Objective

Concept:	Compact City	Connected City	Inclusive City	Vibrant City	Resilient City
	Residents of the compact city enjoy a highly efficient urban form characterized by close proximity to services and variety of uses. A highly walkable environment that is supported by the urban layout encourages walking and cycling, providing opportunities for people to interact and businesses to emerge. An efficient public transport system provides better accessibility for all, bringing multiple economic and environmental benefits. Achieving a compact city implies creating an efficient urban space that is safe, comfortable and attractive for all its residents.	Residents of the connected city leverage from permeable and efficient street network with walkable distances and a variety of route options, allowing a convenient journey between destinations and public transport services as intermediate stops. Transportation of the connected city is multimodal and has all the necessary infrastructure for convenient walking, cycling, taking public transport and safe driving. The urban environment of the connected considers streets as vibrant, safe and attractive public spaces accessible for all. A connected city integrates blue and green networks, support the functionality of the ecosystem, and connecting people with nature.	The residents of an inclusive city have equitable right to the city, access to services, employment, public space, public transportation, and other opportunities the city provides. The urban environment of an inclusive city supports physical, economic, cultural and social needs of all people of all abilities, of all background and income levels. Public spaces of an inclusive city are welcoming to all visitors, housing is affordable and attracts a diverse range of residents.	Residents of the vibrant city have access to the diversity of activities, urban services, and economic opportunities. A vibrant urban environment forms place identity, facilitates social interaction, communication, physical and learning activities and attracts people to live, work and spend time in the urban neighbourhood. A vibrant city provides an enabling environment for building social, cultural, and economic capital, where place character is emphasized.	All the residents of the resilient city are secured from immediate and chronic stresses within urban systems and are prepared for future potential challenges. Resilient city provides continuous functionality of services and urban systems that can withstand any potential crisis and facilitate the recovery process. In addition to building adaptation to the changing world, resilient urban form may correct existing social and economic structures, improving the community well-being.
SDGs:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	1 , 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
NUA transformative commitments:	34,36,37,39,43,62,67,68,69,70	34,36,37,39,54,62,67	25,26, 27,31,32,33,34,36,37,39,40, 43,62	26, 27,34,36,37,38,39,40,43,53,62,68	25,31,32,34,36,37,38,39,43,44,62,65,67,68,69,70,73,77

Neighbourhood

	Design recommendation:	Hashtag/Code	Principle /Tip	SDG principle	SDG target	SDG indicator	Work tip:
1	**Proximity and walkability.** Ensure close proximity of urban services within the neighbourhood that makes distances walkable. Walkable distances vary from 400 to 800 metres depending on the local environmental conditions, however, the most widely adopted distance is 800 to 850 m by two services. In some cases walking distance may be increased to 1@15 minutes depending on the city scale and a grid.	#proximity, #walkability, #walkingcycling, #Mobility	1.1, 1.2, 10.3	11.2, 11.3, 11.6, 10.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 10.3, 10.7		While planning urban services, it is important to analyse the surrounding context and understand the existing environmental conditions and infrastructure. Analysis of the services may maximize the impact of such other uses located in close proximity (for example, a library will benefit from the proximity to university or a school).
2	**Infrastructure for safety.** To ensure better walkability, the urban environment should provide infrastructure for safe and comfortable walking and cycling such as pedestrian and cycling infrastructure, pedestrian crossings, traffic calming (where applicable), street lighting, universally accessible pedestrian infrastructure, alternate for passive surveillance such as street retail, etc.	#safety,#walking #cycling,#walkable, #pedestrian	1.3, 11.2	1.2, 7.a, 10.2	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7	11.2	
3	**Permeability of urban fabric.** The permeability of the urban fabric can significantly contribute to the efficiency of movement and perception of centralities by creating a connected and continuous network of open spaces that prevents from overloading. It is important to consider fine-grained urban pattern and appropriate scale of buildings that increase options for pedestrian routes, promoting better use of facilities and creating a walkable public space network within the urban layout	#permeability,#Fine grain#walkability, #public space	1.1,2	1.2, 10.2, 12.7	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		During the design process, it is important to analyse different urban morphologies within the city, to define the most locally efficient and vibrant character prefashed by the local community. The analysis should consider the existing urban form, building typologies (grain size), pathway widths, the character of the street enclosure etc.). It is advised to have a closer look into the centre/historic areas of the city for good practices. Often, a semi-organic urban pattern demonstrates better efficiency, vibrancy, walkability and resilience to climate change.
