PEDESTRIAN EXPERIENCES IN BAHÇELİEVLER 7TH STREET: SETTING THE DESIGN CRITERIA FOR THE ENHANCEMENT OF URBAN PUBLIC REALM

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ABSTRACT

PEDESTRIAN EXPERIENCES IN BAHÇELİEVLER 7TH STREET: SETTING THE DESIGN CRITERIA FOR THE ENHANCEMENT OF URBAN PUBLIC REALM

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This thesis aims to set out an urban design framework, based on pedestrian experiences and pedestrian spaces, in order to take up streets to design or enhance them as pedestrian friendly urban public places. This could also be considered as a model of approach, which assumes a normative manner. Pedestrian urban places are surveyed, then analyses are drawn that will lead to design. In that framework, the study first summarizes theoretical concepts of urbanity, urban quality and pedestrian experiences, which are necessary for examining these places. Then, it puts out how an urban place is examined with respect to the three main headings, which constitute the components of urban places: urban form, urban image and urban activity.

The study area, 7th Street in Bahçelievler, has become a secondary centre with its vitality and the diversity of activities attracting many people from other districts besides local residents. However, initially planned within a housing cooperative, the neighbourhood has lost much from its cultural and urban accumulation due to global dynamics based on consumption. What is more, 7th Street is quite inadequate in providing an easy circulation both for pedestrians and vehicles as well as providing a quality urban place with its every element. Hence, the street has been examined with the above framework. This is done first with respect to the above mentioned components, and then with the information based on maps, photographs, personal observations and questionnaires which are done in order to find out the problems and characteristics of the users as well as their perceptive qualities. The conclusions together with strengths and weaknesses, which are derived from these surveys, have been used to set specific design guidelines for the area.

Keywords:

'Pedestrian experiences', 'Pedestrianization in residential mixed-use areas', 'Urban quality', 'Urban form', 'Urban image', 'Urban activity', 'Design objectives and policies', '7th Street'.

ÖZ

BAHÇELİEVLER 7. CADDE'DE YAYA DENEYİMLERİ: KAMUSAL MEKANIN İYİLEŞTİRİLMESİNDE ÖLÇÜTLER

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Bu tez, yaya mekanlarını ve yayaların bu mekanlardaki deneyimlerini temel alarak, sokak ve ana caddelerin yaya dostu ve odaklı kentsel kamu mekanları olarak tasarımı veya iyileştirilmesi için bir tasarım çerçevesi kurmayı amaçlamıştır. Bu çerçeve, bir yöntem önerisi olarak da düşünülebilir; çünkü düzgüsel bir yöntemle, gözlem-analiz-uygulama biçiminde ilerleyen bilindik tasarım sürecinin geliştirilmiş ve kentlerdeki kamusal yaya mekanlarına uyarlanmış biçimidir. Bu çerçevede çalışma önce yukarıda belirtilen mekanların değerlendirilmesi için gereken kentsel kalite, kentlilik, yaya deneyimleri konularını kuramsal olarak özetlemekte, sonra ise kentsel mekanların, çözümleme amaçlı kullanılan üç bileşenine (kentsel biçim, kentsel imge ve kentsel etkinlikler) göre nasıl incelendiklerini ortaya koymaktadır.

Çalışma alanı olarak seçilen Bahçelievler 7. Cadde, mahalle sakinlerine yönelik bir ana cadde olmaktan çıkıp diğer semtlerden de farklı birçok kullanıcının geldiği, canlı ve çeşitlilik sunan bir ikincil merkez haline gelmiştir. Ancak semt, kooperatif bütünü içinde oluştuğundan bu güne dek getirdiği kentsel birikim ve kültürü küresel tüketim dinamiklerinin etkisiyle giderek yitirmektedir. Dahası, 7. Cadde böyle bir çekim merkezi haline geldiği halde, gerek ulaşım, gerek yaya dolaşımı, gerekse kentsel elemanların kalitesi yönlerinden oldukça yetersizdir. Bütün bunlar 7. Cadde'nin yukarıda açıklanan yöntemle ele alınmasını gerektirmektedir. Bu amaçla cadde, belirtilen kentsel mekan bileşenlerine göre incelenmiş ve halihazır haritalar, fotoğraflar, kişisel gözlemler ile, kullanıcı sorunlarını, eğilimlerini ve algılarını belirlemek amacıyla yapılan anketler ve birebir görüşmeler de bu incelemeye veri sağlamak amacıyla kullanılmıştır. Bu çözümlemelerden çıkarılan sonuçlar, cadde için bir sorunlar-olanaklar dizgesiyle özetlenmiş, bunlardan ise tasarım hedefleri ve politikalarına ve somut ölçütlere varılmaya çalışılmıştır.

Anahtar Sözcükler:

Yaya deneyimleri, Yayalaştırma, Kentsel biçim, Kentsel imge, Kentsel etkinlikler, Tasarım hedefleri ve politikaları, 7. Cadde.

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INTRODUCTION

Initially planned as a self-sustaining neighbourhood, Bahçelievler has lost many of its qualities as a result of speculative actions which, in fact, started in its construction period. However, recently, there is an ongoing centralization process having started from main streets (3rd, 4th and 7th Streets) and spreading out in the mean streets between them.

In relation with its central location to transit roads and public transportation lines (Ankaray Light Rail System) plus its proximity to offices, state departments, ministries and universities; Bahçelievler, especially the 7th Street is becoming more and more of a public centre of Ankara. As a result of the above, there is a transformation from local, street-based semi-public environment to a place with diversity of people and activities.

Lively pedestrian-oriented streets have the most complex activity patterns and user requirements of all types of public spaces. The main streets of many small communities are good examples of this complexity. They must serve local traffic, through commuters, transit, service vehicles and people walking, standing, shopping etc. In this case, 7th Street fully reflects that character.

Moreover, 7th Street is functionally, spatially and symbolically central in Bahçelievler. It has a fine grain and a mix of commercial, cultural and residential uses. Most citizens are likely to use the street on a daily/weekly basis. In addition, 7th Street is not only an urban path, but it includes important nodes and landmarks for the neighbourhood. Therefore, it is special for the perception of Bahçelievler.

The scale of the problem

It is obvious that the centralization process and the tension between the inhabitants and new coming central functions will go on. The demands of both the residents and non-residential activity users, of both pedestrians and vehicle owners, and yet of both the inhabitants and the merchants need to be fulfilled.

It is also obvious that pedestrian as well as vehicle networks of Bahçelievler are quite inadequate for a pleasant and efficient circulation. Due to the increase in population density, the pedestrian has been squeezed into leftover space between the traffic and the building façades. The domination of vehicles especially over the 7th Street and related streets brings about a chaotic environment, which makes it quite difficult, if not impossible, to benefit from it for both pedestrians and vehicle owners.

Moreover, 7th street has problems as far as urban image is concerned, with its being in the middle of nowhere (as it does not reflect many townscape qualities observed and experienced in many streets of European cities, such as being connected with other pedestrian areas, squares, and activity nodes on both ends), and with its being dominated by cars. However, it has much potential for becoming a quality pedestrian area, which is an essential part of a series of urban public places.

Potentially, Bahçelievler has the elements of vitality, publicity and fine economic grain. However, from the premise that Bahçelievler does not provide successful public places within this framework, this study claims that potentially the most public transactional space –**7th Street and environs**– should be studied in detail. Because by redesigning the physical aspects of the streets, the social and physical public domain of the pedestrian can be reclaimed.

The Major Goals and Objectives of the Study

This study draws on the premise that 7th Street displays a subtle character by its diversity, vitality and the activities on the street. The basic aims in this work are firstly to determine the positive and negative experiences of people using the area within a context of the quality issues briefly stated above.

A second objective will be departing from a detailed analysis of the problems and the potentials of the area, proposing an alternative urban design project in 7th Street and the related side streets in order to generate solutions for problems of circulation and physical and social improvement. This proposal will constitute an example for what Bahçelievler is going to look like, leading to the third objective. That is, more explicitly, seeking answers for such questions for Bahçelievler as "how it evolved?", "what is the current situation?", "what kind of a place will it be?" and "what will be the new tools and standards for that kind of transformation?". The answers will eventually lead to a vision for the district.

In short, a general goal can be stated, which is to foster a comprehensive approach to streetscape design, one that reflects the public nature of streets and recognizes that streets are the platforms of socialization for many cultures, including ours.

No matter how far the technology goes, face to face contact is still central to daily life. Following the work of *Rudofsky*, *Lynch*, *Jacobs*, *Appleyard* and others, urban designers have emphasized the pedestrian life of the street and visual and functional elements necessary to support that life. But in essence, the conception and evaluation of any street space can be approached from two fundamental perspectives. One deals with 'urban form and use of street', whose origin goes back to *Camillo Sitte*. The other perspective is about behavioural, real-life, day-to-day user experiences and man-environment studies. It is also known as the 'townscape movement' defended by *Kevin Lynch*, *Gordon Cullen* and others.

In this study, the method by which the street is approached is a combination of the two, though being closer to the concepts of townscape movement. In essence, this study is an effort to establish method(s) for the analysis and design of the street, and it puts the accent on the experiences of pedestrians on streets.

> "… (T)he townscape movement, led by the "architectural review", emphasized "urban experience". This phenomenological view of the city was espoused ultimately by Lynch and Jacobs. It identified a whole new

> vocabulary of urban form –one that depends on sights, sounds, feels, materials, textures, facades." (Jacobs & Appleyard, 1987: 493)

When combined, these concepts constitute the three main headings for analyzing urban public places as John Montgomery suggests in his article "*Making A City: Urbanity, Vitality and Urban Design",* in which he makes a systematic review of urban design theories and classifies them in these categories. (Montgomery, 1998) These are,

Form
Image
Activity

Montgomery was influenced mainly by Kevin Lynch, who offered five basic "dimensions of city performance", which refer to bundles of standards of quality (practical, aesthetic etc.) for cities (Lynch, 1981: 111). These are vitality, sense, fit, access and control. Taken together, all of these concepts outline the conditions for the quality of urban places, which is the main area of inquiry in this study.

The thesis will discuss how issues of use, form and image can become a foundation for a comprehensive approach to the analysis and design of streetscape and can present a framework for design with respect to the concepts of *urbanity* and *urban quality*. Our context is a mixed-use urban neighbourhood and its main public street.

The Method of the Study

This work puts forward a design process for vital pedestrian public streets. This process has three general stages:

- *Urban Design Framework* reviewing relevant theoretical concepts mentioned above,
- *Surveys* and their analyses,
- *General Design Principles / Objectives* deduced from the survey by the help of analyses, and
- *Detailed Guidelines* derived from these principles.

The above proceeding, like many other contemporaries has been borrowed to some extent from Patrick Geddes' renowned "Survey-Analysis-Plan". The method in the

study can be called a 'normative' one, leading from analysis to synthesis, from observations to criteria for the development of a project.

Survey part includes selected comparative cases of the successful examples of public pedestrian places across Europe (where public culture is a "need" and a daily ritual), USA and Canada (where recent pedestrianization projects have been executed for the last forty years). Various projects are examined in order to provide general, worldwide information.

On the other hand, the *survey* part also includes three sources of information on 7th Street and its environs:

- interviews and questionnaires
- base maps and photographs showing the existing form characteristics, land-uses and activities
- and personal observations to assess the daily rhythms, flows and to expose the problems from the eye of an urban designer.

Interviews and questionnaires were held with the local residents of the 7th Street and environs, other users (the out-comers), and the economic and cultural actors (merchants). **In depth interviewing**, which is a method of qualitative research, has been preferred with merchants and the headman of the neighbourhood so as to get detailed responses. (Gliner and Morgan, 2000: 341) That is to say, longer interviews have been carried out with the relatively small sample of merchants, while the users have been given questionnaires. On the other hand, although the degree of detail in user questionnaires is comparably smaller, interesting reactions and comments have also been encouraged and recorded.

Respondents have been *chosen* by "purposive sampling", which means that respondents are believed to have been especially informative for the purposes of the survey.

The sampling method of the survey can also be called "quota sampling" (Moser, 1979: 135) by which various "quota assignments" have been determined according to age, sex, social class and occupation so as to make a more accurate sampling.

Despite its lack of randomness, this survey method tries to be useful through identifying general trends.

Generally, **representativeness** is more important than sampling size. As a matter of fact, the interest in this study was not totally on describing the population, but more 7on identifying the key factors of a dependent variable. (Gliner and Morgan, 2000: 157)

In addition, inquiries on pedestrian behaviour, quality of flow and pedestrian circulation have been made. These efforts help measure the "street democracy", a term borrowed from Mark Francis (Francis, 1987: 28), for the area.

Secondly, *general design principles* are distilled after the above research. The thesis aims to make an urban design framework which sets out objectives of urban design to test (and then to reshape) urban public realm in Bahçelievler. This framework will first highlight constraints and opportunities in a specific area containing 7th street.

Finally, *detailed guidelines* are produced on streetscape design concepts such as pedestrian networks, vehicle circulation, street furniture, surfacing and service points are studied in depth. As the primary aim is to develop high standard public places with respect to pedestrian movement, alternatives of legible character areas for the 7th Street will be proposed.

The following chapter sets the framework for street design with emphases on urbanity, urban quality and pedestrian experiences. This is done in order to obtain general design objectives. The functional aspects and selected cases are also discussed in Chapter 2. Then, general view of Bahçelievler and 7th Street as well as the results of all surveys and observations are examined in Chapter 3. These conclusions are used in Chapter 4 so as to derive design guidelines and planning alternatives.

CHAPTER 2

SETTING OUT THE URBAN DESIGN FRAMEWORK

Urban public space, a publicly controlled and accessible arena, in which social interaction, civic culture and political events take place; is the single most important element in establishing a city's liveability. As urban design is the art of making liveable places for people, the concept of *public realm*, which is closely related to *urbanity* and to the choice of the individual to be public or private in a public place, has been vital for designers. In addition, the 1980s saw a re-emergence of a concern for city centres and urbanity which stemmed from the shifts in people's lifestyles and needs. Sensitivity to the human conditions and its expressions in physical terms characterizes a 'new' urbanity in urban design. Priority is given to the *qualitative* aspects of urban life, with a focus on increasing and improving urban activity.

The question of how people perceive urban streetscape and the relation between the physical form and the everyday lives of these people constitutes the key concern in this study. This framework, therefore, will define urban design objectives for streets focusing on concepts of urbanity and urban quality, and considerations to fulfil them. Afterwards, it will also define comprehensive design principles for the area and link strategy to practical proposals. The other goals of such an effort will be creating confidence by providing identity as well as economic stability, management and promoting change and/or urban renewal using high design standards.

2.1 Introduction: Basic Urban Design Objectives for Successful Place Making

(With emphasis on street life)

A centrally located public space can function as the 'heart' of the community, generating positive energy and a sense of membership. (Lennard and Hervey, 1995:

25) The idea of public realm is also bound up with the ideas of discovery, expanding one's mental horizons, experiment and adventure as well as physical and qualitative aspects.

In this section, therefore, a brief review of **Kevin Lynch**'s "City Performance" terms will constitute a comprehensive start, followed by two interrelated concepts: *urbanity* and *urban quality*. The components of urban quality, focusing on streetscape, will be enumerated; and finally pedestrian planning principles and design considerations will be derived from these components.

2.1.1 The "Dimensions of City Performance" by Kevin Lynch

Lynch offered five basic "dimensions of city performance", which refer to bundles of standards of quality (practical, aesthetic etc.) for cities (Lynch, 1981: 111):
The first one is **vitality**, meaning a lively and well-functioning human environment. Second, **sense,** which signifies clearly perceived places, mentally structured in time and space. **Fit** is the third dimension, exposing the degree of how form characteristics match the pattern of actions. **Access,** the fourth, denotes the reach ability to people, activity, resources, places and information. Finally, **control**, simply means control of use, access, creation and management. It is a complex issue and includes concerns ranging from security to marketing.

Lynch also mentioned two additional dimensions: the one dealing with the cost of achieving the above: **Efficiency**; and the one dealing with who is getting how much of it: **Justice**. (Lynch, 1981: 118)

'Access and control', and 'vitality and fit' may be antagonist in some occasions. However, these four dimensions altogether constitute the social space. Sense, in addition, represents the perceptual issues along with the physical space. At this point, therefore, urban space will be studied in two distinct yet complementary spheres: *the physical* and *the social*.

From this moment on, these dimensions will be frequently pronounced whenever appropriate. A summary of the concepts in Chapter 2 is presented in *Figure 2.1* below.

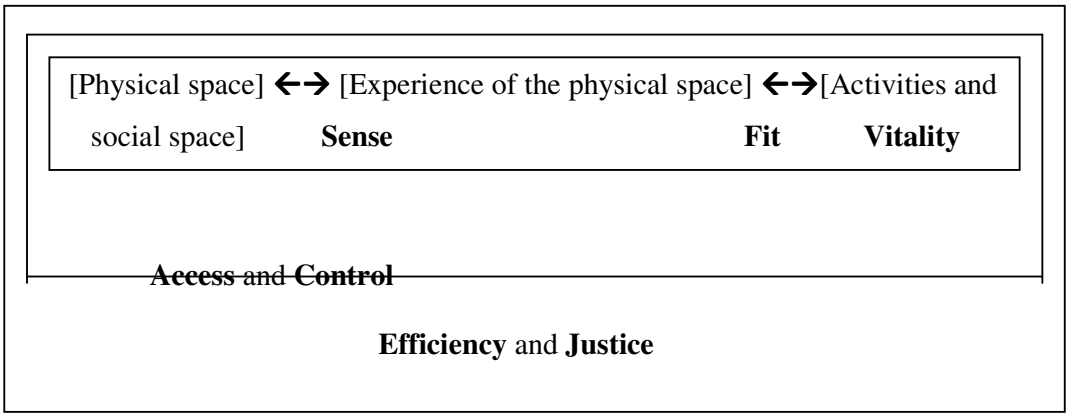


Figure 2.1: Urban spheres and the dimensions of city performance (Adapted from Lynch, 1981)

This is a comprehensive approach which had produced dimensions concerning form, function and perception. Should these dimensions are fulfilled; good urban places with quality could be achieved.

John Montgomery, influenced by Lynch, has also combined two views for a successful urban place in his article "*Making a City: Urbanity, Vitality and Urban Design*" (*1998*). One is Gordon Cullen's "Rational Objective Classical View of Urban Design", which deals primarily with *physical* elements of places such as spacing, gateways, vistas, landmarks etc. The other view, "Romantic Subjective View of Urban Design" (Alexander and Lynch), deals more with *psychology* of place, mental maps, urban image and so forth. (Montgomery, 1998: 95)

When combined, these concepts constitute the headlines for deciding of the success of any urban place and these headlines are analyzed under three main concepts:

Form
Image
Activity
(Montgomery, 1998: 95)

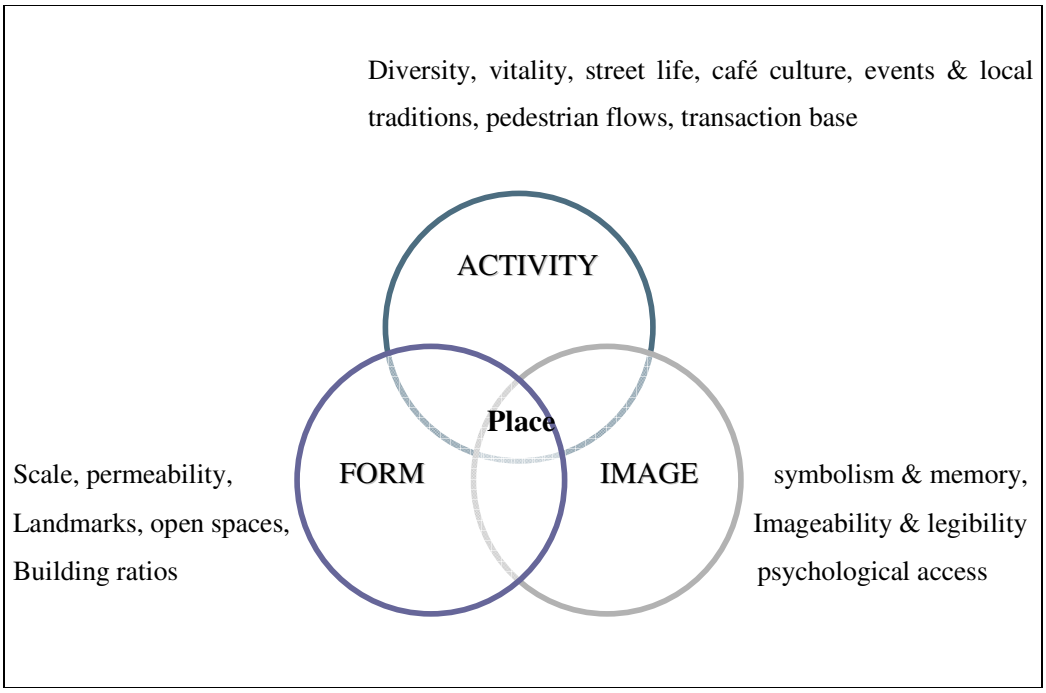


Figure 2.2: Policy directions to foster an urban sense of place (or place making) (Montgomery, 1997: 98)

The above scheme resembles indeed the one that Lynch had introduced. Both schemes examine physical and social spaces and relate these two with activities in the space.

2.1.2 Urbanity

What determines the success of an urban place is the degree to which it stimulates an 'urban' way of living. A well-designed street, for instance, contains all ingredients of urban life: an urban culture, a fine grain of economic and social life, the presence of various urbanites coming from different parts of the city and as a result, a series of activities that stimulate the will to walk. Namely, these all imply one broad concept: URBANITY.

In the English language ‘urbanity’ stands for the quality and state of being ‘urbane’ as well as urban acts and conducts. ‘Urbanity’ and ‘urbane’ have connotations of having a smooth, polite and confident social manner, a touch of refinement, elegance and sophistication. It is related to civilities and courtesies. (Merriam Webster’s Collegiate Dictionary, The Collins English Dictionary).

Urbanity is precisely making use of the density and differences in the city so that people find a sense of identification with others who are like themselves on one hand and a willingness to take risks with what is unlike on the other. It is the experiences that make people find out something about themselves that they didn’t know before. That’s what urbanity is at its best. Each person’s civility and citizenship is thus further developed. (Grönlund, 1997: pp1)

Settings of and for urbanity can shortly be characterized with keywords such as ‘difference’, ‘diversity’, ‘density’, ‘mixture of people’, ‘complexity’, ‘impersonality’ and ‘spontaneity’. (Grönlund, 1997: pp3)

Hence, the initial condition for urbanity is places of diversity where different ways of life and cultures populate with a high density. Urbanity then begins as bodily experience, by seeing the other and being physically close to the other and this eventually leads to social relations.

Urbanity denotes the social being of “everyone” including conflicts and alliances. There is no urbanity without a centre. (Lefebvre, 1996: 76)

Main conditions for a vital urbanity therefore, are:

1. mediating structures: revitalizing intermediary associations between the public and the private
2. social and cultural diversity
3. functional pluriformity: mixing uses
4. lively inner city
5. prolonged national decentralization, and centralization in urbanism (Zijderveld, 1998: 153)

Urbanity applies urban design principles of vitality, diversity, pedestrian scale and public space. On the contrary to what CIAM had defended, the emphasis of urbanity is on the public life, not inside buildings. The inward orientation has been turned outwards with the emphasis put on urbanity. (Appleyard, 1981: 2) Entertainment was once a public event and it has to be shifted back to the outside of the buildings.

Richard Sennett argues that the only dynamic to change community life would be economic development, and that it is unlikely to develop urban lifestyles merely by changing public spaces. (Sennett, 1991) Gehl, on the other hand, claims that good public spaces are characterized by their urbanity, i.e., people staying there with or without purpose. He also argues that design affects people's behaviour in public places. (Gehl, 1987) What Gehl has proposed seems to be more applicable when Turkish cities are considered where citizens in general are not individualistic and they 'exist' together and in accord in public space, more explicitly, on the street. If this argument is true, it may be possible to "design" a public street that improves the urbanity and publicness, even in the present era of narcissism and individualism.

2.1.3 Urban Quality

The concept of **urban quality** is a combination of good city form, image, identity and legibility creating a sense of place and activities refreshing street life, accessibility, control and urban culture. Unless the particular social circumstances of the people who occupy a place are specified, no judgment can be made on the quality of that place. (Montgomery, 1998: 93)

The early design schemes merely dealt with physical terms such as harmony, beauty, variety and order. Obviously, however, an insight both to place and the person making use of that place is needed; since quality is "a join between mind and place settings". (Lynch, 1981: 146) Therefore, it is essential to combine a legible image and form housing vitality in order to achieve quality in a public place.

The very word **street**, as its etymology suggests, denotes a delimited surface – part of an urban texture, characterized by an extended area lined with buildings on either

side. (Rykwert, 1986: 16) Street is the basic and the most essential element of urban public realm as, still, most of the public interactions take place in the streets. Street acts as an interface between the public and the private domains.

Since the design of street space can become the unifying foundation for effective urban design, it is an integral part of all decisions affecting the urban environment. Hence, this conceptual approach requires a redefinition of urban design principles and goals regarding the street.

The following are the relevant principles for a high quality streetscape, i.e., our point of departure and of arrival. Note that, an explanatory manner is assumed throughout this study because of the lack of thorough descriptions and analytic systems capable of relating the interdependence between man and his surroundings.

The following have been adapted from the writings of Jane Jacobs (1961), Peter Katz (1994), Kevin Lynch (1981) and John Montgomery (1997, 1998).

Liveability: Liveable Streets and Neighbourhoods

Active Street Life

- ✓ Multi purpose streets where all the ingredients of city life are combined: *public contact, social and cultural life, privacy, recreation etc.*

Walkability

- ✓ Pedestrian friendly street design (short blocks providing more streets and corners to turn, buildings close to street; porches, windows & doors; tree-lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed streets)
- ✓ Human scale
- ✓ Pedestrian streets free of cars in special cases

Connectivity and Permeability

- ✓ Traffic management
- ✓ Interconnected street grid network to disperse traffic and to ease walking

- ✓ A hierarchy of narrow streets, boulevards, and alleys
- ✓ High quality pedestrian network

Mixed-Use & Diversity

- ✓ A mix of shops, offices, apartments, and homes on site. Mixed-use within neighbourhoods, within blocks, and within buildings
- ✓ Diversity of people, of ages, classes, cultures, and races

Fine Grain

- ✓ The dominance of small enterprises for vital and lively urban areas.

Increased Density

- ✓ More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources
- ✓ A compact city form
- ✓ Intensity of people in a public place to increase demand and transactions

<u>Quality of Architecture & Urban Design</u>

- ✓ Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; special placement of civic uses and sites within community
- ✓ green spaces and water spaces
- ✓ Landmarks, visual stimulation and attention to detail (street furniture, public art)
- ✓ Particularly buildings that define public space in order to promote public interest
- ✓ Encouraging environmental learning and competence by children, teens and the elderly
- ✓ Love, meaning and memorability

<u>Smart Transportation</u>

- ✓ A network of high-quality means of transportation connecting neighbourhoods to the centres
- ✓ Public space easily accessible

- ✓ Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation

Sustainability

- ✓ Minimal environmental impact of development and its operations
- ✓ Energy efficiency
- ✓ More walking, less driving

Quality Of Life

Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

2.2 Pedestrian Experiences and Street Life

The theoretical bases of the urbanity concept come from historical European cities and the above concepts of urban quality and liveability are being rediscovered for the last thirty or forty years. Because, that spirit has been lost and transportation, or more explicitly vehicle circulation, has become the primary factor for determining urban structure and form. Any special attention for pedestrians does not go further than issues of safety and elimination of congestion dealt merely by civil engineers.

However, perceptional characteristics increase the pleasure of walking by stimulating exploratory activity, and the "design" aspect is at least equally vital in handling the street. Rather than treating the street simply as a path, and therefore that has little to do with questions of form and character, the street should be seen in light of its potential as a place of human activity and as an organizing element for the form of the city. (Eichner and Tobey, 1987: 276)

2.2.1 Why walk?

Walking is perhaps the best way of recreation for a human being providing socialization and intellectual saturation, stimulating senses, play skills and curiosity. What is more, walking contributes to good health by means of sport and pleasure. Reading the city can be realized by walking in streets and experiencing its spaces for the self.

> "People to whom the street is nothing but a link between two points in a city are surprised to learn that it has other uses. When everybody goes home after work, young and old spill out into the street to pander to their passion for a daily two-hour promenade…. Spain has its 'rambla' and 'paseo', France its 'cours', 'allée' and 'promenade' and Italy its 'corso'". (Rudofsky, 1969: 112)

The verb "to ramble" describes the exploration of urban space. As an activity, rambling is concerned with the physical and spiritual pursuit of pleasure. (Rendell, 1998: 76) Tripping and walking are mechanisms by which we learn, memorize and invent things:

> "It is likely that "interest" is the principal criteria for walking and "liking" the principal criteria for standing or sitting. Liking is more a matter of associational qualities than interest, which is more a matter of perceptual qualities." (Rapoport, 1987: 85)

There is a correlation between the landscape of the modern metropolis, which is labelled as a kind of labyrinth, and the strolling activity of a specifically urban cultural figure which emerged in modernity: *the flâneur*. Urban everyday can best be perceived as a form of unconsciousness: *flânerie*. **Baudelaire** explains the term *flânerie* as "…to be away from home and yet to feel oneself everywhere at home; to see the world, to be at the centre of it, and yet to remain hidden from it." (Baudelaire, 1964: 9)

Flâneur is not only drawn to the streetscape but also to the social spaces. Therefore, *flânerie* is a cultural and political activity in the first place. It is the transformation of urban observation into cultural work. (Paetzold, 1998: 25) The critical view that the *flâneur* has introduced would thus help understand the daily life in an urban public place.

The dialectic of *flânerie* which had related the interior of the houses to the public spaces of the street came to an end. This was caused by the introduction of the grand boulevards of Haussmann and by the emergence of the department stores. (Paetzold, 1998: 18) Both these shifts in the urban fabric destroyed the sources of *flâneur* due to the increasing motorized traffic and 'sterile' shopping malls. Therefore, the crucial questions here to ask are "What is the proper relationship between buildings and circulation space?" "Which can support walking?" The design guidelines at the end of this study seek answers for such questions.

