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COLLEGE OF ENGINEERING

TOWARDS INTEGRATED SOCIO-CULTURAL SPACE IN “FAREEJ OLD AL-

HITMI” NEIGHBORHOOD IN DOHA

BY

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June 2017

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## ABSTRACT

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Title: Towards Integrated Socio-Cultural Space in “Fareej Old Al-Hitmi” Neighborhood in Doha

Supervisor of Thesis: Dr. Anna Grichting.

In the face of rapid urban development, population growth, and socio-cultural changes, most historic districts in the Gulf are experiencing difficulties in making the necessary adaptation and adjustments to the present needs and changes. On the one hand, most of these districts are suffering from decay and dilapidation. On the other hand, many of them are being erased and replaced by new business districts. Consequently, historic districts are being neglected and are losing their identity. Doha, the capital of the state of Qatar, is experiencing a rapid growth in its economy and population, resulting in the transformation of its built environment. This transformation is characterized by multiple construction projects and the abandonment of old historic neighborhoods.

The aim of this thesis is to examine the impact of this rapid urban development on the socio-cultural spaces in Doha’s historic neighborhoods, focusing on ‘Fareej Old Al-Hitmi’. This is an old neighborhood in Doha that contains the rich history of the Al-Hitmi family, and which has a coherent fabric with authentic old houses of different characters and types. Old Al-Hitmi neighborhood is one of the spaces that is currently being

neglected and is losing its cultural identity. The main objective deals with the evaluation of the current socio-cultural spaces within the study area, and examining different methods to enhance the social interaction and connectivity between the neighborhood users.

To achieve the aim of this research study, a mixed methods approach involving a combination of both quantitative and qualitative analyses were adopted and developed. (1) Theoretical study, by reviewing different topics and disciplines (2) Applied and analytical study, through site observation, field notes and photographs (3) Structured questioners and interviews with planners and design professionals from the Ministry of Municipality and Environment (MME), Qatar Museum Authority (QMA), Engineering consultant companies and Qatar Rail (QR). As an outcome, this research study attempts to develop an approach to enhance the socio-cultural spaces, and promote social interaction and engagement in urban life through a set of recommendations and design guidelines.



## **DEDICATION**

*I dedicate my work to*

*Ibrahim Nafi'*

*Salha Khalifa*

*my parents who have supported me throughout my life. Their love, encouragement, and prayers empowered me to achieve such success.*

*I also dedicate my thesis to my beloved sisters and brothers for their sincere love and encouragement*

*Thank you, my beloved family.*

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## **ABBREVIATIONS**

<b>MME</b>	Ministry of Municipality and Environment
<b>QMA</b>	Qatar Museums Authority
<b>QU</b>	Qatar University
<b>DAUP</b>	Department of Architecture and Urban Planning
<b>NMoQ</b>	National Museum of Qatar
<b>QNMP</b>	Qatar National Master Plan
<b>QNV</b>	Qatar National Vision
<b>QNDF 2032</b>	Qatar National Development Framework 2032
<b>QRDP</b>	Qatar Rail Development Program
<b>SG</b>	Smart Growth
<b>NU</b>	New Urbanism

# **CHAPTER 1: INTRODUCTION**

## **1.1. Research Significance**

Due to the rapid urbanization nowadays, most historic neighborhoods in the Gulf are struggling to adapt and cope with the present changes. Many of these neighborhoods are either being occupied by low-income workers or are being replaced by new business districts, which in turn are affecting the cultural identity negatively. Over the past few years, Doha has been experiencing a rapid growth in its economy, population, and its built environment is being transformed drastically. This is characterized by a major drive towards the execution of multi construction projects and the negligence of the old historic neighborhood, which is resulting in the loss of its identity.

Old neighborhoods in Doha should be known as a valuable resource for future development and sustained for the present and future generations, since they are considered as the reflection of Qatar's cultural identity. Even though the rapid urban development is beneficial in several ways, it is still a challenge in the face of cultural neighborhoods. Nonetheless, it is of great importance to recognize the opportunities of new planning approaches that challenge the traditional city development models. Cities that are experiencing a period of rapid urbanization can consequently create enhanced ways of adaptation to the urban development. The challenge lies in enhancing and promoting the socio-cultural capital of each city, where inhabitants can sustain a sense of identity.



Neighborhoods are the basis of the ongoing development of cities. Societies tend to build their neighborhoods in relation to their socio - cultural necessities. In the Gulf region, the design of the neighborhoods shows this socio- cultural implication in the Fereej which is the fundamental space for social interaction and engagement. Nowadays, rapid urban developments have significantly impacted the neighborhood fabric, discouraging social engagements and interactions. Fareej Old Al-Hitmi is an old neighborhood of Doha that contains a significant history of the Al Hitmi family and it has a coherent fabric of old houses of different characters and types. The significance of Fareej Old Al-Hitmi's location, history, society, and architecture make it worth studying, in order to be able to maintain it for coming generations by developing it as a socio-cultural and livable neighborhood that enhances social interactions and engagements.

## **1.2. Research Aim and Objectives**

The aim of this thesis is to investigate the impact of the rapid urban development on the socio-cultural areas and spaces in Doha's historic neighborhoods, focusing on 'Fareej Old Al-Hitmi'.

The main objective of this thesis is to evaluate the current socio-cultural spaces within the study area. The second objective is to develop an approach to enhance the socio-cultural spaces, and to promote social interaction and engagement in urban life over a set of design guidelines and recommendations.

The following research questions intend to respond to the above mentioned aims and objectives of the thesis.

- How has the rapid urbanization of Doha impacted the socio-cultural space of Fareej Old Al-Hitmi?
- How does the design of public spaces affect social interaction?
- What are the factors that influence social interaction?
- What are the activities that encourage people to meet and interact?
- What approach can be put forward for Fareej Old Al-Hitmi neighborhood to enhance the socio-cultural space and to promote social interaction and engagement in urban life?
- How can communities be more engaged in shaping their socio-cultural spaces?

### 1.3. Research Hypothesis

The following table shows different hypotheses derived from this research problem, and have been set to be tested in this research study.

**Table 1: Research Hypothesis**

Main Problem	Lack of integrated socio-cultural spaces in Fareej old Al-Hitmi
Hypotheses 1	The availability of integrated urban design processes that adopt integrated socio cultural spaces will promote social interaction
Hypotheses 2	Social outdoor activities can increase social interaction and co-existence of various groups of people.
Hypotheses 3	There is a relation between the neighborhood urban design and the sense of neighborhood identity and place.

## 1.4. Structure of the Research Study

The thesis is categorized into seven chapters. Chapter 1 begins by explaining significance of the research, its aims and its goals. Chapter 2 presents a literature review that focused on conceptual issues of the research, as well as case studies and background information. Chapter 3 presents the methodology and approach of the research. Chapter 4 describes the research context in terms of the transformation of Doha’s historic neighborhoods and the significance of the selected study area. The final chapters of the thesis (5 and 6), contain the research findings and discussions. Furthermore, a set of design guidelines and recommendations are developed to suggest improvements towards a more integrated socio-cultural areas and spaces that promotes social interaction and engagement in urban life (Figure 1).

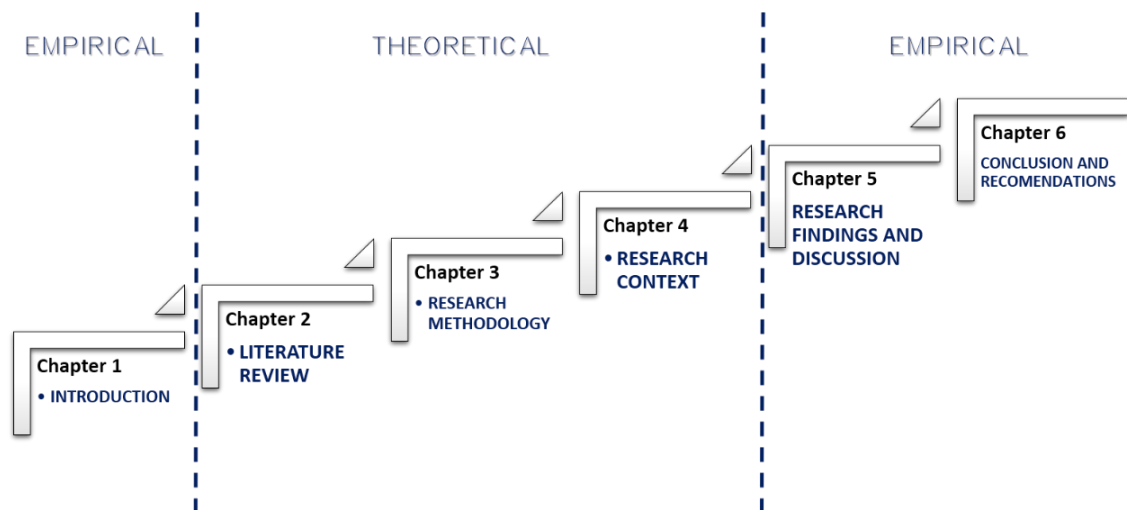


Figure 1: Structure of the research study

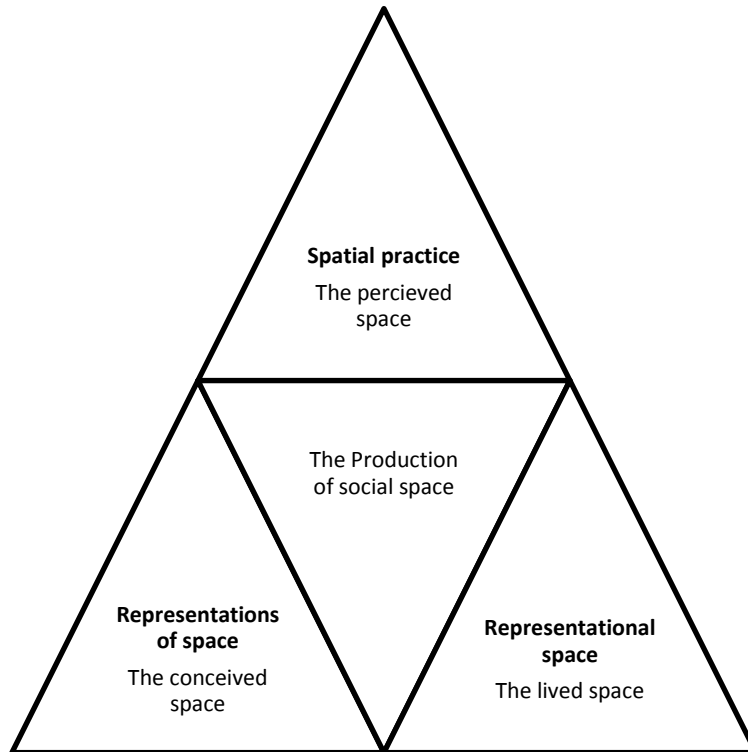
## **CHAPTER 2: Literature Review**

### **2.1. Socio-Cultural Space**

A social space is any place where people come together and interact with one another. It can be a physical location or a virtual one, for example restaurant or shopping mall. However, it can also be a public domain such as a city park or a town square (Dyer & Ngui, 2010).

#### **2.1.1. The Production of Social Space**

The production of space theory was elaborated by French philosopher Henri Lefebvre, who originally presented the term 'production of social space'. His study on space was inspired by influential geographers, such as Edward Soja and David Harvey. Three types of spaces were distinguished Lefebvre, which described the politico-economic process influencing the 'Production of Space': representation of space, representational spaces, and spatial practice (Figure 2). To begin with, the 'Representation of Space' refers to the space as conceived by researchers of spatial science or urban planners. The 'Representational Space', on the other hand, refers to the interaction between social space of built environment and urban form. As for the 'Spatial practice', it is closely related to physical space perceptions (Goonewardena, Kipfer, Milgrom, & Schmid, 2008).



**Figure 2: The Production of Social Space (Goonewardena, Kipfer, Milgrom, & Schmid, 2008).**

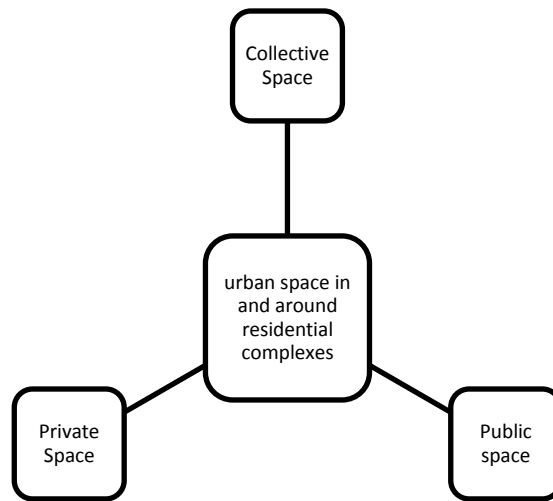
### **2.1.2 Type of Social Spaces**

In the 1990's, Lefebvre's theory introduced a new way of understanding the urbanization processes, their consequences and their conditions at any scale of social reality: from everyday life practices, through the urban scale, to the flows of capital people, ideas and information. This theory relates to urban design practices and research through the links between the critique of urbanism, urban analysis, and the vision of a new type of social space in the contemporary city. Furthermore, Henri Lefebvre pointed out that in human

society all *“space is social, it involves assigning more or less appropriated places to social relations, social space has thus always been a social product”* (Lefebvre, 2009).

As mentioned by Lefebvre, each aspect of the society; a family, schools, workplaces and so on, possesses an *“appropriate”* space, for a specified use within the labor social division. A space in which *‘a system of “adapted” expectations and responses - rarely articulated as such because they seem obvious - acquire a quasi-natural self-evidence in everyday life and common sense’*. Therefore, Lefebvre refers to the post office, the town hall, the grocery store, the police station, the bus as well as the train and its stations, as the main features of a social space. (Brenner & Elden, 2012).

In the groundbreaking book *“Formes Urbaines”*, architects Castex and Panerai together with sociologist DePaule presented the productivity of Lefebvre’s approach through studies of several European cities, focusing on both the social and spatio-physical effects of the transformation of the traditional urban housing block into the open building forms of modernist urban design (i.e. Le Corbusier et. al.) between 1850 and 1960. For this purpose, three classifications of urban space in and around residential complexes were distinguished by the French researchers: collective, private and public space (Figure 3). Each classification is connected to a specific form of social use (‘practice’). Each of these categories of urban space is related to a specific form of social use (‘practice’). These studies point out the delicacy and necessity of the physical boundaries between these different types of urban space and their specific social practices (Claessens, 2005).



**Figure 3: Three levels of urban space in and around residential complexes (Source: Author)**

According to Castex, Panerai, and DePaule, the Public Space concept is receiving expanded considerations over the different ranges of sociology and humanities disciplines. Every discipline looks at the concept from its own interest. Urban designers, for example, generally focused on the sense of place and the placeless, while sociologists focus on the subjective value of place and historical construction (Mensch, 2007). The UK government defined the public space as follows:

*'Public space relates to all those parts of the built and natural environment where the public have free access. It encompasses: all the streets, squares and other rights of way, whether predominantly in residential, commercial or community/civic uses: the open spaces and parks; and the "public/private" spaces where public access is unrestricted. It includes the interface with key internal and private spaces to which the public normally has free access.'*



As shown in the table below, the relative ‘Publicness’ of space can be considered in terms of three qualities:

**Table 2: qualities of the relative ‘Publicness’ of space (Carmona, Tiesdell, Heath, & Oc, 2010)**

<i>Three qualities of the relative ‘Publicness’ of space</i>		
1	Ownership	Whether the space constitutes ‘neutral’ ground, and whether it is publicly or privately owned
2	Access	<p>Whether the public has access to the space. This poses the question of whether a place becomes private when an admission fee is charged: consider for instance, the difference between museum for which an entry fee is charged and for which no entry fee is charged: is one public and the other not, or are neither public?</p> <p>While, in urban design terms, ‘accessibility’ is the ability to enter and utilize a space</p>
3	Use	Whether the space is effectively utilized and shared by diverse individuals and groups

The public realm can be the sites and setting of formal and informal public life. This definition contains some idea of public space, whether virtual or material. The public realm can be organized into four categories: parks, streetscapes, coastal areas and public places (Figure 4). The definition of these categories area as follows: (1) Parks - Public open spaces within a community for recreational use. (2) Streetscapes - A combination of many visual elements characterizing a street, such as road, sidewalk, trees, furniture, and open spaces that combine to form the street’s character. (3) Coastal Areas - All land areas along the water’s edge. (4) Public Places - All open areas within a community that are accessible to the public or for public gathering (Carmona, Tiesdell, Heath, & Oc, 2010).



**Figure 4: Categories of public realm (Carmona M. T., 2010)**

The concept of physical public realm extends to all the spaces used by and accessible to the public, containing the below:

**Table 3: The concept of physical public realm (Carmona M. T., 2010)**

<b>Physical public realm spaces</b>	
<b>1</b> External public space	External areas accessible to public. It is open space in its purest shape. The parcels laying between private landholdings e.g. parks, public squares, highways, streets, parking lots, stretches of coastline, lakes, rivers and forests.
<b>2</b> Internal 'public' space	Internal areas accessible to public e.g. public institutions (museums, libraries, town halls, etc.) as well as most public transport facilities (bus stations, train stations, airports, etc.).
<b>3</b> External and internal 'public' space	External and internal areas accessible to public. Private properties that are open to the public, e.g. university campuses, restaurants, sports grounds, cinemas, theatres, shopping malls. This category also contains privatized external public spaces. As the operators and owners of all these public spaces retain rights to regulate behavior and access within these spaces, they are only nominally public.

The public realm has diverse essential functions. Based on a range of literature, Tiesdell & Oc (1998) specified four valuable general standards of the public realm: (a) open to all (universal access); (b) free from coercive forces (neutral area); (c) accepting and

accommodating difference (comprehensive and pluralism); and (d) symbolic and representative of the sociability and of the collective (rather than privacy and individuality) (Tiesdell & Oc, 1998).

The democratic nature of public spaces is referred to urban design literature. Frederick J Olmstead, for instance, considered public open parks as a means of enhancing social interaction and allowing different social classes to mix, whereas, Lynch discussed in 1972 that open spaces are at hand of all human actions, whether voluntary or spontaneous and are one of the 'essential values'.

Similarly, Loukaitou-Sideris & Banerjee (1998) specified three vital functions of public space: (a) common or neutral base – for societal engagement, and connection; (b) a political convention, for political display, representation and action; and (c) a forum for personal development, information exchange and social learning.

It is perhaps more adequate to say that the public realm contains some elements of public sphere and of public space. Rather than public realm, Habermas used the term 'public sphere'. By contrast, the concept of public realm bridges public space and public sphere (Habermas, 1962). Low & Smith (2006: 5) argued the relationship between public sphere and public realm, seen as a key political concept.

They note the considerable literature regarding the public sphere, which

*'..... emphasizes the media, ideas, institutions, and practices that all promote the generation of something that we can call the public opinions, and the work is generally settled both in a larger historical framework regarding the state and the transformation of bourgeois social relations and in a normative search for moral and political effectiveness. ....'*

The authors also mention that, everyone has discussed public space at once, urbanist, planners, architects, geographers, anthropologists, and others.

*'This work is explicitly spatial, seeking to comprehend the ways in which social and political, and economic and cultural processes and relations make specific public places and landscapes, and the ways in which, in turn, these geographies reaffirm, contradict, or alter their constituent social and political relations.'* (Low & Smith, 2006)

They conclude that, while these public spaces and public sphere literatures overlap, they occupy separate disciplines: *'The public sphere remains essentially ungrounded while public space discussions insufficiently connect to mediations on the public sphere.'* (Low & Smith, 2006).

**Table 4: Type of Spaces (Source: Author)**

<b>Type of Spaces</b>	
<b>Public Space</b>	Roads (including the pavement) Public squares Parks Beaches Government buildings which are open to the public, such as public libraries
<b>Semi-Public Space</b>	Commercial: Mall Cultural institution: Market and Souq Train
<b>Private Space</b>	Privately owned buildings Non-government-owned malls

As defined by Ali Madanipour, private space is an individuated portion of social space, a part of space that individuals enclose to control for their exclusive use (Madanipour, 2003).

## **2.2. Urban Design and the Relationship between Society and Space**

Society and space are obviously closely related, and it is difficult to perceive space without its social content, and even, to perceive society without a spatial component. Understanding the connection between the environment ('space') and people ('society') is a fundamental component of urban design. Consideration of the relationship between people and their environment begins with environmental or architectural determinism, where the physical environment has a determining impact on human behavior. However, by negating the role of social influences and human agency, it presumes environment-

people integration is a one-way process. Similarly, Kashef describes an attitude within social science that sees space '*...as a backdrop or a neutral container for economic and social activity (i.e. urban space may be configured and reconfigured by societal and cultural changes but not vice versa).*' (Kashef, 2008).

