

PERCEPTION VALUES OF LOCAL USERS FOR URBAN IDENTITY ELEMENTS IN ANKARA  
ATATÜRK BOULEVARD

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## **ABSTRACT**

### **PERCEPTION VALUES OF LOCAL USERS FOR URBAN IDENTITY ELEMENTS IN ANKARA ATATÜRK BOULEVARD**

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There are many components which define and complete the urban spaces. One of these components is urban equipment which responds to the needs of the dweller by serving different purposes and creates a link between urban life and public life style. Urban equipment not only enables the interaction between urban spaces and the users of these places, but also has an efficient role in defining the cities' quality and "identity".

Ankara, as the capital city of the Turkish Republic, has had an important mission throughout its history. But although it is the first planned city of the Turkish Republic, Ankara has become a victim of modernization and rapid and unplanned urbanization. As a result of this situation Ankara started to lose its own values. The main purpose of this thesis is, to identify the roles of urban equipment as a visual image, based on the perception of environmental spaces and creating urban identity.

The methodology in this thesis is firstly determining the urban equipment on Atatürk Boulevard which lies between Ulus and Kuğulu Park which is the center line of Ankara and then questioning their effects on the urban identity. For this reason a questionnaire is applied to the local users and then according to this questionnaire's results, urban equipment's values as an urban identity element are analyzed.

As a result of this study, urban equipments on Atatürk Boulevard and their positive and negative values are determined. Therefore, how they are perceived by the local users and their contribution to the spatial and urban identity is determined.

Keywords: Urban equipments, urban identity, environmental perception, urban space, environmental image

## ÖZ

### ANKARA ATATÜRK BULVARINDAKİ KENTSEL KİMLİK ÖĞELERİ İÇİN LOKAL KULLANICILARIN ALGISAL DEĞERLERİ

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Kentsel mekanları oluşturan ve tamamlayan pek çok öge vardır. Bunlardan birisi de kullanıldıkları kentsel mekanlarda farklı amaçlara hizmet ederek kentlinin ihtiyaçlarına cevap veren, kent yaşamı ve toplumsal yaşam biçimi arasındaki iletişimi sağlayan kentsel donatı elemanlarıdır. Donatı elemanları kentsel mekanlar ile bu mekanları kullananlar arasındaki ilişkiyi sağladığı gibi mekanın tanımlanması, nitelik ve kimlik kazanmasında etken bir role sahiptir.

Ankara, Türkiye Cumhuriyeti'nin başkenti olarak tarihi boyunca hep önemli bir misyona sahip olmuştur. Ancak Türkiye Cumhuriyeti'nin ilk planlı şehri modernleşmenin, hızlı ve plansız kentleşmenin kurbanı olmuş, geçmişte sahip olduğu değerleri yitirmeye

başlamıştır. Bu tezin amacı, görsel birer imge olarak kentsel donatı elemanlarının, çevresel mekanın algılanması ve kent kimliği oluşturmadaki rollerinin saptanmasıdır.

Bu çalışmada izlenen yöntem öncelikle Ulus – Kuğulu Park arasında uzanan ve Ankara'nın merkezi ulaşım aksı olan Atatürk Bulvarı üzerinde yer alan kentsel donatı elemanlarının tesbiti ve daha sonra bu öğelerin kentsel kimliğe etkilerinin sorgulanmasıdır. Bu sebeple yerel kullanıcılara bir anket uygulanmış ve bu anketin sonuçlarına göre bu alandaki kentsel donatı elemanlarının kentsel kimlik ögesi olarak değerleri analiz edilmiştir.

Bu çalışmanın sonucunda Atatürk Bulvarı üzerindeki kentsel donatı elemanları ve bunların pozitif ve negatif değerleri belirlenmiştir. Ayrıca yerel kullanıcılar tarafından nasıl algılandıkları ve mekansal ve kentsel kimliğe olan katkıları saptanmıştır.

Anahtar Kelimeler: Kentsel donatı elemanları, kent kimliği, çevresel algı, kentsel mekan, çevresel imge

*To my Family...*



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## CHAPTER 1

### INTRODUCTION

#### 1.1. Problem Statement

Cities have been under a continuous change with time caused by their inhabitants. The environment we live in keeps changing and developing day by day. Being indispensable elements of a city, streets exhibit the direct or indirect reflections of this change process. Streets are modernized by the help of the latest technology but they also alienate people (Ulu and Karakoç, 2004). Technological developments, urbanization, globalization and changes in cultural and economical structures affect both urban morphology and cultural, intellectual and routine features of the people. At the same time, they reshape the relation of the people with their cities and their expectations. Although cities are formed by their inhabitants, the relation between the city and the people is mutual, that is, a city is highly influential in the formation of the personality of a person.

As Herbert Simon stated, a deliberative person is an adaptable system. He aims at detecting the interface between internal and external environment and his attitudes reflect the environment's characteristics (Bakan and Konuk, 1987). However, in our time, many cities are losing their **environmental characteristics**; in other words, their identities have been fading away due to degeneration caused by modernization.

Problems regarding urban spaces firstly came up in the second part of 20<sup>th</sup> century. The main focus of these arguments were the physical, public and environmental problems which were caused by approaches ignoring external spaces while the buildings were designed within the context of modernist applications (Oktay, 2007). Environmental problems are fundamental factors that directly affect urban morphology, urban life and socio-cultural structures of the dwellers. `People` are a very important element which



determines the urban macro form and identity as well as the city's geography. Cities and their dwellers have a lot in common so whenever there is a problem with one of them, this causes the degeneration of both. In this sense, the main purpose of environmental design is to serve the needs of people.

Urban growth result in positive developments as well as negative ones. In addition to individual and social problems, it also causes environmental deterioration. The rate of growth of cities causes irregular urbanization and lack of historical and cultural values. Consequently, the characteristics and identities of the cities have been disappearing. Cities have been losing their personalities and becoming atypical. Identity of a space means characteristics and differences that separate it from others. The meaning of identity concept is also about being unique and special. Identity is the basic feature for the urban cultures' continuity.

Globalization is one of the reasons of losing identity in the quarter of the century. "Globalization process, which directs the world economy, is accelerating, affects our living spaces and architecture and the identity of our cities with its results" (Ulu and Karakoç, 2004, p.59). Urban identity concerns related to the protection of places with heritage significance have arisen after the loss of individuality and distinctiveness between different places as one of the effects of cultural globalization. Because of the increasing population and deterioration of urban management and public life, the concept of urban identity has become essential.

Rapid housing, irregular and uncontrolled development are main causes of deteriorations in big cities' pattern. Similarly, the axis of Atatürk Boulevard has gone through this deterioration as being a public space, and it has changed aesthetically and functionally. Inside the city which is gradually growing volumetrically in south, south-west axis, the density of vehicles and pedestrians of Atatürk Boulevard has been continually increasing. This increase in density is the most important reason for the change of space values as well expectations and profiles of the users.

Public spaces are spaces where different kinds of people gather and interact with each other. The spaces, which can be called as "urban square" of the old city, are getting far from being "urban square", because of the wrong design and planning decisions.

Today, unfortunately it is not so possible to mention a real urban square in Ankara; because a real urban square is not only a place where vehicle circulation and distribution are made, but also it is an urban space which enables the pedestrians to stop, gather, and interact with each other and the environment. As a result of the decrease of these kinds of spaces, people's perception of their environment also decreases. Consequently, it is getting hard to mention an urban unity or identity. The perception of historical urban square is in motion gradually and it is turning into just dense transportation stations, fast and multi-level crossroads.

An urban identity plays an important role not only in continuity of that city physically, but also in social and cultural sustainability. Therefore, forming an urban square or a boulevard with identity is quite important for the general structure of the city. The search of the identity on Atatürk Boulevard should not be evaluated as only spatial; the continuity of the urban texture should be considered too. In recent times, the boulevard texture has been changed a lot of times and it has turned into the application area of different urban equipments whose compatibility with each other and urban identity are ignored.

Cities are composed of different districts. Urban spaces, which are one example of those districts and can be open or closed and public or private,, have an important role on the formation of the urban structure. There are many objects which create and complete urban spaces. One of these is urban equipments. Urban equipments link urban spaces and users of these places. Moreover, they play an important role in defining urban spaces, their gaining quality and identity.

"When urban equipments, which are handled in a specific adjustment and become a part of a city by integrating with their environment, are in harmony, they are considered to be the fundamental tools of the formation of urban identity" (Bayraktar, Tekel and Ercoşkun, 2008, p.105). These fundamental tools have to be in accordance with the city's pattern, its past and present and they should be accepted and comprehended by the dwellers because only by this way the concept 'urban identity' can be formed.

Urban equipments are essential in formation and continuity of the urban identity. There are two concepts which have significance in the formation of the urban identity; these are "differences and uniqueness". However, it is very hard to mention this kind of structure for Atatürk Boulevard which is a witness for the history of the Republic. Many of the urban equipments that are on the boulevard do not show a unity with each other and their environment, as well as being far from original. Urban equipments could be evaluated as an identity element if they are compatible with past and present of the city and if they are appreciated by the citizens.

Urban equipment as environmental images contains historical, economical and political features beside visual components. For this reason during their design processes all those features have to be taken into consideration. However, urban equipment on the Atatürk Boulevard is quite far from satisfying these conditions. Their design is not compatible to the historical structure of the boulevard and does not suggest any visual concern at all.

Urban design is very important not only for the creation of the form of the city, but also for the visual admiration of the citizens; because citizens are one of the most important factors that determine the character of a city and they are in the core of the many applications. "Admiration" which determines the characters of cities, also determines the identity of the city. For this reason, the success of the products which are designed according to users' - citizens' - admiration, usage reasons and needs are higher. In other words it can be possible to create a vision about the whole city by bringing function, form and aesthetics together.

There are many factors that affect perception. Level of education, income, sex, age, experiences and where they grow up are important factors that affect people's perceptions. During their different life periods people interact with their environment differently because of the conditions they are under in each period. Expectations and ways of interaction with the environment differ from person to person. This situation causes changes in environmental perception of the people. A business man and a student experience the city differently. A person's gained knowledge and experiences

during their life affect not only their individual characteristics but also their perception of the environment where they live.

Perception is a personal fact. However, although urban identity can be changeable according to dwellers' perceptual and personal features, it is the common product of a shared cultural value system. At the same time, it is the synthesis and common vision of all those people who have different characteristics. The ownership and power of environmental perceptions of people are effective in urban image and identity. Every single person perceives his/her environment differently because of his/her different demographic features. Atatürk Boulevard is a space open to every kind of person. Therefore, to mention the general identity of the boulevard, it is compulsory to appeal to the common admiration of all these different people.

Ankara, as the capital city of the Turkish Republic, has had an important mission throughout its history. It is a model for developing countries and it gives an idea about the country to local and foreign tourists. But although it is the first planned city of the Turkish Republic, Ankara has become a victim of modernization and rapid and unplanned urbanization. Furthermore, the city is losing its owned values. Today it is really difficult to distinguish Ankara from any other city in Anatolia.

## **1.2. Aim of the Study**

This thesis investigates urban equipments as a part of urban identity. It aims to determine how urban equipment, which are located in urban spaces and contribute to defining the space and give it an identity, are perceived by different people who have different demographical features. Moreover, this thesis presents urban equipment's importance, as an identity object, in urban spaces.

Within this context, urban equipment on Atatürk Boulevard which lies between Ulus and Kuğulu Park acting as the center line of Ankara is studied and the contribution of the equipment to urban identity is evaluated from the view of local users.

During the study, the answers of following research questions are analyzed;

》 Main Research Question:

- What are the perception values of local users for the urban identity elements on Ankara Atatürk Boulevard?

》 Sub Questions:

- How are the urban equipments that are located in environmental spaces perceived by local users?
- How does the urban equipment affect identity of the cities?
- What do people expect from the urban equipment?
- In what ways and on what basis do people's perception of their environment change?
- Which components of the environment affect people's perception?
- How do people perceive their environment under the effect of their different demographical backgrounds?

The results of this study will be helpful during the future applications on Atatürk Boulevard and a guide for the designers and researchers for their studies.

### **1.3. The Structure of the Study**

This study is comprised of five chapters. The first chapter explains the study. Chapter 2 is composed of the literature review. This chapter contains five parts. First of all, the notion of city and urban spaces are defined and then urban equipments, which are also a part of these spaces, are covered. Beside their definition, their design criteria are also explained. The notion of identity and urban identity constitutes the third part of this chapter. What is necessary for the formation of urban identity is discussed. Following this discussion, urban image and environmental image which are affective on the formation of urban identity are handled. Finally in the fifth part of Chapter 2, the notion of perception and environmental perception are defined to clarify how people comprehend their environment and respond to it.

Chapter 3 is comprised of methodology and the details of the field study. In this chapter the details of applied questionnaire, how it was prepared and applied are explained. Moreover, inventory conduct about urban equipments on Atatürk Boulevard is applied. In Chapter 4, findings of the field study are analyzed and discussed. The study is concluded with Chapter 5. The conclusion of the study discusses the field study and the importance of its results on the formation of urban identity in Atatürk Boulevard.

## **CHAPTER 2**

### **GENERAL OVERVIEW OF THE CONCEPTS RELATED TO URBAN: SPACE, EQUIPMENT, IDENTITY, IMAGE AND PERCEPTION**

#### **2.1 City and Urban Space**

##### **2.1.1 City**

After starting a settled life, the notion of border in land using arose with the instinct of people which was based on benefit. It was also developed by the effects of cultures and civilizations; subsequently these places determined by these borders were called 'urban'. Cities have witnessed a variety of cultural forms, life styles and traditions throughout their history which make them mean more than settled places.

Some cities were built near a religious foundation or a castle and others were built because of political concerns in the past. However, the most effective factor on the location of urban is transportation (Cited in Kaya et al., 2007). It was the primary reasoning, since without easily accessible harbors or production centers, commerce and industry could not develop which are the bases of a city economy.

City is a place where people from different economical and socio-cultural backgrounds live together, interact with each other and are both affected from the environment and affect the environment. As Kavruk (2002) mentioned, changing processes of urban form and human beings' formation processes are nested periods which feed each other (Cited in Pustu, 2006). Throughout the history cities have been the centers where culture and civilization were born, developed and spread. It is a general observation that civilizations arise in the city and after city's fall they will fall down, too (Pustu, 2006, p.1).

It is possible to categorize the human settlements in two wide groups based on the population: rural areas and urban areas. Although the concept of city described in different sources all agrees on one point; the city differs from rural areas by its population, industry and culture. According to Erol (2001), settlements which have populations of less than 2.000 people are accepted as rural settlements in Turkey. However when settlements were categorized in 7<sup>th</sup> Five-Year Development Plan by population, tree division were used; rural, semi-rural and urban settlements. A population of 20.000 is more or less sets the lower limit for an urban settlement.

According to the State Planning Organization, settlements are grouped by their population size as follows: places where the population is less than 5.000 are called rural settlements; places with that of 5.000-20.000 are called semi-rural settlements and places with more than 20.000 populations are called cities (Erol, 2001).

The definition of city with its basic form is as follows: city is a place where large majority of the population work on commerce, industry and management and where agricultural activities do not exist (TDK Türkçe Sözlüğü, 1988).

City is the settlement that serve people's needs for settlement, shelter, transportation, work and rest by social development; where just a few of people work in agricultural activities; the amount of the population is more than in rural areas and developed far from neighborhood units (TDK Kent Bilim Sözlüğü, 1998).

As a whole of systems, urban area is a complicated, uncontrolled or hardly controlled, culturally varied and contains natural and artificial places (Erdoğan, 2006).

Although cities are defined as places that reach the sufficient population size by governmentally and demographically, as Erdönmez and Akı mentioned (2005) city has another meaning which is beyond the population size; consciousness of urban culture and being a citizen.

Adlıhan (1992) listed the most important functions of the city as below;

- Economic



- Historical
  - Defense and protection
  - Religion and management of the country
- Transportation
- Settlement
- Education
- Culture

City is an ambiance which is composed of urban life and in which artificial environment is dominant over natural environment (Gürel, 1970; Cited in Tartan, 1992). Serving people's needs is the basic reason of the construction of cities. That is why people want to be dominant over the natural conditions. There are many different kinds of people who live in the cities and all of them have different characteristics.

*"A city is composed of different persons; similar people could not create a city".*

Aristoteles (Erdönmez and Akı, 2005, p.75)

Cities differ from others because of their different cultural and social structures (Önem, 2005). As Pustu (2006) mentioned, after the population and settlement size the basic quality of the city is heterogeneous structure. Although when we consider its particularities, it seems to have a heterogeneous character; a city as a whole exhibits a single structure.

Social values, socio-cultural structure, life style, technology, population, economy, transportation patterns and urban policies are direct determining factors of urban formation and macroform (Erdoğan, 2006).

As mentioned before, human settlements basically are divided in two general groups as rural areas and urban areas. Different researchers defined the characteristics of the cities. According to Can (1990, p.13), main features which separate urban settlement from rural settlement are;

- Urban settlement is a heterogeneous social group,
- Cities contain different ethnic groups, social groups and people from diverse cultural and belief systems,
- Cities have high population density,
- Relations in a city are impersonal, cold and superficial,
- It is hard to provide social control in a city,
- Formal business organizations are built in a city,
- Communal activities are dominant in a city.

Erkan (2002; Cited in Kaya et al., 2007), says a settlement need to have some features to get a city character and he lists these features as below;

- Reach the sufficient population magnitude and density,
- Have to transition to the industrial production which has a more advanced production level than agricultural production,
- Service sector should be developed,
- Infrastructure of settlements have to be in advanced degree,
- Traditional family structure should leave its place to immediate family structure,
- Population should reach organized, complex division of labor and high specialization level,
- Universal values replace local values,
- Traditional relations (community typology) are untied and personal relations or personal benefits come into prominence,
- Higher education level than that of at the countryside and developed facilities for childcare and education
- Official supervising agency replaces the social standards,
- People gain status by their own effort; it does not come from their family.

Duncan (Cited in Erol, 2001) defined metropolitan urban characteristics as below;

- Has huge population,

- Contains high level of commercial activity,
- Contains developed financial corporations and services which are appropriate to that level,
- In the metropolitan space, activities, opportunities and socio-economic groups vary,
- Contains many municipalities,
- Manufacturing industries arise in urban space, but the volume of the manufacturing industry is not a criterion for the metropolitan urban.

The most effective differentiating factor between urban and rural settlements is culture. Urban areas have determining cultural features that differentiate them from rural areas. Urban culture is formed by political, religious, artistic freedom and democracy, scientific knowledge, and objectivity.

According to Erol (2001) metropolitan centers have more than 500.000 populations. Suher (Cited in Erol, 2001) stated that variety of working spaces, density, high level detailed services and effective transportation networks are determining features for the metropolitan urban.

As mentioned above a city has some common special features with others. But it does not mean that all of them are same. Although all cities serve similar aims, they differ from each other by their characteristics.

When a city is considered with its variety of aspects, each city is unique, but, cities are similar in functional and formal issues. These similarities are due to the nature of being a city. However, when they are handled according to their different features or functions, their differences become clearer. An industrial city differs from the capital city, commercial city, mining city, fishing city or university city by its social features (Duru and Alkan, 2002; Cited in Kaya et al., 2007).

Beside their historical missions, cities are the main actors in globalization process by shaping economic, political and socio-cultural structures (Pustu, 2006). Such that today's cities represent their countries universally and sometimes they have priority in economical and cultural structures of the country.

Urbanization and globalization result in degeneration of urban pattern. Moreover, these effects damage cities' prestige in universal platform. Pakdil and Manisa in their study stated that the process of change, which we may associate with rapid urbanization and which was experienced in Turkey at a later period and at higher speed in comparison to western countries, brought together the major problems that consist of extreme accumulation of population and incompatibility. Thus, the life quality of individuals has decreased. This extremely fast and unplanned change has caused urban place to enter a state of intense chaos. Our cities, which look more like large villages, in a manner most unsuitable for the 21<sup>st</sup> century, have been converted into physical places and regularities in which any requirement of a civilized city dweller cannot be met (Pakdil and Manisa, 2001).

Our artificial environment should be the synthesis and accommodation tool of all different behaviour types. The adaptation period of people to a new environment is not a simple process. We have to evaluate it as a creative and organizer cultural process. Humans are whole with their requirements, actions and behaviour. Moreover, human system is in interaction with its located environment system continuously (Bakan and Konuk, 1987). Bakan and Konuk (1987) explained this interaction in Figure 1.1.

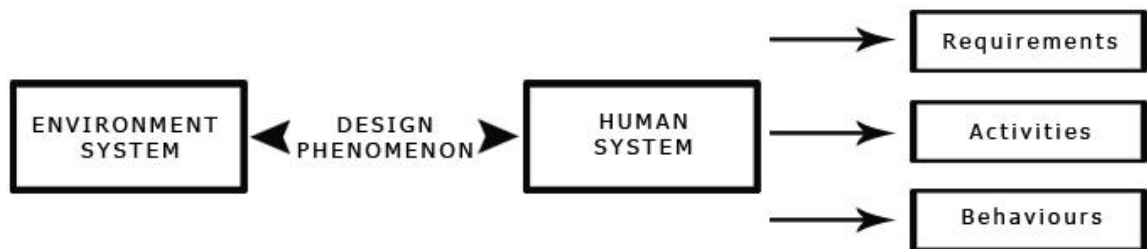


Figure 1. 1 Environment System – Human System Interaction

The most important factor that shapes the artificial environment is human. People formed their living environment by their requirements. Bakan and Konuk (1987) say the role of people as the one who is affected and the one that affects increase the importance of artificial environments.

Healthy urban life requires understanding of, and wise accommodation to, the complex urban environment in and near city (Detwyler and Marcus, 1938). As a part of urban, urban spaces are important for providing life quality in urban areas. They consist of accommodation of human and urban components.

### **2.1.2 Urban Space**

As a result of urbanization and development, people start to spend much time in urban spaces, which have increased the need for urban spaces day by day. Although people perceive cities as a place for living which is formed of buildings, without communities they cannot exist. Cities are the mirrors of human society. Although urban is three-dimensional, urban space is multi-dimensional because of human activities as social, cultural, political, religious, commercial, sport etc. As also Bakan and Konuk (1987) mentioned urban open spaces are places where in opposite to private life, whole collective life activities actualized and open to every age, sex and occupation group in an urban structure.

A city has to have some standards to be called "city". They should be attractive aesthetically from the point of environment. At this point it will be more correct to evaluate the city universally, not just with its single parts (Erdoğan, 2006).

Physical environment is a place where natural, cultural, historical, social and artificial components and human interact with each other as a result of which physical environment is a changing and dynamic structure. As a part of these dynamic structures, urban spaces come into prominence because they are spaces where people realize their essential and preferred actions.

Parks and other pedestrian places are essential to a city's happiness (Peñalosa, 2001). These units are also a part of urban spaces. Their existence adds a city variety and dynamism.

Virillo says, "Losing the city, we have lost everything. Recovering the city, we will have gained everything. If there is a solution possible today, it lies in reorganization the place of communal life" (Jenks, 1993, p.52).

Çubuk and Yüksel defines urban spaces as contrary to private life, in the urban structure, where all common life activities are realized, open to all age, sex and occupational group (Cited in Eyüp, 2003). Urban settlement is composed of all of the spaces which have different features and interact with each other. These spaces have a particular importance. That is because they give an opportunity to people to socialize and provide sustainability of cultural and social features of the urban.

According to Cullen (1976) urban settlement is combination of two worlds. First is the world which provide people's material needs (health, comfort, private life) and people's personal values who experienced it; second is perceptible dimension which determine the urban character and has the following features;

- Enable human-urban relation
- It is attractive and dramatic (Cited in İnceoğlu, 2007).

Pekmezci (Cited in Eyüp, 2003) says in urban spaces, squares and streets, the relation between dweller and environment is more intensive. Urban spaces have a complex structure where people interact with each other and their environment. Many researchers defined that complex structure in their studies. Some of these are expressed below;

Urban open space consists of buildings and places where whole urban activities are related to each other (Bakan and Konuk, 1987).

Urban spaces can be defined as the spaces where socio-economic and cultural structures of people differentiate.

In cities, the spaces, where personal or common needs that are satisfied and the spaces which become different in time according to the socio-economic and cultural structure of the society are called urban spaces (Çubuk; Cited in Eyüp, 2003).

Urban open spaces are places that are out of urban structures, built on city's land, used by citizens and where whole events related to the city exist (Bakan and Konuk, 1987).

Urban open spaces have a critical importance in the character of cities. Relph (1976) says "a place is not just the 'where' of something; it is the location plus everything that occupies that location seen as an integrated and meaningful phenomenon" (Relph, 1976, p.3).

That will be not wrong to call urban spaces "alive organisms" (Alexander 1977; Cited in İnCEOğlu 2007). That is why; they consist of people and their interactions, beside artificial elements. Urban spaces are places where all people reach their needs and become socialized.

Konuk (Cited in Şen, 2004) says space is where built structures, perceived by dwellers and whole urban events correlated in urban system. As it is also understood from this definition urban spaces have social features. They are located at the core of the urban life.

Carr, Rivlin, Stone, Francis (1992) state "urban spaces should respond to needs, be democratic and meaningful. Places that respond to needs are places that serve users' needs and designed through this concept. Primary needs in urban spaces are; comfort, rest, active/passive participation, discovery and human needs" (İnceoğlu, 2007, p. 37).

The meaning of places may be rooted in the physical setting and objects and activities, but they are not a property of them – rather they are a property of human intentions and experiences (Relph, 1976). Because these spaces are planned and arranged for community and the community benefit from them.

Streets, main roads, and urban squares, which are outdoor spaces, reflect our time and culture of the community. Moreover, they provide information about the city and its citizens (Yıldızci, 2001).

It is clear from all definitions about urban spaces, which are made by different researchers, they are places which, although consist of buildings, are also shaped by people's characteristics, designed for serving dwellers needs and at the same time by

their special features and backgrounds reflect their history and help the creation urban identity.

"Places are not abstractions or concepts, but are directly experienced phenomena of the lived-world and hence are full of meanings, of real objects, and of ongoing activities. They are important sources of individual and communal identity, and are often profound centers of human existence to which people have deep emotional and psychological ties. Indeed our relationships with places are just as necessary, varied, and sometimes perhaps just as unpleasant, as our relationships with other people" (Relph, 1976, p.141).

Urban environment or urban spaces are communal products, which are shaped by users, because they live in them. They arise after a historical process (Adlihan, 1992).

Urban spaces are providing coalescence between people. They are social links. Rapoport (1977) also says, space is experienced as the tree-dimensional extension of the world which is around us – the intervals, relationships and distances between people and people, people and things and things and things, and space is at the heart of the built environment.

In an urban structure there are several elements which help to create urban soul and ego. Their shapes, locations and the aims they serve contribute to this creation. None of these elements should be located into a space randomly. Each space embodying any of these elements needs to be handled both individually and in relationship to other spaces.. Because it is within the context of these relationships that first, the space and after that the whole city will gain identity.

Relph (1976) stated that, each place, which involves integration between nature and culture, has specific characteristics which differentiate it from other places. It is also means every place is unique. Although each of them is unique, they connect to each other by a system and they are a part of a framework of circulation. And also he says "getting urban identity stronger can be possible by providing harmony between different distinct or urban spaces" (Relph, 1976, p.3).



Architectural forms, texture, materials, modulation of light and shade, color, all combine to inject a quality or spirit that articulates space (Bacon, 1989). What define a place are not only its special features or functions, but also its coherence within and also with its environment.

Lukermann (1964; Cited in Relph, 1976, p.3) reveals the analyses of the concept of place by six major components:

1. The idea of location, especially location as it relates to other things and places, is absolutely fundamental. Location can be described in terms of internal characteristics (site) and external connectivity to other locations (situation); thus spaces have spatial extension and an inside and outside.
2. Place involves an integration of elements of nature and culture; "each place has its own order, its special ensemble, which distinguishes it from the next place". This clearly implies that every place is a unique entity.
3. Although every place is unique, they are interconnected by a system of spatial interactions and transfers; they are part of a framework of circulation.
4. Places are localized – they are parts of larger areas and are focuses in a system of localization.
5. Places are emerging or becoming; with historical and cultural change new elements are added and old elements disappear. Thus places have a distinct historical component.
6. Places have meaning: they are characterized by beliefs of humans. "Geographers wish to understand not only why place is a factual event in human consciousness, but what beliefs people hold about place.

May (Cited in Relph, 1976) points out that, the notion of place has been used in three and perhaps four different senses by geographers. First, it has been used to refer to the entire surface of the earth, as for instance in the idea of the earth as the place of man. Second, it has been used to refer to a unit of space such as a city, province or country, in which sense it cannot be clearly differentiated from 'region'. Third, it has been used to refer to a particular and specific part of space and to what may occupy

that space. Finally, place has been used to mean `location` in the sense of exact position, although strictly location is more specific than place, because; things in the place are located specifically.

Allan Gussow (1971) wrote this: "A place is a piece of whole environment that has been claimed by feelings" (Cited in Relph, 1976, p.142). A person is an emotional entity. That is why people generally move or make decisions under the affect of their feelings. This also causes their lived spaces being shaped by these feelings as Gussow mentioned. For this reason design decisions about an urban space have to be compatible with dwellers' emotional structures.

Hızlan points out that, the biggest factor for the creation of the urban spaces' qualities are interactions which they receive from their environment. Urban spaces where surrounded by structure groups, which have a good aesthetical outlook in themselves and organized in accordance to their aim and have symbolic, historical and cultural values, are well-qualified and admirable spaces (Hızlan; Cited in Susmuş, 1999).

The quality of urban spaces affects whole urban life therefore it is essential to pay more attention to design and protection processes of these spaces. Based on surveys that covered user observations and questionnaires and are supported by European Council, there are several principles to achieve success in urban spaces:

- They should be easily accessible and visible for potential users,
- Spaces should give messages which show that space is available and open to use,
- Places should have aesthetical attractiveness,
- Places should provide transition between inner and outer spaces,
- They should be equipped with activities which are the most required and have higher accruing probability
- They should provide safe and protected spaces
- They should have the ability to provide natural spaces which are helpful for dealing with stress.

- They should be suitable to local communities' requirements and provide diverse usage options.
- They should provide comfortable spaces which are related to sunshine, shadow, wind and similar natural components during that space's frequently used periods.
- Spaces should be easily accessible and usable for children and disabled people.
- Their maintenance should be easy and economic.
- They should serve special needs and also provide usage differences by the most proper material.
- They should be designed both as social spaces and as spaces hosting expressions of visual arts (Oktay, 1999; Cited in Susmuş, 1999, p.29).

Even though quality may rank after function in cities, the spaces with low visual quality will be ranked low in people's preference list. This situation will lead to repudiated and unattended spaces not used as desired and hence unsuccessful urban spaces are created. Although the main feature of urban spaces is being actively used by people, frequency of using will decrease and then they'll turn into idle spaces. That is why aesthetical components should be absolutely considered during the design of the space.

### **2.1.3 Types of Urban Spaces**

Researchers mainly categorized urban areas under four groups however it is possible to decrease it into two main headings: private spaces that are under control of their users, and public spaces that are used in common. Between these spaces, there are two transition areas that are called semi-private and semi-public spaces. Erdönmez and Aki (2005, p.73) explain types of the spaces in the Figure 2.1.

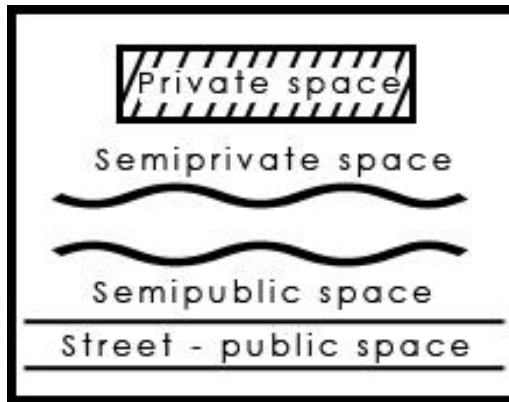


Figure 2. 1 Private and Public Space distinction

According to Bakan and Konuk (1987) it is possible to qualify urban open spaces as public spaces. Public spaces can be defined as places that are planned for society, arranged or self-generated, communities benefit from it. It is possible to categorize urban open spaces into four groups;

- Arranged pedestrian zones: Parks, spaces for rest, entertainment and sport
- Shopping Spaces: Shopping street, bazaar
- Passing Spaces: Streets, roads, transportation spaces, trottoir
- Regions: Squares, open prestige spaces

#### **2.1.3.1 Private Space**

These spaces are open to determined groups or persons and where special activities happen. Access of these spaces is limited to community. These kinds of spaces contain inner courts, gardens, parks and serve spaces inside of the buildings and residents. These spaces interact with each other. Actually we can say that cities are composed of the relation of these spaces (İnceoğlu, 2007).

Moreover, according to Şen (2004) this place is not always composed by designing, they are usually formed according to users' needs. Responsible of those spaces are

users themselves. These spaces are controlled by legal and physical precautions (Akgün, 2004).

### 2.1.3.2 Public Space

Public spaces are owned by the community. By the way they are changeable along with communal changes. They are produced, arranged and controlled by community. Streets, squares and green spaces are important examples (Şen, 2004).

These spaces are defined by Karaman (1989; Cited in Akgün, 2004) as places in urban where all the requirements of communal life are done; which are used by any kind of people from different age, gender and occupation groups or used limitedly in some conditions. They are controlled by legal sanction (Akgün, 2004).

### 2.1.3.3 Semi-Private Space

There are tampon spaces between private and public spaces and these are called semi private or semi public spaces.

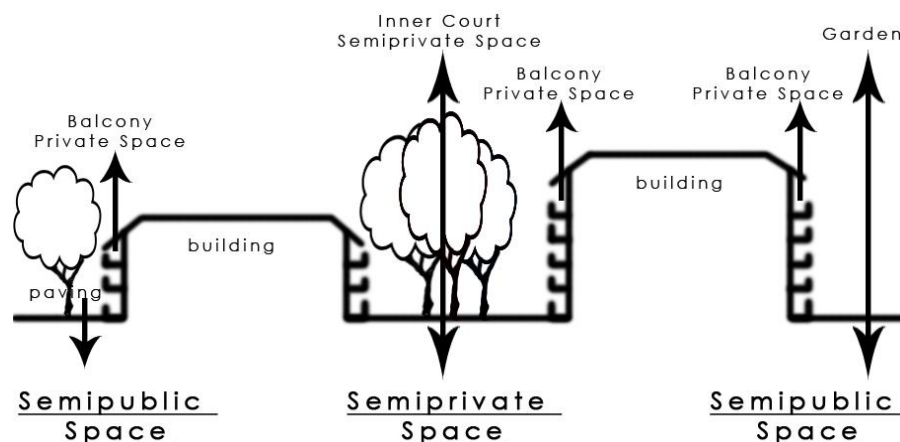


Figure 2. 2 Semi-Private and Private Spaces<sup>1</sup>

<sup>1</sup> İnceoğlu, 2007, p.53

Semi-private spaces are commonly used by special groups. Users of those spaces are landlords and leaseholders. Common users are responsible of the semi-private spaces which are controlled by legal, social and physical precautions (Akgün, 2004).

These are open spaces in private properties. They can be gardens in front of the residents and front gardens of buildings (İnceoğlu, 2007).

#### 2.1.3.4 Semi-Public Space

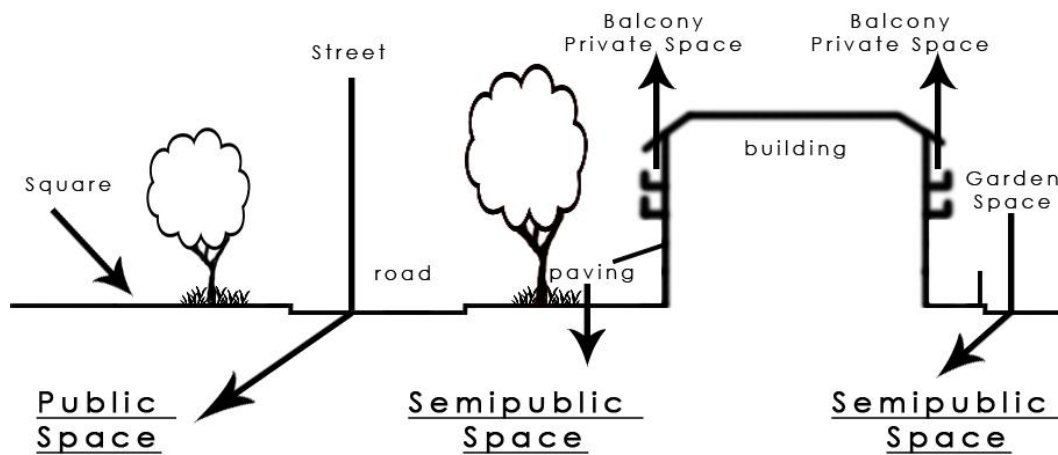


Figure 2. 3 Semi-Public and Public Spaces<sup>2</sup>

Semi-public spaces are open to community's usage. Users are definite people in definite time. Some one who is responsible to those spaces are users and community and those spaces are controlled by legal and physical obstacles (Akgün, 2004).

Semi-public spaces are spaces controlled by management units of usages and human activities. They consist of some children playing areas, entrance of huge shopping centers and plazas and some squares and streets (İnceoğlu, 2007).

<sup>2</sup> İnceoğlu, 2007, p.53

Urban environment, which is dimensioned by dwellers, is integrated with functions such as economical, historical, transportation, sheltering, education and culture. Cultural, political and economical structures have an important role in those mentioned functions. Users of the urban also mean dwellers become a natural part of the urban. In the end urban environment is reshaped to respond users' requirements and needs. They are equipped with new physical products and this way, beside spatial and temporal dimensions, they gain functional dimensions (Adlıhan, 1992).

In the urban environment there are many functional and aesthetical components. As the interface between cities and dwellers, we can call these components 'urban equipment'.