Pedestrian Categories

Any attempt to enlist the pedestrian requirements needs to examine initial questions such as "Who are walking/moving?" and "Where, when and why are they walking/moving?" Basically, there are 2 types of pedestrian activities: those related *walking* or *strolling*, which require dynamic spaces such as streets; and those related to *sitting* and *standing*, which require static spaces such as plazas. (Rapoport, 1987: 85)

Street actions of pedestrians and drivers which involve any sort of movement may contain trips such as *terminal* (home-based trips), *use, business, shopping, health and pleasure, sightseeing* and *the parade.*

2.2.2 Physical Space of the Street

The streets have experienced a gradual widening after medieval times with the baroque street and the modern street. When people became separated into two categories –those who walked and those others who rode, the traditional equality of all street passengers was never again restored. (Rudofsky, 1969: 163)

In order to reinstate character to the streets, urban designers and other professionals interested in streets should try to make an inventory of them. Only then one can come up with some spatial codes, by which a space can be "read" or "decoded". (Lefebvre, 1991b: 17)

The first thing such codes would do is recapture the unity of disassociated elements, breaking down such barriers as that between private and public, (also inside-outside, work-non-work) and identifying both confluences and oppositions in space that are at present indiscernible. (Lefebvre, 1991b: 64)

As one of the main targets of this study is to establish such codes, the initial step for that would be to enlist characteristics of good form for a street. The key characteristics, therefore, may be the following:

Continuity of form, scale texture, or colour

Sequence: continuity in the perception of space to provide a visual succession. Change, Rhythm and repetition are the simplest kinds of sequence.

Size and scale

Proportion: the proper ratio of height to width to length.

Hierarchy: is a system used to rank sizes or colours. It can be used to give prominence.

Dominance: hierarchy in the sense of importance over other parts. (E.g. the main space in a mall)

Texture and pattern: individual parts forming a continuous surface make a texture; and when one can differentiate the parts forming a whole, there is a pattern.

Transparency: gives depth by overlaps or penetration of vision.

Direction: reference or orientation lines

Similarity: elements forming groups.

Volumes and enclosure

Motion: variety of views, sunlight and shadow patterns etc.

Time: continuity over time

Sensory quality: the sense of place → which brings us to the next step: "experience of the physical space". (Adapted from Rubenstein, 1992: 49-55)

To conclude, the urban quality that a district generates is supported by the physical layout and spatial properties of the settlement. The street network, the hierarchy in the street, short urban blocks are the properties of the physical layout that come from the planning decisions. (The World Bank, 2002: 97)

The streets should constitute a legible network which can easily be carved into minds. A well-planned streetscape both provides accessibility and encourages creative uses besides just driving. The concepts of legibility and psychological aspects of streetscape are discussed in the following section.

2.2.3 Experience of the Physical Space

The streets are the scales upon which a traveller judges a city. Since walking is more than a utilitarian experience, but is one that can be a joy, it can contribute to good health, and can inform the walker about the community, pedestrian networks should also be designed to provide a pleasurable, informative experience. (Southworth, 1997: 143) In Italian cities, the streets have Gestalt qualities for the comfort of pedestrians. However the majority of streets all over the world do not reflect the characteristics of an Italian historic street. The iconic functions of public urban space and its sense of place have been forgotten and frequently, the only places worth perceptible according to a pedestrian are the spaces *inside* buildings.

"Experience" signifies the perception of a place. More precisely, it is a function of *imageability*, which is the extent to which the components of the environment make a strong impression (affection, friendliness, hospitality, the sense of fun, etc.) on the individual. In addition, imageability is influenced by *legibility*, a broad term by which different elements of the city are organized into a coherent and recognizable pattern. (Montgomery, 1998: 100) Legibility of ownership, status, hidden functions, goods and services also contribute to the image of a place.

Somehow one senses that there must be something else besides city zoning and transportation, besides functional division and organization. Sitte (1883) called this "something else" the aesthetical. Cullen (1968) speaks of the townscape. Lynch calls it the image of the city. (Böhme, 1998: 6)

As explained in the Introduction, Lynch used the term "sense" for perceptual links of events and places, which is the join between form and image. Lynchian image of the city comprises of five elements: paths, nodes, edges, districts and landmarks. (Lynch, 1971)

Paths are the circulation routes along which people move. They are the streets, walks, and transit and rail lines. Paths provide order. Major paths should have their own identities. Each should have some quality that distinguishes it from the surrounding network. This can be spatial quality, a special paving/lighting pattern or activity that gives continuity to the path. (Rubenstein, 1992: 47)

Nodes are centres of activity into which one can enter. They are junctions of paths, or points of concentration.

Edges are linear boundaries that distinguish one region from another.

Districts are clearly defined areas that reflect certain characteristics.

Landmarks are significant –usually monumental points of orientation and awareness.

Image is a combination of all senses. A good urban place, therefore, is the one that stimulates all senses since the space structures are not only seen and assessed, but they are *sensed* by the body. For instance, *odours* enable us to identify places and to identify ourselves with places in a vital urban area. At this point, a different concept called the "atmosphere" of a city is introduced:

> "What is meant by the atmosphere is that which is commonplace for the inhabitants and which is constantly produced by the locals through their lives; but which is noticed first by the stranger as a characteristic. This is why the atmosphere of a city is not the same as its image, since the latter is consciously projected." (Böhme, 1998: 7)

Although environmental perception is multisensory, perceptual variables are mainly visual. If the visual elements in a place are poorly defined, then a greater degree of concentration is required by the pedestrian to obtain orientation and direction. In such a place, the receptivity and awareness of aesthetic elements would be low since aesthetics becomes a secondary concern. As Lynch so rightly says, "Practical and aesthetic functions are inseparable. Aesthetic experience is a more intense and meaningful form of perception and cognition which is used, and which developed, for extremely practical purposes." (Lynch, 1981: 104)

The image of a downtown is not *(only)* the skyline seen from the airplane – it is the image of the spaces where people walk. (Pushkarev-Zupan, 1975: 12) In the context of this study, the image of the *street* is the key aspect. Ashihara defines what an imageable street should contain:

> "In order for a street to become a part of townscape, a continuous row of buildings along the street is an important prerequisite. The desirable aspects of linearity such as compactness, unity, intensity and vitality will start to decline if the linear space exceeds a length.… The secondary profile (signs, lamps, street furniture etc) should give way to the primary one (building lines and facades) for the strongest impression. If the former obstructs the latter, the pedestrian will get perceptually exhausted." (Ashihara, 1973: 152)

On the other hand, speed is an important factor for perception. The faster a driver is, the less awareness and clarity of ideas will there be for a place. That is why pedestrians have a much better perception of complexity. The perceptive characteristics of pedestrian and vehicle spaces differ by scale and complexity. Pedestrians need sudden changes in direction, irregular rhythms, and surprise factor stimulating interest: exactly the opposite needs for motorists. This reveals a common conflict in terms of perceptive needs. Psychological access is another aspect of image. Receptivity, tolerance to strangers, is noteworthy.

To sum up, the *experience* of a place is dictated by the design of both streets and buildings. Our experience of the street is shaped not only by its form and quality (the length of the blocks, the placement, age and type of trees, the width of the pavement and whether its surface is of brick or concrete etc.); but also, the culture, status and current purpose of the observer.

2.2.4 Activities and Social Space of the Street

Activity in a public place is the sum of *vitality* and *diversity*. That is to say everyday rhythm of city life and the 24-hour city concept outline the term activity. (Montgomery, 1998)

"Vitality" simply denotes the number of people in and around the street across different times of the day and night. "Diversity" is the variety of primary land uses (main commercial, administrational uses) including residents and time patterns, and presence of an active street life and frontages. Secondary diversity (variety of secondary uses such as pavement cafés, galleries, and places of entertainment) is also an important feature of diversity. These uses are the main people attractors that have to be carefully distributed in space. (Jacobs, 1961: 161-4)

Vitality and diversity depend on the social, cultural and economic transaction bases across day and night. Of course demand is essential for a complex transaction base. Should there be a dense population, there will be enough economic power to support teahouses, cafés, delicatessens, cinemas, galleries etc; or even to support a "night-time economy" (Heath, 1997: 193) with clubs, evening classes and theatres, which would revive civic night life.

Besides economic aspects, there is also another measure and/or generator of demand, which is called "knowledgeability". It includes:

> "(…) invisible and informal networks which are indicators of involvement: flower arranging, jam-making, sports clubs, night events, painting etc. Information on these activities and traditions are passed on by word of mouth, posters in shop windows, leaflets, notice boards." (Montgomery, 1998: 102)

Any knowledgeable public place attracts more people and more activities and that is why it should be encouraged. Therefore, as Montgomery states briefly, opening up the possibilities for transactions, developing a pattern of increasing complexity, and making them take place mainly in public realm is the key to activity. (Montgomery, 1998: 98)

In addition, mixed uses and residential accommodation make a contribution to the area. Mixing of uses is the basic rule of vital and viable towns, since it improves the local environment, brings back social activities to streets even at night, and so creates a greater sense of security. (Goodchild, 1998: 74) Connectedness and continuity of movement within a street network will encourage mixing of uses in the city, which is very much the case in Bahçelievler. A variety of alternative paths connecting various destinations shall minimize the traffic load on any street.

Residents living close to public places enrich the community networks by seeing who is meeting whom, and how the people they observe relate to one another. Therefore the limit of a human scale building is five or six storey. The street level is the most critical element of the façade and deserves special handling since it is here that the greatest degree of interaction between inside and outside should be possible. (Lennard and Hervey, 1995: 35)

A good public street has a healthy relationship between private or semi-public life inside buildings and the public world outside. Therefore, uses such as businesses without display windows, garages and storage areas with blank walls should not be placed along the public street.

As Jane Jacobs argued, activity both produces and mirrors quality in the built environment. Without activity, there can be no urbanity. In her famous attack on modern housing and planning, Jacobs argued that the lively urban street, with its residents' eyes always on the alert was the safest place in the city. (Jacobs, 1965: 37) If people feel safe in the street, they do in the city. Insight into safety and security topics are presented in following sections.

The activities that take place in any setting are a function of culture. As space is a social product, every society produces its own space. The complex man-environment relations in every culture determine how the street is used. The cultural variable is likely to play a larger role in static pedestrian behaviour than in walking. (Rapoport, 1987: 81) For instance, youth culture finds the street valuable for its own practices. These include display, gauging and swapping representations visually and in conversation. (Crouch, 1998: 164) In 7th street, the pattern of relations with the street will be discussed later in conjunction with surveys.

2.3 Planning the Streets: The Functional and Practical Aspects

This study defends that a pedestrian oriented urban culture could be supported through stimulating the senses of people sharing the streets by good urban design. Harvey Rubenstein perfectly summarizes the key aspects of this study:

> "The development of urban spaces, which began with the Greek Marketplace, the agora, grew out of a pedestrian-oriented culture. These spaces create an image for the city; become a meeting place and a centre for various activities that improve the physical and social environment: the same human needs today!" (Rubenstein, 1992: 1)

People, rather than physical objects, are the key attractors of a pedestrian space. However, it is a fact that a well-designed place will attract people. This is not a return to city beautiful movement; that is just to say both the number and social status of people using the place will increase if participatory design guidelines for a public realm of quality are implemented.

Lefebvre argues that although there has been material and moral progress in human life, there is an increase in the deprivation and the alienation of life. Human reality is progressing according to a dialectical process: Greater objectification (more socialization) and deeper subjectivization (more highly developed consciousness). Hence, it really is a question of man establishing a new attitude towards man, of a qualitative modification in life and culture. (Lefebvre, 1991a: 249)

What Lefebvre pointed out in "everyday functional terms" is that a new set of design rules are needed for new socialization patterns. There are dissatisfactions with modernist architecture and planning; with the loss of landmarks and social niches; and with the erosion of urban fabric by the car. As soon as the automobile industry took hold, even the main street[1] was no longer usable for social life in public. (Lennard and Hervey, 1995: 26) Resultantly, there has been a tremendous effort in the recent decades to create pedestrian-oriented urban public streets all over the world, some of which will be examined in *Section 2.3.2.* These street enhancement attempts involve a new awareness of the streetscape:

> "As the street has become an icon of late 20th-century postmodernist gaze and flânerie, we rediscover that it is likely that the street is the site of numerous interactions and events that engage bodily, socially, in ritual and outside the contextuality of commodification." (Crouch, 1998: 171)

Hence, by 1970s, the modernist functional planning approaches have been abandoned and urban design approaches emphasizing social life and public realm have replaced them.

[1] The term 'main street' has been used for neighborhood / district shopping streets in American towns and middle-sized cities, where all the activities and the through traffic take place.

2.3.1 Policies and Principles of Pedestrian Planning

The term pedestrian planning contains any kind of improvement program for pedestrians. The most common improvement programs might be upgrading of pedestrian safety, amenities and circulation. These are general programs for specific purposes such as the circulation of primary school students in neighbourhoods.

Then there are more complex programs such as the development of *pedestrian malls*, which will be discussed in the following pages, or attempts that are considering pedestrian comfort in all terms as a dynamic process and being in alert to any possible development. This is more of a proactive than reactive planning unlike the others. (Fruin, 1971: 144)

Finally, to mention some area-specific "*solutions*" such as, staggered work hours (varying starting and quitting times); bonus zoning (added development rights in exchange for the construction of desirable pedestrian improvements) and targeting in the problem areas, especially in residential areas and keeping traffic from intruding in city-blocks. These methods have been used frequently in British cities such as Glasgow and London. (Fruin, 1971: 145)

Pedestrianization can be a necessary implementation in circumstances where a bothersome pedestrian-vehicle conflict is observed due to the centralization of a street; or where a revival of economic grain in a street is needed. Any successful pedestrianization project will thus provide an attractive street for pedestrians because of its vitality and quality.

Some or all of these projects can be used altogether for an area or for the whole city. For example, **urban stroll ways** can be designed to make a continuous chain of walkways, malls and pedestrian districts. However, community involvement and government action is a prerequisite for success of any improvement program. Unlike most plans to improve urban life, planning for pedestrians can be undertaken experimentally and in stages.

To continue after that brief start, pedestrian planning may follow the following steps:

i. Problem definition
ii. Determination of the objectives
iii. Collection and analysis of data
iv. Identification of constrains and opportunities
v. Development of alternative solutions
vi. (Final design)
vii. (Implementation)

This work will not be dealing with the last two steps, that is, the urban design alternatives proposed in the end will merely provide the basis both for such projects to be applied in the neighbourhood and for any other attempt to achieve urban streetscape of quality.

The streetscape must be studied with a comprehensive approach. As the main problems have been determined in the *Introduction*, the next phase is to define the objectives. In *section 2.1.3 – Urban Quality*, the principles for high quality streetscape have been listed, which was the first step to create a checklist of design guidelines. At this point, the second step will be deriving design objectives from the preceding sections and develop policies to fulfil them. Some of the design objectives, therefore, for a quality urban street might be as follows:

[In bold are objectives and the indented are policies]
(Adapted from Montgomery, 1998 and Punter, 1999)

a. Active street life

Generating pedestrian flows and vitality by seeding people attractors
Promoting street-life and people-watching
Varying opening hours and stimulating the evening economy

b. Ease of pedestrian circulation; Permeability

Determining pedestrian flow characteristics
Psychological access
Pedestrian friendly street design

c. Legibility and imageability of streetscape by pedestrians

Landmarks, visual stimulation and attention to detail

Architectural style as image

d. Pedestrian safety and security

Reducing pedestrian-vehicle conflict

Space and time separation (malls, closing streets, traffic signals, overpasses and underpasses)

e. Smart transportation and traffic management

Determining traffic volumes and patterns

f. Quality of architecture and urban design

Street furniture and public art

Green space and water space

g. Economic efficiency

Growing a fine-grained economy

As the aim of this section is to examine the "functional" and "practical" aspects, the above objectives and policies will be discussed in those terms.

a. ***Active Street Life***

A careful programming of activity schedules must be the point of departure in any management and design task. The awareness of "*What is going on in here*" and "*Which activities are intended there to take place*" is vital for adaptability.

According to each context, retail initiatives should be made in conjunction with *public arts* (live music, theatres, art galleries and cinemas), street entertainment, evening classes, restaurants, cafés, bars and so forth. However, the danger is that freeing up the possibilities for less restricted public social life may not – and usually *does not* lead to democratic gatherings, and high intellectuality; but "…to the exercise of the pleasures of the body such as sex, drink and prostitution." (Montgomery, 1997: 95) Therefore the choice of the intended activities is vital. Decision makers should always keep the quality aspect in mind.

Cafés, for instance, are very likely to contribute to the public realm and to the quality of the streetscape. If a pavement café has a diverse street life around it and it can be distinguished by special characteristics such as the consumption patterns and lifestyles of its clientele; then it will improve interaction, visibility (*so that one can watch the world go by*) and imageability on the street. In addition, they help to overcome the domination of pubs and thereby keeping the standards and reducing crime via natural surveillance. (Montgomery, 1997: 96)

Figure 2.3: Lively sidewalk cafés contribute to the publicness and the quality of streets. (Pushkarev & Zupan, 1975: 148)

Then again, places to **relax** encourage being a pedestrian. Without them, other facilities would be meaningless. To prevent people from sheltering near building walls, the city should explicitly support the "stationary activities" (sitting, resting, watching, standing etc) and design places for these activities. Specially designed street furniture can be an intermediate solution, however, the sidewalk cafés and vendors must also be encouraged.

b. ***Ease of Pedestrian Circulation; Permeability***

The design of walkway space is very important for the quality of flow. Apart from area standards, an unobstructed sidewalk is essential. Below is a table of sidewalk obstructions.

Table 2.1: Sidewalk Obstructions to Pedestrian Flow (adapted from Pushkarev & Zupan, 1975: 151)

1. Street Furniture
Light poles
Traffic signal poles and boxes
Parking meters
Mail boxes
Telephone booths
Waste baskets
Benches
2. Public Underground Access
Subway stairways
Subway and transformer vault ventilation gratings
3. Landscaping
Trees
Planting boxes
4. Commercial Uses
Newsstands
Vending stands
Advertising and store displays
Sidewalk cafés
5. Building Protrusions
Columns
Stoops
Cellar doors
Standpipe connections
Awning poles
Trucking docks
Garage entrances and driveways
6. Temporary Obstructions
Excavations, constructions
Stored materials or rubbish
Scaffolding
Ice, snow, puddles
7. Moving Obstacles
Vehicles (crossing walkway or dominating sidewalks)
Queues (at movie theatres, bus stops etc)
Window shoppers, Loiterers
Crowds
Wheelchairs, baby carriages, etc.

Unless the possible obstructions on a walkway are removed, the "real" width of the walkway would be less. **Street furniture** should be located at the curb edge of streets that have several lanes of moving traffic. This will not only isolate the noise and pollution, but also by keeping the building wall clear, it also benefits pedestrians, especially window shoppers. Moreover, it has advantages in terms of management and economy. For this purpose, a band of 1.6 to 2 meters is enough. (Greenberg, 1987: 201)

On the other hand, high **curbs** and **sewer gratings** cause difficulties for all pedestrians, but particularly the handicapped. Therefore, improvements made for the aged and the handicapped are the ones which ease the mobility of all. Curb heights should not exceed the normal stair height. *18 centimeters* or less is preferred, with ramp to facilitate use by the handicapped. (Fruin, 1971: 172)

Figure 2.4: Special paving to call attention to the handicapped, which decreases driving speeds. (Lennard & Hervey, 1995)

Human scale is another crucial aspect in any pedestrian friendly urban place. Scale is a combination of the ratio of building height to street width, relative distance; as well as permeability and the sense of grandeur or intimacy of space. Successful streets are likely to be more intricate though they operate at several scales. The common formulation for a pedestrian scale would be at least *one intersection (and thus two blocks) in a hundred meters* on average. (Montgomery, 1998: 107)

c. ***Legibility and Imageability of Streetscape by Pedestrians***

In order for a street to become legible and imageable, a continuous row of buildings along the street is an important prerequisite. The desirable aspects of a well defined streetscape such as compactness, unity, intensity and vitality will start to decline if the linear space exceeds certain length[2]. (Ashihara, 1973: 152)
Besides strengthening the impression, a corner that is cut back, for instance, provides the necessary sight distance, if rounded it is more in the nature of pedestrian movement than a square corner because they turn in curves. (Pushkarev and Zupan, 1975: 156)

d. ***Pedestrian Safety and Security***

In context of this study, the term "safety" will be discussed in terms of traffic hazards and pedestrian versus vehicle issues. On the other hand, what the term "security" denotes is quite different. Security is about crime, gatedness and privacy.

Reducing crime and vandalism is a must for an attractive place. In 1969, the City Planning Department of **San Francisco** had put an urban design plan into practice, the main concern of which had been "street quality". The initial surveys revealed that safety was the most widespread environmental problem which was followed by the issues of maintenance and lack of open space. This consequence highly resembled the questionnaires made in England and Japan in 1970s and '80s. (Appleyard, 1981: 15)

In making the survey, the researchers took three streets with low, medium and high densities; and also three equal age-intervals (namely -25 / 25-55 / 55+). Five sets of issues were explored:
Traffic hazard, stress and pollution, neighbors and visiting, privacy and sense of territory, and *environmental awareness.*

[2] Ashihara found out that this length is 600 meters. (i.b.i.d.)

Complaints about traffic hazard, stress and pollution were interrelated and obviously the most serious problems. The other sets of issues, on the contrary, seemed to diminish as density increases. (Appleyard, 1981: 16) 8 groups of perceived intrusion and disruption have been identified in those three streets. These, from the most complained to the least, are:

Danger and accidents (danger of careless drivers for pedestrians and other drivers)	70%
Noise, vibration, pollution	60%
Appearance and maintenance (visual insufficiencies; trash and dirt)	60%
Lack of local access and parking space (because of other cars)	60%
Crime (burglaries, vandalism, muggings)	50%
Neighboring and social interaction(noisy neighbors, salesmen, night-time activities)	30%
Invasion of territory, privacy (bothersome outsiders, hassle from strangers)	20%
Other inconveniences (streets too narrow/long, sidewalks too narrow/slippery)	15%

(Appleyard, 1981: 35)

Disturbance from *traffic* and necessity to improve *parking* doubled up as street density increases. Appearance and maintenance aspects have been equally referred in all three. Concerning street images, *environmental awareness* severely drops when density rises, as the number of times residents of the street were drawn by street features in low density is about twice the one of high density. Residents increasingly mention about monotonousness and lack of liveliness on the street instead of comfort, variety of activities and nice people.

Finally, when the respondents in San Francisco were asked what was important for a livable street, the responses were the following:

Safeness from crime	85%
Cleanliness	85%
Safe from traffic and air pollution	80%
Upkeep, attractive appearance	80%
Convenient public transport and walking conditions	75%
Greenery and pleasant view	70%
Privacy, peaceful backyards	65%
Proximity to work, shops etc.	60%
Sociability, friendliness	60%

(Appleyard, 1981: 50)

It has been observed that, as education level rises, the home territory becomes more extensive and worries about crime and other conditions increase. (Appleyard, 1981: 122)

Throughout this study, as briefly mentioned, a similar survey of pedestrian experiences has also been made both with the residents of *7th Street* and the outsiders. The results are comparable with the above, which will be exposed in the next chapter.

To point out one last aspect, a survey among local authorities in Britain showed that 'safer city' was the main reason for implementing the '24-Hour City' concept which was followed by image and inward investment concerns (Heath, 1997: 196).

e. ***Smart Transportation and Traffic Management***

Transportation has undoubtedly been one of the major urban issues. For no matter how good a public transport system is, there will always be a need to make some journeys by car. Therefore, traffic management is important, because unrestricted access of cars in the streets can cause problems.

> "By excluding the cars from areas of the highest density, where it cannot compete with pedestrians for short distance trips or with mass transport for longer trips, pedestrian engineering places the automobile in a setting where it can function efficiently." (Breines & Dean, 1974: 10)

Traffic management uses a variety of control devices and systems. Basically there are two kinds of control: passive / psychological, which usually involves signs; and physical, such as diverters, barriers, cul-de-sacs and so on. The following list is a brief and relevant collection of these devices: (Appleyard, 1981: 295-306)

- Speed limits: Limiting the speeds in residential areas is very common throughout the world. However, they must be reinforced by a road design that discourages speeds over the limit because a smooth design causes disobediences to the speed limit unless enforcement is strict.
- Signs: They are used to reduce conflicts between pedestrians and vehicles.

- *Stop signs:* If installed for speed control, vehicles start to decelerate about 60 meters in advance of a stop sign and return to their normal speed again about 60 meters beyond the stop sign.
- *Turn prohibitions:* They divert traffic from main streets or neighbourhoods. They also help maintain the flow of traffic on the main streets. However, disobedience is frequent, which makes them of limited effectiveness.
- *Do not enter / no entry signs:* They are often placed at the entering streets to neighbourhoods as part of one-way systems, or sometimes on two-way streets that are closed to entering traffic from one end.
- *Neighbourhood signs*: They are erected in order to catch drivers' attention to a particular neighbourhood or street. (*Entrance gates* also have the same effect.)

- Traffic signals: They are used on heavily used, hazardous or complex intersections. Installing a traffic signal is expensive, so every available factor must be thoroughly analyzed.
- Crosswalks: They are the symbols of right-of-way to pedestrians on intersections.
- Street bumps, sleeping policemen: They are frequently used in private and public streets. Although they may cause a bumpy ride especially for huge vehicles and a slight noise problem, they may be useful if accompanied by other control devices. (*Figure 2.5*)
- Narrowing streets: Narrow streets slow traffic. Different ways of narrowing include parking arrangements, the provision of green strips or play spaces, or simply widening the sidewalks. These are also pedestrian-oriented efforts that improve conditions for residents. The idea of a *shared* street is developed into *woonerven*, which will be discussed in selected cases.

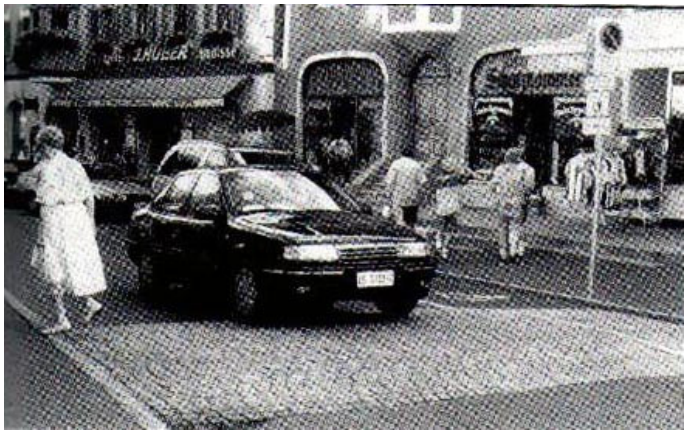


Figure 2.5: Street bumps can be raised so that it also operates as crosswalk. This may be a fine solution for pedestrian safety and security concerns. (Kitzbühel-Austria)(Suzanne & Hervey, 1995: 40)

In addition, parking control and pricing (road and congestion pricing) are the most commonly applied demand management measures in both industrialized and developing-country cities. Especially if congestion pricing is applied in the context of a flexible land and property market, "…the city would evolve toward a more compact form, with more mixed land-use, fewer resources devoted to the spread of the road network into successive areas, and more funds available for upgrading infrastructure in the already urbanized area." (The World Bank, 2002: 136) These systems turned out to be quite useful in cities across Norway and are seriously examined for implementation in the UK, the Netherlands etc.

f. *Quality of Architecture and Urban Design*

Design elements and street furniture:

The design for a streetscape, like other public places, should reflect the urban context of the city as well as of the neighbourhood. Main elements may be the following:

Paving	Sculptures and fountains
Lighting and poles	Greening, flower pots
Graphic design (signs)	Bollards, seating and shelters
Kiosks, trash containers and telephones	

[Adapted from *Fruin (1971)*, *Rubenstein (1992)* and *Lennard & Hervey (1995)*]

For being more precise, merely the relevant aspects of the above elements will be discussed. That is to say, the aspects that are realistic, feasible and most importantly suitable to the context of Bahçelievler and 7th Street will be introduced and examined.

The *paving pattern* gives order to the overall design. It also provides a sense of scale by the use of materials such as brick, mosaic, concrete and stone. Through its unique patterning and texture, the **floor** of a street can give each place a unique identity. Durability and ease of maintenance are essential in selecting the material. The slope of the pavement and the drainage are also important items to be considered.

Figures 2.6 and 2.7: Paving pattern can guide and orient pedestrians. (Rubenstein, 1992: 60)

It is proven that pedestrians generally disregard any colour patterns on the walkway; they respect physical barriers and changes in *texture*. Different textures mean different logical/psychological expressions. For instance, "a buffer zone" can be developed between pedestrian and vehicle traffic. "Such barriers will shield pedestrians from vehicles and joywalkers and discourage vehicles from illegally standing in the curb lane since the sidewalk would be inaccessible to the existing driver or passenger." (Pushkarev and Zupan, 1975: 154) This type of thoughtfully designed floors can also be a work of art that increases the pedestrian's enjoyment and awareness of the experience of walking.

Tree grates may become part of the paving pattern when trees are planted directly to the base plane. They are used to protect the area around trees and to allow air and water to reach the roots. They also add interest in scale, pattern and texture to the urban environment. Expandable grates should be used to allow for tree growth.

Lighting, which is a more cost-effective way of tackling fear of crime, is essential for secure streets. Many cities have been introducing street lighting schemes for full surveillance. For instance, Glasgow has developed a scheme with city centre retailers and the Scottish Electricity Board to decrease electricity tariffs at night allowing shop window displays to remain fully lit. (Heath, 1997: 201)

Figure 2.8: Triumphal arches put up during festivals in the streets of an Apulian town in Italy. (Rudofsky, 1969: 220)

Night lighting extends the time for participation in activities on urban space. For comfort and a feeling of security, one must have adequate light to illuminate details and to make objects brighter than the sky; but without causing glare. Besides, night lighting unifies the streetscape at night.

