

# **Interrogating Vitality in Streets: An Analysis and Survey in Two Cypriot Towns**

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Submitted to the  
Institute of Graduate Studies and Research  
in partial fulfillment of the requirement for the degree of

Master of Science  
in  
Urban Design

Eastern Mediterranean University

August 2012

Gazimağusa, North Cyprus

Approval of the Institute of Graduate Studies and Research

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## ABSTRACT

This thesis focuses on the issue of vitality in urban public spaces, streets in particular, as a major indicator of their success. It is widely accepted that the visual-artistic approach of modern architects and designers left the streets as a traffic channel for movement with free standing buildings alongside without serving the people's social needs and activities (i.e. Jacobs, 1961; Anderson, 1978; Gehl, 1987; Roberts and Greed 2001; Oktay, 1990; Carmona et al, 2003), and in this context, the relation between the people and physical setting got less concerns, and urban public spaces in general transformed to undesirable areas lacking appropriateness for pedestrian activity such as walking, shopping, socializing, relaxing or entertaining. The author believes that streets have the potential to become the lifeblood of cities rather than mere traffic channels, and they should be seen as "multi-functional urban 'patterns'" in Christopher Alexander's terms. On the other hand, from a behavioral point of view, what attracts people most in public spaces is other people, although many urban spaces are being designed as though the opposite were true; people talk of "escape" and "retreat" when asked in questionnaires, however on the street most tend to be drawn to social centers or the most lively areas (Whyte, 1980). In line with these propositions, this study first provides a theoretical framework for understanding the social value and role of urban public spaces on quality of life in cities, second, tries to determine the essential components for vitality in streets, and finally, investigates how the major streets (Ziya Rızk1 Street in Kyrenia and Salamis Street in Famagusta) in two important towns of North Cyprus are working. The work is pursued mainly through analyzing the physical environment as a setting for potential social uses, direct observations of people in real-world everyday situations,

and applying questionnaires. Partial interviews will also be held in order to thoroughly understand the reasons behind the active use of certain areas. It is expected that the findings of the study can be used as a useful source for future research and in constructing policies of a comprehensive framework for future urban design.

**Keywords:** Urban public spaces, social life, vitality, streets, Cypriot towns.

## ÖZ

Bu tez kamusal mekanların başarısının önemli bir göstergesi olarak, kentsel kamusal mekanlarda, özellikle cadde ve sokaklarda canlılık konusuna yoğunlaşmaktadır. Yaygın bir şekilde kabul edilmektedir ki, çağdaş mimarların ve tasarımcıların görsel-sanatsal yaklaşımı, cadde ve sokakları, birbirinden bağımsız binaların yan yana geldiği, insanların toplumsal gereksinmelerine ve etkinliklerine hizmet etmeyip, sadece taşıt trafiğini kolaylaştıran trafik arterlerine dönüştürmüştür (i.e. Jacobs, 1961; Anderson, 1978; Gehl, 1987; Roberts and Greed 2001; Oktay, 1990; Carmona et al, 2003). Bu bağlamda, insanlar ve fiziksel çevre arasındaki ilişkilerin önemi yitirilmiş, ve kentsel kamusal mekanlar yürüyüş, alışveriş, sosyalleşme, dinlenme ve eğlenme gibi yaya etkinliklerinden yoksun, itici alanlara dönüşmüştür. Yazara göre cadde ve sokaklar sadece trafik arterleri olmayıp kentlerin candamarları olma potansiyeline sahiptirler, ve Christopher Alexander'ın betimlediği üzere, “çok işlevli kentsel ‘örüntüler’” olarak görülmelidirler. Öte yandan, davranışsal bakış açısından, kamusal mekanlarda insanları en çok çeken diğer insanlardır; insanlar genellikle anketlerde diğer insanlardan “kaçış” ihtiyacından bahsetse de, sokakta iken çoğunlukla sosyal merkezlere ya da en canlı yerlere yönelirler (Whyte, 1980). Çalışma fiziksel çevrenin potansiyel sosyal kullanımlar için analizi, her günkü gerçek yaşam çevrelerinde insanların doğrudan gözlemlenmesi, ve anketlerin uygulanması yöntemleriyle gerçekleştirilmektedir. Anketlere ek olarak düzenlenen karşılıklı görüşmeler yoluyla belli alanların daha etkin kullanımının nedenleri daha derinden anlaşılmasına çalışılmaktadır. Çalışmanın bulgularının gelecekteki araştırmalarda ve kentsel tasarım için kapsamlı bir çerçevenin oluşturulması yönünde politikaların oluşturulmasında yararlı bir kaynak olarak kullanılacağı umulmaktadır.

