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People-Centered Public Open Spaces in Small Cities: The Case of Orleans, Brazil

**A Thesis submitted in the Partial Fulfillment for the Requirement of the Degree
of Master of Science in Integrated Urbanism and Sustainable Design**

by

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Disclaimer

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Abstract

Title: People-Centered Public Open Spaces in Small Cities: The Case of Orleans, Brazil

The rapid pace of urbanization has resulted in a decline in public open spaces (POS), negatively impacting the well-being and quality of life of urban residents. However, this issue is not limited to big cities alone; small cities also face similar challenges. In order to tackle these issues, this research takes a participatory approach in Orleans, Santa Catarina, Brazil. By conducting surveys, workshops, and forums, diverse stakeholder groups, including government and non-government agencies, community members, and residents, actively contribute their views and suggestions to identify opportunities for enhancing the provision of POS in Orleans. Throughout the research process, the framework evolves organically, fostering a deeper understanding of residents' needs and aspirations while facilitating the development of comprehensive and feasible solutions. The study highlights the feasibility of adopting Participatory Design in small cities, emphasizing their unique context as not only conducive to this approach but also ideal for its application. Furthermore, this research provides recommendations for small cities seeking to incorporate Participatory Design into their urban planning processes, drawing from the insights gained through the case study. Overall, this research expands the knowledge base on small towns and provides insights into enhancing public open spaces through a participatory approach. Its findings have broad applicability, serving as a catalyst for urban planning initiatives in small cities worldwide, promoting the adoption of Participatory Design and addressing the challenges faced by cities grappling with similar issues

Keywords: participatory design, community engagement, stakeholder engagement, public open spaces, small cities, participatory approach

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Research Overview

1.1 Introduction

Public open spaces (POS) are not only a source of fresh air and contact with nature but also an essential part of urban life. They contribute significantly to the quality of life by providing meeting places and fostering sociocultural experiences and diverse activities (UN-Habitat, 2018). These spaces have constantly played an important role in improving the well-being of urban populations and supporting urban inhabitants (Madanipour, 2003; Martinelli et al., 2015). Furthermore, public open spaces offer numerous social, economic, environmental, and health opportunities, meeting the needs of people from various social classes, ethnicities, and backgrounds (Chehab, 2022). Well-designed public spaces, as emphasized by Jan Gehl, not only enhance the quality of urban life but also promote a sense of belonging and inclusivity among residents (Gehl, 2010). When properly planned and maintained, they improve air quality, regulate microclimates, and offer numerous benefits to their localities and communities (Carmona et al., 2004). Therefore, POS should be considered a necessity rather than a luxury, particularly as the COVID-19 pandemic has highlighted their potential to dramatically enhance the quality of life for people worldwide (Hsu, 2020)

Furthermore, as urbanization continues to shape our cities, the importance of public open spaces becomes even more crucial. With over 56% of the global population living in urban area (The World Bank, 2023), urbanization leads to significant economic and social development, however, it also brings forth a host of urban challenges, including the deterioration of urban green spaces, which is commonly associated with urbanization as the primary factor (Mensah, 2014). As pointed out by the same author, other factors of deterioration of urban green spaces include the lack of strict enforcement of development regulations, challenges related to land ownership, insufficient emphasis on prioritizing green

spaces, uncooperative attitudes among the general public, inadequate maintenance practices, and a lack of coordination among the various entities responsible for managing green spaces.

The challenges related to POS are not limited to big cities. (Kramarova and Kankovsky, (2021) point out that the issues of small towns continue to face significant challenges in the area of urban planning even at the beginning of the 3rd millennium. The lack of open spaces, particularly public ones, has been a widespread issue in Brazilian cities, as noted by (Macedo S., 1995). This problem is further exacerbated in small cities, where the planning of open space systems is either nonexistent or at an early stage, as highlighted by (Queiroga F., 2011). In Brazil, 90% of its cities are considered small (Pontes et al., 2019). Despite their prevalence, studies on small cities are not extensively explored or addressed in various academic modes of scientific dissemination, such as books, theses, dissertations, or scientific studies' articles (Sposito S. & Silva J., 2012). In urban studies, research and publications on the metropolitan scale are predominant. However, research on small cities, their characteristics, and their diversities deserve the same attention, as they represent almost all cities in Brazil. Therefore, it is crucial to expand the knowledge and understanding of small towns, including their challenges and specific needs, in order to effectively address issues such as the scarcity of public spaces in these areas (Brandão B., 2019). Urban planning is a critical means of addressing these challenges, but the conventional top down approach most used in urban planning adopted by many governments and planning professionals hasn't proved effective. The problem with a salient limitation on the top-down approach is that it tends to prioritize the perspective of central decision-makers, often overlooking the contributions and perspectives of other actors involved (Pissourios, 2014), leading to the creation of cities that are not inclusive nor sustainable.

This investigative research addresses the issue of the lack of public spaces in small towns by adopting a participatory approach, with Orleans, a city in the state of Santa Catarina, Brazil, serving as a case study. Data collection is conducted through surveys, workshops, and forums, engaging residents and stakeholders to gather information and perspectives to develop recommendations for the provision of public open spaces in Orleans Furthermore, this research contributes to the comprehension of the singularities present in small cities, facilitating the effective implementation of participatory design approaches in such settings.

1.2 Research Aim and Objectives

The aim of this research is to identify opportunities for enhancing the provision of public open spaces in Orleans through a participatory approach based on the views and suggestions of diverse stakeholder groups, including government and non-government agencies, community, and residents. To realize this aim, the research has the following objectives:

1. To examine the current status of POS in Orleans and identify opportunities for enhancement based on the views and suggestions of the public.
2. To gain a deeper understanding of the needs of Orleans's inhabitants regarding POS.
3. To elaborate recommendations for a future POS provision in Orleans through a participatory approach.

In line with these objectives, the research questions guiding this study are as follows:

1. What is the optimum solution to increase POS provision between creating a new space or revitalizing an existing one in Orleans?
2. What are the preferences and needs of Orleans inhabitants regarding public open spaces?
3. What participatory approaches can be utilized to develop recommendations for the future provision of public open spaces in Orleans that reflect the preferences and needs of its inhabitants?

1.3 Significance of the Study

The study conducted in the city of Orleans, Santa Catarina, Brazil, home to 22,723 residents, sheds light on a less-explored aspect of urbanism—the lack of public open spaces and the integration of participatory approaches in urban planning in small towns in Brazil. This case study conducted in Orleans holds significant value in expanding the knowledge base surrounding small towns, by employing people-centered methods that consider the needs, opinions, suggestions, and aspirations of the community. It offers an opportunity to learn from Orleans' experiences and demonstrate the effectiveness of a participatory approach in urban planning for small towns. Furthermore, the case of Orleans serves as an example for future urban planning initiatives, emphasizing the importance of engaging residents and stakeholders in the decision-making process. This study can be a valuable resource and source of inspiration for small cities globally, encouraging the adoption of participatory approaches in their own urban planning practices.

Research Design

2.1 Methodology

The present study employs a Participatory Approach, utilizing people-centered methods, such as surveys, workshops, and forums to collect data. The research embodies a combination of theoretical and empirical approaches. The empirical approach was employed to collect data on people's perceptions of public spaces in Orleans, including their usage patterns, preferences, needs, and aspirations. Meanwhile, the theoretical approach was utilized to provide support for the research objective of elaborating recommendations for a future POS provision in Orleans, as well as to justify the use of the Participatory Approach.

2.1.1 The questionnaire

The questionnaire served as the primary data collection method in this study, allowing for the investigation of research hypotheses. It included a range of questions that directly addressed these hypotheses, along with inquiries about residents' preferences, perceptions, utilization, and visions of public open spaces in Orleans. The questionnaire consisted of 29 questions, collecting both quantitative and qualitative data, and employed various question types, including closed-ended, open-ended, ranking, rating, multiple-choice, and demographic questions. Additionally, respondents were given the opportunity to upload pictures depicting their ideal public open spaces. The questionnaire was developed using Google Forms and remained open from January 27, 2023, to February 18, 2023, totaling 23 days of data collection and 100 respondents. It was distributed through social media platforms, such as WhatsApp groups, Instagram stories, and local newspapers' websites, with residents voluntarily sharing the questionnaire. The questionnaire's insights played a pivotal role in guiding subsequent stages of the research. Each question was carefully crafted to elicit insights into residents' preferences, perceptions, utilization patterns, and their envisioned future for these spaces, as it follows:

Category: Outdoor Activities and Preferences

1. Do you like to do outdoor activities? (like walking, experiencing nature, biking, playing sports, relaxing, gathering with family and friends)

2. What activities do you most like to do outdoors? Please choose up to 3 options

Reason: These questions aim to understand the respondents' interest and engagement in outdoor activities and identify their preferred activities, providing insights into the types of activities that should be considered in POS.

Category: Perception of Public Open Spaces

1. Do you think there are enough public open spaces in Orleans to do the activities you like? (for example, squares, gardens, parks)

2. Select the activity you mostly do at the following spaces in Orleans (specific spaces listed)

Reason: These questions assess the respondents' perception of the sufficiency of POS in Orleans and gather information about the activities they currently engage in within these spaces.

Category: Usage Patterns

1. When do you mostly go to public open spaces?

2. Which time of the day do you mostly go to public open spaces?

3. At which season are you more often using public open spaces?

Reason: These questions capture the respondents' usage patterns and preferences in terms of timing and seasonality, providing insights into when POS are most utilized.

Category: Leisure Activities and Preferences

1. Do you move to other cities in search of leisure and recreation?

2. In your opinion, does Orleans need a new public open space, or is it preferable to improve the already existing ones? Why?

3. Which type of public open spaces would you like to have, or have more of, in Orleans?

4. Which one of the following sizes of public open spaces do you think we need the most in Orleans?

5. Can you suggest a space within the city that could be converted into a public open space of one of the three types above?

6. Which of the following spaces do you think the city could invest in to make it more used as public open space?

7. Please mention a maximum of three activities you would like to introduce to the new open public spaces.

8. Which activity would get you to visit a newly introduced public open space in Orleans on the following frequency?

Reason: These questions explore the respondents' preferences and opinions regarding the need for new POS, the desired types and sizes of spaces, and the activities they would like to see introduced. They also provide insights into potential locations and activities that could attract more visitors to public open spaces.

Category: Access and Payment

1. How long would you walk to reach a public open space?

2. Please rank how you would prefer to go to public open spaces.

3. Would you pay a fee to use this space? (accompanied by a picture)

4. How much would you be willing to pay to do the following activities?

Reason: These questions address access and payment considerations, including travel distance, preferred modes of transportation, willingness to pay fees, and the potential value assigned to different activities within POS.

Category: Dream Public Open Spaces

1. Please rank which of the following activities you would like to have in these spaces in Orleans. (options provided)

2. Can you please tell me more about your dream public open spaces in Orleans (in terms of location, size, nature, activities...)

3. Can you please share an image of your dream public open spaces in Orleans? (open question and image upload)

Reason: These questions allow respondents to express their aspirations and provide detailed descriptions or visual representations of their ideal POS in Orleans, contributing to a broader understanding of their vision.

Category: Demographic Information

1. Which neighborhood do you live in?

2. Age

Reason: These demographic questions aim to gather information about the respondents' neighborhood of residence, age, and gender. This data helps analyze the responses in relation to different demographic groups, providing insights into potential variations in perceptions and preferences based on location and demographic characteristics.

Methodology				
Aim	Description	Tool	Local	Sample
Questionnaire	<ul style="list-style-type: none">• 29 questions• Diverse question types• Quantitative and Qualitative data	Google Forms	Online	100 respondents
Workshop with residents	<p>Gather resident input to enhance Paredão Street and Bus Station Area as a POS</p> <p>4 stations</p> <ul style="list-style-type: none">• Emotion mapping• Voting• Inspiration board• Conceptual Visioning	<ul style="list-style-type: none">• 2D mapping• Props• Card• Boxes• 2D visual aids	Celso Ramos Square surroundings	28 respondents
Forums with other stakeholders	<p>Evaluate residents' ideas feasibility</p> <p>Monthly meeting of the City Board and Tourism Council</p>	<p>Discussion sessions</p>	<ul style="list-style-type: none">• Office of the Mayor• Administrative center	<p>City Board: 10 members</p> <p>Tourism Council: 11 members</p>

2.1.2 Workshops with Residents

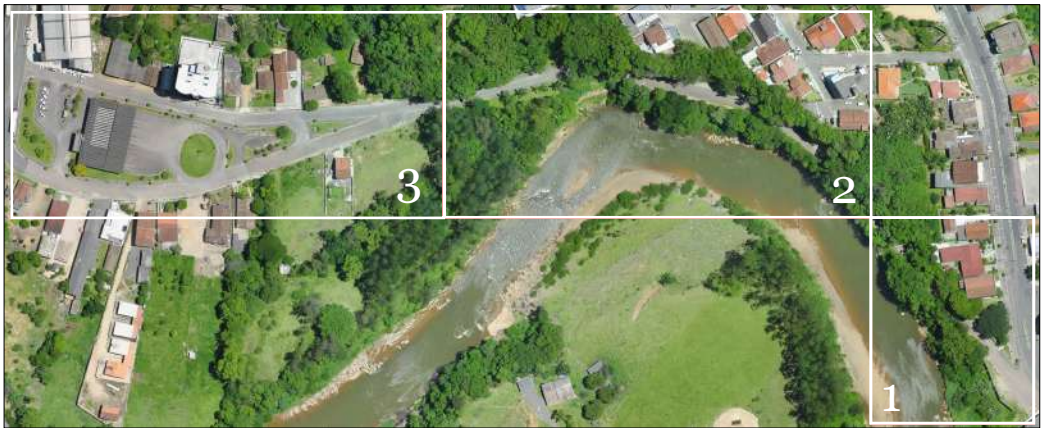
The workshop designed follows a participatory design approach, drawing inspiration from the framework proposed by Sanders, Brandt, and Binder (2010) for organizing the tools and techniques of participatory design. This framework encompasses three dimensions: form, purpose, and context. In terms of form, the actions between participants in the workshop are categorized into making, telling, and enacting. Moving to the purpose dimension, the workshop aims to probe participants, prime them for immersion in the domain of interest, understand their current experiences, and generate ideas and design concepts for the future. Lastly, the context dimension considers various factors such as group size and composition, face-to-face versus online interactions, and venue choices, providing a comprehensive understanding of the workshop's contextual parameters.

Two workshops were conducted with residents as part of the research process. The first workshop took place on May 4th, 2023, from 14:00 to 17:00, at Celso Ramos Square, the main public space in the city. The second workshop was strategically chosen to coincide with an ongoing annual festival and was held on May 6th, 2023, at Celso Ramos Street, from 15:30 to 18:30. The invitation to participate in the workshops was spread through word of mouth, with individuals being personally called upon to learn about the research and provide their suggestions. There was no formal distribution of invitations or flyers. The participants expressed their willingness to participate, and the workshops also garnered attention from others who also joined in. The workshops gathered a total of 28 responses, with some participants also providing their input in group settings. This allowed for collaborative discussions and the sharing of ideas among the attendees.

The workshop was organized into four stations, each addressing specific aspects of engaging non-designers in design activities. The aim of this method was to actively involve participants as co-designers and gather their ideas, suggestions, preferences, and desires to enhance the utilization of the Paredão Street and Bus Station Area as a POS. During the workshop, participants actively engaged in a series of stations carefully designed to achieve specific objectives, utilizing various techniques and tools.

At the first station, Emotion Mapping, the focus was on capturing participants' emotions in three distinct areas of the designated space: the entrance of the Paredão Street, the street itself, and the Bus Station Area (Figure 1), aiming to

understand their current experiences. This station involved making tangible things and playing, employing 2D mapping and props as tools. Participants interacted with a printed map of the area mounted on foam board, expressing their emotions by writing them on post-it notes attached to sticks and placing them on the corresponding areas (Figure 2). The provision of a list of emotions, both positive and negative, served as inspiration, while also allowing participants the freedom to express additional emotions beyond the provided list.



(fig.1) (1) Paredão Street Entrance; (2) Paredão Street; (3) Bus Station Area
Source: City of Orleans. Edited by the author



(fig.2) Emotion Mapping Station
Source: Author

Moving to the second station, Voting, the objective was to gather detailed information about participants' preferences in various categories such as such as "Events", "Eat and Drink", "Amenities", "Vegetation", "Physical Activities", and "Safety" fostering idea generation and insights. This station employed techniques of talking, telling, explaining, and playing, using cards and boxes as tools. Participants had the opportunity to vote on different aspects related to the categories, with six sheets containing questions derived from the pre-workshop questionnaire. The sheets included photos with examples of responses based on the ques-

tionnaire, along with a question mark to encourage participants to contribute their own suggestions beyond the provided examples (Figure 3). Through this approach, detailed information was gathered, generating diverse ideas.



(fig. 3) Voting Station
Source: Author

At the third station, Inspiration Board, the objective was to stimulate participants' creativity and imagination in preparation for the subsequent activity. Talking, telling, and explaining served as the technique employed, while photos were used as tools. An A1-sized sheet presented a collection of diverse photos sourced from the internet, showcasing examples of what could be done in the area (Figure 4). This station aimed to inspire participants, fostering their creativity and providing a foundation for the next activity.



(fig. 4) Inspiration Board Station
Source: Author

Lastly, the fourth station, Conceptual Visioning, aimed to empower participants in expressing their ideas and suggestions for enhancing the area. Making tangible things was the technique employed, utilizing 2D visual aids as tools. Each participant was provided with a set of black and white printed photos showcasing six distinct areas within the Paredão Street and Bus Station Area (Figure 5). Equipped with markers, colored pencils, and post-it notes, they expressed their ideas and suggestions for improving the area (Figure 6). While some participants

provided simple or elaborate drawings, others expressed their ideas through words, arrows, and boundary lines. This hands-on activity allowed participants to transform the photos into tangible representations, actively engaging in the design process.