Signs are part of the overall graphic design for a city. In general, signs conveying the same information in the central city area should be consistent and recognizable in colour, shape, message and location. There are four basic purposes for which signs are needed: to provide identity *(a symbol or logo)*, to improve traffic flow *(parking, stop, crosswalk and direction signs)*, to identify commercial facilities *(an overall appropriate context)*, and to provide information on the direction or location of activities. (Rubenstein, 1992: 67)

The letter size, legibility and colour are essential parameters. Providing information can be simplified by combining them on the same pole. This is also more economical since fewer poles, bases and wires are needed. Moreover, trash containers, lighting and other directions can also be combined in the same unit.

Works of *art* such as *sculptures* improve the quality of urban environment. Their size, form, material and colour should be appropriate to the place. Night lighting of sculptures, fountains and other works of art gives an added effect.

> "Local pride and tradition inspire imaginative people to create works of art with the street. Thus, by American standards, a poor Spanish town puts up paper canopies for a day or two in the street every year. To the inhabitants, a holiday is not the signal for a mass exodus with traffic jams and slaughter on the highways but an occasion for enjoying one's town. A festival without decorations to them is unthinkable. The work is done without recourse to budgets, committees, or decorators. The itch for arson or vandalism never develops. One might say that the ephemeral street decorations are the visible affirmation of faith in the durability of civic order." (Rudofsky, 1969: 223)

Bollards, seating, trees and *pots* are internal design elements when used on street malls. They set up the rhythm and provide scale, texture and colour. Bollards act as barriers separating traffic from pedestrian areas. Reducing vandalism in trees, flower pots and telephones has been studied and new units are designed. Their variety in location and type is important.

Kiosks are well suited for pedestrian malls and have been used for bulletin boards, street directories, display cases, and information booths.

Figure 2.9: Bollards and special paving put the emphasis on pedestrians (Bremen) (Suzanne & Hervey, 1995: 38)

Figures 2.10-14: Various street furniture can provide identity with their exceptional design. (Rubenstein, 1992: 58, 88)

All these elements summarized above contribute to the quality of the streetscape and have to be designed with regard to the overall design of the street.

2.3.2 Selected Street Cases

As local identity and sense of place are more and more affected by the global culture, local communities search for frameworks that can sustain local character, make the most of existing assets in the built and natural environment and create developments that are safe, attractive and user friendly. In the United States, there is increasing recognition by local and national governments that high quality redevelopment and the retention of a sense of place can do much to foster economic regeneration and community well-being. Many European cities have invested into improving and re-creating the urban public realm by restoring their finest public spaces as traffic-free in order to encourage the social life in these places.
The two sides of the Atlantic have been separately examined.

2.3.2.1 Europe

European way of street life truly reflects a style, which "the Ancient Continent" has been building up for centuries. In Italian cities such as **Milan** and **Perugia**, busy arteries have been closed to vehicles in the evenings. (Rudofsky, 1969: 118) By this way, city-dwellers could have unobstructed pedestrian oases, a privilege for now but natural right centuries ago. At Siena, people need no sidewalks since they have permanent right-of-way. The **Sienese**, pioneers in pedestrianization, have banned all motor traffic from the streets in the town centre.

> "People with a sunny disposition who crave the light of a new day cannot wait to get out into the street. Their first deliberate action of the morning is to walk to the neighbourhood coffee bar. (….) The authentic café is almost always part of the street. It represents a stationary version of the promenade – a pedestrian's depot, so to speak. In Europe, facilities for sitting in the open air are mostly taken for granted; restaurant or café will not succeed if it cannot offer its patrons outdoor space for the better part of the year." (Rudofsky, 1969: 307-8)

Similarly, the Dalmatian town of **Dubrovnik** is a pedestrian paradise untouched by anything on wheels. (Rudofsky, 1969: 109)


Figures 2.15, 16: Pedestrian urban public spaces in historical cities are a European taste. (Siena on the left, Dubrovnik on the right)

Stroget, Copenhagen is a good example of a living pedestrian oriented street. Once heavily travelled, it was *closed* to motor vehicles gradually (at first for 3, then for 12 months of trial periods and eventually permanently). (Breines & Dean, 1974: 44)

With any proposal to create a pedestrian island in a central area, an inevitable question arises: "Will the diverted vehicular traffic bring standstill elsewhere?" Some peripheral congestion is inevitable at first. The congestion will ease as drivers adjust to the diversion routes and a drop in traffic occurs. Just as additional vehicles facilities generate more traffic, reducing opportunities for vehicle use diminishes traffic. For instance, only 30 percent of Stroget's peak-hour traffic was traced to neighbouring streets. (Breines & Dean, 1974: 43)

In **Erlangen**, a mid-size city in **Germany**, urban design efforts focus on the creation of a *comprehensive traffic plan* that diverts through traffic from main shopping streets, quietens residential streets, provides bicycle routes and improves public transportation. That is because they believed that one of greatest limitations to city livability was caused by problems of traffic. As a result, pedestrian routes combined with other means of travel including bicycles, reach to the farthest edges of the city. (Appleyard, 1981: 179)

Figure 2.17: An exemplary woonerf in Erlangen (Appleyard, 1981: 180)

The main shopping street and axis of Erlangen, Hauptstrasse and Nürnbergstrasse have been turned into pedestrian streets and planted with trees. Many streets in residential areas have been turned into "wohnstrasse" (living streets) with special paving and signage, where parking is available only to residents, through traffic is impossible, and vehicles must travel slowly. (Appleyard, 1981: 181) (*Figure 2.17*)

The city of **Delft** in **the Netherlands** has a program that converts residential streets into pedestrian-dominated "residential yards" called *woonerven*. The argument for the program begins with statistics on the danger that vehicular traffic poses for children, however the program then becomes a comprehensive approach, which has emphasized pedestrian priorities but has stayed with integrated solutions, which mix vehicles and pedestrians. The design of the street breaks down visual and vehicular continuity (with planters, walls, benches, playgrounds etc), makes parking a careful manoeuvre, and generally emphasizes the street as a "place" rather than a "channel". (Appleyard, 1981: 306)

Since residents of high density inner-city neighbourhoods lack private open space, streets in these areas can be shared equally by cars and pedestrians; of course the right-of-way legally belongs to the pedestrians. Because the overall design philosophy of the *woonerf* is to give the impression that the street belongs to residents. (*Figure 2.18)*

The common features for a *woonerf* are:

- discouraged through traffic (speed limit of 10 to 15 km/h)
- clearly marked entrances
- physical barriers and deviations
- extensive landscaping and street furnishing
- no demarcation of pavement or sidewalk
- play features in the whole streetscape (Southworth, 1997: 114)

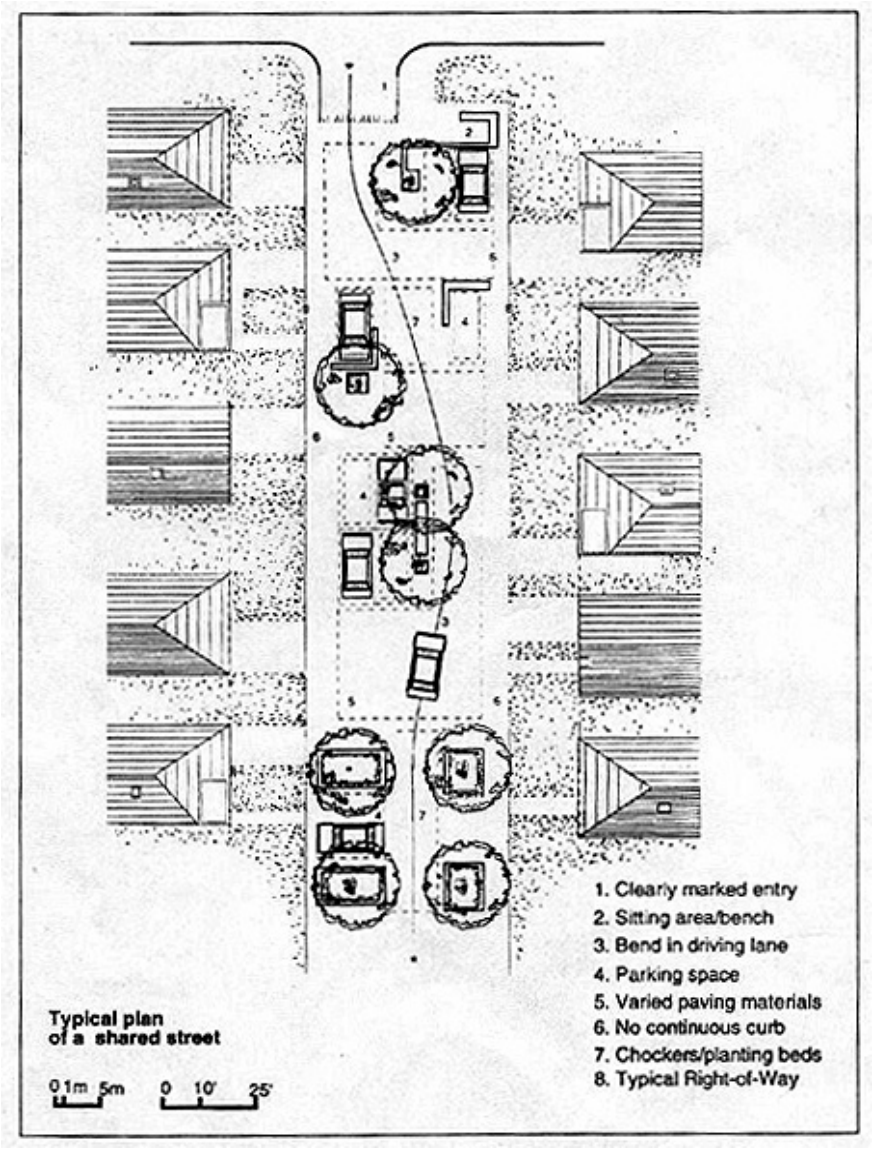


Figure 2.18: Typical plan of a shared street (woonerf). Note that, a clearly marked entrance, and a bend in driving lane is common. (Southworth, 1997: 110)

Two major difficulties have been caused by service vans and parked vehicles since servicing has become harder and parking places for residents have decreased between 10 to 15 percent. Charging for parking is on the agenda so that a municipal parking facility could be built. A car can drive in a two-way path of at most two meters, with a widening for passing every 50 meters and with shifts in direction about every 60 meters. Parking spaces are right angled so that drivers pay more attention and that they can be used well when empty.

The *woonerf* experience of Europe is worth considering. A similar case to 7th Street and environs is the redesign of Hospelmath and Ahrberg Streets as *woonerf* in **Linden-Süd**, **Hannover**. These mixed-use streets are just around the city centre and accommodate a high density. The plan was based on existing street patterns. The renovation and redesigning into *woonerven* (one-way street, speed bumps, planting and street furniture) have been accomplished not in a radical way but in style. Local people participated in every stage of that enhancement plan. (Ahrens, 1987: 66)

An observational analysis found that social contacts and place-oriented activities such as children play, watching and sitting have been increased in 25 separate *woonerven* of varying sizes. (Appleyard, 1981: 309)

Mainly in 1970s, over 800 *woonerven* had been implemented among more than 200 Dutch cities, which residents have eagerly accepted. Though very popular in Europe, *woonerf* type street examples are very few in the United States due in part to the reluctance of many public works departments to turn control of the street from the extensive uses of cars back to the people. (Pressman, 1987: 26)

2.3.2.2 The USA & Canada

Pedestrianization is the strongest and most influential of the street redesign movements that have changed the public environment of many cities in the USA and Canada. The pedestrian mall proposals of the 1950s and 60s sought to reduce the negative impact of vehicular traffic on shoppers. In the 1960s and early 1970s, emphasis was placed instead on creating elaborately landscaped and furnished

downtown malls, which catered more to the comfort of pedestrian than to the needs of shoppers. In the mid-1970s, auto-restricted zones became popular and entire downtown districts such as of *Boston, Burlington, Portland, Oregon* were accorded priority access for public transit and people on foot. (Francis, 1987: 25)

In fact, the idea of pedestrian street design first emerged in Western Europe and avant-garde examples were designed in the Netherlands and Germany. Later on, these designs are called Pedestrian Malls. Originally, the first renovation of a street into a pedestrian mall occurred in *1926* in *Essen*, Germany. (Rubenstein, 1992: 15)

Traditionally, the word "mall", has meant an area usually lined with shade trees and used as a public walk or promenade. (Rubenstein, 1992: 21) Various pedestrian mall projects were and have been developed especially in the USA and Canada. Within the new conception, there are three types of pedestrian malls:

1. **Full Mall:** Totally closing a street that was formerly used for vehicle traffic and then improving the pedestrian street with new paving, trees, furnishings and other amenities such as sculptures and fountains. This type of mall provides visual continuity, special character and sense of place.

   Usually the main street of the CBD is left to pedestrians. Off-street parking areas and rerouting of traffic are provided. In some, mandatory rehabilitation of existing stores and buildings was made in accordance with city codes. After completion of the malls, sales of major stores have increased by 20 to 30 percent. Totally, these attempts are for revitalizing the downtown and by this way making it safe for pedestrians.

   The most significant full malls are Oldtown Mall (*Baltimore, Maryland*), Michigan Mall (*Battle Creek, Michigan*), Main Street Mall (*Charlottesville, Virginia*) and Ithaca Commons (*Ithaca, New York*). Here, **Ithaca Commons**, one of the most successful examples, will be examined.

ITHACA COMMONS (*Ithaca, New York*)

Within 2 blocks, a 66-feet-wide (*20 meters*) street has been designed in response to deterioration of the downtown. The mayor appointed a nine-person advisory board including a design advisory team. The total cost was about *$1.13 million*, with 85 percent provided by private property owners. The mall was completed in 1975.

Building façades, night lighting and parking facilities have been improved. The façade program in conjunction with a sign ordinance has been successful. Side streets opening to the main street have also been redesigned. One of the main features of the mall is a fountain of granite. Paving of major circulation paths is concrete with brick used in major activity areas. Ramps for the disabled are also part of the paving. Raised planters both define activity areas and provide casual seating. (Rubenstein, 1992: 142)

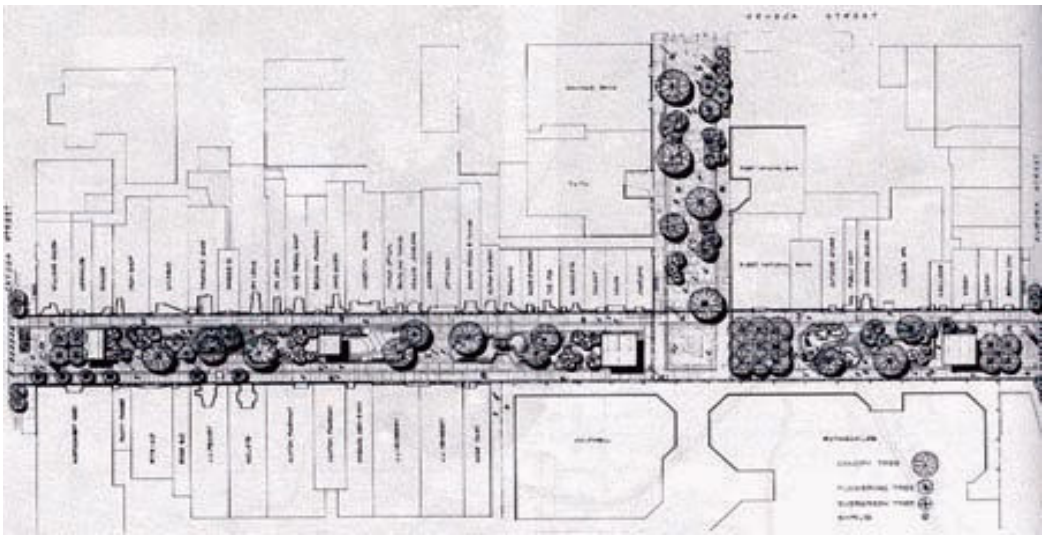


Figure 2.19: Plan of Ithaca Commons (Rubenstein, 1992: 142)

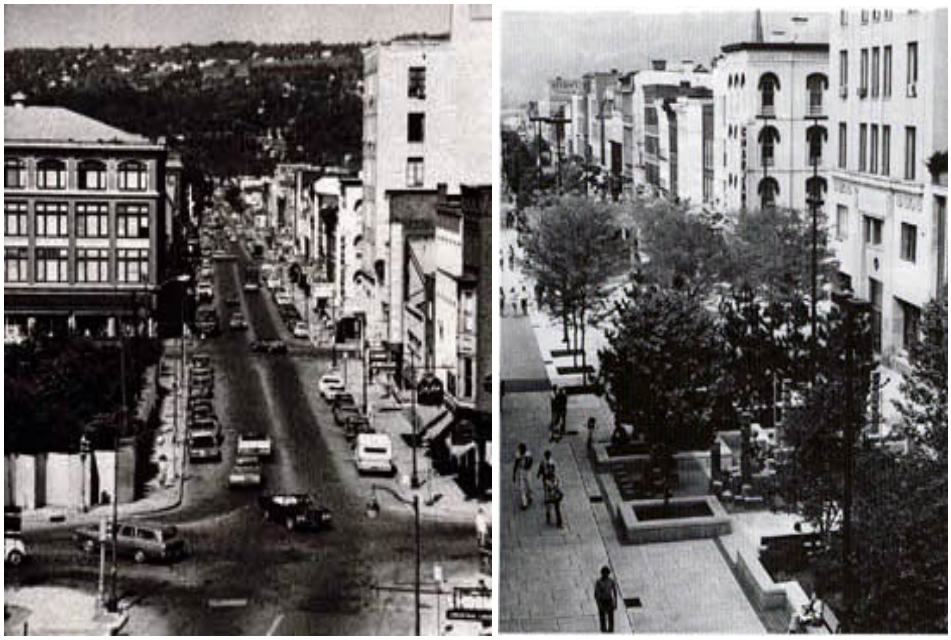


Figure 2.20: View of State Street, Ithaca before and after the mall was developed. (Rubenstein, 1992: 143)

2. **Transit Mall:** Removing traffic on an existing principal retail street and allowing only public transit. On-street parking is prohibited, walks are widened and specially designed streetscape treatment is provided to create a unique image.

   PORTLAND TRANSIT MALL (*Portland, Oregon*)

   Designed on 5th and 6th Avenues in downtown Portland in late 1970s for *$15 million*, the mall is a key component in marketing the urban experience. The main purpose of the mall is to help eliminate automobiles from a major portion of the CBD and to improve air quality.

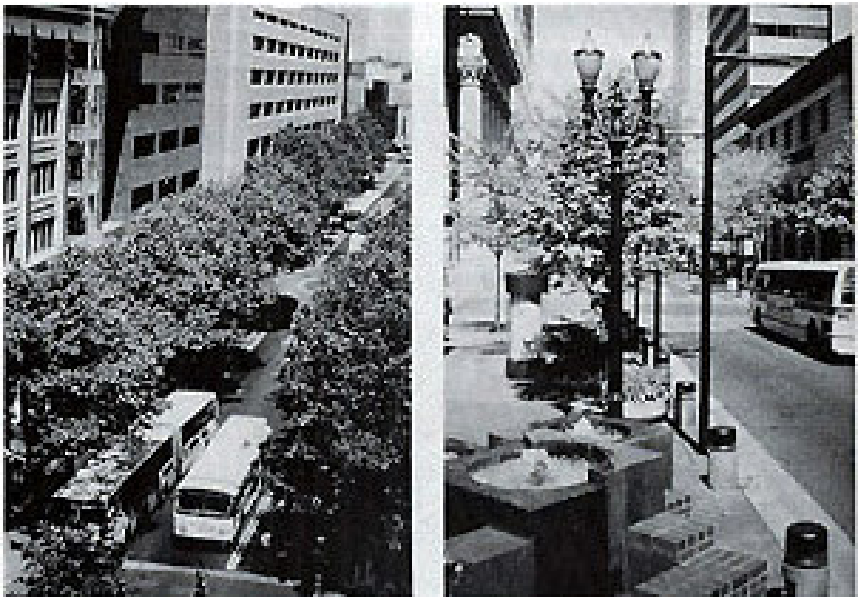


Figure 2.21: Views of streetscape elements in Portland Transit Mall including lighting, trees, bollards, poles and fountain. (Rubenstein, 1992: 210)

The mall's sidewalks have been widened to *24 feet (approx. 7 meters)*; the motorway only consists of two bus lanes. The shuttle bus system has free fares and carries passengers along the mall at 70 second intervals during peak periods and 3.5 minutes the rest.

Transparent bus shelters have been specially designed. Furniture is a uniform blue and brick paving extends across each street intersection to make the crosswalks more inviting and demarcate clearly pedestrian from motor vehicle space. Mandatory rehabilitation of existing stores has been carried out in accordance with city codes. (Harrison, 1987: 186)

The transit mall is considered very successful, which has helped to revitalize the downtown and has been a catalyst for development, attracting more than $1 billion in private funds.

NICOLLET MALL (*Minnesota*)

The best-known transit mall in the United States is the **Nicollet Mall** in Minnesota. It has been described as the most important American piece of urban design since 1970s. Finished in 1968 at a cost of *$3.9 million*, the mall (Nicollet Avenue) includes two traffic lanes for buses and emergency vehicles; and widened sidewalks. (Breines & Dean, 1974: 39)

The mall was renovated in 1990 at *$22 million* (including snow melting equipment) and the renovated mall has a "C" curve alignment to create wider plaza-like spaces on the wide side of the street. The new mall has granite paving, transit shelters, kiosks, two water sculptures, banners, new decorative lights with granite bases, and a performance platform.

Figures 2.22-23: View of the curved route of Nicollet Mall. (Rubenstein, 1992: 201)

A permanent committee for Nicollet Avenue was formed in 1959 and developed a report, showing that environmental improvement for the street was desirable. The planning objectives were to improve pedestrian circulation and access, and to strengthen the identity and image of the Avenue, thereby creating new opportunities for retail promotion. (Rubenstein, 1992: 197)

For these objectives, an easily accessed, unique combination of shopping opportunities have been accompanied with attracting non-retail facilities such as restaurants, streetscapes and other public entertainers. A system of sidewalks and second level *skyways* was created that is integrated and supportive of retail activity and comfortable in all seasons. As easily observed, climate control has been emphasized in the project.

In retrospect, Nicollet Mall is regarded as very successful by its users. Pedestrian traffic and also retail sales increased after the application. (Rubenstein, 1992: 197)

3. **Semi Mall:** Traffic and parking are not fully removed from the street, only reduced. Again, major downtown streets are treated. The number of traffic lanes is decreased; the vehicle pavement is narrowed in order to widen sidewalks.

HAMILTON MALL (*Allentown, Pennsylvania*)

Hamilton Street, the major downtown shopping street in Allentown of 100,000 people, has been turned into a semi mall four blocks in length. The previous five-lane-traffic has been narrowed to 22 feet (*7 meters*), so as to widen the 12-foot-wide (*4 meters*) sidewalks to 29 feet (*9 meters*) (Rubenstein, 1992: 167)

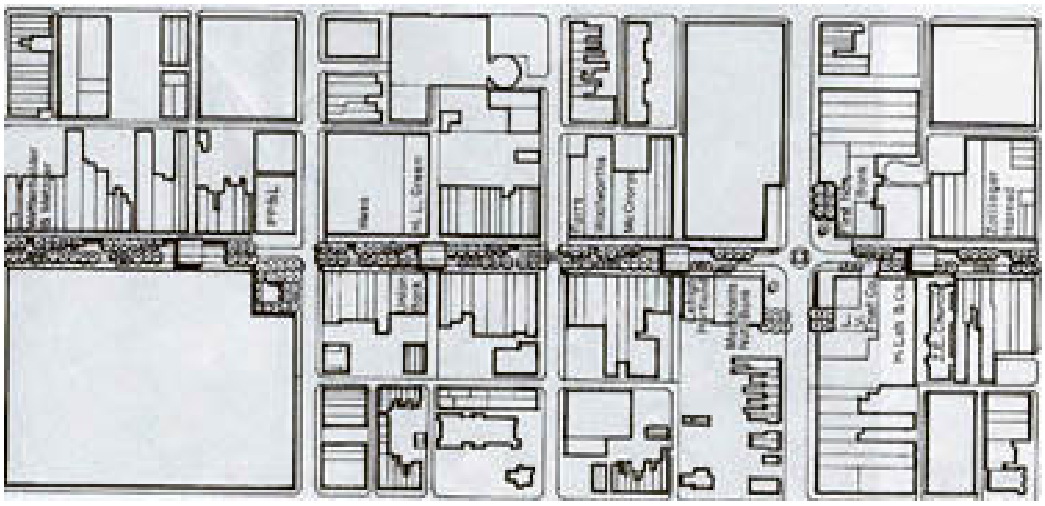


Figure 2.24: Plan of Hamilton Mall (Rubenstein, 1992: 167)

Figures 2.25-27: View of canopy covering and bollards from the streetscape of Hamilton Mall. (Rubenstein, 1992: 168-9)

The mall was publicly funded and the construction was completed in 1973, at a cost of $5 million. It was going to be a full mall but the 90-day trial period had been interrupted after one week because merchants did not want a full mall. At first, in 1970s, tax base and sales have been increased; however, there hasn't been any significant change in retail sales lately. Nevertheless, the mall is considered successful, is noted for its design, which provides an image for the area, and is used widely by the entire Allentown community.

The mall features a canopy system on both sides of the street, stretching the length of the mall and unifying its design. The mall also features new paving, lighting, traffic signalization, fountains, planting, kiosks, sitting areas and heated bus stops. Within easy walking distance of the mall are 7500 parking spaces. Activities on the mall include fashion shows, arts and crafts festivals, sidewalk sales, and Pennsylvania Dutch Day.

The purposes for creating any pedestrian mall are revitalization of the CBD, strengthening retail base, creating a new image for a district or even a city and creating new opportunities for a mix of uses. Any such proposal must make sure that it strengthens the successful features and eliminates the unwanted. A successful pedestrian mall provides a centre for festivals, parades, exhibitions, concerts, fashion shows, flower shows etc. Resultantly, the street, designed together with street furniture and landscape elements, becomes a lively public place. However, before making any intervention, a thorough analysis of potentials, constraints and problems must be held. (Rubenstein, 1992: 23)

To make an economic **evaluation**, *transit malls* seem to be the most successful ones of the three in terms of people attraction and economic durability. Pedestrian and transit uses seem to complement each other in large cities, where neither of these uses alone could justify removal of a street from automobile use, together they do. Therefore, transit mall may be a good solution for them, providing an identifiable image and satisfying many merchants who feel that some vehicular activity creates vitality that is important for their business success. Besides, overspecialization of the street for the car is highly problematic. However, car usage up to a degree *may* contribute to vitality and publicness.

To ease merchant fears in such a project, they can be informed that a pedestrian area begins as an experiment that could be discontinued in a probable economic failure and that people in cars do not buy goods but people on foot do. Also, marketing and promotion is essential to achieve participation and responsibility.

Though being quite popular in the 60s and 70s, the *full malls* are not always viable today. Many of them in US cities had been reopened to automobile traffic, as closing the streets to vehicles caused them to "disappear from the mental maps of the people who once used them". (Barnett, 2002: pp.3) The street is not a highway; it has more uses than simply transportation. However, pedestrian zones may sound isolated, over-calmed and even not urban. Therefore, vitality objective should be reconsidered when a full mall project is applied. Parking and public transit may be needed at least, as accessibility is of primary importance for achieving vitality.

Semi malls could be very successful in small cities. It allows good visibility of retail facilities and provides greater activity from the combination of both pedestrian and automobile. (Rubenstein, 1992: 225)

On the other hand, many other aspects in such a project must not be ignored. The decision makers and local authorities should also take social and qualitative variables into account. Creating a lively place part of the public realm is the essence of these efforts. As Mark Francis so rightly says:

> "The pedestrianization movement remains a commercial effort committed to maximizing retail sales by creating a more comfortable relation between moving vehicles and shoppers. Retail sales and private control often ensure the success of these projects, while qualities such as community diversity, public access and street life are ignored." (Francis, 1987:26)

To point out one last matter, it is not always the case that merely a multi-dimensional project would be needed to save pedestrians. In some occasions, simply closing the street to vehicles for certain hours is enough for the sake of pedestrians. For instance, **Nassau Street** in **New York City** is the most successful part-time street-closing in the city. (*Figure 2.28)* Along with Wall Street and Broadway –neighbouring streets in the financial district–, Nassau is one of the city's oldest thoroughfares. Except from *11 a.m. to 2 p.m.* each weekday since 1969, a five-block portion of the street has been declared a vehicle-free pedestrian island. Prior to the closing, 9000 pedestrians an hour jammed into the street at midday and fought for occupying space on the narrow ten-foot sidewalks. But many more pedestrians than before can now walk in comfort and safety. (Breines & Dean, 1974: 36)

Figure 2.28: Nassau Street, New York before and after part-time street closing (Breines & Dean, 1974: 37)

2.3.3 An Evaluation of Street Types

After presenting diverse street cases around the world, it is time to review all that has been said. Below table is an attempt to do that. Once defined, this typology and its ascribed normative features can also become standards in decision-making and guidelines for action.

The descriptive criteria can be multiplied at will. The evaluation has been overall, i.e., it is not the case that these evaluations were made one-by-one upon the selected cases. For instance there may well be a full mall whose publicness is “excellent” or “poor” in relation with the urban context it is located in and with many other factors.

Highways and motorways have not been included in the list since merely the “streets” which have pedestrians present have been considered.

Table 2.2: An Evaluation of Street Types

	Suburban Street	**Woonerf (residential street)**	**The Main Street**	**Part-time Pedestrian Street**	**Full-time Pedestrian Street (Pedestrian Malls)**		
					Full Mall	**Semi Mall**	**Transit Mall**
	Residential	Residential	Non-residential or mixed-use	Non-residential	Non-residential	Non-residential	Non-residential
Density and diversity	Poor	Poor	Fair	Good	Good	Good	Good
Vitality and activity	Poor	Fair	Fair	Good	Good	Good	Good
Imageability and pedestrian permeability	Poor	Fair	Fair	Fair	Excellent	Good	Good
Means of public transport	Rare	Rare	Frequent	Frequent	Frequent	Frequent	Very Freq
Traffic, pollution, noise etc.	Poor	Poor	Fair	Fair	Poor	Fair	Fair
Publicness	Poor	Poor	Fair	Good	Good	Good	Good

2.4 Summary

- Leaving two dimensional zoning principles and imposing solutions, the new direction of urban design (as an interface between various disciplines) is primarily concerned with the social and physical quality of urban public realm and the making of places for people to enjoy and respect. Therefore the issue of urban quality is firstly about encouraging the mixing of uses for vitality, viability and sustainability of urban spaces; and secondly, about designing on human scale, encouraging freedom to walk about, allowing pedestrian permeability.

