A Measurement of Economic Factors of the City on Satisfaction and Residential Displacement of Household (Case Study: Narmak Neighborhood-Tehran)

Mohammardreza Daroudi
Ph.D. Student in Urban Development, Faculty of Art and Architecture, Islamic Azad University, Science and Research Branch, Tehran, Iran
Laala Jahanshahlou*
Assistant Professor, Faculty of Art and Architecture, Islamic Azad University, Science and Research Branch, Tehran, Iran
Seyyed Kamaledin Shahriyari
Assistant Professor, Faculty of Art and Architecture, Islamic Azad University, Science and Research Branch, Tehran, Iran

Received: 2015/08/09 **Accepted: 2015/12/ 23**

Abstract:
Satisfaction achievement in residential areas is formed by different factors; one of them is economic factor of city. Economic indicators are effective along with physical, cultural, social, cultural and other components on the amount of maintenance and absorption of population in urban context, in the assessment of residents from their home environments. It is raised as one of the effective factor on family's motivation for residential displacement. The goal of this article is assessing economic factors on residential satisfaction and its impact on family's displacement in Narmak neighborhood according to its background in Tehran. Descriptive-analytic method has been used for data collection in this paper, and 375 questionnaires have been prepared, due to the sample size. Data analysis has been done by SPSS method and CSM indicator. The results of this research show consent of access, transport and security in that area and low discontent of residents from residential unit, services and facilities. These issues caused 59.2% willingness to movement and 40.8% unwillingness to residential displacement despite current problems.

Keywords: Economic factors of city, residential satisfaction, residential displacement, Narmak
JEL Classification: N95, R21, R10, R23

The Scientific-Research Quarterly Journal of Urban Economics and Managementl
ISSN: 2345-2870
Indexed in: ISC, SID, Noormags, RICeST, Ensani, Magiran
www.Iueam.ir
Vol. 4, No.13
Winter 2016
Pages: 83- 98

* Corresponding Author: Laala_jahan@yahoo.com

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

1- Introduction

Today, understanding the issues of urban economics is needed more than ever with expansion of cities and due to the rapid development of science and technology and increasing economic and social changes. All issues such as growth and development of cities, transport, marginalization and immigration, employment and unemployment, economic prosperity, better use of economic resources, environmental problems and pollution, world trade and some others become meaningful in the form of urban economics concept (Rhine Berger, 2003). In this field, economic tools are used for analysis of issues related to the families' decision-making areas for a favorable residential environment and also economic institutions in cities (Salvesn, 2002). Therefore, one of the effective factors as fundamental one is urban economics in family's satisfaction in residential environment and also urban movement. In fact, residential satisfaction is an amount of an individual or members of a family defined due to the current condition of living environment (Davies et al., 2000) Not only includes satisfaction from residential unit, but it also includes satisfaction from region and living place (Ogu, 2002), and its result is people's understanding from the concept of life quality (Djebuarni & Al-abed, 2000). Also, this concept is a reaction that a family behaves toward the residential environment problems in residential displacement studies. These problems are intensified when current situation of people's residential environment cannot provide their demands, and it can lead to create discontent and constant stimulation of demands, goals and shifting expectations (Coulter et al., 2011). There are different reasons for residential displacement, which most of these theories are based on rational choice. On the same basis, those who move are people or groups motivated rationally to achieve a better economic life (Ebrahimzadeh, 2006). Human beings begin to move for maximizing profit and reducing loss to improve their life condition. In such analysis, optimal condition of life like housing, urban facilities and other cases like life quality and social status are considered as bases for determining destination. The attraction and repulsion of places of origin and destination are evaluated accordingly. These questions arise that to some extent economic factors of city affects consent or discontent of residents from residential environment and whether these components can be key factor on family's residential displacement.

Narmak is located in districts 4 and 8 in Tehran. It is a relatively old neighborhood. A coherent framework of effective economic components on satisfaction and residential displacement based on residents' attitude can be studied. Therefore, firstly main and fundamental concepts of research are defined and secondly different perspectives are investigated regarding residential satisfaction and family's residential displacement from the urban landscape. Finally, satisfaction rate and residents' willingness to displacement by using analytic method are evaluated according to the global successful experiences and developed model for the case study.

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

2- Literature Review

Studies related to the movement and satisfaction from residential environment have been examined from different cultural, racial, economic or from the perspective of the type of residential unit, its facilities, neighborhood and etc. (Pettit, 2004). In the field of reasons for moving, effective Rossi's studies in 1955 was among first ones accomplished in this area. Except Rossi, Sabagh et. al in 1969, Speare in 1970, Do kmeci and Berkoz in 2000 addressed issues related to economy of city and family (the right to occupy housing and revenue) in movement (Lauren M. Ross, 2012). Bartel (1979) and Chan (1999, 2002) founded a positive relationship between job and residential movement in the U.S. Also, Buhm and Tylor reached to the similar result in the U.K. (Lauren M. Ross, 2012). Van Ommeren and et. al in 1999 and Van der Vlist in 2001 examined some of interactions between occupational movement and residential movement in Netherlands by using search theory. (Vlist, 2001). Today, commuting cost (regarding distance and time) and its impact on tendency to changing the job or movement has been more important. Vlist indicated in his thesis that long commute causes increase job movement and it has a little impact on residential satisfaction and mobility (Vlist, 2006). Table 1 shows some accomplished studies in the field of economic components' impact on satisfaction and residential movement.