(fig.5) Photos provided to participants, showcasing (1) Paredão Street Entrance; (2) Paredão Street; (3) Paredão Sculpture; (4) Secluded Oasis near Paredão Street; (5) Bus Station Vicinity; (6) Bus Station Surroundings and The Open Space
Source: Author



(fig.6) Conceptual Visioning Station
Source: Author

Through the workshop's diverse stations and carefully selected techniques and tools, participants had the opportunity to contribute their emotions, preferences, creativity, and ideas, ensuring an inclusive and participatory approach to the design process. While designing the workshop, the suggestions put forth by Sand-

ers, Brandt, and Binder (2010) were carefully considered. It was recognized that a method is a strategic combination of tools and techniques intended to serve a specific purpose. With this in mind, the entire participant experience was taken into account during the workshop design process. Each activity was thoughtfully designed to prepare and prime participants for the subsequent activities, ensuring a seamless flow and progression throughout the workshop. Recognizing the effectiveness of combining different forms of engagement, the workshop incorporated elements of making, telling, and enacting, drawing upon a diverse range of tools and techniques. By adhering to these principles, the workshop aimed to create an optimal environment for participants to actively contribute and engage as co-designers.

2.1.3 Forum with the City Board of Orleans

The City Board, consisting of governmental and non-governmental representatives, convenes regularly to address urban issues and ensure the inclusion of diverse perspectives in decision-making processes. The forum conducted with the representatives of the City Board took place on May 9th, 2023, from 6:00 PM to 7:00 PM, at the Office of the Mayor in Orleans. The timing of the forum coincided with the City Board's monthly meeting, which provided an opportunity to evaluate the feasibility of the suggestions proposed by residents in the previous questionnaire.

The City Board, known as the “Conselho das Cidades” in Brazil, is a governmental body that operates at national, state, and municipal levels. It encompasses representatives from government agencies, civil society organizations, and other stakeholders. The participants of the City Board of Orleans include representatives from various governmental entities, such as the Secretary of Infrastructure, Secretary of Administration, Planning Department, Legal Advisory, and the Municipal Environmental Foundation of Orleans (FAMOR). Additionally, non-governmental entities are represented, including the Barriga Verde University Center (UNIBAVE), Orleans Commercial and Industrial Association (ACIO), Chamber of Shopkeepers (CDL), engineers, and architects.

It was important to acknowledge that not all representatives, mentioning those from the Administration Secretary, Infrastructure Secretary, Orleans Commercial and Industrial Association (ACIO), and Chamber of Shopkeepers (CDL), were present at the forum. However, their absence should not be interpreted negative-

ly; rather, it highlights the diverse nature of participation within the City Board and the various dynamics that can affect representative attendance at specific meetings. Although not all representatives were present, the forum commenced with an overview of the research conducted on public spaces in small cities, with a specific focus on Orleans as a case study. Recognizing that the concept of participatory design may not be familiar to all attendees, it was taken the opportunity to provide an explanation of this approach.

The forum began with a presentation of the questionnaire results which provide insights for decision-makers and urban planners in prioritizing future investments and interventions to meet the public's expectations and foster a more vibrant and inclusive urban environment in Orleans. Afterwards, the forum engaged in a comprehensive discussion regarding the suggestions for the six different areas: Paredão Street entrance, Paredão Street itself, Paredão Sculpture, Secluded Oasis near Paredão Street, Bus Station Vicinity, and Bus Station Surroundings and The Open Space. The session concluded with a thorough evaluation of these suggestions, with a specific focus on assessing their feasibility for implementation in the project (Figure 7).



(fig.7) Forum with the City Board of Orleans
Source: Author

2.1.4 Forum with the Tourism Council of Orleans

Known as COMTUR, The Tourism Council, serves the purpose of promoting, representing, establishing, and monitoring the city's tourism development. Its objective is to assist and collaborate in implementing the Municipal Tourism Policy, aiming to create conditions for the growth and advancement of tourism activities in Orleans. The COMTUR meeting was attended by representatives from both the public and private sectors, ensuring a diverse and inclusive discussion.

The public sector is represented with attendees from various government entities, including the Mayor's Office, the Administration Secretariat, the Municipal Department of Culture, the Municipal Education Secretariat, the Department of Tourism, the Municipal Department of Agriculture, the Orleans Environmental Foundation (FAMOR), the Civil Defense, the Municipal Infrastructure Secretariat, and the Autonomous Water and Sewage Service (SAMAE). Additionally, the private sector is represented by individuals from pubs and breweries, the gastronomy sector, agencies, tour guides, hotels and lodging, and event organizers. The Council also includes representatives from the civil society, including the Chamber of Shopkeepers (CDL), the Orleans Commercial and Industrial Association (ACIO), the Rotary Club, the Lions Club, and the Open-Air Museum Princesa Isabel.

The meeting held on March 15th, 2023, was an ordinary council meeting organized by the council's coordinator, who kindly extended an invitation for attendance. The coordinator's invitation was prompted by the president of the City Council sharing information about the forum conducted during their session on social media, which piqued the curiosity of the Tourism Council members, leading them to express interest in learning more about the ongoing work. During the meeting, key findings from the questionnaire and the inputs from the City Board forum were presented to the participants for their consideration and discussion (Figure 8).



(fig.8) Forum with the City Board of Orleans
Source: Author

2.2 Data Analysis

The online questionnaire utilized different data analysis techniques for different types of questions. Multiple-choice questions were analyzed using graphs, tables, and charts. On the other hand, open-ended queries required content analysis,

which involved identifying key themes and patterns in the participants' feedback through thematic coding.

The data from the workshop with participants was analyzed separately for each station. The Emotion Mapping station collected people's feelings in three different areas: the entrance of Paredão, Paredão Street, and the Bus Station Area. Emotions were recorded for each area in a spreadsheet and then classified them as positive feelings or negative feelings. This generated tangible data and graphs depicting the emotions people experienced in each area of the study. For the voting station, participants considered aspects related to categories such as "Events", "Eat and Drink", "Amenities", "Vegetation", "Physical Activities", and "Safety". The votes were transferred to spreadsheet and then categorized, enabling the grouping and counting of preferences.

The fourth station involved participants expressing their ideas for the new public space through visual representations, encompassing not only drawings but also words, arrows, and boundary lines. Participants had six pictures to illustrate their ideas, and a total of 28 participants responded, resulting in 168 pictures for analysis. The analysis of the participants' drawings combined both qualitative and quantitative approaches. Quantitative data was obtained by assigning specific labels or categories to the visual elements presented in the drawings, allowing for numerical representation and analysis. For example, if a drawing depicted a flower, it would be classified under the category of "green elements." Qualitative data was gathered by interpreting the overall composition and details of the drawings to gain insights into participants' preferences, creativity, and specific ideas. This qualitative analysis considered elements such as spatial arrangements and the inclusion of unique features or symbols.

Once all the ideas were collected, they were classified into different categories based on thematic similarities. The categories included urban furniture, green elements, security, signage and information, tourism, recreational facilities, mobility, maintenance, establishments, attractiveness, and events. It is important to note that not all pictures contained elements that fit into all of these categories. During the forum with the City Board, as members analyzed the feasibility of each presented idea and provided their opinions, post-it notes were placed on the model. This aided in visualizing the ideas, and later, it was organized this information within the research.

2.3 Research Process

The research began with the hypothesis that Orleans lacks sufficient public spaces. The city's main POS are limited to the plaza around the church and a neighborhood square in the Lomba neighborhood (Figure 9 and 10), as there are no parks available. However, it is important to note that perceptions of the sufficiency of public spaces can vary from person to person and from culture to culture. Factors such as personal preferences, cultural norms, and societal expectations can influence how individuals perceive the adequacy of public spaces. Therefore, it is crucial to consider diverse perspectives when assessing the sufficiency of public spaces. Alongside the hypothesis of insufficient public spaces, another hypothesis emerged: that Orleans could have underutilized open spaces that could be transformed into new public spaces, or that the city already possesses open public spaces that could be improved for better usage. Furthermore, there was a hypothesis that people might miss specific activities that they could engage in within these spaces.

Since Orleans is a small city with limited existing research on its public spaces, the knowledge about how people use and perceive these spaces was nonexistent. Therefore, the research had to start from scratch. Following a participatory approach, a questionnaire was designed to gain initial insights into residents' opinions regarding the city's public spaces.

The questionnaire targeted a sample size of 50 people, which was achieved within five days and remained open for an additional 18 days until reaching a total of 100 respondents. The experience with the survey tool was satisfactory and demonstrated the genuine interest of the participants in participating



(fig.9) Celso Ramos Square
Source: The City of Orleans



(fig.10) Lomba Square
Source: The City of Orleans

and providing their responses. Furthermore, participants took the initiative to share the questionnaire with others, amplifying its reach and ensuring diverse participation. Eventually, the questionnaire gained visibility on local media platforms, where the research and questionnaire were published (Figure 10). This organic spread of the questionnaire showcases the engagement and enthusiasm of the community in contributing to the study. In terms of response rates, the open-ended questions received high levels of engagement (Figure 11). Specifically, two open-ended questions received a 100% response rate, indicating the participants' willingness to provide detailed feedback. Additionally, two other open-ended questions received 67 responses each, reflecting the substantial engagement from the respondents. Notably, in the question that prompted participants to share an image of their dream public spaces in Orleans, 26% of respondents attached an image.

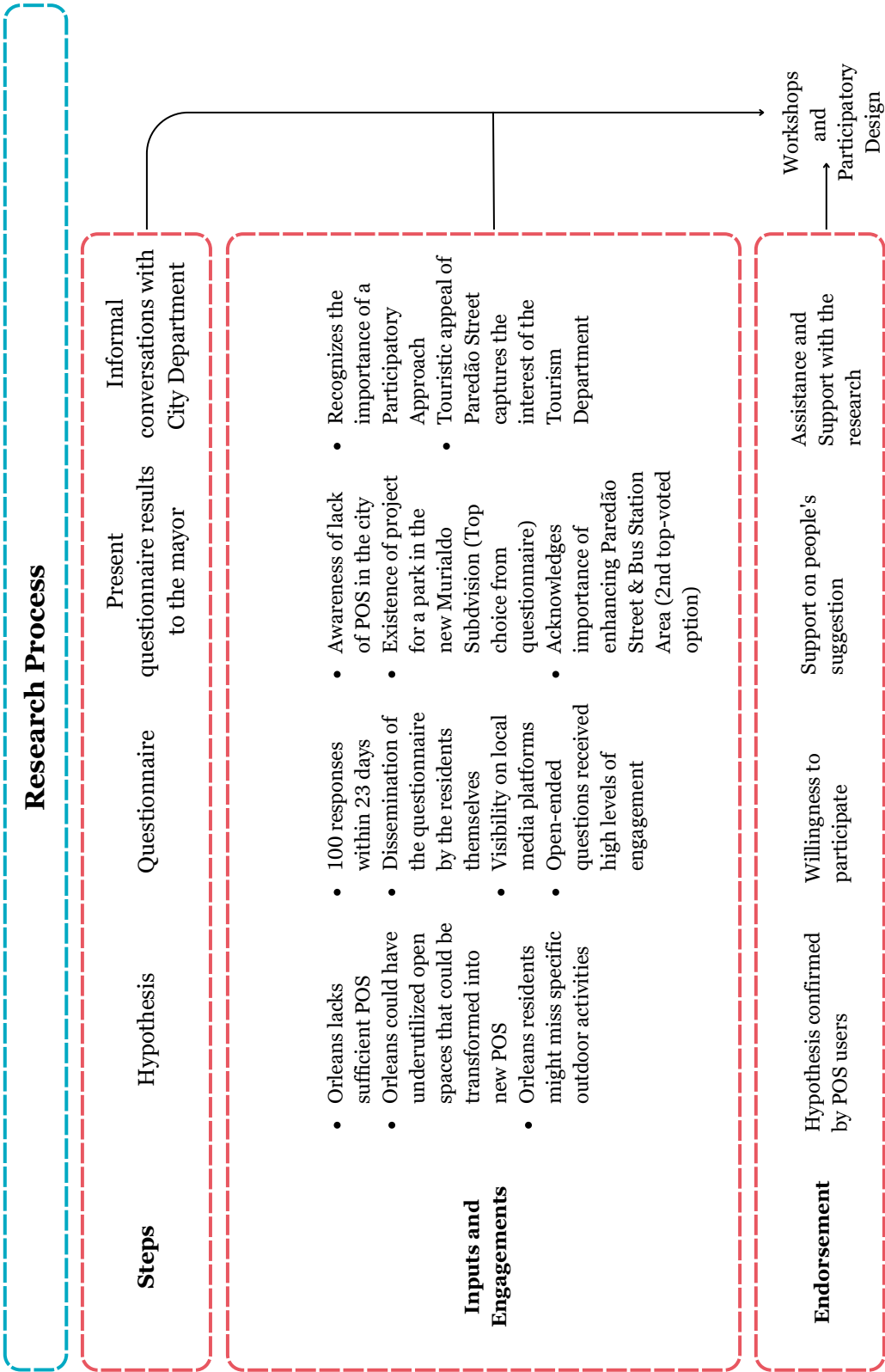
After analyzing the questionnaire results, the findings were presented to the mayor, indicating that residents feel a lack of public spaces in the city. The majority of respondents suggested the new Murialdo development as a potential location to create a new public space. It was at this point that it was revealed that the city had recently completed a park project for this particular development. When inquiring about the project's completion timeline, the mayor expressed uncertainty, mentioning the need to secure resources before proceeding. Considering the extensive area of over 50,000 square meters and the city's size and financial constraints, it is expected that the project will take some time to execute.

The second most voted option suggested by the respondents was the Paredão Street and the Bus station area, which caught the attention of the mayor due to its potential for investment. The mayor expressed interest in the research and requested the presentation of the final results, highlighting the significance of the findings and their potential impact on future development initiatives. The research findings were also shared with other departments, all of which demonstrated significant interest and willingness to provide further information. The tourism department, in particular, actively offered their assistance and support for the research, underscoring their dedication to fostering the growth and enhancement of the Paredão Street and Bus station area.

Given the residents' feedback from the questionnaire and the city's interest in the research, there was potential to organize workshops with residents to gain deeper insights into their aspirations for the city. As the city already had plans for the top-voted option (Murialdo development), it was decided to focus the research on the second most voted option: The Paredão Street and the Bus station area. The timing and date for the workshop depended on the availability of the responsible person from the Tourism Department. After the first workshop, the department representative proposed scheduling the subsequent workshop during a weekend event, which took place accordingly.

Following the data collection from the workshops, the responsible person for organizing the Municipal Councils included the research agenda for discussion in the next monthly meeting of the City Board. At this point, the feasibility of the suggestions gathered in the workshops was examined. Simultaneously, the president of the City Board shared updates on the discussions through social media platforms, which sparked additional interest and engagement. Consequently, the president of the Tourism Council requested the research findings to be presented during their monthly meeting as well.

The research conducted in Orleans exemplifies an investigative approach, navigating through the complexities of a relatively unknown territory. The collaborative efforts and feedback from residents, coupled with the support and interest from the city administration, have played a vital role in the successful progression of the research. The fluidity and uniqueness of the research journey highlight the dynamic nature of the context and the researcher's adaptive response. With limited existing information and an obscure phenomenon, the research framework continuously evolved, allowing for organic development and exploration. This flexibility and natural flow have been strengths of the research, enabling a comprehensive understanding of residents' needs and aspirations in the absence of established literature or reports.



Public Open Spaces, Small Cities and The Participatory Approach

3.1 Public Open Space

Urban space is categorized into public, semi-public, semi-private, and private, with the built environment generating open, open-covered, or closed spaces (Benedet S., 2008). Public spaces are open to all and are not exclusive to any particular economic or social group, while private spaces are accessible only to certain individuals or groups (Hertzberger, 2005). Public spaces are typically collective, while private property is considered private. Open space refers to land that lacks buildings or structures and can be either public or private. The relationship between built and unbuilt spaces generates the open space system in every city (Maté, 2016). The term “open space” encompasses all open spaces in the city, regardless of their size, aesthetic, function, location, or ownership (Custódio et al., 2011). When open spaces are located within the urban perimeter, they are referred to as “urban open spaces” (Macedo S., 1995). Within the Open Space System, the subsystem of Open Public Spaces contains the main structural elements of the city (Santiago G., 2009). Streets are considered the primary open public space (Macedo S., 1995), along with parks, squares, lookouts, promenades, preservation areas, municipal and state reserves, lakes, beaches, and rivers (Queiroga F., 2011).

Nochian et al., 2015 contend that planners must have an exact understanding of the type of open space they are dealing with to achieve maximum efficiency for public open spaces. Therefore, comprehensive classification is a valuable tool for assisting professionals in planning and comprehending these spaces. This study will focus on open space categorization based on the consolidated Brazilian bibliography of (Macedo S., 1995), which classifies open spaces into four categories: green spaces, green areas, recreation areas, and circulation areas.

Green spaces are urban areas covered with vegetation that has social value, such as groves, fields, woods, gardens, some squares, and parks. The social value attributed to green spaces can be linked to its function, whether to provide food, conservation or preservation of an ecosystem or set of ecosystems, cultural and aesthetic value, and leisure.

Green areas encompass the same elements mentioned previously, adding any other area in which there is any kind of vegetation for any reason, whether it has a social value or not. Usually, they are related to the number of inhabitants, serving as an index of urban quality. According to Macedo (1995), traffic islands and traffic circles with vegetation should be considered green areas, but trees located along sidewalks should not be classified as such because sidewalks are waterproofed.

Recreation areas are open spaces intended specifically for leisure; they could be active, meaning an area for games and entertainment, or contemplative, meaning an area that has an expressive scenic or landscape value where people can walk around on foot, on horseback, or by car. Parks, beaches, and urban squares are encompassed within this concept, often allowing mixed-use for both active and passive leisure.

Circulation areas represent the majority of public open spaces and the majority of the urban area. Their function is related to the movement of pedestrians and vehicles, such as streets, avenues, promenades, and staircases. These areas can also function as leisure spaces for their population when traffic is restricted or controlled, usually on traffic-free neighborhood streets or suburbs.