- The general trend of twentieth-century planning has been the separation of vehicular and pedestrian traffic, the primary consideration being pedestrian safety. While separation of high-speed movement from pedestrian activity may be obviously necessary, total separation is often harmful to street activity.

- Since the street is essential for daily life, street improvement projects generate a great deal of public interest. Therefore, any such project not only changes physical aspects but stimulates community cooperation, civic pride and public organization.

- "*Multi-objective street design*" can be the right term for any urban design project aiming comprehensively to handle a street. By this way, interests of all users will be protected.

- It was observed that the central value of urban life is that of publicness. The most important public place must be for pedestrians, for no public life can take place between people driving.

- *Participation* is essential as a public place should be designed for those who use them rather than for those who own them.

- Street design standards in use today have a long history and their use has improved the safety, efficiency, health of streets. The problem is that they can also stifle creativity and inhibit adaptation to local situations. (Southworth, 1997: 131) In order to avoid this "overengineeredness", the basic elements that these design standards come from should be discussed.

- Urban spaces need some expression in the floor surface design, clustering activities to one part, accommodating an audience at another, and allowing free movement in still another section.

- ***To conclude, a successful pedestrian streetscape must be at the heart of a densely populated, easily understood, fine grained and accessible mixed use area.***

CHAPTER 3

7TH STREET IN BAHÇELİEVLER

3.1 The Context

Ankara has been the most rapidly and continuously developed city of Turkey. After becoming the capital city, its population increased by 40 times in the first fifty years of the Republic.

The Istanbul-Samsun Highway and the Railway Line, both of which lie in east-west direction, divide Ankara from the middle into two. The border they line exposes two different regions in terms of economical and social status as the north side accommodates middle-income merchants and the salaried; and the south side accommodates the richest and the poorest. Rich neighbourhoods intensify especially in the south of the railway. Çankaya, Kavaklıdere, Or-an, Gazi Osman Paşa and Bahçelievler can be clearly recognized as well-off districts that have been *separated* from the others by topographical obstacles, main roads etc. (Güvenç: 2001: 18)

The most significant dynamic determining the urban macroform is the expansion of the city along main axes such as Eskişehir and Konya Highways both of which border Bahçelievler neighbourhood. In fact this was a planning decision that, Ankara would grow to the southwest in *1990 Ankara Plan*; and consequently, public services move their headquarters on that direction. (Gökçe, 2000: 125) Especially the areas along the Eskişehir Highway have been experiencing a rapid growth due to decentralization, as extensive uses of state offices and ministries such as D.S.İ., M.T.A, the Treasury and Ministry of Tourism. On Eskişehir direction, these uses are followed by five university campuses, Çankaya, Middle East Technical, Bilkent, Hacettepe and Başkent.

Finally, the highway connects upper class suburban housing estates that are juxtaposed on both sides, to the city centre.

The density of the traffic has been increased in the last decades with the number of people inhabiting these newly developed housing estates. In addition, the administrative and commercial uses located on both sides contribute to the increase of the traffic on this axis. Nowadays, the areas along the highway are about to become much more accessible as the second phase of the subway is being constructed along the road.

While the rich retreats to the periphery, the areas they leave in the city centre are being taken over by land-uses peculiar to CBD. On the other hand, central and easily accessible neighbourhoods such as *Bahçelievler*, with their multiplying population, could in time need urban spaces for public activities. In a way, Bahçelievler is rapidly becoming a mixed-use secondary centre for Ankara since its main streets, especially the 7th Street display city centre characteristics.

3.1.1 Bahçelievler in Ankara

Bahçelievler is a well-defined neighbourhood bordered by main roads and extensive uses on all sides: *Fevzi Çakmak Avenue* and Anıtkabir on the east, *Konya Road* and AOÇ on the west, *Bahriye Üçok Avenue* (commonly known as "Çiftlik Drive") on the north and *Akdeniz Avenue* (which separates the neighbourhood from the National Library, Belpa and military areas) on the south.

In **1990**, the population density of Bahçelievler was **223** persons/ha; a population of **43.000** living in an area of **2.1** km². Should Emek neighbourhood be added to that number, total population exceeds **75.000**. What is more, the issue of scope of impact is also relevant here; because Bahçelievler becomes a secondary centre, its activity settings influence people from the near districts such as *Beştepe*, *Mebus Evleri*, *Anıttepe*, and even *Balgat*. When their possibly attracted population is added to the sum, it turns out that roughly **115.000** people are influenced by centre characteristics of Bahçelievler. (Gökçe, 2000: 143) The neighbourhood is a homogenous, licensed housing area. In 1970, *76 percent* of the houses belonged to their residents and that

was the highest ratio in Ankara. (Akçura, 1971) This has diminished to ***62.5*** *percent* since renters have increased due to the popularity and some owners sell their houses due to privacy and neighbouring concerns in the last years. (Gökçe, 2000: 218) Today, wealthy own workers and salaried employees who own their houses constitute approximately 75 percent of Bahçelievler residents. (Güvenç, 2001: 16)

The composition of employed population can give indications for finding out the social structure of a society. This has been done by Tuğrul Akçura in 1970, both for Bahçelievler (in fact for each district of Ankara) and for the whole city, which has been quoted and converted into a bar-chart below.

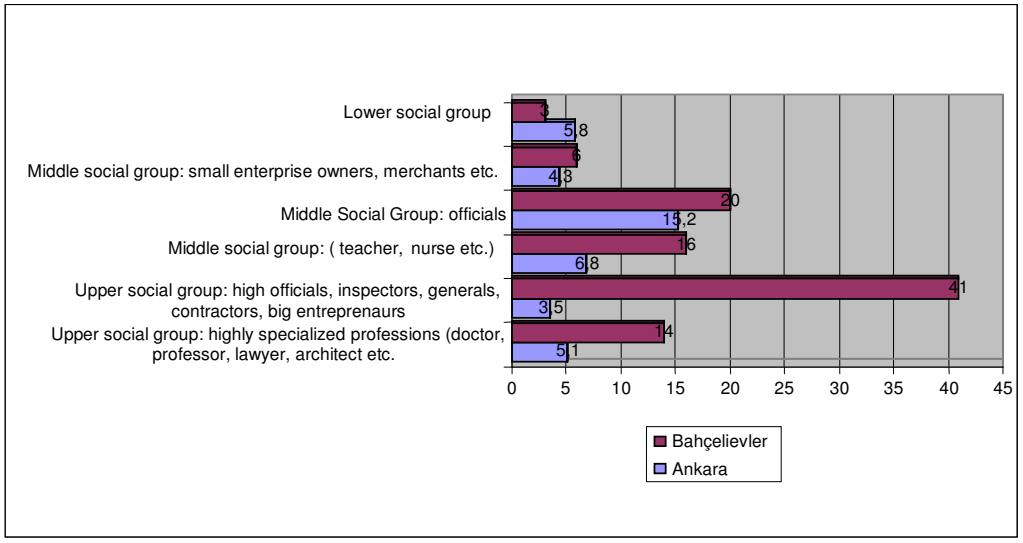


Chart 3.1: The distribution of population according to professions in percentages (1970) (Akçura, 1971: 100-1)

As people belonging to upper social groups reaches up to 55%, Bahçelievler may be considered in the same group, however, other variables distinguish the neighbourhood. Average rents go, for instance, behind Güvenevler or Çankaya. More importantly, income scheme of Bahçelievler remain way less of the above districts. According to car ownership, Bahçelievler is in upper-middle class with **95 cars** per thousand people on average. Hence, it would be more correct to consider Bahçelievler in upper middle social group. (Urban Transportation Master Plan, 1985)

To update the information on the above chart with a recent questionnaire done with *80* Bahçelievler residents by *Buğra Gökçe* in 2000, the following tables have been cited on the education and employment levels of Bahçelievler residents.

Table 3.1: Education levels of Bahçelievler residents (percentages) (Gökçe, 2000: 223)

Primary school	**21,2**
High school	**25**
University	**47,5**
Graduate programs	**6,3**

Table 3.2: Employment characteristics of Bahçelievler residents (percentages) (Gökçe, 2000: 225)

Public sector	**30**
Private sector	**30**
Own job	**20**
Retired	**13,7**
Student	**6,3**

The rate of graduate degree owners is surprising. University and higher education level reaches up to 55 percent and students may be contributing to that rate. As far as employment characteristics are concerned, not much has been changed since 1970s. Employees in private sector and people who execute their own jobs are still the majority. Only, people working in public sector have slightly increased.

3.1.2 Evolution of Bahçelievler

Bahçelievler, established in **1934**, is the first housing cooperative in Turkey. After Ankara had become the capital of the young Turkish Republic, the Institute of Cooperatives has been founded due to housing shortage and the related land speculation. This has deeply encouraged cooperative housing. (Tekeli-İlkin, 1984: 9)

Housing problem was both quantitative and qualitative. Moreover, the objective of creating the bourgeoisie of the Republic had not yet been fulfilled. Yenişehir had been constructed for that purpose, which was housing only 1/12 of city population in 1935. Hence, the idea to build a brand new modern quarter of good quality was quite popular among decision makers. The concept of cooperative housing became an important article in the party program announced in the 1931-dated congress of **CHF** (*Republican People Party*), the first political party of the republic. The transition from private entrepreneurship to statism had been quite parallel to the rise of cooperatives. (Tekeli-İlkin, 1984: 30)

The most important aspect to determine the location of the neighbourhood was the sudden increase in land prices due to speculation after the approval of Jansen Plan. With the increase in land prices, the middle class preferred the areas outside of the plan boundaries rather than building plots with infrastructure. The first of these violations to succeed would, ironically, be Bahçelievler, which was planned by Jansen himself. The plan's failure to overcome speculation has thus exposed difficulties. (Tekeli-İlkin, 1984: 25)

When the land of Havuzbaşı (Yenişehir), Kavaklıdere and the lands adjacent to TBMM could not suit due to some reasons, in the end, the cooperative had to purchase individually owned **Abdipaşa Farm**. The reason they had chosen that land was that it was on the road heading from the station to the AOÇ and it was equally close both to Ulus and Yenişehir. (Tekeli-İlkin, 1984: 56)

Nusret Uzgören, the founder of the cooperative, had been deeply influenced by the "école de cité-jardin" and famous writers on garden cities such as Ebenezer Howard and Charles Gide. (Tekeli-İlkin, 1984: 34)

The objective of the cooperative was to build houses with infrastructure facilities, to hand them over to members in 12 years at most and to undertake their management and administration during that period. The **169** members were mostly bank-officials and statesmen from government offices, the Municipality and the ministries. The rest were businessmen and self-employed. This number is quite trivial when compared to the intended amount of "a thousand members". (Tekeli-İlkin, 1984: 52)

The design of Bahçelievler Neighbourhood

Hermann Jansen, the author of Bahçelievler plan, had opted for row-houses with gardens and designed 8 types of houses. The initial neighbourhood plan was for 300 houses but the design enabled some additional units up to 750 houses because the initial number was found insufficient for a separated neighbourhood. As a matter of fact, the remaining land between Yenişehir and Bahçelievler was to be opened to housing with the 1936-dated additional plan.

In the middle of the neighbourhood, there was a **centre** with a school, a marketplace and view terraces. Around the neighbourhood was a green belt and pedestrian paths were separated from vehicular roads. Jansen kept the ratio of road area per house on minimum level.

The most successful aspect of the plan is the arrangement of roads since separate traffic and pedestrian circulation have been designed quite skilfully. (Şaşmaz, 1988: 88) Moreover, these systems give the impression of "completeness", which in turn refuses development. The closedness of the neighbourhood did not allow further development, which, however, the area was to experience. Jansen almost perfectly applied the principles of optimal life standards and health. He used the green areas for shaping both the physical environment and the society's way of living.

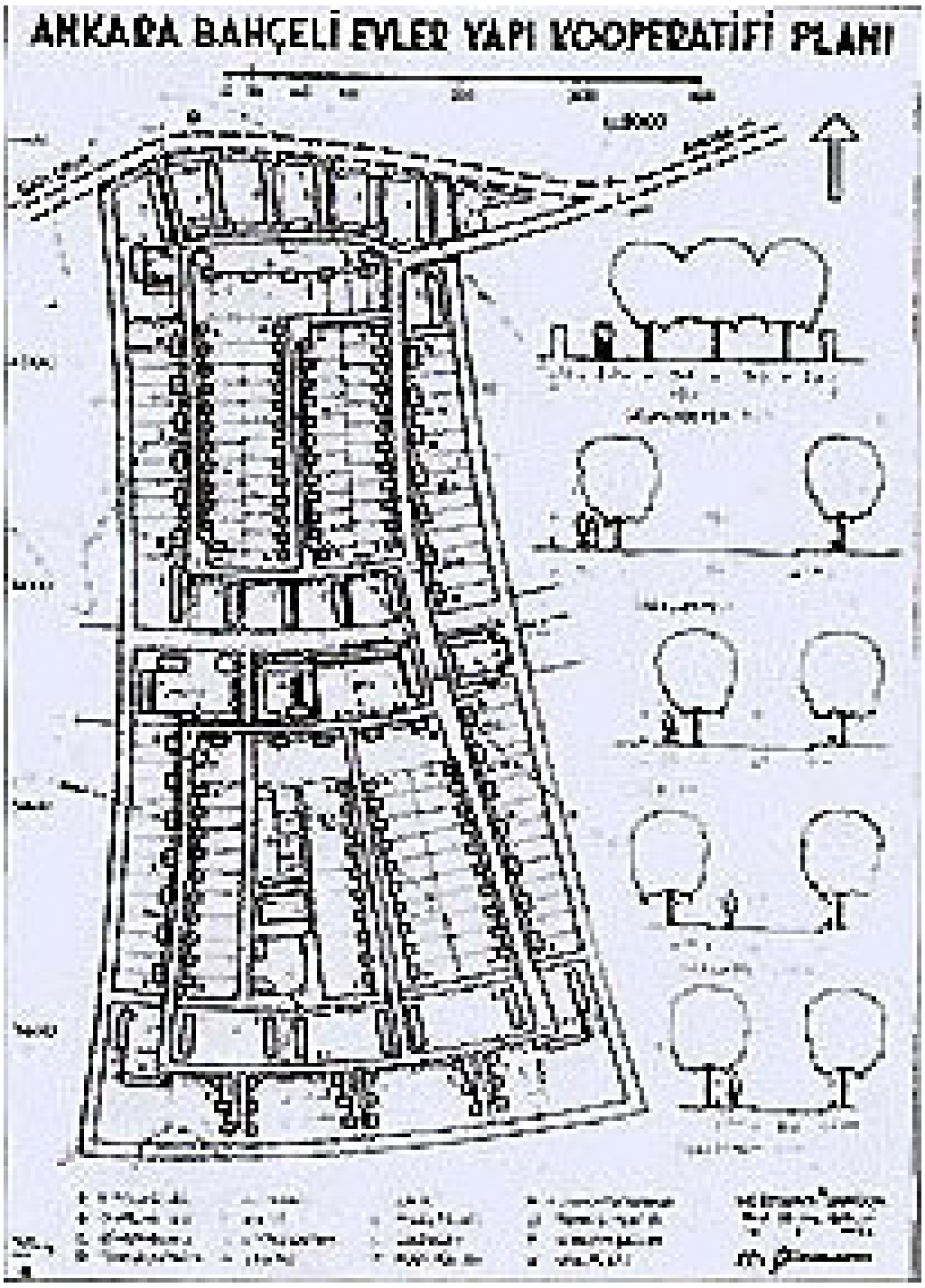


Figure 3.1: The final plan of Bahçelievler Housing Cooperative (Tekeli-İlkin, 1984: 61)

The final **1/2000** plan was finished in 14 January 1936 with a few differences. Row-houses were no longer the primary type but the number of individual and twin-houses had been increased. In fact, row-houses were to be completely abandoned during implementation. In addition, some tennis courts and swimming pools had been added. Below are some of the planning values of that final plan.

Average number of family members	Population	Gross density (p/ha)	Net density (p/ha)
4	1200	32,3	58,9
5	1500	46,6	67,4
Ankara in general at that time		*125*	*183*

- Average parcel area: 740 m²
- FAR: 0, 12
- Green area/person: 38 m² (Tekeli-İlkin, 1984: 68)

It was an unfortunate decision of Jansen to remove row-houses and accommodate independent houses because he was known for his effort to attain urban image in the streets. However he had not much to do as the members wanted to live in independent houses. Moreover, in order to achieve fine view, all members had constructed second floors. Thus, number of rooms was increased and the neighbourhood became comprised of luxurious, not of social housing. (Tekeli-İlkin, 1984: 74)

The houses were built by taking credits from the state and eventually 152 houses, a primary school, 6 shops and a police station had been constructed and delivered in November 7, 1938. (Tekeli-İlkin, 1984: 86) Later on, 6 more shops, an open cinema, two tennis courts and a clubhouse had been built in early 1940s. (Tekeli-İlkin, 1984: 105)

Figure 3.2: The initially built houses (Tekeli-İlkin, 1984: 121)

Because of speculative acts of members and the area being outside of plan borders, there had been some come-offs from the cooperative to form another one: **Güven Cooperative**. This new neighbourhood was not more legal than the former but it obviously had more defenders since the houses were delivered earlier than Bahçelievler! (Tekeli-İlkin, 1984: 85)

The composition of members had been highly heterogeneous as the founding and the final members were not always the same persons. After finishing the construction, the cooperative only dealt with the management of the foreyards, where it was forbidden to plant trees. However the management issues were more complicated than that. Unfortunately the cooperative was quite passive on issues such as the greening, management of the buildings, creating a social life in the neighbourhood. Since the cooperative transferred the ownership of houses to the members immediately, the idea of unity was lost because everyone acted on his own will. In addition, there had been balance sheet problems and increased expenses which resulted in the resignation of Nusret Uzgören. (Tekeli-İlkin, 1984: 98)

Bahçelievler had developed as a distinguished neighbourhood in the first ten years, although not much had been done in terms of social and cultural activities. Even the clubhouse had not much to offer other than playing cards. (Tekeli-İlkin, 1984: 105)

The changing profile of the members, speculative actions, financial and executive problems together prepared a dreadful end for the cooperative. The fact that the unit prices of land purchased in 1935 increased over a hundred times in 5 years, and a hundred times more in the following 20 years resulted in a remarkable increase in densities with a feedback. Since individual ownership instead of cooperative ownership was preferred, individuals all alone encountered with pressures of land market. (Tekeli-İlkin, 1984: 130) After the increase in number of floors was legalized for one cooperative plot, the right to take full advantage of the situation diffused into others. In 1948, the green belt around the cooperative area was converted to today's 2nd, 4th and 6th Streets which in turn constituted pretext for such increase in density. Eventually, the permission of construction became 4,5 floors on the 4th Street and 3,5 on the mean streets in 1957 with Yücel-Uybadin Ankara Master Plan. (Tekeli-İlkin, 1984: 109) Moreover, the parcels have been divided and the recessed floors have later been rolled up.

On the other hand, in Yıldız Evler, Eser Cooperative and Tusso Blocks, which are on main roads in the vicinity of Bahçelievler, 10 storey-high blocks have been erected. (Tekeli-İlkin, 1984: 110) This transformation was almost straightforwardly realized and the idea of "petit-bourgeois suburbanism" could not suit for the urban context of Turkish cities at that time.

This has been another violation of the Jansen plan, as Jansen called apartments "the rent barracks". He was against apartment housing and he defended that buildings should not exceed 3 storeys. (Nalbantoğlu, 2000: 254) Although at first apartment housing had been the symbol of modernism, later on it became an inevitable process by which apartments were built to bring rent rather than to reflect the likes and tastes of the user. (Nalbantoğlu, 2000: 261) The following table clearly illustrates how a suburban neighbourhood has been invaded by concrete.

	Density (p/ha)	*Green areas (m²/person)*
1930s	32,3	38
1980s	**214**	**0,25**

Looking above, if the green area standard of 8 m² will be met, some 44 hectares of new land will be needed, which is a hard target considered that total green areas took up only **1,33 hectares** in 1980s in Bahçelievler. (Tekeli-İlkin, 1984: 111)

Figure 3.3: Aerial photo of Bahçelievler in 1980s (Tekeli-İlkin, 1984: 120)

To sum up, Bahçelievler has been the pioneer in the introduction of cooperative model and many others have been founded around the territory of Bahçelievler in 1940s which were Küçük Evler, Tasarruf Evleri, İş Bankası Memurları and Yapı Housing Cooperatives. This trend has resulted in the concentration of cooperatives in Ankara, especially around the district of *today's* Bahçelievler.

The *7th Street*, which is studied in this thesis, was planned as the main street of the Küçük Evler neighbourhood.

3.1.3 7th Street in Bahçelievler

Since 1980s, Bahçelievler has been experiencing a sudden boom as mentioned above and 7th Street has come out the biggest gainer from it. Numerous cafés, restaurants as well as stores, banks have been opening one after another.

7th Street, together with **4th** (Kazakistan) and **8th** (Bişkek) Streets, is one of the main transportation axes in the neighbourhood. More importantly, it is the main activity centre of the neighbourhood. Starting from the National Library, the street traverses the middle of the neighbourhood in North-South direction and is terminated by **6th street** extending perpendicularly. Although its name was changed to become Aşkabat Street a couple of years ago, people still remember and call it "*the 7th Street"* and therefore, the original name is utilized in this study.

7th street may well be examined within the context of "main streets", however, being a mixed-use street including the residential, it is slightly distinct as it is not in the CBD and instead it generates vitality and a compact and/or complete image by taking advantage of residential and recreational facilities.

Along with the change in Bahçelievler, the 7th Street has also been rapidly transforming due not only to urban change but also to changing consumption patterns. At first the street was a residential axis. It then became a commercial centre for daily needs of residents. However the transformation did not stop as the street now becomes –and continues to become– an urban public place as there is a great variety of people attracted to the street for different purposes. Today, the street accommodates diverse facilities of gastronomy, culture, finance and shopping.

Gastronomic uses are especially worth mentioning as they have induced the change in the street at first. The majority of these uses comprise fast food restaurants and cafés and most of them introduce incentives and special menus so that they can cope with high expenses. Nevertheless, except for some global/multinational restaurants such as Mc Donald's and Burger King and some long-established patisseries, small entrepreneurs may not always endure the economic conditions of a popular commercial street.

These uses are continuously boosting because officers working in ministries and other state offices; workers of other private companies; and university students around the area use the street for having lunch or dinner. In addition, people living in the western upper class suburbs, which are connected to the city centre via Eskişehir Road, occasionally use Bahçelievler and 7th Street in particular for central facilities since it is the first activity centre they would encounter on their way.

As a result, the residential character of the street has been replaced with commercial one thereby increasing the rents. Commercial uses that used to answer everyday residential needs have been forced to leave the street, and replaced by other commercial uses that can afford high rents such as the global commercial brands. This trend points out to the fact that the street gained prestige.

3.2 Initial Surveys

As mentioned before, the following surveys are done in order to grasp the reality and the nature of 7th Street and its environs, because when a comprehensive insight is achieved, it will be possible to make an analysis, which can later be utilized for an enhancement project. For this purpose the research approach, which is derived from the framework discussed in *Section 2.1*, is to explore the physical and social spaces in terms of *form*, *function* and *perception*, thereby seeking the degree of urban quality on 7th Street.

At this stage, the interviews and questionnaires done with the residents, users and merchants have also been exposed. Held interviews have been helpful to expose how people –local residents or mere pedestrians recall the street verbally and graphically, and how they operate in it. The sketching and mapping exercise tests structure and orientation in the street. Moreover, the questionnaires have also been held in an attempt to define user *characteristics* along with *problems* and *inadequacies* on 7th Street. Resultantly, this knowledge would lead to design guidelines.

Reliability and *validity*[3] were important measures for the survey, therefore hypothesis guessing due to cross-checkings made by questions measuring the same concepts, was tried to be prevented. These similar questions have been grouped such as functional and aesthetical for an easier evaluation.

Also, there were interfering conditions such as the tension between the Municipality and the merchants on the redesign of the street. For that reason, interviews have been done one-by-one with these people. Again for the above concerns, while in many questions the respondent has not been dictated to think for the benefit of the survey, yet in some others, the respondent has been 'helped' to come to a point by the leading questions.

To summarize what is done with these interviews; Mark Francis utilizes the term "street democracy" and states that for measuring street democracy one has to figure out all behaviours (pedestrian flows, tracking of street users etc) and mental maps (likes-dislikes, images of quality etc). (Francis, 1987: 29)

The findings will be discussed timely, to the point throughout this chapter. Yet here, some ***general information about these interviews and questionnaires*** should be given. It took twenty minutes on average for one face to face interview to be held. On the other hand, about half of the questionnaires have been handed and then collected so as to save time and effort. All the interviews and questionnaires were held on a period between **May and November 2003**. The sample size for user questionnaire was **27** and **8** people have been interviewed including merchants as well as the chief of the neighbourhood. Generally the conclusions and inferences have been drawn separately from these two groups as they often have different views stemming from their position as well as social and economic differences. Yet, general issues on which merchants and residents/other users have both agreed and displayed similar results have been evaluated together. Namely, these are the questions of 'what they perceive as landmarks and important nodes' and 'what they

[3] The term 'reliability' concerns the degree to which results are consistent across repeated measurements. On the other hand, 'validity' is the degree that an indicator measures what it is supposed to measure rather than reflecting some other phenomena. It is the consistency between the empirical measure and its intended theoretical concept. (Carmines & Zeller, 1982: 15)

simply like in the street'. An empty questionnaire sheet has been demonstrated in *Appendix A*.

In addition, physical, social and perceptive characteristics of 7th Street have been surveyed through base maps and photographs of present time as well as through individual observation; and will be enumerated below.

All these information, in this chapter, have been tried to be converted into **strengths** and **weaknesses** about the area, which will lead to design policies and guidelines in *Chapter 4*. In context, these are coded such as **S1**, **S2**; **W1**, **W2** and so on, to constitute concise statements, which are gathered in a table at the end of this chapter.

3.2.1 Physical Space in 7th Street and its Environs

Figure 3.4: General view of 7th Street from 6th Street

7th street is a uniform street **800 meters** long and **seven meters** wide, with 12-15 meters of building heights. Although it is quite narrow for the activities it accommodates, this compactness yields in high levels of interaction and the unity of both sides of the street. (→**S1**) (*Figure 3.4*) On-street parking further reduces the actual width of the roadway. There is no off-street parking directly on the street and little in the area. (→**W1**)

The street is intersected by numerous side streets, by which pedestrian permeability is obtained. Yet, these side streets interrupt main traffic by crossing it perpendicularly. By this way, the street has many accesses which extend its area of impact. (→**S2**)

Figures 3.5-6: Pleasant side streets contribute to the identity of the street

The lands along the street have been divided into small, similar parcels which allow a fine grain and permeability. The apartments on the street are mainly **4 storeys**. (*Figure 3.7)* With no doubt, the residential land development regulations bring about a sense of monotonousness since its physical form does not specifically correspond to today's uses. Nevertheless, this picture at least is a display of a human scale and a continuous street silhouette. (→**S3**)

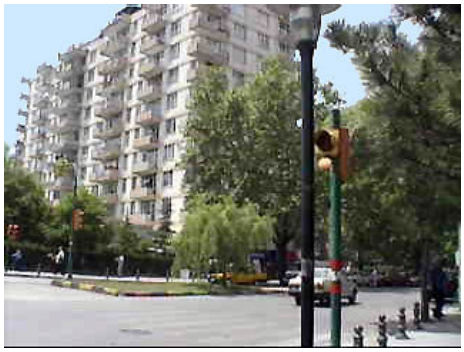
Figure 3.7: Good looking apartments of four storeys provide a mixed-use environment.

Bahçelievler Mosque and *Ulubatlı Hasan Primary School* are the only public buildings in the street. (Özen, 2002: 75) Except those and the wide, two-storey building where pubs are located, there remain no buildings from the original plan. With all their attention-attracting, "global colonial" architecture, Burger King, Mc Donald's, MNG and Borsa are the landmarks of global consumption culture. The shop windows provide active frontages and *transparency*, giving depth of vision and extending the publicness.

Figures 3.8-9: Original public buildings on the street.

Figures 3.10-12: New public landmarks of global culture.

The entrance part of the street accommodates larger uses of Eser Housing Blocks and Eser Park, which in fact define a **street gate**. However, with their residential and private character, Eser Blocks are probably not the best of entrances into an urban public street. Yet, the plane trees on both sides of the street create a gate effect. **(→W2)**

Figures 3.13-18: The entrance of the street: the National Library and the crossroads on figure 3.13 (upper left), Eser Blocks on Figures 3.14-15 and Eser park on figure 3.18.

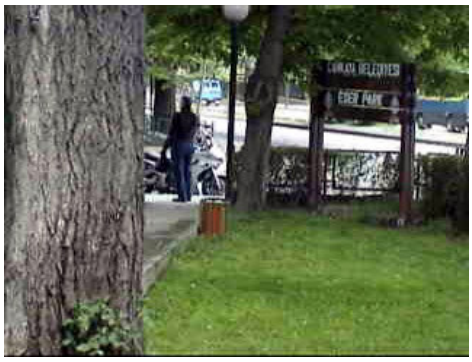
Typology of open spaces

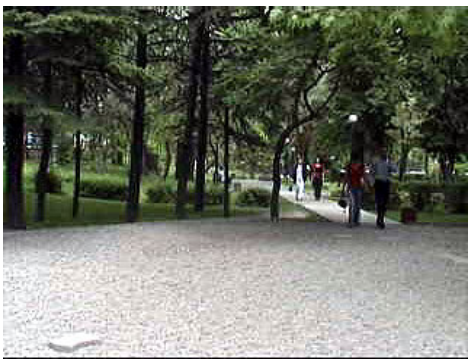
The projection of physical space using figure-ground relations, which this study also makes use of, is quite a frequent method since **Camillo Sitte**. (Sitte, 1965) After having examined the "figures" (solids, or buildings), a typology of 'voids' in the street has been introduced. 7th Street is a corridor defined by building blocks by which a strict order and rhythm is created. The following constitute the main types of space in 7th Street:

- Roadbed
- Sidewalks
- Intermediary spaces → In her thesis study (*Mutual Transformation Of Urban Public Space And Social Life, 2002*) **Perin Özen** discusses "intermediary semi-public spaces" which provide transition from private to public domain. These spaces belong to private individuals, usually to the owners of apartment blocks, but they are used by cafés, restaurants and street vendors in some cases, or they function as an extension of sidewalks. (Özen, 2002: 82) These intermediary spaces provide surveillance and visual interest, as well as place for various activities. (→**S4**) Usually, these spaces are separated from the sidewalk by flowerbeds or specially designed fences.