4	**Mixed land use.** Mixed land use, associated with contextually appropriate high residential density, and based on efficient public transport, is a key element of a compact city. Residential density should be sufficient to support a viable and sustainable neighbourhood by which can be economic viz. 30 to 50 per unit for residential use and 30 per unit for public services. The set of recommended standards is a range to allow for flexibility so that different contexts can adapt them to their own situations.	#mixuseland, #compactcities	1.2	14.2	11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		In some contexts, mixed use environment is an integrative element of urban regeneration and revitalization of the existing urban fabric. However, it requires careful planning a new development, it is important to analyse the character of local street use development (the type of shops, street terraces, etc.) and leverage from the local good practices.
5	**Compatibility of uses.** Mixed-use development should ensure mutual compatibility of uses (in a way they benefit each other and not cause any nuisance to each other). Residential use is considered as a core element of a walkable neighbourhood. Commercial, cultural, and other uses should be considered as well as a system of designed access points to the neighbourhood to mainly private and public transport modes. Spatial buffers might be used to minimize conflicting uses within the neighbourhood (greenery, courtyards, etc.)	#mixed use, #compatibility, #proximity, #walkability	1.2,1.1	10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		In some contexts, the balance between private and public development should be maintained. Necessary privacy may be achieved with green buffers, vegetation, design elements, and/or other spatial separation techniques. Residential units should be located in quiet and safe locations which should be considered as well as a system of designed access points to the neighbourhood to mainly private and public modes. Spatial buffers might be used to minimize conflicting uses within the neighbourhood (greenery, courtyards, etc.)
6	**Efficient public transport.** An efficient public transport system is an essential element of compactness. Residents should have an easy and universal access within 5 to 15 minutes walking distance to public transportation considering accessibility and different transportation forms. Public transport stops should be designed according to the contextual needs (provide shade, sitting areas, waiting points, etc) and comply with universal design standards.	#public transport #Mobility #Transport #Sustainable Transport #Transport Accessibility	1.3	11.2	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		
7	**Efficient density.** The effective use of urban land should be achieved by increasing the density of development and activity. It is important to ensure that the high-density benchmark is locally relevant by assessing the overall efficiency and character of the urban form. To promote a high population density, an indicative around 150 p/ha for a sustainable neighbourhood may be considered as a reference, however, density indicators may vary and should be carefully assessed depending on the context.	#urban density, #urban efficiency	1.4	10.3	11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7	11.3	
8	**Human-scale environment.** In compact development, human-scale factors should be given greater emphasis from the viewpoint of pedestrians. Human-scale environment facilitates communication among residents and interactions with the space. If people-centred approach, that is based on how a place is perceived and experienced, should be considered in the design in addition to particular recommendations on building heights.	#human-scale environment, #Human Scale, #pedestrian-friendly, #people-centred	1.4,1	11.7	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		Often, examples of human-scale development that support compact urban form and efficient density can be found in contract/historic areas of the city. In some contexts, human-scale development may be achieved by applying low-rise buildings with high density and may become a good inspiring practice for the new development. In case of the large-scale projects are already in place, the way to fix the urban environment is to promote interventions on the quality of the human landscape, including visual dimensions, and establishing approachable spaces.
9	**Preservation and integration of blue and green infrastructure.** Existing natural areas, vegetation and water should be preserved and leveraged within the neighbourhood. Building better resilience and creating pleasant recreational areas that integrate green and blue infrastructure, such as parks, gardens, and other open spaces, can be a good strategy. Blue and green infrastructure can also contribute to better air quality, improve biodiversity, and reduce urban heat island effects. It is important to ensure that parking spaces are designed for a safe parking process without disturbing pedestrian and cycling movements and are adapted to the needs of Disabilities.	#green #blue #infrastructure, #Green Infrastructure, #Blue Infrastructure, #Nature	1.5	10.2, 10.3	11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 16.8	11.3.1, 11.6.1, 16.7.1	During the site analysis and assessment of planning pre-conditions, it is important to emphasize and map the natural assets to integrate in the plan. Vegetated areas, forests can be transformed into parks and public spaces. E.g. seasonal rivers may be part of the green boulevards or linear parks.