**Anahtar kelimeler:** Kentsel kamusal mekanlar, toplumsal yaşam, canlılık, cadde ve sokaklar, Kuzey Kıbrıs.

*To all users of the Cypriot towns*

## ACKNOWLEDGEMENT

I am really thankful to my thesis supervisor Prof. Derya Oktay for her constant and useful helps and guides during my whole study at MSc in urban design program and writing my Thesis. Being hardworking and accurate as her major academic characters, have much affected and improved my process of study. Living and meanwhile researching in Cypriot towns always made me learn about many aspects of urban spaces. I have had many concerns about the urban issues of Cypriot towns; my research focus is an evidence that the urban areas here was not only a place of passing the time for me. I hope one day, this little piece of work could be used and affect the urban spaces here even a little.

During my study, I have received many useful lessons from my instructors. There is a special thanks to Prof. Sebnem Hoskara who is a flexible instructor with a lot of patience, Prof. Naciye Doratli as an experienced instructor with a constant smile, my kind instructor Assoc. Prof. Mukaddes Fasli with her helps and concerns, Assoc. Prof. Resmiye Alpar Atun as a hardworking and optimistic instructor, Assoc. Prof. Beser Oktay and all others that taught me a lot.

My father and mother have always been the source of hopes and love through their supports. My sister and brother are the persons giving me energy even by just hearing their voice from far away; Thank you all; I am nothing without you.

I also thank to my good friends Ali Aminian, Nesil Afsin, Saeed Momenie, Aminreza Iranmanesh, Atanaz Dorrani, Javad Khodaparast, Aydin Rad, and Keyvan Bahlouli who helped me with collecting data collection in the field.



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# Chapter 1

## INTRODUCTION

### 1.1 Background

Humans are social beings. They born and grow up in a society meanwhile they shape it. Therefore a society deals with existence of people, sharing a specific region with a unique culture and persistent relationships. City as a multi-dimensional settlement, provides the spaces where the people live, work, entertain, transport and etc.

Space and society are clearly related, the relationship is best conceived as a continuous two-way process in which people create and modify spaces while at the same time being influenced by them in various ways. Hence by shaping that physical environment, urban designers influence patterns of human activity and social life (Carmona, et. al, 2003). By realizing the significance of social dimension of urban design and its relationship to built environment, it is necessary to consider where social issues of a city is more occurred publicly. In this context urban public space is considered as a framework for these behaviors and interactions, and therefore is the important part of our towns and cities. Urban public space is where the greatest amount of human contact and interaction takes place and as stated by Carmona et. al, it is all parts of the urban fabric to which the public has access (Carmona et. al, 2003).



Unfortunately economic and physical development and growth of the city not necessarily accompanies with the improving of the quality of these spaces, and apparently nowadays public spaces have lost many of their values and characters they already used to have. In recent centuries public spaces have encountered with a declining approach which in its overall bases is the result of modern planning trends. On one hand the traditional zoning practice tends to separate land-uses and this creates districts with streets and public spaces which are not used some times of the day or days of the week, curtailing natural surveillance (AGIS – Action SAFEPOLIS 2006 – 2007). In the other hand more important attention was given to requirements of cars rather than pedestrian requirements, however, pedestrian circulation is more important to provide vitality in urban areas rather than vehicular circulation (Bozkurt, 2004). As Jacob's argued, the development following the modernist's ideas prevented everyday life from affecting the vitality of a place (Jacob 1961).