Figure 3.19: Note how Akbank separates its front space with flowerbeds.

- Green spaces → Eser and Adnan Ötüken Parks are the only public green areas of the neighbourhood. They also constitute a well-defined starting node for the street.





Figures 3.20-23: Different views from Eser Park, a neighbourhood park serving for various citizens of the city.

As Stanford Anderson puts it, the *public boundary* establishes the linkage between the public and the private. (Anderson, 1978) In 7th Street, this unbroken boundary is the uniform apartment blocks on the street and their ground floors. The less perceived boundaries on side streets can be thought as extensions of the primary one.

Two particular spaces which add to the richness of the streetscape (and provide input for designing pedestrian places) are worth mentioning here. The first is the courtyard, or more precisely, the passage under two-storey building where pubs are located on the opposite of 21st Street. The place where pedestrians can isolate themselves from traffic is unique on the street. There are small gift and repair shops and restaurants on this passage.

The second element is also a pedestrian pathway going down near the same building. This is an important pathway for coming to the 7th Street, on which small scale shops and cafés are located. (→**S5**)

Figures 3.24-26: The passage which forms a semi enclosed courtyard.

Figures 3.27: The pathway: due to its relatively specialized and introverted character, the semi-courtyard seems to be emptier, while the pathway is actively used.

Lighting and Street furniture (public information, signing, public art etc)

There is not any special street furniture unification except lighting. Special poles with glass bulbs 4were planted, which only cover the main street. However, scaffolding-like iron or rough wooden poles on the side streets produce a chaotic image. Moreover, there are also infrastructure lines on thick, filthy-looking wooden poles on the street and that is a primitive image for such an attraction centre. (→**W3**) (*Figures 3.28-29)* Public information and signal poles are not parts of an overall design element. That is to say, they are not combined on same poles, and are not consistent in design and location.

Figures 3.28-29: The poles and the lighting on the street seem to be in need of enhancement.

Planting and Surfacing

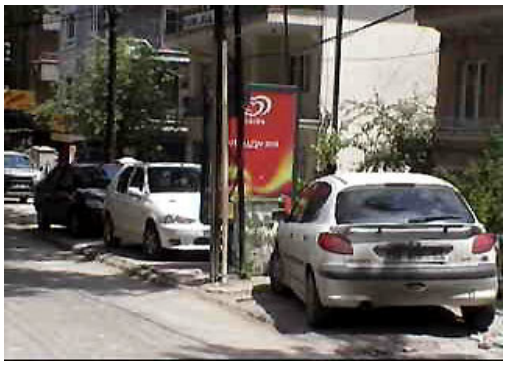
The street is lined up with trees on both sides. However, they seem not to be in regular upkeep. (→**W4**) Also, there are numerous planters on sidewalks primarily for separating public and intermediary semi-public spaces. Yet, it is hard to say that they are uniform in terms of design.

Figures 3.30-31: The interesting thing is that trees on side streets are better maintained and they contribute to the streetscape more than the main street with their serene and warming effect.

Figures 3.32-33: Diversity in paving material lowers the imageability of the street.

Sidewalks, i.e. walkways had been paved with durable and uniform natural stone, which reflects unifying character (*continuity*) not for 7th street but for all arteries in the city. On the other hand, the intermediary spaces are paved with diverse materials: marble, granite, stone and so forth. Besides, maybe the most serious obstruction for ease of pedestrians is the 'invasion' of the sidewalk by cars due to the inadequacy of

parking spaces. Hence, since unification of walkway is not enough to provide identity, the cacophony remains.



Figures 3.34-35: Cars not only narrow the roadbed, but the sidewalks as well!

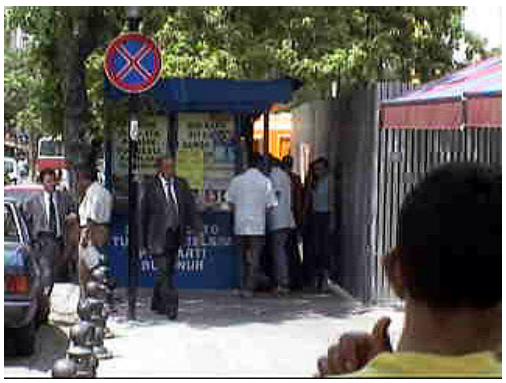
What is more, there are many flagstones both on the roadbed and on sidewalks, which further contribute to the cacophony of textures. Especially manhole covers have become ugly patches of cast-iron on the surface. Normally they have to be "in" roads with a certain distance from the curb, and if installed on sidewalks, it should be perfectly placed to provide the minimum inconvenience. Of course this is not the case in 7th Street (and in fact in most streets of Turkish cities) that they are mostly on footpaths and furthermore they obstruct walking by tripping people up with puffy stones around them. *(Figures 3.36, 37)*

Figures 3.36-37: The existing pavement standards still remain quite low even in such a popular public street.

Bollards may become problem on parts of the street (and on certain times) where pedestrian flow is high. But the more serious obstacles to an easy pedestrian flow are crumbled paving stones and empty tree planting areas. (*Figures 3.38-39)* They not only are annoying barriers against walking, but can become dangerous especially on rainy days. (**→W5**)


Figures 3.38-39: The pedestrian strip is usually narrower than it looks. Sometimes it may be almost impossible even for two people to pass from a point at one moment.

The other obstructions to walking on 7th Street are newsstands, vending stands, advertising displays, bus stops and transformers. Also, it can be concluded that any special attention is unlikely to have been paid for the comfort and convenience of the handicapped. Sewer gratings, open drainage channels on the edges of the roadbed and curbs do not reflect such a care. What is more, the changing slopes of the sidewalks create problem and become dangerous with the snow. **(→W6)**




Figures 3.40-41: There are many obstacles on a pedestrian's way that he must overcome.

Figures 3.42-43: One of these obstacles can even be a bus stop if sidewalks are narrow.

3.2.2 The Image and the Perception of the Area

Social sphere and the scale of diversity, activity and vitality are key factors besides spatial characteristics. In the previous section, it was made clear that 7th street was a uniform and compact street which makes it legible and imageable.

After the questionnaires, there has not been deduced any significant differentiation of visual and functional variables between male and female respondents. That is to say, both sexes paid attention and awareness to both.

Landmarks, Focal Points and Activity Nodes

To place Lynch's concepts of urban image in the context, the following can be stated.

- The street is a linear path, which is highly vital and imageable.
- The street is also a node in Bahçelievler, which forms a clearly defined homogeneous district. There are also nodes on the street: Bulka Patisserie, Burger King, Mc Donald's, Café Pampero, 'Bit Pazarı' etc. (*Figures 3.44-45)* These places attract not only *in* but *around* them as well. (→**S6**)

Figures 3.44-45: Café Pampero on the left, which is one of the most prestigious places on the street; and 'Bit Pazarı' a lively node of conventional shopping.

- The Bahçelievler Mosque and Eser Blocks can be seen as <u>landmarks</u>. These two, however, remain on a large scale physical as merely **14.2** and **5.7** percent of respondents have remembered them as landmarks since they are not perceived to be *in* the streetscape. Instead, they have counted the following, which are not picked for their physicality, but for the activities they present.

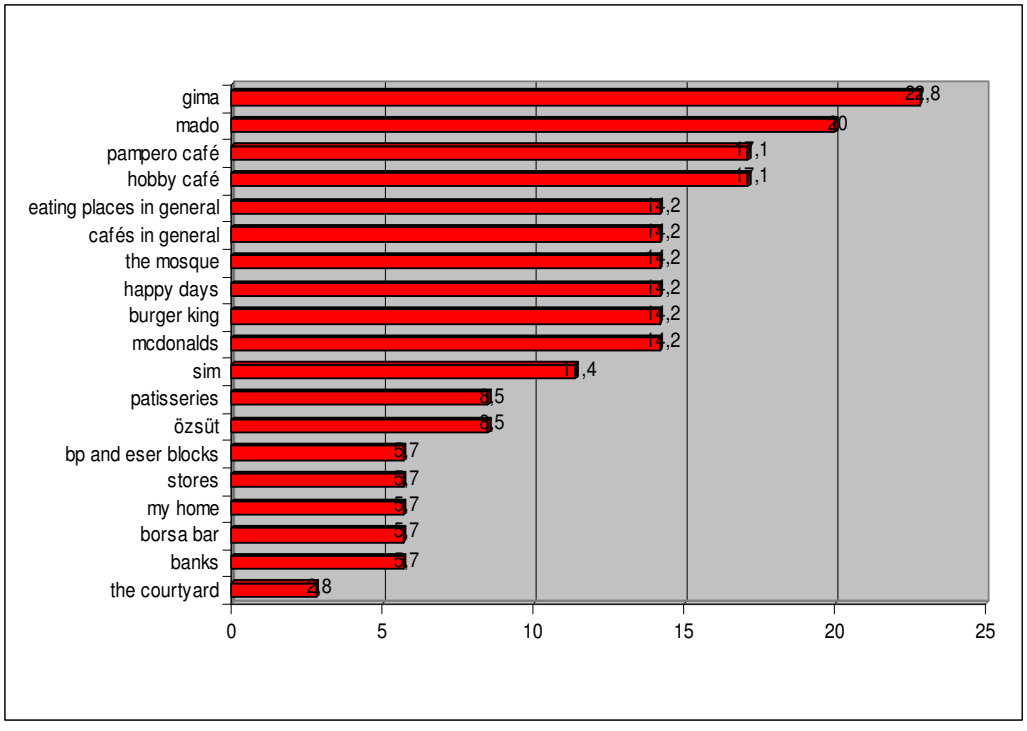


Chart 3.2: Landmarks on 7th Street according to respondents (percentages)

- **Gima** was an important node before it was demolished. The construction of a shopping mall continues there and it appears that the place will preserve its nodal character. It is interesting to note that the firstly perceived landmarks are Gima, Burger King and the like, which are ordinary commercial uses. In fact, this stems from the monotony of the physical environment and the lack of cultural activities such as art galleries, theatres, bookshops or street performances.

Figures 3.46-47: Two important activity landmarks: new shopping mall construction instead of Gima on the left, and another prestigious café (Hobby) on the right.

The last issue on the questionnaires was on the perception and imageability of 7th Street. The respondents were asked to ***draw 7th Street as they remember it***. This exercise has not only helped to grasp perceptive characteristics, but provided clues on how the street *should* be in the future according to individual opinions, although the question did not imply anything for that. The results are diverse but mainly, two sets emerged. The first group consists of people who are sensitive to **physical** environment and who have put emphasis on their physical cognition. They may both include their **real impressions** and **dreams**, which could be more interesting for the study.

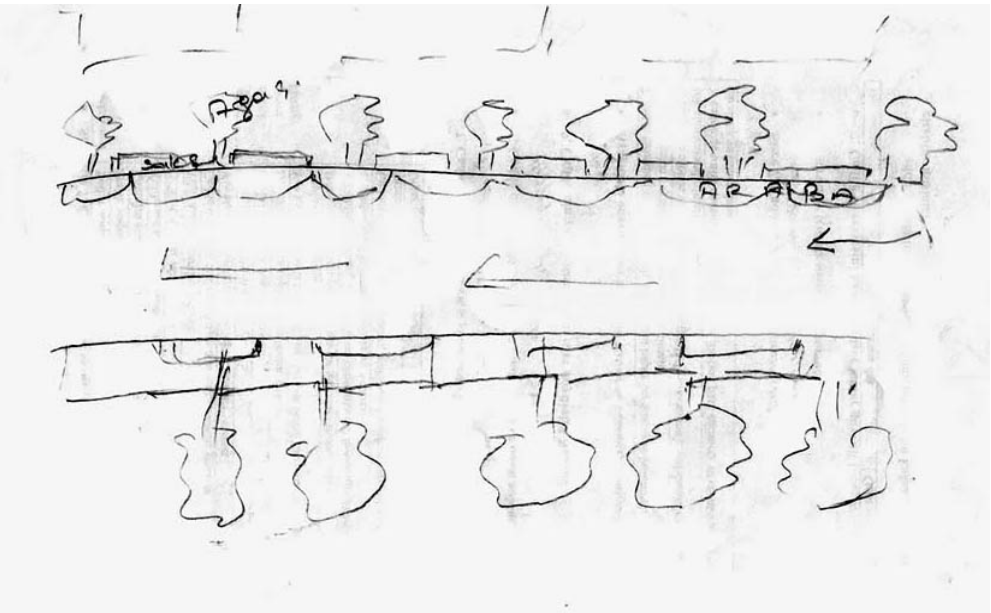


Figure 3.48: User group, local resident, female, retired banker

In Figure *3.48*, the respondent emphasized the greenery by drawing trees and planters in regular order. In addition, because she drew the street as a destination, she is not interested in the activities as much as physical settings.

The following is quite a radical way of approach in Figure *3.49*. She drew the street in perspective and as if it were a residential promenade of low density paved wit cobblestones. She put the emphasis on trees that line the street and she told she would have liked these trees to bend over the street. (This was one of the two perspective drawings ever drawn. The other one has been shown in *Appendix B*.)

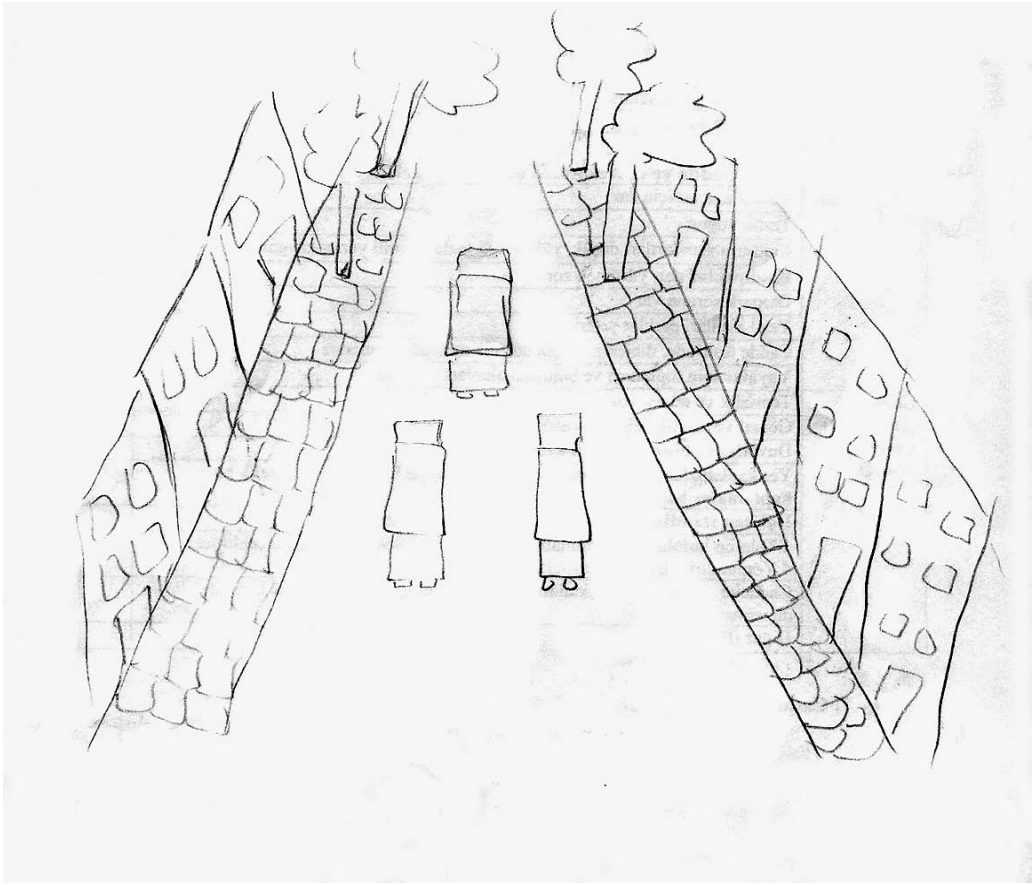


Figure 3.49: User group, outsider, female, student

On the contrary, the second group has 'topologically' put the emphasis on **land uses** and **activities**. That is to say, these respondents have put elements *interdependently* on their drawings and have recalled these elements by associating them with their location. This group was helpful to understand the rhythms and main activity areas on the street.

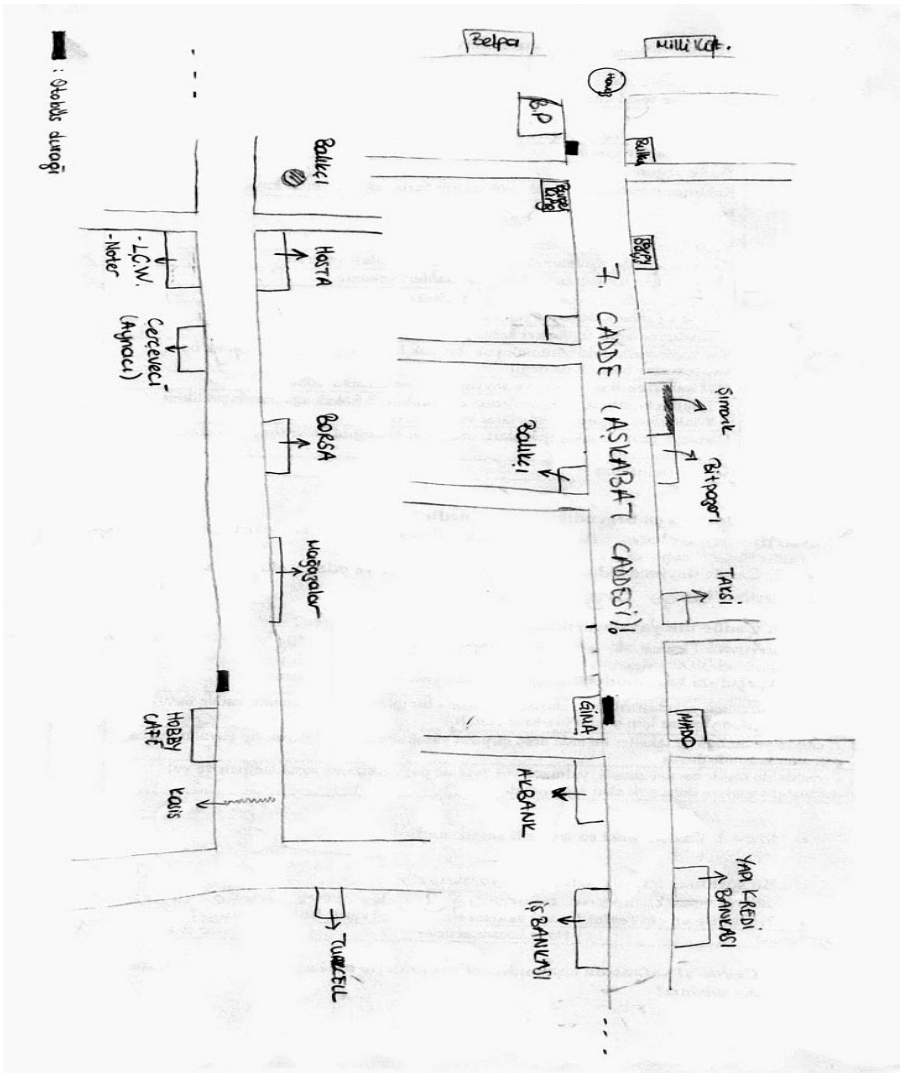


Figure 3.50: User group, neighborhood resident, female, student.

Figure *3.50* is a typical second group drawing in which she almost gave the full land-use and the physical layout of the street. She recalled the old name of the street as well as former land-uses. Also, she showed means of transportation such as bus and taxi stops, bumpers.

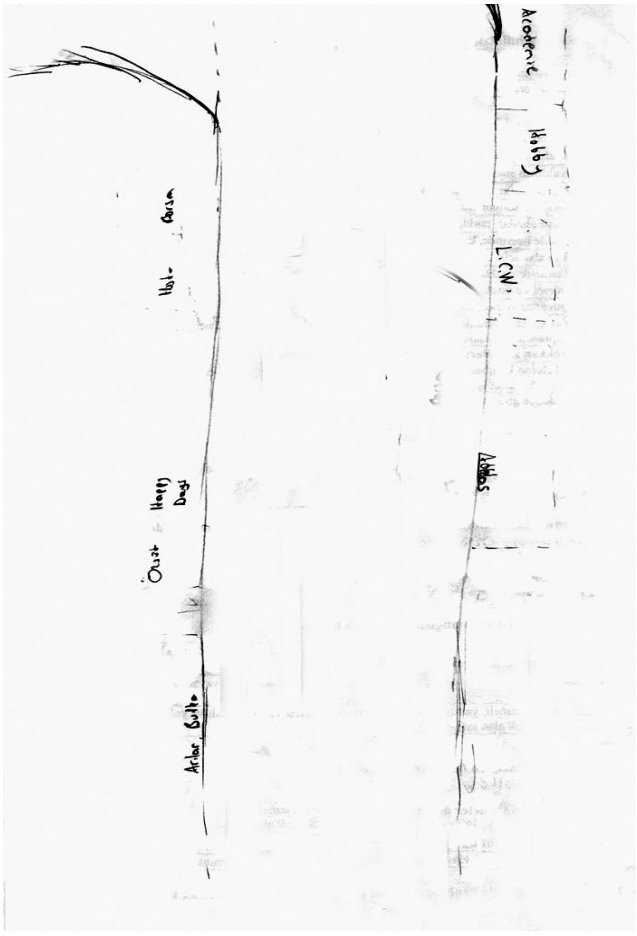


Figure 3.51: User group, local resident, male, student

Note how respondents perceive the street width differently. The above drawing looks like a highway while the next one a display of a squeezed streetscape. Vehicles are recognized at first sight and the traffic jam becomes the most characteristic aspect of the street image.

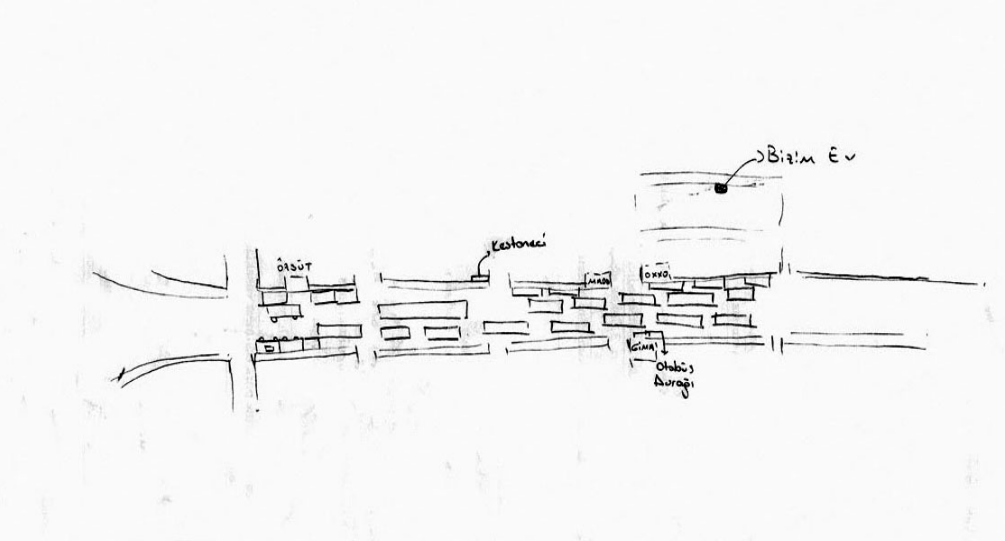


Figure 3.52: User group, local resident, female, student

In fact there is even a **third group**, which could be the resultant of these two. These respondents have a hybrid way of drawing in which they both give details on physical settings and topology of land uses.

This respondent in Figure *3.53* took it seriously and had the above drawn to an architect. He showed the places he goes as well as physical elements such as bollards, café tables and trees on the sidewalk. To some extent, he conceptualized these elements.

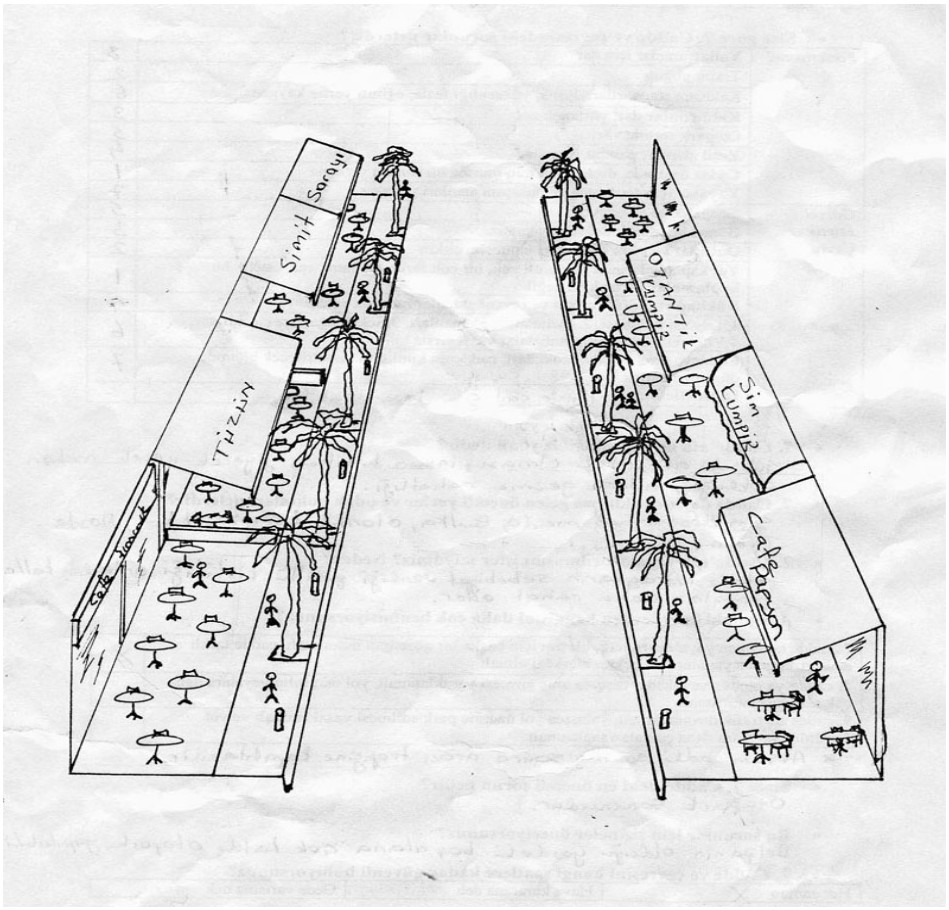


Figure 3.53: User group, outsider, male, own job.

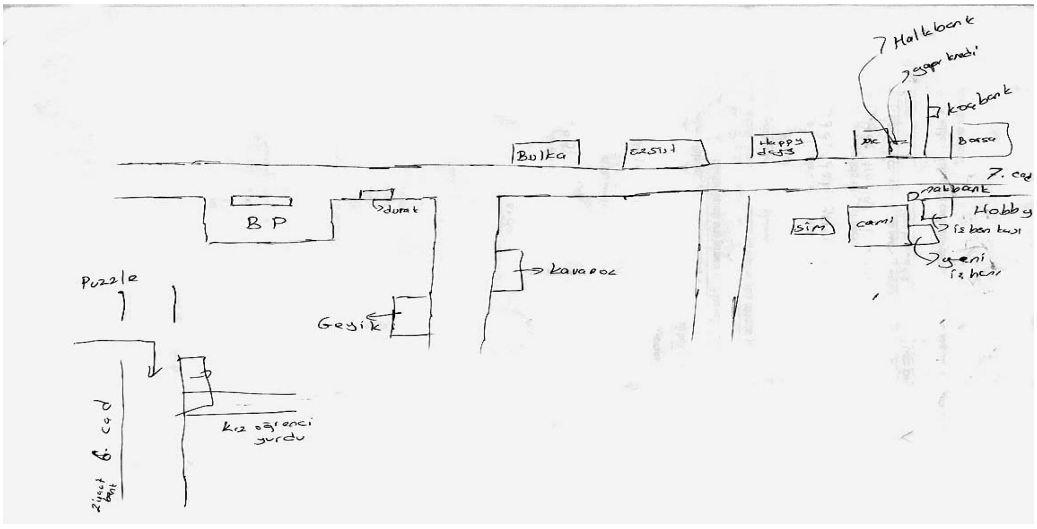


Figure 3.54: User group, local resident, male, student

The respondent who drew Figure *3.54* took pains to draw a fine scheme. He paid attention to street intersections, lots as well as his lines. All of these reflect a physical emphasis. But besides, he also made use of topologies and land-uses. The two things worth noticing here are his emphasis on the petrol station and the way he displays the banks altogether. His drawing also shows that he is aware of the extension of activities to the side streets.