10	**Mixed use development.** Mixed use environment is an integral part of the connected city. Integration of different uses within the neighbourhood making daily necessities and key services accessible by either walking or cycling from residents' homes. Mixed use development enhances the experience of place by the diversity of movement networks that run through.		1.2	14.2, 11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		
11	**Ecological connectivity.** Street network should take into account ecological connectivity to prevent fragmentation of vegetation and natural habitat, allowing free movement of animals and other ecological flows (water flows) and species. Linear open space with seed crossing roads such as hedgerows, hurlies, creeks, etc.). Where applicable ecological bridge should be considered or gaueduct free environment.		1.5	15 15.1.a	11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 15.1, 15.5, 15.9, 15.a	15.1.1	
12	**Vertical zoning.** To ensure mixed use environment and prevent monofunctional periods of urban development, vertical zoning should be applied to the block design. Lower levels of the block should be reserved for commercial uses and a range of activities, and appropriate separation of incompatible uses should be considered. Vertical zoning may consider green roofing or recreational and agricultural purposes (where applicable).	#mixed use#mixed use development	1.2,1	14.2	11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.3.1, 11.6.2	11.3	
13	**Active street front.** The block exteriors should be designed to contribute to the active street frontages and positive, engaging, safe and pedestrian-friendly environment. A direct relationship between the buildings' facade and the sidewalk contributes to the sentimental viability of the street. Uninterrupted leading line and minimization of setbacks contribute to street vibrancy. Blank walls should be avoided. Street furniture should be considered. Active street frontages impact the perception of safety and facilitate passive surveillance of streets and public spaces.	#street #front #Active #Frontages, #Effective #Mobility	2.1	11.7	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7	11.7.1	
14	**Mixed urban block.** Instead of mono-tenured units, the block should provide a variety of typologies, unit sizes and tenure types to meet the housing needs of all. While promoting mixed urban blocks, ensure a "Tenure Blind" approach to design aimed to avoid any tenure based distinction in design quality.	#mixed urban#mixed use#mixed tenure#mixed income#mixed use development	1.2	11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		
15	**Universally Accessible block.** Ensure that urban blocks provide accessible entrances for all in accordance with principles of universal design. Accessible routes should be provided to all elements of the block and adjacent spaces, such as internal courtyards, semi-private community gardens, parking spaces, etc.	#universal accessibility #accessible #Universal Design #accessible #design	1.3,1	11.2	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		
16	**Inclusive common spaces.** To promote social networks within the communities, the block should include additional functions and spaces that encourage brief working experiences, , physical activities, play and social interactions while engaging a shared space such as internal courtyards, private/semi-private playgrounds, roof rooms, community gardens adjacent to the block and within the block, etc.).	#common space #inclusive #public space #Building #community #Inclusive #Public #Space #common space	1.3,1	11.2	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 16.6.2, 16.7.2		
17	**Active streets.** To ensure a safe and attractive environment that promotes walkability as a key element for a compact neighbourhood, active street edges create a vibrant, pedestrian and cycling-friendly environment by providing better safety through passive surveillance, places to stop, rest, etc. This implies that "complete streets" design and compliance with universal accessibility standards are necessary.	#street #walkability #pedestrian #complete street	1.3,1	11.7, 11.2, 11.3, 16.1	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	While designing active street frontages, pedestrian passages should be reserved to maintain the visual permeability of the urban fabric. In some contexts, visual permeability may help to maintain local character.
18	**Convenient sidewalks and pathways.** Sidewalks and pathways should offer of an appropriate width convenient for all the street users and compatible with the character of the street, providing a safe space for walking, cycling, stopping, socializing, resting, seeing around or a wheelchair, etc. The average sidewalk width might vary depending on the context. Rather than following a specific recommendation, it might be useful to consider several indicators of ergonomic design such as: 2 m width is sufficient for 2 people walking, 1.5 m allows for a conversation while walking, a wheelchair user needs 1.2 m to turn around and 1.8 m pass other wheel chairs, etc.	#pedestrian #walkability #street #walkability #comfort #accessibility #comfort	2.1	4.5, 9.1, 7.3, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7	11.2.1	Gender aspects must be addressed by the street design, particularly by street width. The sidewalk should have an appropriate width to allow safe and comfortable movements in various contexts. Street furniture and other objects can critical for comfortable movements in some contexts. Zoning system is a useful tool to design an appropriate sidewalk (dividing the sidewalk into zones that might include frontage, travel, furniture zones, etc.)