The significance of vitality in urban public spaces is to have a safer, more desirable, and more attractive space which could work as a place that offer more choices of activity and invite various kinds of people. It is a place for cultural exchanges. These kinds of spaces are successful result of urban design in the process of place making for people.

This research is an attempt for better understanding of meaning of urban public spaces and their role in the people life whether daily or periodic. In line with this, vitality in streets in particular is a central scope which is recognized as an outcome for the successful public spaces. The factors affecting the vitality in a public place are reviewed

and it investigates the level of vitality in two major streets one in Famagusta and another one in Kyrenia. The observation shows that these two streets include lively spaces, and vitality is their same noticeable character. The study identifies the similarities and differences between these two streets in order to provide a better understanding of the reasons behind this social character. It deals with factors such as presence of people, user type, activity pattern, and time of use as well as the relation with the physical context.

## **1.2 Aim and Objectives**

The aim of this thesis is to understand the value and role of urban public spaces, streets in particular in the people life and try to establish a framework for better analyze and design of these cases. The case study part aims to apply the knowledge out of the literature review to understand the social condition of the two selected streets and explore the reasons behind and interconnections of different issues that result in having or not having vitality in different part of the selected streets.

The objectives of this study are first to find out the meaning of urban public spaces, streets in particular and their social role in public life, secondly to find out the factors affecting the vitality in urban public spaces and third objective is to make a better understanding of the two selected streets in North Cyprus where vitality is visible and to find out the reasons behind. The last objective explores how physical and functional condition of these streets affecting on vitality of them. Therefore it is seeking some lessons in their context at the end.

### **1.3 Methodology**

This research is a case study research majorly with a qualitative approach. It has involved a mixed-method strategy;

- i. It started with deskwork method as it reviews the meanings through a literature review
- ii. Through field work analysis it has investigated the physical and functional characters of two streets in two major towns in North Cyprus. In this part in-depth observation has been done via different tools such as photos and maps.
- iii. Thirdly a social survey has been done in the cases for providing a social status of the street space by considering the some social issues such as user type, variety of activities and the time of the activities. This survey has been done through different methods of data collection which are observation, interview and questionnaire. The questionnaires have mainly targeted the people who are present in the street spaces that are the users of them, while the interviews have targeted the shopkeepers as the permanent users of the street.

## **Chapter 2**

# **URBAN PUBLIC SPACES: DEFINITION, ROLES AND TYPOLOGY**

### **2.1 Introduction**

This chapter first reviews the meaning and definition of urban public spaces as it is an important component of our towns and cities. Furthermore it tries to conclude the many definitions and consideration into a finalized image-able description with their common ideas about it. The urban public spaces are the inseparable part of urban design and have several types. Different types of these spaces are studied in which ‘street’ and ‘square’ are the majors. By investigating these typologies it would provide a better image of them and meanwhile highlighting their work and role in city.

### **2.2 Definition and Roles of Urban Public Spaces**

What is urban public space? Not an unreasonable question to ask, as there is always something to do with public space (or public realm or public domain) in almost all definitions of urban design (Lang, 2005). The public space is not a new phenomenon within the city. “It has been a central concern of urban planners for centuries since the management of Greek agora and Roman forum (Jalaladdini and Oktay, 2011)”. Giambatistta Nolli was an architect and surveyor in Rome who drew the figure-ground plan of Rome in 1748. His work significantly clarify the distribution, shape and

interconnection of public spaces (whether open or closed) of Rome at that time, meanwhile, it is an historical piece of document in which its more concern is on public spaces in contrary to the private one that have been blackened in his plan (figure1).

