

ISTANBUL TECHNICAL UNIVERSITY ★ GRADUATE SCHOOL

**PLACEMAKING EXPERIENCES via MOBILE APPLICATIONS: CASE OF
LEVENT SQUARE, ISTANBUL**



M.Sc. THESIS

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Department of Urban Design

Urban Design Programme

FEBRUARY 2024

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**MOBİL APLİKASYONLAR ARACILIĞIYLA YER OLUŞTURMA
DENEYİMLERİ: LEVENT MEYDANI ÖRNEĞİ, İSTANBUL**

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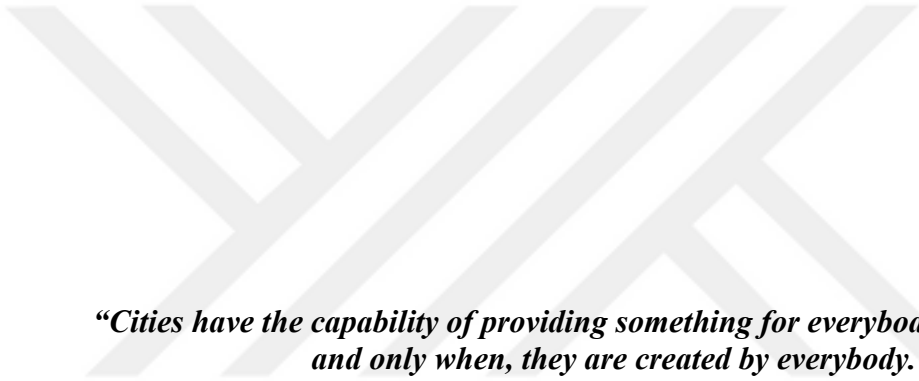
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“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” (Jacobs, 1992)



FOREWORD

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February 2024

Deniz YALÇIN
(Urban Planner and Landscape Architect)



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ABBREVIATIONS

APP	: Appendix
ATM	: Automated Teller Machine
CBD	: Central Business District
GIS	: Geographical Information System
GPS	: Global Positioning System
HCI	: Human Computer Interaction
JPG	: Joint Photographic Experts Group
PPS	: Project for Public Spaces



SYMBOLS

px : pixel

kpx/h : average speed in pixels per hour





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PLACEMAKING EXPERIENCES via MOBILE APPLICATIONS: CASE OF LEVENT SQUARE, ISTANBUL

SUMMARY

Urban public spaces, crucial for communal well-being, have historically served diverse functions, evolving alongside technological advancements and urbanization. However, accelerated urban growth, coupled with factors such as industrialization and increased vehicular usage, has precipitated the decline of these spaces ending up being lost spaces. For such spaces, placemaking emerges as a solution, emphasizing community engagement and user-centric design to revitalize lost spaces and cultivate vibrant, inclusive urban environments.

The thesis aims to explore methods for enhancing the usability and functionality of public spaces, particularly focusing on addressing the needs of their primary users, the public. It seeks to develop a model that integrates user experience and participation with technological innovations to guide designers and facilitators in maintaining public spaces. The central question revolves around whether placemaking methods can be optimized through a mobile application, enabling visualization of user preferences and opinions for revitalizing lost spaces. Additionally, the study delves into understanding the transformation of public spaces into lost spaces, strategies for reclaiming such spaces, and the role of timely data updates and digital methods in improving space functionality.

Consequently, an extensive literature review has been conducted, revealing detailed information on concepts such as space, place, public space, lost space, placemaking, user experience, user participation, and digitalization. The historical trajectory of public spaces is explored, tracing their evolution from pivotal meeting places in ancient civilizations to their transformation into structures and parking lots during the industrialization era. The significance of public spaces gained renewed attention during the COVID-19 pandemic, prompting a reconsideration of their role in urban life. Placemaking emerges as a transformative strategy, especially through models like Project for Public Spaces (PPS), emphasizing the active involvement of users and a focus on user experience.

A pivotal proposal within the thesis is the development and implementation of the "Make-Place" mobile application, positioned as a technological solution to engage users in the placemaking process. This application adopts a user-centric design, aligning with principles of service design, usability, and interface design. It envisions a dynamic interaction between people and their environments, ensuring the effectiveness, efficiency, and satisfaction of a seamless and gratifying user experience and participation.

Research and analyses on Levent Square, identified as a lost space, indicate the need for its reassessment. Aligned with the thesis's objectives, a significant tool predicted to be within a model that leverages user experience and participatory design is the developed "Make-Place" mobile application interface. For the moment, the app met

with the participants through a survey, asking their user profile and design principles. It is considered that advocating for decisions to be informed by the observations of pedestrian and vehicular movements in public spaces, especially in dense urban contexts where movement towards a goal is prevalent, professional decisions should be created in alternative scenarios. This necessitates seeking user opinions through the application to ensure their input.

Survey results, analyses, and observations contribute to a placemaking proposal for Levent Square. In this study prioritizing high levels of user experience and participation, a functional space that accommodates cumulative perspectives of participants is created. However, considering participatory feedback, the development of multiple alternative scenarios is feasible. Additionally, results indicate a high willingness among individuals to use the "Make-Place" application if implemented.

The "Make-Place" application, as an integral part of the proposed methodology, transcends the immediate redesign of Levent Square. It envisions continual user engagement, data collection, and feedback mechanisms. Findings underscore that lost spaces can be reclaimed through placemaking, emphasizing the significance of user opinions and pedestrian mobility in shaping public spaces.

Future studies proposed in the thesis envisage an expanded role for the "Make-Place" application. Its potential as a platform for visualizing proposed redesigns, allowing spatial expression of emotions, reporting issues, and engaging with community events reflects a comprehensive approach to fostering a sense of place and community in urban environments. The envisioned growth of the application into a neighborhood social media platform underscores its potential to bridge the physical and virtual realms of community interaction.

In conclusion, the thesis not only advocates for the transformative power of placemaking but also proposes a practical tool, the "Make-Place" mobile application, to facilitate ongoing user engagement, data-driven decision-making, and the dynamic evolution of public spaces. This multi-faceted approach holds promise in addressing the challenges posed by lost spaces and underscores the thesis's contribution to advancing the discourse on user-centered urban design.

MOBİL APLİKASYONLAR ARACILIĞIYLA YER OLUŞTURMA DENEYİMLERİ: LEVENT MEYDANI ÖRNEĞİ, İSTANBUL

ÖZET

Kamusal açık mekanlar, toplumsal refah için hayati öneme sahiptir ve tarih boyunca teknolojik gelişmeler ve kentselleşme ile evrilerek, çok yönlü amaçlara hizmet etmiştir. Hızla artan kentsel büyüme, endüstrileşme ve artan araç kullanımı gibi faktörlerle, bu mekanların çöküşüne neden olmuştur ve kayıp mekanlar olarak adlandırılmaktadırlar. “Yer Oluşturma” ise, kaybolan mekanları canlandırmak ve canlı, kapsayıcı kentsel ortamların oluşturulmasını vurgulayan bir çözüm olarak ortaya çıkmakta ve topluluk katılımı ile kullanıcı odaklı tasarımı öne çıkarmaktadır.

Bu tez, kamusal alanların kullanılabilirliğini ve işlevselliğini artırmaya yönelik yöntemleri keşfetmeyi, özellikle de birincil kullanıcıları olan halkın ihtiyaçlarını karşılamayı hedeflemektedir. Kamusal alanların sürdürülebilirliği için tasarımcılara ve yönetimlere rehberlik etmek üzere kullanıcı deneyimi ve katılımını teknolojik yeniliklerle bütünleştiren bir model geliştirmeyi amaçlamaktadır. Temel soru, kaybolan alanların yeniden canlandırılması için kullanıcı tercihlerinin ve görüşlerinin görselleştirilmesine yardımcı olabilecek bir mobil uygulama aracılığıyla, yer oluşturma yöntemlerinin optimize edilip, edilemeyeceği etrafında dönmektedir. Bunun yanında çalışma, kamusal alanların kayıp alanlara dönüşümünü, bu tür alanları geri kazanma stratejilerini ve zamanında veri güncellemelerinin ve dijital yöntemlerin alan işlevselliğini iyileştirmedeki rolünü anlamaya çalışmaktadır.

Bu bağlamda, mekan, yer, kamusal mekan, kayıp mekan, yer oluşturma, kullanıcı deneyimi, kullanıcı katılımı ve dijitalleşme gibi kavramlar üzerine detaylı bir literatür taraması gerçekleştirilmiştir. Kamusal mekanların antik medeniyetlerdeki önemli buluşma yerlerinden endüstrileşme döneminde yapı ve otoparklara dönüşümüne kadar olan tarihçesi incelenmiştir. Kamusal mekanların önemi, COVID-19 pandemisi sırasında yeniden dikkat çekmiş, bu da kentsel yaşamdaki rollerinin gözden geçirilmesine neden olmuştur. Yer oluşturma, özellikle Project for Public Spaces (PPS) gibi modeller aracılığıyla aktif kullanıcı katılımını ve kullanıcı deneyimine odaklanmayı vurgulayarak, kayıp mekanları dönüştürücü bir strateji olarak ortaya çıkar.

Tezin ana önerilerinden biri, "Make-Place" mobil uygulamasının geliştirilmesi ve deneyimlenmesidir. Uygulama kullanıcıları placemaking sürecine dahil etmek için bir teknolojik çözüm olarak konumlandırılmıştır. Bu uygulama, servis tasarımı, kullanılabilirlik ve arayüz tasarımı prensipleriyle uyumlu bir kullanıcı merkezli tasarım benimsemekte ve insanlar ile çevreleri arasında etkileşimin etkinliğini, verimliliğini ve tatminini sağlamak üzere tasarlanmıştır.

Kayıp mekan olarak öngörülen Levent Meydanı üzerine yapılan araştırmalar ve analizler, mekanın yeniden değerlendirmeye ihtiyaç duyduğunu ortaya koymuştur. Tezin amaçları doğrultusunda, kullanıcı deneyimi ve katılımı ile birleştirilebilecek bir modelin içinde yer alacak olan, "Make-Place" adlı mobil uygulama arayüzü Levent Meydanı özelinde geliştirilmiştir. Ayrıca, kamusal mekanların video çekimleri (drone veya güvenlik kemaraları) gözlemlenerek, yaya ve araç hareketliliğine göre tasarım ana kararlarının alınması savunulmuştur. Yoğun kent dokusunda insanların bir hedefe varmak için hareket etmesi ve bu sürecinin kolaylaştırılması gerektiği göz

önüne alındığında, bu kararların alanında uzman kişiler tarafından alternatifli olarak oluşturulması ve mobil uygulama aracılığıyla kullanıcılara sorularak görüşlerinin alınması gerekmektedir. Levent Meydanı için bu modele uygun geliştirilen anket aracılığıyla kullanıcılara ulaşılmış ve meydan hakkındaki tasarım kararlarını vermeleri sağlanmıştır.

Anket sonuçları, yapılan analizler, gözlemler ve literatür taraması sayesinde Levent Meydanı'na yönelik bir placemaking önerisi geliştirilmiştir. Kullanıcı deneyimi ve katılımının üst düzeyde tutulduğu çalışmada, katılımcıların kümülatif görüşlerini karşılayan, esnek ve değişip dönüşebilen fonksiyonel bir yer oluşturulmuştur. Ancak, yine katılımcı yorumları baz alınarak birden fazla alternatif senaryo da geliştirilebilmesi mümkündür. Ayrıca, anket sonuçlarından çıkan sonuçlara göre insanların "Make-Place" uygulamasının hayata geçirilmesi durumunda ise uygulamayı kullanma isteklerinin yüksek olduğu saptanmıştır.

"Make-Place" uygulaması için daha geniş bir rol öngörülmektedir. Tasarım önerilerini görselleştirmek, kullanıcılara duygusal ifadelerini mekansal olarak ifade etme, sorunları bildirme ve topluluk etkinlikleriyle etkileşimde bulunma yeteneği sunma potansiyeli, kentsel ortamlarda yer ve topluluk hissi oluşturma konusunda kapsamlı bir yaklaşımı yansıtmaktadır. Uygulamanın mahalle sosyal medya platformuna dönüşme potansiyeli, topluluk etkileşiminin fiziksel ve sanal alanlar arasındaki bağı kuracağı öngörülmektedir. Dolayısıyla, "Make-Place" uygulaması, önerilen metodolojinin ayrılmaz bir parçası olarak Levent Meydanı için gerçekleştirilen çalışmanın ötesine geçmektedir. Sürekli ve etkin kullanıcı katılımını, veri toplama ve geri bildirim mekanizmalarını içermeyi amaçlamaktadır.

Sonuç olarak, çalışmanın literatür incelemesi, placemaking modeli, analizleri, mobil uygulama arayüzü, anket ve placemaking denemesi, aşağıdaki önemli sonuçları ortaya koymuştur:

Ana sonuç;

- Levent Meydanı'nda gerçekleştirilen deneysel saha çalışması, yer oluşturma sürecini geliştirmek, kullanıcı deneyimini optimize etmek ve katılımı artırmak amacıyla geliştirilen "Make-Place" mobil uygulamasının toplumun farklı kesimleri tarafından benimsenme ihtimalinin yüksek olduğunu ortaya koymuştur. Mobil uygulamanın içeriğiyle uyumlu anket ile elde edilen sonuçlar, daha önce "kayıp" olarak tanımlanan alanların mobil uygulamanın deneyimi ve katılımı kolaylaştırmasıyla değiştirilebileceğini göstermiş ve placemaking deneyimini görselleştirmenin uygulanabilirliği vurgulanmıştır. Bu süreç, kullanıcı tercihlerinin mekansal konfigürasyonların formülasyonuna entegre edilmesini savunarak, profesyonel uzmanlığın vazgeçilmezliğini vurgulamış ve böylece mekan oluşturma girişimlerinde profesyonel ve kullanıcı odaklı yaklaşımların sentezlenmesi potansiyelini ortaya koymuştur.

Alt sonuçlar;

- Levent Meydanı'nda olduğu gibi arazi kullanımındaki ve araç-yaya dinamiklerindeki değişiklikler, mekanların giderek yok olmasına, insanların herhangi bir sosyal aktiviteye katılmadan içinden geçtiği kayıp mekanlara dönüşmesine ve dolayısıyla kimliklerinin kaybolmasına neden olabilmektedir.
- Örneklerin incelenmesi ve yapılan örneklem alan incelemesi sonucunda, kayıp mekanların, yer oluşturma girişimleriyle aktif kamusal alanlara dönüştürülmesinin mümkün olduğu gözlemlenmiştir. Levent Meydanı gibi

yoğun kentsel bağlamlarda kamusal alanların yerleşimi için yaya hareketliliği büyük önem taşımaktadır. Yer oluşturma çalışmalarında hareketlilik sayımına yönelik teknolojik yöntemlerin kullanılması, bu çalışmada deneyimlendiği gibi süreci hızlandırabilir. Öte yandan analizler, alternatif taslak planlar gibi dokümanların kentsel tasarım profesyonelleri tarafından hazırlanıp kullanıcılara sunulması gerekmektedir.

- Yer oluşturma girişimlerinde kullanıcı görüşlerinin alınması çok önemlidir. Mekanın aktif kullanımını sağlamak için kullanıcıların süreçlere daha fazla dahil olması ve belirli aralıklarla etkinlikler düzenlenmesi gerekmektedir. Make-Place mobil uygulaması bunu kolaylaştıracak potansiyele sahiptir. Sonuç olarak, kullanıcıların kullanım, aktivite, kent mobilyası, kaldırım ve çevre düzenlemesine ilişkin tercihleri sorgulanarak yer oluşturma girişimlerinde olumlu sonuçlar elde edilebilir. Ayrıca kamusal alanların kayıp mekanlar haline gelmesini önlemek için yerel yönetimlerin aktif katılımı çok önemlidir. "Make-Place" mobil uygulaması, erişilebilir ve kullanıcı dostu arayüzüyle yerel yönetimler için veri akışını ve geri bildirimi kolaylaştırma potansiyeline sahiptir.



1. INTRODUCTION

Urbanists believe that public spaces, such as streets, parks, and squares, are crucial in shaping public culture, representing collective well-being and aspirations, fostering civic culture, and facilitating political deliberation and struggle within a city (Amin, 2008). Mehta (2014) also stated that urban public spaces have served various essential purposes, including meeting basic survival needs, facilitating communication and entertainment, as well as acting as venues for political, religious, commercial, civic, and social activities throughout history. As can be understood, when the common characteristics of settlements from early times are examined, the existence of spaces where people can come together is mentioned. As in today, these areas were used for various purposes such as religious ceremonies, rituals, trade, and performances, serve as meeting points for the inhabitants. However, they started to be transformed or degenerated in time by means of the rapid urbanization. Technological improvements such as industrialization and motor vehicles can be counted as main factors which affect the life of a city. While industrialization were polluting core of a settlement, motor vehicles led city to enlarge horizontally and rapidly. With the increasing population and construction over time, public spaces have begun to lose their publicity. The need for public space at the urban scale has begun to appear in diseased and deteriorating residential areas. Göregenli (2010) stated that the 1960s witnessed the rapid urbanization and growing complexities of modern urban life, which prompted interdisciplinary interest and attention toward the physical dimensions and mechanisms of the city.

Despite the long-standing absence of open and functional public spaces being a significant problem in many cities for a considerable period, it has not garnered particular attention, especially in our country, until recent times. Lugar and Less (2022) also support this situation by emphasizing that public space came to the forefront worldwide with particular strength and sudden urgency in 2020 due to Covid-19 lockdowns and social distancing measures. The need for public open spaces where people can also maintain their social distances within their living areas, which has been

highlighted once again with Covid-19, necessitates further investigation into this topic. The reasons why this need is unmet, what measures can be taken, and which urban planning, architecture, or landscape architecture tools can be employed have become subjects of discussion.

The rapid urbanization stands as one of the major factors contributing to the disappearance of public open spaces where city dwellers once engaged in their daily activities, had encounters, spent time, and breathed. The gradual fading away of the factors that once encouraged us to utilize these areas has also led to their neglect. The remaining spaces fail to evoke the same impact as in the past, primarily because these spaces are designed not over time but by a select few decision-makers (designers, planners, architects, administrators, etc.). On the other hand, the mere transit use of these areas has also contributed to their decline. With changing societal culture, the need to spend time in open areas has diminished in many communities. People prefer to transit through parks and squares to reach their destinations quickly. This situation impacts public health, and the increasing urbanization negatively affects the quality of life, thereby exerting an adverse influence on our future. It is evident that the issue lies not solely in the absence of these spaces but also in the quality of the existing ones. Or, they have started to vanish over time and have been occupied by others (vehicles, etc.).

In the literature, despite various definitions for these areas, they are referred to as lost spaces due to their diminishing use (Trancik, 1986). Besides, they are also expressed as anti-space, no-man's land, residual space, leftover space, non-space, empty space, indeterminate space, vacant land, abandoned space and so on. While there are numerous terms used to describe them, these spaces share many common characteristics, and the common thread among them is the need for a revision (Erğan, 2022). Lost space formations can be seen in many ways for different reasons. Some of the lost places are as follows; designed but deteriorated spaces, abandoned plots, unused coastal and landfill areas, neglected urban landscapes and unused park areas, and spaces beneath high-rise buildings.

Fostering social consciousness to promote the use of public spaces and enhance societal well-being is of great significance. In this context, not only attracting users to these spaces but also ensuring that they spend time there has become another crucial issue. Interactive space design can be utilized as a solution for this purpose.

Christopher Alexander (as cited in Wang & Huang, 2014) also suggests that the most effective cities and public spaces are those that emerge organically through the efforts of their residents. As it is the same people who will eventually utilize these spaces. Several efforts and strategies have been devised to reclaim such areas for the city and its inhabitants, addressing the lost spaces due to factors like increased car usage, with one of these approaches being the placemaking approach.

Placemaking is an urban planning and design concept that focuses on creating or enhancing public spaces to improve the quality of life and well-being of a community. It involves actively involving the community and stakeholders in the design and revitalization of public spaces, making them more vibrant, inclusive, and user-friendly. Placemaking seeks to transform underutilized or neglected areas into attractive and functional spaces that encourage social interaction, cultural expression, and a sense of belonging. This approach emphasizes the importance of community engagement, sustainability, and the unique character of each place in shaping urban environments. Placemaking has gained prominence as a tool for fostering community identity, economic development, and overall urban livability (Sweeney et al., 2018; Ellery et al., 2020; PPS, 2016; Wyckoff et al., 2015; Lydon & Garcia, 2015)

In implemented placemaking initiatives, user participation is often encountered, but it is observed that user experience is frequently overlooked or not analytically expressed. While this approach can be effective for the transformation of lost spaces in the city, it raises the question of how to achieve more successful and sustainable results through a different approach. At this point, the thesis will attempt to search for a method in public space design.

1.1 Aim and Research Questions of Thesis

The usability and functionality of public spaces, which are a subject of extensive debate, especially for their primary users, people, are also topics of discussion. The aim of the thesis is to investigate how a method can be developed for keeping public space current and functional. The goal is to test a model that combines user experience and participation with technological innovations, providing guidance to designers and design facilitators.

In line with the objective, answers are sought to the following questions:

- Main Question:
 - Can placemaking methods be optimized through enhanced user experience and participation facilitated by a mobile application, allowing for the visualization of user preferences and opinions regarding the revitalization of lost spaces?
- Sub Questions:
 - In the context of public space, how do they turn into a lost space; what is a lost space; and what are the reasons for its transformation?
 - What can be done to reclaim such spaces for the city and its residents and how should it be handled to expedite the processes?
 - Is it possible to keep a space current with up to date data; and do temporal, periodical, and seasonal changes make a space more effective? How can digital methods be utilized for data acquisition and functionality?

1.2 Content of Thesis

Within the content of the thesis, the feasibility of designing a public space using analytical methods in collaboration with designers and users has been examined. In this context, conceptual literature research and relevant examples have been studied, and the results obtained with the developed design method have been evaluated.

In the first chapter of the thesis, public space, its history, usage, loss, importance, and the necessity of designing these spaces differently are discussed, along with the objectives and goals of the study.

The second chapter extensively reviews concepts related to the thesis topic through a comprehensive literature review. After discussing the concepts of place and space, the needs, behaviors, and perceptions of people in public spaces are examined. Factors that give rise to the need for public spaces are explored, and various placemaking methods used to reclaim lost spaces are deeply analyzed. Within the placemaking approach, which emphasizes high levels of user participation, the role of user experience is questioned, and research is conducted on this topic. Since the outcome will be a placemaking of a public space, global examples of placemaking projects

examined. They are evaluated based on the concepts examined in the conceptual framework, including user participation, user experience, and digitalization. In line with the thesis's objectives, a section evaluation also focuses on digitalization for the redesign of lost spaces.

In the third chapter, the chosen study area, Levent Square in Beşiktaş, Istanbul, is discussed in terms of its history. Analyses are conducted on current land use, mass and void, space syntax, pedestrian movement, and other factors. Considering the impact of different weather conditions on space usage, observations of pedestrian movement were made on Saturday, Sunday, and a weekday at three different times of the day (09:00, 13:00, and 17:00) during spring seasons. Additionally, observations were made at 21:00 on a Friday to understand nighttime usage of such a space. Based on the analyses conducted, the problems and potentials of the area were discussed, leading to the design process. It was determined that the area is suitable for the study due to its physical, sociological, and economic changes over time and its potential to add diversity to its usage, which has not been fully explored due to the surrounding urban context.

In the fourth chapter, the experimental study was conducted only in this area. Major design decisions were made by the designer, the author of the thesis, based on the analyses, observations, and expertise. To involve users in the design and process, design elements were determined. Three different design scenarios and the identified design elements were conveyed to different user profiles through a survey which contains information about developed mobile application “Make-Place”. The experimental process was conducted with a test group of 80 individuals with four different profiles. The test group consisted of 20 professionals, 20 people who reside or work within an 800m radius, 20 Levent Çarşı merchants or workers, and 20 people who reside in Istanbul but rarely or never use the area. Evaluations and comments are made based on the feedback received from users. At the end of the chapter, a design proposal for Levent Square were prepared through the results, interpretations, synthesis of the survey. Literature review, conducted analysis, and worldwide urban design practices were also utilized in the process.

In the fifth chapter, conclusion and discussion about the thesis were explored by adding future studies expectation.

1.3 Methodology

The methodology of the study has been approached in two stages due to the expected placemaking experience: research methodology (Figure 1.1) and placemaking methodology (Figure 1.2).

1.3.1 Research methodology

In alignment with the aim of the thesis, a comprehensive literature review was conducted, delving into the fundamental concepts of space, place, public space, and the phenomenon of lost space. This scientific research resulted in the exploration of placemaking principles, supported by relevant placemaking case studies that question critical elements such as user experience, engagement, digitalization and integration of mobile applications. The synthesis of these insights yielded a nuanced understanding, which was subsequently disseminated to the reader, fostering a robust foundation of knowledge. Subsequently, a model for revitalizing lost spaces emerged as a placemaking methodology, synthesizing interpretations derived from the literature review and critical evaluation of placemaking exemplars.

Levent Square was identified as a suitable study site, exemplifying the characteristics of a lost space in need of redesign. Based on rigorous site analysis and theoretical insights, the redesign of the space was approached with an emphasis on enhancing the user experience and encouraging participation, facilitated by an innovative mobile app interface. This interface served as a channel to engage users through a survey aimed at revealing their opinions and preferences regarding Levent Square. Following the collection and analysis of user feedback, a placemaking intervention was conceptualized and visualized as one of the potential solution for the square.

In the final stage of the research endeavor, the outcomes obtained from the experimental group, as well as the visualization of the placemaking experience, were subjected to evaluation and interpretation. This comprehensive assessment sought to discern the efficacy of the proposed placemaking approach, thereby enriching scientific discourse and contributing to the advancement of theoretical frameworks and practical methodologies within the domain of urban studies and placemaking practices.

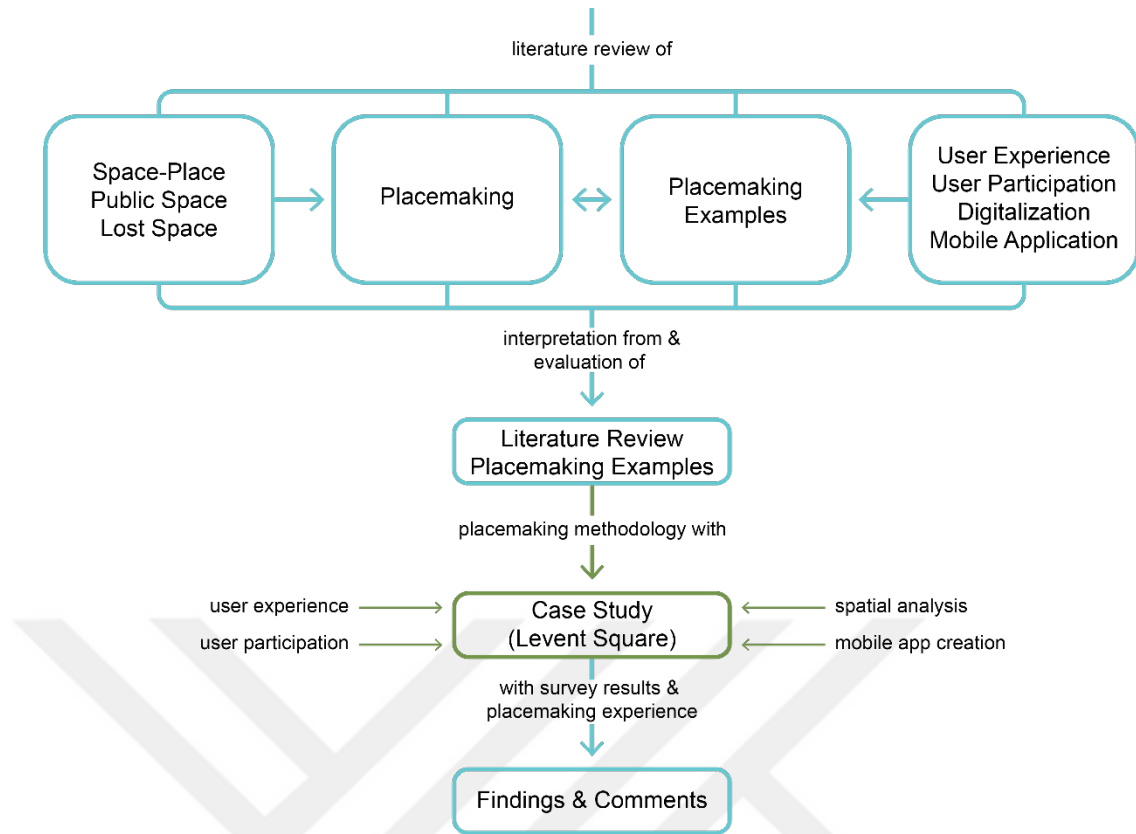


Figure 1.1 : Research methodology.

1.3.2 Placemaking methodology

A comprehensive approach was taken in the endeavor to redefine public space and lessen the "lost space" characterization of it. This approach integrated conventional spatial analyses with a heightened emphasis on user experience considerations. The evaluation of pedestrian movement dynamics, which is acknowledged as a crucial factor in determining the user experience in the area, was at the center of this project. Modern technology was utilized to obtain five-minute videos of the square through drone-assisted aerial footage, which allowed for the extraction of important data regarding user routes and crossing times. A more nuanced understanding of the spatial dynamics in the area was made possible by the subsequent processing of these videos using open-source video analysis software, which enabled the derivation of quantitative data.

Moreover, extensive macro and micro scale analysis were carried out in order to obtain insights into the spatial realities underlying the dynamics of the area. These analyses offered a comprehensive understanding of the spatial dynamics of the area and

contributed to contextualize the results obtained from assessments of pedestrian movement.

Drawing upon the insights gathered from these diverse data sources, three distinct alternative draft plans were formulated, with significant design decisions guided by a synthesis of identified challenges and potentials. These design scenarios were subsequently presented to the experimental group, marking the initiation of an iterative process wherein users were invited to provide input on various design elements, including spatial arrangements, usage preferences, material selection, activity choices, timing, and duration. This participatory approach underscores the significant role of user experience and participation in shaping the future configuration of public spaces. Recognizing that users possess firsthand experience and insights into the nuances of spatial conditions, their active involvement in the design process is foremost.

To facilitate user engagement and obtain valuable insights, inquiries were directed to the experimental group through a survey instrument incorporating a developed mobile application interface. This facilitated the revealing of user perspectives, preferences, and experiences, enriching the design process with diverse viewpoints.

As the result of these efforts, attempts were made to visually represent users' opinions through a professional lens, integrating user-driven insights with design expertise. This integrative approach aimed to harmonize user aspirations with established design principles, ultimately fostering the revitalization of public spaces and the creation of vibrant urban environments.

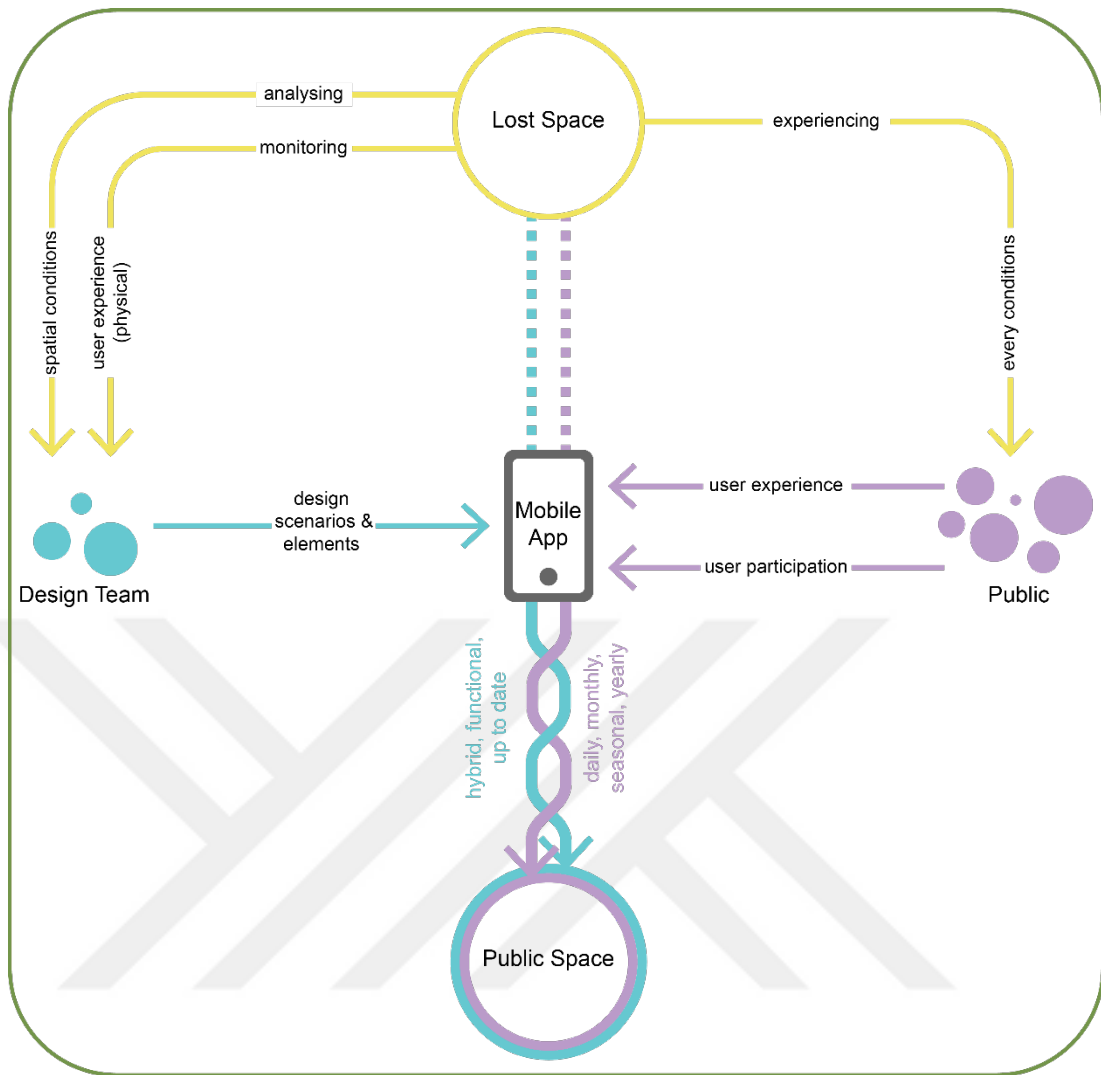


Figure 1.2 : Placemaking methodology.



2. CONCEPTUAL BACKGROUND: FROM LOST SPACE TO PLACEMAKING WITH DIGITALIZATION

In order to comprehend the practices of placemaking in public space design and identify what has been done in this field with digital methods, a literature review has been conducted to elucidate relevant concepts. Along this line, this chapter encompasses discussions on the distinctions between space and place, the historical journey of public space, and the contemporary concerns it raises. It delves into the discourse on human perception, placelessness, and the associated discourse on lost spaces. Furthermore, it explores the significance of placemaking as a phenomenon for the reclamation of spaces, evaluates user participation and experience in public spaces through exemplary projects, and ultimately outlines the conceptual framework of digital methods in this domain. The chapter concludes by providing essential information on the process of creating a mobile application, offering insights into the conceptualization of digital methods and their application in urban design.

2.1 Space or Place?

These concepts frequently appear and are often confused, especially within urban contexts. Although this thesis does not aim to emphasize this confusion, it provides a significant conceptual contribution to the study, as it explains how these two terms are addressed in the literature and how they can be related to the thesis subject, indicating that they will essentially have both physical and mental counterparts in the designed context.

2.1.1 Space

Space has multiple meanings in accordance with the context it's used for. Dictionaries define the word as: physical extent or area, extent in two or three dimensions; an empty area that is available to be used; the area around everything that exists, continuing in all directions (Oxford Dictionary, n.d.; Cambridge Dictionary, n.d.). It also refers to the vacant expanse beyond the Earth's atmosphere, housing planets and stars (Cambridge Dictionary, n.d.). In the context of emptiness, the term "space" encompasses various

possibilities for placement, creation, action, play, or transportation of objects. However, within an urban context, a space takes on a more nuanced definition, representing an area where individuals engage in diverse behaviors either alone, with acquaintances, or with others. Such spaces, often labeled as squares, markets, streets, building porches, parks, or sidewalks, derive their essence from the subjective perspective of individuals. Numerous professionals, including philosophers, sociologists, physicists, mathematicians, geographers, architects, and urban planners, have contributed their insights on space, and some of these perspectives can be linked to urban environments.

Physicists and mathematicians, particularly influenced by Newton's concept of absolute space in conjunction with time, focus on determining the true velocity of bodies and trajectories in space-time. Newton's theory emphasizes the well-defined connection between states of motion and the relationship between space and time. Leibniz's critique of absolute space's uniformity doesn't significantly challenge Newton's theory, as it mainly addresses symmetries within absolute space. Kant recognizes absolute space as a rule for interactions among bodies, acknowledging its non-objective nature. In modern physics, the treatment of positions and motions within infinite Euclidean space aligns with Kant's perspective, serving as a direct extension of navigational space and our spatial point of view (DiSalle, 2006).

Henri Lefebvre, in "The Production of Space" (1991), introduces a dual framework to elucidate space dynamics, categorizing space across historical periods and presenting the "spatial triad" that includes spatial practices, representations of space, and representational space. Lefebvre's unitary theory unifies physical-nature, mental abstractions, and the social aspect, emphasizing the societal role in understanding space. Rejecting individual thoughts and imagination as insufficient, he underscores the societal contribution to comprehending space. The concept of production, inspired by Marx and Engels, carries both broad and specific meanings, connecting human existence, consciousness, and their inhabited world (Lefebvre, 1991; Ghulyan, 2019; Altay, 2004).

Apart from mathematical and philosophical interpretations, architects and urban planners, who examine space from a physical perspective, have approached spaces on various scales, as Köseoğlu (2019) points out. Rob Krier's approach to urban space and its users carries both rationalist and historical characteristics, whereas Christopher

Alexander approaches urban space structurally, also considering the functional and social needs of users. Amos Rapoport, on the other hand, combines interpretive aspects with his positivist approach and emphasizes the importance of what meanings spaces hold for users in the evaluation of spaces by designers. According to Krier and Rowe (1979), urban spaces are formed through morphological transformations of three fundamental shapes (square, circle, and triangle), which are manipulated, segmented, added, blended, superimposed, and distorted by altering their angles. As a result of these transformations, geometrically regular or irregular forms are achieved (Figure 2.1). In Trancik's categorization for urban spaces (Figure 2.1), it can be argued that geometric shapes, as discussed by Krier and Rowe, come together to form urban spaces. The openness and enclosure of these spaces offer various possibilities within the city, considering their scale.

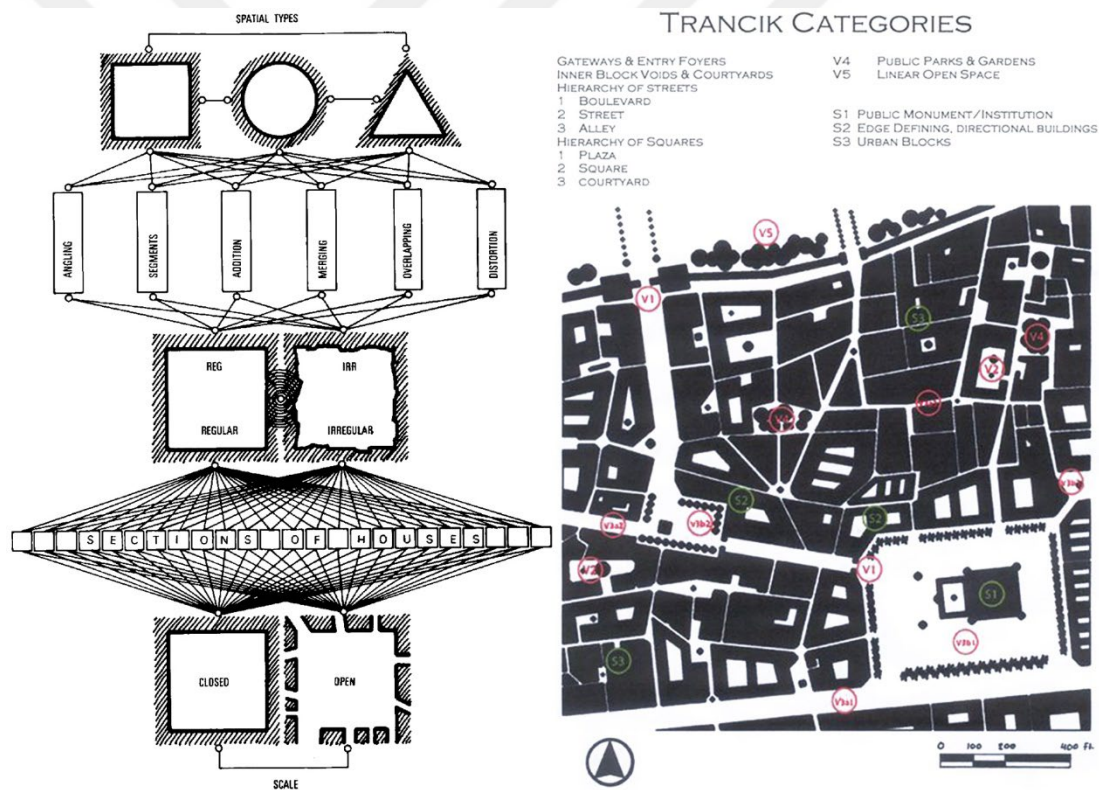


Figure 2.1 : Spatial types and how they may be combined (on the left) (Krier & Rowe, 1979) and a representation of Trancik Categories (on the right) (Url-1).

Defining space merely in physical terms, as delineated by Krier, Rowe, and Trancik, is insufficient. A comprehensive understanding of space production necessitates an exploration through the conditions of physical-nature, mental abstractions, and the social aspect. While the production of spaces is imperative, users play a pivotal role in

shaping these spaces, as they predominantly influence the decisions pertaining to what transpires within them.

2.1.2 Place

As mentioned in the literature, there is a somewhat big difference between space and place. Tuan (1977) mentions that space can be characterized as a location devoid of social interaction and human experiences, devoid of value, with defined boundaries and protection against external reactions but lacking encouragement for people to experience specific things within it or engage in any activity, and not invoking the concept of "meaning" in its description. On the other hand, he defines that place can be expressed through social experiences; it is a judgment that encompasses space, human experiences, and activities together. Moreover, in essence, "place" is the embodiment of experiences, whereas "space" is the physical construct that contains these experiences. Space refers to the physical boundaries, like the walls and geographic location, while place encompasses the emotional significance we attach to these physical boundaries, such as the feeling of "home" or the memory of where we met our spouse (Mathew, 2014). Further, Mathew (2014) explains that designing space involves structurally shaping the physical elements around us, whereas designing place involves creating an environment that encourages interaction between people and their surroundings. According to McCullough (2004, as cited in Mathew, 2014), the design of architecture and place hinges on the phenomenological qualities of space, which facilitate memory retention, storytelling, and experience description.