Public open spaces are intrinsically multipurpose. A green space, such as a square, can function as a green, recreation, and circulation area at the same time, or a street can operate as a circulation and recreation area. Multifunction public spaces are needed in urban areas, as public open spaces are becoming increasingly scarce and users' needs require spaces with multiple functions (Benedet, 2008).

3.2 Small Cities, Urban Legislation and Planning of POS in Brazil

The definition of "city" varies among different countries, with some adopting demographic, functional, or socioeconomic criteria. In Brazil, the official definition of a city assumes a political-administrative division that consists of the Union, the Federal District, the States, and the Municipalities, all autonomous under

the terms of the Federal Constitution of Brazil (Brasil, 1988). In Brazil, the seat of each municipality is recognized as a city, and it has, obligatorily, the same name as the municipality. Thus, each Brazilian municipality necessarily has a city. (Fernandes C., 2018)

As well as the definition of city, the definition of small cities is not unanimous among the countries. Population number is the most popular criteria, however the minimum number of inhabitants to be considered small city changes from country to country. The Brazilian Institute of Geography and Statistics classifies small cities as urban agglomerations with a population of up to 50,000 inhabitants (Vieira B. et al., 2020). The same authors point out that some researchers define medium cities as those with a population ranging from 50,000 to 250,000, while other studies consider the range from 100,000 to 500,000 inhabitants.

In this study, the Brazilian term “municipality” will be referred to as “city” for three reasons: firstly, because each Brazilian municipality necessarily includes a city; secondly, because data provided by IBGE is based on municipalities rather than cities; and thirdly, to facilitate international understanding. Acknowledging this classification, it can be verified that out of 5,570 Brazilian cities, 88% of them are classified small, and the percentage of people living in small cities are almost the same as the ones living in big cities (Figure 11).

Number of inhabitants	Number of Brazilian cities	Percentage of Brazilian cities	Population	Percentage of population
up to 50.000 inhab.	4890	87,79	65.796.190	30,84
between 50.000 to 500.000	631	11,33	79.498.021	37,26
more than 500.000	49	0,88	68.023.428	31,90
Total	5570	100,00	213.317.639	100,00

(fig. 11) Number of Brazilian Small Cities and its Population
Source: IBGE (2021). Edited by the author

In order to ensure the right to the city and access to public open spaces, it is critical to understand the urban legislation, processes, and issues that guide them. This understanding can help mitigate the lack of public open spaces and optimize future interventions.

Historically, Brazilian urban legislation was based on municipal codes of colonial origin until the 1920s, when building codes and urban zoning laws were introduced (Teixeira, 2022). Between the 1940s and 1980s, Brazil underwent significant transformations due to economic growth and the creation of large cities. As the urban population increased by more than 50%, the need for planning cities and their growth emerged (Miranda N. et al., 2013), as the existing legislation and urban instruments were out of date and did not respond to housing and infrastructure needs.

According to Villaça (2000), Brazilian urban planning must be radically revised, and what can be called “urban planning” in Brazil has two central components that are not always compatible: zoning and planning, represented by the Guiding Plan and its equivalents. Regulated by the Federal Constitution, the Guiding Plan is a primary instrument for urban development and expansion policy. It establishes objectives to be achieved, a deadline by which they must be achieved, and determines who must carry them out. The Guiding Plan sets guidelines for the urban development of the city but does not always foresee diverse issues that arise during its elaboration (Teixeira, 2022). As a result, it is up to the cities to address specific issues, such as territorial expansion, urban infrastructure renewal, housing policy, urban land use, and the conservation of native vegetation, among others (Marx B., 2004).

The Guiding Plan, as mandated by the national law “Estatuto da Cidade,” plays a crucial role in ensuring sustainable urban development and enhancing the quality of life for residents. This requirement specifically applies to cities with populations exceeding 20,000 inhabitants (Brasil, 2001). However, an issue arises when many small cities opt to adopt the master plans of larger municipalities, leading to a misalignment between these plans and the unique realities of the smaller municipalities. As Soares (2008) highlights, this situation creates a disconnect where several legal and urban instruments fail to address the specific needs and contexts of these smaller cities.

In terms of public open spaces, Federal Law 6766/79 establishes criteria for urban land subdivision. One of the criteria is that each new land subdivision should allocate an area for circulation systems, urban and community equipment, and public open space proportional to the density occupancy provided by the Guiding Plan or approved by municipal law for the area in which they are located (Brasil,

1979). This law defines community public facilities as those of educational, cultural, health, leisure, and others.

However, Teixeira (2022) identifies an issue when the municipality approves and stipulates public open space areas according to other laws that guide cities, such as land use. The decision is in the hands of public bodies, which may not have sufficient knowledge to make the decision. In addition, small and medium cities may develop their Guiding Plans and other urban legislation based on those of large cities, which may not be appropriate for their needs.

The Urban Land Subdivision Law also states that allotment projects must indicate the public areas destined for the municipality's domain, but it does not require a composition project of these places and their integration with the surroundings and the city (Brasil, 1979). As a result, public areas may lack infrastructure, be impossible to use, or almost non-existent, resulting in groups of neighborhoods without infrastructure

3.3 Participatory Approach

Although the concept of participation in building and planning can be traced back to early human settlements, community participation, which involves engaging local residents in social development (Sanoff, 2000), has gained increasing recognition in contemporary times as a significant phenomenon.

One significant milestone in the development of participatory planning was the publication of "Design with Nature" by McHarg (1995). McHarg advocated for incorporating community input and environmental considerations in planning and design processes, highlighting the importance of understanding the social and ecological context of a place.

In the 1970s and 1980s, participatory approaches gained further traction, particularly in the field of international development, with initiatives such as the World Bank's Participatory Rural Appraisal (PRA) and Participatory Learning and Action (PLA) methodologies (Chamber, 1994). These approaches aimed to involve local communities in development projects, recognize their knowledge and expertise, and address issues of power imbalance and marginalization (Pretty, 1993).

In the field of urban planning, one of the earliest instances of participatory planning principles can be found in the work of Patrick Geddes, who advocated for the involvement of local communities in shaping urban environments in the early 20th century (Munshi, 2000). Geddes promoted a holistic approach to urban planning that emphasized social, cultural, and environmental factors, and encouraged community engagement to ensure that planning decisions were rooted in local contexts (Young, 2017).

Participatory approaches gained further recognition in the 1990s with the establishment of the Agenda 21 during the United Nations Conference on Environment and Development (UNCED) in Rio de Janeiro in 1992. Agenda 21 emphasized the importance of involving local communities and stakeholders in decision-making processes related to sustainable development, including urban planning (United Nations, 1992).

As cities increasingly prioritize sustainable development and environmental action, governments have recognized the need to involve the public in the formulation of plans and policies. Street (1997) argues that the failure of traditional approaches is rooted in their science-centered nature, which disregards alternative forms of understanding and different value structures, while disregarding alternative modes of comprehension and diverse value systems. However, the emergence of the participatory approach in urban planning signifies a transformative departure from top-down decision-making processes, embracing inclusive and collaborative methods that actively engage local communities in the decision-making process.

Participation is the expectation that citizens have a voice in policy choice (Bishop & Davis, 2002). Cilliers and Timmermans, 2014 highlight that participatory planning fosters social cohesion, resulting in the development of greater social capital and a stronger sense of local ownership. To achieve these goals, it is crucial to harness the skills and knowledge of the local community when developing or improving a place. Engaging residents and workers who have a vested interest in the area ensures a well-informed decision-making process. Early involvement of the community in the planning of public spaces, preferably before any physical work begins, proves highly advantageous (PPS, 2009). Several authors have noted that social participation can manifest in diverse ways (Bishop & Davis, 2002; Avritzer, 2012) and participatory approaches in urban planning have been

implemented through various methods and techniques that aim to involve and engage local communities in decision-making processes. An approach, according to Sanders et al. (2010), describes the overall mindset with which the research plan is to be conducted.

Participatory Budgeting is one such approach, allowing citizens to directly participate in the decision-making process regarding the allocation of public funds. It enables residents to prioritize and allocate resources to specific projects or programs that address their local needs (Herzberg et al., 2013). Another example is Collaborative planning, which acknowledges the complexities of planning problems and involves multiple stakeholders in decision-making. This approach aims to democratize planning practice, empower discourse communities, and generate shared ways of thinking, valuing, and acting. Collaborative planning seeks diversity of perspectives, respectful discourse, problem-solving, and inclusive participation to achieve mutually agreeable outcomes (Raynor et al., 2017). Additionally, Participatory Design (PD), a growing design practice, incorporates non-designers throughout the design process. This approach involves engaging a range of people with different backgrounds, experiences, interests, and roles in the project. One of the key challenges is finding effective methods to engage and involve these individuals in PD activities (Sanders et al., 2010). These are just a few examples of the diverse range of participatory approaches used in urban planning. Each approach offers unique methods and strategies for engaging stakeholders and promoting their active involvement in shaping urban environments.

The Case Study

4.1 Orleans and the River

Orleans, a municipality located in the southern state of Santa Catarina (Figure 12), lies between the mountains and the sea. It boasts a vast territorial expanse of 549,859 square kilometers, yet its urban perimeter remains relatively small. Orleans is classified as a small city, with an estimated population of 22,723 inhabitants and a population density of 43.03 inhabitants per square kilometer (IBGE - Instituto Brasileiro de Geografia e Estatística, 2022). Situated along the banks of the Tubarão River (Figure 13), it is approximately 170 kilometers away from the capital city of Florianópolis. The city of Orleans owes its growth and historical development to its strategic location along the Tubarão River. Since its establishment on 1894, Orleans has evolved in tandem with the Tubarão River and the Dona Theresa Cristina Railway, forming the initial layout of its streets (Figure 14).

Historically, rivers have been recognized as catalysts for civilization, providing urban development, leisure opportunities, and a source of sustenance. However, over time, Orleans gradually shifted its focus away from the Tubarão River, which resulted in a diminishing recognition of its environmental value and an underestimation of its potential as a vibrant social and recreational area. Consequently, the city turned its back on the river, disregarding its significance as



(fig.12) Santa Catarina in Brazil
Source: Wikipedia (2011)



(fig.13) Tubarão River
Source: Hobold (2018)



(fig.14) Tubarão River in 1930
Source: Fotos de Orleans (2023)

a symbol of its birth and development. Viewed as a mere boundary of the urban area, the Tubarão River, due to factors such as the lack of infrastructure development along its banks and missed opportunities for waterfront development or tourism, has hindered economic and social growth in Orleans, leading to its labeling as the city's "backside."



(fig.15) Tubarão River landscape
Source: Machado (2016)

Nonetheless, the location of the river is surrounded by breathtaking landscapes and vistas (Figure 15). that deserve preservation and appreciation, emphasizing its potential to contribute to a high-quality urban environment. Despite its influential role in shaping the city, the Tubarão River remains an underutilized resource, presenting an opportunity for Orleans to rediscover and leverage its natural beauty for the benefit of its residents and visitors alike.

4.2 A Brief History of Orleans

The history of Orleans is deeply intertwined with several factors that influenced its foundation. These factors include the passage of tropeiros (muleteers) and cargueiros (freight carriers), the discovery of coal, the construction of the railway, and the establishment of the Grão Pará Colony. The information presented in this subchapter is derived from the book "Orleans 2000: história e desenvolvimento" authored by Brazilian historian Jucely Lottin.

According to Lottin (1998), coal was discovered in the region around 1780 by tropeiros. This led to significant advancements in the coal mining industry. In 1861, an English company received a concession to establish The Tubarão Coal Mining Company, which worked in conjunction with The Donna Theresa Cristina Railway Company to transport coal to Laguna and Imbituba ports.

During the wedding of Princess Isabel and the Count d'Eu in 1864, Emperor Dom Pedro II and Empress Teresa Cristina designated a land dowry to be chosen in Santa Catarina and Sergipe states. Due to the region's significant coal potential, a tract of land between the Tubarão and Braço do Norte rivers, including Orleans, was selected. This tract later became the Grão Pará Colony in 1882, with the goal of encouraging settlement by immigrants and nationals.



(fig.16) Orleans Train Station in 1970
Source: Fotos de Orleans (2023)

The creation of the District of Orleans in 1888 marked the city's development and transition from a Colony to a district under Provincial Law. With the establishment of the district, the city experienced nearly a decade of growth and progress, aided by the presence of the Company's headquarters. The influx of new residents, including railway workers, traders, professionals, and employees, led to the emergence of commercial houses and innovative wood and pork product industries. The creation of the district coincided with the proclamation of the Republic, signaling the end of extensive immigrant assistance and the beginning of a more challenging era.

The construction of the Paredão alongside the Tubarão River began in 1883 to accommodate the Dona Tereza Cristina Railway. The Orleans train station, strategically located near the Paredão and just 200 meters from the city center (Figure 16), was completed in 1884, representing an impressive achievement in terms of the project's timeline. However, the coal mining necessary for the railway's success encountered obstacles, hindering the planned cycle of extraction, transportation, and export.

The railway operated from 1886 to 1916, connecting colonies along the Tubarão River valley. It played a

vital role in the city's foundation and development. However, a devastating flood in 1974 destroyed the Tubarão/Lauro Muller line, leading to the removal of railway tracks. Ethienne Gaudenty Stawiarski Street replaced the railway, providing a passage for people and vehicles between neighborhoods. This street also unveiled a large sandstone wall, offering artistic possibilities from colonies situated along the Tubarão River valley. Its establishment played a vital role in the foundation and development of our city. In 1974, a devastating flood holds a remarkable place in the history of Orleans as it completely destroyed the Tubarão/Lauro Muller line, which ran alongside the Tubarão River, marking the end of our nearly 90-year-old railway. As a result, the railway tracks were removed, and a street named Rua Ethienne Gaudenty Stawiarski was opened. This street provided a passage for people and vehicles between different neighborhoods in the city. The opening of this street revealed a vast sandstone wall, presenting an opportunity for artistic projects.

4.3 The Paredão Sculptures

The information presented in this subchapter is derived from the book “Esculturas do Paredão” by Elcio Willeman and Edina Furlan Rampineli, esteemed members of the academic community at UNIBAVE. Their expertise in the field of education and culture provide valuable insights into the construction and significance of the Paredão sculptures in Orleans.

According to Willeman and Rampineli F. (2018), the construction of the railway unfolded by clearing a section of the virgin forest that intersected a cliff known as the Paredão. Following the flood of 1974, the Municipal Council sought permission from the Federal Railway Network Corporation to utilize the railway (embankment/berm) beneath the Paredão, which led to the opening of a road connecting two significant neighborhoods in the city, Campos Elíseos and Conde d'Eu. Inspired by the massive sandstone wall, stretching over 250 meters in length and 10 to 15 meters in height, artist José Fernandes embarked on the creation of sculptures on the rock surface (Figure 17).

Over a span of eight years, José Fernandes meticulously carved nine panels on the rock surface known as the Paredão. Under the guidance of Father João Leonir Dall'Alba, the artistic panels depicted significant historical and biblical scenes (Figure 18), showcasing the first mass in Brazil, the catechesis of indigenous people, the creation of man, the sacrifice of Abraham, the passage of the Red Sea,

the temple of King Solomon, the last two prophets of the Old Testament, the Annunciation of the Angel, and the birth of Christ. Despite the initial vision of creating 26 panels covering 2,600 square meters, the project was interrupted due to insufficient funding, leaving three panels unfinished. The panels, crafted solely with a hammer and chisel, spanned nearly 200 square meters in total, varying in size from 3x3 meters to 50 square meters.



(fig.17) Sculptures on the Rock
Source: Machado (2016)

In addition to the sculptures, visitors can also admire the White Column, an essential geological landmark providing insights into the ancient configuration of the Gondwana supercontinent in Brazil. These artistic creations and geological features not only showcase the artistic talent and geological significance of the region but also serve as enduring testaments to the historical and cultural heritage of the city. Exploring the Paredão and witnessing the intricate sculptures and geological formations allows visitors to connect with the past, appreciate the present, and embrace the unique character of Orleans.



(fig.18) Biblical Scenes Sculptured on the Rock
Source: Machado (2016)

Within the historical, social, and cultural context of the Paredão Sculptures lies a strategically positioned artwork. Its geographical and topographical location provides captivating landscapes, contributing to its significant potential as a tourist attraction (Figure 19). Despite the current under appreciation of the sculptures' cultural and social value, it is crucial to recognize the importance of reclaiming Orleans' cultural heritage. By rediscovering and cherishing the Tubarão River and the Paredão Sculptures, the city can revitalize its connection with the river, promote cultural preservation, and foster a vibrant and sustainable urban environment.



(fig.19) Paredão Street
Source: Author

Findings

5.1 Questionnaire

The questionnaire conducted to gather insights on public open spaces in Orleans has provided valuable findings across various categories. These categories include Outdoor Activities and Preferences, Perception of Public Open Spaces, Usage Patterns, Leisure Activities and Preferences, Access and Payment, and Dream Public Open Spaces. Selected findings will be presented based on these categories, revealing important insights into residents' preferences, perceptions, and aspirations related to public open spaces in Orleans.

Category: Outdoor Activities and Preferences

1. The majority of respondents (67%) indicated a high level of enjoyment for outdoor activities, demonstrating a positive inclination towards engaging in recreational and leisure pursuits in natural settings. This finding underscores the potential demand for well-designed and accessible public open spaces in Orleans.
2. The respondents' most preferred outdoor activities include taking a walk (mentioned 67 times), meeting friends/family (mentioned 51 times), relaxing (mentioned 36 times), and practicing sports (mentioned 33 times). These activities highlight a desire for social interaction, relaxation, and physical exercise in natural environments. Additionally, other mentioned activities include experiencing nature (mentioned 21 times), playing with children (mentioned 20 times), attending events (mentioned 17 times), watching specific animals/plants (mentioned 12 times), dog walking (mentioned 11 times), and collecting nature products (mentioned 8 times). These diverse activities showcase the residents' interest in connecting with nature, engaging in recreational pursuits, and fostering meaningful relationships with their surroundings.