## **2.2 Urban Equipment**

### **2.2.1 Definition of Urban Equipment**

The world in which our everyday life takes place is made up of an accumulation of various products and facilities ("GK SEKKEI Associates", (1989)). As one of these products urban equipment is the object which used by people in their daily life and has different functions in urban open space.

As a concept urban equipments, which complete the urban open spaces, are cited in different sources differently, as urban furniture, street furniture or urban furnishings. However, at the core of all these concepts and objects lie the vital and personal needs of the dwellers.

Need for open spaces and usage frequencies of these spaces increase day by day due to urbanization. According to Pekmezci (1990; Cited in Eyüp, 2003) urban creates the surroundings of dwellers and dwellers have a continuous relation with their surroundings. The places where this relation is the most intensive are open spaces of the city, squares and streets. These places are also locations where urban furniture is intensively used.

Cities are not only composed of buildings which meet people's sheltering requirements. As a result of communal life, some personal or common needs emerge. The degree of civilization, cultural structure, effects of sanctions or economical structure cause some different changes. What creates urban equipments in the cities is the concentration of communal lives qualitatively and quantitatively (Bakan and Konuk, 1987).

Many researchers defined urban equipment informed by their backgrounds and some of these are as follows:

Urban furniture is objects which are commonly used and under the public accountability. They are objects that are visual or functional, mobile, semi-mobile or immobile which are put in service of the public temporarily or permanently, placed into structured or unstructured, urban public spaces by the authorities (Çubuk, et al., 1978; Cited in Eryayar, 2002).

Urban equipment is a term used to describe all of the peripheral objects that help to create functional and appealing outdoor spaces for public use ("Australian Capital Territory (ACT) Government", (2006)).

As an advanced definition, urban furniture is an object, under the scope of industrial design, which is located in public open spaces; has an important role on the definition of the urban identity; appropriate for mass production; located for different functions; creatable for the purpose of different functional flow; mobile because of its ability to be built where it is located; used by different kind of social groups (Eyüp, 2003).

Celbiş (2001; Cited in Süel (Yazıcı), 2007) defines urban equipment as an industrial design product which has a bigger meaning than its everyday literal meaning, varied numerically by technologies adding new facilities, is multifunctional and has different view points in different conditions.

According to all those definitions what is observed is that urban equipments are result of communal lives in the public spaces. They provide connection between both people and people and people and environment. They have a wide product range and each of them ease dwellers life by serving different purposes.



As a natural result of urbanization, after the industrial revolution picked up, the places in urban life and importance of urban open spaces increased. So, urban equipments become important units of urban spaces (Tartan, 1992).

After the urbanization, there have been concentrated migration movements to capital cities which cause differentiations on socio-cultural and physical patterns of urban. As it is impossible to think urban and people who live in it, individually, similarly urban pattern and equipments are a whole that should not be considered separately.

In the continuously changing and developing urban structure, urban furniture also has been affected by this process. At this point Eyüp (2003) listed the effective historical factors on the development reasons of urban furniture:

1. Socio-cultural developments
2. Chances in life styles
3. Demographical movements
4. Technology
5. Economy
6. Executive decisions and plans (Eyüp, 2003).

Bayazit (2001) contemplated the places in the city, where the street furniture can be found, in five categories as follows;

- Side roads and pedestrian ways,
- Places and squares,
- Building complexes and their environment,
- Parks and gardens,
- Quays.

### **2.2.1.2 Types of Urban Equipment**

Street furniture includes all of the non – moving elements introduced into street and highway corridors as adjuncts to the basic surface paving and utility structures and enclosing buildings, fences or walls. These create the corridor, which than requires furnishing with lights, signals, signs, newspaper/magazine kiosks, trash receptacles, seats, drinking fountains, public toilets, trees and other plantings and their containers, curbs, grates and so on. (Eckbo; Cited in Kuyuku, 1992)

Rubenstein (1992) categorized urban furniture as follows; paving, lighting, fountains, bollards, sculpture, seating, bus stops, planters, telephones, kiosks, shelters, canopies, trash containers and drinking fountains.

(1) PAVING; scale, pattern, color and texture are form characteristics related to the design of the city floor or paving concept. The paving pattern gives order to the overall design. It also provides a sense of scale by the use of materials. If it is possible to use the region's characteristic stones, it will be helpful not only for creating an urban identity but also for both durability and success of the design and contribution to the local economy. Also another related subject is infrastructure. The slope of the paving and the way in which water runoff is handled are also important items that should be considered. Beside its first construction costs, maintenance costs are also quite an important factor in choosing the paving. In some cases cheaply constructed pavements need to be changed and maintenance cost more. Climate is an important factor which has to be considered in the choice and design of the furnishings.

(2) TREE GRATES; are also part of paving. Therefore they have to be designed together. Tree grates are important elements of plant design. They need an open space to supply their needed air, water etc. Therefore tree grates provides plants their living areas in the city. A part of the urban environment, the grates are important for cities appearance.

(3) LIGHTING; night light provides pedestrians ability to use the city at night. It also provides safety, security and visual appearance of a city. It is possible to create

different moods by lighting plants, fountains, sculptures and other features in the urban environment.

(4) SIGNS; signs are part of the overall graphic design for a city. They convey messages that are essential to the function, safety and security.

(5) TRAFFIC AND INFORMATIONAL SIGNS; traffic signs are not only important for safety of urban life but also they are one of the elements of cities. When passengers travel by car or bus, they first see traffic and informational signs. Therefore beside their functional features signs have to be designed carefully. Because they are part of the visual quality elements of the city.

(6) SCULPTURE; sculpture and other works of art such as fountains and wall reliefs are important elements in improving the quality of urban environment. Being part of city's and citizen's culture, sculptures reflect a city's past and future. They reflect both intellectual and traditional aspect of a city since artists of that city have grown under the cultural affect of that city.

(7) FOUNTAINS; water always affects people's mood positively. It also affects the climate. People usually prefer specific areas like front of the landmarks, public spaces etc. to meet. Designers are also able to create areas like these by using fountains. It is possible to make a space visually attractive by this way. It is also possible to design fountains like a sculptural element in the city. Choice of material, size, water effects, sculptural elements in and around of the fountain, mechanical systems, piping, lighting have to be considered during the design process.

(8) BOLLARDS; they act as a barrier separating traffic from pedestrian areas. Bollards often are combined with night lighting to illuminate pedestrian areas or roadways.

(9) SEATING; maybe the most used urban furniture by the pedestrians is seating. Because everyone needs and uses seating in some part of their daily lives. Material, climate, type, location and needs of users have to be considered while designing the seats.

(10) TREE PLANTERS AND POTS; many types of planters are available for both trees and flowers. Depth and ability to drain the water are important features of planters. They can be made of many types of materials such as wood, concrete or stone. It is possible to design them stabile or movable.

(11) TELEPHONES; although mobile phones have become a part of people's daily lives, telephones in public spaces are important for foreigners' usage and as a part of visual environment. It is also possible to handle them like sculptural units of urban structure.

(12) KIOSKS; they are well suited for pedestrians and have been used for bulletin boards, street directions, display cases and information booths. They act as focal elements and also add color, help set or maintain a particular mood and often provide night light.

(13) SHELTER; shelters maybe used to provide sitting areas protected from the climatic factors of sunlight, wind and precipitation. Shelters become architectural features in the city.

(14) BUS SHELTERS; weather protection for transit users may also be required, depending on the prevailing length of waiting time and the amount of protection from the elements offered on the street.

(15) CANOPIES; they provide weather protection and often act as a unifying architectural element. Appropriate choice of elements, structural systems and form can help to create a certain mood or a sense of place for the city. Canopies have been built with a variety of structural systems. Steel, aluminum, wood, concrete, Plexiglas or other materials have been used (Rubenstein, 1992).

Doğan et al. (1986; Cited in Öner (Bilen), 2004) classified the places, where urban furniture is located, under two main headings; traffic zone and pedestrian zone. They grouped pedestrian zone also with tree subheadings as navigation zone, seating and exhibiting zone and shopping zone. They connote these zones in Figure 2.4 (Doğan et al., 1986; Cited in Öner (Bilen), 2004, p.32) in their study.

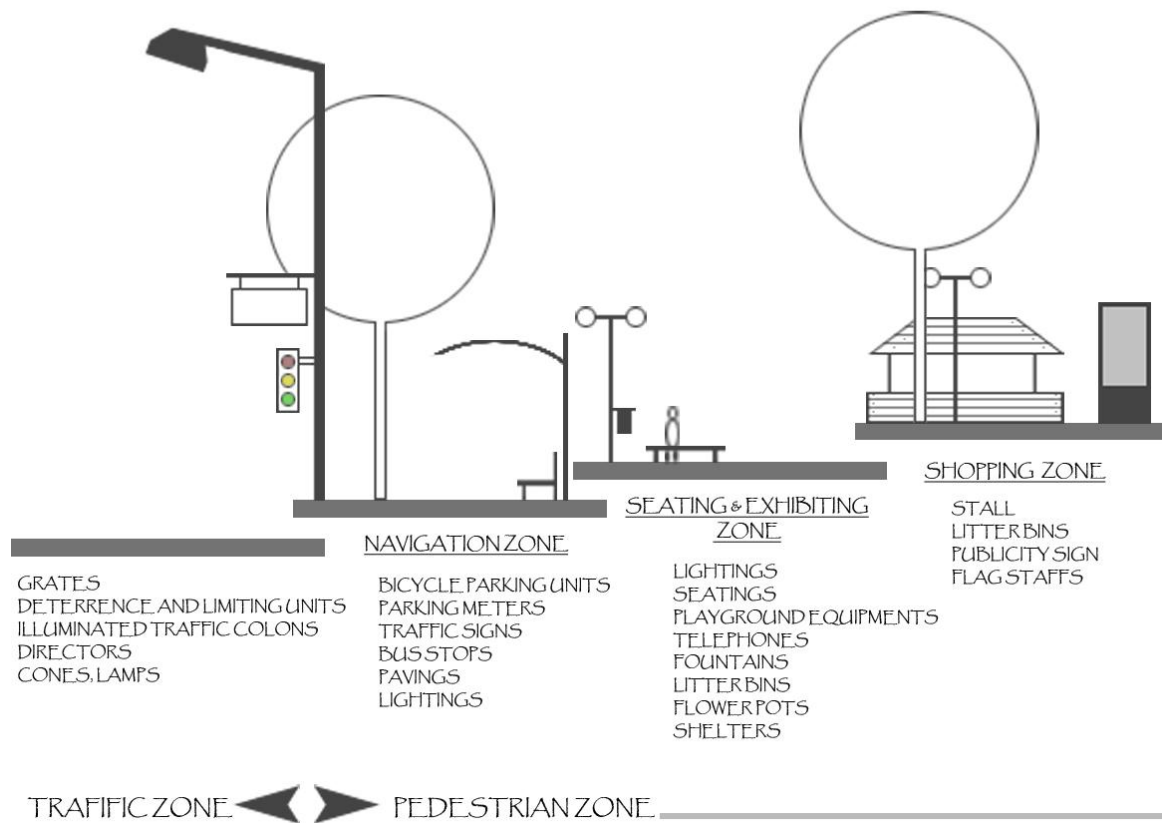


Figure 2. 4 Regional dispersion of urban

Pakdil and Manisa (2001) classify the requirements and activities of pedestrians and their corresponding city furniture as follow (Table 2.1). In the Table 2.1 Pakdil and Manisa (2001) match the people's expectations, aims and activity types to urban furniture which correspond those requirements.

Table 2. 1 Classification of the city furniture according to requirements and activities of pedestrians and their corresponding

<b><u>EXPECTATION/PURPOSE/ ACTIVITY</u></b>	<b><u>FITTINGS AND POSSIBILITIES</u></b>
▪ Walking, arriving	▪ Favorable pedestrian areas
▪ Resting, sitting	▪ Benches, seats
▪ Window shopping, shopping	▪ Adequate and protected area
▪ Watching the environment, people etc.	▪ Pools, statues, buildings, trees, flower pots
▪ Recreation, social and cultural activities	▪ Music and exposition areas, ponds, amphitheater
▪ Obtaining information (cinema, theatre, exposition, meeting etc. + regional information and promotional maps and plans)	▪ Notice boards and sheets, electronic location systems, directing arrows, location indication elements, etc.
▪ Electronic communication (telephones)	▪ Telephone boots
▪ Meeting periodic needs (thirst, toilet, etc.)	▪ Fountain, buffet and beverage auto-machines, W.C.
▪ Garbage disposal	▪ Bins, etc.
▪ Protection from natural or man-made environment (noise, dust, wind, sun, etc.)	▪ Arbours, natural plant walls and curtains, wall and similar separating elements (separators)
▪ Transportation	▪ Stops and arrival/departure areas

Each piece of urban furniture is a communication and utilization object. These objects also have data transmission features; they have the qualities of an industrial design object and ergonomic dimensions (Bayraktar et al., 2008).

Urban furniture, which varies depending on where it is located and what purposes it serves, must have some kind of features during its design and usage period and even more at the end of its expected lifetime to obtain its purposes. Yıldızcı (Cited in Süel (Yazıcı), 2007) categorized these features as below;

- Economic, functional and aesthetic in their design
- Compatibility to financial sources
- Easily accessible and applicable
- High feasibility and appropriateness
- Ergonomic
- Unique
- Endurance to vandalism
- Ease of maintenance
- Mobility, application and easily accessible replacement part
- Appropriate to choices of material and replacement part

Bayraktar et al. (2008) cited that, urban equipments have to be dealt with under different aspects, like; appropriate to usage purpose, appropriate to users' physical characteristics, not detrimental for users during the usage period, continuously maintained, durable to all conditions caused by usage and environment, recyclable.

There are some factors which have to be considered while designing an object, like; who will use, for what purposes they will use, what kind of materials will be used. Moreover, places where these objects will be used are another important factor. Because, characteristic features of the area affect all other design criteria. For this reason, environmental characteristics and special features of the place have to be considered during the design process.

City furniture provides urban comfort and aesthetic appeal while increasing the pleasures of urban life. In order to achieve this, the most important quality required for the features and placement of the city furniture must be harmony. Moreover, city furniture also reflects the environmental characteristics other than responding to modern day requirements (Yıldızci, 2001).

The inclusion of well designed and located urban furniture can be a factor that transforms an unpleasant and poorly utilized area into an area that will attract users and promote outdoor activity ("Australian Capital Territory (ACT) Government", (2006)).

Kuyuku (1992) says, when considering street furniture as one of the elements of landscape, we need to consider all of the landscape elements. For this reason to achieve the successful design of both urban furniture and places where they are fixed, it is essential to handle them together and more carefully.

As Pakdil (2001) said, in modern cities urban furniture have attributions which define cities and places of urban furniture located there (Bayraktar et al., 2008). Equipments in an urban area reflect environmental characteristics. Moreover, they bring value where they are placed. Groups of street furniture elements can be established to create a sense of place. For example, street furniture can establish a space that may become a gathering point or a focus.

It is possible to handle urban equipments, part of human-tool-environment system, as a cultural object (Bayraktar et al., 2008). Cities, as a reflection of their historical background, contain some elements in their structure. One of these is urban equipments. They are placed at core of the city and dweller interaction. Urban furniture has an ability to add and reflect features occurred during this interaction.

Urban spaces are versatile areas because of human activities (social, cultural, political, religious, commercial etc.). Urban furniture, one of industrial design subject and part of the urban spaces, interact with those human activities. This means that, deficiency and insufficiency of urban equipments not only make urban life more complicated but also



cause spiritual and material consequences like socio-physiological problems and cultural degeneration (Eyüp, 2003).

Urban equipments result in visual and physical relation between city and users. On the other hand for cities the importance comes from the fact that equipments create their identifiable, determining and specifying features (Bayraktar et al., 2008).

As Eyüp and Bayraktar mentioned on the previous paragraphs urban equipments are not just a kind of product. They have the ability to affect whole city life and also the vision of that city.

In our country, social life is not open as western countries. This lack of social life is a result of life styles obscurity in our country's historical period. Therefore, urban open spaces, where communal and social activities happened, develop limitedly. Moreover, urban equipments could not develop sufficiently (Tartan, 1992).

### **2.2.2 Classification of Urban Equipment**

Urban equipments, serving to various needs of people, are classified differently because of these needs. They are grouped sometimes by their usage purposes, sometimes by their used areas, and sometimes also by their technical properties.

Çubuk (1989; Cited in Eryarar, 2002) categorized them according to their placement features in the space. He grouped urban furniture by their placement purposes as followed;

- Protection purpose
- Instruction purpose
- Communication purpose
- Signal purpose
- Decorating purpose
- Sheltering purpose

- Entertainment, play and rest purpose
- Sale and shopping purpose

Asatekin (2001), grouped urban equipments by their functional typology and their resultant product typology under four headings;

- Transient Use: This refers to the citizen's use of given location of the urban space just for a second or two, i.e. transition. (Paving elements, kerb elements, etc.)
- Stationary Use: In this mode the citizen uses a given location for a certain length of time. (Seating elements, canopy elements, kiosks, etc.)
- Functional Use: This refers to the citizen's needs which are direct consequences of using the urban space. (Location information elements i.e. street names, directional information, etc; social information elements i.e. posters, clocks, advertisements, etc; convention information elements i.e. traffic signs, traffic lights, regulation signs, etc; general communication needs i.e. telephone boots, public-address systems, mailboxes, internet kiosks, etc; physiological needs i.e. drinking fountains, urinals, etc.)
- Ancillary Use: This refers to the needs that arise while using the elements listed above. (Lighting elements; delineation and safety elements i.e. bollards, railings and barriers along level differences and stairs, property lines, etc; refuse management elements i.e. litter bins, garbage collectors, etc; infrastructure elements i.e. gullies etc; spiritual elements i.e. planters, pools, cascades, fountains, sculptures, etc.)

Some kinds of urban equipment can be usable without any connection to anywhere. At this point, it is possible to group them under two main headings. One of them is urban equipment which does not need any connection to infrastructure or mobile units. Other types need infrastructure elements like electricity, water pipeline etc.

Doğan et al. (1986; Cited in Öner (Bilen), 2004, p.31) classified urban furniture according to their need for infrastructure as below;

1. Urban furniture connected to infrastructure:

- Space illuminators
- Street illuminators
- Traffic lamps and illuminating traffic colons
- Telephone booths
- Square clocks
- Parking meter
- Ticket slot machine
- Stall
- Bus stops
- Fountains
- Grids
- Infrastructure maintenance covers
- Illuminated colons

2. Urban furniture not connected to infrastructure:

- Paving
- Deterrent and limiting units
- Pedestrian barriers
- Traffic barriers
- Temporary traffic lamps
- Temporary obstructive, cones, lamps
- Directors and place determiners
- Informative signboards
- Advertisements, posters
- Commercial signs and names
- Street lamps and numbers
- Traffic signs
- Shelters and canopies
- Playground equipments
- Bicycle parking units

- Flag, pennant staff
- Seating units
- Pots
- Litter bins

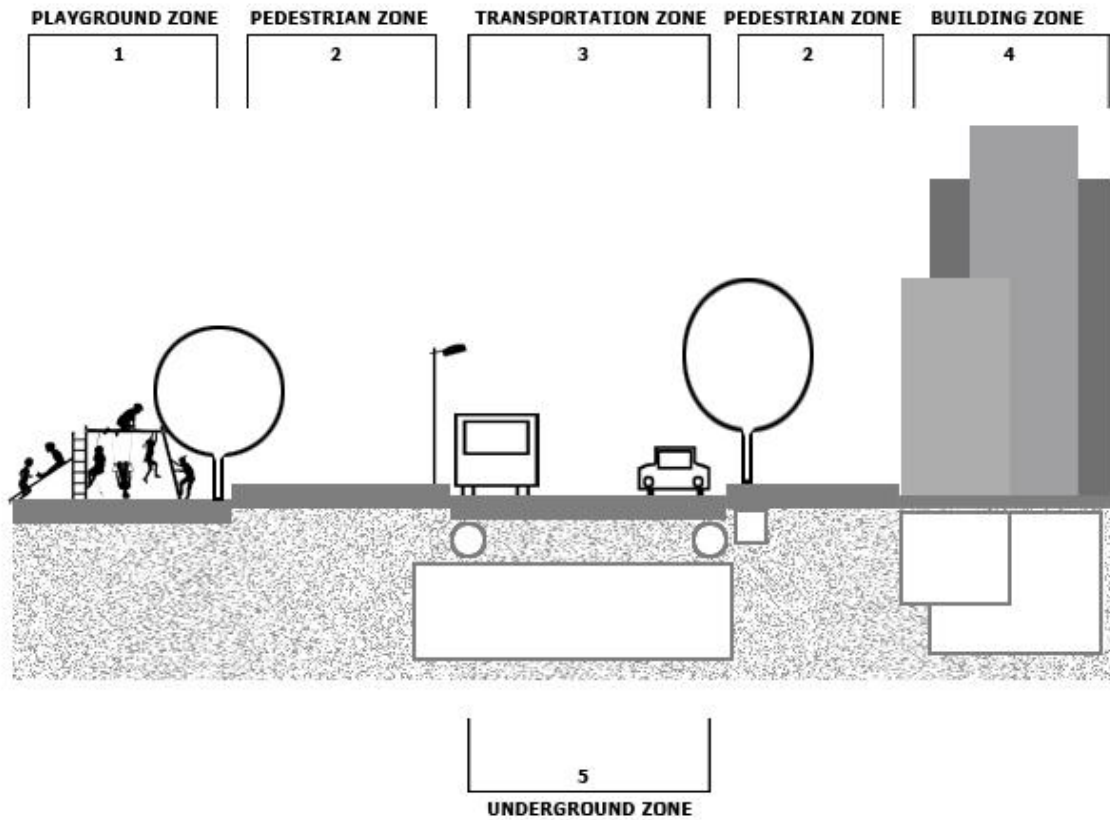
It is also possible to categorize urban furniture by their mobility features. They are grouped as being immobile, mobile or semi mobile properties as followed;

1. Immobile Urban Furniture: Stable urban equipments. (Bus stops, street lamps, traffic, advertisement or informative signs, kiosks, fountains, etc.)
2. Mobile Urban Furniture: Moving and portable-to-anywhere urban equipments. (Temporary obstructive elements, deterrent and limiting units, flower pots, etc.)
3. Semi Mobile Urban Furniture: Objects which are stable but able to be levered on their location. (Litter bins, seating units, some kind of shelters and canopies, newspaper-magazine-booklet-advertisement units, etc.)

A city is formed by different management units. Some of these units affect the whole city and some of them just display activity on local parts of the city. Eryayar (2002) categorized urban equipments by which management unit placed them to the area they are used.

- Placed by municipalities
- Placed by traffic units
- Placed by mass transportation administration
- Placed by private foundation

According to Gürsu (1996), in order to develop an approach it is necessary to classify the existing products according to their locations in the public patterns. Design Council (1983) classifies the products according to their locations at three zones as building, pedestrian and transportation. However, Gürsu (1996) developed this classification under the real-life experiences effect and he collects products under five zones as building zone, pedestrian zone, transportation zone, underground zone and playground zone. It is also possible to see these zones in Figure 2.5 (Gürsu, 1996, p.114);



PLAYGROUND ZONE	PEDESTRIAN ZONE	TRANSPORTATION ZONE	BUILDING ZONE	UNDERGROUND ZONE
Playground Eq. Plants Water Seatings Litter Bins Bicycle Eq. Lighting Barriers W.C. Units Tree Pots Canopies	Signs Bollards Commercial Signs Ticket Machines Telephone Seating Elements Tree pots Pavings  Water Hydrants valve Gulley ponds, pools Lighting Footpaths Letter Box Maps Kiosks Table and Chairs ATM Clock Art Object Litter bins W.C. Units	Markings Stud Fire path Kerbs Barriers Temporary cones Safety kerbs Fence Barrier Bollard Amenity Bollards High-Mass Lighting Road Lighting Amenity Lighting Underpasses Footbridges Parking Meters Thicket Machines Traffic Signals, Controls Pedestrian Crossing Gantries Street name Boundry Sign Bus Shelter Flag Poles Plants	Signs Information Traffic Avertisement  Bollards Freeway Structures Covered Walkways Sunblinds  ATM Wending Mac. Flags Telephone Fences Vitrine Barriers Facade	Freeways Passage Footpaths Steps Ramps Stepped Ramps Cycletracks ATM Wending corners Thicket Machines Sign Lighting Barriers Fence Seating Elements Waste bin Life saving Eq. Advertisement Boards Information Mapping Clock Art Objects

Figure 2. 5 The Zone Classification of Urban Equipments

### **2.2.3 Design of Urban Equipment**

"It is supposed that, the idea of design first came up when the very first human held something in his hand and reshaped it" (Küçükerman, 1996, p.15).

Design is a new viewpoint, ability and power of creation. It is possible to group design under two titles as industrial design appropriate to mass production and special designs specific for special needs, persons and usages. Urban furniture has to embody both approaches because only then it is possible to consider them as urban images and part of the urban identity within the urban structure. They have to be unique like a special design object and at the same time they also have to be suitable for mass production like an industrial design object.

Designing and choosing furnishings should be approached in the context of both the comprehensive urban environment of the city and the specific location where the furnishings are to be used (Harvey, 1992).

Each urban space has an individual pattern but all their existing differences create a general view about cities. When different patterns of a city come together, they create a general image attached to the city. One of these patterns, which complete the urban spaces, is equipments. Therefore, urban equipments have an important place on the photograph that contains general view of the city. Their selection and design criteria as location, used material, colors, and production reasons not only affect object's individual success but also urban identity.

Urban equipments privatize urban spaces by responding users' requirements and make these places usable. They have to be designed in a free and rhythmic process and connect with other units and built environment (Bayraktar et al., 2008).

Equipments of environmental structure should have a common language with the city, their users and other equipments located in the place. It is clear that these units vary because of their locations and purposes. There needs to be a common design principle in order to create harmony between the city, the dweller and the equipments.

According to Australian Capital Territory (ACT) Government, (2006) there is a nonignorable relation between street furniture placement and selection and the demand of the public and the physical location. The number of street furniture items is determined according to the requirements of the certain space ("Australian Capital Territory (ACT) Government", (2006)). Different places in an urban space as town square or shopping mall require different numbers of street furniture because usage frequency and number of people who use it are interpreted to determine the number of street furniture. The choice of place is done in accordance with other objects there. As cited in ACT Urban Services, a particular location will also require particular types of street furniture. For example, a rubbish bin should be located near a shop selling ice creams and drinks; a seat should be located near a bus stop ("Australian Capital Territory (ACT) Government", (2006)).

Eckbo (Cited in Kuyuku, 1992) assumes that, lack of coordination in design and construction is a common problem of the cities around the world. He says the answer, of course, is easy to give but very difficult to accomplish. Everything that will be seen within or from a street or highway corridor should be coordinated in one design control plan, without exception. That means the basic engineering structure, the enclosing buildings and public spaces, the trees and street furniture and all signs and other forms of communication.

Under the main design principles of urban furniture; determining factors of urban furniture design process are given below:

- Visual adjustment between each other,
- Being legible and perceptible,
- Sustainability,
- Environment-friendly and recyclable design,
- Standards and norms of urban furniture,
- User safety
- Vandalism,
- Modularity,
- Urban identity (Eyüp, 2003).

The process of urban furniture design must be in the multidisciplinary form. Placing the urban equipment in public spaces and their accordance with the locations they are being put, makes it necessary for the designers and the planners to work in cooperation. Therefore, industrial designers, who shape the design process of urban equipment, must work with urban planners, architects and landscape architects.

Bayazit (2001) says, street furniture must have a robust character and must be safe to use, and must be durable enough to resist all kinds of climatic conditions, traffic pollution and human vandalism. In addition, street furniture must be respectful, appropriate and must fit into the environment where it is located. The main design issue is the problem of matching the product identity to the environmental character of the city.

If an object should become an identity element, first it has to be defined and it should have an identity in itself. If a piece of urban furniture doesn't have a distinctive feature, then it is hard for it to be a determining factor for the spatial and even urban identity.

The effect of street furniture on space makes their design even more important. A designing process which goes on in the right way will finally enable the creation of products which are successful and suitable for the correct purpose and locations. At this point Öztürk (1989; Cited in Eşen, 2007, p.47-48) has listed the factors affecting the design of street furniture as follows:

- Social factors; traditions, prejudices, historical process and environment
- Psychological factors; selective perception
- Wearing out
- Existing physical environment
- The language of design and desire to create something new
- The selection of the correct material

There are some questions that should be initially asked at the beginning of the design:

1. Who will use the product?
2. What is the usage purpose of the product?



### 3. Where will the product be placed?

These questions contain all answers of other design criteria. All other aesthetic, ergonomic and functional features like coherence to the environment, material, color and form will be shaped in the light of these answers. This situation is not different for urban furniture. Their attribute to environment and other units in the place and built environment's and users socio-cultural properties also shape urban furniture's design.

Harvey (1992) mentioned that, physical components like type, size, location, scale and materials have to be considered in the process of designing urban furniture. Moreover, Yıldızcı (2001) also says in an urban setting, in order to achieve the compatibility of the place by itself and the environment thereof, the compatibility of all individual equipment used in that place and the functional particularities of the place must be taken into consideration.

The answer of the question, urban equipments designed for whose usage, also shows urban equipments accepted as public environmental design (Tartan, 1992). Although people think that what compose urban visual appearance are structural elements of the city, in fact it is impossible to comment on visual appearance without people who live in it, and their cultures, experiences, habits and perception. Because people affect urban identity much more than geographic or economical structures of the city. At this point, it would not be wrong to handle design as a circulation between two main groups. One of these groups is dweller, people who use the city and need solutions to their requirements; other group is planners and designers, who solve these problems.

City furniture is specially designed to meet human requirements. Therefore, the relationship between the human, the perception, attitude particularities and needs must be well studied, and the products, which are compatible with the physiological and psychological structure of humans, must be manufactured (Yıldızcı, 2001).

Cities are changing day by day. Technological developments and global equilibriums cause differentiations in people's life styles, expectations and requirements. Changes in city's structural and spatial usage features necessitate the development of existing equipments and production of new objects which respond to daily requests. Eryayar

(2002) says urban furniture is designed to respond to urban open space user requirements. For this reason, technological developments and newly developed materials should be followed and new products which meet needs of users, have to be designed.

The success of a design is not only evaluated by its ability to respond to daily needs but also with the prediction of possible problems and precaution of these issues. Bayraktar et al. (2008) similarly said that future requirements and possibilities have to be considered during the design process urban furniture.

Designers have to observe all changes in the environment and reflect those in their designs. Products, which are out of date, could not meet dwellers' needs. Today's cities are developed under the effects of the technology. Technological developments affect all parts of our daily lives and they open up new frontiers during both developing solutions (design) and period of action after solutions (manufacturing). They also add new material and production techniques to manufacturing process. According to Eyüp (2003), the most important principle determining the design quality of city furniture is the technological level of the country. The concept of design quality is possible by designs which follow technological developments.

Another factor, which have critical role in the quality of design, is analyzing users' features correctly. People from different social, cultural and educational background can perceive and interpret their environment differently. Bayraktar et al. (2008) mentioned that, dwellers' experience type related to their surrounds as pedestrian or driver affect their perception of the environment. In the design process of urban equipments which make lives of dwellers easier and provide comfort, spatial perception of citizens as pedestrian or driver is essential. At this point, decisions of design and location of urban equipments have to rely on scientific data. This approach comes along with dwellers' satisfaction and creation of urban identity.

Eryarar (2002) analyzed urban furniture's design criteria under four main titles;

1. Accordance to cultural, socio-economic environment and urban pattern

Urban furniture is important element which creates the urban pattern. Where they are used is an important component to achieve the successful design. Harmony between material, design and need of maintenance should be achieved.

## 2. Endurance to vandalism and negative outside effects

Negative outside effects like vandalism and natural conditions abridge urban furniture's lifetime and cause loss of function.

## 3. Usage and perception ease

During the product design period different user groups (kids, old, disabled persons etc.) also have to consider. In the relation between product and people, products' interface being easily perceptible and denoting itself and its usage type correctly are fundamental criteria in the design process.

## 4. Usage comfort determining factors in urban open spaces

Features as little details, material or pattern improve products' both aesthetic values which create differences between products, and functional values which make service life longer. Harvey (1992) also mentioned that, the design, detailing and choice of materials of the furnishings are important not only for design continuity but also for both durability and ease of maintenance.

Designed products are commonly more protected by the people; because, when users like an object, they use it more consciously (Bayraktar et al., 2008). Urban furniture is located in urban open spaces; as a result they are always affected from environmental factors and frequency of overuse. Climatic factors, bad usage and vandalism abbreviate products' service life. Therefore designers have to take these factors into consideration.

Street furniture needs to:

- exhibit high resistance to vandalism
- be durable against weathering and deterioration

- be suitable for use by people with a wide range of needs including children, the aged and people with disabilities
- have a low whole-of-life cost.

Within these requirements, street furniture may be selected to enhance the unique design character of the space ("Australian Capital Territory (ACT) Government", (2006)).

If we want to evaluate the success of a design, we have to look at the durability of the product. With a natural instinct, people use, protect and take care of the objects they like. If an object can be used for a long time without being damaged in its applied area, this shows us that this product is accepted by users. Moreover, this also shows the success of the design. By this way it will be possible to mention street furniture as the elements of urban identity. Because if a piece of equipment is well designed, is accordance with the location it is used, is admired by its user and is durable, then it will have a distinctive feature in determining the urban identity.

The continuity and the development of urban identity are essential in a cultural, social and moral way. Therefore when designing urban furniture, the objects must be dealt with and analyzed as a whole. But when relocating and organizing decisions are made, the previous location or organization decisions should be considered. The design of urban furniture, different from other industrial products for individual use, anticipates the production of the objects which will be located in accordance with the other elements in the environment, available for public use (Bayraktar, 1989; Cited in Eşen, 2007).

Industrial products that respond to public requirements are possible by evaluating many different users' needs. Cognition of users' desire correctly necessitates a relation between designer-manufacturer-firm-user (Tartan, 1992). As mentioned by Tartan, the relation between designer-manufacturer-firm-user is impossible to be considered individually. Manufacturer firms usually do not design special objects for different spaces and prefer products which are easily applicable, low-cost and do not necessitate long production time.

Firms take the easy way out both for themselves and users of the products such as municipalities and private users by preparing similar catalogues. This situation causes unconsciously placed and inadaptable urban furniture. Therefore, visual pollution and chaos appear in the cities. Harvey (1992) says furnishings are often selected from catalogues without sufficient data on performance. This practice can perpetuate the visual disorder that we wish to eliminate (Harvey, 1992). Design process has to be a wide period which is enclosing not only production period but also both selection and application periods. If firms approach to the case, not only thinking of material values but also of social dimensions, it will be more possible to talk about urban identity.

The common language of urban furniture with the environment they are located in and the characteristics of that environment are essential for the support of urban identity. But as Güneş (2005) said, there are some restraints to form such a common language. One of these restraints is local management. The change of local management and their financial restraints are obstacles in the creation of urban furniture supporting urban identity. The likes of each management have been dominant at certain times and the furniture which serve the particular taste of each management has been located in a large quantity.

Continuous and cyclic relation between the city, dweller and the object provides data which informs the design of the objects. During the urban equipment's design, user affects have an important role. On the other hand used objects in the city affect dwellers' life style. Eyüp (2003) says urban equipments, designed for specific purposes, define users' life pattern and attitudes.

Public spaces are places where different people come together and interact with the environment. These places also constitute the core of the natural information flow. People learn different things from each other and objects in the area and integrate this information into their lives. This relation in urban spaces differs by perception and experience values of people. Urban furniture in all kinds of urban spaces, consciously or unconsciously, support people's adaptation to the urban and affect attitudes and life styles. As Tartan (1992) cited in his study, urban furniture has to own equipments that

accelerate the adaptation period of people to the city and provide them the ability to be a dweller.

According to Atabay (2001; Cited in Süel (Yazıcı), 2007), urban furniture's design quality directs users' efficiency and features in urban life. Moreover he cited that, the way urban furniture deals with space characteristics and usage frequencies of design principles such as scale, rate, form, rhythm, balance, continuity and combination brings a space identity.

After the definition of urban equipments, which are also identity elements, it is essential to define the notion of identity and urban identity.

## **2.3 Notion of Identity and Urban Identity**

### **2.3.1 Identity**

Identity points to all subjective feelings and experiences that are related with everyday consciousness. The concept of identity includes both socio-cultural and physical items because it also changes for different people depending on how they perceive their environment.

Many researchers have defined the concept of identity almost the same. Differences and uniqueness lie on the basis of the term. There are some definitions of the notion of identity which are made by different researchers.

Lynch (1960) defines identity of a place as implication of distinction from other places and its recognition as a separable entity. He connotes that, "identity is not the sense of equality with something else, but with the meaning of individuality or oneness" (Lynch, 1960, p.8).

The identity of something refers to a persistent sameness and unity which allows that thing to be differentiated from others (Relph, 1976).

Erik Erikson (1959) said that, "The term identity ... connotes both a persistent sameness within oneself ... and a persistent sharing of some kind of characteristic with others" (Relph, 1976, p.45).

Identity is a notion which differentiates an object from the others and enables it to be remembered as a different being (Tartan, 1992).

The notion of identity in general can be defined as characteristics which create a difference for living or non living things (Gündüz and Taner, 2001; Cited in Ulu and Karakoç, 2004).

The notion of identity brings comparison among similar things and shows the distinctive features when compared to its alike (Ulu and Karakoç, 2004).

If an object is unique and that particular object is different from the others, then it means it has an identity (Can, 1999).

In all the definitions of identity, there lies the fact of being someone or something. The answers given to the questions "who" or "what", for a person, a place or thing are in fact the elements of identity which define that person, place or thing. Identity for an object can be thought as its physical appearance, function and technological features but on the other hand, for people, identity is shaped not only by their own features but also by the reflection of their environment. As Tartan has stated, the notion of identity is more a social notion than being a physical structure or instinctive behavior.

While people and the environment we live in keep changing, it is impossible for the components which shape them to remain unchanged. Therefore identity is not a stable or an unchanging term.