Table 1- A review of the literature and the findings considered by experts

Indicators	Variables	Researchers
All physical aspects of residential environment; the number of people in the room, number of rooms in each residential unit.	Housing	Rapoport, (1977); Rossi, (1980); Dieleman, (2001) ;Turksever & Atalik, (2001); Ibrahim & Chung, (2003); Clark & Huang, (2003); Fang, (2006); Santos et al (2007); Das (2008), Apparicio et al (2008), Luis Diaz-Serrano (2009)
These researchers believe that residential mobility decreases stability of urban area and it does not allow the residents to spend much time Following the friendly networks and kinship ties. It leads to decrease the sense of belonging to the neighborhood and neighborhoods are not able to apply effective collective controls on public areas like streets and parks.	Security	Burgess W. Ernest, (1967); Giddens, Anthony, (1984); Ibrahim & Chung, (2003); Burfeind, W, James & Dawn Bartusch, (2006); Santos et al, (2007); Li & Wang, (2007); Das, (2008); Apparicio et al, (2008); Akers, L, Ronald & Christine, s, Sellers, (2009)
Attending to have transport network can be a great help in improving the quality of life. The distance between work place and living place can be a very effective factor for residential movement of family.	Transport and Access	Lawrence & Pivo, (1977); Belezer, (2002); Holmgern, (2012); Madanipour, (2006)
Distribution of urban services is one of the effective factors on movement. If the distribution of urban services does not fit with needs of areas, distributed land uses, and urban spaces used by citizens, it can increase population density in other areas.	Facilities and Services	Wheeler & Muller, (1986); marcotullio, (2001); bastanifar & sameti, (2004); Richards et al, (2007); Das, (2008)
These researchers address land use changes, effective factors, theories and related models and they consider population changes, particularly movement, as important effective factors.	Land Use	Briassoulis (2000), Jokish (2002), Lopez (2006), Koomen et al (2007), Nigal et al (2008)

Source: (Researchers' studies)

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

Strassmann modeled the relationship between interventions in the housing market and residential movement (Strassmann, 2000) Chan examined the impacts of negative shocks of housing market on movement (Chan, 2001). These studies are important in the sense which show how searching process and evaluation of opportunities change in market condition. In other studies, housing market has been defined and analyzed according to the family income level, and the impact of financial constraints on residential mobility has been examined (Alkay, 2011). However, there is an increasing growth of related literature about the impact of local housing market conditions in choosing house and widespread changes of these local conditions in the housing market. Conceptually, the relationship between individuals and families, and changes during time and space is not obvious in the literature (Dieleman, 2001). Also, capital has a positive relationship with the possibility of movement, and families with higher income are more likely to move their residential environment. For instance, the possibility of families' movement from slums into the formal housing market is associated with the regular saving of residents (Lall et al., 2006). Parker et. al. concluded that the residents in low-income neighborhoods are more discontented than those who live in affluent neighborhoods, also people are more discontented in high-density residential neighborhoods (William Clark, 2006).

3- Theoretical Principles

Residential satisfaction is a concept formed by different fields such as economics, sociology, psychology, planning, geography and etc. (Galster, 1987) and it has a complex perceptual structure. In fact, residential satisfaction is residents' reaction toward their living environment. In this regard, residential environment is not merely physical components, but they cover social and economic factors (Chapman & Lombard, 2006). Satisfaction increase environment quality and it results in achieving to urban goals (Nurizan et al., 2010) and inconsistencies between the aspirations, needs and abilities of citizens in the choice of location causes dissatisfaction and relocation of settlements (Mohit, 2010). Also, choosing residential place has impact on shape and structure of city from different aspects including consequences such as the high rate of families' movement in long-term, formation of residential clusters, and urban sprawl increase creating different problems in urban societies (Aiello, 2009). On the basis of urban theories, movements and the manner of population distribution are explained due to different location-social variables such as ethnicity and race, employment, income, urban class, distance from city center, and natural issues. Some of these effective factors on residential movements are influential in prioritization of decisions like affluent areas of city, structure and physical properties with program, city context in terms of oldness, security of neighborhood, and access to service centers.

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

Evaluating satisfaction and residential movement has a long history. Many factors are involved; each of them plays a role in this attitude and decision. In addition to physical, cultural, social, racial and ethnic aspects, it can be said that urban economics has a significant impact on residents' satisfaction and family's movement. In fact, urban economics is a science studying economically the urban areas. It is a branch of micro-economics defined on the basis of intersection of geography and economics (Hart, 2010). This science studies spatial structure of city and residential location of families and economic institutions (Colin, 1951). Families shape their choices in order to maximize favorability and provide their needs, and they attempt to move for obtaining satisfaction from their residential environment. These movements, which occur because of individual, social and economic reasons and incentives, have a major role in formation and changing spatial structure of city and they are one of the aspects of city dynamism (Bastanifar, 2004). Urban economics can be separated into six interrelated fields including:

1- Job and employment: rapid population growth makes dual markets in cities which have low-income and duality in technology. Current models and methods focus more on official market and consisting work force. Business trips in cities are considered as the most important factor in urban economics model and the most important transport activity, in the framework of the official market.

