28	V28	33°43'4.50"N	73° 1'39.60"E	258998	PUBLIC	NAALA	DYSFUNCTIONAL
29	V29	33°43'1.01"N	73° 1'47.01"E	25721	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
30	V30	33°43'1.49"N	73° 1'50.90"E	26285	PUBLIC	PARK	FUNCTIONAL
31	V31	33°43'12.45"N	73° 2'21.51"E	454694	PUBLIC	GREEN BELT	DYSFUNCTIONAL
32	V32	33°42'58.42"N	73° 1'55.06"E	644576	PUBLIC	GREEN BELT	DYSFUNCTIONAL
33	V33	33°43'0.62"N	73° 1'33.68"E	19610	PUBLIC	PARK	FUNCTIONAL

SECTOR F-8

34	V34	33°42'46.72"N	73° 1'44.79"E	472431	PUBLIC	NAALA	DYSFUNCTIONAL
35	V35	33°42'49.07"N	73° 1'54.81"E	457051	PUBLIC	NAALA & PARK	DYSFUNCTIONAL
36	V36	33°42'52.49"N	73° 2'3.11"E	47798	PRIVATE	VACANT PLOT	FUNCTIONAL
37	V37	33°42'55.46"N	73° 2'9.44"E	18690	PRIVATE	DUMPING SITE	DYSFUNCTIONAL
38	V38	33°42'57.52"N	73° 2'2.20"E	30262	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
39	V39	33°42'53.83"N	73° 1'53.26"E	28768	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
40	V40	33°42'49.14"N	73° 2'9.66"E	66362	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
41	V41	33°42'48.02"N	73° 2'18.39"E	80229	PUBLIC	VACANT PLOT	FUNCTIONAL
42	V42	33°43'0.05"N	73° 2'13.15"E	36350	PRIVATE	DUMPING SITE	DYSFUNCTIONAL
43	V43	33°42'33.29"N	73° 1'54.23"E	216034	PUBLIC	VACANT PLOT	FUNCTIONAL
44	V44	33°42'31.21"N	73° 2'10.58"E	1131861	PUBLIC	NAALA & PARK	FUNCTIONAL
45	V45	33°42'55.87"N	73° 2'41.12"E	905177	PUBLIC	NAALA	DYSFUNCTIONAL
46	V46	33°42'52.03"N	73° 2'46.87"E	66719	PRIVATE	DUMPING SITE	DYSFUNCTIONAL
47	V47	33°42'35.75"N	73° 2'39.89"E	138698	PUBLIC	NAALA	DYSFUNCTIONAL
48	V48	33°42'29.05"N	73° 2'44.04"E	260022	PUBLIC	NAALA	DYSFUNCTIONAL
49	V49	33°42'40.76"N	73° 2'56.85"E	17754	PRIVATE	VACANT PLOT	FUNCTIONAL
50	V50	33°42'31.22"N	73° 3'6.07"E	178323	PUBLIC	GREEN BELT	DYSFUNCTIONAL
51	V51	33°42'33.29"N	73° 3'10.73"E	27804	PRIVATE	PARKING	FUNCTIONAL
52	V52	33°42'43.69"N	73° 3'3.13"E	237251	PUBLIC	GREEN BELT	DYSFUNCTIONAL
53	V53	33°42'14.82"N	73° 2'35.35"E	545816	PUBLIC	GREEN BELT	DYSFUNCTIONAL
54	V54	33°42'6.87"N	73° 2'20.57"E	561825	PUBLIC	GREEN BELT	DYSFUNCTIONAL
55	V55	33°43'4.15"N	73° 2'47.82"E	727617	PUBLIC	GREEN BELT & PARK	PARTIALLY FUNCTIONAL

SECTOR F-7

56	V56	33°43'6.01"N	73° 2'50.61"E	505112	PUBLIC	GREEN BELT	DYSFUNCTIONAL
57	V57	33°43'19.26"N	73° 2'48.00"E	255439	PUBLIC	NAALA	DYSFUNCTIONAL
58	V58	33°43'30.85"N	73° 3'2.56"E	41995	PUBLIC	NAALA	DYSFUNCTIONAL
59	V59	33°43'25.98"N	73° 3'10.34"E	261056	PUBLIC	NAALA	DYSFUNCTIONAL
60	V60	33°43'18.56"N	73° 3'15.67"E	155093	PUBLIC	NAALA	DYSFUNCTIONAL
61	V61	33°43'3.29"N	73° 2'56.30"E	176835	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
62	V62	33°43'5.39"N	73° 3'4.45"E	109179	PRIVATE	VACANT PLOT	FUNCTIONAL

63	V63	33°43'12.23"N	73° 3'23.08"E	24180	PRIVATE	DUMPING SITE	DYSFUNCTIONAL
64	V64	33°43'4.91"N	73° 3'26.39"E	778759	PUBLIC	NAALA	DYSFUNCTIONAL
65	V65	33°42'57.26"N	73° 3'10.66"E	200179	PUBLIC	GROUND	FUNCTIONAL
66	V66	33°42'55.40"N	73° 3'19.94"E	59553	PRIVATE	GROUND	FUNCTIONAL
67	V67	33°42'45.76"N	73° 3'11.74"E	54496	PRIVATE	VACANT PLOT	FUNCTIONAL
68	V68	33°42'45.58"N	73° 3'6.08"E	243424	PUBLIC	GREEN BELT	DYSFUNCTIONAL
69	V70	33°42'37.51"N	73° 3'18.93"E	446360	PUBLIC	GREEN BELT	DYSFUNCTIONAL
70	V71	33°42'45.74"N	73° 3'33.55"E	186524	PUBLIC	GREEN BELT	DYSFUNCTIONAL
71	V72	33°42'51.06"N	73° 3'43.73"E	133306	PUBLIC	GREEN BELT	DYSFUNCTIONAL
72	V73A	33°43'1.69"N	73° 4'3.78"E	648252	PUBLIC	GREEN BELT	DYSFUNCTIONAL
73	V64A	33°43'18.70"N	73° 3'45.66"E	1473795	PUBLIC	NAALA & SLUM	DYSFUNCTIONAL
75	V65A	33°43'27.47"N	73° 3'33.02"E	212563	PUBLIC	GORUND	FUNCTIONAL
76	V66A	33°43'43.22"N	73° 3'36.42"E	376817	PUBLIC	NAALA	DYSFUNCTIONAL
77	V67A	33°43'32.49"N	73° 3'45.69"E	306285	PUBLIC	NAALA & PARK	FUNCTIONAL
78	V68A	33°43'21.76"N	73° 3'40.02"E	219061	PUBLIC	PARK	FUNCTIONAL
79	V69A	33°43'15.95"N	73° 4'2.54"E	276152	PUBLIC	PARK	FUNCTIONAL
80	V70A	33°43'6.45"N	73° 4'2.35"E	157888	PUBLIC	NAALA	DYSFUNCTIONAL
81	V71A	33°43'48.33"N	73° 3'42.81"E	172711	PUBLIC	GREEN BELT	DYSFUNCTIONAL
82	V72A	33°43'39.29"N	73° 3'49.86"E	182108	PUBLIC	GREEN BELT	DYSFUNCTIONAL
83	V73B	33°43'30.04"N	73° 3'56.58"E	143988	PUBLIC	GREEN BELT	DYSFUNCTIONAL
84	V74A	33°43'19.82"N	73° 4'4.15"E	270567	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR F-6