19	**Places of attraction.** Places of attraction (adjacent to the street) can provide an environment for socializing, resting and resting areas, green spaces, street vendors, pocket public spaces, etc. These areas encourage walking, benefit the local economy, and create a vibrant space. Different types of vegetation and urban furniture should be considered to create attractive places. Pockets can be protected in density populated areas.	#Vibrancy #walking #walkability #Social #Economic #Urban #Vibrancy #public space	2.4,2	10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2		
20	**Bicycle lanes.** Bike lanes should be physically separated by vegetated buffers that provide safety, a better environment and protect cyclists from parked and moving cars, preventing motorized vehicle encroachment and double-parking. Different design techniques may be used to distinguish the bike lane, e.g. colour, texture. Shared streets may be also considered for one way travel patterns in relatively dense urban contexts and with low vehicle speeds (<20 km/h).	#cycling #safety #bicycle #safety #bicycle lanes #bicycle lanes	2.4,3	10.3, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1	While designing a public transport lane in some contexts it is important to consider climatic conditions and positioning of the can (e.g. allocating cycling lanes on the most shaded side of the road, etc.)
21	**Structural elements that provide the comfort of use, safety and security.** These elements are: pedestrian crosswalks, kerbs, ramps, tactile surfaces, street furniture, lighting, etc. Kerbs should be at a height that is comfortable for people with a wide range of mobility needs (stairs, speed humps , speed tables, segmented buffers, etc. Depending on the context, simple solutions might provide a better safety, e.g. varying pavement materials and appearance, shading places next to pedestrian crossing, etc.	#road #safety #safety #pedestrian #crossing #accessibility	2.4,4	7.3, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1	
22	**Structural elements that provide universal accessibility.** These elements include street such as curb ramps , tactile surface, wayfinding signage that accessible and clear for all street users (vision-impaired guidance, etc.).	#street#accessibility #accessibility #pedestrian #accessibility #street #road	2.4,1	4.5, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2		
23	**Public transport lanes.** Public transport lanes should be utilized along frequent transit routes and should be supported by other measures such as bus stops, shelters, and information boards/signs/ chips with appropriate capacity specific to the street character. A public transport lane may be defined by a certain colour.	#public transport #public transport lanes #street#accessibility #accessibility	2.4,2	7.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		
24	**Safe and convenient pedestrian crossings.** Intersections must provide direct, intuitive pedestrian crossings. Designated crossings should be at the desire lines of people, ensuring safety and convenience. Pedestrian crossing should be accessible, independent and integrate any required to give pedestrians a safe space to wait before crossing. Intersection treatments of traffic intersection design should manage conflict in a way that enhances safety for pedestrians.	#road #crossing #safety #pedestrian #crossing #accessibility #safety #crossing	2.4,7	7.3, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2		
25	**Active streets.** To ensure a safe and attractive environment that promotes walking and cycling, spaces adjacent to the streets should have diverse uses. Active street edges create a vibrant, pedestrian and cycling-friendly environment by providing better safety through passive surveillance, places to stop, rest, etc.	#street #active street #road #vibrancy #pedestrian #safety #cycling #pedestrian	2.7	7.3, 7.4, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	
26	**Bike parking to promote cyclability.** To promote a more cyclable environment, it is important to ensure secure bike parking as a phenomenal factor that influences the choice of transportation mode and destination of a cyclist. Key destination will include: work, school, shops, public transport interchanges, recreation points such as schools, university campuses, commercial centres, health centres and density populated areas.	#bike #bicycle #cycling #cycling #comfort	2.2,2	10.3, 10.4	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2		
27	**Accessible public space.** Public space plays a critical role in personing density and should be well distributed within the neighbourhood. Pedestrians should be able to reach from their houses a public space or facility within a five-minute walking distance (the equivalent of 400-meter distance), as it is considered the most practical and realistic threshold. The Global Public Space Toolkit recommends a minimum standard of 9 m² of green space per person (UN-Habitat, 2020). However, this standard may be substituted area identified by daily users and their movement flow. In some contexts, public spaces should be adjacent to residential blocks and/or social facilities.	#accessibility #public space #public space #accessibility #accessibility #accessibility #Mobility	1.1,2	11.6	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1	While identifying the network of open public spaces, streets should be treated as public spaces, semi-public/public building courtyards should also be considered as parked parks that improve quantity and quality of public space network, keeping high efficiency of use of spaces. Rooftop green public spaces may be also integrated in the public space network.
