Harnessing The Potential Of Urban Voids

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Abstract: There are flakes and parts of uncomfortable areas in every metropolis. To categorize them, they would be in between buildings, occupying edge circumstances, but not sufficiently to occupy any kind of traditional views, which may be referred to as residual views. In general, residual areas are seen as territory set aside for future urban occupants, environmental reserves, or simply no-man’s-land. The goal is to emphasize the significance of recognizing these places as components and structural aspects of urban occupancy. The research concentrates on negative spaces which comprises of informal green areas, unoccupied lots, playgrounds, free parking lots, intermediate spaces or above facilities. These areas can be planned, changed, and incorporated into the urban principal structure in order to provide social and environmental benefits. Creative and adaptable design should help improve a city's image from within to achieve psychological wellness.

1. Introduction:

The enormous array of potential these urban negative aspects have for the communities where they occur are increasingly known to urban designers and architects throughout the world. It is highlighted that open spaces can directly or indirectly provide the community with environmental, social and economic advantages (Campbell, 2001). Various research findings among this debate on "forgotten / negative voids" aimed at identifying and utilising those zones for communitarian betterment. It has the opportunity to re-form and redefine consumers’ wellbeing (Hudson & Shaw, 2011). Yet there is debate over these sorts of places all across the community, this study emphasises on the city of Jodhpur.

The research will focus on the notion of urban residual areas, the identification and analysis of the varieties of residual spaces, and on how they may be converted to public spaces through a place building process. Space underneath flyovers or bridges, empty parking spots, or non-reciprocal street corners, are places ignored and unseen to the public and so they take away the quality of the city. In the context of its physical environment and surroundings, this research will seek to uncover the potential of these places, and will provide a list of the design ideas to expand the city's public domain.

1.1 Background:

Negative or residual spaces therefore become a part of the city's urban fabric all over the world. In many areas, they are still unnamed and neglected; in others, they are acknowledged as an asset. The New York High Line is the most well-known example of rehabilitating an existing structure. Researchers claim that enduring areas in post-industrial cities are common (Doron, 2006; Accordino & Johnson, 2005). As a contemporary pioneer in sustainable practices, the city has yet to comprehend the possibilities and threat of not exploiting these locations. These locations provide ecological, societal, and fundamental knowledge, among others (Campbell 2001). If such places are not exploited, they might present challenges for a city on a range of perspectives. In some circumstances, they could reduce real estate prices and the quality of the built areas (Wang, Xiang & Luo, 2010). They can also decline the landscape, notably if there are crumbling facilities nearby. According to Omar and Saeed (2019), residue zones are formed as a result of geographical, structural, socio-political, commercial, planning and management, and historical components.

1. Spatial variables such as land features are natural characteristics that create areas with unusual forms and hence cannot be explored in any way.
2. Local parties include bad decision-making, a breakdown in communication between consumers and judgement, inadequate land use, and a lack of land management rules.
3. Operational variables are defined as changes in land use or functioning. These issues are frequently associated with the decrease of the city's industrial component. For example, remaining places beneath rail lines or bridges, spaces adjacent to a highway, or unused railway yards.

4. Monetary considerations are linked to changes in socio-economic scenario and urban changes. The desertion of buildings and facilities is frequently the result of a drop-in property values.

5. City planning characteristics are related with the modern design movement, such as a design that separates buildings from their environment.

6. Lastly, cultural causes include social prosperity, technological advancement, urban sprawl, and reliance on autos.

1.2 Research Question:
According to Blanc, growing urbanisation has drastically altered human connections in both the natural and built environments (2013). The aesthetic commitment to the built environment is connected to the shared urban experience, perspectives, and stories within a community. Everyone interprets and perceives their surroundings differently and reacts accordingly. The understanding of natural, emotional, and physical aspects through visual information provides comprehensive meaning to the urban environment through aesthetic involvement. According to Nasar (1998), the most important variables in assessing the built environment are visual features and human evaluative reactions. If the physical environment is not adequately maintained, it can have an impact on human well-being, space use, and even property values. Handszuh (1991) emphasised the link between environmental values, physical health, and economic stability.

The focus of the research is on stressing the importance, based on people's views, of the use of neglected leftovers, which are a vital component of the constructed environment. Remains of spaces are an opportunity in the Jodhpur City environment, where these areas may be designed with the advantages of the people. This research asked the main question in order to investigate the design possibilities of remaining areas.