Place transcends being a mere geographical point; it's intricately connected to individuals and the meaningful activities that take place in that location. According to Ciolfi and Bannon (2005), place constitutes a complex amalgamation of various facets of human experiences, including sensory perceptions, memories, emotions, social relationships, the company of others, cultural norms, and conventions. They create a representation of Tuan's conceptualization of place which splits the dimension of place in four (Figure 2.2). "Cultural" aspects refer to the conventions, rules, and cultural identity inherent to a place, while "social" factors pertain to interactions, communication, sharing, memories, and ethical considerations within that place. "Personal" dimensions are associated with the emotions, memories, and individual experiences tied to a place, influenced by one's background and personal knowledge.

Lastly, the “physical” dimension emphasizes that a place is fundamentally rooted in the tangible, material aspects of the world; places are formed as we physically sense, explore, and inhabit spaces. Therefore, the initial facet of the geographical concept of place is its physical and structural nature.

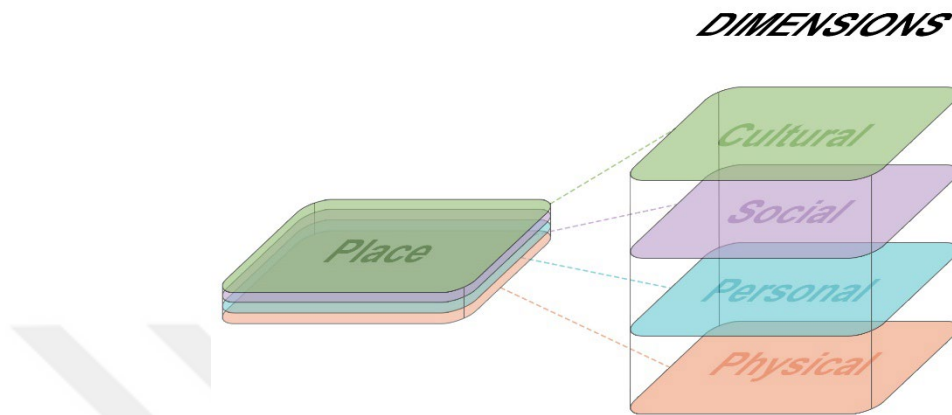


Figure 2.2 : A representation of Tuan’s conceptualization of place (reproduced by author from Ciolfi & Bannon, 2005)

Every unique encounter with a place is inherently individual, shaped by interactions with others, which the social dimension encapsulates. Importantly, these dimensions aren't pre-existing abstract categories; rather, they emerge through people's actions, activities, practices, and experiences. To gain a comprehensive understanding of a place and its residents, it is essential to consider all these dimensions and how they interact with one another (Ciolfi & Bannon, 2005).

The essence of transforming a space into a place lies in the presence of people who interact with the environment. This fundamental aspect deserves our utmost attention. Within urban settings, numerous spaces exist, and by strategically incorporating elements that attract human activity, these spaces can evolve into meaningful places (Figure 2.3). The durability and significance of such places are contingent upon the surrounding contexts. Throughout history, these areas have endured and can be rightfully categorized as public spaces.

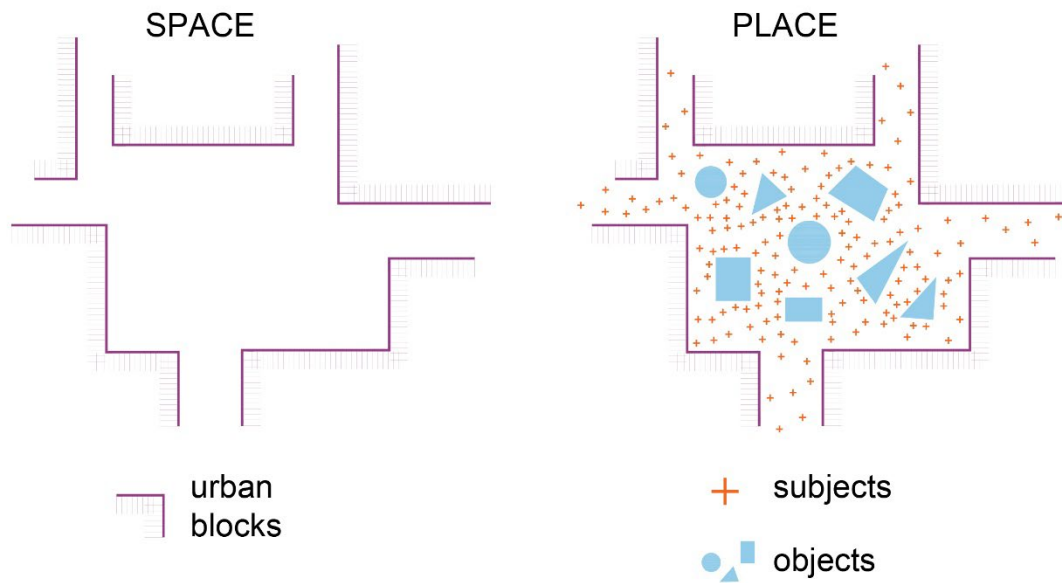


Figure 2.3 : Difference of space and place (created by author).

2.2 Public Space throughout History

Throughout the history and evolution of human settlements, the governance, organization, architectural layout, and oversight of public spaces have been consistently present, representing a shared and universal concern transcending cultural and national boundaries (Mehta, & Palazzo, 2020). In classical Rome, Renaissance Florence, or commercial Venice, the public spaces within a city, particularly for the minority groups considered citizens and political participants, played a crucial role in shaping culture and serving as arenas for popular political engagement (Amin, 2008). Historically, urban public spaces have served as multifunctional venues, meeting the essential needs of survival, communication, and entertainment, while also hosting various political, religious, commercial, civic, and social activities (Mehta, 2014). In other perspective, Mitrache (2012) advocates that across different historical periods and in various interpretations and physical manifestations, public spaces have consistently been expected to serve as the setting where art and people come together, either by enabling or mediating their interaction.

The design and development of public spaces begins in the Ancient Greek period with the Agora and the Acropolis. The Acropolis is a secure area for the administration, which uses the topography to both dominate the cityscape while remaining high in position and limiting the entrances and exits. The Agora, on the other hand, is a lower center reserved for the social activities of the people. This area is not surrounded by

residences, but by public buildings for cultural activities such as the music hall. Later, during the Ancient Rome period, the Agora is replaced by the Forum. The Forum consists of axes connecting plazas in a more developed way and sets the stage for a period in which politics is more developed and the public can have a public space. In the medieval period, as the administration becomes more religion-oriented, the people separate from each other and start to live as different communities. Therefore, the areas where the community comes together are mostly marketplaces where sales are made. As religion comes to the forefront and the church becomes stronger, churches become the focal point of the city and plazas are built around these buildings to create a focus (Spreiregen, 1965).

The historical evolution of urban spaces unfolds a narrative of shifting paradigms in city development. Initially, the transition from organic urban growth to consciously planned modernist cities marked a pivotal shift. Shaped by the Industrial Revolution, this era witnessed the disruptive influence of new construction techniques and technologies on traditional urban layouts. The 18th and 19th centuries, in contrast, saw the metamorphosis of small-scale settlements into bustling industrial cities. This period was characterized by rapid urbanization and overcrowding, with the Chicago School's urban theories highlighting the evolving roles of the Central Business District and land value patterns in burgeoning urban centers. As the 20th century unfolded, technology emerged as a catalyst for change, particularly in the realms of transportation and communication. The transformative impact of technology altered urban designs and set the stage for potential reshaping in the digital age. The subsequent decades, starting from the 1960s, witnessed a trend of decentralization in the urban landscape. Fueled by mass transit systems and suburban expansion, this shift responded to the allure of improved living conditions and the growing prominence of automobiles. The era of the car ushered in a reconfiguration of post-industrial urban spaces, giving rise to suburban sprawl and the challenges associated with car-dependence, subsequently prompting the emergence of the 'smart growth' movement. In the ongoing transition from the industrial era to the informational age, cities are undergoing yet another profound transformation. The advent of digital telecommunications networks is ushering in a paradigm where electronic communication fosters spatial fluidity. However, amid this shift, the enduring significance of local "place" remains crucial. The contemporary urban resident,

navigating the complexities of the digital era, seeks vibrant and interconnected communities. These communities are envisioned as supportive spaces for innovation and creativity, emphasizing the enduring importance of physical places in the evolving urban landscape (Carmona et al., 2010).

In an environmental perspective, sustainable urbanism is a movement that emerged as a result of the environmental movements that continued from the book *Silent Spring* by Rachel Carson until the end of the 20th century. The book *Design with Nature* written by Ian Mcharg enabled ecological principles to reach a wider audience, while increasing the development of GIS systems and the visibility of human impacts on nature. However, due to criticism of urbanization and admiration for nature, this circumstance, misunderstood by governments, led to well-landscaped suburbs that heavily rely on automobiles. Sustainable urbanism goes beyond this perspective and supports the introduction of concepts such as smart growth, new urbanism and green building. The important point here is that the philosophy behind this idea of designing sustainable human environments should not be missed. All these environmental movements have led to the design of public spaces in cities from the beginning of the 20th century to the present day, with studies focusing on the environment and the field of urban ecology as well as the social services needed by the society (Farr, 2011).

Public spaces have undergone redesign, change, and improvement as urban environments evolve (Figure 2.4). Revolutionary movements, such as industrialization, modernism, and globalization, have profoundly influenced the norms governing public spaces. Given that the public resides within urban areas, nearly every urban space has the potential to become a public space. Consequently, it is crucial to investigate the transformation of urban spaces to shed light on the underlying reasons and explore strategies for future enhancements.

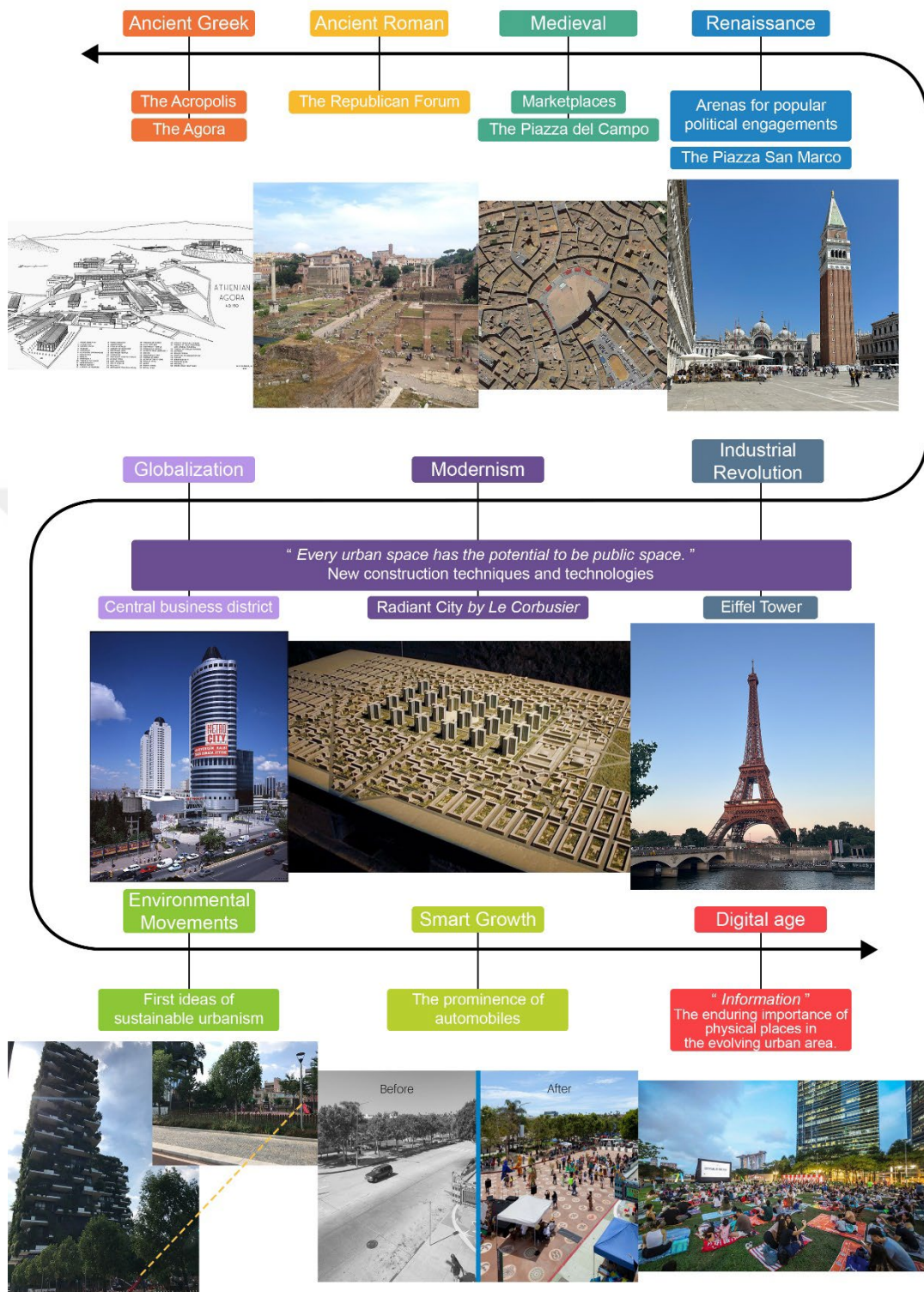


Figure 2.4 : Photos of public spaces through each period (Author's archive; Url-2; Url-3; Url-4; Url-5 Url-6; Url-7).

2.2.1 Concerns on Public Spaces

As urbanization has increased, land uses have begun to take shape, leading to an inevitable need for open spaces within the dense building stock. Consequently, unlike spontaneously formed social spaces, attempts have been made by a few decision-makers to determine how and where the community should use these spaces. As the lifestyle where people couldn't determine what to do became prevalent in urban areas everywhere, the need for such spaces was often overlooked. Until, as mentioned by Leclerca & Poiani (2023), the significance of public spaces became particularly evident as the Covid-19 pandemic (2020) led to restrictions on people's mobility within cities across the globe.

Besides, over the past decade, any doubts regarding the importance and resurgence of public space have been unequivocally dispelled. Citizens have taken to the streets to voice their grievances and demand justice. Cities and regions are using public space not only to reclaim and rejuvenate neglected areas into walkable humane environments but also to adapt these spaces for new purposes and ecological practices, fostering a connection with nature in urban settings. Local communities are actively engaged in grassroots efforts to reinforce their identity, question controversial monuments and symbols from the past, and leverage public spaces to promote diversity and inclusivity. Conversely, the significance, influence, and necessity of public space are evident in its appropriation by the private sector and in public-private partnerships aimed at economic gain. There's also the state's control over access to public space, often used to limit dissent, and the surveillance of public areas to monitor behaviors, which in some cases has pushed societies towards resembling a panoptic state (Mehta & Palazzo, 2020).

According to Henri Lefebvre, urban public spaces serve as dynamic stages that enable various interactions, encounters, and the flow of daily urban activities. These spaces often become the backdrop for transformative events and moments of presence, embodying a "place of exploration and education." They are characterized by an inherent "disorder," where elements of urban life, typically static and unchanging elsewhere, converge freely on the streets and journey towards central hubs, fostering interactions as they depart from their fixed locations (Leclerca & Poiani, 2023). However, cultural traditions, often rooted in urban histories, play a crucial role

in determining how urban public spaces are utilized and what meanings they hold. Moreover, the concept of "rights" concerning public spaces is complex due to the uneven translation of rights, be they legal, political, human, or relating to the broader environment, in different global contexts (Luger & Lees, 2022).

Recognizing the diversity in the concept of public space is crucial, moving beyond the conventional notion of multifunctional public areas. The emergence of innovative urban forms such as shopping and entertainment centers, which blend various functions, rekindles the discourse around public space. Understanding the privatization of public spaces is more fruitful when viewed along a continuum from private to public zones in the urban landscape. This concept is exemplified by various contexts, including home design principles, streets, parks, cafes, and public swimming pools. The tension between the ideal of entirely open public spaces and the reality of differing degrees of public accessibility have been raising questions about inclusivity and the democratic role of these spaces. It also acknowledges the historical impact of social revolutions in broadening public access to these areas and the persistent challenges in regulating and designing them to accommodate diverse populations and activities (Bodnar, 2015).

Urban dwellers worldwide have experienced hardship, irrespective of their location, economic standing, or their city's degree of advancement. City residents encounter difficulties such as space constraints, noise pollution, and the hazards of accidents, which have hindered the feasibility of walking as a means of transportation. Furthermore, these circumstances have also influenced the societal and cultural aspects of urban regions, including the traditional role of urban spaces as meeting points for social interaction and camaraderie (Gehl, 2010). As defined by Mehta (2014), for these spaces to be considered good public spaces, they must be easy to enter and use, with meaningful design and activities that offer a sense of security, physical and environmental comfort, convenience, a sense of representation, and sensory pleasure.

Various stakeholders, including citizens and the private sector, engage in reshaping public spaces for multifaceted purposes, reflecting diverse cultural traditions and evolving urban dynamics. However, challenges persist in ensuring inclusive access and meaningful design, necessitating ongoing discourse and adaptation to meet the evolving needs of urban dwellers globally. In this context, it can be argued that one of the most formidable challenges pertains to the gradual erosion of existing public spaces

over time, thereby posing a significant threat to urban vitality and social cohesion. These spaces, often characterized as "lost spaces," require intervention and revitalization efforts to reintegrate them into the urban fabric effectively.

2.3 Lost Space

Lost spaces are regions that lack appeal and functionality within their surrounding environment and necessitate a reimagining or refurbishment. Such areas are frequently characterized as "anti-spaces" since they do not make a positive contribution to the vicinity (Trancik, 1986). Furthermore, according to Foth (2017), this concept is described as a vacant space that has become insignificant and ceased to have a role within the urban landscape. In such cases, this vacant space doesn't necessarily need a physical barrier, but it becomes unapproachable, almost prohibited, and can even blend into obscurity within the city.

Trancik (1986) suggests that besides automobiles, various other factors, such as the modern movement, zoning regulations, urban renewal efforts, the privatization of public areas, and evolving land use patterns, play a role in the creation of neglected spaces. There are so many types of lost spaces (Figure 2.5) and some can be outlined in the following manner:

- Squares that are unattractive / used only for passing certain areas,
- Unused coastal areas and filling areas,
- Discontinued, abandoned, undefined parcels between residential areas,
- Parking lots designed on a larger scale than requested,
- Low-security, desolate, abandoned or criminal areas,
- Disused overpasses, underpasses, viaducts and their immediate surroundings,
- Gaps that create a negative space effect,
- Large structures that have lost their function (industrial areas, train stations, piers, etc.) and their immediate surroundings,
- Spaces under high-rise buildings,
- Unplanned areas not associated with the environment,

- Green fields, large median strips with no function defined,
- Areas that people avoid to use,
- Designed but degraded areas,
- Neglected urban landscape and unused parklands and
- Space leftover after planning (Trancik, 1986; Lynch, 1990; Winterbottom, 2000; Pagano & Bowman, 2000; Serdoura & Bento, 2005; Groth & Corjin, 2005; Özbek, 2012; Doron, 2007; Zecca, 2019; Altay, 2020; Erġan, 2022).



Figure 2.5 : Photos of lost spaces (Author).

Those engaged in Lost Space have also referred to it using terms such as anti-space, no-man's land, residual space, leftover space, non-places, empty space, indeterminate space, vacant land, abandoned space, and various others. Despite the diverse

nomenclature, these designations share commonalities, foremost among them being the need for a reevaluation of these spaces (Erġan, 2022). Non-places, created under the influence of prevailing ideologies, are characterized by the absence of elements like 'public life,' as elucidated by Sennett, the human interaction and vibrancy noted by Jacobs, 'social practice' as emphasized by Lefebvre, and the potential for frequent use as highlighted by de Certeau. These critiques of spaces and locations, which are often conceived independently of the inhabitants who will occupy and experience them, underscore the distinction between the space depicted in plans and envisioned by planners and the places that are actively lived in, frequented, and experienced by individuals (Altay, 2004).

In the realm of urban planning, these ideas have served as inspiration for movements like the 'city beautiful' and 'garden cities,' and more recently, the initiatives of 'urban renaissance' and 'new urbanism.' These approaches advocate for a revival in compact housing, front porches, pedestrian zones, shared urban resources, diverse communities, and the promotion of numerous public spaces within cities (Amin, 2008). Trancik (1986) proposes that neglected spaces have the potential for rejuvenation, and it is imperative to involve a diverse group of stakeholders, including local authorities, administrators, foundations, designers, practitioners, and users, to enhance these spaces. Users, in particular, play a pivotal role in achieving optimal outcomes for these underutilized areas since they are the primary beneficiaries.

On the other hand, in some cases, variability may occur due to an individual's unique perceptions and emotional responses. Just as not everyone may perceive an object in the same way, the emotions evoked by an object and the collective spatial interpretations among individuals may also differ. Consequently, such differences may have different implications for urban contextual endeavors.

2.3.1 Perception and sense of place

Humans interpret, select, and mentally structure their environment and the physical layout of the city in which they reside. While concepts related to the perception of the environment and urban areas are commonly described as “concepts related to mental representation,” they are inherently connected to concepts concerning physical space (Göregenli, 2010). In this context, the book written by Kevin Lynch contributes

significantly to understanding the perception of citizens, making a profound impact on the field.

In his seminal work "The Image of the City," Kevin Lynch conducted an extensive five-year study focused on the perception and organization of spatial information by urban inhabitants. This research was carried out in three major cities: Boston, New York, and Los Angeles. Lynch's exploration delved into how users perceive and navigate their urban environments, emphasizing the consistent and predictable ways in which individuals tend to organize their cities. He identified five fundamental elements that played pivotal roles in this urban perception: "paths," representing the channels through which people traverse the city; "edges," which denote perceived boundaries like walls and shorelines; "districts," corresponding to relatively large sections characterized by unique identities or characteristics; "nodes," serving as focal points or intersections; and "landmarks," easily recognizable objects that function as external reference points. This groundbreaking publication also introduced the concept of "wayfinding," a technique developed by designers to aid people in orienting themselves within physical space and seamlessly navigating from one location to another, thus enhancing the overall urban experience (Lynch, 1960; Mathew, 2014).

Lynch's influential work is not only revolutionized our understanding of urban navigation and design but also laid the foundation for exploring the concept of "sense of place." By revealing how individuals perceive and organize spatial information within urban environments, his research contributes significantly to the development of a deep and personal connection between people and their surroundings, encapsulated in the concept of "sense of place." His emphasis on the legibility, imageability, and wayfinding elements within cities highlights the crucial role of urban design in fostering a meaningful sense of place. The idea of "mental maps" and the recognition that each individual's perception shapes their unique experience of the city serve as pivotal factors in creating environments that resonate with people on a cognitive and emotional level, ultimately enriching their sense of place within the urban fabric.

Sense of place, often synonymous with the term "genius loci," encapsulates the essence of a location, reflecting its cultural and historical significance as well as the societal aspirations of its inhabitants. It is predominantly cultivated through the accumulation of memories and experiences, encompassing elements such as rootedness, belonging,

meaningfulness, satisfaction, temporal awareness, and emotional bonds. While various scholars approach this concept from different angles, they collectively underscore the importance of place's character in shaping societies. In essence, sense of place emerges as a fundamental human requirement, promoting well-being, feelings of security, and combating alienation and estrangement, ultimately aligning with the objectives of placemaking (Matsunobu, 2018 as cited in Ellery et al., 2021; Kuru, 2015; Aravot, 2002). Over time, the situation where this sense fades away or never exists at all is referred to as placelessness.

2.3.2 Placelessness

In an urban context, "placelessness" refers to the absence of distinct, meaningful, or memorable characteristics in a built environment, resulting in a sense of disconnection or a lack of attachment among its inhabitants. It describes spaces or areas within a city that lack a clear identity or unique features, often due to factors such as urban sprawl, homogenized architecture, or excessive standardization. Placelessness can lead to a feeling of disorientation, disengagement, and anonymity among residents and visitors. It contrasts with the concept of "sense of place," which implies a strong connection, cultural identity, and a meaningful relationship with one's surroundings. Efforts to combat placelessness in urban planning often involve creating or preserving distinctive elements, fostering community engagement, and designing spaces that evoke a sense of belonging and attachment for the people who inhabit them (Lynch, 1960; Jacobs, 1992; Venturi et al., 1977; Relph, 1976; Sennett, 1994). In a designed space, initially, this sense may not exist, but it can emerge over time. There are various reasons for this phenomenon, and in the literature, these spaces are generally defined as "lost spaces".

A profound interconnection exists among perception, the sense of place, placelessness, lost spaces, and ultimately, placemaking. Each of these concepts can be influenced by individual perceptions, and placelessness can often lead to the creation of lost spaces. In order to restore a sense of place, revitalizing lost spaces becomes essential, and this is where placemaking comes into play as a solution. Through thoughtful placemaking interventions, lost spaces can be transformed into vibrant and inclusive environments that foster a sense of belonging and community engagement, thereby enriching the overall urban landscape.

2.4 Bringing Back What It Was or Reviving It: Placemaking Phenomenon

"The streets were alive with children playing, people shopping, people strolling, people talking; had it not been a cold January there would surely have been people sitting." (Jacobs, 1992).

Over time, cities worldwide have seen a decline in the vibrancy of their public spaces, as Jane Jacobs pointed out more than sixty years ago in the context of American cities. This phenomenon can be attributed to various factors, including urbanization, the prioritization of motorized transportation over pedestrian-friendly urban design, commercialization, and the challenges posed by rapidly changing societal dynamics. As a result, public spaces, which were once bustling hubs of community life and social interaction, have experienced a gradual erosion of their vitality (Jacobs, 1992; Trancik, 1987). Addressing this issue and revitalizing public spaces is now a critical concern for urban planners, architects, and communities globally. But first, it is important to understand what public space is and how it is characterized.

In his study Kurt Iveson (1998) took public spaces account into four model which are ceremonial model of public space, the community model of public space, the liberal model of public space and multi-public model of public space. The Ceremonial model of public space underscores the role of grand, state-owned spaces for formal events, like national celebrations, but highlights that state ownership doesn't guarantee accessibility and order is vital for their symbolic function. The Community model, on the other hand, focuses on public spaces fostering community interactions, yet acknowledges the challenges related to cultural homogeneity, social inequality, and recognizing diversity. The Liberal model promotes open, accessible public spaces for citizen participation, but risks replicating exclusion and reinforcing rigid norms of "proper" behavior. Lastly, the Multi-Public model celebrates diversity in public spaces, recognizing subaltern or counter-publics, and encourages spaces accommodating various groups and activities, but it needs a more spatially oriented approach to address complexities (Iveson, 1998). The Multi-Public model of public space dissociates in terms of sustaining needs of every users. This is the model that should be encouraged and supported today by including the involvement of users in the process.

Public space users can have both passive and active interactions with it, evaluating aspects like design, maintenance, and safety. Their active engagement can involve spontaneous interactions with the physical environment and fellow users, adhering to social norms. This active interaction can include adaptation, reproduction, and appropriation of public space to meet their needs, provided such actions are permissible. The degree of a space's "publicness" often correlates with the extent to which users appropriate and engage with it (Leclercq & Pojani, 2023). At this juncture, it can be asserted that, based on Gehl's (1987) study, human activities are delineated into three distinct categories within public spaces: necessary, optional, and social. The necessary activities encompass essential endeavors such as commuting, grocery shopping, and the conveyance of children to educational institutions. Optional activities encompass discretionary pursuits such as taking a leisurely stroll or visiting acquaintances. Social activities encompass any engagements facilitating social interaction, typically manifesting as a consequence of either necessary or optional activities.

Public spaces serve as common areas where people pass through, meet, engage in recreational activities, socialize, and more. These spaces exist beyond the boundaries of our homes, schools, workplaces, etc., making them crucial areas that warrant attention and care. Placemaking is a phenomenon that centers on enhancing the quality and functionality of such spaces.

Influential works authored by Jane Jacobs, Herbert Gans, and William H. Whyte emphasize the importance of public spaces in the vitality and effective functioning of cities, underscoring the role of individuals in transforming spaces into meaningful places (Foth, 2017). In recent years, the concept of placemaking has gained substantial attention from planners, community development organizations, and practitioners who aim to emphasize its significance in fostering sustainable economic, social, and environmental development within urban areas. Organizations like Project for Public Spaces (PPS), Main Street, the Urban Land Institute, and Smart Growth America have played pivotal roles in highlighting the importance of reinvesting in existing communities rather than promoting urban sprawl. As a result, placemaking strategies have gained prominence, particularly in the revitalization of distressed urban neighborhoods and enhancing the quality of life for residents (Ellery et al. 2020).

Placemaking entails the collaborative transformation of public spaces into vibrant community hubs, emphasizing the relationship between people and the places they share. It goes beyond enhancing urban design by encouraging creative patterns of use while preserving the distinct physical, cultural, and social identities of a place. This process aims to harness existing and potential local assets, express a sense of place, ensure human-scale attributes (historical, natural, cultural), maintain urban spaces' clarity, promote pedestrian accessibility, and stimulate the qualities of an appealing downtown. Placemaking serves the dual purpose of connecting people and providing security, aligning with the principles of sustainable design. It involves recognizing and responding to the current and future needs of communities, shaping planning and urban design processes based on the site's unique characteristics. In essence, placemaking is about crafting high-quality places that cater to various aspects of human life, including living, working, recreation, and education (PPS, 2016; Aravot, 2002; Kuru, 2015; Wyckoff, 2014).

As it is understood above statements that there are so many definitions of placemaking, but as Sweeney et al. (2018) indicates that it is generally understood as the process of reshaping the space to make it more attractive and useful and to create a sense of place. The organization Projects for Public Spaces (PPS) was founded by Fred Kent and Kathy Madden in 1975, to demonstrate the significance of public spaces. They have organized, prepared, supported and attended numerous placemaking actions, besides trying to define how a great place could be achieved (Figure 2.6). To clarify the understanding of placemaking, they defined what placemaking is and what it isn't. Placemaking is: (I) community oriented, (II) visionary, (III) function before form, (IV) adaptable, (V) including, (VI) focused on setting goals, (VII) binding specific, (VIII) dynamic, (IX) interdisciplinary, (X) converter, (XI) flexible, (XII) collaborator and (XIII) social. But it isn't: (I) top down, (II) reactionary, (III) design oriented, (IV) exclusionary, (V) car centered, (VI) monotonous & ordinary, (VII) still, (VIII) discipline oriented, (IX) one-dimensional, (X) subject to regulatory controls, (XI) cost/benefit analysis and (XII) project oriented. PPS (2007) outlines four key attributes (Figure 2.6) for creating a great place. A place should (a) have good accessibility and strong connections to other significant locations in the vicinity, (b) offer comfort and convey a positive image, (c) draw people to participate in events, and (d) establish social settings that encourage people to gather and revisit. Conversely, there is a

perspective that sees placemaking not as a means to maximize commercial benefits and efficiency but, influenced by Lefebvre's concept of the "right to the city," as a method to instigate profound social transformation and urban rejuvenation through community-driven democratization (Foth, 2017).

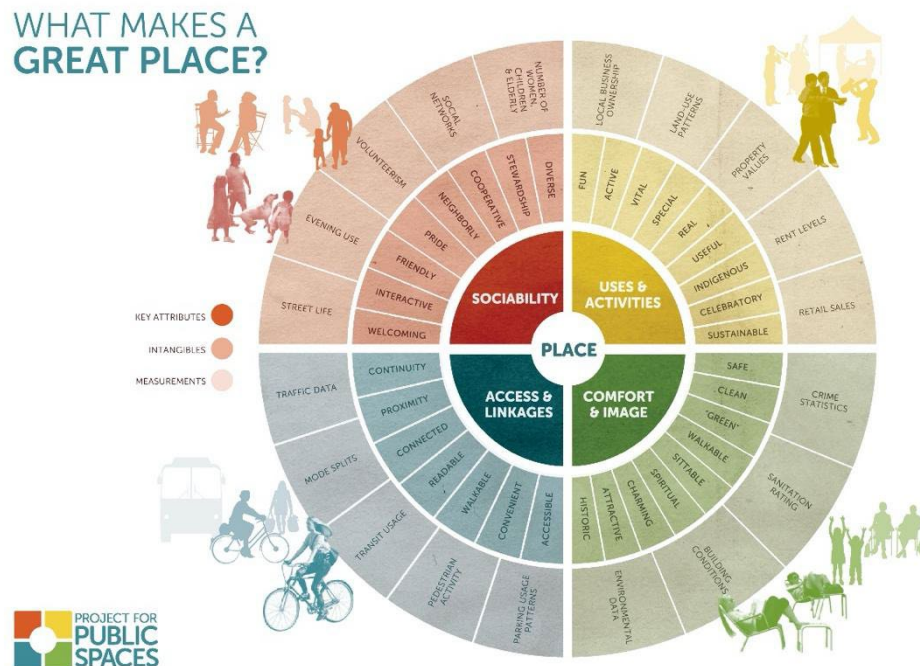


Figure 2.6 : What makes a great place (Project for Public Spaces, 2016).

2.4.1 Placemaking types

Placemaking can be categorized into various types, yet all placemaking endeavors can be considered as a fundamental form known as standard placemaking (Wyckoff et al., 2015). While some researchers distinguish standard placemaking into types such as tactical, creative, strategic and transformative placemaking, standard placemaking serves as the overarching concept, differing from these types in terms of physical characteristics, land uses, functions, and social opportunities. “Standard placemaking” encompasses various elements and involves the process of creating high-quality environments that attract people for various activities such as living, working, playing, shopping, learning, and visiting. It represents a gradual, long-term approach to enhancing the quality of a place through projects and events, ultimately resulting in a strong sense of place (Wyckoff et al., 2015).

In addition to standard placemaking, there exist distinct types, including tactical, creative, strategic, transformative, and interactive placemaking. “Tactical placemaking” refers to modest-scale enhancements initiated by local individuals or groups. Terms like "Guerrilla Urbanism," "Pop-up Urbanism," "City restoration," "D.I.Y. Urbanism," or "Lighter, Quicker, Cheaper" all fall under this category. These initiatives aim to enhance the quality of life on a small-scale, whether it's at the street, block, or building level. They can serve as a means to garner support for more extensive or enduring placemaking projects, whether they are standard, creative, or strategic in nature. What makes this possible is that these actions are short-term in nature but have the potential to bring about long-term change, all while carrying lower risks and costs (Lydon & Garcia, 2015).

Non-profit organizations, both public and private, orchestrate artistic and cultural events that shape the physical and social attributes of a place. This practice is commonly referred to as “creative placemaking”. Additionally, it leads to the development of lively public and private areas, architectural elements, and street layouts, as well as local businesses at various scales, from neighborhoods to towns, cities, or regions. The overarching objective is to establish a presence for art, culture, and creative expression within the built environment (Wyckoff et al., 2015).

“Strategic placemaking” aims to foster local economic development by attracting skilled professionals to a particular area. This process concentrates on specific projects or initiatives in designated places and prioritizes a range of elements, including quality, sustainability, human-scale design, pedestrian and cyclist friendliness, safety, mixed-use development, green areas, diverse housing choices, preservation of historical structures, public spaces, and extensive community involvement (Wyckoff et al., 2015).

“Transformative placemaking” advocates that efforts in placemaking to promote inclusive development have made progress but are hindered by outdated structures that struggle to adapt to evolving needs, limiting their ability to address unequal growth patterns effectively. On the other hand, it is characterized by its scope, scale, and level of integration. It seeks to create economically valuable destinations that encompass various aspects of urban life, not only in well-resourced areas but also in those often overlooked. Its scope goes beyond traditional placemaking, striving to reshape the relationship between place and economy. This type operates on a larger geographic

scale, focusing on specific subareas where economic and infrastructure assets face place-based challenges. This approach necessitates an integrated strategy that breaks down siloes between various fields, aiming to nurture regional economic ecosystems, support accessible built environments, create vibrant social spaces, and establish locally organized civic structures (Vey & Love, 2019).

The emergence of interactive public installations that harness technology has revolutionized community engagement and the collection of public perspectives, offering an innovative approach beyond traditional placemaking. These installations facilitate user interaction through technology, enhancing the overall place experience. This fusion of media, ubiquitous computing, and an active urban population presents novel avenues for urban planning agencies to connect with city residents. This fusion of technology and interactivity in enhancing place experiences is termed "interactive placemaking" (Mathew, 2014). An essential challenge in this interactive approach is the development of a framework to guide the design of interactive elements that effectively engage citizens (Mathew, 2014).

Placemaking initiatives are increasingly diversifying in their typology, encompassing both temporary and permanent interventions. Nonetheless, their overarching objective remains consistent: to transmute public spaces into dynamic, inclusive, and utilitarian environments that resonate with the aspirations, preferences, and cultural identities of the community. This multifaceted process entails active engagement with stakeholders, fostering collaborative partnerships, and implementing innovative design strategies aimed at increasing the quality of life, fostering social cohesion, and cultivating a sense of communal ownership within the urban landscape. Ultimately, placemaking initiatives aspire to revitalize lost spaces, fortify community bonds, and foster the holistic well-being and enduring sustainability of the built environment.

2.4.2 Confusions on placemaking

In their study, Ellery et al. (2021) advocate that conceptual ambiguity of placemaking should be resolved by creating a clear framework. On the other hand, Wyckoff (2014) is optimistic about the growing adoption of placemaking as a method to enhance the quality of diverse locations within a neighborhood. This, in turn, contributes to the betterment of the broader community and region encompassing these areas. Nonetheless, he also adds that the multifaceted interpretations of the term can lead to

confusion and conflicting definitions, ultimately diminishing the concept's effectiveness and its ability to assist neighborhoods and communities in envisioning and realizing a more promising future.

As noted by Richards (2017), events held in specific locations may require a strategic approach. In the realm of placemaking, this strategic approach is frequently linked to terminologies like "strategic placemaking" as proposed by Wyckoff and "sustainable placemaking" as outlined by Palermo and Ponzini. Consequently, placemaking often involves overlapping categories or similar concepts expressed with distinct adjectives. Rather than complicating this phenomenon and causing confusion within communities, there is a pressing need for simplification in order to facilitate the global advancement of placemaking. Similarly, Ellery et al. (2021) mention that the absence of a unified definition for the term "placemaking" persists, and there is no clear correlation between the nationality of the article, the spelling of "placemaking," or the professional discipline employing the term and a consistent definition or explanation of placemaking. This uncertainty is why this thesis primarily utilizes "placemaking" alone while incorporating it into a mobile application. The process of establishing placemaking shouldn't be excessively complicated, as it ultimately benefits the public.

Ellery et al. (2021) outline three fundamental principles of placemaking. Firstly, they emphasize that the placemaking process fosters a connection between community members and the places where they live, work, and socialize, often referred to as an individual's "sense of place." Secondly, they note that an individual's "sense of place" can be either positive or negative. Thirdly, they discuss the continuum of placemaking, which ranges from changes imposed on individuals to changes they actively contribute to. This third principle is of particular interest, as it suggests that the level of community engagement in the placemaking process can significantly impact the development of a positive sense of place among community members involved.

We, as planners, architects, and landscape architects, often focus on designing places by considering various data. However, what we frequently overlook is the extent of user participation and their overall experiences. Even when we do consider these factors, the question remains: to what extent have we adequately addressed them?

2.5 Role of User Participation and User Experience

Before delving into the concepts of user participation and experience in placemaking projects, it would be beneficial to elucidate what these concepts entail in order to comprehend the perspectives in these projects.

2.5.1 User participation

Christopher Alexander (1979) suggests that the most successful cities and their public spaces are those that naturally evolve through the input of their citizens, which contrasts with the prevalent approach today, where public spaces are predominantly shaped by designers or decision-makers, particularly in the case of Turkey. Although there are instances of user participation through public project competitions where juries select three projects for equal awards, which are then presented to the public for their input, the degree of actual participation remains questionable. On the other hand, the participatory planning approach involves engaging the public through meetings in the planning processes, and in this context, the decisions made within planning carry greater weight than the design of public spaces. Therefore, understanding the various dimensions encompassed within the concept of user participation is of significant importance.

Public participation in urban planning has been a longstanding and widely discussed topic. Arnstein (1969) likens citizen participation to eating spinach, no one is against it in principle because it is good for you. However, it can be argued that the critical question pertains to whether one engages in it and, if so, the manner in which they do so. Various definitions highlight the multitude of differing perspectives and domains associated with this concept. Arnstein (1969) states that citizen participation signifies the reassignment of power, allowing marginalized citizens, who are currently excluded from political and economic processes, to actively partake in decision-making regarding information dissemination, goal-setting, resource allocation, program operation, and the distribution of benefits, ultimately promoting substantial social reform for their inclusion in the benefits of an affluent society. Furthermore, Muller and Kuhn (1993) indicates that participatory design encompasses diverse theories and practices focused on collaborating with users and stakeholders in the design of social systems, including computer systems used in human work.

However, it is not a steadfast rule that participation will invariably lead to a positive process or outcome. Participation allows the public to express their individual concerns rather than collective interests but may complicate achieving consensus, potentially leading to tokenism where public input is disregarded (Dola & Mijan, 2006). On the other hand, one common misconception about the connection between participation and power, as pointed out by Painter (1992, as cited in Lane, 2005), is the assumption in these analyses that policy and planning decision-making occurs at a specific, conclusive stage, when, in reality, it often lacks a clearly identifiable or singular "point of decision." Thus, in community participation, the effectiveness of participation programs can be hindered if ordinary individuals are not adequately trained and equipped with the necessary skills and knowledge to engage effectively (Dola & Mijan, 2006).

Arnstein (1969) elucidated the levels of participation, delineating the significance of different degrees of involvement. The eight-rung typology of citizen participation levels (Figure 2.7), begins with non-participation levels like manipulation and therapy, followed by tokenism levels such as informing and consultation. Higher rungs include placation, partnership, delegated power, and citizen control, with the ladder illustrating various degrees of citizen participation, empowering the have-nots to seek responsiveness and change from the powerful, with applications extending to various domains like urban renewal, education, and institutions.

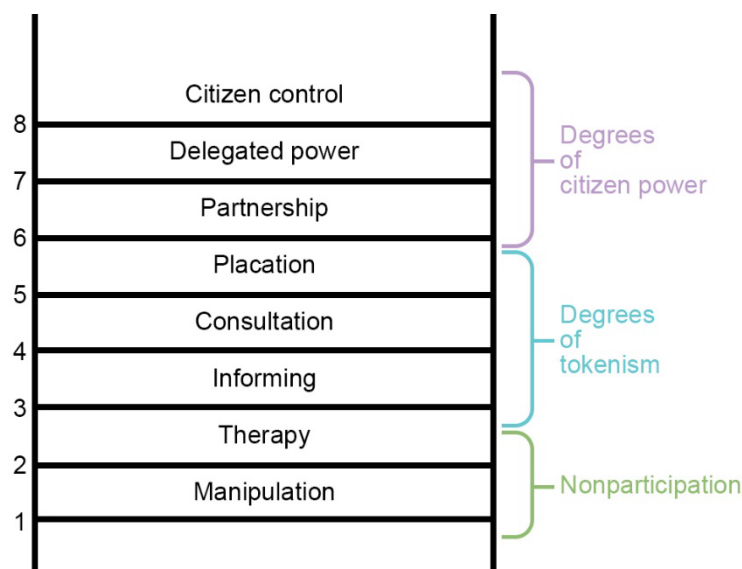


Figure 2.7 : Eight Rungs on a Ladder of Citizen Participation (reproduced by author from Arnstein, 1969).