28	**Street space distribution.** Urban green spaces play a vital role for the well-being of the residents of the compact neighbourhood. Green spaces should be distributed in a way to serve more people, being a part of a larger system of greenways. The World Health Organization recommends a minimum amount of 9m² of green space per person (WHO, 2000). It is important that green spaces are distributed in a way to serve more people, being a part of a larger system of greenways.	#public space #accessibility #public space #accessibility #accessibility #accessibility	1.1,3	11.3, 10.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	
29	**Accessible public space.** A public space a unit (park, square, community garden, etc.) should be easily reached by walking from residential areas and should be accessible for people of different abilities (including people with disabilities, people with strollers, etc.). Pedestrians should be able to reach from their houses every public space or facility within a five-minute walking distance (the equivalent of 400-meter distance). That implies universal accessibility and presence of inclusive facilities for pedestrians, cyclists, private vehicles, public transport users.	#public space #accessibility #public space #accessibility #accessibility	2.1	11.7, 10.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	
30	**Measuring public space.** Public space should provide equitable access to resources and services and should be opened to all without paying an entrance fee. Public space should facilitate the positive perception of accessibility, ensuring people feel welcome and encouraged to use the space. The quality of public space should be measured by several factors and should be supported by design interventions such as wayfinding signage (indicators translated into multiple languages), child friendly areas, public art showcasing different cultures and lifestyles, small street retail opened for a diverse range of vendors, community murals, portable libraries, spaces for communal learning and creativity, designed space for expression and public gatherings (movable street furniture, amphitheaters, kiosks, etc.)	#public space #public space #measuring #measuring #public #public space #inclusive	1.1,3	11.3, 10.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	The type of interventions that can demonstrate that people are welcomed in the neighbourhood or a place can be either temporary or permanent. Temporary interventions are the easiest way to test the local economy. Small businesses and ventures that fit the human-scale environment support the local economy and add to the identity of the place. Points of small commerce should be promoted and supported by a safe and attractive urban environment that fosters walking and cycling.
31	**Designing places of respite.** Places of enclosure (small areas, separated from the major activities of the street) provide places of respite from sensory information. Quiet, enclosed spaces by oil can help people with sensory processing challenges to feel safe and comfortable. Places of respite should be accessible for people of all abilities and include seats off the main circulation path provide people with safe, private and quiet spaces to gather, rest and interact.	#public space #public space #Designing #places #Designing #places #accessibility	3.4,4	11.3, 4.a	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2		
32	**Safe public space.** Public space must be used without any fear, and should not favour specific groups or promote gentrification. All structures/facilities should be universally accessible, safe and convenient to use. Passive surveillance should be ensured by the design of the surrounding environment. Public spaces should ensure clear sense of exclusive use or stewardship (e.g. created by fencing, protecting and visible security cameras).	#safety #security #public space #safety #public space	1.10	11.7, 11.3, 16.1	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	The scale of the built environment influences the way people perceive the space. Human-scale environment may rewrite a sense of place among residents, enhancing the sense of safety. Human-scale environment may be achieved by applying the incremental design approach to observe for people in buildings, cafes and shops adjacent to public space)
33	**Walkable street.** Instead of mono-tenured units, the block should provide a variety of typologies, unit sizes and tenure types to meet the housing needs of all. While promoting mixed urban blocks, ensure a "Tenure Blind" approach to design aimed to avoid any tenure based distinction in design quality.	#street #walkability #street #walkability #street #walkability #street #walkability	2.1,1	11.3, 11.6	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
34	**Active and interesting facades.** Variation between the ground level, the sidewalk and the street significantly contributes to the attractiveness of the urban environment. Visually more attractive and interesting streets are used more often. In addition, facades of the buildings contribute to safety and people's perception of safety. Facade design can suggest the local identity by including design elements that preserve local culture, traditional architecture and consider local climatic conditions.	#street #walkability #street #walkability #street #walkability #street #walkability	2.1,1	11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1	While planning functions at the scale of a city block, it is essential to ensure compatibility of uses and promote buffer spaces where applicable (office floors, etc.). Shared spaces as per 2.7.1 might facilitate interactions between residents.
