



Research on Urban Identity: Example of Beşiktaş Pier Square

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Abstract

The quality and quantity of urban areas in developed countries are accepted as an indicator of civilization and quality of life. Therefore, today the concept of "quality and identity in the urban area" has become an issue that needs to be focused on in a vital way. The squares, the most dynamic areas of life, which reveal the quality and identity of the cities, have changed spatially from past to present. In this study, Beşiktaş Pier Square and its surroundings, one of the most important locations in İstanbul, were chosen as the study areas to find out quality and identity of the squares, which have such an impact on the city itself and the physical analysis of the area was carried out and its identity card was created. Within the scope of long-term observations made in the area at different times, suggestions that would contribute to the space identity were presented examining how the study area is used. Spatial quality parameters for the research area were determined and area detections were made in line with the determined parameters. A "Diagram" was created by drawing attention to 4 important features, "Accessibility and Linked", "Activities and Usage", "Confort and Image" and "Sociability". In system, criteria are scored with 4 different values between -2- and +2. In consideration of the information presented in the "Spatial quality parameter, positive and negative factors were tried to be determined in the area giving "+2, +1, -1, -2" values to the determined concrete quality measurement indicators. The connection between the quality of the square and its surroundings and spatial activities has been tried to be examined both in terms of history and as a transportation-transfer center. Suggestions have been made for the strengthening and sustainability of the urban identity.

Keywords: Urban identity, urban space, square, pier square, Beşiktaş.

Kent Kimliği Üzerine Bir Araştırma: Beşiktaş İskele Meydanı Örneği

Öz

Gelişmiş ülkelerde kentsel alanların nitelik ve nicelikleri, medeniyetin ve yaşam kalitesinin bir göstergesi olarak kabul edilmektedir. Dolayısıyla günümüzde "kentsel alanda kalite ve kimlik" kavramı, üzerinde önemle durulması gereken bir konu haline gelmiştir. Kentlerin kalite ve kimliğini ortaya koyan, en dinamik yaşam odağı alanı olan meydanlar, geçmişten günümüze mekânsal olarak değişim göstermektedir. Bu çalışmada kente bu denli etkisi olan meydanların kalite ve kimlik arayışı için İstanbul'un oldukça önemli lokasyonlarından biri olan, Beşiktaş İskele Meydanı ve yakın çevresi çalışma alanı olarak seçilmiş, alana yönelik fiziksel analizler yapılmış, kimlik kartı oluşturulmuştur. Bölgede farklı zamanlarda yapılan uzun süreli gözlemler kapsamında çalışma alanının nasıl kullanıldığı incelenerek mekân kimliğine katkı sağlayacak öneriler sunulmuştur. Araştırma alanı için Mekânsal kalite parametreleri belirlenmiş ve belirlenen parametreler doğrultusunda alan tespitleri yapılmıştır. "Erişebilirlik ve Bağlantılar", "Aktiviteler ve Kullanımlar", "Konfor ve İmaj" ve "Sosyallik"ten oluşan 4 önemli özelliğe dikkat çekilerek bir "Diyagram" oluşturulmuştur." Mekânsal kalite parametrelerinde ortaya konan bilgiler ışığında, belirlenen somut kalite ölçme göstergelerine '+2, +1, -1, -2' değerleri verilerek alanda olumlu ve olumsuz etkenler tespit edilmeye çalışılmıştır. Meydan ve çevresinin mekân kalitesi ve mekân aktiviteleri arasındaki ilişki; hem tarihi, hem de ulaşım-transfer merkezi olması açısından irdelenmeye çalışılmıştır. Kent kimliğinin güçlendirilmesi ve sürdürülebilirliği için öneriler getirilmiştir.

Anahtar Kelimeler: Kentsel kimlik, kentsel mekan, meydan, iskele meydanı, Beşiktaş.