Achieving equal and democratic participation in sustainable development planning requires involving all levels and groups, including local authorities, throughout the planning process, emphasizing the importance of distributing power equally among participants involved in local plan preparation (Dola & Mijan, 2006).

2.5.2 User experience

User experience exhibits parallel interpretations across diverse professional domains, each marked by distinct definitions and methodologies tailored to their respective objectives. It is defined in product design as that “user experience” encompasses all aspects of the end-user’s interaction with the company, its services, and its products (Norman & Nielsen, 1998). In the field of urban planning it can be said that it encompasses all aspects of the public’s interaction with the urban environment, its services, and its products. Furthermore, Mathew (2014) delineates user experience as a specific path within a scenario or interaction involving a product, service, or system, and within the fields of Human-Computer Interaction (HCI) and design, it is frequently described as the emotional, physical, and perceptual journey of a user during these interactions. In addition, he assembles various classifications of experiences in various fields relevant to interactive placemaking, which aligns with the thesis topic. Hence, it's crucial to consider aspects like the subject's perception, the object's contextual framework, the spatial dynamic between the subject and object, and the subject's interaction with the object concerning subject-object relationships.

Moreover, it should not be forgotten that user experience is focused on the collective experience of the product's intended user group, acknowledging that individual users may have differing subjective experiences. Chi & Liu, (2020) create a multi-dimensional concept which is influenced by the product type and is categorized based on established aspects from user experience questionnaires, particularly emphasizes emotional, interactive, and visual experiences in user experience design. Emotional experience involves creating a deep psychological connection with users, allowing them to express their inner feelings through the site, resulting in strong emotional recognition encompassing immersion, novelty, beauty, and trust. Interactive experience prioritizes user interaction across the entire browsing and usage process, emphasizing customization, efficiency, intuitive usage, and control. Visual experience

focuses on the audio-visual presentation, aiming to provide a comfortable environment through quality content, color, sound, and layout (Chi & Liu, 2020).

2.5.3 Placemaking projects

Upon closer examination, user participation and experience are concepts that significantly overlap. Placemaking contends that projects executed without user participation are likely to fail, while user experience, drawing from the data it gathers, defines spaces by developing alternatives. Both of these concepts are frequently encountered in various fields, stemming from the subject (human) - object (product, public space, etc.) relationship. In many placemaking projects, it is unsurprising (given that user participation is fundamental to placemaking) to encounter both user participation and user experience. The approaches to participation and experience in the listed projects, such as Pavements to Parks, Open Streets, Parking Day, Urban95, and Reimagining Arnolds Creek, are elaborated as follows (Figure 2.8):



Figure 2.8 : Placemaking experience-participation photos (Lydon et al. 2012; Rebar Group, 2009 ; Urban Land Institute. 2020; Brown et al., 2019; Coombs, 2012; Davidson, 2013; Littke, 2016; Url-8).

Pavements to Parks: Cities in the United States are repurposing car-centric spaces into parks and open areas through pavement-to-parks initiatives. This transformation aims to strengthen community connections, promote sustainability, and improve park access, particularly in underserved neighborhoods. Successful conversions require collaboration among public leaders, residents, developers, designers, and nonprofit organizations, offering substantial benefits for both real estate development and local communities (Urban Land Institute, 2020). Pavement to Parks encourages community involvement by turning underutilized pavement into vibrant public spaces. Local communities, businesses, and residents often have a say in the design and programming of these spaces.

The methods for revitalizing a park can vary, such as through community involvement like Chicano Park in San Diego, dedicated leadership as seen in Norman B. Leventhal Park in Boston, or the commitment of a city planning department like in Dutch Kills Green and the Queensboro Bridge Greenway in Queens, New York; nevertheless, the key is the capacity to envision a more environmentally friendly, healthier, and sustainable future in formerly car-focused areas. Data collection and analysis play a vital role in shaping decisions and strategies for projects like the Porch at 30th Street in Philadelphia and Canal Park in Washington, D.C., as they use data to secure support from stakeholders, assess program popularity, and improve the overall user experience, ensuring more enjoyable and effective future visits (Urban Land Institute, 2020).

Open Streets: The Open Streets Project, a collaborative effort between the Alliance for Biking & Walking and The Street Plans Collaborative, aims to foster the exchange of information about open streets and promote the growth of such initiatives in North America. Originating in 2010, the project was born out of the need for a centralized platform to access information and best practices for open streets initiatives, leading to a partnership between Street Plans and the Alliance to engage local advocates and organizers. This initiative serves as a resource for both newcomers and experienced organizers, encouraging them to learn from similar efforts in other cities and share valuable insights, resources, and materials through individual initiative blogs (Alliance & Street Plans, 2012). Open Streets programs, which involve the temporary closure of streets to cars and encourage community participation in activities, foster physical activity, social interaction, and community engagement, leading to positive user experiences.

Park(ing) Day: Park(ing) Day is a creative event that reimagines public spaces, drawing attention to local issues and often overlooked aspects of urban life, delivering messages through fun and accessible activities. This initiative originated in San Francisco in 2005 when the design collective Rebar addressed the lack of green space in the city by creatively transforming parking spaces into interactive areas. Since then, Park(ing) Day has gained global traction, with 850 documented "parks" in 183 cities across 30 countries and six continents, highlighting its widespread impact (Coombs, 2012). Park(ing) Day, celebrated annually on September 15th, is a worldwide grassroots event in which individuals and small groups temporarily convert parking

spaces into public areas, offering a distinct experience for participants and passersby who can appreciate imaginative, interactive installations, with the quality of user experience being shaped by the inventiveness and dedication of the participants. According to Davidson (2013), Park(ing) Day's approach, operating within legal limits, briefly occupying parking spaces (limited to the meter's two-hour timeframe), and posing "What if?" questions, stood out as a less invasive yet successful tactic. While it played a part in inspiring parklets, their development was the result of collaborative efforts across various sectors over five years, contributing to a larger urban transformation.

Urban95: Urban95 is a global initiative that envisions cities from the perspective of a healthy 3-year-old child, with the objective of enhancing urban planning, public services, and infrastructure worldwide. This program, spearheaded by the Bernard van Leer Foundation, encourages cities globally to engage in discussions and investments aimed at creating more child-friendly environments. Urban95 programs are not limited to specific cities; they can be found in various locations around the world, fostering collaboration with local decision-makers to improve urban spaces for young children. Additionally, the Urban95 Academy, developed in partnership with the London School of Economics and Political Science, offers municipal leaders from different regions an online leadership program to develop strategies and initiatives that enhance the quality of life for babies, toddlers, and caregivers. Successful cities may receive further support and become part of the global Urban95 network (Brown et al., 2019; Gürdoğan et al., 2018; Bernard van Leer Foundation, The London School of Economics and Political Science, and LSE Cities, 2023). Urban95 is a global initiative that prioritizes the well-being of young children and their caregivers in urban design and services, fostering community consultation to create safer, more enjoyable, and accessible urban environments, thus enhancing the user experience for families.

Reimagining Arnolds Creek: The Re-imagining Arnolds Creek project involves the upgrade of a 1400-meter section of the creek in Melton West, Melbourne, through collaboration between Melbourne Water, Melton City Council, DELWP, Western Water, and community representatives. This initiative employs extensive community engagement, combining online and in-person activities, to capture feedback and ideas for redesigning the open space. The insights gathered from the community are used to

co-design a desirable, sustainable, and safer open space that aligns with local preferences and flood mitigation goals (Melbourne Water, 2018).

The project involved comprehensive community engagement, combining online and face-to-face activities. These activities included distributing newsletters, launching an online Your Say website, participation at community events, and setting up a pop-up information stand. A Community Advisory Group was established to capture diverse views, providing local knowledge, ideas for redesigning the creek, and feedback on preferred options. Online feedback via surveys and social media generated insights and priorities from the community. Face-to-face interactions allowed residents to engage in conversations and share their ideas, preferences, and priorities, with a preference for naturalizing the creek, improving connections, adding shade and seating, creating open spaces and play areas for children, and addressing flood mitigation. These insights informed the project's vision and goals (Melbourne Water, 2018). The success of projects like "Reimagining Arnolds Creek" hinges on the active participation of local communities, environmental organizations, and government agencies, as stakeholder input plays a vital role in shaping the creek's transformation, which, in turn, has the potential to improve the local residents' quality of life by enhancing the natural environment and offering recreational opportunities.

2.5.4 Design and user experience

Within the urban environment, one of the most conspicuous domains that allows for the direct observation of user experience pertains to the design of pedestrian pathways. As illustrated in Figure 2.9, it becomes evident that neglecting user experience considerations in the execution of physical designs for public spaces lead to the organic formation of user-created routes. Consequently, it becomes imperative to instate user-centric pathways when conceiving the layout of various urban public spaces. This is especially vital for places like inner-city parks and squares which consist high density of pedestrian movement and differ from designated leisure sites located beyond city limits, such as picnic areas, city forests, or purpose-designed parks. As delineated in Figure 2.9, illustrative instances of user-generated pathways and their integration into design are evident, as exemplified by the pedestrian thoroughfares at Ohio State University. These pathways, often referred to as "desire paths," find definition in the terminology coined by Robert Macfarlane within his treatise, "The Old Ways: A

Journey on Foot" (2012). Macfarlane explicates that desire paths manifest as routes and trails gradually shaped by the preferences and footfalls of pedestrians, notably those trajectories that deviate from intentional urban design or planning paradigms. In his discourse, Macfarlane designates such paths as "free-will ways." Alternative nomenclatures for these user-forged pathways include "desire lines," "pig trails," and "Olifantenpad" (elephant paths)." (Macfarlane, 2012; Bramley, 2018; Url-9).



Figure 2.9 : Desire paths (Author; Url-9).

Jane Jacob (1958) advocates that *“There is no logic that can be superimposed on the city; people make it, and it is to them, not buildings, that we must fit our plans.”* While observation remains a fundamental method for capturing user experiences within urban contexts, it is important to acknowledge its limitations, particularly in gauging aspects as subjective as pedestrians' intentions. Sole reliance on observations can introduce subjectivity and inaccuracies. Hence, the integration of user surveys can serve as a valuable complement to foster consensus and provide essential feedback. Furthermore, for data beyond the scope of user inquiries, such as specifics on pedestrian movement direction, velocity, and duration, empirical evidence gathered through systematic observation proves invaluable. Importantly, both of these methods stand to benefit from ongoing technological advancements, marking the continued evolution of these approaches.

Indeed, there exists a multitude of illustrative instances showcasing the integration of digital systems to facilitate user participation and leverage their experiences. These extant examples not only serve as testaments to the current utility of digital technologies in enhancing user experience but also offer insights that may guide forthcoming digital innovations in urban design.

2.6 Community Engagement with Digitalization

With the progression of technology, discernible transformations have manifested in urban life, particularly in components such as navigation and information dissemination. Illustrative instances encompass video advertising billboards, dynamic directional signage, indicators for available parking spaces, among others. Concurrently, interactive installations have progressively become ingrained in the fabric of urban existence. Moreover, the public accessibility of digital art and games, unfettered by charges, facilitates social participation across diverse societal strata, thereby fostering social cohesion and inclusivity (Badel & Baeza, 2021). In tandem, various mobile and web applications are undergoing development to enhance urban living and/or institute civic initiatives. The convergence of the digital realm with societal domains renders the city more comprehensible, enjoyable, secure, and sustainably attuned to user needs. It is noteworthy that dimensions of participation and the experiences derived from such exemplary projects may exhibit variations. However, prior to delving into the examples, it is essential to grasp certain concepts as they bear considerable significance for the approach taken in this thesis.

Human-Computer Interaction (HCI), defined as the study of how people interact with computer technology and how to design technologies that let humans interact with computers in novel ways, holds a pivotal role in the realm of urban design and placemaking. It facilitates the convergence of technology with human experiences, thus instrumental in shaping city spaces that are more profound and captivating. HCI researchers actively collaborate with urban designers to pioneer innovative approaches that enhance urban environments, nurturing community attachment, enhancing the legibility of cityscapes, and intensifying the richness of human experiences. By harnessing the potential of interactive media and design, HCI becomes a driving force behind the transformation of urban areas into more vibrant and treasured spaces, consequently enhancing the overall quality of life for city residents (Freeman et al., 2019).

Interactive public displays (IPD) are electronic screens increasingly replacing static signs in public spaces, extending the domain of multimedia beyond personal devices. While they apply traditional Human-Computer Interaction (HCI) principles like usability and affordances, these displays face unique challenges. They must effectively

capture the attention of passers-by, motivate interactions, and navigate the complexities of public settings. To address these issues, interactive public displays often employ metaphors beyond traditional 'posters' and various attention-grabbing strategies to engage and interact with the public effectively (Müller et al., 2010). Civic participation in urban planning has traditionally been limited in reach, often excluding 'hard to reach' demographics. Digital screens offer a promising avenue for more inclusive civic engagement, ensuring a broader section of the local community can participate without significant time or effort, ultimately contributing to diverse perspectives in urban planning decision-making processes (Tomitsch et al., 2015).

Interaction design is all about how people interact with technology, aiming to make sure users understand what they can do, what's happening, and what just happened. It integrates insights from psychology, design, art, and emotion to create a positive and enjoyable user experience (Norman, 2013). On the other hand, User-Centered Design prioritizes the user's perspective throughout the design process, aiming to create intuitive, user-friendly products that align with users' needs and mental models. It emphasizes principles such as visibility, simplicity, and error recovery to enhance usability and overall user satisfaction (Abrás et al., 2004).

There are some projects linked to these terms (Figure 2.10), City Fireflies, Alfombras Mágicas, City Layers and Participatory Concept Design for Kabataş Transfer Center and Its Vicinity.

2.6.1 Digital placemaking examples

"City Fireflies" is a digital facade game in an urban public space where players use their cellphones or portable light sources to eliminate invading creatures on the Plaza de las Letras facade. The game has three difficulty levels and encourages collaborative play in low light conditions, utilizing a computer vision system with openCV and open Frameworks for image recognition (Url-10).

Similarly, "Alfombras Mágicas 2021" consists of four interactive light carpets, each measuring 17 meters by 15 meters, projected onto the ground at nightfall in Matadero. Inspired by biology and the shapes of micro-organisms, the installation features organic universes of cells transitioning into pixelated, constructivist compositions. Visitors' movements influence the ever-changing visuals, creating a dynamic and immersive experience reminiscent of the psychedelic art of the 1960s and 70s. The

artwork pays homage to Spanish craftsmanship and takes viewers on an imaginative journey through a magical and colorful world, akin to the tales of "One Thousand and One Nights" (Url-11).

On the other hand, the "City Layers: Citizen Mapping as a Practice of City-Making" project, funded by the Austrian Science Fund, introduces a modern city mapping framework that focuses on citizen experiences in urban design. They've created the City Layers app to collect citizens' subjective input on various aspects of their cities. This approach aims to democratize and diversify city development, promote citizen engagement, and provide a platform for collective knowledge and better communication between citizens and urban planners (Url-12).

In "Participatory Concept Design for Kabataş Transfer Center and Its Vicinity" project revolves around an extensive urban design and planning study centered on the Kabataş Transfer Center and its surroundings. This research involved 348 participants actively engaging in mapping urban elements. Their contributions facilitated node analysis, query matrix creation to understand interrelationships among these elements, and a comprehensive clustering analysis. The study delivers a holistic perspective on urban design and user preferences in Kabataş. These insights are pivotal in guiding future urban planning and design in the region, emphasizing a user-centric approach that caters to the community's needs and preferences (İBB, 2021).

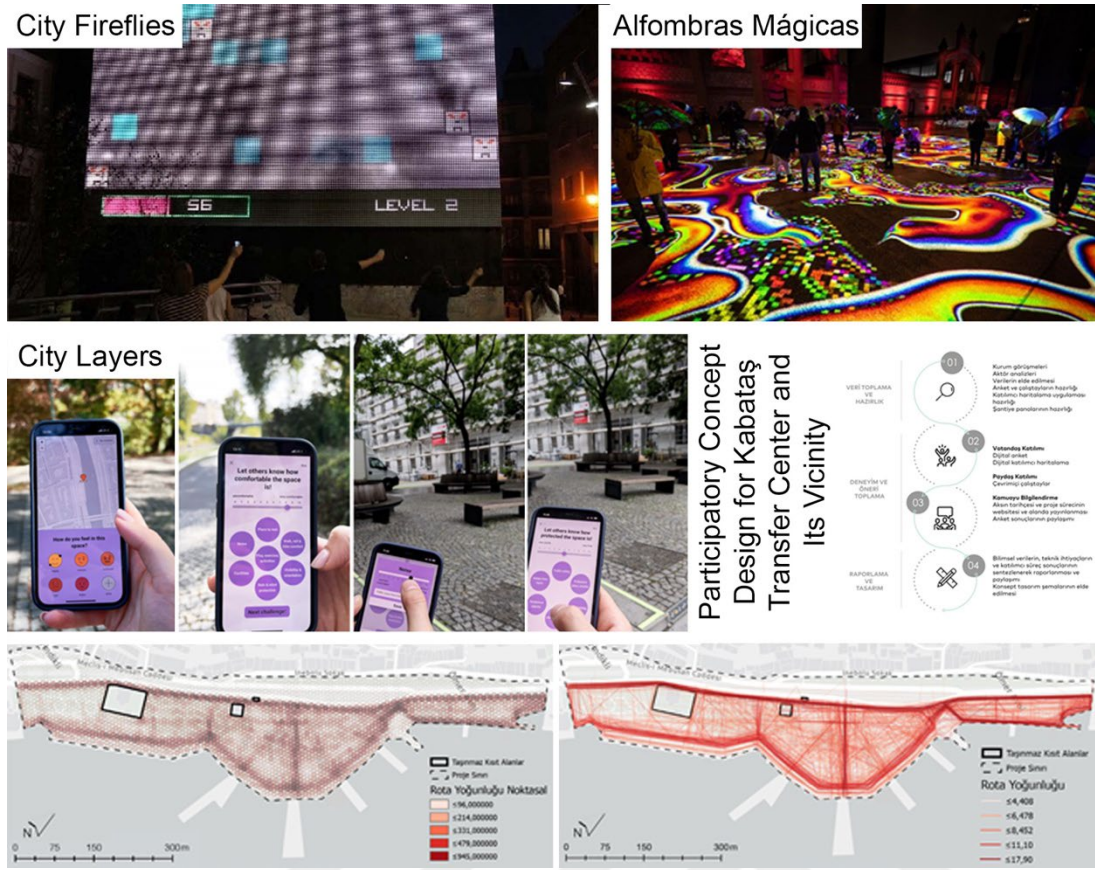


Figure 2.10 : Digitalized project examples (Url-10; Url-11; Url-12; İBB, 2021).

The mentioned projects exemplify the interdisciplinary impact of technology in urban design and its integration with Human-Computer Interaction (HCI), interactive public displays, and user-centered design principles. "City Fireflies" and "Alfombras Mágicas 2021" showcase the potential of interactive installations in transforming urban spaces into dynamic, collaborative environments. The former engages participants in a digital facade game, utilizing computer vision for image recognition, while the latter features interactive light carpets influenced by biology and micro-organisms, offering a visual spectacle that responds to visitors' movements. The "City Layers" project introduces a modern city mapping framework, emphasizing citizen experiences in urban design through the City Layers app. By collecting subjective input, the project aims to democratize city development, foster citizen engagement, and enhance communication between citizens and urban planners. This initiative reflects the principles of HCI, focusing on user experiences and participatory design for more inclusive and diverse urban development. The "Participatory Concept Design for Kabataş Transfer Center and Its Vicinity" project further emphasizes user-centric design by involving 348 participants in mapping urban elements. The study's

comprehensive approach, including node analysis, query matrix creation, and clustering analysis, provides valuable insights into user preferences and urban elements in Kabataş. These insights play a crucial role in guiding future urban planning, highlighting the importance of user-centric approaches in creating inclusive and community-oriented urban spaces. Overall, these projects demonstrate the transformative potential of technology and user-centered design principles in shaping vibrant and user-friendly urban environments.

2.6.2 Creating a mobile application

Comprehending urban language is essential for individuals to navigate the city effectively and determine their satisfaction or dissatisfaction in everyday communication situations, ultimately shaping their user experience (Farkas, 2020). As Kürkçüoğlu (2016) points out that given the rise of technology and the decline in face-to-face interactions today, it's crucial to ensure public spaces serve their purposes effectively. To meet this challenge, prioritizing spatial solutions that boost user engagement, incorporate diverse social and cultural activities, and encourage in-person connections is essential. In the design process, the primary focus should be maximizing interaction between users and their environment, with user participation to create a strong sense of belonging, including identifying user needs, considering diverse actions, and fostering trust and comfort. The dynamic interaction between humans and their environment calls for flexible and adaptable design solutions responsive to both temporal and human factors.

According to the Household Information Technologies Usage Survey published by TURKSTAT in August 2022 (Url-13), in Turkey, the percentage of households with internet access is 94.1%, while the percentage of individuals using the internet is 85%, with 82.7% of them identified as regular internet users. Furthermore, Turkey, with its dynamic young population, exhibits one of the world's highest levels of mobile phone addiction, especially as smartphone ownership increases, leading to users checking their phones an average of 70 times a day and actively engaging in photo-taking and sharing, as highlighted by a 2015 Deloitte survey. Then why don't we use one of the applications on our phones to improve the environment we live in to a better state (the state that most of us, the majority, desire)? Mitchell (1996, as cited in Badel & Baeza, 2021) raises the query about the interconnection between virtual and physical public

spaces, proposing that contemporary public spaces need to adapt to evolving social dynamics and developments. This situation and the physical alterations in the space can be implemented through a mobile application. In this section, we will seek answers to the question of how a mobile application interface can be designed for the comfortable and effective use by urban residents.

The term “service design”, when viewed from a product design perspective, involves creating service interfaces for intangible products that are not only useful, profitable, and desirable from the customer's viewpoint but also effective, efficient, and distinct for the provider. It's a creative process that centers on the end user's experience, recognizing that services are intangible experiences conveyed through various touchpoints, making it necessary to design them based on user perceptions, expectations, and needs. Service design may involve incorporating one or more products as part of the overall user experience and is an ongoing process that emphasizes user feedback and continuous updates (Wang & Huang, 2014). In the urban context, the design of public spaces can be conceptualized as a form of service design catering to the needs of residents in a neighborhood, district, or city. This concept may extend to the development of a mobile application as a tool for public space design and placemaking. To ensure user-friendly functionality, a comprehensive understanding of user interface design is imperative for the effective use of such an application by the public.

At the heart of software product usability lies the pivotal concern of user interface design. When crafting the interface for a mobile app, it's imperative to draw upon established usability standards, which have evolved from extensive research in software ergonomics and human factors. The IFIP (International Federation for Information Processing) user-interface reference model highlights key dimensions, including the app's visual appeal (look), the intuitiveness of interactions (feel), efficient access to tools and services (access), and support for communication and cooperation (communication). ISO 9241 defines usability by three crucial factors: effectiveness, ensuring that users achieve their goals; efficiency, optimizing resource usage; and satisfaction, measuring overall acceptability. These principles provide a solid foundation for creating a mobile app's interface. Furthermore, considering the seven dialogue principles, which include suitability for the task, self-descriptiveness, and error tolerance, and adhering to information presentation principles like clarity and

consistency, developers can craft a user-friendly and effective interface. User guidance is also vital, offering context-specific prompts, feedback, and online help. In the end, mobile app user interface design is a complex process, combining established principles with creativity and experience to deliver a seamless and satisfying user experience (Oppermann, 2002).

In urban environment, public spaces can also be expressed as user interfaces. Additionally, Farkas (2015) states that in the process of designing user interfaces, we might come across unexpected solutions or enhancements, as the city itself is ostensibly created with a singular objective: to deliver a superb user experience to its residents. Thus, it wouldn't be a coincidence to encounter with improvements whilst designing a mobile user interfaces for an urban design app.

2.7 Chapter Evaluation

In this chapter, literature review has been revealed by giving conceptual framework of relevant concepts to the thesis subject. The concept of space is evaluated with various meanings across different disciplines, and some of these meanings can be associated with the urban context. Physicists and mathematicians consider space in conjunction with time, and in contemporary physics, Newton's concept of absolute space, Leibniz's critique of its uniformity, and Kant's acknowledgment of it as a rule for interactions converge, with infinite Euclidean space serving as a direct extension of our navigational and perceptual space. On the other hand, Lefebvre emphasizes that space is not fully understood through individual thoughts and imagination, but rather through societal engagement and the concept of production has dual meanings involving human existence, consciousness, and the inhabited world. Likewise, place, as distinguished from mere space, is intricately connected to human experiences, social interactions, and meaningful activities, embodying cultural, social, personal, and physical dimensions that emerge through people's actions and interactions, emphasizing the transformation of space into a place through the presence of people and elements that attract human activity within urban settings.

Throughout history, public spaces in urban environments have been central to human activities, shaping culture and politics, evolving with changing paradigms from ancient times to globalization, and remaining crucial in the digital age as vibrant, interconnected communities continue to seek physical places for face-to-face

interactions. The evolving importance of public spaces in urban environments is highlighted by their role in meeting diverse needs, responding to crises such as the Covid-19 pandemic, and becoming arenas for social and political activities. Their significance is evident in grassroots movements, urban planning, and the challenges posed by private interests, state control, and surveillance, prompting discussions on inclusivity and democratic design.

Kevin Lynch's pioneering work, "The Image of the City," revolutionized our understanding of urban design, particularly in how individuals perceive and navigate their environments, laying the groundwork for the concept of a "sense of place" and its crucial role in fostering a meaningful connection between people and their surroundings. Oppositely, placelessness in urban contexts signifies the absence of distinctive, meaningful characteristics, leading to a disconnected feeling. "Lost spaces", termed as anti-spaces or residual areas, lack appeal and functionality, necessitating reimagination, often caused by factors like car dependence, zoning regulations, urban renewal, and evolving land use patterns, with potential for rejuvenation through diverse stakeholder involvement. In this context, placemaking, encompassing standard and various types like tactical, creative, strategic, transformative, and interactive, emerges as a vital approach for revitalizing public spaces, fostering community engagement, and transforming urban environments, with a focus on creating vibrant, inclusive, and economically valuable destinations. However, the diverse interpretations and overlapping terminologies in placemaking create confusion and hinder its global progress, emphasizing the need for simplification and a unified definition to effectively benefit communities.

Placemaking approach suggests that higher user participation equals to a better place and sense of place. Public participation in urban planning is a long lasting phenomenon and Christopher Alexander argues that successful cities evolve through citizen input, challenging the prevalent approach of designer-driven public spaces. Arnstein's participation typology, ranging from non-participation to citizen control, emphasizes the need for democratic involvement in sustainable development planning, highlighting the challenges of achieving consensus and effective community engagement. In the process of placemaking, the other factor to take in account is user experience. User experience, integral in diverse fields including product design and urban planning, is defined as the multifaceted interaction between individuals and their

environment, emphasizing emotional, interactive, and visual dimensions. In placemaking, user experience intersects with user participation, as both concepts underscore the importance of the human-object relationship for successful project outcomes.

To underline the outcomes derived from placemaking endeavors, a comprehensive evaluation of various placemaking projects has been conducted. The selected projects, namely Pavements to Parks, Open Streets, Parking Day, Urban95, and Reimagining Arnolds Creek, were scrutinized with a specific focus on user participation and experience as pivotal elements in the assessment. These initiatives exemplify the potency of community collaboration in the metamorphosis of spaces, with an overarching aim to foster physical activity, stimulate social interaction, and elicit creative engagement, thereby augmenting the overall user experience. The centrality of user participation in these placemaking initiatives is substantiated through robust practices involving data collection and active community involvement. The significance of such engagement cannot be overstated, as it plays a decisive role in shaping informed decisions and strategic approaches, thereby ensuring the efficacy, success, and sustainability of the placemaking projects under consideration. Moreover, to emphasize the criticality of user experience, specific instances have been elucidated, shedding light on the pivotal role of physical movement within urban space design. The design of pedestrian pathways within urban landscapes emerges as a linchpin for cultivating positive user experiences. This stresses the imperative for imbuing urban designs with user-centric considerations, advocating for a holistic approach that integrates traditional observation methods with digital systems. This integration is posited as a means to enhance and complement the efficacy of conventional observation methodologies, offering a comprehensive framework for refining the design and experiential dimensions of urban spaces.

The discussed projects accentuate the transformative influence of technology and user-centered design principles in urban spaces, exemplified by interactive installations like "City Fireflies" and "Alfombras Mágicas 2021," as well as initiatives like "City Layers" and "Participatory Concept Design for Kabataş Transfer Center," emphasizing the importance of citizen engagement, participatory design, and user experiences in creating inclusive and vibrant urban environments. To enhance urban user experience, the integration of mobile applications tailored for public space design is essential,

leveraging technology to foster user engagement, cultural activities, and in-person connections; this necessitates a user-centric design approach, considering the dynamic interaction between humans and their environment, and drawing on principles of service design, usability, and interface design to ensure effectiveness, efficiency, and satisfaction in creating a seamless and satisfying user experience.



3. A LOST SPACE: LEVENT SQUARE

Within the scope of the thesis, Levent Square, chosen as the sampling area, has been observed through different methods at various time intervals, revealing the physical and social characteristics and dynamics of the space. The inquiry centers on whether the practice of creating a space that benefits from user experience and participation can be facilitated through a mobile application. This stage of the thesis consists of two main phases, namely, the study area and its characteristics, and observations and deductions.

3.1 Levent Square and its' Characteristics

The historical and present aspects of Levent Square, together with its surrounding environment, have been thoroughly examined, revealing that it has transformed into a lost space. The analysis, incorporating current conditions, illustrates the extent to which the square has undergone this transformation.

3.1.1 History of Levent Square

Levent Square, situated in the Beşiktaş district of Istanbul, is located near the intersection of Büyükdere Avenue, characterized by high density and hosting significant commercial functions in the west, and Nispetiye Avenue, relatively dense with a predominant commercial use in the south. This positioning places Levent Square amidst the Levent Phase-1 settlement, which has primarily transformed into commercial use along these key avenues (Figure 3.1). The historical roots of Levent Square are inherently intertwined with the planned development of the Levent settlement, a topic explored in this heading. Detailed examinations of Levent Square, a crucial intersection in the city that hosts numerous visitors daily, are conducted in the following heading.

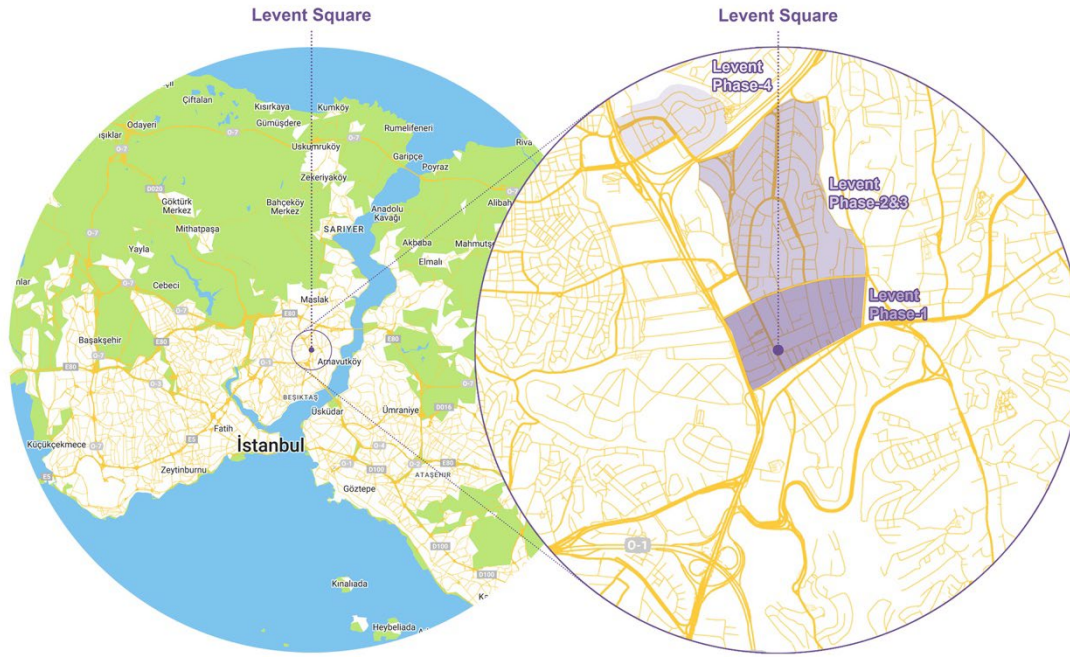


Figure 3.1 : Location of Levent Square and phases of Levent (edited by author from Snazzy maps).

The naming "Levent" finds its origin in Levent Farm, situated in the region during the 18th century Ottoman period. The transformation of the area commenced with Emlak Kredi Bankası's housing projects in 1947, leading to the establishment of four distinct adjacent settlements: Levent Phase-1, Levent Phase-2, Levent Phase-3, and Levent Phase-4. The construction of Levent Phase-1 (Figure 3.2), including Levent Square, concluded in 1952, featuring social spaces like police stations, shops, mosques, cinemas, baths, and swimming pools strategically positioned at the intersection of Büyükdere and Nispetiye Streets. In this settlement, social spaces and residential areas are intricately integrated, and these spaces are presently recognized as Levent Bazaar and Levent Square. On the other hand, in Levent Phase-2 and Phase-3, social spaces such as schools, children's parks, sports fields, and entertainment venues have been designed within a park area, integrated with green spaces. In Levent Phase-4, facilities like shops, sports clubs, cinemas, supermarkets, and a laundry factory have been planned at the ground levels of blocks, conceived in conjunction with residential structures (Erbaş, 2012; Kürkçüoğlu & Kademoğlu Derdiyok, 2013; Koçoğlu Uysal, 2019; Erçin, 2022).

In the prevalent 1950s planning influenced by Ebenezer Howard's 'garden city' concept, Levent and Etiler were envisioned as suburban areas addressing escalating

housing needs. Designed by Prof. Kemal Ahmet Aru and Rebii Gorbon, Levent and Etiler exemplify this approach. Notably, Levent stands out due to its greenery, featuring tree-lined streets, green spaces in front and rear yards of buildings, and internally planned parks, embodying an essential aspect of modern urban planning. The suburb's design, characterized by low-rise structures, strategically placed non-residential functions according to road connections. Throughout its establishment and subsequent years, Levent's distance from the city center, limited transportation options, and architectural layout maintained a cohesive neighborhood character. Described as a representation of middle and upper-class lifestyle from 1950 to 1980, Levent became a residential area for diverse professionals, including civil servants, teachers, artists, writers, scientists, small and medium-sized merchants, and businessmen. This was further emphasized by its recognition as an "exemplary prestige area" in settlement and architectural style. The neighborhood's continuity and connection with the street were reinforced by these factors (Erbaş, 2012; K rk       & Kademo  lu Derdiyok, 2013; Ko    lu Uysal, 2019; Er  in, 2022).



Figure 3.2 : Levent Phase-1 layout plan & views after construction (edited by author from Aru, 1952; Arkitekt Journal, 1952; Url-14; Url-15).

The rural migration in the 1960s sparked investments in Istanbul's commerce, leading to an increased demand for central business areas post-1960s. By the 1970s, certain businesses gained international prominence, prompting the need for modern office structures. However, limitations in the Historical Peninsula, including outdated structures, limited space, and strict regulations, compelled businesses to seek alternative locations outside the historical center. Followingly, the construction of the Bosphorus Bridge in 1973 played a pivotal role in reshaping the city's future, altering historical topography, and fostering northward expansion, resulting in changes in prestigious areas and the establishment of new central business districts which is the axes between Zincirlikuyu and Maslak. The construction of high-rise specialized office structures commenced, exemplified by the completion of the Highways Departmental building in 1975. This trend persisted into the 1980s, with Büyükdere Road emerging as the primary development axis for a new Central Business District within the broader Istanbul Metropolitan Region. Following the 1980s, the strategic location of Büyükdere Road as a connector between two bridges and the highroad network enhanced accessibility, attracting businesses based on transportation network provisions and traffic flow alterations (Köken, 2008; Kürkçüoğlu & Kademoğlu Derdiyok, 2013; Koçoğlu Uysal, 2019).

Despite Levent being designated as a residential area in the 1980 Istanbul Master Plan, subsequent developments, such as the construction of the second bridge, the passage of connecting roads through the region, and the shift of business centers towards this area and Maslak, prompted expectations of Levent undergoing transformative changes. The 1991 Besiktas Review and Impact Zone Plan highlighted the preservation of building mass and floor numbers along Büyükdere Street in Levent Phase-1, with a condition allowing the utilization of these structures for tourism-related commercial purposes. Consequently, rapid functional changes in the area led to the transformation of residential functions in buildings into offices, nightclubs, restaurants, banks, and similar functions. In the 2000s, the district evolved into a mixed-use area to counteract mono-functional development, integrating shopping, office spaces, commerce, housing, hotels, entertainment, and cultural activities. Enhanced transportation, particularly the completion of the metro line from Taksim to Levent in 2000, further improved accessibility. This catalyzed the development of mixed-use structures to meet public needs and establish a vibrant district, exemplified

by projects like the Metrocity mixed-use structure connected to the subway (Köken, 2008; Kürkçüoğlu & Kademoğlu Derdiyok, 2013; Koçoğlu Uysal, 2019).

3.1.2 Site specific analysis

Jan Gehl (2010) notes that “walking is the beginning, the starting point.” In the literature, there is abundant information regarding comfortable walking time and distance. Clarence Perry's (1929, as cited in Azmi et al., 2012) neighborhood unit, which advocates for the placement of local facilities within 400 meters, serves as a reference. Additionally, insights gathered by Azmi et al. (2012) suggest that convenient access to local amenities can be achieved within a 5-10 minute walking time, corresponding approximately to a range of 400-800 meters.

Taking into account the considerations highlighted by Gehl (2010) and Azmi et al. (2012), the study area has been examined at two spatial scales: a circular area with a radius of 800 meters centered on the square and the immediate vicinity directly surrounding the square. The determination of an 800-meter radius at the upper scale is based on the inclusion of significant criteria influencing the immediate surroundings of the study area. Additionally, in the analyses at this scale, a 400-meter radius area has been delineated, considering walking distance. Morphological, topographic, space syntax, and environmental relationships (amenities, land use, and transportation) analyses have been conducted at the upper scale. At the subscale scale, to better understand Levent Square and its immediate surroundings within the framework of urban design, analyses encompassed ground floor use, building height, transportation (public transit routes, vehicular direction, parking, pedestrian crossings), urban elements (street furniture, pavement, etc.), and historical process assessments.

Macro Scale Analysis

As discerned from the morphological analyses (Figure 3.3), it is evident that Levent Square exhibits a significant void in relation to the Figure ground relationship and is defined by structures of various dimensions. This void can be interpreted as being connective to other voids within the building blocks. It is discerned that a connecting axis traverses from the center of Levent Square to major roads in the planned settlement. However, from the road morphology, it can also be inferred that there are alternative routes capable of bearing the same load as this axis.

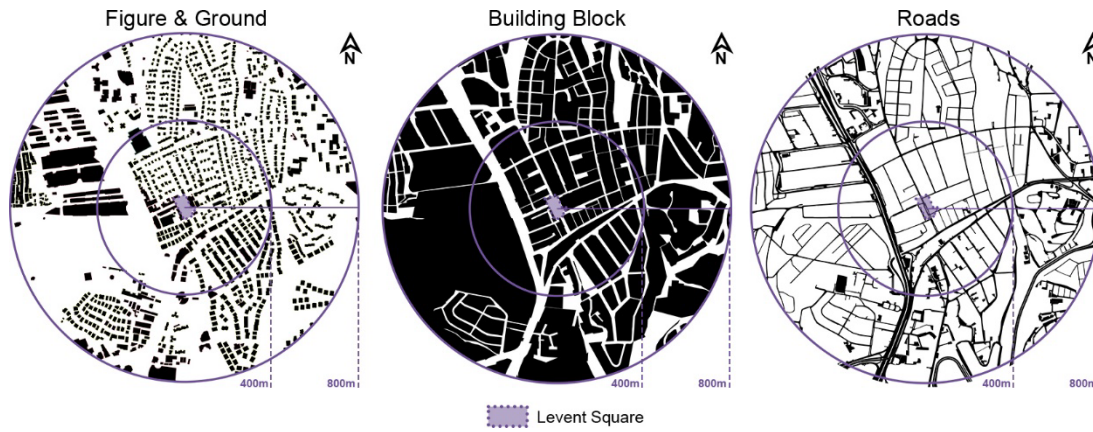


Figure 3.3 : Morphological analysis.

Despite the perceivable walkability of the immediate vicinity, the analyses of slope and contour (Figure 3.4) indicate that both Nispetiye Avenue and Büyükdere Avenue constitute a dramatic topographic threshold. On the other hand, there is a gentle slope towards the all directions from center of the square, contrasting with the taxing incline of the immediate surroundings. Compared to its immediate vicinity, Levent Square stands as the highest point, supporting the observation that the placement of the water tower in this area was not coincidental, as it remains a prominent structure in the contemporary silhouette of the square. According to aspect analysis, Levent Square owns an aspect mostly to South, Northwest, and West.

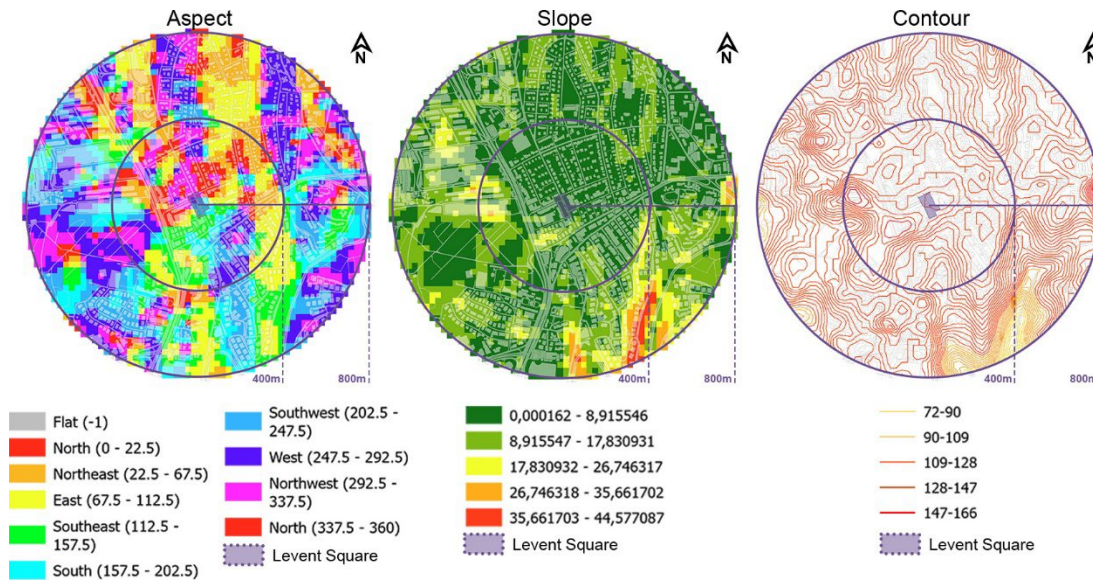


Figure 3.4 : Topographical Analysis.