85	V75	33°43'54.49"N	73° 3'47.06"E	47673	PUBLIC	NAALA	DYSFUNCTIONAL
86	V76	33°43'47.59"N	73° 3'51.60"E	239228	PUBLIC	NAALA	DYSFUNCTIONAL
87	V77	33°43'53.35"N	73° 4'1.81"E	47394	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
88	V78	33°44'5.35"N	73° 4'12.48"E	79237	PUBLIC	NAALA	DYSFUNCTIONAL
89	V79	33°44'8.42"N	73° 4'14.07"E	29820	PRIVATE	VACANT PLOT	FUNCTIONAL
90	V80	33°44'6.81"N	73° 4'21.98"E	235593	PRIVATE	DUMPING SITE	DYSFUNCTIONAL
91	V81	33°44'1.43"N	73° 4'24.52"E	255227	PUBLIC	PARK	FUNCTIONAL
92	V82	33°44'14.88"N	73° 4'29.29"E	33988	PUBLIC	NAALA	DYSFUNCTIONAL
93	V83	33°44'18.06"N	73° 4'45.77"E	294968	PUBLIC	PARK	FUNCTIONAL
94	V84	33°44'10.48"N	73° 4'52.85"E	1091300	PUBLIC	GREEN BELT	PARTIALLY FUNCTIONAL
95	V85	33°44'27.13"N	73° 5'1.76"E	275300	PUBLIC	GREEN BELT	DYSFUNCTIONAL
96	V86	33°44'5.38"N	73° 5'1.70"E	1001655	PUBLIC	GREEN BELT	DYSFUNCTIONAL
97	V87	33°43'47.20"N	73° 5'13.61"E	1001638	PUBLIC	GREEN BELT	DYSFUNCTIONAL
98	V88	33°44'6.19"N	73° 4'39.38"E	44455	PUBLIC	PARK	FUNCTIONAL
99	V89	33°44'3.02"N	73° 4'29.63"E	48874	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
100	V90	33°44'4.04"N	73° 4'44.89"E	42885	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
101	V91	33°43'37.43"N	73° 5'6.68"E	345563	PUBLIC	NAALA	DYSFUNCTIONAL

102	V92	33°43'41.59"N	73° 5'2.35"E	28942	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
103	V93	33°43'39.39"N	73° 4'46.44"E	295557	PUBLIC	NAALA & PARK	PARTIALLY FUNCTIONAL
104	V94	33°43'31.96"N	73° 4'44.11"E	466585	PUBLIC	PARK	FUNCTIONAL
105	V95	33°43'59.71"N	73° 4'14.77"E	67464	PUBLIC	NAALA	DYSFUNCTIONAL
106	V96	33°43'49.29"N	73° 4'16.99"E	622628	PUBLIC	SLUM	DYSFUNCTIONAL
107	V97	33°43'49.53"N	73° 3'45.95"E	131834	PUBLIC	GREEN BELT	DYSFUNCTIONAL
108	V98	33°43'40.42"N	73° 3'52.62"E	185275	PUBLIC	GREEN BELT	DYSFUNCTIONAL
109	V99	33°43'30.77"N	73° 3'59.72"E	121698	PUBLIC	GREEN BELT	DYSFUNCTIONAL
110	V100	33°43'21.25"N	73° 4'7.40"E	240571	PUBLIC	GREEN BELT	DYSFUNCTIONAL
111	V101	33°43'34.76"N	73° 4'19.90"E	128648	PUBLIC	NAALA	DYSFUNCTIONAL
112	V102	33°43'21.46"N	73° 4'18.22"E	856494	PUBLIC	NAALA AND PARK	PARTIALLY FUNCTIONAL
113	V103	33°43'10.13"N	73° 4'21.57"E	59389	PUBLIC	GREEN BELT	DYSFUNCTIONAL
114	V104	33°43'17.17"N	73° 4'34.46"E	274867	PUBLIC	GREEN BELT	DYSFUNCTIONAL
115	V105	33°43'31.18"N	73° 5'2.26"E	168466	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR F-10

116	V106	33°41'36.92"N	72°59'31.29"E	258175	PUBLIC	GREEN BELT	DYSFUNCTIONAL
117	V107	33°41'21.10"N	72°59'42.00"E	1125863	PUBLIC	GREEN BELT	DYSFUNCTIONAL
118	V108	33°41'28.19"N	72°59'47.25"E	280206	PUBLIC	NAALA	DYSFUNCTIONAL
119	V109	33°41'18.77"N	72°59'51.55"E	620814	PUBLIC	PARK	FUNCTIONAL
120	V110	33°41'24.29"N	72°59'53.96"E	23000	PUBLIC	GROUND	FUNCTIONAL
121	V111	33°41'27.34"N	72°59'55.10"E	19901	PUBLIC	GROUND	FUNCTIONAL
122	V112	33°41'28.05"N	73° 0'0.42"E	85887	PUBLIC	GROUND	FUNCTIONAL
123	V113	33°41'42.74"N	72°59'40.33"E	619459	PUBLIC	GREEN BELT	DYSFUNCTIONAL
124	V114	33°41'40.27"N	72°59'41.63"E	285622	PUBLIC	GREEN BELT	DYSFUNCTIONAL
125	V115	33°41'6.94"N	72°59'53.57"E	1077665	PUBLIC	GREEN BELT	DYSFUNCTIONAL
126	V116	33°41'4.19"N	73° 0'12.71"E	1207966	PUBLIC	NAALA	DYSFUNCTIONAL
127	V117	33°41'8.99"N	73° 0'25.48"E	1564267	PUBLIC	NAALA	DYSFUNCTIONAL
128	V118	33°41'14.16"N	73° 0'35.62"E	385631	PRIVATE	GROUND	FUNCTIONAL
129	V119	33°41'24.21"N	73° 1'0.18"E	323095	PUBLIC	GREEN BELT	DYSFUNCTIONAL
130	V120	33°41'40.65"N	73° 0'37.98"E	337652	PUBLIC	NAALA	DYSFUNCTIONAL
131	V121	33°41'15.79"N	73° 0'22.64"E	116318	PUBLIC	PARK	FUNCTIONAL
132	V122	33°41'26.14"N	73° 0'12.95"E	134462	PUBLIC	PARK	FUNCTIONAL
133	V123	33°41'52.28"N	72°59'56.21"E	606210	PUBLIC	GREEN BELT	DYSFUNCTIONAL
134	V124	33°41'50.10"N	72°59'59.29"E	347753	PUBLIC	GREEN BELT	DYSFUNCTIONAL
135	V125	33°41'40.42"N	73° 0'6.47"E	1198988	PUBLIC	NAALA & PARK	PARTIALLY FUNCTIONAL
136	V126	33°41'32.91"N	73° 0'25.57"E	225287	PUBLIC	NAALA	DYSFUNCTIONAL
137	V127	33°41'42.23"N	73° 0'24.63"E	222643	PRIVATE	GROUND	FUNCTIONAL
138	V128	33°41'54.75"N	73° 0'17.91"E	940067	PUBLIC	NAALA	DYSFUNCTIONAL
139	V129	33°41'59.33"N	73° 0'17.41"E	419090	PUBLIC	GREEN BELT	DYSFUNCTIONAL

140	V130	33°42'1.81"N	73° 0'14.84"E	785392	PUBLIC	GREEN BELT	DYSFUNCTIONAL
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SECTOR F-11