35	**Leveraging from the existing context.** Regeneration and bringing new uses to an used/abandoned or dysfunctional structures that have design potential can significantly revitalize the place, encourage businesses and create or enabling environment for a wide range of activities. Regenerated buildings/urban areas can support the unique urban pattern, bringing social value to the existing urban form, increasing vibrancy of the neighbourhood.	#regeneration #urban #regeneration #urban #regeneration #urban #regeneration #urban	2.3,1	11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	Abandoned
36	**Promoting local flora.** Urban vegetation can contribute to the character and quality of the built environment while promoting walkability, ensuring safety and a better ecological situation. Promoting local species emphasizes the character of local biodiversity, creates an attractive and pleasant environment, attracting residents to enjoy open public spaces.	#green #urban #green #urban #green #urban #green #urban	4.7,1	11.7	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.7.1, 11.7.2	11.7.1, 11.7.2	
37	**Vertical zoning.** To promote a vibrant urban environment, vertical zoning should be applied. Vertical mixed use development should be considered as a key element of a compact neighbourhood. Vertical zoning should consider a range of activities, employment opportunities, promoting walkability, ensuring better safety and emphasizing local identity through local street businesses and design elements. Active street edges, particularly at the street corners, may activate the public realm. Where applicable, vertical zoning might include green roofing to create private/semi-private recreational spaces, community gardens, water harvesting, etc.	#mixed use #mixed use development #vertical zoning #mixed use #vertical zoning #mixed use #vertical zoning	1.2,1.3	11.3, 11.6	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.3.1, 11.6.2	11.3.1, 11.6.2	While defining different activities within the neighbourhood, the "rule of 30" (as per 2.5.7 formulated by PPS might be scaled up. Mixed use zoning (5 public destinations, activities within the neighbourhood) (in addition to mandatory distribution of social facilities).
38	**Active, safe and walkable streets.** Safe and walkable streets with a diverse range of uses set the key elements of a vibrant city. Active and interesting street edges coupled with a "complete streets" design approach create a pedestrian and cycling-friendly environment. Street furniture, lighting, and other elements should be considered. Street furniture should be placed in a way that does not block pedestrian crossings and create a relevant social space where people could and children can play safely.	#street #walkability #street #walkability #street #walkability #street #walkability	2.4,1	10.4, 11.7	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		
39	**Reinforcing local identity.** The relationship between the streets, buildings, and vegetation contributes to creating a pectoral environment that reinforces place identity and supports the local economy. Local identity can be emphasized at the block level through promoting context-specific design elements, using local materials and/or colours, and the form of the built environment.	#local identity #local identity #local identity #local identity	2.4,1	11.4, 11.7	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7		In some contexts, active streets should be carefully designed, taking into account the surrounding context. The analysis of potential intensity and convenience of future pedestrian flow should be considered. In some contexts, particularly in a warm climate with intensive solar radiation, Some elements such as urban advertising, pathway signage, etc. should be designed in harmony with the adjacent walls (which is particularly relevant for areas in pioneering by heritage cities).
40	**Universally accessible streets for convenient and efficient movement.** To increase the convenient and safe movement of people of all abilities, it is crucial to ensure universal accessibility. As per 2.4.1, clear paths of travel, curb ramps, tactile surfaces, convenient walking surfaces (smooth) is considered as the key for all street users (vision-impaired guidance, etc.), green and clear buffers and minimum widths should be considered. The well planned linked street network that accomodates for topographic features is critical for efficient and convenient movement for all.	#pedestrian #accessibility #convenient #movement #efficiency #pedestrian #accessibility #street #accessibility #street #accessibility	2.4,1	4.5	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
41	**Efficient density.** If implemented appropriately, densification is a powerful tool in achieving a resilient city by facilitating the efficient use of urban land, urban form and systems, linking urban spaces and, thereby, increasing the preservation of remaining ecosystems, rural areas, and farmlands, heritage sites, etc. Densification should be applied within the current built-up areas to cater to the existing infrastructure networks, along main public transport corridors and/or within identified primary and secondary nodes celebrating the wider scale.	#urban #density #urban #density #urban #density #urban #density	1.7	10.5, 11.3, 15.4, 15.5	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.3.1, 11.6.2, 11.7.1, 11.7.2	
42	**Proximity and walkability.** Resilient neighborhoods should provide residents with a walking distance to key services, infrastructure for safe walking and cycling as per 2.3.	#walkability #proximity #walkability #walking #cycling	2.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