Indeed, the skyscrapers lining Büyükdere Avenue which is an axial CBD of Istanbul, another pivotal factor influencing the silhouette of the square, can be deduced from land use and transportation analysis in the immediate vicinity (Figure 3.5). Conversely,

the opposite direction features a silhouette on a human scale due to low-rise structures. The evolving Levent residential area has transitioned from collective housing to a blend of commerce and residential functions, with commercial uses around the square expanding. A dense residential fabric is not prevalent in the immediate vicinity. However, with its intersection of various transportation lines, the square serves as a central hub for intensive usage areas. Access to the square via metro, buses, and minibusses is exceedingly convenient. Furthermore, the presence of Barbaros Hayrettin Pasha Mosque, Besiktas Municipality, Zubeyde Ana Cultural Center parking lots, and enclosed parking facilities associated with shopping centers facilitates easy access by private vehicles. These parking lots, in proximity and capacity, can serve as alternatives to the ISPARK-owned parking lots within the square. Numerous parks within walking distance that can be associated with the voids remaining outside the parking lots are found around the square. Considering the Levent settlement structure, access from the square to these areas is facilitated by tree-lined sidewalks of ideal width. On the other hand, the majority of other voids revealed in the morphological analysis seem to be constituted by Zincirlikuyu Cemetery and passive green areas. These areas, apart from the cemetery, hold the potential to be reclaimed for active use, contributing to the city and potentially alleviating the burden on Levent Square. The square's diverse demographic makeup is evident in the various tiers of surrounding institutions, encompassing schools, cultural centers, shopping malls, offices, hotels, healthcare facilities, public services, and social amenities.

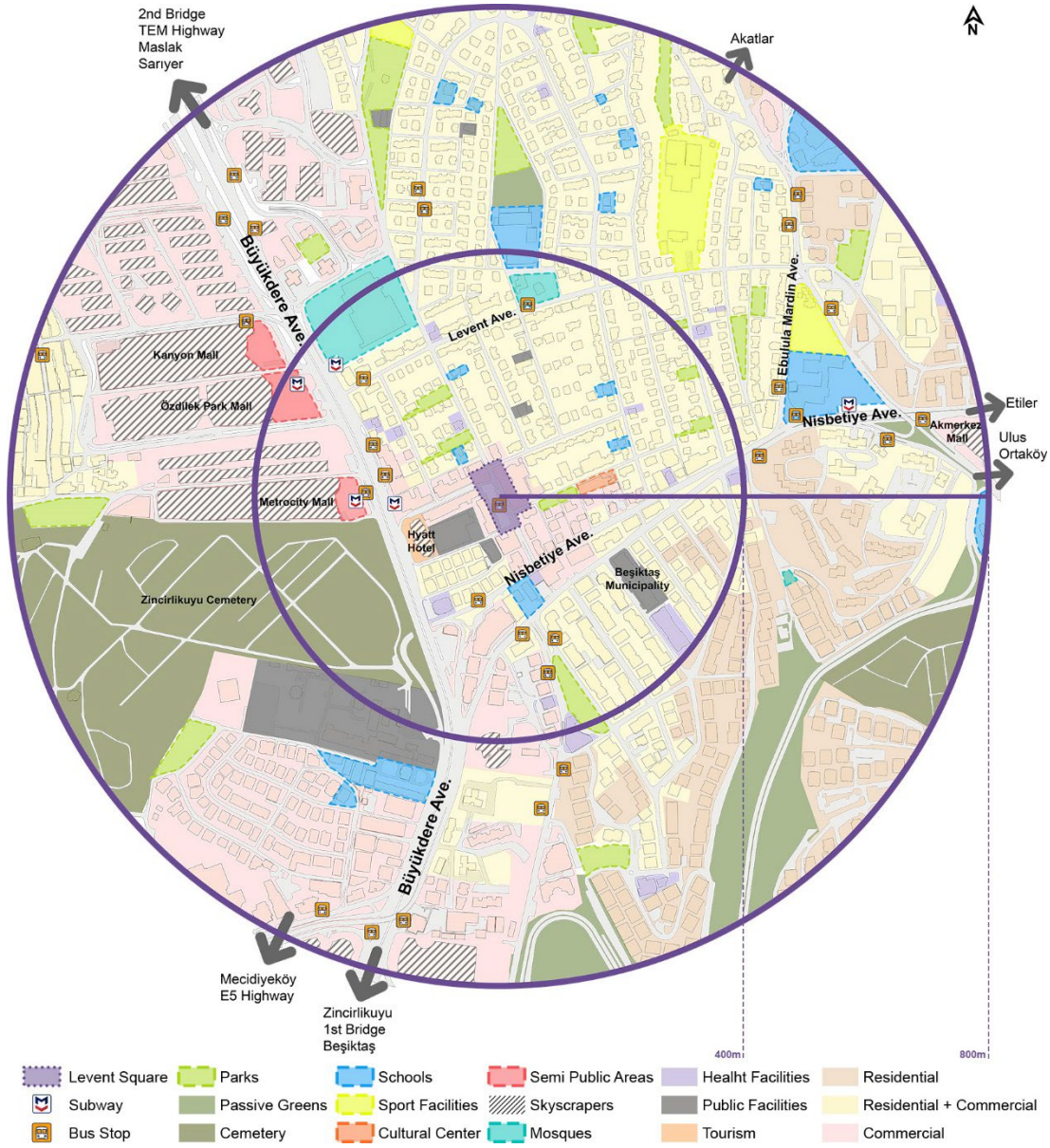


Figure 3.5 : Land use and transportation analysis in the immediate vicinity.

Micro Scale Analysis

The physical structure of Levent Square has been elucidated more clearly through analyses at this scale. Initially, the morphological evolution of the square from the past to the present was examined using aerial photographs from 1996, 1982, 2006, 2011, and 2015, along with a drone photograph taken in 2023 (Figure 3.6). Changes in road forms, structures identified as major alterations, green spaces, and trees within the area were scrutinized over the years. The impacts of alterations in roadways and structures on the space are perceptible, and these changes have also influenced modifications in green spaces and trees. Considering the present situation, it is observed that in 1966, 1982, and 2006, vehicular roadways occupied more extensive areas than pedestrian

zones. However, unlike 2006, the inclusion of the vacant land in the northeast direction reveals the existence of a broader public space (or lost space).

During those periods, structures in the center of the square, which have not persisted to the present day, were replaced by the Levent Emlak Passage, a larger mass located in the northeast area. Beyond Levent Emlak Passage, radical transformations in Levent Square have occurred post-2006. In 2007, under the leadership of Mayor Ismail Ünal, the Beşiktaş Municipality initiated plans to redefine and rejuvenate Levent Square by alleviating traffic congestion and renovating building exteriors. Comprehensive efforts include enhancing the district's luxurious character and transforming the square with a nostalgic 1960s appearance through measures such as changing ground coverings, implementing one-way traffic on Çarşı Avenue, and initiating measures to eliminate unauthorized constructions (Url-16).

Ünal also stated that "while renewing the square's ground, we will also enhance the green fabric by planting new trees". He expressed plans to impose parking restrictions on cars to reduce traffic density in Levent Square, adding, "However, to avoid inconveniencing vehicle owners, we will activate the underground parking lot beneath the Levent Cultural Center." (Url-16). However, upon examining the situation in 2011, it is observed that the number of trees is less than that of 2006. Furthermore, from the condition in 2015, it can be inferred that the area previously designated for pedestrians has been repurposed for vehicle passage and parking. The green space, which divided the pedestrian flow in 2011, now reveals an added axis through its middle. Presently, this green area maintains its original form, with newly planted trees compensating for the missing ones. Additionally, it is evident that the Levent Emlak Passage has encroached upon the square with awning-type extensions.

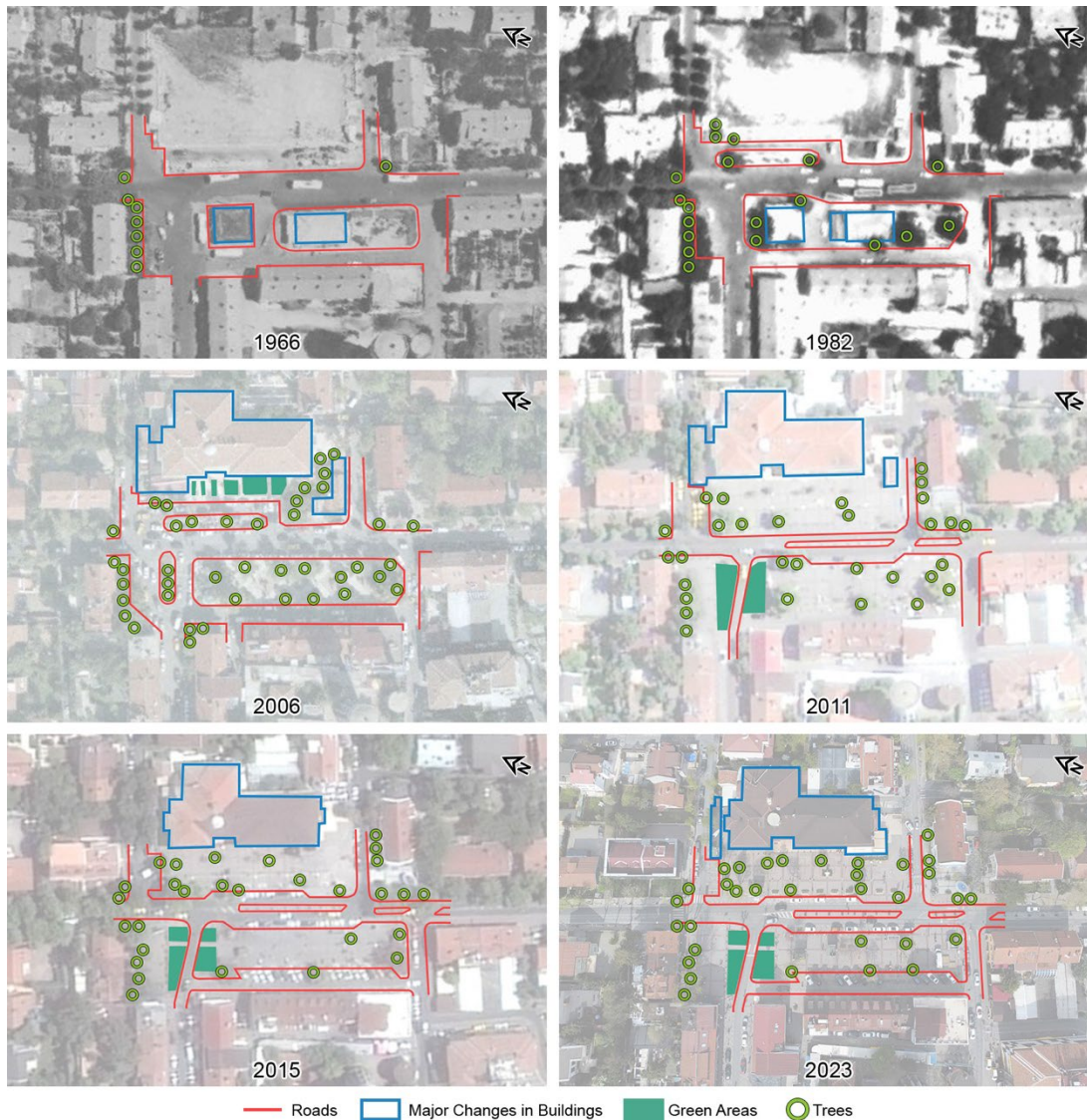


Figure 3.6 : Morphological changes analysis (Created by the author from Url-16).

Upon examining the structures surrounding Levent Square, it is evident that ground floors predominantly host commercial and service uses. The use of ground floors (Figure 3.7) is crucial concerning the square's interaction dynamics. Such building uses are likely to positively influence square utilization, as the texture of ground floor use that fulfills people's needs also minimizes the requirements that should ideally be met in a public open space. Furthermore, the presence of archways allow movement even in adverse weather conditions. Positioned in the western area of the square are a buffet, florist, shoe-shine stand, mobile cafe, and ispark booth. Housing, educational, public, and office uses are situated behind the structures surrounding the square.



Figure 3.7 : Ground floor use analysis.

The majority of building heights in the area being two stories contributes to expanding the openness of the square, ensuring it remains on a human scale (Figure 3.8). The impact of other three and four-story structures is not strongly felt. Christopher Alexander (1977) has indeed suggested that the ideal building height at a human scale should not exceed four stories. However, the water tower, with its approximately 5-story height, is distinctly visible from the square and can be characterized as the landmark of the square.

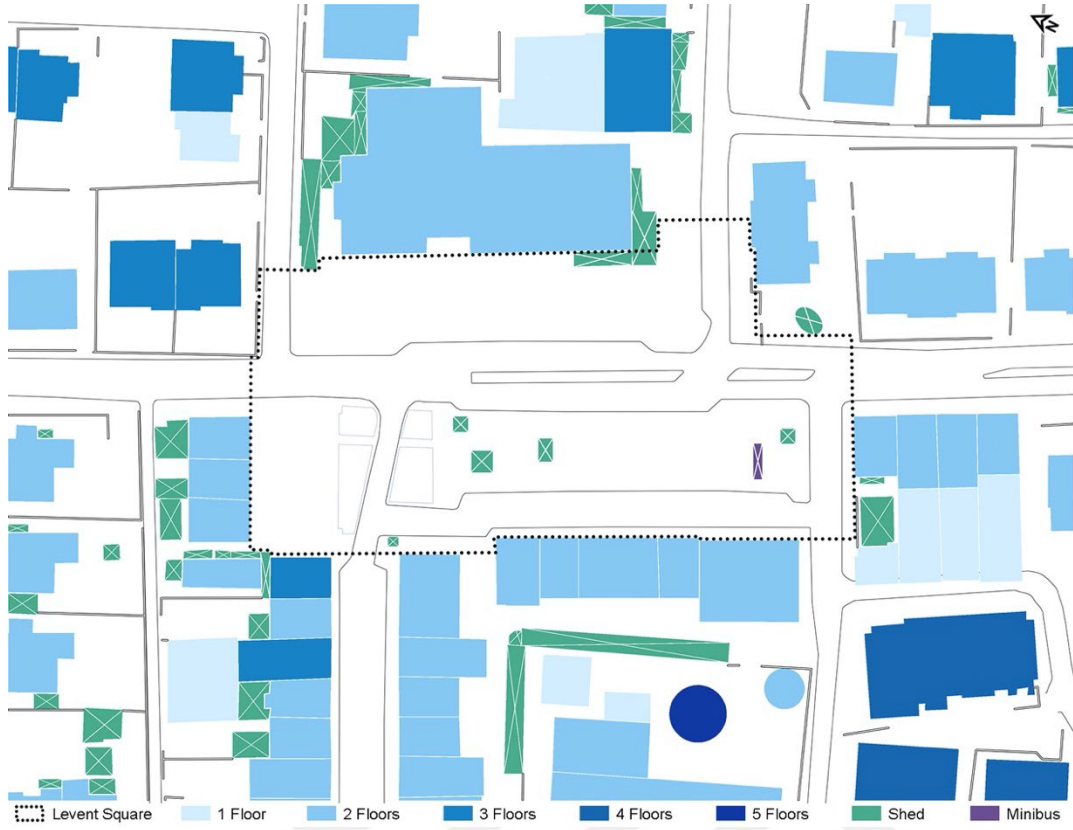


Figure 3.8 : Building storey analysis.

Levent Square encompasses an infrastructure that facilitates both pedestrian and vehicular mobility with different kind of materials, as illustrated in Figure 3.9. The prevalent urban fabric features a network of intersecting roads, exhibiting medians on dual-carriageway streets. The main axis, Büyükdere Avenue, connects Çarşı Avenue to the square, and from the square to Büyükdere Avenue through Karakol Street. Karanfil Street, intersecting with Levent Avenue from the north and accommodating bidirectional traffic, converges with Gonca Street, which, in turn, connects to Nispetiye Avenue. Connections are established from Çarşı Avenue to Çalıkları Street, Gonca Street, Karakol Street, and Eylül Street. Additionally, the road network within the square facilitates a connection from Nispetiye Avenue to Büyükdere Avenue. Formerly pedestrianized, Ardı Street is now fully open to traffic, allowing for circular movement within the square. Notably, there is no signalized crossing within the area, and a hierarchical arrangement between pedestrian walkways and vehicular paths is evident. Moreover, the majority of pedestrian spaces are surrounded by parking lots. The use of cobblestone pavement is observed in pedestrian areas, while cube-stone pavement is employed on Ardı Street and in parking areas, and other roads feature asphalt pavement.

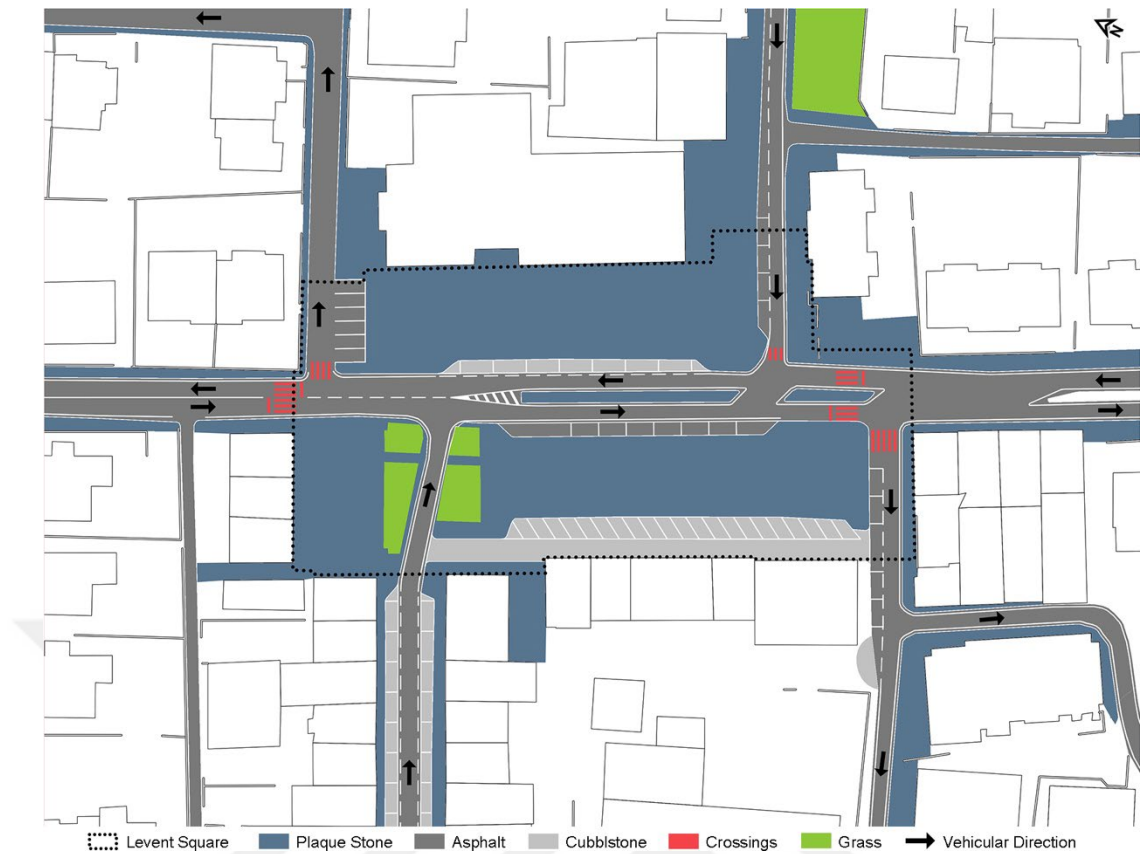


Figure 3.9 : Ground materials and mobility analysis.

Levent Square encompasses numerous urban elements, and while some elements exhibit a certain order within themselves and on the planning plane, an overall assessment of the elements reveals a lack of coherence, giving the impression of being haphazardly arranged. Upon examination, it is noted that there are 24 different types of urban elements in Levent Square, as illustrated in Figure 3.10, with their forms depicted in Figure 3.11. Among these elements, sheds and minibus (mobile cafe) stand out as the most voluminous, whereas bollard elements are the smallest and most numerous. While these elements coexist within pedestrian areas, their placement within the spaces serves to demarcate vehicular paths, simultaneously hindering internal circulation and diminishing spatial perception. On the other hand, the location of the bust of Mustafa Kemal Atatürk, the founder of the Republic of Turkey, is not in a position that can be designed as a ceremonial area to celebrate national holidays and organize commemoration ceremonies. The urban elements in the square, which could be termed as a disorderly crowd, can be broadly classified as boundary elements, seating, litter bins, lighting, billboards, bus stops, sculptures, planting, and sheds.

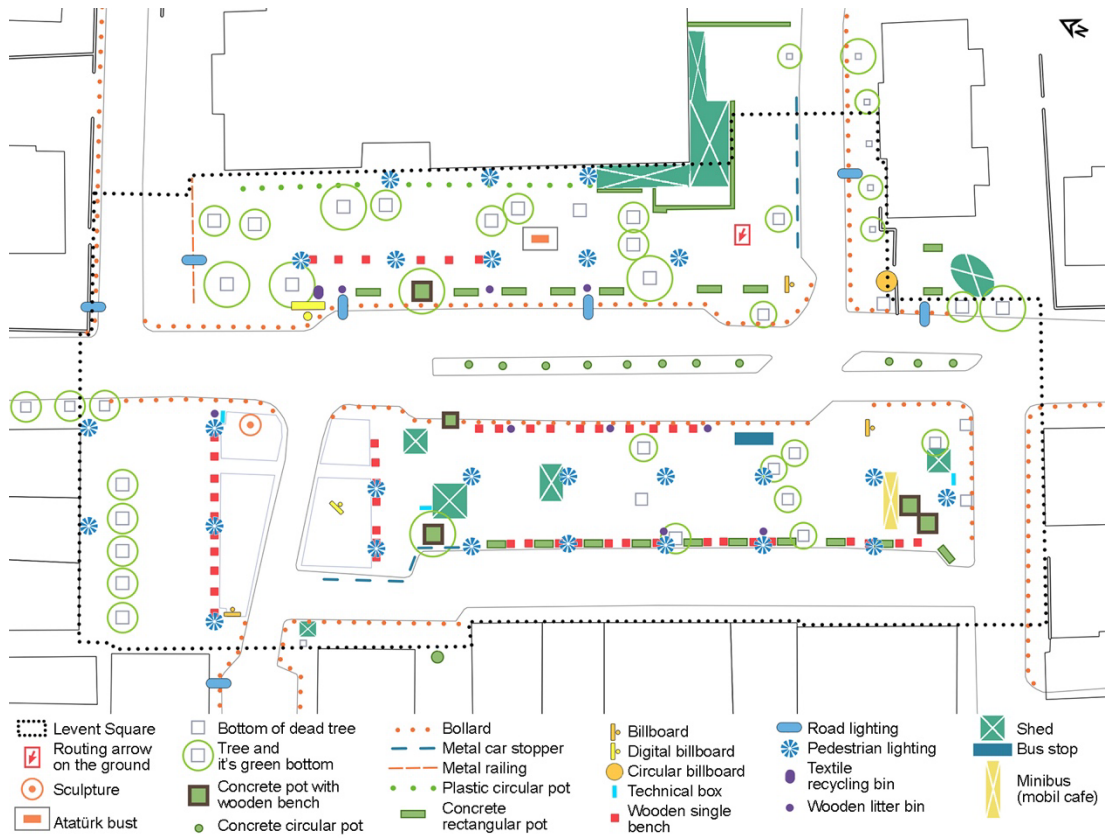


Figure 3.10 : Urban elements analysis.



Figure 3.11 : Urban elements (Author).

In addition to spatial analyses, which constitute one of the stages of design, observations and deductions within the framework of design for humans are crucial. The outcomes of observations can be interpreted alongside spatial data, providing a better understanding of the design area. Therefore, in the design of public open spaces, observations play a critical role.

3.2 Observation and Deductions

Levent Square has been observed during different seasons, weekdays, weekends, and various time intervals. It is understood that one of the most significant factors within the area is the pedestrian density and flow influenced by the surrounding land use. Therefore, during the spring season, considering the observed variations in pedestrian density and flow at different times of the day, specifically at 09:00, 13:00, and 17:00, on a weekday and two weekends, five-minute drone videos of Levent Square were captured from a height of 65 meters. The significance of distinguishing between weekdays and weekends lies in observing the difference between a working day and a non-working day. However, Saturday was included in the analysis as an exception due to the occurrence of an event in the square on that day. Additionally, to assess nighttime usage, another drone footage was recorded on Friday at 21:00.

In Levent Square, frequently traversed by individuals, pausing tendencies are observed in the commercial units surrounding the square, as well as in certain areas of the square itself, including stands, florists, shoemakers, simit seller, and the mobile kiosk of Beşiktaş Municipality. These behaviors manifest through individual benches and square-shaped seating units around trees (Figure 3.12). Users engage in shopping activities in the commercial units, while the seating units serve as spaces for relaxation and leisure activities.



Figure 3.12 : User tendencies (Author).

Le Corbusier (2014) states that “A person walks straight because they have a goal; they know where they are going, have decided to go somewhere, and walk straight toward that destination.” Levent Square follows a structure where individuals progress toward a specific goal. However, the existing infrastructure complicates this movement, leading to time inefficiencies and generating a negative perception of the square. To enhance the comfort of every use in the square, a design prioritizing mobility is necessary. To achieve this, an examination of the flow density in the square has been conducted.

The images from the drone footage were processed using the "Traffic Survey" product introduced by RCE systems s.r.o., a company offering free and web-database-based services through datafromsky.com, for next-generation traffic research. This software detects and analyzes movements of vehicles, bicycles, and pedestrians in videos captured by drones or security cameras, enabling the extraction of data on mobility

such as heat maps, entry points and counts, speeds, accelerations, and durations spent in and expected for the square.

The footage from 10 different drone recordings, excluding the one taken in darkness¹, was processed using the Traffic Survey tool on datafromsky.com. The processed data was then analyzed using the DataFromSky Viewer program, producing summary tables for each analysis, and an overall summary table (Table-3.1) compiling the counts. It is evident from the table that the total counts and counts within time slots on Wednesdays, even without events, and Saturdays, despite events, are higher compared to other days. This suggests that the surrounding business centers significantly influence the square's weekday population. Similarly, higher pedestrian counts were observed during times close to work entry and exit hours. Additionally, the average movement speed within the square is higher in the mornings, likely influenced by factors such as rushing to work and lower vehicular traffic. Conversely, on workdays, the average movement speed in the evening hours is the lowest, likely due to traffic. Differences in vehicle and pedestrian counts affect the average speed in the square, with specific instances highlighting the influence. For instance, on Wednesday between 13:00-13:05, when vehicle count is 109 and pedestrian count is 73, the average speed is 107.94 kpx/h. Another observation is the infrequent passage of heavy vehicles and buses in the square. While bicycle usage is nearly nonexistent, motorcycle usage is notably higher compared to bicycles.

Table 3.1 : Summary of traffic survey report.

Day Time	Wednesday			Saturday			Sunday		
	09:00- 09:05	13:00 - 13:05	17:00 - 17:05	09:00- 09:05	13:00 - 13:05	17:00 - 17:05	09:00- 09:05	13:00 - 13:05	17:00 - 17:05
Tracked Objects	266	210	408	95	185	214	53	147	113
Car	82	98	90	54	92	65	34	56	44
Medium Vehicle	9	11	3	6	3	4	4	2	4
Heavy Vehicle	1	0	0	1	0	0	0	0	0
Bus	0	0	1	0	0	0	0	0	0
Motorcycle	4	28	24	5	20	16	8	10	9
Bicycle	0	0	0	0	0	0	1	0	0
Pedestrian	170	73	290	29	70	129	6	79	56
Total distance traveled [px]	404358.	302082.	350906.	189628.	203839.	224223.	127487.	163384.	176765.
Average speed [kpx/h]	34	57	62	73	65	10	50	92	88
	132.28	107.94	56.37	149.61	88.72	96.26	219.06	85.59	132.27

¹ The inability to process night usage is not problematic since observations revealed a lack of significant pedestrian activity during these hours. Only vehicle activity had been able to be processed and it is used in the study.

Access to Levent Square can be achieved through seven potential gateways (Figure 3.13), identified as 1, 2, and 3 from the southwest; 4 from the southeast; 5 and 6 from the northeast; and 7 from the northwest, serving as entry points from different directions. Upon examining the entry counts through the identified gates (Table-3.2), Gate-1 and Gate-5 emerge as the most prominent. The analysis indicates that entries to the square are more dynamic on weekdays, with Saturday, the day when the event is held, displaying noteworthy pedestrian activity only in the evening, while Sunday witnesses sporadic entries. The observed weekday patterns can be attributed to the nature of business days and the positioning of Gate-1 and Gate-5 relative to transportation routes and workplaces.

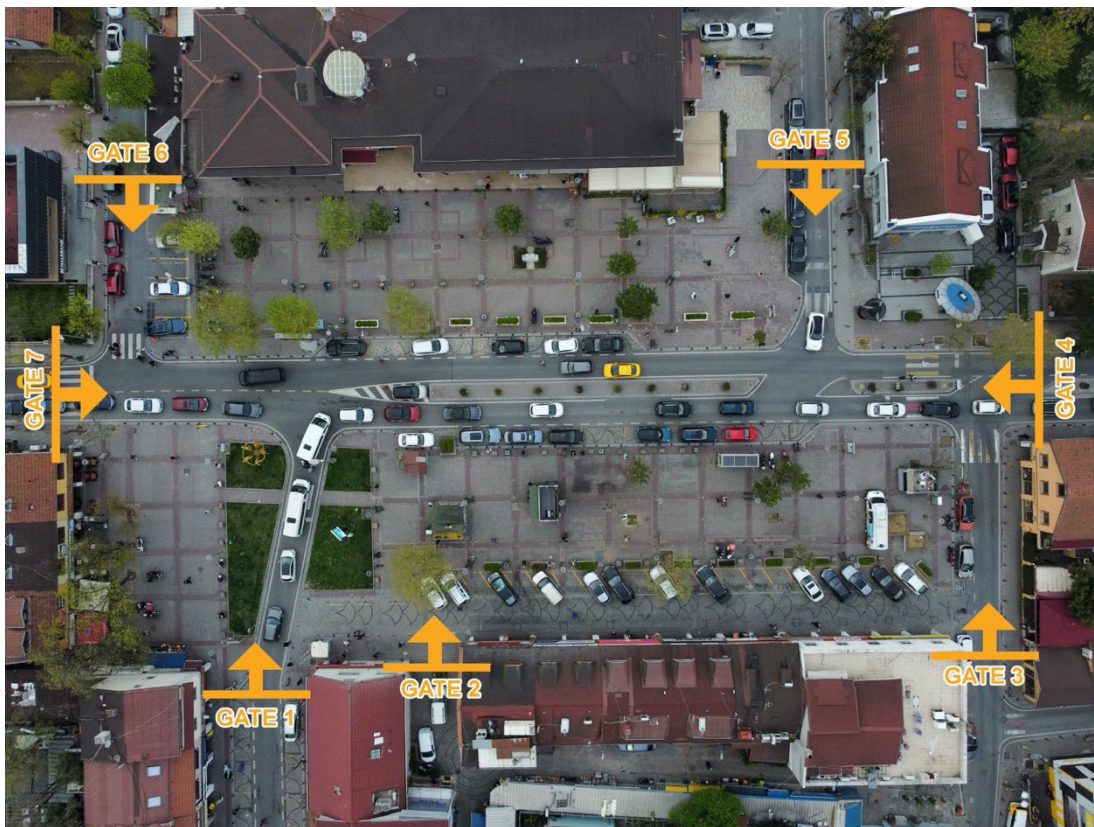


Figure 3.13 : Gates to Levent Square.

Table 3.2 : Pedestrian counts into square from gates.

Day	Wednesday			Saturday			Sunday			Total Pedestrian Counts		
Time	09:00	13:00	17:00	09:00	13:00	17:00	09:00	13:00	17:00	09:00	13:00	17:00
	09:05	13:05	17:05	09:05	13:05	17:05	09:05	13:05	17:05	09:05	13:05	17:05
Gate 1	17	6	13	0	0	13	0	7	2	17	13	28
Gate 2	1	0	2	0	0	1	0	0	0	1	0	3
Gate 3	3	0	3	1	1	1	0	0	0	4	1	4
Gate 4	0	0	13	0	0	4	0	1	0	0	1	17
Gate 5	6	2	19	2	7	12	1	5	10	9	14	41
Gate 6	1	0	0	0	0	1	0	0	0	1	0	1
Gate 7	0	0	5	0	0	1	0	0	0	0	0	6
Totals	28	8	55	3	8	33	1	13	12	32	29	100
	91			44			26			161		

Pedestrian density (Figure 3.14) and vehicle density (Figure 3.14) analyses were conducted for each specified day and hour. Grid map with tile size of 10 pixels was employed as the visualization method for density analysis. A density legend was created based on the number of pedestrians or vehicles passing through 10 pixels within a 5-minute time frame. The visual representation delineates entities highlighted in red as encompassing 10 or more pedestrians or vehicles, while those depicted in blue denote a count of one pedestrian or vehicle. Subsequently, the nine analysis outputs obtained in jpg format as raster data were overlaid using photomerge which is an automation tool in Adobe Photoshop, resulting in an image (Figure 3.15) that enables the comprehensive interpretation of pedestrian densities.



Figure 3.14 : Examples of density analysis (pedestrian on the left, vehicle on the right, see APP. A for the specific time period analysis).

The concentration of pedestrian movement within the square, particularly at points of heightened activity, is discernible through the overlaid density analysis (Figure 3.15). Areas depicted in red represent locations where pedestrians are most prevalent, with decreasing density indicated by shades of yellow, green, light blue, and blue. Notably, gate-1, gate-4, gate-5, gate-6, and gate-7 stand out as prominent passages, indicating a pronounced flow within these gateways. However, it is evident that pedestrian

crossings are scarcely adhered to within these flows. Additionally, the impact of parked vehicles, green spaces, and structures such as kiosks on pedestrian mobility is clearly understood.



Figure 3.15 : Overlaid pedestrian densities (on Wednesday, Saturday and Sunday at 09:00, 13:00 and 17:00).

Moreover, when examining the overlaid version of the vehicle density analysis (Figure 3.16), it is evident that there are specific points where vehicles (usually of the motorcycle type) enter pedestrian areas and are left within these spaces. The vehicular traffic within the public open space designated as the square is more substantial than pedestrian traffic, dividing the square into segments. The lower density observed on Ardı Street implies that vehicles generally utilize the square as a thoroughfare. Ardı Street is predominantly used for vehicle parking. Additionally, the density on Çalışkuşu Street is considerably lower compared to others. In areas with higher density, such as Gonca and Karanfil Street, it is observed that the flow of vehicles is more directed towards Nispetiye Avenue.



Figure 3.16 : Overlaid vehicle densities (on Wednesday, Saturday, Sunday at 09:00, 13:00, and 17:00, on Friday at 21:00).

The analyses of pedestrian and vehicle density have revealed the trends in mobility and identified lost spaces within the square. Before proceeding to the next chapter, which involves model formation and data collection for redesigning the square based on the acquired data and observations, this section develops input for the following chapter by proposing modifications to pedestrian routes and vehicular paths in light of the analyses conducted. Recognizing the significance of vehicular use as a key design criterion, three alternative design drafts (Figure 3.17, 3.18, and 3.19) have been formulated, each featuring distinct vehicular route adjustments, and primary pedestrian routes are determined accordingly. During the formulation of alternatives, emphasis has been placed on pedestrian priority and spatial gains. The remaining usable spaces in the alternatives, delineating vehicular roads and pedestrian pathways, are designated as the square's areas.

In the first alternative (Figure 3.17), changes to the road network include the perpendicular connection of Çarşı Avenue to Gonca Street, removal of the median on Gonca Street, and reorganization of turning curves. Consequently, more space has been gained in the square. The vehicular roads remain asphalt, and Ardı Street is paved with cobblestones, consistent with the existing condition. Pedestrian pathways were established based on the identification of axes predominantly used by pedestrians. Accordingly, adjustments were made to parking spaces, and the taxi stand location

remained unchanged. Pedestrian crossings were strategically positioned to maximize circulation. As a result of all interventions, eight distinct areas within the square have emerged. Spaces not divided by vehicular roads may interact with each other or serve a common purpose. This is because pedestrian pathways are defined as areas where pedestrians can move without any obstacles, rather than acting as divisive elements within the spaces.

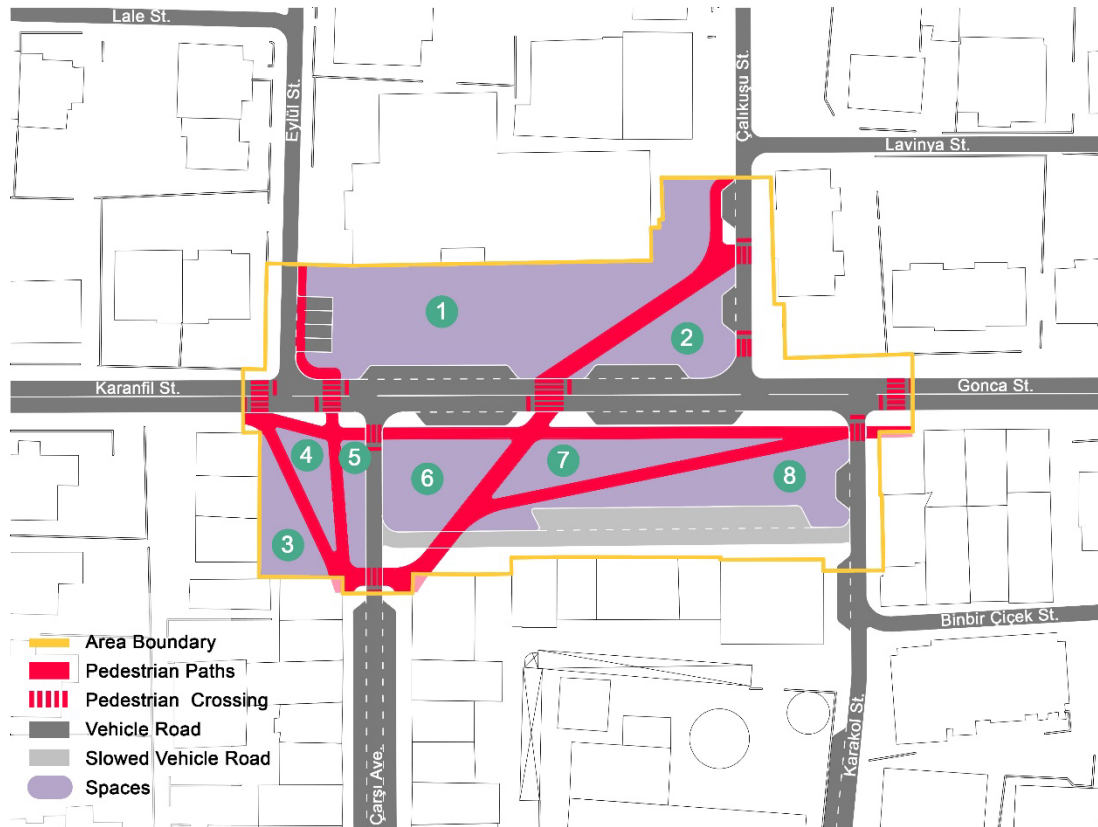


Figure 3.17 : Alternative-1.

In the second alternative (Figure 3.18), notable distinctions are observed in the road network, structure, parking areas, and, consequently, pedestrian pathways. Specifically, a section of Gonca Street, aligning with the square's center, has been transformed into a one-way lane directed towards Nispetiye Avenue, following the findings of the overlaid vehicle densities analysis (Figure 3.16), where it emerged as the most preferred route. The vehicular roads within the square that interact with pedestrians will be paved with cobblestones. This arrangement serves to slow down vehicular speed, and the superiority of the main diagonal pedestrian axis can be achieved through the difference in pavement. Additional pedestrian crossings have been incorporated at other points to support circulation. Ardı Street has been entirely pedestrianized, and the taxi stand's parking has been relocated to the opposite side of

Eylül Street as parallel parking. As a result of these adjustments, seven distinct spaces within the square have been created, which are broader than those in the first alternative. It is argued that there is greater interaction between spaces in this alternative compared to the first. Similar to the first alternative, pedestrian pathways in this alternative are defined as areas where pedestrians can move without encountering any obstacles, rather than acting as divisive elements within the spaces.

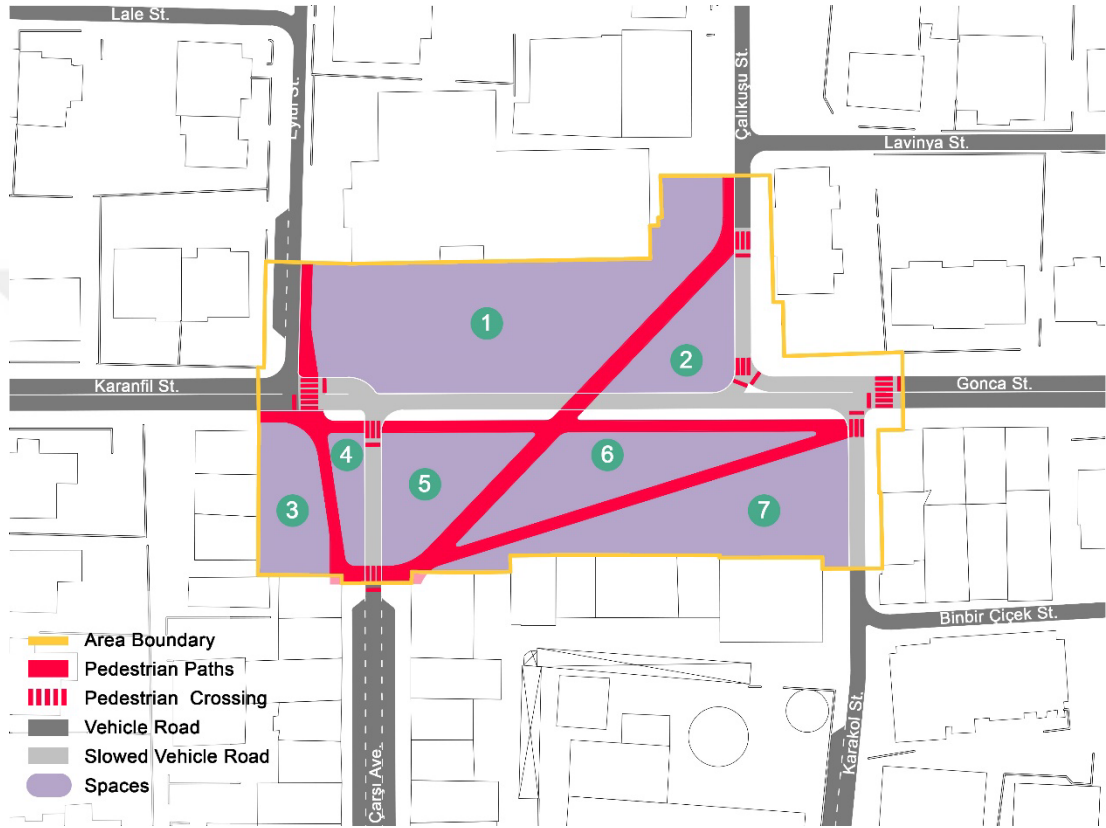


Figure 3.18 : Alternative-2.