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1. Introduction

City that is the stage of intellectual and cultural image is also one of the social processes lived. That is why history of humanity or world history are usually regarded as the history of cities and urban life and environment- human relations are examined throughout cities and urban areas (Güleç Solak, 2017). The image of a region, an area, or even a city is a complex amalgam of its people, the ethnic mix that is contributing to or has contributed to its character, its architecture, its overall aesthetic appeal, its climate and its industry. For the vast majority, cities are polluted, unhealthy, tiring, overwhelming, confusing, alienating. The city does not come together as a community or as a community of communities, for there is far too much difference, disagreement, and escape to assimilate (Amin, 2006). In this context, many developed countries head for planning urban areas or ecologies suitable for human life, taking mental and physical needs of people into account (Gül et al., 2001, Juan et al., 2017, Hadavi et al., 2015). Identity is a dynamic notion that includes the urban spirit and social sense (Tavakoli, 2010, Oğurlu, 2014). Proshansky (1978); defines place-identity as the “dimensions of self that define the individual’s personal identity in relation to the physical environment” (Hinds and Sparks, 2008). The cultural identity of a place is not simply the product of the moment, but of the evolution and adaptability of time. In other words, identity is processual, marked by power relationships and uses a variety of cultural building materials from history, geography, religion, sexuality and so on (Miles, 2005). Necessity of evaluating a city’s urban identity characteristic together with spatial elements of its natural, socio-cultural, socio-economic and built-up environment as a whole is obvious. Therefore, components of urban identity stand out as different values in different cities. Cities set the framework of urban identity through the values they contain. Urban identity, on the other hand, means distinguishing features that maintain its continuity (Çınar, 2005 a; Güler et al., 2016; Perihan and Aşur, 2019). Many advantages can be gained by discovering and reinforcing a city’s own identity. Small differences may be magnified, special events may be commemorated, designers may seek to set their stamps on projects, and many other motives may encourage efforts to undertake the quest for urban identity (Oktay, 2002). Identities are the source of meaning (Castells, 2004), and meanings are tied to environment as information (Garip & Garip, 2015). The quality of urban public spaces, has a significant role in making the identity of a city. City squares, one of the images important for urban identity components, are public areas used intensely by the townspeople, that has the characteristic of the focal point thanks to different functions they have undertaken throughout historical process (Böge, 2019, Ulutaş, 2019, Kocan et al., 2019). Squares, in the developing process from the Ancient Period to Middle Age, to Renaissance and Modern Age, have been defined as a significant urban life focal point that presents the identity and life quality of our cities throughout the history (Çınar et al., 2014, Çınar, 2005b) by being designed according to military, social order and religious principles (Acarlı et al., 2019). These spaces shape the cultural identity of an area, are part of its unique character, and provide a sense of place for local communities, (Sağlık et al., 2016). Urban life quality is a result of people’s interaction with urban environment (Uzgören et al., 2017). One of the benefits of high quality public space is its potential as a venue for social events (Giddings et al., 2011). An urban life of high quality is a “successful” urban area. There is activity, harmony richness, aesthetics and vitality in a successful area (Goličnik Marušič, 2016; Güneri et al., 2019; Asur, 2019). Increased vitality, environmental quality is affecting factors of social interactions. (Benmanian et al. 2016). Public space is a “co-location space for the presentation of the reality test and exploration in the area of identity (Altuğ Turan & Gülgün, 2016). and difference and to be accepted by others” (Benmanian et al., 2016). Spatial quality in public areas does not just depend on physical inputs (Uzgören et al., 2017). At this point, besides environmental features of the area, instruments like intensity and variety of urban area activities made in public open areas; social economic structures of people attending these activities acquire significant data as part of evaluating the spatial quality in areas in question (Uzgören et al., 2017). A square’s processing successfully is possible with its well-designed roads and environment reaching it (Böge, 2019). The approach that “The thing you admire in a city is not its seven or seventy- seven wonders, but the answer it gives to a question you ask.” shows that the user’s reference is important in urban identity (Sağlık and Kelkit, 2019). Urban squares have been presented as the community's living room for their value to make people come together, help to establish relationships between them and create a healthy sense of community (Subiza-Pérez, et al., 2020). City design requires networks of properly conceived streets and squares– introducing pedestrians to symbolic buildings, culture, entertainment as well as commercial activity (Giddings et al., 2011). Many subjects like absence of assembly points, inadequate entrances (Erdönmez et al., 2016) and areas that are not comfortable to access, nonfunctional areas, intense vehicle use and inappropriately located public-transport stops, lack of reinforcement elements and their incompatibility with the area can be listed among the problems about the design that is usually seen and that makes a public area unsuccessful. Many of the square areas that have changed spatially from past to present, turned into unqualified areas that have lost their vitality and function. These areas which comprise focal points of the coastline with intensive use are windows opening from the city to the coast. Artificial thresholds (commercial and residential areas) vertically surround and roads also horizontally surround this area which is horizontally bordered by the sea. In addition to being a transportstation-oriented gathering place, the coastal square is an area where the

townspeople are in contact with water (Erel, 2007).

2. Material and Method

Beşiktaş Pier Square is chosen as sample area so as to understand and comment on urban identity notion (Figure 1). These are what affected this choice: Its being one of the most important urban areas of İstanbul, its being one of the first residential areas of the city from a historical perspective, its being notable for İstanbul identity, its having a structure that integrates with the coast, Presence of significant trade and service areas, Its being a dynamic district with natural and cultural features (culture, art and sports activities etc.), Presence of works from many periods in this area.

2.1. Location

Beşiktaş is located in the center of İstanbul in geographical sense, there is the Bosphorus in the east, Şişli in the west, Sarıyer in the north and Beyoğlu district in the south (Figure 1).

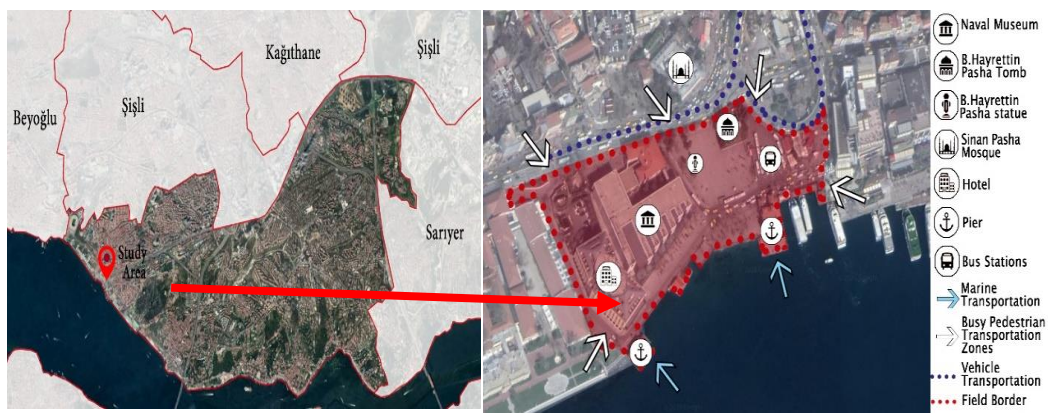


Figure 1. Beşiktaş district and the location of their search area (Produced from URL-3 2020).

