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## Planning for the Revival of Urban Entrances Using the Seaside Identity Recognition Approach (Case Study: East Entrance of Bandar Abbas City)

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### Abstract

The purpose of this study was to plan the revitalization of urban entrances by identifying the identity of coastal cities at the eastern entrance of Bandar Abbas. The research method was descriptive-analytical and was of survey type and in terms of purpose. The statistical population of this study consisted of 20 experts, experts and experts in urban management and urban planning. In this study, stratified random sampling method was used. A researcher-made questionnaire designed for gathering data consisted of 26 questions covering the dimensions of environmental-ecological identity, spatial physical identity, socio-cultural identity, economic identity, historical identity that was considered. The data were analyzed by SPSS 23 software and used to prioritize the factors considered by AHP analysis and Expert choice software. The results of this study showed that according to the mean of variables which is above the theoretical average, it can be said from the viewpoint of respondents that the city's identity factors (economic indicators, historical indicators, physical-spatial, socio-cultural and environmental-ecological) can be in Bandar Abbas. The eastern entrance planning of Bandar Abbas is impressive. Also, the ranking of city identity factors is as follows: historical identity with relative weight (0.402) in the first place, physical-spatial identity factors (0.224) in the second place and economic identity factor with relative weight (0.151) in Third is the importance.

**Keywords:** Urban Entrance; Identity; Urban Identity; Coastal Cities; Bandar Abbas

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## 1. Introduction

Beaches are one of the most active population areas of the country in which social interactions and public relations create a communicative identity, which is reinforced by the inter-border and out-of-town communications of the southern and northern coasts of the country. In the course of the relations between Iran and the neighboring countries of the North and South, new economic, commercial, cultural, social, and other events occur that will introduce Iran's culture and civilization to the neighboring countries on the one hand, and impose a threat on the other. The anomalies of Western civilization will follow inside the country. Commercial activities are also common in all types of legal and illegal activities along the country's border. Regularly guiding the entry and exit of goods across seas will bring about economic prosperity, employment, the growth of the export and import industry, and the creation of other small industries. But sometimes these opportunities, if not properly exploited, can become enormous threats and cause irreparable damage to the country. Accurate understanding of the different dimensions of identity and the role of beaches on one hand will clarify the impact of socio-cultural factors and on the other hand it will be a control on beach performance (Pakzad, 2014).

In this regard, the entrance to cities is one of the most important elementary spaces, which by connecting the external environment and the main structure of the city, redefines the identity and memory of that city (Urosevic, 2012). Unfortunately, these spaces in many cities of Iran have been plagued by many disruptions that have practically degenerated. This has led to the lack of proper definition of the identity and entrance features of cities, so that the task of this space is obscured. In these conditions, the entrance space on the border between the interior and exterior areas has a lot of visual disturbance, functional as well as green space and furniture. Whereas in the past, towers and gates have been a definable boundary between the city and the outside environment, today they seek to increase the speed of vehicles as well as increase in population, variety of uses and different needs of residents and entrants to the city. The entrance of cities cannot be seen as before. Rather, it should be examined as a complete corridor and space with different domains and social transitional features (Pakzad, 2014).

The rapid changes in the early years of the twentieth century surprised many nations, and societies faced new needs without the opportunity to identify and analyze new phenomena and to understand its consequences. Cities expanded in a subtle way, and the concept of entering in the emerging cities remained unknown. The texture of the city's entrances was built with ugly building figurines that were only the product of a functional need, and the concept of openness and changeability of the city was embodied in the most flawed way, giving the city subtle edges that nowhere did it make the difference to enter the new environment (Miles, 2007). The disruption of the hierarchy in the physical system of the city has caused the entrance of the city, which is one of the rings of this territory, to become obscure and anonymous, and indeed to lose its place as an important element in defining the city and connecting the city to the periphery (Dougherty, 2006).

In the past, city entrances through the gates were well defined. This space, in addition to the communication role that connected the city to the outside, was a place for business, a space for attraction and welcoming. Gradually, with the emergence of automobiles, this space lost its structure and identity. Nowadays the entrance of cities has many problems and weaknesses. In face with these problems, identity issues is one of the most important issues and challenges the developing societies faces, during the process of globalization. Perhaps the first step in understanding the complex concept, especially identity, is to research it in terms of terminology that does not represent the entrance of a particular city with its recognizable characteristics. Describing

the status of the current entrances, Pakzad said: "The only thing that alerts the driver and the passenger approaching the city is a sign announcing the start of the city and most of the time, immediately after this sign, is the narrow road. The city is widening and stretching down the boulevard. In the legal framework of the city, one suddenly is confronted with large, out-of-scale squares. The field, rather than functionally and visually, is at its most optimistic intersection between the former entrance and exit route and the new Ahmadas Belt (Pakzad, 2011).