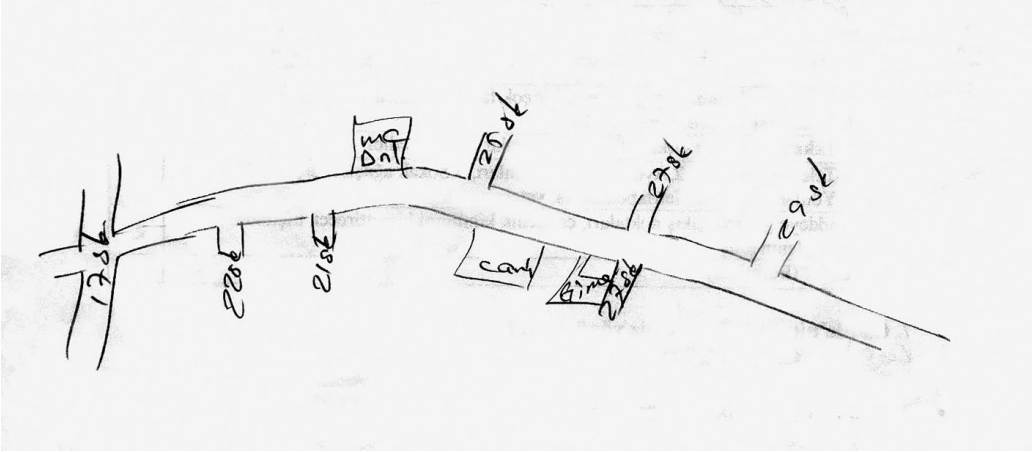


Figure 3.55: Merchant group, male, also a local resident.

He is quite sensitive to the physical form of the street in Figure *3.55*. He also drew his favourite uses. This was the only merchant drawing that was worth presenting.

Interesting results have been yielded from these drawings. Some focused on only one element, such as trees, cars or even café tables (*figures 3.56-57*), while some display efforts to give comprehensive information. Some attributed an image that does not exist at the moment while some others were displays of correct and/or exact configuration. In short, it turned out that, by demonstrating their personal interests, all the respondents prove that 7th Street is knowledgeable. **(→S7)**

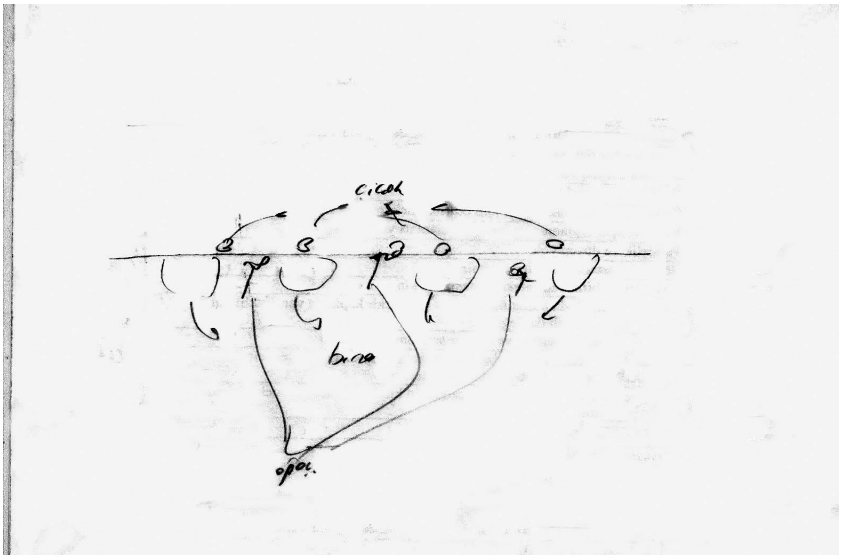


Figure 3.56: User group, local resident, female, retired official

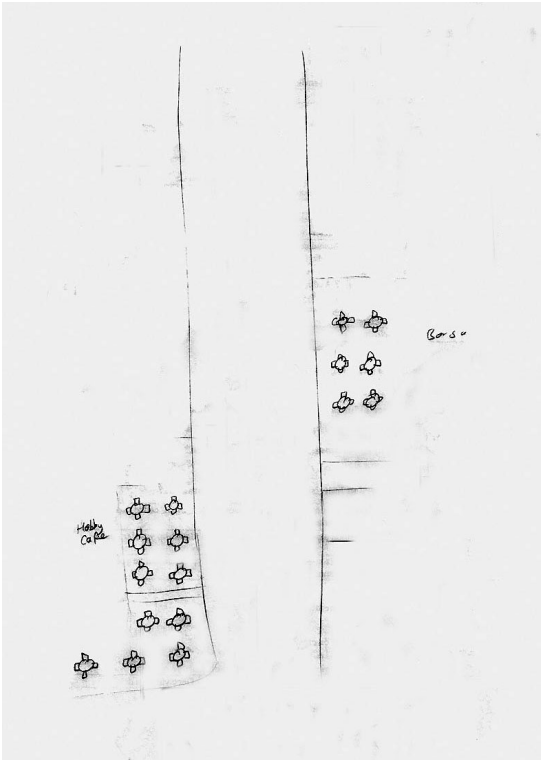


Figure 3.57: User group, outsider, male, student

3.2.3 Activities and Social Space

7th street has transformed from a residential street into a street of mixed commercial and residential character, and has thereby assumed an increasing importance in both neighbourhood and city lives. In Jan Gehl's terms, optional activities have become frequent besides necessary ones. This process creates sociability on the street, but it seems that the sociability of the street could be enhanced through careful design. (Gehl, 1987)

3.2.3.1 Actors and Users

The **actors**, namely the merchants and the decision makers, are mainly (75%) small and medium scale job owners such as fast food shops, small cafés, perfumeries etc. The rest are long established or larger scale ones such as *Bulka Patisserie* and the *Arçelik Vendor*. The following are some of the statistical conclusions for the sample of merchants (8 people), and inferences made of them. Further conclusions have been brought up in 'security' and 'circulation' matters.

- **5** merchants have a university degree, the rest graduated from high school.
- **6** are male and **5** also live in Bahçelievler. These people are important for the sake of the study since they might have more in depth opinions and would call attention to more essential problems.
- Of those five living in the neighbourhood, **3** people have been born and bred there.
- The following question was asked to those living in the neighbourhood:
  "*During the years that you have been living here, in what trend do you think the general situation of 7th street and environs have developed: good or bad?*"
  All of them declared that the street had become worse than it used to be. (→**W7**) They pointed out multiple reasons, which are listed in the following page:

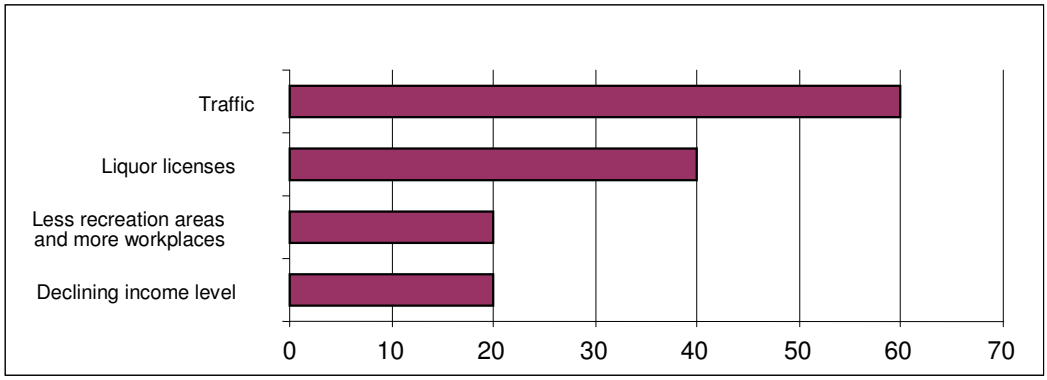


Chart 3.3: The reasons for worsening according to merchants (percentages)

- **5** of the merchants come to work by their own cars, **2** on foot and **1** by bus. **4** of the ones who come by their cars park **on** the street, while only one prefers parking on side streets. (→**W8**)

As far as the **users** are concerned, 7th street serves several population groups, among them young professionals, university students and long-established upper-class families. Here are some of the conclusions for the users this time.

- The sample population (including residents and other users) of the questionnaire reveals that **29.6** percent have university degree and **11** percent have high school degree. These two groups are also employed ones. While **36** percent of them as a whole work in private sector, **27** percent are retired and **18** percent are officers. The rest are students, namely, **55.5%** university students and **3.9%** others.
- **40** percent of the user sample is female.
- Nearly half of the users turn out to be local residents according to the sample. Below is the composition of the sample population.

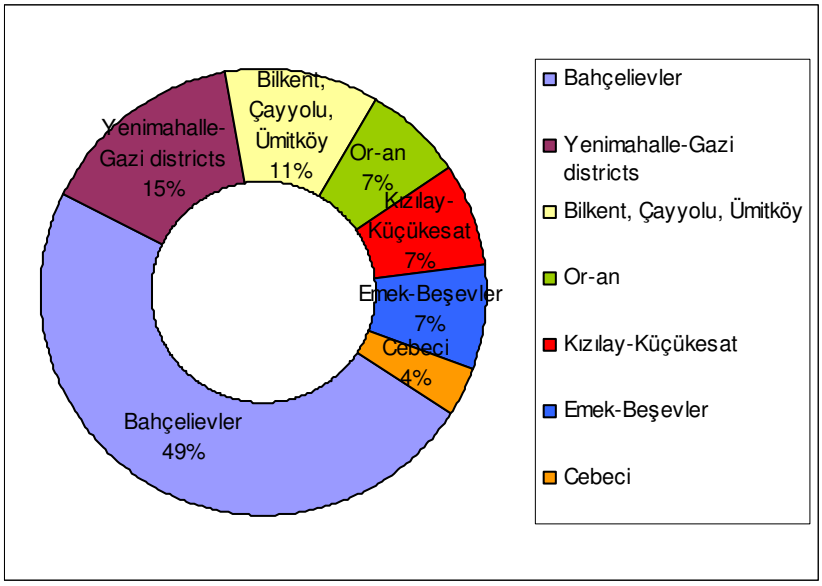


Chart 3.4: The distribution of 7th Street users according to districts

- The arithmetic mean of the duration that neighbourhood residents have been living there reaches up to **20 years**. Therefore, they were able to make analyses in time series and that is why Bahçelievler residents have been given emphasis with separate evaluations. The following table illustrates the distribution of durations.

Table 3.3: The durations that local residents have been staying (percentages)

1 to 5 years	23
5 to 10 years	7,7
10 to 25 years	30,8
25-40 years	15,5
Since I was born	23

- When users and residents are considered, a consensus has not been reached on the issue of where the development trend was going. **46** percent said it was **good** because they had a modern street with increased diversity and vitality. On the other hand, the residual **54** percent stated that quality had been gone down, the user profile had changed and the rush of people in there had caused the rents to multiply.

- All of the respondents had been asked what they liked the most in 7th Street. It turns out that the outsiders like its vitality while local users see the street as marketplace. The answers were the following.

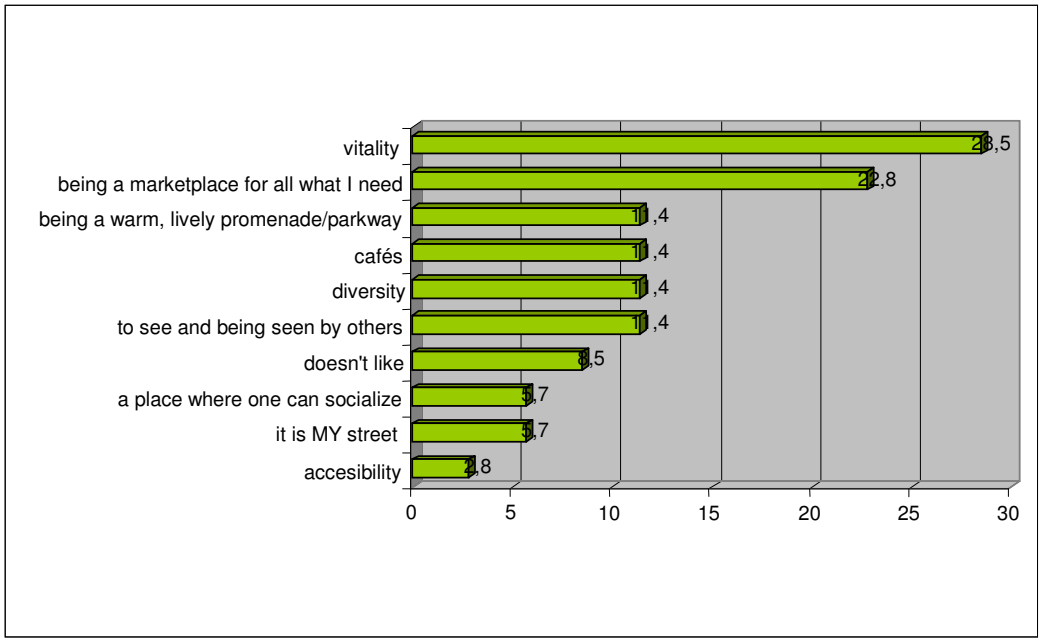


Chart 3.5: The inventory of what the respondents like in 7th Street (percentages)

3.2.3.2 Patterns of Uses and Activities

There are three types of pedestrian trips. The first group is **terminal** trips that contain work-home-work and home to public transportation. The second, **functional** trips have a specific functional purpose such as shopping. The last one is called **recreational** trips, which includes leisure time activities such as sports, cultural events, socializing or just wandering around. (Rubenstein, 1992: 36) 'Street' in Turkish is used as a metaphor for 'public place'. Being in the street means going out in public. Hence, recreational uses in Turkish cities are generally in the street. The following table illustrates for what purpose the users are going to the street. The respondents have picked multiple reasons on a list.

Table 3.4: Activity patterns of users on 7th street (percentages in local residents and in total)

	Local Residents	**Total Respondents**
Promenading/rambling	77	63
Meeting friends, going to cafés	77	74
Daily shopping (essential shopping such as for the kitchen)	61	33
Other shopping (garments, hobby, personal stuff)	61	44
Eating out/having a drink in restaurants/cafés after work (lunchtime and in the evening)	23	30
I just pass by to go home	54	33
I just pass by to go to another destination	38	30
Other (Please state)	-	11

It turns out that recreational trips (or again borrowing **Gehl**'s terms, optional activities) are the most frequent ones. Functional trips are second and terminal trips are the last. Meeting friends, cafés, bars, cinema attendance and eating out have become the most common activities for both groups of people. To give specific examples, especially cafés such as *Hobby*, *Pampero* and *Puzzle*; restaurants such as *Burger King* and *Happy Days* are often included in a leisure program with friends. This result proves that the sociability, vitality and diversity (of actions and of people) are at high levels on 7th Street. (→**S8**)

In addition, the local residents do their shopping of all sorts on the street more than other users. The use of free time in cities is a central question. One can draw up a range of possible uses of time in 7th Street but whether these uses are fully productive (art, knowledge) is more important. **(→W9)** As Perin Özen states, shopping as an activity has become a main leisure –even recreational activity. As "a new mode of public behaviour", social interaction growingly takes place in shopping areas. (Özen, 2002: 142)

Since the street in general is also an economic good which offers certain values, the **parking places** gain great importance as a "scarce resource". As through traffic increased, the curb side became a parking lot. While the space allocated for vehicles increased, no increase has taken place in the exterior space for the use of pedestrians. (Torlak, 1983: 56) The average residential side streets in the area has parking space for about 15 cars along each curb. In most cases, these few spaces are not sufficient for all the autos owned by residents. Only a lucky few manage to get to the curb on time. If the outsiders are counted in, the competition for a safe, shaded peaceful parking place gets tricky. On the other hand, the streetscape is despoiled for the convenience of few people, whose cars sit there almost for the whole day. (→**W8**)

7th Street also reflects another socialization pattern; the one exercised *within* cars. Surely, no scenery would be needed when a "movement channel" –and not a street– serves for transportation. When cruising speed decreases to walking speed, however, things change. People on foot or in cars who are making "piyasa", which etymologically is derived from "piazza" in Italian; contribute to the variety of experiences by simply passing through the street over and over. (Özen, 2002, 93)

> "Today we have boulevard situations which apparently draw their life from the *défilé* of flashy cars and pavement cafés are visited despite the fact that the air is polluted by exhaust fumes." (Krier, 1979: 17)

Here, Krier symbolizes problems of traffic with air pollution. All the merchants and most of the users in the surveys have opposed this "défilé".

Figures 3.58-59: On-street parking reached to the degree that commuting traffic sometimes becomes almost impossible. Very few drivers obey the 15-minute-parking rule.

7th Street is one of the most expensive streets in the city in terms of office and store rents. In order to understand the opportunities for private sector involvement and participation, the street should be observed shop-by-shop, façade-by-façade. However, streets are both public and private. It belongs to society but the services provided in it and the management issues can either be executed by public or private sector. In the 7th Street, due to the prestige and attractiveness of the street, there are some ground-level land uses which are relatively private and relate to the buildings, but not to the street. Although commercial uses dominate; however, that kind of uses do not support street activity. These uses include banks and offices, which do not contribute to a rich and diversified pedestrian activity space.

The apartment blocks on the street reflect residential purposes which allow a fine grain of public uses and high flexibility and adaptability for changes of use. This flexibility results in the domination of the street by consumption patterns of use. The reason for this particularly is the fact that the dimension of apartment blocks are small and the shops are owned by a variety of people.

Figures 3.60-61:Mixed-use flexible apartments yield active frontages.

The very diverse activity pattern on the ground floors is beginning to spread out to second floors. Moreover, there are bulk uses such as the petrol station, *Burger King* on 17th street intersection, *Vakıfbank* building on 21st street intersection, the new shopping centre being constructed in place of *Gima* at the moment, *İşbank* on 27th street intersection, *Mc Donalds*, *Happy Days* and *Borsa Bar*. (*Figures 3.62-64)*

Figures 3.62-63: The Petrol Station and Happy Days Restaurant.

Activity settings centre on *retail*, *service* and *restaurant* facilities. Goal-oriented activities such as supermarkets, dry-cleaners etc. are also housed on the second floors. In addition, observing and being observed, sitting in cafés, taking a walk or just wandering around are the main activities that generate pedestrian flow and density. In this sense, the most dynamic activity frontages are *Bulka, Burger King, Mc Donalds, Bit Pazarı, Pampero and Mado*. (→**S9**)

Figures 3.64: Borsa Bar is the latest and the most substantial example of the new entertainment scheme.

Numerous secondary streets are not only collectors and channels of pedestrian flow, but new areas of spread for central activities as well. Cafés, bookstores, art galleries and bistros are opened following one another on these streets. Moreover, there are two cinemas on near streets which are of fair distance. They altogether set the basic entertainment and consumption patterns and trends. As Özen argues, "They represent the rising consumption culture and fashion trademark on the 7th Street. The street has become a representational space for the private sector with larger capital within the city." (Özen, 2002: 78)

Figure 3.65: Puzzle Café on 31st Street: Public activities are spreading into the streets parallel to 7th Street.

In essence, daily rituals, for instance regularly visited shops increase publicness. Such everyday activities on 7th Street today depend exclusively on consumption patterns.

3.2.3.3 Rhythm Analysis

Naturally, daily (cyclical) rhythms such as going to work and returning home at rush hours create a density of flow in such a mixed-use area. However, except neighbourhood residents who take a morning-walk or make daily shopping earlier so as to avoid midday sun or the crowd, *life* in the street generally begins at **lunchtime**. People working around the area come by to have a quick bite and relax before they return to work.

Pedestrian density level achieved at noon is more or less preserved during the rest of the day. In the **afternoon**, students who get out of school or university appear on the street, and they are the mass who come to the street for the most diverse set of activities. In the **evenings**, especially after 19 o'clock, neighbourhood residents and other users can be seen while taking a walk or meeting friends. Action goes on until it gets dark and gradually weakens afterwards.

Surely, the pattern is somewhat different on **weekends**. Besides the above groups, the street also gets crowded by various outsiders at noon and keeps that vitality until midnight –or even later with its bars, pubs and cafés. 7th Street also hosts festivities and celebrations especially at night. For instance, I have witnessed that tens of cars and hundreds of people celebrated the championship of their favourite football team after the match had finished late in the evening. (→**S10**)

Figures 3.66-67: The places on the street are still crowded at night by various people.

Since the physical environment of 7th Street does not reflect sensitivity to climatic conditions, vitality of the street can be affected. On fine days, everything blooms from street vendors and shopkeepers to wanderers and *flâneurs*; from restless youth to the elderly; whereas on rainy days, for instance, it is difficult walking on swelled up pavements and slippery curbs with puddles of mud.

Figures 3.68-69: Wanderers and street vendors are parts of daily life in 7th Street.

The sample population of user survey gives an idea about their frequency of coming to 7th Street and the duration of staying, which are presented below.

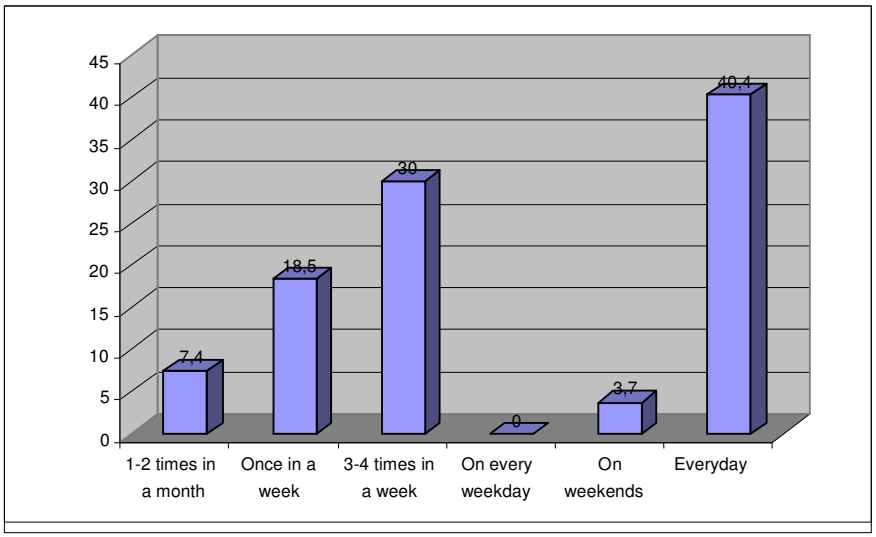


Chart 3.6: The frequency of the respondents of going to 7th Street on average (percentages)

Users that appear daily on the street are all local residents. In addition, people do not go to the area merely for weekends. They also like to be there in weekdays. Of course the main reason is that the students constitute the majority of the sample.

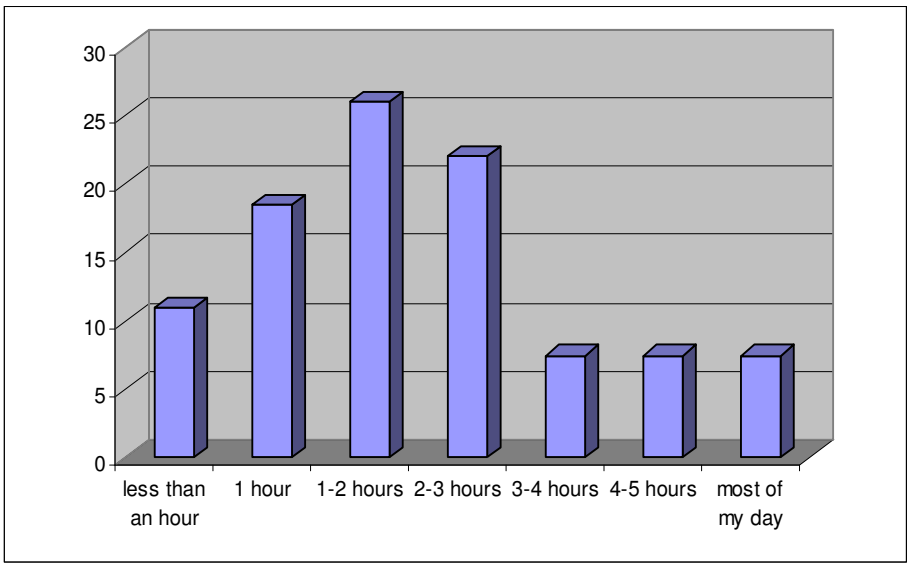


Chart 3.7: The duration of staying on the street for each time on average (percentages)

Half of the respondents spend around two hours on the street. This could be increased if activity settings are designed more carefully.

3.2.3.4 Control and Security

Fear of crime is the most expressed problem according to the respondents after traffic related problems. This result resembles the one of the survey in San Francisco, which was discussed in *Section 2.3.1*. Especially merchants find the street insecure; or even dangerous when it gets dark. Users are more relaxed on this as a majority find the place secure until midnight. *(Charts 3.8-9)* The reason of this disparity may be that merchants can see the street everyday, nearly all day and witness incidents of crime. They told that, small burglaries, prostitution and even stabs began on the street regardless of time during the day. **(→W10)** The chief of the neighbourhood, **Mete Türdü** said that despite the fact that eight plainclothes policemen were patrolling on the street everyday, a gendarme had been stabbed in broad daylight. Another reason may be that the users are mostly young people who do not care much about security. Further comparison can be made below.

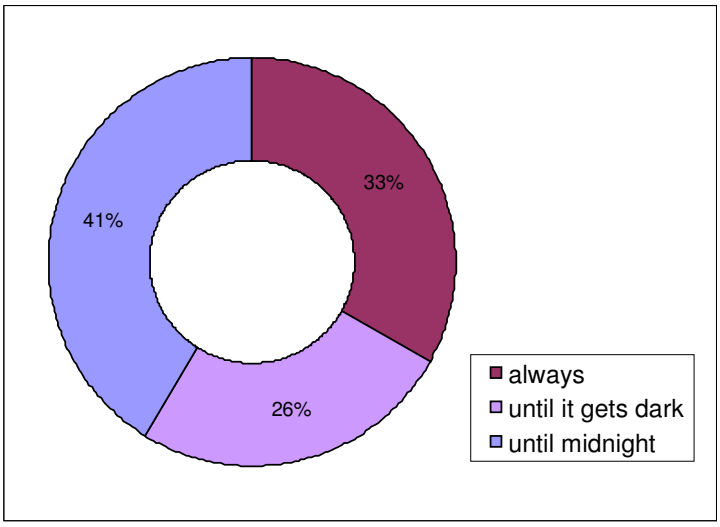


Chart 3.8: The extent to which the users find the street "secure" (percentages)

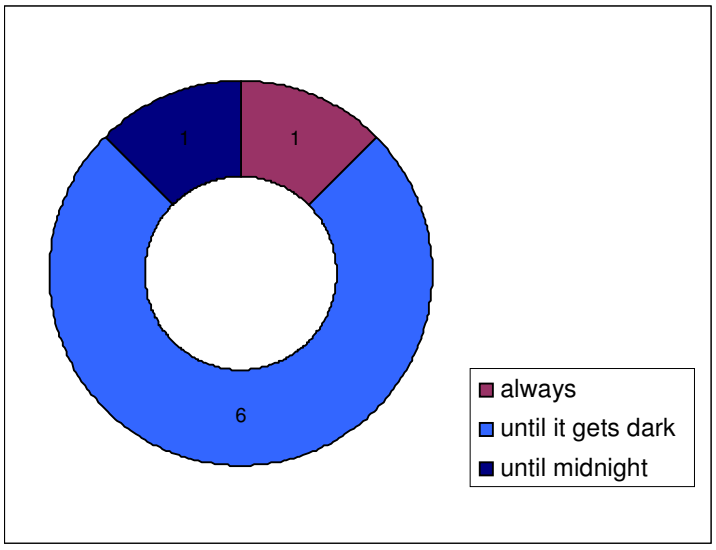


Chart 3.9: The extent to which the merchants find the street "secure" (percentages)

3.2.4 Accessibility and Circulation

For a space to be public, it ought to be accessible to all. A democratic street as *Marc Francis* introduces is friendly to pedestrian and liveable for residents. It also reflects social justice, economic health and ecological vitality. It does not exclude the automobilist but provides space for vehicles by providing a more equitable balance

with other users. (Francis, 1987: 28) However, it is obvious that there are problems of access, circulation and parking for the users and residents of 7th Street.

Vehicular and Pedestrian Circulation

The merchants were also asked if they would like 7th Street to be pedestrianized and only **3** of them responded positively as they were defending that diversity and liveliness would increase. The refusers, on the other hand, were worried that the socio-economic level of the users would decrease and the rate of crime would multiply. They were also worried that any probable pedestrianization would also cause a decline in their clientele since they advocate that people in cars are their main buyers.

Figure 3.70: People drive to the street besides buses and minibuses, which in turn causes traffic jams.

As the chief of the neighbourhood stated, a recent referendum covering around 120 people including merchants and residents of 7th street revealed that 72 percent were against pedestrianization of 7th Street, more than half of which are merchants. Almost all the rest who claim that pedestrianization would be good are families living on the street. The Municipality demanded this referendum for a project was on the agenda; however, after a meeting, half of the advocates of pedestrianization have changed their minds.

When the same question has been asked in the interviews to the residents, the refusers turned out to be approximately the same (66%) and half of them were Bahçelievler residents. Their main grounds were the following:

There would be no vitality and liveliness (28%)
Traffic would become a bigger problem (17%)
The charm/atmosphere of the street would be lost (11%)
Problem of parking would increase (11%)
Bars and pubs would multiply thereby decreasing the street quality (11%)

The advocates of pedestrianization defended that the pollution and disturbance caused by vehicles would end thereby providing an ease of promenading.

Then, the respondents were given three transportation and pedestrianization alternatives and were asked to choose the one that they agree the most. These were the following:

1. 7th street should become a **full mall** and another route should be found for vehicle traffic. Thereby the street should be an **attraction centre for pedestrians** of diverse districts.
2. **Except buses and taxis**, the street should be **closed to traffic**. The **roadbed** should be **narrowed** (perhaps into two lanes) so as to earn pedestrians more space. (*transit mall* concept)
3. Traffic should be **as it is now**, however, **on street parking should be forbidden**. Again, the **roadbed** should be **narrowed** so as to earn pedestrians more space. (*semi mall* concept)

The responses are demonstrated on the next page.