The notion of identity is used not only for people or objects, but also for the spaces that surround them. Each space gets its own personality through its history. Their backgrounds could sometimes have a developing, sometimes ruined and sometimes strong and distinctive structure. The physical and social character of a city forms its own identity. For cities identity also means continuity. Therefore the notion of identity

is not only essential for cities' physical continuity, but also for the cultural continuity of the people residing in it.

### **2.3.2 Urban Identity**

Beside their positive affects on the development of the city, industrialization and urbanization cause deterioration in urban culture and identity. Moreover, these effects also cause standardization of cities. The main way to eliminate bad effects of urbanizations is to apply proper urbanization policies and conservation of local identity and own features.

The point which is frequently mentioned by the researchers of the city and the environment is the following: in all the dwellings or the cities on earth, a different image is perceived. In the 'science of urbanization', designers, planners or conservationists agree that every city has its own way of life, a skeleton and a physical and social structure. This common view brought forth the reasons of the formation of urban identity. All the experts have felt the need to make a definition for clarification. This concept, which is perceived differently in every city, has been defined as 'urban identity' (Çöl, 1998).

Wiberg (Cited in Can, 1999) describes the different characters of the cities by the help of three concepts. The identity is the profile and the image of a city. According to Wiberg, the identity of a city is shaped in a long time. The geographical theme, its cultural level, architecture, local traditions, the way of life and its characteristics define the identity of a city.

Turkish society which could not keep up with the production mechanisms of the period experienced the demise of the Ottoman Empire at the beginning of the 20th century; so it has not experienced the industrial revolution and has not been enlightened culturally. After this period, the perception of contemporary identity was adopted by the society between the years 1923-1945. But after the Second World War, there came a



period when everything was destroyed and the perception and search of natural identity was lost (Ulu and Karakoc, 2004).

After 1950s, with the immigration of huge groups from the countryside to the cities, the life style and the use of space which form the present city identity have changed. Present cities were unprepared to deal with this overpopulation's effects in terms of space. This situation also causes inadequacy of fulfilling needs and a serious problem of housing; hence it accelerates the process of renovation of the cities. When this process accelerates, it changes the towns' cultural form and causes it to affect the space. Especially after 1945 the development of monotonous urban patterns brought a unique culture with it. In urban spaces, despite the similar structures which are formed by modernist and post-modernist approaches, in 1970s the terms of 'locality, traditionalism and protectionism' came up (Ulu and Karakoc, 2004).

The cities' urbanization, development and growth in time have caused the change and the deterioration of the environment and the present urban pattern. The cities which have been losing their personalities caused the creation of a protective approach. As Çöl (1998) has stated, the reason why the term 'urban identity' was introduced in the first place was that the residents could not stand the chaotic, unorganized and damaged cities caused by the process of urbanization anymore.

Developing cities and urbanization have brought up the problem of handling the cities again. And this situation has raised the certain differences for each settlement area or a city and therefore, each city had to restructure depending on its identification features (Çöl, 1998).

For the continuity of cities, there has to be an urban identity; and for an urban identity, there has to be an awareness of being a dweller. Çöl (1998) has mentioned that, for the settlement of this awareness, experience, education and investment should be provided at the same time. Being a dweller means not only living in that city, but also taking care of the responsibilities of being a dweller and having a wide range of cognitive competences.

The most important factor which defines the identity of a place is people who live in it. Without communities, lands have no meaning. Not only physical environment but also dwellers historical and socio-cultural values are important for developing an urban identity. Most of the historical, environmental, socio-cultural, functional and spatial variables that we know about urban space are the components of urban identity formation (Arbak, 2005).

Relph (1976) says identity of a place varies with the intentions, personalities and circumstances of those who are experiencing it. The identity of a city is shaped both by the physical and cultural accumulation and the people who live in and benefit from it. For that reason, while we are analyzing urban identity, the physical structure of a city and the people living there and shaping it by their experience should be thought as a whole.

Relph (1976, p.53) says "a place's pattern, structure and content differentiate it from others and provide people the consciousness of being there rather than somewhere else". He also says identity of place is not only the differences and distinctiveness of places but also the sameness between different spaces.

Lynch (1960) defines the identity of a place simply as that which provides its individuality and or distinction from other places and serves as the basis for its recognition as a separable entity. Relph (1976, p.45) says that "This tells us only that each place has a unique address and that is identifiable".

Urban identity is the whole of values and aims which are accepted by the dwellers (Tartan, 1992). It is not possible to talk about an urban identity without dwellers' acceptance and appropriation of the applications done.

In all the definitions, the common point is the following: the features that differ among the cities are defined as 'urban identity'. Urban identity, one of the most important features that cities must have, is essential for the physical and cultural continuity of the cities. Relph (1976) categorized in his study the identities of places by people's experiences as follows;

1. From the individual perspective, places are live and dynamic, full with meanings for us that are known and experienced without reflection.
2. For emphatic insiders, places are records and expressions of cultural values and experiences of those who create and live in.
3. From the standpoint of behavioural insideness place possessing qualities of landscape or townscape that constitute a primary basis for public or consensus knowledge of that place.
4. In terms of incidental outsideness it is usually selected functions of a place that are important and the identity of that place is little more than that of a background for those functions.
5. Objective outsider reduces places either to the single dimensions of location or to a space of located objects and activities.
6. The mass identity of place is remote from direct experience. It is also pervasive, for it enters into and undermines individual experiences and the symbolic properties of the identity of places.
7. For existential outsiders the identity of places represents a lost and now unattainable involvement.

Urban identity is shaped in a long period of time. The geographical content, cultural level, architecture, local traditions, the way of life and the mixture of these qualities shape the city. Cultural relations which keep changing and developing and which are in unity with the environment and the way of life around it, cause the urban identity to be redefined. Social experiences, beliefs, points of view and behavior form the socio-cultural structure of the community. These elements which manipulate the social behavior of a person play an important role in the formation of urban identity (Önem and Kılınçarslan, 2005). Beside physical characteristics of the city people's socio-cultural structures also have an important role on the urban identity. This is because what shapes a city is people who live in it.

Asatekin says, "...cities have their own identities. Yet, when taken on the different quarters of the city, this identity starts to change. A city has old quarters and newly built quarters, it has business centers and residential areas, and it has historic centers and contemporary areas... Considering these quarters (and similar others) it is

inevitable to face different visual characteristics that result in different visual identities. These differences are inevitable but, in the end, the city's identity is the outcome of an amalgamation of all these differences" (Asatekin, 2001, p.65). As Asatekin mentioned, differences and the ways they come together create specific patterns for the cities.

Everything that should be done for a city must have features appropriate for the identity of the city and they should put the city's features forward; they must be thought and designed in accordance with that specific city's identity (Erkmen; Cited in Eyüp 2003).

Tartan (1992) has stated the following are parts of a city's identity:

- The life style of people
- The identity of the community
- Public areas, private and semi-private areas
- The nature of the city
- All the city elements
- Economical, political... etc. systems

All these things mentioned by Tartan define a city and when they are considered and are dealt as a whole, it would be possible to create a distinctive structure for a city.

Albert Camus points three basic elements of the identity of the places that are the static physical setting, the activities and the meanings (Relph, 1976). His mentioned static physical setting is the nature of the city built; activities are daily movements of the people and usage reasons of the places; meanings are cultural background of the city and the values which the city have today.

"It is possible to visualize a town as consisting only of buildings and physical objects, as it is represented in air photographs. A strictly objective observer of the activities of people within this physical context would observe their movements much as an entomologist observes ants, some moving in regular patterns, some carrying objects, some producing objects, some consuming objects, and so on. However, a person experiencing these buildings and activities sees them as far more than this – they are

beautiful or ugly, useful or hindrances, home, factory, enjoyable, alienating; in short they are meaningful” (Relph, 1976, p.47).

Human, his/her perception of the environment and his/her experience are important factors in making a certain space significant. For a certain space, ‘identity’ and ‘significance’ are two terms that cannot be separated from each other. A space which is significant to people is identified and has identity. Besides, a city which has urban identity must have a significant space.

The stabilized population of the developed western cities which have balanced development and have reached a certain economic, social and cultural level can easily adopt the natural cultural and architectural merits and turn them into a common merit. They also market the urban pattern to foreign tourists and get a huge profit out of it. During this process economically developed countries have been working on projects to assimilate in community and to reflect their socio-cultural values on the cities by putting the concepts of ‘localization, traditionalism and protectionism’ forward (Ulu and Karakoc, 2004).

Because of their mission cities are continuously serving people. The concept of urban identity, of whose importance is frequently mentioned, plays an important role in keeping the values of the dwellers and providing them conveniences in different areas of their lives. The cities are becoming more and more important in the world and the area they have does not only represent their borders; it means much more than that. The cities which are trying to be significant in the world are those which are not limited within their borders. This situation is beneficial for the countries in the moral and in the economic sense. The cities are trying to take part in financial market, whether they are industrial or touristy cities.

Besides the identities of a city stemming from the past, the economic centers which are established to get a place in the world’s financial market are efficient in urban identity and are exhibited as a product for the visitors. These places which serve the world market and bring money can make different presentations of the present elements to raise awareness on the city. On the other hand, interesting new attraction points and new identity elements are created to realize this (Ulu and Karakoc, 2004).

Historical components of the cities are quite important for their identity formation. Although urban identity is not just means abiding by historical patterns, protection of them is also effective on it. According to Can (1999) the main reason of the lack of identity is people breaking off their cultural and historical heritage and cultural degeneracy.

Today the biggest and the most common threat to the preservation of historical cities results from the needs that life brings. Aygen (1996; Cited in Can, 1999) says having insecurity caused by financial problems and instability in politics has caused the negligence and the destruction of the works of art and many times their disappearance. If the community can't keep their own values, the destruction of historical environment in every authority gap is inevitable.

For the people who live in the city, if the environment that is being lived in is a place where activities and earnings are made and it has no other meaning more than these qualities, it can be said that there is no identity (Tekeli, 1991; Cited in Can, 1999).

Handal (2006) says it could be possible to mention identity when people give value, feel connected or make sacrifices for the place where they live. Moreover, she expresses that the mismatch between emotive and rational forces of place causes the loss of place identity in the age of globalization.

Dissimilar lifestyles, experiences and senses can evaluate the environment and products from different viewpoints. In this point it is hard to talk about a common vision or an effort of the community about the conversation of the unique heritage. That's why, cities, which have urban identity characteristics in Turkey, lost their irreplaceable features piece by piece (Arbak, 2005).

Losing the identity means unplanned urbanization, globalization, destruction or loss of the historical, cultural and social values. If one of the characteristic features of a city is destroyed, it will affect the whole city and the city's identity in time. That is because these elements as a whole display a general perspective of the city.

Identity is formed by the coherence of the ancient and the modern. Identity can not be preserved by the conservation of the ancient only. The change in people with time causes the cities to change in accordance with the people (Acar, 1996; Cited in Can, 1999).

“Identity is found both in the individual person or object and in the culture to which they belong. It is not static and unchangeable, but varies as circumstances and attitudes change; and it is not uniform and undifferentiated, but has several components and forms” (Relph, 1976, p.45).

The process of change that cities experience is, in fact, the perception of all the elements that create those cities as a whole. Formation of the spatial identity necessitates comprehending the qualifications of identity.

### **2.3.3 Attributes of Urban Identity**

Today the common problem of the cities, especially the developing ones is that, they are losing their values and are trying to keep the continuum. Therefore the notion urban identity is becoming more and more important.

All the inner and outer characteristics of the cities form their past, their present and shape the identity they have. Besides this, the people living in that city have the primary importance in determining the identity. Relph (1976) says most of the historical, environmental, socio-cultural, functional and spatial variables that we know about urban space are the components of urban identity formation.

Urban identity is produced by the community formed by the physical environment and the way of life which is led in this physical environment. It changes by the activities of people. And these activities are determined by factors such as natural environment, technology and socio-cultural changes (Tartan, 1992).

The physical, socio-cultural and economic structures of the cities in general and the characteristics that determine their identity are grouped as the following by Berdi (2001);

- **Historical:** The cultures that have lived in that area, their habits, the qualities of the physical environment formed by that culture and the color, pattern, equipment and styles of the historical places give identity to that particular area.
- **Geological-Topographic:** The geographical and topographic structure, climate, its hills and plains determine its identity.
- **Relation with Water:** Besides the physical factors like its topography, water and the facilities of irrigation, sea products, other sea products that affect the economic structure cause the city to be formed more differently than the others.
- **Flora and Fauna:** The flora and fauna affect the urban identity in a positive way. (Ankara goat, Beynam Forest)
- **Public and Cultural Structure:** Cultural Structure, cultural relations, the educational level of the community and the attitude of people are the factors that form its identity.
- **Economical Structure:** Economical activities, the types of these economical activities, the level of income, the distribution of it, where it comes from and the geographical effect on economy form one of the qualities of that city.
- **Technological Level:** The technology which is used for the production, transportation, communication and in all kinds of construction form the identity of that city.
- **Recreation and Entertainment:** One of the factors that form the identity of a city is the kind and frequency of these activities.
- **The Physical and Aesthetical Values about the Location, Pattern, Color and Equipment:** Visual and spatial qualities such as buildings, streets, monuments, urban furniture and parks cannot be separated from function and perception such as noise, smell, taste and even touch. (Besides



the green in 'Papazın Bağı', the smell of 'gözleme' and *lonicera* are agents that are associated with that location).

Çöl (1998) has accepted the hypothesis 'every city has an identity' is true and he listed the determinants of urban identity for cities as the following:

1. The physical structure of a city
2. The socio-economical structure of a city
3. The cultural accumulation or structure of a city
4. The historical development of a city
5. The characteristics of the locations in that city
6. The structural and visual characteristics
7. The way people live and quality of life
8. The functions of a city
9. The physical environment and its relation with public behavior
10. The unity of city and nature
11. Urban infrastructure
12. Urban typology

It is possible to categorize the effective factors on urban identity into four main headings. First heading is all natural and human made physical environments which create city's external view. Second is socio-cultural structure which contains dwellers' demographical and cultural features. Third one is functional and sectoral features. And finally fourth factor which forms urban identity is historical background of urban.

#### **2.3.3.1 Physical Components**

Topography, climate, fauna, flora, exposure and geological formations are effective factors on both location of the city and also urban identity.

#### **2.3.3.1.1 Natural Factors**

Land forms on which the cities are situated, in other words, 'topography' affects a lot of features from settlement of that city in the region, to economic and even cultural properties; because, whether the city is situated on a highland, waterfront or on lowland affects all the architectural and structural structure that belongs to that city.

Another important factor which affects the urban identity as much as the topography is climate. Climatic data like annual rainfall amount, the number of sunny days, changes in heat has a big role in city's physical configuration, accordingly in the configuration of the urban identity.

Some cities get identity with their geographic properties; for example Istanbul is known with its Bosphorus, Venice is known with its waterway, Cape Town with its topography and Antalya with its cliffs. For some cities, identity properties may be determiner also, as London is a city known with its fog (Özer, 1998; Cited in Can, 1999).

When cities and their identities are mentioned, it is impossible not to mention natural vegetation of the environment they are in. The natural vegetation of a city and endemic genres in the region contribute to formation of an identity texture belonging to that region. Plants that grow in particular climate conditions and particular regions as date, palm and citrus help differentiate those regions from others. For instance, Amasya is a city known with its apple and Gaziantep is a city known with its pistachio nut.

The geological structure of a city is reflected into its morphological appearance and its identity. Kızılcahamam which is famous with its thermal springs, Pamukkale which is identified with its travertine, and Göreme with its 'fairy chimneys', are the best examples for this.

When the harmony between a city and its surface features increase, identity of that city is remembered easily. By this way people's perception and integration of the nature become easier (Can, 1999).

### **2.3.3.1.2 Artificial Factors**

Natural qualifications of the cities start to show their appearance at first in settlement, planning and design processes of that city. Roads and buildings are situated according to natural conditions; even the material to be used is chosen accordingly. By choosing local materials, which can be adaptable to spatial conditions, it is possible to support formation of identity.

According to Lynch (Cited in Can, 1999) there are three factors that form the model of a city. These are: the degree and followed model of structural density and structural situation, the type of circulation opportunities and the position of stable actions. These three factors Lynch mentions are in fact tied up to the cities' physical features with undetectable connections; because, cities develop conformably to the geography from the beginning the construction process. Because of these factors the settlement of a city which is situated on highland and a city which is near the seaside will be different. While there is a topography that allows a wide and long boulevard in Paris which is situated on a flat area; it is not possible to mention something like this in Switzerland.

New York with its Manhattan skyscrapers, Istanbul with its mosques, Moscow with its Kremlin Palace, Paris with its Eiffel Tower are cities that are identified with monumental structures or their structures that are determiners in the silhouette of the city. St. Mark's Basilica in Venice, Champs Elysees Boulevard in Paris and London Hyde Park are good examples for how some cities are identified with their squares and streets (Özer, 1998; Cited in Can, 1999).

One of the elements that form the identity is architectural expression. Structures can express people's, who live and use them, conception of the world, aesthetic preferences and life styles; in short they can express people's cultural identities (Bingül, 2004).

City furniture that surround the cities and determine the interface between citizens and city are the artificial urban identity elements. As Can (1999) mentioned too, city furniture are visual elements that are open to everyone and strengthen the

environmental character. City furniture provides specific, special and unique solutions to every city.

### **2.3.3.2 Socio-Cultural Components**

Identity components that result from human geography are person and society. Individual identity forms group and society identity. Therefore, the identity components that result from human environment are composed of demographical structure (size, structure, density and age groups of the population), corporate structure (politic, administrative, legal, economic etc.) and subcomponents devoted to cultural structure (Ocakçı,1994; Cited in Önem and Kılınçarslan, 2005).

Culture is all the things, tools, institutions and behaviours that people use related to each other in order to solve the problems of the society they live in (Özer, 1973; Cited in Tartan, 1992).

Culture is a qualification equivalent to the society identity (Tartan, 1992). The culture, which people and accordingly cities have, is the result of an accretion. The total of the traditions, customs and knowledge of all the people who have lived in that city so far create a cultural structure particular to that city. That is why cities and their identities cannot be thought without their pasts.

Certain handcrafts, folklore and ethnographic features that people develop over time help the integration of these features within the city, enabling cities to be remembered. For example Isparta is remembered by people for its carpets.

Some cities come into prominence with their socio-cultural features. Lim states that there are very important relations between indications of environmental identity and cultural values. Vienna with its waltz and Rio with its carnival are important examples for this kind of cities (Özer, 1998; Cited in Can, 1999).

### **2.3.3.3 Functional and Sectoral Components**

Cities exhibit certain qualities, sometimes because of their geographical positions, sometimes with missions they undertake. Amusement city, trade city, education city, tourism city, health city, politically important cities or the cities that have religious purposes are mentioned by these functions of theirs. While Las Vegas is as an amusement city in people's minds with its big casinos, Mecca is known as a religious city where people go to pray.

Can (1999) states that the planners, architects and engineers who make the city planning decisions and the politicians and the managers who have an authority in administration are effective in forming the identities of the cities.

Most of the time, local administrations and country policies have non-compatible applications which cause deformed structures in the cities.

### **2.3.3.4 Historical Components**

Şerefhanoğlu and Yenen (1993; Cited in Çöl, 1998) stated that the cities whose historical values are protected, in other words the cities that 'have not lost its quality of being old' have clearer identity properties.

While the concept of urban identity requires old and present values to be protected, this does not mean that cities should have an urban texture completely devoted to the past. Cities must catch up with the technological advances without losing their historical and cultural values. Every new element that will be added to the silhouette of the city should be appropriate for the present texture and should be able to satisfy current needs and should be qualified enough to catch up with architectural and technological era.

## **2.4 Urban Image**

Urban image is the recalled picture of the city which is composed of observed features of urban. Urban identity and image, although they are different terms, both are indispensable features of a city.

"Humans communicate verbally, in written and spoken words, and they communicate nonverbally, through such things as clothing, facial expressions, gestures, and relative positions. The built environment represents a channel of nonverbal communication" (Rapoport, 1990; Cited in Nasar, 1998, p.4). As Rapoport suggested, cities do not need words to explain themselves. Each unit in it and users of them create an ambiance to understand the city sufficiently.

Well designed and well-thought-of urban form is essential to enable sustainable urban character. According to Nasar (1998), for urban design, we need to understand the principles underlying the evaluative response and to transform those principles into guidelines for shaping urban form.

Each city needs to have both a character which serves a determined aim and aesthetic values which depend on that identity. This also necessitates that each city has to have an urban image and characteristics that arouse a feeling (Erdoğan, 2006).

Urban image determines what urban identity can be, however, identity directs the images' development process (Tartan, 1992). Urban identity is the result of urban features and values which are given form by people and based on reality. Urban images are the pictures produced by people regarding the reality by their observations in their mind which are related to their current conditions or individual differences.

Images have been described as the "point of contact between people and their environment" (Downs, 1967; Cited in Rapoport, 1977, p.41) thus linking them to behavior (Rapoport, 1977).

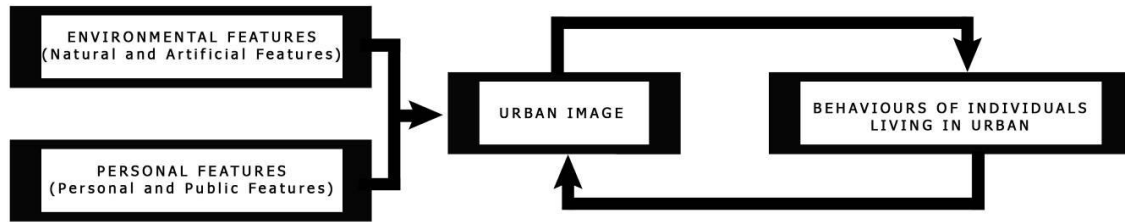


Figure 2. 6 The relation of image and personal behaviour<sup>3</sup>

Urban images are products of a dual process between observer and their environment. Environment presents dominant features and relations; observers chose and categorize this information and place effective ones into their memory in parallel with their purpose (Kancioğlu, 2005).

"Learned and stable mental conceptions of environments are referred to as environmental images, mental models of environments, which can be thought of as summarizing individuals' environmental knowledge, evaluations and preferences and as having implications for their behavior" (Pocock, 1978, p.3).

Montgomery (1998; Cited in Eraydın, 2007, p.42) has defined image as the combination of identity of place and user perceptions. He says "the image of a place is therefore their set of feelings and impressions about the place". Therefore, creating an image for a city is a cognitive process for users (Eraydın, 2007).

Image is an internalized representation and, regarding the environment, it is "an individual's mental representation of the parts of external reality known to him/her via any kind of experience" [including direct experience] (Harrison and Sarre, 1971, cited in Rapoport, 1977, p. 40).

As Montgomery (1998) and Pocock (1978) said separately, urban image is placed between human and the environment. Elements in the environment are definite. From unprejudiced and objective view these elements are same. But this is impossible when we talk about public environment. Each person perceives their environment differently

<sup>3</sup> Krupat, 1985; Cited in Kancioğlu, 2005, p.51

because of their past experiences and personal and environmental conditions. Therefore, urban image is changeable from person to person. Composing the images is not only hinge on to personal features but also to spatial components which reflect communal values.

There are many ways to define and evaluate the urban image. However, because of difficulties of perceiving the whole city that made it, it is necessary to handle the notion of image as 'environmental image' (Tartan, 1992). By this way it will be possible to create a vision about the whole city by collecting parts of it. Therefore, if we will analyze the urban image by visual and aesthetical values, we have to evaluate also landform, plant material, buildings, pavements, landscape structures and water elements.

Environmental image contains historical, economical and political features beside visual components of the environment (Yürekli 1977; Cited in Eşen 2007). Each city contains some characteristics which are related to geographic, religious and political structure of that city. For example, Vatican City which is the core of Catholics, Cuba is identified with revolution and communism and Switzerland is where people go for winter sports.

Downs and Stea (1973; Cited in Eşen 2007, p.7) say environmental image is resulted from human and environment interaction. Downs and Stea explain the development process of environmental image by a system which has three levels;

- Input; collecting environmental data
- Process; perceiving and analyzing that data
- Output; environmental images which are transferred to us by verbal, written or graphical ways from people's mind.



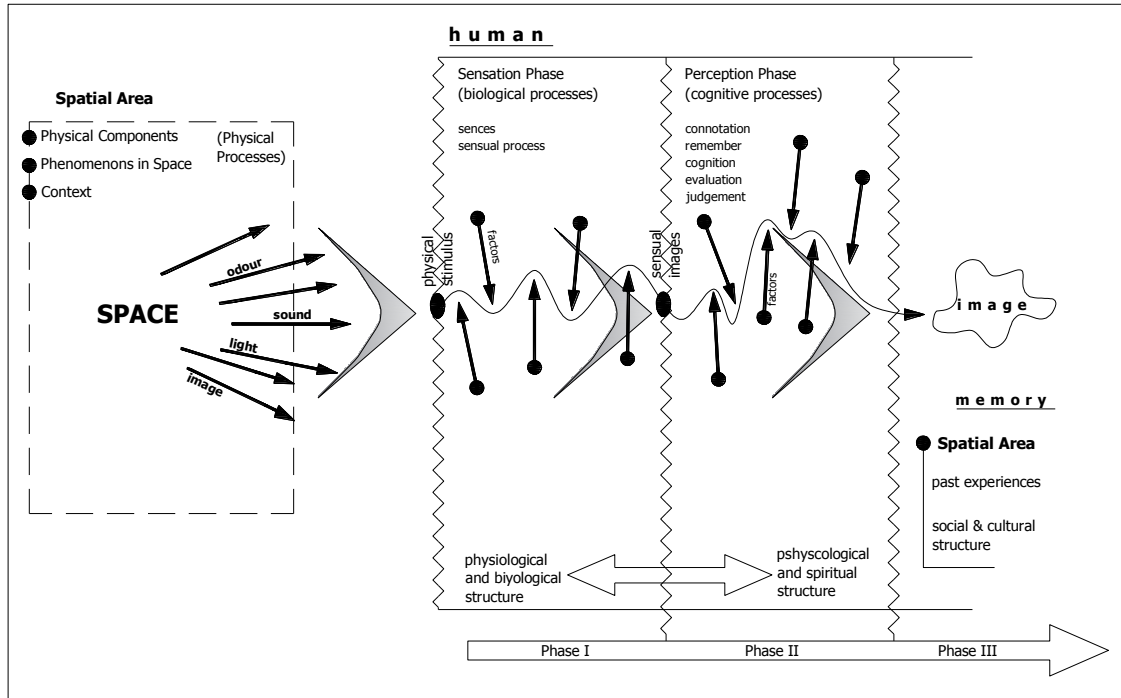


Figure 2. 7 Formation Stages of Environmental Image<sup>4</sup>

Kahvecioğlu (1998; Cited in Eşen 2007, p.9-11) mentioned three types of image and he describes them as follows;

The first kinds are those images that are perceived in the first moment and unique to their environment. Formation of this kind of general images which exist in people's mind as a result of experiences will be effective. They do not symbolize all dimensions of the environment.

Second types of images are images which are produced by that environment and they depend on continuity of environmental perception. These kinds of images are affected from experiences which are related to that environment. It is possible to define them as a more developed form of previous types and to call these images permanent image or real image of the environment. These images are more realistic than first types of images in perceiver's mind. Definition of real image refers to this one.

<sup>4</sup> Kahvecioğlu, 1998; Cited in Eşen 2007, p.10

Third kinds of images do not belong to definite environments. They are common images which are defined by similar features of numerous environmental images. The idea of environmental images is affected from past experiences. By the way this brings to mind the question of how environmental images are composed without experiences. Lang (Cited in Eşen 2007) says an image begins to be composed in childhood and people gain some directive images by perceiving environment.

Lynch (1960) classified city images into five types, which give identity to a city, as; paths, edges, districts, nodes and landmarks. He defined these elements as follows:

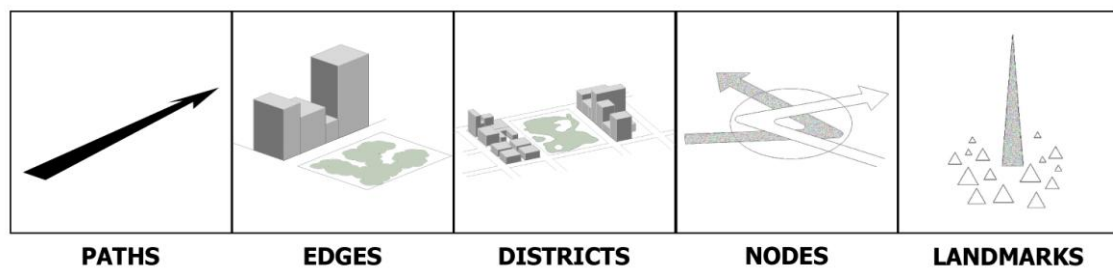


Figure 2. 8 Lynch's city images<sup>5</sup>

*Paths:* Paths as streets, walkways, transit lines, canals and railroads, which are the predominant elements of the city for many people, are lines along which people move and perceive their environment and other environmental images which are arranged and related.

*Edges:* Edges are the linear elements between two different regions. They can be shores, railroad cuts, edges of development and walls.

*Districts:* Districts are the medium-to-large parts of the city which have an identifying character. Beside physical characteristics, noise, odour or complexity are cues which are used to determine the districts in an urban area.

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<sup>5</sup> Lynch, 1960, p.47-48

Nodes: Nodes are the junctions, large squares, place of a break in transportation or the strategic spots in a city. Observers can enter within them. They may also be called cores.

Landmarks: Landmarks are the units which have the highest role in the remembering the city. They are another type of point-reference. People do not enter them, they are external. They are reference points like buildings, signs, stores, or mountains.

Rapoport (1997) says urban image is not only visual. He says all senses, age, education, skills, socio-cultural variables, symbolic and associational values of individuals and groups and their activities and behavioral spaces are effective on the formation of the urban image. Thus, Rapoport (1997, p.118) says “although Lynch’s proposed elements are a useful starting point, they cannot be defined by designers or analysts – their subjective definition by various individuals and groups needs to be discovered”. As mentioned before, creation process of the urban image begins with the human. It is a mental schema of human’s perceptions and cognitions.

According to Lynch (1960) the topological relation of five components which creates image determines three elements of environmental images. These are as follows:

- *Legibility*: Lynch (1960), mentioned “legibility” as a part of visual quality of cityscape. By legibility he means the ease with which cityscapes parts can be recognized and can be organized into a coherent pattern. Legible city would be one whose districts or landmarks or pathways are easily identifiable and are easily grouped into an over-all pattern.

- *Building the image*: At the end of dual effectiveness between human and environment, beside environmental data, peoples’ individual experiences are effective on the construction of the image.

- *Structure, identity and meaning*: The environmental image has three components: **identity, structure and meaning**. Lynch refers to the identification of objects to imply their distinctions from other things with their identities. Second, structure is defined as “the spatial or pattern relation of the object to the observer and to other

objects” (Lynch, 1960, p.8). Finally, meaning is conceptualized as a different relation from spatial and pattern relations. Observer develops emotional or practical relation through meaning.

According to Lynch (1960), environment has to have some features to stick in people’s minds. Environment has to be clear and legible, produced by one-way relation between environment and perceiver, ability to give image expressive and rhythmical characteristics and impress people’s senses.

For shaping a city’s appearance, however, knowledge about identity and structure (or imageability) is not enough. Lynch (1960; Cited in Nasar, 1998) agrees that for a likable environment although legibility is necessary it is not enough. For the creation of a likable environment it is essential to evoke people’s attention.

Lynch (1960) thinks understanding the environment is not enough for comprehending the imageable spaces; beside this it is essential to consider how the inhabitants perceive that environment.

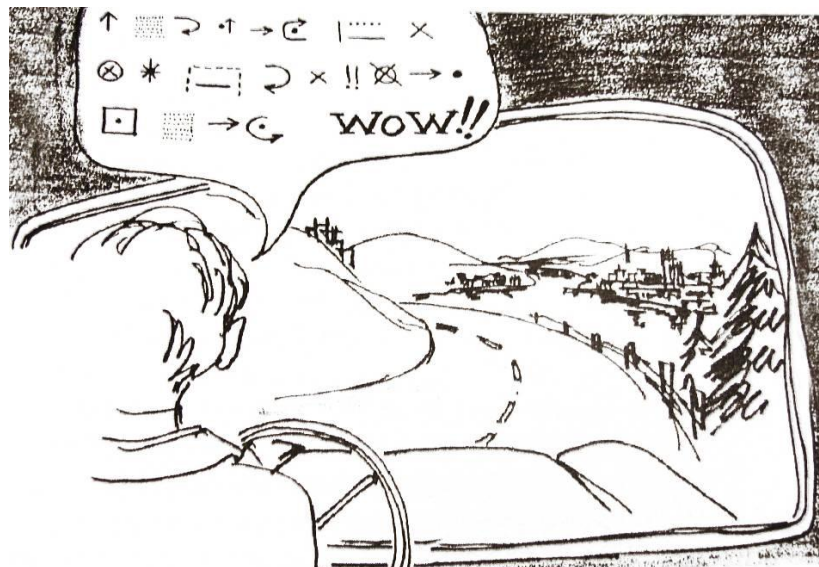


Figure 2. 9 Imageability (clear landmarks, paths, edges, districts and nodes) is not enough; the evaluative image also depends on feelings and meanings

Nasar (1998) handled environmental image as 'evaluative image'. He defines evaluative image as humans' negative or positive feelings and associations about their surroundings and imageable elements and describe this in the Figure 2.9 (Nasar, 1998, p.9).

According to Nasar (1998) the evaluative image is a subjective assessment of feelings about the environment. At this point he says that the evaluative image contains two kinds of variables: visual aspects of the city form and human evaluative responses.

Human feelings and perceptions are always determinant factors during any processes about the city. Because of each person's unique image of a city, identity will vary across observers. Therefore understanding the human behaviour and senses is essential to create a good city form. Many researchers give opinion on this topic and all of them share a common point: environmental image is affected by personal and environmental factors.

Nasar (1998) and Lynch (1960) stated that in their studies environmental images are result of a 'two-way process' between observer and cityscape. According to Nasar (1998) it is possible to improve the evaluative image by shaping the observer or shaping the city form.

Each image has unique features. Hence, each person perceives them differently. Individual characteristics and people's social, cultural and economical conditions are determiner factors for people's perception and cognition. Rapoport (1977) says, meanings may vary with socio-cultural conditions, but residents in an area and socio-cultural group will likely have shared cultural meanings in relation to their environment.

Images are not only the reflection of objects. They are shaped by both people's experiences and remembering, perceptive and cognitive processes. For this reason, for the same reality different persons or groups create different images.

Pocock explained environment-perceiver-image relation in the Figure 2.10 (1973; Cited in Pocock, 1978, p.22).

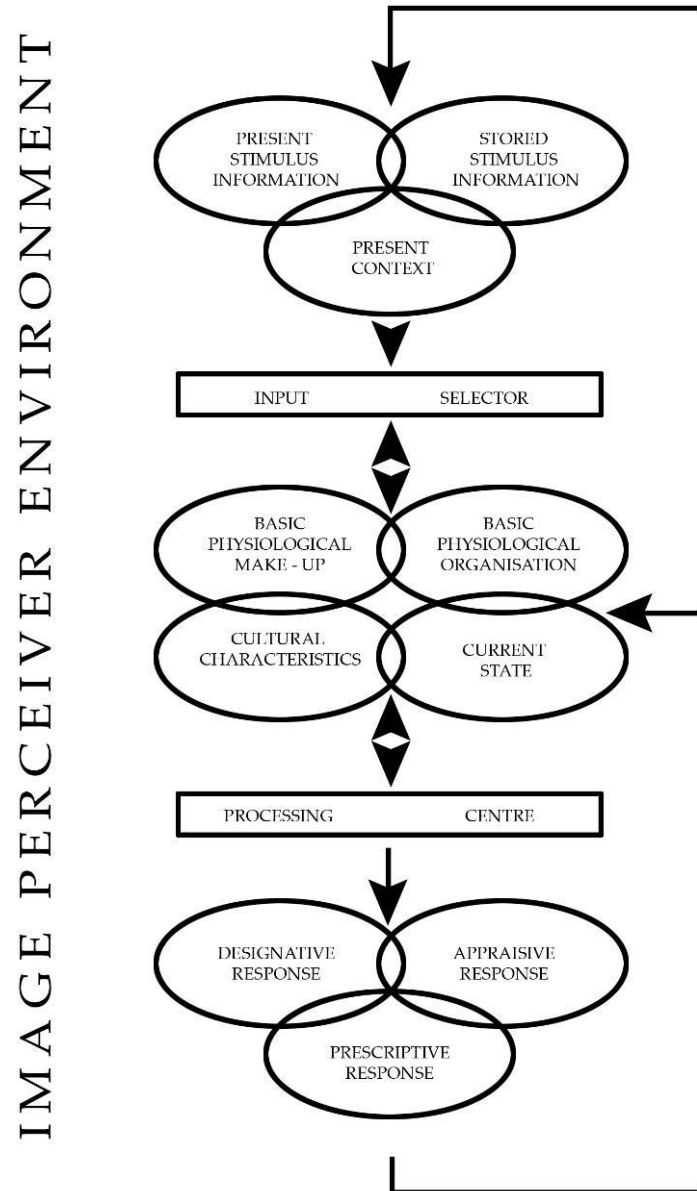


Figure 2. 10 A conceptual model of environmental perception for image studies

Eşen (2007), grouped environmental images by their sources in to three categorizes; based on persons, based on environment and based on relation of person and

environment. Erkman (1982; Cited in Eşen 2007) grouped affective factors on the physiological processes when he studied factors 'based on person'. Beside age, gender, intelligence structure and physiological features, he described them as culture, education, socio-economic degree, past experiences of people, structures of peoples' personality and spiritual-psychological features. The character of the environment is based on topography and climate; it develops with land use and is a result of specifically bringing together types of form, pattern and color characteristics of the environmental components.