From an identity point of view, the inbound source has been transformed into a disassembled, non-identifiable, confused space (Carmona and Steve, 2011), despite its functional, physical and aesthetic importance. The entrance of a city is always referred to as the city's entrance and it is expected that its design and planning will be tailored to the region and climatic conditions. The entrances to each city play an important part in giving value to the city, giving travelers their first glimpse. Entries play an inviting role in hosting guests (Ghadami et al., 2011).

Hormozgan province, being located in the south of Iran and adjacent to the roads of other southern provinces and also with unique economic, tourism and agricultural features, is a passage route for many individuals and groups with different socio-economic desires and different travel goals. Therefore, predicting spaces with urban landscape and identity, especially urban design of entry-level spaces to urban spaces, as well as proper linkage between them in order to establish a hierarchical system in the physical organization of cities, allows each texture to connect adjacent texture in a principled and auxiliary manner. As a result, the forces resulting from this transition (from one situation to another) are dissolved and absorbed in these spaces. The entrance craters of the cities have been such that it maintains a good connection between the city and the countryside (Ghadami et al., 2011).

Meanwhile, Bandar Abbas city, with several hundred years of history in architecture and urban design with identity, as well as one of the coastal cities and economic capital of Iran, unfortunately has no defined and efficient entrance. The entrances are by no means appropriate; the city entrances are expected to be coherent and planned, as well as reflecting the characteristics of the city's identity and the culture of its inhabitants. Bandar Abbas has three main entrances (east, west and north) and its entrances fail to meet the expectations of many challenges including spontaneous and non-programmatic, non-aesthetic, stagnation. Acceptance and legibility are left to themselves and citizens and travelers feel uneasy about it. The importance of identity at the entrance of cities is so that each entrance with its own symbols and characteristics and the factors that are specific to that city can influence the sense of belonging and identity of the newcomers to the city. Accordingly, during the rapid physical development of Bandar Abbas city, which is taking place widely, the outskirts of the city are not far from the main context of the city in the foreseeable future, which lacks the visual and physical quality at the entrance to the city, lack of amenities in the center, environmental pollution and the deployment of intrusive landmarks around the route, addresses the issue. The entrance to the city is essential in terms of identity, function and form. In this regard, the main question of the research is an attempt to plan and revitalize the eastern entrance of Bandar Abbas city by identifying the identity of coastal cities. In line with this research, Bagheri and Mansouri (1979) have shown that the entrance is a gateway to the perception of the urban landscape and an element to create an independent identity for the urban landscape. Input perception needs to pay attention to the semantic dimension of being alongside the physical dimension. The index of the city entrance, apart from its physical identity, lies more in its semantic identity because the city entrance has no independent identity, but the entrance as an element to create an independent identity for the urban landscape. In this definition, the input is not articulated because the articulation of an independent identity is independent of the inside and outside but the input of the

independent identity is not a combination of identities. Research by Cleveland et al. (2016) seeks to answer the following questions: What is the place of perceptual and functional approaches in inputs in the evolution of urban theories and what are its principles and requirements and how is it functioning? Studying the challenges after implementation the theories of urban planning, it can be concluded that the social dimensions of human life in urban spaces have been less emphasized in urban science theories, especially in the first half of the twentieth century. Consideration to social issues and attitudes to public will and demand have been more seriously incorporated in urban theories since the second half of the twentieth century, and in the mid-century, this approach was taken seriously in urban theories. The results of Vermizyar (1395) also showed that the entrance axes of cities with respect to the principles and criteria affecting the design of the entrance bases, can be transformed into index entry axes and proportional to the identity of the city. Because the observer's movement, the observer's pedestrian or cavalry, the observer's citizenship or travel, etc., have an effect on enhancing people's understanding of identity spaces. Justice (2016) showed that identity is about place characters which convey people something about the physical and social environment. It is what a place has when it is partially owned, not elsewhere. Identity is shaped by the natural environment and the reactions of individuals where they reside, and their interdependencies change. Erzewik (2012) conducted a study on "Cultural Identity and Cultural - Local and World Tourism Case Study Polo, Croatia". The results show that the key elements are destination identity, heritage tourism, creative industries, multiculturalism and local lifestyle. Carmona and Steve (2011) in their research showed that the gate of a place is primarily a gateway that allows for the presence of that environment and allows for later movement. As we enter a space, we usually quickly evaluate the symbol of the city's entrance based on the physical components of its design possibilities, options, and attractions, and thus decide on our next move to that location. Thus, perceptually, this entry reflects the inner characteristics of space and the characteristics of its inhabitants.

## 2. Research Method

This research is a descriptive-analytical and a survey-based research in terms of purpose. In this study, library identification studies (referring to written documents such as books, magazines, etc.) were used to identify the identity factors of Bandar Abbas. At the same time identifying the dimensions and indicators of each variable, expert interviews were conducted with relevant experts (including professors and professionals). Initial interviews were mainly semi-structured interviews. In such interviews, the interviewer obtains different facts from the interviewee during the interview.

The statistical population of this study consisted of 20 experts and professionals in urban planning and management who were asked to complete the questionnaire that seeks the east entrance of Bandar Abbas with the help of urban identity approach.