Category: Perception of Public Open Spaces

1. A significant majority, 73% of the respondents, believe that there is a lack of sufficient public space in Orleans to engage in the activities they enjoy. This finding aligns with the hypothesis of the thesis, suggesting that Orleans indeed faces a shortage of public open spaces. Furthermore, among the respondents who expressed satisfaction with the existing public spaces, it is noteworthy that 55.6% mentioned that they still move to other cities in search of leisure and recreational opportunities. This finding implies that although some individuals may perceive Orleans as having enough public spaces, they still feel the need to seek alternative options elsewhere. Additionally, a considerable portion of these respondents, 66.7%, provided insights into their dream public spaces in Orleans, suggesting that their expectations and desires extend beyond the current offerings in the city.

Category: Usage Patterns

1. The majority of respondents (73%) mostly visit public open spaces on weekends, indicating a higher demand for recreational activities during leisure time. In terms of the time of day, 46% of respondents prefer to go in the afternoon, followed by 38% in the evening, 11% in the morning, and 3% during lunchtime. When it comes to the season, 30% of respondents frequent public open spaces more often in the summer, while 5% prefer winter, 12% favor autumn, 22% enjoy spring, and 48% visit these spaces throughout the entire year. These findings highlight the importance of considering different days, times, and seasons when designing and managing public open spaces in Orleans, as well as informing the planning and programming of public spaces, ensuring they align with the community's routines and availability.

Category: Leisure Activities and Preferences

1. A significant majority of respondents, 74%, move to other cities in search of leisure and recreation. This finding suggests that the current public open spaces in Orleans may not fully meet the recreational needs and preferences of residents. It highlights the potential opportunity for the city to enhance its existing public spaces or develop new ones to provide a wider range of leisure and recreational activities.

2. Among the respondents, 55% expressed a desire for a new POS. On the other hand, 23% of participants suggested that it would be more preferable to focus on improving the existing public spaces. Interestingly, 11% of respondents expressed

an inclination towards both options. A small portion of 4% of the participants, expressed satisfaction with the existing public spaces.

3. Various reasons were mentioned by respondents regarding the need for a new public open space in Orleans or the preference to improve the existing ones. Notably, 14 individuals expressed the importance of having multi-functional spaces that can accommodate a range of activities and purposes. Additionally, 13 respondents emphasized their desire for a dedicated park, while 10 participants highlighted concerns about the limited size of the current spaces. Furthermore, 7 individuals emphasized the need for designated areas for physical activities, such as sports or exercise. The importance of spaces for events was mentioned by 6 respondents, while 5 participants stressed the significance of inclusive spaces suitable for all age groups. Additionally, 3 individuals expressed their desire for neighborhood-specific spaces, and another 3 emphasized the importance of maintaining a connection with nature. Furthermore, 3 respondents mentioned the need for dining facilities within public open spaces.

4. The most desired types of public open spaces were parks (42%), pedestrian walkways (15%), riverside walks (15%), bike lanes (9%), lookout point (5%), and squares (4%).

5. The open-ended question to suggest a place within the city that could be converted into a POS received 67 suggestions from 100 respondents. The results showed that 43.3% of the respondents suggested the Murialdo subdivision, while 40% mentioned the Paredão Street and/or Bus Station area. The Open Air Museum received suggestions from 13.3% of the respondents, and Santinha Hill was mentioned by 3.3% of the respondents. In addition to these grouped responses, there were also individual suggestions that hold relevance, as they represent the opinions of the individuals. Some of these responses includes the suggestions: a nice place on the way to New Orleans neighborhood, the wooded pasture area near the Aquamara gym, a location on the way to Lauro Muller, a spot in front of the municipal stadium, empty spaces in São Gerônimo neighborhood for a project, and an urban vacant spot near the Alto Paraná neighborhood. These individual suggestions provide additional perspectives and highlight various potential locations within the city that could be considered for the creation of new public open spaces.

6. Following the open-ended question, it was giving options of open spaces for the respondents to choose which one they think the city could invest in to make it more used as public open space. The results indicated that 47% of the respondents suggested the Paredão Street and Bus Station area, while 21% mentioned

the Open Air Museum. The Bus Station area received suggestions from 16% of the respondents, followed by 11% for Celso Ramos Street, 3% for Paredão Street, and 2% for Santinha Hill. By initially posing an open-ended question and subsequently asking a closed-ended question, the intention was to encourage residents to think beyond bias and provide more diverse suggestions. The fact that the Paredão Street and/or Bus Station area was both one of the most suggested spaces and received the highest number of votes as an area the city could invest in for increased utilization indicates its potential for development as a public open space.

7. The results indicated a significant interest in incorporating sports activities, with respondents mentioning it a total of 82 times. Walking emerged as another popular activity, mentioned 50 times by the respondents. Additionally, relaxing was mentioned in 30 responses, showcasing its importance as a desired activity in the new open public spaces. Other activities received fewer responses but were still mentioned by participants. These activities, in order of the most voted options, include having a picnic, attending events, eating/drinking, experiencing nature, playing with children, and dog walking. While they received less frequency in the responses, they still demonstrate the diverse range of activities that participants would like to see available in the new open public spaces

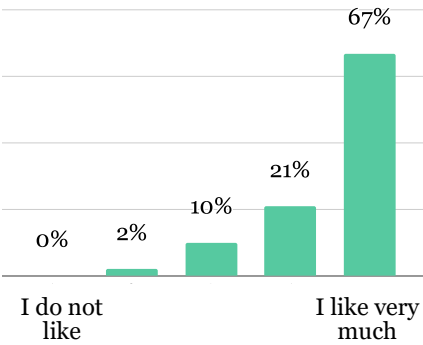
Category: Dream Public Open Spaces

1. The responses to the open-ended questions to know more about the respondent's dream of POS in Orleans revealed various aspirations and ideas for POS in Orleans. Themes such "Events", "Eat and Drink", "Amenities", "Vegetation", "Physical Activities", and "Safety" emerged as common suggestions. Respondents expressed the desire for inclusive spaces that cater to the needs of different age groups, including amenities for children, seniors, and individuals with disabilities. Additionally, the suggestions highlighted the importance of creating spaces that foster community engagement and cultural activities, such as events and markets.

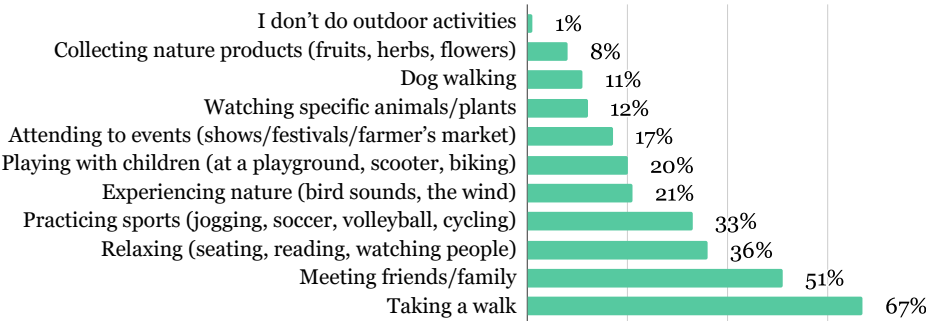
These insights from the questionnaire directly influenced the research direction, highlighting the importance of focusing on the creation of a new public space in Orleans and why the Paredão Street and Bus Station area holds significant potential for fulfilling the residents' needs and aspirations

Findings - Questionnaire

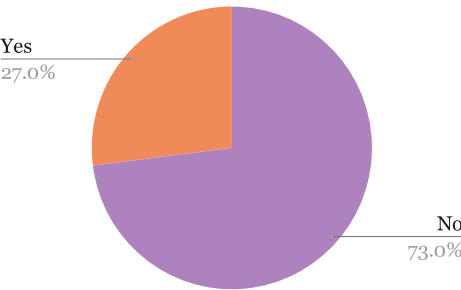
Do you like to do outdoor activities?



What activities do you most like to do outdoors? Please choose up to 3 options

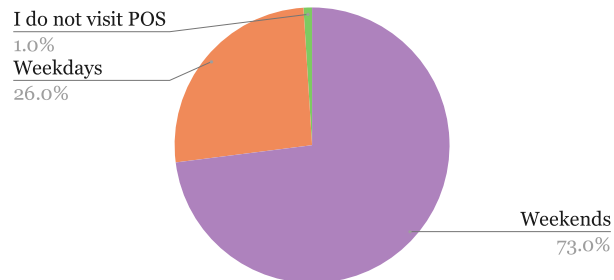


Do you think there are enough POS in Orleans to do the activities you like

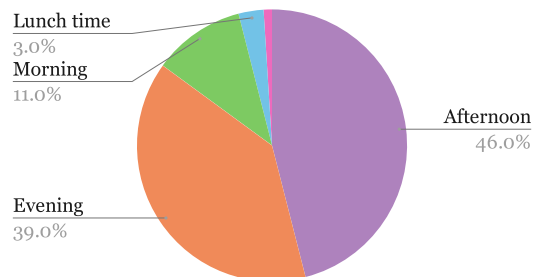


Findings - Questionnaire

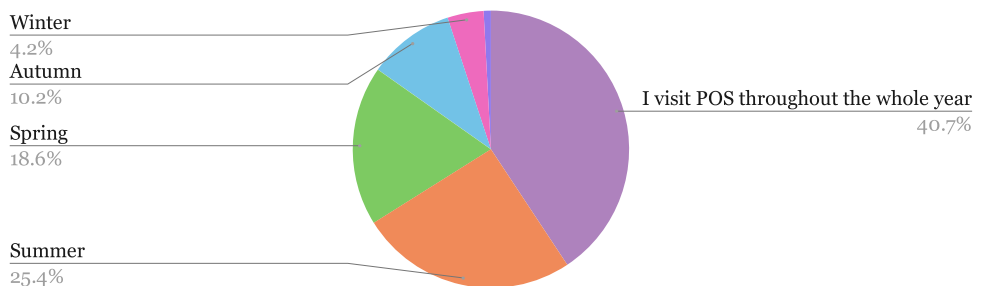
When do you mostly go to public open spaces?



Which time of the day do you mostly go to public open spaces?

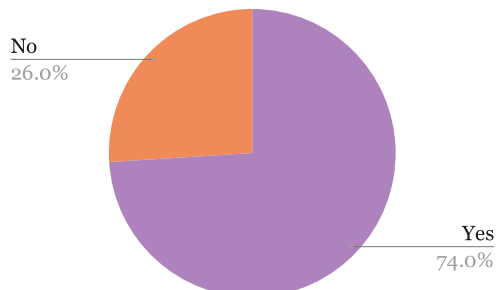


Which season are you more often using public open spaces?

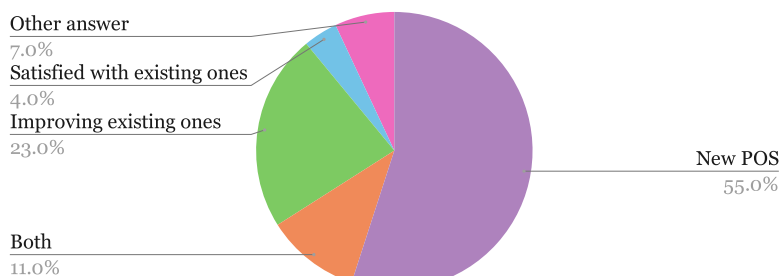


Findings - Questionnaire

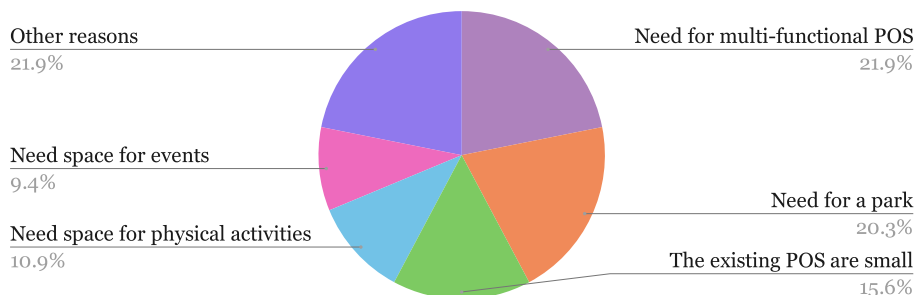
Do you move to other cities in search of leisure and recreation?



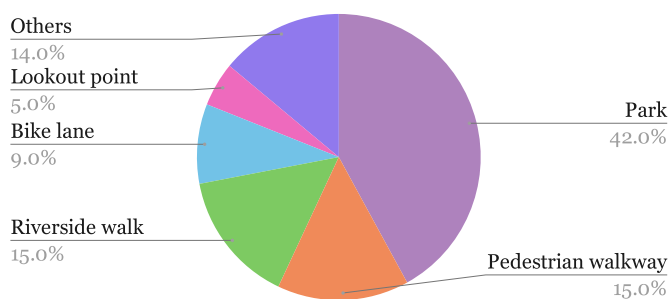
In your opinion, does Orleans need a new public open space, or is it preferable to improve the already existing ones?



Why?

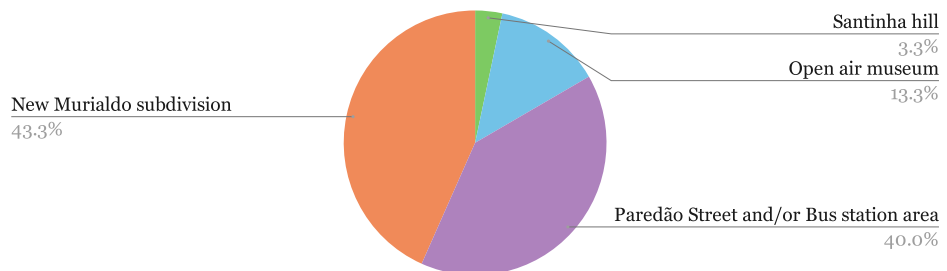


Which type of public open spaces would you like to have, or have more of, in Orleans?

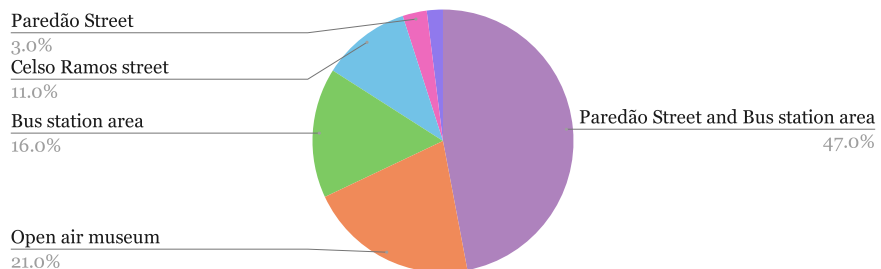


Findings - Questionnaire

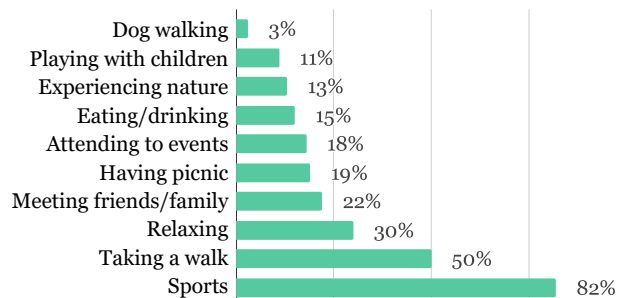
Can you suggest a space within the city that could be converted into a public open space of one of the three types above?



Which of the following spaces do you think the city could invest in to make it more used as POS?



Please mention a maximum of three activities you would like to introduce to the new open public spaces.



Findings - Questionnaire

Can you suggest a space within the city that could be converted into a public open space of one of the three types above?

Events

"The city needs space for events, with a large area for parks, **fairs**, and gastronomy."

"It would be good to have a cinema, a food court with a variety of options, and more **community festivals** showcasing regional culture."

Eat and Drink

"A large area that encompasses all types of entertainment, including **dining options**"

"Any space that integrates nature and **gastronomy**."

Amenities

"Parks with open multi-purpose areas."

"Places to have meals to be able to **spend more time** in that space."

Vegetation

"A large, **wooded place** for walking, close to the city"

"I believe that a place with **plenty of vegetation**, well-ventilated, and nicely decorated would be an ideal location for engaging in various activities."

Physical Activities

"I would like to see children playing, young people and adults practicing **physical activity** and socializing."

"A space that combines nature, a place to practice **sports**, and afterwards relax with friends."

Security

"**Safe places**, even in the evening, to walk and do physical activities(...)"

"Planned, safe, and tree-lined area."

5.2. Workshops with Residents

To gather more in-depth information of now what people want specifically for the Paredão Street and Bus Station Area and engage the residents further, it was conducted two workshops with residents in Orleans' main public space, Celso Ramos Square and Celso Ramos Street (Figure 20 and 21). The workshops comprised four stations:

First station – Emotion Mapping

In Area 1 (the entrance), participants mentioned positive feelings of serenity, peace, and coziness, indicating a welcoming atmosphere. However, it is worth noting that the responses were evenly divided, with 50% expressing positive sentiments and 50% expressing negative ones. Negative feelings such as monotony, unpleasantness, abandonment, and fear were also mentioned, suggesting potential areas for improvement to enhance the overall experience (Figure 22).

Moving to Area 2 (Paredão Street), participants predominantly reported positive feelings, with the most cited emotions being pleasantness (13%), peace (30.4%), and tranquility (26.1%). These responses indicate that Paredão Street has the potential to create a positive ambiance and a sense of calmness. Nevertheless, some participants expressed negative feelings of insecurity (16.7%) and fear (41.7%), highlighting the importance of addressing safety concerns to ensure a more comfortable environment.