“What are the visual preferences of people in Jodhpur City for urban leftovers?”

2. Methods and Methodology:

2.1 Selected Research Strategy
Explore activities that make use of leftover spaces to address the research objectives about strategies to rejuvenate these areas. The intention of finding illustrative examples was to evaluate if the example used a surplus region. For each type of unused space, proposals that approximated the locations in Jodhpur were explored. This would help show the many methods of incorporating unoccupied places, providing the reader to analyze the plausibility of the suggestions.

2.2 Preliminary Mapping
A preliminary mapping was carried out in order to familiarize oneself with the city and the various types of areas. According to Tranckik (1986), lost areas can be found near waterfronts, highways, and railroads, so three different zones were categorized in the city of Jodhpur that had voids with potential development. The following are the deciding factors for mapping and monitoring:

- Recognizing major environments, roadways, and locomotives.
- Important locations that will be developed, established, or left undeveloped.
- Locating properties near important waterfronts, highways, and railroads.

The city of Jodhpur was split into three principal zones: the Old City Area, Mandore – Paota, and Shastri Nagar – Chopsani Housing Board. These urban vacuum kinds are based on a survey of the literature. These are the crowded areas in Jodhpur. They are lively during day because of the presence of retail and office buildings.

2.3 Applicant mapping and semi-structured questionnaires
The primary research techniques used to gather information that is conveyed in words, so that professionals can understand the remaining area in Jodhpur. Those who worked with the J.D.A., city architects,
educators were engaged. Up to thirty individuals were provided a questionnaire along with a Jodhpur digital map to mark and discuss their impressions of the locations with which they are associated. The key issues in the survey are the definition and identification of remaining spaces, how these spaces might be changed and, in the final analysis, the places in the city that lose their current role.

3. Literature Review

Literature study on urban voids came into existence around 30 years ago, when the renowned urban designer, Roger Trancik, keenly observed and raised awareness on urban patches that contributes a negative space to the built environment. In his book, “Finding lost space” he defined urban voids as spaces that had no definition, that do not relate to their environment or simply known as “lost spaces”.

3.1 Different terms and their definitions

"Vacant urban land" (Northam, 1971)
The research on urban voids dates as early to 1971 when, geographer Ray M. Northam, who studied urban geography, used terms like “steep declines” and “flood hazards” to explain his notion towards these spaces. He believed that these vacant spaces are to be found near areas that are under-developed and unsettled. He further added that these spaces hold unexplored opportunities for urban intervention. (Ray M. Northam 1971, 345–346)

"Lost spaces” (Trancik, 1986)
Roger Trancik, who holds fellowship of the American Society of Landscape Architects (FASLA), wrote a book named “Finding Lost Spaces”, in which he called urban voids as “lost spaces”, “undesirable urban areas” and “spaces that are ill-defined”. As an urban designer he argued that these spaces occurred due to unorganised road system or a conversion of proposed land use for different purposes. He further added that these spaces are often found at abandoned factory sites, unauthorized parking bays, abandoned railway tracks or leftover spaces in-between spaces.

"TOADS" (Michael Richard Greenberg, Frank Popper, Dona Schneider & Bernadette West, 1990)
An article published in Urban Studies, Vol. 29, No. 1 (117-125) defined these spaces as temporarily obsolete abandoned derelict sites (TOADS). These spaces do not provide any productive/functional use which is an odd negative to the built environment.

3.2 Void Typology
In this study, an urban void is defined as empty, underutilized, or presently used area that may be better employed in better conditioned places. Pictorial representations of urban voids can be classified as following:
The research focuses on urban voids that are distributed throughout urban residential communities. Most prior studies have concentrated on public urban voids; however, because urban residential areas account for a significant fraction of the total, adding semi-private and private urban voids, particularly those in communities and neighbourhoods, is becoming important. The scale of the urban void ranges from building scale to plot scale, block scale, and neighbourhood community scale.

4. Case Studies
   4.1 Pearl Street Triangle
   The Ministry of Transport is now redesigning New York City avenues to restore them to citizens, ultimately strengthening pedestrian safety and creating more public facilities for pedestrians and bicycles. This will significantly eliminate unauthorized parking and motor vehicle overcrowding, as well as enhance city circumstances. The original study was conducted using different fixtures, and inexpensive resources were required to evaluate the influence when applied broadly in the long term.