The questionnaire is devoted to reviewing and ranking each of the following criteria with respect to the criteria (identifying factors in Bandar Abbas). The scoring method is the study of points given based on the importance (priority) of each criterion over the other criterion according to the following Table 1, from 1 to 9 preference numbers. Paired numbers have intermediate value over two side values. In fact, the hierarchical analysis method is done in four main steps

- Step One: Developing a Hierarchical Tree
- Step Two: Calculate the weight of the main factors (level one)
- Step Three: Calculate the weight of level two elements (local weights)
- Step Four: Final weight of the elements

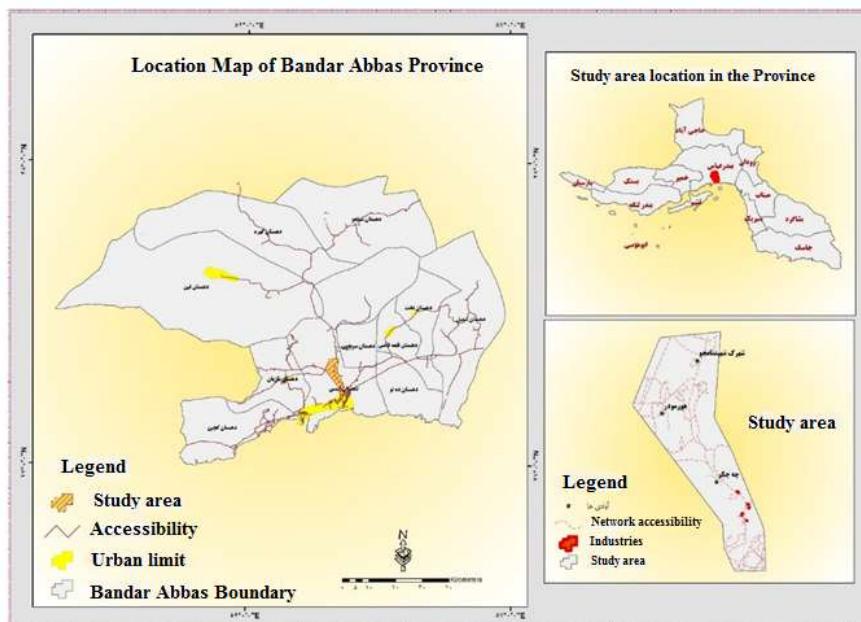
**Table 1** Priority of options in the Hierarchical Analysis Method

Type of importance	Equal importance	Little more important	More important	Very important	Important				
Value	1	2	3	4	5	6	7	8	9

In this study, hierarchical multivariate decision making method and Expert Choice 11 software was used to analyze the data.

### 3. Study Area

Hormozgan province, due to its strategic location in the country and located along the northern-southern corridor and along the Strait of Hormuz as one of the most sensitive and vital crossings in the country, today the Persian Gulf and the Oman Sea serve as the Middle East link. It is Arab and non-Arab and enjoys the 14 small and large islands with their political and security distribution and their prominent role in the Persian Gulf, especially the strategic Strait of Hormuz, due to the expansion of information and communication space at the regional level and the presence of foreign agents. Enemies in the Persian Gulf add to its importance. Bandar Abbas city is located along the seaside. It is bounded on the north by Haji Abad, on the east by Minab, on the west by Bandar Khimr, and Persian Gulf to the south. The city of Bandar Abbas, with an approximate area of 404 square kilometers and a population of 680366 is located to the southernmost part of the country. The location is shown in Fig 1.



**Fig 1** Location of Bandar Abbas City (Statistical Yearbook of Bandar Abbas Program Budget Office, 2019)

#### 3.1. East Entrance of Bandar Abbas

The east entrance of Bandar Abbas has been formed with three functions: 1- defense and security, 2- economic, 3- cultural and social and as the third entrance to this city. Most of the corridors at the entrance to the city, formed from maladaptive uses, including abandoned shops, warehouses and buildings, which do not have proper environmental and physical conditions, which

renders an inappropriate city's image and identity with a negative impact on residents and tourists. The Fig 2 depicts the aerial image of the eastern entrance to the city of Bandar Abbas.