141	V131	33°41'15.61"N	72°58'48.34"E	1580272	PUBLIC	GREEN BELT	DYSFUNCTIONAL
142	V132	33°41'27.82"N	72°59'11.79"E	1856251	PUBLIC	GREEN BELT	DYSFUNCTIONAL
143	V133	33°41'21.79"N	72°59'11.43"E	55042	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
144	V134	33°41'19.63"N	72°59'16.49"E	113077	PUBLIC	PARK	FUNCTIONAL
145	V135	33°41'12.57"N	72°59'24.24"E	1660376	PUBLIC	NAALA	DYSFUNCTIONAL
146	V136	33°41'9.03"N	72°59'13.73"E	76341	PRIVATE	GROUND	FUNCTIONAL
147	V137	33°41'8.16"N	72°59'2.11"E	183313	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
148	V138	33°41'7.87"N	72°58'52.46"E	188802	PUBLIC	PARK	FUNCTIONAL
149	V139	33°41'5.72"N	72°58'58.01"E	107911	PUBLIC	NAALA	DYSFUNCTIONAL
150	V140	33°40'53.10"N	72°58'55.24"E	1171678	PUBLIC	NAALA AND PARK	PARTIALLY FUNCTIONAL
151	V141	33°40'49.78"N	72°58'47.89"E	58390	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
152	V142	33°40'47.88"N	72°58'52.99"E	51214	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
153	V143	33°40'49.68"N	72°59'12.80"E	463343	PRIVATE	NAALA AND PARK	DYSFUNCTIONAL
154	V144	33°40'42.67"N	72°59'44.73"E	1049083	PUBLIC	NAALA	DYSFUNCTIONAL
156	V145	33°40'35.72"N	72°59'15.75"E	588323	PUBLIC	NAALA GROUND AND	FUNCTIONAL
157	V146	33°40'31.24"N	72°59'7.63"E	256037	PRIVATE	VACANT PLOT	FUNCTIONAL
158	V147	33°40'33.76"N	72°58'59.45"E	318742	PRIVATE	VACANT PLOT	FUNCTIONAL
159	V148	33°40'36.46"N	72°58'53.21"E	76756	PRIVATE	VACANT PLOT	FUNCTIONAL
160	V149	33°40'39.17"N	72°59'2.69"E	36157	PRIVATE	VACANT PLOT	FUNCTIONAL
161	V150	33°40'43.69"N	72°59'5.65"E	93988	PUBLIC	PARK	FUNCTIONAL
162	V151	33°41'1.64"N	72°58'48.47"E	242567	PUBLIC	GROUND	FUNCTIONAL
163	V152	33°41'0.82"N	72°58'42.98"E	100241	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
164	V153	33°41'3.66"N	72°59'40.98"E	467085	PUBLIC	NAALA	DYSFUNCTIONAL
165	V154	33°40'52.34"N	72°59'26.60"E	74645	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
166	V155	33°40'58.93"N	72°59'52.30"E	108850	PUBLIC	NAALA	DYSFUNCTIONAL

SECTOR G-6

167	v155	33°43'35.91"N	73° 5'22.01"E	141992	PUBLIC	GREEN BELT	DYSFUNCTIONAL
168	v156	33°43'24.81"N	73° 5'30.49"E	1133195	PUBLIC	GREEN BELT	DYSFUNCTIONAL
169	v157	33°43'25.93"N	73° 5'9.31"E	266123	PUBLIC	GREEN BELT	DYSFUNCTIONAL
170	v158	33°43'30.26"N	73° 5'8.61"E	190464	PUBLIC	GREEN BELT	DYSFUNCTIONAL
171	v159	33°43'19.17"N	73° 5'13.82"E	445946	PUBLIC	NAALA	DYSFUNCTIONAL
172	v160	33°43'13.84"N	73° 4'37.29"E	251177	PUBLIC	GREEN BELT	DYSFUNCTIONAL
173	v161	33°43'3.61"N	73° 4'26.89"E	68788	PUBLIC	GREEN BELT	DYSFUNCTIONAL
174	v162	33°42'57.16"N	73° 4'25.27"E	178098	PUBLIC	GREEN BELT	DYSFUNCTIONAL
175	v163	33°43'9.95"N	73° 5'1.99"E	273964	PUBLIC	PARK	DYSFUNCTIONAL
176	v164	33°43'16.49"N	73° 4'51.62"E	128658	PUBLIC	GREEN BELT	DYSFUNCTIONAL

177	v165	33°43'9.66"N	73° 4'38.23"E	163223	PUBLIC	GREEN BELT	DYSFUNCTIONAL
178	V165A	33°42'56.02"N	73° 4'35.93"E	765712	PUBLIC	SLUM	DYSFUNCTIONAL
179	v166	33°43'8.41"N	73° 4'55.15"E	136185	PUBLIC	NAALA	DYSFUNCTIONAL
180	v167	33°42'51.66"N	73° 5'47.00"E	456888	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
181	v168	33°42'38.36"N	73° 5'31.02"E	191193	PUBLIC	PARK	FUNCTIONAL
182	v169	33°42'35.77"N	73° 5'27.34"E	354962	PUBLIC	NAALA	DYSFUNCTIONAL
183	v170	33°42'42.09"N	73° 4'35.98"E	70118	PUBLIC	GREEN BELT	DYSFUNCTIONAL
184	v171	33°42'36.58"N	73° 4'40.50"E	70460	PUBLIC	GREEN BELT	DYSFUNCTIONAL
185	v172	33°42'25.60"N	73° 4'49.21"E	332925	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR G-7

186	V173	33°42'48.35"N	73° 3'52.29"E	63060	PRIVATE	VACANT PLOT	FUNCTIONAL
187	V174	33°42'42.34"N	73° 3'46.47"E	281506	PUBLIC	GREEN BELT	DYSFUNCTIONAL
188	V175	33°42'31.97"N	73° 3'26.25"E	71703	PUBLIC	GREEN BELT	DYSFUNCTIONAL
189	V176	33°42'34.12"N	73° 3'35.14"E	501816	PUBLIC	NAALA	DYSFUNCTIONAL
190	V177	33°42'24.85"N	73° 3'25.00"E	51129	PRIVATE	VACANT PLOT	FUNCTIONAL
191	V178	33°42'28.07"N	73° 3'19.61"E	481759	PUBLIC	GREEN BELT	DYSFUNCTIONAL
192	V179	33°42'33.61"N	73° 3'52.24"E	548526	PUBLIC	NAALA GROUND	AND FUNCTIONAL
193	V180	33°42'35.14"N	73° 4'27.03"E	402610	PUBLIC	PARK	FUNCTIONAL
194	V181	33°42'41.76"N	73° 4'24.56"E	36783	PUBLIC	GROUND	FUNCTIONAL
195	V182	33°42'45.98"N	73° 4'7.76"E	312921	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
196	V183	33°42'54.89"N	73° 4'10.14"E	149539	PUBLIC	GREEN BELT	DYSFUNCTIONAL
197	V184	33°42'18.68"N	73° 3'54.24"E	425572	PUBLIC	NAALA	DYSFUNCTIONAL
198	V185	33°42'9.85"N	73° 3'48.20"E	739317	PUBLIC	SLUM	DYSFUNCTIONAL
199	V186	33°42'3.66"N	73° 3'57.40"E	434736	PUBLIC	SLUM	DYSFUNCTIONAL
200	V187	33°42'8.39"N	73° 4'26.75"E	143760	PUBLIC	GROUND	FUNCTIONAL
201	V188	33°42'6.29"N	73° 4'29.88"E	80940	PUBLIC	GROUND	FUNCTIONAL
202	V189	33°42'11.85"N	73° 4'13.75"E	182396	PUBLIC	GROUND	FUNCTIONAL
203	V190	33°42'8.79"N	73° 4'7.49"E	322509	PUBLIC	NAALA	DYSFUNCTIONAL
204	V191	33°41'55.86"N	73° 3'43.41"E	249435	PUBLIC	GREEN BELT	DYSFUNCTIONAL
205	V192	33°41'55.76"N	73° 3'50.89"E	61293	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
206	V193	33°41'49.86"N	73° 3'53.29"E	202650	PUBLIC	NAALA	DYSFUNCTIONAL
207	V194	33°41'42.92"N	73° 3'56.22"E	576795	PUBLIC	GREEN BELT	DYSFUNCTIONAL
208	V197	33°42'25.10"N	73° 4'44.92"E	95498	PUBLIC	GREEN BELT	DYSFUNCTIONAL
209	V198	33°42'31.83"N	73° 4'40.42"E	134029	PUBLIC	GREEN BELT	DYSFUNCTIONAL
210	V199	33°42'42.44"N	73° 4'31.84"E	171999	PUBLIC	GREEN BELT	DYSFUNCTIONAL
211	V200	33°42'52.28"N	73° 4'24.82"E	202552	PUBLIC	GREEN BELT	DYSFUNCTIONAL
212	V201	33°42'16.43"N	73° 4'12.82"E	308852	PUBLIC	SLUM	DYSFUNCTIONAL
213	V202	33°42'25.33"N	73° 4'10.03"E	83923	PUBLIC	GROUND	FUNCTIONAL
214	V203	33°42'28.73"N	73° 4'18.26"E	206746	PRIVATE	VACANT PLOT	DYSFUNCTIONAL