Fig 3: Left, the Pearl Street Triangle in Dumbo, Brooklyn, as it had been formerly used as a driveway, and right, as it had been reconstructed as part of a redevelopment scheme by the city’s Ministry of Transportation. Source: https://www.nytimes.com/2013/06/02/arts/design/a-prescription-for-plazas-and-public-spaces.html
4.2 Place au Changement Public Plaza

![Before]

![After]

**Fig 4:** Before and after site condition  
Source: https://divisare.com/projects/185230-collectif-etc-place-au-changement

Situated at the crossroads of two blocks in Saint-Etienne, this was formerly a wasteland (France). From 9 a.m. to 8 p.m., three different types of seminars were held that were available to the public. These included a visual arts workshop to bring the environment and fictitious homes to life. A horticulture and construction workshop were held to construct a green area in the center of the property as well as a communal garden. A carpentry studio for the creation of metropolitan furnishing was organized. The construction project was easily accessible to the general population, who were encouraged to share and learn from one another. The Colletif Etc. provided tools, counselling, and protective gear to the normal community. Seminars, open air screenings, wall hangings, performances, circus, athletic contests, tango lessons, special feasts, discussions, and other events were arranged, and talented artists, performers, and groups were cordially welcomed.

4.3 Rus Lima (Ghost Train Park)

![Fig 5: Rus lima, self-made playground](http://basurama.org/en/projects/rus-lima-autoparque-de-atracciones/)

In the mid-1980s, officials in Lima, Peru's capital, approved the construction of a series of towering concrete pillars and flyovers in the Surquillo district. They were supposed to be part of the new "El Metropolitano" electric train network, but when funds ran out, the entire project was abandoned. For more than two decades, its remains served as a stark reminder of the failure until AECID identified the area as part of a larger project called Solid Urban Waste or Municipal Solid Waste. Focusing on supporting a network of local
artists and repurposing abandoned areas of the city, the goal is to transform the abandoned site into a vibrant community.

It started in 1986 but was never completed; it is an abandoned railway line for more than 20 years. All of this changed in 2010, after the multinational collaboration between Basurama, Spain and a team of local students and street artists, Rus Lima (aka Ghost Train Park) was inaugurated. Now, for the kids, this is a muddled and exciting world of trash. It's exciting to frantically use colour and reject it on such an exhilarating scale.

This proposed site got reactivated again after two decades, when the ran out of money. In March 2001, a Madrid based group Basurama initiated to work with few local artists, architecture students and social activists to make this place livelier. The elevated concrete structures were being used to hang playground equipment, 6m above ground level. Graffiti and paintings were also implemented on these concrete columns. The whole concept to revive this abandoned and half-done flyover was to give it a theme of an amusement park from the 19th century.

![Graffiti at Rus Lima](https://www.collaborativecity.com/basurama/)

**Fig 6:** Graffiti at Rus Lima

Source: https://www.collaborativecity.com/basurama/

5. Site Selection

After analysing the case studies and understanding void typologies from the literature review it became easier to identify such spaces in Jodhpur. All of these sites were selected on the basis of the literature review. Several voids were being recognized which holds good potential to turn them into public spaces. For this study the city of Jodhpur was divided into three major zones as these were the busiest places with highly dense population. The zones selected were: Jodhpur city (Zone 1); Paota-Mandore (Zone 2) and Shastri Nagar-Chopasni Housing Board (Zone 3).
These areas have nearby mixed-use housing, various commercial complexes and office buildings that remains active during 9AM to 9PM. Many sites with heritage importance were also identified. In this research we focused on three different sites from each zone as they help us identify problems associated with them in a broader perspective.

5.1.1 Selected void in zone 1 (Co-ordinates: 26°17'53.7"N 73°01'32.4"E):
This site is located just outside one of the important heritage sites in jodhpur, Gulab Sagar. The entrance of this famous heritage site is quite shabby as it contains a void right outside this beautiful site. This void was earlier being used as a horse stable, as the higher ranked officer’s wives used to go there and worship for hours. But in the current day scenario this place is abandoned and left with heritage ruins.