People are active and they are known to change and influence the environment as it influences and changes them. Therefore, it is a constant two-way operation in which people modify and create spaces, and are also simultaneously being influenced in different ways by those spaces. Social process usually take place neither in a vacuum, nor against a neutral backdrop, therefore, the built environment is the outcome of and the medium for social change and processes.

Urban designers influence patterns of social life and human activity by shaping the built environment, and for instance, social relation can be: (1) Facilitated by space – where the friction of inhibits or distance facilitates the development of various social practices. (2) Constrained by space – where the physical environment obstructs or facilitates human activity. (3) Constituted through space – where the characteristic of site influence the settlement form (Wolch & Dear, 2014).

### **2.3. Neighborhoods and Social Interaction**

Neighborhoods are the basis of dynamic development of cities. Individuals usually shape their neighborhoods as per their socio-cultural demands. Neighborhoods can be planned and designed in a way that enhances a sense of place, and as an area of identity.

While this may be a quite superficial sense of identity with the area's physical character, it may also be a deeper and more expressive sense of identity with the place's socio cultural character.

In addition, a neighborhood can be designed as an area that enhances social interaction. Blowers (1973) identified four different types of neighborhoods. The first type is the ecological and ethnological neighborhood with a common environment and identity. The second type is the homogeneous neighborhood, inhabited by ethnic groups. The third type is the functional neighborhood, derived from the geographical mapping of service provision. Lastly, the fourth type, and which only has an attribute to a community, is the community neighborhood, where a close-knit, socially homogeneous group engages in primary contacts. The fundamental issues concerning the neighborhood design concept can be reviewed under four headings – Social relevance; Size; boundaries; and mixed communities.

### **2.3.1 Social Relevance and Meaning**

The concept of self-sufficient neighborhoods has been criticized for being outmoded and having limited relevance to modern society. It is mostly in reflection to increased mobility, specifically car-based mobility, and mobility empowered by electronic communications. Also, even though communities-of-place still occur, they have been displaced by communities-of-interest that are detached from any specific locale.

In addition, it is argued that the rapid urbanization affects people's perceptions of the sense of community and place. They are not geographically limited to the local area or

neighborhood and they have the chance to choose their entertainment destinations, workplace, shopping and their children's schools, from different parts of the city. Whether individuals have certain socio-cultural traits or not, neighborhoods contain places with distinct characteristics that individuals can recognize and gain a sense of belonging from.

### 2.3.2 Size

The neighborhood preferred size can be derived from the catchment population for a primary or elementary school or, in the case of transit oriented development (TOD), the population required to make public transit viable. The preferred size is also restricted to what is known as a comfortable walking distance. Generally, it is either a 5 or 10 minute walk, for a diameter of 300-800m.

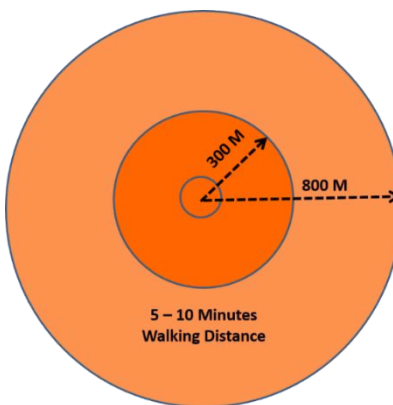


Figure 5: Comfortable walking distance diagram (Source: Author)



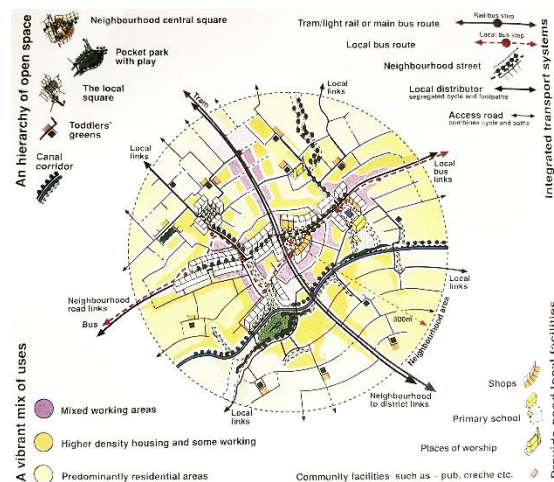
### **2.2.4 Boundaries**

A common concept is that clear boundaries to neighborhoods will promote social and functional interaction, identity, and sense of community within those boundaries. However, different thoughts have been expressed concerning the value of such boundaries. Jacobs (1961) argued in contrast with identifying the boundaries, and stated that neighborhoods functioned best when they had no beginnings or ends, and that their success relied on interweaving and overlapping. In addition, Lynch argued that planning a city as a series of neighborhoods would promote social segregation, as any perfect city has a continuous fabric, rather than a cellular one.

### **2.2.5. Mixed Communities**

Mixed-use neighborhood design concept is considered to be beneficial for social and environmental sustainability purposes. For example, providing activities and facilities close to home, or providing opportunities for ‘life-time’ communities; where people can either move home without leaving the neighborhood or age in the place, and also by making the neighborhood stronger by avoiding concentrations of housing of similar types. As shown in the figure below, mixed neighborhoods also promote diversity in building scales and forms, which in turn contribute to better spaces, distinctiveness and more visual attractiveness for the neighborhood as a whole (Carmona, Tiesdell, Heath, & Oc, 2010).

In the Gulf region, the design of the neighborhood verifies this cultural sense, as the Fereej is the central place for social interaction, which is defined as a traditional neighbourhood system home are built as the courtyard style to the edge of the plot to define the public realm and maximise the use of land. In addition, small paths, known as Sikkak, connect the neighbouring homes to public spaces and community facilities known as Barahaat, as well as larger open spaces known as Meyadeen (Abu Dhabi Urban Planning Council, 2011). However, at the present time, rapid development forces have significantly impacted the design of the neighborhood, which discourage social interactions. Today, neighborhoods in the city of Doha are typically not pedestrian-friendly and interrupt the promotion of sustainable development aspects.



**Figure 6: Mixed-use neighbourhood (Carmona, Tiesdell, Heath, & Oc, 2010)**

## 2.4. Sense of Neighborhood Place

The sense of place represents an important component within a neighborhood, which contributes to promoting the sense of security and lessening crime rates in a community. As mentioned by Lynch (1981) “ *Sense is the interaction between individual and place, depends on spatial form and quality, culture, experience and current purpose of the observer*”. A sense of place can be “*created by the pattern of reactions that a setting stimulates for a person*”. These responses are a creation of both the situation’s characteristics and personal features that are carried in by users. . An individual’s sense of place is shaped by the experience they obtain in a specific situation, and how that situation makes them feel. Identity could be defined as the basic form of sense and is the extent to which an individual can recall a place as being distinctive from other places; or in other words, the place is unique and sustains a character of its own, which makes it stand out amongst other areas. People continue to recognize themselves with places by calling them home, and using these places to provide a kind of symbolic identity that differentiates them from others (Lynch, 1981).

Obviously, every neighborhood has its particular sense of place. Whenever individuals think about the neighborhood in which they were brought up in, they will recall its unique physical appearance and human atmosphere. Sense of neighborhood place has been commonly seen as good for places and people, creating a source of identity and security. For places, sense of neighborhood place is connected with an increased social solidarity, community participation and local networks (O’Sullivan, 2009). To the residents, it

translates into feelings of security and higher life satisfaction (Jean, 2015). From an urban design point of view, the attachment of residents to places is used to clarify neighborhood vitality and stability (Schwaller, 2012). This is what makes sense of neighborhood places, which contain tangible ties that are shown when, feelings, images, memories and smells with the place (Cloutier et. al., 2014).

Rogers and Sukolratanamettee (2009) mentioned that the sense of community can be promoted by attractive physical surroundings, as the spaces generated in the neighborhood can enhance social integration. These spaces can be defined as well-defined boundaries that promote community networking and interaction (McMillan & Chavis, 1986). In addition, residential areas that take into consideration ecological designs, usually have a higher sense of community, as shown in previous studies established in Houston at four suburban-metropolitan neighborhoods (Rogers and Sukolratanamettee 2009). Ecological design that is recognized by mini-parks and pedestrian paths is thought to motivate interaction and open-air activities in the provided space. Those interactions and activities can lead to increased social networking and sense of community, when compared to neighborhoods containing decreased or no open-air activities (Rogers and Sukolratanamettee 2009).

## **2.5. Rapid Urbanization and Socio Cultural Change**

As defined by Gyabaah, urbanization is the migration and movement of people in large numbers from a rural society to an urban one. This includes an increase in the amount of people in urban areas and mostly happens due to the concentration of resources and facilities in cities. Urbanization is also the consequence of political, social, and economic growth that leads to the urban transformation from rural to metropolitan pattern of governance and to the urban concentration and expansion of large cities (Nsiah-Gyabaah, u.d.). In addition, urbanization is also defined as the growth of cities. In general, urbanization is linked to industrialization, modernization and the sociological processes of rationalization (Molla, 2015).

The factors that cause urbanization can be classified into three categories, namely, economic opportunities, proper infrastructure and utilities and availability of public facilities (Molla, 2015). Regarding economic opportunities, most people prefer the great variety of jobs and countless opportunities offered in the city, to the standard way of living in rural areas. As for the proper infrastructure and utilities category, the urban area is ordinarily equipped with better utilities and infrastructure, such as, water, electricity, roads and transportation. Finally, there is more availability of public facilities in cities than in rural areas, such as education and health. In addition, the provision of recreation facilities, entertainment destinations, park and service areas are attracting more people to live in cities and are meeting the needs of the urban community.

### 2.5.1. Urbanization Issues and Problems

Most people thought that urbanization will bring more benefits with the growth of commercial activities, economic improvements, and social and cultural integration. However, according to TCPD (2006), there are several issues encountered by cities in the process of urbanization, these include, rapid rate of urbanization, reduce in the quality of urban living, and decrease in the quality of living. The noticeable yearly increase in the rate of urbanization has required the development of new social, housing and commercial amenities. However, the lack of rich urban boundaries has led to the formation of urban sprawl upon major agricultural areas, sensitive areas, and areas which are not appropriate for development (TCPD, 2006). These situations led to various urbanization issues, and examples of these issues are pollution, reduction of green areas and traffic congestion. Finally, urbanization can lead to the reduction in quality of living.

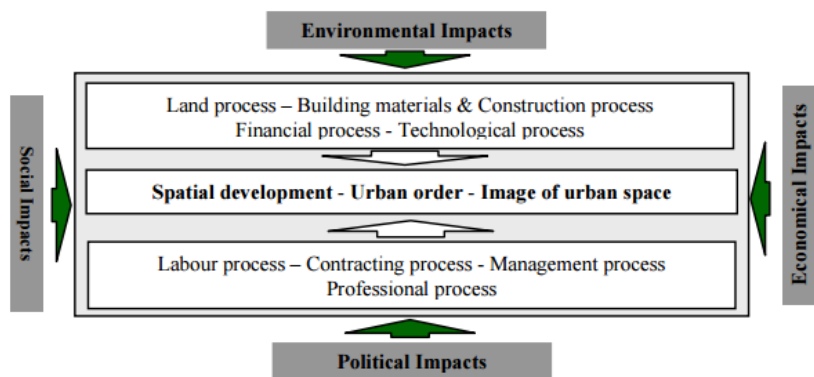


Figure 7: Factors that impact urban development process and the main drivers of globalization (TCPD, 2006).

## 2.6. Case Studies

For the aim of this thesis, and in order to develop an approach to enhance integrated socio-cultural spaces and promote social interaction in the area, two case studies were selected from different cities in the world. From Linden Hills Neighborhood in the United States, to Dubai Downtown and Business Bay in the United Arab Emirates, the selection of the cases was based on a hierarchy of contextual relevance, from international to regional.

### 2.6.1. Linden Hills Neighborhood, Minneapolis, USA

- Overview

Linden Hills is a neighborhood in the Southwest community of Minneapolis. It is bordered to the south by West 47th Street, to the north by Lake Calhoun and West 36th Street, to the south by West 47th Street, to the west by France Avenue and to the east by Lake Harriet and William Berry Parkway (Figure 8) (City of Minneapolis, MN, 2017).

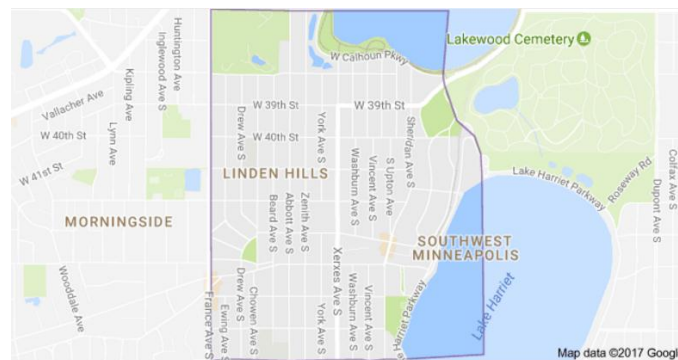


Figure 8: The case of Linden Hills neighborhood location (Source: google map)

- Project Area Description

The Linden Hills' commercial districts are community assets that should be retained and enhanced. The main attributes of these corridors and commercial districts include a number of successful and independent business operations, a mix of retail and service establishments, a collection of low-rise buildings, narrow storefronts along tree-lined streets, and close proximity to Lake Harriet and the Grand Rounds Parkway. Linden Hill's commercial districts have been, and continue to be, very successful. The sum impression and interrelationships of the individual commercial districts, the adjacent residential areas, and the connection to regional park amenities conveys a character that is desirable to residents and visitors (Figure 9) (Hodges & Swanson, 2013).



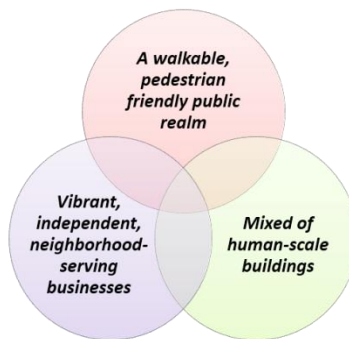
*Fig 1.3 Linden Hills at 43rd & Upton looking north toward downtown Minneapolis. Courtesy of Metropolitan Design Center.*

**Figure 9: Linden Hill's commercial districts (Hodges & Swanson, 2013)**



- The City Vision

The Vision of Linden Hills Small Area Plan (LHSAP) is to have an integrated urban village that embraces a walkable, pedestrian friendly public realm, a vibrant, independent, neighborhood serving both housings and businesses in a mixed of human-scale buildings (Figure 10).



**Figure 10: Linden Hills integrated urban village principles (Source: Author)**

- Goals and Policies:

To fulfill this vision five goals have been established, and policies have been added as follow (1) To keep and enhance what makes the Linden Hills commercial districts unique by encouraging the retention, reuse, and renovation of existing buildings, especially historical ones. (2) To ensure appropriately-scaled development by encouraging low rise buildings. (3) To encourage complementary uses, activities, and public realm enhancements by facilitating the expansion of alternative transportation choices and infrastructure including walking, cycling, and transit. (4) To promote public infrastructure and private development that reinforces a sustainable neighborhood by

encouraging infill developments. (5) To Support the development of a broad spectrum of life-cycle housing options by promoting housing options that meet the needs and desires of people throughout their lives (from young adults to seniors). Also, by encouraging a mix of dwelling unit type and sizes within new or renovated multi-family buildings ( Hodges & Swanson, 2013).



**Figure 11: Linden Hills existing land use map (Hodges & Swanson, 2013)**

- Development Patterns

Understanding the history of development in the Linden Hills neighborhood. The primary influence was the streetcar line that ran through the neighborhood. The presence of the streetcar encouraged a certain type of commercial development that was oriented toward pedestrians. The pattern is evident in the location and size of commercial lot. The small scale of buildings, characterized by modest width and height, create a pedestrian friendly, human-scale character that community wants to preserve and enhance ( Hodges & Swanson, 2013)



**Figure 12: Historic view Linden Hills ca. 1930. “Twin Cities by Trolley” ( Hodges & Swanson, 2013).**

- Small Area Plan Process

LHSAP development process engaged Hundreds of community members participated in various aspects of the project through four neighborhood workshops, eight Steering Committee meetings, two open houses, and two public online surveys. These types of engagement gathered response from neighborhood residents and property owners, which assisted classify areas of concern, and inform the development and evaluation of key plan elements: land use, urban design, building and site design, transportation, heritage preservation, and the environment.

- Creative City Making Initiative

As part of the planning process, a team of three artists worked with youth in the community to introduce them to aspects of neighborhood planning and seek their input. Imbedding artists and youth in planning processes increased community interaction and participation with the public to gain positive change in the quality of social discourse regarding the City's urban future.



Figure 13: The case of Linden Hills Neighborhood participation program sketches (Hodges & Swanson, 2013).

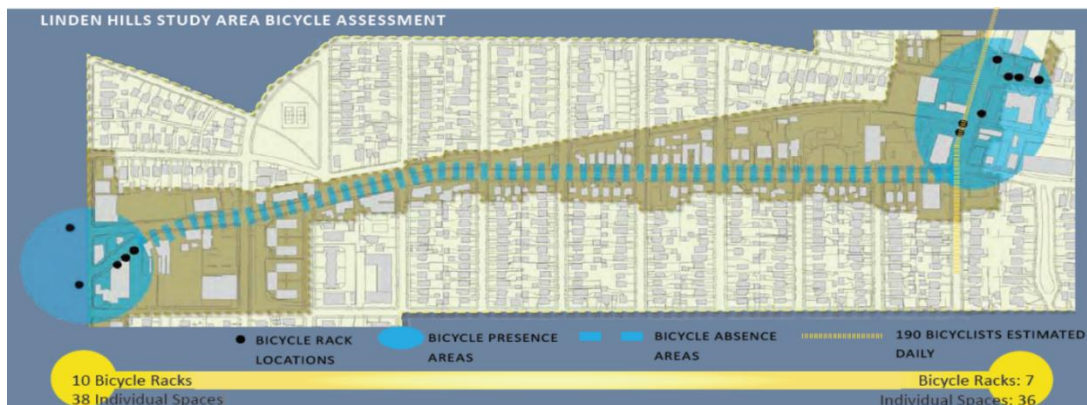


Figure 14: Linden Hills study area bicycle assessment ( Hodges & Swanson, 2013).

## 2.6.2. Dubai Downtown and Business Bay, United Arab Emirates.

### - Overview

Downtown Dubai, earlier recognized as Downtown Burj Dubai, is a mixed use and large-scale complex in Dubai, United Arab Emirates. Covering an area of approximately 2 square kilometers. It is known as the home of some of the city's largest landmarks containing Burj Khalifa , Dubai Mall and Dubai Fountain. The complex is located across from Al Wasl locality on the Northwest, along Sheikh Zayed Road. It is bounded to the Northeast by Financial Centre Road and to the South by Business Bay, which separates it from Trade Center 2 and Zabeel 2 (Figure 14) (DubaiAlArab, 2017).

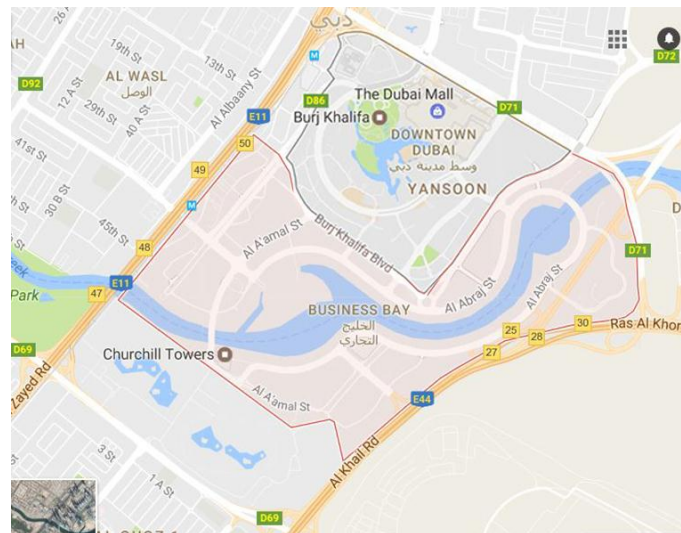


Figure 15: Downtown Dubai Location (Source: google map)

- Project Area Description

Development is divided into 11 projects. Burj Khalifa world's tallest building, Dubai Fountain, Burj Park Island, Dubai Mall and the Downtown Dubai hotel which are at the center of the complex. The Old Town Island is regularly low-rise residential buildings, in addition to Souq Al Bahar and three hotels. (Urban Design Group, 2017).

