

Charrette a way to participate in urban design

Nima Sayad¹, navid saeidi rezvani²

Received: 14- January -2020

Accepted: 17- May-2020

ABSTRACT

Various categories have been presented to examine the extent of popular participation. The most important of these are the categories of Miguel, Einstein, Davidson, and Drieskel. Sharte also realizes popular participation as an effective way. In this way, people participate in decision making, creation and implementation of a plan and oversee it over a specified and targeted timeframe. The perspective of the project is formulated with the views of stakeholders, which is itself a way of researching and gathering information.

The present research is a documentary one, in which the opinions of experts have been used with the help of interviews. At first, some theories of participatory planning have been scrutinized and it has been found that the charter makes a real contribution. Then the concept of charting, its features and stages, and a successful example are discussed. Obstacles have been identified in order to assess the feasibility of implementation of the map in Iran.

What can be concluded from this research is that the realization of ranching is not impossible in Iran, but it requires a proper platform. Therefore, at the end, the necessary solutions for laying the implementation of the chart have been discussed.

KEYWORDS: charrette.participation Participatory urbanism Charrette Feasibility

Reference to article: Nima Sayad , navid saeidi rezvani(2020) :Charrette a way to participate in urban design, *IRAN.Journal of Research In Urban Planning and Architecture - Environment Identity (JRUPA-EI)* NO.1 (3), Summer 2020.P.1-16.

http://www.ei-journal.ir/article_107525.html?lang=en

¹ PhD in Urban Planning, Tehran Branch of Science and Research, Islamic Azad University, Tehran, Iran. Email: nima.sayad@gmail.com (Author)

² Assistant Professor, Department of Urban Planning, Qazvin Branch, Islamic Azad University, Qazvin, Iran Email: Navidsaeidirezvani@yahoo.com.

Participation is not a new concept, the origins of which can be traced back to the city-states of ancient Greece. In the present era, along with the significance of the role of the people in society following the developments of the Renaissance and the transition from of the Middle Ages, participation in politics and society emerged in the form of equal voting rights for all citizens and the right to form groups and civic associations (Habibi and Saeedi Rezvani, 2005: 16).

A plethora of theories have been proposed on participatory planning since the 1960s. charrette is proposed as a method that systematically achieves full participation in urban planning, and has yielded highly successful results in the United States and Australia thus far, including designs of Sustainable Design Assessment Team (SDAT) in Longview, Washington, and downtown Port Angel. Evidence suggests that employing popular talents leads to initiatives and creativity beyond conceivable under normal circumstances, as charrette is devoted to the emergence of such creativities.

Providing the corresponding necessary grounds is of utmost importance to implement the charrette as a participatory method in Iran. In recent years, there has been an increasing call for citizen participation in Iran. This participation has emerged in an unusual and undesirable way in the field of urban planning, such the type of participation that is current implemented in the field of urban planning is inherently theoretical (Adibzadeh et al., 2010: 143). In fact, participations are mostly undertaken in the field of financing and implementation of projects, while for it be undertaken properly, it should be devised at the decision-making and project formation levels. To this end, the corresponding obstacles should be first alleviated and the charrette should be considered as a way to achieve full participation.

2. Research methodology

This paper is a non-systematic descriptive review. This research employs documentary sources and uses the opinions of experts via interviewing. Purpose of the study was to examine the charrette, for which first participatory planning was studied as a theoretical basis for this method using the library resources and then the charrette method is outlined in detail after gaining a full understanding of the corresponding existing theories.

3. Theoretical foundations of participatory planning

In general, charrette is a form of participatory planning and thus it is necessary to first examine the extent it is able to realize participation. In order to achieve this, it is necessary to first express some definitions and views in this regard. Participation is defined as the effective involvement of members of a group or community (or their representatives) in all activities and decisions that affect the entire group or community. In urban planning, public participation has been proposed as a tool for society to participate in the development of policies and plans that affect their living environment (Ahmadi, 2001: 46). Public participation is a mutual relationship involving obtaining information from people and presenting ideas, problems and concerns in the opposite (Nastaran and Ranaei, 2010: 113).