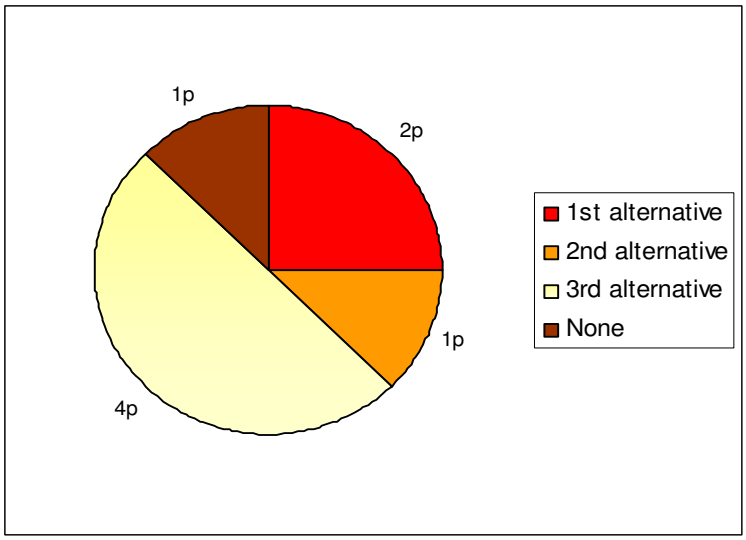


Chart 3.10: The distribution of the three alternatives among merchants (percentages)

It seems that the merchants do not accede to any attempt to remove through traffic due to economic reasons mentioned before. Merchants who put a tick in the first and the second alternatives could abandon since they do not excitedly defend them.

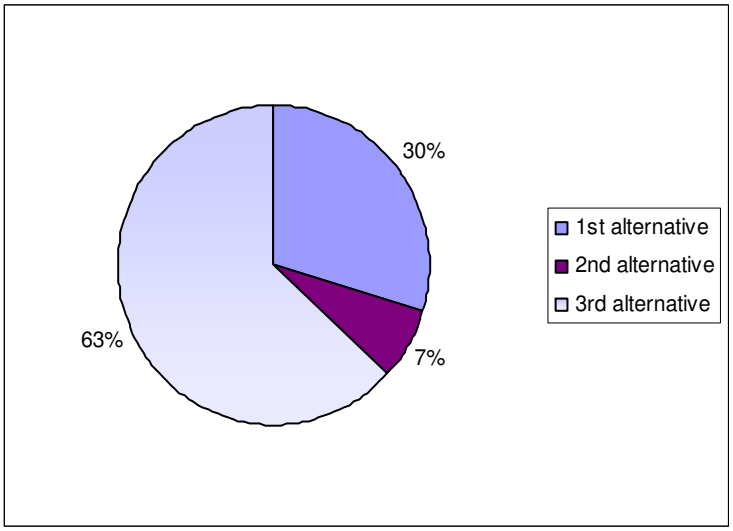


Chart 3.11: The distribution of the three alternatives among users (percentages)

Here, the defenders of the **3rd** alternative are even more, two third of which are Bahçelievler residents. They are against pedestrianization due to the reasons discussed above.

Network of Public Transport

7th street is highly accessible from southern districts as Bahçelievler is served by **main transportation axes** (İnönü and Gazi Mustafa Kemal Boulevards, Akdeniz Avenue and Konya Highway) in addition to the light rail system, **Ankaray**. Also, minibuses and buses are available. Minibuses take the route of İnönü Boulevard; one can get off quite close to the area. Buses are in fact ring buses for the whole neighbourhood. In particular, bus number **168** passes through the 7th Street into *Muammer Aksoy Street (2nd Street)* and then *Beşevler Station of Ankaray subway line*, which is the starting point. The bus departs from there into the *3rd (Azerbaycan) Street* and *Taşkent (1st Street)* and *Akdeniz Roads* to complete the ring. (→**S11**) However, after a certain hour, especially at night means of public transportation are inadequate. (→**W11**)

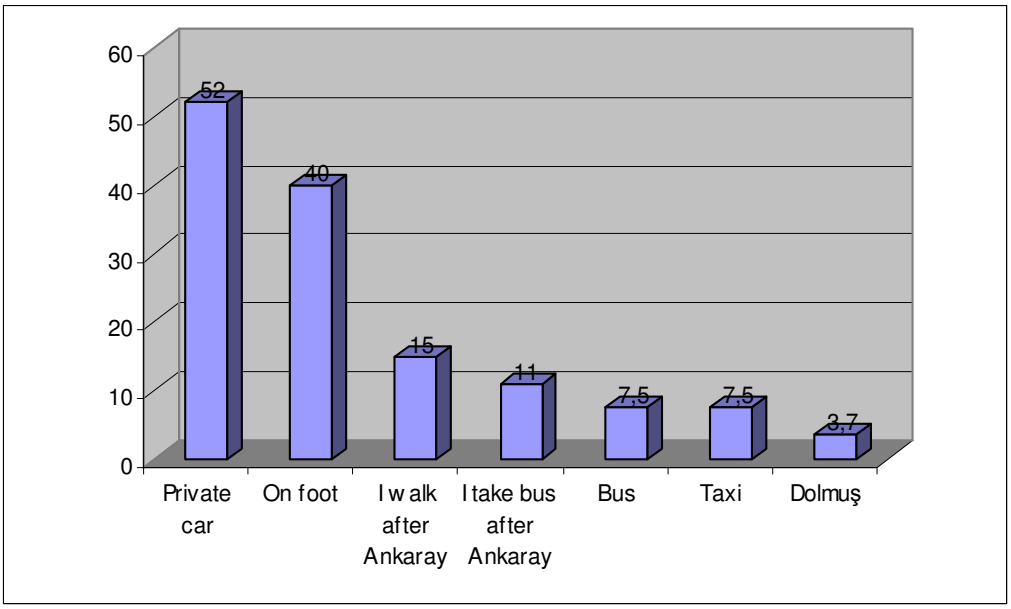


Chart 3.12: The means of transportation by which users arrive at the street (percentages)

Generally people either walk or drive to the street. In addition, **29** percent of people coming by their cars are actually Bahçelievler residents. This means that **one over three** residents prefer driving to the street instead of walking. Moreover, of those who drive, **78** percent prefer parking on side streets opening up to 7th Street, while the rest equally prefer the main street and various farther side streets.

3.2.5 Constraints and Opportunities: Evaluation

The respondents were asked what they think was the biggest and the most serious problem of the street; and then what they would propose as a solution. Again, multiple answers were permitted. The following charts illustrate the results.

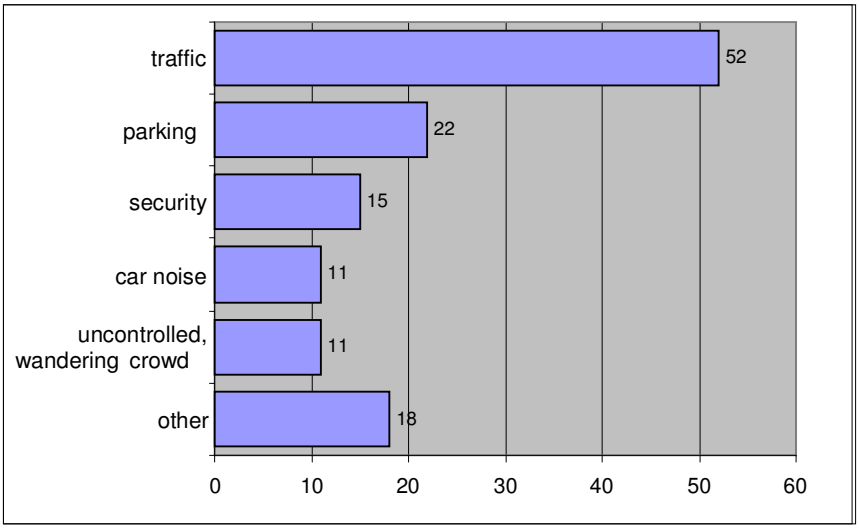


Chart 3.13: The most serious problem according to the users (percentages)

The respondents have suggested the following for these problems:

opening new parking areas	26%
pedestrianizing the street	15%
increasing security measures	11%
forbidding on street parking	11%
a scientific, correct architecture and planning	11%
no idea	11%
other	11%

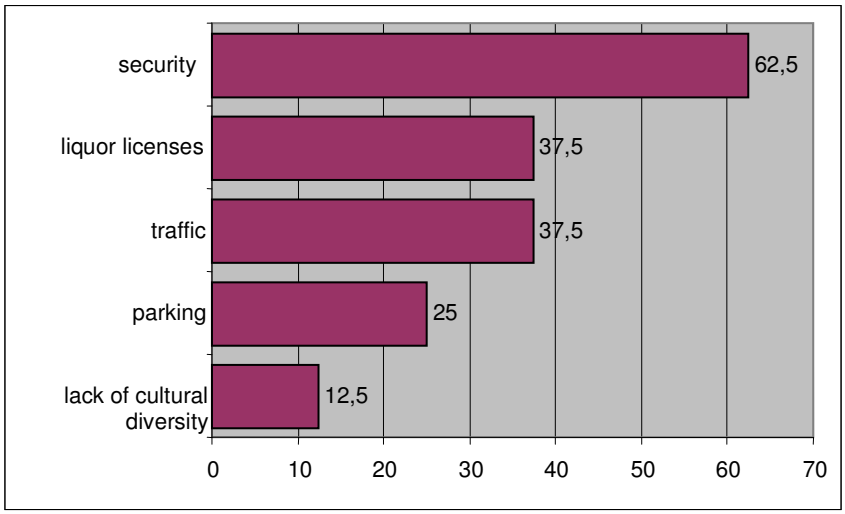


Chart 3.14: The most serious problem according to merchants (percentages)

The respondents have suggested the following for these problems:

increasing cultural activities
opening new parking areas
restricting liquor licenses
increasing security measures
closing the street to private cars

It seems that the users state mostly problems related to **traffic** such as parking and car noise, such that 85 percent have expressed these three. The merchants on the other hand express traffic related problems less than users (62.5%). Instead, they state problems related to security and nightlife.

The respondents are also demanded to put a tick on what they see as a problem for the area, in a list of statements. The results were as follows:

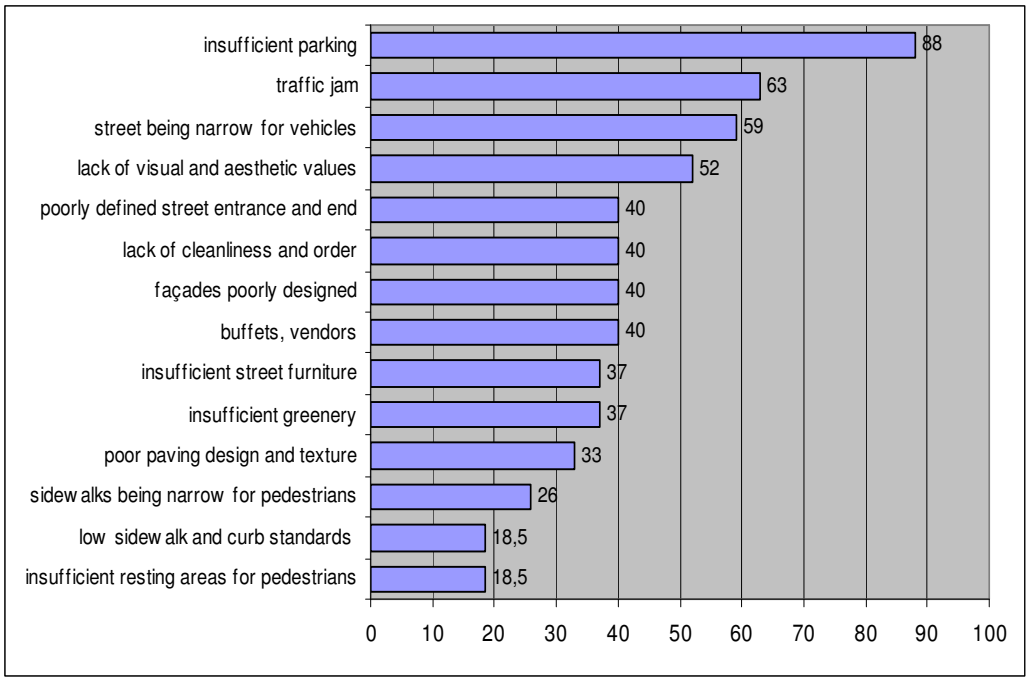


Chart 3.15: The problems of 7th Street according to respondents (percentages)

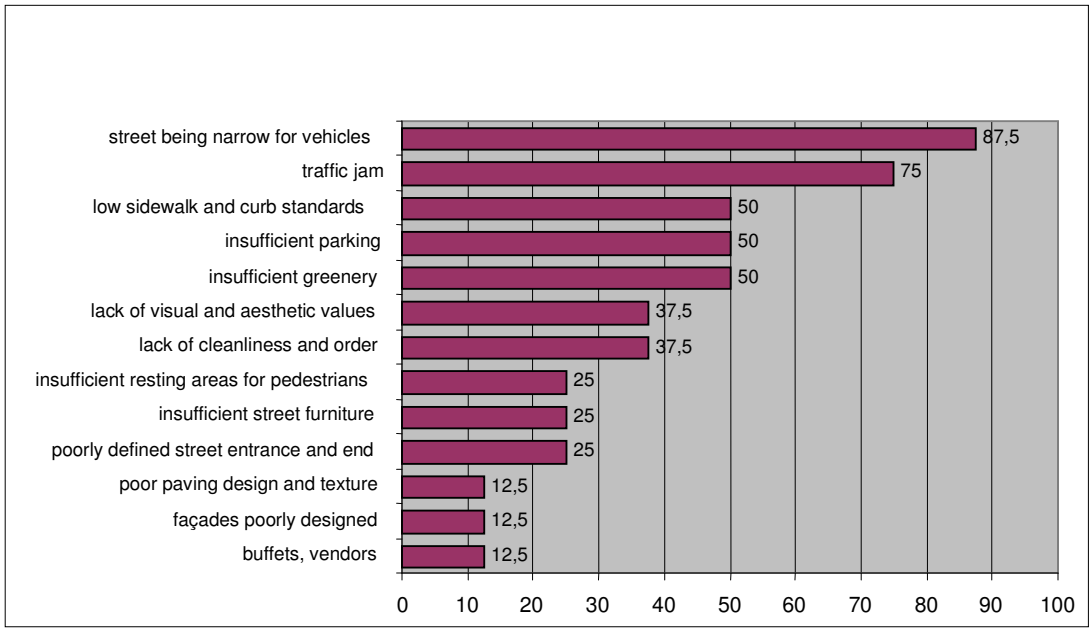


Chart 3.16: The problems of 7th Street according to merchants (percentages)

When they are given a list of probable problems, the users counted **parking** and **traffic jam** again. Then came an interesting one, 'lack of visual and aesthetic values', which denotes that people are not that indifferent to these concepts –even more than 'cleanliness' and 'order', it seems. If concerns and dissatisfactions on façades, buffets, street furniture and street entrance are added; it turns out that the visual considerations of 7th Street users are quite high.

In contrast, the merchants do not equally carry the concerns on visual and aesthetic concepts. They mostly counted the **narrowness of the street** for vehicles and **traffic jam**. 'Parking' is counted much less when compared to the users; however, poor paving design as well as low standards in curbs and sidewalks are counted more. That could be because the merchants can make more observation on environmental issues.

- At the end of presenting all the survey results, we can say these inferences are only speculative, which can only be generalized to the covered population. It was admittedly only a small-scale enquiry, but its results suggest that the subject merits serious research. Further study (bigger scale) or a different angle could help on issues of design alternatives and participation to design processes.

- The willingness of residents to take care of the public property was worth observing after the interviews. Because, they are aware that redesign might help define the street as a territory for which residents would feel responsible. Especially local residents and merchants state that 7th Street (and the neighbourhood) used to be friendly; what was outside has now withdrawn into the buildings. Some of the families have been there for a long time, but these are diminishing in number.

- Global dynamics together with lack of self-identity (or disrespect to national values) eat any "Turkish" or "Ankarian" urban culture up. Therefore, along with many other places, 7th Street spontaneously creates its own public places

where contribution to urban culture is less and activities devoted to consumption are observed.

- Large multiuse structures that look fine on zoning maps cannot be an alternative to a lively streetscape. Armada shopping mall, a private retail centre, for instance, appears to affect the centrality of 7th street. The emphasis on street life is shifting to these "bulks" on no man's land and that shift surely has a deadening effect on nearby streetscapes including 7th street. For example two recent open air pop-music concerts have been held in the "parking area" of the mall! However, the street "belongs" to its users, which allows them considerable latitude; while the shopping mall, on the other hand, is in fact a privately owned place.

- There are several things to expand the scope of activities besides consumption and exposition of individuals. Proposals will be made in *Design Guidelines* section.

The evaluation and the identification of constraints and opportunities is in fact a positive approach towards design. As John H. Owen argues:

> "The approach of enlisting strengths and weaknesses is useful for two reasons. First, it helps to focus on what is really essential to the study and what must happen to make the design work. Second, it helps to identify conditions that are unique to a project and, therefore, to avoid 'standard' solutions." (Owen in Moudon, 1987: 271)

Thus, at the end of all the surveys, the strengths and the weaknesses are revisited below in order to make a roundup.

Strengths

On street form

S1→ Linear and compact street space providing human scale

S2→ Street grid allowing permeability and active corners

S3→ Small parcels, fine grain (*flexibility* and *adaptability*)

S4→ Relatively continuous public boundary with active frontages

S5→ Elements of surprise and interest such as pathways and semi-enclosed courtyards

On street image

S6→ Being at the centre of a clearly defined homogenous district and providing nodes

S7→ High knowledgeability of the street

On activities

S8→ Variety of people coming to the street and high levels of vitality and sociability

S9→ Diversity of consumption goods and activities

S10→ The presence of evening activities as a potential for more extended night-life

S11→ Highly accessible

Weaknesses

On street form

W1→ Lack of parking areas

W2→ Poorly defined street entrance (*also related with the street image)*

W3→ Electricity poles, public information and street furniture are not parts of an overall design.

W4→ Lack of maintenance in greenery.

W5→ The cacophony of paving material and sidewalk obstructions (signage, street furniture). Poor quality of the pavements: crumbled stones, empty tree planting areas.

W6→ Inadequacy of pedestrian areas: environment not suitable for pedestrianism

On street image

W7→ Pessimism on the future of 7th Street especially by merchants

W8→ On-street parking: as it causes traffic jam and lack of interaction of activities with street space by constituting a wall between them. (*Also related with activities)*

On activities

W9→ Lack of cultural activities

W10→ Increasing rate of crime and prostitution

W11→ Inadequate means of public transport after a certain hour, especially at night

W12→ Instable street economy: shops frequently change hands

CHAPTER 4

DESIGN CODING FOR A THRIVING PUBLIC REALM IN 7TH STREET

4.1 Design Policies and Guidelines for 7th Street

Design objectives and policies had been enumerated in previous sections. At this final stage, concrete design guidelines have been put forward under these headings of policies. These guidelines are general regardless of the type of any possible enhancement project. The three possible alternatives have been introduced in the next chapter.

4.1.1 Active street life

Generating pedestrian flows and vitality by seeding people attractors

- 7th Street is becoming a consumption centre with neglecting other public activities. However, most of the respondents and interviewees of the survey have declared that they would like more cultural activities, plus more interesting uses on their walking path for a more pleasant promenading.

- *Retail initiatives:* In order to fill the gap between work times and the nightly entertainment time, retail schemes can be applied in conjunction with a package of live music, street entertainment, theatres, cinemas and formal entertainment means such as art galleries and libraries.

- Restaurant and café promotion initiatives such as discount offers and enhancements in these places can help attract more people.

Promoting street-life and people-watching

- To facilitate *frequent and regular use* by local residents is the first condition to street life. It is followed by orienting people and facilitating differentiated activities.

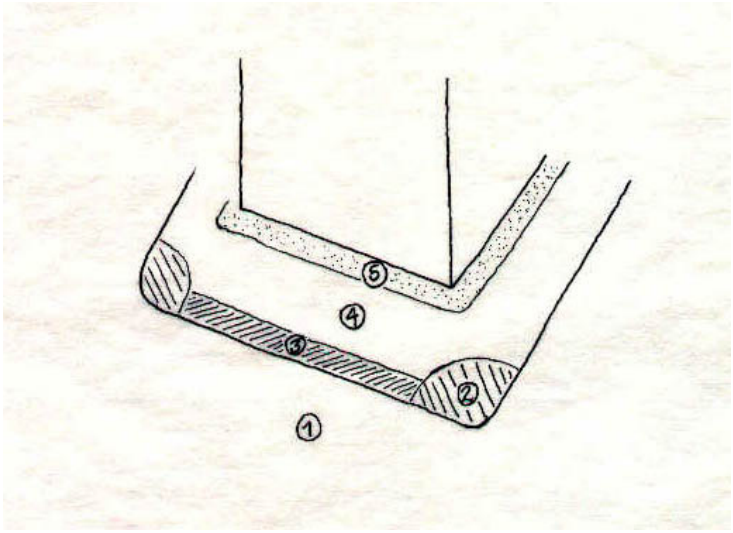
4.1.2 Ease of pedestrian circulation; Permeability

Pedestrian friendly street design

- Upgrading standards for streets and walkways are planned to further enhance the district's appeal for pedestrians. Because, encouraging people to walk from one destination to another will foster interaction and communication. Sidewalk widening and landscaping on unused vehicular pavement are possible interventions.

- For unobstructed walking, well-designed street fixtures may be developed that would combine a luminary, signs, a wastebasket and even a parking meter in one element in order to reduce the cluttering of sidewalk space. However, they should be carefully placed with respect to the curb.

- *Streetscape zone concept:* As a basic framework for street design, it is a flexible way to accommodate variations in use without overwhelming pedestrians or motorists. The street space is divided into zones, basic functional requirements of which are essentially those of its predominant use. (*Figure 4.1)* The concept is highly adaptable to variations of street form. Most aspects of it can be maintained in pedestrian malls. (Eichner and Tobey, 281)



1	The roadbed
2	Sidewalk corners are places where conflict of activities is frequent, therefore should be left vacant.
3	The band for street furniture is about one meter.
4	No other furniture or obstruction should be placed in walking strip.
5	The strip for window-shopping, waiting etc.

Figure 4.1: Sidewalk zones of 7th Street

4.1.3 Legibility and imageability of streetscape by pedestrians: Reinforcing existing streetscape characteristics

Landmarks, visual stimulation and attention to detail

- Entry clearly identifiable from the street
- A spontaneous, fluent transition between different scales of urban spaces: From wide avenues leading large scale activity nodes into medium-sized streets or squares, and finally into alleys for accessing private spaces.

To reinforce a sense of belonging to an identity

- People still call it the 7th Street instead of 'Aşkabat'. Therefore, unification and identity enhancement projects should reinforce the initial name. Therefore a **logo** of 7th Street can be created and used in as many street elements as possible in order to enhance its identity.

- The intermediary spaces, crossroads and pavements should be designed to reinforce the unity and identity of the street.

To increase awareness, curiosity, interest in the urban environment

- It could be a good idea to include **Belpa** Skating and Sports Centre, **Adnan Ötüken** Park and the **National Library** into the urban stroll-way of 7th Street, thereby increasing the diversity of activities. This proposal is also related to street's lack of a street gate. A symbolic entrance should be designed with a square. Besides, any successful and lively urban street should also have a beginning and an end, as a street connects two squares, or other urban public spaces. However, 7th Street does not reflect such an urban character. It should stem from a public open space and it should point another one.

- Figure-ground reversal effect in the night might be quite interesting and stimulating for citizens. The solids and voids in an urban area are equally important. However, while the figures/solids are in relief for the daytime, the openings on buildings and the voids of urban form is in front for the night.

Architectural style as image

- As discussed earlier, 7th Street and its environs accommodate and primarily address upper and upper-middle social classes. Hence, the urban quality of the street should firstly reflect the tastes of them. Should the street be enhanced keeping that in mind, the street can fully reflect the image of the popular promenade of quality. This is not to assume an "architecture determines behaviour" approach. Certainly, architecture would not be enough alone. Betterment of bars, restaurants and pubs, for instance, is as necessary as enhancement of street space. Liquor licenses only in a few places can be enough to gather all kinds of citizens and any increase in standards through pricing policies or additional private investments can make it possible to change the composition of clients.

- *Façades:* Strict control of the design of the façades of diverse buildings along a street is rarely attempted today except along historical streets and special avenues of power. However, unifying building façades in a particular street could give it a special character and identity.

- Building façades can be covered with materials such as vinyl coating to set up a unification which reflects sense of neighbourhood. The owner of Café Pampero has initiated such unification by covering the building with beige/grey coating. The material is not so expensive and besides it diminishes the maintenance costs of buildings. If other owners are encouraged, the image of 7th Street would be reinforced.

4.1.4 Pedestrian safety and security

There has been violation, even against police, small burglaries and vehicle terror on the street. Hence, the residential occupier feels protective and wants territorial

control. Here, the question of how a mixed-use street should be designed arises. As *Barry Goodchild* argues in his article "Learning the Lessons of Housing over Shops Initiatives", street crime is not wholly caused by deep-rooted social and economic processes or by individual deficiencies. Crime is also caused by the existence of "opportunities" for committing one. (Goodchild, 1998: 83) Therefore, design and environmental management of streets should be reconsidered for reducing these opportunities and crime in turn.

- In fact, when properly designed, "housing over shops" type of mixed-use can be dissuasive for crimes. Certainly these schemes are at smaller spatial level and it is difficult to prove such an argument. Yet, residents can control crime by direct **intervention**, namely by reporting in case of an event; and passively by their **presence** which has a discouraging effect. When compared to official methods, surveillance is very cost-efficient.

Reducing pedestrian-vehicle conflict

- Isolating pedestrians from vehicles by design elements forming a strip is useful as well as expanding pedestrian sidewalks in streets of high density.

Space and time separation (malls, closing streets, traffic signals, overpasses and underpasses)

- Mall proposals are made in the next section.

4.1.5 Smart transportation and traffic management

- To provide all citizens, especially residents and drivers safe and easy access is the first condition. For that aim, a compromise between "demand for travel" and "preservation of neighbourhood qualities" is needed for such a complex area.

Designing *loop-ways* for through traffic can divert those who only would like to pass through the street, while filtering through traffic from narrow side streets where residential uses are the major ones is also necessary. Numerous diverters can be used for both, such as stop signs, bumps, cul-de-sacs, pavement markings and landscaping.

- Forbidding on-street parking, maybe the most serious barrier for an efficient traffic will be helpful. For instance, additional (separate) bus lane can also prevent on-street parking besides forbidding.

- Belpa Skating and Sports Centre has a large space in front for parking. The Municipality can either open this area as a public parking area, or initiate a project for an underground public garage on that space.

4.1.6 Quality of architecture and urban design

- Using durable and attractive finish materials is what shows the quality of a place.

- Sidewalks and pedestrian pathways must be so rigid and meticulous, that a pedestrian could even be able to walk barefoot. After all, urban public places should represent the ultimate level that human civilization has reached. Proper design of sidewalks for the handicapped is another dimension.

- Street pavement might be tailored for the heart –at least for some specific areas on the street; it is after all the extension of the house's floor.

Street furniture and public art

- There has been little regulation of the location of street furniture for which some strong municipal action is needed and this work claims to present auxiliary design guidelines for that matter.

- There would be less need for specially designed street furniture such as seating or bollards unless the street is fully pedestrianized. Cafés provide enough seating except for the pedestrians who would be in need to rest for a while. On the other hand, the seating does not have to be benches or banks. If designed properly, the edges of planting boxes or walls and building ledges could do well.

- *Street lighting:* Overhead lighting is efficient, but may not be enough. Although harder to maintain, some of the light can be reflected off trees from built-in fixtures near ground level. This solution will not only provide lighting in scale for pedestrians with pleasant illumination, but will also be a solution for the metallic bollards on the curbside if these illumination fixtures are also designed as finer bollards.

- *Poles:* One way to combine art, lighting poles and signs can be to design special poles belonging merely to the 7th Street. It will be arty for its design reflecting the logo mentioned above, plus it will tidy up all lighting and direction poles onto itself. The costs can be lowered by taking advertisements, publicities of enterprises and places of entertainment on the poles.

- *Planting boxes and seating:* Planters may be designed together with seating, yet whether designed purposefully or not, the edges of planters are habitually used as seats. If this use is not foreseen in design, the plants can be damaged.

Green space and water space

- Reinforcing existing landscape characteristics and increasing the maintenance of greenery will add to the streetscape.

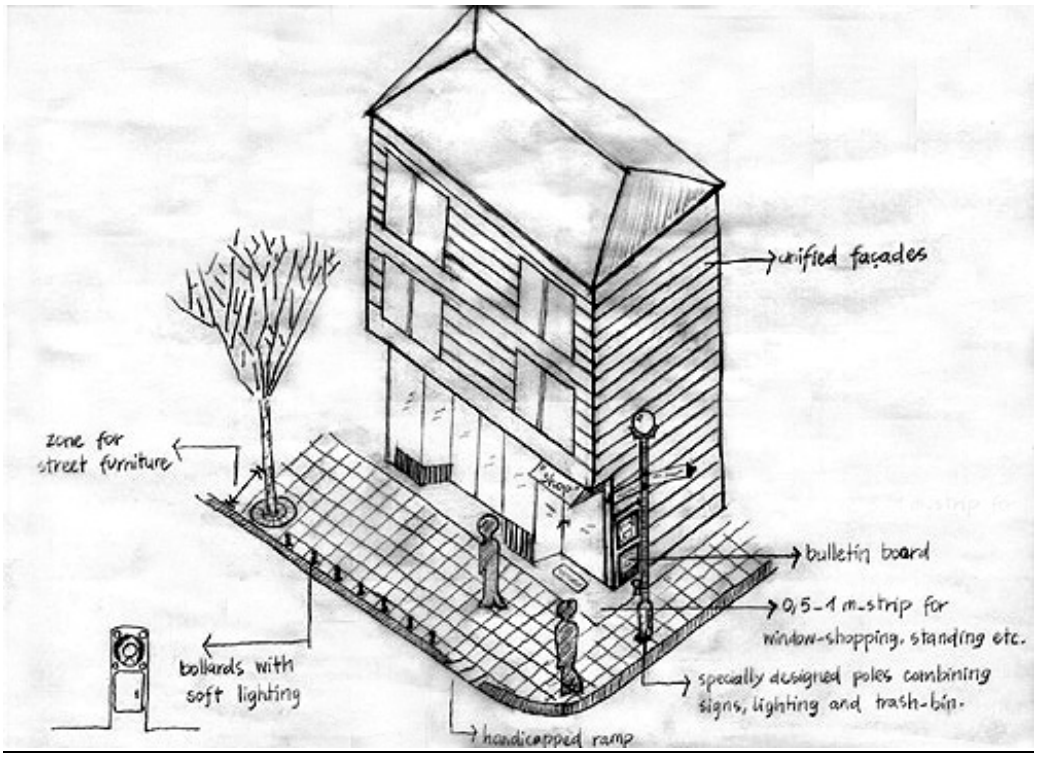


Figure 4.2: Summary of sidewalk enhancements.