- The City Vision

The vision of Dubai Downtown is to develop new vibrancy and vitality to the Downtown and Business Bay districts in the heart of Dubai. The designers focused on the space between buildings, the public realm to develop a solution which will enhance a sense of identity and place, with a long-term social and environmental resilience.



**Figure 16: Dubai Downtown public realm (Urban Design Group, 2017).**



- Development Patterns

The vision has developed the following strategies (1) Mixed land use development includes commercial, residences, retail, hotels and community space. (2) Provided a new cultural center that will be home to art galleries and museums. (3) Provided a cohesive master plan design which will enhance connectivity for cyclists and pedestrians. (4) Integrated socio-cultural spaces that will promote social interaction and engagement in the area.



**Figure 17: Dubai Downtown open spaces (Urban Design Group, 2017).**

**Table 5: Literature review summery**

Source	Topic	Synthesis	Source	Topic	Synthesis
Dyer & Ngui, 2010	Socio cultural space	Definition of social-cultural space	Habermas, 1962	Public sphere	Introduced the concept of public sphere
Henri Lefebvre 2009	Production of social space	Three types of space were distinguished by Lefebvre and described	Low & Smith, 2006	Type of Spaces	Public Space, Semi-Public Space, Private Space
Goonewardena, Kipfer, Milgrom, & Schmid, 2008	Spatial practice'	'Spatial practice' related to the physical space perceptions	Madanipour, 2003	Private space	Definition of private space as an individuated portion of social space
Henri Lefebvre	Type of social spaces	Three levels of urban space in and around residential complexes: private, public, and collective space	Kashef, 2008	Society and space	The relationship and connection between society (people) and space (environment)
Mensch, 2007	Public Space	Different views of public space and with specific concerns and interest to the fore	Blowers, 1973	Neighborhood design concept	The fundamental issues concerning neighborhood design concept
Carmona, Tiesdell, Heath, & Oc, 2010	Publicness of space	'Publicness' of space can be considered in term of three qualities: Ownership, Access, and use	Cloutier et. al., 2014	Sense of place	Developed idea about what makes sense of neighborhood place
	Public realm	Includes definitions and categories of public realm	Rogers and Sukolratanamete, 2009	Sense of community	The outdoor spaces in the neighborhood can promote the social interaction
	Type of public space	Definition of: External public space, Internal 'public' space, External and internal 'public' space	Mcmillan & Chavis, 1986	Social integration	Definition of spaces that can enhances social interaction
(Tiesdell & Oc, 1998)	Qualities of the public realm	Four desirable general qualities of the public realm were developed	Linden Hills Neighborhood, Minneapolis, USA, 2017	Integrated urban design	Principles and goals toward integrated socio-cultural space
(Lynch, 1972)	Sense of place	Definition and forms of sense of place	Dubai Downtown and Business Bay, United Arab Emirates, 2017	Sense of place and identity	Solution which will carry a true sense of place and identity, ensuring long-term social, environmental and economic resilience.



## **CHAPTER 3: RESEARCH METHODOLOGY**

### **3.1. Introduction**

This chapter establishes the methodological framework of this thesis. A mixed methods approach involving a combination of both quantitative and qualitative analyses were used in this thesis to answer the research questions and examine the impact of development on the socio-cultural fabric and spaces in Doha's historic neighborhoods, focusing on 'Fareej Old Al Hitmi' in Doha. The first part includes the research approach which contains developing an explanation of different topics, which in turn contributed to the development of a conceptual framework for this thesis. The second part includes the research study tools, data collection, and gathered data for the site analysis.

### **3.2. Research Approach**

To achieve the aim of this research study, a mixed-methods approach involving a combination of both quantitative and qualitative analyses were adopted and developed through three steps: (1) Theoretical study, by examining different topics and disciplines (2) Applied and analytical study through site observation, field notes, and photographs (3) Structured questionnaires and interviews with professionals from local planning authorities and engineering companies.

The table below summarizes the data collection tools used in this thesis.

**Table 6: Data collection tools used in this thesis**

Method	Intent
Site Analysis	<p>Site visits to:</p> <ul style="list-style-type: none"> <li>- Develop an overview of the current condition of the study area.</li> <li>- Examine the internal and external socio-cultural spaces.</li> <li>- Explore the historic remains of the area.</li> <li>- Map the existing land uses and future development plan.</li> <li>- Develop SWOT analysis for fareej old Al-Hitmi.</li> </ul>
Observation	<p>Site observation to:</p> <ul style="list-style-type: none"> <li>- Identify and verify the presence or absence of socio-cultural integration in Fareej old Al-Hitmi.</li> <li>- Assess the impact of the rapid urbanization in Fareej old Al-Hitmi socio-cultural spaces.</li> <li>- Examine the social interaction in Fareej old Al-Hitmi spaces during day and night.</li> </ul>
Focus Groups Interviews	<p>Interviews with professionals from local planning authorities and engineering companies to investigate the following:</p> <ul style="list-style-type: none"> <li>- Existing land use map, Previous and new boundaries for Fareej Old Al-Hitmi neighborhood.</li> <li>- Future master plan for Fareej Old Al-Hitmi neighborhood and future of Doha in alignment with governmental initiatives to sustain urban growth.</li> <li>- Governmental attempts and initiatives to consider socio-cultural spaces that enhance social interactions in the neighborhoods.</li> <li>- Metro circulation map and stations location in Fareej Old Al-Hitmi neighborhood.</li> <li>- Urban opportunities to enhance Fareej Old Al-Hitmi's historic buildings.</li> <li>- Building condition, type and uses of the historic buildings in Fareej Old Al-Hitmi neighborhood.</li> <li>- Building construction materials of the historic buildings in Fareej Old Al-Hitmi neighborhood.</li> <li>- The owner and occupant of the old buildings near Qatar National Museum station in Fareej Old Al-Hitmi.</li> <li>- QMA Vision for the old buildings near Qatar National Museum station in Fareej Old Al-Hitmi.</li> </ul>
Questionnaires	<p>Investigate the following:</p> <ul style="list-style-type: none"> <li>- People's perceptions of the types of activities that encourage the community members to gather together and interact.</li> <li>- The engagement of communities in shaping the socio-cultural spaces.</li> <li>- The effect of the available spaces on enhancing the social interaction.</li> </ul> <p>To help in developing an approach to enhance the socio-cultural spaces, and promote social interaction and engagement in the study area.</p>

### **3.3. Selection of the Study Area**

Due to the rapid urbanization, most historic neighborhoods in Doha are experiencing difficulties to adapt with these changes. Many of these neighborhoods are either being replaced by new business districts or occupied by low-income workers, which in turn are affecting the cultural identity negatively. Old neighborhoods in Doha should be known as a valuable resource for future development and sustained for the present and future generations, since they are considered as the reflection of the identity and culture of Qatar's.

Fareej old Al Hitmi is an old neighborhood of Doha that contains a rich history of Al Hitmi family and has a fabric with numerous blocks of authentic old houses of different characters and types. Today, in the face of rapid urban development and people's changing lifestyles, old Al Hitmi has experienced problems in making the necessary adjustments and adaptation to the present needs and change. In addition, Old Al Hitmi district is suffering from decay and dilapidation due to over occupation by low income Asian workers, and certain areas are neglected, with a loss of place identity and integrated socio-cultural spaces.

Fareej Old AL-Hitmi is located in the central of Doha, the capital of Qatar and it is surrounded by Doha's old neighborhoods such as, Umm Ghuwaylina, Old Al Ghanim, Al-Khulaifat and AL-Mirqab (Old AlSalata) Neighborhoods (Figures 18 & 19).



**Figure 18: Location of the study area within Doha (Source: Author)**



**Figure 19: The Study area Boundary (Source: Author)**

### **3.4. Data Collection Tools**

The data was collected by four main tools, including: site analysis, site observation, questionnaire survey and focus group interviews with professionals from local planning authorities and engineering companies. These tools have been developed based on the established definition of integrated socio-cultural spaces which requires qualitative data and quantitative data. Qualitative data was gathered from site analysis and observations of Fareej old Al-Hitmi neighborhood's socio-cultural and physical spaces, in addition to the interviews with professional from local planning authorities and engineering companies. Meanwhile, quantitative data was achieved through the questionnaire survey that was directed to the neighborhoods' residents. Respectively, each method was selected specifically to help answer the research questions.

#### **3.4.1. Site Analysis**

Preliminary site visits were conducted to develop an overview of the study area current condition and to collect data that would support in the site analysis. The site visits assisted direct the scope of research and to identify the type of data required for the site analysis. Furthermore, this data assisted in formulating the research questions by providing a balance between the literature review and the current situation of socio-cultural integration and social interaction in real practice. Also, it assisted in exploring the old remaining historic buildings and examines the internal and external public spaces as well as developing a SWOT analysis for the study area.

### **3.4.2. Site Observation**

Observations in the study area were conducted during the day as well as at night to observe and document the behavior of people in the neighborhood and the social interaction in the study area during day and night. Photographs of external and internal spaces were taken to facilitate a visual analysis of the current situation of socio-cultural integration and social interaction in the study area. The study area was visited during different times of the day to gain a comprehensive idea of the site condition. Notes were taken, conversant using the socio-cultural space integration checklist (Table 7), which helped in formulating the survey questions.

**Table 7: Observation Checklist obtained to evaluate the Socio – Cultural integration of the Study Area**

<b>Principle</b>	<b>Indicator</b>
Social Interaction	Sense of place and character
	Choice of social activities
	Everyone is welcomed to public spaces
	Human-scaled public square
	Accessible parks and green
	Public playgrounds
	Visual access to public spaces ‘eyes on the streets’
	Pedestrian-friendly
Walkability	Car-free streets where possible
	Human-scaled public realm
	Public amenities located within 5 to 10 minutes walking distance
	Well-connected public spaces
Connectivity and Accessibility	Hierarchy of boulevards, streets, and alleys
	Integrated pedestrian network
	Integrated bicycle lanes
	Integrated and accessible public transportation
	Integrated street network to distribute traffic
	Density of land uses within close proximity
Density and Diversity of Land Uses	Mixed uses within neighborhood development (retail, commercial, public facilities, and residential)
	Mixed uses within buildings (retail, commercial, apartments, and public facilities)
	Mixed housing types
	Mixed sizes of building plots

### **3.4.3. Survey Analysis**

A questionnaire survey was conducted to examine the residents' perception of their neighborhoods, their level of satisfaction, and what the neighborhood required in order to have integrated socio-cultural spaces. Also surveyed was the people's perception of the social activities that encourage the community to gather together and interact.

The questions were developed to investigate the opinions and perceptions regarding personal use of the neighborhood's physical environment, preferences of living, and rating of the neighborhood's overall social and physical environment. This input from existing users will be used to develop an approach to enhance the socio-cultural spaces, and promote social interaction and engagement in urban life of the neighborhood. The questionnaire is divided into two distinctive sections, the first section includes the personal information of the respondent, while the second section includes information regarding the socio-cultural spaces and social interactions in the neighborhood. Samples were taken from a random selection of respondents from varied backgrounds including managerial, supervisory, technical, and operational.

### **3.4.4. Focus Group Interviews**

Interviews with planners and design professionals from the Ministry of Municipality and Environment (MME), Qatar Museum Authority (QMA), engineering consultant companies and Qatar Rail (QR) were conducted to gain a wide knowledge of the planning process of the neighborhoods in Doha. Socio-cultural aspects of the study area were the focus of the discussions.



Local authorities were recognized as being responsible for the urban design and planning of the neighborhoods of Doha: Authority of Urban Planning in the Ministry of Municipality and Environment, and Qatar Museums Authority (QMA) in addition to Qatar Rail and private consultant engineering companies. The main topics of discussions were focused on the socio-cultural aspect of neighborhoods and how it addresses the desires of local society and their potential activities.

## **CHAPTER 4: RESEARCH CONTEXT**

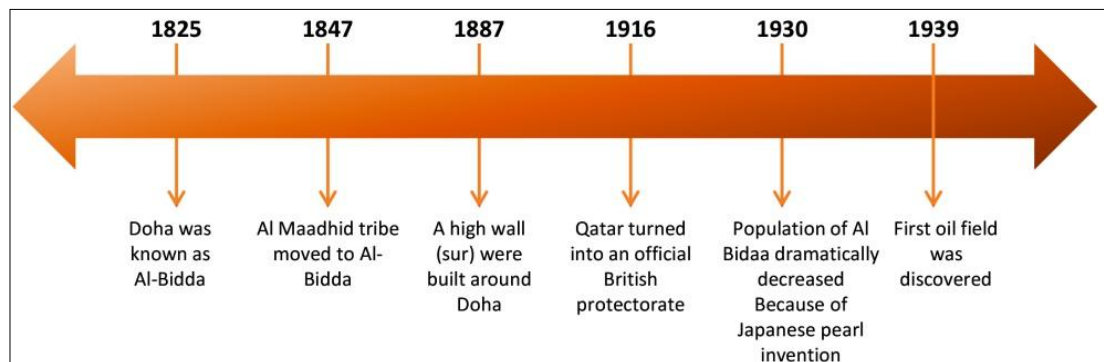
### **4.1. Doha Historical Background**

Doha city is the capital of Qatar and its largest city as well, covering area of 243 square kilometers. More than 80% of Qatar's population lives in Doha and its suburbs, the reason being that Doha is the economic center and all the governmental authorities and municipalities are located in Doha. The population of Doha is 956,457 persons according to 2015 census (Boussaa, 2014) (Brinkhoff, 2016). As mentioned earlier, this paper examines the development of Doha city tackling: a) pre-oil period (1820-1949), b) post oil period (1950-1990), and c) globalization period (1990-present).

#### **- Pre-oil period (1820-1949):**

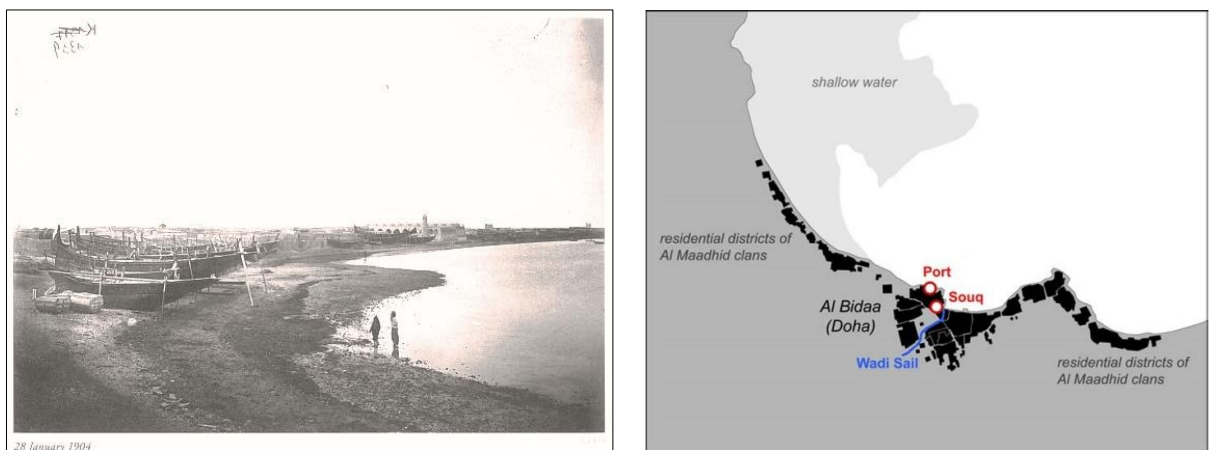
In 1825, the city of Doha was known as Al Bidda, Doha is derived from Arabic name meaning “big standing tree at the sea shore” or “bay” referring to the corniche bay (Al Buainain, 1999). The leading family in Qatar, Al Thani is part of Al Maadhid tribe changed their location multiple times. In the early 18<sup>th</sup> century they moved from central Arabia to settle down in the northern coast near Zubara. In 1847, Al Maadhid tribe ruled by Shiekh Mohammed bin Thani moved to Al Bidda (eastern coast of the peninsula), as a result to tribal conflicts with Al Khalifa tribe. The reasons behind choosing this location is the water source (Wadi Sail) and the shape of the coastline that protects from sea attack (Adham, 2008).

In 1887, a high wall (sur) was built around Doha to provide protection and security for the city from any attacks. This wall was built by the founder of Qatar, Sheikh Jassim Bin Mohammed. In 1916, the British residents signed a protection treaty that transformed Qatar into an official British protectorate (Scholz, 1999). During the early 20th century Al Bidaa expanded, with 8 settlements of 12,000 inhabitants around it as a result of the flourishing pearl trade. By the 1930's, the population of Al Bidaa dramatically decreased from 27,000 inhabitants to less than 16,000 inhabitants because of the invention of Japanese pearl that led to a collapse in Qatar's economy (Al Buainain, 1999). Although in 1939 the first oil field was discovered, oil exportation was delayed 10 years because of World War II.



**Figure 19: illustrates the Doha's timeline in pre oil period (1820-1949) (source: Author).**

During that period culture, climate and religion shaped the built environment with vernacular and organic development where each social group clustered together in one neighborhood with courtyard house style. The main center was the market and the mosque, whereas all neighborhoods were directly connected to the central backbone (market, mosque and port) in an organic way (Al Buainain, 1999) (Jaidah & Bourennane, 2009).



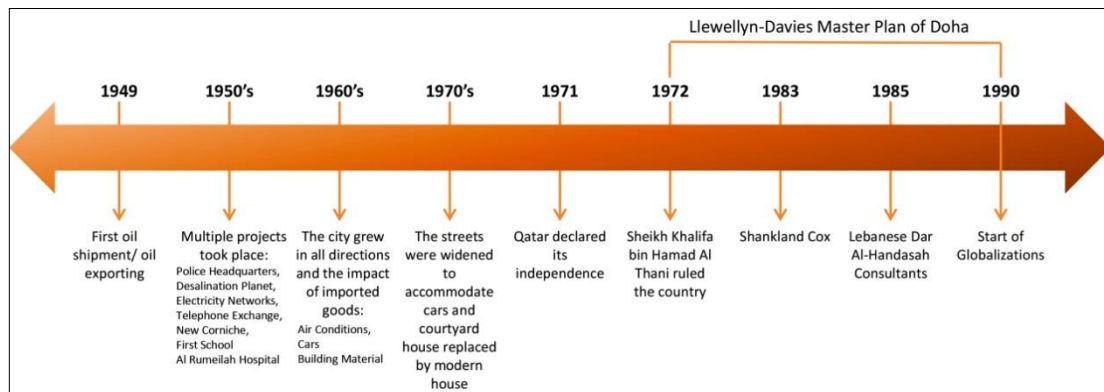
**Figure 20:** To the left Doha before oil discovery 1904. ( Burchardt, 1906), to the right illustrates Doha's pre oil settlements 1949 (Salama & Wiedmann, 2013).

- Post oil/ modernization period (1949-1995):

The oil revenues were mainly invested in the development of infrastructure (ex: construction of road connecting Doha and Dukhan field and Qatar's first airport on the eastern side of the city). During the period between 1950's and 1970's the population grew dramatically from 14,000 inhabitants to 83,000 inhabitants which indicated 600% population growth. Most of the population were non Qatari's around 90%, due to lack of

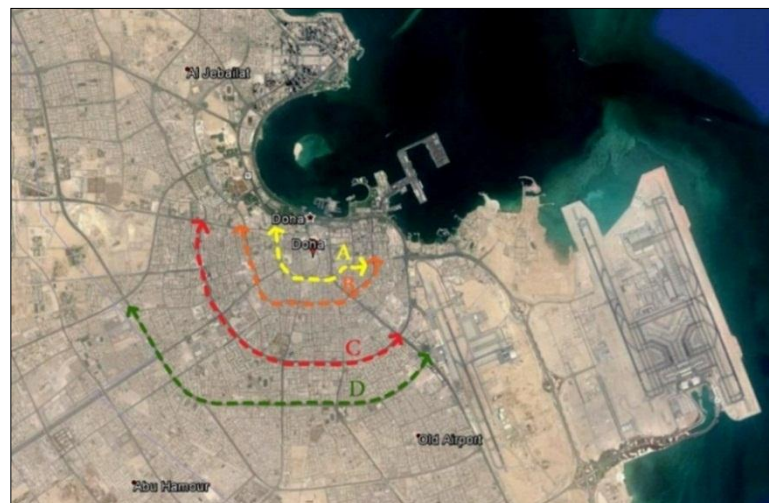
an educated Qatari workforce (Al Buainain, 1999). In the early 1950's, multiple projects took place; for instance, police headquarters, desalination plant, electricity networks, telephone exchange, new corniche, first school and al Rumeilah Hospital.