Thus far, various theories have been put forward about the levels of participation. Midgley (1986) argues that according to governments, participation is divided into four categories, namely anti-participation, manipulated participation, progressive participation, and genuine participation. As for anti-participation, the participation of the masses is suppressed. In guided participation, the government supports the participation of local communities with the purpose of gaining socio-political upper-hand and facilitating the implementation of projects. In progressive participation, the government, supports participation in formal positions on one

hand, while on the other hand, does not take any effective steps towards the realization of participatory proposals. In genuine participation, the government fully supports social participation and strives honestly in this regard (Azkia and Ghaffari, 2004: 164-169).

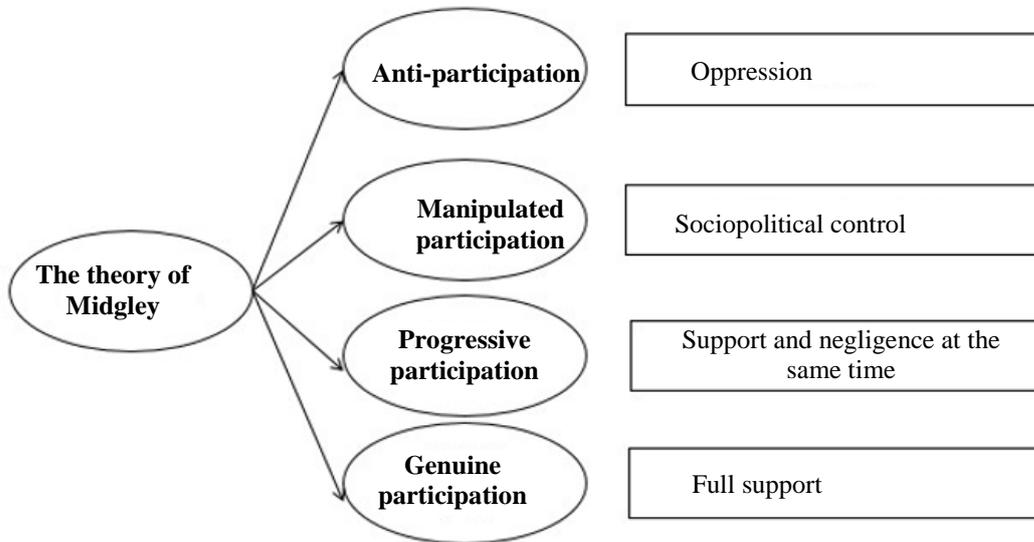


Diagram 1: The theory of Midgley (Source: author, as cited by Azkia and Ghaffari, 2004: 164-169)

Arnstein (1996) devises participation as a ladder that has the following steps, respectively: manipulation and demagoguery, therapy, informing, consultation, placation, partnership, delegated power, citizen control. She argues that the first two step are characterized by nonparticipation. In the second three steps, participation is partial and in the form of tokenism while in the last three steps, citizen power is manifested as the citizen control is the most complete type of participation (Sharifian Thani, 2001: 44-45).

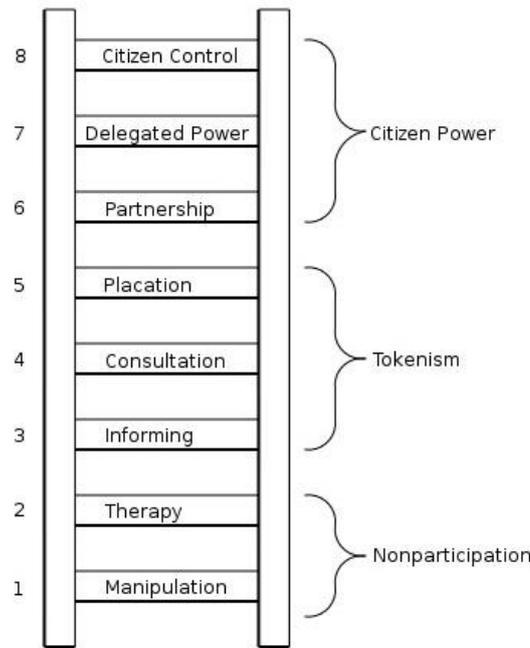


Diagram 2: The ladders of Arnstein

Davidson (1998) divides participation into four categories, the main difference with Arnstein theory being that there is no order in place for as he employs the metaphor of wheel, i.e. the wheel of participation, the components of which are Information, Consultation, Participation, Empowerment (Sharifian Thani, 2001: 47).