**Fig 2** Aerial image of the eastern entrance of Bandar Abbas

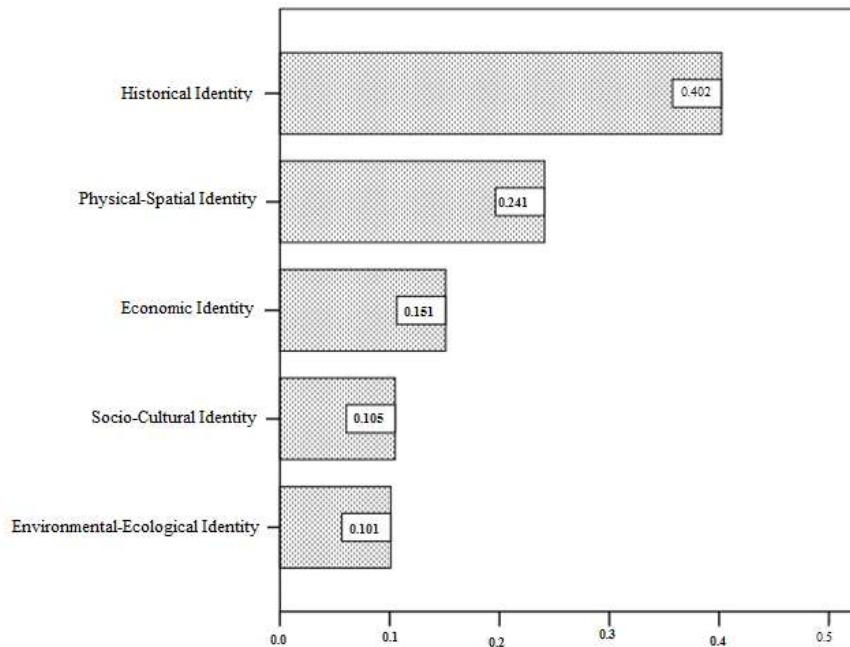
#### 4. Findings

##### 4.1. Ranking the Identified Factors in Bandar Abbas City

The calculated results in Table 2 indicate the weight of the main barriers: historical identity with relative weight (0.402) in the first place, physical-spatial identity factors (0.241) in the second place and economic identity factor with relative weight (0.151) ranks third.

**Table 2** Integrated matrix (geometric) pairwise comparisons of level one (major barriers)

Factor	1	2	3	4	5	Weight	Rank
1. Historical identity	1	5.14	8.11	6.40	8.32	0.402	1
2. Economic identity		1	2.88	1.93	6.26	0.151	3
3. Socio-cultural identity			1	3.15	2.15	0.105	4
4. Environmental-Ecological Identity				1	2.66	0.101	5
5. Physical-spatial identity					1	0.241	2
Inconsistency rate (acceptable values: < 0.1)						0.073	



**Fig 3** Ranking the identified factors in Bandar Abbas city

## 5. Calculate the Weight of Level Two Elements (Local Weight)

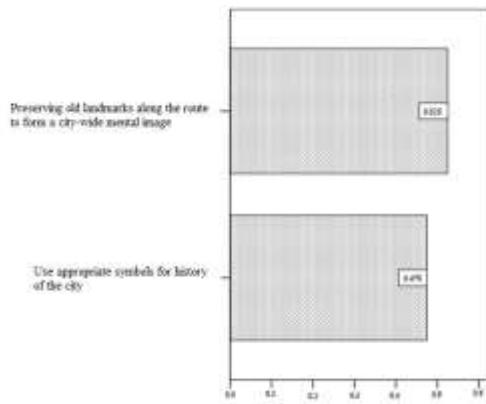
The step is to calculate the weight of the sub-factors of Bandar Abbas in each subgroup. The results are as follows:

### 5.1. Historical Identity Rating

The results of the analysis in Table 3 show that among the historical identities, the factor of preserving the old index points along the route in order to form a subjective image of the city is in the first place and the use of symbols commensurate with the history of the city is of second importance.

**Table 3** Integrated (geometric) matrix comparisons of historical identity

Factor	1	2	Weight	Rank
1. Preserving old landmarks along the route to form a city-wide mental image	1	1.53	0.525	1
2. Use symbols appropriate to the history of the city		1	0.475	2
Inconsistency rate (acceptable values: < 0.1)	0.00			

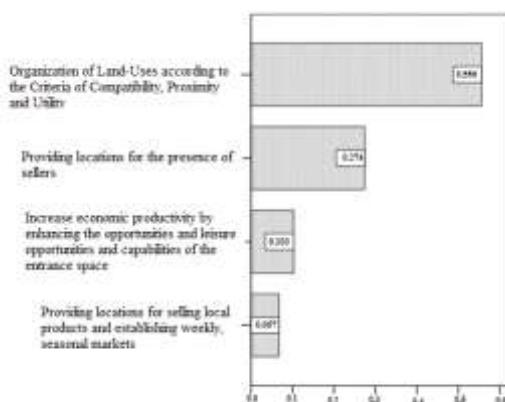
**Fig 4** Historical identity ratings

## 5.2. Economic Identity Rating

The results of the analysis in Table 4 show that among economic identity, land use factor according to the criteria of compatibility, proximity and desirability in the first place, the placement of places for second-hand sellers, and the factor of increasing economic productivity by enhancing opportunities and applications and capabilities. Leisure is the third most important area of the entrance.