During the 1950's and 1960's, the city grew in all directions in parallel with the new developed roads, electricity and fresh water networks (Scholz, 1999) (Al Buainain, 1999). The imported goods like air conditioning units, cars and building materials (ex: cement) had a great impact on the city (ex: widening the existing streets to accommodate cars and courtyard houses were replaced by modern houses made of bricks and cement) (Scholz, 1999). This period of urban transformation was in general uncoordinated, where modern cement buildings were added as a fragmented belt around the old city center. All of the above in terms of rapid urban development were as result of oil wealth.



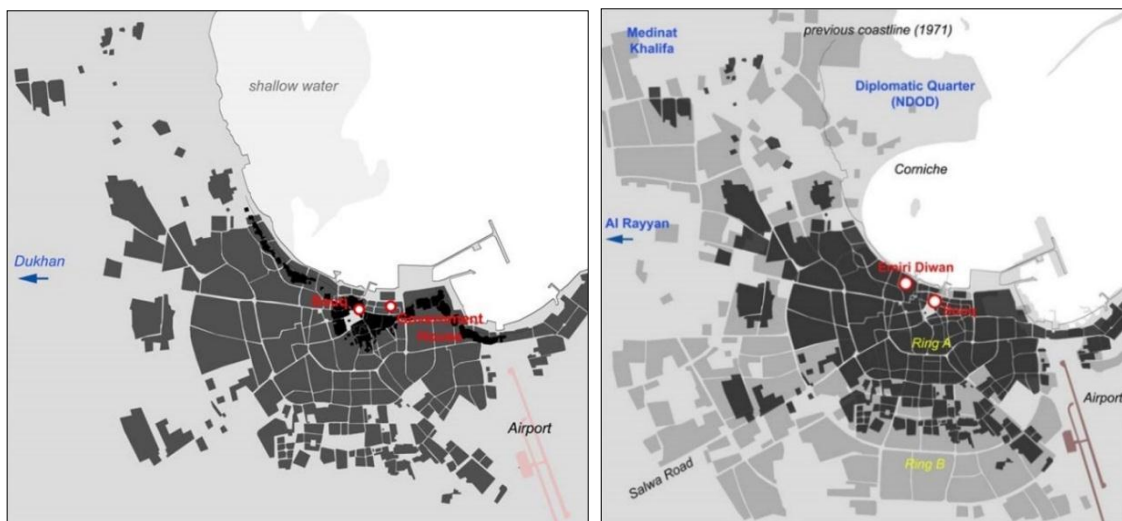
**Figure 21:** illustrates the Doha's timeline in pre oil period (1820-1949) (Source: author).

On September 3<sup>rd</sup> 1971 the state of Qatar declared its independence and Sheikh Khalifa bin Hamad Al Thani ruled the country on 1972 (Zahlan , 1979). At the same year the first master plan for Qatar's capital, Doha, was prepared by the British firm Llewellyn-Davies. The main idea of the proposal was to decentralize the city with a series of ring roads (A, B, C and D ring roads) (Figure 23). Adding to this, the shallow water was reclaimed to locate the ministries on the water front in the corniche (Lockerbie J. , 2016; Salama & Wiedmann, Demystifying Doha On Architecture and Urbanism in an Emerging City, 2013).



**Figure 22:** illustrates A, B, C and D ring roads (Source: author).

A series of partnerships took place between (1970-1990) to develop the master plan of Doha. Between (1970-1980), a partnership between Llewellyn-Davies and Shankland Cox developed to promote plans for the upcoming 20 years. Later between (1980-1990) a second partnership took place between Llewellyn-Davies, the American planning firm HOK and the *Lebanese Dar Al Handasa consultants*. Their aim was to consult projects and planning solutions for the development of Doha city center. However, none of these plans were implemented due to economic instability that included the drop in oil prices in 1980's and the gulf war in 1990 (Lockerbie J. , 2016).



**Figure 23: To the left Doha's settlements in period (1949-1971) (Salama & Wiedmann, 2013), to the right Doha's settlements in period (1971-1988) (Salama & Wiedmann, 2013).**

The only plan that was implemented was North District of Doha (NDOD) known as West Bay. This plan was created by the American consultant, William L. Pereira in 1975. The plan included the northern coastal end of the corniche, the diplomatic area, Qatar University and its staff housing, the ministries area, a large hotel, a large park and a new

business district (Naqy, 2000). During this period; the architecture started to disappear due to the demolition of historic buildings in order to achieve a more modern image. This was done by developing new buildings in an international style. As a result, people moved into larger houses in the periphery of the city, which in turn led to the deterioration of old districts and the increase in car ownership (Boussaa, 2014).

- Globalization period (1995-present):

After a slowdown in the mid 1980's which was due to the drop in oil prices, infrastructure and industrial revival took place in the early 1990's. In 1995, with motivations to turn Qatar's economy into a diverse one and to turn Doha into a global city, Sheikh Hamad Bin Khalifa launched various projects in different areas, such as, media, sports, education, tourism, etc. For instance, in 1995, Qatar Foundation (QF) was launched in the north-west side of the country as a non-profit educational organization. It aimed to develop education and research and to support the idea of a diverse economy. Top American universities were attracted to QF by investing \$759 million and establishing Qatar science and Technology Park and Qatar national research fund (Oxford Business Group, 2009).

In 1996, Al Jazeera News Network Chanel was established which changed the world's perception about Qatar (Sakr, 2001). Al Jazeera framed the picture of Qatar as a GCC country engaged to politics (Rinnawi, 2006). To support tourism initiatives towards renovating the old landmarks of Doha city. Starting with the successful rehabilitation and renovation project took place between 2004 and 2010 for the old market "Souq



Waqif". Also, to achieve the image of a global city, efforts in hosting international sports events were successfully made. Such as the Asian games in 2006, and the largest, winning the bid for hosting world cup FIFA 2022 (Oxford Business Group, 2009).

To achieve the new city image, multiple actions took place and had a great influence to the current state of the city. Urban growth was accomplished by launching large scale projects. This construction boom had a socio-economic influence due to an increase in the numbers of expatriate workers causing rapid growth in the population, tripling it into 1.7 million inhabitants (QatarStatisticsAuthority, 2013).

Huge master planned projects (mega projects) like cities within the city (ex: Katara, the Pearl, Education City, Aspire Zone, etc.), were usually joint venture between public and private sectors. The construction of these kinds of projects led to having "island phenomena", which meant being isolated from other surrounding developments, lack of land-use integration, and creating long driving distances between residents and services. Another phenomenon in Doha urbanism is the urban structure, which is not defined as a center with sub centers, due to its expansion to the outskirts.



**Figure 24:** illustrates Doha's skyline over the last five years in the west bay area (Doha under Construction, 2016).

Adding to this, the malls on the outskirts replaced old markets, which were acting as centers for commercial and social activities. High segregation and privatization is another contemporary characteristic. Some examples of this concept are the pearl and education city. These destinations are limited in use to high income society members, leading to social segregation.

#### **4.2. Transformation of Doha's Historic Neighborhood**

Qatar has experienced a rapid growth through the past few decades, its economy has transformed from a small fishing village and pearling based economy to a varied economy after the oil discovery in 1939. The process of economic growth has impacted all sectors within the capital city; the population has increased from 750,000 to 1.7 million inhabitants between 2004 and 2010. Doha has become a well-known city due to the holding of different international events such as the 1995's World Youth Cup, the Asian Games in 2006 and the upcoming 2022's World Cup. Nowadays, this



**Figure 25:** illustrates the Map of Qatar (Nations Online, 2016).



& Thierstein, 2012). The city has grown from a single core and expanded towards new urban district developments. The transportation systems were expanded to accommodate the city's urban fabric expansion (Raffaello Furlan, 2015). This rapid development affected the country's physical, economical, and environmental status, and resulted in the loss of a consistent number of Doha's heritage buildings.

سنوات التعداد Census Year	المباني السكنية Residential Buildings	مباني المنشآت Establishment Buildings	المجموع Total
1986	49590	6160	55750
1997	64400	10111	74511
2004	77584	12251	89835
2010	112096	15978	128074

Municipality	1997	2004	2010
Doha	311551	439660	796947
Al Rayyan	134602	188641	455623
Al Wakra	33376	47011	141222
Umm Slal	14805	22126	60509
Al Khor	20472	35194	193983
Al Shamal	3240	3641	7975
Al Daayen	3977	7756	43176
<b>Qatar</b>	<b>522023</b>	<b>744029</b>	<b>1699435</b>

**Figure 28: To the left residential & establishment buildings 1986, 1997, 2004 & 2010, to the right population growth, population by Municipality 1997, 2004 & 2010. (Source: Qatar Atlas 2013).**

Residential buildings in Qatar constitutes the largest amount of land uses (87.5%) and has grown significantly through recent years as shown in figure 29. This fast development is due to the increase in demand for the housing and the increase in demand is a result of the continuous increase in the population. Adding to this, the implementation of the megaprojects (e.g., 2006 Asian Olympic Games, 2022 FIFA World Cup) and Qatar National Development Framework (QNDF) 2030 increases the demand as well and has caused some affordable housing shortages.

During the period (1950-1980) little attention was paid regarding saving the cultural heritage until the first legislative law was established in 1980 considering archaeological sites and single buildings preservation. However, no real attention was given to historical monuments until the recent actions during the past decade by the government of Qatar. Starting with the most important historic site in Qatar the " Souq Waqif " rehabilitation project (2004-2010) and the ongoing Msheireb project (2008-2016) to regenerate the old heart of Doha. These two projects were derived to recover the identity of the city which was lost due to globalization and re-development.

### **4.3. Significance of the Study area, Fareej Old Al Hitmi**

Fareej (district) old Al Hitmi is an old neighborhood of Doha, the capital city and the state of Qatar, dating back to 1930. The name was derived from Al-Hitmi family, which is a branch of the main Ali Bin Ali tribe. Fareej Old Al Hitmi contains a very rich history of Al Hitmi Family. It has a more coherent fabric with numerous blocks of authentic old houses of different characteristics and types.

Most of the houses in Al Hitmi area go back to the beginning of the 20th century, many were built around the 1930s. Today, in the face of rapid urban development and peoples increasing needs and changing lifestyles, old Al Hitmi has experienced problems in making the necessary adjustments and adaptation to the present needs and change. In addition, Old Al Hitmi district is suffering from decay and dilapidation due to over occupation by low income Asian workers, areas are neglected where the place has lost its identity.

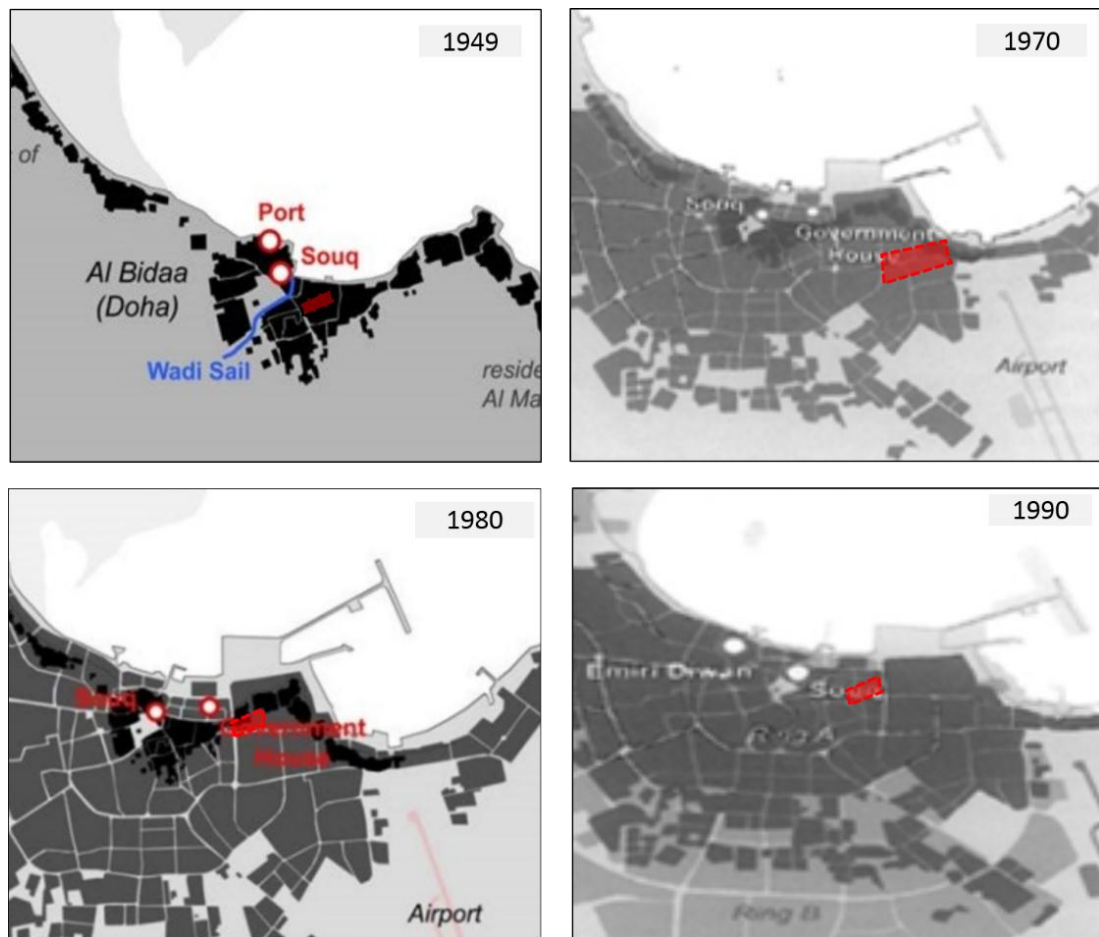


Figure 29: Farea Al-Hitmi Evolution 1949 - 1990 (Source: Author)



**Figure 31: Farej Al-Salata, al-Hitmi and al-Khalaifat 1952 (Lockerbie J. , 2005-2016 )**



**Figure 32: Farej Old Al Hitmi 1973(Source: Qatar Museums Authority)**

## **CHAPTER 5: RESEARCH DISCUSSION AND FINDINGS**

Fareej old Al-Hitmi was investigated from various research stages. The first part is the site analysis, where Fareej old Al-Hitmi was analyzed and investigated in term of location and context, existing land use, future master plan, building condition and style, the impact of new development and a SWOT analysis was developed in the study area. The second part is investigating the socio cultural spaces in term of internal and external public spaces as well as the historic socio-cultural spaces.

Following these investigations, an observation checklist was used during both day and night to check perceptions and behaviors of people in the neighborhood and the social interactions in the study area both during the day and at night. Additionally, photographs of internal and external spaces were taken to facilitate a visual analysis of the current situation of the socio-cultural integration, and social interaction in the study area.

Finally, a questionnaire survey was distributed to residents living in different neighborhoods around Doha. The decision to target different districts was taken in order to gain a wider knowledge of the society's perception in regards to the activities that encourage social interaction.



## 5.1. Site Analysis

### 5.1.1. Location and Context

Fareej Old Al-Hitmi located in the municipality of Doha, the capital of the state of Qatar, in Zone 17. Through the examination of aerial photos, the urban fabric of Fareej old Al-Hitmi is perceived as a regular grid system pattern that follows the divisions of land created by the government and other planning municipalities. Key locations in the neighborhood include, Qatar National Museum, Qatar National Library, Hamad Orthopedic Clinic, Qatar National Museum Metro Station. While, key location around the neighborhood includes, Doha City, Qatar Museums Authority (QMA), Oriental Pearl, Sana Souq and Al Sharq Village and Spa.



Figure 30: Fareej Old Al Hitmi Location Map (Source: Author)

### **5.1.2. The Evolution of Fareej Old Al-Hitmi Over Time**

Initially, Fareej Old Al-Hitmi started with scattered residential buildings developments and a small number of individual villas in the older sections as well as Qatar old National Museums, with an abundance of surrounding vacant land. Later, the buildings expanded in number and size to form their current cluster of today, containing dense mixed used developments such as hospital, commercial, schools, library, museums and metro station. The figure below illustrates the urban evolution of Fareej Old Al-Hitmi from 2003 until 2017.

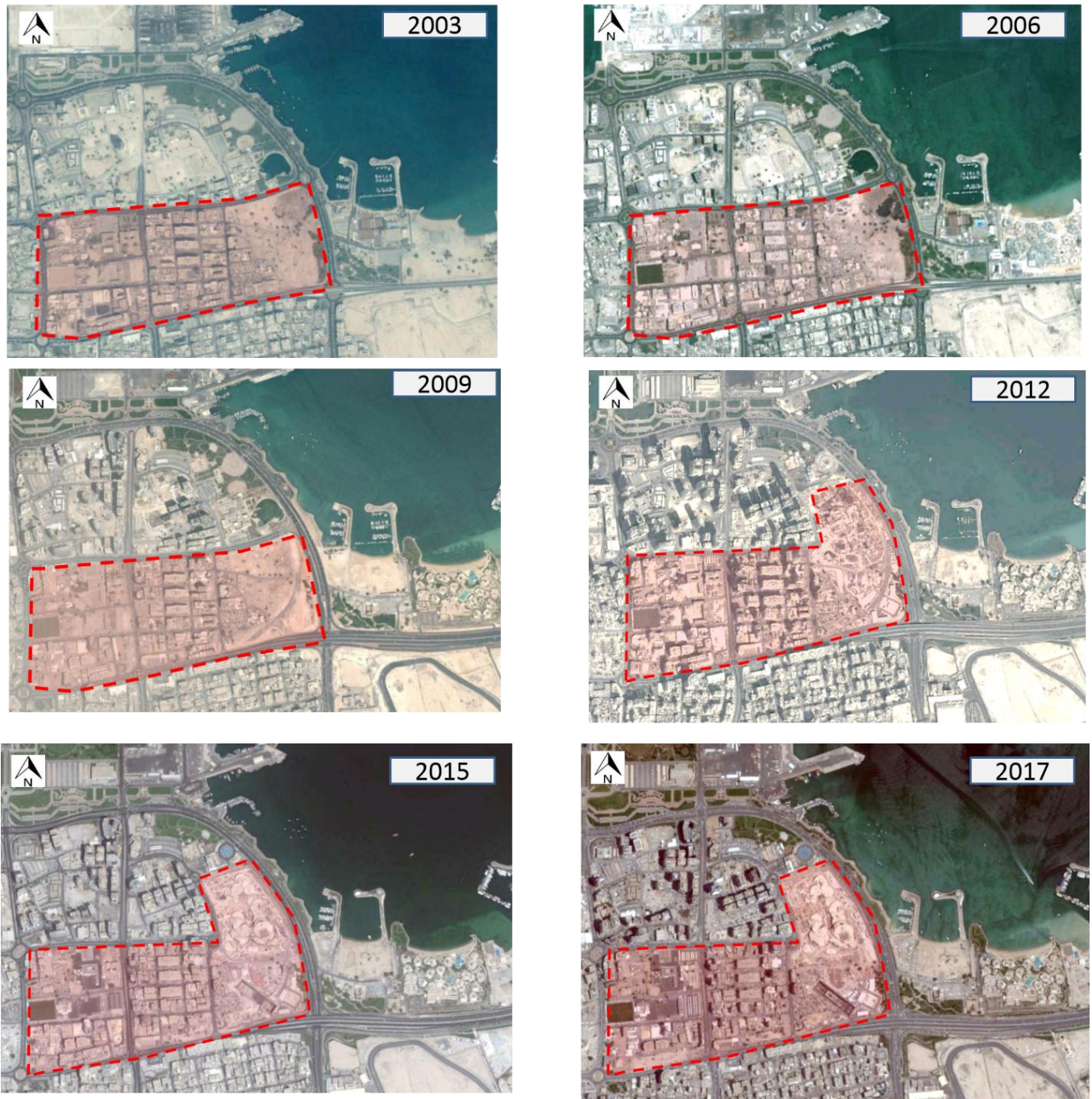


Figure 31: The Evolution of Fareej Old Al-Hitmi (2003 – 2017) (Source: Author)

### 5.1.3. Existing Land Use and Future Master Plan

The existing land use of Fareej Old Al-Hitmi contain a mixed-use development such as residential, commercial, hospital, sport center, public institutions, library, museums, and metro station. The residential uses are classified as a single family (attached/detached) and multi-family housing. While the commercial uses contain offices, souks and shopping center. Whereas, the public institutions include, Hamad Orthopedic Clinic, Qatar National Museum, The National Museum of Qatar, Qatar National Library (Dar al-Kutub al-Qatariyya), Hamad Orthopedic Clinic, Qatar National Museum Metro Station, Doha sport stadium and schools such as Doha school, secondary school of commerce and Abu Bakr Primary School (Figure 35).