In the third alternative (Figure 3.19), the road traversing the center of the square has been entirely removed. Karanfil Street to Eylül Street, Çalkuşu Street and Gonca Street to Karakol Street, and Karakol Street to Binbir Çiçek Street were connected. Additionally, a portion of Çarşı Avenue has been pedestrianized. Access to the square from Büyükdere Avenue can be achieved through Levent Avenue and Karanfil Street. Furthermore, as a result of the implemented modifications, connectivity from Nispetiye Avenue to Büyükdere Avenue has been established through Gonca Street, Karakol Street, and Binbir Çiçek Street successively. The taxi stand has been relocated to Karanfil Street, which has been reduced to a single lane and converted into parallel parking. This transformation is argued to have achieved a more cohesive square form. Adjustments to the direction and lane count in other vehicular pathways have also

created spaces that can interact with the periphery of the square. Pedestrian pathways within the square have become uninterrupted, and the use of cobblestones for vehicular pathways within the square, along with pedestrian crossings, has enhanced connectivity with the surroundings. Following these modifications, seven distinct and expansive spaces have been created. In this context, it is anticipated that the relationship between the structures surrounding the square and pedestrians will be further enhanced. Similar to the previous alternatives, pedestrian pathways in this iteration are defined as areas where pedestrians can move without encountering any obstacles, rather than acting as divisive elements within the spaces.

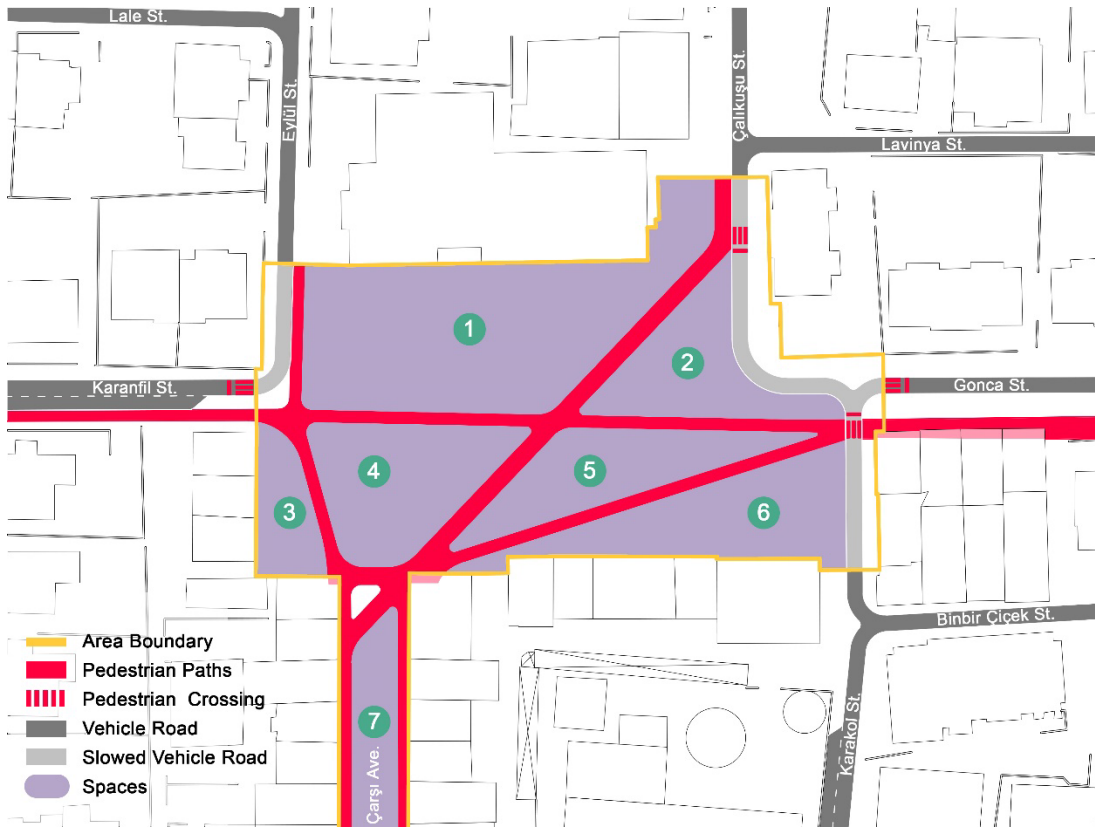


Figure 3.19 : Alternative-3.

The three alternative draft plans, developed in the preceding section, were presented to users, soliciting their preferences. Utilizing all the research, analyses, observations, and findings, a new model for participatory placemaking will be elaborated in the next chapter based on these data.

3.3 Chapter Evaluation

A comprehensive field research endeavor was undertaken within this segment of the thesis. The investigation centers on Levent Square as the designated sampling area, employing diverse methodological approaches across various temporal intervals to clarify the physical and social dimensions of the space. Findings indicate that the square manifests characteristics symbolic of a "lost space," warranting a reevaluation of its significance and utility within the urban milieu. To address this, the study integrates an examination of the historical evolution of the square within the context of the Levent Neighborhood, coupled with macro and micro-scale spatial analyses, alongside firsthand and aerial observations utilizing drone footage. These efforts resulted in the formulation of alternative draft plan scenarios for the square, reflecting a professional perspective on the placemaking process, wherein designers are tasked with offering varied alternatives for user consideration, contingent upon their preferences and perspectives.

Initially, the historical trajectory of Levent Square is examined through the lens of Levent Neighborhood, highlighting its position within Turkey's first planned mass housing development and its subsequent evolution influenced by surrounding changes. One significant transformation entails the shift from residential structures to commercial uses in the settlement, accompanied by the emergence of a central business district in its proximity. The areas within an 800-meter radius, considered at the neighborhood scale with the square as the focal point, have delimited the upper-scale analyses and revealed information about the square's context. In the subscale analyses, the physical characteristics related to the spatial configuration of the square have been conveyed. From the analyses section, it can be inferred from macro scale analyses that the square constitutes a morphologically defined void, with the main axes around it acting as a topographic boundary, and its relationship with the surroundings being elevated and accessible. Additionally, micro scale analyses suggest that the micro form of the square changes over time, the square-building relationships are robust, and irregularities related to infrastructure and urban elements can be deduced.

Furthermore, the area has been observed both through drone footage and firsthand experiences at different times. The observations drew attention to the movement and stopping tendencies of pedestrians and vehicles. Utilizing the captured drone footage,

concentrated pedestrian and vehicular pathways were identified. Levent Square adheres to a directional flow model, yet the current infrastructure introduces complexities, resulting in time inefficiencies and fostering an unfavorable perception of the square; therefore, an imperative design emphasis on mobility is essential to optimize user comfort. Furthermore, empirical analysis and observations have compellingly indicated that designating Levent Square as a lost space is not unwarranted, aligning with typologies delineated for such spaces, encompassing squares that are unattractive / used only for passing certain areas, designed but degraded areas, and neglected urban landscape and unused parklands. Consequently, there arises an imperative to reimagine and reassess Levent Square from a vantage point that prioritizes the enhancement of user experience and participation.

In this context, three draft plan alternatives have been developed to address one of the primary reasons contributing to the square's status as a lost space, namely the vehicular roads. Pedestrian pathways have been integrated into these three plans in a manner that maximizes pedestrian priority and circulation, thereby contributing to the formation of input for the model discussed in the subsequent chapter in line with the objectives of the thesis.

In conclusion, the process of placemaking in spaces such as Levent Square necessitates prioritizing pedestrian and vehicular mobility for the reorganization of the area. Following analyses and observations conducted within Levent Square, the primary issue identified pertains to the extensive use of automobiles. The square's fragmentation results from thoroughfares traversing its interior, while the proliferation of parking spaces hinders pedestrian movement and occupies significant portions of the space. These difficulties highlight the creation of three unique alternative draft designs that were influenced by user experience (desire paths). It was acknowledged that it would not be feasible to ask users to provide alternatives since it would need professional knowledge and access to pertinent data. Overall, a full understanding of the study area through detailed analysis and observations is imperative before formulating design scenarios. Furthermore, automated procedures for identifying vehicle and pedestrian activity from surveillance or drone footage would improve the analytical quality and realism of results. Adopting such approaches in similar contexts is advisable for ensuring robust outcomes, which should be subsequently presented alongside user preferences in the forthcoming chapter for consideration.

4. A MODEL to REVITALIZE LOST SPACES: “Make-Place” in LEVENT SQUARE

As declared in Chapter 1, the aim of this thesis, which seeks to develop a model for creating spaces in urban areas, advocates that the design of a space should not be solely undertaken by authorized designers but should incorporate user participation through a facilitated process. Ultimately, the individuals who will use these spaces are the users, and we cannot impose designs on them. While professional input is crucial in all matters requiring technical knowledge, functionality, needs, and aesthetic preferences can be left to users in the context of public spaces. Within this framework, it is assessed that the mobile application will enable users to access information more rapidly and collect greater feedback. The process and experience of placemaking through a mobile application from a lost space, as exemplified by the study conducted at Levent Square, is examined in this chapter.

In this context, the analyses conducted in the previous chapter, such as pedestrian-vehicle movement and density analysis, expedited the design process by leveraging contemporary technology instead of conventional methods. The design were implemented based on the data obtained from. However, it suggested that before the construction, a low-cost and participatory exercise should be conducted as a placemaking practice. Depending on the feedback, the project can be revised or moved to the final implementation stage. Alternatively, an exemplification of the resultant design could be formulated by designers based on the data gathered from users. Subsequently, it may be presented to users through 3D illustrations and animations, facilitating their final feedback before the implementation phase.

Within the scope of this thesis, a survey was conducted among users regarding the space design section of the mobile application. The developed application interface was introduced to the survey participants, and their opinions were solicited. The results of the survey will reveal how Levent Square can be redesigned with a participatory approach and shed light on user approaches to placemaking practices. The developed application interface was introduced to the survey participants, and their opinions were solicited.

4.1 Model Formation and Data Collection

It is hypothesized that employing a mobile application would constitute an effective approach to engaging users. However, considering the objectives of the thesis and the constraints of time, the utilization of a survey method is deemed advantageous for gathering data, serving as the foundational groundwork for the mobile application. Subsequently, a mobile application was developed, prioritizing user experience and participation concerning public space conditions and utilization. Following this, a survey was devised in alignment with the mobile application, utilizing Google Forms.

4.1.1 Mobile application

In contemporary times, individuals without smartphones are exceedingly rare, and people from nearly every age group engage with smartphones in some capacity. Consequently, it can be inferred that applications aiming for a social benefit could potentially reach the public more easily. Instances of such applications are encountered, and the CityLayers application can be cited as an example. However, within the scope of this thesis, a participatory and interactive application interface design incorporating diverse features has been pursued.

The concept of an application, named "Make-Place" (Figure 4.1), has been introduced, encompassing main sections such as user profile, community, explore, and spaces. Thoughts on the community and explore sections of the application are presented in the future studies section of the thesis. The mobile application interface design has been implemented using the Figma program. After three introductory pages providing brief information about the application's goals and content, users are directed to the page where their user profiles will be created, either by signing up or logging in. The introduction includes noteworthy information about the application's objectives and content. Initially, the user profile is designed in a straightforward manner; however, the application has the capability to evolve into a verification system, ensuring real-world applicability by mandating registration with authentic identity information for genuine individuals.

On the subsequent page, a section has been added where users can input their knowledge levels about lost space, placemaking, public space, and urban design. This allows for the evaluation of user preferences based on their conceptual knowledge levels.

The spaces section consists of two tabs: "My Neighborhood" and "All Spaces." Users providing sufficient data for their neighborhood can also share ideas about public spaces at the district and city levels. This allows an examination of whether users are aware and engaged citizens. In the "My Neighborhood" or "All Spaces" section, there are two different options for public open spaces: "Open to Participate" and "Locate & Mark Your Feelings." Details about the "Locate & Mark Your Feelings" option are also presented in the future studies section. Within the scope of this thesis, the "Open to Participate" option has been detailed, as it directly influences the design of the space and can lead to quicker outcomes in placemaking.

Interface designs have been created specifically for Levent Square, which was identified through studies as a lost space. Clicking on the visual representation of Levent Square with the "Open to Participate" option reveals information such as the deadline for participation, the number of participants so far, the potential square area, and the identities of collaborators. Additionally, analyses, syntheses, and photos related to the space can be accessed from this page. Proceeding by selecting "Participate" leads to a page where the user can choose keywords that come to mind regarding the space. The parameters on this page have been added using some of the intangibles from PPS's (2016) "What Makes a Great Place" diagram. Thus, opinions regarding the user's perspective on the space's use and activities, comfort and image, transportation and connectivity, and sociability can be gathered. On the next page, the user's opinion about the space's use is collected through options such as "poor," "below average," "average," "good," and "excellent." Selecting "excellent" implies that the user has no negative thoughts about the space and believes it should remain as it is. This leads to the "Thank You for Your Participation" page without further engagement. Choosing any of the other four options indicates that the space needs organization and improvement. Selecting one of these options takes the user to the page where design decisions for the space are given, comprising sections such as use, urban furniture, pavement, planting, activity time, alternative plan, activity spaces, use spaces, and participation in rehearsal. These sections are supported with visuals and information when necessary to assist the user. The details of these eight sections which is arranged differently in the survey, are presented in the survey sections to avoid repetition.



Figure 4.1 : Summary of customer journey map with user interface of “Make-Place” mobile application (for details see APP. B).

As the application has not been implemented yet, the profile creation and participation in the place design sections have been presented to users as a survey through Google Forms, specifically focusing on Levent Square. The content of the application, along with a few visuals and links allowing users to experience the pages within the application through maze.com, has been included as an additional question in the survey.

Additionally, the designed application interface is inherently suitable to refinement, offering opportunities for enhancement through collaboration with professionals and receiving feedback from users. As delineated within the scope of this study, the sections transposed onto the survey platform from Levent Square were subject to iterative improvements based on the outcomes of conducted investigations. Moreover, enlargements to the user queries were made by drawing insights from global urban design practices, ensuring comprehensive coverage of pertinent aspects. It is noteworthy that during the survey process, users did not express any discernible obligations warranting distinct modifications.

4.1.2 Survey

The survey, resembling the application interface in terms of its characteristics, consists of 8 sections. First of all, based on the conducted analyses and literature review, it has been recognized that the redesign and placemaking process of Levent Square should seek the opinions of four distinct profiles. In this diverse area where users vary, the participation of profiles closely associated with Levent Square—such as those who reside or work close to the square, those who own or work in one of the shops in the square and thus use it frequently—has been ensured. Additionally, evaluations made by profiles that rarely or never use the area have been collected based on the information (aerial photo and 30 seconds video of Levent Square's location, panorama and photos) provided to them. Finally, attention has been drawn to the opinions of individuals with degrees in fields such as Architecture, Urban Planning, Landscape Architecture, and Urban Design, who rarely or never use the area by sustaining them the same information. The last two profiles may have visited the square before, utilized the space, and consequently formed their own opinions about Levent Square.

Survey sections are as follows:

- After the profile selection as the first question of first section, the survey includes questions about basic user information, the level of knowledge about concepts, keywords related to the square, and thoughts on the current use of the square, mirroring the application interface. Those who answers the current use question as “excellent” are directed to the last two questions in the last section of the survey.
- Due to the survey format, alternative plans are presented in the second section, unlike the application. Three different plan alternatives are provided with visuals and information, expecting participants to choose one option.
- The third section reflects the participant's choice based on the selected plan. Placing the image related to the chosen plan before the activity and use questions in this section aims to facilitate participants' choices of activity and use spaces. Participants are not required to mark every activity and use option; they can make multiple selections and match them with multiple spaces. Additionally, after the activity space matching, a question about participants' preferences for the days and intervals of activities is included. In the use space matching question, participants were informed that they could specify their use preferences in detail in the next, fourth section of the survey.
- In this section, all use options (greenery, resting area, gathering / meeting area, commercial uses, public services, aesthetic uses, playground, mini sports area and parking lot) are provided, but an option "none" is added to each question to prevent participants from indicating preferences for uses they did not select in the previous section.
- The fifth section refers to participants' preferences regarding urban furniture (Material, seating, lighting, litter box, wayfinding, bollards, stops, and billboards). Questions have been formulated based on the existing urban elements in Levent Square. Participants are required to answer each question, and they can make multiple selections.
- The sixth section consists of a single question about which pavement type (Large Stone Slabs (Natural, Composite Slabs), Small Stone Slabs (Cobblestones etc.) and Cast Slabs (Concrete, Asphalt, etc.)) the participants

predominantly prefer for Levent Square. Participants can again select multiple options.

- The seventh section includes two questions about planting design. Participants can choose multiple options regarding the types of plants and their locations whether on the ground or in the pot.
- In the final section, participants are first asked to rate their willingness to participate in the rehearsal for the implementation of their design on a scale of 1 to 10 (1 very low, 10 very high). Subsequently, they are asked to evaluate, on a scale of 1 to 10 (1 very low, 10 very high), their inclination to use the "Make-Place" mobile application. An example rehearsal visual and the project's web extension are provided for the first question, and for the second question, several pages from the application interface and an opportunity to experience the application with a maze.com link are presented. To review the survey in detail, please see APP. C.

During the survey, two profile types, namely those not obligated to be present at Levent Square (professionals and those who rarely or never visit), were provided with an online Google Form link to gather their responses. For the other two profiles, a survey was conducted by physically visiting Levent Square. A total of 40 individuals, 10 on weekends and 10 on weekdays from each group, participated in the survey conducted at Levent Square. The survey reached a total of 80 participants, with 20 individuals from each profile contributing to the responses. Ensuring equality in profile attendance was crucial for ensuring robust comparisons, yet finding participants was not as feasible as it might be, and only 40 volunteers who matched the designated profiles were found for the study. Consequently, the survey gathered a total participation of 80 individuals. Given the preliminary nature of this endeavor, such limitations are anticipated and are not anticipated to significantly impact the primary research objectives.

4.2 Results, Interpretations and Synthesis of the Survey

The majority of survey participants, constituting 38.8%, fall within the age range of 25-34, followed by a 20% representation from the 35-44 age group. Participants in the 18-24 and 45-54 age brackets, with an equal distribution, make up 27.6% each, while

11.3% fall in the 55-64 age range, and 2.5% are aged 65 and above. The survey attracted participants from various professional backgrounds, with 65% being parents. Moreover, a significant number of participants reside in the Beşiktaş district. Analyzing the frequency of Levent Square usage (Figure 4.2), 33.8% reported daily use, 13.8% use it several times a week, constituting a total of 47.6% who predominantly use the area. On the other hand, those who use it a few times a year (22.5%), those who never use it (11.3%), and those who use it once a year (6.3%) collectively make up 40.1%. Furthermore, as evident from Figure 4.2, participants were able to select multiple options to the question regarding how they reach or would reach Levent Square, with 68.8% of respondents indicating the use of public transportation. The unsurprising outcome can be attributed to the proximity of Levent Square to numerous public transportation routes.

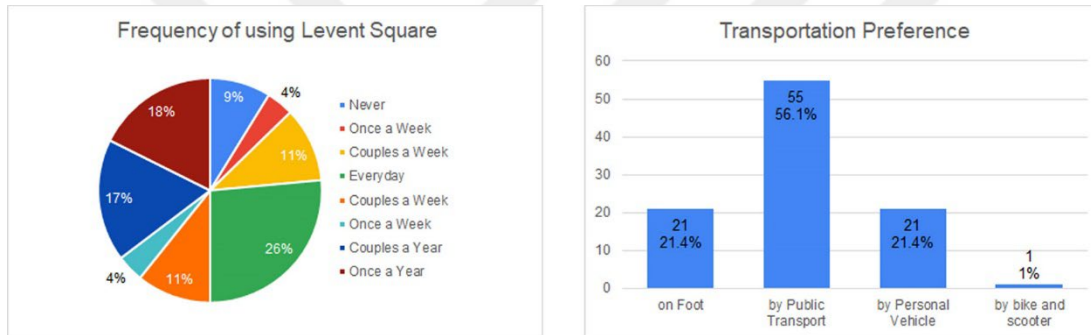


Figure 4.2 : Frequency of using Levent Square and transportation preference to the square.

Participants' levels of knowledge regarding lost space, placemaking, public space, and urban design are presented in Table 4.1. Upon examining the concepts for which a knowledge level score of 3 or higher was assigned individually, the following percentages are observed: Lost Space at 30%, Placemaking at 36.25%, Public Space at 62.5%, and Urban Design at 61.25%. The proportion of those unfamiliar with the concepts of lost space and placemaking is more than 60%. Unsurprisingly, the combined proportion of the three non-professional profiles raises this figure for these two concepts. Even among professionals, 10% have no knowledge of placemaking, and 15% lack awareness of lost space. Regarding public space and urban design, the knowledge levels, although not very high except among those with professional experience, are comparatively better than the other two concepts. Moreover, when considering the overall participants, it is notable that the knowledge level is very high for Public Space at 32.5%, whereas it is very low for Lost Space at 62.5%.

Table 4.1 : Knowledge level of lost space, placemaking, public space and urban design.

No of Participants	Profiles	Concepts	Knowledge Level (%) (1:Very Low, 5:Very High)				
			1	2	3	4	5
20	I hold a bachelor's or master's degree in disciplines such as Architecture, Urban Planning, Landscape Architecture, Urban Design	Lost Space	15	5	15	65	0
		Placemaking	10	0	25	45	20
		Public Space	0	5	0	30	65
		Urban Design	0	5	5	45	45
20	I reside or work within walking distance of Levent Square.	Lost Space	70	10	20	0	0
		Placemaking	75	5	20	0	0
		Public Space	15	5	25	25	30
		Urban Design	25	0	15	25	35
20	I am the owner of or work at one of the shops in Levent Square.	Lost Space	100	0	0	0	0
		Placemaking	90	0	10	0	0
		Public Space	60	15	10	10	5
		Urban Design	65	10	10	10	5
20	I reside in Istanbul but I don't use Levent Square at all or very often.	Lost Space	65	15	15	5	0
		Placemaking	65	10	20	5	0
		Public Space	15	35	10	10	30
		Urban Design	15	35	20	10	20
80	All Profiles	Lost Space	62.5	7.5	12.5	17.5	0
		Placemaking	60	3.75	18.75	12.5	5
		Public Space	22.5	15	11.25	18.75	32.5
		Urban Design	26.25	12.5	12.5	22.5	26.25

Participant opinions about Levent Square were gathered with easily understandable keywords, avoiding excessive use of words. Presenting keywords along with their opposites facilitated participants' choices. Questions were asked under four headings: Use and Activities, Comfort and Image, Access and Linkages, and Sociability (Figure 4.3). In questions where multiple options could be selected, the number of individuals with no opinion about the square is quite low. This might be attributed to providing data that even non-users can form opinions from. From the words given with their opposites, negatively connotated words stand out as more frequently selected compared to their positive counterparts: under the heading of Use and Activities, "boring" at a rate of 26.3%; under Comfort and Image, "grey" at 41.3%, "hard to walk" at 42.5%, and "unattractive" at 42.5%; under Access and Linkages, "uncomfortable" at 31.3%. Responses with positive connotations, exceeding 50%, include associations such as 58.8% with "connected," 55% with "walkable," 75% with "accessible," and 63.7% with various profile-related responses. These results can be considered consistent with the outcomes of the conducted analyses as well.



Figure 4.3 : Keyword selections about Levent Square.

In the final question of the first section of the survey, participants were asked about their thoughts on the current usage of the space. As evident from Figure 4.4, the common response across the four profiles is the "average" option, constituting a 45% ratio. Only two individuals provided an "excellent" response and were directed to the last two questions of the survey. Consequently, the total participation count in the survey until the final section is 78. As evident from the responses to the question, the argument put forth within the scope of the thesis, asserting that Levent Square is a lost space requiring redesign, is supported.

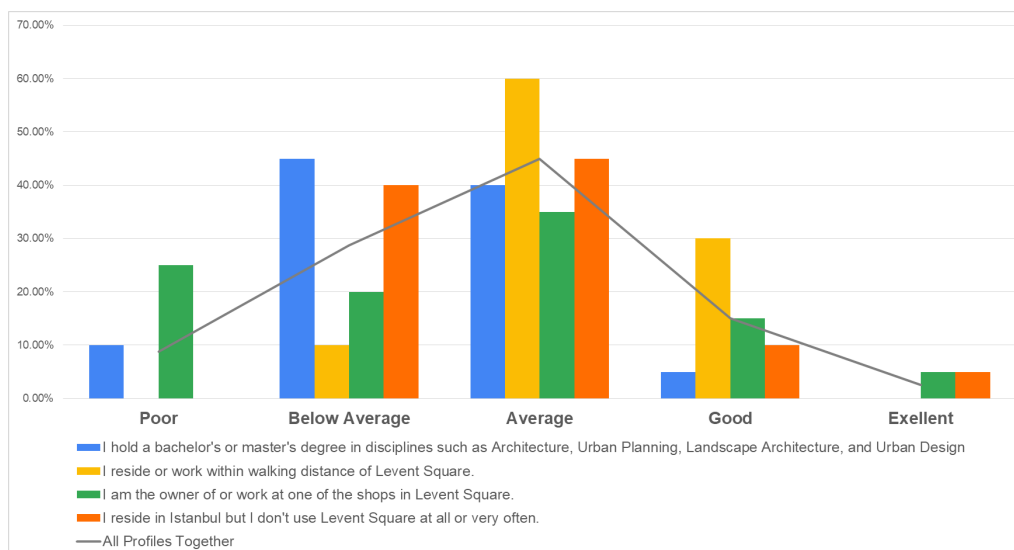


Figure 4.4 : Evaluation of Levent Square's existing use.

In the second section of the survey, participants selected one of the presented alternative plan drafts. The results indicated that Alternative 3 was the most preferred, chosen by 47.3%, followed by Alternative 2 with 26.9%, and the least favored was Alternative 1 with 25.6%. When examining the choices of each profile individually through Table 4.2, it is evident that Alternative 3 is again the most preferred option. Given the consensus on Alternative 3, a placemaking proposal based on this alternative is presented in the fourth section of the thesis.

Table 4.2 : Preference of design alternatives.

No of Participants	Profiles	Alternative 1 (%)	Alternative 2 (%)	Alternative 3 (%)
20	I hold a bachelor's or master's degree in disciplines such as Architecture, Urban Planning, Landscape Architecture, and Urban Design	20.00	35.00	45.00
20	I reside or work within walking distance of Levent Square.	15.00	40.00	45.00
19	I am the owner of or work at one of the shops in Levent Square.	42.11	5.26	52.63
19	I reside in Istanbul but I don't use Levent Square at all or very often.	26.32	26.32	47.37
78	All Profiles Together	25.64	26.92	47.44

The next section of the survey encompasses preferences for activity - space, activity - time, and use - space matching based on the alternative choices made. Despite the prominence of Alternative 3, responses to other alternatives have also been taken into consideration for evaluation. Ultimately, the design should incorporate activity and usage decisions in a manner that reflects each user. Furthermore, insights gleaned from the space preferences identified in the other alternatives can be utilized for an assessment of Alternative 3.

In Alternative 1, 8 spaces are presented for users to match their activity and use preferences, while Alternatives 2 and 3 offer 7 spaces for the same purpose. Since any activity or use can be paired with multiple spaces, the results of these responses can be evaluated by examining both spatial accumulations and differences in preferences. Upon analyzing the preferences of 78 participants in Figure 4.5, the most desired activity emerges as "Open Air Concert" with a rate of 75.6%. Subsequently, "Exhibition" follows with a rate of 73.1%, "Open Air Theatre" with 70.5%, "Open Air Cinema" with 69.2%, "Second Hand Market" with 61.5%, "Festivals" with 60.3%, "Workshop Events" with 56.4%, "Ice Skating" with 47.4%, "Sports Tournaments" with 46.2%, and finally, "Fruit and Vegetable Market" and "Clothing Market" with rates of 44.9% each. Another notable aspect in activity selections is the relatively lower

preference for the option in Alternative 1 compared to the second, and the lower preference of the second compared to the third alternative. This can be attributed primarily to the differences in road textures and, consequently, spatial forms in each alternative. The preference hierarchy for each activity in each space for every alternative can be examined in Figure 4.6.



Figure 4.5 : Activity-Space matching preferences.

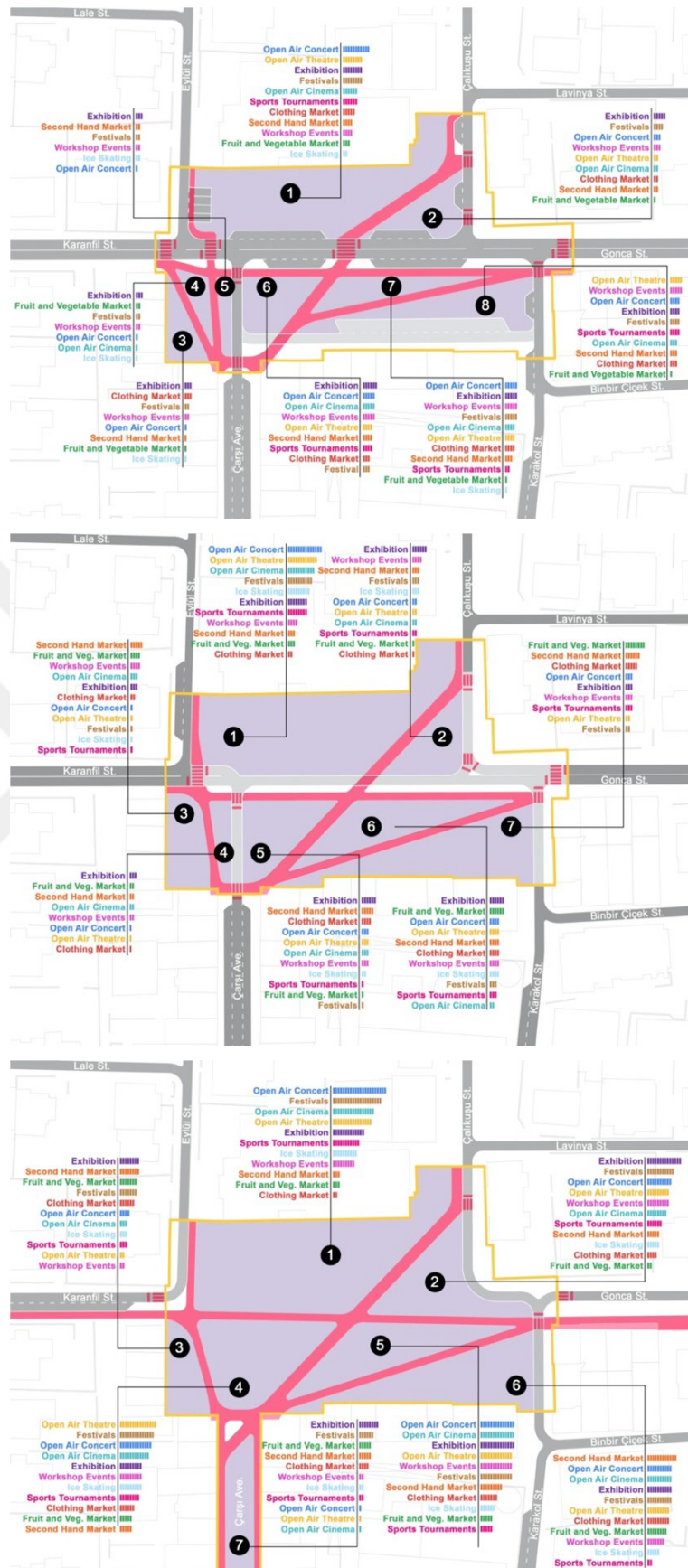


Figure 4.6 : Activity-Space matching preferences maps.

According to the preferences for activity and time (Table 4.3), the most preferred timing for activities such as Open Air Concert, Open Air Theatre, Open Air Cinema, Festivals, Ice Skating, and Sports Tournaments is during the weekend and seasonally. The activities preferred to be held on weekends and once a week are the Fruit and Vegetable Market and Clothing Market. Furthermore, activities desired to be held on weekends but on a monthly basis include Second Hand Market, Exhibition, and Workshop Events. Additionally, when considering all activities, it can be generally stated that activities scheduled once a year are not preferred, except for Festivals, Ice Skating, and Sports Tournaments. Activities during weekdays are consistently less preferred compared to weekends. The reason for this situation can be attributed to the square experiencing higher usage during weekdays compared to weekends. Thus, it is needed to have these kind of activities in weekends.

Table 4.3 : Activity-Time preferences.

	Time	Weekday	Weekend	Seasonal	Once a Week	Once a Month	Once a Year
Open Air Concert		11	33	37	5	14	5
Open Air Theatre		15	32	32	7	13	1
Open Air Cinema		13	31	32	10	10	1
Fruit and Vegetable Market		0	12	0	18	2	0
Second Hand Market		15	21	3	12	17	2
Clothing Market		9	17	3	14	9	1
Exhibition		19	27	13	6	29	3
Workshop Events		12	18	10	9	20	3
Festivals		7	16	17	2	11	10
Ice Skating		9	17	23	2	3	7
Sports Tournaments		7	10	17	3	10	8

In the final question of the third section, the spatial matching of uses from most to least preferred are as follows: Greenery (93.6%), Resting Area (92.3%), Public Services (76.9%), Commercial Uses (74.4%), Gathering / Meeting Area (67.9%), Aesthetic Uses (66.7%), Playground (48.7%), Parking Lot (44.9%), and Mini Sports Areas (35.9%) (Figure 4.7). Similar to the activity selections, another noteworthy observation is that the choice in the first alternative is less than the second, and the second is also less than the third. This can be attributed primarily to the differences in road textures and consequently, the spatial forms in each alternative and can be examined in Figure 4.8. In the first section of the survey, where keywords were chosen, "grey" emerges as one of the most selected options regarding the square's image. Consistently, in this question, green space stands out as the most chosen utilization area, highlighting the coherence in the provided responses.

Alternatives	Spaces	Greenery	Resting Area	Gathering / Meeting Area	Commercial Uses	Public Services	Aesthetic Uses	Playground	Mini Sports Areas	Parking Lot
Alternative 1	Space 1	11	11	6	2	6	6	2	2	4
	Space 2	9	9	3	3	2	5	2	4	7
	Space 3	7	10	1	2	2	1	4	3	3
	Space 4	10	9	2	3	3	3	2	3	2
	Space 5	12	8	2	5	3	6	1	3	3
	Space 6	10	12	3	6	1	8	1	2	4
	Space 7	9	11	3	4	4	8	1	3	4
	Space 8	7	10	3	6	5	5	1	2	8
	Count of preferences	17	17	10	14	13	14	8	7	10
Alternative 2	Space 1	10	13	10	6	6	9	2	3	7
	Space 2	9	10	4	5	5	7	2	3	3
	Space 3	8	4	2	8	5	4	3	3	3
	Space 4	5	3	2	3	1	5	0	0	0
	Space 5	6	8	12	4	2	7	1	0	0
	Space 6	7	7	6	4	3	5	5	0	0
	Space 7	11	4	4	6	4	5	1	3	5
	Count of preferences	20	19	18	16	15	14	9	8	10
	Count of preferences	20	19	18	16	15	14	9	8	10
Alternative 3	Space 1	27	19	10	4	6	12	6	3	5
	Space 2	24	13	5	8	5	8	4	4	5
	Space 3	21	12	2	9	17	6	5	2	3
	Space 4	22	9	9	8	7	11	4	3	2
	Space 5	26	21	12	6	4	13	5	5	2
	Space 6	19	15	4	15	6	6	4	5	6
	Space 7	16	6	0	9	1	6	1	3	6
	Count of preferences	36	36	25	28	32	24	21	13	15
	Count of preferences	36	36	25	28	32	24	21	13	15
All Alternatives	Total preferences	73	72	53	58	60	52	38	28	35
		93.6%	92.3%	67.9%	74.4%	76.9%	66.7%	48.7%	35.9%	44.9%



Figure 4.7 : Use-Space matching preferences.

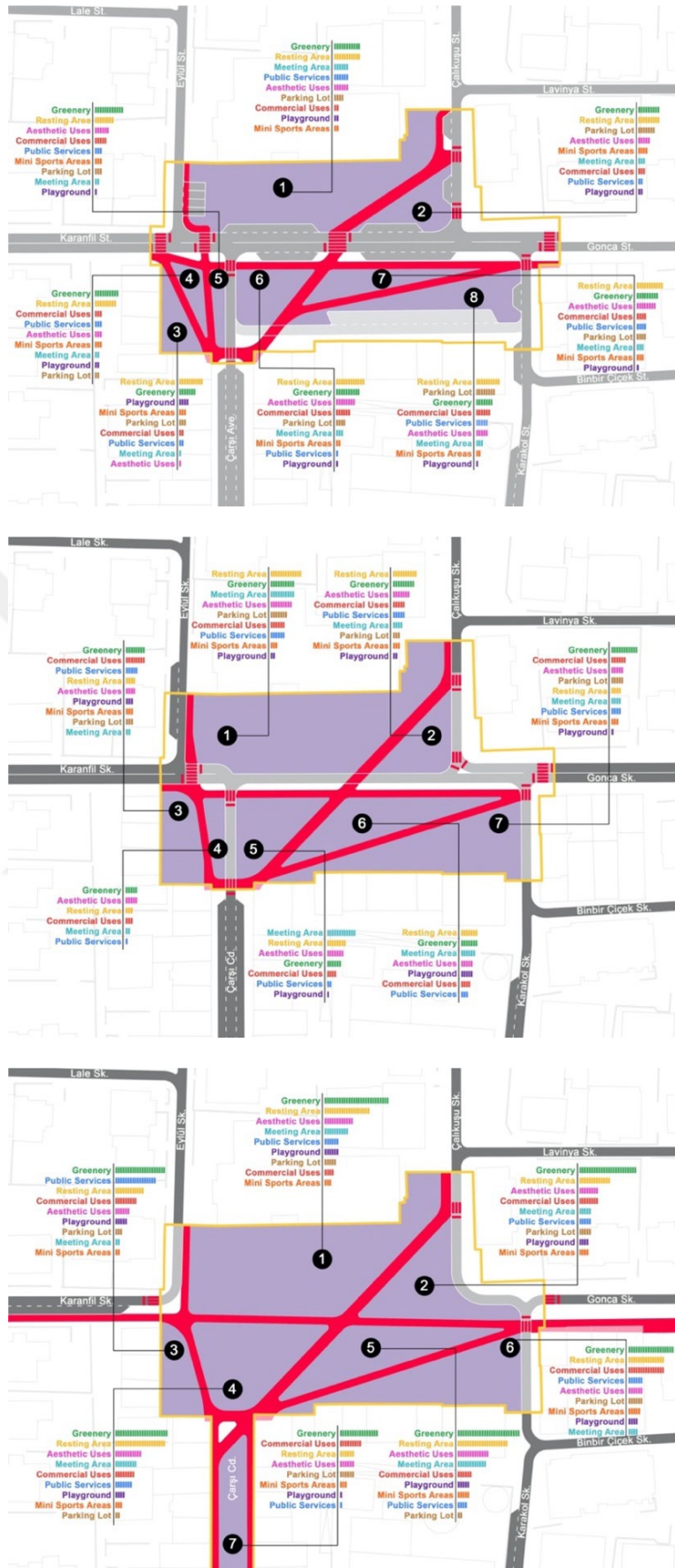


Figure 4.8 : Use-Space matching preferences maps.

In the fourth section of the survey, expectations regarding how the selected uses from the previous section will be spatialized are gathered (Figure 4.9). The questions in this section allow participants to choose multiple options. Options such as garden, grove (woodland), and meadow are predominantly favored as green spaces. For the resting area, the option "on green space" stands out with the highest percentage of 62.8%, while options on hard surface, in semi-open spaces, and with shading elements also receive considerable responses. Regarding gathering/meeting areas, there is no clear distinction among the options. Options "on green space" and "under shading elements" received the most votes, but the option in amphitheater form is only one vote behind in second place. Examining preferences for commercial use (florist, kiosk, simit seller, halkekmek and take-away coffee-tea), it can be interpreted that participants envision the possibility of having all these options as some of them are already existed in the square.

The option of public toilet as a public service has been selected with a percentage of 71.8, making it the most preferred option, followed by the option of ATM with 50%. Despite the existence of a public toilet within Levent Emlak Passage, the high demand for public toilets can be attributed to the lack of information or signage directing to the current restroom or its potential inadequacy. On the other hand, the request for ATMs does not align with the predominantly existing bank structures in the vicinity of the square; in reality, there are an adequate number of ATMs available. In aesthetic use, options for sculptures and installations emerge as the most preferred, with percentages of 56.5 and 46.2, respectively. For the questions about children's playground and mini sports area, preferences lean towards the absence of these uses, with percentages of 51.3 and 59, respectively.

The lack of desire for these uses can be considered natural, given the presence of such areas within walking distance of the square's immediate vicinity. Finally, regarding parking preferences, the option "underground parking" stands out with a percentage of 61.5. The high demand for underground parking, proposed as a solution to one of the major issues in the square, namely vehicle parking, can be interpreted as a desire for maintaining high levels of individual vehicle access to the square. However, this preference contradicts the presence of numerous nearby parking facilities in the vicinity.



Figure 4.9 : Use preferences of participants for Levent Square.

User preferences for urban furniture have been addressed in the fifth section of the survey. Primarily, the use of wood in urban furniture has received a significantly high percentage of responses, standing at 67.9% and recycled materials follow with 23.1% (Figure 4.10). Wood material is observed to be more harmonious with the space, and from a sustainability perspective, a recommendation for the predominant use of recycled wood in urban furniture can be proposed.