**Table 4** Integrated (geometric) matrix comparisons of economic identity pairs

Factor	1	2	3	4	Weight	Rank
1. Providing locations for sellers to attend	1	4.19	3.67	2.85	0.274	2
2. Providing locations for selling local products and establishing weekly, seasonal markets.		1	3.14	6.31	0.067	4
3. Increase economic productivity by enhancing the opportunities and leisure opportunities and capabilities of the entrance space			1	5.15	0.103	3
4. Organization of Uses according to the Criteria of Compatibility, Proximity and Utility				1	0.556	1
Inconsistency rate (acceptable values: < 0.1)	0.030					

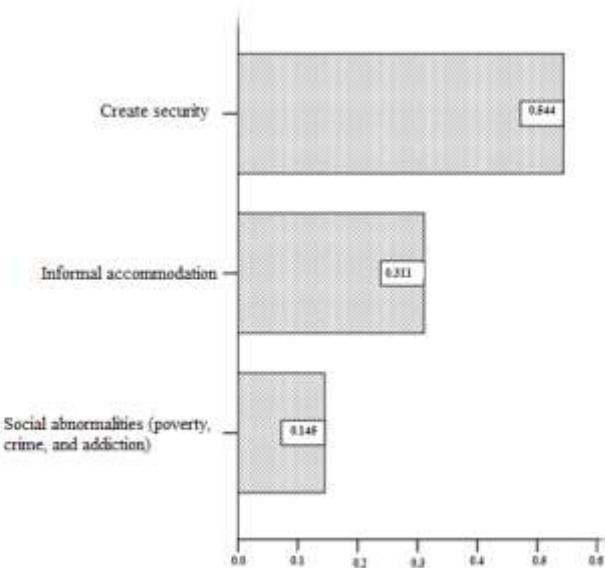
**Fig 5** Economic identity rating

### 5.3. Socio-Cultural Identity Rating

The results of the analysis in Table 5 show that among the factors of socio-cultural identity, the factor of creating security in the first place, the factor of informal settlements in the second place and the factor of social anomalies (poverty, crime and addiction) are in the third place.

**Table 5** Integrated (geometric) matrix comparisons of socio-cultural identity factor pairs

Factor	1	2	3	Weight	Rank
1. Informal settlement	1	3.01	4.41	0.311	2
2. Social anomalies (poverty, crime, and addiction)		1	7.96	0.145	3
3. Create security			1	0.544	1
Inconsistency rate (acceptable values: < 0.1)	0.064				



**Fig 6** Ranking of socio-cultural identity factors

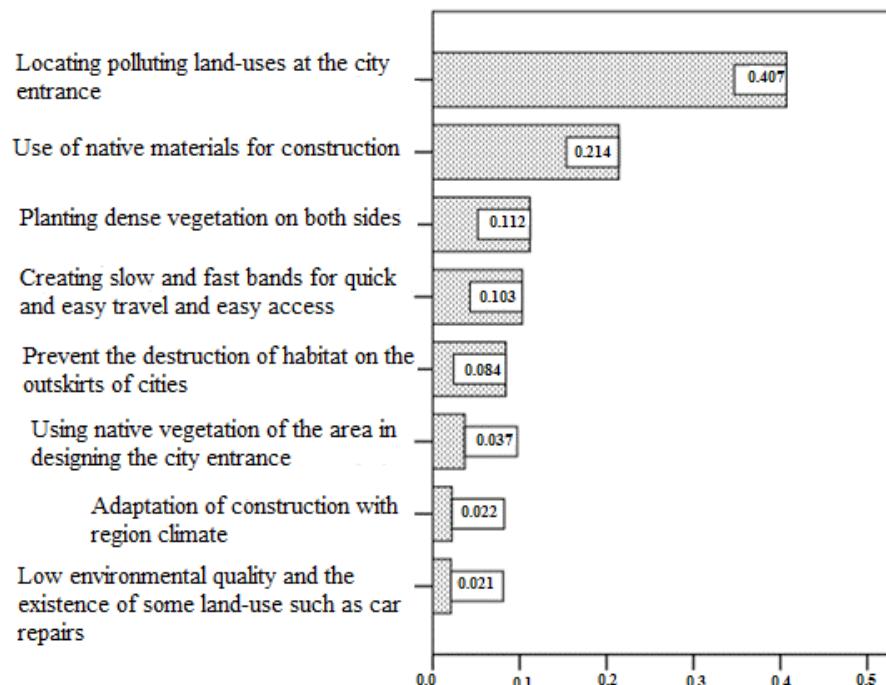
### 5.4. Environmental-Ecological Identity Rating

The results of the analysis in Table 6 show that among environmental-ecological identities, the pollutant land use is at the first place, the use of indigenous materials in construction is the second, and the dense vegetation cover is the third most important.