4.1.7 Economic efficiency

Growing a fine-grained economy

- This goal is achieved for the most part. The only concern is that the shops and enterprises on the street are not always permanent. There is an abnormal dynamism of change in shop

titles. Economic incentives should be given to prevent this such as rental discounts, tax exemptions and so forth.

- However, attracting distinguished entrepreneurs is important as they determine the socio-economic characteristics of users.

4.2 Planning Alternatives

Street enhancement projects are anyway on the agenda in Bahçelievler, especially on 7th Street and environs. There are numerous projects to be implemented both by the Greater and Çankaya Municipalities. Besides various traffic management interventions on the area, the Greater Municipality planned to pedestrianize 7th street. For that purpose the Municipality employed a landscape architecture and urban design office called 'Promim'. Their plan was that of pedestrianization, yet including a line for servicing and emergency, which also provides space for a miniature streetcar. The shop-awnings and the paving material on the shop fronts were unified. However, the proposal was presently rejected by merchants after an assembly due to economic concerns.

Figure 4.3: General view from the 7th Street Enhancement Project. Unification of street elements is the most significant aspect of the plan. (Courtesy of Promim Urban Design Office)

Figures 4.4-7: Details from the 7th Street Enhancement Project. The public square in the entrance with the 'last stop' of the streetcar. (fig. 4.4-5) The relation with side streets and shop front unifications. (fig. 4.6-7) (Courtesy of Promim Urban Design Office)

On the other hand, Çankaya Municipality will soon initiate an enhancement project on 25th Street on requests of merchants in the street so as to be a model for all side streets of 7th Street. The street has just solved infrastructure problems of capacity and enhanced the roadway and sidewalks. Now the municipality plans to constitute a representative committee comprised of merchants and residents in the first place. After that, façades, the taxi stop, street lighting and signs will be redesigned. (Sabah Newspaper, 11.08.2003)

In addition, it is said that strict prohibitions on passing through the 7th Street over and over by car, and on-street parking are on the way. After the parking problem is resolved, special stickers will be given to the people living on the street so that only *they* can use the spaces in front of their houses for parking.

Figure 4.8: View of 25th Street at the moment.

Apart from all these, planning and design alternatives are proposed, based on the previously stated premise that widespread use of street and public open space by pedestrians for the greatest number of hours in the day and days in the year is a positive environmental quality. Therefore, one of the main considerations is creating a rich interplay between public and private spaces.

4.2.1 Pedestrianization with traffic allowed only in selected blocks

This is the exercising of a full mall. Although remaining less, there are advocates of pedestrianization among the respondents of the questionnaire. Simulating how 7th Street would be like as a pedestrian area can be a useful effort.

However, parking and serving problems should be resolved first. For that purpose, there are three possibilities. First one is opening the parking area of **Belpa** to public as mentioned before. Secondly, though being more costly, an **underground passage** providing parking could be constructed along down 7th Street. This would be a long-term project which solves both parking and serving the local residents; only it may cause disturbances during construction and security problems while in use. Lastly, the **petrol station** on the entrance could be appropriated for public use. The spaces around the station can be merged to achieve a larger parking area. This solution also helps remove the hazardous station from such a central area. After solving traffic problems, the entrance area can be designed as a public square, where pedestrian area starts. People turning into the 7th Street from the crossroads can park here or continue through the bypass street (possibly *17th Street*, the first intersection when entering the 7th Street). The width of this space is suitable for such an alteration.

The picture would be as such: More spacious café terraces with tables scattered out; vendors such as florists, booksellers on their little buffets specially designed; people walking, meeting, sitting and eating on various parts of the street, near a fountain, on banks, on elaborately designed pavement etc.

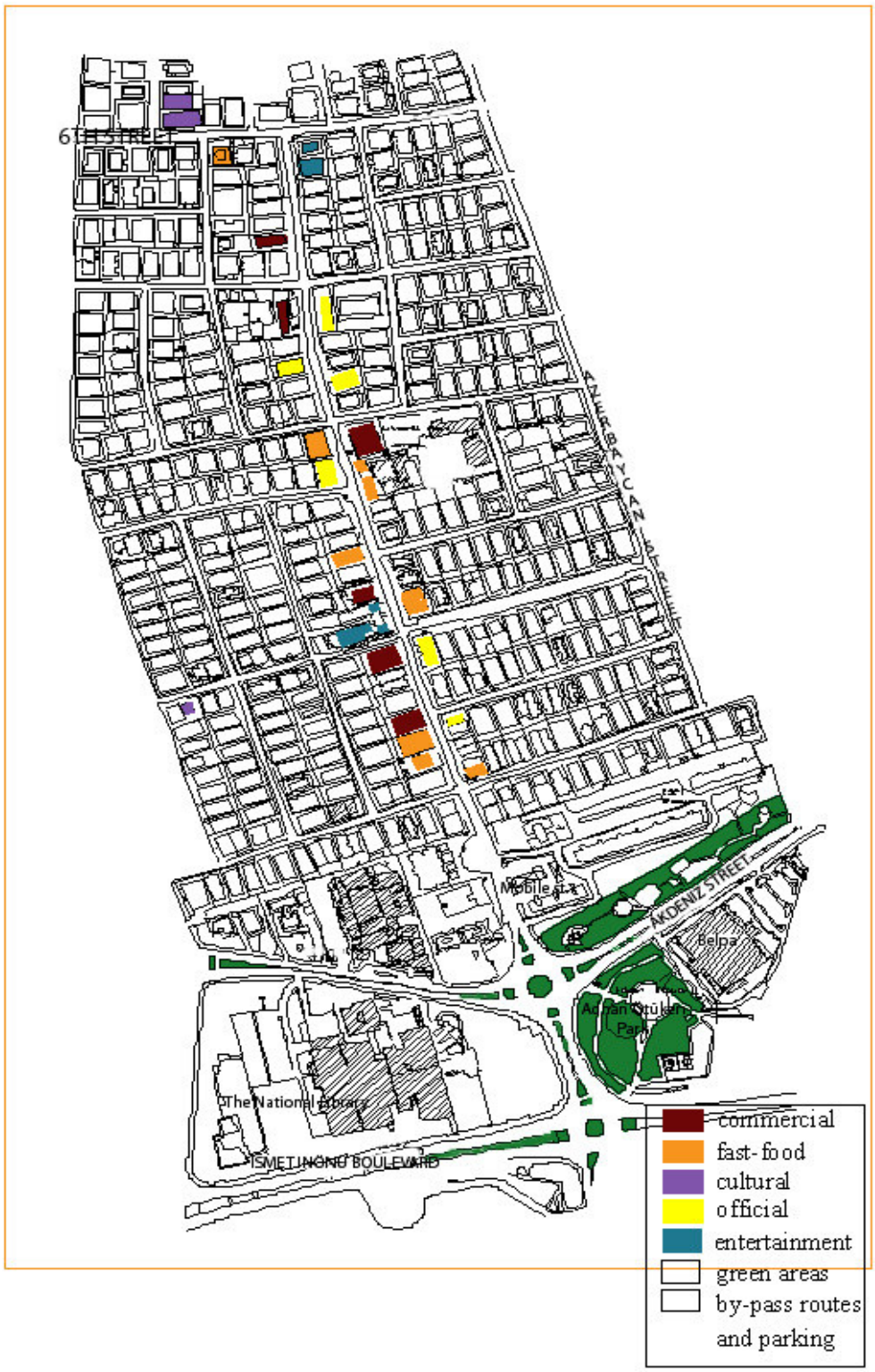


Figure 4.9: By-pass routes and parking schemes on pedestrianized 7th Street

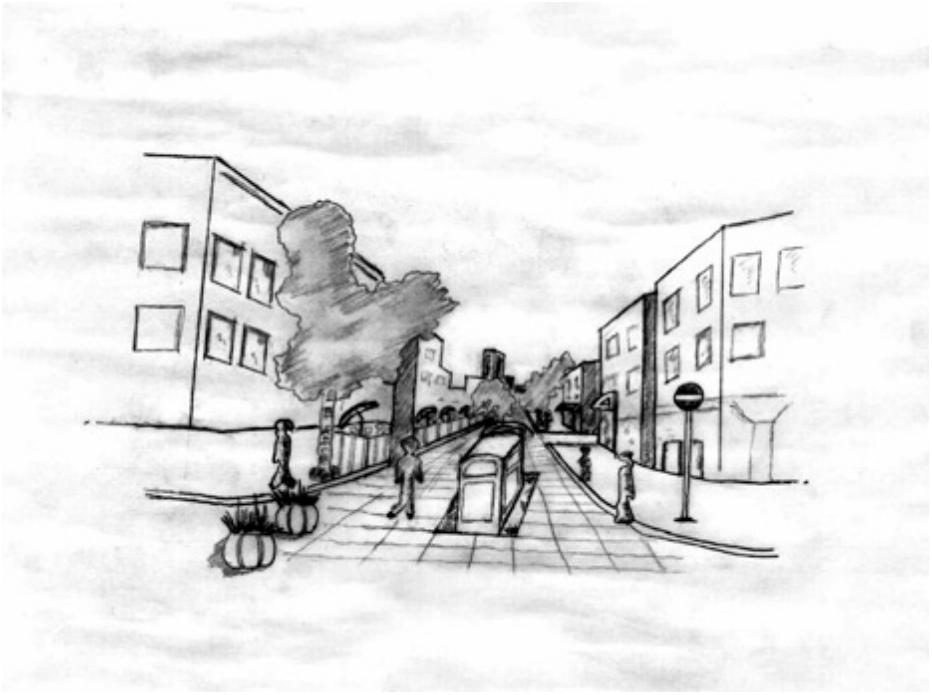


Figure 4.10: Possible view of 7th Street when pedestrianized.

4.2.2 Improvement of the existing traffic and pedestrian circulation

As exposed earlier, this alternative, namely a semi mall implementation, has been the most popular one in the surveys. That is because merchants have economic concerns and the majority of users (despite their complaints on traffic related problems) think that traffic on 7th Street must continue to serve residential and commercial uses and that cars add to the vitality of the street.

In this alternative, firstly on-street parking is forbidden. The three-lane roadbed is reduced to **two** lanes when the sidewalks are widened. Thus, both vehicle and pedestrian circulation can be improved. Pedestrian pathways and routes are unified so as to constitute continuous urban stroll-ways starting from the National Library and Eser Park; one enters the street, traverses it and finds 6th street at the end, and turns either sides: 3rd Street on the right, 4th on the left. An easy, nearly instinctive pedestrian circulation as such clearly would contribute to the image of the whole neighbourhood as well as 7th Street, being the central activity route.

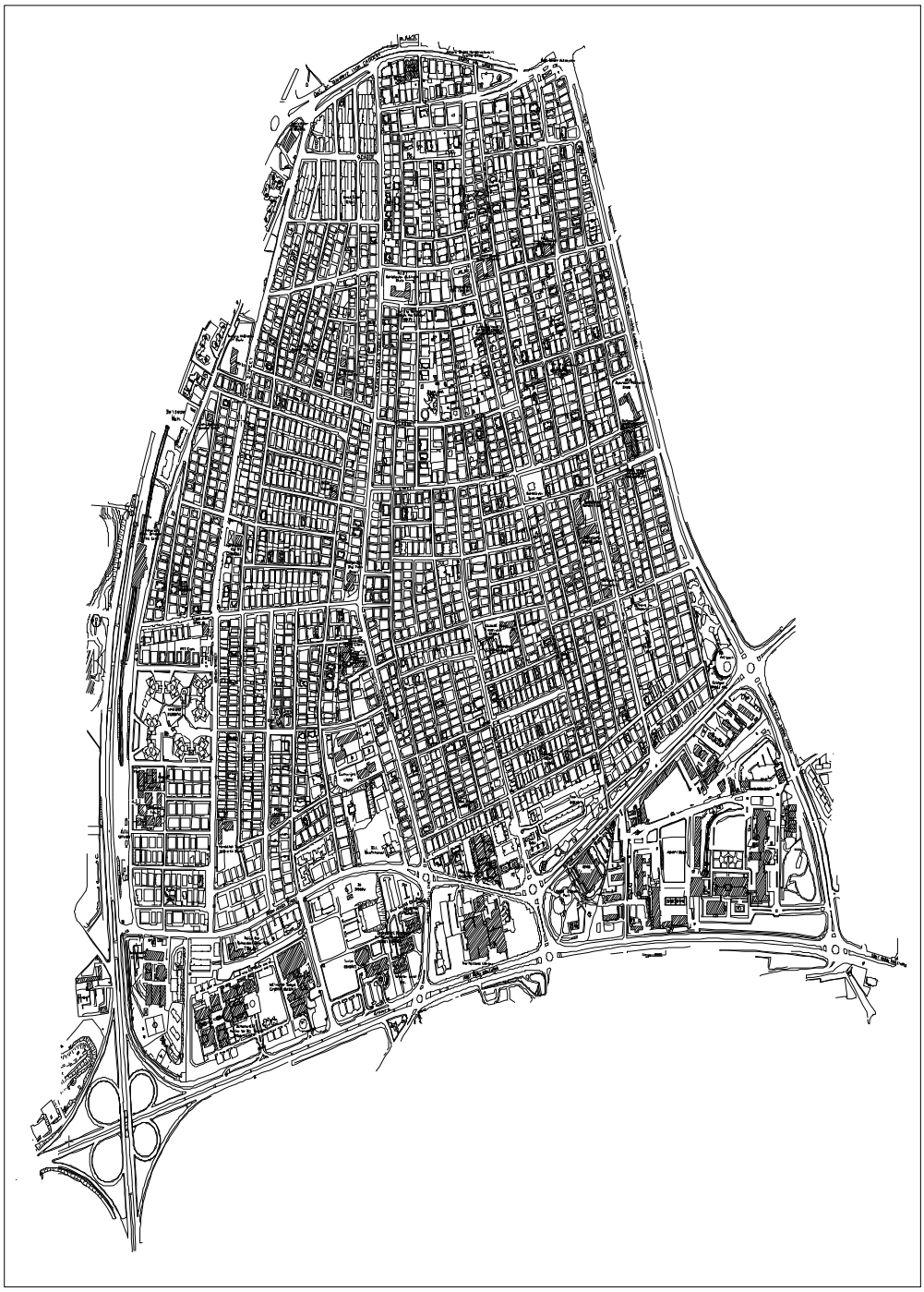


Figure 4.11: Pedestrian Routes and Pathways

4.2.3 A residential street model on a selected side street

This alternative is mainly based on traffic control in the residential streets around 7th Street and could be implemented together with the two alternatives above. Merely the model is introduced with the design of one street. In essence, this is a *woonerf* implementation. The once residential side streets have been experiencing congestion. The number of pedestrians and vehicles circulating in the streets are increasing day by day which brings about spatial inadequacies. Many local residents now suffer from lack of parking spaces on their own street, from inadequacy of sidewalks invaded by cars, or from privacy concerns such as invasion of territory and clamour.

Hence, by introducing woonerf characteristics into the street can help overcome these problems. This is about preserving the necessary elements of a residential street while enhancing the mixed-use character. For that purpose, 21st Street has been chosen as model due to its advantages of physical form. Also, 21st Street provides a vista when one enters the 7th Street from the pathway right across the other side and obviously an enhanced streetscape would add up to the image of 7th Street. Thus, first of all, the sidewalk concept is removed, because the whole street space serves as sidewalk and as car lane. A curved lane for one car has been designed, which provides larger pedestrian strips but limits the cruising speed. Entering the street, a driver is informed by a sign that this was a specially designed residential street. Then he may not enter if he wants a quick passing through the street. Thus, mainly the drivers who live there or want to spend their time in a place in the street could venture entering. Clearly marked parking spaces are also provided, and with the help of bollards and trees orientating both pedestrians and drivers, no unusual actions could occur.

Figure 4.12: The design of 21st Street as a shared street

CHAPTER 5

CONCLUSION

Public space is where personal differences, tastes and behaviours are exposed and still, public life is predominantly experienced in the street. Since 1960s, there has been an increased interest in the role public spaces –and especially the street– play in shaping public culture. Consequently, there has been considerable design, planning and management activities in transforming urban streets into more safe, secure, comfortable and vital places.

It is obvious that the street is the most essential urban element where daily publicness is experienced. Especially in Turkish culture, the concept of **square** has not developed much and a square may only occasionally reflect public character; whereas, **the street** is always a lively public place. Therefore, a revival of street activities would be sound so as to achieve more flourishing public environments.

Providing spaces of quality for pedestrian circulation in dense urban centres is an important matter. How a pedestrian feels when wandering in a main street is the main focus of the study. Located at the intersection of several academic discourses, the street is also the focus of many theoretical debates about the city concerning modern and, more recently, post-modern urbanism. As Michael Southworth so rightly says:

> "We must look at streets as complex community settings that serve a variety of functions – not simply as channels for moving traffic and emergency vehicles. Streets are the staging spaces for community interaction. As such, their design requires an understanding of social behaviour, architecture, urban design, landscape architecture and general planning." (Southworth, 1997:132)

Hence, an interdisciplinary approach to streets is needed. All the actors involved must collaborate to develop new and revised standards for the diverse users of streets. However, this should be an evolutionary process that results in *flexible design guidelines* suited to the "context". If participation occurs, the privatization trend could also be reversed to an extent.

Streets should be regarded as vital public resources. Any improvement project regarding a street should enhance environmental conditions, reinforce identity, revitalize retail economy and provide a variety of pedestrian activities as well as providing a pleasant and efficient pedestrian (and vehicular) circulation.

When a street space is designed properly, many activities can occur simultaneously without conflicts among users. However, a successful street does not emerge at once, but it evolves in time. Besides, social, economic and political variables are as important as planning and design in the process. As Richard Levy writes, "Although we realize today that design alone cannot correct or compensate for social ills, it is an important tool in shaping our sense of place." (Levy, 1998: 58)

Urban quality concept has become more important for the last couple of decades. For that reason, aspects of urban quality in public places, and streets in our context, are examined in detail so as to provide a compact design manual. The urban quality of the street should firstly reflect the tastes of its users. Should the street be enhanced this way, places reflecting quality could be achieved.

Given the flexibility of pedestrian movement and the richness of a streetscape environment offering a variety of activities, it is clear that rigid categorical distinctions for pedestrian behaviour are difficult to apply to street space uses. Rather, it is important to see the street as a dynamic environment for many activities.

After identifying the uses, it should be determined that how could the design of a new streetscape support or encourage these uses. Consequently, a street would need other attractors beside bars and cafés if it wants to be a vital one.

Merely cultural or entertaining uses would not be enough, but also good urban design is essential. Because the street also is a place as it is a link.

Bahçelievler was totally a modernist project with its regular layout and strict functional separation of uses. Modernization required that each street should be classified according to its function and busy routes were isolated from nearby buildings. However, with its high accessibility opportunities and its cultural and urban context accumulated for years, Bahçelievler has become a distinct and quite prestigious secondary urban centre. As a result, the main arteries of Bahçelievler are becoming more and more of mixed-use activity centres for the public. Yet, this urban culture and dynamism affecting the whole city is somehow not reflected in urban public spaces and the 7th Street for the most part.

Socio-economic and cultural changes in the society affects the places where people live in, and these dynamics can best be 'read' in public places. Therefore, the arteries of the neighbourhood -7th Street in the context- should be approached with more complex methods and designed so as to generate urban lifestyles.

The future of urban collectors such as 7th street depends on their ability to serve as commercial centres and as the foci for an active and mixed social life. There has to be a balance between the activities and an easy, almost spontaneous access to them. Streets as links and as places, namely, antagonistic concepts of closure and circulation should be thought in a kind of balance. Only then we can say that a given street can imply spatial closure and still allow continuous traffic.

This work has established design objectives and a series of general design criteria. Until more detailed planning and design work is done at the community level, it is expected that developers will conform to the general design criteria. The quality of development should improve with these criteria in place.

Because this is a supplementary planning guidance, it develops the plan's principles into a set of design ideas appropriate both to economic conditions and to the site and its setting. Hence, if not forgotten on a shelf, this work could provide contribution to Bahçelievler, as well as other mixed-use areas or pedestrian oriented streets.

The development of urban spaces, which began with the 'agora', grew out of a pedestrian-oriented culture. These spaces create an image for the city; become a meeting place and a centre for various activities that improve the physical and social environment: the same human needs today! Streets have to be sustained because humanity needs the variety of social as well as intellectual experiences they can uniquely offer.

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APPENDIX A

THE EMPTY QUESTIONNAIRE FORM

Place: ***Date/Time:***

MIDDLE EAST TECHNICAL UNIVERSITY
URBAN DESIGN MASTER PROGRAM
QUESTIONNAIRE FOR 7TH STREET USERS

- **In which district do you live?**
  If in Bahçelievler;
  - ***For how long?***
  - ***During the years that you have been living here, in what trend do you think the general situation of 7th street and environs have developed: good or bad?***

• **Your Level of Education:**	Elementary	High School	University

- **Your Occupation:**

	Private Sector
	Services (police, waiter, hairdresser etc.)
	Merchant
	Official
	Workman
	Do not have a job
	Military
	Retired
	Housewife
	Student (please state if you are a university student)
	Other (Please state)

- **How often do you come to 7th street?**

1-2 times in a month	Once in a week	3-4 times in a week	On every weekday	On weekends	Everyday

- **How much <u>time on average</u> do you spend when you are in the street?**

- **For what purpose do you go there? (You may give multiple answers by enumerating them as 1,2,3 etc.)**

	Promenading/rambling
	Meeting friends, going to cafés
	Daily shopping (essential shopping such as for the kitchen)
	Other shopping (garments, hobby, personal stuff)
	Eating out/having a drink in restaurants/cafés after work (lunchtime and in the evening)
	I just pass by to go home
	I just pass by to go to another destination
	Other (Please state)

- **By what means of <u>transportation</u> do you arrive at the street?**
  a) Private car
  b) Motorcycle
  c) Bus
  d) Dolmuş
  e) Taxi
  f) I walk after Ankaray
  g) I take bus after Ankaray
  h) On foot

- **If you drive to the street, where do you prefer parking?**

	On street
	On side-streets opening to 7th Street
	On farther side-streets

- **Which of the following statements do you think could be considered as problems in 7th Street?**

Functional	the street narrow for vehicles	
	traffic jam	
	sidewalk and curb standards are low, they are slippery and too high from roadbed	
	sidewalks narrow for pedestrians	
	insufficient parking	
	insufficient greenery	
	insufficient resting areas for pedestrians	
	There are no designed meeting and gathering areas for pedestrians	
Visual/ Environmental Aesthetics	lack of cleanliness and order	
	lack of visual and aesthetic values	
	façades, building walls are poorly designed and are of low quality	
	poor paving design and texture, no unity among paving materials	
	buffets, vendors are annoying	
	1.Phone Booth, 2.Lİghting, 3.Street trees/planters, 4.signs etc. are insufficient	
	poorly defined street entrance and end	
	Other (Please state)	

- **What is the thing that <u>you like the most</u> in 7th street?**

- **Which <u>landmarks</u> or <u>important activity places</u> do you recall the first when thinking of the street?**

- **Would you like 7th street to be <u>pedestrianized</u>? Why?**

- **Which of the three alternatives below do you claim the most?**

7th street should become a **full mall** and another route should be found for vehicle traffic. Thereby the street should be an **attraction centre for pedestrians** of diverse districts.	
Except buses and taxis, the street should be **closed to traffic**. The **roadbed** should be **narrowed** (perhaps into two lanes) so as to earn pedestrians more space.	
Traffic should be **as it is now**, however, **on street parking should be forbidden**. Again, the **roadbed** should be **narrowed** so as to earn pedestrians more space.	

- **What do you think is the <u>biggest and the most serious</u> problem of the street?**

- **What would <u>you</u> suggest to solve that problem?**

- **Until when do you think the street and environs could be considered <u>secure</u>?**

Always	Until it gets dark	Until midnight

→ Could you sketch of 7th street the way you recall onto the other side of this paper?

APPENDIX B

7TH STREET DRAWINGS OF THE RESPONDENTS THAT HAVE NOT BEEN DEMONSTRATED IN CHAPTER 3

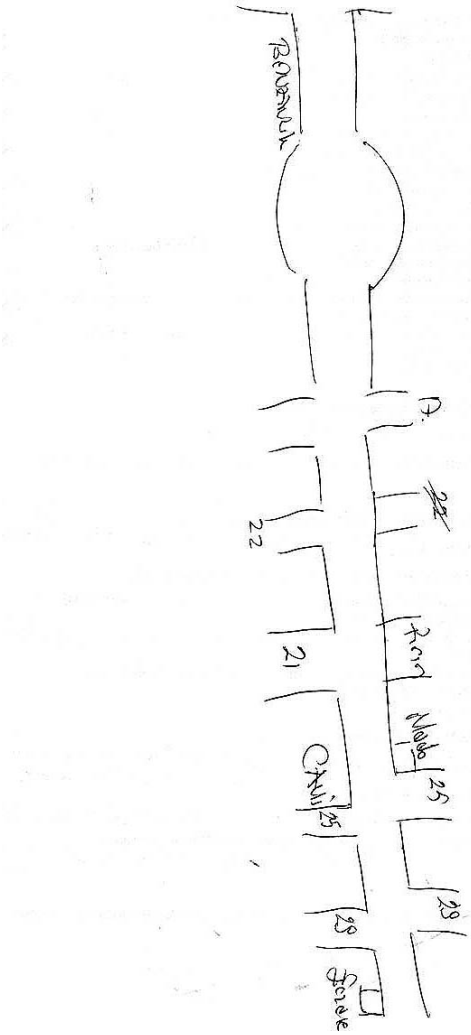

Figure A.1: User group, local resident, male, private sector

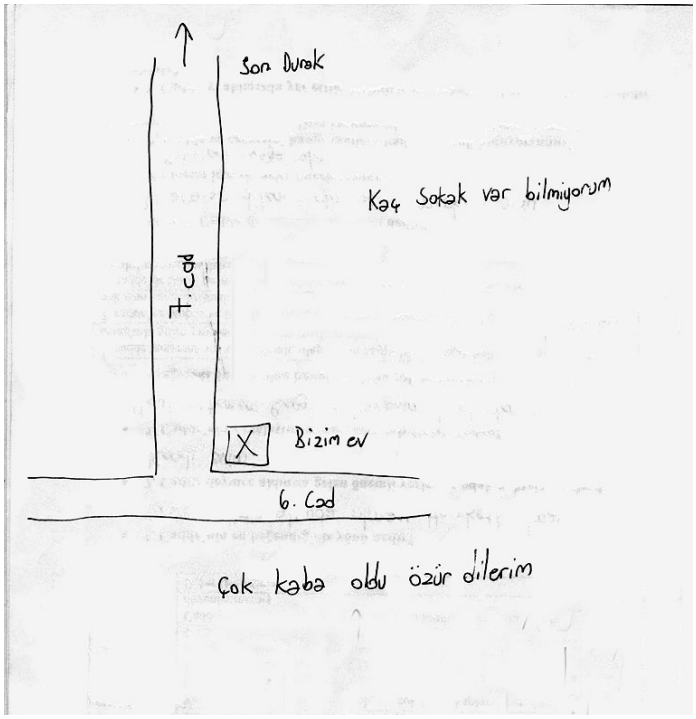

Figure A.2: User group, local resident, male, student

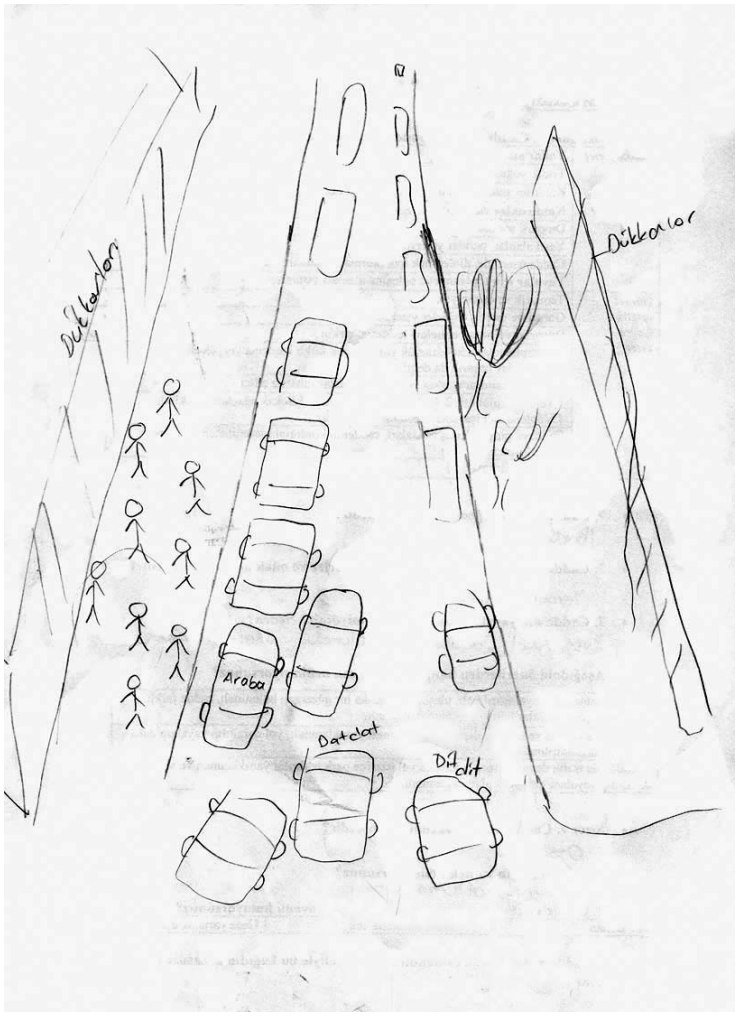

Figure A.3: User group, outsider, female, student