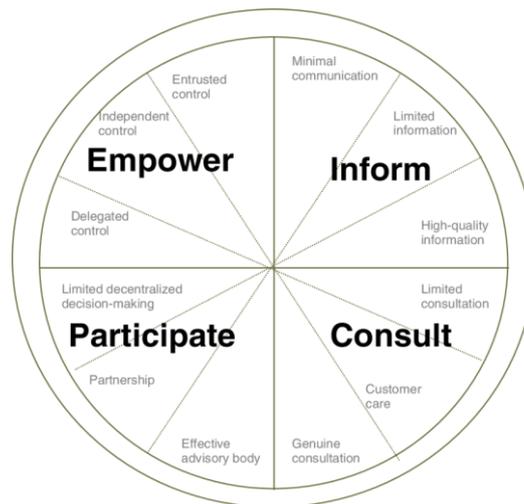


Diagram 3: The wheels of Davidson, (Source: Habibi and Saiedi Rezavani, 2005: 17)

Driskell (2002) first divides the various forms of participation into two general sets of participation and non-participation. Non-participation is itself divided into three sub-categories, namely manipulation and deception, decoration and tokenism. Only local labor is used in manipulation and deception, and people do not have the right to effectively intervene. In decoration, people are asked to do something without knowing the purpose of the work.

Tokenism is referred to cases when people seem to be engaged in decisions while in fact have no authority, such as when a representative of the people is elected by the managers and participates in decision-making meetings when he/she is not the real representative of the people and does not know even their opinions. Participation includes four types of Consultation, Social Mobilization, having People in Charge and Shared Decision-making. Counseling is when people are consulted with, the results of which are effective in decision making. It can be in the form of both participation or non-participation, depending on how it is implemented. Social Mobilization is when people are asked to participate in a pre-arranged program. If people do not know the purpose of what they are doing, social mobilization falls into the category of non-participation, and if people are aware of the goals and it thus has a voluntary nature, it can be considered as participation. Having People in Charge occurs when the citizens start an activity, make a decision about it and determine the final product of the work, in which the level of interaction with other people in the community is arguably low. Shared Decision-making refers to when all members of society participate in affairs and have an equal share in decisions (Sayad and Aqwami, 2010: 3-4).

Through the mechanism it offers, charrette is able to achieve the highest level of participatory planning, that is, genuine participation, with authority, empowerment, along with the participation of the people in decision-making.

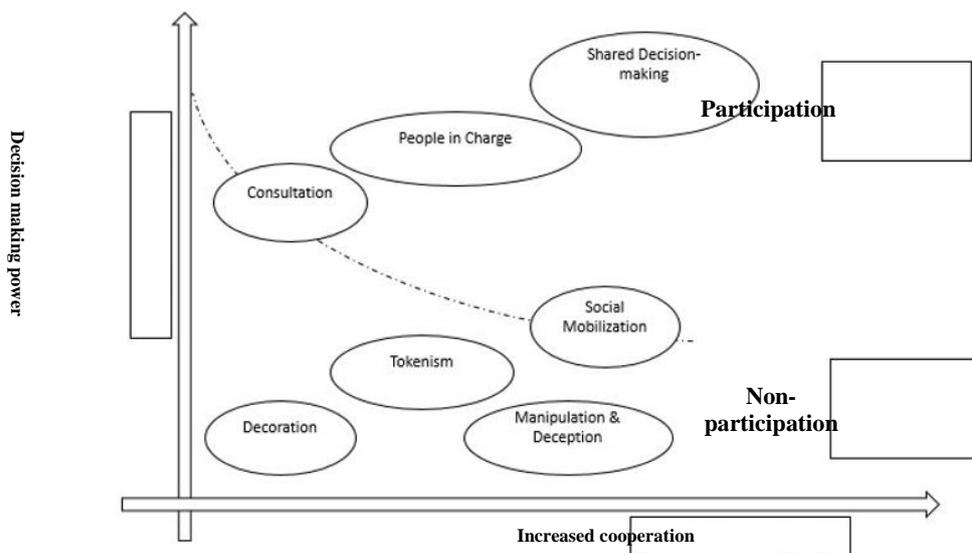


Diagram 4: Driskell Theory

4. The Charrette method

4.1. Definition of charrette

charrette is a multi-day planning method during which experts of various fields engage in a charrette group to devise a plan based on the views of stakeholders. charrette is a French word meaning cart (wheel) and refers to the utmost level of efforts and hard work put in art and architecture students on the day of the project presentation. At Ecole Des Beaux Arts in Paris during the 19th century, examiners and invigilators rode in carts to dormitories to collect the final design students, and students rode onto the cart with their work, eagerly implementing the latest changes to their plans while on the cart. This type of activity, which at times led to

interesting innovations, caused an atmosphere highly resembling that of the charrette, hence the name.