43	**Climate responsive street.** The overall street connectivity (that can be measured by the level of permeability of the street network) is important in achieving urban resilience by providing better accessibility to urban services and promoting walkability through the variety of routes. The efficient and permeable street network that provides convenient movement should be linked with minimum dead-ends and physical barriers. As an indication, the permeable street network should have 80-100 street intersections per km2.	#permeable street #street connectivity #street #connectivity #street #connectivity #street #connectivity	1.7	5.1, 11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
44	**Gridded network and fine grain.** Gridded networks with smaller blocks ensure better service accessibility,facilitate rapid evacuation in case of disaster and support supply delivery during the recovery phase, all of which are critical in disaster-prone areas.	#gridded street #gridded #gridded street #gridded #fine grain #fine grain	1.7	11.3, 11.5	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
45	**Efficient street network.** The resilient city relies upon an efficient street network that is adapted to a variety of mobility patterns. As per 2.1 to high density+mixed use urban areas, it is recommended that at least 30 per unit of land is allocated for roads and parking, and at least 15-20 per unit is allocated for open public space.	#efficient street #efficient street #efficient street #efficient street	1.7	5.1, 11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
46	**Multimodal transportation.** Multimodal transport systems overlayed with density populated urban areas facilitate a more efficient and resilient urban form. Multimodal transportation should be considered as a key element of a resilient city that provides better accessibility, cuts the carbon footprint, improves the quality of the urban environment, and, cutting, taking public transport to transport, and thus, a multimodal transport system should encourage the use of transport options that benefit the most sustainability and community well-being. That implies a variety of between, well connected routes (cycling paths, sidewalks, tracks, public transport infrastructure, etc.) and affordability (public transport cost, lane sharing, etc.) as per 2.2.	#multimodal #multimodal #multimodal #multimodal	1.7	11.2, 11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
47	**Efficient public transport.** Public transport significantly contributes to the resilience of a city, encourages people to live healthier lifestyles and helps to reduce the carbon footprint by reducing the dependence on fossil fuels. As per 2.3 residents should have easy access and a 5 to 15 minutes walking distance to public transportation stops, that are designed according to contextual needs (provide shade, sitting area, etc.) and comply with universal design standards.	#efficient public #public transport #efficient public #public transport	1.7	5.1, 11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
48	**Safe, Stable and Affordable housing.** The need for climate resilient, affordable housing is critical in frontline communities. In cities so far, Selected materials and projects for shock (especially as a result of climate crisis) have been provided to increase housing stability as well as provide opportunities for employment within the neighborhood. In addition, it is crucial to consider the resilient housing in the context of climate change.	#housing #affordable #affordable housing #affordable housing #affordable housing	1.7,3	11.1, 11.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	
49	**Stable and affordable urban utilities.** It is critical to consider cost-effective and sustainable energy solutions that support the efficiency of city-wide or localized energy grids in the most cost-effective way. Renewable power, water capture techniques only, and/or a combination of these approaches can be considered. Renewable power and water capture techniques are ideal for cutting costs in some campus response the quality and stability of these (e.g. water harvesting, solar power specific-vegetation). More applicable, new development should consider improved construction techniques, better insulation material (ETS lighting, passive heating /cooling technique, etc., that will facilitate the reduction of utility costs.	#stable utilities #stable #affordable #affordable #stable #affordable #stable #affordable	1.8	10.1, 10.3	11.2, 11.3, 11.6, 11.7, 11.a, 11.b, 16.1, 16.7, 11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	11.2.1, 11.3.1, 11.6.2, 11.7.1, 11.7.2	Solutions on stability and energy efficiency should be coupled with campaigns and awareness raising to promote the adoption of the new technology. It is important to note that local culture, traditions, and habits should be considered to ensure such interventions can be implemented. Consultation with actors who know the context is necessary while developing design solutions.
50	**Climate responsive design.** Climate responsive urban design is most effective when applied at the neighborhood scale, where orientation, geometry of spaces and street orientation can be manipulated to leverage from climatic conditions and make the most of natural resources (sun, wind, water, etc.). Climate responsive design can be applied to the street level, where materials and vegetation can have a greater impact to reduce urban heat island, reflection of solar radiation amongst others, leading to a more com