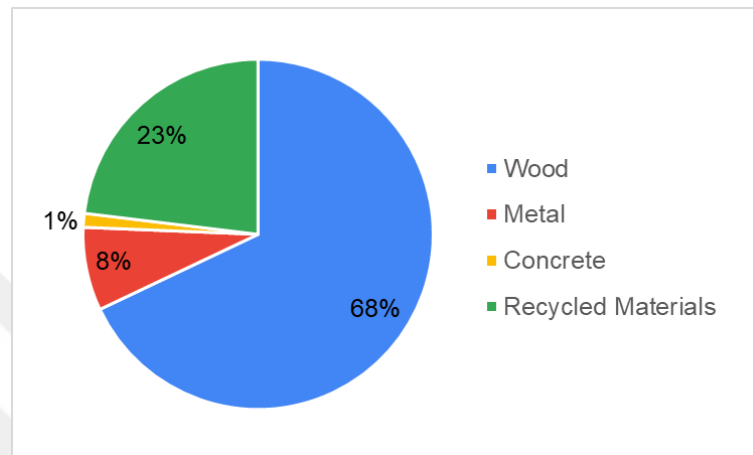


Figure 4.10 : Preferences of mostly used material for urban furnitures.

Preferences regarding the characteristics of urban furniture are depicted as shown in Figure 4.11. The most preferred options of seating elements are multiple (83.3%), arranged side by side (56.4%), with a backrest (83.3%), and with armrests (43.6%). For lighting elements, the options closest to yellow light have been most preferred at 74.4%, followed by medium-sized options at 51.3%. It is observed that recyclable litter bins are preferred with a rate of 79.5%, and 55.1% of them are preferred to have a cover. In the shade element question, the options of semi-open and sun-breaking have received equal votes which is 59%. When it comes to wayfinding elements, at eye level with 70.5% and being icon-oriented with 43.6% are the preferred choices. Choices in the boundary elements are closely tied, but medium-sized, slim, and plant-covered options are prominent. For stops, semi-open and smart stops are highly preferred. In the preference of billboards, the digital screen is significantly ahead with a rate of 76.9%.



Figure 4.11 : Preferences for urban furnitures.

In the sixth section, the question sought answers regarding the user's preference for the predominant use of pavement material style. Three different options were provided, allowing multiple choices based on the pavement size and style: Large Stone Slabs (Natural, Composite Slabs), Small Stone Slabs (Cobblestones, etc.), and Cast Slabs (Concrete, Asphalt, etc.). Upon reviewing the responses, as depicted in Figure 4.12, it is evident that the option of Large Stone Slabs (Natural, Composite Slabs) was highly preferred, with a rate of 73.1%, surpassing other alternatives. The use of Large Stone

Slabs can be predominantly implemented throughout the entire area, while other pavement types can also be seamlessly incorporated.

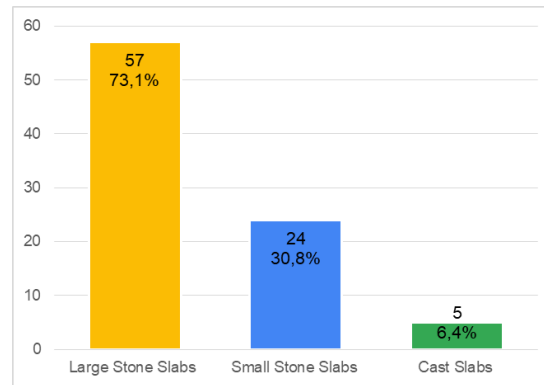


Figure 4.12 : Preferences of mostly used type for pavement.

The seventh section compiles participant perspectives on plant design (Figure 4.13). Participants were presented with options accompanied by their opposites, and thus, the most preferred ones will be evaluated as the pairs with given contrasts. Natural form, with a rate of 73.1%, with flowers at 73.1%, fruitless at 28.2%, and evergreen at 62.8%, received the highest votes among the pairs. While 89.7% of participants prefer to see plants on the ground, 35.9% would like to see them in pots. The results indicate that there are participants who favor both options. By prioritizing user preferences, a suitable planting design composition for the square can be achieved by integrating existing plants with less preferred options based on user choices.

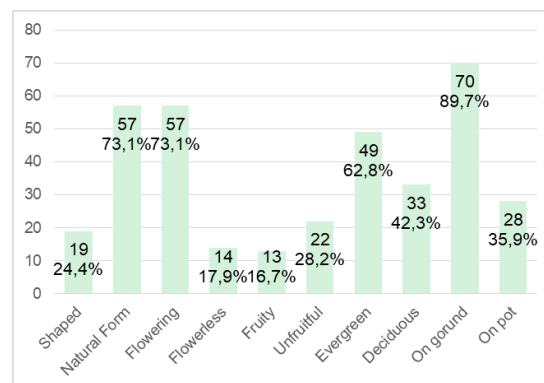


Figure 4.13 : Preferences for planting design.

In the eighth and final section of the survey, participants expressed their willingness to participate in a rehearsal for the redesign of Levent Square based on their choices. They also evaluated their desire to use the "Make-Place" mobile application, similar to this survey, by rating it on a scale of 1 to 10 (1 being very low and 10 being very high). Examining the overall results, the total percentage of participants who rated 5

or higher for the first question is 70.6% (Figure 4.14). Additionally, the option receiving the highest response, with a rate of 20.5%, is a score of 10. Similarly, for the second question, it appears that 85.9% gave a rating of 5 or higher, with 35.9% giving a score of 10 (Figure 4.15). Participants' willingness to use the "Make-Place" mobile application is significantly higher compared to their willingness to participate in the rehearsal.

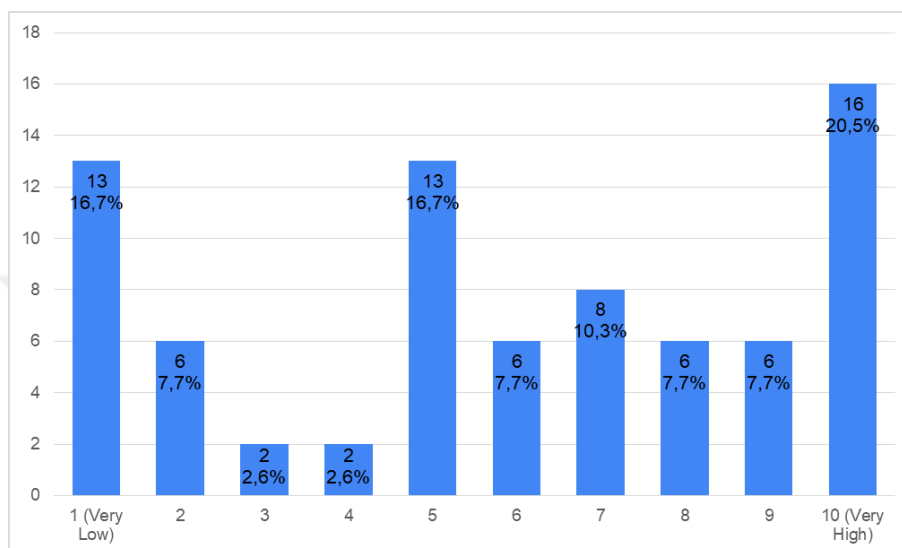


Figure 4.14 : Willingness to participate in placemaking rehearsal.

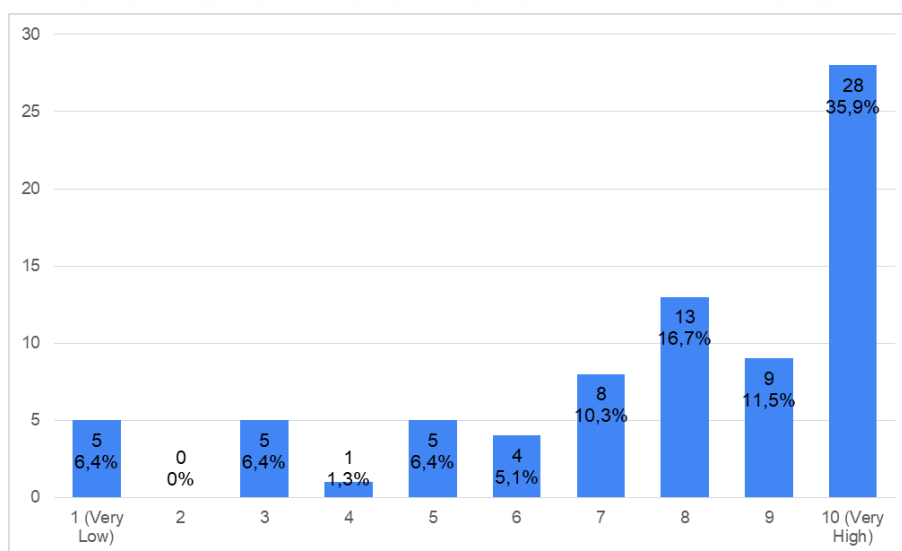


Figure 4.15 : Willingness to use “Make-Place” mobile application.

The discussion centered on the participation in the rehearsal and the willingness to use the mobile application, considering participant profiles and age groups. Participants identified as the two profiles who use Levent Square more frequently and those with a professional background express a higher inclination to participate in the rehearsal

compared to the profile that does not use the square frequently. Regarding the desire to use the "Make-Place" mobile application, respondents with a professional background and those residing in Istanbul but infrequently using the square exhibit a positive response rate of 90%. Similarly, other participant profiles also manifest a high average willingness, ranging from 65% to 75%. However, clear inferences regarding age groups and their preferences for participating in the rehearsal and using the mobile application could not be drawn from the survey results (see APP. D).

4.3 Placemaking in Levent Square

In the previous titles of the chapter, the scope involves reorganizing Levent Square based on the decisions made by users, thereby illustrating the practice of placemaking. In implementing this concept, apart from user opinions, analytical studies conducted on Levent Square within the thesis framework and insights from global urban design practices were utilized. In essence, a multitude of decisions about the space has already been made by users through surveys. The third alternative among the plan options has been predominantly favored, shaping the foundational aspect of the design. The decisions encompassing spatial activities, temporal considerations, use preferences, urban furniture preferences, paving choices, and planting preferences provide sufficient parameters for placemaking.

Now, with the chosen alternative plan, it is within the designer's purview to harmoniously materialize these decisions. To meet the preferences of each user, Levent Square should function as a hybrid space, necessitating the development of a design approach tailored to this requirement. If some of the design decisions for the square can be interpreted as permanent and others as temporary, the needs can be addressed with optional solutions.

The preferences obtained from participants regarding spatial usage, urban furniture, paving, and landscaping choices can be interpreted as permanent decisions. However, rather than fixed spaces or elements for activities determined by users and to be carried out at different times, adaptable, transformable, or modular ideas should be developed. The decisions regarding vehicular routes and pedestrian pathways in the selected plan alternative should provide future possibilities and be open to flexible uses. In other words, activities, vehicular dynamics, and pedestrian route dynamics can be interpreted as temporary decisions. These are aspects that need to be actively

intervened in at specific time intervals based on user trends. For the analysis of this matter, recourse can be made to the "Make-Place" mobile application, security camera observations, and drone footage. Through the application, user activity requests can be monitored, and their reflections on the space can be implemented. Observations using security cameras or drones on pedestrians and vehicles can identify changing densities and trends, allowing interventions to be carried out. However, since these changes may not manifest as rapidly as activity changes in the short term, they require long-term solutions for the memory and integrity of the space. Taking all these contexts into account, a design experiment for Levent Square has been initiated.

4.3.1 Design Proposal

The Levent Square plan, created based on user opinions, along with its top view, is depicted in Figure 4.16. During the design implementation, actions were guided by user decisions and developed strategies pertaining to uses, activities, paving, urban furniture, and planting design. Consideration was given to pedestrian circulations, the functional roles of structures surrounding the square, and vehicular pathways while incorporating the user decisions and devised strategies on design elements.



Figure 4.16 : Design proposal of Levent Square plan (on top) and top view (at bottom).

4.3.1.1 Use decisions

One of the most crucial decisions shaping the square pertains to its uses. Therefore, the first point of reference was the participants' usage preferences. Those uses receiving more than 50% "against" votes were identified as non-incorporated uses, including playgrounds and mini sports areas. On the other hand, the incorporated uses comprised greenery, resting areas, gathering/meeting areas, commercial use, public services, aesthetic uses, and parking lots. Parking lots were not subjected to spatial matching evaluations as the majority of users expressed a preference for underground parking. Since Alternative-3 was the most preferred plan draft, spatial matching from other alternatives was transferred to Alternative-3 for use matching (Table 4.4). Following spatial matching, cumulative usage data was compiled in Table 4.5. Subsequently, as depicted in Figure 4.17, a comprehensive evaluation was conducted to make final decisions on the specific uses of spaces.

Table 4.4 : Space equalization of alternatives.

	Alternative-1	Alternative-2	Alternative-3
Space Number	1	1	1
Space Number	2	2	2
Space Number	3, 4	3	3
Space Number	5, 6	4, 5	4
Space Number	7	6	5
Space Number	8	7	6
Space Number	-	-	7

Table 4.5 : Cumulatives of uses for alternative-3.

Uses	Alternative-3						
	Space 1	Space 2	Space 3	Space 4	Space 5	Space 6	Space 7
Greenery	48	42	46	55	42	37	16
Resting Area	43	32	35	52	39	29	6
Meeting Area	26	12	7	28	21	11	0
Commercial Uses	12	16	22	26	14	27	9
Public Services	18	12	27	14	11	15	1
Aesthetic Uses	27	20	14	37	26	16	6

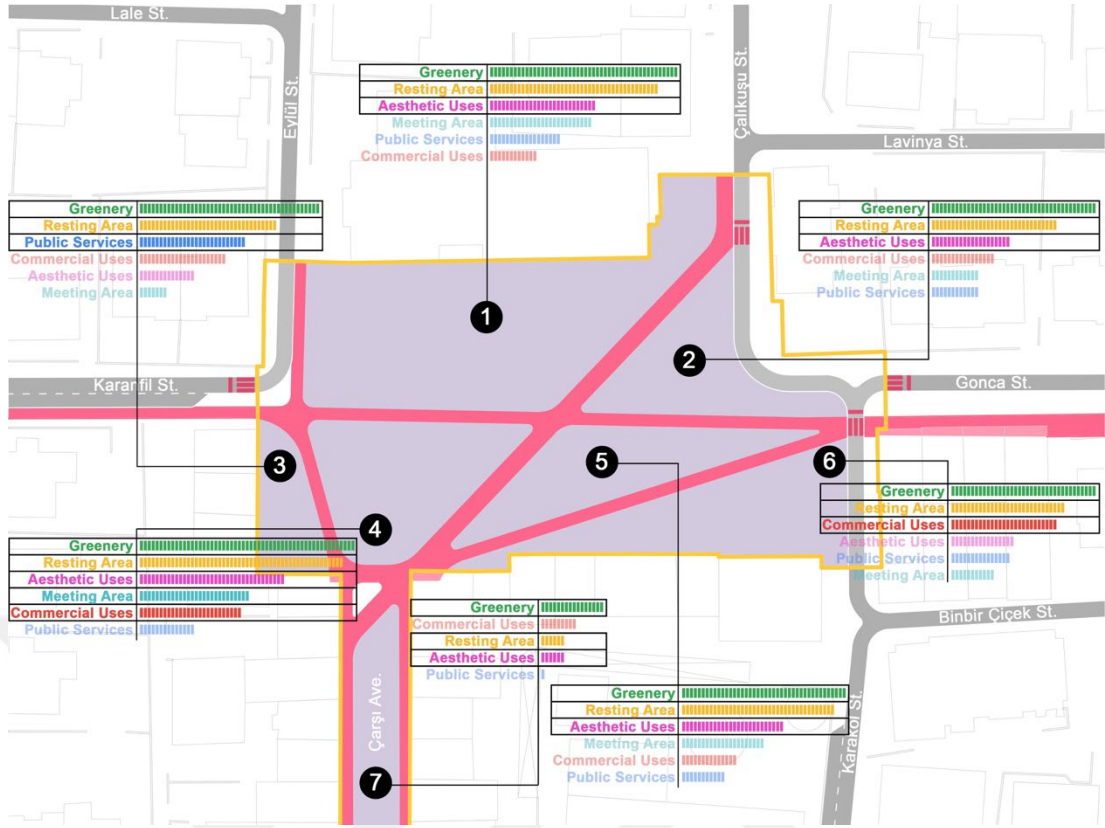


Figure 4.17 : Assessments of cumulatives for uses.

Decisions regarding how the uses would be implemented were determined by examining the accumulations of votes. Accordingly, options for greenery included meadow, garden, and grove (woodland); resting areas were considered on green spaces, hard surfaces, semi-open areas, and under shade elements; gathering/meeting areas offered options in amphitheater form, on green spaces, and under shade elements; commercial use presented choices like florist, kiosk, simit seller, public bread and pastry (halkekmek), and take-away coffee and tea; public facilities included a public toilet option; aesthetic uses featured options for sculptures and installations; and the parking lot considered the option of an underground parking. However, despite receiving a high number of votes, the underground parking option was not evaluated in this study due to the site being within an urban conservation area, the presence of multiple parking options in the vicinity, and its lack of alignment with flexible design and future scenarios.

The preference for the locations of the considered uses has been consolidated as depicted in Figure 4.18. The uses exhibit permeability among spaces, thus opting for flexible and adaptable spatial solutions rather than fixed uses for each space.

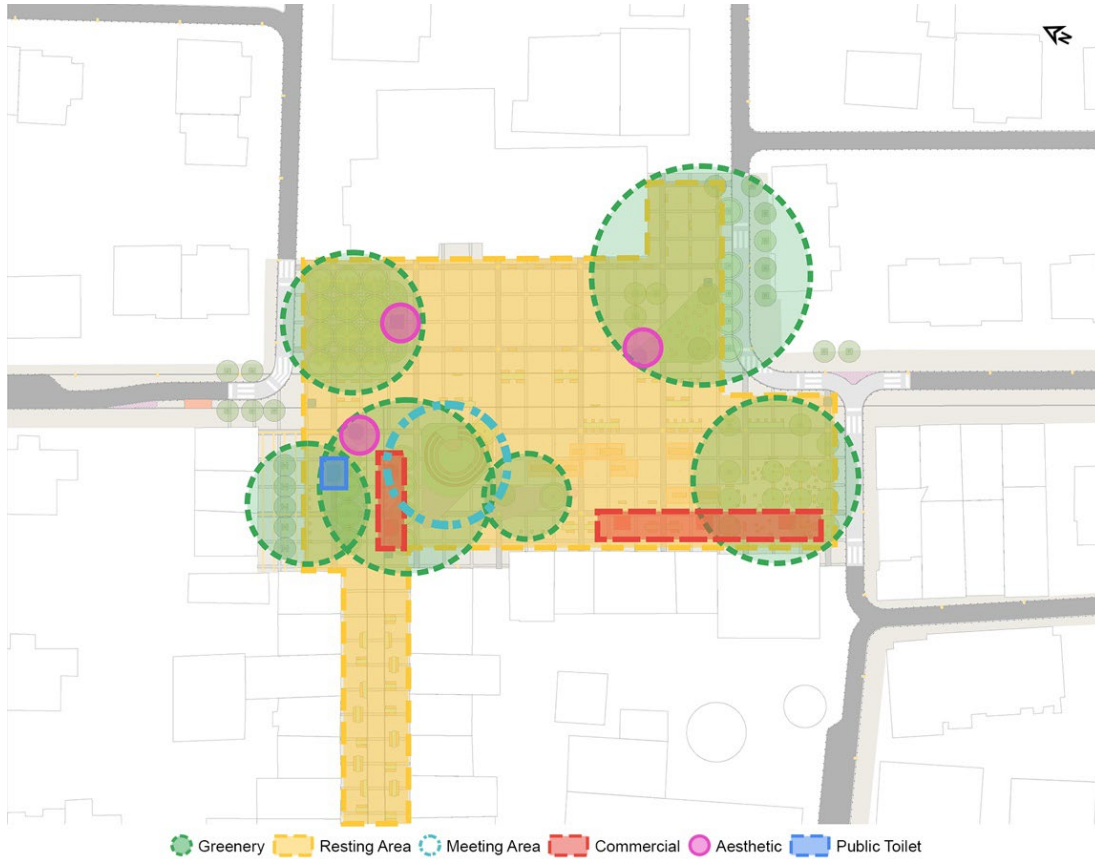


Figure 4.18 : Use Plan of Alternative-3.

In accordance with the mentioned considerations, the spatial organization of uses within the square is as follows (Figure 4.19):

- Greenery spaces 1 and 4 incorporate meadow and wooded areas, while spaces 2 and 5 feature meadows, and spaces 3 and 6 are designed with wooded areas.
- Resting areas have been conceptualized to be present in all spaces, and seating elements have been strategically placed in each area.
- The meeting area in space 4 has been resolved within the green space in a design reminiscent of an amphitheater.
- Commercial uses include simit seller and take-away coffee and tea in space 4, and a kiosk, public bread and pastry (halkekmek), and florist in space 6.
- Public services, represented by the public toilet, are placed close to space 3 without disrupting circulation, and positioned along the boundary of space 4. This toilet allows for single-person use, features smart systems, and is self-cleaning. Additionally, attention has been drawn to the existence of the toilet in Levent Emlak Passage as an alternative one.

- Aesthetic uses involve relocating the existing sculpture in space 4, proposing a new sculpture in space 2, and shifting the location of the Atatürk bust in space 1. Spaces 5 and 7 also provide areas for installation works.

These spatial arrangements aim to create a dynamic and flexible environment within the square, accommodating various user preferences and needs.



Figure 4.19 : Renders of uses.

4.3.1.2 Activity decisions

The activities identified by users play a crucial role in shaping the design, as they need to facilitate various user preferences. Utilizing the spatial matching data from Table

4.4 with other alternatives, Table 4.6 was generated. When making design decisions for the usage areas, Figure 4.20 was prepared using Table 4.6, and evaluations were conducted based on the cumulative activities. Accordingly:

- The Fruit and Vegetable Market and Clothing Market, the most frequently organized activity in the square (on weekends and once a week), will take place in spaces 5 and 6.
- The Second Hand Market, Exhibition, and Workshop Events, organized on weekends and monthly, will be held in spaces 5 and 6, spaces 1, 2, 3, 4, 5, and 7, and spaces 4 and 5, respectively.
- Open Air Concert, Open Air Theatre, and Open Air Cinema, occurring on weekends and occasionally, will be hosted in spaces 1 and 4. Festivals will take place in spaces 1, 2, 4, 5, and 7. Additionally, Ice Skating and Sports Tournaments will be held in space 1.

These planned activities aim to enrich the diversity of events and enhance the overall vibrancy of Levent Square, catering to the varied interests and preferences of its users.

Table 4.6 : Cumulatives of Activities for Alternative-3.

Activities	Alternative-3						
	Space 1	Space 2	Space 3	Space 4	Space 5	Space 6	Space 7
Open Air Concert	47	15	7	23	23	17	1
Open Air Theatre	36	13	3	23	21	16	1
Open Air Cinema	34	12	7	22	20	13	1
Fruit and Vegetable Market	9	4	14	8	12	17	5
Second Hand Market	10	10	14	18	16	21	5
Clothing Market	9	7	11	14	15	17	4
Exhibition	29	25	17	27	25	17	8
Workshop Events	17	16	10	21	22	15	2
Festivals	38	18	12	20	21	16	6
Ice Skating	21	8	6	13	11	5	2
Sports Tournaments	25	8	4	13	10	9	2

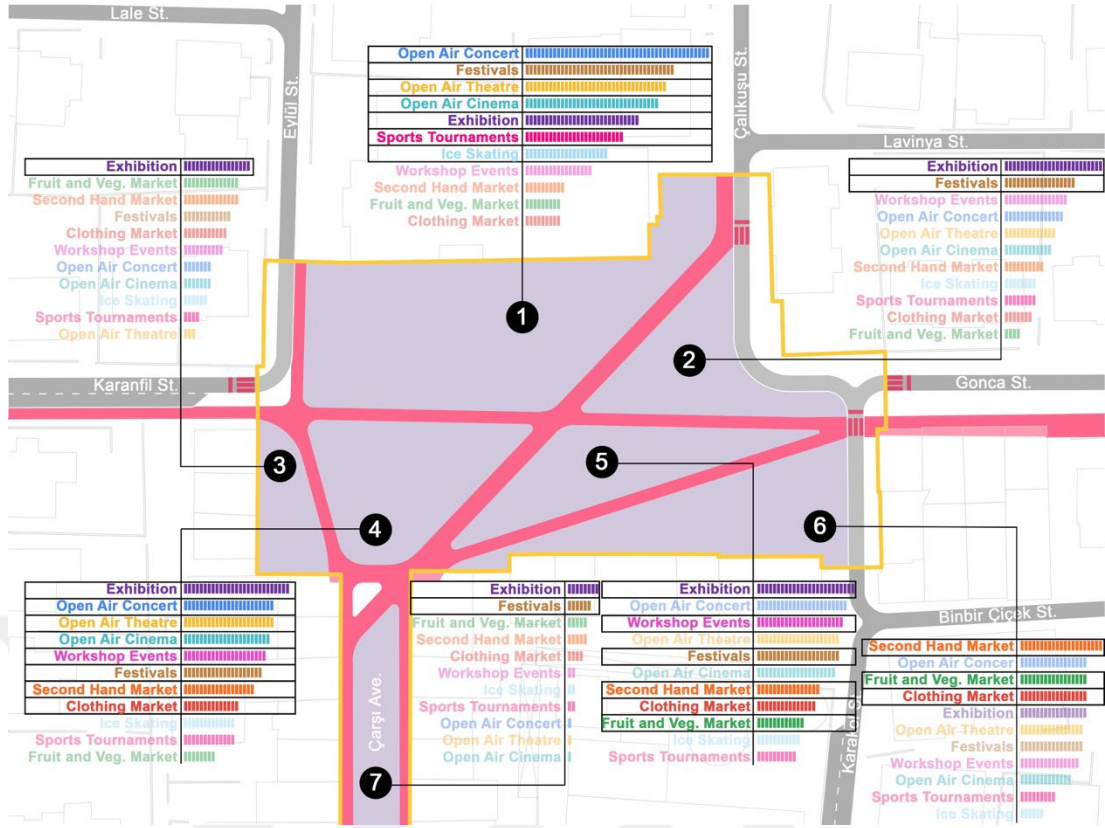
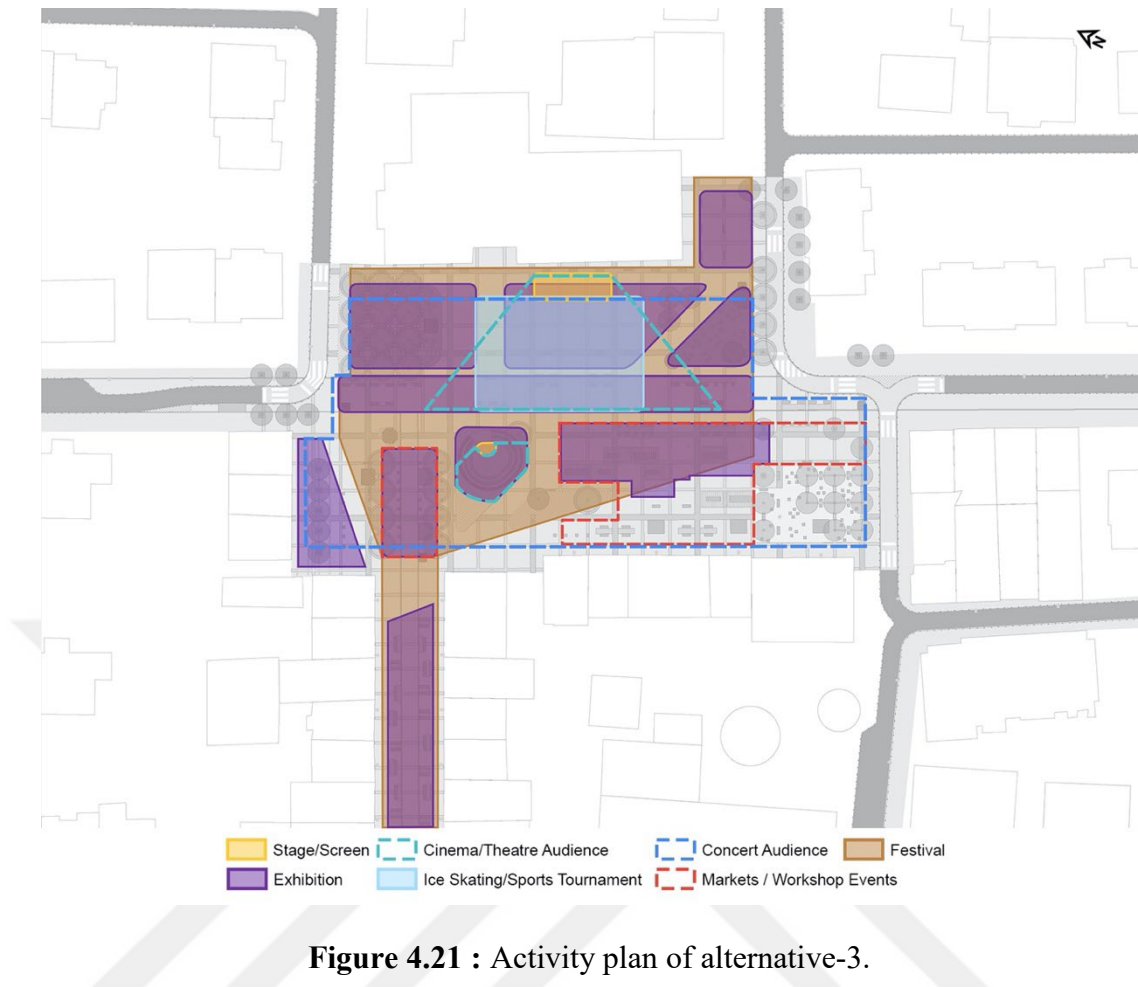


Figure 4.20 : Assessments of cumulatives for activities.

One crucial aspect that should not be overlooked when organizing activities is that every space in the square will be affected by such events. Activities may spread and shift to different spaces, and this dispersion can vary based on the size, timing, and duration of the activity. These considerations were taken into account during the design process. For instance, if one day Levent Çarşı and Levent Square host an open-air festival Market and entertainment events, the entire square might be actively used for this activity for a week. However, the usage of spaces for activities can be expressed as follows (Figure 4.21):

- Space 1: With a stage set up in the designated area and a spacious area in front, all open-air events can take place. In the absence of a stage, the open space is suitable for festivals, exhibitions, sports tournaments, and ice skating. Additionally, this area is suitable as a ceremonial ground for national holidays and commemorative events.
- Space 2: Mostly consisting of a meadow area, this space will interact with the events in Space 1. Internally, small-scale exhibitions and festivals can be organized on the green area.

- Space 3: Due to the dimensions of the space and the uses of the surrounding structures, it is not feasible to conduct activities other than occasional exhibitions. Temporary elements can be used for exhibitions, and suspended lighting systems can be employed.
- Space 4: Serving as the axis aligned with Levent Çarşı, this space can host the Second Hand Market, Clothing Market, and exhibitions along the axis. The amphitheater area in the space can be utilized as a venue for small-scale open-air events, workshops, and festivals.
- Space 5: Due to the configuration of the space, exhibitions and festival events can be organized, and by associating it with Space 6, market stalls can be set up.
- Space 6: Associated with Space 5, market stalls can be set up here as well. An important consideration here is the proximity of fruit and vegetable shops near the square; therefore, it would be more beneficial for both shop owners and users if these shops set up stands in the square once a week. This way, the square's utilization will become more effective.
- Space 7: Hosting Levent Çarşı, this space can accommodate exhibitions and festivals organized by Levent Çarşı shops.



4.3.1.3 Pavement decisions

In pavement options, the participants' most preferred type is Large Stone Slabs (Natural, Composite Slabs), and predominantly, this option has been utilized in the project (Figure 4.22). In the flooring pattern, the existing pattern texture of Levent Square has been used as a reference to preserve the memory of the space. To ensure comfortable walking, thin joints should be applied at the stone level, and the stones should undergo surface treatments that ensure safety in all weather conditions. Small Stone Slabs, specifically cobblestones, have been used in vehicular pathways due to their high strength and the slow movement they induce in vehicles. Additionally, small-sized stone pavements in the Small Stone Slabs category are envisioned for use in the sidewalks around the square. For the wooded area in Space 6, a recommendation for compressed soil paving with a successful track record abroad has been suggested. This allows for the use of Cast Slabs, providing a more natural form and water absorption. In the green area in Space 1, the pavements have been laid with grass-filled joints to create a more natural-looking meadow and wooded area. In the design, where

the square and road intersections are achieved without a level difference, the detailed views of the pavements are as shown in Figure 4.23.

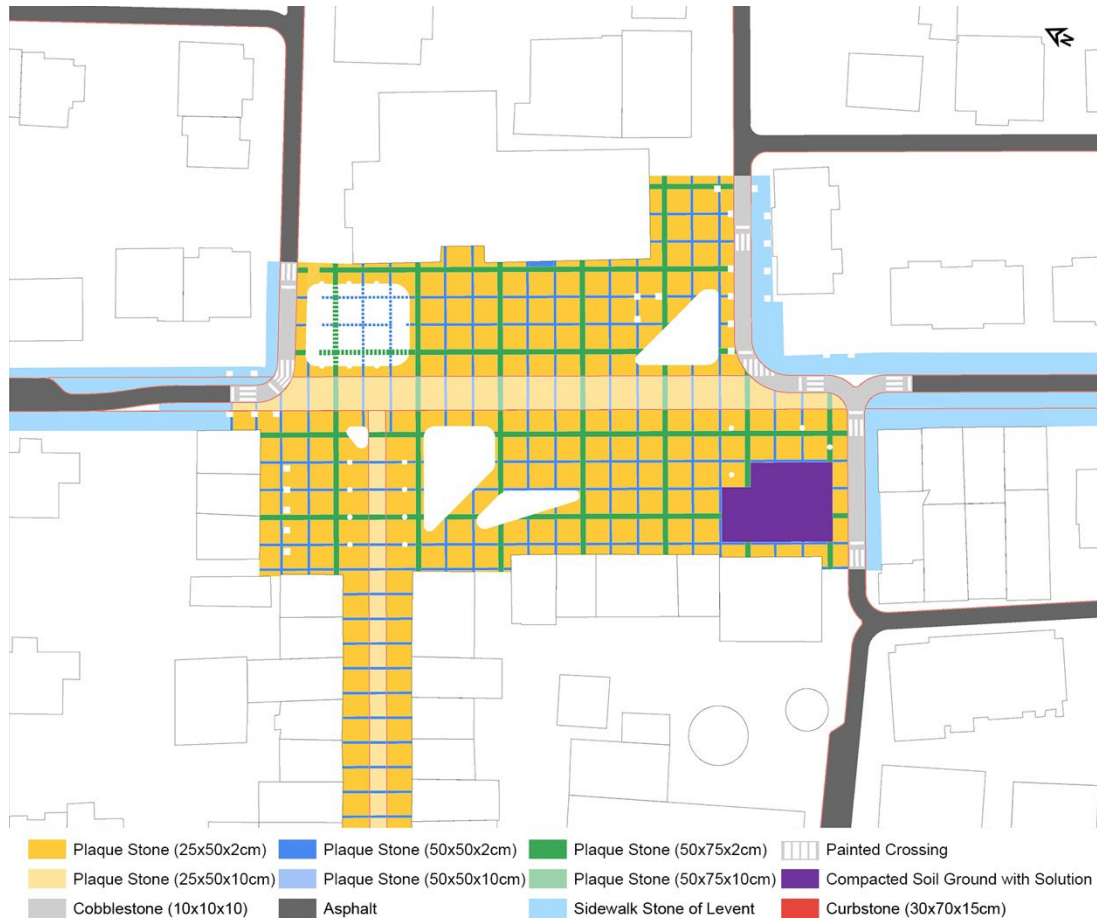


Figure 4.22 : Pavement plan of alternative-3.



Figure 4.23 : Details of pavements.

4.3.1.4 Urban furnitures

Attention has been given to using wood wherever possible due to the fact that it was predominantly preferred. The spatial arrangement (Figure 4.24) has been designed based on the paving pattern to be placed away from the walking axes. Except for movable seating elements, the positions of other elements are fixed but are easily connectable to the ground and can be changed by the authorities. Connection points allow elements to articulate with pergolas, to create semi-open spaces. Litter boxes are positioned approximately every 30 meters, accessible, and located as far as possible from seating units. Bollards are placed after the curbstones on the edges of the vehicular pathways. Those at the points providing entrance to the square for emergencies can be removed by authorities to allow vehicle passage. The existing number of billboards has been reduced and strategically placed in areas with the highest pedestrian traffic. The bus stop has been relocated from the square to Karanfil Street. Lighting elements are placed at intervals of 15 meters within the square, ensuring overall illumination with fixtures fixed to structures and suspended lighting.



Figure 4.24 : Urban furniture plan (on top) and night landscape (at bottom) of alternative-3.

Seating elements are arranged as individual, multiple, with backrest, and with armrest types, positioned side by side and facing each other. Types with wooden seating, backrest, and armrest parts on a high-strength metal skeleton are preferred. Some of the single types within the space can be moved, while the rest are fixed. A pergola proposal with a semi-open and sun-shading form has been suggested, and its material is wood. Under the pergola, seating elements that can accommodate more people sitting together have been chosen. These seating elements, with wooden material on a metal skeleton, have various functions such as with backrest, without backrest, with armrest, and without armrest (Figure 4.25).

A litter box with a 6-compartment (general, organic, paper, glass, metal, and plastic) metal skeleton, wood cladding, and a not entirely open top for the separation of recyclable waste has been used. Metal bollards with a diameter of 10 cm and a length of 70 cm have been employed as boundary elements. Even for emergency situations, plant-filled bollards have been recommended at points where vehicle entry to the square will not be allowed. A low-maintenance evergreen ivy species has been planned for this purpose. A square prism-shaped billboard with a digital screen on all four sides, visible from every angle, has been selected as the billboard. It will serve as a platform for users to follow events in the square, apart from advertisements, and occasionally provide opportunities for digital games. Additionally, directional signs with icons and text will be fixed on the billboards. The existing bus stop in the square is quite new and produces its own energy with solar panels. Therefore, it is proposed to preserve the same stop and install a smart system that provides information about public transportation times, etc (Figure 4.25).

Four different types of luminaires have been considered for the lighting element. The common feature of these luminaires is their proximity to the yellow light, which is also preferred by users. On the other hand, considering the preference for medium-sized lighting, 4m high pole lights have been developed as the main lighting system that will illuminate the entire square. In addition, console lighting fixtures have been proposed for several building facades in the square and the facades of buildings along the Levent Çarşı axis. It is known that this type of lighting was used in these areas in the past. Furthermore, pendant-type lighting fixtures have been suggested at points with dense wooded areas to raise the lighting level and create a cozier atmosphere. For vehicular pathways, street lamps with a height of 6m have been recommended (Figure 4.25).



Figure 4.25 : Details of urban furnitures.

4.3.1.5 Planting design

Due to the majority preference of users for natural, flowering, fruitless, and evergreen options, the project has emphasized these types of plants (Figure 4.26). However, preserving existing plants is crucial within the framework of sustainability, and there are plants with deciduous, evergreen, flowering, flowerless, natural form and shaped characteristics. Some of the existing trees have been preserved in place, while 18 of them have been proposed to be moved to fit the new design concept. The total number of trees in the square has been increased to 65. Transferring potted plants to new pots has been considered, and the quantity of plants has been increased along with the number of pots. Except for meadows, vegetation is planned in the greenery areas where the amphitheater is located and across from it. This way, users' desires for garden use are also met (Figure 4.27).



Figure 4.26 : Planting design plan of alternative-3.

For trees on hard surfaces, square and circular metal tree grilles have been proposed. This way, irrigation and rainwater absorption processes can take place, while the immediate surroundings of the trunk will also be protected from hazards. The height

of the pots has been kept short so as not to obstruct the readability of the space and to allow people to interact with the plants. It is envisaged to use pots in a color suitable for the material as used in urban furnitures. These pots will not be fixed to the ground, making them difficult to move with their own weight, and can be transported when needed (Figure 4.27).



Figure 4.27 : Details of planting design

4.4 Chapter Evaluation

Within this chapter of the thesis, an examination has been undertaken, facilitated by analysis, empirical observations, and a review of pertinent literature. This chapter delineates an experimental endeavor aimed at evaluating the viability of increasing user experience and engagement via the integration of a mobile application. The experimental framework is structured around three pivotal phases: firstly, the formulation of a comprehensive model and the subsequent collection of requisite data; secondly, the analysis and synthesis of gathered data to derive actionable insights; and finally, the pragmatic implementation of placemaking strategies informed by the

synthesized findings. Through the sequential progression across these key phases, this study endeavors to offer a comprehensive exploration into the efficacy and implications of leveraging mobile applications to enhance user experience and engagement within urban spaces.

In the contemporary era, smartphones are ubiquitous, and individuals across various age groups are familiar with smartphone usage, suggesting that applications with social benefits can efficiently reach the public. This thesis introduces an interactive and participatory mobile application interface called "Make-Place," designed using Figma, featuring user profiles, community engagement, exploration, and contributions to public spaces, aiming to enhance user engagement and understand their preferences in urban design concepts. Although the application is yet to be implemented, users were exposed to the profile creation and space design sections through a Google Forms survey, focusing on Levent Square, incorporating the application's content, visuals, and links for users to experience simulated application pages on maze.com.

The survey, mirroring the application interface, comprises 8 sections, with the recognition, based on analyses and literature review, that the redesign and placemaking of Levent Square should involve opinions from four distinct profiles. It is ensured that the participation of those closely associated with the square, such as residents, workers, and shop owners, alongside evaluations from profiles, who were provided with relevant information about the square, rarely or never using the area and professionals. In the survey, two profiles exempt from mandatory presence at Levent Square (professionals and infrequent visitors) were directed to an online Google Form for responses, while the remaining two profiles were surveyed through physical visits to Levent Square, with a total of 40 participants (10 on weekends and 10 on weekdays for each group), resulting in 80 contributors overall, encompassing 20 individuals from each profile.

Based on the survey conducted with 80 participants contributing to the placemaking experience of Levent Square, it was observed that only 2 individuals rated the square's use as "excellent." However, on the contrary, there was a high willingness among these two participants to engage in a rehearsal related to the square and to use the "Make-Place" mobile application. The majority of participants were found to reside in Beşiktaş, with nearly half of them using the square very frequently, predominantly relying on public transportation to access the square. The highest number of

participants fell within the 25-34 age range. Participants' knowledge levels regarding lost space, placemaking, public space, and urban design revealed that concepts such as lost space and placemaking are unfamiliar to more than 60% of participants, particularly among non-professional profiles. While knowledge levels for public space and urban design, although not very high overall, are comparatively better. Participant opinions about Levent Square were collected using concise keywords and their opposites, revealing that negatively connotated words were more frequently selected than their positive counterparts, including terms like "boring" (26.3%), "grey" (41.3%), "hard to walk (Comfort and Image)" (42.5%), and "unattractive" (42.5%), while positive associations exceeded 50% for terms like "connected" (58.8%), "walkable" (55%), "accessible" (75%), and various profile-related responses (63.7%).