5.1.2 Selected void in zone 2 (Co-ordinates: 26°18'44.7"N 73°02'36.0"E):
This site is located under a flyover situated in paota, Jodhpur. This flyover is one of the main bridges in this city as the main vegetable market is situated here. And this bridge connects to the Jaipur highway road. But under this bridge, a void has been created where slum is developing.
5.1.3 Selected void in zone 3 (Co-ordinates: 26°18’44.7”N 73°02’36.0”E):
This site is located in the south west region of the city in a residential area. The site is currently used for parking purposes and residents are unhappy due to the unorganized parking.

5.1 Public Response:
To get public opinion, the questionnaire also asked participants how they felt about their chosen venues and what they would alter. Participants' suggestions were wide and based on the places they identified in their maps and replies.
### 5.1.1 Questions Asked:

#### Table 2: Question Asked

<table>
<thead>
<tr>
<th>What comes to mind when you hear the phrase &quot;leftover spaces&quot;?</th>
<th>Now that you have been introduced to the term, can you identify these leftover spaces in Jodhpur? (feel free to write more than one)</th>
<th>Can you share some thoughts about these spaces you have identified?</th>
<th>What would you change about these spaces?</th>
<th>Which urban places are most likely to lose their current function? (more than one)</th>
<th>If you could choose yourself what should these spaces mentioned in the previous question) be transformed into?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abandoned or misused spaces</td>
<td>Yes few spaces near Bai ji ka Talab</td>
<td>They feel like a waste of land, especially that they can have a good potential due to their locations</td>
<td>The water body should be well maintained as it has potential for tourism</td>
<td>Local baori are losing their values and water is becoming stagnant</td>
<td>More green spaces and community hubs</td>
</tr>
<tr>
<td>I think of spaces that are neglected, often of small sizes and oddly shaped</td>
<td>The old city was planned as a defense tactic due to which the roads are very narrow and housing is compacted. Due to expansion the old city created some spaces that were once being used by the kings.</td>
<td>I think the overall impression is that they are uninviting and they lack personality. I generally like to be in a space that gives me something, stimulus, that can show me something new</td>
<td>I’d try to densify and put up some affordable housing, because everybody needs that where there’s space and makes sense.</td>
<td>The ruins of some historical monuments which people consider not worth preserving like the Summer market</td>
<td>The city should preserve its historical value</td>
</tr>
<tr>
<td>Undervalues spaces, victims of bad zoning and planning</td>
<td>Under Bridge Areas near Bhadwasiya are quite crowded and cause traffic congestion. Also the area is prone to theft.</td>
<td>They feel like deserted spaces, the kind which no one wants to care about but everyone’s gonna complaint about</td>
<td>In some of them, maybe I would add modest, underdesigned objects or things that would make them more welcoming in others</td>
<td>The old ruins like the Chattris of panchkuda at Mandore.</td>
<td>This depends on each context, neighborhood context, a careful look at social and economical structure of the area.</td>
</tr>
</tbody>
</table>

### 5.2 Public Feedback:

To simplify the strategies, they were needed to be categorized into three themes being - social, environmental, and economical. In retrospect, these themes also tie into the aim of the research to establish a
link between sustainable development and leftover spaces. The suggestions are sorted into the three pillars of sustainability, as this table represents.

<table>
<thead>
<tr>
<th>Social</th>
<th>Environment</th>
<th>Economical</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seating spaces with activities</td>
<td>Green area</td>
<td>Local Library</td>
<td>Improved</td>
</tr>
<tr>
<td>Cultural Center</td>
<td>Parks</td>
<td>Affordable Housing</td>
<td>Jodhpur will demolish these spaces either way</td>
</tr>
<tr>
<td>Social Hub</td>
<td>Urban gardening</td>
<td>Non Commercial uses</td>
<td>Leave them be</td>
</tr>
<tr>
<td>Recreational Center</td>
<td>Gazebos/Shaded Pathways</td>
<td>Flea Markets</td>
<td>Increase accessibility</td>
</tr>
<tr>
<td>Public Spaces</td>
<td>Terrace Gardening</td>
<td>Food Trucks</td>
<td>Preserve Heritage</td>
</tr>
<tr>
<td>Play Gounds</td>
<td>Eco Pavers</td>
<td>Artistic Hubs</td>
<td>Public Awareness</td>
</tr>
<tr>
<td>Cafes</td>
<td>Plantation Workshops</td>
<td>Redesigning of transport nagar</td>
<td>Garbage Dump Yards</td>
</tr>
</tbody>
</table>