Figure 1: The charrette used for collecting the designs of students in the 19th century (Source: Lennertz, Bill et al.)

4.2. Phases of charrette

every charrette is completed in 3 phases, which are discussed in detail below.

4.2.1. Phase one: research, training and preparation

The research and preparation of the charrette takes a maximum of 1 to 9 months (depending on the scale of project). The first step is to ensure that the project team has developed the corresponding process in the best shape way. The project team must designate one day for meeting to design the charrette process and reach an agreement on expected outputs, prepare a list of potential stakeholders, development plans, schedules, rules and responsibilities, and prepare a comprehensive plan for the charrette. To this end, the first general meeting is planned and scheduled. Ensuring the accuracy of the information as well as the right choice of people is the key to success of charrette. During the charrette, the group needs make sure that all the required resources for properly designing and selecting the right strategies are in place. For this purpose, the relevant basic information should be collected and analyzed. Participants are first instructed on the project, its process and their role in the project.

Public meetings begin with introducing the project, asking citizens about their opinions on the basic information, their interests in the project, and finally their needs. It is of paramount importance that all participants are treated with respect. People who leave the initial meeting should be persuaded as such to attend the upcoming. They need to feel that their participation is vital and helps improve the project. Some early development ideas are often drawn at home, which provide grounds for identifying the amount of facilities available and areas needing further research, and allowing designers to better understand the efficiency of the project.

4.2.2. Phase Two: Presenting the best designs through collaboration

The charrette design team must set up a complete workshop on or near the design site, which should be equipped with proper drafting equipment, supplies, computers, copiers and fax machines. Group members stay on site for 4 days to a week. The first day is devoted to meeting key stockholders. In the evening of the same day, a public meeting will be held with a lecture on the principles of urban planning, followed by a public debate. The charrette continues in the following days. The charrette design team cooperates to bring out the main areas of design, production and refinement. This is done through a series of feedback and design testing sessions with stakeholders. Scheduled meetings with interest groups such as local associations and business owners among others are held in the form of public and semi-educational meetings using pin-ups (Figure 2).



Figure 2: An example of phase two charrette public meetings (Source: www.charretteinstitute.org)

A pinup feedback is an event in which designers collect designs from tables and pin them on the wall for a closer look. During this step, a creative interaction is formed between different stakeholders. These sessions often become very lively and passionate during which various alternatives are discussed in detail. Solutions often emerge from these issues. This design and review cycle continues throughout the charrette (Figure 3).



Figure 3: An example of designs pinups and discussing them (Source: www.charretteinstitute.org)

At this stage, a highly passionate atmosphere with a very high efficiency is fashioned. Designers often work late into the night, interacting with citizens and stakeholders, engaging in debates, and discussing strengths and weaknesses along with various alternatives. Moreover, possible mistakes and flaws are discovered and made known to the people. Round-the-clock meetings bring people together at different times. After 3 days, people start talking about things they did not previously know as their knowledge and information is updated. In one or more nights, general examinations are performed on a daily basis through pinups. These sessions provide fast and powerful feedback loops that are essential to the achievement of the charrette, because all stakeholders are present. Everyone's views and perspectives are heard and perceptions of problems start to change. Participants learn that the project is more complex than initially thought, and that there are other needs and requirements that should be addressed. People need to feel that their concerns are legitimate and are sought-after during the program. Because attendance at all meetings is prevalent in approximately 60 percent of all participants, they can see the evolving logic behind each decision.

Phase 2 of charrette ends with a public presentation at this point. The design team provides all parts of the project, including master plans, building designs, economic impacts, transportation, strategies and practical implementation plans, and all the aspects needed to move the project towards implementation in sufficient detail are hence discussed. For those who have been present since the first night of the charrette, this presentation has a significant effect. The atmosphere is reminiscent of the many student design workshops on university campus where students present their final designs after tiresome efforts. Many presentation sessions end with applause from local participants who appreciate the design team, a group that has lived in their city and place of residence for a week (Figure 4).