2- Urban land use: Today, land use change is one of the effective processes in the city space. These changes, occurring mostly because human activities have changed to one of the most important problems of cities in modern environment, due to lack of basic programs, ignoring sustainable development and environment (Pourahmad & et. al. 2011). Since families and institutions' decisions shape urban models and land use in the field of locating in cities, these decisions can considerably cause land use change (the loss of farmland) to urban land use, the formation of marginalization, urban environment disturbance, failure to provide urban services and inhabitants' discontent and finally deformation of cities from centralized state to decentralized cities and segregation according to the race, revenue and education level. (Khakpour et. al. 2002).

3- Transport and access: urban transport is one of the issues of urban economics, since it affects access capability of different places; thereby it also affects land use patterns in cities. In this area, some strategies are investigated to solve urban congestion and the role of public transport in the urban transport system. (Hadi Zenoz, 2009). Development based on public transport is an example of urban development patterns used for the first time in the late 19th and early 20th century in America (Nourmohammadzadeh, 2006). The basic premise of development is based on public transport, satisfaction increase from living in areas adjacent to public transport stations, but failure to provide basic and necessary preparation

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

of such development can create traffic, physical, social and economic problems and reduce consent of residence (Abbaszadegan et.al. 2010).

4- Security: In this area, the issue of urban crimes and the relationship between crime and two other urban issues i.e. poverty and illiteracy are examined (Hadi Zenoz, 2009). Ernest Burgess was one of the first researchers who addressed the existence of social pathologies from the perspective of urban economics in some areas, on the basis of urban regional theory. In his view, the existence of some situations in the workplace and residential displacements cause social damages. (Parker, 2004).

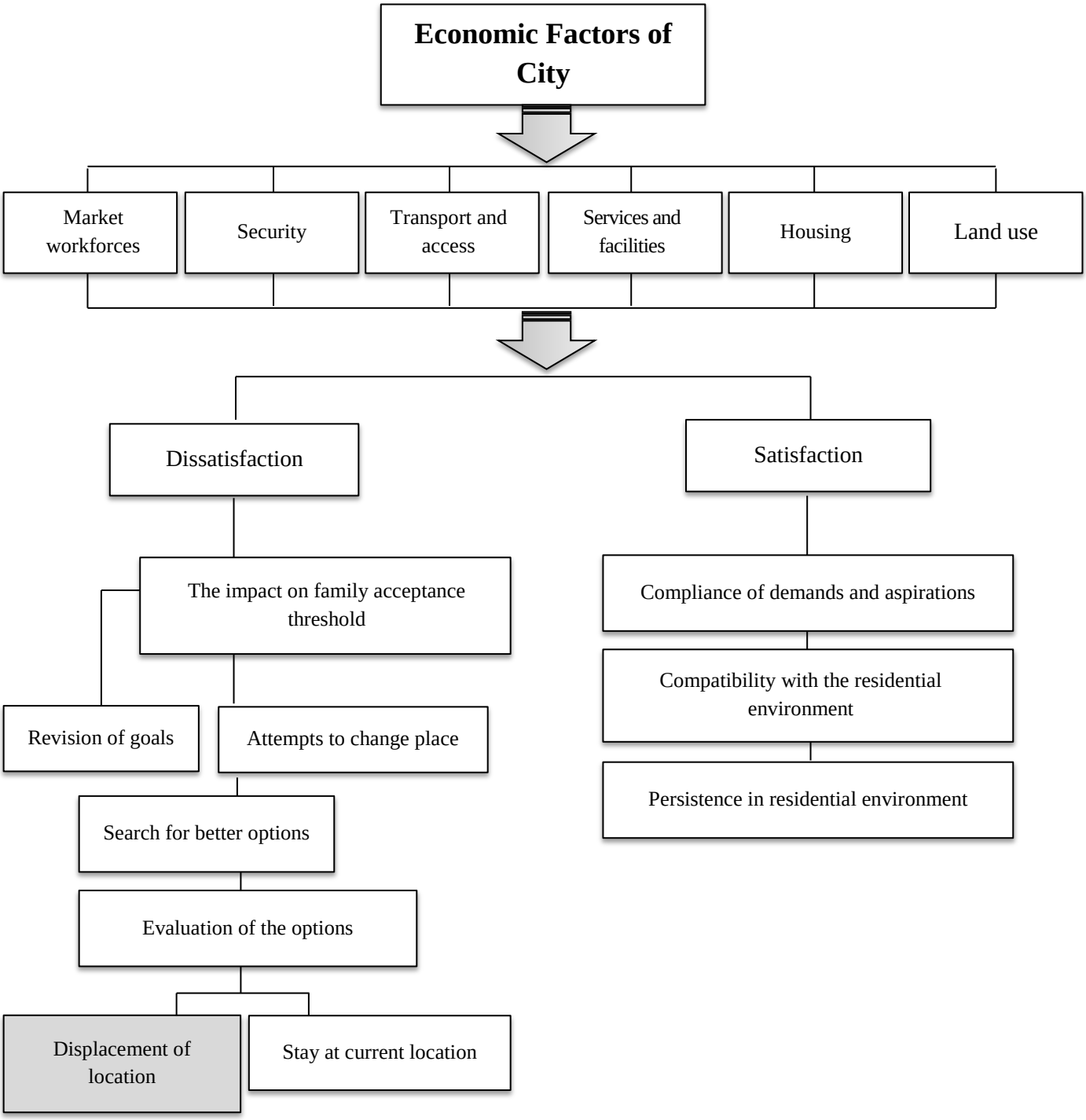
5- Housing: selecting a house is dependent on choosing a place, because housing does not have the mobility (Hadi Zenoz, 2009). House, neighborhood and region of people are effective variables on life quality, they form the dimensions related to social classification, and they are affected by urban economics and general policies. (Schmitt, 2009). In this area, the issues of why housing is different from other products and how housing policies can be effective are addressed, on the other hand, with increasing growth of urbanization in the past few decades; housing has turned into one of the most important needs of urban population (Biderman, 1974). Cities have a fundamental role in creating satisfaction as a context of human environment. Housing affects important indicators of planning such as life quality, movement rate and anticipation of demand for housing (Djebuarni & Al-Abed, 2000).