**Table 6** Integrated (Geometric) Matrix Comparisons of Environmental-Ecological Identity

Factor	1	2	3	4	5	6	7	8	Weight	Rank
1. Use of native materials in construction	1	6.10	3.32	4.22	3.99	2.80	3.23	2.45	0.214	2
2. Adaptation of construction with region Climate		1	8.48	3.30	6.38	6.87	4.23	4.32	0.022	7
3. Locating polluting			1	8.39	6.43	2.90	8.58	2.25	0.407	1

uses at the entrance to the city									
4. Using native vegetation of the area in the design of the city entrance			1	4.71	6.50	1.37	5.32	0.037	6
5. Planting dense vegetation on both sides				1	3.48	3.86	4.21	0.112	3
6. Creating hard and fast bands for quick and easy travel and easy access					1	4.81	3.23	0.103	4
7. Prevent the destruction of habitat on the outskirts of cities						1	5.12	0.084	5
8. Low environmental quality and the existence of some uses such as car repairs							1	0.021	8
Inconsistency rate (acceptable values: < 0.1)	0.058								



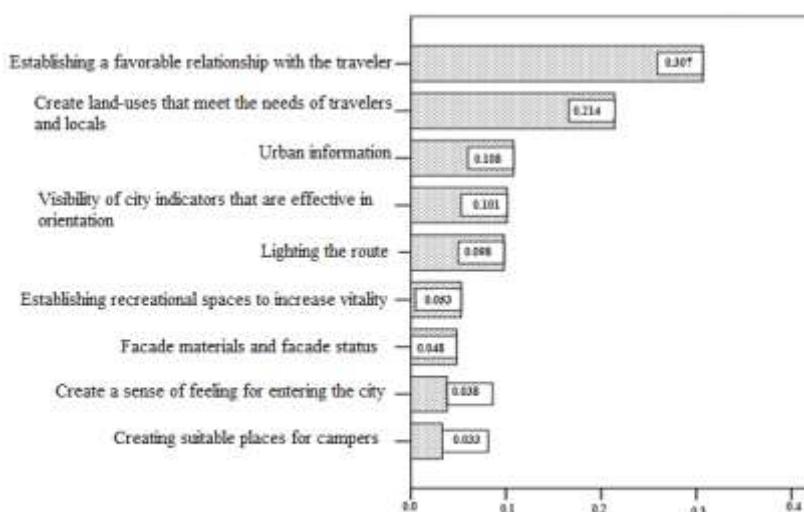
**Fig 7** Ranking of environmental-ecological identity factors

### 5.5. Physical-Spatial Identity Rating

The results of the analysis in Table 7 show that among the physical-spatial identities, the factor creating a favorable and appropriate relationship with the passenger in the first place, the factor creating the users that meet the needs of the passengers and the locals in the second place and the urban information factor in the third place.

**Table 7** Integrated (Geometric) Matrix Comparisons of Physical-Spatial Identity Pairs

Factor	1	2	3	4	5	6	7	8	9	Weight	Rank
1. Create land-use that meets the needs of travelers and locals.	1	6.10	3.32	4.22	3.99	2.80	3.23	3.12	3.14	0.214	2
2. Create suitable places for camping travelers.		1	8.48	3.30	6.38	6.87	4.23	4.21	2.15	0.033	9
3. Establishing favorable relationship with the traveler			1	8.39	6.43	2.90	8.58	5.17	3.42	0.307	1
4. Create a sense of entering the city				1	4.71	6.50	1.37	2.23	5.23	0.038	8
5. Lighting the route					1	3.48	3.86	2.14	3.14	0.098	5
6. Urban information						1	4.81	2.17	2.16	0.108	3
7. Facade materials and facade status							1	3.12	3.42	0.048	7
8. Visibility of city indicators that are effective in orientation								1	4.16	0.101	4
9. Establishing recreational spaces to increase vitality.									1	0.053	6
Inconsistency rate (acceptable values: < 0.1)									0.078		



**Fig 8** Physical-spatial identity ratings

## 6. Final Weight of the Elements

The final weight of the elements of each group is equal to the product of the local weight of the elements in the weight of their group (principal factors) and the final rank of each of the identifying factors of Bandar Abbas city is shown in Table 8.

The results show that among the factors studied, the factor of preserving the old index points along the route in order to form a subjective image of the city in the first place, the use of symbols commensurate with the history of the city in the second place, the factor of informal settlements in the third place. The fourth most important factor is the establishment of suitable camping sites for travelers and the fifth most important is the dense vegetation cover on both sides.

**Table 8** Integrated matrix (geometric) final pairwise comparisons

Main factor	Weight main factor	Sub-factor	Weighing sub-factor	Final weight	Rank
Historical identity	0.402	Preserving old landmarks along the route to form a city-wide mental image	0.525	0.211	1
		Use symbols appropriate to the history of the city	0.475	0.191	2
Economic identity	0.151	Providing locations for retailers.	0.274	0.041	6
		Providing locations for local produce sales and establishing weekly, seasonal markets	0.067	0.010	20
		Increase economic productivity by enhancing the opportunities and leisure opportunities and capabilities of the entrance space	0.103	0.016	9
		Arrangement of land uses according to criteria of compatibility, proximity and utility	0.556	0.084	18
Socio-cultural identity	0.105	Informal accommodation	0.311	0.033	3
		Existence of social anomalies (poverty, crime and addiction)	0.145	0.015	12
		Provide security	0.544	0.057	7
Environmental identity-Ecological	0.101	Use of native materials in construction.	0.214	0.022	23
		Adaptation of builders to the climate of the region.	0.022	0.002	22
		Location of pollutants at city entrance	0.407	0.041	25
		Using native vegetation of the area in the design of the city entrance	0.037	0.004	10
		Planting dense vegetation on both sides	0.112	0.011	5
		Creating hard and fast bands for quick and easy travel and easy access	0.103	0.010	8
		Preventing habitat on the outskirts of cities	0.084	0.008	26
		Low environmental quality and some uses such as car repairs	0.021	0.002	24
Physical-spatial identity	0.241	Create land-use that meets the needs of travelers and locals.	0.214	0.052	14
		Creating the right places for campers	0.033	0.008	4
		Creating a favorable relationship with the traveler	0.307	0.074	15
		Making sense of entering the city	0.038	0.009	21