Figure 3: An example of the final session of the phase two (Source: www.charretteinstitute.org)

4.2.3. Phase three: Preparation of the final design

It is very important that the all endeavors from the second stage is reviewed quickly and any necessary optimizations are made and again returned for general final review. The longer this process, the more likely the project faces failure. Ideally, the maximum interval between phases two and three is 45 days, but depending on the scale of the project, 2 to 4 months is

also acceptable. Key stakeholders should be kept in the activity ring as much as possible by engaging them in economic, financial, physical and political discussions and efforts. Following the reviewing process, the final general meeting is held, which is sometimes done in two consecutive nights with the design group also meeting. This helps to avoid any underthought issue in the charrette. These two sessions also allow people who missed the last session of the phase two to get informed. On the first night, a revised draft of the charrette is presented and the corresponding opinions and comments are recorded. The next day, the design team makes the necessary changes to reflect the latest ideas, and the design is prepared for the general meeting of the second night. In this meeting, the final plan is presented and discussed.

4.3. Characteristics of charrette

charrette have features that, when properly put together at the same time, make it superior to other participatory planning or any other type of planning. These features include:

- A) **Joint work and collaboration:** During the charrette, all participants are involved. This method may at first seem highly time-consuming to have all participants engaged, but in the long run it conserves time by preventing rework, producing higher quality designs, and making it easier to implement.
- B) **Interoperable design:** All designs on the charrette are done with the help of a group, each of whose members has a different specialization and usually includes architects, planners, engineers, economists, market experts, government employees, and citizens. This makes all aspects be scrutinized and the plans are thus more realistic.
- C) **Employing design to achieve a common vision and create comprehensive solutions:** Designing is a powerful tool for forming a common vision. Drawing is an appropriate tool that exhibits the complexity of issues through exemplary illustrations. The charrette design team specializes in understanding the issues from the drawings and are able to easily extract and discuss the points from the heart of the drawings. In charrette, all participants should communicate through their pens.
- D) **Working on the details:** In the charrette, all details of the plan are discussed and no issue is left behind.
- E) **Limitation of the work schedule:** Each part of the charrette is strictly time-scheduled, and the work must be completed according to a specific timeline. To this end, a reasonable level of pressure is imposed on the participants. This type of timing results in innovative solution by accelerating the decision-making as well as reducing non-constructive discussions.
- F) **Interaction in the charrette feedback loop:** The presence of stakeholders in all stages makes them aware of all aspects of the work, while also the opinions of people is discussed in each stage and applied to the plan, for which an immediate and mutual interaction is formed.
- G) **Working for at least four to seven consecutive days:** In charrette, at least 4 days are required in the second stage, in which 3 feedback loops are formed in 3 consecutive

day, while one day is dedicated to summarizing. These three loops are enough to inform as well as receive stakeholder feedback and implement a two-way interactive design. In large projects this period might extended to one week.

H) **Working on site:** This feature helps to gain a better understanding of local values and customs and also facilitates access to stakeholders and information. Design workshop can be established in the empty part of the street, schools, community centers and other similar places

I) **Production of a fully executable program:** The plans prepared in this way are completely focused on implementation and thus generalization is avoided therein (Lennertz, 2003).

4.4. Charrette case study: REDMOND - South US 97

This region is a commercial corridor that invited a charrette group for cooperation in 2013 with the aim of improving and creating a pleasant, lively and usable environment for people on horseback, on foot and by bicycle. The problems and challenges of this corridor were:

- Unbalanced view;
- Unbalanced and confusing access structure;
- Uncoordinated signs;
- Aesthetically poor outlook;
- high speed;
- High safety issues / history of accidents
- No sense of reaching south
- Low access for pedestrians and bicycles
- Poor connection between east and west (both canal and railway)
- No access or communication south of Yaw Street
- Poor access to residential land to the west
- Existence of vacant or underused lots
- Poor local access and traffic needs



Figure 5: Aerial view of the corridor (Source: <http://www.aslaoregon.org>, 12/19/2013)

To alleviate the problems of the corridor, it was divided into three parts: village commercial district, urban commercial district, and the gateway district, the problems of which were solved using the charrette methodology.