215	V204	33°42'20.53"N	73° 4'32.68"E	104689	PUBLIC	GROUND	FUNCTIONAL
216	V205	33°42'32.52"N	73° 3'56.88"E	38333	PUBLIC	PARK	FUNCTIONAL

SECTOR G-8

217	v206	33°41'57.02"N	73° 2'13.72"E	90647	PUBLIC	GREEN BELT	DYSFUNCTIONAL
218	v207	33°42'1.96"N	73° 2'25.09"E	815176	PUBLIC	GREEN BELT	DYSFUNCTIONAL
219	v208	33°42'10.69"N	73° 2'42.32"E	604042	PUBLIC	GREEN BELT	DYSFUNCTIONAL
220	v209	33°42'19.89"N	73° 2'59.51"E	1179041	PUBLIC	GREEN BELT	DYSFUNCTIONAL
221	v210	33°41'52.36"N	73° 2'30.92"E	1772075	PUBLIC	GROU+NAALA+PARK	DYSFUNCTIONAL
222	v211	33°42'2.50"N	73° 2'46.79"E	1376915	PUBLIC	NAALA	DYSFUNCTIONAL
223	v212	33°42'18.33"N	73° 3'7.64"E	98306	PRIVATE	VACANT PLOT	FUNCTIONAL
224	v213	33°42'0.35"N	73° 3'4.63"E	122811	PRIVATE	GROUND	FUNCTIONAL
225	V214	33°42'4.51"N	73° 3'8.74"E	452177	PRIVATE	GROUND	DYSFUNCTIONAL
226	V215	33°42'2.29"N	73° 3'23.06"E	352638	PUBLIC	GROUND	FUNCTIONAL
227	V216	33°42'6.32"N	73° 3'16.99"E	201978	PUBLIC	GROUND	FUNCTIONAL
228	V217	33°42'17.84"N	73° 3'15.34"E	98573	PUBLIC	PARK	FUNCTIONAL
229	V218	33°42'23.80"N	73° 3'14.17"E	202940	PUBLIC	GREEN BELT	DYSFUNCTIONAL
230	V219	33°42'28.65"N	73° 3'14.07"E	386598	PUBLIC	GREEN BELT	DYSFUNCTIONAL
231	V220	33°42'13.38"N	73° 3'25.57"E	438392	PUBLIC	GREEN BELT	DYSFUNCTIONAL
232	V221	33°41'44.71"N	73° 3'6.46"E	151188	PUBLIC	GROUND	FUNCTIONAL
233	V222	33°41'44.51"N	73° 3'12.26"E	138382	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
234	V223	33°41'38.62"N	73° 3'15.50"E	123597	PUBLIC	SLUM	DYSFUNCTIONAL
235	V224	33°41'43.74"N	73° 3'20.50"E	186750	PUBLIC	SLUM	DYSFUNCTIONAL
236	V225	33°41'39.88"N	73° 2'58.25"E	408135	PUBLIC	NAALA	DYSFUNCTIONAL
237	V226	33°41'27.81"N	73° 3'5.64"E	1230667	PUBLIC	SLUM	DYSFUNCTIONAL
238	V227	33°41'30.91"N	73° 2'44.61"E	596054	PUBLIC	NAALA AND PARK	DYSFUNCTIONAL
239	V228	33°41'28.72"N	73° 2'53.89"E	130237	PUBLIC	GROUND	FUNCTIONAL
240	V229	33°41'55.58"N	73° 3'39.41"E	291740	PUBLIC	GREEN BELT AND PARK	FUNCTIONAL
241	V230	33°41'42.53"N	73° 3'41.07"E	407023	PUBLIC	GREEN BELT AND PARK	FUNCTIONAL
242	V231	33°41'42.16"N	73° 3'44.40"E	165986	PUBLIC	GREENBELT	DYSFUNCTIONAL
243	V232	33°41'39.11"N	73° 3'47.44"E	551787	PUBLIC	FLYOVER	DYSFUNCTIONAL
244	V233	33°41'25.60"N	73° 3'27.68"E	934648	PUBLIC	GREEN BELT	DYSFUNCTIONAL
245	V234	33°41'19.85"N	73° 3'9.89"E	208601	PRIVATE	VACANT PLOT	FUNCTIONAL
246	V235	33°41'14.54"N	73° 2'46.18"E	96165	PUBLIC	GREEN BELT	DYSFUNCTIONAL
247	V236	33°41'21.07"N	73° 2'41.24"E	75421	PUBLIC	GREEN BELT	DYSFUNCTIONAL
248	V237	33°41'26.26"N	73° 2'36.62"E	71661	PUBLIC	GREEN BELT	DYSFUNCTIONAL
249	V238	33°41'35.79"N	73° 2'29.38"E	128650	PUBLIC	GREEN BELT	DYSFUNCTIONAL
250	V239	33°41'48.53"N	73° 2'20.16"E	289671	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR G-9