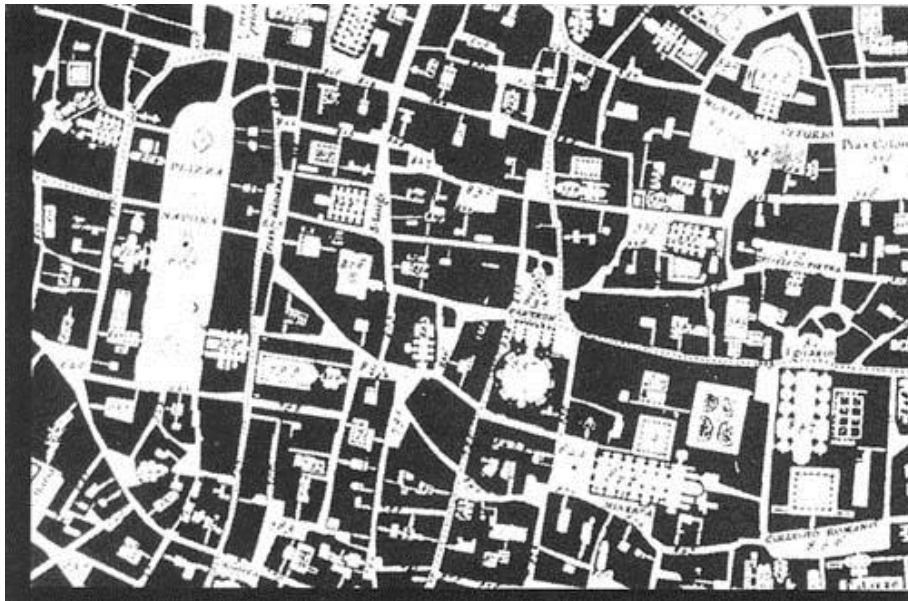


Figure 1: The Nolli map of Rome, 1748. Retrieved from [www.msa.mmu.ac.uk](http://www.msa.mmu.ac.uk)

The significant of public space is clear in any design process or management task within the city, but what is the definition of urban public space? The people life has two main features which are private and public life, and obviously any of these, needs its own spaces and areas of action with appropriate qualities. However as Lang (2005) argued the distinction of their components is not always clear as he points into semi-public and semi-private behaviors and places. “In addition what is considered to be private and what is considered to be public varies from culture to culture and within cultures over time (Lang, 2005).” Although the components of public and private have overlaps, but in order to make the term ‘urban public space’ clear in this thesis it is aimed to make an descriptive image of it by reviewing the accepted definitions on this subject.

The first step is to understand what is 'public'. To define what is public, as Madanipour (1996) suggested, it's a good idea to first look up in its terminology definition. Public is opposite of private and by referring to Oxford English Dictionary the term "public" is referring to "open to or shared by all the people of an area or country" and it points the people concern and affairs of it (oxford dictionary). According to this meaning, urban public spaces are the spaces in the city that are open and shared for and by all people.

There are significant characteristics valid for these spaces; as Kostof (2005) argues, public spaces can be aligned in two aspects; one is the chance of coming across friends or neighbors in public places. The second is the "ritual" that the construction of communal activities such as festivals, riots, celebrations, public executions. Carr et.al (1992) define Public open spaces "as the common ground where people carry out the functional and ritual activities that bind a community, whether in the normal routines of daily life or in periodic festivities" (Carr et al. 1992).

Oktaç (1996) defines public space physically and thereafter emphasizes the usage and activity concerns in them. She argues "urban space is that part of volume of a town that is formed by outer walls of the buildings, but not contained by them; it is experienced in the context of streets and lanes, parks and squares and has a social function in the urban pattern." Francis Tibbalds (1992) describes the public realm as, "all the parts of the urban fabric to which the public have physical and visual access". In another definition by Walzer, Public space is the space we share with strangers, people who aren't our relatives, friends, or work associates (Walzer, 1986). "A fruitful way of looking at the

public realm is to consider it as a set of behavior setting- a term coined by ecological psychologists in the 1960s (see Lang, 1987). A behavior setting consists of standing (or recurring) behavior pattern, a milieu (pattern of built form) and a time period” (Lang, 2005). These spaces have different types and roles in our urban life which uptake their position within city area.