	Path lighting	0.098	0.024	16
	Urban information	0.108	0.026	19
	Facade materials and facade status	0.048	0.012	13
	Visibility of city landmarks that are effective in orientation	0.101	0.024	11
	Establishment of recreational spaces to increase vitality	0.053	0.013	17
Inconsistency rate (acceptable values: < 0.1)		0.090		

## 7. Discussion

The results show that according to the mean variables which are above the theoretical average, it can be said from the viewpoint of the respondents that the identity factors of Bandar Abbas can be effective in planning the eastern entrance of Bandar Abbas.

In explaining these results, it can be said that the most important factor that has led development and development projects to achieve their primary goals despite the high costs and time consumed is the disregard for the realities of urban contexts and urban society. It is clear that one cannot simply think of urban development as one of the most important landscapes of urban identity, namely the entrance to the city, by simply modeling on non-native ideas formed in completely different socio-economic and historical-political conditions than the Iranian. In this regard, Bagheri and Mansouri (1979) showed in their research that the index of city entrance, regardless of its physical character, lies more in its semantic character because the city entrance has no independent identity, but the entrance as an element to create an independent identity for the urban landscape, the present-day landscape of the city, which has a modern-day expression of the city. In this definition, the input is not articulated because the articulation of an independent identity is independent of the inside and outside but the input of the independent identity is not a combination of identities. Also, the research of Kolivand et al. (2016) showed that urban planning theories can be concluded as the social dimensions of human life in urban spaces in urban science theories, especially in the first half of the twentieth century. Attention to social issues and attitudes to public will and demand have been more seriously incorporated in urban theories since the second half of the twentieth century, and in the mid-century, this approach was taken seriously in urban theories.

The results show that according to the mean of variables (3.32) which is above the theoretical average it can be said that for the respondents, economic indices can be effective in planning eastern entrance of Bandar Abbas.

In explaining these results, Varmazyar (2016) in his research showed that cities' input axes can be transformed into indexes and proportional to the city's identity by observing the principles and criteria affecting the design of input bases. Also, Aynali research (2015) shows that consideration to various factors, such as the movement or stasis of the observer, the observer walking or riding, the observer citizenship or traveler, etc., have an impact on increasing the perception of the identities.

The results of the analysis show that according to the mean of variables (4.07) which is above the theoretical average, it can be said that for the respondents, historical indicators can be effective in planning eastern entrance of Bandar Abbas.

To illustrate these results, it can be said that, in face to today's urban landscape, there is a crisis that results from the mismatch of spaces with their current performance, the combination of maladaptive uses, the uniformity and the dynamics of urban spaces. Thus cities have a form in which the texture of cities, the mismatch space appearance and its meaning, the inconsistency of the concept of body and meaning are visible in our culture, and therefore the bodies that have no

meaning. In this regard, Chamanaara's research (2012) believes that the physical, historical and socio-cultural contexts are important contexts that influence the design of the entrance spaces. On this basis, the city's desirable word principles should meet the general expectations of an input, including convertibility and permeability, and, in particular, acceptability, diagnostic readability. Also, the study by Smithson (1974) showed that the entrance spaces, both in the building and city, are of great importance and can serve as a context for a pleasurable experience and thus inform entry and exit. The dichotomy between inside and outside through this space they call as the thresholds and by means of intermediary tools becomes a meaningful and purposeful space leading to a sense of identity.

The results show that according to the mean of the variables (3.54) which is above the theoretical average, it can be said that for the respondents, physical-spatial indices can be effective in planning eastern entrance of Bandar Abbas.

In explaining these results it can be said that the entrance connecting the city with a transcendent society and nature is unlimited. This space can represent the personality of the city, so the city entrance in its overall structure is a place whose identity is defined in the three branches of interaction with nature, interaction with the community and interaction with the city. Identical elements of interacting with nature at the entrance are formed when the initial signs of the entrance and the feeling of a psychic entrance into the city are created. In this regard, Hajivand and Mesibzadeh (2015) in their research showed that in order to increase the efficiency of entrance to cities and revitalize its identity, quality criteria in spaces that have the potential to create intermediate spaces at the entrance of East Urmia; The results show the impact of each of the above mentioned spaces on the organization of the entrance of the city. In order to achieve each of the environmental quality criteria, a set of factors is needed that are useful in organizing the environmental input of the city in terms of physical, social, cultural, and so on. Also Zakizadeh and Zakizadeh (2015) in their research to find ways to increase the efficiency of urban inputs and create vitality, acceptability, readability and specificity in these spaces have studied the urban inputs and its features and qualities and factors affecting this improvement by evaluating the quality.