251	V240	33°41'23.27"N	73° 1'9.98"E	155632	PUBLIC	GREEN BELT	DYSFUNCTIONAL
252	V241	33°41'30.28"N	73° 1'25.22"E	1108730	PUBLIC	GREEN BELT	DYSFUNCTIONAL
253	V242	33°41'44.12"N	73° 1'51.76"E	1695313	PUBLIC	GREEN BELT	DYSFUNCTIONAL
254	V243	33°41'11.30"N	73° 1'18.46"E	914566	PUBLIC	GREEN BELT	DYSFUNCTIONAL
255	V244	33°40'48.53"N	73° 1'36.04"E	1196597	PUBLIC	GREEN BELT & PARK	FUNCTIONAL
256	V245	33°41'16.88"N	73° 1'19.86"E	328862	PUBLIC	NAALA	DYSFUNCTIONAL
257	V246	33°41'11.74"N	73° 1'34.90"E	690424	PUBLIC	NAALA	DYSFUNCTIONAL
258	V247	33°40'55.51"N	73° 1'40.31"E	1223893	PUBLIC	NAALA	DYSFUNCTIONAL
259	V248	33°41'9.00"N	73° 2'3.24"E	215896	PUBLIC	PARK	FUNCTIONAL
260	V249	33°41'38.43"N	73° 1'48.92"E	24500	PUBLIC	PARK	FUNCTIONAL
261	V250	33°41'37.60"N	73° 1'58.16"E	1192741	PUBLIC	NAALA AND PARK	DYSFUNCTIONAL
262	V251	33°41'42.73"N	73° 2'0.28"E	114708	PUBLIC	GROUND	FUNCTIONAL
263	V252	33°41'42.44"N	73° 2'10.85"E	457978	PUBLIC	NAALA	DYSFUNCTIONAL
264	V253	33°41'7.93"N	73° 2'14.41"E	1368146	PUBLIC	NAALA AND PARK	DYSFUNCTIONAL
265	V254	33°41'12.59"N	73° 2'27.35"E	91837	PUBLIC	PARK	FUNCTIONAL
266	V255	33°40'39.21"N	73° 1'59.09"E	549020	PUBLIC	GREEN BELT	DYSFUNCTIONAL
267	V256	33°40'56.41"N	73° 2'32.30"E	671524	PUBLIC	GREEN BELT	DYSFUNCTIONAL
268	V257	33°41'45.40"N	73° 2'18.39"E	285685	PUBLIC	GREEN BELT	DYSFUNCTIONAL
269	V258	33°41'34.93"N	73° 2'26.90"E	178429	PUBLIC	GREEN BELT	DYSFUNCTIONAL
270	V259	33°41'24.49"N	73° 2'34.44"E	161582	PUBLIC	GREEN BELT	DYSFUNCTIONAL
271	V260	33°41'12.27"N	73° 2'43.30"E	196729	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR G-10

272	V262	33°40'48.46"N	73° 0'6.80"E	160617	PUBLIC	GREEN BELT	DYSFUNCTIONAL
273	V263	33°41'11.89"N	73° 0'49.69"E	2237487	PUBLIC	GREEN BELT	DYSFUNCTIONAL
274	V264	33°40'58.16"N	73° 0'43.27"E	698060	PUBLIC	NAALA AND PARK	DYSFUNCTIONAL
275	V265	33°40'52.29"N	73° 0'21.22"E	496650	PUBLIC	NAALA AND PARK	DYSFUNCTIONAL
276	V266	33°40'35.10"N	73° 0'17.34"E	1309501	PUBLIC	GREEN BELT	DYSFUNCTIONAL
277	V267	33°40'41.60"N	73° 0'19.31"E	91259	PUBLIC	PARK	FUNCTIONAL
278	V268	33°40'33.95"N	73° 0'28.74"E	164458	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
279	V269	33°40'46.87"N	73° 0'39.08"E	364908	PUBLIC	NAALA	DYSFUNCTIONAL
280	V270	33°40'29.03"N	73° 1'2.40"E	719844	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
281	V271	33°40'35.21"N	73° 1'32.06"E	116024	PUBLIC	PARK	FUNCTIONAL
282	V272	33°40'40.11"N	73° 1'11.60"E	1352360	PUBLIC	NAALA	DYSFUNCTIONAL
283	V273	33°40'48.23"N	73° 1'15.60"E	126847	PUBLIC	PARK	FUNCTIONAL
284	V274	33°40'47.12"N	73° 1'20.01"E	19854	PUBLIC	PARK	FUNCTIONAL
285	V275	33°40'44.45"N	73° 1'24.82"E	38494	PUBLIC	PARK	FUNCTIONAL
286	V276	33°40'38.37"N	73° 1'24.83"E	137158	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
287	V277	33°41'10.30"N	73° 1'11.19"E	90871	PUBLIC	PARK	FUNCTIONAL
288	V278	33°40'59.26"N	73° 1'10.37"E	105575	PUBLIC	GROUND	FUNCTIONAL

289	V279	33°40'46.45"N	73° 0'56.96"E	699900	PUBLIC	NAALA AND PARK	DYSFUNCTIONAL
290	V280	33°40'11.80"N	73° 0'34.77"E	964298	PUBLIC	GREEN BELT	DYSFUNCTIONAL
291	V281	33°39'58.97"N	73° 0'43.58"E	99171	PUBLIC	GREEN BELT	DYSFUNCTIONAL
292	V282	33°40'5.30"N	73° 0'48.10"E	199609	PRIVATE	VACANT PLOT	FUNCTIONAL
293	V283	33°40'5.98"N	73° 0'55.96"E	1135229	PUBLIC	GREEN BELT	DYSFUNCTIONAL
294	V284	33°40'23.06"N	73° 0'37.85"E	57152	PUBLIC	PARK	FUNCTIONAL
295	V285	33°40'20.69"N	73° 0'43.79"E	143807	PUBLIC	PARK	FUNCTIONAL
296	V286	33°40'14.45"N	73° 0'48.81"E	68247	PUBLIC	PARK	FUNCTIONAL
297	V287	33°40'25.11"N	73° 0'51.17"E	57087	PUBLIC	PARK	FUNCTIONAL

SECTOR G-11

298	V288	33°40'25.36"N	72°59'21.12"E	1100369	PUBLIC	GREEN BELT	DYSFUNCTIONAL
299	V289	33°40'40.79"N	72°59'50.69"E	1074979	PUBLIC	GREEN BELT	DYSFUNCTIONAL
300	V290	33°40'12.69"N	72°59'15.99"E	127897	PUBLIC	NAALA	DYSFUNCTIONAL
301	V291	33°40'7.29"N	72°59'18.16"E	226264	PUBLIC	NAALA	DYSFUNCTIONAL
302	V292	33°40'12.09"N	72°59'31.05"E	447219	PUBLIC	NAALA	DYSFUNCTIONAL
303	V293	33°40'16.26"N	72°59'26.84"E	114417	PUBLIC	GROUND	FUNCTIONAL
304	V294	33°40'21.18"N	72°59'26.61"E	136932	PUBLIC	PARK	FUNCTIONAL
305	V295	33°40'14.88"N	72°59'57.47"E	726543	PUBLIC	NAALA	DYSFUNCTIONAL
306	V95A	33°40'22.04"N	72°59'57.71"E	230271	PUBLIC	NAALA	DYSFUNCTIONAL
307	V296	33°40'27.10"N	73° 0'11.30"E	83202	PUBLIC	PARK	FUNCTIONAL
308	V287	33°40'21.51"N	73° 0'14.71"E	91368	PUBLIC	PARK	FUNCTIONAL
309	V298	33°40'32.80"N	73° 0'3.58"E	269155	PUBLIC	VACANT PLOT	FUNCTIONAL
310	V299	33°40'33.58"N	73° 0'9.22"E	311673	PUBLIC	NAALA	DYSFUNCTIONAL
311	V300	33°40'13.75"N	73° 0'12.67"E	506970	PUBLIC	NAALA	DYSFUNCTIONAL
312	V301	33°40'5.57"N	73° 0'16.04"E	277597	PRIVATE	VACANT PLOT	FUNCTIONAL
313	V302	33°39'57.40"N	73° 0'31.29"E	137974	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
314	V303	33°39'50.65"N	73° 0'20.20"E	641508	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
315	V304	33°39'56.70"N	73° 0'12.33"E	135742	PUBLIC	PARK	FUNCTIONAL
316	V305	33°40'4.69"N	72°59'45.12"E	108666	PUBLIC	PARK	FUNCTIONAL
317	V306	33°39'58.31"N	72°59'55.40"E	119294	PUBLIC	GROUND	FUNCTIONAL
318	V307	33°39'42.85"N	73° 0'2.38"E	709863	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
319	V308	33°39'38.18"N	73° 0'3.18"E	1063647	PUBLIC	GREEN BELT	DYSFUNCTIONAL
320	V309	33°39'38.12"N	72°59'47.03"E	323421	PRIVATE	VACANT PLOT	DYSFUNCTIONAL
321	V310	33°39'45.77"N	72°59'33.34"E	158087	PUBLIC	GROUND	FUNCTIONAL