6. Design Strategies

This strategy is intended for social transformation and the development of urban environments by leveraging the neighborhood's lifeless zones, i.e., voids. It provides a visual representation and phases for expanding the urban regeneration program as well as including the communities. Spatial planning is a people-centered approach to public space planning, development, and management. Fundamentally said, it is the process of seeing, responding to, and analyzing the residents who live, work, and play in a certain area in discovering objectives and aspirations. This data is then used to create a global strategy for such a designated area. The concept might gradually morph into a plan for realization, commencing with marginal, feasible changes that may benefit economically public spaces and the individuals who would use them. (What is placemaking? 2010)

Fig 11: Guideline about how to develop great public spaces
Source: https://www.pps.org/article/grplacefeat
6.1 Lighter, Quicker, Cheaper (LQC) Approach:
It is an effective component and accelerator for wider neighborhood urban planning initiatives. “We’re always looking for ways to do more with less.” People’s demand and urge for enhanced common areas is consistently substantial, and we become trapped in the web of fundraising and capitalizing on local ingenuity to transform these locations into community public spaces. Lighter – Quicker – Cheaper implementation could be a low-cost and high-impact technique.

6.2 Seasonal Events:
A one-time engagement may bring a substantial level of assistance and exposure to a cause. This could also significantly boost awareness in the community and contribute to the sustainable improvements. Incorporating more people enhances the chance of a better public space being created. These brief measures can help to launch an urban planning initiative by highlighting the importance of a particular public space. Organizing an activity will include interacting with a variety of public-sector problems. Addressing the local authorities will help to mitigate the difficulty, and the intervening time could be used for event management, financing, and community building.

![Movable Chess](https://www.betterblockhawaii.org/honolulu-tod-symposium)

**Fig 12:** Movable Chess

**Source:** https://www.betterblockhawaii.org/honolulu-tod-symposium

6.3 Treating a triangular site:
The triangular site is difficult to treat, especially when its present in a residential zone. Almost every portion may be occupied for a specific purpose or offers a place for improvised usage. Masonry, concrete, and steel can be used to build the Triangle Design. It is intended to be an all-weather shell that will withstand the elements with minimum upkeep. The inside is open to the elements, but it can simply be converted to a climate-controlled environment. The tiered seating is designed to be utilized by a variety of organizations and individuals, but it is most importantly intended to indicate an audience for witnessing daily events.

![Treating a triangular site](image)

**Fig 13:** Treating a triangular site
6.4 Upcycling materials

Up-cycling might be the procedure of repurposing abandoned waste into a fresh, higher-quality purpose or function. This is a regeneration method which re-invents the component instead of degrading its unique structure. The key emphasis of the organization was on what to defend free living against the vestiges of conventional civilization. It is dramatically demonstrated by Drop City (figure 14), is among the most prominent anarchist communists, wherein residences were fabricated out of junk, predominantly recycled metal and wrecked car rooftops. This instance suggests that it is possible to thrive on the junk of a successful rampant consumerism civilization.

![Fig 14: Clark Richert, View of Drop City](https://walkerart.org/magazine/the-barricade-and-the-dance-floor-aesthetic-radicalism-and-the-counterculture)

These installations of sculpture increase awareness of consumerism while still providing intriguing and aesthetically striking results. The use of discovered materials in construction is addressed in "Garbage Warrior," wherein artist Mike Reynolds describes an Open concept design solution. He has discovered a method for constructing off-grid residences out of discarded materials such as pop bottles, plastic containers, and tin cans. The Open concept design exhibits the possibilities of repurposing unwanted materials. Additionally, it highlights the notion of Handmade, which involves using widely obtainable and very often free components to achieve the optimum result.

![Fig 15: Self-contained containers](https://inhabitat.com/shipping-containers-and-cars-stacked-high-as-colorful-eco-sculptures/)

![Fig 16: Earth Rammed Tyre Wall Construction](https://inhabitat.com/shipping-containers-and-cars-stacked-high-as-colorful-eco-sculptures/)
6.5 Integrating Art

Urban sculptures and exhibition spaces have been used in most communities to inspire enthusiasm and could have a substantial impact on local citizens’ feeling of community. Project implementation and public facility design are critical to the success of public art programmes. It enables the generation of community enthusiasm and the construction of a society's identification. The presence of local artists will strengthen the sustainability of the open spaces.