2.2. Place in the Historical Process

History of Beşiktaş goes back to the first ages. Some historians also wrote that Barbaros Hayrettin Pasha set up five poles to the shore to tie his ships, therefore it was named Five-Stones and the word has changed and become cradle-stone (Beşik-Taş) (URL-1). It is known that the Beşiktaş coastline was covered with forests in ancient period and it gained settlement identity in the Ottoman period. In the 18th century, the settlement spread to Beşiktaş and İhlamur Creek towards Serencebey, and Beşiktaş's position was strengthened with the development in public transportation (Üresin, 2019). Beşiktaş gained a different status in the city. Especially During the reign of Abdulhamid II (1876-1909), it took on the appearance of a highly protected "forbidden city" (URL-2). According to the master plan prepared by planner H. Prost in 1938, he targeted basic principles that we can define as opening avenues, creating squares, expanding existing roads, organizing green areas, innovations in municipal services such as water, electricity, and transportation and make the city gain monumental structures that are the symbol of the Republic (URL-4). In 1939, the transformation process started with the broke down of the coastal settlements, and afterwards Beşiktaş Square was created because a venue was needed for performing ceremonies (Üresin, 2019).

The wooden buildings located around the monument and used as residences were also broke down in the 1950s and the square was tried to be enlarged (URL-5). Between 1956-1958, Barbaros Avenue, which divided the settlement into two and which connects Beşiktaş to Zincirlikuyu was opened and thus the district lost many cultural assets. Beşiktaş center, which preserved its wooden texture and gardens until the mid-1960s, started to become an apartmentization from this date. The Bosphorus Bridge, opened in the 1970s, make Beşiktaş face traffic problem with the freeway getting into the district (Gökyay, 2009), but it has always preserved its importance as a transportation center. There is intensity of vehicle and pedestrian transportation in Beşiktaş Square.

2.3. Beşiktaş Square City Identity Card

Urban identity codes are passwords of a residential identity (Turan and Gülgün, 2016). These features in question are names as "urban identity card" within the scope of the study and it includes symbolized social or environmental features identified with the settlement although it cannot define the identity of the settlement alone (Table 1) and Diagram prepared for research (Figure 2).

Table 1: Identity card.

BEŞİKTAŞ PIER SQUARE IDENTITY CARD		
FEATURES	Built	1938 –1949
	Field	~ 37405 m ²
	Frequency of Use	Often
	LastRenewal	2007 Temporary City Square Project / 2013 Naval Museum Construction
	Quality CulturalHeritage Value	Bosphorus İstanbul, Piersquare, Transportation-transfer center Dolmabahçe Palace, SinanpaşaMosque, Barbaros Hayrettin Paşa Tomband Monument, Naval Museum, Barbaros Hayrettin Paşa Pier, Beşiktaş Pier, Democracy Monument
LOCATION	North– South	Sarıyer – Beyoğlu
	East – West	Bosphorus İstanbul– Şişli
TRANSPORTATION	PublicTransportation	The inter section center of land and sea transport
	PrivateVehicle/Motorcycle	Inadequate parking, traffic density
	Bicycle	No private bike paths, insufficient parking spaces
	Pedestrian	Depending on thedensity, pedestrian-priority transportation is secondary alternate
	Disabled	According to the United Nations Accessibility Application checklist, Beşiktaş Square has been found to have a limited level of adaptation for the disabled with a 26.3% compliance rate. (Evcil 2010).
STRUCTURAL ELEMENTS / EQUIPMENTS	Lightening	Inadequate
	Railing	Inadequate
	Information Board	Inadequate
	Plant Design	Inadequate–Unqualified
	DirectionSign	Available–Inadequate
	Water Element	Available- Sea
	TreeProtection	Unavailable
	Bus Stop	Available-Complex (The bus stop next to the square creates a partial obstacle for users who want to reach the pier and the square directly.)
	Benches	Available- Inadequate–Unqualified
	Fountain	Unavailable
	ViewingArea	Available- Unqualified
Statue	Barbaros Hayrettin Paşa Monument (1944)	
Game Zone	Unavailable	
GROUND	FirmGround	~26332 m ²
	SoftGround	~2905 m ²
FIELD USAGE	Users	It holds users from all walks of life. However, it is limited for children and disabled people.
	Variety of Activities	General gathering and walking area, Transport-transfer center, Recreational area, View in gand observation area, Sitting and resting area, Event and ceremony area
	Day – NightUsage	Active
	Security	Secured

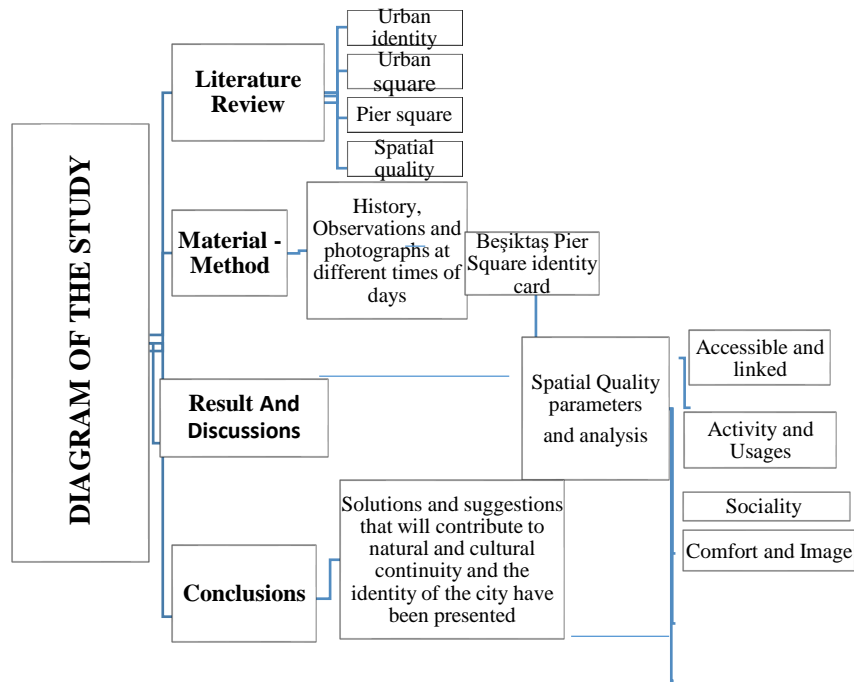


Figure 2. Theoretical frame work and diagram of the study.