Başkaya (Cited in Akgün, 2004) explains the visual image on behalf of finding direction as the dual process between perceiver and perceived. What perceiver saw and perceived is connected with some kind of effects. It is possible to determine them as following: arise from stimuli - external factors - (movement, repetition, contrast, size etc.) and arise from perceiver - internal factors - (experiences, expectations, aims, interests, believes, needs etc.).

According to Akgün (2004), some of the symbols are easily recognizable and general. These kinds of world wide known symbols address all cross-cultural senses. However, some symbols are complicated and to understand them people need some cultural cues. These kinds of symbols are recognizable just for people who are from that culture.

Urban images are composed of common values of the dwellers for which people can make sacrifice (Ulu and Karakoc, 2004). Like urban identity, urban image is not stable. Images have dynamic structures because individual characteristics lie at their base.

According to Lynch (1960) images have to have some kind of qualities to orient the living spaces. These are: being sufficient, true in a pragmatic sense, allowing the individual to operate within his/her environment to the desired extent. Nasar (1998) also mentioned several visual features under which the evaluative image of a city has to be discussed: naturalness, maintenance, openness, order and historical significance.

Images are composed of both facts and values. Values are the evaluation of the world and they are important in the determination of what we see as truth and how we act

(Rapoport, 1977). Eşen (2007) stated that between real environment and environmental images there are not any one-to-one relation. They are mental reflections of the existing world. These reflections are shaped by personal characteristics. At this point it can be said that environmental image is the picture of the real world in people's mind. For this reason it depends on personal features.

Urban equipment, which completes public open spaces, is effective on environmental image by their physical and visual characteristics. Tartan (1992) stated that urban equipment should be handled differently than recollective visual characteristics of the city which are accepted as 'style'. Urban equipments' visual characteristics should be designed in the context of 'identity'.

For public places such as a city or neighborhood, however, changes in the physical form of the environment can have more direct, widespread and lasting effects. "By shaping the physical form of our cities (Shirvani, 1985; Cited in Nasar, 1998), urban design affects the experience of many observers. For urban design, we must learn how to shape the future meanings of our cities, so that humans will enjoy the result" (Nasar, 1998, p.32-33). Image refers to memory and this has become dominant in planning and urban design (Lynch, 1960).

Beside physical characteristics like form, color, pattern, scale etc. which are the most considered features about the space till today, environmental characteristics like odour, light, microclimate etc. which are felt by senses can be also taken into consideration. These are caused by physical components which compose a space. Stimulants as a subject of sensation have four features; quality, density, size and time. Density, size and time determine the sensation's quantities (Eşen 2007).

Perception is the main factor during the formation of image as mentioned in this chapter before. Environmental perception has an important role on understanding and evaluating the environment. The answer of the question "How do people perceive their environment?" is an important input for all the studies in public spaces and urban design.



## **2.5 Perception and Perceiving the Surroundings**

### **2.5.1 Perception**

"The term comes from the Latin 'Percipere' which means to take hold of, to feel, to comprehend" (Rapoport, 1977, p.178). Perception is a psychological process by which we make sense of what we are experiencing ("The Official Magazine of IOSH,"(n.d.)).

It is possible to define perception as knowing and interpreting of what ever exists in our surrounding by some kind of physiological and psychological processes. Many researchers defined the notion of perception. Some of these are below:

Forgus and Melamed (1976) defined perception as the process of information extraction. Perception has been regarded as the process by which an organism receives or extracts certain information about the environment.

It can be defined as the transfer of objective world by senses to subjective consciousness (Özcan et al., 2003; Cited in Akgün, 2004).

"The term perception is used in the environmental design literature differently from the way in which it is used in psychology – it seems to be used in the sense of how things are seen" (Rapoport, 1977, p.30).

For Gibson, perception is a process that environmental physical cues or elements are represented in mind and an informational process (background information, cultural differentiations etc.) is excluded from perception (Eraydin, 2007).

Downs and Stea (1973) defined perception as a process of coding, remembering and again decoding data which is from the environment.

Perception is the where cognition and reality meet and it obtains information from and about one's surroundings (Neisser, 1977; Cited in Lang, 1987, p.85).

Perceiving is that part of the process of living by which each one of us from his own particular point of view creates for himself the world in which he has his life's experiences and through which he strives to gain his satisfaction (Ittelson, 1960, p.19).

Geographers, planners and psychologists use perception with differences. Golledge and Stimson (1997; Cited in Ekici, 2004) point out that, geographers have used the term to denote how things are remembered or recalled. For planners and architects, it has been used to describe the mutuality of interests among various groups of actors in the design process, and finally, for psychologists, it has denoted the inferential process, when a person plays a role in interpreting, categorizing and transforming the stimulus input.

People can perceive and make a judgment about things which they have knowledge about. This is because perception is a cognitive process and shaped by personal features.

Krampen (1989; Cited in Kancıoğlu, 2005, p.52) categorizes perception approach into two groups. Semiotic approach and environmental psychology approach. In the semiotic approach, perception grows out of symbol's features and it is based on person's interpretations. In the environmental psychology, perception is evaluated as the product of the relation between environment and person which is also called common process of action-reaction. Krampen stated that features of all symbol and people, whether one by one or as a whole, have an important role on the formation of perception. All these external and internal factors cause differences in perceived and shaped worlds.

According to Gibson, image which is formed in the retina of the eye and image which we perceive are different. First of them is field of view, and the second one is world of vision (Güvenç, 1971; Cited in Aktürk, 1993).

Rapoport (1977) explains the senses in six categories which play a role in perception. Without senses perception cannot be realized. Therefore it is a physiological process. Beside Rapoport's categorization, taste is also an important factor in people's perception. Therefore, the sense of taste is added to those six categories. These are:

1. Vision
2. Olfaction
3. Sound
4. Tactile
5. Kinesthetic
6. Air movement and temperature
7. Taste

Although we reduce spatial perception to visual dimension, beside vision, perception has auditorial, caloric, or tactile dimensions. Aru (Cited in Aktürk, 1993) stated that during the process of perception different senses have different dispersions; visual senses 60%, auditorial senses 30% and tactile senses 10%.

During the environmental perception process, beside senses there is another fundamental aspect: personal characteristics of the people. Perception is differing from person to person, so it is also a psychological process. Age, gender, experiences, cognition are effective factors on people's perception. 'How' and 'what' we perceive is usually related to personal features and where and in which culture we grow. Aktürk (1993) says approach also has an important role on perception and prevents objective human behaviours. "Perception is part of the experience of the individual" (Ittelson, 1960, p.17). People have different sensations in different situations. That is why for same stimuli people give different reactions.

- **AGE:** Age is an important factor to comprehend environment. It is due to the fact that people at different age groups perceive their environment differently.

According to Pennartz and Elsinga (1990; Cited in Eşen, 2007) although perception depends on physical stimulus for young people, interpretation and meaning are more significant terms for adults. Allen et al. (1979; Cited in Eşen, 2007) stated that adults use focal points to perceive the scale and distance of the environment more effectively than children. Ondracek (1995) also mentioned that focal points differ for children and young people

because perceptual sensibility and abilities change with age (Kahvecioğlu, 1998; Cited in Eşen 2007).

According to Chawal (1991) children between 1 to 3 ages spent just a little part of their time for social environment when they are interested in environment. They spent 80-90 per cent of their times interested in their physical environment. It has been known that this relation changes by age. Surveys show that young people emphasize especially streets because they browse around commonly. Passive recreational spaces, , like parks and resting points where people fulfill their needs, become more important (Kahvecioğlu, 1998; Cited in Eşen 2007).

According to Scott (Cited in Aktürk, 1993) perceiving and evaluating spatial areas increases in declining years. He also suggested that the importance of stabile spaces also increase. Porteous (Cited in Aktürk, 1993) also suggested that permanent image phenomenon become more important in older ages. They remember ruined monuments or buildings.

- **GENDER:** In cultures of strongly differentiated sex roles, men and women will look at different aspects of the environment and acquire different attitudes toward them. (Tuan, 1974)

According to Kimura (1992) and Fishman (1985) women perceive environmental images more rapidly than men. Moreover, their visual memory is more powerful. However, men can distinguish figures in a complex form easily than women (Kahvecioğlu, 1998; Cited in Eşen 2007).

Although women usually oriented their concern to person, men orient their concern to objects. According to Guardo and Meisels (Morval, 1985; Cited in Aktürk, 1993) cultural learning begins in girls earlier than boys. Alexander says, men's perception and evaluation of their environment are more detailed and correct because of their dynamic life styles.

- **EXPERIENCE:** Lynch (1960) stated that if the observers have knowledge about how the existing conditions developed, this data affect their environmental image partially.

The factor of 'time' has two different effects on perception. Firstly, it is because of the fact that adaptation that is on threshold of consciousness is effective on perception too. The components that are effective when an environment is perceived initially lose their effectiveness in time because they become familiar. Second effect of time on perception is about recognizing and knowing. Environment gains recognition by its features which depend on the period and repetition of perception. Although any environment perceived by its instant presentations, an environment which is recognized and known before is perceived by accumulation of experiences (Eşen 2007).

People, who are born in that city or migrated, have different cognitions about same place. According to Francescato and Mebane's (1973; Kara, 1997; Cited in Eşen 2007) study on Rome, natives draw the city usually city center oriented, however, migrants draw out spaces of the city. Similar to that, a study on Milan shows that natives draw more components than migrants. If the periods of dwelling increase, the degree of perception will increase. That is because people find more chance to observe their surroundings and gain more knowledge about urban.

Visitor and native focus on very different aspects of the environment. Tuan (1974) says that only the visitor (and particularly tourist) has a view point; his perception is often a matter of using his eyes to compose pictures. The native, by contrast, has a complex attitude derived from his immersion in the totality of his environment. The visitor's evaluation of environment is essentially aesthetical. It is an outsider's view. The outsider judges by appearance, by some formal canon of beauty.

By perceived objects some marks appear on minds and they affect new perceptions. New places remind a person of her meaningful experiences.

When the degree of experience increases, perceptions will be more personal and rich. A person who belongs to that environment can perceive there more easily and better than anyone else (Aktürk, 1993).

- **MOVEMENT:** Lang (1987) says movement plays a major part in environmental perception. According to Kara (1997; Cited in Eşen 2007) people who use different transportation vehicles perceive their environment differently. A car driver directs his attention to visual details; however, pedestrians perceive their environment as a whole. People who use buses usually condense on bus stops; however, pedestrians focus on facades and around of buildings.
- **ATTENTION:** Aims of people, expectations, interests and needs cause selective perception. According to Eşen (2007), this situation also causes superficial or attentive perception of the environment.
- **HEREDITARY CHARACTERS:** People's abilities, intelligence, individual differences or obstacles result in differences in their perceptions. Aktürk (1993) stated that genetic characteristics of people develop in time. Intelligence completes its development at the ages of 14-18 and after that its capacity starts diminishing.

"Each individual is unique in his genetic make-up, and thus in sensitivity, temperament and personality. Degrees of sensitivity to the environment are thereof to be expected quite apart from any accentuation or diminution in sensory activity, stemming from social – cultural background" (Pocock, 1978, p.24).

There is another important factor on the perception; cultural characteristics. Segal et al. (1996) mentioned cultural influences on visual perception in their study. They agree that after their studies, cultural differences affect perception of the people. They say, for all mankind the basic process of perception is the same; only the contents differ and this difference exists only because of their reflected different perceptual inference habits. Gökten (1985) explained all the affective factors and processes mentioned in Figure 2.11 (Göregenli, 2005; Cited in Eşen 2007, p.28).

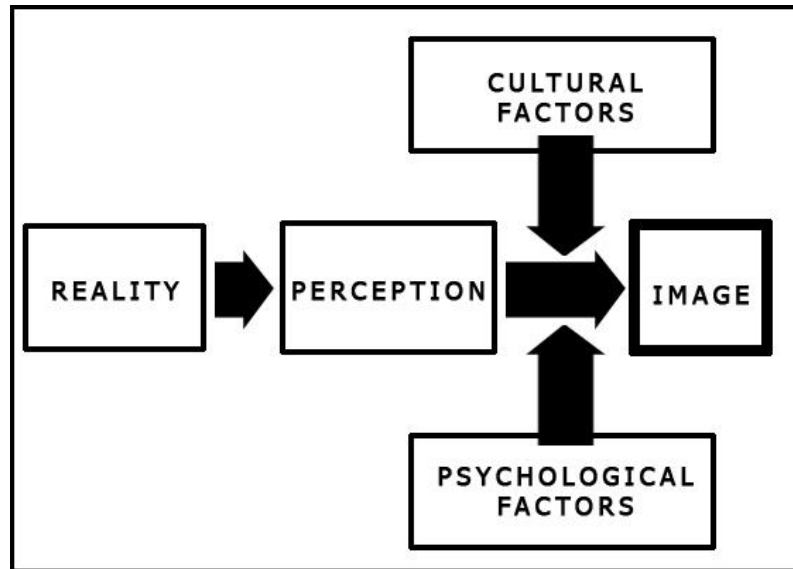


Figure 2. 11 Formation of environmental image

Stefanou (1992; Kancioğlu, 2005, p.50), listed environmental features which affect people psychologically;

1. Ability to create an image
2. Legibility
3. Being meaningful
4. Ability to create connotation
5. Uniqueness
6. Accordance with existent environment
7. Accordance to environmental components
8. Variety of environmental components.

One more important factor on perception exists; that is variety of stimuli in the environment and spatial features. People give different reactions to different stimuli. Therefore they perceive and act in real world differently.

Aktürk (1993, p.43) listed stimuli of physical and social environment as below;

》 Stimuli Related to Physical Environment

- Specific for natural environment
  - Ecology
  - Topography
    - Edges
    - Angle
  - Plantation
  - Soil quality
  - Climate
- Specific for artificial environment
  - Form
  - Color and light
  - Material and pattern
  - Scale
  - Ratio
  - Noise
  - Dirt, dust, smoke and odour

》 Stimuli Related to Social Environment

- Culture
- Communal norms and value judgment
- Social relations between people
- Socio-economical structure
- Roles
- Crowded



A person, who is under the effect of her feelings like happiness anxiety, expectation and fear, perceive the physical environment of the urban space with stimuli as dimension, form, color, light, pattern and feeling of space which is determined according to these stimuli (Aktürk, 1993).

Ittelson (1973) says perception is the source of information about the environment. Although perception differs according to people's characteristics, it is the reflection of the real environment. That is why Ittelson said it has the ability to give information about real world.

Eşen (2007) stated that interaction between observer and physical environment, which is defined as a point of view or position of the observer, affects perception of the environmental components. She also mentioned that details of the components could not be recognized when the distance between observer and components increase.

As one of the components, physical environment light has an important role on people's perception. Eşen (2007) also points out that direction of the light result in form, color and pattern features appearing differently. Change in the quality of the light depends on atmospheric conditions such as precipitation or fog.

"Perceptual learning consists of changes in where one looks and remembers what one saw, rather than changes in what is seen in any momentary glance" (Hochberg, 1968; Cited in Rapoport, 1977, p.179). Rapoport (1977) thinks that this also corresponds to the distinction between the visual field and the visual world.

According to Eşen (2007) some factors as the aim, form and context of the perception determine the quality of the perception. Perception can be in different forms such as stabile or dynamic, remote or close, inside of the space or outside of the space, from eye level or over the environment or by one sense or by more senses.

People's environmental perceptions and how and in which conditions they change are important data for the spatial applications. That is why comprehending the environmental perception has a big importance.

### **2.5.2 Environmental Perception**

"I have often amused my self with thinking how different the same place is to different people."

James Boswell (Cited in Relph, 1976, p.56)

As mentioned in the previous part, perception is completely about personal features. How people see and interact with their surroundings and make a decision about their surroundings. It is necessary to realize that for the 'perception' we need two components; perceiver –human– and perceived –environment–. Perception is the product of human-environment relation and links them. For this reason man and environment and their interaction are in the context of perception.

According to Rapoport (1977, p.28), there are three areas which human-environment interaction must involve:

1. Cognitive – involving perceiving, knowing and thinking, the basic processes whereby the individual knows his environment.
2. Affective – involving feelings and emotions about this environment, motivations, desires and values (embodied in images).
3. Conative – involving acting, doing, striving and thus having an effect on the environment.

Perception occurs under the effect of some exterior and interior factors. Tartan (1992), arranged effective factors on people's perception of environmental components as;

- Past experiences of perceiver,
- Perceiver's position in society,
- Features of the moment when they interact with environment,
- Period of being in the environment and prejudgments about the environment.

There are many factors other than what Tartan mentioned which enter into the evaluation and definition of a situation as it is perceived. According to Rapoport (1977), perception is affected not only by culture and previous experiences but also by expectations. They may affect how various specific objects are perceived.

Ittelson (1960) describes the environment as an ecological system with seven components:

1. Perceptual – the ways in which individuals experience the world, which is a principal mechanism linking people and environment.
2. Expressive – which concerns the effect of shapes, colors, textures, smells, sounds and symbolic meanings on people.
3. The domain of aesthetic values of culture
4. Adaptive – the extent to which the environment helps or hinders activities.
5. Integrative – the kind of social groupings which are facilitated or inhibited by the surroundings.
6. Instrumental – which refers to the tools and facilities provided by the environment.
7. The general ecological interrelationship of all these components.

Rapoport (1977) explains the process of perception in Figure 2.12 (Rapoport, 1977, p.38). According to him, real world gets processed by cultural and personal elements and subsequently perceived world occur. As mentioned before, the process of perception contains both exterior and interior variables.

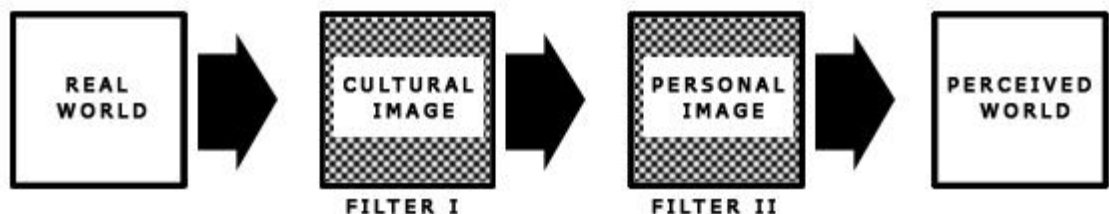


Figure 2. 12 The process of perceiving environment

Gifford (1987) says during the process of determining and evaluating the environment, six personal impressions are effective; determinations, descriptions, evaluations, judgments about beauty and aesthetic, sensual reactions, meanings and relevant attitudes an individual developed about her physical environment (Cited in Eşen 2007). All these personal – interior – variables affect the perception and image which is the result of this process.

People judge their environment aesthetically in two ways during environmental evaluation; formal and symbolic. Aktürk (1993) quoted Platon's speech to explain the importance of form on environmental evaluation; –It does not matter, natural structures or art structures; what makes them beautiful is their forms not functions–. If experiences loom large during the process of evaluation, this kind of evaluation is called symbolic. Judgments of symbols which are about the environment are not specific qualities of that object. They are facts in person's memories.

Personal characteristics and cultural norms have a determinant role in perception. It is also possible to filter stimulations which are from nature. Perceptive filters as Susmuş (1999) cited, work by stimulus-response relation. The bases of these filters are sense organs (view, hear, smell, taste and touch) ("M.S.Ü. Kentsel Tasarım ve Uygulamalar Sempozyumu", (1993); Cited in Susmuş, 1999). In Figure 2.13 ("M.S.Ü. Kentsel Tasarım ve Uygulamalar Sempozyumu", (1993); Cited in Susmuş, 1999, p.10) we can see how the process of perception of environmental evaluation is organized.

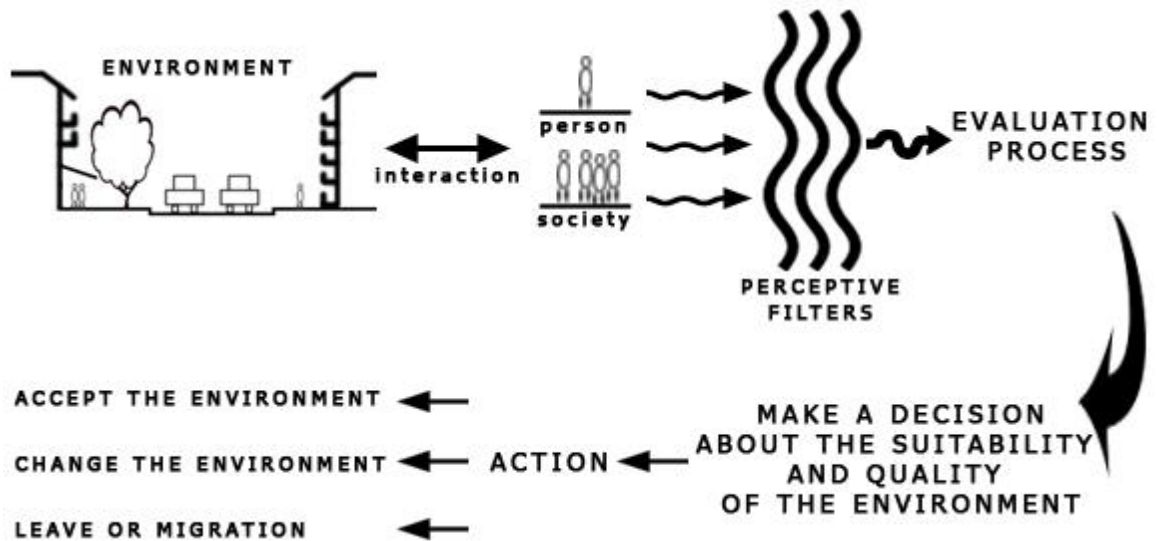


Figure 2. 13 The process of evaluating the environmental quality

Aktürk (1993, p.59) explains the access types in the urban space in three groups; according to settlement type, according to aims and according to ages (Figure 2.14). These different movement forms affect time spent and also what people perceive from their environment. Because, the way a person experiences her environment impacts her perception.

## ACCESS TYPES IN THE URBAN SPACES

### 1. According to settlement type;

#### • Horizontally

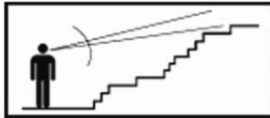


On the urban pattern:  
On the determined path by limiting elements.

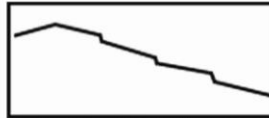


Freely movement in the nonstructured spaces,  
around the trees in a park or open spaces.

#### • Vertically



Curiosity; action to the unknown is interesting.  
Moving to higher paces is usually preferred.

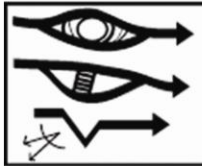


Ramps usually preferred from disabled persons,  
moms with baby carriage or child with roller skate or bicycle.

### 2. According to their aims;



Short cut and hurry;  
choosing short cut roads  
to arrive final aim rapidly.



Cruising;  
by-pass the obstacles,  
walk around them and  
watching view.



During the shopping,  
stop for resting and chatting.



Solitude and resting;  
people who prefer being alone  
and resting choose side roads.

### 3. According to ages;

#### • Horizontally



Child does serpentine actions.  
They direct to objects which  
are attract their attention.



Adults go through directly  
to their aims.



Old people walk slowly,  
aimless and pausingly.

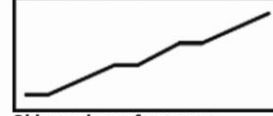
#### • Vertically



Child move up and down,  
get under, over and pass  
through the obstacles.



Adults move up and down.



Old people prefer ramps.

Figure 2. 14 The access types in the urban spaces

According to Rapoport (1977) people perceive various types of the landscape elements such as mountains or wilderness differently at different times. These differences and the distinction between urban settlement and rural settlement are part of the perceived environment which is seen most broadly.

Ittelson (1970; Cited in Rapoport, 1977) mentioned that environmental perception and object perception differ from each other because of scale. Motion, different textures and sequential and additive views are also effective. There is one more important point: ambiance or atmosphere. Although it is difficult to determine, it is very important for the perception.

Sensation differs from person to person because it is a personal feature. According to Lynch (1982) the simplest form of the sensation is 'identity'. Identity is the whole of notions by which people describe a space differently. Good space appeals to all senses because spaces, which are sensible and definable, are related to memories, senses and values (Hepcan, 2003; Cited in Eşen 2007). Moreover, Kancıoğlu (2005) says besides sensual satisfaction, environment has to arouse good feelings, a sense of trust and peace.

Creation of well organized and designed and satisfying urban spaces is the common issue and aim of the designers. The scope of all researches done in this context is to provide better spaces for dwellers. According to King (1971), different environmental perceptions and priorities of people are at the heart of design decisions (Rapoport 1977). Therefore, human-environment relation is the base for designers during any decision making process.

Urban image is the exterior view of the city. As Tayyare (2007) said, spouse cities, which are like a copy of each other cause loss in the value of the space and block the creation of specific images for different cities. For this reason, 'identity' and 'image' are indispensable notions which help the creation of unique cities.

## **CHAPTER 3**

### **MATERIAL AND METHOD**

#### **3.1 Material**

The main materials of the research are all urban equipments between Ulus – Kuğulu Park on Ankara Atatürk Boulevard and the questionnaire results as a qualitative analysis.

##### **3.1.1 Study Area**

When Ankara was declared the capital city of Turkey on 13 October 1923, it also took many responsibilities. Moreover, it can be said that Ulus started to share its business centre identity with Kızılay when Ankara become the capital. When the first growth direction of the city was decided, it was compulsory to purchase a 400 hectare space between Ulus and Çankaya in 1925. This situation also determined the way old and new Ankara was linked as well as the direction of Atatürk Boulevard which lies between Ulus and Kızılay ("Kızılay' da Yayalar ve Yaya Ulaşımı", (2004)). Although Jansen<sup>6</sup> did not plan Kızılay as an urban centre, that period's requirements caused its development in that direction. Atatürk Boulevard was also planned to link Ulus, the city centre, and Çankaya, which Atatürk chose as his residential space.

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<sup>6</sup> Who made Ankara's first legal city plan at 1927.



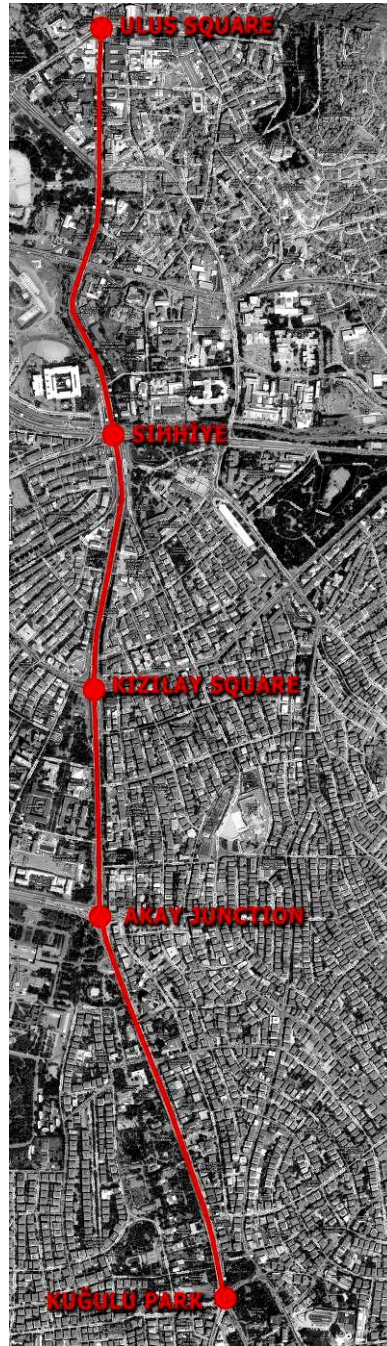


Figure 3. 1 Study area; Atatürk Boulevard

Although Atatürk Boulevard lies between Ulus Square and presidential palace, in the context of this research it is handled between Ulus Square and Kuşulu Park. It is because of the fact that beyond Kuşulu Park pedestrian areas are limited due to

protocol and newly built crossover roads which make walking impossible for pedestrians.

Gökçe (2002) says each city has personal qualities and identities and by this way they differ from other cities. However, capital city has to have more different features than others. Certainly, capital cities are not regular cities. It is the leading among others. Whole country is reflected in that city. That means Ankara has a crucial place for the Republic of Turkey. The reasons of many problems Ankara faces today are the results of unsatisfactory city plans that have been done since Ankara was declared the capital city. The biggest problem is deficiency of the transportation links and lack of squares. Although people call them Ulus Square or Kızılay Square, these spaces do not embody the character of a square. It is necessary to look at urban centers initially to recognize urban identity. For this reason Atatürk Boulevard has an important role in Ankara's urban identity that is created by its equipments.

## **3.2 Method**

Methods which are applied in this field study are inventory conduct and questionnaire. Firstly urban equipments in the field are determined and then questionnaire is applied to local users.

### **3.2.1 Inventory Conduct**

Elements, which have the value of being urban equipment, in the predefined three parts of the Atatürk Boulevard are identified. Statues, pavements, lightings, bus stops, benches, advertising boards, ornamental pools, obstacles and barriers, sales kiosks on the Ulus Square-Sıhhiye, Sıhhiye-Kızılay Square and Kızılay Square-Akay junction are identified.

### 3.2.1.1 Ulus – Sıhhiye

#### ULUS - SİHHİYE

##### STATUES & MONUMENTS



##### BUILDINGS



##### LIGHTING UNITS



##### PAVEMENTS



##### LIMITERS & PLANTERS



##### SIGNS & BILLBOARDS



##### KIOSKS



##### BUS STOPS



Figure 3. 2 1<sup>st</sup> part of the study area: Ulus – Sıhhiye

Ulus Atatürk Monument was erected in 1927 by sculpture Heinrich Krippel. Its first place was in front of the Sümerbank General Management Building. During the widening of the road it was moved to its current location. When it was built, its visual perception was easier because its surroundings were simple and wide open. Nowadays, the monument is forgotten because of new buildings and arrangements that surround it. In front of the monument it is possible to see barriers. In Ulus Square there are not enough seats for the pedestrians; that is why people are seen sitting on the monument's stairs and stones.

Historical İş Bank building was constructed in 1929. It is the witness of the Republic of Turkey. When it was built there were not any other structure around it and it had a solitaire posture.

There are 3 kinds of lighting units seen in the area. First of them is a high and multiple spotlight which is used to illuminate Ulus Square. Second kind of lighting unit is typical for Atatürk Boulevard and used between Ulus Square and Akay junction. It has two armatures and more organic form than others. Third kind of lighting units are high and used to illuminate the roads.

Although local stone from Ankara was used on the whole field, its sizes and tiling style differ from place to place. In many parts of the area pavements are damaged.

There were two kinds of limiters between Ulus – Sıhhiye. One of them, which are called "mushroom" among people because of their form, is small and in a circular form. Other type is black, vertical and produced by metal.

There are also two kinds of bus stops between Ulus and Sıhhiye. One of them is old style and is composed of just a signboard. Second type is recently redone, modern, covered by glass, integrated with seating units and it has advertisement boards and sometimes city map for tourists.

Four kinds of advertisement boards exist between Ulus and Sıhhiye. First kind is elevated by a pillar, poster protected by a glass, rectangular and bigger than other types. It has one special difference from others. In predefined periods, posters turn

from one side to other. Second kind of billboard stands from the floor, at eye level, rectangular as previous type but this one's longer edge stands vertically. And in front of the poster there is a glass protector like the previous type of billboard. The third kind of advertisement unit is cylindrical. It is almost 5 meters high - twice as high as the second type of board. If necessary it can contain more than one standard sized poster. Posters turn around the board and enable people to see all included advertisements. The fourth kind of board is more classical. It can be used individually or grouped. It lies on the road horizontally. There is no protecting unit for the posters. All kinds of advertisement boards are illuminated.

Throughout the Atatürk Boulevard same kinds of traffic lights and signs exist. Signs are multiple and colored according to their directions properties. Timers are also integrated to some of them.

Opera house of Ankara opened in 1948 and until now it has been the witness of the Ankara's history. Its color is usually a determiner factor for the citizens or visitors of the city. It is one of the important structures of the Ankara.

There is a different planter application between Opera House and Sıhhiye on the central refuge. This application is started by the Metropolitan Municipality to protect trees from traffic accidents. They are also used as flower beds. They are built of concrete and surrounded with tiled stone.

Although kiosks are constructed in the same principle, all of them are different. They are complicated and uncared for. However, the Metropolitan Municipality's bread kiosks are in the same form and better-kept than others.

Although Atatürk Monument, which is in front of the courthouse, is located in a very commonly used area, it stays behind the road. Therefore, people usually could not perceive it.



### 3.2.1.2 Sıhhiye – Kızılay

#### SIHHİYE - KIZILAY

##### STATUES & MONUMENTS



Zafer Monument



Hitit Monument



Güvenlik Monument



Eller Statue

##### BUILDINGS



Gima Building



Kızılay Building

##### LIGHTING UNITS



\* <http://www.ankara-bld.gov.tr>

##### POOLS



##### LIMITERS



##### BILLBOARDS & BANNERS & SIGNS



##### KIOSKS & TELEPHONES



##### BUS STOPS & SEATINGS



Figure 3. 3<sup>rd</sup> part of the study area: Sıhhiye – Kızılay

Hitit Monument is commissioned by Vedat Dalokay, who was the city manager of the Ankara in that period, to sculpture Nusret Suman in 1978. It was used as the symbol of Ankara for a long time until local authorities changed in 1995 along with the symbol and it has not been used after.

Zafer Monument was the piece of sculpture Canonica, from 1927. When it was located, its surrounding was open and designed as a meeting space. However, today it is pressed between traffic and lost its attractiveness.

During the Atatürk period, Boulevard was designed with wide and planted refuges. Beside the Boulevard, Güven Park and Güvenlik Monument existed. Although Anton Hanak started this monument's construction, Joseph Thorak finished it in 1935 after Hanak's death. Güven Park contrary to today was very decent, well-kept and well organized. In those days seating unit was integrated with the park and isolated from road's chaos. However today those units look like that they are located there randomly. It is because of the fact that during the road widening works whole green spaces are removed. Today Güven Park is used by people commonly for crossing or resting for a short time. Although it is located in the core of the city, it is far from being an urban park.

Same lighting units which are used between Ulus and Sıhhiye continue also in this part. However, there is another special lighting unit in Kızılay Square. Although people call it "square", in fact Kızılay does not have the necessary features to be called a square. At this point, those special illuminators are almost used to create the square's boundaries. They limit the area. Nowadays those lighting units are changed with other units which are integrated with leds. The concept has not changed; just one basic difference exists in the new one: they are colored and after a certain period, their color changes. This kind of lighting unit has eight pillars and linking parts.

There is another urban equipment between Sıhhiye and Kızılay which is used for banners. Beside this function, it can illuminate pedestrian way at the same time.

Same kinds of advertisement units are also used between Ulus and Sıhhiye. Beside those types, one different advertisement unit exists between Sıhhiye and Kızılay.

Although its size is almost same as the high rectangular one, this one is digital. These kinds of boards are able to screen advertisement videos or some kind of informative functions. Beside advertisements, this equipment is usable during national football matches or feasts.

There are three kinds of barriers between Kızılay and Sıhhiye. One of them is grates. They are commonly used near the pedestrian ways. Second type is glass barriers which are used on the refuges to block pedestrians crossing the road. Third and the final type is vegetative barriers or rather plants which are used for this aim.

Beside other classic traffic signs electronic traffic signs are used between Sıhhiye and Kızılay.

Beside same types of bollards there are two different kinds of bollards between Kızılay and Sıhhiye. First kind, which is linked with chains, was used on the Kızılay's refuges. However, as a result of the citizen's reactions, they were removed from there. Now they just exist between the Abdi İpekçi Park's pool and Atatürk Boulevard. Second kinds of bollards are similar to others which are used between Ulus and Sıhhiye. Although this type's material and height are same, their colors and forms are a little bit different.

Atatürk Boulevard is one of the prestigious roads of Ankara and it has a really big pedestrian population. However, pavements on the pedestrian ways are generally unkept and damaged.

There are many ornamental pools built in different parts of Ankara as a result of local government's policies. One example of them is cascaded pools on the Kızılay's central refuges. These are not used only for aesthetic purpose but also they are used to limit the pedestrian access.

Eller Statue, which is the piece of Metin Yurdanur in 1980, stands in the middle of Abdi İpekçi Park. It becomes a part of Atatürk Boulevard's pedestrian way as the result of a change in the direction of pedestrian road. Abdi İpekçi Park is now the only way to walk in that direction. However, because of political reasons Eller Statue is neglected.



In some parts of Atatürk Boulevard bus stops are composed of just a sign and others are more modern and newly structured. Because of less space available for pedestrian movement, bus stops which are located on the pedestrian ways also cause these parts to become narrower.

People commonly want to sit while they wait for the bus. There are some semi-circle seating units between Güven Park and Atatürk Boulevard which people use when they wait for the bus; because, there are not any seating units which are integrated to bus stops.

With the emergence of mobile phones people do not use usually telephone boxes anymore. Therefore, there are not many telephone boxes on the streets. However, there are plenty of telephone boxes that exist in the field area.

Although all selling units are designed in the same form and logic, they differ from each other by their usages. All of them look very complicated.

Kızılay Building, which gave the name of the boulevard, used to give dwellers an opportunity to rest in the core of the city with its wide garden. In a later period, which starts with its demolition in 1979, new Kızılay Building was built. However, it is not open to public use because of bureaucratic reasons. This building has also erased its historical asset.

Emek Office Block (Gima Building) was built by architect Enver Tokyay between 1959 and 1965. It is called skyscraper because it was the highest building of that period. Today people continue to call it skyscraper although there are many buildings which are higher than it.

### 3.2.1.3 Kızılay – Kuğulu

#### KIZILAY - KUĞULU

##### STATUES & MONUMENTS



Barış Güvercini Statue



Atatürk Statue



Mağdenci Statue



\* Akay Junction Statue



Metal Statue



Balerinler Statue

##### LIGHTING UNITS



##### LIMITERS



##### POOLS



\* Kuğulu Park

##### BILLBOARDS & BANNERS & SIGNS



##### KIOSKS & TELEPHONES



\* ("Ankara Büyükşehir Belediyesi,"(n.d.))