6- Facilities and services: Another topic considered in urban economics studies and relatively wide researches done in this field is urban facilities including public libraries, police services, firefighting, hospital and schools. Urban facilities can have an important role in residents' satisafaction and can be considered as relatively important factor (Mohit, 2010). Many facilities can be either private or public, but they all have in common is that the production places create a network space that easy access to those places are valuable (Hadi Zenzo, 2009). A distribution service in cities, which is a clear outcome of ecologic segregation, is effective on spatial distribution of population in urban areas and regions. Consequently, suitable and optimal distribution of social, economic, cultural, and sanitary facilities among areas and regions is one of the most important factors avoiding inequalities and development gap, and suitable spatial distribution of population in the area of land (Marcotullio, 2001). As mentioned earlier, urban economics has linked economy and geography and it examines geographical and locational choices of households to achieve desirability and demands. Moreover, urban economics detects inefficiencies of location choices and examines substitute general policies to increase efficient choices. Now, this choice and goal for movement may lead to improve living, and it may sometimes bring negative changes, at least in some life fields. Therefore, displacement occurs when residents' satisfaction is changed based on physical, cultural, social,

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

ethnic, economic, and other influential factors. However, in some cases it occurs compulsorily. (Lu, 1999).

Figure1 shows the conceptual model of urban economics factors' impact on residential mobility.



Shape1. Conseptual model of economic components impact on residential movement
Source: (Researchers' findings)

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

4- Research Method

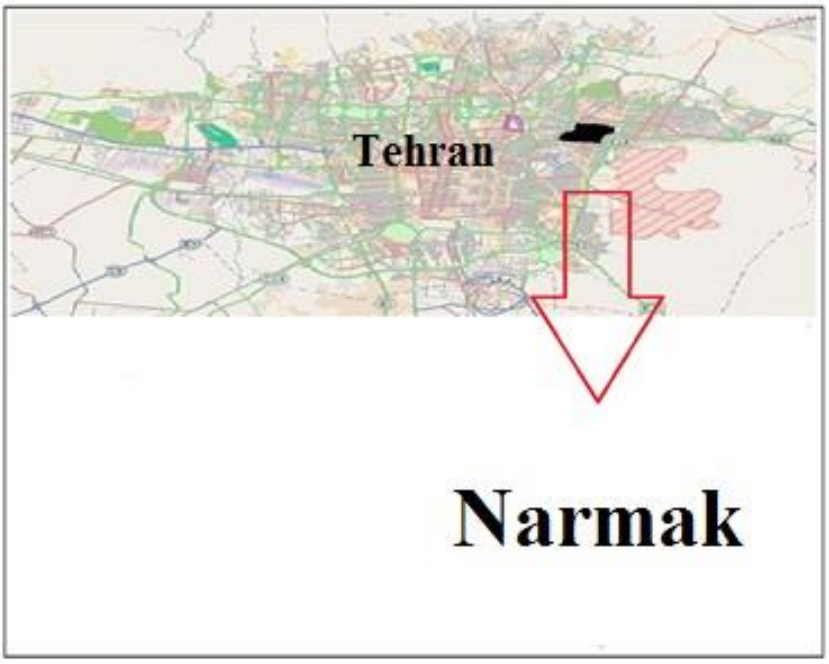
The main goal of this research is investigating the effects of economic components on residential satisfaction and families' movement. Residential satisfaction and movement are dependent variables and urban economics components are associated with these two concepts in Narmak neighborhood in Tehran. Descriptive method was used for reviewing sources and previous researches, definition of concepts, development of theoretical fundamentals, and data collection was done with the help of library studies and field operations. Also, satisfaction level was evaluated by indirect method in this research. It was done through classification of economic indicators associated with residential satisfaction in the studied area in two levels. At the first level, the component was divided into six criterions (employment, land use, transport and access, security, housing, services and facilities) and each of these six criteria was divided into sub-criterion at second level. Statistical population includes residents of Narmak neighborhood and sample size was about 29400 people according to the estimated population. Sampling was random and Likert scale in analysis of findings and Chi-square and Gamma tests were used for measuring qualitative variables. Since many families live in the neighborhood and reviewing their information is exhausting, sampling formula was used and 375 people were estimated as population size by using the formula of Cochran. Quantitative indicators achieved via direct method of questionnaire. Questionnaires were developed into two personal and households' economic questions parts due to the components of table3.