In Area 3 (Bus Station area), the overwhelming majority of participants (85.7%) reported positive feelings, describing the space as tranquil, pleasant, inspiring, happy, peaceful, and calm. This suggests that the Bus Station area is well-regarded and appreciat-



(fig.20) First Workshop
Source: Author



(fig.21) Second Workshop
Source: Author



(fig.22) Feelings in Area 1 (Paredão Street Entrance)
Source: Author

ed by the participants. However, a small percentage (14.3%) expressed negative feelings, finding the area unpleasant.

Second Station – Voting

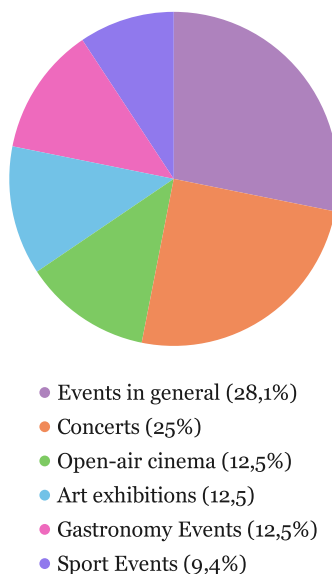
In the second station, participants expressed their preferences for various aspects of the new public space, offering valuable insights into their desires and priorities. The findings include:

Events

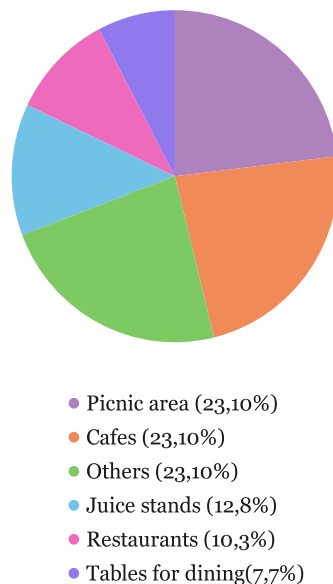
In terms of events, the preferences of the participants demonstrated a strong inclination towards concerts, with a majority (25%) expressing their desire for cultural performances and entertainment centered around music. This highlights the residents' enthusiasm for live music experiences and showcases the significance of incorporating musical events into the programming of the public space. Participants expressed equal interest (12.5%) in open-air cinema, art exhibitions, and gastronomy events, indicating a diverse range of preferences beyond music. Less voted options include sport events (9.4%), while the majority of the participants did not specify a particular kind of event (Figure 23).

Eat and Drink

Picnic areas and cafes received a significant percentage of votes, both totaling 23.1%, highlighting their popularity. Juice stands also garnered notable attention, accounting for 12.8% of the preferences. Restaurants were favored by 10.3% of participants. Additionally, a subset of participants expressed a desire for designated dining areas with tables, representing 7.7% of the votes. Craft beer shops were also identified as desirable options by 5.1% of the respondents. The remaining 23.1% of participants provided individu-



(fig.23) Results of Voting Station Events
Source: Author

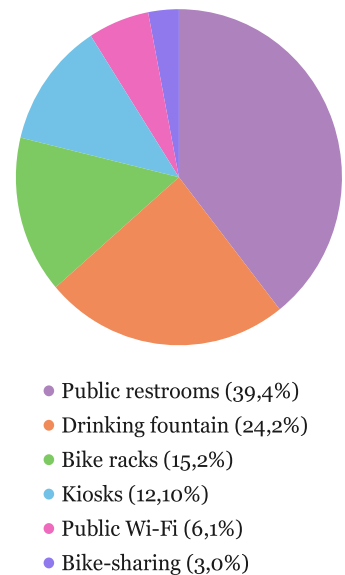


(fig.24) Results of Voting Station Eat and Drink
Source: Author

al answers, which included food trucks, snack bars, kiosks, fruits, craft beer shop and sugar cane shops, reflecting their unique preferences (Figure 24).

Amenities

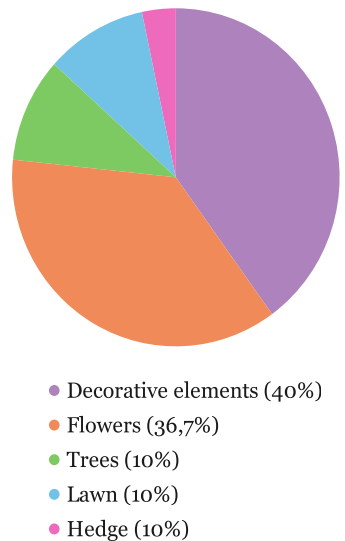
Participants expressed diverse preferences for public space amenities. Public restrooms were the most desired (39.4%), followed by drinking fountains (24.2%), bike racks (15.2%), and Kiosks (12.1%). Public Wi-Fi (6.1%) and bike-sharing (3%) were less prioritized by the participants, suggesting a relatively lower demand for these options compared to other mentioned amenities (Figure 25).



(fig.25) Results of Voting Station Amenities
Source: Author

Vegetation

In terms of vegetation and landscape, participants expressed a preference for decorative elements (40%). Flowers, in particular, were highly favored by 36.7% of participants, while trees and lawn received a lower percentage of votes (10%), this might be because the study area already possesses abundant greenery. It is possible that participants considered the existing vegetation sufficient and preferred to focus on other aspects of the landscape. Hedges garnered a smaller percentage of votes at 3.3%, but still represented an interest in structured vegetation (Figure 26).

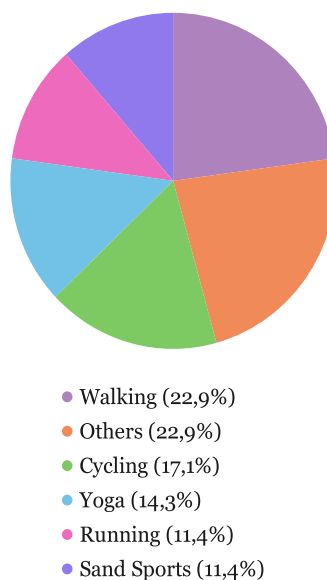


(fig.26) Results of Voting Station Vegetation
Source: Author

Physical activities

In terms of physical activities, participants expressed a range of preferences. Walking emerged as the most popular choice among participants, with 22.9% of respondents indicating a preference for this activity. Cycling also garnered significant support, with 17.1% of participants expressing a preference for this activity. Running was another physical activity that received notable attention, with 11.4% of participants indicating the preference. Yoga, with 14.3% of par-

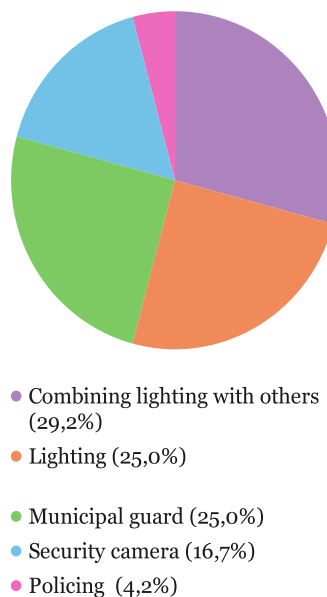
ticipants expressing a preference for this mindful practice, highlights the community's interest in activities that promote relaxation, and overall well-being. Furthermore, 11.4% of participants specifically mentioned a preference for running and sports activities on the sand, such as beach volleyball or beach soccer. In addition to the mentioned activities, 22.9% of participants expressed preferences for other physical activities such as dancing, a sports court, skate, open air gym. Although not individually prominent, these preferences reflect the community's interest in a diverse range of physical activities within the public space (Figure 27).



(fig.27) Results of Voting Station Physical Activities
Source: Author

Safety

The combination of lighting with other security measures received the highest percentage of votes at 29.2%. Lighting alone was also regarded as a crucial element, with 25.0% of participants recognizing its importance. The presence of a municipal guard was considered essential by an equal percentage of participants, emphasizing the significance of trained personnel in ensuring safety. Security cameras were mentioned by 16.7% of participants as an effective means of surveillance. Policing received a smaller percentage of votes at 4.2%, suggesting a lesser emphasis on traditional law enforcement methods (Figure 28).



(fig.28) Results of Voting Station Safety
Source: Author

Third Station - Inspiration Board

The third station involved presenting participants with an inspiration board of diverse images to foster their creativity and imagination, serving as visual references for generating design ideas for the new public space. No specific data or responses were collected during this station, although it is important to acknowledge that by providing a visual starting point,

the inspiration board served as a valuable tool to spark participants' creativity, facilitating their active involvement in shaping the design and development of the new public space in Orleans.

Forth Station – Conceptual Visioning

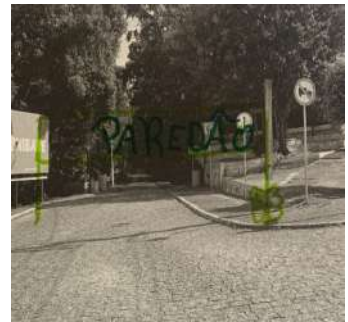
In the fourth station, participants expressing their ideas and suggestions for enhancing the area, offering valuable insights into their desires and priorities (Figure 29). The findings include:



(fig.29) Conceptual Visioning Station
Source: Author

Paredão Street Entrance

- **Gateway:** Eleven individuals expressed their desire for an attractive entrance to Paredão Street (Figure 30 and 31).
- **Flowers:** Eight respondents emphasized the importance of incorporating more flowers into the area for enhanced aesthetics.
- **Improved Public Illumination:** Seven individuals recommended improving the street's lighting for better visibility.
- **Benches:** Three people suggested installing benches to provide seating for visitors.
- **Coffee shop:** Three people suggested the inclusion of a café place for socializing and refreshments (Figure 32).
- **Deck:** Two individuals favored the addition of a deck, creating a designated space for relaxation or socializing (Figure 32).
- **Removal of Billboards:** Two people recommended removing billboards to create a cleaner visual appeal.
- **Revitalization of Existing Square:** Two individuals expressed the desire to revitalize the existing square, improving its attractiveness and functionality.



(fig.30) Drawing Representing a Gateway
Source: Author



(fig.31) Drawing Representing a Gateway
Source: Author

Several respondents provided specific suggestions that reflected their creative ideas and preferences. These recommendations included the provision of a bike rack, a covered area for shelter, a drinking fountain for convenience, security cameras for enhanced safety, focused lighting for a captivating ambiance, snack bars and ice cream shop, a bar for socializing, craft businesses to showcase local talent, a statue of José Fernandes, the sculptor to honor the street's artistic heritage (Figure 33), images to promote Orleans tourism, a sample of a locomotive to depict the street's historical significance, and souvenir shops to commemorate the visit. These imaginative suggestions, although not quantitatively significant, provide qualitative insights into the unique desires and preferences of the individuals surveyed. They showcase a diverse range of ideas that contribute to the overall enhancement and appeal of Paredão Street.

Paredão Street

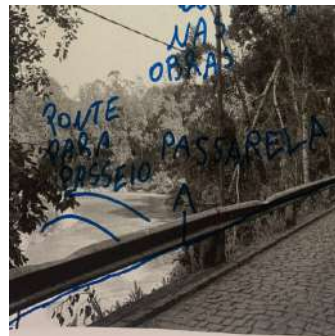
- **Scenic Pathway:** A significant number of respondents (nine individuals) expressed their desire for the installation of a deck or footbridge over the river, providing an elevated pathway for pedestrians to enjoy the scenic view (Figure 34 and 35).
- **Pedestrian-Only Street:** Seven people expressed their desire for a street dedicated exclusively to pedestrians, providing a safe and enjoyable environment for walking.
- **Green Elements:** Six respondents emphasized the importance of incorporating more flowers into the area, enhancing the natural aesthetics of Paredão Street.
- **Public Lighting:** Five people highlighted the need for improved public lighting, enhancing visibility and creating a safer environment.



(fig.32) Drawing Representing a Coffee Shop and a Deck
Source: Author



(fig.33) Drawing Representing a Statue of the Sculptor
Source: Author



(fig.34) Drawing Representing a Bridge over the River
Source: Author

- **Security:** Three individuals expressed their concern for security and recommended the implementation of security measures to ensure the safety of residents and visitors.
- **Expand the Roadway:** Three individuals recommended expanding the width of the street. However, the specific reasons for this suggestion were not mentioned.
- **Urban Furniture:** Two individuals suggested the installation of benches to offer seating opportunities along the street.
- **Bikeway:** Two individuals specifically suggested improvements for cycling facilities or amenities to cater to the needs of cyclists in the area.



(fig.35) Drawing Representing a Deck over the River
Source: Author

Additionally, respondents offered specific suggestions, such as the incorporation of decorative elements to enhance the visual appeal of Paredão Street, the addition of motivational signage to inspire and uplift visitors, the creation of a captivating narrative to showcase the rich history and significance of the area, and the implementation of measures to better highlight the existing sculptures. Furthermore, one individual proposed the concept of a shared street, promoting a harmonious coexistence between pedestrians and vehicles.

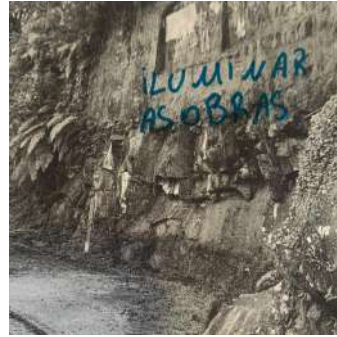


(fig.36) Drawing Representing Landscape and Benches
Source: Author

Paredão Sculpture

- **Benches:** Seven individuals recommended the installation of benches, providing seating areas for visitors to rest and appreciate the sculptures (Figure 36).
- **Garden/Landscape/Manacá:** Four people expressed the desire for the inclusion of a garden or landscape, specifically highlighting the Manacá tree, a native tree in the region known for its vibrant flowers.

- **Cleanliness:** Three people emphasized the importance of cleanliness, suggesting regular maintenance and revitalization efforts.
- **Lighting Point to the Sculptures:** Three individuals proposed the installation of dedicated lighting to accentuate and highlight the sculptures (Figure 37).
- **Public Lighting:** Two individuals suggested improving the public lighting in the area, ensuring better visibility and safety.



(fig.37) Drawing Representing Lighting Point to the Sculptures
Source: Author

In addition to the suggestions mentioned, respondents expressed their individual preferences, which encompassed a range of desired features for Paredão Street. These preferences included a covered area, restroom, trash bin, tables, explanatory Panels, highlighting the sculptures, preservation of heritage, leisure space, small square, and a zipline.



(fig.38) Drawing Representing Benches
Source: Author

Secluded Oasis near Paredão Street

- **Benches:** Seven individuals recommended the installation of benches, providing seating areas for visitors to rest and enjoy the surroundings (Figure 38).
- **Flowers:** Seven respondents emphasized the importance of incorporating more flowers into the area, enhancing the visual appeal and adding natural beauty to the space.
- **Deck:** Five people expressed their desire for the addition of a deck, offering a platform for relaxation or socialization while enjoying the scenery.
- **Coffee shop/Kiosk/Ice Cream Shop:** Three individuals expressed their desire for the inclusion of specific commercial establishments, namely cafés, kiosks, or ice cream shops. These suggestions demonstrate a clear preference for distinct and specialized businesses.

- **Spot for Presentation/Exposition:** Two individuals suggested creating a designated space for presentations or exhibitions, potentially showcasing local talent or cultural events.
- **Security Cameras:** Two people recommended the installation of security cameras to enhance safety and surveillance in the area.

In addition, respondents provided distinct suggestions, including the inclusion of a restroom, a covered area, tables, a high structure for a closer view of the sculptures (Figure 38), people watching for security, arch lighting, motivational signage, and a picnic area.

Bus Station Vicinity

- **Pedestrian Walkway:** Five individuals highlighted the importance of a dedicated pedestrian walkway, ensuring the safety and convenience of pedestrians in this area.
- **More Trees:** Four individuals emphasized the importance of incorporating additional trees into the area, enhancing the greenery and contributing to a more pleasant environment.
- **Landscape:** Four respondents expressed their desire for a well-designed and aesthetically pleasing landscape, enhancing the visual appeal of the area.
- **New Use for Bus Station Building:** Four respondents expressed the desire for the repurposing of the bus station building, suggesting alternative uses that could benefit the community and enhance the area's attractiveness.
- **Events:** Four individuals expressed their desire for the organization of events, without specifying the particular types of cultural and entertainment activities they would like to see.
- **Coffee shop:** Three individuals proposed the inclusion of a coffee shop, offering a social space for residents and visitors to enjoy refreshments.
- **Square or Park:** Three people suggested the creation of a square or park, providing a recreational space for residents to gather and relax.
- **Cultural Presentations:** Three respondents specifically emphasized the importance of cultural presentations, expressing their desire for events that promote local arts and traditions.
- **Area for Concerts:** Two people specifically recommended the creation of a designated area for concerts and performances.
- **Chopperia:** Two people suggested the addition of a chopperia, a type of establishment specializing in beer and socializing.

- **Parking:** Two people recommended the provision of parking spaces to accommodate the needs of residents and visitors.

Additional suggestions made by individual respondents included the need for improved public lighting, the installation of a gateway, the creation of a thematic park, the provision of picnic areas, the establishment of a dedicated bike lane, the construction of a tennis court, and the organization of small-scale events.

Bus Station Surroundings and The Open Space

- **Benches:** Four people expressed the need for seating areas.
- **Trees:** Four individuals emphasized the importance of incorporating more trees into the area.
- **Pedestrian walkway:** Four respondents highlighted the need for pedestrian-friendly pathways.
- **Landscape:** Three people suggested enhancements to the overall landscape.
- **Park:** Two individuals recommended the creation of a park.
- **Leisure area:** Two people expressed the desire for a dedicated space for leisure activities.
- **Bike lanes:** Two individuals specifically suggested improvements for cycling infrastructure.
- **Events:** Two people proposed the organization of various events.