SECTOR H-8

322	V311	33°41'13.80"N	73° 3'19.33"E	4534525	PUBLIC	GREEN BELT	DYSFUNCTIONAL
323	V312	33°40'51.18"N	73° 3'3.97"E	136514	PUBLIC	GREEN BELT	DYSFUNCTIONAL
324	V313	33°40'47.03"N	73° 3'31.00"E	201375	PUBLIC	VACANT PLOT	FUNCTIONAL
325	V314	33°40'56.85"N	73° 3'45.35"E	392196	PUBLIC	VACANT PLOT	DYSFUNCTIONAL

326	V315	33°41'7.18"N	73° 3'46.97"E	332555	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
327	V316	33°41'15.86"N	73° 4'7.48"E	2867522	PUBLIC	NAALA GREEN BELT	AND DYSFUNCTIONAL
328	V317	33°40'53.04"N	73° 4'4.31"E	1179326	PUBLIC	NAALA	DYSFUNCTIONAL
329	V318	33°40'46.06"N	73° 4'20.43"E	269762	PUBLIC	VACANT PLOT	FUNCTIONAL
330	V319	33°40'42.97"N	73° 4'31.43"E	329634	PUBLIC	GREEN BELT	DYSFUNCTIONAL
331	V320	33°40'35.00"N	73° 4'19.96"E	816674	PUBLIC	PARK	FUNCTIONAL
332	V322	33°40'28.24"N	73° 4'5.95"E	431612	PUBLIC	GROUND	FUNCTIONAL
333	V323	33°40'45.98"N	73° 3'46.40"E	3508551	PUBLIC	NAALA	DYSFUNCTIONAL
334	V324	33°40'37.62"N	73° 3'14.04"E	202611	PUBLIC	GREEN BELT	DYSFUNCTIONAL
335	V325	33°40'20.63"N	73° 3'26.54"E	202075	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR H-9

336	V326	33°40'38.72"N	73° 2'13.77"E	2769984	PUBLIC	GREEN BELT	DYSFUNCTIONAL
337	V327	33°40'13.71"N	73° 2'1.66"E	1145135	PUBLIC	SLUM	DYSFUNCTIONAL
338	V328	33°39'51.07"N	73° 2'18.12"E	1221820	PUBLIC	GREEN BELT	DYSFUNCTIONAL
339	V329	33°39'40.61"N	73° 2'36.45"E	1030124	PUBLIC	GREEN BELT	DYSFUNCTIONAL
340	V330	33°39'50.13"N	73° 2'39.35"E	201151	PUBLIC	GROUND	FUNCTIONAL
341	V331	33°40'8.42"N	73° 2'30.83"E	1081247	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
342	V332	33°40'8.84"N	73° 3'8.75"E	901331	PUBLIC	VACANT PLOT	DYSFUNCTIONAL
343	V333	33°40'13.49"N	73° 3'21.91"E	282628	PUBLIC	GROUND	FUNCTIONAL
344	V334	33°40'14.87"N	73° 2'47.39"E	1878542	PUBLIC	NAALA	DYSFUNCTIONAL
345	V335	33°40'20.26"N	73° 3'4.91"E	582675	PUBLIC	NAALA	DYSFUNCTIONAL
346	V336	33°40'53.79"N	73° 2'57.84"E	440433	PUBLIC	GREEN BELT	DYSFUNCTIONAL
347	V337	33°40'38.75"N	73° 3'9.04"E	309744	PUBLIC	GREEN BELT	DYSFUNCTIONAL
348	V338	33°40'12.12"N	73° 3'29.19"E	389928	PUBLIC	GREEN BELT	DYSFUNCTIONAL
349	V339	33°39'58.64"N	73° 3'12.96"E	1135064	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR H-11

350	V340	33°39'31.31"N	73° 0'4.19"E	2273051	PUBLIC	GREEN BELT	DYSFUNCTIONAL
351	V341	33°39'45.02"N	73° 0'30.01"E	1390631	PUBLIC	GREEN BELT	DYSFUNCTIONAL
352	V342	33°39'23.88"N	73° 0'19.99"E	8713403	PUBLIC	VACANT AREA	DYSFUNCTIONAL
353	V345	33°39'7.40"N	73° 1'13.42"E	820566	PUBLIC	VACANT AREA	DYSFUNCTIONAL
354	V346	33°38'42.94"N	73° 0'31.65"E	3274074	PUBLIC	VACANT AREA	DYSFUNCTIONAL
355	V347	33°38'39.05"N	73° 0'40.17"E	1677350	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR I-8

356	V348	33°40'0.99"N	73° 3'41.48"E	150454	PUBLIC	GREEN BELT	DYSFUNCTIONAL
357	V349	33°40'6.51"N	73° 3'46.05"E	204464	PUBLIC	NAALA	DYSFUNCTIONAL
358	V350	33°40'7.27"N	73° 4'1.73"E	135962	PUBLIC	GROUND	FUNCTIONAL
359	V351	33°40'12.87"N	73° 3'57.55"E	54573	PUBLIC	GROUND	FUNCTIONAL

360	V352	33°40'19.78"N	73° 4'8.47"E	290632	PUBLIC	NAALA	DYSFUNCTIONAL
361	V353	33°40'27.64"N	73° 4'29.82"E	85066	PUBLIC	PARK	FUNCTIONAL
362	V354	33°40'13.48"N	73° 4'29.13"E	136650	PUBLIC	PARK	FUNCTIONAL
363	V355	33°40'22.15"N	73° 4'47.06"E	2530022	PUBLIC	PARK	FUNCTIONAL
364	V356	33°39'55.26"N	73° 3'55.05"E	109103	PUBLIC	GROUND	FUNCTIONAL
365	V357	33°39'57.99"N	73° 4'3.22"E	114443	PUBLIC	GORUND	FUNCTIONAL
366	V358	33°40'2.22"N	73° 4'12.24"E	331491	PUBLIC	NAALA	DYSFUNCTIONAL
367	V359	33°39'51.84"N	73° 4'15.82"E	425007	PUBLIC	NAALA	DYSFUNCTIONAL
368	V360	33°39'53.87"N	73° 4'35.29"E	153916	PUBLIC	PARK	FUNCTIONAL
369	V361	33°39'45.45"N	73° 4'8.63"E	130623	PUBLIC	GROUND	FUNCTIONAL
370	V362	33°39'29.81"N	73° 4'17.61"E	1054079	PUBLIC	VACANT AREA	FUNCTIONAL
371	V363	33°39'57.01"N	73° 4'54.41"E	41228	PUBLIC	GROUND	FUNCTIONAL
372	V364	33°40'2.51"N	73° 4'18.83"E	375546	PUBLIC	VACANT AREA	DYSFUNCTIONAL
373	V365	33°40'4.08"N	73° 4'30.05"E	23591	PUBLIC	VACANT AREA	DYSFUNCTIONAL
374	V366	33°39'47.24"N	73° 4'0.19"E	94517	PUBLIC	GROUND	DYSFUNCTIONAL
375	V364A	33°39'44.87"N	73° 3'53.49"E	245051	PUBLIC	GREEN BELT	DYSFUNCTIONAL
376	V365A	73° 3'53.49"E	73° 4'6.10"E	345167	PUBLIC	GREEN BELT	DYSFUNCTIONAL