$$n = \frac{NT^2\,S^2}{d^2(N-1) + T^2\,S^2}$$

$$n = \frac{29437(2/58)^2\,.\,(1/85)^2}{(0/05)^2(29437) + (2/58)^2\,.\,(1/85)^2} = 375$$

Narmak should be considered as the first designed townships with north-south road network regular structure and with hierarchy. Office station and Nabovat square (Haft Hoz) were the first parts formed in Narmak. The neighborhood is divided into two parts by Resalat highway. Part of it is located in district 4 and a larger part in district 8, but both parts are known as Narmak. In fact, Resalat highway caused significant change and separation in this neighborhood. The part located in district 4 is ended from North to Farjam Street, from South to Resalat highway, from East to Baqeri highway and from West to Hengam Street. Narmak is neighbor from North with Elmo Sanat, from south with district 8, from East with west Tehranpars, and from West with Kalad. Narmak is known for its lush squares and orderly streets. The main square of Narmak, with the current name of Nabovat, is main center and sign of this neighborhood. Other basic information has been shown in map 1 and table2. Current situation of the area has been assessed based on SWOT technique.

[DOR: 20.1001.1.23452870.1394.4.13.6.3]



Map1. The information of entire area
Source: (the report of detailed plan of district 8, 2006)

Table 2- The information of entire area

Basic indexes		Quantity
Social, economic, and physical indexes of the neighborhood	Population	29437
	Employed	8473
	Number of households	9198
	Household's dimension	3.24
	Number of existing residential units	2953
	Average of density of residential buildings	149
	Average of area of residential parts	160
	Household density in residential unit	1.2
	Gross population density	297
	Number of employed people	10261
	Average of area of parts	200
	The ration of resident to employed person	3.7

Source: (the report of detailed plan of district 8, 2006)

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

Table3. Assessment of studied area by using SWOT technique

Threat	• lack of urban waste treatment • Isolating the context of city by highways • the growth of industrial activities from Damavand and inefficiency of business orientation • lack of suitable construction for renovating in Tehran neighborhoods • people' distrust toward some authorities and local officials' measures
Opportunity	• The neighborhood is surrounded by arterial streets • benefit from added value of Damavand street corridor local plan • fast access to urban and suburban passenger terminal • Access to subway station • The existence of trans-regional land uses in the northern and southern marginal area • The possibility of renewing old contexts • inexpensive land and house to buy and rent • inexpensive workforces • adjacency to the region 13 from the south • The absence of earthquake faults
Weakness	• Devoting 50% of lands to housing (Two times of the average of the city) • Lack of hierarchy in the road network • lack of local services • Influence of improper neighborhoods • instability of structures • Lack of adequate efficiency of network infrastructure
Strength	• historical and valuable context • designed internal suitable traffic network • long residence background • residents' familiarity with each other • The existence of trans-regional land uses such as pharmacy and Islamic Seminary

Source: (the report of detailed plan of district 8, 2006)

5- Research Findings

Analysis process was collected by questionnaire and data analysis due to the goal of the research and then data evaluated by SPSS on the basis of statistical techniques such as average, factor analysis, and regression. In order to access to full results in measurement of residential satisfaction and its impact on families' movement in Narmak in district 8, the following methodological process was conducted. In this step, after distributing 375 questionnaires in Narmak, data were entered and analyzed in SPSS. In the first stage, the average of each indicator was presented to identify the level of satisfaction, from the studied indicators in relation with residential movement in the case study.

In examining economic indicators related to residential satisfaction, it can be said that access to services and facilities

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

with an average of 4.3 show the highest level of residents' satisfaction. Yet, the indicator of housing situation in this neighborhood shows minimum satisfaction average. It arises from high residential density and also dissatisfaction from used materials in residential areas. For access and transport variables, it has an optimum satisfaction due to BRT and subway station, but the situation of services and facilities as well as security and the status of the land area are different. In services and facilities sector, lack of facilities for leisure time and also indoor sport spaces compared to standards are reasons of dissatisfaction with the services and facilities. Security sector has a suitable level because of high residential density and watchful eye according to Jacobs's theory. There are grounds of insecurity as residents said in interviews. Land use status has been followed by residents' dissatisfaction because of distressed areas (Table4).

Table4. The average of satisfaction based on economic components in Narmak neighborhood

The first level	The second level	Average	Standard deviation
Occupation	Proximity of residential environment with work place	2.8	2.45
	The employment situation in the area	2.5	2.33
Land use	Rate of decay and density of the area	3.2	2.34
	Ultra-urban land-uses in the area	3.6	3.12
	Coordination of land uses in the neighborhood	3.1	2.71
	The level of employment and density	2.9	2.65
	Arrangement of the blocks	3.2	2.34
Transport and access	The satisfaction of neighborhood access to other parts of the city	3.5	2.21
	Satisfaction with public transport (metro, bus, taxi, etc.)	2.9	2.13
	The situation of sidewalks and road network	3.1	2.99
Safety	Adequate lighting of public spaces	2.3	2.16
	The satisfaction of women and children traffic safety at night	2.9	2.28
	The satisfaction of not harassing pedestrians in the neighborhood	3.2	2.59
	No concern of crime (drug trafficking, loitering, harassment, theft etc.)	2.4	2.22
Housing	Using standard materials in construction	2.2	2.82
	The size of the residential components	2.9	2.89
	Abandoned and dilapidated areas in the neighborhood	3.1	2.87
	Residential density	2.1	2.79
	Housing facilities	2.3	2.01
Services and facilities	Satisfaction from shopping centers	3.2	2.55
	Satisfaction from health and medical centers	2.8	2.75
	Satisfaction from servicing centers	2.9	2.35