2.4. Spatial Quality Parameters

Based on the indicators presented in Table 1 under the title of “Spatial Quality in Public Open Areas”, it has been handled within the framework of the approach of Project for Public Space (PPS, 2000), which defines the 4 key features of the space quality in public spaces with an integrated approach. Scoring made by expert group. A "Diagram" was created by drawing attention to 4 important features, "Accessibility", "Activities and Usages", "Comfort" and "Sociability".

In this system, criteria are scored with 4 different values between -2- and +2. In consideration of the information presented in the "Spatial quality parameter, positive and negative factors were tried to be determined in the area giving "+2, +1, -1, -2" values to the determined concrete quality measurement indicators. The value of + 2 means that the desired features are provided, +1 indicates that one of the desired features is provided or the desired features are good, -2 the desired features are not provided, -1 the desired feature is less suitable or partially suitable. In the table determined by four criteria under each of the four basic spatial quality components, the maximum total value an area can take in the context of spatial quality is 32, and the minimum total value is 5. Value ranges were established for “very bad, bad, well, excellent” levels dividing the values in this range into five equal parts and in the context of spatial quality (Figure 3).

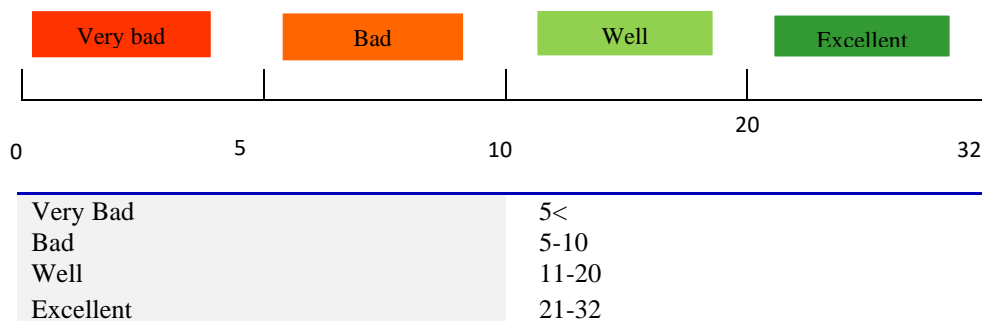


Figure 3. Table of value ranges used to determine spatial quality lever.

Quality criteria are divided in 4 sub-criteria. by dividing each criteria by coefficient of 2.5 (Acar & Ünver,2007). The value of approximately 0.63, which is the number of criteria for each section, has been reached. The highest score for 16 criteria was calculated as 32 out of 2 points.

3. Result and Discussions

3.1. Spatial Quality Parameters Analysis

3.1.1. Accessible and Linked

Accessibility: (Pedestrian-private vehicle-public transport) [+2]: Beşiktaş, one of the most central locations on the European Side, access to all districts can be provided easily. Access to Beşiktaş Pier Square is provided by public transportation (public buses and minibuses), by sea transportation from the coastline and by the stops on Barbaros Avenue. The ferryboats at Kadıköy and Üsküdar piers in Beşiktaş pier square also provide access to the Anatolian side. At the same time, Beşiktaş is an area where private vehicles transit intensively due to its proximity to the July 15 Martyrs' Bridge. It is also possible to reach the neighborhoods nearby, especially, Kabataş and Ortaköy, on foot and it is a practical accessibility method that is widely used especially during traffic hours and match days. Due to the easy accessibility to the district from many ways, the parameter value is [+2] points. (Table 2).

Accessibility: (Highway- Seaway) [+1]: Beşiktaş Pier Square is located at the intersection of important and busy axes such as Barbaros Avenue and Çırağan Street. It carries the intensity of Beşiktaş-Sarıyer over Barbaros Avenue and the intensity on the coastal road via Çırağan Street (Kabataş-Ortaköy line) by highway. It is also possible to reach Beşiktaş Pier square by sea by ferryboats and ferries on the Kadıköy and Üsküdar lines, which are located right at the port. Although it is very close to the Zincirlikuyu metrobus connection and the Kabataş tramway line, a direct rail transportation route cannot be provided to Beşiktaş Pier Square. For this reason, it took [+1] point. (Table 2).

Table 2: Accessible and Linked.

BEŞİKTAŞ SQUARE SPATIAL QUALITY ASSESSMENT PARAMETERS						
	Criteria	Subcategories	Parameter Score	Coefficient 2.5 / Piece	Average score	
						ACCESSIBLE AND LINKED
Pedestrian- Public transport	(+) 1					
Pedestrian – Private vehicle	(-) 1					
Only pedestrian	(-) 2					
			2	0.63	1.26	
Accessibility	Boulevard with multiple avenue	(+) 2				
	Boulevard with more than one avenue	(+) 1				
	With multiple streets	(-) 1				
	No connection	(-) 2				
			1	0.63	0.63	
Readability (Sculpture/Triangulation/Marker and Instruction /Material in form)	All	(+) 2				
	Threese available	(+) 1				
	Two available	(-) 1				
	Just one	(-) 2				
			-1	0,63	-0,63	
Connections (With surrounding functions)	Very good	(+) 2				
	Good	(+) 1				
	Medium	(-) 1				
	Bad	(-) 2				
			2	0.63	1,26	
Total			4		2.52	

Readability: *Statue, Triangulation, Sign and Guidance, Material Difference, The Existence of Both* [-1]: The statue of Barbaros Hayrettin Pasha, which is located in the port square and that named the square, is also a triangulation point, and historical cannons in the area keep the memory of the district alive by creating a square identity. When the square is examined, the material difference in the square does not attract attention and the signs and guidance information signs are not considered to be sufficient. Although the district has symbolic and historical values to keep the memory alive, it was considered to be insufficient in terms of legibility of these values. [-1] point was deemed suitable (Table 2).