Figure 3. 4 3<sup>rd</sup> part of the study area: Kızılay – Kuğulu

Beside same lighting equipments of the whole boulevard there are also two different types. First of them is for road illumination. It is high and has two armatures. They are

specific for this area. Second types of the illuminators are newly designed units and they are specific for this area also. There are not any examples of them on Atatürk Boulevard. However, other examples of them are used in the protocol road. They are also for road illumination. They are bent and integrated with banners.

As a result of newly built crossroads, pedestrian ways are becoming narrower. Its width decreases almost one meter in some parts of the area.

Concrete barriers which are called "New Jersey" are used on the central refuges to block pedestrian movement from one side to other. They are also effective during the traffic accidents. By this way cars do not cross other way. In the middle of the New Jersey there is also a planted area.

Between Kızılay and Kuğulu special type of bollards are used in front of the United States Embassy. However, although they are formed like the other types of bollards, their usage reason is different; they are located there for safety measure.

Due to the lack of available space, there are not many advertisement boards in this part. There is only one type which is high, rectangular and big as those used in other parts of Atatürk Boulevard.

Barış Güvercini Statue and Atatürk Statue are in the TBMM's (Turkish Grand National Assembly) garden. Although these two statues are not seen on Atatürk Boulevard, they are a part of it because they are not separated from the boulevard by any rigid boundaries.

Mağdenci Statue, which stands on the entrance of Olgunlar Street, was a piece of sculptor Metin Yurdanur. It is done for miners who lost their life in 1992. In front of the statue there is a triple glass protection. But, it is usually broken or people stick placards on it.

Akay junction was designed by Promim in 2001. They designed it by a conceptual approach. Because of its location, the front of the TBMM, it had much more importance. Therefore, during the crossroad's construction, also a conceptual monumental park was constructed.

Kuğulu Park which is in Çankaya neighborhood is one of Ankara's most popular, liked and important parks. It is remembered with swans which gave also the name of the park. Today it is used by every kind of people for recreation and resting.

In the one corner of the Kuğulu Park there is a metal statue. Although theoretically it is in the park, people who walk on the boulevard can perceive it more than people who are inside the park. For this reason it is difficult to say where it belongs to.

Balerinler Statue is a work of Metin Yurdanur. Local people call it also 'naiad'. It describes two dancing ballerinas. Except local people of the Çankaya, it is generally an unknown sculpture.

### **3.2.2 Questionnaire**

Within the context of the research, to point out the existing condition of the Atatürk Boulevard a survey is made. The aim of the questionnaire is to determine what people perceive from their surroundings and urban equipments on the Atatürk Boulevard. This questionnaire is applied to all types of users of the space, who are from different age and education groups, gender or from any economic and cultural statues.

#### **3.2.2.1 Sample Size of the Questionnaire**

Basically three age groups, who experienced environment differently and have different needs and requirements, were determined to evaluate their perceptions. First group is young people whose age is up to 24. This people are usually students and the way they experience the environment differs from others because of their income and point of view in life. Second group of people is composed of adults whose ages are between 25 and 55. They earn their life and usually have no time to observe their environment in detail. Third and the final group is aged people who are more than 55 years old. They are usually retired people who have more time to walk around and have more experience and knowledge about their environment.

Sample size was determined taking into account the population of Ankara. Data from the State Institute of Statistics, published on its official web page, is used. Population of main neighborhoods of Ankara is used as a reference to the city's population size. During this questionnaire's preparation process results of the 2008 census had not been declared yet. That is why results of the 2007 census are used. Those data are collected from the Turkish Statistical Institutes databases ("T.C. Başbakanlık,"(n.d.)). Table about population according to county, age group and gender is in Appendix B. People from the main neighborhoods of the city use Atatürk Boulevard frequently and as a result populations of these parts are used to calculate the sample size.

During the calculation of sample size population is based on age groups. A total of all neighborhoods' populations according to age groups are used. Table of population according to all neighborhoods and age groups is in Appendix C.

Table 3. 1 Calculation of sample size

Population Size		%	SAMPLE DISTRIBUTION	SAMPLE DISTRIBUTION				
			Women	Men				
1 <sup>st</sup> GROUP (10-24)	780,439	29.019	29 number	29 number	z square	4		
2 <sup>nd</sup> GROUP (25-54)	1,462,644	54.385	54 number	54 number	d square	0.01		
3 <sup>rd</sup> GROUP (55-+)	446,352	16.596	17 number	17 number	p*q	0.25		
		100						
z=2 trustability degree accepted  p= ratio of women in the population (assumed 50%) q= ratio of men in the population (assumed 50%) d= 10% sensitivity degree accepted  n= The sample number of women that was withdrawn from population (that is why, the total questionnaire number will be found by multiplying it by two)							2689435	
							26895.35	
				SAMPLE SIZE			99.996282	WOMEN
							99.96388	MEN
							199.96016	
			Total Questionnaire Number	200				
$n = \frac{Nz^2pq}{Nd^2 + z^2pq}$ $n = \frac{2689435 * 2^2 * 0,5 * 0,5}{2689435 * 0,10^2 + 2^2 * 0,5 * 0,5} = 99,99628$								

Although sample size calculated as 200, to make its trustability degree higher, questionnaire was applied to 262 people. 50.4% of them were women and 49.6% of them were men. Random sampling method was used.

### **3.2.2.2 Questionnaire Form**

Questionnaire form is designed appropriate to the aim of the study and prepared by design techniques of the survey (Appendix A). Twenty close ended questions are asked. Questions are prepared in plain and simple language.

Before the final format of the form, trials were applied four times and the form was edited in the light of the findings. Context and design of the questions were revised and best possible questionnaire was created.

During the survey's preparation process some obstacles affected the visual and contextual forms of the survey. These are;

To begin with, people answering the questionnaire did not read the informative paragraph. It is because of two reasons; they think it is long or unnecessary. For these reasons although that part is quite important, it was usually skipped by the experimental group.

Another important point is about survey's visual design. Table's column width and empty spaces to write additional things are effective on people's perception. Some people wrote their answers into the right column of the table although the correct one was left. Therefore, column widths were enlarged to decrease misunderstandings. In this way people perceived empty spaces differently. Especially people who are aged more than fifty write their ages both in numbers and in words. It is because of space given to answer that question is bigger than necessary just to write numbers. Same situation is seen in the 9<sup>th</sup> question. Some people write their reasons to come to Ankara although they were asked about which city they come from.

Each question has important points. That is why important parts of the questions are written bold and underlined. Moreover some explanatory parts are added. However, people did not attend to them and gave deficient or wrong answers.

Answering a questionnaire depends on mainly people's personal perceptions. At the 11<sup>th</sup> question some people did not understand that they can write an activity's number in different cells where there are the names of city centers. Similar condition occurred in 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> questions. In those questions people are asked to give a score to urban equipment according to their liking. Table was designed so that equipments were written on the columns and scores were written on the rows. Although it was expected from people to mark related cells, some of them wrote scores into the cells and some of them wrote scores one under the other.

One more important point is that people usually picked the first items in the questionnaire first. For example the 16<sup>th</sup> question requested that people choose five things that first come to their mind. Most of them chose things in the first column and then they changed their answers. For this reason, it could be better to arrange such lists alphabetically.

### **3.2.2.3 Survey Questions**

Except the 3<sup>rd</sup> question, first seven questions are demographical (age, sex, marriage, education, occupation, income) questions. In the 3<sup>rd</sup> question people are asked about their dwelling neighborhood.

8<sup>th</sup> and 9<sup>th</sup> questions are about the period of experiencing Ankara. In the 8<sup>th</sup> question people are asked how long they have been in Ankara. The 9<sup>th</sup> question investigates people's awareness of being citizen.

10<sup>th</sup> and 11<sup>th</sup> questions explore people's frequently used neighborhoods and matching activity to these neighborhoods. With these questions it is aimed to find which centers are used frequently and put forth places which are part of the content, usage densities and aims.

12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> and 15<sup>th</sup> questions are about the Atatürk Boulevard. The 12<sup>th</sup> question is about its usage frequency as a transportation link. The 13<sup>th</sup> inquires about the usage reasons of the boulevard. 14<sup>th</sup> and 15<sup>th</sup> questions are about time period investigating how much time people spend at Atatürk Boulevard.

The 16<sup>th</sup> question is prepared according to Abraham Moles's 'connotation test'. People are demanded to choose five things which first come to their mind. By this question it is aimed to reach what Atatürk Boulevard means for people.

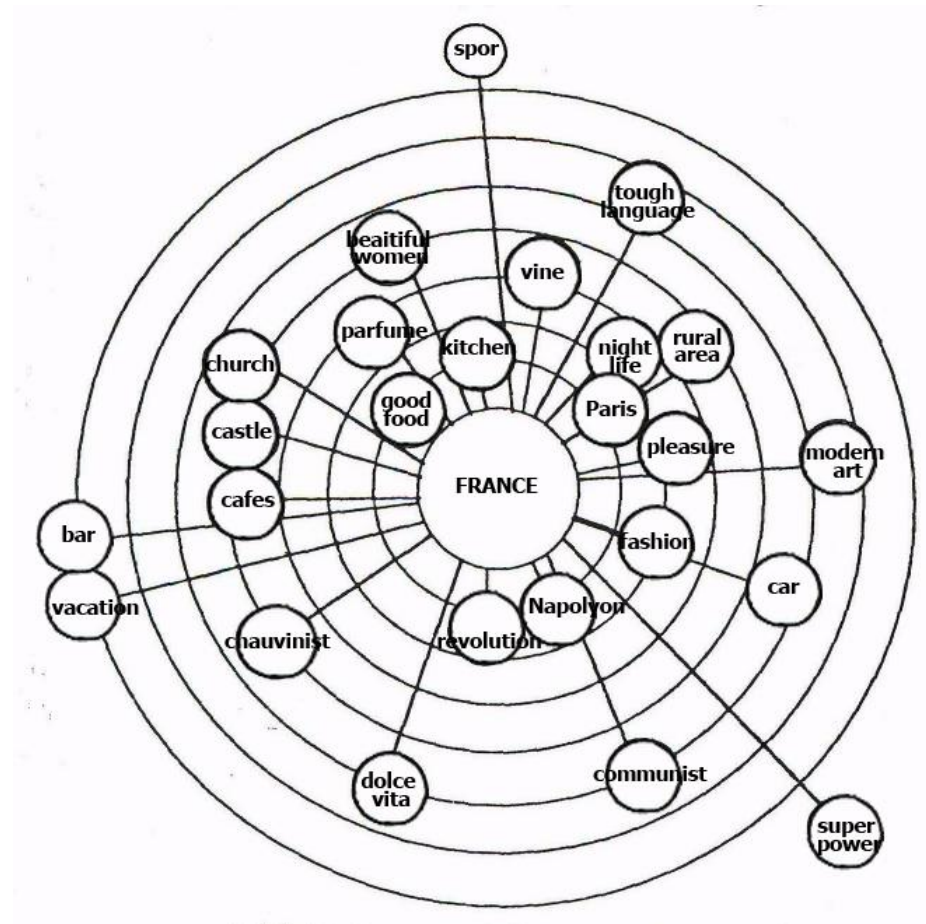


Figure 3. 5 Connotation test of France

As seen in Figure 3.2 (Bilgin, 1995; Cited in Eşen, 2007, p.82) at the core of this technique there are images which connote the central notion. Experimental group



indicate stimulus according to connotations in their memory. Graphically, this technique is drawn as circles - one within the other - and central notion's circle exists at the core. According to this technique, frequency and the location are directly proportional. Whichever notion's frequency is higher, it is located closer to the central circle (Bilgin, 1995; Cited in Eşen). By connotation test it is aimed to reach experimental group's personal choices, judgments and environmental interpretations. By this way it is possible to display positive and negative environmental images and feedback design process and environmental quality.

The 17th question is based on 'sensation scale'. People are demanded to select one of the specified opposite words. By this way words which explain visual senses about the field will be determined. By giving the meaning of the sensation, which is the result of environmental physical data, it will be possible to determine components of environmental perception which are helpful during the recognition, evaluation and judgment of the environment.

The 17<sup>th</sup> question is prepared according to 'semantic differential scale' (SDS) technique. SDS measures people's reactions to stimulus words and concepts in terms of ratings on bipolar scales defined with contrasting adjectives at each end (Heise, 1970). This technique was developed by Osgood, Suci and Tannenbaum in 1957.

In this technique special word pairs are asked to people. Subjective evaluation is the basis of it. By this technique both is possible (Kara, 1997; Cited in Eşen, 2007);

- Comparison of meanings given to the same thing by two different groups
- Comparison of the meanings given to two different things by one group

18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> questions are related to specified parts of the Atatürk Boulevard. In these questions each part's urban equipment is listed and people are asked to give them a number from 1 to 5 –very bad/bad/average/good/very good– according to their liking degree. It is aimed to determine the people's liking degrees of the urban equipment and to reach their sensual images. Moreover, it is also aimed to put forward which images are focus points for the people and how these images differ according to age groups. At the end of these questions which were prepared according to 'Likert

scale', images which have the quality of an urban image will be determined. In the Likert scale, distance between two stabile frequencies is divided into 5-7 or 9 equal parts and users are asked to make evaluation about those frequencies (Eşen, 2007).

#### **3.2.2.4 Conducting the Poll**

Questionnaires were done in November 2008. And they were applied to 262 people by random sampling technique.

#### **3.2.2.5 Evaluation of the Survey**

Questionnaires are analyzed by SPSS and Excel. Data from the questionnaires is coded and transformed to computer environment. Results are obtained by cross tabulation and frequencies techniques of SPSS. Chi-square technique is used to understand correlation of the data meaningless or meaningful. "p" value (probability) is accepted as 0,1. This means that under 0,1 value, relation between variables is meaningful and trustability is 90 per cent.

## CHAPTER 4

### RESULTS OF THE SURVEY

#### 4.1 Survey Findings

##### 4.2.1 Demographical Findings

The questionnaire was applied to 132 women and 130 men as also seen in Table 4.1. Since men and women dispersion in the population is almost same, it is given more attention to conduct the poll equally among the genders.

Table 4. 1 Questionnaire samples

<u>Gender * Age Groups Cross Tabulation</u>						
			Age groups			Total
			<u>Younger than 24</u>	<u>25 – 54</u>	<u>Older than 55</u>	
Gender	<u>Women</u>	Count	39	74	19	132
		% within groups	50.60%	50.30%	50.00%	50.40%
	<u>Men</u>	Count	38	73	19	130
		% within groups	49.40%	49.70%	50.00%	49.60%
Total		Count	77	147	38	262
		% within groups	100.00%	100.00%	100.00%	100.00%

Participants of the survey are categorized into three groups as mentioned before. According to the size calculation of the groups, 29.4% percentage of participants are younger than 24, 56.1% percentage are aged between 24 and 54 and 14.5% of them

are older than 55. 38.2% of the participators are married and 61.80% of others are single persons. 1.1% of the participators are graduated from primary school; 1.5% of them are graduated from middle school; 8% of them are graduated from high school; 63.7% of them are graduated from collage; 25.6% of them are graduated from master or doctorate programs and none of them are analphabetic or just knows how to read and write. Students (26.3%) and officers (24.4%) compose the majority of the participators. People from private sector follow them with 20.6%. Next in ranking come retired people (9.5%), self employed people (9.2%), workers (5.7%), unemployed people (2.3%) and house wives (1.9%). 13.7 % of the participators earn less than 500 TL, 11.5 % earn between 501TL - 750TL, 14.1 % 751TL - 1.000TL, 20.6 % 1.001TL - 1.500TL, 12.2 % 1.501TL - 2.000TL, 17.6 % 2.001TL - 3.000TL and 6.5 % of them earn more than 3.001TL. 3.8 % percentage of the participators is unemployed or student and they do not have any income (Appendix D).

#### **4.2.2 Findings of Participator's Experiences about Ankara**

Many participators have been living in Ankara for a long time. 46.2% of them have been living in Ankara more than 25 years; 19.8% for 16-25 years; 18.3% for less than 5 years and most of them are students (Appendix E).

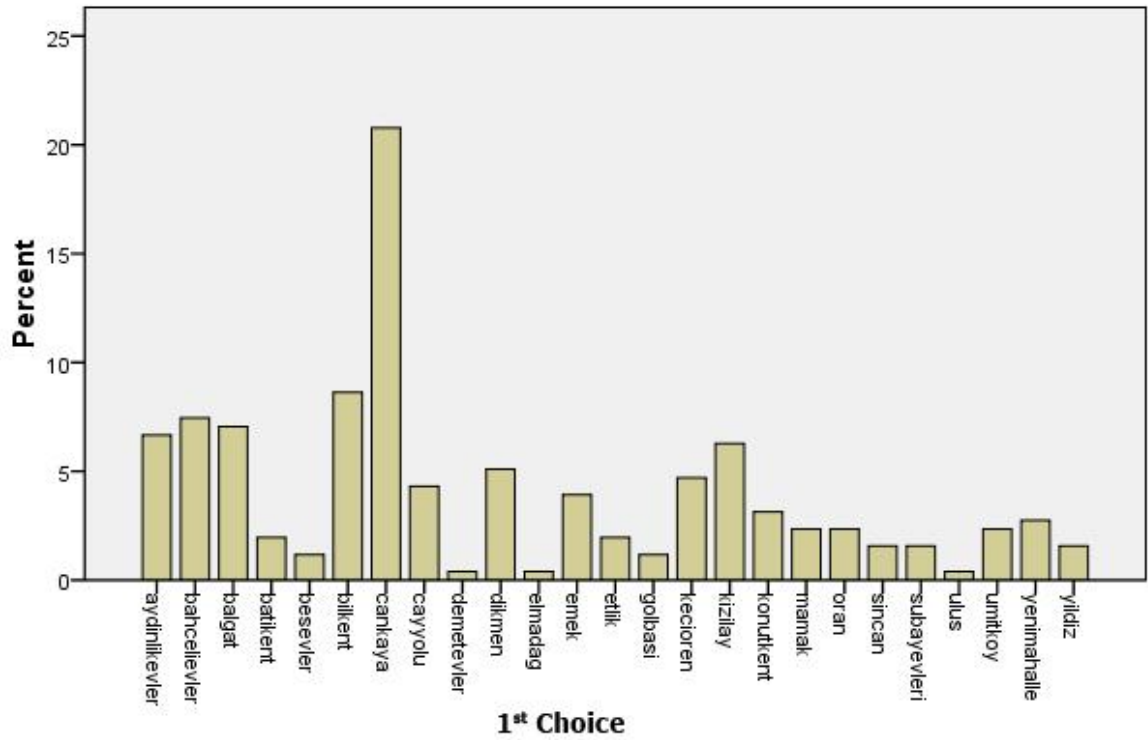
Large majority of the participators live in a 'city'. 45% of the participators have been living in Ankara since they were born and other half of the participators (48.9%) come from another city (Appendix E).

Table 4. 2 Come From and Living Period in Ankara Cross Tabulation

<u>Come From * Living Period in Ankara Cross Tabulation</u>			Living Period in Ankara					Total
			less than 5 years	6-10 years	11-15 years	16-25 years	more than 25 years	
Come From to Ankara	Born in Ankara	Count	2	1	2	29	84	118
		% within Living Period in Ankara	4.2%	4.2%	11.8%	55.8%	69.4%	45.0%
	Another city	Count	42	22	14	18	32	128
		% within Living Period in Ankara	87.5%	91.7%	82.4%	34.6%	26.4%	48.9%
	Village or town	Count	1	1	1	3	5	11
		% within Living Period in Ankara	2.1%	4.2%	5.9%	5.8%	4.1%	4.2%
	Another country	Count	3	0	0	2	0	5
		% within Living Period in Ankara	6.2%	.0%	.0%	3.8%	.0%	1.9%
Total		Count	48	24	17	52	121	262
		% within Living Period in Ankara	100%	100%	100%	100%	100%	100%

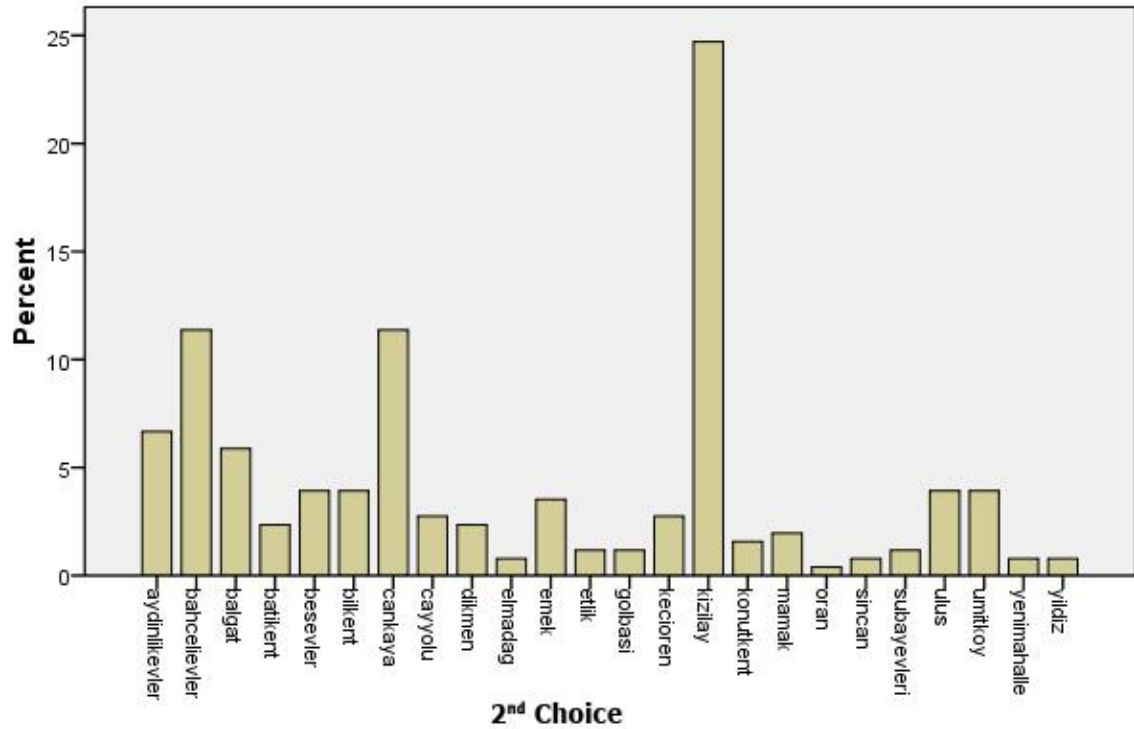
According to Chi-square tests, a statistically meaningful relation exists between where people come from and how long they have been living in Ankara. 69.4% of the people who have been living in Ankara for more than 25 years are also born in Ankara. Also, 55.8% of the people who have been living in Ankara for 16-25 years are born in Ankara. 2.1% of the participants who have been living in Ankara for less than 5 years come from a village or town. This means many of the participants have spent their life in a city (Table 4.2).

Table 4. 3 Centers which are chosen as 1<sup>st</sup> choice by participators



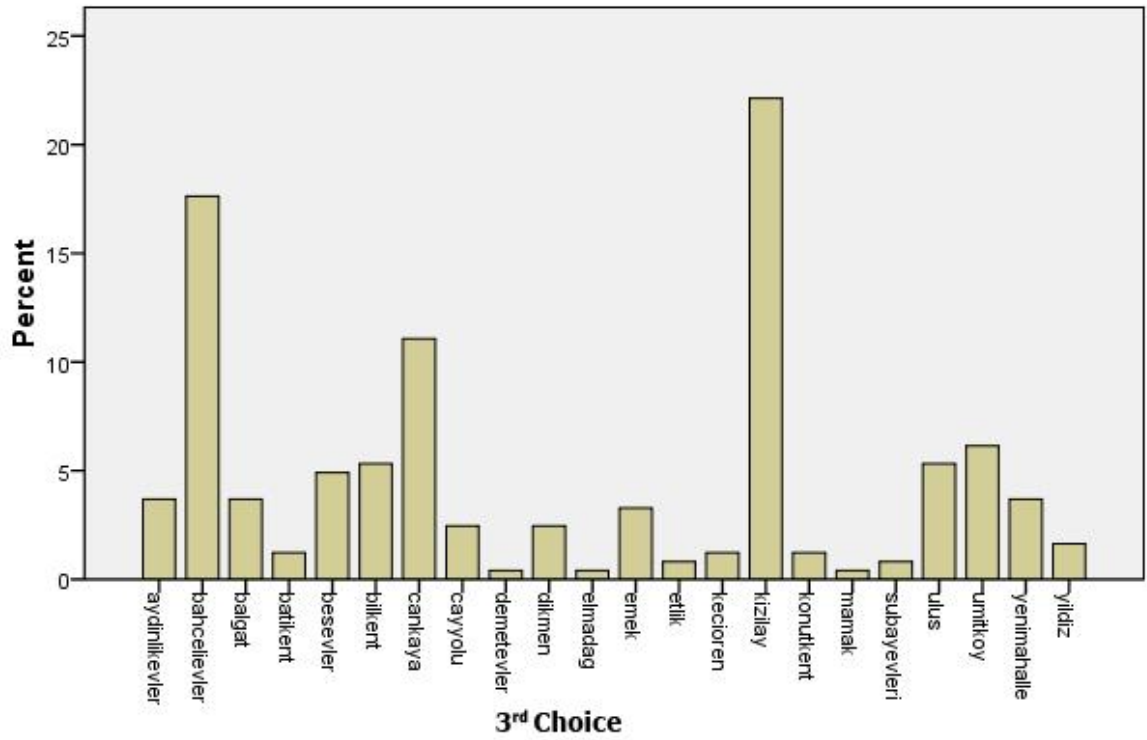
According to the answers of the 10<sup>th</sup> question, centers preferred as a first choice by participators are Aydınlıkevler, Bahçelievler, Balgat, Bilkent and Çankaya. At the first rank Çankaya is placed by 20.2%, second is Bilkent by 8.4%, third is Bahçelievler by 7.3%, fourth is Balgat by 6.9% and fifth is Aydınlıkevler by 6.5% (Table 4.3 and Appendix F).

Table 4. 4 Centers which are chosen as 2<sup>nd</sup> choice by participants



Centers preferred as a 2<sup>nd</sup> choice by participants are Aydınlikevler, Bahçelievler, Balgat, Çankaya and Kızılay. Kızılay is in first rank by 24%; second and third rank is shared by Bahçelievler and Çankaya by 11.1%; fourth is Aydınlikevler by 6.5% and fifth is Balgat by 5.7% (Table 4.4 and Appendix G).

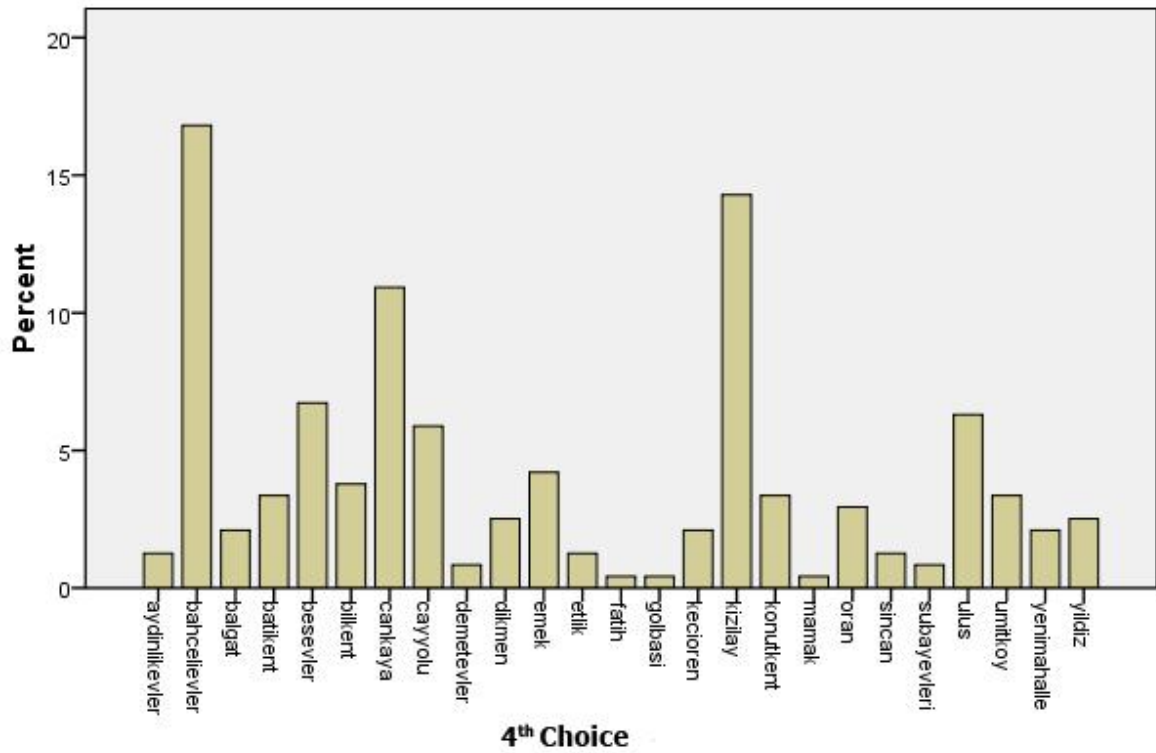
Table 4. 5 Centers which are chosen as 3<sup>rd</sup> choice by participants



Centers preferred as 3<sup>rd</sup> choice by participants are Bahçelievler, Bilkent, Çankaya, Kızılay and Ümitköy. In the first rank, there is Kızılay by 20.6%, second is Bahçelievler by 16.4%, third is Çankaya by 10.3%, fourth is Ümitköy by 5.7% and fifth is Bilkent by 5% (Table 4.5 and Appendix H).

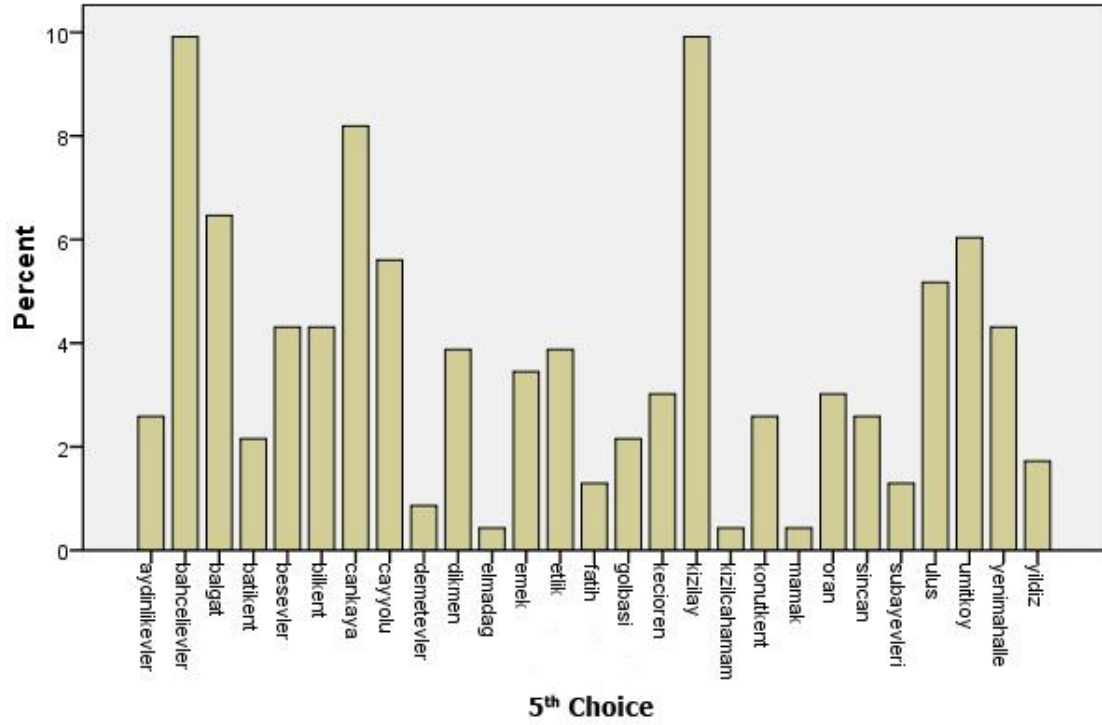


Table 4. 6 Centers which are chosen as 4<sup>th</sup> choice by participants



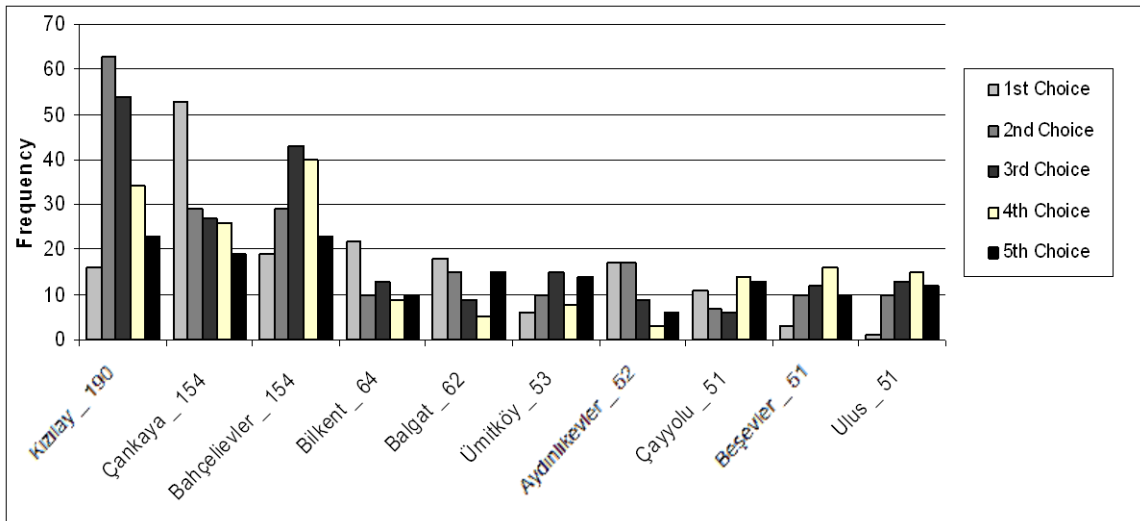
Centers preferred as 4<sup>th</sup> choice by participants are Bahçelievler, Beşevler, Çankaya, Kızılay and Ulus. Bahçelievler is rated first by 15.3%, Kızılay second by 13%, Çankaya third by 9.9%, Beşevler fourth by 6.1% and Ulus fifth by 5.7% (Table 4.6 and Appendix I).

Table 4. 7 Centers which are chosen as 5<sup>th</sup> choice by participants



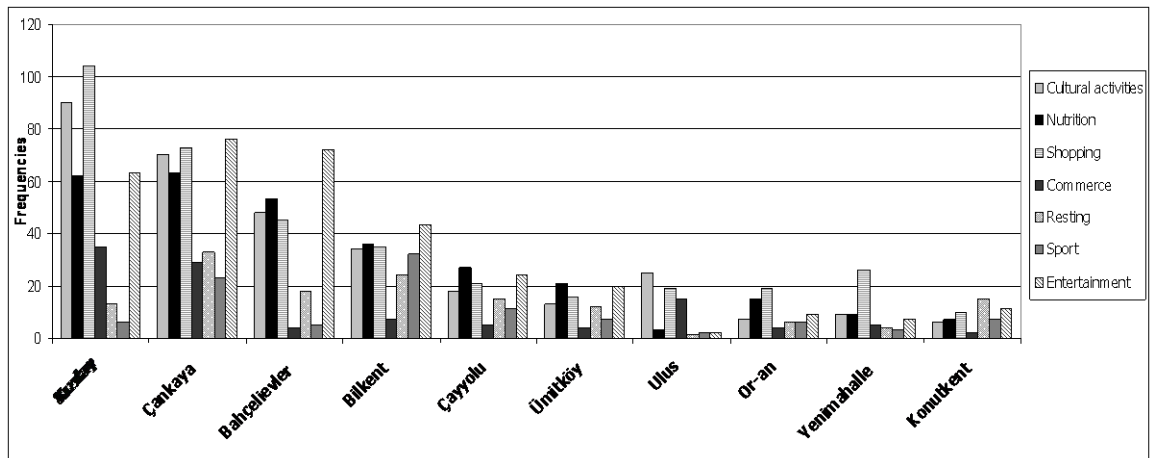
Finally centers preferred as 5<sup>th</sup> choice by participants are Bahçelievler, Balgat, Çankaya, Kızılay, Ümitköy. Bahçelievler and Kızılay share first two ranks by 8.8%, third is Çankaya by 7.3%, fourth is Balgat by 5.7% and fifth is Ümitköy by 5.3% (Table 4.7 and Appendix J).

Table 4. 8 Centers which are in the first ten ranks



According to total choice of participators Kızılay, Çankaya, Bahçelievler, Bilkent and Balgat were ranked as the first five centers. Kızılay and Çankaya which are two of the centers in the study area are in the first five ranks; however, Ulus is just in the tenth rank (Table 4.8 and Appendix K).