Source: (Researchers' findings)

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

CSM indicator was used for measuring satisfaction level. Extraction of satisfaction percent in each variable was used to calculate this indicator (Jeanne, 2003).

$$CSM: \frac{\sum_{i=1}^{n} \alpha_i \times \beta_i}{\sum_{i=1}^{n} \alpha_i.(\max \beta_i)} \times 100$$

In this formula, CSM is satisfaction level of Narmak residents from economic components of residential satisfaction by percent. It is obvious that 100 shows full satisfaction and when the index is lower than 100; it shows more dissatisfaction (Shateriyan et.al, 2011)

Investigation the satisfaction level of residents confirms low satisfaction level of residents in housing sector and high satisfaction level in transport and access sector regarding urban economic components in employment (51.1%), land use (49.4), transport and access (65.9), security (57.2), housing (41.1%), and services and facilities (47.2%) (Table5).

Table5. The degree of expectation and performance of satisfaction in different parts (percentage)

Description	Satisfaction degree		
	performance	expectation	Yield difference
Occupation	51.1	100	48.9
Land use	49.4	100	50.6
Transport and access	65.9	100	34.1
safety	57.2	100	42.8
housing	41.1	100	58.9
Services and facilities	47.2	100	52.8

Source: (Researchers' findings)

According to the assessment of residential satisfaction in the studied area on the second phase of research, the impact of residential satisfaction or dissatisfaction was evaluated on household's movement. The assessment of questionnaire indicates that 40.8% of residents are not willing to leave their residential area and 59.2% are not satisfied with their current situation and they are interested in moving to other neighborhoods. The reason is problems in residential quality, high density of neighborhood, failure in services and facilities and lack of parking lot and so on.

6- Conclusion and Suggestions

Researchers in urban field deal with factors that affect in environment quality directly or directly. Mentioned factors are proposed ambiguously and their identification or design always faces with some problems. Satisfaction and residential movement are studies considered in the last few decades. In fact, extensive studies on human behavior and residential environment are issues that are the source of many urban

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

problems. On the other hand, residents' assessment on residential environment influences on the population's absorption and maintenance level in urban contexts and it is arose as one of the influential factors on population movement within the city. Residential movement can have obvious implications on boom and bust of land market, housing and rent, building new houses and renovation and repair of existing houses, changes in the pattern of using house and residential density in different areas of a city and it can cause formation and change in social areas in the city. This paper examines the impact of economic factors on residential satisfaction and its effect on residential movement. 375 people were selected and the research done by questionnaire and interview in the case study of Narmak. Also, data were collected in theoretical sector using Latin and Persian sources then data were analyzed by SPSS software and CSM method. On the basis of residential satisfaction assessment in Narmak regarding urban economics components in this article, housing was the most important residents' dissatisfaction (41.1%) and access and transport was the most important factor in residents' satisfaction (65.9%). According to the interviews and studies, 40.8% of residents do not want to leave their neighborhood because of residence background and sense of belonging despite the difficulties. In return, 59.2% of residents tend to leave their neighborhood due to rusty texture and high residential density, lack of leisure, sport and cultural facilities, and lack of full satisfaction with their residential security. Finally, it can be concluded that urban economics components have a major impact on household's residential movement since the perception of satisfaction or dissatisfaction with the quality of the living environment has a direct relationship with the movement of household. Therefore, it is recommended that residents' needs and demands such as providing cultural, service, sport, access and transport, and also comfort and security should be provided, so it leads to improve favorable sense of people toward their residential environment.

7- References

Abbaszadegan, M., Rezazadeh, R., Mohammadi, M., Alippor, S. (2010). Measuring the Key Factors on Satisfaction Level of Residence in Neighborhoods Adjacent to Metro Stations. *A quarterly journal of transportation, 7*(3), 245-260.

Aiello, A., Ardone, R.G, Scopelliti, M. (2010). Neighborhood planning improvement: Physical attributes, cognitive and affective evaluation and activities in two neighborhoods in Rome. *Evaluation and Program Planning, 33*(3), 264-275.

Alkay, Elif. (2011). The Residential Mobility Pattern in the Istanbul Metropolitan Area, *Housing Studies, 26*(4), 521–539.

Atkinson, R., Blandy, S. (2005). Introduction: international perspectives on the new enclavism and the rise of gated communities. *Housing Studies, Vol. 20,* 177-186.

Bahi, G., Line, M. (2008). Processes of Place Identi"cation and Residential Satisfaction. *Environment and Behavior magazine, 40*(5), *660-682*.