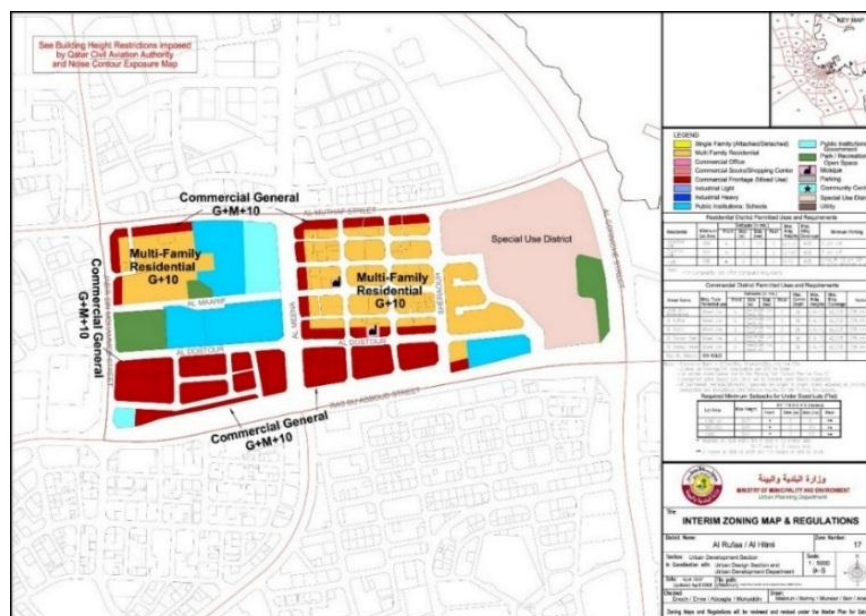


Figure 32: Fareej Old Al Hitmi Existing Land Use Map (Source: MME)



The future master plan for Fareej Old Al-Hitmi and for Doha as a whole, relative to governmental initiative to sustain urban growth, was discussed with the Ministry of Municipality and Environment (MME). The government is attempting to consider socio-cultural space that enhances social interaction in the neighborhoods. The figure below illustrates the future master plan of the study area.

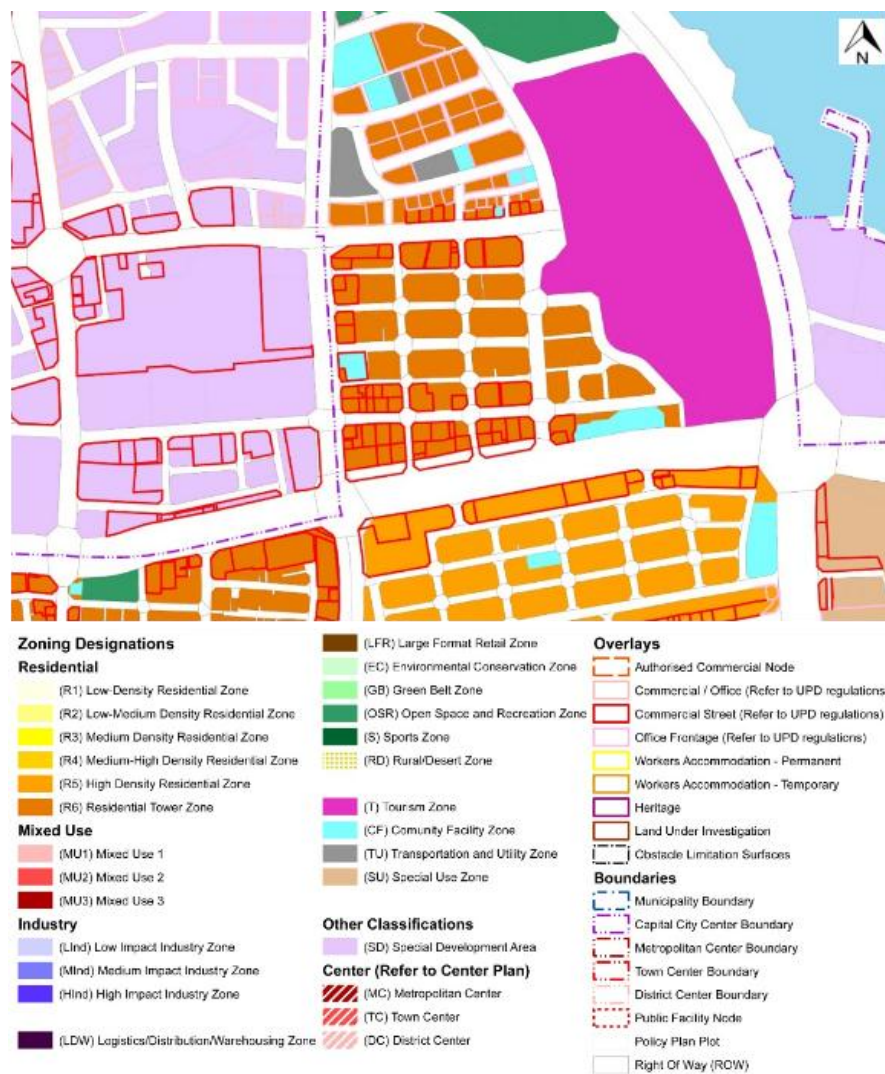


Figure 33: Fareej Old Al-Hitmi Future Master Plan (Source: MME)

### 5.1.4. Transportation

The existing transportation system in Fareej Old Al-Hitmi includes private and public transportation. The public transportation includes Karwa taxi and busses. Karwa busses have a comprehensive and well distributed route all over the city of Doha, while there is no other public transportation mode that supports the bus services. The figure below shows Karwa bus stations in the study area.



Figure 34: Fareej Old Al Hitmi Bus Stop (Source: Author)

The planned transportation system for the study area includes the Doha metro gold line (Historic line) that Runs in an East-West direction and connects the northern Airport City, through central Msheireb, with Al Waab Street, southern Al Rayyan and Salwa Road.



Figure 35: The study area surrounding Metro Stations (Source: Qatar Rail)

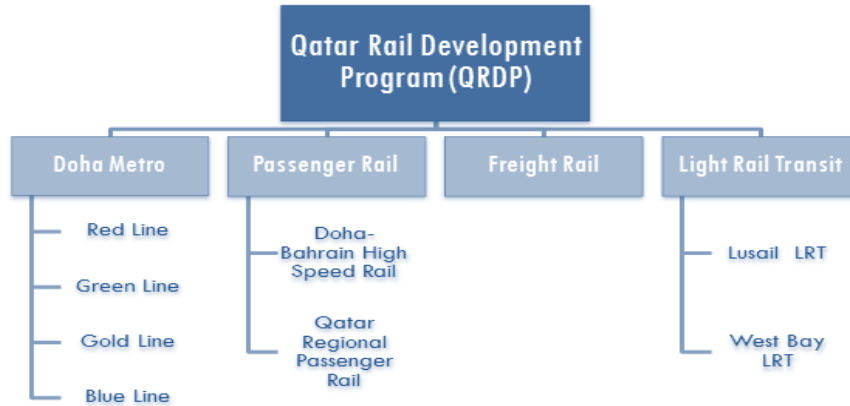




**Figure 36: Qatar National Museum Station (Qatar Rail, 2016)**

Qatar Rail Development Program (QRDP) is a huge and ambitious project that will cost over 36 Billion USD. QRDP will consist of four rail networks (1) Doha Metro. (2) Long Distance/ Passenger and Freight Rail. (3) Light Rail Transit (LRT) (Qatar Rail, 2016) (Figure 40).





**Figure 37: Qatar Rail Development Program (Qatar Rail, 2016)**

As mentioned above, the rail network that runs along the study area is the Doha Metro that will connect the center of the city within itself, and its outskirts and will be subdivided into four lines (a) Red Line (Coast Line): North-South Line connecting Al Khor, Mesaieed in the south via Lusail, West Bay, Msheireb and the New Doha International Airport (b) Green Line (Education Line): The Green Line follows Al Rayyan Road and connects Education City with the central Doha. It also links to Umm Slal and the Industrial Area in the South (c) Gold Line (Historic Line): Runs in an East-West direction and connects the northern Airport City via central Msheireb with Al Waab Street, Al Rayyan South and Salwa Road. (d) Blue Line (City Line): Connecting the residential and commercial areas of West Bay and the northern Airport City along the main C-Ring Road. There will be approximately 100 stations built for the entire Metro Network and these will include two major stations built in Msheireb and Education City (Figure 41 - 42).

Doha Metro - Phase 1	Doha Metro - Phase 2	Lusail LRT	West Bay LRT	Long Distance Rail
48 Stations	44 Stations	40 Stations	15 Stations	7 Stations
131 Kms	100 Kms	39 Kms	9 Kms	708 Kms
63 Kms Underground	37 Kms Underground			
48 Kms Above Ground	53 Kms Above Ground			
20 Kms at Grade	10 Kms at Grade			

Figure 38: Qatar Metro Stations (Qatar Rail, 2016)

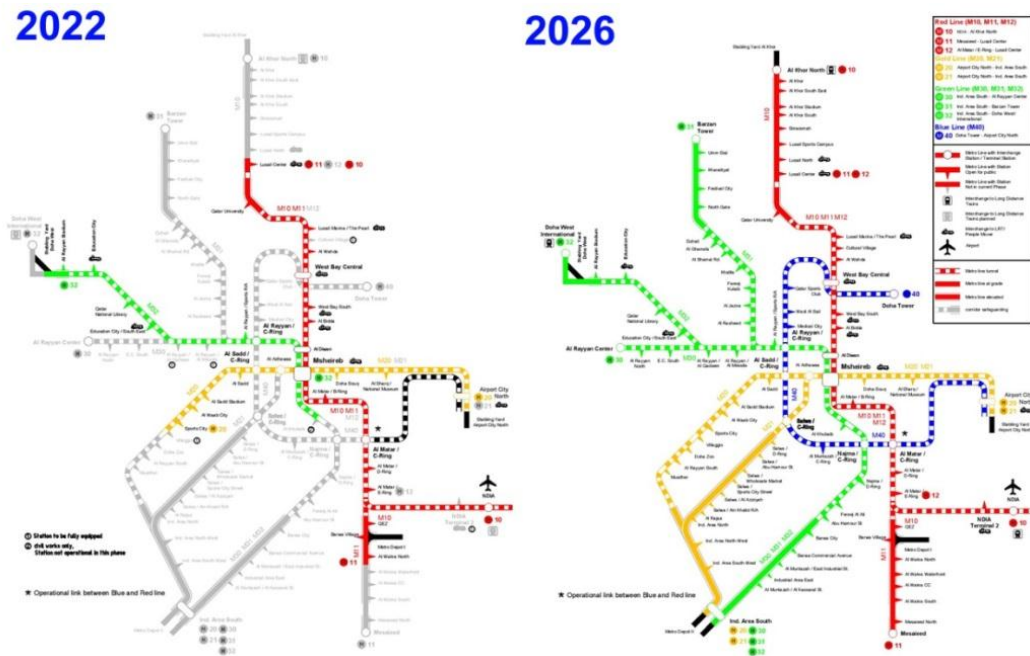
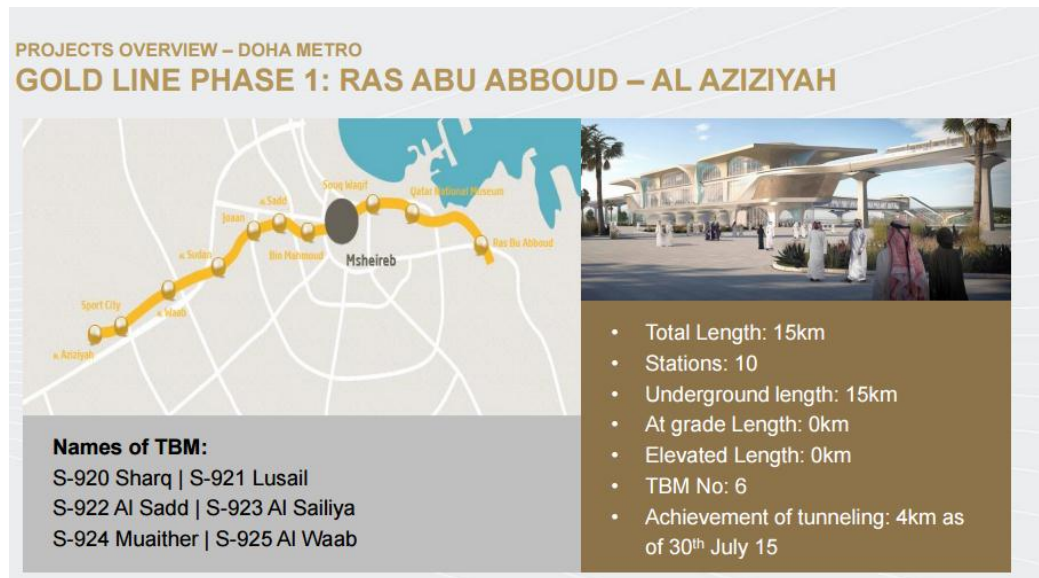


Figure 39: Doha Metro for 2022 and 2026 (Qatar Rail, 2016)

Rapid and ongoing urbanization in Doha has resulted in extreme level of traffic congestion and hence wide demands for service and infrastructure provision within the



**Figure 40: The gold line phase (Qatar Rail, 2016)**

city urban areas. The rapid population growth and limited space available for new roads have made the situation worse. Other factors exacerbating Doha’s traffic situations contain the rise in transport demand, the high number of current vehicles on roads, and the lack of adequate traffic management systems (Planells C, 2014).

As mentioned by Mr. Yousef shahin Al-Kuwary in al Rayah newspaper that traffic congestion has become a significant problem that concern communities and individuals, because traffic congestion leads to the waste of time and money, also it affect the overall health of the individuals (ALkuwari, 2015).

The vital roads in Fareej Old Al-Hitmi are narrow poorly designed, as they fail to include geometrical planning that would decrease the traffic congestion. Moreover, the

concentrations of the vital facilities that have huge demand are in one place, which increases the traffic congestion, such as the concentration of schools or service complexes in one place. Fareej Old Al-Hitmi also lacks of adequate parking space and sufficient public transportation (Figure 44).



**Figure 41: lacks of adequate parking space in the study area (Source: Author)**

### 5.1.5. Building Condition

The building conditions of Fareej Old Al Hitmi range between good to bad conditions, while taking into consideration that some buildings are still under construction. The buildings that are considered to be in good condition take up around 40% of the area, while the buildings suffering from bad conditions make up around 30%. The remaining 30% of the area is occupied by the buildings that are still being constructed (Figure 45).



Figure 42: Fareej Old Al-Hitmi Buildings Condition (Source: Author)



### **5.1.6. Building Style**

The buildings in Fareej Old Al Hitmi includes mixed of styles such as early modern, mixed traditional-early modern, modern, traditional with arcades and traditional with interior courtyard (Figure 46).



**Figure 43: The study area building style (Source: Author)**

### **5.1.7. The Impact of High-Rise Development**

Due to the rapid urban development, many high-rise buildings have been constructed in the study area without taking into consideration the existing premises, which resulted in a non-integrated development. The image below clearly illustrates the relation between the old and new structures and the extent to which the area is lacking integration.



**Figure 44: Impact of the high-rise development (Source: Author)**

### **5.1.8. SWOT Analysis**

To formulate a clear vision of the study area's current situation, a SWOT analysis was conducted. SWOT analysis is a structured analysis method used to evaluate the strengths, weaknesses, opportunities, and threats involved in the project. The strengths are considered to be the characteristics of the site that provide a certain advantage and assistance. The weaknesses, on the other hand, are those characteristics that cause disadvantages for the site. As for the opportunities, they are the elements that could lead to the site's success, if they were taken advantage of properly. However, the threats are the elements in the study area that could cause a setback in the site. The figure below illustrates the SWOT analysis for Fareej Old Al Hitmi.





Figure 45: SWOT Analysis (Source: Author)

## 5.2. Socio Cultural Spaces Analysis

### 5.2.1. Internal Socio-cultural Spaces

Fareej Old Al-Hitmi includes significant internal socio-cultural spaces such as Qatar National Library (Dar Al-Kutub Al-Qatariyya), National Museum of Qatar (NMoQ), Qatar National Museum, Qatar National Museum Metro Station, and Hamad Orthopedic Dar Al-Kutub Al-Qatariyya is one of the historic national libraries in the Gulf and the Arab world, and one of the outstanding cultural landmarks in Doha. It was established in 1962 by integration the library of the Ministry of Al-Ma'arif (Education) and the public Library into one form by a decision from the minister of Al-Ma'arif at that time (Figure 50).



Figure 46: Internal Socio-Cultural Spaces (Source: Author)



**Figure 47: Dar Al-Kutub Al-Qatariyya (Source: Author)**

In addition to the National Museum of Qatar (NMoQ), a museum which is currently under construction, located across from the Corniche of Doha and being constructed in place of the Qatar National Museum, was designed by architect Jean Nouvel. The design was inspired by the desert rose which grows organically around the original 20th century palace of Sheikh Abdullah Bin Jassim Al Thani. The historic Palace is an important monument to Qatar's past and is now preserved as the heart of the new NMoQ. The relation between the old and new building contributes to the connection between the past and the present advocated by Sheikha Al Mayassa for it is the way to *"define ourselves instead of forever being defined by others... celebrating our identity"* (Museums, 2016). The 430,000 sq. ft. museum was assembled by a series of interlocking discs that generate cavities to protect visitors from the desert heat. Located on a 1.5 million-square-foot site at the south end of Doha's Corniche, the NMoQ building will rise from the sea and will be connected to shore by two pedestrian bridges and a vehicular bridge (Museums, 2016).

The goal of National Museum Metro Station design is to add cultural elements to the station which make it a cultural landmark where architectural features add a cultural touch to the stations. The concept is to have a theme inspired by culture and history in the station surrounding. The station network should be an opportunity to exhibit the unique cultural heritage of Qatar through its rich reservoir of art and artifacts (Qatar Rail, 2016) (Figure 52).



**Figure 48: Qatar National Museum (Source: Author)**





**Figure 49: National Museum Metro Station design (Qatar Rail, 2016)**

Regarding the surrounding internal public spaces, as shown in the figure below, it contains significant spaces such as Al Sharq Village and Spa, Sana Souq, Al-Meera, Oriental Pearl, Qatar Museums Authority and Doha city.



**Figure 50: Surrounding Socio-Cultural Spaces 2017 (Source: Author)**

Al Sharq Village and Spa is a resort that reflects the traditional Qatari village, as the layout of this resort gives the impression of a typical Qatari seaside village which has grown organically over time. Moreover, Sana Souq is one of the oldest Souqs in Doha that consists of some mixed shops (Figure 54). In addition, Oriental Pearl Restaurant is

Also considered a traditional one, due to the use of old fashioned designs and historic fabrics (Figure 55).



Figure 51: Sana Souq (Source: Author)



Figure 52: Oriental Pearl Restaurant (TripAdvisor LLC, 2017)

## 5.2.2. External Public Spaces

As defined in the literature review, external public spaces are spaces that are available and accessible to all people. This is open space in its purest shape. Common examples of open space are private landholdings, parks, public squares, school courtyards, parking lots and streets (Figure 56).



Figure 53: External Public Space (Source: Author)



As shown in the figure above, Fareej Old Al-Hitmi's external public spaces include public squares, school courtyards, parking lots and streets. For example, Doha Sport Stadium was the first football stadium in the Persian Gulf region, and was established in 1962. The most important match held in this stadium was a friendly match between the Qatari national team and the Brazilian National Team. Presently, the stadium is being used for youth matches, including the yearly final matches for Sheikh Jassim Cup (Figure 57).