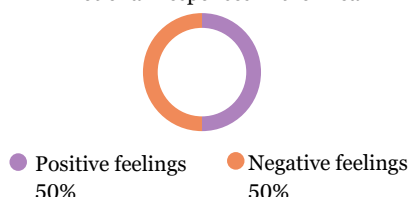
In addition to the diverse range of suggestions provided by individual respondents, a variety of other ideas were put forth, such as the creation of covered areas for enhanced comfort, the implementation of tourist assistance services to enrich the visitor experience. Moreover, respondents emphasized the importance of providing relaxation spots, sports facilities to cater to different interests, and areas designed to be welcoming and accommodating for pets, ensuring a pet-friendly environment for visitors' beloved animal companions. Other suggestions included the establishment of a dedicated skate park, the introduction of a cable car system, and the availability of cafes. Furthermore, respondents expressed their desire for a dynamic events calendar, encompassing both sporadic and periodic occasions, recognizing the value of both surprise and regularity.

Findings - Workshop with residents

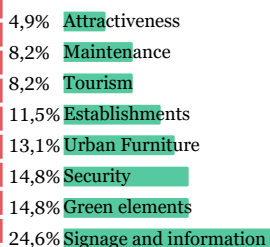
Paredão Street Entrance (Area 1)



Emotional Responses in the Area



Resident-Suggested Key Aspects



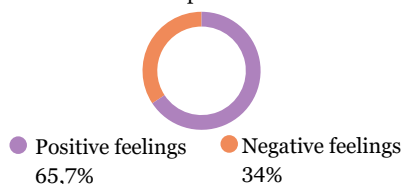
Top Suggested Enhancements

- Gateway
- Flowers
- Improved Public Illumination
- Benches
- Coffee shop
- Deck
- Removal of Billboards
- Revitalization of Existing Square

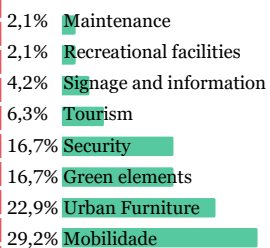
Paredão Street (Area 2)



Emotional Responses in the Area



Resident-Suggested Key Aspects



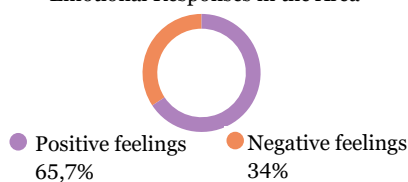
Top Suggested Enhancements

- Scenic Pathway (deck or footbridge over the river)
- Pedestrian-Only Street
- Green Elements
- Public Lighting
- Security
- Expand the Roadway
- Urban Furniture (benches)
- Bikeway

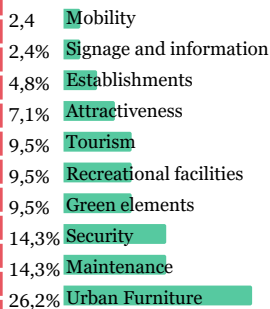
Paredão Sculpture (Area 2)



Emotional Responses in the Area



Resident-Suggested Key Aspects



Top Suggested Enhancements

- Benches
- Garden/Landscape/Manacá
- Cleanliness
- Lighting Point to the Sculptures
- Public Lighting

Findings - Workshop with residents

Secluded Oasis near Paredão Street (Area 2)



Emotional Responses in the Area



● Positive feelings 50%
 ● Negative feelings 50%

Resident-Suggested Key Aspects

2,2% Tourism
 2,2% Mobility
 2,2% Attractiveness
 4,4% Signage and information
 4,4% Events
 6,7% Establishments
 8,9% Recreational facilities
 11,1% Security
 20% Green elements
 37,8% Urban Furniture

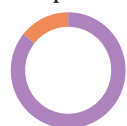
Top Suggested Enhancements

- Benches
- Flowers
- Deck
- Coffee shop/Kiosk/Ice Cream Shop
- Spot for Presentation/Exposition
- Security Cameras

Bus Station Vicinity (Area 3)



Emotional Responses in the Area



● Positive feelings 85,7%
 ● Negative feelings 14,3%

Resident-Suggested Key Aspects

2,0% Security
 2,0% Signage and information
 2,0% Tourism
 4,1% Urban Furniture
 4,1% Maintenance
 4,1% Attractiveness
 10,2% Establishments
 18,4% Green elements
 20,4% Events
 32,7% Recreational facilities

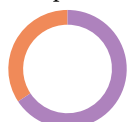
Top Suggested Enhancements

- Pedestrian Walkway
- More Trees
- Landscape
- New Use for Bus Station Building
- Events
- Coffee shop
- Square or Park
- Cultural Presentations
- Area for Concerts
- Chopperia
- Parking

Bus Station Surroundings and The Open Space (Area 3)



Emotional Responses in the Area



● Positive feelings 85,7%
 ● Negative feelings 14,3%

Resident-Suggested Key Aspects

2,1% Establishments
 4,3% Security
 4,3% Tourism
 8,5% Maintenance
 10,6% Urban Furniture
 10,6% Events
 12,8% Attractiveness
 14,9% Green elements
 31,9% Recreational facilities

Top Suggested Enhancements

- Benches
- Trees
- Pedestrian walkway
- Landscape
- Park
- Leisure area
- Bike lanes
- Events

5.3 Forum with the City Board

During the forum, the following suggestions were discussed:

Paredão Street Entrance:

- Commercial establishments
- To install an archway or portal
- Revitalization of the small square

Paredão Street:

- Transforming Paredão Street into a pedestrian and bicycle-only pathway
- Expansion of the street
- Construction of a pedestrian bridge or deck over the river
- Safety enhancements

Paredão Sculpture:

- Ideas for urban furniture
- Improving cleanliness and maintenance
- Enhancing the landscaping
- Safety measures

Secluded Oasis near Paredão Street:

- Creating a designated seating area
- Installation of kiosks for food and beverages
- Improving landscaping enhancing the overall aesthetic

Bus Station Vicinity and Bus Station Surroundings and The Open Space:

- Exploring new uses for the bus station, such as transforming it into a museum, mothers' club, APAE (Association of Parents and Friends of Exceptional Children, a Brazilian organization supporting individuals with disabilities), or dance academy
- Designating an area for events
- Developing a park or recreational area
- Incorporating sports facilities
- Encouraging commercial activities in the vicinity

Subsequently, an overview of the key discussions and outcomes from the forum will be presented:

Paredão Street Entrance:

During the workshop with the residents, a finding emerged that there is a strong desire for commercial establishments at the entrance of Paredão Street. The City Board members acknowledged the feasibility of this suggestion, emphasizing the need for a bidding process to grant usage rights for the commercial spaces. Another suggestion put forward was the installation of an archway or portal at the entrance of Paredão Street. The City Board members welcomed this idea and proposed placing the archway at the intersection of Antonio da Silva Cascaes Street and Etienne Galdenti Stwiski Street, commonly known as Paredão Street, additionally, the revitalization of the small square was considered feasible.

Paredão Street:

Residents expressed their desire to transform Paredão Street into a pedestrian and bicycle-only pathway. In response, the City Board members suggested conducting periodic closures, such as on weekends, to assess the impact on both the population and traffic. They emphasized the importance of ensuring that any interventions align with the City's Mobility Plan. Although residents recommended expanding the street, the City Board members considered it economically unviable due to natural limitations. The proposal to construct a pedestrian bridge or deck over the river was well-received by the City Board members, who supported the idea of a bridge connecting to the opposite side of the river. However, they highlighted that using the other side of the river for public purposes would require the process of expropriation, as the land is currently privately owned. It was mentioned a notable aspect is that the opposite side of the river offers a stunning view of the Paredão Sculptures, and the presence of a riverbank creates a unique "beach" area that has the potential to be utilized by the public. It was also cautioned that creating a public space directly beneath the stone wall would be unsafe due to ongoing geological processes, including occasional landslides. Additionally, the City Board members acknowledged the need for improved public lighting along Paredão Street to enhance safety in the area.

Paredão Sculpture:

Residents shared their ideas for urban furniture in the Paredão Sculpture area. The City Board members cautioned against creating seating areas beneath the sculptures due to safety concerns related to potential landslides. The importance of improving

cleanliness and maintenance in the area was acknowledged. Enhancing the overall aesthetics through landscaping was also considered, and the City Board members agreed with the need for such improvements. Safety measures were discussed, including the enhancement of public lighting along the entire street.

Secluded Oasis near Paredão Street:

The residents suggested creating a designated seating area along Paredão Street. However, the City Board members advised against establishing seating areas along the street due to the risks associated with landslides. Instead, they mentioned an adjacent Green Area, which is intended for nature preservation, recreation, leisure, or landscaping purposes. The City Board members proposed utilizing this nearby Green Area as a potential location for creating a seating area, providing a safe and environmentally suitable alternative to meet the residents' desire for a designated space. It was inquired about the vegetation concerns in this area, and the representatives from the Municipal Environmental Foundation of Orleans (FAMOR) reassured that with proper planning and tree management, public use could be accommodated while preserving the natural elements. The installation of kiosks for food and beverages was proposed, and the City Board members suggested considering such facilities either in the Green Area or in the vicinity of the bus station. Additionally, there was a consensus on the need for landscaping improvements to enhance the overall aesthetic appeal of the area.

Bus Station Vicinity and Bus Station Surroundings and The Open Space:

Residents suggested exploring new uses for the bus station, such as transforming it into a museum, mothers' club, APAE (Association of Parents and Friends of Exceptional Children, a Brazilian organization supporting individuals with disabilities), or a dance academy. The City Board members agreed that the current bus station location is not suitable as it serves only a few bus routes. They proposed relocating the bus station to another site, where a single bus bay and a waiting area would be sufficient. As part of undergraduate engineering projects, a feasibility study for an alternative location had been conducted, providing potential options for the bus station's relocation. Additionally, the Office of the Mayor had an idea to establish a technology incubator center at the current Bus Station. Furthermore, the participants suggested that the site could be utilized as a Cultural Information Center, which was seen as a suitable fit for the location.

The participants also discussed designating an area for events and mentioned that the city has already hosted events in the vicinity of the bus station using mobile structures, which have proven to be effective. They emphasized the importance of better event planning and scheduling. The proposal to develop a park or recreational area in the vicinity was well-received, and the City Board members acknowledged the potential of the area for such purposes. They mentioned that several academic projects have been conducted in the area, further supporting the idea. Incorporating sports facilities, especially walking and running tracks, was mentioned and considered feasible by the City Board members.

The discussion also touched upon encouraging commercial activities in the area. Currently, there are only two businesses, a pizzeria, and an ice cream parlor. The City Board members expressed their belief that with the revitalization and improvement of the area, it would naturally attract more businesses. However, it was also noted that with the revitalization, new uses, and activities, there might be a need for parking spaces in the area. The suggestion of expropriating two plots of land for parking purposes was put forward. In addition to discussing the feasibility of these ideas, one participant mentioned that there is a childcare facility adapted from a house in the area. It was acknowledged that this is not an ideal space for a childcare center, and the suggestion was made to construct a new childcare facility in a different location. The mentioned land, which is publicly owned and provides access to the river, could be considered for this purpose.

5.4 Forum with the Tourism Council of Orleans

During the meeting, suggestions from the residents were presented, although limited time hindered in-depth debate. Nonetheless, the council members agreed that the Paredão Street and Bus Station area can be enhanced, and expressed their belief that progress can be made. Despite the forum not happening as the one realized with the City Board, where there would have been ample time for discussing people's suggestions and desires and gathering inputs from the Board's participants, it was still a meaningful gathering. The meeting allowed for the exchange of ideas and the recognition of areas that require attention and development in Orleans' tourism sector. The willingness of the Tourism Council members to engage and explore possibilities for improvement demonstrates their commitment to promoting tourism and supporting the implementation of the Municipal Tourism Policy. With ongoing collaboration and participation, Orleans has the potential to become an even more attractive and vibrant tourist destination.

Recommendations for Orleans

The questionnaire, workshops and forums conducted in Orleans have provided valuable insights into the preferences and perceptions of the residents regarding POS in the city. The questionnaire captured a broader perspective on residents' desires and opinions about POS in general, while the workshop specifically focused on the Paredão Street and Bus Station Area, offering more specific information about that particular location. Both sources of information are essential in shaping the recommendations for POS provision in Orleans.

6.1 Recommendations for POS Provision in Orleans

Based on the findings from the questionnaire, several recommendations can be made regarding the provision of POS in Orleans. The results highlight the residents' preferences, perceptions, and aspirations, providing valuable insights for the development of these spaces.

Firstly, it is clear that there is a strong need for the development of new public open spaces in Orleans. A significant proportion of respondents expressed their dissatisfaction with the current availability of public spaces (73%), with the majority stating that there are not enough areas to accommodate their preferred activities. To address this demand, it is recommended that Orleans focuses on providing POS that cater to the needs and desires of the residents.

Regarding the most favored activities, taking a walk ranked the highest among respondents, highlighting the importance of well-designed pedestrian walkways and pathways that encourage walking as a recreational activity. Meeting friends and family was also a popular choice, emphasizing the significance of creating spaces that facilitate social interactions. Additionally, there was a strong desire for areas that promote relaxation, underscoring the importance of providing

seating, shade, and tranquil surroundings for the overall well-being of the community. Practicing sports emerged as another preferred activity, emphasizing the need for dedicated facilities and spaces to support various sports and physical exercises. Furthermore, although mentioned less frequently, activities such as having a picnic, attending events, eating/drinking, experiencing nature, playing with children, and dog walking should also be considered as they contribute to the social and recreational aspects of public open spaces. By prioritizing these activities and creating suitable environments, Orleans can effectively meet the diverse needs and preferences of its residents in the provision of public open spaces.

To maximize the utilization of public open spaces, it is crucial to consider the different usage patterns of residents. Weekends were identified as the most common time for visiting these spaces, indicating the need to prioritize the allocation of resources and programming towards weekends, ensuring that POS offer a diverse range of activities and amenities during leisure time. Preferences for the afternoon and evening were highlighted, this suggests the significance of providing adequate lighting and ensuring the safety and comfort of visitors during these hours. The minority of the respondents indicated a preference for the morning, however it is important to consider early morning activities and amenities to cater also this segment of the population.

The seasonality of public open spaces is also a critical factor to consider. While the majority of respondents visit these spaces throughout the entire year, it is worth noting that a significant part of the residents frequents them more often during the summer season. This indicates the need to provide amenities and features that enhance comfort and enjoyment during hot weather, such as shade structures, water elements, and appropriate landscaping. Additionally, respondents also favor visiting public open spaces in the spring, emphasizing the importance of creating spaces that showcase the beauty of nature during this season. Additionally, accommodating activities throughout the year and adapting to seasonal changes will contribute to a continuous and dynamic use of the spaces.

Lastly, it is important to consider accessibility and inclusivity in the design and management of POS. Respondents expressed a desire for age-inclusive spaces, amenities for children, seniors, and individuals with disabilities. Creating spaces that cater to the diverse needs and abilities of the community will foster a sense

of belonging and encourage active participation.

Moving to a specific space in the city that could be improved to make it more used as POS, the new Murialdo subdivision emerged as the most suggested place by the respondents. Following closely behind, the Paredão Street and Bus Station area received almost an equal number of votes, emphasizing its potential as a candidate for revitalization into a dynamic public open space. In addition, individual suggestions were also provided by the participants, such locations near the Aquamara gym, the municipal stadium, and neighborhoods like New Orleans and São Gerônimo. It is essential to conduct further exploration and assessment of these areas to ensure their suitability, feasibility, and ability to accommodate the desired activities and amenities.

Based on the insights and recommendations derived from the questionnaire, it is highly recommended that Orleans focuses on the development of new POS, particularly parks, pedestrian walkways, and riverside walks. Additionally, investing in the transformation of the Paredão Street and Bus Station area into a vibrant and functional public space holds great potential. By addressing the residents' desires and preferences, Orleans can create inviting, inclusive, and enjoyable public open spaces that contribute to the well-being and quality of life of its residents and visitors.

6.2 Recommendations for Improving the Paredão Street and Bus Station Area

Based on the input from residents during workshops and the feasibility discussions with the City Board, several recommendations were made to improve the public space. These recommendations aim to meet the community's interests and needs, making the area more attractive and functional.

Paredão Street Entrance:

- Introduce food and beverage shops and small shops at the entrance of Paredão Street through a bidding process for usage rights. The suggested establishments by the residents include a coffee shop, snack bar, bar, ice cream parlor, and craft store.
- Create a welcoming entrance by installing an archway or portal at the entrance of Paredão Street, preferably at the intersection of Antonio da Silva Cascaes Street and Etienne Galdenti Stwilski Street, as well as incorporating

elements that evoke a sense of warmth and invitation while improving the aesthetics and visual appeal of the entrance to the Street.

- Revitalize the Maçonaria square at the entrance of Paredão Street, focusing on improvements such as landscaping, seating areas, and amenities that encourage social interaction and enjoyment of the space.

Paredão Street:

- Transform Paredão Street into a pedestrian and bicycle-only pathway, considering periodic closures on weekends to assess their impact. Conduct periodic closures of the Paredão Street, particularly on weekends, to evaluate the effects on the local population and traffic, while transforming it into a pedestrian and bicycle-only pathway. It is crucial to ensure that these interventions align with the City's Mobility Plan, taking into consideration the overall transportation and accessibility needs of the area and assessing the impact of the closures on the community.
- Explore the possibility of constructing a pedestrian bridge over the river, connecting to the opposite side and utilizing the stunning view of the Paredão Sculptures. It is important to consider the process of expropriation for using the privately owned land on the other side of the river. The unique "beach" area along the riverbank should be leveraged for public use. Additionally, the City could take into account the ideas proposed by undergraduate architectural and urban planning projects for the same study area, further informing the design and implementation of the bridge project.

Paredão Sculpture:

- Enhance the aesthetics of the Paredão Sculpture area through landscaping, incorporating elements such as the Manacá tree suggested by residents.
- Install dedicated lighting to accentuate and highlight the sculptures, drawing attention to their artistic value.
- Install informative panels in the Paredão Sculpture area to provide insights into the sculptures and their significance, enhancing the visitors' understanding and appreciation of the artwork.
- Promote the preservation of the historical and cultural heritage of the area, ensuring the long-term conservation of the sculptures and their surrounding environment through appropriate measures.