Bastanifar, Iman., Samet, Majid. (2004). *An inquiry of Green Tax effect on decreasing*

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

af air poiiution of Isfahan province, GIAN international symposium & workshop, Isfahan university.

Biderman, A.D. (1974). *Social indicators*. In: Clemet, Robert L. and Olson, Jerry C. Whence and Whither in Social Indicators and Marketing Chicago: American Marketing Association.

Brandstetter, M.C.G. de O. (2011). Consumer Behavior Analisys of Real Estate Market with Emphasis in Residential Mobility, Choice and Satisfaction Brazilian Cases, *The Built & Human Environment Review*, *4*(1), 56-80.

Burgess, E.W. (1925). The growth of the city: *An introduction to a research project*. In: Park, R.E., Burgess, E.W,. McKenzie, R.D. (eds.). The city. Chicago: University of Chicago Press, 47– 62.

Buys, L., Miller, E. (2012). Residential satisfaction in inner urban higher-density Brisbane, Australia: Role of dwelling design, neighbourhood and neighbours. *Journal of Environmental Planning and Management, 55(3), 319–338.*

Chan, S. (2001). Spatial lock-in: do falling house prices constrain residential mobility, *Journal of Urban Economics, 49*(3), 567–586.

Chapman, D., Lombard, D. (2006). Determinants of neighborhood satisfaction in feebased gated and nongated communities. *Urban Affairs Review, 41*(6), 769-799.

Clark, William A.V. (2006). Ethnic preferences and residential segregation: A commentary on outcomes from agent based modeling. *Journal of Mathematical Sociology* 30, 319-326.

Clark, William A V., Huang, Y. (2004). Linking Migration and Mobility: Individual and Contextual Effects in *Housing Markets in the UK. Regional Studies 38(6), 617–628.*

Clark, William A V., Ledwith, Valerie. (2006). Mobility, housing stress, and neighborhood contexts: evidence from Los Angeles, *Environment and Planning A, 38*(6), 1077–1093.

Colin, Clark. (1951). Urban Population Densities, *Journal of the Royal Statistical Society. Series A (General), 114*(4), 490-496.

Coulter, R., Van Ham, M., Feijten, P. (2011). Partner (dis) agreement on moving desires and the subsequent moving behaviour of couples. *Population, Space and Place*, Early View, 1-15. DOI: 10.1002/psp.700.

Courgeau, D. (1985). Interaction between spatial mobility, family and carrer life-cycle: A French survey. *European Sociological Review 1(2), 139–162*.

Das, D. (2008). Urban quality of life: A case study of Guwahati. *Social Indicators Research, 88, 297–310.*

Davies, A.M., Laing, R., MacMillan, D.C. (2000). *The Use Of Choice Experiments In The Built Environment: An Innovative Approach.* the Third Biennial Conference of the European Society for Ecological Economics. Vienna, Austria.

Detailed Project Report of district 8. (2006).

Diaz-Serrano, Luis, Stoyanova, Alexandrina P. (2009). Mobility and housing satisfaction: an empirical analysis for 12 EU countries. *Journal of Economic Geography 10*(5).

Dieleman, F.M. (2000) The Geography of Residential Choice. In: Residential Environments: *Choice, Statisfaction, and Behavior.* (Eds, Aragonés, J., Francescato, G. and Gärling, T.), Greenwood, Westport, CT (forthcoming).

Dieleman, F.M. (2001). The geography of residential turnover in twenty-seven large US metropolitan housing markets, *Urban Studies, 37*(2), 223–245.

Djebuarni, R., Al-Abed, A. (2000). Satisfaction Level with Neighbourhood in Low-Income Public Housing in Yemen. *Property Management, 18*(4), 230–242.

Ebrahimzadeh, I. (2006). Immigration and urbanization: reasons and consequences, *socio-economic information*, issue: 233 and 234, 158-171.

Fang,Y .(2006). Residential Satisfaction, Moving Intention and Moving Behaviours: A Study of Redeveloped Neighbourhoods in Inner-City Beijing, *Housing Studies*, *21*(5).

Galster, G. (1987). *Homeowners and neighborhood reinvestment*, Durham, NC: Duke University Press.

Gökhan, B. M. (2007). The Concept of Neighbourhood in Contemporary Residential Environments: *an Investigation of Occupants' Perception. Doing, Thinking, Feeling Home*. *Netherlands*.

Hadi Zenoz, B. (2009). The concept and dimensions of urban economy, an introduction to urban economy; *the quarterly journal of economy of the city*, issue,1, 4-15.

Hanif, M., Hafeez, S., Adnan Riaz, A. (2010). Factors affecting customer satisfaction. *International Research Journal of Finance and Economics*, 60, 44–52.

Hart, Christopher. (2010) *Legacy of the Chicago School of Sociology*. isbn 9 781905 984145 lulu.com/9238347.

Jacobs, J. (1981). *The death and life of great American cities*. New York: Vintage Books.

James III, R. N. (2008). Impact of Subsidized Rental Housing Characteristics on Metropolitan Residential Satisfaction. *Journal of Urban Planning and Development 134(4):166-172.*

Jeanne, R. (2003). Customer Satisfaction Measurement in a Business to Business Context: a Conceptual Framework, *Journal of Business & Industrial Marketing, 18*(2), 179- 195.