**Figure 54: Doha Sport Stadium (Europlan, 2015)**

During the site visit and observation, the study area's lack of public parks and public areas, which reduce social interaction and integration was discovered that. Also, the existing outdoor spaces that were supposed to promote and enhance social interaction among people were abandoned, deserted, and diverted from their use. As shown in the image below the outdoor spaces are converted to vehicle parking lots due to the lack of available parking spaces in the study area.



**Figure 55: Random parking in the study area (Source: Author)**

Moreover, it was discovered that the urban corridors were mainly used in a street-oriented manner that incorporate a mix of retail, employment, and residential uses. However, they are designed in a way that decreases walkability and lessens safe pedestrian access, which in turn leads to diminishing social interaction and integration (Figure 59 - 60).

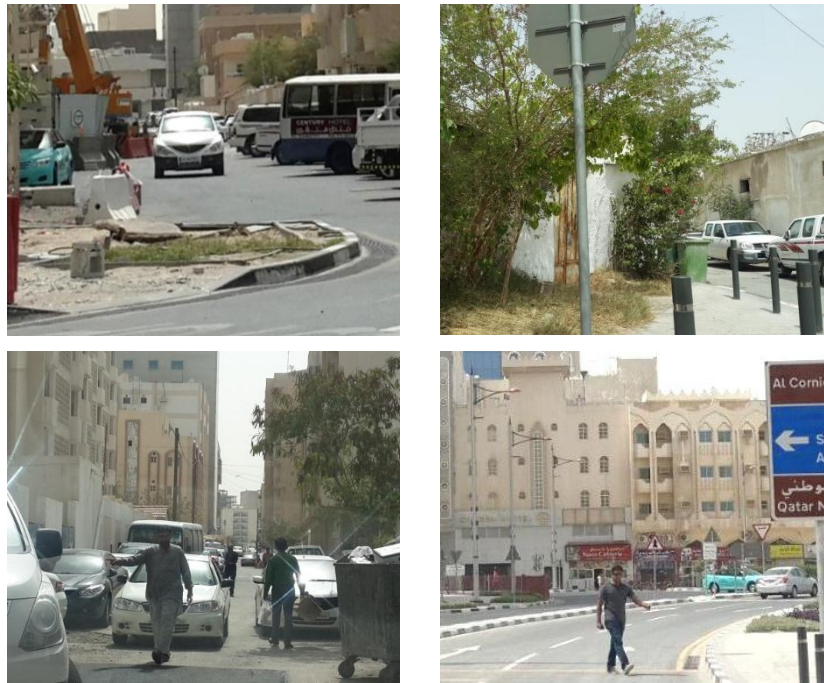


Figure 57: Mixed use development in the study area (Source: Author)



Figure 56: The study area urban corridor (Source: Author)

Another noticeable observation during the site visits was that the study area lacks sense of space, which lessens the sense of safety for the residents, and reduces the interaction between the individuals and place. In addition, the absence of sense of space could in turn attenuate the place's identity, where the identity is known to be the simplest form of sense and is the extent to which an individual can recall and recognize a place as being unique. As shown in the images below, the study area suffers from non-integrated pedestrian and bicycle paths that lead to the decrease in the quality of social life.



**Figure 58: illustrate the absence of sense of place and safety in the study area (Source: Author)**



### 5.2.3. Historic Socio-Cultural Spaces

The figure below shows the surrounding old socio-cultural spaces, some of these spaces still exist such as Qatar National Museum and Al-Kulifat mosque and park. Whereas spaces like Doha Club and Ras Al-Nasaa have been demolished.



Figure 59: Surrounding old socio-cultural spaces 2003 (Source: Author)

The figure below shows the old remaining socio-cultural spaces in Fareej Old Al Hitmi, such as Qatar National Library (Dar Al-Kutub Al-Qatariyya), Doha Sport Stadium, Qatar National Museum, Al-Kulifat mosque and park.



**Figure 60: Old Remaining Socio-Cultural Spaces 2017 (Source: Author)**

Concerning the built heritage and cultural perseverance, Fareej Old Al Hitmi contains a large percentage of authentically traditional structures dated back to 1930's. The urban development, population growth, and socio-cultural changes, that have taken place in the study area, have led to an evident decrease in the traditional significance of the local identity. It is also important to mention that the migrants' lack of awareness in the preserved heritage; negatively affects the existing treasures present in the area for more than 80 years. However, the government and local authorities, such as Qatar Museums

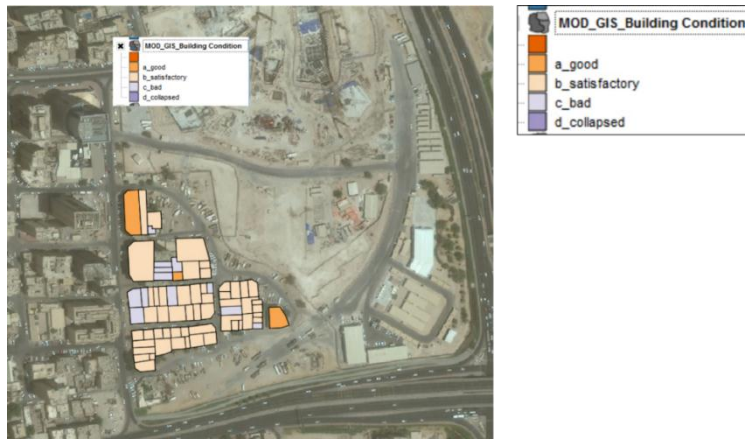
Authority (QMA), are currently putting great efforts to preserve built heritage in the study area and all over Doha.

The map below illustrates the current condition of the buildings located in the old historic area of Fareej Old Al Hitmi. During the site visit, it was observed that around two to three of the buildings were in good condition, while most of the other ones were in an unsatisfactory condition and is also damaged or partially destroyed (Figure 65 & 66).



**Figure 61: Map illustrating the buildings located in the old historic area of Fareej Old Al Hitmi (Source: QMA)**





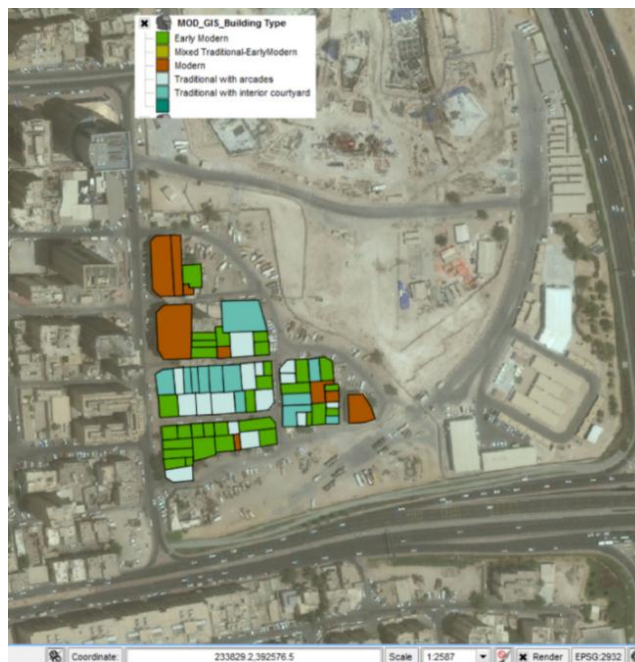
**Figure 63: Map illustrates the current condition of the buildings located in the old historic area of Fareej Old Al Hitmi (Source: QMA).**



**Figure 62: Unsatisfactory building condition in the study area (Source: Author)**



The figure below illustrates the different building styles in the study area, such as the early modern style, the mixed traditional-early modern style, the modern style, the traditional with arcades style and the traditional with interior courtyard style (Figure 67). Moreover, the main uses of the buildings present in the old historic area of Fareej Old Al Hitmi are residential and religious (Figure 68).



**Figure 64: Map illustrates the style of the buildings located in the old historic area of Fareej Old Al Hitmi (Source: QMA).**



**Figure 65: Map illustrates the use of the buildings located in the old historic area of Fareej Old Al Hitmi (Source: QMA).**

As shown in the images below, the traditional house building materials includes gravel, mud and blocks. The roofs are flat, and incorporate both functional and decorative elements. Mangrove beams are laid directly on top of the walls and act as rafters, supporting the roof and upper floor. The beams are overlaid with a layer of split bamboo. In addition, the materials used for the early modern houses contain traces of old (traditional) stone walls and cement blocks, whereas the modern buildings consist of cement, blocks, stones and mud.

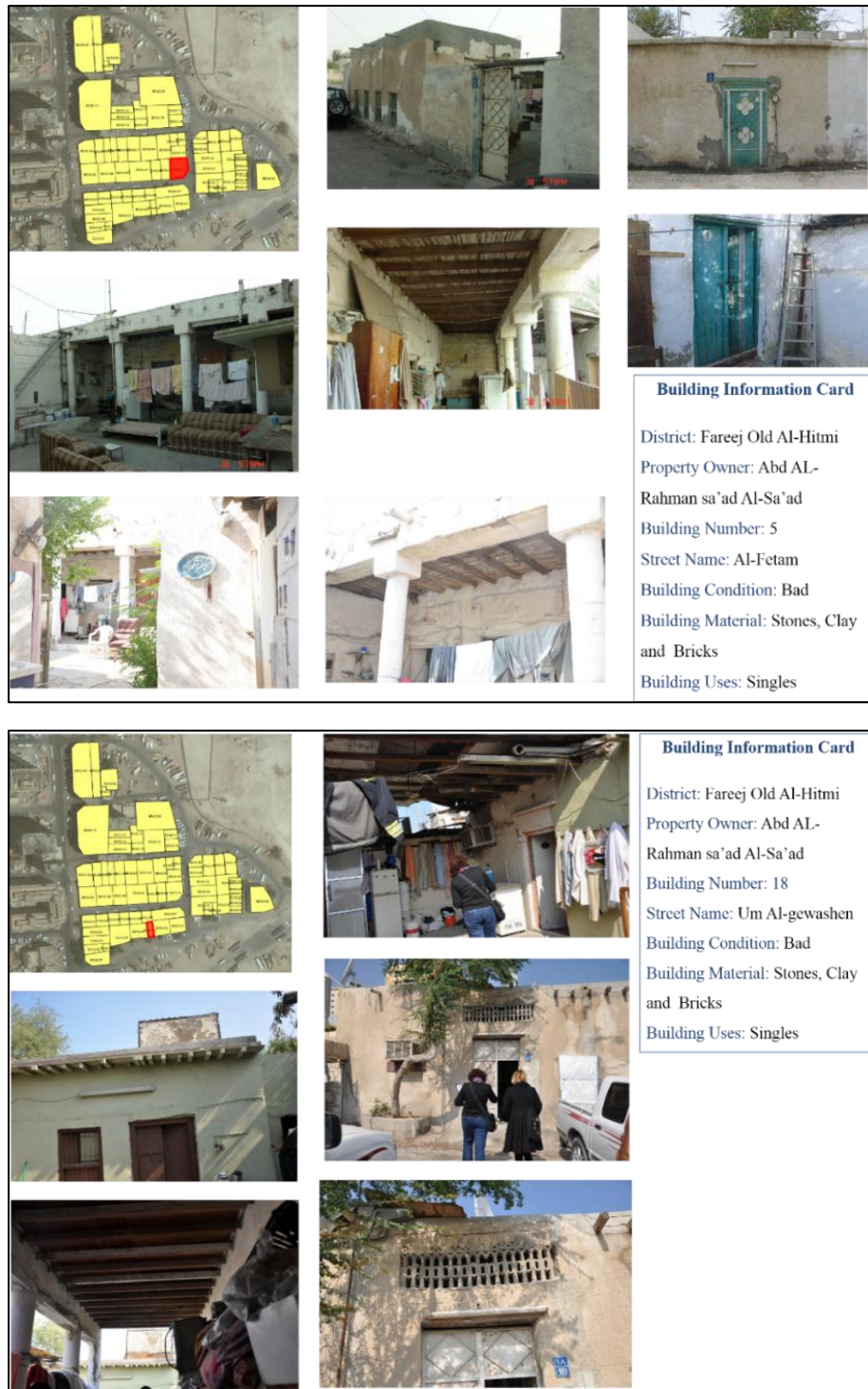


Figure 66: illustrate the materials of the buildings located in the old historic area of Fareej Old Al Hitmi (Source: QMA).

### 5.3. Site Observation

The table below shows the results of the observation conducted in the study area.

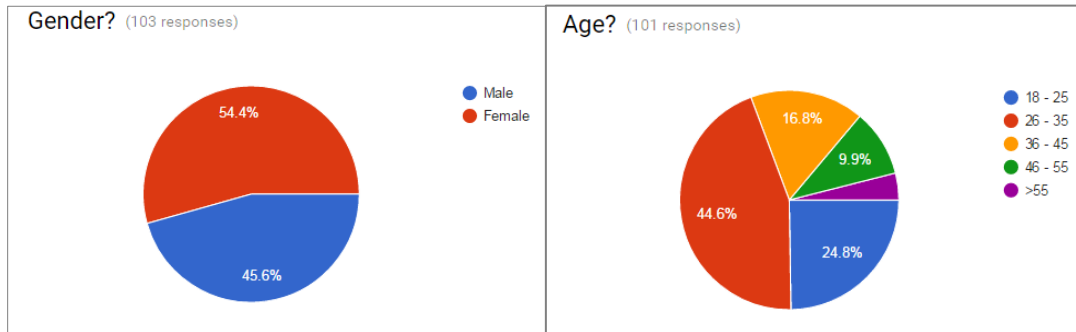
**Table 8: Observation Checklist Results**

Principle	Indicator	Status	Comments
<b>Social Interaction</b>	Sense of place and character	+	The old and new Qatar National Museums are well integrated
	Choice of social activities	\	Limited to isolated social activities
	Human-scaled public square	-	Does not exist
	Accessible parks and green	\	Rarely exist
	Public playgrounds	\	Rarely exist
	Visual access to public spaces ‘eyes on the streets’	-	Not considered
	Pedestrian-friendly	-	Not considered
<b>Walkability</b>	Car-free streets where possible	-	Not considered
	Human-scaled public realm	\	Rarely exist
	Public amenities located within 5 to 10 minutes walking distance	-	Not considered
	Well-connected public spaces	-	Not considered
<b>Connectivity and Accessibility</b>	Hierarchy of boulevards, streets, and alleys	-	Not considered
	Integrated pedestrian network	-	Not considered
	Integrated bicycle lanes	-	Not considered
	Integrated and accessible public transportation	\	Karwa bus network The future metro station
	Integrated street network to distribute traffic	-	Not considered
	Density of land uses within close proximity	\	Rarely exist
<b>Density and Diversity of Land Uses</b>	Mixed uses within neighborhood development	+	Exist
	Mixed uses within buildings	\	Rarely exist
	Mixed housing types	\	Rarely exist

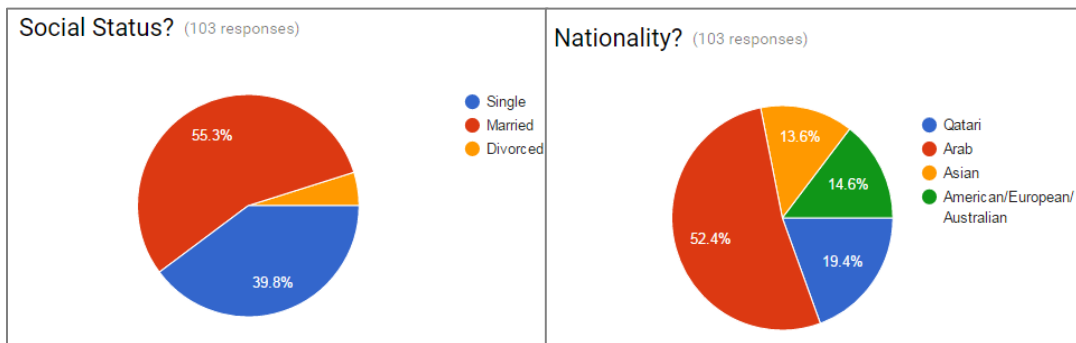
## **5.4. Survey Analysis**

A total of 103 residents have participated in the questionnaire survey. The survey was distributed to residents living in different neighborhoods around Doha. The decision to target different districts was taken in order to gain a wider knowledge of the society's perception in regards to the activities that encourage social interaction. The main focus of the questionnaire was on the resident's perception of their neighborhoods, their level of satisfaction, the neighborhood's requirements to have integrated socio-cultural spaces, and their perception of the social activities that will encourage the community to gather together and interact. The questionnaire is divided into two distinctive sections, the first section includes the personal information, while, the second section includes the necessary information regarding the socio-cultural spaces and interaction in the neighborhood.

In total, the participants were 54 % Female and 46 % Male. About 40 % of respondents were single, while 55 % were married and 5 % were divorced. The majority of participants were adults, as 45 % of them age between 26-35 years old, 25 % were between the ages of 18-25 years old, 17% between 36-45 years old, 10% were between 46-55 years old, and the remaining 3 % were more than 55 years old. Regarding the participants' nationalities, Arabs made up 52 % of the sample, Qataris constituted 19 %, Asians amounted to 14 %, whereas, Americans, Europeans, and Australian took up the remaining 15 % of the sample (Figure 70 & 71 ).



**Figure 68: Gender and Age of the total surveyed responses (Source: Author)**



**Figure 67: Social Status and Nationality of the total surveyed responses (Source: Author)**

To formulate a general picture of the cultural background of the sample, data including the number of years the participants have lived in Doha, their academic qualification, and their specialization, was gathered. To begin with, 49 % of the total participants have been living in Doha for more than 10 years, which explained their familiarity of the city and its neighborhoods. Moreover, 35% have been living in Doha for 3-6 years, 9% for 7-10 years, and the remaining 7% have been living in Doha for only 1-2 years. In regards to the academic qualification, the majority of the participants were bachelor and diploma degree holders, constituting 69% of the sample, while 24% held masters degrees or higher. Furthermore, only 5% were high-school degree holders. In addition, 55% of the

participants are working in technical and operational related professions, while the remaining 45% are occupying managerial and supervisory positions (Figure 72-73)

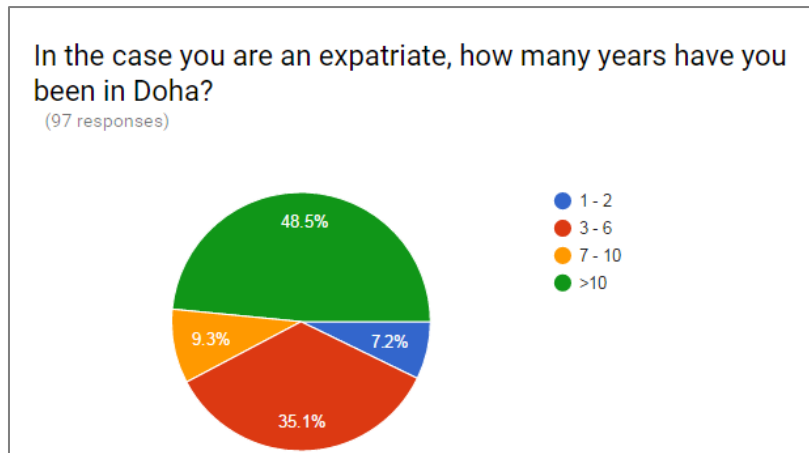


Figure 70: Shows the respondents total years living in Doha (Source: Author)

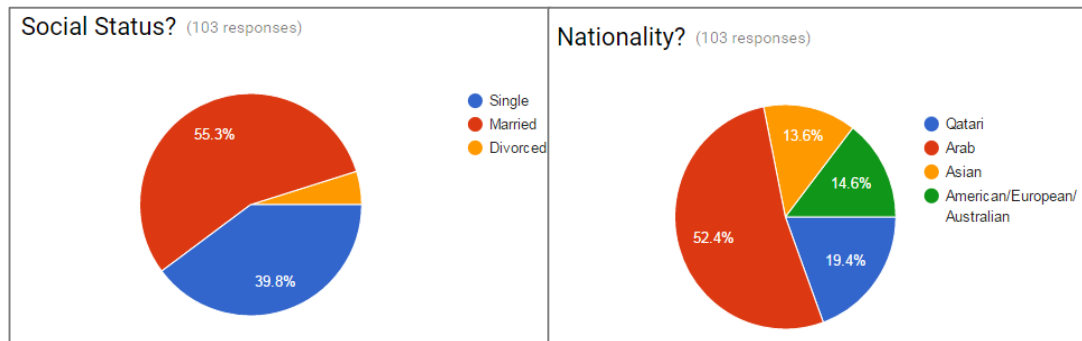


Figure 71: Social status and nationality of the total surveyed responses (Source: Author)

The questionnaire was distributed to residents living in different neighborhoods around Doha. The decision to target different districts was taken in order to gain a wider knowledge of the society's perception in regards to the activities that encourage social interaction. It was also greatly beneficial, as many of the neighborhoods around Doha, are also experiencing rapid urbanization, similar to the urban development that Fereej Old Al Hitmi is undergoing. The figure below shows the neighborhoods that the survey respondents are currently living in.