SECTOR I-9

377	V366A	33°39'22.09"N	73° 2'40.21"E	1436958	PUBLIC	GREEN BELT	DYSFUNCTIONAL
378	V367	33°39'17.43"N	73° 3'9.34"E	157567	PUBLIC	PARK	FUNCTIONAL
379	V368	33°39'34.38"N	73° 3'19.84"E	594651	PUBLIC	NAALA	DYSFUNCTIONAL
380	V370	33°39'56.40"N	73° 3'20.78"E	503205	PUBLIC	NAALA	DYSFUNCTIONAL
381	V371	33°39'58.47"N	73° 3'38.78"E	295950	PUBLIC	GREEN BELT	DYSFUNCTIONAL
382	V372	33°39'43.29"N	73° 3'50.79"E	348778	PUBLIC	GREEN BELT	DYSFUNCTIONAL
383	V373	33°39'20.22"N	73° 4'4.68"E	995273	PUBLIC	GREEN BELT	DYSFUNCTIONAL
384	V374	33°39'14.70"N	73° 3'28.49"E	572577	PUBLIC	NAALA	DYSFUNCTIONAL
385	V375	33°39'0.68"N	73° 3'18.10"E	1560072	PUBLIC	SLUM	DYSFUNCTIONAL
386	V376	33°39'0.22"N	73° 2'55.85"E	1486263	PUBLIC	GREEN BELT	DYSFUNCTIONAL
387	V377	33°39'25.22"N	73° 3'57.62"E	72599	PUBLIC	PARK	FUNCTIONAL
388	V378	33°39'29.19"N	73° 3'45.60"E	432971	PUBLIC	GROUND	FUNCTIONAL

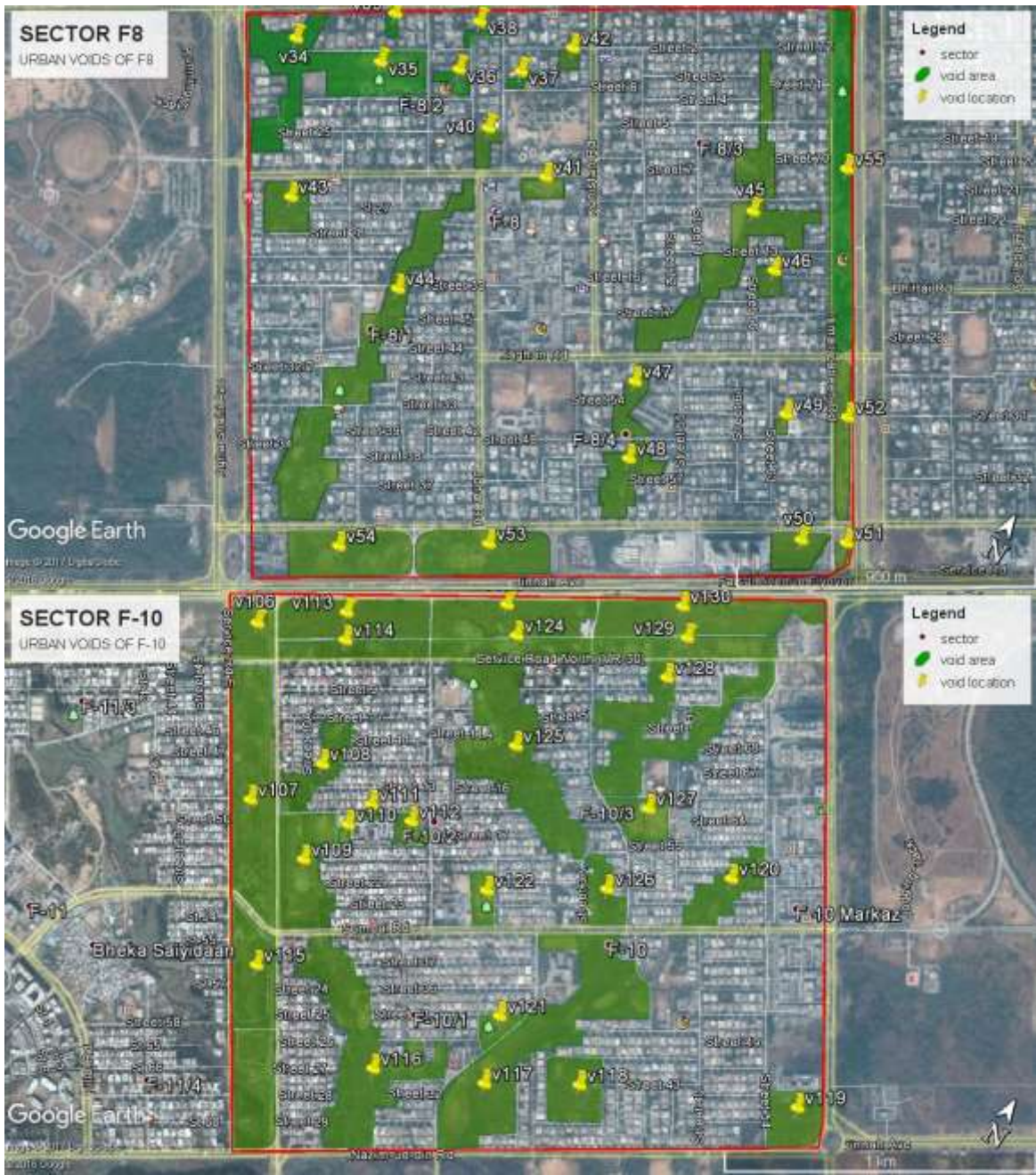
SECTOR I-10

389	V379	33°38'52.82"N	73° 1'34.03"E	994635	PUBLIC	GREEN BELT	DYSFUNCTIONAL
390	V380	33°38'29.15"N	73° 1'51.71"E	1705275	PUBLIC	GREEN BELT	DYSFUNCTIONAL
391	V381	33°39'1.61"N	73° 1'33.77"E	59766	PRIVATE	VACANT AREA	DYSFUNCTIONAL
392	V382	33°38'56.58"N	73° 1'37.82"E	117806	PRIVATE	VACANT AREA	DYSFUNCTIONAL
393	V383	33°38'54.05"N	73° 1'40.17"E	437806	PRIVATE	NAALA	DYSFUNCTIONAL
394	V384	33°38'45.08"N	73° 1'48.48"E	318024	PUBLIC	PARK	FUNCTIONAL
395	V385	33°38'57.55"N	73° 1'55.40"E	150564	PUBLIC	GROUND	FUNCTIONAL
396	V386	33°39'5.75"N	73° 1'45.95"E	53559	PUBLIC	PARK	FUNCTIONAL