Figure 6: An example of a charrette session in the corridor (Source: <http://www.aslaoregon.org>)

Due to the existing problems and also according to the charrette process, a vision and an agenda was devised for the corridor, comprised of the following:

- General improvement in all the three aforementioned sections of the corridor;
- Achieving higher desirability with signs appropriate for Redmond;
- Improving safety and calming traffic on the highway;
- Achieving reasonable access;
- Creating a lively and vibrant business atmosphere;
- Creating a sense of reachability to the south end by creating a gate
- Improving east-west connection
- Improving bike and pedestrian access to the residential area and across the canal

- Transparency in terms of meeting development standards for the future
- Implementation (with optimizing methods of defining costs, budget, phasing and role / responsibility)

Correspondingly, the charrette team collaborated and devised a solution with the aim of achieving the aforementioned vision, the resulting plan of which was ultimately implemented.

5. Findings on the feasibility of using charrettes in Iran

Thus far, some urban projects in Iran have been implemented with relative success on a case-by-case basis with the help of participatory urban planning, which is nonetheless far from what is considered as real participation, in which people are genuinely involved in decision making¹. The comprehensive plan of Niasar or some projects in Kashan in the first half of the 2000s, all to relative success, are among such projects (quoted by Nasser Mashhadizadeh Dehaghani based on an interview).



Figure 7: Participatory planning in Niasar (Source: Mashhadizadeh Dehaghani)

Participatory planning in Iran is yet to achieve a systematic structure and participations are mostly done on a case-by-case basis. It is safe to argue that the charrette method has not been used in general in Iran thus far. To employ the charrette method in Iran, it is essential first to identify the beneficiaries involved in this field.

The most significant group in the successful implementation of the charrette is indisputably the people. Without the participation of people in the charrette and their lack of attention, the charrette would not become feasible. The people themselves are divided into smaller groups. These include residents of the area where the site is located, people who have run businesses in the area, other people living in the city (and pay taxes and therefore have the right to participate in decisions), and all project stakeholders. In more traditional communities and small towns, trustees and elders are reliable links for establishing communication with people, but in larger cities this requires institutionalization (such as NGO groups), after which it means participation among the people (Quoted from Nasser Mashhadizadeh Dehaghani based

¹ For further information, see “Participatory urban planning; theoretical exploration in the context of Iran”, which employs 8 criteria to divide participation into three categories of tokenism, limited and genuine. There, it is argued that participation in Iran has a tokenism nature. Full details are available in the resources section.

on an interview). Gaining the trust of people plays a vital role in their participation in charrette-based projects. In some cases, planning groups have spent a year living with local people and gaining their trust (ibid.), which is not possible in the charrette due its time constraints. Therefore, it is necessary to use another mechanism such as the media to ensure the participation of the masses, and thus the media is presented as a group involved in the charrette process.

The media, either in its visual, auditory or written form, has an important role to play in stimulating participation. The media can create the required cultural background through direct and indirect education. Local media can also pose as a reliable executive tool for the charrette group

The professional community and researchers are highly involved in the field of charrettes. The role of the professional community, from the planning stage to the end of the charrette, is simply put undisputable. A rudimentary review of projects that are proposed as partnership in the country indicates that in these projects, the main intention of the planners is mainly to ensure the interests of planners and employers, and the scope of participation, financing of projects and considering participation is generally a tool for legitimizing projects (Habibi and Saeedi Rezvani, 2005: 23). If researchers seek out the methods of participation and consequently the charrette and hence offer the necessary training to the professional community, partnership would not be simply regarded as a tool to legitimize the projects and therefore the proper grounds for the realization of the charrette would be provided.

Another set of people who can be involved in the formation of charrettes are the officials. The legal status of the charrette is currently unclear as it is yet to be implemented in Iran. Legislative authorities are responsible for filling this legal gap. Executive officials must also take effective steps towards deploying charrettes by implementing the laws correctly and completely.

Now that the groups and beneficiaries involved in the realization of the charrette are identified, the obstacles to the realization of the charrette should be discussed as well. One of these barriers is the economic barrier. First, it must be determined where the necessary funds for the charrette are provided. The extent to which the government and the private sector pay for this method is an issue up for debate. Of course, the private sector in Iran is mostly engaged in consulting through firms that joint planning and the government is in charge of participatory efforts. Unfortunately, the current view on people's participation in this sector and even among the professional community is that of the financial or implementation nature (quoted by Nasser Mashhadizadeh Dehaghani based on an interview) or participation in the form of approving and rejecting the plan, while the charrette seeks to achieve full and comprehensive participation in decision making as well as cooperation in formulating and devising the plan.