In the survey's second section, participants opted for one of the proposed alternative plan drafts, revealing that Alternative 3 garnered the highest preference at 47.3% and also the top choice across all profiles. However, preferences for the activity spaces, activity times, and use space selections in the third section of the survey were examined for each alternative. When all alternatives were considered, the most frequently matched activity space, with a rate of 75.6%, was the Open Air Concert, and the most preferred use was Greenery (93.6%). Spatial aggregations of activities and uses and the results of the activity timeline were obtained for each location. Another noteworthy observation in the selection of activities and uses is the relatively lower preference for Alternative 1 compared to Alternative 2, and similarly, Alternative 2 exhibits less popularity than Alternative 3, primarily attributed to the distinctiveness of road textures and consequently the spatial forms in each alternative.

In the survey's fourth section, participants' preferences for the spatialization of selected uses in Levent Square were examined, revealing that options such as gardens, groves, and meadows were favored for green spaces, while rest areas were predominantly preferred on green spaces, and gathering spaces showed no clear distinction in preferences; commercial, public, and aesthetic use options varied in popularity, with the majority expressing a preference for a public toilet as a public facility; and preferences leaned towards the absence of children's play areas and mini sports areas, while underground parking emerged as the most preferred parking option.

In the following section, users expressed a strong preference for wood in urban furniture, followed by recycled materials, and favored seating with multiple, side-by-

side arrangement, backrests, and armrests, while also preferring lighting with yellow tones and medium-sized options, recyclable and covered litter bins, and showing equal preference for semi-open and sun-breaking shade elements; they favored eye-level wayfinding elements and icon-oriented designs, and in boundary elements, medium-sized, slim, and plant-covered options stood out, with a preference for semi-open and smart stops, and a clear preference for digital screens in billboards.

In the survey's sixth section, participants overwhelmingly preferred Large Stone Slabs (Natural, Composite Slabs) as the predominant pavement material style, with a rate of 73.1%. In the next section, the most preferred plant design options, evaluated in pairs with given contrasts, include natural form, flowers, fruitless, and evergreen, with rates of 73.1%, 73.1%, 28.2%, and 62.8% respectively, while 89.7% prefer plants on the ground and 35.9% prefer them in pots, indicating diverse participant preferences.

In the final section, participants expressed their willingness to participate in a rehearsal for Levent Square's redesign and rated their inclination to use the "Make-Place" mobile application on a scale of 1 to 10, with 70.6% giving a rating of 5 or higher for the rehearsal question and 85.9% regarding the mobile application. Additionally, it is revealed that individuals who use Levent Square more frequently and those with a professional background are more inclined to participate in the rehearsal, particularly when compared to the profile that infrequently uses the square; however, definitive conclusions regarding age groups and their preferences for participation in the rehearsal and the use of the mobile application could not be derived from the survey results.

In this chapter, the design of a proposal has also been implemented based on collected data for the placemaking in Levent Square. Through the conducted study based on Alternative-3, which was developed as a result of the analyses and was most preferred by users, the major pedestrian routes were preserved, and road decisions were adjusted considering the relocation of the bus stop and the turning radius. No proposal was made for car parking areas other than Karanfil Street and Karakol Street. The idea of constructing an underground parking lot for Levent Square, which also serves as a disaster gathering area, was deemed inappropriate for various reasons, as explained. As a design strategy, the main pedestrian routes were configured to be barrier-free, creating spatial designs based on user decisions and providing opportunities for activities in these spaces. The process of placemaking in Levent Square was completed

by incorporating urban furniture and planting design. For the active use of the space, the mentioned activities need to take place in the designated spaces at specified intervals.

Briefly, this thesis aims to establish a model in urban space creation that emphasizes not only professional design input but also user participation, acknowledging the importance of involving end-users in the design process rather than imposing designs upon them. To facilitate active user participation, a mobile application leveraging contemporary technology for rapid feedback is proposed. The model asserts that analyzing pedestrian-vehicle movements and densities in public spaces of the urban fabric through modern methods will expedite the design process. Placemaking will rely on data obtained from a preliminary placemaking rehearsal, which serves as a low-cost, participatory practice. Feedback from this rehearsal will guide potential revisions before moving on to the final application. However, given that the space may not remain constant due to contextual factors, hybrid solutions should be introduced in placemaking. Within the scope of this thesis, a survey was conducted with users about the design of the space intended to be included in the mobile application (Make-Place); the developed application interface was presented to participants, and feedback was gathered to obtain insights into how Levent Square, particularly in terms of user perspectives on placemaking applications, could be redesigned with a participatory approach. Subsequently, a proposal has been prepared according to user decisions. Activities, vehicle dynamics, and pedestrian route dynamics are interpreted as temporary decisions, while space usage, urban furniture, pavement, and landscaping preferences are considered permanent decisions. Thus, leveraging analytical studies within the scope of the thesis, user opinions, and global urban design practices, a flexible and adaptable hybrid space design has been accomplished. It is just one of the possible design scenarios; there can be many other alternatives which can also meet with the relevant data.

5. CONCLUSION AND DISCUSSION

Public spaces are interpreted as meeting places that meet various needs of the public. These needs can encompass not only social activities but also political, religious, cultural, and commercial activities. From ancient Greece to the Renaissance, public spaces maintained their place in the city, but with the industrialization era, technological advancements, and rapid urbanization, public spaces gradually transformed into structures, parking lots, and meaningless areas. However, the lack of public open spaces in a dense urban fabric has not been felt as strongly until recent times, as it has been during the COVID-19 pandemic. While the number of public open spaces in the city needs to be increased, their qualities should not be compromised. Despite the regulations implemented, the spaces created as a result can still appear as lost spaces.

Lost spaces are areas within urban settings that are not just aesthetically pleasing but also functionally unappealing, and they frequently detract from their surrounding. These areas are distinguished by their lack of significance and tendency to disappear into the cityscape. Lost spaces arise for a variety of reasons, including zoning laws, urban regeneration initiatives, and shifts in land use patterns. Unattractive squares, deserted land between residential neighborhoods, and abandoned infrastructure like viaducts and overpasses are a few examples of these lost places. Despite the different terms used to describe them, all share a common need for reassessment and revitalization.

In cities, there are numerous and diverse lost spaces, and placemaking is an important and effective solution for their transformation into a place. To eliminate the placelessness and foster different perceptions of space and a sense of place, users need to be involved in the process of shaping the space, or opportunities enabling effective use of the space must be provided. In this context, Project for Public Spaces (PPS) placemaking initiatives have shown positive results, and their "What makes a Great Place" diagram allows insights into how a place should be. Utilizing these parameters,

inferences can be drawn about public spaces, consulting the feelings of city dwellers, and initiating the placemaking process.

Numerous studies have been conducted on placemaking, indicating the existence of various types such as standard, tactical, creative, strategic, transformative, and interactive. However, concerns have been raised regarding the diversity of this field, and even the variations in the spelling of "placemaking" are seen to strengthen the challenges in understanding placemaking. Given that the primary goal of placemaking is the collaborative transformation of public spaces into vibrant community centers where human relationships are established, these concerns are quite logical. It is crucial to approach placemaking without fragmentation, aligning with its main objective, and developing methods that facilitate this alignment for the future of public spaces.

User participation and user experience are the two most crucial parameters on the path to successful placemaking. This is because, at the end of the day, those who will use and transform the space are the individuals who will inhabit it. Designs of spaces that neglect the movement patterns of users, especially, are often seen as negative examples. Successful placemaking projects that involve citizen participation and benefit from user experience include Pavements to Park, Open Streets, Park(ing) Day, Urban95, and Reimagining Arnolds Creek, serving as exemplary instances.

Examples of digital world placemaking practices include digital billboards, interactive lighting, mobile applications, and websites. From these examples, it is understood that in urban design, computer technologies facilitate high levels of human interaction, interactive public displays encourage people to engage, and interaction design guides towards user-centered design. The City Layers mobile application, among the examples, serves as a reference for the "Make-Place" mobile application which is developed for this study.

In today's context, there is a need for a mobile application that leverages technology in the opposite direction, bringing together user experiences, encouraging user participation, and advancing interactive and spatial solutions to counteract the negative impact of technology on public spaces. Given the widespread use of smartphones, it can be argued that the likelihood of the application being used is high. However, before reaching the conclusion of developing such a mobile application, interface production can be undertaken to reach and test users. In this context, a mobile application should

be user-centered, utilizing principles of service design, usability, and interface design to create a dynamic interaction between people and their environments, ensuring effectiveness, efficiency, and satisfaction in delivering a seamless and gratifying user experience.

The "Make-Place" mobile application interface developed within the scope of the thesis consists of main sections such as user profile, community, explore, and spaces, encompassing the features mentioned above. To test the developed placemaking model, macro and micro scale analytical studies were conducted for Levent Square, the selected study area, which is currently appears as a lost space. Observations on the space and a survey focusing on placemaking practices were prepared. In the survey, the "Make-Place" user profile and spaces sections were presented to users, and the mobile application was introduced in the final question, testing the likelihood of its usage.

When evaluating urban public spaces with high pedestrian flow, such as Levent Square, pedestrian mobility should be taken into account. It is not easily feasible for users to execute such interpretations analytically. Therefore, three draft plan alternatives were created by observing pedestrian and vehicle movements with a drone, to ask users for their preferences. Users favored the 3rd alternative, which did not include a roadway in the square. However, decisions regarding the use and activities in the created spaces in the square could be asked of users. Simultaneously, preferences for urban furniture, pavements, and plantings could be left to the users. Detailed survey questions were formulated in this manner to gather user opinions for revitalization of Levent Square. Additionally, to test whether participatory placemaking can be carried out only by frequent users, a survey was conducted with four different profile groups (shop owners or employees in the square, frequent users, infrequent users, and professionals).

According to the results, the current usage of Levent Square is inadequate and requires a new arrangement. Therefore, based on the responses from users, a placemaking proposal design for Levent Square has been developed. Analytical studies, observations, and inferences made for the square have been incorporated into the design process. As a result, it has been demonstrated that a hybrid space design, reflecting user preferences and adaptable to needs, can be realized. However, it is essential to organize activities that transform spaces and ensure effective use at specific

times, with active involvement from local authorities. It is anticipated that local authorities can easily facilitate this process through the developed "Make-Place" mobile application. The other sections of the application beside from the design section are discussed in the next title.

In conclusion, the literature review, developed placemaking model, analyses, mobile application interface, survey, and placemaking practice conducted within the scope of the study yielded the following insights:

Main insights;

- The experimental field study conducted through Levent Square has revealed a high likelihood of adoption of the "Make-Place" mobile application by various segments of the public, which was developed with the aim of enhancing the placemaking process, optimizing user experience, and fostering participation. Analysis of survey results aligned with the content of the mobile application has underscored the feasibility of visualizing the placemaking experience, demonstrating the adaptability of spaces previously designated as "lost" through the implementation of interventions facilitated by the application. This process has highlighted the indispensability of professional expertise, advocating for the integration of user preferences into the formulation of spatial configurations, thereby illustrating the potential for synthesizing professional and user-driven approaches in placemaking initiatives.

Sub insights;

- Like in Levent Square, changes in land use and the dynamics between vehicles and pedestrians can lead to the gradual disappearance of spaces, transforming them into lost spaces where people merely pass through without engaging in any social activities, thus losing their identity.
- Through the examination of the examples and the conducted case study, it has been observed that it is possible to transform lost spaces into active public spaces through placemaking initiatives. Pedestrian mobility is of great importance for the layout of public spaces in dense urban contexts like in Levent Square. The use of technological methods for mobility counts in placemaking studies can expedite the process as experienced in this study. On

the other hand, documents such as analyses and alternative draft plans should be prepared by urban design professionals and presented to users.

- Seeking user opinions is crucial in placemaking initiatives. To ensure active use of a space, users should be more involved in processes, and activities should be organized at specific intervals. The "Make-Place" mobile application has the potential to facilitate this. Followingly, Positive outcomes in placemaking can be achieved by questioning users about their preferences regarding usage, activities, urban furniture, pavement, and landscaping. Additionally, active involvement of local authorities is crucial to prevent public spaces from becoming lost spaces. The "Make-Place" mobile application, with its accessible and user-friendly interface, has the potential to facilitate data flow and feedback for local authorities.

5.1 Future Studies

The proposed redesign of Levent Square, suggested as a future study, could be presented to survey participants or the public through visual materials or three-dimensional experiential possibilities. Feedback could be sought by posing questions to participants in priority. If changes are deemed necessary based on the feedback, final adjustments can be made before implementation. This approach eliminates the necessity for a physical rehearsal process, although a rehearsal study for the importance of a sense of place would still be beneficial.

Regarding the "Locate&Mark your feelings" feature within the Spaces section of the "Make-Place" mobile application, users can express their emotions spatially on a map (GPS-supported) for locations, similar to the example seen in City Layers. Additionally, users can leave notes about encountered issues and share images of the location. Commonly observed issues can be promptly addressed through location notifications within the application. Leveraging user contributions, local authorities can assess problems and user sentiments in a shared data pool, facilitating quicker problem-solving and implementation of solutions.

In the Explore section of the application, users can track public space events, register for events with participation limits, and follow selected events in their user profiles through a calendar. Furthermore, event requests can be tailored for different scales of

locations within this section. The Explore section will also contain informative content about public spaces, regularly updated at intervals, to provide users with current and relevant information.

Additionally, the community section of the mobile application can be envisioned as a neighborhood social media platform. It is a space where individuals can establish connections and engage in interactions in a non-physical environment. Thus, it is anticipated that such interactions will also have an impact on the physical space.

Lastly, the distinctive interface inherent to the "Make-Place" application possesses considerable potential for further refinement and development, particularly through the collaborative engagement of relevant professionals. A strategic avenue for advancing this endeavor requires conducting comprehensive interviews with experts from pertinent fields prior to initiating the patent acquisition process. By demanding insights and expertise from professionals possessing domain-specific knowledge, this proactive approach serves to enrich the application's functionality and usability, ensuring alignment with industry standards and user preferences. Through this collaborative framework, the iterative evolution of the application's interface can be facilitated, fostering its optimization and enhancing its efficacy in facilitating placemaking initiatives within urban environments.

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APPENDICES

APPENDIX A: Pedestrian and Vehicle density analysis by times and days (DataFromSky.com)





Figure A.1 : Pedestrian density on Wednesday.

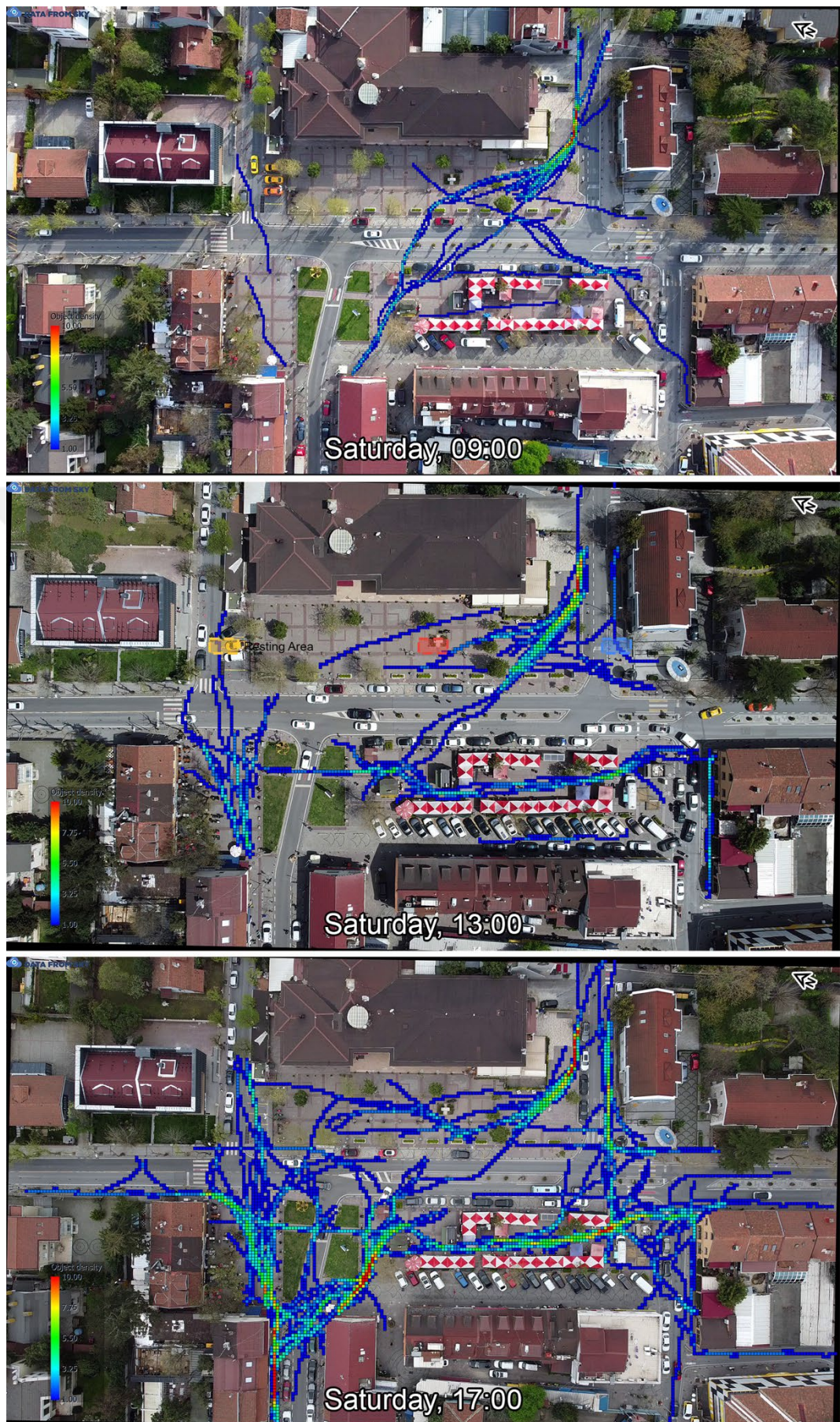


Figure A.2 : Pedestrian density on Saturday.

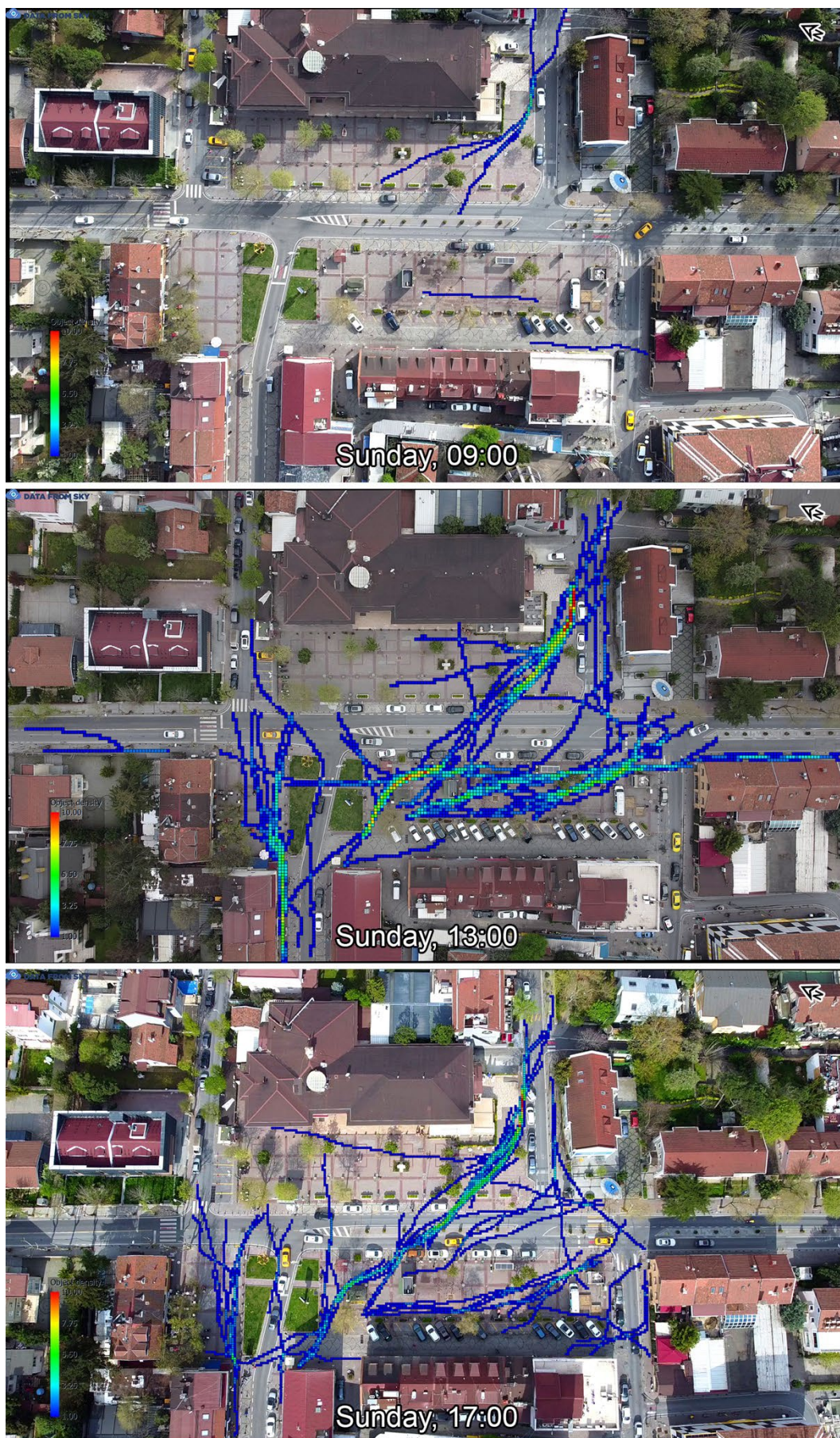


Figure A.3 : Pedestrian density on Sunday.

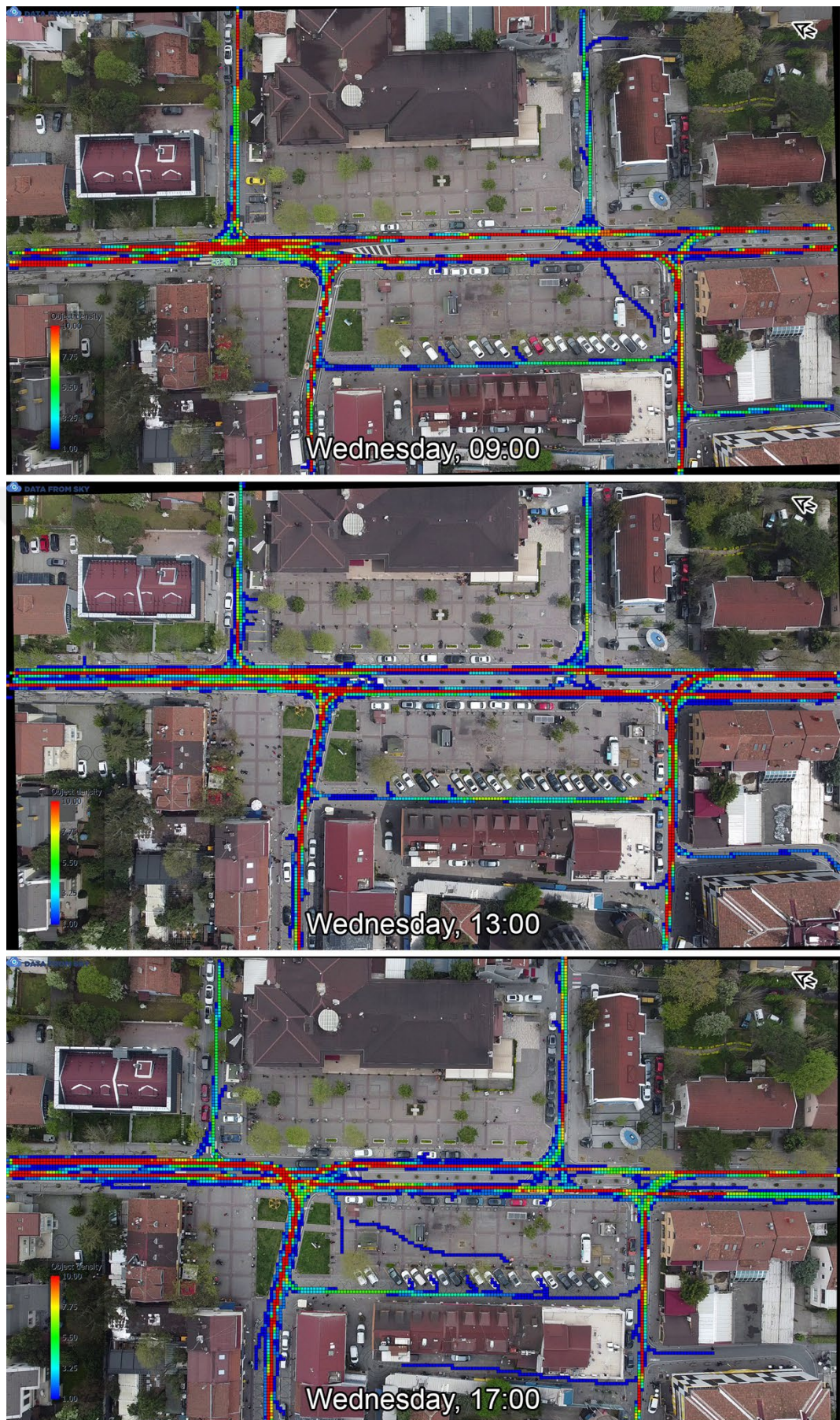


Figure A.4 : Vehicle density on Wednesday.

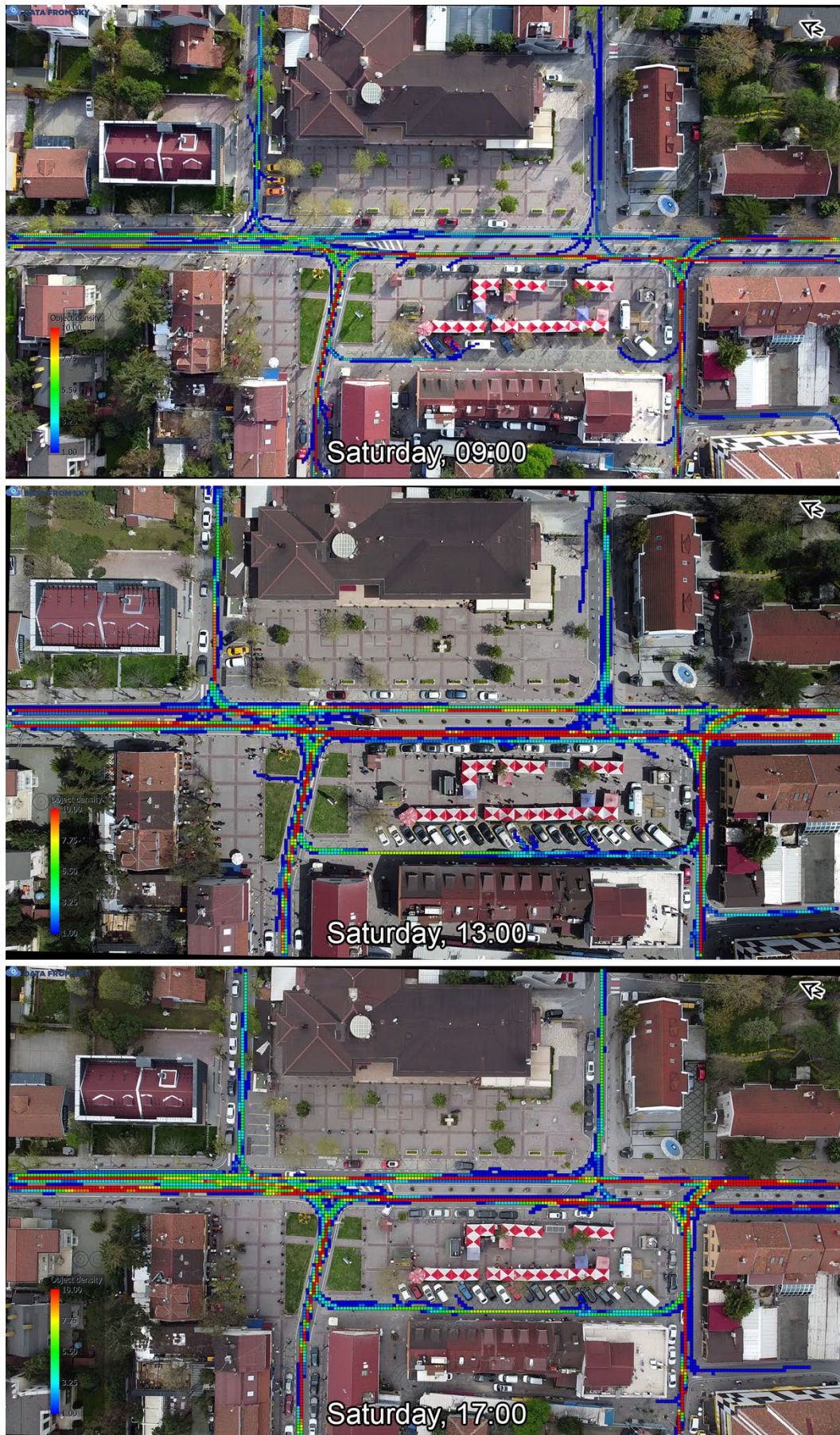


Figure A.5 : Vehicle density on Saturday.

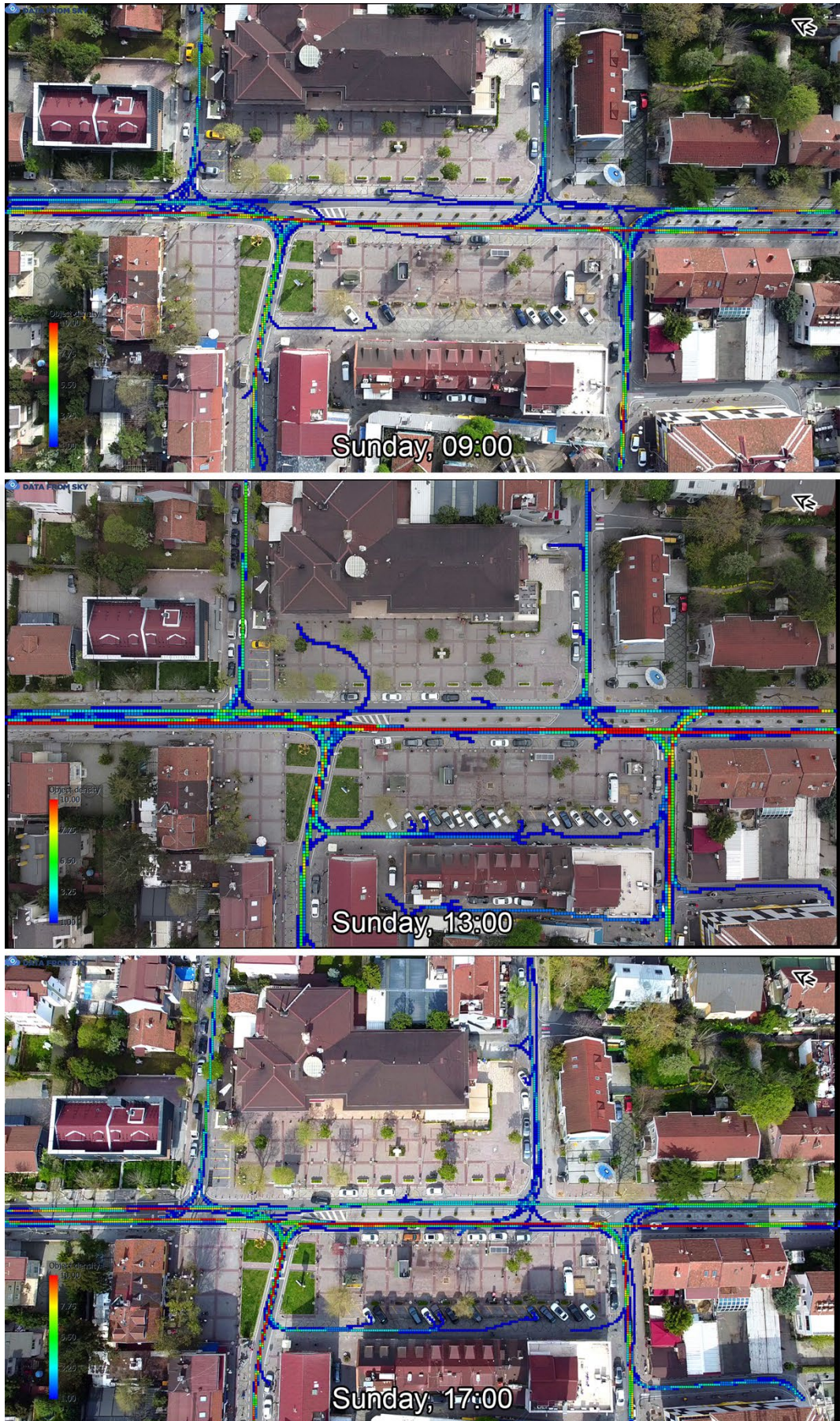


Figure A.6 : Vehicle density on Sunday.



Figure A.7 : Vehicle density on Friday.

APPENDIX B: Customer Journey Map with User Interface of “Make-Place” Mobile Application





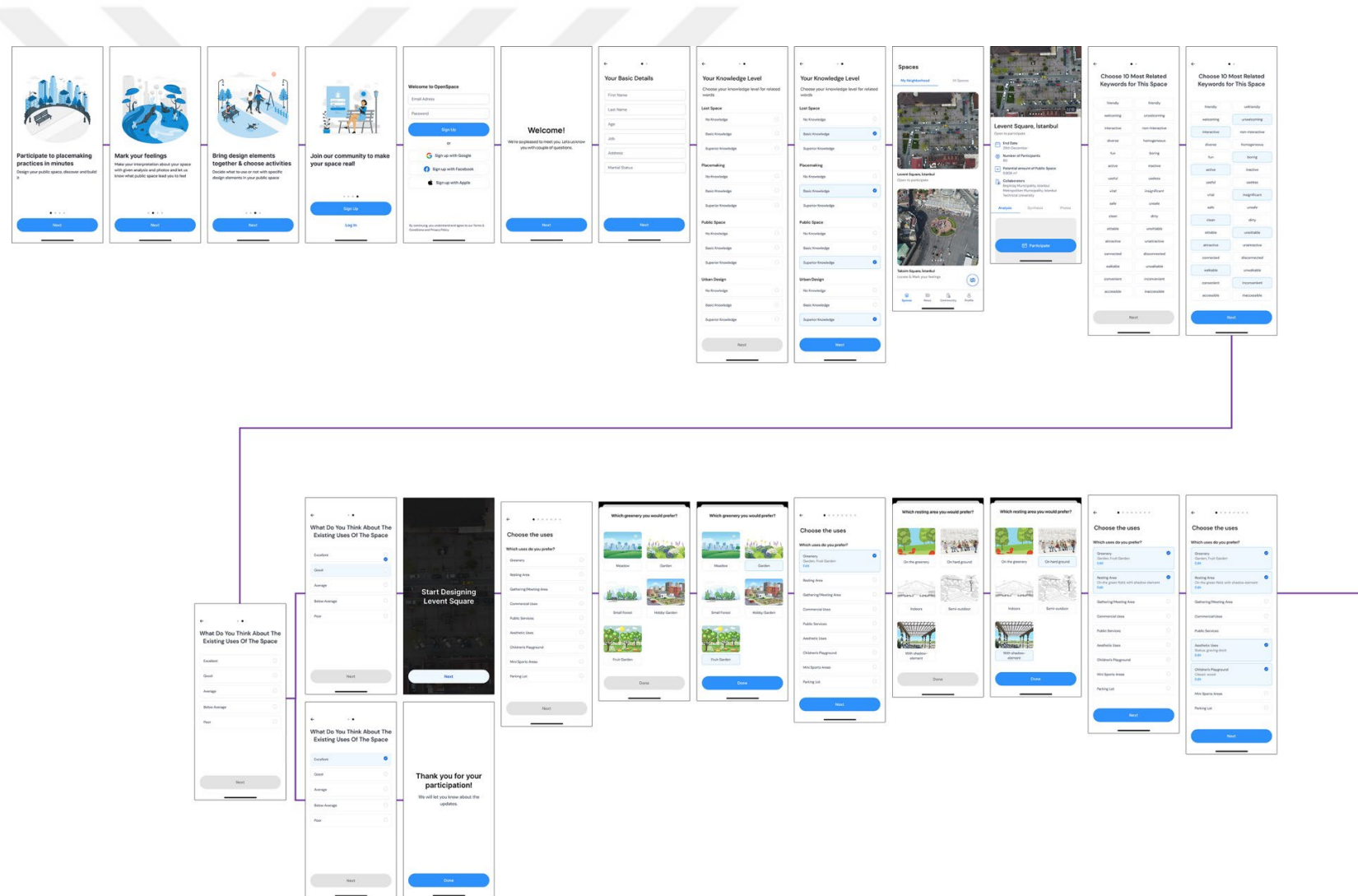


Figure B. 1 Customer Journey Map with User Interface.



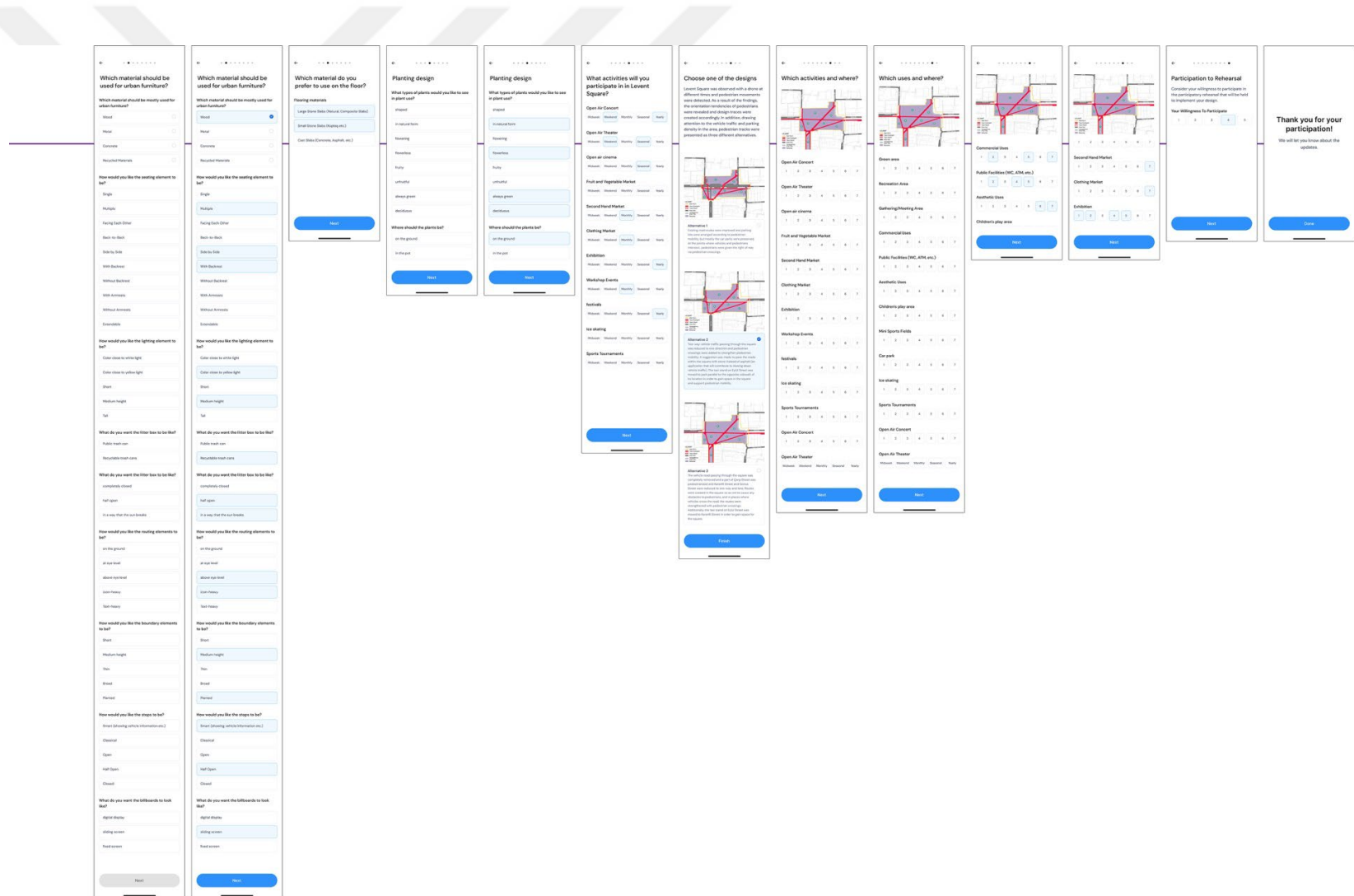


Figure B. 2 Customer Journey Map with User Interface.



APPENDIX C: Survey (Google Forms)



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Levent Meydanı'nı Tasarla

Levent Meydanı'nı Tasarla

Sizlerden edinilen bilgiler ve sizin tercihleriniz doğrultusunda Levent Meydanı'nın yeniden tasarlanması için oluşturulmuş bir anketir.

** Zorunlu soruyu belirtir*

Levent Meydanı'nı tanımak için 30 saniyelik videoyu izleyebilirsiniz.



<http://youtube.com/watch?v=7zH7Uoref6I>

Levent Meydanı'nın havadan görünümü



https://docs.google.com/forms/d/1btdF6iKA-CL0taN9iK9mPMDAk-758_SJ853AaaQTv6UM/edit

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Levent Meydanı'nı Tasarla

1. Lütfen size en uygun seçeneği seçiniz. *

Yalnızca bir şıkki işaretleyin.

☐ Mimarlık, Şehir Planlama, Peyzaj Mimarlığı, Kentsel Tasarım gibi bölümlerden lisans veya yüksek lisans derecesine sahibim

☐ Levent Meydanı'na yürüyecek kadar yakın mesafede oturuyorum ya da çalışıyorum

☐ Levent Meydanı'ndaki dükkanlardan birinin sahibiyim ya da orada çalışıyorum

☐ İstanbul'da oturuyorum ancak Levent Meydanı'nı hiç ya da çok sık kullanmıyorum

2. Yaşınız *

Uygun olanların tümünü işaretleyin.

☐ 18-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65 Yaş Üstü

3. Mesleğiniz *

4. Çocuğunuz var mı? *

Uygun olanların tümünü işaretleyin.