The results show that according to the mean of variables (3.31), which is above the theoretical average, it can be said that for respondents, socio-cultural indicators can be effective in planning eastern entrance of Bandar Abbas.

In explaining these results, it can be said that looking at the entrance of contemporary cities requires a systematic approach to the city. The entrance as a subsystem in the contemporary urban system has different social, economic and natural layers whose economic and social activities are convergent with the nature and context of their formation and these three factors cannot be separated and in combination with the nature of the landscape the entrance forms the contemporary cities. The various layers of the entrance of the contemporary city are converged with its economic, social and natural role, with preference between inside and outside of the city. In this regard, Noghsan Mohammadi and Rismambaf's (2015) deficiency is in their research policies that help designers to have a correct definition of the role of the entrance in the city spatial organization rather than the unconscious imitation of the body and the appearance of the gate. Finally, all policies aimed at reversing the process of urban decline and the multidimensional boom of this part of the city have been summarized and presented to create a favorable atmosphere for today's city and Iranian city. Dixon and Wolf (2007) also found in their research that the input of the city plays an important role in creating an overall picture of the city in the pedestrian mind and is usually one of the variables influencing the newcomers' judgment of the city as a whole. The ugliness and

beauty of the city from a new perspective can be greatly influenced by the physical and functional features and aesthetics of the city's entrance.

The results show that according to the mean of the variables (3.27) which is above the theoretical average, it can be said that for the respondents, environmental-ecological indices can be effective in planning eastern input of Bandar Abbas.

In explaining these results, it can be said that the first step to enter the field of successful experience in identity urbanization is to delve into the concept of urban identity and the second step is to explain the spatial-temporal dimensions of a city's identity. By spatial dimension, environmental - ecological features (including climate, topographic status, water and soil resources, etc.) and by historical time are the historical features from the beginning to the present on social, economic, cultural, political and physical scales. The next steps perhaps is recognizing the present identity needs of the city and integrating past identity values with present identity needs, to produce what we can adapt to the past and produce what we do not find in the future. In this regard, Torabi and Yalda (2014) have examined the concept of city entrance as one of the types of urban spaces and then the concept of identity as one of the expectations of the city entrance as well as the concept of urban identity and its components. Finally, according to the obtained results and the extracted criteria, the eastern entrance area of Zanjan (Tehran-Zanjan freeway) was designed. Ganji and Heidarzadeh (2013) also stated that the entrance of each city should introduce the style and architectural materials of the place, indicating the industrial or tourist status of the city. The entrance furniture of each city is the entrance element and, in general, the identity of that city. After examining the main entrance of each abode, which has been studied in both descriptive and analytical ways, the survey has resulted in the following results: that there are no elements that reflect the city's history, culture and industry, and the visitor has no idea of the city at the moment of arrival.

## 8. Conclusion

One of the issues being addressed today is disregard for the identity of cities in urban development plans such as comprehensive plans, physical plans, land use planning. The most important reason for this was the lack of foundations and resources needed to identify these dimensions. Through extensive study, the collection can open the way for coherent, thoughtful action based on its past and urban authenticity in the development projects. In fact, the most important factor that has led development and development projects to achieve their initial goals, despite spending a great deal of time and money, is neglecting the realities in the context of cities and urban society. It is clear that urban development cannot be thought of simply by modeling on non-native ideas formed in completely different socio-economic and historical-political contexts than in Iran. It is a real development that is directly related to the realities of society and urban spaces. In other words, any rupture provides the intellectual ground for gaps in urban spaces. Its example can be clearly seen in new spaces with different urban and alien identities.

Today, the poor performance of the city's entrance space is due to inadequate design and unplanned layout, which makes the entrance unable to meet the needs for travelers and residents. Moving around the city should be rhythmic and harmonic. To create this movement and prevent integration, the two spaces inside and outside the city must be well identified, and the third space, which is the entrance to the city, act as a joint between the two, and in addition to being a converter of these two spaces, have an independent personality. The design and actions taken in these three areas should be tailored to the expectations of each area, in which the entrance space is flexible and

successful. The main purpose of this study was to extract the five dimensions of economic, historical, physical-spatial, socio-cultural and environmental-ecological components to achieve sustainable entry space. These components can be used to enhance sustainability indices in the urban entrance space. The requirements for implementing the city's entrance space based on sustainability components can be accommodated in current urban planning. Sustainable development and urban development are closely linked. However, a proper layout of the city's entrance space is not a sufficient condition for sustainability; in general, functions in other areas such as control and monitoring, environmental planning, etc. have a great impact on achieving sustainable development. Achieving a sustainable input plan is more likely when local communities take responsibility for their environment and must be given political power to do so. Finally, effective public participation can be the basis for proper design.

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