Table 4. 9 Commonly used centers and done activities comparison



Although whole participators number is 262, in the 11<sup>th</sup> question total of chosen alternatives sums up to more than 262. It is because of the fact that participators could choose more than one choice. According to the sum of participator's activities Kızılay is

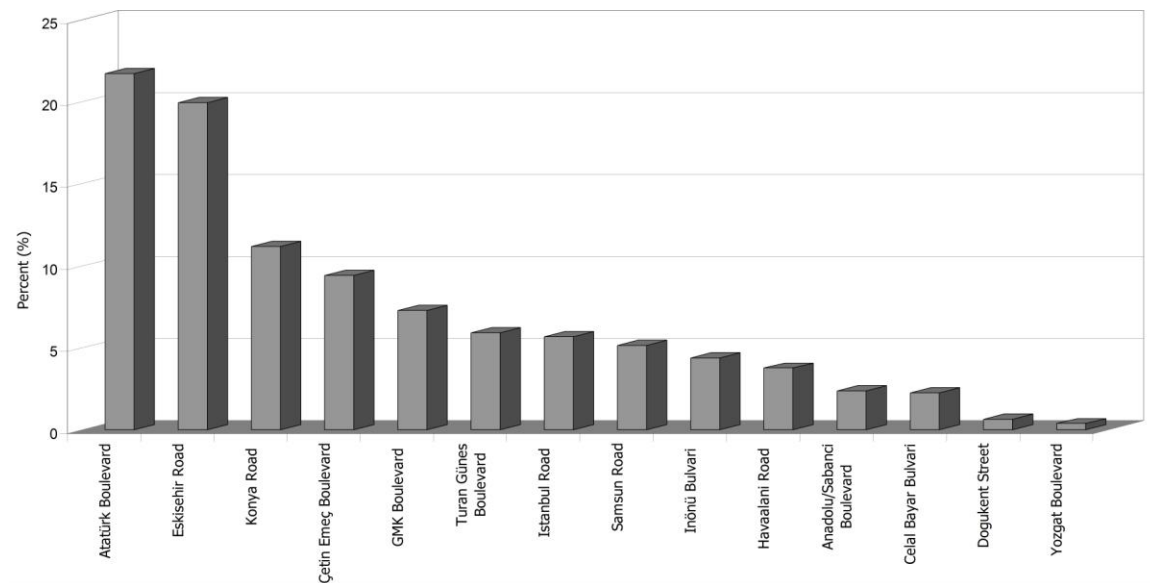
ranked as 1<sup>st</sup>, Çankaya 2<sup>nd</sup>, Bahçelievler 3<sup>rd</sup>, Bilkent 4<sup>th</sup>, Çayyolu 5<sup>th</sup>, Ümitköy 6<sup>th</sup>, Ulus 7<sup>th</sup>, Or-an 8<sup>th</sup>, Yenimahalle 9<sup>th</sup> and Konutkent 10<sup>th</sup> (Table 4.9 and Appendix L).

Most of the participators prefer Kızılay for cultural and commercial activities and shopping. For nutrition they commonly prefer Çankaya. Çankaya is also commonly preferred for entertainment and resting. For sportive activities commonly preferred centre by participators is Bilkent (Table 4.9 and Appendix L).

Although Kızılay is commonly preferred for shopping, Çankaya, Bahçelievler and Bilkent are preferred for entertainment, Çayyolu and Ümitköy for nutrition, Ulus for cultural activities, Oran and Yenimahalle for shopping and Konutkent for resting (Table 4.9 and Appendix L).

Participators of the field survey who marked Yenimahalle for shopping stated in their questionnaire that they prefer this centre because of AnkaMall which is one of the biggest shopping centers in Ankara.

Table 4. 10 Main transportation lines

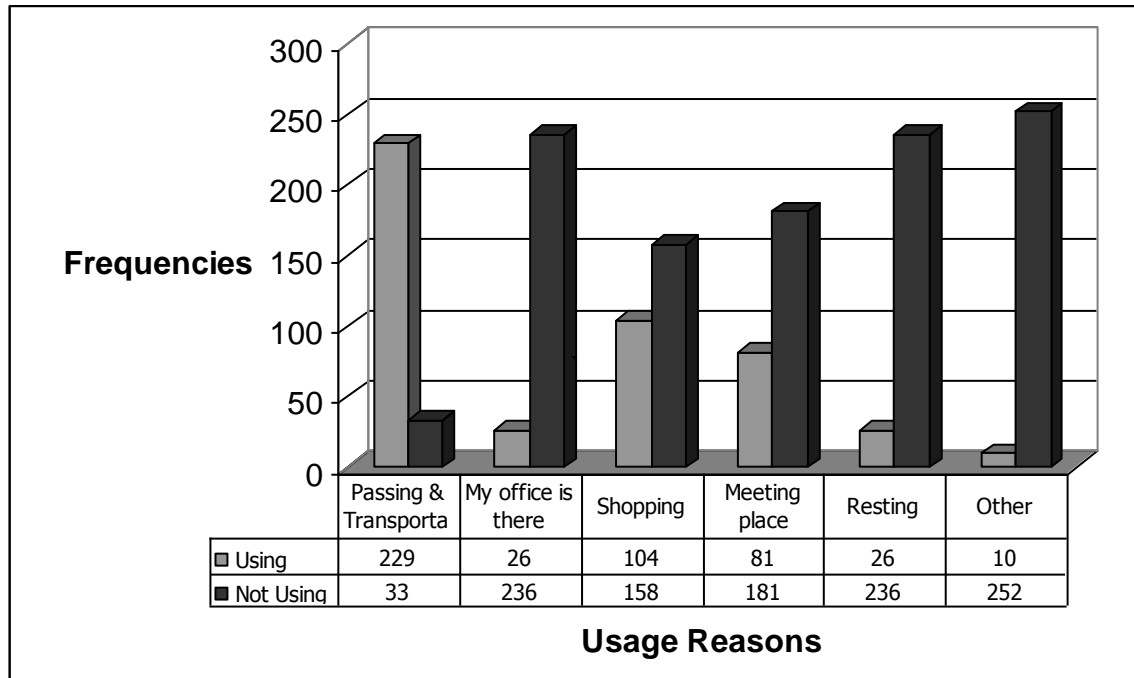


Transportation lines which are in order of usage frequencies of participators are as followed; Atatürk Boulevard 21.71%, Eskişehir Road 19.95%, Konya Road 11.17%, Çetin Emeç Boulevard 9.41%, GMK Boulevard 7.28%, Turan Güneş Boulevard 5.90%, İstanbul Road 5.65%, Samsun Road 5.14%, İnönü Boulevard 4.39%, Havaalanı Raod 3.76%, Anadolu/Sabancı Boulevard 2.38%, Celal Bayar Boulevard 2.26%, Doğukent Caddesi 0.63% and Yozgat Bulvarı 0.38% (Table 4.10 and Appendix M).

#### 4.2.3 Findings about the Field

Atatürk Boulevard is used by participators commonly for transportation and passing through. Following that, next reason is shopping. Thirdly, they use it as a meeting point (Table 4.11 and Appendix N).

Table 4. 11 Participators' reason to use Atatürk Boulevard



Participators usually use Atatürk Boulevard 2 or 3 times in a week or less. 30.5% of them use Atatürk Boulevard 2 or 3 times in a week, 28.2% rarely use, 17.6% use

everyday, 15.6% use at weekends and 8% of the participators use it during the week (Table 4.12).

Table 4. 12 Participator's usage frequencies of Atatürk Boulevard

<b>Usage Frequency</b>		
	Frequency	Percent
Everyday	46	17.6 %
Weekdays	21	8 %
Weekends	41	15.6 %
2-3 times in a week	80	30.5 %
Rarely	74	28.2 %
<b>Total</b>	262	100 %

37.8% of participators spend less than 30 minutes of their times at Atatürk Boulevard. 27.5% of them spend between 30 minutes and 1 hour; 17.6% 1-2 hours; 9.9% 2-3 hours and 7.3% of the participators spend more than 3 hours of their times at the boulevard. This means people use Atatürk Boulevard usually just for transportation and passing through (Table 4.13).

Table 4. 13 Time Spent in Atatürk Boulevard

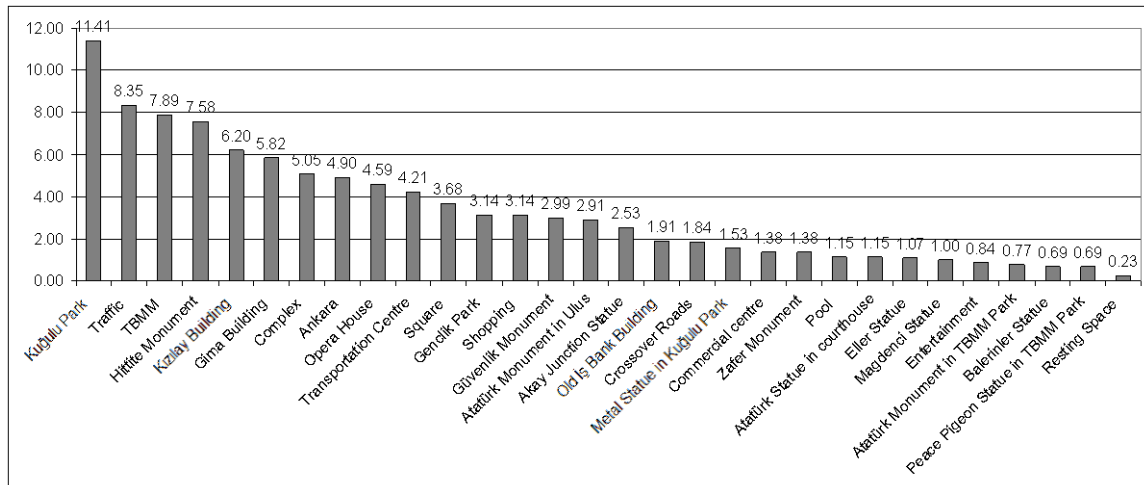
<b>Time Spent</b>		
	Frequency	Percent
Less than 30 min.	99	37.8 %
30min.-1 hour	72	27.5 %
1-2 hours	46	17.6 %
2-3 hours	26	9.9 %
More than 3 hours	19	7.3 %
<b>Total</b>	262	100 %

According to the usage reasons and periods of the participators it is clear that people use Atatürk Boulevard because of necessities. People commonly use it for

transportation. Although they prefer spending minimum time, their most frequently used transportation line is Atatürk Boulevard.

In the 16<sup>th</sup> question asked to participators what comes to their mind when called Atatürk Boulevard their 11.41% answered as Kuğulu Park, 8.36% said traffic, 7.89% TBMM (Turkish Grand National Assembly), 7.58% Hitit Monument, 6.20% Kızılay Building, 5.82% Emek Office Boulding (Gima Building), 5.05% complicated, 4.90% Ankara, 4.59% Opera House, 4.21% transportation centre, 3.68% square, 3.14% Gençlik Park and shopping, 2.99% Güvenlik Monument, 2.91% Ulus Atatürk Monument, 2.53% Akay Junction Statue, 1.91% old İş Bank Building, 1.84% crossover roads, 1.53% metal statue in the Kuğulu Park, 1.38% commercial centre and Zafer Monument, 1.15% pools and Atatürk Statue in front of the courthouse, 1.07% Eller Statue, 1.00% Mağdenci Statue, 0.84% entertainment, 0.77% Atatürk Statue in the TBMM park, 0.69% Balerinler Statue and Barış Güvercini Statue in the TBMM park and 0.23% said resting area (Table 4.14).

Table 4. 14 What comes to participators mind when called Atatürk Boulevard



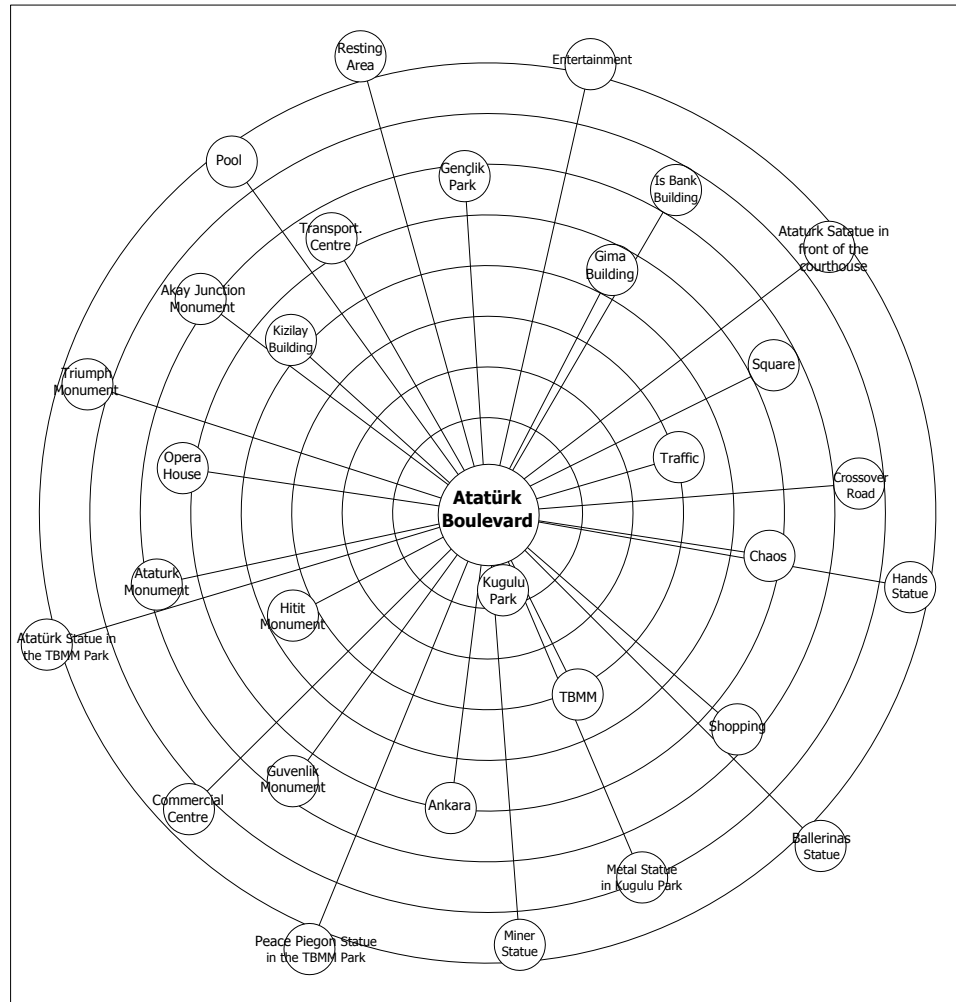


Figure 4. 1 Connotation test of Atatürk Boulevard

Connotation test question is a multiple-choice question and participants marked five choices. In Figure 4.1, which explains the connotation test of Atatürk Boulevard, choices of the participants are located according to their frequencies (Appendix O). Whichever notion's frequency is higher, it is located near the centre circle. In this chart the only important thing is distances to the centre. Directions do not have any meanings.



What come to participators' minds commonly are general features of the Atatürk Boulevard (34.76%). After that, buildings (26.42%), statues and monuments (24.27%) and parks (14.55%) follow (Appendix P).

Table 4. 15 First ten choices which come to participators' minds about Atatürk Boulevard cross tabulation with demographical data

		AGE GROUPS	GENDER	EDUCATION	INCOME
1	Kuğulu Park	Meaningless p <sup>7</sup> = 0.242	Meaningless p= 0.444	Meaningless p= 0.838	Meaningless p= 0.607
2	Traffic	Meaningless p= 0.316	Meaningless p= 0.202	Meaningless p= 0.276	Meaningless p= 0.222
3	TBMM	Meaningless p= 0.881	Meaningless p= 0.122	Meaningless p= 0.692	Meaningless p= 0.606
4	Hitit Monument	Meaningless p= 0.225	<b>Meaningful</b> <b>p= 0.080</b>	Meaningless p= 0.366	Meaningless p= 0.315
5	Kızılay Building	Meaningless p= 0.246	Meaningless p= 0.120	Meaningless p= 0.723	Meaningless p= 0.993
6	Gima Building	Meaningless p= 0.322	Meaningless p= 0.937	Meaningless p= 0.534	Meaningless p= 0.167
7	Complex	<b>Meaningful</b> <b>p= 0.029</b>	Meaningless p= 0.355	<b>Meaningful</b> <b>p= 0.025</b>	Meaningless p= 0.841
8	Ankara	Meaningless p= 0.697	Meaningless p= 0.828	Meaningless p= 0.496	Meaningless p= 0.206
9	Opera House	<b>Meaningful</b> <b>p= 0.0001</b>	Meaningless p= 0.267	Meaningless p= 0.249	Meaningless p= 0.840
10	Transportation Centre	Meaningless p= 0.200	Meaningless p= 0.193	Meaningless p= 0.840	Meaningless p= 0.760

According to the cross tabulation of age groups and first ten things that come to participators' minds about Atatürk Boulevard, complex structure of the field and Opera house have a meaningful relation with age groups. Also a meaningful relation exists between gender and Hitit Monument and between education and complex structure (Table 4.15).

<sup>7</sup> p = probability; in the case of p < 0.1 trustability is 90% meaningful.

Young people think Atatürk Boulevard has a complex structure. Older people do not think the same way because when with more experience and knowledge about a place people can perceive their environment more easily. Because of this people who are older than 55 years do not find Atatürk Boulevard complex (Table 4.15 and Appendix R-Table 1).

Opera House of Ankara took its current form in 1948, 60 years ago. It is why people over 55 chose it reminiscent of the Atatürk Boulevard. Beside this, in the second rank, young people too selected the Opera House. There are two main reasons for this: first reason is they usually commute by public transport and by this way they can observe their environment more easily than drivers. Second reason is they have much more time for cultural activities and going to opera (Table 4.15 and Appendix R-Table 2). Most of the participators who marked Ulus for cultural activities also noted that they chose Ulus because Opera House is there. Moreover, Ulus is in the fifth rank among chosen centers for cultural activities. That also shows us that the Opera House is important for the majority of participators (Appendix K).

According to meaningful relation between Hitit Monument and gender, it is possible to say Hitit Monument was commonly selected by men (Appendix R-Table 3).

People who finished collage or with further education levels, think Atatürk Boulevard has a complex structure (Appendix R-Table 4). That means more educated people find Atatürk Boulevard more complex.

Table 4. 16 Sensation scale of the Atatürk Boulevard

	Percent		Percent
Calm	<b>7.4</b>	<b>92.6</b>	Full of noise
Order	<b>28.7</b>	<b>71.3</b>	Disorder
Unique	<b>27.8</b>	<b>72.2</b>	Ordinary
Safe	<b>39.3</b>	<b>60.7</b>	Unsafe
Memorable	<b>71.1</b>	<b>28.9</b>	Not memorable
Developed	<b>50.6</b>	<b>49.4</b>	Underdeveloped
Harmonic	<b>34</b>	<b>66</b>	Inharmonic
Commodious	<b>27</b>	<b>73</b>	Suffocating
Modern	<b>39.3</b>	<b>60.7</b>	Démodé
Well kept	<b>40.2</b>	<b>59.8</b>	Unkept
Entertaining	<b>32.4</b>	<b>67.6</b>	Boring
Attractive	<b>30.4</b>	<b>69.6</b>	Unattractive
Useful	<b>53.1</b>	<b>46.9</b>	Useless

According to the given answers as a whole, Atatürk Boulevard is evaluated by participators as noisy (13.35%), disordered (10.32%), ordinary (10.21%), unsafe (8.75%), easily-remembered (10.10%), developed (7.18%), inharmonic (9.37%), suffocating (10.32%), démodé (8.58%), unkept (8.52%), boring (9.59%), unattractive (9.87%) and useful (7.57%) (Appendix S-Table 2).

In 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> questions participators were asked not to answer the question if they do not have an idea about that equipment. By this way it would have been easy to determine whether participators remember the urban equipments and/or whether the equipments are easily-remembered.

Table 4. 17 Liking degree's of the participators about urban equipments between Ulus-Sihhiye

<div>↔</div> <div>NEGATIVE</div> <div>POSITIVE</div>												<div>Not Answered</div>	
QUESTION 18		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
1	Atatürk Statue	5	1.9	12	4.6	43	16.4	69	26.3	<b>110</b>	<b>42</b>	23	8.8
2	Lighting equipment	34	13	42	16	<b>84</b>	<b>32.1</b>	54	20.6	16	6.1	32	12.2
3	Paving	43	16.4	77	29.4	<b>81</b>	<b>30.9</b>	17	6.5	3	1.1	41	15.6
4	Bus Stops	<b>85</b>	<b>32.4</b>	63	24	64	24.4	21	8	8	3.1	21	8
5	Bollards and Limiters	<b>86</b>	<b>32.8</b>	70	26.7	53	20.2	21	8	8	3.1	24	9.2
6	Advertisement boards	55	21	72	27.5	<b>73</b>	<b>27.9</b>	23	8.8	9	3.4	30	11.5
7	Seating Units	55	21	<b>78</b>	<b>29.8</b>	70	26.7	24	9.2	6	2.3	29	11.1
8	Atatürk Statue in front of the courthouse	13	5	17	6.5	<b>65</b>	<b>24.8</b>	58	22.1	50	19.1	59	22.5
		1 VERY BAD		2 BAD		3 AVARAGE		4 GOOD		5 VERY GOOD			

According to Table 4.17 Atatürk Statue is commonly evaluated as very good; lighting equipments, paving, advertisement boards and Atatürk Statue in front of the courthouse as average; seating units as bad and bus stops and bollards and limiters are evaluated by participators as very bad.

When we looked to their percentages within the total, the most favorite equipment is Atatürk Statue and the least favorite is bollards and limiters. Besides, seating units have highest score among the equipments which are evaluated as bad (Table 4.18).

Moreover, the urban equipment about which people made minimum comment is the Atatürk Statue in front of the courthouse. That shows us that this equipment is not easily remembered among the other equipments (Table 4.17 and Table 4.18).

Table 4. 18 Liking degree's of the participators about urban equipments between Ulus-Sihhiye, percentage within the total

		NEGATIVE								POSITIVE				Not Answered	
QUESTION 18		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
1	Atatürk Statue	5	1.3	12	2.8	43	8.1	<u>69</u>	<u>24</u>	<u>110</u>	<u>52.4</u>	23	8.9		
2	Lighting equipment	34	9	42	9.7	<u>84</u>	<u>15.8</u>	54	18.8	16	7.6	32	12.4		
3	Paving	43	11.4	77	17.9	81	15.2	17	5.9	3	1.4	41	15.8		
4	Bus Stops	85	22.6	63	14.6	64	12	21	7.3	8	3.8	21	8.1		
5	Bollards and Limiters	<u>86</u>	<u>22.9</u>	70	16.2	53	9.9	21	7.3	8	3.8	24	9.3		
6	Advertisement boards	55	14.6	72	16.7	73	13.7	23	8	9	4.3	30	11.6		
7	Seating Units	55	14.6	<u>78</u>	<u>18.1</u>	70	13.1	24	8.4	6	2.9	29	11.2		
8	Atatürk Statue in front of the courthouse	13	3.5	17	3.9	65	12.2	58	20.2	50	23.8	<u>59</u>	<u>22.8</u>		
TOTAL		376	100	431	100	533	100	287	100	210	100	259	100		
		1 VERY BAD		2 BAD		3 AVARAGE		4 GOOD		5 VERY GOOD					

There is a meaningful relation between Atatürk Statue and age groups, lighting equipments and gender and income, paving and gender, bus stops and age groups and education, bollards and limiters and education, advertisement boards and education and Atatürk Statue in front of the courthouse and age groups (Table 4.19).

Table 4. 19 Urban equipments between Ulus-Sihhiye and demographical features of the participators cross tabulation

		AGE GROUPS	GENDER	EDUCATION	INCOME
1	Atatürk Statue	<b>Meaningful</b> <b>p= 0.005</b>	Meaningless p= 0.215	Meaningless p= 0.397	Meaningless <b>p= 0.308</b>
2	Lighting equipment	Meaningless p= 0.825	<b>Meaningful</b> <b>p= 0.082</b>	Meaningless p= 0.201	<b>Meaningful</b> <b>p= 0.010</b>
3	Paving	Meaningless p= 0.167	<b>Meaningful</b> <b>p= 0.091</b>	Meaningless p= 0.132	Meaningless p= 0.318
4	Bus Stops	<b>Meaningful</b> <b>p= 0.075</b>	Meaningless p= 0.495	<b>Meaningful</b> <b>p= 0.076</b>	Meaningless p= 0.132
5	Bollards and Limiters	Meaningless p= 0.866	Meaningless p= 0.358	<b>Meaningful</b> <b>p= 0.047</b>	Meaningless p= 0.362
6	Advertisement boards	Meaningless p= 0.410	Meaningless p= 0.501	<b>Meaningful</b> <b>p= 0.020</b>	Meaningless p= 0.748
7	Seating Units	Meaningless p= 0.277	Meaningless p= 0.565	Meaningless p= 0.204	Meaningless p= 0.763
8	Atatürk Statue in front of the courthouse	<b>Meaningful</b> <b>p= 0.012</b>	Meaningless p= 0.271	Meaningless p= 0.370	Meaningless p= 0.586

There exists a direct proportional relation between age and liking degree. People who are older than 55 year old think about Atatürk Statue more positively (78.8%) than young people (34.4%) (Table 4.19 and Appendix T-Table 1). Their past experiences, attributed meanings and knowledge about an object commonly affect people's perception and liking degree.

People who are younger than 24 think more negatively (40.3%) about bus stops than others. Following them, older people are in the second rank with 38.7%. People who are between 25 and 54 commonly give average answers (34.8%). That is because of they do not have enough time during the day to observe or judge their environment rigorously (Appendix T-Table 2).

Although Atatürk Statue in front of the courthouse is the most unknown equipment between Ulus and Sihhiye, people who are older than 55 years think about it as very

good (51.5%). Other two age groups give usually average answers (Appendix T-Table 3). As mentioned before, this is about their experiences and knowledge. Because, Atatürk Statue is located at the side of the courthouse and if a person does not know there is a statue, he/she can not perceive it easily.

Although men's answers about lighting units between Ulus-Sihhiye vary, 45% of women answer as average. People who do not have much opinion about a notion usually evaluate it as average (Appendix T-Table 4). This may be because women do not use the area between Ulus and Sihhiye as much as men.

Both women and men do not like this part's paving. Moreover, paving is the least liked element of this part. Moreover, women dislike it more than men (Appendix T-Table 5).

If we evaluate bus stops between Ulus and Sihhiye many of the participators think negatively. People who think most negatively about bus stops among all education groups are people who are graduated from collage (68.4%). Following them, people who are graduated from a master or doctorate program are in the second rank with 55.5% (Appendix T-Table 6).

People who think most negatively about bollards and limiters among all education groups are graduated from a master or doctorate program (73.4%). Next, in the second rank are the people who are graduated from collage with 67.7% (Appendix T-Table 7).

People who think most negatively about advertisement boards in all education groups are graduated from a collage (59.8%). People who are graduated from a master or doctorate program are in the second rank with 49.1% (Appendix T-Table 8).

When we look to all three cross tabulation between education degree of the people and urban equipments, it is clear that educated people's liking degree is lower than others because they criticize their environment more than others.

When the relation between people's income and lighting equipments on the area between Ulus and Sihhiye are compared, it is clear that people who earn more than

1.500TL dislike lighting units more than the other lower income groups. That shows us that there is an inversely correlated relation between income and lighting equipments (Appendix T-Table 9).

Table 4. 20 Liking degree's of the participators about urban equipments between  
Sihhiye – Kızılay

		NEGATIVE								POSITIVE				Not Answered	
QUESTION 19		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
1	Paving	38	14.5	72	27.5	<b>87</b>	<b>33.2</b>	26	9.9	6	2.3	33	12.6		
2	Lighting equipment	30	11.5	55	21.0	<b>79</b>	<b>30.2</b>	53	20.2	10	3.8	35	13.4		
3	Bollards and Limiters	60	22.9	<b>68</b>	<b>26.0</b>	66	25.2	26	9.9	9	3.4	33	12.6		
4	Hitit Statue	2	0.8	11	4.2	34	13.0	81	30.9	<b>117</b>	<b>44.7</b>	17	6.5		
5	Bus Stops	61	23.3	<b>71</b>	<b>27.1</b>	70	26.7	32	12.2	7	2.7	21	8.0		
6	Sales Kiosks	58	22.1	<b>77</b>	<b>29.4</b>	71	27.1	25	9.5	7	2.7	24	9.2		
7	Eller Statue	5	1.9	24	9.2	<b>72</b>	<b>27.5</b>	67	25.6	43	16.4	51	19.5		
8	Zafer Monument	4	1.5	14	5.3	49	18.7	<b>85</b>	<b>32.4</b>	67	25.6	43	16.4		
9	Güvenlik Monument	3	1.1	17	6.5	59	22.5	<b>65</b>	<b>24.8</b>	63	24.0	55	21.0		
10	Seating Units	38	14.5	<b>83</b>	<b>31.7</b>	79	30.2	28	10.7	6	2.3	28	10.7		
11	Advertisement boards	50	19.1	<b>71</b>	<b>27.1</b>	66	25.2	31	11.8	11	4.2	33	12.6		
12	Pools	<b>77</b>	<b>29.4</b>	59	22.5	59	22.5	40	15.3	13	5.0	14	5.3		
		1 VERY BAD		2 BAD		3 AVARAGE		4 GOOD		5 VERY GOOD					



Table 4. 21 Liking degree's of the participators about urban equipments between  
Sihhiye - Kızılay, percentage within the total

NEGATIVE								POSITIVE				Not Answered	
QUESTION 19		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
1	Paving	38	8.9	72	11.6	87	11.0	26	4.7	6	1.7	33	8.5
2	Lighting equipment	30	7.0	55	8.8	79	10.0	53	9.5	10	2.8	35	9.0
3	Bollards and Limiters	60	14.1	68	10.9	66	8.3	26	4.7	9	2.5	33	8.5
4	Hitit Statue	2	0.5	11	1.8	34	4.3	81	14.5	117	32.6	17	4.4
5	Bus Stops	61	14.3	71	11.4	70	8.8	32	5.7	7	1.9	21	5.4
6	Sales Kiosks	58	13.6	77	12.4	71	9.0	25	4.5	7	1.9	24	6.2
7	Eller Statue	5	1.2	24	3.9	72	9.1	67	12.0	43	12.0	51	13.2
8	Zafer Monument	4	0.9	14	2.3	49	6.2	85	15.2	67	18.7	43	11.1
9	Güvenlik Monument	3	0.7	17	2.7	59	7.5	65	11.6	63	17.5	55	14.2
10	Seating Units	38	8.9	83	13.3	79	10.0	28	5.0	6	1.7	28	7.2
11	Advertisement boards	50	11.7	71	11.4	66	8.3	31	5.5	11	3.1	33	8.5
12	Pools	77	18.1	59	9.5	59	7.5	40	7.2	13	3.6	14	3.6
TOPLAM		426	100	622	100	791	100	559	100	359	100	387	100
		1 VERY BAD		2 BAD		3 AVARAGE		4 GOOD		5 VERY GOOD			

When we look at the percentages within the total, we see that the most positively evaluated equipment is Hittite Statue and in contrary the most negative urban equipment is pools between Sihhiye and Kızılay. According to the percentages of the questions that were not answered, we can say that Güvenlik Monument could not be remembered as other equipment by participators (Table 4.21).

Table 4. 22 Urban equipments between Sihhiye - Kızılay and demographical features of the participators cross tabulation

NEIGHBOURHOOD		AGE GROUPS	GENDER	EDUCATION	INCOME
1	Paving	Meaningless p= 0.129	Meaningless p= 0.179	Meaningless <b>p= 0.396</b>	Meaningless p= 0.178
2	Lighting equipment	Meaningless p= 0.438	Meaningless p= 0.773	<b>Meaningful</b> <b>p= 0.041</b>	Meaningless p= 0.513
3	Bollards and Limiters	Meaningless p= 0.204	Meaningless p= 0.942	<b>Meaningful</b> <b>p= 0.0001</b>	Meaningless p= 0.974
4	Hitit Statue	Meaningless p= 0.160	Meaningless p= 0.375	<b>Meaningful</b> <b>p= 0.081</b>	Meaningless p= 0.102
5	Bus Stops	Meaningless p= 0.136	Meaningless p= 0.166	<b>Meaningful</b> <b>p= 0.0001</b>	Meaningless p= 0.391
6	Sales Kiosks	Meaningless p= 0.565	Meaningless p= 0.164	Meaningless p= 0.407	Meaningless p= 0.816
7	Eller Statue	Meaningless p= 0.311	Meaningless p= 0.385	Meaningless p= 0.972	Meaningless p= 0.129
8	Zafer Monument	<b>Meaningful</b> <b>p= 0.037</b>	<b>Meaningful</b> <b>p= 0.074</b>	Meaningless p= 0.202	Meaningless p= 0.676
9	Güvenlik Monument	<b>Meaningful</b> <b>p= 0.088</b>	Meaningless p= 0.282	Meaningless p= 0.674	Meaningless p= 0.115
10	Seating Units	Meaningless p= 0.173	Meaningless p= 0.715	<b>Meaningful</b> <b>p= 0.018</b>	Meaningless p= 0.568
11	Advertisement boards	Meaningless p= 0.207	Meaningless p= 0.890	<b>Meaningful</b> <b>p= 0.0001</b>	Meaningless p= 0.597
12	Pools	Meaningless p= 0.291	<b>Meaningful</b> <b>p= 0.003</b>	<b>Meaningful</b> <b>p= 0.0001</b>	Meaningless p= 0.611

People older then 55 like Zafer Monument more than others because of their experiences and knowledge about it. They have a past with it and that is why their liking degree is more than other age groups (Appendix U-Table 1).

Same situation is true for Güvenlik Monument. Like the Zafer Monument, people who are older than 55 years old like it more than other age groups. (Appendix U-Table 2).

The highest ranked equipments between Sıhhiye and Kızılay are Zafer Monument, Güvenlik Monument and the Hittite Statue which stand since the first years of the republic. Although Güvenlik Monument is ranked commonly as good, it is also the least commented equipment (Table 4.21).

Women think more positively about Zafer Monument than men. Although 11.4% of the men think negatively about it, 4.8% of the women think negatively (Appendix U-Table 3).

Pools between Sıhhiye and Kızılay are ranked by participators generally as negative. 59.6% of the people who think negatively are women and 50% of them are men. In other words women do not like pools more than men (Appendix U-Table 4).

Urban equipments between Sıhhiye and Kızılay are compared with participator's education degrees and we found that, relation between lighting equipments, bollards and limiters, Hittite Statue, bus stops, seating units, advertisement boards, pools and education is meaningful. According to Appendix U (Table 5-6-7-8-9-10-11) there is an inverse relation between those equipments and education. When people's education degree increases, their liking degree decreases.

Table 4. 23 Liking degree's of the participators about urban equipments between Kızılay – Kuğulu

NEGATIVE																POSITIVE				Not Answered	
QUESTION 20		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent								
1	Paving	32	12.2	37	14.1	97	37.0	48	18.3	12	4.6	36	13.7								
2	Lighting equipment	26	9.9	47	17.9	69	26.3	67	25.6	21	8.0	32	12.2								
3	Bollards and Limiters	55	21.0	54	20.6	72	27.5	35	13.4	10	3.8	36	13.7								
4	Seating Units	37	14.1	84	32.1	62	23.7	36	13.7	7	2.7	36	13.7								
5	Bus Stops	53	20.2	70	26.7	74	28.2	33	12.6	10	3.8	22	8.4								
6	Sales Kiosks	45	17.2	69	26.3	86	32.8	29	11.1	5	1.9	28	10.7								
7	Akay Junction Monument	18	6.9	30	11.5	66	25.2	73	27.9	27	10.3	48	18.3								
8	Balerinler Statue	3	1.1	10	3.8	46	17.6	74	28.2	42	16.0	87	33.2								
9	Mağdenci Statue	8	3.1	21	8.0	51	19.5	77	29.4	50	19.1	55	21.0								
10	Pools	56	21.4	47	17.9	67	25.6	44	16.8	16	6.1	32	12.2								
		1 VERY BAD		2 BAD		3 AVARAGE		4 GOOD		5 VERY GOOD											

According to Table 4.23 generally all urban equipments between Kızılay and Kuğulu are not evaluated as 'very good', 'bad' or 'very bad'. Except Akay Junction Monument, Balerinler Statue and Mağdenci Statue were evaluated as average by the participators. Those three equipments are also evaluated as 'good'. This situation shows us that urban equipments between Kızılay and Kuğulu are not easily remembered by participators. That is because people usually mark average if they do not have any rigid opinion about an object. When we look at their percentages within the total, the most positively evaluated equipment is Mağdenci Statue and in contrary the most negatively evaluated urban equipment is pools between Kızılay and Kuğulu. Pools are also

evaluated as very bad between Sihhiye and Kızılay. According to the percentages of the questions that were not answered, we can say that Balerinler Statue could not be remembered as other equipment by participators (Table 4.24).