Where do you live? (Neighborhood name) (103 responses)

Fareej al hitmi	Old airport	Umm Alamad	Al naar	Old Airport	Muaither	AlnGharrafa	West bay
Fareej al hitmi	Old airport	القشانه	Abou Hamour	Old Airport	Fareej Al-Hitmi	Fareej AL-Hitmu	Pearl
Fareej al hitmi	Fareej Bin Mahmou	saad	Al Hilal	Bin mahmoud	Al Nasser	Al Naseer	Muntazah
Fareej al hitmi	Fareej Bin Mahmou	Fareej al-hetmi	Abu hamour	Bin mahmoud	doha	Fareej old al-hitmi	Freej Al Nasr
Fareej al hitmi	Al-Waab	Dafna/Markhia	Al saad	Al wakra	Fareej AL-Hitmi	Musherab	Ras Abu Abboud
Fareej al hitmi	Alhelal	Umm ghwailinah	Doha- old airport ar	Al wakra	Fareej old Al-Hitmi	Al azzizya	Al Nasser
Old airport	الوكرة	AlHilal	Al azizya	Gharafa	Al-Khulaifat	Al waab	Althumama
Old airport	West bay	Nuajia East	AlWhakrah	Gharafa	AL-Mirqab (Old AlSa	Alhilal	Al-nasser
Old airport	Mirqab	Umm Ghuwailina	New Rayyan	West Bay	Al-Wulair	Fareej New Al Hitr	Barwa village
The pearl	Al thumama	Al wab	Almuntaza	West Bay	New Bedford, Massa	Al Asmakh	Al thumama
The pearl	Gharrafa	Qutaifiya	Duhail	Al Waab	Al-Saad	Fareej old Al-hitmi	Al-azzizya
The pearl	Alwaab	Wakra	Al hilal	Al Waab	القشانه الجديد	Al Dafna	Fareej al hitmi

Figure 72: Shows the neighborhoods that the survey respondents are currently living in (Source: Author)

Additionally, the numbers of years the participants have been living in their neighborhoods varied throughout the sample. 45% have been living in their neighborhoods for 3 to 6 years, 25% for 1 to 2 years, 20% have been living in their districts for more than 10 years, and only 10% for 7-10 years.



It is also important to mention that 72% of the samples have made friendships within their neighborhood, while 28% did not. These general questions were asked to reveal issues related to the level of cultural mix and social interaction in neighborhoods in Doha. The main reasons behind the residents living in their specific neighborhoods start with personal preference, making up 42% of the sample, followed by, affordable living as the second main reason, work accommodation as the third reason, while only a few of the participants answered that they live in their family neighborhoods. The concept of family neighborhood in Doha is applicable mainly to nationals who live as one big extended family, in one neighborhood (Figure 75 - 76).

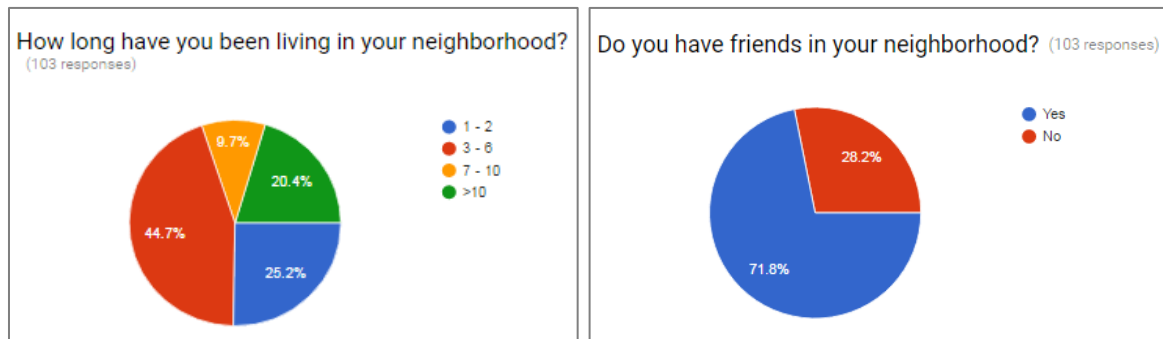
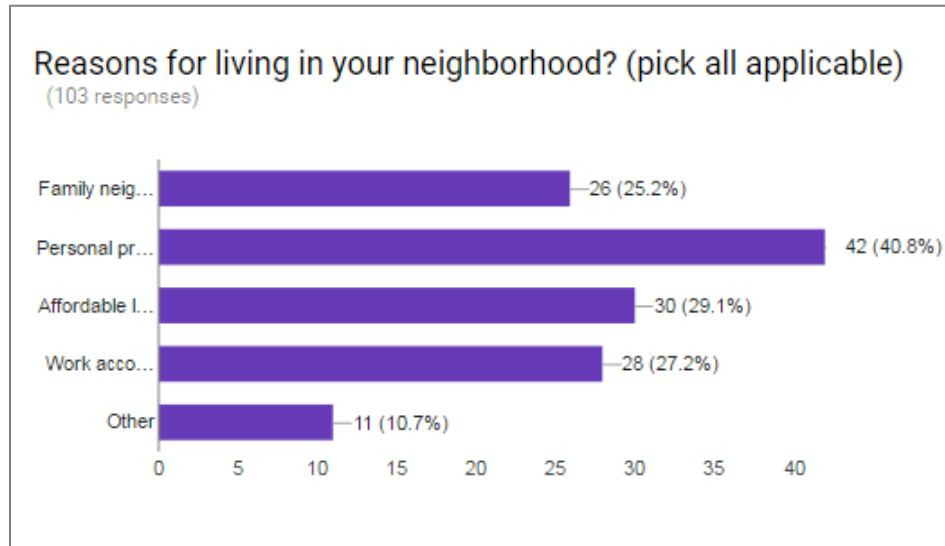
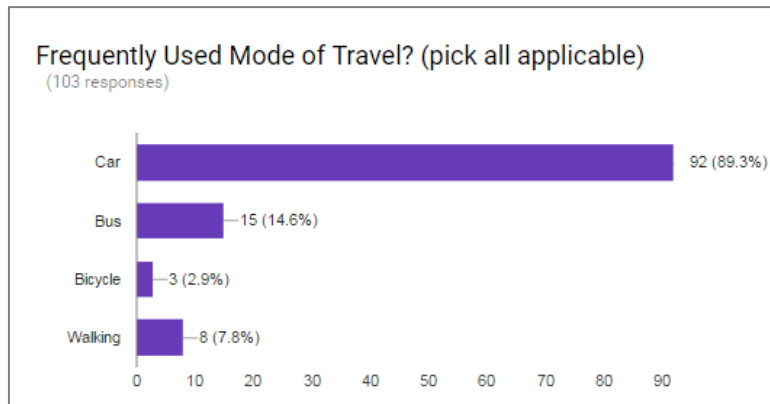


Figure 73: Survey Result (Source: Author)

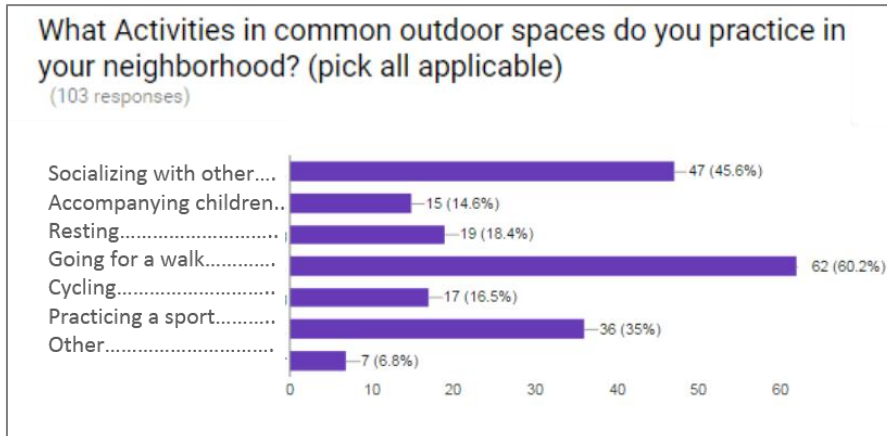


**Figure 75: Survey Result (Source: Author)**

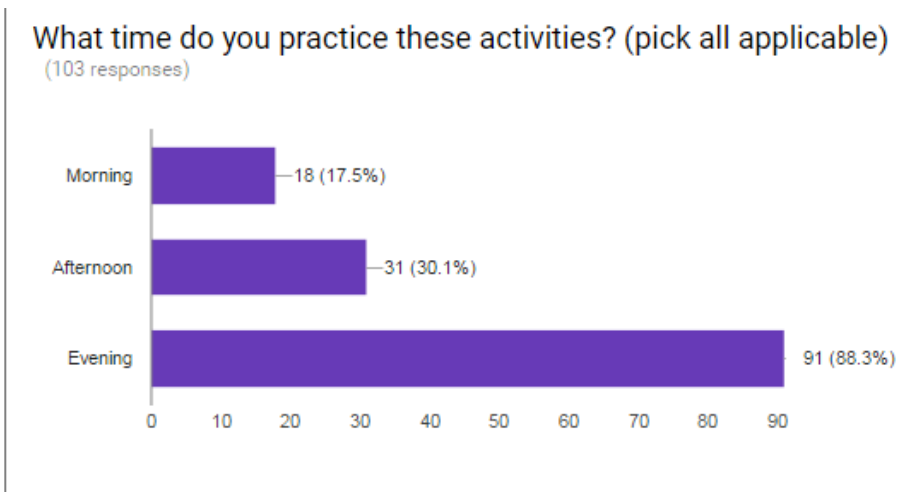


**Figure 74: Frequently used mode of travel of the survey respondents (Source: Author)**

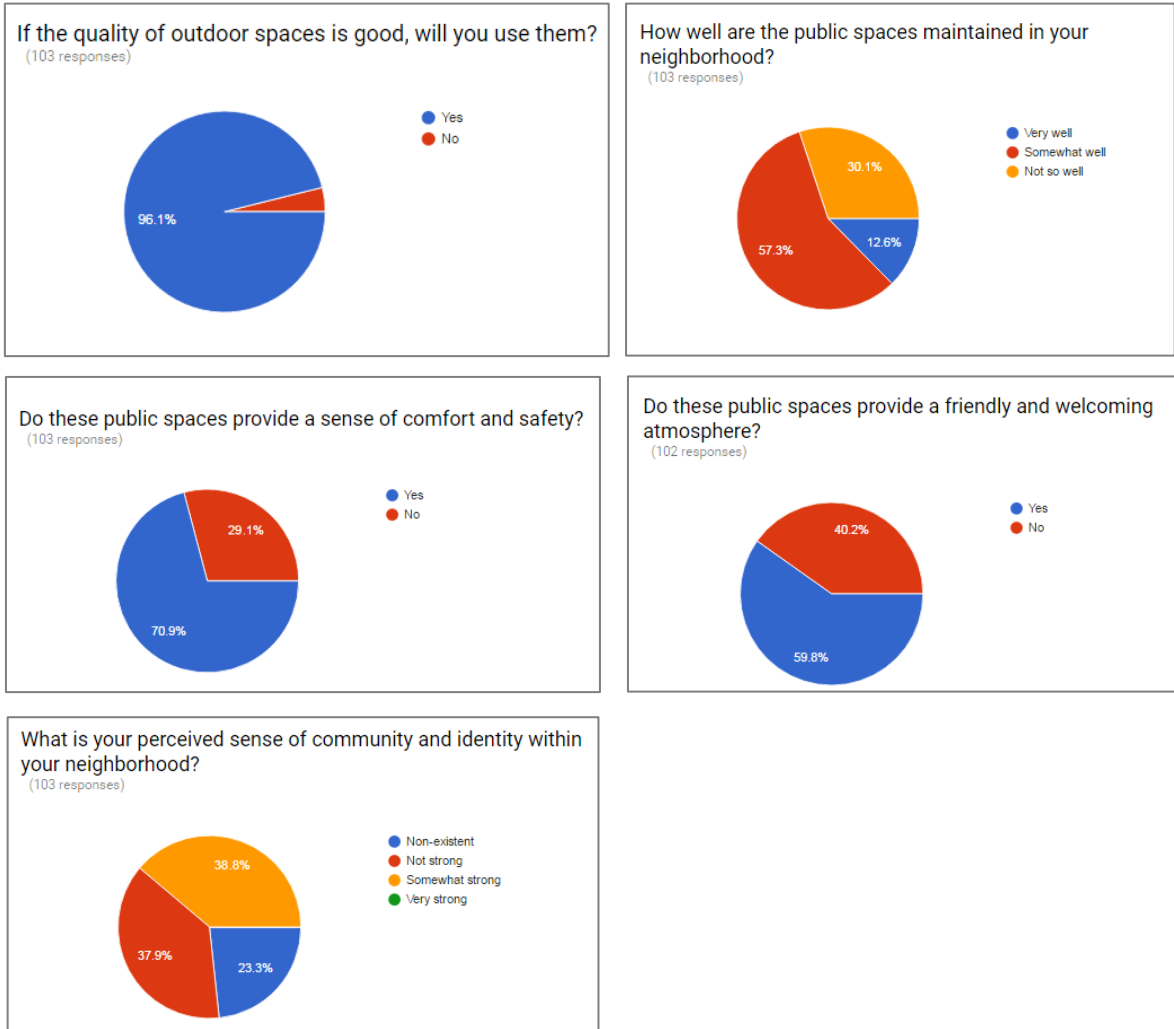
The following graphs represent other main findings:



**Figure 76: The activities in common outdoor spaces that the of the survey respondents practice in their neighborhood (Source: Author)**



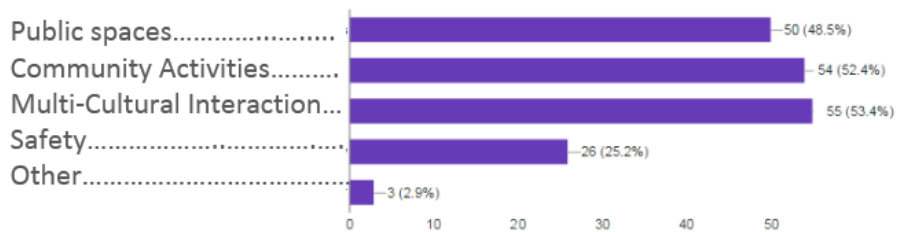
**Figure 77: The time of the survey respondents practicing the outdoor activity in their neighborhood (Source: Author)**



**Figure 78: Survey Results (Source: Author)**

### What do you feel your neighborhood lacks in community identity? (pick all applicable)

(103 responses)



### What activities make the space attractive and encourage you to socialize and interact with others? (pick all applicable)

(103 responses)

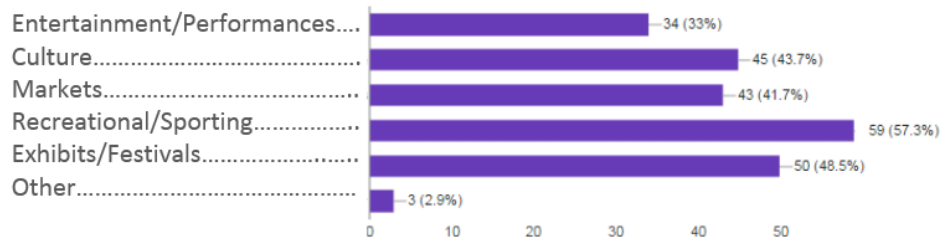


Figure 79: The survey respondents of the activities that make the space attractive (Source: Author)

## 5.5. Focus Group Interviews

The table below summarizes the list of interviewees.

**Table 9: List of interviewees, their organization, and discussion topic.**

Interviewee	Organization	Date of Interview	Topic
Director of Architectural Conservation Archaeology	Qatar Museums Authority (QMA)	June 29, 2016	Evolution of Fareej old Al-Hitmi neighborhood over time. QMA Vision for the old buildings near Qatar National Museum station in Fareej Old Al-Hitmi.
Manager of Archeology & Heritage Database	Qatar Museums Authority (QMA)	June 29, 2016	Governmental initiative to enhance the socio-cultural spaces in Doha. Urban opportunities to enhance Fareej Old Al-Hitmi historic buildings. Building condition, type and use of the historic buildings in Fareej Old Al-Hitmi neighborhood. Building construction materials of the historic buildings in Fareej Old Al-Hitmi neighborhood. The owner and occupant of the old buildings near Qatar National Museum station in Fareej Old Al-Hitmi.
Archeology Restorer Restoration	Qatar Museums Authority (QMA)	June 29, 2016	Old AL-Hitmi map 1952
Architect Engineer Urban Planning Department – Urban Design Section	Ministry of Municipality and Environment (MME)	November 29, 2016	Existing land use map for Fareej Old Al-Hitmi Neighborhood. Previous and new boundary for Fareej Old Al-Hitmi neighborhood.
GIS and Database Management Team Leader  Qatar National Master Plan Department	Ministry of Municipality and Environment (MME)	November 29, 2016	Future Master plan for Fareej Old Al Hitmi Neighborhood and Future of Doha, in relation to the governmental initiative to sustain urban growth.  Governmental attempt to consider socio-cultural space that will enhance social interaction in the neighborhoods..
Senior Manager Energy & Utilities – Systems Integration Department	khatib and Alami Consolidated Engineering Company (K&A)	November 24, 2016	Data related to the utilities of Fareej Old Al-Hitmi Neighborhood.  Metro circulation map and station in Fareej Old Al-Hitmi neighborhood.
Architect Engineer	Qatar Rail	March 26, 2017	Data related to metro station and its potential effects on the study area

## **CHAPTER 6: CONCLUSION AND RECOMMENDATIONS**

It has been concluded that the study area clearly lacks integrated socio-cultural spaces and suffers from low levels of social interaction. This chapter presents a thorough discussion of possible approaches and guidelines to achieve integrated socio-cultural spaces, and to promote socio-cultural interaction and engagement in the study area.

### **6.1. Answers to Research Questions**

The aim of this thesis was to investigate the impact of the rapid urban development on the socio-cultural spaces in Fareej Old Al-Hitmi in Doha and evaluate the current socio-cultural spaces within the study area. The objective is to develop an approach to enhance the socio-cultural spaces, and to promote social interaction and engagement in urban life over a set of design guidelines and recommendations.

The following table shows the research questions and how it was answered to respond to the above mentioned aims and objectives of the thesis through a mixed methods approach involving a combination of both quantitative and qualitative analyses through three steps: (1) Theoretical study, by examining different topics and disciplines (2) Applied and analytical study through site observation, field notes, and photographs (3) Structured questionnaires and interviews with professionals from local planning authorities and engineering companies.