Fig 17: Art installation at Beijing
Source: https://archello.com/project/the-sequence

6.6 Putting community-generated ideas into action

The effectiveness of an urban planning initiative is always dependent on social integration at all phases of the study. “Remember that the public is the expert.” Offering the society what it needs would always end up making it happy. If the society embraces and collaborates, this will help in the building of unions, the accumulation of donations, the suppression of opposition and retribution, and the general management and maintenance of the infrastructure.

Fig 18: Painting on road
Source: https://www.pps.org/article/a-playbook-for-inclusive-placemaking-community-process

6.7 Under Flyover Suggestions

Remaining regions are unused areas, such as those beneath flyovers. These areas also serve as physical boundaries in the urban structure of the metropolis. The places beneath flyovers have been neglected, underutilised, and in some circumstances, remain intimidating and unappealing. Because of ignorance, there are still a lot of empty spots beneath flyovers, but people don't go there even on vacations. There are still numerous underused or abandoned sites in cities that have the potential to become great public spaces. The majority of the
remaining slots appear as a result of traffic concerns being resolved. Converting these leftover areas into social spaces creates social value in society in the form of place-making, encourages a healthy lifestyle, and becomes social status. There must be zoning implications for these places in regard to traffic volume. As cities grow, opportunities abound for rethinking the use of barren patches of infrastructure land, such as the regions beneath overpasses, bridges, and flyovers, and/or tunnel spaces, as dependent variable rather than static places.

Fig 19: Under pass Park, Canada
Source: https://landezine-award.com/underpass-park/

7. Conclusions

According to the literature evaluation, each typology from various writers represented their research and setting. Again, because there has been no prior study of analysing residual spaces in Jodhpur, this research offers this typology completely based on the actual data acquired. This typology may also evolve over time as Jodhpur grows and changes. As a result, this typology is valid under these restricted parameters.

7.1 Limitations

In the beginning of this research, we got a clear image as to what a leftover space is and how it can be treated. It was discovered through questionnaires and participant mapping that these spaces are being acknowledged by the interviewee as they all showed their concerns in a descriptive manner. They used terms as ‘ugly’, ‘abandoned’, ‘vulnerable’ to describe such spaces. Some participants called these places as ‘waste land’ while others called it ‘unexplored’ understanding the potential these spaces possess. Climate also played an important role to identify such spaces. For example, some participants responded that these voids feel more barren in winter in comparison to summer. They also had the same notion during festivals for these spaces.

The limitation lies in the lack of man power and government negligence towards these spaces. The size and location of these leftover spaces limits the public involvement as they expect government officials to fix these spaces. Another limitation lies in lack of public awareness and missing signboards to acknowledge such areas. The main reasons why these spaces lost their values as their historical importance is not properly highlighted. Due to lesser participation of the local residents this research constraints to limited suggestions on these spaces.

7.2 Final remarks

Through this research we came onto the conclusion as to how these spaces can be managed. These areas can be allotted to formal, informal, temporary, sustainable workshops or community driven activities as each of these activities defines these voids impactfully. This research first analysed these spaces through talking to some professionals and identifying research done by other professionals before giving rejuvenating ideas for voids in Jodhpur. A digital questionnaire for participant mapping was prepared as the pandemic limited our interviews. The participants helped us to gather necessary information these spaces hold. Not only they helped us identify such spaces but they also contributed their ideas on how to make these spaces more alive. Some of them felt that these spaces get dark and possess a negative aura due to insufficient lighting around these areas. While some suggested greener and environment friendly approach such as providing more vegetation near this area to create more live spaces. Some participants also helped us to identify spaces that defines the heritage of
jodhpur. They felt that these heritage ruins should be preserved and it could be converted into artistic hubs, local markets or open yet traditional cafes.

The youth took an active participation to suggest modern solutions to these voids. They felt that the city lacks skateparks and ready-to-eat food trucks. These voids provide the best opportunity for such activities. This research that provides suggestive methods to treat these voids can be useful to municipal cooperation as it aims towards “what people expect from these spaces”.

Hence this study gave a base guideline on how to treat these urban voids that holds a potential to become unique. It also provides sample case study to get a better clarification on how to implement on such spaces, while the interviews with the expertise in urban planning gave a practical approach to work with these spaces.

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