Connections: (With Functions Around) [+2]: Known for its proximity to Beşiktaş Pier Square and its surroundings, Ortaköy Mosque, Çırağan Palace, Dolmabahçe Palace, Yıldız Mansion, etc. buildings are very important because they are touristic locations with historical and cultural heritage (Table 2). Square is located at the intersection of transportstation, trade, sports and culture-art centers, also with its proximity to the July 15 Martyrs' Bridge, Beşiktaş İnönü Stadium and business centers intensively located around Levent, Zorlu PSM and Cemal Reşit Rey Concert Hall. Transportation is quite easy to reach by the avenue and main streets. It has a connection to the Tem Highway and July 15 Martyrs' Bridge. Highway transportstation is easy with avenue and street connections. Therefore, it has been evaluated with [+2] points. It is observed that the 'Access and linked' parameters are equally evaluated with [+4] points and this section quality score is 2.52 (Table 2).

3.1.2. Activity and Usages

Activity Range: (General Assembly- Viewing and Observation Area - Recreation Area – Event and Ceremony Area) [+2]: Pier squares are important urban spaces where public activities come together. Beşiktaş Pier Square is a gathering center to a large extent and hosts various recreational activities such as shopping, concerts, celebrations. Historical and cultural buildings located near the square also make the area dynamic. While the seating elements located along the coastal line create a viewing and observation area for the visitors with a unique Bosphorus view, they are also used as a resting area. It is observed that the square has also become a center for skate boarding users. In terms of activity range, parameter is evaluated with [+2] points (Table 3).

Activeness: [+2]: Square is in the central position that connects sea and land traffic. Therefore, it is used extensively at all hours day and night. It was seen that the intensity is higher especially during the opening-closing hours of workplaces and schools. This parameter is evaluated with [+2] points (Table 3).

Sustainability: (Presence of Cultural Heritage) [+1]: When the sustainability of the area in terms of presence of the cultural heritage is examined; Historical Kadıköy and Üsküdar Pier, Barbaros Hayrettin Pasha Tomb, Barbaros Hayrettin Pasha Monument, and the old building of the Naval Museum have been preserved until today in its current form. But use of Astro Tobacco Warehouse building, the exterior of which has been reconstructed in accordance with its original form, as a hotel indicates that cultural heritage areas are assessed apart from their intended use. Therefore, parameter [+1] is evaluated with points. 'Activity' and Usages' parameters are equally evaluated with [+5] points and the average quality score is 3.15 (Table 3).

Table 3: Activity and usages.

BEŞİKTAŞ SQUARE SPATIAL QUALITY ASSESSMENT PARAMETERS							
	Criteria	Subcategories	Parameter	Score	Coefficient /2.5pcs	Average score	
ACTIVITY AND USAGES	Variety of Activities (Meeting and Observation Area, Recreation Area, Event and Ceremony Area)	All	(+) 2				
		Existence of the Three	(+) 1				
		Existence of the Two	(-) 1				
		Existence of the One	(-) 2				
					+2	0.63	1.26
	Activeness	Every hour of the day	(+) 2				
		Morning and evening	(+) 1				
		Morning and mid-day	(-) 1				
		Only mid-day	(-) 2				
					+2	0.63	1.26
	Sustainability (Cultural Heritage Assets)	Completely maintained	(+) 2				
		Purpose of use changed	(+) 1				
		Partly maintained	(-) 1				
	Never maintained	(-) 2					
				+1	0.63	0.63	
Total				+5		3.15	

3.1.3. Sociability

The Suitability of the Place for Social Activities: [+1]: Square is used as a resting area, walking and sports area, assembly point, viewing and observation point, and an event and ceremony area. This usage range in the square makes the area a social place. However, the unity of these social activities creates a complex use of space in the actual square design. Square is therefore not completely suitable for performing multiple social activities together. [+1] point was given to the area for this parameter (Table 4).

Comprehensiveness: (Women / Children / Elderly / Disabled) [-1]: Square hosts users from all segments of society and different age groups. Being a transportation point and being close to many educational institutions plays a big role in the width of the user group. Since in the area where women and the elderly are active, there are no suitable places for children, child use is weak. And also, since square does not contain all the spatial elements suitable for disabled use, the use of disabled people is also very limited. Due to the insufficient use of disabled people and children, the area was given [-1] point in terms of this parameter (Table 4).

Suitability for Recreation [+1]: Square has great potential for recreational activities with its location on the seaside and resting areas. Despite the lack of green areas in the square, capacity limitation and traffic chaos, the square is preferred for recreational use. Since there are factors limiting recreational activity, square was not found suitable in terms of parameters and evaluated with [+1] point the average quality score for this section is 0.63 (Table 4).

Table 4: Sociability.

BEŞİKTAŞ SQUARE SPATIAL QUALITY ASSESSMENT PARAMETERS					
	Criteria	Subcategories	Parameter	Coefficient 2.5 / Piece	Average Score
SOCIABILITY	The Suitability of the Space for Social Activities	Suitable for activities	(+) 2		
		Partially Suitable for Activities	(+) 1		
		Spatial Presence Only	(-) 1		
		None	(-) 2		
			+1	0.63	0.63
	Inclusiveness (Women, Child, Elderly, Disabled)	All	(+) 2		
		Existence of the Three	(+) 1		
		Existence of the Two	(-) 1		
		Existence of the One	(-) 2		
			-1	0.63	-0.63
	Suitability for Recreation	Very suitable	(+) 2		
		Suitable	(+) 1		
		Less Suitable	(-) 1		
		Not Suitable	(-) 2		
		+1	0.63	0.63	
Total		+1		0.63	

3.1.4. Comfort and Image

Security (Police Station, Mobile Security, Patrol): [+1]: Security in the square is provided by cameras and patrols. There is no police station near the square; only coastal part is in shooting angle of some cameras installed in the square, the heavily used areas of the square are not in this angle. Lighting in the square is especially insufficient in the crossing areas of pedestrians, and does not create any sense of security. As a result of the observations, a score of [+1] was given to the security criteria (Table 5).