☐ Evet

☐ Hayır

5. Yaşadığınız ilçe *

https://docs.google.com/forms/d/1btdF6iKA-CL0taN9iK9mPMDAk-758_SJ853AaaQTv6UM/edit

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Figure C. 1 Survey info pages and questions 1 to 5.

10/24, 3:53 PM

Levent Meydanı'na Tanırla

6. Levent Meydanı'nı kullanma sıklığınız *
Yalnızca bir şıkı işaretleyin.
☐ Hiç
☐ Hafta Bir Gün
☐ Haftada Birkaç
☐ Hergün
☐ Ayda Birkaç Gün
☐ Ayda Bir
☐ Yılda Birkaç Gün
☐ Yılda Bir

7. Levent Meydanı'na nasıl ulaşıyorsunuz ya da ulaşırsınız? *
Uygun olanların tümünü işaretleyin.
☐ Yürüyerek
☐ Toplu Taşıma ile
☐ Şahsi Araç ile
☐ Bisiklet veya Skuter ile

8. "Kayıp Mekan" (Lost Space) kavramı hakkında bilginiz hangi seviyededir? *
Yalnızca bir şıkı işaretleyin.
1 2 3 4 5
Hiç ☐ ☐ ☐ ☐ ☐ Çok İyi Biliyorum

9. "Yer Oluşturma" (Placemaking) kavramı hakkında bilginiz hangi seviyededir? *
Yalnızca bir şıkı işaretleyin.
1 2 3 4 5
Hiç ☐ ☐ ☐ ☐ ☐ Çok İyi Biliyorum

http://docs.google.com/forms/d/1b1dP6KA-GL0tuN0KP9mpMDAb-758_SJ853A/oaQ?vcUjM/edit 3/43

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Levent Meydanı'na Tanırla

10. "Kamusal Mekan" (Public Space) kavramı hakkında bilginiz hangi seviyededir? *
Yalnızca bir şıkı işaretleyin.
1 2 3 4 5
Hiç ☐ ☐ ☐ ☐ ☐ Çok İyi Biliyorum

11. "Kentsel Tasarım" (Urban Design) kavramı hakkında bilginiz hangi seviyededir? *
Yalnızca bir şıkı işaretleyin.
1 2 3 4 5
Hiç ☐ ☐ ☐ ☐ ☐ Çok İyi Biliyorum

12. Levent Meydanı'ndaki kullanımlar ve aktivitelerle ilgili aklınıza gelen kelimeleri seçiniz *
Uygun olanların tümünü işaretleyin.
☐ Bir Fikrim Yok
☐ Eğlenceli
☐ Sıkıcı
☐ Aktif
☐ Pasif
☐ Faydalı
☐ Faydasız
☐ Önemli
☐ Önemli

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Figure C. 2 Survey questions 6 to 12.

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Levent Meydanı'nı Tasarla

13. Levent Meydanı'nın konforu ve imajıyla ilgili aklınıza gelen kelimeleri seçiniz *

Uygun olanların tümünü işaretleyin.

☐ Bir Fikrim Yok
☐ Güvenli
☐ Güvensiz
☐ Temiz
☐ Kirli
☐ Yeşil
☐ Gri
☐ Yürünebilir
☐ Yürümek Güçtür
☐ Oturulabilir
☐ Oturamaz
☐ Çekici
☐ Çekici Değil

14. Levent Meydanı'na ulaşım ve meydanın çevresiyle bağlantısı ile ilgili aklınıza gelen kelimeleri seçiniz *

Uygun olanların tümünü işaretleyin.

☐ Bir Fikrim Yok
☐ Bağlantılı
☐ Bağlantısız
☐ Yürünebilir
☐ Yürümek Güçtür
☐ Konforlu
☐ Konforsuz
☐ Erişilebilir
☐ Erişilemez

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Levent Meydanı'nı Tasarla

15. Levent Meydanı'nın sosyallığı ile ilgili aklınıza gelen kelimeleri seçiniz *

Uygun olanların tümünü işaretleyin.

☐ Bir Fikrim Yok
☐ Samimi
☐ Yabancı
☐ Etkileşimli
☐ Etkileşimsiz
☐ Çeşitli Profiller
☐ Tek Tip Profil

16. Alanın mevcut kullanımı hakkında ne düşünüyorsunuz? *

Yalnızca bir şıkı işaretleyin.

☐ Çok Kötü
☐ Kötü
☐ Fena Değil
☐ İyi
☐ Mükemmel 48. soruya gidin

Levent Meydanı'nı Tasarla!

Tasarımlardan birini seçti Levent Meydanı drone ile farklı zamanlarda gözlemienerek yayaların hareketleri tespit edildi. Tespitler sonucunda yayaların yönelme eğilimleri ortaya konuldu ve buna yönelik tasarım izleri oluşturuldu. Ayrıca alandaki araç trafiği ve parklanma yoğunluğuna da dikkat çekilerek, yaya izleri üç farklı alternatif olarak sunuldu. Açıklamalarıyla birlikte yer alan tasarımlardan sizin için uygun olanı seçebilirsiniz.

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Figure C. 3 Survey questions 13 to 16.

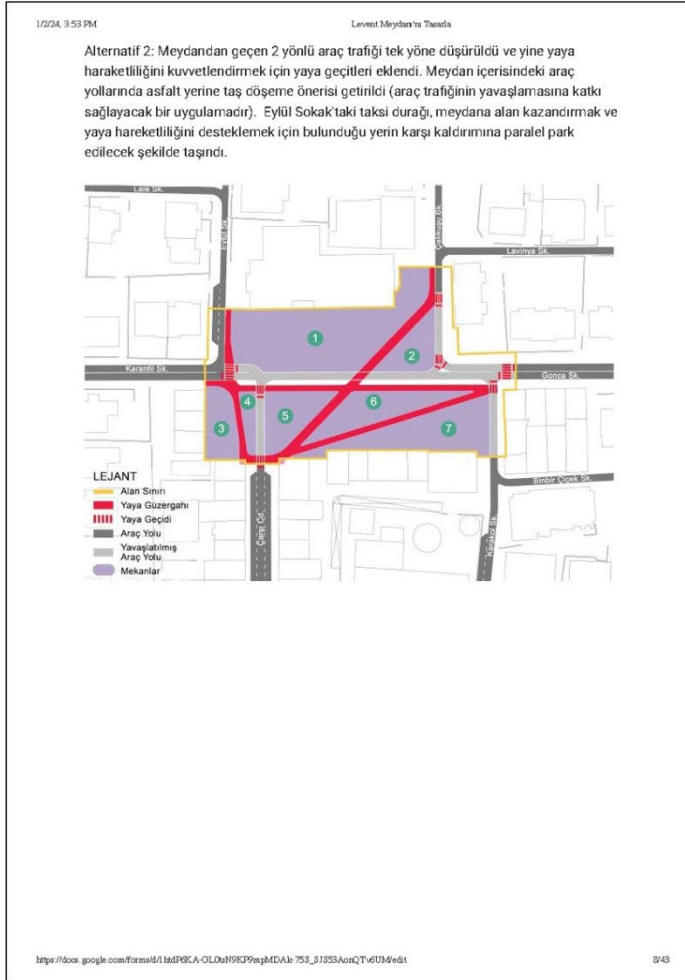
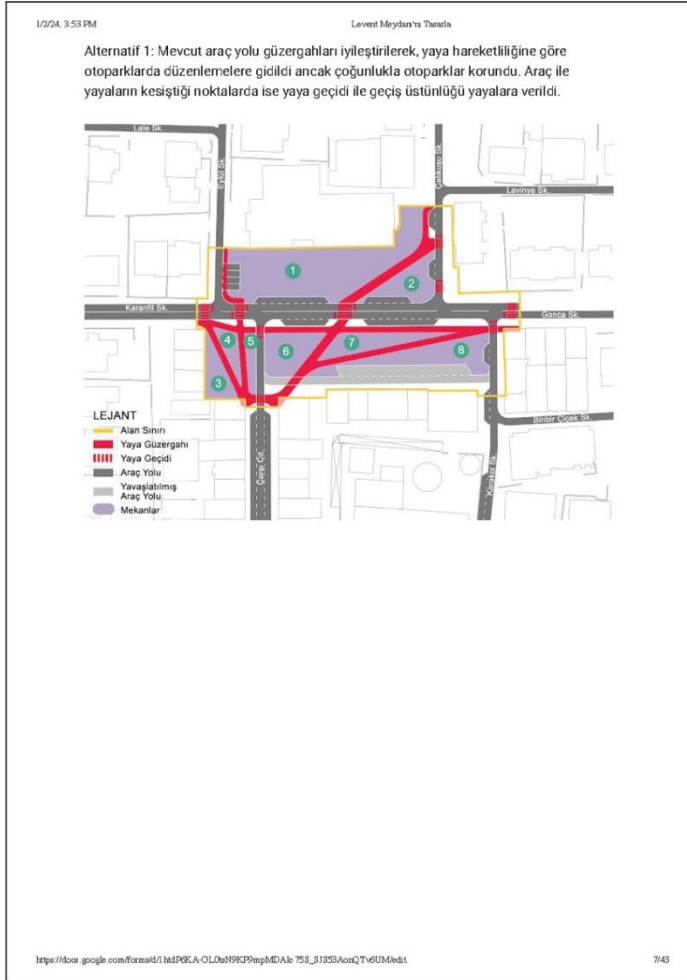


Figure C. 4 Design Levent Square, explanation of alternative draft plans.

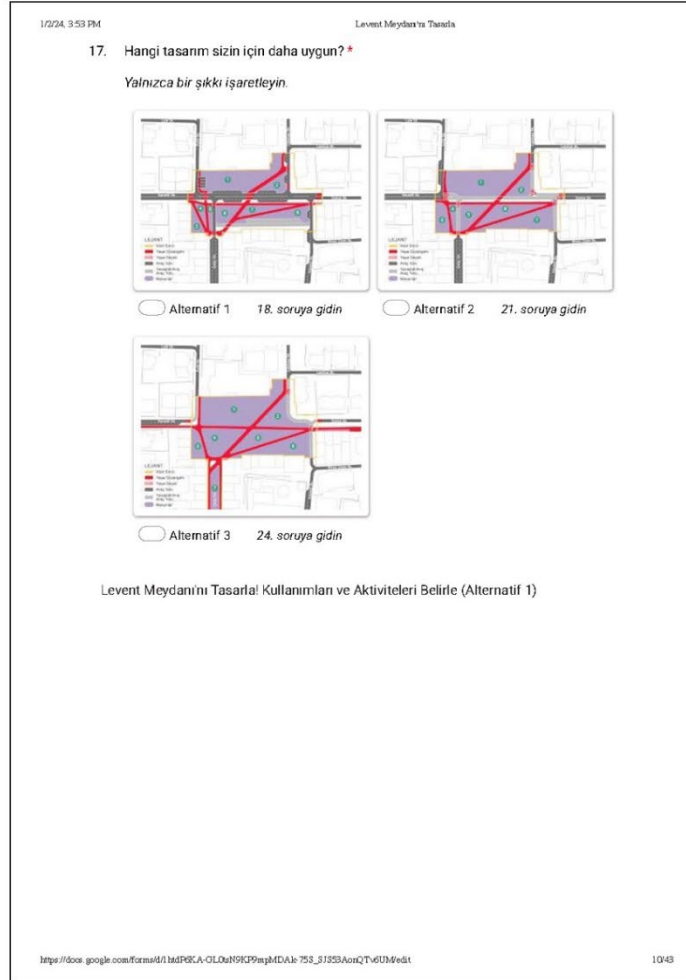
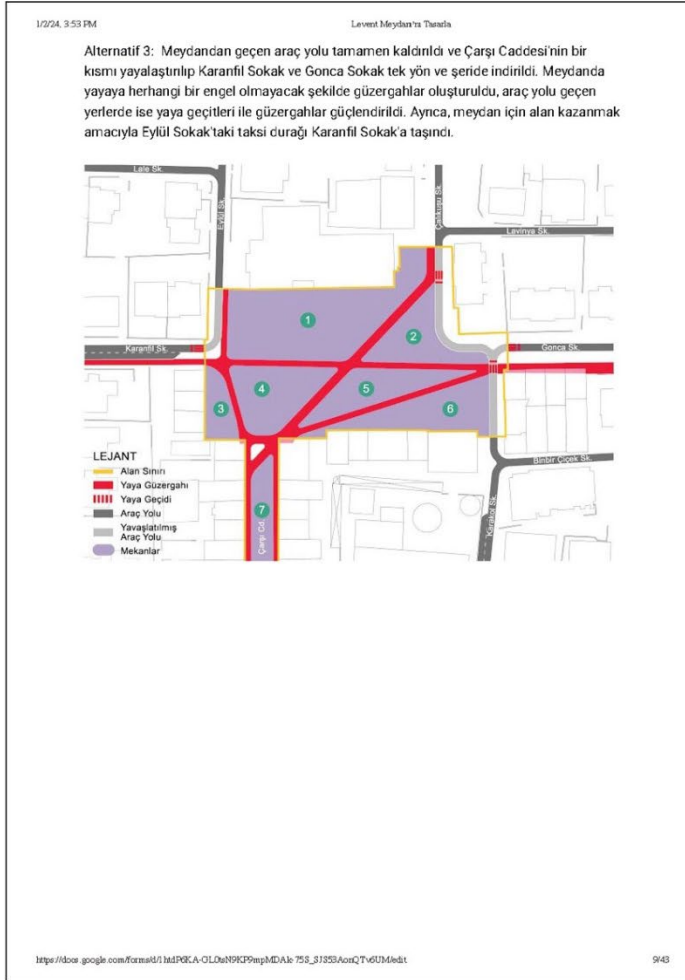


Figure C. 5 Design Levent Square, explanation of alternative draft plans and survey question 17.

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Levent Meydanı Tanıtıcı

Alternatif 1

LEJANT

- Alan Sınırı
- Yaya Geçidi
- Yaya Çeçidi
- Araç Yolu
- Yayılatılmış Araç Yolu
- Mekanlar

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Levent Meydanı Tanıtıcı

18. Hangi aktiviteleri hangi mekanlarda tercih edersiniz?

Her bir mekan için birden fazla aktivite seçimi yapabilirsiniz. İstemediğiniz aktiviteleri işaretlemeyiniz.

Uygun olanların tümünü işaretleyin.

	Mekan 1	Mekan 2	Mekan 3	Mekan 4	Mekan 5	Mekan 6	Mekan 7	Mekan 8
Açık Hava Konserti	☐	☐	☐	☐	☐	☐	☐	☐
Açık Hava Tiyatrosu	☐	☐	☐	☐	☐	☐	☐	☐
Açık Hava Sineması	☐	☐	☐	☐	☐	☐	☐	☐
Meyve-Sebze Pazarı	☐	☐	☐	☐	☐	☐	☐	☐
İkinci El Pazarı	☐	☐	☐	☐	☐	☐	☐	☐
Kıyafet Pazarı	☐	☐	☐	☐	☐	☐	☐	☐
Sergi	☐	☐	☐	☐	☐	☐	☐	☐
Atölye Etkinlikleri	☐	☐	☐	☐	☐	☐	☐	☐
Festivaller	☐	☐	☐	☐	☐	☐	☐	☐
Buz Pateni	☐	☐	☐	☐	☐	☐	☐	☐
Sporif Turnuvalar	☐	☐	☐	☐	☐	☐	☐	☐

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Figure C. 6 Survey question 18.

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20. Hangi kullanımları hangi mekanlarda tercih edersiniz?
Her bir mekan için birden fazla kullanım seçimi yapabilirsiniz. İstemediğiniz kullanımları işaretlemeyiniz. Kullanımlarla ilgili detaylı seçimleri bir sonraki bölümde yapabileceksiniz.
Uygun olanların tümünü işaretleyin.

	Mekan 1	Mekan 2	Mekan 3	Mekan 4	Mekan 5	Mekan 6	Mekan 7	Me
Yeşil Alan	☐	☐	☐	☐	☐	☐	☐	☐
Dinlenme Alanı	☐	☐	☐	☐	☐	☐	☐	☐
Toplanma/Buluşma Alanı	☐	☐	☐	☐	☐	☐	☐	☐
Ticari Kullanımlar	☐	☐	☐	☐	☐	☐	☐	☐
Kamusal Donatılar (WC, ATM vb.)	☐	☐	☐	☐	☐	☐	☐	☐
Estetik Kullanımlar	☐	☐	☐	☐	☐	☐	☐	☐
Çocuk Oyun Alanı	☐	☐	☐	☐	☐	☐	☐	☐
Mini Spor Alanları	☐	☐	☐	☐	☐	☐	☐	☐
Otopark	☐	☐	☐	☐	☐	☐	☐	☐

27. soruya gidin

Levent Meydanı'nı Tasarla! Kullanımları ve Aktiviteleri Belirle (Alternatif 2)

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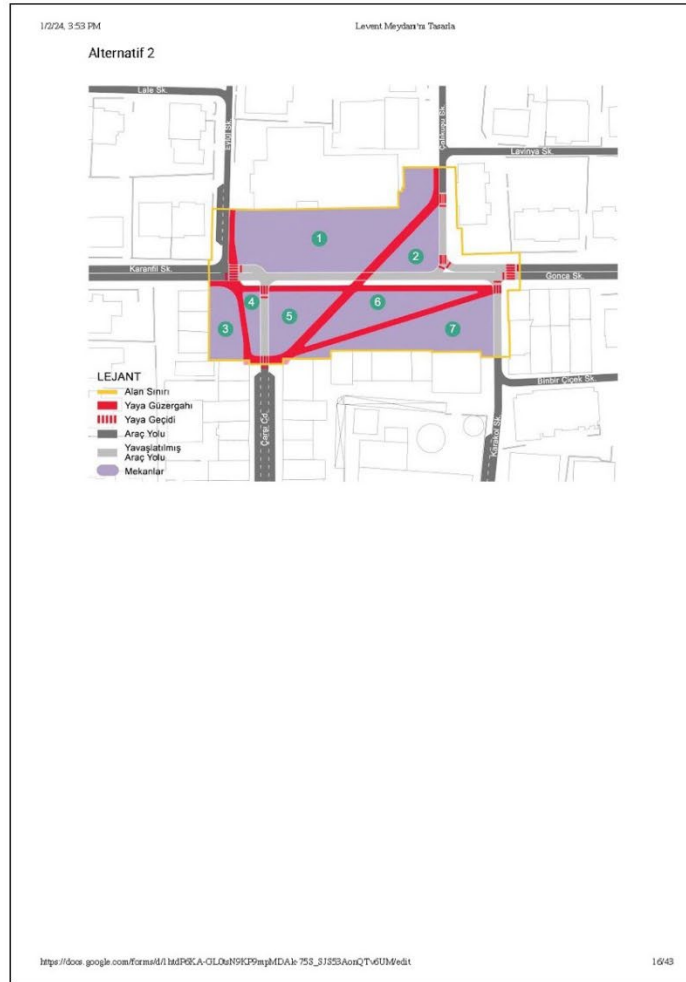


Figure C. 8 Survey question 20.

12/24, 3:53 PM Levent Meydanı'na Tanıdık

21. Hangi aktiviteleri hangi mekanlarda tercih edersiniz?
Her bir mekan için birden fazla aktivite seçimi yapabilirsiniz. İstemediğiniz aktiviteleri işaretlemeyiniz.

Uygun olanların tümünü işaretleyin.

	Mekan 1	Mekan 2	Mekan 3	Mekan 4	Mekan 5	Mekan 6	Mekan 7
Açık Hava Konseri	☐	☐	☐	☐	☐	☐	☐
Açık Hava Tiyatrosu	☐	☐	☐	☐	☐	☐	☐
Açık Hava Sineması	☐	☐	☐	☐	☐	☐	☐
Meyve-Sebze Pazarı	☐	☐	☐	☐	☐	☐	☐
İkinci El Pazarı	☐	☐	☐	☐	☐	☐	☐
Kıyafet Pazarı	☐	☐	☐	☐	☐	☐	☐
Sergi	☐	☐	☐	☐	☐	☐	☐
Atölye Etkinlikleri	☐	☐	☐	☐	☐	☐	☐
Festivaller	☐	☐	☐	☐	☐	☐	☐
Buz Pateni	☐	☐	☐	☐	☐	☐	☐
Sportif Turnuvalar	☐	☐	☐	☐	☐	☐	☐

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22. Levent Meydanı'ndaki katılım sağlayacağınız aktiviteler ne zaman olsun?
Her bir zaman için birden fazla aktivite seçimi yapabilirsiniz. İstemediğiniz aktiviteleri işaretlemeyiniz.

Uygun olanların tümünü işaretleyin.

	Hafta İçi	Hafta Sonu	Mevsimsel	Haftada Bir Kere	Ayda Bir Kere	Yılda Bir Kere
Açık Hava Konseri	☐	☐	☐	☐	☐	☐
Açık Hava Tiyatrosu	☐	☐	☐	☐	☐	☐
Açık Hava Sineması	☐	☐	☐	☐	☐	☐
Meyve-Sebze Pazarı	☐	☐	☐	☐	☐	☐
İkinci El Pazarı	☐	☐	☐	☐	☐	☐
Kıyafet Pazarı	☐	☐	☐	☐	☐	☐
Sergi	☐	☐	☐	☐	☐	☐
Atölye Etkinlikleri	☐	☐	☐	☐	☐	☐
Festivaller	☐	☐	☐	☐	☐	☐
Buz Pateni	☐	☐	☐	☐	☐	☐
Sportif Turnuvalar	☐	☐	☐	☐	☐	☐

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Figure C. 9 Survey questions 21 to 22.

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Alternatif 2

LEJANT

- Alan Sınırı
- Yaya Geçidi
- Yaya Çeçidi
- Araç Yolu
- Yayaplatılmış Araç Yolu
- Mekanlar

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23. Hangi kullanımları hangi mekanlarda tercih edersiniz?
Her bir mekan için birden fazla kullanım seçimi yapabilirsiniz. İstemediğiniz kullanımları işaretlemeyiniz. Kullanımlarla ilgili detaylı seçimleri bir sonraki bölümde yapabileceksiniz.

Uygun olanların tümünü işaretleyin.

	Mekan 1	Mekan 2	Mekan 3	Mekan 4	Mekan 5	Mekan 6	Mekan 7
Yeşil Alan	☐	☐	☐	☐	☐	☐	☐
Dinlenme Alanı	☐	☐	☐	☐	☐	☐	☐
Toplanma/Buluşma Alanı	☐	☐	☐	☐	☐	☐	☐
Ticari Kullanımlar	☐	☐	☐	☐	☐	☐	☐
Kamusal Donatılar (WC, ATM vb.)	☐	☐	☐	☐	☐	☐	☐
Estetik Kullanımlar	☐	☐	☐	☐	☐	☐	☐
Çocuk Oyun Alanı	☐	☐	☐	☐	☐	☐	☐
Mini Spor Alanları	☐	☐	☐	☐	☐	☐	☐
Otopark	☐	☐	☐	☐	☐	☐	☐

27. soruya gidin

Levent Meydanı'nı Tasarlal Kullanımları ve Aktiviteleri Belirle (Alternatif 3)

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Figure C. 10 Survey question 23.

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Levent Meydanı Tanıtıcı

Alternatif 3

LEJANT

- Alan Sınırı
- Yaya Geçidi
- Araç Yolu
- Yasaplanmış Araç Yolu
- Mekanlar

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Levent Meydanı Tanıtıcı

24. Hangi aktiviteleri hangi mekanlarda tercih edersiniz?

Her bir mekan için birden fazla aktivite seçimi yapabilirsiniz. İstemediğiniz aktiviteleri işaretlemeyiniz.

Uygun olanların tümünü işaretleyin.

	Mekan 1	Mekan 2	Mekan 3	Mekan 4	Mekan 5	Mekan 6	Mekan 7
Açık Hava Konserti	☐	☐	☐	☐	☐	☐	☐
Açık Hava Tiyatrosu	☐	☐	☐	☐	☐	☐	☐
Açık Hava Sineması	☐	☐	☐	☐	☐	☐	☐
Meyve-Sebze Pazarı	☐	☐	☐	☐	☐	☐	☐
İkinci El Pazarı	☐	☐	☐	☐	☐	☐	☐
Kıyafet Pazarı	☐	☐	☐	☐	☐	☐	☐
Sergi	☐	☐	☐	☐	☐	☐	☐
Atölye Etkinlikleri	☐	☐	☐	☐	☐	☐	☐
Festivaller	☐	☐	☐	☐	☐	☐	☐
Buz Pateni	☐	☐	☐	☐	☐	☐	☐
Sporif Turnuvaları	☐	☐	☐	☐	☐	☐	☐

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Figure C. 11 Survey question 24.

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25. Levent Meydanı'ndaki katılım sağlayacağınız aktiviteler ne zaman olsun? Her bir zaman için birden fazla aktivite seçimi yapabilirsiniz. İstemediğiniz aktiviteleri işaretlemeyiniz.

Uygun olanların tümünü işaretleyin.

	Hafta İçi	Hafta Sonu	Mevsimsel	Haftada Bir Kere	Ayda Bir Kere	Yılda Bir Kere
Açık Hava Konserti	☐	☐	☐	☐	☐	☐
Açık Hava Tiyatrosu	☐	☐	☐	☐	☐	☐
Açık Hava Sineması	☐	☐	☐	☐	☐	☐
Meyve- Sebze Pazarı	☐	☐	☐	☐	☐	☐
İkinci El Pazarı	☐	☐	☐	☐	☐	☐
Kıyafet Pazarı	☐	☐	☐	☐	☐	☐
Sergi	☐	☐	☐	☐	☐	☐
Atölye Etkinlikleri	☐	☐	☐	☐	☐	☐
Festivaller	☐	☐	☐	☐	☐	☐
Buz Pateni	☐	☐	☐	☐	☐	☐
Sporif Turnuvalar	☐	☐	☐	☐	☐	☐

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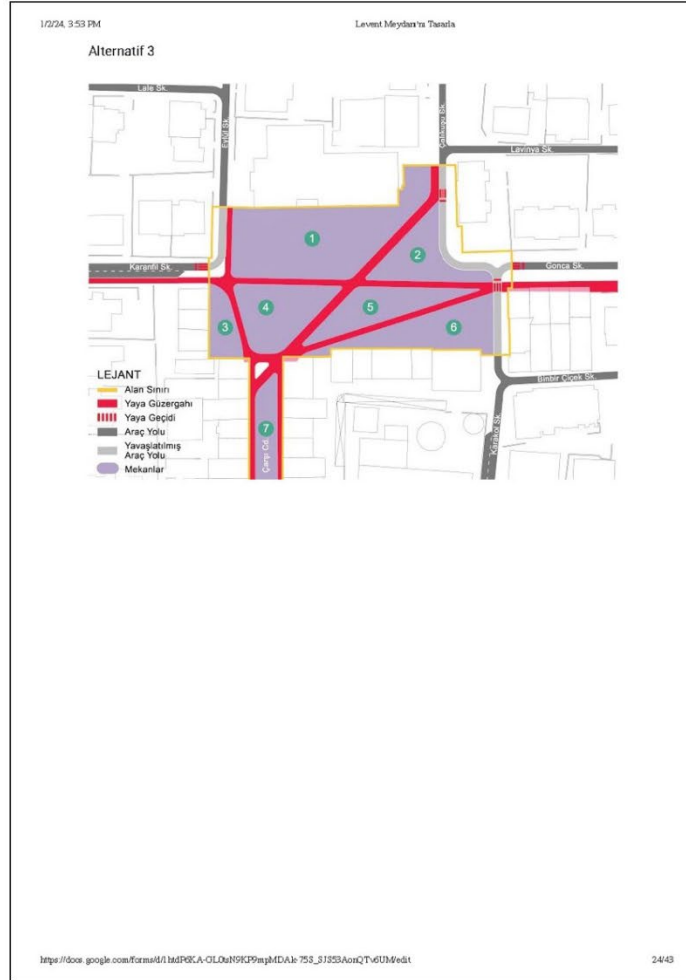


Figure C. 12 Survey question 25.

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Levent Meydanı Tasarla

26. Hangi kullanımları hangi mekanlarda tercih edersiniz?
Her bir mekan için birden fazla kullanım seçimi yapabilirsiniz. İstemediğiniz kullanımları işaretlemeyiniz. Kullanımlarla ilgili detaylı seçimleri bir sonraki bölümde yapabileceksiniz.

Uygun olanların tümünü işaretleyin.

	Mekan 1	Mekan 2	Mekan 3	Mekan 4	Mekan 5	Mekan 6	Mekan 7
Yeşil Alan	☐	☐	☐	☐	☐	☐	☐
Dinlenme Alanı	☐	☐	☐	☐	☐	☐	☐
Toplanma/Buluşma Alanı	☐	☐	☐	☐	☐	☐	☐
Ticari Kullanımlar	☐	☐	☐	☐	☐	☐	☐
Kamusal Donatılar (WC, ATM vb.)	☐	☐	☐	☐	☐	☐	☐
Estetik Kullanımlar	☐	☐	☐	☐	☐	☐	☐
Çocuk Oyun Alanı	☐	☐	☐	☐	☐	☐	☐
Mini Spor Alanları	☐	☐	☐	☐	☐	☐	☐
Otopark	☐	☐	☐	☐	☐	☐	☐

27. soruya gidin

Levent Meydanı'nı Tasarla! Kullanımları Detaylandırın

Bu bölümde bir önceki bölümde seçtiğiniz kullanımların içeriğini detaylandırmamız beklenmektedir.

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Levent Meydanı Tasarla

27. Yeşil Alan nasıl olsun? *

Uygun olanların tümünü işaretleyin.



☐ Yeşil Alan olmasın



☐ Çayır



☐ Bahçe



☐ Kuru (Ağaçlık)



☐ Hobi Bahçesi



☐ Meyve Bahçesi

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Figure C. 13 Survey questions 23 to 27.

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Levent Meydanı Tasarla

28. Dinlenme Alanı nasıl olsun? *

Uygun olanların tümünü işaretleyin.

☐ Dinlenme Alanı olmasın

☐ Yeşil Alan üzerinde

☐ Sert Zemin üzerinde

☐ Kapalı mekanda

☐ Yarı Açık mekanda

☐ Gölge Elemanıyla

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Levent Meydanı Tasarla

29. Toplanma/Buluşma Alanı nasıl olsun? *

Uygun olanların tümünü işaretleyin.

☐ Toplanma/Buluşma Alanı olmasın

☐ Amfityatro formunda

☐ Yarı Açık Mekanda

☐ Sert Zemin üzerinde

☐ Yeşil Alan üzerinde

☐ Gölge Elemanı altında

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Figure C. 14 Survey questions 28 to 29.

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Levent Meydanı Tazula

30. Ticari Kullanımlar neler olsun? *

Uygun olanların tümünü işaretleyin.

☐ Ticari Kullanımlar olmasın

☐ Çiçekçi

☐ Büfe - Kiosk

☐ Simitçi

☐ Halkekmek

☐ Al-Göktür Kahve & Çay

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Levent Meydanı Tazula

31. Hangi Kamusal Donatılar olsun? *

Uygun olanların tümünü işaretleyin.

☐ Kamusal Donatılar olmasın

☐ Umumi Tuvalet

☐ ATM

☐ Bisiklet Kiralama

☐ Çeşme (içilebilir su)

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Figure C. 15 Survey questions 30 to 31.

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Levent Meydanı Tasarfa

32. Estetik Kullanımlar neler olsun? *

Uygun olanların tümünü işaretleyin.

ESTETİK KULLANIMLAR OLMASIN

☐ Estetik Kullanımlar olmasın

☐ Heykel

☐ Enstalasyon (Geçici Sanat vb. Öğeler)

☐ Süs Havuzu

☐ Kuru Havuz

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Levent Meydanı Tasarfa

33. Çocuk Oyun Alanı nasıl olsun? *

Uygun olanların tümünü işaretleyin.

ÇOCUK OYUN ALANI OLMASIN

☐ Çocuk Oyun Alanı olmasın

☐ Üstü Açık

☐ Üstü Kapalı

☐ Üstü Yarı Açık (Gölge yapacak şekilde)

☐ Kum Üzerinde

☐ Çim Üzerinde

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Figure C. 16 Survey questions 32 to 33.

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Levent Meydanı Tasarfa


☐ Kauçuk zemin üzerinde


☐ Klasik Plastik


☐ Klasik Ahşap


☐ Maceracı

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Levent Meydanı Tasarfa

34. Mini Sporlar ne'ler olsun? *

Uygun olanların tümünü işaretleyin.


☐ Mini Sporlar olmasın


☐ Mini Golf


☐ Mini Futbol


☐ Mini Basketbol


☐ Mini Voleybol


☐ Mini Tenis

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Figure C. 17 Survey questions 33 to 34.

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Levent Meydanı Tasarfa


☐ Squash


☐ Jimnastik - Spor Aletleri


☐ Masa Tenisi

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35/43

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Levent Meydanı Tasarfa

35. Otopark nasıl olsun? *

Uygun olanların tümünü işaretleyin.


☐ Otopark olmasın


☐ Yüzeyde Otopark


☐ Yer Altı Otopark


☐ Paralel Park


☐ Açılı Park


☐ Dik Açılı Park

Levent Meydanı'nı Tasarlal Kent Mobilyaları

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Figure C. 18 Survey questions 34 to 35.

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36. Kent mobilyaları hangi malzeme ağırlıklı olsun? * <i>Yalnızca bir şıkki işaretleyin.</i> ☐ Ahşap ☐ Metal ☐ Beton ☐ Geri Dönüştürülmüş Malzemeler	39. Çöp kutusunun nasıl olmasını istersiniz? * <i>Uygun olanların tümünü işaretleyin.</i> ☐ Genel çöp kutusu ☐ Geri dönüştürülebilir çöp kutuları ☐ Kapaklı ☐ Kapaksız
37. Oturma elemanının nasıl olmasını istersiniz? * <i>Uygun olanların tümünü işaretleyin.</i> ☐ Tekli ☐ Çoklu ☐ Yüz yüze bakan şekilde ☐ Sırt sırta bakan şekilde ☐ Yan yana dizilmiş şekilde ☐ Sırtlıklı ☐ Sırtlıksız ☐ Kol koymalı ☐ Kol koymasız ☐ Uzanılabilir	40. Gölge elemanının nasıl olmasını istersiniz? * <i>Uygun olanların tümünü işaretleyin.</i> ☐ Tamamen kapalı ☐ Yarı açık ☐ Güneş kıracak şekilde
38. Aydınlatma elemanının nasıl olmasını istersiniz? * <i>Uygun olanların tümünü işaretleyin.</i> ☐ Beyaz ışığa yakın renkte ☐ Sarı ışığa yakın renkte ☐ Kısa boylu ☐ Orta boylu ☐ Uzun boylu	41. Yönlendirme elemanlarının nasıl olmasını istersiniz? * <i>Uygun olanların tümünü işaretleyin.</i> ☐ Zeminde ☐ Göz hizasında ☐ Göz hizasının üstünde ☐ İkon ağırlıklı ☐ Yazı ağırlıklı
42. Sınır elemanlarının nasıl olmasını istersiniz? * <i>Uygun olanların tümünü işaretleyin.</i> ☐ Kısa boylu ☐ Orta boylu ☐ İnce ☐ Geniş ☐ Bitkili	

Figure C. 19 Survey questions 36 to 42.

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43. Durakların nasıl olmasını istersiniz? *

Uygun olanların tümünü işaretleyin.

☐ Akıllı (araç bilgisi vb. gösteren)

☐ Klasik

☐ Açık

☐ Yan Açık

☐ Kapalı

44. Reklam panolarının nasıl olmasını istersiniz? *

Uygun olanların tümünü işaretleyin.

☐ Dijital ekran

☐ Kayar ekran

☐ Sabit ekran

Levent Meydanı'nı Tasarla! Zemin Döşeme Malzemeleri

45. Zeminde ağırlıklı olarak hangi malzemenin kullanılmasını tercih edersiniz? *

Uygun olanların tümünü işaretleyin.

☐ Büyük Taşlı Döşemeler (Doğal, Kompozit Plaktaşlar)

☐ Küçük Taşlı Döşemeler (Küptaş vb.)

☐ Dökme Döşemeler (Beton, Asfalt vb.)

Levent Meydanı'nı Tasarla! Bitkilendirme Tasarımı

46. Bitki kullanımında ne tür bitkiler görmek istersiniz? *

Uygun olanların tümünü işaretleyin.

☐ Biçim verilmiş

☐ Doğal formda

☐ Çiçekli

☐ Çiçeksiz

☐ Meyveli

☐ Meyvesiz

☐ Herdem Yeşil

☐ Yaprak Döken

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47. Bitkiler nerede olsun? *

Uygun olanların tümünü işaretleyin.

☐ Zeminde

☐ Saksıda

Tasarımın Uygulanmasına Katılım ve Mobil Uygulama Kullanma İsteği

Katılımcı Prova Çalışması Örneği: Zümrütevler Meydanı
(<https://www.arkitera.com/haber/zumrutevler-meydani-donusum-provasi-cocuklar-ve-aileleri-icin-guvenli-yollar/>)



48. Yaptığınız tasarımın uygulanması için gerçekleştirilecek katılımcı prova çalışmasına katılma isteğinizi değerlendiriniz. *

Yalnızca bir şıkı işaretleyin.

1 2 3 4 5 6 7 8 9 10

Çok ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ Çok Yüksek

https://docs.google.com/forms/d/1b4P6KA-CL0uN9KZ9mgMDAb-758_81853AuaQTv6UM/edit 40/43

Figure C. 20 Survey questions 43 to 48.

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Levent Meydan'ın Tasarısı

Mobil Uygulama'nın birkaç sayfasından örnekleri aşağıda görülebilsiniz. Ya da daha fazlasını merak ediyorsanız <https://t.maze.co/208089042?lng=tr> linkine giderek uygulama akışını deneyimleyebilirsiniz.

https://docs.google.com/forms/d/1htP6KA-GL0t8t9KP9mgMDAJe-75S_Sf553AcaQTV6UM/edit

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Levent Meydan'ın Tasarısı

49. Mahallenizdeki veya yaşadığınız ildeki kamusal mekanların hem tasarımla hem de güncel durumuyla ilgili fikir belirlemenizi sağlayacak, bir kısmı bu ankettekilerle benzer soruları yanıtlayarak sizin de tasarım sürecine dahil olacağınız ve cevaplarınız sonucunda kamusal mekanın tasarımının sizin katkılarınızla nasıl şekillendiğini göreceğiniz bir telefon uygulaması geliştirilse, uygulamayı kullanma isteğiniz nasıl olurdu?

Yalnızca bir şıkta işaretleyin.

1 2 3 4 5 6 7 8 9 10

Çok ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ Çok Yüksek

Bu içerik Google tarafından oluşturulmamış veya onaylanmamıştır.

Google Formlar

https://docs.google.com/forms/d/1htP6KA-GL0t8t9KP9mgMDAJe-75S_Sf553AcaQTV6UM/edit

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Figure C. 21 Survey question 49.

APPENDIX D: Survey Results



Profile	Willingness to Participate to Rehearsal (1:Very Low, 10:Very High)									
	1 (No.)	2 (No.)	3 (No.)	4 (No.)	5 (No.)	6 (No.)	7 (No.)	8 (No.)	9 (No.)	10 (No.)
I hold a bachelor's or master's degree in disciplines such as Architecture, Urban Planning, Landscape Architecture, and Urban Design	1	1	0	0	7	1	2	3	3	2
	10%				35%	55%				
I reside or work within walking distance of Levent Square.	3	3	0	0	1	0	1	3	3	6
	30%				5%	65%				
I am the owner of or work at one of the shops in Levent Square.	5	0	0	0	4	3	2	0	0	6
	25%				20%	55%				
I reside in Istanbul but I don't use Levent Square at all or very often.	4	2	2	2	1	3	3	1	0	2
	50%				5%	45%				
Profile	Willingness to Use Mobile Application (1:Very Low, 10:Very High)									
	1 (No.)	2 (No.)	3 (No.)	4 (No.)	5 (No.)	6 (No.)	7 (No.)	8 (No.)	9 (No.)	10 (No.)
I hold a bachelor's or master's degree in disciplines such as Architecture, Urban Planning, Landscape Architecture, and Urban Design	0	0	1	0	1	1	3	5	2	7
	5%				5%	90%				
I reside or work within walking distance of Levent Square.	1	0	2	1	3	0	2	3	2	6
	20%				15%	65%				
I am the owner of or work at one of the shops in Levent Square.	4	0	1	0	0	1	0	4	1	9
	25%				0%	75%				
I reside in Istanbul but I don't use Levent Square at all or very often.	0	0	1	0	1	2	3	2	4	7
	5%				5%	90%				
Age	Willingness to Participate to Rehearsal (1:Very Low, 10:Very High)									
	1 (No.)	2 (No.)	3 (No.)	4 (No.)	5 (No.)	6 (No.)	7 (No.)	8 (No.)	9 (No.)	10 (No.)
18-24	4	0	0	1	1	0	1	2	0	2
	45%				9%	45%				
25-34	4	1	2	1	5	4	5	2	3	4
	26%				16%	58%				
35-44	2	2	0	0	5	1	1	1	2	2
	25%				31%	44%				
45-54	2	3	0	0	1	2	0	1	0	2
	45%				9%	45%				
55-64	1	0	0	0	1	0	1	1	0	5
	11%				11%	78%				
65 Yaş Üstü	0	0	0	0	0	0	0	0	1	1
	0%				0%	100%				
Age	Willingness to Use Mobile Application (1:Very Low, 10:Very High)									
	1 (No.)	2 (No.)	3 (No.)	4 (No.)	5 (No.)	6 (No.)	7 (No.)	8 (No.)	9 (No.)	10 (No.)
18-24	1	0	0	0	1	1	1	1	1	5
	9%				9%	82%				
25-34	1	0	1	0	2	1	4	7	4	11
	6%				6%	87%				
35-44	0	0	1	0	1	1	1	2	4	6
	6%				6%	88%				
45-54	2	0	2	0	1	1	1	1	0	3
	36%				9%	55%				
55-64	1	0	1	0	0	0	0	3	0	4
	22%				0%	78%				
65 Yaş Üstü	0	0	0	1	0	0	1	0	0	0
	50%				0%	50%				

Figure D. 1 Survey result (profiles and ages comparison of participating rehearsal and using mobile application).

CURRICULUM VITAE

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- 2014, Crew member in World Urbanization Day 38th Colloquium
- 2015-2022, Team Captain for Football Team of Faculty
- 2019, Group 2-A member of IWUL Landscape as a Socio-Ecological System - Workshop
- 2023, Mentor in the ITU Greencampus GreenHack
- 2018-2019, Business and Concept Development Assistant Specialist at Ege Yapı A.Ş.
- 2020-2022, Landscape Architect at On Tasarım
- 2022-Current, Urban Planner at BİMTAŞ, İBB

PUBLICATIONS, PRESENTATIONS AND PATENTS ON THE THESIS:

- **Yalcin, D., & Kurkcuglu, E. (2023).** Place to space, space to place: A theoretical discussion on place-making in lost spaces. Turkish Journal of Sense of Place and Urban Studies, 1(1), 1-16.