Secluded Oasis near Paredão Street:

- Utilize the adjacent Green Area for creating a designated seating area instead of establishing seating areas along Paredão Street due to safety concerns.
- Install kiosks for food and beverages, and place a picnic area either in the Green Area or in the vicinity of the bus station, due to safety concerns.
- Enhance landscaping in the area to improve the overall aesthetic appeal.

Bus Station Vicinity and Bus Station Surroundings and The Open Space:

- Explore the suggestions put forth by residents to repurpose the bus station building, such as transforming it into a museum, mothers' club, APAE (Association of Parents and Friends of Exceptional Children), or a dance academy. These ideas, voiced by the residents themselves, demonstrate their desire to utilize the bus station building for diverse and beneficial purposes that cater to the community's needs.
- Conduct a comprehensive feasibility study to thoroughly assess the possibility of relocating the bus station to a more suitable site that better aligns with the community's transportation requirements. The City Board members have indicated that a single bus bay and a waiting area would be sufficient to accommodate the demand.
- Designate an area for events and incorporate a diverse range of cultural events into the programming of the public space, with a focus on concerts as the most preferred option, to provide opportunities for residents to enjoy live music performances and promote a vibrant and engaging atmosphere. Additionally, consider integrating open-air cinema screenings, art exhibitions, gastronomy events, and other activities that cater to a variety of interests and create a dynamic cultural calendar, ensuring that the public space offers a wide range of options for community engagement, local talent promotion, and cultural diversity.
- Create designated recreational spaces that provide ample opportunities for leisure activities and social gatherings. To cater to the community's preferences for physical activities, it is highly recommended to develop well-designed walking paths within the public spaces, establish dedicated cycling infrastructure, and incorporate running trails. Additionally, explore the integration of other engaging physical activities, such as beach sports, sport court and yoga, to ensure a diverse range of options that cater to various interests and abilities.
- Conducting a thorough study of parking demand to inform the provision of

adequate parking facilities. With the anticipated increase in visitors, it is crucial to assess the parking needs and capacity of the area. This study will help identify the optimal solution to address parking demands and ensure convenient access for residents and visitors. One potential option to consider is the expropriation of neighboring plots for parking purposes, as this can provide additional parking spaces.

- Encourage the establishment of commercial activities, including cafes and a beerhouse, within the public space, based on the suggestions provided by the residents. These businesses, suggested by the community themselves, will enhance the overall experience for residents and visitors, providing opportunities for socialization and relaxation.
- Consider relocating the childcare facility, currently located in the vicinity of the Bus Station, to a more suitable location. This recommendation is based on two key factors. Firstly, the current publicly-owned land offers direct access to the river, providing an opportunity for urban interventions that can leverage the scenic presence of the river. Secondly, the existing childcare facility, housed within a conventional structure, may not be ideal for providing optimal care for children. It is essential to conduct a comprehensive study to identify alternative sites that can better meet the needs and requirements of a childcare facility, ensuring a safe and nurturing environment for children.

General Recommendations:

- Exercise caution when considering the establishment of seating areas along Paredão Street and beneath the sculptures, as it poses significant safety risks due to potential landslides. While there has been a request from the public for such areas, it is crucial to prioritize the security of individuals. Therefore, it is advised to avoid the implementation of seating spaces in these vulnerable locations. Instead, focus on identifying alternative sites that offer a safer environment for residents and visitors to relax and enjoy the public space.
- Address the feelings of insecurity and fear expressed by participants through the implementation of effective safety measures. This includes improving lighting, installing surveillance systems, and providing clear signage to enhance personal safety and promote a sense of security.
- Build upon the positive emotional responses by incorporating captivating performances, cultural events, and recreational programs that resonate with the community. These dynamic and diverse offerings will further enhance the vibrancy and appeal of the public space, fostering a sense of excitement, cul-

tural enrichment, and active community participation. Additionally, further investigate the negative feelings expressed by the participants. By identifying the specific factors contributing to these perceptions, target strategies to address them and ensure that the public space that resonates positively with all residents and visitors.

- Establish a comprehensive maintenance plan to ensure the cleanliness, functionality, and overall upkeep of the public space. Regularly monitor and address any damages or wear and tear, while continuously improving the quality of amenities and infrastructure to meet the evolving needs of the residents.
- Incorporate decorative elements to enhance the visual appeal and create an inviting atmosphere within the public space. Utilize flowers to add vibrancy, color, and a sense of serenity to the green spaces. Take into account the existing abundance of trees in the study area and focus on maintaining and preserving them, considering them as valuable assets in the overall landscape. Ensure that the chosen vegetation and landscape elements contribute to the aesthetic appeal, ecological benefits, and ease of maintenance of the public space.
- Install informative panels and motivational signage throughout the public space to provide insights into the sculptures, historical significance, and cultural heritage. Consider the inclusion of signage that promotes Orleans as a tourist destination, highlighting its unique attractions and points of interest. Additionally, based on resident suggestions, incorporate motivational signage along the way to inspire and uplift visitors, further enhancing their experience and connection with the public space. These informative and motivational elements will contribute to a more enriching and engaging environment for both residents and tourists alike.
- Explore opportunities to integrate the public space with other notable tourist attractions in the city. Take into consideration the historical importance of the site, as it marks the city's origin and was once traversed by a railway line that was demolished during the famous flood of 1974. Highlight the area's natural beauty and the sculptures on the stones by the artist José Fernandes. To enhance the tourist experience, consider implementing tourist assistance services and creating a dynamic events calendar that showcases local arts, traditions, and cultural presentations. By connecting the public space with its historical significance and natural attractions, Orleans can create a unique and memorable experience for visitors, further promoting tourism and preserving its rich heritage.

Recommendations for Paredão Street & Bus Station Area



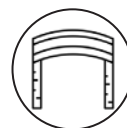
Paredão Street Entrance



Food and beverage
& small shops



Revitalize the
existing square



Welcome
gateway



Paredão Street



Pedestrianize for
impact
assessment



Pedestrian bridge for
river connectivity and
scenic views



Leverage
riverbank beach
for public use



Paredão Sculpture



Enhance Paredão
Sculpture area
with landscaping



Install lighting to
highlight
sculptures



Install informative
panels for
sculpture insights



Secluded Oasis near
Paredão Street



Improve
landscaping for
better aesthetics



Install food, beverage
kiosks in the nearby
Green Area



Designate seating
area in the nearby
Green Area



Bus Station
Vicinity



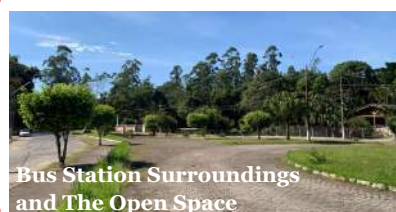
Assess feasibility
of relocating bus
station



Repurpose the bus
station building



Create event area
with diverse cultural
programming



Bus Station Surroundings
and The Open Space



Study parking
demand



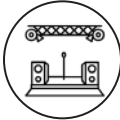
Design recreational
spaces for leisure, social
and physical activities



Promote
commercial
activities

Recommendations for Paredão Street & Bus Station Area

Events



Concerts



Open-air
cinema



Art
exhibitions



Gastronomy

Eat and Drink



Cafe



Picnic Area



Juice Stand



Restaurants

Amenities



Public
restrooms



Drinking
fountains



Bicycle
racks



Kiosks

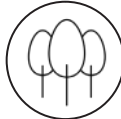
Vegetation



Decorative
elements



Flowers



Trees



Lawn

Physical Activities



Walking



Cycling



Running



Yoga

Security



Lighting

+



Municipal
guard

+



Security
cameras



Policing

Learnings and Conclusion

7.1 Learnings from the Participatory Approach

After conducting the participatory approach in Orleans, numerous insights emerged from each applied method in the research, including both positive outcomes and areas that require further improvement. Reflecting on the entire process and these findings, it is possible to offer suggestions to small cities or cities sharing similarities with Orleans that seek to implement participatory design in their planning processes.

The questionnaire:

The questionnaire proved to be an excellent methodology for collecting data on the population's opinions, suggestions, ideas, and desires due to its widespread circulation and the enthusiastic participation of individuals. In 23 days, the questionnaire garnered 100 responses, through dissemination on social media. This engagement can be attributed to the genuine interest and willingness of people to contribute to the Participatory Approach. Furthermore, the questionnaire's reach extended beyond personal networks, as media outlets shared information about the ongoing survey in their websites. This widespread interest and active involvement highlight the effectiveness of the questionnaire in capturing valuable insights from a diverse range of respondents.

In addition to the swift collection of responses and the widespread coverage of the research in the news, the engagement demonstrated by respondents in the open-ended questions is noteworthy. Out of four open-ended questions, two received a 100% response rate, while the other two received a 67% response rate each. Additionally, the question requesting the upload of images of dream public spaces in Orleans received 26 uploads, indicating that more than a quarter of the respondents took the time to search for an image and make the upload.

The open-ended questions sparked strong engagement due to respondents providing complete and often lengthy sentences, giving examples, using exclamation points, providing explanations, and using intensifying adverbs. For instance, in the question asking for suggestions on converting a city space into a public open space (POS), respondents reflected deeply on the question, offering multiple suggestions within a single response. In cases where they were unsure, responses such as “unfortunately, I have no idea” or “I don’t know how to contribute to this question” indicated their thoughtful consideration.

It is possible that some individuals had never reflected on the city’s public spaces and their own needs before. This inference can be drawn by comparing the types of responses at the beginning and end of the questionnaire. Initially, 27% of respondents stated that Orleans has sufficient POS for the activities they enjoy. However, within this group, more than half admitted to traveling to other cities for leisure and recreation. Additionally, of those 27% who believed Orleans has enough POS, 66.7% responded to the open-ended question about their dreams of POS in Orleans. Moreover, when asked whether Orleans needs a new POS or improvements to existing spaces, only 5.5% expressed satisfaction with the current public spaces. These findings indicate that the questionnaire, beyond collecting information, can also serve as a means of raising awareness among the population about the importance of public spaces and their own needs.

The questionnaire experiences provided valuable insights, not only in terms of positive outcomes but also in terms of areas for improvement. When accessing the form on mobile devices, some respondents reported difficulty in answering column questions due to visualization issues. It was observed that the individuals who encountered difficulties were using the Android operating system, although it cannot be concluded that all Android users faced such challenges. In addition, a few participants mentioned their inability to respond to the form due to not having a Google account or not remembering their password. This may be attributed to a configuration error in the link sharing or the requirement for respondents to be logged in, especially for the question that involves uploading a photo. Furthermore, a couple of respondents also reported taking longer than the estimated duration stated in the form description (10 to 15 minutes) to answer all the questions. These three factors may have hindered more people from responding to the form, indicating potential areas for improvement in future data collection efforts.

The Workshop with Residents:

The workshop proved to be an effective method for gathering information and engaging with residents. Attendees demonstrated curiosity and enthusiasm, actively participating and showcasing their eagerness to envision the city's future and play a role in decision-making. The use of diverse interactive tools further enhanced their engagement, and participants expressed satisfaction with the workshop experience, providing positive feedback upon its conclusion. It would have been beneficial to include a questionnaire at the end of the workshop to gather participants' thoughts and suggestions for improvement in future workshops.

Although the workshop did not take place at the location of the potential intervention due to logistical reasons, it was a smart decision to hold it in the main public space. This choice provided visibility and ease of communication with the community. The simplicity of the materials used during the workshop demonstrated that it is possible to conduct workshops with multiple tools without incurring significant costs. Moreover, the ease of mobility of the workshop tools allowed for flexibility in their placement, eliminating concerns about rain forecasts.

During the Conceptual Visioning station, where participants were encouraged to express their ideas and suggestions, dialogue between the workshop facilitator and the participants enriched the quality of ideas. However, due to multiple participants joining the stations simultaneously, it was challenging to engage in dialogue with each individual. The workshop facilitator had to manage time between participants who had just started at the first station and those who were already at the last station. As there was only one facilitator, only quantitative data was collected from the stations, limiting the amount of valuable qualitative information participants could contribute beyond the planned data collection.

While participants were able to independently utilize the interactive tools, it is crucial to engage in dialogue with them as they possess additional insights beyond what can be collected through the tools alone. The workshop conducted during an annual festival proved to be valuable, as it provided an opportunity to employ a participatory approach in an environment with a large number of people enjoying the public space. Notably, at the festival, individuals had more time at their disposal and were unhurried in responding to the questions, allowing for deeper reflection and thoughtful input.

Overall, the workshop experience was highly positive, with genuine willingness among the community to actively participate in dialogues and express their ideas. This reaffirmed the importance of inclusive decision-making processes in shaping the city's future. The workshop not only facilitated data collection but also fostered community engagement and a sense of ownership in the city's development.

The Forum with the City Board and the Tourism Council:

Through the forum with various stakeholders in Orleans, the importance of collaboration and dialogue in shaping the future of the city's public spaces became evident. These forum served as a platform for representatives from the City Council and the Tourism Council to engage in discussions and consider the suggestions put forth by residents regarding the provision of public spaces in Orleans. During the forum with the City Council, council members displayed keen curiosity and attentiveness toward participants' contributions. As the feasibility of suggestions from participants was being assessed, the discussions took on a deeper dimension. At times, it was necessary to redirect the discussion back on track as it delved into various tangents. This collaborative approach demonstrated the willingness of the City Council to value and incorporate the input of residents in the decision-making process.

The presentations of questionnaires and workshops with residents have provided valuable insights for decision-makers and urban planners in Orleans. Specifically, the findings have shed light on the expectations, desires, and priorities of the public when it comes to the city's public spaces. This information can assist planners and decision-makers in effectively prioritizing future investments and interventions, ensuring that the needs and preferences of the community are taken into account. By incorporating these insights, the city can plan and allocate resources in a way that aligns with the residents' vision for their public spaces.

While the forum aimed to involve all representatives of the City Board, it was acknowledged that not all were present, including both the titular and substitute members. This diversity in participation reflects the complexities and dynamics of engaging all stakeholders in the decision-making process. It raises important considerations about communication and interest in actively participating in the City Board's activities.

Another important aspect to note is that the councils hold regular meetings to discuss agenda items that are part of their normal activities and responsibilities. These regular meetings serve as a platform for ongoing discussions and de-

cision-making processes related to the council's mandate. On the other hand, special meetings are convened to address specific and urgent agenda items that require immediate attention and deliberation. In the context of this study, the forum was integrated into the agenda of a regular meeting to ensure its inclusion in the council's activities. However, it would be beneficial to schedule dedicated special sessions exclusively for these forums. By doing so, the effectiveness, efficiency, and dedicated focus required for participatory design projects can be optimized.

To further enrich the feedback and gather diverse perspectives on the proposed interventions for Paredão Street and the Bus Station area, additional forums and workshops could be organized with other municipal councils. Engaging the Economic Development Council, Municipal Traffic Council, Cultural Policy Council, and Environmental Council would provide a broader range of expertise and perspectives from various domains and ensure a comprehensive approach to the development of Orleans' urban landscape.

As this series of forums is concluded, the insights gained provide a solid foundation for further discussions, actions, and improvements in Orleans. The collective efforts and contributions from residents, stakeholders, and decision-makers have laid the groundwork for implementing interventions that directly address the needs and aspirations of the community.

7.2 Participatory Design in Small Towns

For urban planners and decision-makers tackling urban issues in small towns, incorporating a participatory approach in the planning process is highly recommended. The benefits of this approach, as highlighted in the research, include enhanced community engagement, improved decision-making, increased transparency and trust, tailored solutions, and social cohesion and community pride. The case study conducted in Orleans demonstrates that Participatory Design is not only feasible but also highly effective in small town contexts. Orleans proved to be open and supportive towards this approach, and the shared characteristics of small cities suggest that it can be successfully implemented elsewhere. However, each city should conduct its own experiment to determine the most suitable type of participatory approach, as there is no one-size-fits-all formula or set of tools. Small towns should leverage their unique qualities and opportunities to fully realize the benefits that participatory approaches offer, which may be more pronounced in their context.

Here are some characteristics identified in Orleans that supported the feasibility of Participatory Design and can also be found in other cases:

- **Strong sense of community and ownership:** The case of Orleans has showed that small towns often have tight-knit communities where residents have a greater sense of belonging and connection. Participatory Design can harness this community spirit, allowing residents to actively participate in decision-making processes that directly impact their lives and the overall development of their town. The sense of ownership fosters pride and a greater commitment to the implementation and maintenance of projects or initiatives, leading to long-term sustainability and success.
- **Increased accessibility to decision-making:** Orleans has showed to that is relatively easy to reach several hierarchies of decision makers, from the public servers to the mayor, as well as the Executive and Legislative power. In small towns, decision-making processes are often more accessible and transparent compared to larger urban centers. Participatory Design can further democratize the decision-making process by providing opportunities for all residents, regardless of their socio-economic status or professional background, to contribute their ideas and opinions. This inclusivity fosters a sense of ownership and empowerment among community members.
- **Flexibility and adaptability:** Orleans has showed how it is simple and easy to organize and coordinate Participatory Design. Small towns typically have more manageable populations and simpler governance structures. This enables greater flexibility in implementing Participatory Design initiatives and adapting them to specific local needs. The smaller scale allows for easier coordination, faster implementation of ideas, and the ability to address community concerns more effectively.
- **Enhanced local knowledge:** Small cities like Orleans may have a rich history, cultural heritage, and local knowledge that may not be as prevalent in larger cities. Engaging residents in the design process can tap into this collective knowledge, ensuring that local traditions, values, and aspirations are incorporated into the development plans. This results in designs that are more rooted in the town's unique identity and context.
- **Strong sense of price and attachment:** Orleans has a strong sense of pride and attachment to their history, and involving residents in the planning process allows them to actively contribute to preserving and promoting their local heritage. By considering the community's attachment to their history, Par-

ticipatory Design can help create public spaces that celebrate and reflect the town's cultural heritage, fostering a deeper sense of connection and pride among residents.