**Table 10: Answers to Research Questions**

Research Questions	The Used Method	Answers to Research Questions
<b>How has the rapid urbanization of Doha impacted the socio-cultural spaces of Fareej Old Al-Hitmi?</b>	<ul style="list-style-type: none"> <li>• Literature review, by examining the impact of rapid urbanization on neighborhoods.</li> <li>• Site analysis and mapping the evolution of Fareej Old Al-Hitmi over time.</li> <li>• Exploring the existing external and internal public spaces.</li> </ul>	The rapid urbanization of Doha impacted the socio-cultural spaces of the study area in many different ways as mentioned in the literature review and site analysis such execution of multi construction projects and the negligence of the historic area which is affecting the cultural identity negatively.
<b>How does the design of public spaces affect social interaction?</b>	<ul style="list-style-type: none"> <li>• Literature review, by examining different topics and disciplines that discussed about the design of public spaces and how it affects the social interaction.</li> <li>• Questionnaires, by investigating the people perceptions of the design of public spaces.</li> </ul>	The design of public spaces plays a vital role in the social life of communities and provides opportunities for social interaction. The public space needs to contain places for people to demonstrate their cultural identities, promote community involvement, human contact and social activities. Further to the survey responses, public spaces need to create attractive spaces that allow a variety of activities to take place.
<b>What are the factors that influence social interaction?</b>	<ul style="list-style-type: none"> <li>• Literature review and case studies by examining different topics and disciplines that discussed about the factors that influence social interaction.</li> </ul>	There are different factors that influence social interaction such as the availability of mixed and continuous use, the quality of outdoor spaces, the physical features in outdoor spaces and the provision of greenery that increases opportunities for social activity and enhance social interaction.
<b>What are the activities that encourage people to meet and interact?</b>	<ul style="list-style-type: none"> <li>• Questionnaires, through investigating the People's perceptions of the types of activities that encourage the community members to gather together and interact.</li> <li>• Literature review and case studies</li> </ul>	There are many types of activities that encourage the community to interact such as recreational activities, practicing a sport, going for a walk, cycling, public gatherings and performances.
<b>What approach can be put forward for Fareej Old Al-Hitmi neighborhood to enhance the socio-cultural space and to promote social interaction and engagement in urban life?</b>	<p>Interviews with professionals from local planning authorities and engineering companies to investigate the following:</p> <ul style="list-style-type: none"> <li>• Future master plan for Fareej Old Al-Hitmi neighborhood and future of Doha in alignment with governmental initiatives to sustain urban growth.</li> <li>• Governmental attempts and initiatives to consider socio-cultural spaces that enhance social interactions in the neighborhoods.</li> <li>• The impact of the Metro station in Fareej Old Al-Hitmi socio-cultural spaces.</li> </ul> <p>Case studies and public realm manuals by applying best practice.</p>	In order to achieve integrated socio-cultural spaces that promote social interaction, the study area should promote the unique identity and cultural heritage of Doha, creating a public realm that encourage social interaction, promote mixed and continuous use, connectivity, enhance walkability, high quality outdoor spaces, and integrated public transportation system.
<b>How can communities be more engaged in shaping their socio-cultural spaces?</b>	<p>Questionnaires, by exploring the following:</p> <ul style="list-style-type: none"> <li>• People's perceptions of the types of activities that encourage the community members to gather together and interact.</li> <li>• The engagement of communities in shaping the socio-cultural spaces.</li> <li>• The effect of the available spaces on enhancing the social interaction.</li> </ul> <p>Literature review and case studies on participative planning.</p>	Communities can be more engaged in shaping their socio-cultural spaces through participation in the development of key plan elements such as, land use, building and site design, transportation, and heritage preservation.



The answers to the research questions allow confirming the research hypotheses that the availability of integrated urban design processes that adopt integrated socio-cultural spaces will promote social interaction. Furthermore, social outdoor activities can increase social interaction and co-existence of various groups of people and finally, there is a relation between the neighborhood urban design and the sense of neighborhood identity and place.

## **6.2. Recommendations towards Integrated Socio Cultural Space**

A set of recommendations and discussion of possible approaches and guidelines were developed to achieve integrated socio-cultural spaces, and to promote socio-cultural interaction and engagement in Fareej Old Al-Hitmi in Doha.

### **6.2.1. Socio-Cultural Interaction and Identity**

The study area should promote the unique identity and cultural heritage of Doha, by encouraging innovative design while still preserving Qatar's architectural heritage; incorporating public art installations that reflect the community's identity; and by providing areas for public gatherings and performances. It is recommended that the Fareej style is brought back to the study area but by also simultaneously taking into consideration the new generation's needs. The arrangement of Mosques should also be

taken into consideration since they are observed as vital cultural community spaces. The Majlis is also one of the most important social engagement locations, and is literally translated as sitting places for the community to gather and discuss local issues and events, and to socialize and interact (Bashir & Gray, 2015).

Even in the face of rapid urbanization, the Majlis remains as the center of social life of the Qatari community, where they gather to resolve problems and occasionally hold wedding receptions. The known concept of the Majlis is that it is open to all people and may be visited by family members, tribes and inhabitants of the same neighborhood, and other distant neighborhoods.

To produce focal points for residents to interact with each another, it is suggested that the study area contains the 'Barahaat', which are spaces between houses, located in a small number throughout the Fareej. Each Baraha should be designed in a way that meets the needs of the residents and provide a safe and pleasant environment for the individuals. For example, Barahaat close to schools may include a small outdoor playground for families, while the ones near mosques may include a public Majlis for neighborhood residents (Figure 82).



**Figure 80: Proposed 'Baharaat' (open spaces between homes) located in a small number throughout Fareej Old Al Hitmi (Source: Author)**

In addition, the study area should contain the Sikkak, which is narrow a street that links the neighborhoods together and is one of the smallest element of public space. Sikkak link each home both to community facilities and neighbors. Since the Sikkak are shaded by buildings, they are considered to be pedestrian friendly and provide safe, cool, walkable routes to destinations. Finally, cohesive neighborhoods need to be created with Mosques, Majalis, Barahaat, and Sikkak, youth community centers, clinics, schools and shops, within each community, in order to encourage socio-cultural interaction (Figure 83-86).



**Figure 82: Proposed 'Sikka' a narrow a street that links the neighborhoods together (Abu Dhabi Urban Planning Council, 2011)**



**Figure 81: Proposed open spaces in Fareej Old Al Hitmi (Source: Author)**



Figure 83: Proposed integrated Socio-Cultural spaces in Fareej Old Al Hitmi (Source: Author)





Figure 84: Proposal towards integrated socio-cultural space in the study area (Source: Author)

### **6.2.2. Creating a Public Realm That Encourage Social Interaction**

As per the review of literature, public realms (including parks, public squares, school courtyards, streets, markets, community centers) play a vital role in the social life of communities and provide opportunities for social interaction, social inclusion, and can facilitate the development of community ties. To enhance social interaction and sense of community in Fareej Old Al Hitmi, public spaces need to contain places for people to demonstrate their cultural identities, promote community involvement, human contact and social activities, as well as safe pedestrian circulation.

Further to the survey responses, public realms need to create attractive spaces that allow a variety of activities to take place, such as recreational entertainment, exhibits, and performances that encourage people of all genders, ages, and social classes to interact with each other. Safe pedestrian flow is a very important component that should be included in the public realm as well (Figure 87).



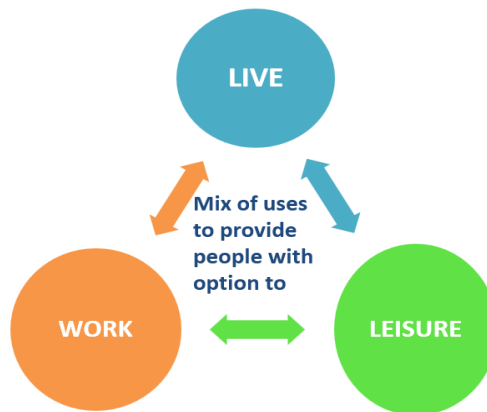
**Figure 85: Proposed public realm in the study area that enhances social interaction (Source: Author).**

### **6.2.3. Mixed and Continuous Use**

There is a strong relationship amongst mixed land use, social interaction, and sense of community. The mixture of land uses increases opportunities for social interaction, like places that contain a combination of residential and commercial land uses and places of residence that include recreational and shopping venues.



Further to the survey responses and site observations, spaces will eventually be vacant and unexploited if activities are not organized in these spaces. Therefore, Fareej Old Al Hitmi should include a mix density of residential, commercial and high pedestrian activity areas. Also, pedestrian connections could be promoted by creating compact blocks, pleasant walkways, and comfortable, well-marked, and continuous streets. The study area should also contain integrated land-uses and transportation systems that allow new developments to maximize opportunities for a safe and efficient system for pedestrians. The change in zoning regulations and development standards is also essential to promote and encourage mixed-use development and safety pedestrian connections.



**Figure 86: Mixed use development (Source: Author)**

#### **6.2.4. Connectivity**

To promote an integrated socio-cultural space in Fareej Old Al Hitmi, the neighborhood should enhance connectivity, integrated land-use and the connection methods of public transit, cycling paths and public spaces. Further to the research results, a set of guidelines were developed to enhance connectivity in the study area, as follows: (1) Analyze the missing connections between different public transit methods and provide a suitable solution to the problem. (2) Connecting pedestrian and cycling paths by providing vehicle-free alleys, shading techniques, and traffic calming measures, especially in important and major connections. (3) Connecting the district by linking cycling paths to the neighboring networks. (4) Connecting public spaces and gardens on the street level with the bicycle and pedestrian network.

The study area should also include a variety of transportation options, which will help in linking people to workplaces, health centers, schools, parks and other services. The transportation options should be accessible, reliable, frequent, and within walking distance to all residents and community facilities.



**Figure 87: Connectivity (Abu Dhabi Urban Planning Council, 2011)**

### **6.2.5. Pedestrian Oriented Neighborhood**

For the development of a unified socio-cultural space in Fareej Old Al-Hitmi, the neighborhood should contain a comfortable and safe walking space, by providing well-connected pedestrian and cycling paths through adopting a place-making approach. As per the research results, a set of guidelines were developed to promote a pedestrian oriented neighborhood, and are demonstrated as follows: (1) Provide vehicle-free paths whenever possible and the usage of traffic-calming measures. (2) Construct suitably shaded paths with trees or light structure shading techniques. (3) Include temperature calming methods such as water sprinkles and sprinkling fans.



**Figure 88: Proposed street section in Fareej Old Al Hitmi (Source: Author)**

### 6.2.6. Physical Features

The study area should contain high-quality outdoor spaces that promote social interaction by attracting people to spend time in the open air and motivate residents to interact with one another. It was also observed that, the more time people spent outdoors, the more likely they are to engage in activities. The visual appearance of common outdoor spaces is vital to develop neighborhood relations. Physical features are recognized as efficient design features in outdoor spaces that encourage human socialization. Appealing features such as properly arranged seats and water feature also encourage the use of public space. In addition, the provision of greenery in the neighborhood increases opportunities for social activity and enhances social bonding among the residents.



**Figure 89: High-quality outdoor spaces that promote social interaction (Source: Author)**

### **6.2.7. Integrated Public Transportation System**

As observed, Fareej Old Al Hitmi needs to include an integrated transportation system, which in turn will promote public transport as an alternative to car travel and enhance mobility in the community. It will also ensure optimum use of land close to bus terminals, railway stations, transport interchanges and corridors, and will maximize the accessibility to metro stations and other public transport services, particularly high-frequency bus routes. Additionally, it will enhance the accessibility to public transportation heading to diverse urban places, and will facilitate safe pedestrian and cycle access to public transport services. By doing so, several improvements to the neighborhood will take place, such as (1) Improve air quality and gasoline consumption. (2) Increase mobility choices (pedestrian friendliness, access to public transportation). (3) Decrease congestion. (4) Improve access to retail, services, recreational centers, and cultural opportunities. (5) Improve access to public spaces, including parks and plazas.

In the case of transit oriented development (TOD), the preferred and comfortable walking distance is either a 5 or 10 minute walk for a diameter of 300-800m. A Neighborhood scale with a radius of 400m should be connected by pedestrian and cycling path networks with bus and tram stations on the edges. Moreover, adjacent neighborhoods within 800 m radius should be connected by tram and bus routes with bus and metro stations on the edges.



Figure 90: TOD design main principles (Source: Author)

### **6.3. Conclusion**

Urban development strengthens countries in many different ways, starting with the greater value it gives to certain areas, by transforming them into international attractions rather than just local ones. Consequently, regions that are implementing mega projects are gaining greater tourism popularity and in turn are becoming more recognized on the world map.

Such urbanization greatly enhances the infrastructure and facilitates the establishment of various socio-cultural spaces. In addition, the international attention that countries acquire as a result of the rapid urban development, provide an immense economic boost. Seeing as how globalization has turned the world into one big village, it is necessary to provide suitable spaces for traditional cultures and communities to come together. Hence, to ensure optimal benefits, integrated socio-cultural spaces need to be maintained throughout the process, in order to enhance social engagement in the neighborhood's urban life as well as promote the sense of neighborhood identity and place.

In recent years, Qatar has been monitoring the rapid development that the country is undergoing and has incorporated the concept of integrated socio-cultural spaces in its national 2030 vision. Even though the conservation of cultural traditions is a great challenge, the government is on the path of establishing utter harmony among economic expansion, communal development, and cultural individuality. Accordingly, this will lead to better social interaction and engagement and will encourage a community that



embraces goodwill and equality for all. As a result, the ultimate goal is to successfully implement the discussed and recommended guidelines in this thesis, to establish and maintain integrated socio-cultural spaces in Fareej Old Al Hitmi, and in Qatar as a whole.

#### **6.4. Limitation of the Research and Opportunity for Future Study**

The hypothesis put forward in the this research concerning a historic neighborhood and its rapid evolution, and the analysis and recommendations proposed towards enhancing the socio-cultural spaces in Fareej Old Al Hitmi were limited by a number of factors. There is a limitation on available data on the current situation, land ownership and future project from local planning authorities or consultants, which are treated with high confidentiality, especially with regard to the future development, therefore, the mentioned recommendation and guidelines is a conceptual contribution to the ongoing discussion to achieve an integrated socio-cultural space that enhances and promotes social interaction and engagement in the study area.

Additionally, the study did not focus on the climatic conditions, which would have necessitated site visits and questionnaires that differentiate the seasons and times of day of the use of social-cultural spaces. It is given that while Qatar has extremely hot and arid climate, it also has a number of months during the year when the climate is very comfortable for outdoor activities.

This thesis can be further developed in a number of ways by further to investigating different neighborhoods in Doha that suffer from the same situation as Fareej Old Al

Hitmi. A more critical point of view could also look at the erosion or disappearance of socio-cultural spaces, while also identifying new social cultures and practices in an evolving society.

The study of the morphologies of the built form and its consequences for the use of social space, the climate and microclimate, as well as factors such as air and noise pollution and urban lighting, would additionally inform on these outdoor socio-cultural spaces, and how these factors influence the vitality of these spaces and the interaction of the communities in them. In addition, investigating the use of social spaces during day and night, different days of the week, and different seasons, and exploring further the different communities and their social practices would further enhance the research and the recommendations towards more integrated and participative socio-cultural spaces.

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# APPENDIX A – QUESTIONNAIRE SURVEY SAMPLE

## Towards Integrated Socio-Cultural Space in “Fareej old AL-Hitmi” Neighborhood in Doha. Thesis Focus on Urban Design

I would like to invite you to participate in this research questionnaire and highly appreciate your support. This is my master Thesis Project that is about "Towards Integrated Socio-Cultural Space in "Fareej old AL-Hitmi" Neighborhood in Doha".

The aim of my master thesis is to investigate the impact of the rapid urban development on the socio-cultural spaces in Doha's historic neighborhoods focusing on 'Fareej Old Al Hitmi' which is an old neighborhood of Doha that contains a very rich history of Al Hitmi family. This questionnaire will help to develop an approach to enhance the socio-cultural spaces, and promote social interaction and engagement in urban life.

For further information: Please contact Sara Ibrahim Nafi'. Email: [sn1405549@qu.edu.qa](mailto:sn1405549@qu.edu.qa) Mobile: +974 55951831

\* Required

### 1. Gender? \*

Mark only one oval.

- Male  
 Female

### 2. Age?

Mark only one oval.

- 18 - 25  
 26 - 35  
 36 - 45  
 46 - 55  
 >55

### 3. Social Status?

Mark only one oval.

- Single  
 Married  
 Divorced

### 4. Nationality? \*

Mark only one oval.

- Qatari  
 Arab  
 Asian  
 American/European/Australian

5. **In the case you are an expatriate, how many years have you been in Doha?**

*Mark only one oval.*

- 1 - 2
- 3 - 6
- 7 - 10
- >10

6. **Academic Qualification? \***

*Mark only one oval.*

- Secondary and below
- Bachelor/Diploma
- Master's or higher

7. **Specialization? \***

*Mark only one oval.*

- Managerial & Supervisory
- Technical & Operational

8. **Where do you live? (Neighborhood name) \***

\_\_\_\_\_

9. **How long have you been living in your neighborhood? \***

*Mark only one oval.*

- 1 - 2
- 3 - 6
- 7 - 10
- >10

10. **Reasons for living in your neighborhood? (pick all applicable) \***

*Check all that apply.*

- Family neighborhood – Fareej
- Personal preference
- Affordable living
- Work accommodation
- Other: \_\_\_\_\_

11. **Frequently Used Mode of Travel? (pick all applicable) \***

*Check all that apply.*

- Car
- Bus
- Bicycle
- Walking

12. **Do you have friends in your neighborhood? \***

*Mark only one oval.*

- Yes
- No

13. **What Activities in common outdoor spaces do you practice in your neighborhood? (pick all applicable) \***

*Check all that apply.*

- Socializing with other
- Accompanying children
- Resting
- Going for a walk
- Cycling
- Practicing a sport
- Other: \_\_\_\_\_

14. **What time do you practice these activities? (pick all applicable) \***

*Check all that apply.*

- Morning
- Afternoon
- Evening

15. **If the quality of outdoor spaces is good, will you use them? \***

*Mark only one oval.*

- Yes
- No

16. **How well are the public spaces maintained in your neighborhood? \***

*Mark only one oval.*

- Very well
- Somewhat well
- Not so well

17. **Do these public spaces provide a sense of comfort and safety? \***

*Mark only one oval.*

Yes

No

18. **Do these public spaces provide a friendly and welcoming atmosphere? \***

*Mark only one oval.*

Yes

No

19. **What activities make the space attractive and encourage you to socialize and interact with others? (pick all applicable) \***

*Check all that apply.*

Entertainment/Performances

Culture

Markets

Recreational/Sporting

Exhibits/Festivals

Other: \_\_\_\_\_

20. **What is your perceived sense of community and identity within your neighborhood? \***

*Mark only one oval.*

Non-existent

Not strong

Somewhat strong

Very strong

21. **What do you feel your neighborhood lacks in community identity? (pick all applicable) \***

*Check all that apply.*

Public Spaces

Community Activities

Multi-cultural Interaction

Safety

Other: \_\_\_\_\_

## APPENDIX B – QU – IRB APPROVAL FORM



Qatar University Institutional Review Board  
**QU-IRB**

April 6, 2017

Ms. Sara Ibrahim Nafi  
Graduate Student  
College of Engineering  
Qatar University  
Tel.: 55951831  
Email: [sn1405549@qu.edu.qa](mailto:sn1405549@qu.edu.qa)

Dear Ms. Sara Nafi,

**Sub.:** Research Ethics Review Exemption / CENG Graduate Student Project  
**Ref.:** Project titled, "Towards Integrated Socio-Cultural Space in 'Fareej Old Al-Hitmi' Neighborhood in Doha"

We would like to inform you that your application along with the supporting documents provided for the above proposal, is reviewed and having met all the requirements, has been exempted from the full ethics review.

Please note that any changes/modification or additions to the original submitted protocol should be reported to the committee to seek approval prior to continuation.

Your Research Ethics Approval No. is: **QU-IRB 763-E/17**

Kindly refer to this number in all your future correspondence pertaining to this project.

Best wishes,

*K. Alali*

Dr. Khalid Al-Ali  
Chairperson, QU-IRB



Qatar University-Institutional Review Board (QU-IRB), P.O. Box 2713 Doha, Qatar  
Tel +974 4403-5307 (GMT +3hrs) email: [QU-IRB@qu.edu.qa](mailto:QU-IRB@qu.edu.qa)

## APPENDIX C – LETTER TO THE MME



QATAR UNIVERSITY  
COLLEGE OF ENGINEERING

DEPARTMENT OF ARCHITECTURE AND URBAN PLANNING

08/06/2016

0/711

AUP/14/STU/TRIPS/16

To whom it may concern at

Ministry of Municipality and Environment

Greetings

Dear Sir/Madam,

The Department of Architecture and Urban Planning at Qatar University aims at encouraging its students to conduct research studies and communicate with different organizations, companies, and societies in the country.

In this semester, master students are conducting research studies that are related to Thesis Focuses on Urban Design course, under supervision of Dr. Anna Grichting. This requires gathering information from outstanding Architectural Firms and Government Agencies. As part of their research, they will have to acquire drawings, maps, taking photos and other necessary materials to pursue their studies during this semester- Spring 2016.

I would be grateful if you could kindly facilitate the process of having these data to our students.

The name of the student is:

1- Sara Ibrahim Nafi' - QU ID: 201405549.

Thanking you in advance for your cooperation.

Sincerely,

Dr. Fodil Fadli  
Acting Head, Department of Architecture and Urban Planning



Department of Architecture and Urban Planning, College of Engineering, Qatar University  
Females Campus, Room # C 0219 P.O Box 2713 Doha, State of Qatar  
Phones: 974 4403 4340 Fax: 974 4403 4341 E-mail : architecture-urban@qu.edu.qa



تم بحمد الله