Table 4. 24 Liking degree's of the participators about urban equipments between Kızılay – Kuğulu, percentage within the total

		NEGATIVE								POSITIVE				Not Answered	
QUESTION 20		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent
1	Paving	32	9.6	37	7.9	<u>97</u>	<u>14.1</u>	48	9.3	12	6.0	36	8.7		
2	Lighting equipment	26	7.8	47	10.0	69	10.0	67	13.0	21	10.5	32	7.8		
3	Bollards and Limiters	55	16.5	54	11.5	72	10.4	35	6.8	10	5.0	36	8.7		
4	Seating Units	37	11.1	<u>84</u>	<u>17.9</u>	62	9.0	36	7.0	7	3.5	36	8.7		
5	Bus Stops	53	15.9	70	14.9	74	10.7	33	6.4	10	5.0	22	5.3		
6	Sales Kiosks	45	13.5	69	14.7	86	12.5	29	5.6	5	2.5	28	6.8		
7	Akay Junction Monument	18	5.4	30	6.4	66	9.6	73	14.1	27	13.5	48	11.7		
8	Balerinler Statue	3	0.9	10	2.1	46	6.7	74	14.3	42	21.0	<u>87</u>	<u>21.1</u>		
9	Mağdenci Statue	8	2.4	21	4.5	51	7.4	<u>77</u>	<u>14.9</u>	<u>50</u>	<u>25.0</u>	55	13.3		
10	Pools	<u>56</u>	<u>16.8</u>	47	10.0	67	9.7	44	8.5	16	8.0	32	7.8		
TOPLAM		333	100	469	100	690	100	516	100	200	100	412	100		
		1 VERY BAD		2 BAD		3 AVARAGE		4 GOOD		5 VERY GOOD					

Table 4. 25 Urban equipments between Sihhiye - Kızılay and demographical features of the participators cross tabulation

NEIGHBOURHOOD		AGE GROUPS	GENDER	EDUCATION	INCOME
1	Paving	Meaningless <b>p= 0.707</b>	<b>Meaningful</b> <b>p= 0.031</b>	<b>Meaningful</b> <b>p= 0.043</b>	Meaningless <b>p= 0.800</b>
2	Lighting equipment	Meaningless <b>p= 0.626</b>	Meaningless <b>p= 0.240</b>	Meaningless <b>p= 0.277</b>	Meaningless <b>p= 0.532</b>
3	Bollards and Limiters	Meaningless <b>p= 0.873</b>	Meaningless <b>p= 0.218</b>	Meaningless <b>p= 0.274</b>	Meaningless <b>p= 0.390</b>
4	Seating Units	<b>Meaningful</b> <b>p= 0.090</b>	Meaningless <b>p= 0.114</b>	Meaningless <b>p= 0.190</b>	Meaningless <b>p= 0.248</b>
5	Bus Stops	Meaningless <b>p= 0.113</b>	Meaningless <b>p= 0.704</b>	<b>Meaningful</b> <b>p= 0.023</b>	Meaningless <b>p= 0.339</b>
6	Sales Kiosks	Meaningless <b>p= 0.127</b>	Meaningless <b>p= 0.789</b>	<b>Meaningful</b> <b>p= 0.022</b>	<b>Meaningful</b> <b>p= 0.077</b>
7	Akay Junction Monument	Meaningless <b>p= 0.154</b>	Meaningless <b>p= 0.448</b>	Meaningless <b>p= 0.217</b>	Meaningless <b>p= 0.146</b>
8	Balerinler Statue	Meaningless <b>p= 0.865</b>	Meaningless <b>p= 0.421</b>	Meaningless <b>p= 0.999</b>	Meaningless <b>p= 0.382</b>
9	Mağdenci Statue	Meaningless <b>p= 0.467</b>	Meaningless <b>p= 0.525</b>	Meaningless <b>p= 0.716</b>	Meaningless <b>p= 0.492</b>
10	Pools	<b>Meaningful</b> <b>p= 0.017</b>	Meaningless <b>p= 0.121</b>	Meaningless <b>p= 0.122</b>	Meaningless <b>p= 0.342</b>

Generally all age groups do not like seating units of this part. Especially people between the ages of 25 and 34 do not like them. 60.6% of them ranked seating units as bad or very bad (Appendix V-Table 1).

In comparison with other part's pools, it can be said that participators like this part's pools more than others. The biggest reason for this is the fact that Kuğulu Park is in this part. It is a place which enables people to sit, relax and rest. It has a past and this also affects people's judgments about it. People who are older than 55 like it more than the others do. It could be because they find more time to experience it, sit down or

walk around the park. Moreover, young people who can find much time are in the second rank of the list (Appendix V-Table 2).

Approximately 40-45% of the people from both genders ranked this part's paving as average and rest of the people commonly do not like it. However, 34.4% of men ranked it as good or very good. This means men's liking degree of this part's paving is higher than women (Appendix V-Table 3).

As also mentioned before, people usually mark the choice of middle when they do not have enough knowledge about a thing. In this situation we can say that generally participators do not have enough opinion about the paving between Kızılay and Kuğulu. People could not walk between these spaces because during the construction of newly structured multi level junctions, the paving became narrow due to inadequate space.

Cross analyses between education and pavements, bus stops and kiosks reveal that when education degree of the people increases, their liking degree about the urban equipments decreases. In all three cross tabulation it is possible to see this situation (Appendix V-Table 4-5-6).

Almost 50% of the participators evaluated kiosks between Sıhhiye - Kızılay as bad or very bad. Although the general opinion is negative, people who think positively come from lower income groups (Appendix V-Table 7).

## CHAPTER 5

### CONCLUSION AND SUGGESTIONS

In this work, how urban equipments at Ankara Atatürk Boulevard are perceived by the local users and their effects on urban identity are evaluated. Questionnaire and observation are used for this purpose. This study was applied to 262 people between "Ulus", the old city centre and "Kuğulu Park". It is aimed to question local users' perception and their values of admiration about urban equipments in that area. At the same time these equipment's positive and negative sides were presented. This chapter will flow according to the research questions.

The main research question of the study was:

- 》 *What are the perception values of local users for urban identity elements at Ankara Atatürk Boulevard?*

The sub questions of the study were:

- 》 *How are urban equipments that are located in environmental spaces perceived by local users?*

Urban equipments are located in public spaces to serve people's needs. That is why different people's different needs and expectations affect their perception of the surroundings. Usage reasons and time spent have an important effect on the perception of the environment. As seen in the field study, the least evaluated part by the participators among the three parts of Atatürk Boulevard is Kızılay – Kuğulu because there are many multi level junctions in this part and they cause a decrease in people's perception of their environment.



» *How does urban equipment affect identity of the cities?*

There are some particular features which differentiate one city from others. Some of these features are caused by physical characteristics of the city and some of them are caused by artificial structures. As artificial units, urban equipments are identity elements for cities. They contribute to the spatial quality with their aesthetical values. At the same time they affect the general view of the city and urban identity. Urban equipments which are designed well and in accordance with their environment have an important role in the formation of urban identity.

» *What do people expect from urban equipment?*

Urban equipments are important with the functional and visual values they add to urban spaces. They also play a role in increasing the spatial values. Beside functional features, aesthetical qualities are also important for the dwellers. Generally people expect from urban equipments;

1. to fulfill their needs and desires,
2. to be functional,
3. to be consciously located in the field,
4. to be compatible with their surrounding and each other,
5. to be suitable to the identity formation by designing products which are unique for that space,
6. to be thoroughly analysed to address the needs of diverse users,
7. to create a homogeneous vision in urban spaces which have heterogeneous structures,
8. to be durable and to last long.

» *In what ways and on what basis do people's perception of their environment change?*

Beside physiological facts perception is a psychological process. People who have different characteristics perceive their environment differently. People's demographical

features as age, gender and their hereditary characteristics are effective on the perception. Moreover, their previous experiences, cultural backgrounds and attention degrees are also effective. Another important factor is people's movement types in urban spaces. Their perception also changes when they are in a vehicle or when they walk through a space.

》 *Which components of the environment affect people's perception?*

As mentioned before perception is both a physiological and psychological processes. External factors such as density, complexity, sound, olfaction, texture, temperature, topographical structure, nature, climate and historical structure are effective on the environmental perception. For example the importance of the ground is also seen in the field study. The width of the paving between Kızılay and Kuğulu is as narrow as 1-1,5 meters in some parts of the area. This situation also affects the pedestrian circulation and perception of them negatively. It is possible to see this clearly in the field study; although 32% of the participators evaluated the urban equipments of Ulus – Sıhhiye and Sıhhiye – Kızılay, this percent is 41% between Kızılay and Kuğulu.

》 *How do people perceive their environment under the effects of their different demographical backgrounds?*

People from different ages, occupations, genders, income or education groups perceive their environment differently; because, perception is not only a physical fact but also it differs according to people's backgrounds. The field study shows that between the education level of the people and their liking degree there is an inverse conduct. People who are more educated criticize their environment more than others and commonly they made negative judgments about the urban equipment's of Ankara Atatürk Boulevard.

Consequently, according to the field study, the following statements can be made about the urban equipments on Atatürk Boulevard;

- They could not respond to the requirements of the increasing population and changing dweller profile. In the developing cities, usages and

densities are increasing. For this reason, environmental analysis is used as a reference in the design of urban equipment. Because the equipments are not used appropriately for the increasing usage and density, urban equipment at Atatürk Boulevard has been observed (evaluated) as insufficient.

- They are not designed to be suitable to the spatial character, pattern and physical components,
- They do not show continuous and integrated structure,
- Because of the spatial designing and planning mistakes, their usage periods are decreasing. As a result of this situation, also their perception and acceptance degree by the dwellers are decreasing.
- They do not exhibit unique character which is suitable for the structure of the space,
- Their contributions to the aesthetical quality of the city and the degree of admiration by the dwellers are low,
- In the entire space, the most perceived and accepted urban equipments are statues and monuments which have a common past with the city.

As an urban identity element, urban equipments have a big role in the formation of the spaces. Moreover, they are also effective on increasing the quality and the appreciation of spaces. Therefore, it is necessary to pay more attention to using them either in a part of a city or in the whole of it. As a result of this study, which is done at the Atatürk Boulevard, urban equipments' effects on the local or urban identity are found to be low in 2008.

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## APPENDIX A: Questionnaire



ODTÜ \_ MİMARLIK FAKÜLTESİ  
ENDÜSTRİ ÜRÜNLERİ TASARIMI BÖLÜMÜ

Bu anket kent kimliği ve kentsel donatı elemanları konulu tez çalışmasına kaynak oluşturmak amacı ile hazırlanmıştır. Ulus – Kuğulu Park arasında uzanan ve Ankara'nın merkezi bir aksı olan **Atatürk Bulvarı** üzerindeki donatı elemanlarının farklı yaş grupları tarafından nasıl algılandığı, kentin kimliğine etkileri ve kentsel kimlik objesi olarak niteliklerinin sorgulandığı bu anket çalışmasında cevaplarınız yeni yaklaşımların geliştirilmesine katkı sağlayacaktır.

### ***Teşekkürler.***

**Kentsel Donatı Elemanı:** Kamusal alanlarda yer alan, kentlinin ihtiyaçlarına cevap vermek üzere yerleştirilmiş, kent ve kentli arasındaki ara yüzü ve iletişimi sağlayan tüm aydınlatma elemanları, otobüs durakları, işaret ve uyarı levhaları, banklar, çöp kovaları, gazete-dergi-broşür büfeleri, çeşmeler, umumi tuvaletler, döşemeler, çiçeklikler, ağaçlar, sınırlayıcı-engelleyici elemanlar, ağaç altı ve döşeme ızgaraları, büfeler, heykeller, reklam panoları, trafik ışıkları ve işaretleri, telefon kabinleri ve gölgeliklerdir.

**Kent Kimliği:** Bir kenti hatırlanır kılan o kentin sahip olduğu kimliğidir. Kent kimliği, kentte yaşayanlarca ortak olarak kabul edilmiş, bir kente özgü, ona kişilik veren ve diğer kentlerden ayırt edilmesini sağlayan; tarihi, fonksiyonel, sosyo-kültürel ve mekansal tüm değerlerdir.

### **1. Cinsiyetiniz?**

- ☐ Kadın  
☐ Erkek

### **2. Yasiniz?**

.....

### **3. Hangi semtte oturuyorsunuz?**

.....

### **4. Medeni haliniz?**

- ☐ Evli  
☐ Bekâr

### **5. Eğitim durumunuz?**

- ☐ Öğrenci      ☐ Mezun  
☐ Okur – yazar değil  
☐ Sadece okur - yazar  
☐ İlkokul  
☐ Ortaokul  
☐ Lise  
☐ Üniversite  
☐ Yüksek lisans

**6. Mesleğiniz?**

- ☐ Memur  
☐ İşçi  
☐ Emekli  
☐ Öğrenci  
☐ Serbest meslek (Avukat, doktor...)  
☐ Ev hanımı  
☐ Özel sektör  
☐ İşsiz

**7. Aylık gelir düzeyiniz?**

- ☐ 500 TL ve altı  
☐ 501TL – 750TL  
☐ 751TL – 1.000TL  
☐ 1.001TL – 1.500TL  
☐ 1.501TL – 2.000TL  
☐ 2.001TL – 3.000TL  
☐ 3.001TL ve üzeri

**8. Kaç yıldır Ankara’da yaşıyorsunuz?**

- ☐ 5 ve daha az  
☐ 6 – 10  
☐ 11 – 15  
☐ 16 – 25  
☐ 25 ve üzeri

**9. Ankara’ya nereden geldiniz? (Ankara’da doğduysanız bu soruyu yanıtlamayınız.)**

- ☐ Başka bir şehirden .....  
☐ Köy- Kasaba  
☐ Başka bir ülke

**10. Günlük hayatınızda en çok bulunduğunuz beş (5) semti öncelik sırasına göre numaralandırınız.**

	Aydınlıkevler		Dikmen		Konutkent
	Bahçelievler		Elmadag		Mamak
	Balgat		Emek		Or-an
	Batıkent		Etilik		Sincan
	Beşevler		Fatih		Subayevleri
	Bilkent		Gölbaşı		Ulus
	Çankaya		Keçiören		Ümitköy
	Çayyolu		Kızılay		Yenimahalle
	Demetevler		Kızılcahamam		Yıldız

Diğer.....

**11. Hangi ihtiyaçlarınız için hangi merkezleri tercih ediyorsunuz?  
(Uygun gördüğünüz aktivitenin numarasını merkez yanında yer alan kutucuğa yazınız.)**

1	Kültürel faaliyetler
2	Beslenme
3	Alış veriş
4	Ticaret
5	Dinlenme
6	Spor
7	Eğlenme

	Aydınlıkevler		Dikmen		Konutkent
	Bahçelievler		Elmadağ		Mamak
	Balgat		Emek		Or-an
	Batıkent		Etilik		Sincan
	Beşevler		Fatih		Subayevleri
	Bilkent		Gölbaşı		Ulus
	Çankaya		Keçiören		Ümitköy
	Çayyolu		Kızılay		Yenimahalle
	Demetevler		Kızılcahamam		Yıldız

Diğer.....

**12. Yoğunlukla kullandığınız ana ulaşım aksları hangisi/hangileridir?  
Birden fazla seçenek işaretleyebilirsiniz.**

	Anadolu/Sabancı Bulvarı
	Atatürk Bulvarı (Ulus-Bakanlıklar-Çankaya / Kuzey Güney)
	Celal Bayar Bulvarı (Kurtuluş parkı-Etiler Ordu Evi)
	Çetin Emeç Bulvarı
	Doğukent Caddesi
	Eskişehir Yolu (Bati)
	GMK Bulvarı (Cebeci-Tandoğan / Doğu-Bati)
	Havaalanı Yolu (Özal Bulvarı)
	İnönü Bulvarı (Gökkuşluğu-Akay Arası)
	İstanbul Yolu (Fatih Sultan Mehmet Bulvarı)
	Konya Yolu (Mevlana Bulvarı)
	Samsun Yolu (Turgut Özal Bulvarı)
	Turan Güneş Bulvarı
	Yozgat Bulvarı

**13. Atatürk Bulvarı'nı hangi amaçla/amaçlarla kullanıyorsunuz? (Birden fazla seçenek işaretleyebilirsiniz.)**

- ☐ Geçiş - ulaşım amaçlı  
☐ İş yerim orada  
☐ Alış-veriş için  
☐ Buluşma yeri olarak  
☐ Oturup dinlenmek için  
☐ Diğer.....

**14. Atatürk Bulvarı'nı hangi sıklıkta kullanıyorsunuz?**

- ☐ Her gün  
☐ Hafta içi her gün  
☐ Hafta sonları  
☐ Haftada 2-3 sefer  
☐ Daha seyrek

**15. Bulvarda ne kadar zaman geçiriyorsunuz?**

- ☐ 30 dakika ve daha az  
☐ 30 dakika – 1 saat  
☐ 1 – 2 saat  
☐ 2 – 3 saat  
☐ 3 saatten fazla

**16. Atatürk Bulvarı denilince aklınıza gelen ilk beş (5) seçeneği işaretleyiniz.**

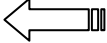
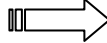
	Güvenlik Anıtı		Balerinler heykeli		Opera Binası
	Kuğulu Park		Meclis parkı barış güvercini heykeli		Gençlik Parkı
	Akay Kavşağı Anıt		Eller Heykeli		Havuz
	Kızılay Binası		Kuğulu Park Metal Heykel		Alış-veriş
	Katli kavşaklar		Ankara		Meydan
	TBMM		Ulaşım merkezi		Gima Binası
	Hitit Anıtı		Meclis parkı Atatürk heykeli		Madenci Heykeli
	Karmaşa		Dinlenme Alanı		Eğlence
	Ticaret merkezi		Ulus Atatürk Anıtı		Zafer Anıtı
	Trafik		Eski İş Bankası Binası		Adalet sarayı Atatürk heykeli

**17. Atatürk Bulvar'ı sizce nasıl bir yer?**

(Her bir satırı pozitif ya da negatif olarak değerlendiriniz.)

<b>POZİTİF</b>	Sakin			Gürültülü	<b>NEGATİF</b>
	Düzenli			Karmaşık	
	Özgün			Sıradan	
	Güvenli			Güvensiz	
	Hatırdakalan			Hatırlanmayan	
	Gelişmiş			Geri kalmış	
	Uyumlu			Uyumsuz	
	Ferah			Boğucu	
	Modern			Demode	
	Bakımlı			Bakımsız	
	Eğlenceli			Sıkıcı	
	Çekici			İtici	
	Kullanışlı			Kullanışsız	

**18. Ulus Meydanı – Sıhhiye arasında uzanan bölgede bulunan aşağıdaki donatı elemanlarını beğeni derecenize göre puanlayınız. (Fikir sahibi olmadığınız öğelere ilişkin bölümleri boş bırakınız.)**

<b>OLUMSUZ</b>   <b>OLUMLU</b>						
<b>1</b>	Atatürk Heykeli					
<b>2</b>	Aydınlatma Elemanları					
<b>3</b>	Döşeme Kaplaması					
<b>4</b>	Otobüs Durakları					
<b>5</b>	Caydırıcı – Sınırlayıcılar (Cam-demir bariyerler, mantarlar, vs.)					
<b>6</b>	Panolar (Reklam + tabela)					
<b>7</b>	Oturma elemanları					
<b>8</b>	Adalet Sarayı Önü Atatürk Heykeli					
		1 COK KOTU	2 KOTU	3 ORTA	4 IYI	5 COK IYI

**19. Sıhhiye – Kızılay Meydanı** arasında uzanan bölgede bulunan aşağıdaki donatı elemanlarını beğeni derecenize göre puanlayınız. (Fikir sahibi olmadığınız öğelere ilişkin bölümleri boş bırakınız.)

		OLUMSUZ ← → OLUMLU				
1	Döşeme Kaplaması					
2	Aydınlatma Elemanları					
3	Caydırıcı – Sınırlayıcılar (Cam-demir bariyerler, mantarlar, vs.)					
4	Hitit Heykeli					
5	Otobüs Durakları					
6	Satış Büfeleri					
7	Eller Heykeli					
8	Zafer Anıtı					
9	Güvenlik Anıtı					
10	Oturma Elemanları					
11	Panolar (Reklam + Tabela)					
12	Havuzlar					
		1 COK KOTU	2 KOTU	3 ORTA	4 IYI	5 COK IYI

**20. Kızılay Meydanı - Kuğulu** arasında uzanan bölgede bulunan aşağıdaki donatı elemanlarını beğeni derecenize göre puanlayınız. (Fikir sahibi olmadığınız öğelere ilişkin bölümleri boş bırakınız.)

		OLUMSUZ ← → OLUMLU				
1	Döşeme Kaplaması					
2	Aydınlatma Elemanları					
3	Caydırıcı – Sınırlayıcılar (Cam-demir bariyerler, mantarlar, vs.)					
4	Oturma Elemanları					
5	Otobüs Durakları					
6	Satış Büfeleri					
7	Akay Kavşağı Anıt					
8	Balerinler Heykeli					
9	Madenci Heykeli					
10	Havuzlar					
		1 COK KOTU	2 KOTU	3 ORTA	4 IYI	5 COK IYI



**APPENDIX B: Population of Ankara's main neighborhoods according to county, age group and gender**

Neighborhood	Age Groups	Total	Man	Woman
<b>Altındağ</b>	10-14	32,418	16,443	15,975
	15-19	32,446	16,837	15,609
	20-24	32,621	15,470	17,151
	25-29	35,653	18,230	17,423
	30-34	32,322	16,520	15,802
	35-39	28,903	14,795	14,108
	40-44	27,038	13,711	13,327
	45-49	22,285	11,453	10,832
	50-54	17,981	9,080	8,901
	55-59	13,288	6,394	6,894
	60-64	9,568	4,435	5,133
	65-69	8,144	3,516	4,628
	70-74	6,316	2,669	3,647
	75-79	4,976	2,077	2,899
	80-84	2,447	904	1,543
	85-89	705	227	478
	90+	285	77	208
<b>Total</b>		<b>307,396</b>	<b>152,838</b>	<b>154,558</b>

Neighborhood	Age Groups	Total	Man	Woman
<b>Çankaya</b>	10-14	46,473	23,878	22,595
	15-19	55,645	28,072	27,573
	20-24	92,115	51,349	40,766
	25-29	74,692	37,360	37,332
	30-34	64,429	30,361	34,068
	35-39	61,767	28,592	33,175
	40-44	62,307	29,263	33,044
	45-49	57,440	27,237	30,203
	50-54	51,849	24,903	26,946
	55-59	41,051	19,610	21,441
	60-64	31,841	14,847	16,994
	65-69	24,329	11,027	13,302
	70-74	18,967	7,979	10,988
	75-79	15,061	5,773	9,288
	80-84	10,474	3,710	6,764
	85-89	3,713	1,170	2,543
	90+	1,533	390	1,143
<b>Total</b>		<b>713,686</b>	<b>345,521</b>	<b>368,165</b>

Neighborhood	Age Groups	Total	Man	Woman
Keçiören	10-14	69,538	35,785	33,753
	15-19	69,951	35,566	34,385
	20-24	69,867	32,613	37,254
	25-29	82,356	39,951	42,405
	30-34	76,996	38,082	38,914
	35-39	70,370	34,884	35,486
	40-44	66,436	32,985	33,451
	45-49	56,140	28,439	27,701
	50-54	46,224	23,439	22,785
	55-59	32,949	16,304	16,645
	60-64	22,815	10,787	12,028
	65-69	17,785	8,004	9,781
	70-74	13,239	5,956	7,283
	75-79	9,648	3,849	5,799
	80-84	4,870	1,772	3,098
	85-89	1,493	463	1,030
	90+	574	152	422
<b>Total</b>		<b>711,251</b>	<b>349,031</b>	<b>362,220</b>

Neighborhood	Age Groups	Total	Man	Woman
Mamak	10-14	41,359	21,227	20,132
	15-19	42,201	21,688	20,513
	20-24	49,007	26,050	22,957
	25-29	50,386	25,680	24,706
	30-34	46,118	23,131	22,987
	35-39	41,501	21,236	20,265
	40-44	38,356	19,521	18,835
	45-49	31,252	16,072	15,180
	50-54	24,716	12,526	12,190
	55-59	18,013	8,807	9,206
	60-64	12,695	6,009	6,686
	65-69	9,888	4,331	5,557
	70-74	7,582	3,316	4,266
	75-79	5,793	2,290	3,503
	80-84	2,903	1,048	1,855
	85-89	808	240	568
	90+	356	82	274
<b>Total</b>		<b>422,934</b>	<b>213,254</b>	<b>209,680</b>

<b>Neighborhood</b>	<b>Age Groups</b>	<b>Total</b>	<b>Man</b>	<b>Woman</b>
<b>Yenimahalle</b>	10-14	44,498	22,946	21,552
	15-19	47,063	23,815	23,248
	20-24	55,237	25,706	29,531
	25-29	58,486	28,910	29,576
	30-34	52,563	25,426	27,137
	35-39	49,597	23,839	25,758
	40-44	47,755	22,934	24,821
	45-49	45,156	21,858	23,298
	50-54	41,570	20,708	20,862
	55-59	31,517	15,881	15,636
	60-64	21,565	10,813	10,752
	65-69	15,015	7,225	7,790
	70-74	10,508	4,791	5,717
	75-79	7,542	2,987	4,555
	80-84	4,115	1,347	2,768
	85-89	1,429	413	1,016
	90+	552	139	413
<b>Total</b>		<b>534,168</b>	<b>259,738</b>	<b>274,430</b>

**APPENDIX C: Population size of Ankara according to chosen main neighborhoods and age groups**

Neighborhoods	Age Groups	Total	Man	Woman
<b>Altındağ + Çankaya + Keçiören + Mamak + Yenimahalle</b>	10-14	234,286	120,279	114,007
	15-19	247,306	125,978	121,328
	20-24	298,847	151,188	147,659
	25-29	301,573	150,131	151,442
	30-34	272,428	133,520	138,908
	35-39	252,138	123,346	128,792
	40-44	241,892	118,414	123,478
	45-49	212,273	105,059	107,214
	50-54	182,340	90,656	91,684
	55-59	136,818	66,996	69,822
	60-64	98,484	46,891	51,593
	65-69	75,161	34,103	41,058
	70-74	56,612	24,711	31,901
	75-79	43,020	16,976	26,044
	80-84	24,809	8,781	16,028
	85-89	8,148	2,513	5,635
	90+	3,300	840	2,460
	<b>Total</b>	<b>2,689,435</b>	<b>1,320,382</b>	<b>1,369,053</b>

## APPENDIX D: Tables of demographical findings

<b><u>Age Groups</u></b>		
	Frequency	Percent
Younger than 24	77	29.4 %
25 – 54	147	56.1 %
Older than 55	38	14.5 %
<b>Total</b>	262	100 %

<b><u>Marriage</u></b>		
	Frequency	Percent
Married	100.00	38.20 %
Single	162.00	61.80 %
<b>Total</b>	262.00	100.00 %

<b><u>Education</u></b>		
	Frequency	Percent
Primary school	3	1.1 %
Middle school	4	1.5 %
High school	21	8.0 %
Under graduate	167	63.7 %
Graduate	67	25.6 %
Analphabetic	0	0 %
Just know read write	0	0 %
<b>Total</b>	262	100 %

<b><u>Job</u></b>		
	Frequency	Percent
Officer	64	24.4 %
Employee	15	5.7 %
Retired	25	9.5 %
Student	69	26.3 %
Self-employment	24	9.2 %
House wife	5	1.9 %
Private sector	54	20.6 %
Unemployed	6	2.3 %
<b>Total</b>	262	100 %

<b><u>Income</u></b>		
	Frequency	Percent
Less than 500TL	36	13.7 %
501TL - 750TL	30	11.5 %
751TL - 1.000TL	37	14.1 %
1.001TL - 1.500TL	54	20.6 %
1.501TL - 2.000TL	32	12.2 %
2.001TL - 3.000TL	46	17.6 %
More than 3.001TL	17	6.5 %
<b>Total</b>	252	96.2 %
Missing *	10	3.8 %
<b>Total</b>	262	100 %
* Unemployed people and students		

## APPENDIX E: Tables of participator's experiences about Ankara

<b><u>Living Period in Ankara</u></b>		
	Frequency	Percent
Less than 5 years	48	18.3 %
6-10 years	24	9.2 %
11-15 years	17	6.5 %
16-25 years	52	19.8 %
More than 25 years	121	46.2 %
<b>Total</b>	262	100 %

<b><u>Come From</u></b>		
	Frequency	Percent
Born in Ankara	118	45.0
Another city	128	48.9
Village or town	11	4.2
Another country	5	1.9
<b>Total</b>	262	100

# APPENDIX F: Centers which are chosen as 1<sup>st</sup> choice by participants

<b><u>1<sup>st</sup> Choice</u></b>					
		Frequency	Percent	Valid Percent	Cumulative Percent
<b>1</b>	<b>Aydınlıkevler</b>	<b>17</b>	<b>6.5</b>	<b>6.7</b>	<b>6.7</b>
<b>2</b>	<b>Bahçelievler</b>	<b>19</b>	<b>7.3</b>	<b>7.5</b>	<b>14.1</b>
<b>3</b>	<b>Balgat</b>	<b>18</b>	<b>6.9</b>	<b>7.1</b>	<b>21.2</b>
<b>4</b>	Batıkent	5	1.9	2	23.1
<b>5</b>	Beşevler	3	1.1	1.2	24.3
<b>6</b>	<b>Bilkent</b>	<b>22</b>	<b>8.4</b>	<b>8.6</b>	<b>32.9</b>
<b>7</b>	<b>Çankaya</b>	<b>53</b>	<b>20.2</b>	<b>20.8</b>	<b>53.7</b>
<b>8</b>	Çayyolu	11	4.2	4.3	58
<b>9</b>	Demetevler	1	0.4	0.4	58.4
<b>10</b>	Dikmen	13	5	5.1	63.5
<b>11</b>	Elmadağ	1	0.4	0.4	63.9
<b>12</b>	Emek	10	3.8	3.9	67.8
<b>13</b>	Etlik	5	1.9	2	69.8
<b>14</b>	Gölbaşı	3	1.1	1.2	71
<b>15</b>	Keçiören	12	4.6	4.7	75.7
<b>16</b>	Kızılay	16	6.1	6.3	82
<b>17</b>	Konutkent	8	3.1	3.1	85.1
<b>18</b>	Mamak	6	2.3	2.4	87.5
<b>19</b>	Or-an	6	2.3	2.4	89.8
<b>20</b>	Sincan	4	1.5	1.6	91.4
<b>21</b>	Subayevleri	4	1.5	1.6	92.9
<b>22</b>	Ulus	1	0.4	0.4	93.3
<b>23</b>	Ümitköy	6	2.3	2.4	95.7
<b>24</b>	Yenimahalle	7	2.7	2.7	98.4
<b>25</b>	Yıldız	4	1.5	1.6	100
	<b>Total</b>	255	97.3	100	
	Missing	7*	2.7		
	<b>Total</b>	262	100		

\* Although total size of the questionnaire is 262, 7 of them did not answer the question.



**APPENDIX G: Centers which are chosen as 2<sup>nd</sup> choice by participators**

<b>2<sup>nd</sup> Choice</b>					
		Frequency	Percent	Valid Percent	Cumulative Percent
<b>1</b>	<b>Aydınlıkevler</b>	<b>17</b>	<b>6.5</b>	<b>6.7</b>	<b>6.7</b>
<b>2</b>	<b>Bahçelievler</b>	<b>29</b>	<b>11.1</b>	<b>11.4</b>	<b>18</b>
<b>3</b>	<b>Balgat</b>	<b>15</b>	<b>5.7</b>	<b>5.9</b>	<b>23.9</b>
<b>4</b>	Batıkent	6	2.3	2.4	26.3
<b>5</b>	Beşevler	10	3.8	3.9	30.2
<b>6</b>	Bilkent	10	3.8	3.9	34.1
<b>7</b>	<b>Çankaya</b>	<b>29</b>	<b>11.1</b>	<b>11.4</b>	<b>45.5</b>
<b>8</b>	Çayyolu	7	2.7	2.7	48.2
<b>9</b>	Dikmen	6	2.3	2.4	50.6
<b>10</b>	Elmadağ	2	0.8	0.8	51.4
<b>11</b>	Emek	9	3.4	3.5	54.9
<b>12</b>	Etlik	3	1.1	1.2	56.1
<b>13</b>	Gölbaşı	3	1.1	1.2	57.3
<b>14</b>	Keçiören	7	2.7	2.7	60
<b>15</b>	<b>Kızılay</b>	<b>63</b>	<b>24</b>	<b>24.7</b>	<b>84.7</b>
<b>16</b>	Konutkent	4	1.5	1.6	86.3
<b>17</b>	Mamak	5	1.9	2	88.2
<b>18</b>	Or-an	1	0.4	0.4	88.6
<b>19</b>	Sincan	2	0.8	0.8	89.4
<b>20</b>	Subayevleri	3	1.1	1.2	90.6
<b>21</b>	Ulus	10	3.8	3.9	94.5
<b>22</b>	Ümitköy	10	3.8	3.9	98.4
<b>23</b>	Yenimahalle	2	0.8	0.8	99.2
<b>24</b>	Yıldız	2	0.8	0.8	100
	<b>Total</b>	255	97.3	100	
	Missing	7*	2.7		
	<b>Total</b>	262	100		

\* Although total size of the questionnaire is 262, 7 of them did not answer the question

# APPENDIX H: Centers which are chosen as 3<sup>rd</sup> choice by participators

<b>3<sup>rd</sup> Choice</b>					
		Frequency	Percent	Valid Percent	Cumulative Percent
<b>1</b>	Aydınlıkevler	9	3.4	3.7	3.7
<b>2</b>	<b>Bahçelievler</b>	<b>43</b>	<b>16.4</b>	<b>17.6</b>	<b>21.3</b>
<b>3</b>	Balgat	9	3.4	3.7	25
<b>4</b>	Batıkent	3	1.1	1.2	26.2
<b>5</b>	Beşevler	12	4.6	4.9	31.1
<b>6</b>	<b>Bilkent</b>	<b>13</b>	<b>5</b>	<b>5.3</b>	<b>36.5</b>
<b>7</b>	<b>Çankaya</b>	<b>27</b>	<b>10.3</b>	<b>11.1</b>	<b>47.5</b>
<b>8</b>	Çayyolu	6	2.3	2.5	50
<b>9</b>	Demetevler	1	0.4	0.4	50.4
<b>10</b>	Dikmen	6	2.3	2.5	52.9
<b>11</b>	Elmadag	1	0.4	0.4	53.3
<b>12</b>	Emek	8	3.1	3.3	56.6
<b>13</b>	Etlik	2	0.8	0.8	57.4
<b>14</b>	Keçiören	3	1.1	1.2	58.6
<b>15</b>	<b>Kızılay</b>	<b>54</b>	<b>20.6</b>	<b>22.1</b>	<b>80.7</b>
<b>16</b>	Konutkent	3	1.1	1.2	82
<b>17</b>	Mamak	1	0.4	0.4	82.4
<b>18</b>	Subayevleri	2	0.8	0.8	83.2
<b>19</b>	Ulus	13	5	5.3	88.5
<b>20</b>	<b>Ümitköy</b>	<b>15</b>	<b>5.7</b>	<b>6.1</b>	<b>94.7</b>
<b>21</b>	Yenimahalle	9	3.4	3.7	98.4
<b>22</b>	Yıldız	4	1.5	1.6	100
	<b>Total</b>	244	93.1	100	
	Missing	18*	6.9		
	<b>Total</b>	262	100		

\* Although total size of the questionnaire is 262, 18 of them did not answer the question

**APPENDIX I: Centers which are chosen as 4<sup>th</sup> choice by participants**

<b>4<sup>th</sup> Choice</b>					
		Frequency	Percent	Valid Percent	Cumulative Percent
<b>1</b>	Aydınlıkevler	3	1.1	1.3	1.3
<b>2</b>	<b>Bahçelievler</b>	<b>40</b>	<b>15.3</b>	<b>16.8</b>	<b>18.1</b>
<b>3</b>	Balgat	5	1.9	2.1	20.2
<b>4</b>	Batıkent	8	3.1	3.4	23.5
<b>5</b>	<b>Beşevler</b>	<b>16</b>	<b>6.1</b>	<b>6.7</b>	<b>30.3</b>
<b>6</b>	Bilkent	9	3.4	3.8	34
<b>7</b>	<b>Çankaya</b>	<b>26</b>	<b>9.9</b>	<b>10.9</b>	<b>45</b>
<b>8</b>	Çayyolu	14	5.3	5.9	50.8
<b>9</b>	Demetevler	2	0.8	0.8	51.7
<b>10</b>	Dikmen	6	2.3	2.5	54.2
<b>11</b>	Emek	10	3.8	4.2	58.4
<b>12</b>	Etlik	3	1.1	1.3	59.7
<b>13</b>	Fatih	1	0.4	0.4	60.1
<b>14</b>	Gölbaşı	1	0.4	0.4	60.5
<b>15</b>	Keçiören	5	1.9	2.1	62.6
<b>16</b>	<b>Kızılay</b>	<b>34</b>	<b>13</b>	<b>14.3</b>	<b>76.9</b>
<b>17</b>	Konutkent	8	3.1	3.4	80.3
<b>18</b>	Mamak	1	0.4	0.4	80.7
<b>19</b>	Or-an	7	2.7	2.9	83.6
<b>20</b>	Sincan	3	1.1	1.3	84.9
<b>21</b>	Subayevleri	2	0.8	0.8	85.7
<b>22</b>	<b>Ulus</b>	<b>15</b>	<b>5.7</b>	<b>6.3</b>	<b>92</b>
<b>23</b>	Ümitköy	8	3.1	3.4	95.4
<b>24</b>	Yenimahalle	5	1.9	2.1	97.5
<b>25</b>	Yıldız	6	2.3	2.5	100
	<b>Total</b>	238	90.8	100	
	Missing	24*	9.2		
	<b>Total</b>	262	100		

\* Although total size of the questionnaire is 262, 24 of them did not answer the question.

**APPENDIX J: Centers which are chosen as 5<sup>th</sup> choice by participators**

<b>5<sup>th</sup> Choice</b>					
		Frequency	Percent	Valid Percent	Cumulative Percent
<b>1</b>	Aydınlıkevler	6	2.3	2.6	2.6
<b>2</b>	<b>Bahçelievler</b>	<b>23</b>	<b>8.8</b>	<b>9.9</b>	<b>12.5</b>
<b>3</b>	<b>Balgat</b>	<b>15</b>	<b>5.7</b>	<b>6.5</b>	<b>19</b>
<b>4</b>	Batıkent	5	1.9	2.2	21.1
<b>5</b>	Beşevler	10	3.8	4.3	25.4
<b>6</b>	Bilkent	10	3.8	4.3	29.7
<b>7</b>	<b>Çankaya</b>	<b>19</b>	<b>7.3</b>	<b>8.2</b>	<b>37.9</b>
<b>8</b>	Çayyolu	13	5	5.6	43.5
<b>9</b>	Demetevler	2	0.8	0.9	44.4
<b>10</b>	Dikmen	9	3.4	3.9	48.3
<b>11</b>	Elmadağ	1	0.4	0.4	48.7
<b>12</b>	Emek	8	3.1	3.4	52.2
<b>13</b>	Etlik	9	3.4	3.9	56
<b>14</b>	Fatih	3	1.1	1.3	57.3
<b>15</b>	Gölbaşı	5	1.9	2.2	59.5
<b>16</b>	Keçiören	7	2.7	3	62.5
<b>17</b>	<b>Kızılay</b>	<b>23</b>	<b>8.8</b>	<b>9.9</b>	<b>72.4</b>
<b>18</b>	Kızılcahamam	1	0.4	0.4	72.8
<b>19</b>	Konutkent	6	2.3	2.6	75.4
<b>20</b>	Mamak	1	0.4	0.4	75.9
<b>21</b>	Or-an	7	2.7	3	78.9
<b>22</b>	Sincan	6	2.3	2.6	81.5
<b>23</b>	Subayevleri	3	1.1	1.3	82.8
<b>24</b>	Ulus	12	4.6	5.2	87.9
<b>25</b>	<b>Ümitköy</b>	<b>14</b>	<b>5.3</b>	<b>6</b>	<b>94</b>
<b>26</b>	Yenimahalle	10	3.8	4.3	98.3
<b>27</b>	Yıldız	4	1.5	1.7	100
	<b>Total</b>	232	88.5	100	
	Missing	30*	11.5		
	<b>Total</b>	262	100		

\* Although total size of the questionnaire is 262, 30 of them did not answer the question.