Having explored the viability of the participatory design approach in small towns, it is now essential to delve into specific recommendations, that can further enhance and strengthen the effectiveness of participatory processes:

- **Embrace Word-of-Mouth:** Recognize the influential role of word-of-mouth communication in small towns. Encourage participants to share information about projects and initiatives with their personal networks, fostering wider community engagement.
- **Leverage the Internet's Potential:** Harness the potential of internet and social media platforms to amplify the reach of participatory processes. Create dedicated online groups or forums where residents can share their ideas, provide feedback, and contribute to decision-making. Using QR codes further facilitates the dissemination of questionnaires and other tools, making it easier for residents to participate and share their insights.
- **Foster Media Support:** Seek collaboration with local media outlets to increase awareness and promote community-driven initiatives. Highlighting the importance of participatory processes in local newspapers or through radio interviews can generate interest and support from a broader audience.
- **Build Trust and Support:** Continually nurture positive relationships with city representatives, emphasizing the value of engaging residents in decision-making processes. Foster open communication channels and involve representatives early in the participatory project to secure their support and commitment.
- **Strengthen Departmental Collaboration:** Collaborate closely with relevant departments, to leverage their expertise and resources. Recognize their role as valuable partners in the participatory process and involve them in project planning and implementation.
- **Harness Festivals and Events:** Identify and utilize local festivals and events as platforms for engagement and dialogue. Scheduling workshops or interactive sessions during these events can attract enthusiastic participants and create a dynamic environment for deeper exploration of ideas.
- **Allocate Sufficient Time for Reflection:** Recognize the importance of providing adequate time for participants to engage in meaningful discussions and

reflect on their ideas. Create an atmosphere that allows for in-depth conversations, enabling individuals to provide detailed and thoughtful responses.

- **Encourage Council Involvement:** Actively involve council members in participatory processes to foster a sense of ownership and collaboration. Their curiosity and engagement demonstrate their commitment to understanding community perspectives and working towards shared goals.
- **Establish Clear Objectives and Structures:** Ensure that participatory processes have well-defined objectives and structures in place. This clarity will guide participants and facilitate effective organization and implementation.

By implementing these recommendations, small towns like Orleans can further enhance their participatory processes, strengthen community engagement, and empower residents to actively contribute to shaping their own future.

7.3 Conclusion

Through a comprehensive investigation, the research addressed the pressing issue of POS insufficiency by adopting a participatory approach in Orleans, Santa Catarina, Brazil. The study successfully achieved its objectives of identifying opportunities for POS enhancement based on the valuable suggestions and needs expressed by the residents.

The people-centered methodology employed, including the implementation of questionnaires, workshops, and forums effectively facilitated data collection while fostering community engagement. The enthusiastic participation and willingness of the residents and other stakeholders demonstrated the suitability of these methods in capturing their ideas and aspirations. Furthermore, the involvement of urban policy councils, particularly the City Board and the Tourism Council, provided a conducive platform for sharing and discussing the community's needs and suggestions. These forums proved to be instrumental in evaluating the feasibility of proposed enhancements and ensuring the alignment of future plans with the community's desires. Notably, this research highlights the feasibility of adopting Participatory Design as a suitable approach for the provision of POS in small cities, with the case of Orleans serving as an illustrative example. This participatory approach, rooted in the involvement of local residents, holds great potential for addressing the specific needs and aspirations of small-town communities.

Approaching the research with an investigative mindset necessitated resilience and adaptability. Collaborative efforts and feedback from city representatives, residents, and stakeholders shaped the study's trajectory, and fostered an environment for meaningful dialogue and data collection. This fruitful collaboration between the researcher and the community not only enhanced the research findings but also underscored the significance of community engagement in addressing the complexities of studying public open spaces in small towns. Throughout the research process, the framework continuously evolved, allowing for organic development and exploration. This flexibility and natural flow emerged as strengths of the study, enabling a comprehensive understanding of residents' needs and aspirations, even in the absence of established literature or reports. Overall, the research conducted in Orleans serves as a testament to the importance of an open and responsive approach when studying complex and underexplored subjects. It highlights the value of engaging with the community, embracing their perspectives, and fostering a collaborative environment. By adopting an investigative approach, this research has contributed to filling gaps in knowledge and shedding light on the opportunities in enhancing public open spaces in small towns.

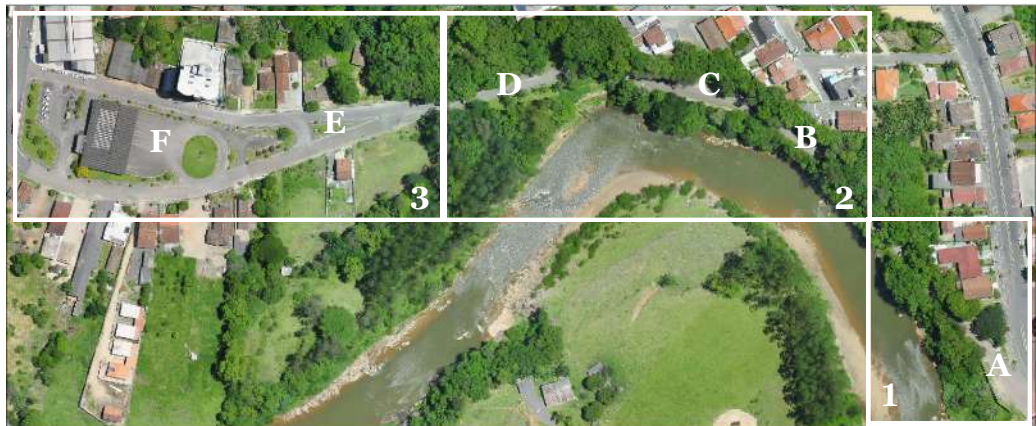
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Appendices



Paredão Street Entrance; (2) Paredão Street; (3) Bus Station Area



Paredão Street



Paredão Street Entrance



Paredão Sculpture



Bus Station Vicinity

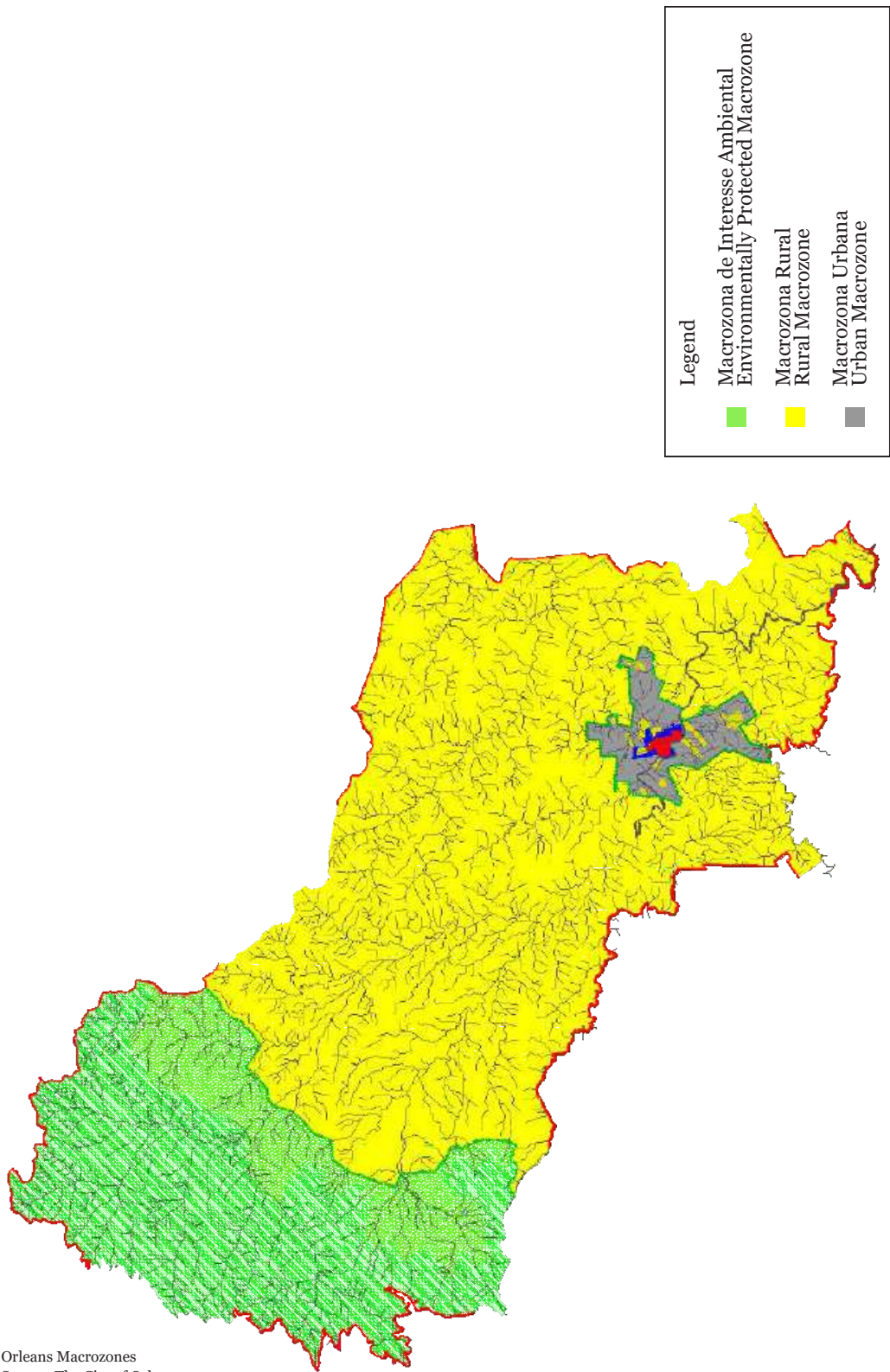


Secluded Oasis near Paredão Street

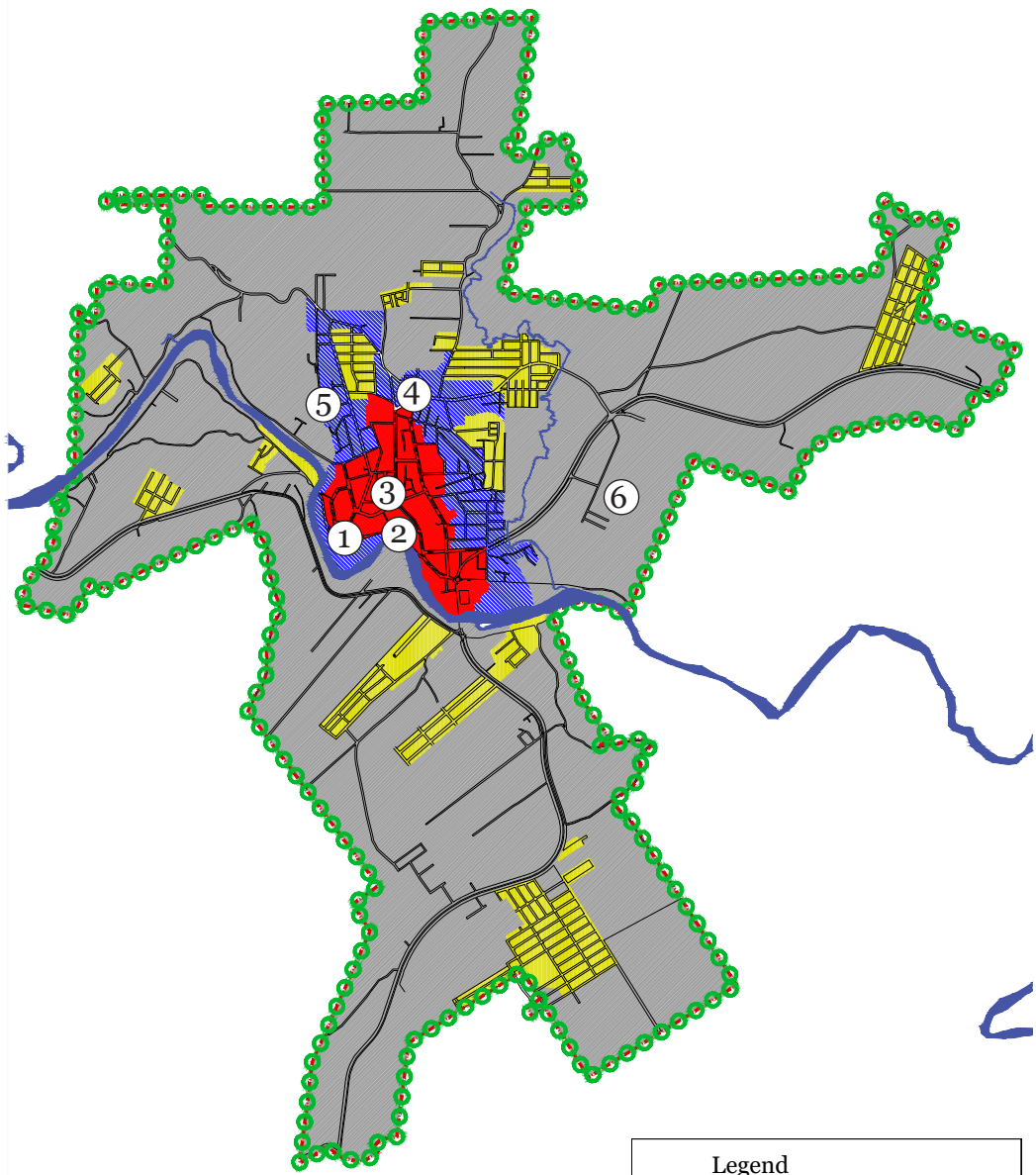


Bus Station Surroundings and The Open Space

Paredão Street and Bus Station Area
Source: The City of Orleans



Orleans Macrozones
Source: The City of Orleans



Orleans Zones and Location of Open Spaces
Source: The City of Orleans

Legend	
	Central Zone (Downtown)
	Tubarão River
1	Bus Station Area
2	Paredão Street
3	Celso Ramos Square
4	Lomba Square
5	Santinha Hill
6	Open Air Museum

الملخص

العنوان: المساحات المفتوحة العامة التي يتركز عليها السكان في المدن الصغيرة: حالة مدينة أورليانز ، البرازيل

أدبت وتيرة التحضر السريعة إلى انخفاض في المساحات العامة المفتوحة، مما يؤثر سلبيًا على رفاهية سكان المدن. ومع ذلك، ليست هذه المشكلة مقتصرة على المدن الكبيرة فقط؛ فالمدن الصغيرة أيضًا تواجه تحديات مماثلة. ومن أجل معالجة هذه المشكلات، يتبنى هذا البحث نهجًا تشاركيًا في مدينة أورليانز بولاية سانتا كاتارينا في البرازيل. عن طريق إجراء استطلاعات وورش عمل ومنتديات، يساهم مجموعات متنوعة من أصحاب المصلحة، بما في ذلك الجهات الحكومية وغير الحكومية وأعضاء المجتمع والسكان، بنشاط في تقديم آرائهم واقتراحاتهم لتحديد فرص تعزيز المساحات العامة المفتوحة في أورليانز. طوال عملية البحث، يتطور الإطار بشكل كبير، مما يعزز فهمًا أعمق لاحتياجات وآمال السكان لتطوير حلول شاملة وقابلة للتنفيذ. تسلط الدراسة الضوء على إمكانية اعتماد التصميم التشاركي في المدن الصغيرة، مع التأكيد على سياقها الفريد كونه ليس فقط ملائمًا لهذا النهج، ولكنه مثالي لتطبيقه. علاوة على ذلك، يوفر هذا البحث توصيات للمدن الصغيرة التي تسعى إلى دمج التصميم التشاركي في عمليات التخطيط العمراني، مستفيدًا من الأفكار المستفادة من دراسة الحالة. بشكل عام، يوسع هذا البحث قاعدة المعرفة حول البلديات الصغيرة ويقدم رؤى حول تعزيز المساحات العامة المفتوحة من خلال نهج تشاركي. نتائجه ذات تطبيقات واسعة، وتعمل كمحفز لمبادرات التخطيط العمراني في المدن الصغيرة حول العالم، وتعزز اعتماد التصميم التشاركي وتعالج التحديات التي تواجهها المدن في التعامل مع قضايا مماثلة. الكلمات المفتاحية: التصميم التشاركي، المشاركة المجتمعية، المشاركة الفاعلة لأصحاب المصلحة، المساحات العامة المفتوحة، المدن الصغيرة، النهج التشاركي

إقرار

هذه الرسالة مقدمة في جامعة عين شمس وجامعة شوتجارت للحصول على درجة العمران المتكامل والتصميم المستدام. إن العمل الذي تحويه هذه الرسالة قد تم إنجازه بمعرفة الباحث سنة ...

هذا ويقر الباحث أن العمل المقدم هو خلاصة بحثه الشخصي وأنه قد اتبع الأسلوب العلمي السليم في الإشارة إلى المواد المؤخذه من المراجع العلمية كل في مكانه في مختلف أجزاء الرسالة..

وهذا إقرار مني بذلك،،،

التوقيع:

دانييلي لولي تيزا

٢٣.٧.٢٠٢٣

العنوان: المساحات المفتوحة العامة التي يتمركز عليها السكان في المدن الصغيرة: حالة مدينه أورليانز ، البرازيل

مقدمة للحصول على درجة الماجستير في العمران المتكامل والتصميم المستدام

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التوقيع

لجنة الحكم
أ.د.الممتحن الخارجي
أستاذ
جامعة

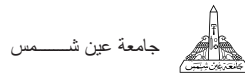
أ.د.
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الدراسات العليا

أجيزت الرسالة بتاريخ:
موافقة مجلس الجامعة .../.../...

ختم الإجازة
موافقة مجلس الكلية .../.../...





العنوان: المساحات المفتوحة العامة التي يتركز عليها السكان في المدن الصغيرة: حالة مدينة أورليانز ، البرازيل

رسالة مقدمة للحصول على درجة الماجستير في العمران المتكامل والتصميم المستدام

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