Maintenance and Cleaning (Cleaning, Regular Maintenance and Repair, Business and Local Administration) [+1]. Maintenance and repair services were observed to be insufficient in the square. The broken parts of the floor and seating elements in the square were not repaired; the iron that has rusted over time was not painted again; therefore, there is no regular maintenance and repair. There are not enough trash cans in the square and the ones present are not aesthetically pleasing. That is why the maintenance and cleaning criteria got [+1] point (Table 5).

Attractiveness (Scale, Relevance, Vitality, Being Interesting) [+1]: Only the part of the square where there are statues, mosques and tomb is harmonious in itself, the historical texture and silhouette have been lost in

other areas. As the areas where bus stops and small shops are present are not arranged, there is a disorder in these areas. The square is generally used as a transit area while travelling to the district and it does not attract attention for other usage purposes. As a result of the observations, [+1] score was given to the attractiveness criteria (Table 5).

Building Quality (Detailing, Material Quality, Durability, Labor) [-2]: When the construction quality of the items forming the square was examined, it was observed that the quality of the materials used was low, and it was broken and deformed in some places depending on the usage. The fine details that can bring the quality of the square to the fore have not been processed. Production quality has taken the value of [-2] in the table for all these reasons (Table 5).

Aesthetic Quality: (Order; Harmony, Clarity, Continuity, Balance) [-2]: When evaluated in terms of aesthetic quality, it was seen that the square is sufficient in terms of openness. However, as a result of an irregular planning, it has been observed that the elements that have historical texture and modern buildings around the square are disconnected from each other, the functions used are not in an aesthetically distribute in a balanced way in the square and they form an image that is not compatible with the environment. Taking these evaluations into consideration, the square took the value of [-2] in terms of aesthetic quality (Table 5).

Identity (Focus, Unity, Character) [-1]: As Beşiktaş province has a rich historical texture, elements that can form a focus are frequently seen in the area. Although the part where the mosque, mausoleum and monument are present in the square look harmonious in itself, it presents an appearance that is disconnected from the external environment. As a result of the observations, it was seen that there were only focal elements in the area. Therefore, the area was evaluated with [-1] point in terms of this value (Table 5).

Spatial Integrity: [+1]: It is possible to see traces of rich historical heritage of Beşiktaş district in many parts of the area. Since these elements do not distribute in the area in a balanced way, the historical texture transition is very sharp and it has been difficult for the structures to form integrity with their surroundings. Due to the lack of integrity in some parts in the area, this feature has taken the value of [+1] (Table 5). It was determined that 'Comfort and Image', one of the four main spatial quality parameters, received the lowest evaluation with [-1]. The point and average quality score is [-0.63].

Table 5: Comfort and image.

BEŞİKTAŞ SQUARE SPATIAL QUALITY ASSESSMENT PARAMETERS					
	Criteria	Subcategories	Parameter	Coefficient/ 2.5 / pieces	Average score
COMFORT AND IMAGE	Security (Police Station, Mobile Security, Patrol)	All	(+) 2		
		Existence of the Two	(+) 1		
		Existence of the One	(-) 1		
		None	(-) 2		
			+1	0.63	0.63
	Maintenance and Cleaning (Cleaning, Regular Maintenance and Repair, Business and Local Administration)	All	(+) 2		
		Existence of the Two	(+) 1		
		Existence of the One	(-) 1		
		None	(-) 2		
			+1	0.63	0.63
	Attractiveness (Scale, Relevance, Vitality, Interesting)	All	(+) 2		
		Existence of the Three	(+) 1		
		Existence of the Two	(-) 1		
		Existence of the One	(-) 2		
			+1	0.63	0.63

Table 5: (continues).

BEŞİKTAŞ SQUARE SPATIAL QUALITY ASSESSMENT PARAMETERS					
	Criteria	Subcategories	Parameter	Coefficient/ 2.5 / pieces	Average score
COMFORT AND IMAGE	Build Quality (Detailing, Material Quality, Durability, Workmanship)	All	(+) 2		
		Existence of the Three	(+) 1		
		Existence of the Two	(-) 1		
		Existence of the One	(-) 2		
			-2	0.63	-1,26
	Aesthetic Quality (Order, Harmony, Clarity, Continuity, Balance)	All	(+) 2		
		Existence of the Three	(+) 1		
		Existence of the Two	(-) 1		
		Existence of the One	(-) 2		
		-2	0.63	-1,26	
	ID (Focus, Unity, Character)	All	(+) 2		
		Existence of the Two	(+) 1		
		Existence of the One	(-) 1		
		None	(-) 2		
		-1	0.63	-1,26	
Spatial Integrity	Compatible with the environment Partially compatible with surrounding structures Incompatible with the structures around Empty around	(+) 2			
		(+) 1			
		(-) 1			
		(-) 2			
		+1	0.63	-0,63	
Total		-1		-0,63	

Result; A total value was formed for Beşiktaş Pier Square by summing the values given for each parameter. With 16 criteria, the total quality parameter was found to be [5.67]. According to the schedule made, the square was evaluated as being in the "Bad" category. Pier squares that we can describe as the most vivid zones of coastal areas started to disappear in spatial sense and lose their functionality. While reviving coastal line and protecting it at the same time is differs from region to region, it is necessary that squares have certain boundaries, functions, and surprise areas to regain their qualities. And also they must be compatible with the texture they are within. The fact that the need for natural areas has increased in cities nowadays, shows that how important coastal line is at this stage.