The cultural barrier is another hindrance to the realization of the charrette. One of the most significant obstacles to implementing the charrette in Iran is that the people themselves are not yet aware of the importance of their role and position in participatory planning. Traditionally, people expect the authorities to decide, plan, and to implement the plan, while reserving the right to comment, albeit to no effect, for themselves at the end. People are not expected to participate, as long as this attitude withstands (as quoted in Aini, 2007). In

particular, the charrette requires people to spend their time and dedication, and hence they need to ensure that their participation is necessary, useful and effective.

Legal barriers also prevent the timely implementation of the charrette in Iran. For example, Article 73, Clause F of the Law on the Organization, Duties and Elections of the Islamic Councils of the Country and the Election of Mayors, which deals with the duties and powers of the Islamic Council of the village emphasizes on the “Explaining and justifying government policies and encouraging villagers to implement the policies” (Mansour, 2013: 52). Certainly, such a law, which considers the council's duty to justify government policies, cannot be expected to involve popular participation in decision-making. In order to achieve the charrette, the rules and structure of urban planning should be based on this. Urban laws and regulations should be drafted in such a way as to lay the groundwork for and support the charrette. Of course, current urban plans based on participatory planning are often presented in the form of regulations on reviewing and approving local, regional and national development plans and urban planning and architecture regulations approved by the High Council of Urban Planning in 2005. as a special design, but there is no consistent and definite procedure on the matter.

The last very obstacle in the way of fully fulfilling the charrette in Iran is the one with the implementation nature. If it is assumed that the laws necessary for the implementation of the charrette are passed and approved but that the executive officials or planners do not believe in the implementation of these laws, they are simply put in vain. In some instances, some believe that planning is a specialized job, on that people cannot interfere in, or that the city police prevent people from gatherings.

After recognizing the groups involved in the charrette and the hindrances to its realization, a solution for its realization can be formulated. In order to remove economic barriers, participation in traditional methods of financing would not prove sufficient (quoted in Aini, 2007). Therefore, it is necessary to deeply examine the issues of financing and investment, new financial innovations and understanding the dimensions of financial management with the purpose of realizing the charrette. Officials can offer grounds for investing in this sector by enacting laws that protect the relevant investors, such as tax protections or the sale of bonds with reasonable interest rates. Of course, officials should consider that capital is simply changing hand between the same owner, as it satisfies the public in the best way. The government can also provide the necessary grounds for the private sector to invest in charrette projects, which can in turn share in the benefits of the project after its partial or complete realization. People, as those who are involved, can be involved in charrettes as the private sector alongside the government.

In order to remove cultural barriers, the media can play a very decisive role. To this end, it is necessary to put reasonable efforts into institutionalization and providing infrastructures for the concept of charrette. The role of NGO groups is key to forming a link between designers and people. The media, especially the local one, can provide the ground for the institutionalization of the charrette and its realization by expressing its strengths and weaknesses and building trust between men. The professional community, as the leading proponent, can persuade officials to take advantage of this approach as well as to stimulate greater participation by stating the benefits of employing charrettes in projects. In-person

training, especially through non-governmental groups, can also be very useful in this regard and in gaining people's trust.

Legal barriers, as the name implies, can be removed by enacting appropriate laws therein. But first, the legislature needs to be aware of the significance of charrette and participatory planning as well as its benefits. The culture of participation should also be explained to legislators and the benefits of the charrette in particular should be explained to them.

Executive barriers can also be removed by educating and instructing executives and the professional community. Many people in the professional community still do not really approve of the participatory method and its nature, and many officials use participation as a populist act. If success in the charrette is expected, education in this regard and the restructuring of urban governance should be taken seriously in a participatory manner and should be progressed systematically, following the example of Australia and the United States, which implement this method at great effect.