397	V387	33°39'6.55"N	73° 1'52.34"E	85781	PUBLIC	PARK	FUNCTIONAL
398	V389	33°38'48.57"N	73° 1'58.60"E	53837	PUBLIC	GROUND	FUNCTIONAL
399	V390	33°39'12.02"N	73° 1'55.22"E	103729	PUBLIC	GREEN BELT	DYSFUNCTIONAL
400	V391	33°38'57.44"N	73° 2'5.91"E	351482	PUBLIC	GREEN BELT	DYSFUNCTIONAL
401	V392	33°38'49.84"N	73° 2'4.82"E	61964	PUBLIC	GROUND	FUNCTIONAL
402	V393	33°39'8.83"N	73° 2'22.05"E	1001189	PUBLIC	NAALA	DYSFUNCTIONAL
403	V394	33°38'46.43"N	73° 2'45.31"E	1405410	PUBLIC	NAALA	DYSFUNCTIONAL
404	V395	33°38'39.93"N	73° 2'43.31"E	142686	PUBLIC	PARK	FUNCTIONAL
405	V396	33°38'42.97"N	73° 2'34.05"E	87708	PUBLIC	GROUND	FUNCTIONAL
406	V397	33°38'35.10"N	73° 2'26.37"E	174347	PUBLIC	GROUND	FUNCTIONAL
407	V398	33°38'41.80"N	73° 2'17.94"E	118983	PUBLIC	GROUND	FUNCTIONAL
408	V399	33°38'27.54"N	73° 2'17.32"E	122439	PUBLIC	GROUND	FUNCTIONAL
409	V400	33°38'29.09"N	73° 2'8.35"E	738395	PUBLIC	NAALA	DYSFUNCTIONAL
410	V401	33°38'27.26"N	73° 2'5.14"E	81395	PUBLIC	GROUND	FUNCTIONAL
411	V402	33°38'31.70"N	73° 2'12.44"E	148400	PUBLIC	PARK	FUNCTIONAL
412	V403	33°38'22.58"N	73° 2'23.12"E	411320	PUBLIC	GREEN BELT	DYSFUNCTIONAL
413	V404	33°38'37.33"N	73° 2'51.82"E	342627	PUBLIC	GREEN BELT	DYSFUNCTIONAL





















ANNEX 2:

Following are the sector wise details of the dysfunctional voids areas of Islamabad along with Key plans





















ANNEX 3

Section 1 of 3

Survey: Urban Remnant Spaces of Islamabad

This survey is regarding public perception and public demand regarding urban vacant spaces, which can be optimally utilized as third places. Instructions: Answer questions as they relate to you. For most answers, check the box(es) most applicable to you or ll in the blanks

*Name : _____

*Age

- | | |
|--------------------------------|--------------------------------|
| <input type="checkbox"/> 11-20 | <input type="checkbox"/> 41-50 |
| <input type="checkbox"/> 21-30 | <input type="checkbox"/> 51-60 |
| <input type="checkbox"/> 31-40 | <input type="checkbox"/> 60+ |

*GENDER

- MALE
- FEMALE
- OTHER

*SECTOR

- | | | |
|-------------------------------|-------------------------------|-------------------------------|
| <input type="checkbox"/> E-7 | <input type="checkbox"/> F-11 | <input type="checkbox"/> G-11 |
| <input type="checkbox"/> E-8 | <input type="checkbox"/> G-6 | <input type="checkbox"/> H-8 |
| <input type="checkbox"/> F-6 | <input type="checkbox"/> G-7 | <input type="checkbox"/> I-8 |
| <input type="checkbox"/> F-7 | <input type="checkbox"/> G-8 | <input type="checkbox"/> 1-9 |
| <input type="checkbox"/> F-8 | <input type="checkbox"/> G-9 | <input type="checkbox"/> I-1 |
| <input type="checkbox"/> F-10 | <input type="checkbox"/> G-10 | |

Void name (to be filled by researcher)_____

Which of the following pictures best resembles the remnant space of your vicinity:

GEOGRAPHICAL VOID- NALLA ETC



PLANNING VOID - GREEN BELTS AND BUFFERS



FUNCTIONAL VOID- ILL PLANNED LARGE EMPTY PLOTS, PARKS, SCALE PLOTS



Section 2 of 3

OPINION REGARDING YOUR AREA

ARE YOU AWARE OF REMNANT SPACES IN YOUR VACINITY?

- Yes
- No
- Maybe

*How satished are you with the present day utilization of vacant spaces in your area?

- SATISFIED
- NEUTRAL
- UNSATISFIED

*W HAT ARE THE URBAN REMANENT SPACES OF YOUR AREA BEING USED FOR?_____

Thinking about remnant (vacant) open spaces of your Parish Area rate the level of satisfaction regarding the following: (FROM dissatisfied to satisfied)

	disatisfied	neutral	satisfied
Cleanliness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visual connectivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amount of information	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General appearance/good design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How safe it feels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wildlife value	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Toilets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Playing pitches (Football, Rugby etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Catering	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Play facilities/equipment (including climbing frames and skate parks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disabled facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seats and bins	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Grass cutting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flowers and shrubs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Section 3 of 3

CLAIM REGARDING SPACE UTILIZATION FOR THIRD PLACE BENEFITS:

Should Islamabad have a plan for preserving some amount of its open space (farms, forests, recreational space, scenic vistas)?

- Yes
- No

Does Islamabad need more open space for public use (hiking, biking, organized sports, picnicking, enjoying the outdoors)?

- Yes
- No

How important is it to you to protect, expand, or improve:

	NOT IMPORTANT	IMPORTANT	MOST IMPORTANT
Our aquifer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stream corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wetlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ecological resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Places of historical value	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Scenic views	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Open spaces for active recreation (i.e., ball fields) recreation (i.e., hiking)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Woodlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What would you do if given a THIRD PLACE space in ur vacinity:

- Organized sports
- Individual sports
- Simple relaxation
- Exercise/ fitness
- Attend special events
- Walk your dog

- Spend time with friends. Family
- Enjoy nature
- Other:_____

ANNEX 4:

No	Name	Occupation	CONTACT
1	Ebtasaam Pooya	Architect/Acedamic	ibtesam pooya <ibpooya@gmail.com>, khydjia wakil
2	Khadija Wakil	Urban Planner	<khydjijawakeel@gmail.com>, Fauzia Rizwan
3	Fauzia Rizwan	Urban Planner	<fauziarizwan@gmail.com>, Rizwan
4	Rizwan	Urban Planner	"shakirplanner@gmail.com" <rizwan@theurbansolutions.com>,
5	Uzma Zain	Architect/Urban Designer/ Teaching Professional	Uzma Zain <uzmazain@gmail.com>, Adnan Amin
6	Adnan Amin	Architect/ Teachin G Professional	<architectadnan@hotmail.com>, plannerqadeer@gmail.com,
7	Abdul Qadeer	Urban Planner	Ayub Sheikh <ayubtariq@gmail.com>, urbanplanner24@gmail.com,
8	Ayub Tariq	Cda Official	Tanveer Hussain <tanveerhussain@hotmail.com>, shuja_ali65@yahoo.com
9	Abdul Rehman	City Planner	Arif Masood
10	.Tanveer Hussain	Architect/Teaching Professional	Ibtisaam Perzada
11	Shuja Ali		Mujahid Zaidi
12	Arif Masood		Mubashir Ahmed Khan
13	Ibtisaam Perzada		Osama Saeed
14	Mujahid Zaidi		Afzal Ebrahim
15	Mubashir Ahmed Khan	Architect/ Teaching Professional	Faiza Yaqoob
16	Osama Saeed	Landscape Architect	Hammad Hussain
17	Afzal Ebrahim	Architect/Teaching Professional	Toqeer Bhae
18	Faiza Yaqoob	Teaching Professional/ Architect/ Environmental Psychologist	
19	Hammad Hussain		
20	Toqeer Bhae		

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