3.2. Beşiktaş Pier Square Spatial Analysis

Beşiktaş Pier Square is an active day and night area, which is used intensely by people from every population in terms of being used actively by students as it is close to educational institutions, functioning as a sports center with its stadium, being a transition center for employees and being used by them as it is near business centers. It is a living center where many activities are organized as entertainment, ceremony, gathering, recreation, and skateboarding / skating area (Figure 4). In this context, Beşiktaş Pier Square spatial analysis selected as a research area was evaluated in terms of socio-psychological elements, physical context and aesthetic value of the square. Within the scope of long-term observations made in the area at different times, suggestions that would contribute to the space identity were presented examining how the study area is used.



Figure 4: Current usage of Beşiktaş Square Study area plan (Produced from URL-6, 2020).

Usage of Beşiktaş Square in terms of Social- Psychological Element: Although the square is used intensively, it cannot meet compact need of the users with insufficient green areas, function areas and outfit elements. Bus stops present in the middle of the study area change the way how the square is used and its perception to a large extent. People who use the square as a transition route pass by the area without being able to feel sense of belonging for the space in their fast life cycle. This case weakens the square effect and causes the area's being seen as a transit line by the users. Despite this, the square's being used intensively by skateboard and skate riders in the recent period, has made the area gain a new urban memory feature (Figure 5).



Figure 5: Ceremonial area used by skateboards and roller skates.

Usage of Beşiktaş Square in a Physical Context: Beşiktaş Square, consisting of multiple sequential spaces, is a rich space in terms of image elements as it is intensively used by private vehicles, public transportation vehicles and pedestrians and contains many functions such as shopping, transportation, education, ceremony, culture, assembly point. Intensity created by public transportation vehicles such as buses, taxis and collective taxis and pedestrians causes a chaos in the speed cycle of the city (Figure 6). The square's being used very intensively and without stop reduces the space's sense of belonging and makes it difficult to be perceived.



Figure 6: Insufficiency of the existing recreation area, crowd of people and vehicles the area.

Examination of the Square in terms of Aesthetic Elements: There are sailor cannons which preserves the historical identity of the square in the ceremony area where there is the statue of Barbaros Hayrettin Paşa. These cannons both act as a statue and keep the urban memory of the square dynamic. There are park benches in sitting and landscape viewing areas in the square. These sitting units fall short in terms of quantitative and qualitative values. Outfit products that are functional in terms of aesthetic values and design, that are associated with the space and that are environment- friendly are necessary (Figure 7).



Figure 7: Seating units in the area have aesthetic value, scattered and inadequate.

There are bus stops, cafes, collective taxi stops, telephone kiosks, peddlers, Akbil loading areas, Sea Museum and a hotel in the ceremony area of the square. Current design of the square doesn't distribute this spatial burden equally. Historical, natural and cultural values that protect the identity of the space; that encodes the district for which aesthetic, functional values are taken into account for both tourists and local users should be taken into consideration. It has been observed that the pedestrian and disabled priority is insufficient, taking accessibility of the area whose access and connection paths are extremely strong into consideration (Figure 8).

Barbaros Hayrettin Paşa Square causes accidents from time to time due to its common use as a skate and skateboard area and lack of ramps. Provided that this area of use is developed and transformed into a qualified-functional area for skateboarders and that its usage potential is created in a safe and aesthetic way, this will also turn the square identity into a strong memory point. At the same time, the space design needs to be revised for the symbols and triangulation points of the square to be much more distinctive and memorable (Figure 9). The pavements are occupied by private vehicles from time to time; areas planned for pedestrian priority are needed for the square. (Figure 10). In the historical process, many studies were carried out in 1990-2007 in order to integrate Beşiktaş Square and its close vicinity with its existing historical structure and to reduce the complexity it experienced due to intensive use.



Figure 8: Stairs use in the entrance and the exit of the square.

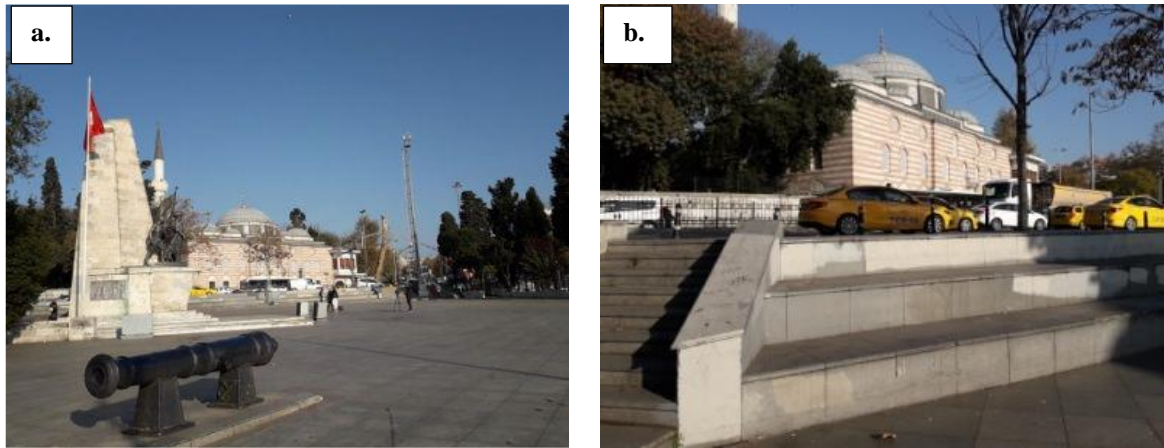


Figure 9: a. Focal points in the field. b. Occupation of pedestrian areas by vehicles.

