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Corona's virus and its impact on urban planning for the contemporary city

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Abstract

This paper aims to explain the effect of the (COVID-19) virus on the planning of the contemporary cities because its effect has become our city skyline. And the urban design of city has changed, and in response to public health crises, this epidemic is now joining a long list of infectious diseases such as the outbreak of cholera, malaria and the Spanish flu of 1918 in New York and Mexico City or the Ebola virus disease in West Africa in 2014, which of course has a lasting impact in places Urbanization, where laboratory and hospital building for sanitary work understands the dimensions of urban planning for pandemic preparedness .the problem of this paper is to answer this questions Why can COVID-19 change how cities are studied ? and how we live in them? This appears to be the first time that urban settings and people have increased the risk of a pandemic

Introduction:

The city has many stories; it has been stories of infectious diseases around it. But if the risk of death is lower, the transmission is much higher, and this makes it difficult worldwide. Isolators work only as much as you can identify all serious conditions, and with symptoms of COVID-19 and delayed onset, you cannot detect them so easily. In this way, this is very similar to the Spanish flu pandemic of 1918, which infected 500 million people and killed up to 50 million. * The question is whether we are ready to avoid it by using good planning?

1- Neighborhood unit planning

1- 2 The concept of the neighborhood unit, crystallized from the prevailing social and intellectual attitudes of the early 1900s by Clarence Perry, is an early diagrammatic planning model for residential development in metropolitan areas. Fig.1

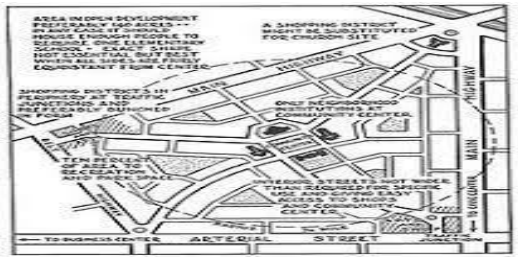


Fig.1 Clarence Perry's neighborhood unit

1-3 History of the neighboring residential idea:

The residential neighborhood is considered as a very old idea that started with the beginning of the era of civilizations, where people began to establish residential gatherings for the people of one homeland, then these neighborhoods multiplied and ancient cities were formed from them, but the residential neighborhood in its current concept appeared in 1923 AD by the American engineer Perry, who said that The neighborhood - according to his conception - is a populated area supported by various service facilities and institutions, and to be of moderate housing density of about (5000- 8000) people.

1-4 The foundations of planning a neighborhood: neighborhood plan or residential area, must include the following:

a-Adequate educational services according to the population (primary school, kindergarten or nursery at least).

b-health services according to population density (health center at least

c-various entertainment services suitable for all ages and sex (children's games, youth playground, public park, women's entertainment center, public cafe, internet cafe, public library).

d-A commercial market is sufficient to provide the basic needs of the population

e-mosque or church fulfills the need of local residents.

f-petrol stations to meet the population's need for gas, gasoline, oil and others

g-municipal services for waste collection, after specifying temporary waste collection centers, serving each or more residential blocks.

h-Sufficient communication services

i-Security and civil defense services

j-Distribution of green areas and squares within the residential units, which are a breathing space for families' children.

k-Provide adequate parking spaces within the housing units and at service centers

l-Preventing passage passes through the camp, and it is preferable to work in a closed road

m-Providing pedestrian paths linking all parts of the locality for the purpose of moving through them towards services without the need to use the car, and in that process there are several benefits, including achieving safety for the population, as well as achieving a healthy benefit, as walking is an important thing for every person.

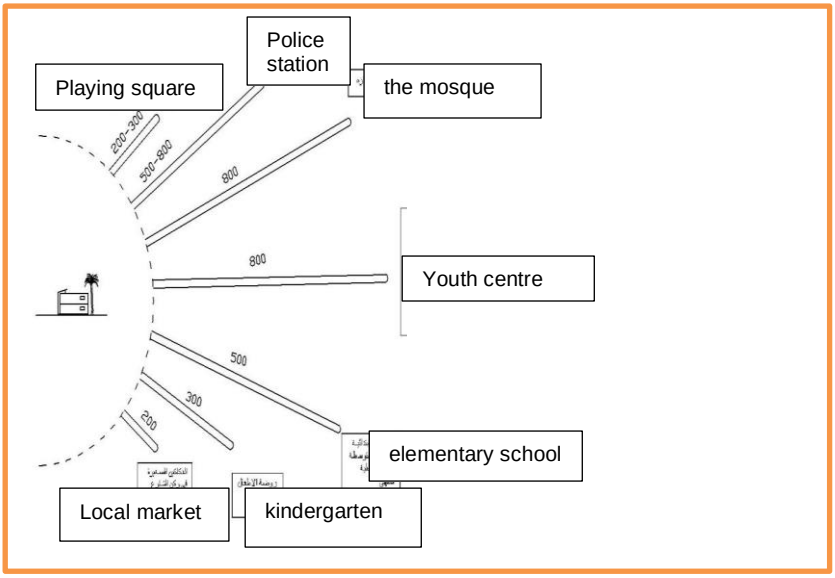
n-Providing infrastructure services, including water, electricity and sanitation, at key times