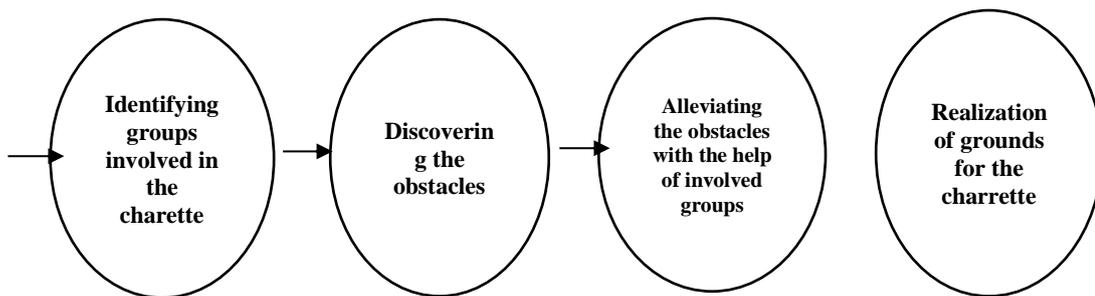


Figure 5: Conceptual model of realization of charrette in Iran

6. Conclusion

Charrette is a method that is capable of achieving the highest level of participation by relying on participatory planning. Collaborative work, interoperable design, use of design to reach a common vision and create comprehensive solutions, working on details, limitation of work schedule, interaction in charrette feedback loop, working for at least four to seven consecutive days, On-site work and programmable execution are features that distinguish charrette from other methods.

After studying the feasibility of charrette in Iran, it seems that its realization is possible and only requires creating a suitable platform and gaining the corresponding necessary determination. To this end, it is essential that the government and authorities have a more comprehensive view and provide the necessary training and reassurance in this through the media. Discussing about the formation of a platform with reference groups can be of significant contribution. To overcome legal barriers, enacting the necessary laws seems essential, for which the legislators, as an influential group in the charrette, should be properly informed of its benefits. The professional community and researchers have a significant role to play in the implementation of charrette in Iran by institutionalizing, yet they should also receive the necessary training in the first place. In overall, implementing the charrette in Iran needs alterations in the planning structure from the way of forming ideas and defining the initial vision to implementing and paying more attention to the role of the people.

7. Resources

- Adibzadeh, B., et al. (2010). *Social engineering and the role of public participation in the realization of renovation in dilapidated textures, case study: Nematabad Neighborhood*. Journal of Architecture and Urban Planning, No. 4, University of Arts. (in Persian).
- Ahmadi, H. (2001). *Participatory urban planning*, Tehran, Journal of municipalities, No. 36, Organization of Municipalities and Villages of the whole country. (in Persian).
- Aini, M. (2007). *Workshop on the study of non-physical dimensions of endogenous urban development*. Tehran, Ministry of Housing and Urban Development (Iran Urban Development and Improvement Organization). (in Persian).
- Asla Oregon, 2013/12/19, Redmond South US 97 Design Charrette, <http://www.aslaoregon.org>.
- Azkia, M. and Ghaffari, Gh. (2004). *Rural development with emphasis on rural society of Iran*. Tehran, Ney Publishing. (in Persian).
- Driskell, David, 2002, *Creating Better Cities with Children and Youth (A Manual for Participation)*, Unesco, Publishing & Earthscan Publication Ltd.
- Habibi, M. and Saeedi Rezvani, H. (2005). *Participatory urban planning: a theoretical exploration in Iran*, Journal of Fine Arts, No. 24, University of Tehran. (in Persian).
- Jahangir, M. (2013). *Laws and regulations related to the city and municipality*, Tehran, Didar Publishing. (in Persian).
- Lennertz, Bill, 2014/2/10, *The Charrette as an Agent for Change*, www.charretteinstitute.org.
- Lennertz, Bill, 2003, *New Urbanism: Comprehensive Report & Best Practices Guide*, 3rd Edition, Ithaca: New Urban Publications.
- Lennertz, Bill & etal, 2008, *An Introduction to Charrettes, Planing Comissioners Journal*, number 71.
- Sayad, N. and Aghvami, N. (2010). *Renovation of worn-out structures with the help of participatory urban planning in Iran, the second annual conference on renovation of worn-out structures in Tehran*, Tehran. (in Persian).
- Sharifian Thani, M. (2001). *Participation of Citizens in urban governance and heritage. Urban Management Quarterly*, No. 8, Organization of Municipalities and Rural Affairs of Country. (in Persian).
- Oosthuizen, A. (1998). *Citizens' participation in the planning and development of urban areas*, translated by Barakpour, N., Journal of Architecture and Urban Planning, No. 48 and 49. (in Persian).