**APPENDIX K: Centers listed as the most preferred to the less**

		<b>1<sup>st</sup> Choice</b>		<b>2<sup>nd</sup> Choice</b>		<b>3<sup>rd</sup> Choice</b>		<b>4<sup>th</sup> Choice</b>		<b>5<sup>th</sup> Choice</b>		<b>TOTAL</b>
		Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	Frequency	Percent	
<b>1</b>	Kızılay	16	6.1	<b>63</b>	<b>24</b>	<b>54</b>	<b>21</b>	34	13	<b>23</b>	<b>8.8</b>	<b><u>190</u></b>
<b>2</b>	Çankaya	<b>53</b>	<b>20</b>	29	11.1	27	10.3	26	9.9	19	7.3	<b><u>154</u></b>
<b>3</b>	Bahçelievler	19	7.3	29	11.1	43	16.4	<b>40</b>	<b>15</b>	<b>23</b>	<b>8.8</b>	<b><u>154</u></b>
<b>4</b>	Bilkent	22	8.4	10	3.8	13	5	9	3.4	10	3.8	<b><u>64</u></b>
<b>5</b>	Balgat	18	6.9	15	5.7	9	3.4	5	1.9	15	5.7	<b><u>62</u></b>
<b>6</b>	Ümitköy	6	2.3	10	3.8	15	5.7	8	3.1	14	5.3	53
<b>7</b>	Aydınlıkevler	17	6.5	17	6.5	9	3.4	3	1.1	6	2.3	52
<b>8</b>	Çayyolu	11	4.2	7	2.7	6	2.3	14	5.3	13	5	51
<b>9</b>	Beşevler	3	1.1	10	3.8	12	4.6	16	6.1	10	3.8	51
<b>10</b>	Ulus	1	0.4	10	3.8	13	5	15	5.7	12	4.6	51
<b>11</b>	Emek	10	3.8	9	3.4	8	3.1	10	3.8	8	3.1	45
<b>12</b>	Dikmen	13	5	6	2.3	6	2.3	6	2.3	9	3.4	40
<b>13</b>	Keçiören	12	4.6	7	2.7	3	1.1	5	1.9	7	2.7	34
<b>14</b>	Yenimahalle	7	2.7	2	0.8	9	3.4	5	1.9	10	3.8	33
<b>15</b>	Konutkent	8	3.1	4	1.5	3	1.1	8	3.1	6	2.3	29
<b>16</b>	Batıkent	5	1.9	6	2.3	3	1.1	8	3.1	5	1.9	27
<b>17</b>	Etlik	5	1.9	3	1.1	2	0.8	3	1.1	9	3.4	22
<b>18</b>	Or-an	6	2.3	1	0.4			7	2.7	7	2.7	21
<b>19</b>	Yıldız	4	1.5	2	0.8	4	1.5	6	2.3	4	1.5	20
<b>20</b>	Sincan	4	1.5	2	0.8			3	1.1	6	2.3	15
<b>21</b>	Mamak	6	2.3	5	1.9	1	0.4	1	0.4	1	0.4	14
<b>22</b>	Subayevleri	4	1.5	3	1.1	2	0.8	2	0.8	3	1.1	14
<b>23</b>	Gölbaşı	3	1.1	3	1.1			1	0.4	5	1.9	12
<b>24</b>	Demetevler	1	0.4			1	0.4	2	0.8	2	0.8	6
<b>25</b>	Elmadağ	1	0.4	2	0.8	1	0.4			1	0.4	5
<b>26</b>	Fatih							1	0.4	3	1.1	4
<b>27</b>	Kızılcahamam									1	0.4	1

**APPENDIX L: Centers and activities matching table**

		Cultural activities	Nutrition	Shopping	Commerce	Resting	Sport	Entertainment	TOTAL
<b>1</b>	Kızılay	<b>90</b>	62	<b>104</b>	<b>35</b>	13	6	63	373
<b>2</b>	Çankaya	70	<b>63</b>	73	29	<b>33</b>	23	<b>76</b>	367
<b>3</b>	Bahçelievler	48	53	45	4	18	5	72	245
<b>4</b>	Bilkent	34	36	35	7	24	<b>32</b>	43	211
<b>5</b>	Çayyolu	18	27	21	5	15	11	24	121
<b>6</b>	Ümitköy	13	21	16	4	12	7	20	93
<b>7</b>	Ulus	25	3	19	15	1	2	2	67
<b>8</b>	Or-an	7	15	19	4	6	6	9	66
<b>9</b>	Yenimahalle	9	9	26	5	4	3	7	63
<b>10</b>	Konutkent	6	7	10	2	15	7	11	58
<b>11</b>	Dikmen	2	11	10	2	13	11	1	50
<b>12</b>	Emek	4	13	10	1	8	8	4	48
<b>13</b>	Others	5	8	6	2	10	10	5	46
<b>14</b>	Balgat	2	13	8	5	8	3	3	42
<b>15</b>	Beşevler	8	10	5	0	5	7	7	42
<b>16</b>	Gölbaşı	0	3	2	1	24	3	5	38
<b>17</b>	Batıkent	1	7	8	1	10	8	2	37
<b>18</b>	Keçiören	3	11	4	2	9	5	3	37
<b>19</b>	Aydınlıkevler	0	9	3	6	4	5	2	29
<b>20</b>	Yıldız	1	6	4	4	6	2	5	28
<b>21</b>	Etlik	2	4	5	2	2	4	1	20
<b>22</b>	Subayevleri	1	3	3	1	3	4	1	16
<b>23</b>	Mamak	0	4	2	0	4	1	0	11
<b>24</b>	Sincan	1	3	1	1	4	1	0	11
<b>25</b>	Kızılcahamam	0	0	0	0	6	2	2	10
<b>26</b>	Elmadağ	1	1	1	0	2	3	1	9
<b>27</b>	Demetevler	0	1	1	1	2	1	0	6
<b>28</b>	Fatih	0	0	0	0	0	0	0	0
<b>TOTAL</b>		351	403	441	139	261	180	369	2144

### APPENDIX M: Main transportation lines

<b><u>MAIN TRANSPORTATION LINES</u></b>		<b>USING FREQUENTLY</b>		<b>NOT USING FREQUENTLY</b>		<b>TOTAL</b>	
		<b>Frequency</b>	<b>Percent (%)</b>	<b>Frequency</b>	<b>Percent (%)</b>	<b>Frequency</b>	<b>Percent (%)</b>
<b>1</b>	Atatürk Boulevard (Ulus-Bakanlıklar-Çankaya / North-South)	173	21.71	89	3.10	262	100
<b>2</b>	Eskişehir Road (West)	159	19.95	103	3.59	262	100
<b>3</b>	Konya Road (Mevlana Boulevard)	89	11.17	173	6.03	262	100
<b>4</b>	Çetin Emeç Boulevard	75	9.41	187	6.51	262	100
<b>5</b>	GMK Boulevard (Cebeci-Tandoğan / East-West)	58	7.28	204	7.11	262	100
<b>6</b>	Turan Güneş Boulevard	47	5.90	215	7.49	262	100
<b>7</b>	İstanbul Road (Fatih Sultan Mehmet Boulevard)	45	5.65	217	7.56	262	100
<b>8</b>	Samsun Road (Turgut Özal Boulevard)	41	5.14	221	7.70	262	100
<b>9</b>	İnönü Bulvarı (Between Gökkuşığı-Akay)	35	4.39	227	7.91	262	100
<b>10</b>	Havaalanı Road (Özal Bulvarı)	30	3.76	232	8.08	262	100
<b>11</b>	Anadolu/Sabancı Boulevard	19	2.38	243	8.46	262	100
<b>12</b>	Celal Bayar Bulvarı (Kurtuluş Park-Etiler Ordu Evi)	18	2.26	244	8.50	262	100
<b>13</b>	Doğukent Street	5	0.63	257	8.95	262	100
<b>14</b>	Yozgat Boulevard	3	0.38	259	9.02	262	100
<b><u>TOTAL</u></b>		<b>797</b>	<b>100</b>	<b>2,871</b>	<b>100</b>	<b>3,668</b>	<b>100</b>

# **APPENDIX N: Using reasons of participators to Atatürk Boulevard**

<b><u>USING</u></b> <b><u>REASONS OF</u></b> <b><u>ATATÜRK</u></b> <b><u>BOULEVARD</u></b>		<b>USING</b>		<b>NOT USING</b>		<b>TOTAL</b>	
		<b>Frequency</b>	<b>Percent (%)</b>	<b>Frequency</b>	<b>Percent (%)</b>	<b>Frequency</b>	<b>Percent (%)</b>
<b>1</b>	Passing & Transportation	229	48.11	33	3.01	262	100
<b>2</b>	My office is there	26	5.46	236	21.53	262	100
<b>3</b>	Shopping	104	21.85	158	14.42	262	100
<b>4</b>	Meeting place	81	17.02	181	16.51	262	100
<b>5</b>	Resting	26	5.46	236	21.53	262	100
<b>6</b>	Other	10	2.10	252	22.99	262	100
<b><u>TOTAL</u></b>		<b>476</b>	<b>100</b>	<b>1,096</b>	<b>100</b>	<b>1,572</b>	<b>100</b>



## APPENDIX O: What comes to participators mind about Atatürk Boulevard

		Choice	Freq.	Per.			Choice	Freq.	Per.
1	Kuğulu Park	not chosen	113	43.1	16	Akay Junction Monument	not chosen	229	87.4
		chosen	149	56.9			chosen	33	12.6
		Total	262	100			Total	262	100
2	Traffic	not chosen	153	58.4	17	Old İş Bank Building	not chosen	237	90.5
		chosen	109	41.6			chosen	25	9.5
		Total	262	100			Total	262	100
3	TBMM	not chosen	159	60.7	18	Crossover Roads	not chosen	238	90.8
		chosen	103	39.3			chosen	24	9.2
		Total	262	100			Total	262	100
4	Hitit Monument	not chosen	163	62.2	19	Metal Statue in Kuğulu Park	not chosen	242	92.4
		chosen	99	37.8			chosen	20	7.6
		Total	262	100			Total	262	100
5	Kızılay Building	not chosen	181	69.1	20	Commercial centre	not chosen	244	93.1
		chosen	81	30.9			chosen	18	6.9
		Total	262	100			Total	262	100
6	Gima Building	not chosen	186	71	21	Zafer Monument	not chosen	244	93.1
		chosen	76	29			chosen	18	6.9
		Total	262	100			Total	262	100
7	Complex	not chosen	196	74.8	22	Pool	not chosen	247	94.3
		chosen	66	25.2			chosen	15	5.7
		Total	262	100			Total	262	100
8	Ankara	not chosen	198	75.6	23	Atatürk Statue in courthouse	not chosen	247	94.3
		chosen	64	24.4			chosen	15	5.7
		Total	262	100			Total	262	100
9	Opera House	not chosen	202	77.1	24	Eller Statue	not chosen	248	94.7
		chosen	60	22.9			chosen	14	5.3
		Total	262	100			Total	262	100
10	Transportation Centre	not chosen	207	79	25	Mağdenci Statue	not chosen	249	95
		chosen	55	21			chosen	13	5
		Total	262	100			Total	262	100
11	Square	not chosen	214	81.7	26	Entertainment	not chosen	251	95.8
		chosen	48	18.3			chosen	11	4.2
		Total	262	100			Total	262	100
12	Gençlik Park	not chosen	221	84.4	27	Atatürk Monument in TBMM Park	not chosen	252	96.2
		chosen	41	15.6			chosen	10	3.8
		Total	262	100			Total	262	100
13	Shopping	not chosen	221	84.4	28	Balerinler Statue	not chosen	253	96.6
		chosen	41	15.6			chosen	9	3.4
		Total	262	100			Total	262	100
14	Güvenlik Monument	not chosen	223	85.1	29	Barış Güvercini Statue in TBMM Park	not chosen	253	96.6
		chosen	39	14.9			chosen	9	3.4
		Total	262	100			Total	262	100
15	Atatürk Monument in Ulus	not chosen	224	85.5	30	Resting Space	not chosen	259	98.9
		chosen	38	14.5			chosen	3	1.1
		Total	262	100			Total	262	100

**APPENDIX P: Categorization of what comes to participator's mind about  
Atatürk Boulevard**

		Frequency	Percent	Frequency	Percent
<b>GENERAL FEATURES</b>	Traffic	109	8.35	454	<b><u>34.76</u></b>
	Complex	66	5.05		
	Ankara	64	4.90		
	Transportation Centre	55	4.21		
	Square	48	3.68		
	Shopping	41	3.14		
	Crossover Roads	24	1.84		
	Commercial centre	18	1.38		
	Pool	15	1.15		
	Entertainment	11	0.84		
	Resting Space	3	0.23		
<b>BUILDINGS</b>	TBMM	103	7.89	345	<b><u>26.42</u></b>
	Kızılay Building	81	6.20		
	Gima Building	76	5.82		
	Opera House	60	4.59		
	Old İş Bank Building	25	1.91		
<b>STATUES AND MONUMENTS</b>	Hitit Monument	99	7.58	317	<b><u>24.27</u></b>
	Güvenlik Monument	39	2.99		
	Atatürk Monument in Ulus	38	2.91		
	Akay Junction Monument	33	2.53		
	Metal Statue in Kuğulu Park	20	1.53		
	Zafer Monument	18	1.38		
	Atatürk Statue in courthouse	15	1.15		
	Eller Statue	14	1.07		
	Mağdenci Statue	13	1.00		
	Atatürk Monument in TBMM Park	10	0.77		
	Balerinler Statue	9	0.69		
	Peace Pigeon Statue in TBMM Park	9	0.69		
<b>PARK</b>	Kuğulu Park	149	11.41	190	<b><u>14.55</u></b>
	Gençlik Park	41	3.14		
<b>TOTAL</b>				<b><u>1.306</u></b>	<b><u>100</u></b>

**APPENDIX R: First ten choice's which comes to participators mind about  
Atatürk Boulevard cross tabulation with demographical data**

TABLE 1			Age Groups			Total
			through 24	25-54	high than 55	
Complex	not chosen	Count	55	106	35	196
		% within groups	71.4%	72.1%	92.1%	74.8%
	chosen	Count	22	41	3	66
		% within groups	28.6%	27.9%	7.9%	25.2%
Total		Count	77	147	38	262
		% within groups	100.0%	100.0%	100.0%	100.0%

TABLE 2			Age Groups			Total
			through 24	25-54	high than 55	
Opera House	not chosen	Count	60	123	19	202
		% within groups	77.9%	83.7%	50.0%	77.1%
	chosen	Count	17	24	19	60
		% within groups	22.1%	16.3%	50.0%	22.9%
Total		Count	77	147	38	262
		% within groups	100.0%	100.0%	100.0%	100.0%

TABLE 3			Gender		Total
			women	men	
Hitit Monument	not chosen	Count	89	74	163
		% within gender	67.4%	56.9%	62.2%
	chosen	Count	43	56	99
		% within gender	32.6%	43.1%	37.8%
Total		Count	132	130	262
		% within gender	100.0%	100.0%	100.0%

TABLE 4			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Complex	not chosen	Count	3	3	19	130	41	196
		% within education	100.0%	75.0%	90.5%	77.8%	61.2%	74.8%
	chosen	Count	0	1	2	37	26	66
		% within education	.0%	25.0%	9.5%	22.2%	38.8%	25.2%
Total		Count	3	4	21	167	67	262
		% within education	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

## APPENDIX S: Sensation scale of Atatürk Boulevard

**TABLE 1**

		Frequency	Percent			Frequency	Percent
<b>1</b>	calm	19	7.3	<b>8</b>	commodious	68	26
	full of noise	238	90.8		suffocating	184	70.2
	Total	257	98.1		Total	252	96.2
	Not answered	5	1.9		Not answered	10	3.8
	<b>Total</b>	262	100		<b>Total</b>	262	100
<b>2</b>	order	74	28.2	<b>9</b>	modern	99	37.8
	disorder	184	70.2		démodé	153	58.4
	Total	258	98.5		Total	252	96.2
	Not answered	4	1.5		Not answered	10	3.8
	<b>Total</b>	262	100		<b>Total</b>	262	100
<b>3</b>	unique	70	26.7	<b>10</b>	well kept	102	38.9
	ordinary	182	69.5		unkept	152	58
	Total	252	96.2		Total	254	96.9
	Not answered	10	3.8		Not answered	8	3.1
	<b>Total</b>	262	100		<b>Total</b>	262	100
<b>4</b>	safe	101	38.5	<b>11</b>	entertaining	82	31.3
	unsafe	156	59.5		boring	171	65.3
	Total	257	98.1		Total	253	96.6
	Not answered	5	1.9		Not answered	9	3.4
	<b>Total</b>	262	100		<b>Total</b>	262	100
<b>5</b>	memorable	180	68.7	<b>12</b>	attractive	77	29.4
	not memorable	73	27.9		unattractive	176	67.2
	Total	253	96.6		Total	253	96.6
	Not answered	9	3.4		Not answered	9	3.4
	<b>Total</b>	262	100		<b>Total</b>	262	100
<b>6</b>	developed	128	48.9	<b>13</b>	useful	135	51.5
	underdeveloped	125	47.7		useless	119	45.4
	Total	253	96.6		Total	254	96.9
	Not answered	9	3.4		Not answered	8	3.1
	<b>Total</b>	262	100		<b>Total</b>	262	100
<b>7</b>	harmonic	86	32.8				
	inharmonic	167	63.7				
	Total	253	96.6				
	Not answered	9	3.4				
	<b>Total</b>	262	100				

**TABLE 2 \_ Sensation scale of Atatürk Boulevard within total percentage**

		Frequency	Percent
1	calm	19	1.07
	full of noise	238	13.35
2	order	74	4.15
	disorder	184	10.32
3	unique	70	3.93
	ordinary	182	10.21
4	safe	101	5.66
	unsafe	156	8.75
5	memorable	180	10.10
	not memorable	73	4.09
6	developed	128	7.18
	underdeveloped	125	7.01
7	harmonic	86	4.82
	inharmonic	167	9.37
8	commodious	68	3.81
	suffocating	184	10.32
9	modern	99	5.55
	démodé	153	8.58
10	well kept	102	5.72
	unkept	152	8.52
11	entertaining	82	4.60
	boring	171	9.59
12	attractive	77	4.32
	unattractive	176	9.87
13	useful	135	7.57
	useless	119	6.67
<b><u>TOTAL</u></b>		<b>1,783</b>	<b>100</b>

**APPENDIX T: Urban equipments between Ulus-Sihhiye and demographical features of the participators cross tabulation**

TABLE 1			Age Groups			Total
			through 24	25-54	high than 55	
Atatürk Statue	very bad	Count	2	3	0	5
		% within groups	3.10%	2.10%	0.00%	2.10%
	bad	Count	5	7	0	12
		% within groups	7.80%	4.90%	0.00%	5.00%
	middle	Count	16	27	0	43
		% within groups	25.00%	19.00%	0.00%	18.00%
	good	Count	19	43	7	69
		% within groups	29.70%	30.30%	21.20%	28.90%
	very good	Count	22	62	26	110
		% within groups	34.40%	43.70%	78.80%	46.00%
Total		Count	64	142	33	239
		% within groups	100.00%	100.00%	100.00%	100.00%

TABLE 2			Age Groups			Total
			through 24	25-54	high than 55	
Bus Stops	very bad	Count	29	44	12	85
		% within groups	40.30%	31.90%	38.70%	35.30%
	bad	Count	22	33	8	63
		% within groups	30.60%	23.90%	25.80%	26.10%
	middle	Count	11	48	5	64
		% within groups	15.30%	34.80%	16.10%	26.60%
	good	Count	6	11	4	21
		% within groups	8.30%	8.00%	12.90%	8.70%
	very good	Count	4	2	2	8
		% within groups	5.60%	1.40%	6.50%	3.30%
Total		Count	72	138	31	241
		% within groups	100.00%	100.00%	100.00%	100.00%

TABLE 3			Age Groups			Total
			through 24	25-54	high than 55	
Atatürk Statue in front of the courthouse	very bad	Count	3	9	1	13
		% within groups	4.90%	8.30%	3.00%	6.40%
	bad	Count	5	11	1	17
		% within groups	8.20%	10.10%	3.00%	8.40%
	middle	Count	23	38	4	65
		% within groups	37.70%	34.90%	12.10%	32.00%
	good	Count	17	31	10	58
		% within groups	27.90%	28.40%	30.30%	28.60%
	very good	Count	13	20	17	50
		% within groups	21.30%	18.30%	51.50%	24.60%
Total		Count	61	109	33	203
		% within groups	100.00%	100.00%	100.00%	100.00%

TABLE 4			Gender		Total
			women	man	
Lighting Equipments	very bad	Count	16	18	34
		% within gender	14.40%	15.10%	14.80%
	bad	Count	19	23	42
		% within gender	17.10%	19.30%	18.30%
	middle	Count	50	34	84
		% within gender	45.00%	28.60%	36.50%
	good	Count	19	35	54
		% within gender	17.10%	29.40%	23.50%
	very good	Count	7	9	16
		% within gender	6.30%	7.60%	7.00%
Total		Count	111	119	230
		% within gender	100.00%	100.00%	100.00%

TABLE 5			Gender		Total
			women	man	
Paving	very bad	Count	17	26	43
		% within gender	15.70%	23.00%	19.50%
	bad	Count	47	30	77
		% within gender	43.50%	26.50%	34.80%
	middle	Count	34	47	81
		% within gender	31.50%	41.60%	36.70%
	good	Count	9	8	17
		% within gender	8.30%	7.10%	7.70%
	very good	Count	1	2	3
		% within gender	0.90%	1.80%	1.40%
Total		Count	108	113	221
		% within gender	100.00%	100.00%	100.00%

TABLE 6			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Bus Stops	very bad	Count	0	1	3	59	22	85
		% within education	0.00%	25.00%	18.80%	38.10%	34.90%	35.30%
	bad	Count	1	1	1	47	13	63
		% within education	33.30%	25.00%	6.20%	30.30%	20.60%	26.10%
	middle	Count	2	1	7	32	22	64
		% within education	66.70%	25.00%	43.80%	20.60%	34.90%	26.60%
	good	Count	0	1	3	11	6	21
		% within education	0.00%	25.00%	18.80%	7.10%	9.50%	8.70%
	very good	Count	0	0	2	6	0	8
		% within education	0.00%	0.00%	12.50%	3.90%	0.00%	3.30%
Total		Count	3	4	16	155	63	241
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 7			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Bollards and Limiters	very bad	Count	0	0	3	56	27	86
		% within education	0.00%	0.00%	18.80%	36.80%	42.20%	36.10%
	bad	Count	0	1	2	47	20	70
		% within education	0.00%	33.30%	12.50%	30.90%	31.20%	29.40%
	middle	Count	1	1	7	33	11	53
		% within education	33.30%	33.30%	43.80%	21.70%	17.20%	22.30%
	good	Count	1	1	3	12	4	21
		% within education	33.30%	33.30%	18.80%	7.90%	6.20%	8.80%
	very good	Count	1	0	1	4	2	8
		% within education	33.30%	0.00%	6.20%	2.60%	3.10%	3.40%
Total		Count	3	3	16	152	64	238
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



TABLE 8			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Advertisement boards	very bad	Count	0	0	3	35	17	55
		% within education	0.00%	0.00%	20.00%	23.00%	28.80%	23.70%
	bad	Count	1	2	1	56	12	72
		% within education	33.30%	66.70%	6.70%	36.80%	20.30%	31.00%
	middle	Count	0	0	7	43	23	73
		% within education	0.00%	0.00%	46.70%	28.30%	39.00%	31.50%
	good	Count	1	1	2	13	6	23
		% within education	33.30%	33.30%	13.30%	8.60%	10.20%	9.90%
Total		Count	3	3	15	152	59	232
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 9			Income							Total
			less than 500TL	501TL - 750TL	751TL - 1.000TL	1.001TL - 1.500TL	1.501TL - 2.000TL	2.001TL - 3.000TL	more than 3.001TL	
Lighting Equipments	very bad	Count	6	4	4	5	4	6	5	34
		% within income	19.40	16.00	12.90	10.20	13.80	14.30	33.30	15.3
	bad	Count	3	5	5	6	4	14	2	39
		% within income	9.70	20.00	16.10	12.20	13.80	33.30	13.30	17.6
	middle	Count	14	6	9	21	12	14	4	80
		% within income	45.20	24.00	29.00	42.90	41.40	33.30	26.70	36.0
	good	Count	6	3	13	13	8	7	3	53
		% within income	19.40	12.00	41.90	26.50	27.60	16.70	20.00	23.9
Total		Count	31	25	31	49	29	42	15	222
		% within income	100	100	100	100	100	100	100	100

**APPENDIX U: Urban equipments between Sıhhiye - Kızılay and  
demographical features of the participators cross tabulation**

TABLE 1			Age Groups			Total
			through 24	25-54	high than 55	
Zafer Monument	very bad	Count	1	3	0	4
		% within groups	1.70%	2.40%	0.00%	1.80%
	bad	Count	4	10	0	14
		% within groups	6.70%	7.90%	0.00%	6.40%
	middle	Count	19	27	3	49
		% within groups	31.70%	21.40%	9.10%	22.40%
	good	Count	23	50	12	85
		% within groups	38.30%	39.70%	36.40%	38.80%
	very good	Count	13	36	18	67
		% within groups	21.70%	28.60%	54.50%	30.60%
Total		Count	60	126	33	219
		% within groups	100.00%	100.00%	100.00%	100.00%

TABLE 2			Age Groups			Total
			through 24	25-54	high than 55	
Güvenlik Monument	very bad	Count	2	1	0	3
		% within groups	3.70%	0.80%	0.00%	1.40%
	bad	Count	2	14	1	17
		% within groups	3.70%	11.60%	3.10%	8.20%
	middle	Count	20	32	7	59
		% within groups	37.00%	26.40%	21.90%	28.50%
	good	Count	19	37	9	65
		% within groups	35.20%	30.60%	28.10%	31.40%
	very good	Count	11	37	15	63
		% within groups	20.40%	30.60%	46.90%	30.40%
Total		Count	54	121	32	207
		% within groups	100.00%	100.00%	100.00%	100.00%

TABLE 3			Gender		Total
			women	man	
Zafer Monument	very bad	Count	3	1	4
		% within gender	2.90%	0.90%	1.80%
	bad	Count	2	12	14
		% within gender	1.90%	10.50%	6.40%
	middle	Count	27	22	49
		% within gender	25.70%	19.30%	22.40%
	good	Count	41	44	85
		% within gender	39.00%	38.60%	38.80%
	very good	Count	32	35	67
		% within gender	30.50%	30.70%	30.60%
Total		Count	105	114	219
		% within gender	100.00%	100.00%	100.00%

TABLE 4			Gender		Total
			women	man	
Pools	very bad	Count	52	25	77
		% within gender	41.90%	20.20%	31.00%
	bad	Count	22	37	59
		% within gender	17.70%	29.80%	23.80%
	middle	Count	28	31	59
		% within gender	22.60%	25.00%	23.80%
	good	Count	15	25	40
		% within gender	12.10%	20.20%	16.10%
	very good	Count	7	6	13
		% within gender	5.60%	4.80%	5.20%
Total		Count	124	124	248
		% within gender	100.00%	100.00%	100.00%

TABLE 5			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Lighting Equipments	very bad	Count	0	0	0	20	10	30
		% within education	0.00%	0.00%	0.00%	13.40%	18.50%	13.20%
	bad	Count	0	0	2	40	13	55
		% within education	0.00%	0.00%	11.10%	26.80%	24.10%	24.20%
	middle	Count	1	0	7	52	19	79
		% within education	33.30%	0.00%	38.90%	34.90%	35.20%	34.80%
	good	Count	1	3	7	32	10	53
		% within education	33.30%	100.00%	38.90%	21.50%	18.50%	23.30%
very good	Count	1	0	2	5	2	10	
	% within education	33.30%	0.00%	11.10%	3.40%	3.70%	4.40%	
Total		Count	3	3	18	149	54	227
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 6			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Bollards and Limiters	very bad	Count	0	0	1	42	17	60
		% within education	0.00%	0.00%	6.20%	27.60%	29.30%	26.20%
	bad	Count	0	0	3	42	23	68
		% within education	0.00%	0.00%	18.80%	27.60%	39.70%	29.70%
	middle	Count	0	1	5	48	12	66
		% within education	0.00%	50.00%	31.20%	31.60%	20.70%	28.80%
	good	Count	0	1	6	15	4	26
		% within education	0.00%	50.00%	37.50%	9.90%	6.90%	11.40%
	very good	Count	1	0	1	5	2	9
		% within education	100.00%	0.00%	6.20%	3.30%	3.40%	3.90%
Total		Count	1	2	16	152	58	229
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 7			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Hitit Statue	very bad	Count	0	0	0	2	0	2
		% within education	0.00%	0.00%	0.00%	1.30%	0.00%	0.80%
	bad	Count	1	0	1	8	1	11
		% within education	50.00%	0.00%	5.00%	5.20%	1.50%	4.50%
	middle	Count	0	0	4	25	5	34
		% within education	0.00%	0.00%	20.00%	16.10%	7.70%	13.90%
	good	Count	1	1	5	57	17	81
		% within education	50.00%	33.30%	25.00%	36.80%	26.20%	33.10%
Total		Count	2	3	20	155	65	245
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 8			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Bus Stops	very bad	Count	1	0	0	44	16	61
		% within education	33.30%	0.00%	0.00%	28.60%	25.40%	25.30%
	bad	Count	0	0	5	49	17	71
		% within education	0.00%	0.00%	29.40%	31.80%	27.00%	29.50%
	middle	Count	0	1	5	40	24	70
		% within education	0.00%	25.00%	29.40%	26.00%	38.10%	29.00%
	good	Count	2	3	4	17	6	32
		% within education	66.70%	75.00%	23.50%	11.00%	9.50%	13.30%
	very good	Count	0	0	3	4	0	7
		% within education	0.00%	0.00%	17.60%	2.60%	0.00%	2.90%
Total		Count	3	4	17	154	63	241
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 9			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Seating Units	very bad	Count	0	0	0	25	13	38
		% within education	0.00%	0.00%	0.00%	16.30%	22.00%	16.20%
	bad	Count	1	0	4	57	21	83
		% within education	33.30%	0.00%	25.00%	37.30%	35.60%	35.50%
	middle	Count	1	2	6	53	17	79
		% within education	33.30%	66.70%	37.50%	34.60%	28.80%	33.80%
	good	Count	1	1	3	17	6	28
		% within education	33.30%	33.30%	18.80%	11.10%	10.20%	12.00%
	very good	Count	0	0	3	1	2	6
		% within education	0.00%	0.00%	18.80%	0.70%	3.40%	2.60%
Total		Count	3	3	16	153	59	234
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 10			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Advertisement boards	very bad	Count	0	0	1	34	15	50
		% within education	0.00%	0.00%	7.10%	22.40%	25.90%	21.80%
	bad	Count	0	0	3	53	15	71
		% within education	0.00%	0.00%	21.40%	34.90%	25.90%	31.00%
	middle	Count	0	0	4	41	21	66
		% within education	0.00%	0.00%	28.60%	27.00%	36.20%	28.80%
	good	Count	1	2	4	17	7	31
		% within education	50.00%	66.70%	28.60%	11.20%	12.10%	13.50%
	very good	Count	1	1	2	7	0	11
		% within education	50.00%	33.30%	14.30%	4.60%	0.00%	4.80%
Total		Count	2	3	14	152	58	229
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 11			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Pools	very bad	Count	1	0	2	54	20	77
		% within education	50.00%	0.00%	11.80%	33.50%	30.80%	31.00%
	bad	Count	0	0	2	33	24	59
		% within education	0.00%	0.00%	11.80%	20.50%	36.90%	23.80%
	middle	Count	0	1	2	41	15	59
		% within education	0.00%	33.30%	11.80%	25.50%	23.10%	23.80%
	good	Count	1	2	8	25	4	40
		% within education	50.00%	66.70%	47.10%	15.50%	6.20%	16.10%
	very good	Count	0	0	3	8	2	13
		% within education	0.00%	0.00%	17.60%	5.00%	3.10%	5.20%
Total		Count	2	3	17	161	65	248
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

**APPENDIX V: Urban equipments between Sıhhiye - Kızılay and  
demographical features of the participators cross tabulation**

TABLE 1			Age Groups			Total
			through 24	25-54	high than 55	
Seating Units	very bad	Count	12	21	4	37
		% within groups	18.20%	15.90%	14.30%	16.40%
	bad	Count	16	59	9	84
		% within groups	24.20%	44.70%	32.10%	37.20%
	middle	Count	21	34	7	62
		% within groups	31.80%	25.80%	25.00%	27.40%
	good	Count	14	14	8	36
		% within groups	21.20%	10.60%	28.60%	15.90%
	very good	Count	3	4	0	7
		% within groups	4.50%	3.00%	0.00%	3.10%
Total		Count	66	132	28	226
		% within groups	100.00%	100.00%	100.00%	100.00%

TABLE 2			Age Groups			Total
			through 24	25-54	high than 55	
Pools	very bad	Count	15	36	5	56
		% within groups	22.70%	26.10%	19.20%	24.30%
	bad	Count	10	34	3	47
		% within groups	15.20%	24.60%	11.50%	20.40%
	middle	Count	21	41	5	67
		% within groups	31.80%	29.70%	19.20%	29.10%
	good	Count	18	18	8	44
		% within groups	27.30%	13.00%	30.80%	19.10%
	very good	Count	2	9	5	16
		% within groups	3.00%	6.50%	19.20%	7.00%
Total		Count	66	138	26	230
		% within groups	100.00%	100.00%	100.00%	100.00%



TABLE 3			Gender		Total
			women	man	
Pavements	very bad	Count	21	11	32
		% within gender	19.60%	9.20%	14.20%
	bad	Count	19	18	37
		% within gender	17.80%	15.10%	16.40%
	middle	Count	48	49	97
		% within gender	44.90%	41.20%	42.90%
	good	Count	15	33	48
		% within gender	14.00%	27.70%	21.20%
Total		Count	107	119	226
		% within gender	100.00%	100.00%	100.00%

TABLE 4			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Pavements	very bad	Count	0	0	0	17	15	32
		% within education	0.00%	0.00%	0.00%	11.60%	25.40%	14.20%
	bad	Count	1	0	4	20	12	37
		% within education	50.00%	0.00%	25.00%	13.60%	20.30%	16.40%
	middle	Count	0	2	4	67	24	97
		% within education	0.00%	100.00%	25.00%	45.60%	40.70%	42.90%
	good	Count	1	0	6	33	8	48
		% within education	50.00%	0.00%	37.50%	22.40%	13.60%	21.20%
Total		Count	2	2	16	147	59	226
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 5			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Bus Stops	very bad	Count	0	0	1	39	13	53
		% within education	0.00%	0.00%	5.30%	25.50%	20.60%	22.10%
	bad	Count	1	0	6	47	16	70
		% within education	50.00%	0.00%	31.60%	30.70%	25.40%	29.20%
	middle	Count	1	1	3	44	25	74
		% within education	50.00%	33.30%	15.80%	28.80%	39.70%	30.80%
	good	Count	0	1	6	18	8	33
		% within education	0.00%	33.30%	31.60%	11.80%	12.70%	13.80%
	very good	Count	0	1	3	5	1	10
		% within education	0.00%	33.30%	15.80%	3.30%	1.60%	4.20%
Total		Count	2	3	19	153	63	240
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 6			Education					Total
			primary school	middle school	high school	under graduate	graduate	
Kiosks	very bad	Count	0	0	1	32	12	45
		% within education	0.00%	0.00%	5.90%	21.10%	20.00%	19.20%
	bad	Count	1	1	4	42	21	69
		% within education	50.00%	33.30%	23.50%	27.60%	35.00%	29.50%
	middle	Count	0	0	6	58	22	86
		% within education	0.00%	0.00%	35.30%	38.20%	36.70%	36.80%
	good	Count	1	2	4	19	3	29
		% within education	50.00%	66.70%	23.50%	12.50%	5.00%	12.40%
	very good	Count	0	0	2	1	2	5
		% within education	0.00%	0.00%	11.80%	0.70%	3.30%	2.10%
Total		Count	2	3	17	152	60	234
		% within education	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

TABLE 7			Income							Total
			less than 500TL	501TL - 750TL	751TL - 1.000TL	1.001TL - 1.500TL	1.501TL - 2.000TL	2.001TL - 3.000TL	more than 3.001TL	
Kiosks	very bad	Count	7	4	4	10	6	10	3	44
		% within income	22.60	15.40	13.80	18.90	21.40	22.70	20.00	19.50
	bad	Count	7	4	7	20	5	18	6	67
		% within income	22.60	15.40	24.10	37.70	17.90	40.90	40.00	29.60
	middle	Count	11	9	16	16	14	15	3	84
		% within income	35.50	34.60	55.20	30.20	50.00	34.10	20.00	37.20
	good	Count	5	7	1	7	3	1	3	27
		% within income	16.10	26.90	3.40	13.20	10.70	2.30	20.00	11.90
Total		Count	31	26	29	53	28	44	15	226
		% within income	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0