1-5 Distances in Residential areas of Iraq: after many experiments on its cities, residential areas has put The distance of resident travels (walking) from his residence to the administration, local area, health center, and the mosque equal to(500)m and to Youth center, cultural center, casino or restaurant, post office, police station equal to (800 m)

The distance a resident walk (from his residence to) the elementary school, the middle school .and to Local market, cafe (= 500 m)

The distance a resident takes (walking) from his home to (kindergarten, nursery (= 200 m

5-The distance that the occupant traveled (on foot) from his residence to the small shops in the corner of the street = 200 m) Fig(2-1)



Fig(1-2) The distance a resident walk

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2- planning criteria in our contemporary city: Perhaps we were very biased we urban planners towards the designs of global cities that are similar in all parts of the world glass facades major urban agglomerations such as sports fields and theaters and large commercial buildings like malls alike. COVID-19 is truly a story of semi-urban and rural to urban connections, in places that are often not on the global map. How spreading to Germany begins with a car factory (parts) in suburbs of Wuhan. A person from Wuhan is traveling to Germany to help with training. This is the story of the suburban Wuhan to the third suburban city of Bavaria. You also have some global connections at airports, but it's a more sophisticated urban system. This is an important point. It is easy to take a look at these big cities and the continuous global communication routes. This is how globalization plays itself. But you tell a different story - a story about non-world cities, university cities and semi-urban areas.

Yes, it is actually around a much larger group of urban areas. This is the story in Washington state (where COVID-19) first appeared in Snohomish County, or the Italian story, which is still largely rigid, or the suburban villages. Transportation joins the villages into a new town. The organization is a tree ..

Urban planning is now towards building and managing your way out of infectious diseases, but you will probably make a significant comparison about value versus the risk of condensation. Densification was clearly and remains the problem with some of this. (COVID-19) poses a major challenge in how we manage urbanization. Rethinking the management of population and housing density is key to long-term survival in the epidemic world, really. Part of this means thinking about decentralizing basic services, as many countries, such as Italy, are considering door-to-door testing. But we also need to rethink all kinds of road design, and possibly digital methods, that we test and contain. How can we do door-to-door tests even in Baghdad alone, with a population of 5 million, and in mega-cities like Shanghai and London, with a population of 10 million? There are some basic questions about what we are told is desirable urbanization versus what makes sense from an infectious disease perspective. This is a difficult question. Even the architectural designer (Le Corbusier), who appreciated efficiency and mobility in his future cities, understood the value of people who clashed with each other. It gives cities their energy and global influence. I wonder if you think that this decentralized city - London of villages, will be part of our response in a new urban form that meets the needs of this epidemic *?*

From now on, we have moved beyond global thinking, since it really relates to this connection between, for example, [the Italian village] Kudugino and the outskirts of Wuhan. We hope this

prompts us to think about some basic principles. "Digital infrastructure may be sanitation of our time ".But this also brings the current digital revolution and evidence challenges that have different levels of legitimacy. If it hadn't happened, for example, in China, but somewhere like India with very strong informal settlements, you would probably argue that something like Slum Dwellers International, which uses maps and local communities to get data, might be the best - a suitable entity to support the collection of information.& To shape urban knowledge of it and the need to rethink the correct sources of it.

Moving from that information to changes within the built environment again, we know that water and waste management helped reshape cities. Can you expect the area where we might see a fundamental shift out of this? It must be remembered that you will weigh these changes in the context of climate change and sustainability as well. If you publish the city rather than intensify it, this should be with better connection to public transport. What needs to be changed - decentralization of services, better supply management, and smaller entity networks for food delivery, for example - is different from will. Will market forces influence the things that we do towards what is marketable and economically profitable in exchange for saying that this is clearly a call to repeat in public health and public transport

Modern planning and civil engineering were born from the mid-nineteenth century to develop roads and buildings in cities. Digital infrastructure may be sanitation of our time. So it is

Conclusions: The concept of a residential locality should be reconsidered according to the real needs and in accordance with the local conditions and the requirements of the modern era, which is witnessing technological developments that have changed many concepts related to time and space, as the locality is the main part of the city's formation and the understanding of sustainable relations. The idea of commercial green streets and providing the necessary planning and operational requirements, not to create them, in addition to increasing the width of the street, as well as increasing the intensity of the mixed use of it.

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