4. Conclusions

Identity is one of the main goals for the future of a good environment. Beşiktaş Port Square that is one of the most important transportation routes is nowadays in a functionless and inadequate location with intense use, despite the fact that it is a very important and valuable square in terms of the historical identity of the city. The municipality should create new and comprehensive work areas in cooperation with other local actors. It is necessary to ensure that historical and cultural values are sustainable. Observations made in the field according to expert opinions and the spatial quality criteria, a total value was formed at Beşiktaş Pier Square by summing the values given for each parameter. With 16 criteria, the total quality parameter was found to be [5,67]. According to the schedule made, the square was evaluated as being in the "Bad" category. In a study conducted on the pier Square in the city identity special, the need for the Square is herbal as well as structurally, the city is natural, cultural and does not reflect historical characteristics references. The first of the measures to be taken in order to improve the perception of "livability" in the field of research is that the visual quality should be increased.

The harmony between the modern and traditional texture is required to be ensured. It is essential to facilitate the legibility of cities and the “*Accessibility and Linked*” of urban spaces. Although there are many elements that form a focus in the area, especially the bus stops at the dock exits, the intensity of pedestrian traffic cause the lose of sense of direction of the square and lose of the elements that form the focus elements. So, it is thought that this chaos can even be prevented with the previously planned idea that the traffic cross under and that especially the bus stops should be removed from the square and this situation will also strengthen the square identity. Despite the ease of access and high user potential, it has been observed that design elements to balance active daily use are insufficient. Transportation facilities should be evaluated, parking facilities should

be provided, and environmentally friendly equipment products that are unique and are functional to the area should be designed. The square welcomes many visitors as it is the center of transit networks and a transit route. Lack of green areas that will reduce human and vehicle noise, seating units' being located inadequately and excursively exposed the square to resting areas that lack ecological and aesthetic values and that do not give the impression of spatial attachment. When the square's integrity is evaluated, besides the roads' being divided too much with the outer environment, the presence of bus stops and kiosks in the open area disconnects the place and disrupts the integrity. In order to provide integrity, it is necessary to rearrange the roads and to ensure that the workplaces around are in a standard design with appropriate regulations. The common idea in the projects prepared from past to present is that design idea so as for taking vehicle traffic to the underground, removing bus stops and enlarging the square and forming integrity with external environment is thought to be a correct approach in terms of sustainability and development of the square. But considering the current usage, it is seen that there is no concrete work on these projects except for the metro work and it is seen that the projects are pending.

When evaluated in terms of "**Activity and Usage**", Square is used as a resting area, walking and sports area, assembly point, viewing and observation point, and an event and ceremony area. The current design of square is insufficient to support this use range. Because of this inadequacy, a versatile design understanding that will eliminate the confusion arising in the use of square should be developed. The equipment in the square should also support this range, and the parts of the square should enable multiple activities to be performed simultaneously. In order to develop the recreational features of the area, the vehicle road should be removed from the resting and viewing areas or should be concealed. It is possible to increase the amount of green areas and capacity of the area with suitable design elements.

In terms of "**Sociability**" the existence of social life, the ability to conduct social and cultural activities, to enable the organization of social experience, is an important step for spatial quality to be measured. For this reason, pedestrian priority areas should be planned and protected. Actual square is inadequate for disabled people's use. To support this use creation of ramps with suitable slopes in the area, presence of voice guidance units and perceptible walking surfaces' ability to easily and completely lead disabled users to where they want to go must be provided. In addition, the equipment elements should be located in appropriate standards and order for disabled users. Since there are no attractive areas for children in the square, as a result of observations the use of the square by children is limited. It is also possible to create discovery points where children can learn and observe fish and bird species. It is thought that this can increase ecological awareness. It is thought that historical items in the square like statues and war cannons can be transformed into an open air museum by adding appropriate information boards.

As the parameters of "**Comfort and Image**", the space should be encouraging, organized, have symbolic and visual features and should be positioned in the right places, and give the impression of historical and cultural values in the space. The number of security cameras in the square should be increased, focusing more on the areas used by pedestrians. Lighting used in the area should be increased especially in pedestrian crossing areas and the sense of security should be provided. Maintenance and repair should be done more regularly, number of the seating elements that are limited should be increased and regularly checked and maintained. Fractures and cracks on the floor should be repaired in terms of both visual quality and safety. The number of garbage bins in the square should be increased. Worn off and broken floors based upon the intensive use of the square should be repaired more frequently, intensive human use should be taken into account in any project to be carried out in the square in the future; in this context the durability of the materials used should be selected at the highest level and materials should be applied correctly for a sustainable design. Although the square does not have a noticeable design element when evaluated from an aesthetic point of view, the complex network structure of the roads breaks up square and does not offer healthy connections. Even though the area's both having a square and a coastline has great potential for Beşiktaş, the coastline feature is unusable. Functions' lacking in the square and the existing resting areas' piling up in a corner create an aesthetically bad image. Ignoring fine details in the materials used in the construction reduces the visual quality. In order for the symbols and triangulation points of the place to be much more distinctive and memorable, it should be reviewed again with material differences and green square arrangements. By increasing the amount of green areas, noise pollution should be prevented and more comfortable areas should be created.

The problems and opportunities bring one fact into focus: In the legal framework for future development and growth, it is very important that the scale of "urban design" is related to the creation, regeneration, improvement and management of built environments that are sensitive to them. Finally, spatial quality should be increased and square should be kept as a cultural heritage for future generations with a study with high design values, supporting the existing potential with design elements, considering functional and aesthetic quality and

environmental values. Identity is a dynamic concept that encompasses the spirit of the city and social perception. The challenge for architects, urban designers, planners, policy makers, legislators, and anyone involved in the future of cities and towns is to recognize the importance of urban identity in a global world and develop policies for its sustainability. By creating a usage area with high design values, not only human beings but all living things should be taken into consideration and the square should be associated with the identity and memory of the square.

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