Khakpoor, B., Velayati, S., Kiyanejad, S.Q. (2007). The model of land use change of Babol city during 1983-1999. *Bi-quarterly journal of geography and regional development*, issue: 9.

Lall, S. V., Suri, A., Deichmann, U. (2006) Households savings and residential mobility in informal settlements in Bhopal, India, *Urban Studies, 43*(7), 1025–1039.

Lersch, Philipp M. (2014). *Residential Relocations and their Consequences: Life Course Effects in England and Germany*. Wiesbaden: Springer VS. DOI: 10.1007/978-3-658-04257-8.

Lu, M. (1999). Analyzing Migration Decisionmaking: Relationships between Residential Satisfaction, Mobility Intensions, and Moving Behavior, *Environment and Planning A, 30*, 1473–1495.

Marcotullio, Peter.J. (2001). *Asian Urban Sustainability in the era of globalization, united Nation University, Institute of Advanced Studies*, Tokyo, Japan.

Mayer, K. U. (2004). Whose Lives? How History, Societies, and Institutions Define and Shape Life Courses. *Research in Human Development 1*(3), 161–187.

Mohd. Zulfa, Awang. (2000). Kajian Kepuasan Penghuni dan Persekitarannya; Kajian Kes: Taman Perumahan Permin Jaya, Cendering, Kuala Terengganu: Thesis Ijazah Sarjana Sains (Perumahan), Universiti Sains Malaysia: Pusat Pengajian Perumahan, Bangunan dan Perancangan.

Mohit, M.A. (2010). Assessment of Residential Satisfaction in Newly Designed Public Low-Cost Housing in Kuala Lumpur, Malaysia. *Habitat International, 34*(1), 18–27

Noormohammadzadeh, H. (2006). Determining and explaining purpose in city planning,

[DOR: 20.1001.1.23452870.1394.4.13.6.3]

the journal of beautiful arts, issue:26, 27-36.

Nurizan, Y., Hashim, A.H. (2001). *Perumahan dan Kediaman.* Malaysia: Universiti Putra Malaysia.

Ogu, V.I. (2002). Urban residential satisfaction and the planning implications in a developing World context: the example of Benin City, Nigeria. *International Planning Studies, 7*(1), 37–53.

Okoko, Enos. (2005). Intra- urban residential mobility: A taxonomy of potential movers and potential non-movers in Akur , Nigeria, *journal of land use and development studies 1*(1),127-143.

Parker, Simon. (2004). *Urban theory and the urban experience*, published by Routledge.

Pettit, Becky. (2004). Moving and Children's Social Connections: Neighborhood Context and the Consequences of Moving for Low-Income Families, *Sociological Forum, 19*(2), 285–311.

Poorahmad, A., Rezayi, R. (2009). The relationship of economic activities focus on population increase of Tehran metropolis, *the quarterly journal of Human Geography, 1*(3).

Poorahmad, A; Seyfoddini, F; Parnoon, Z. (2011). Immigration and land use change in the city of Islamshahr, *the quarterly journal of geographical studies of dry areas 2*(5).

Rapoport, A. (1977). Human Aspects of Urban Form: *Towards a Man–Environment Approach to Urban Form and Design.* Oxford and New York: Pergamon Press.

Raykov, T., Marcoulides, G.A. (2006). *A first course in structural equation modeling*. London: Lawrence Erlbaum Associates.

Rhineberger, M, Gayle. (2003). *Social disorganization, dieorder, social cohesion, informal control: a reformation and test of systemic social disorganization theory.* Western Michigan university, doctoral dissertation.

Rossi, P.H. (1955). *Why Families Move,* New York: Macmillan.

Salvesn, David. (2002). The making of place, *Urban Land*, 61(7).

Schmitt, R.B. (2009). Considering Social Cohesion in Quality Of Life Assessments: Consepts and Measurment, *Social Indicators Research, 58*(1-3).

Shateriyan, M., Oshnooyi, A., Ganjipoor, M. (2011). A measurement of residents' satisfaction of the old context of city of Aran and Bidgol from quality of life indexes. *Urban and regional studies and researches, 4*(13), 127-144.

Simpson, G., Fowler, M. (1994). Geographic mobility and children's emotional/ behavioral adjustment and school functioning. *Pediatrics, 93* (2), 303–309.

Strassmann, W.P. (2000). Mobility and Affordability in US Housing, *Urban Studies*, 37(1), 113–126.

van der Vlist, A.J. (2006). *Residential Mobility and Commuting.* PhD dissertation, Vrije Universiteit, Amsterdam.

Van Poll, R. (1997). *The perceived quality of the urban residential environment, A multi-attribute evaluation,* Rijksuniversiteit Groningen, Groningen, 17-38.

Varady, D.P., Walker, C.C., Wang, X. (2001). Voucher Recipient Achievement of Improved Housing Conditions In The US: Do Moving Distance And Relocation Services Matter?. *Urban Studies, 38*(8), 1273-1305.

Zinas, B. Z., Jusan, M. B. (2010). Choice Behaviour of Housing Attributes: Theory and Measurement. *Asian Journal of Environment- Behaviour Studies , 1*(3), 1-18

[DOR: 20.1001.1.23452870.1394.4.13.6.3]