Different definitions argued many considerable issues such as accessibility, publicity or physical and functional characters. Moreover the social matters such as daily life (activity), periodic events or issues of strangers were their concerns as well. Almost all definitions and views about public space include the primary indicators of accessibility and activity. The various definitions can be singled out to an inclusive vision for them; urban public space is a space within the city area which is accessible to all people and is the ground for their activity. According to Madanipour’s terms “they are controlled by a public agency, and are provided and managed in the public interest” (Madanipour 1996).

Considering these spaces as an output or product for urban design process, we may encounter similar attitudes and matters as common concerns within urban design. As a product of urban design these spaces deal with three themes firstly they are for or about people; secondly they have value and significance of place; thirdly they are being operated in real world including opportunities, constraints, and meanwhile bounded by economic and political forces (Carmona et al 2003). Urban public spaces have been dealt with the two major traditions of thought in contemporary period; visual Art or Social Setting. Bob Jarvis (1980) argues about this distinction as the “visual-artistic

tradition emphasizing the visual aspects and qualities of buildings and space, and a social usage tradition primarily concerned with the social qualities of people, places and activities” (1980 cited Carmona et al 2003). These traditions have been synthesized into third one which is ‘place’ tradition. In this thought the public spaces are considered both as physical setting and social space. In following these three traditions were briefly reviewed.

Visual-artistic tradition which is the earlier thought have more architectural attentions as it concentrates on the visual qualities and aesthetic issues of urban spaces. This tradition mainly considered the visual aspect of urban spaces. Sitte’s city planning and Le Corbusier’s works have more focused on the visual aspects of urban spaces rather than cultural, social or economic matters (Carmona et al 2003). Later on, the work of Lynch signified shifting the focus into people perception as he pursued the people mental map. Jane Jacobs (1961) the writer of book ‘*The Death and Life of Great American Cities*’ sheds light on an forgotten aspect of public spaces which is the social aspect. Her works which attacks the Modern Movement trends in urban planning, concentrating on the socio-functional aspects of streets, sidewalks and parks. “Jacobs emphasized their role as constraint of human activity and places of social interaction” (Carmona et al 2003). Alexander studies, William H. Whyte’s works in New York and Jan Gehl’s studies of urban public space at Scandinavia have similar concerns.

Years later the two approaches convert into one as the ‘making place’ tradition, where the places are not just a specific space, but all the activities and events that make it



possible (Buchanan 1988). Designing these spaces must consider all its aspects in order to fulfill a proper multipurpose space for human life. City has identical components. A successful urban public space is the one that fulfills different identities such as physical identity, social, and natural one. Therefore each of them could be a matter within them and is expected from them. Carmona et, al. make a broad studies on different aspects and dimensions of urban design in order to better understand their characters and highlight the role of urban designer and planner when design and manage the urban areas. Their classifications try to cover the different issues and matters as *Morphological* dimension “that is the layout and configuration of urban form and space” (Carmona et al 2003); *Perceptual* dimension “based on the images of people and which is produced via different sensation by human sensory system; *Social* dimension which is about relation of people and space, “interrelation concepts of the public realm an public life” (Carmona et al 2003) and issues of safety and accessibility; *Visual* dimension which concerns the aesthetic preference and appreciation of space; *Functional* dimension that involves how place work; and finally the *Temporal* dimension which argues that “as time passes spaces become lived-in places, make more meaningful by their time-thickened qualities” (Carmona et al 2003).

As discussed, urban public space does not only deal with one single aspect, these spaces have an important role both in city structure and human life, In addition, these spaces are important factors in reflecting the lifestyles and cultures of the inhabitants; and are providing channels for movement, the nodes for communication and the common ground for play and relaxation” (Carr, 1992, p.3). Therefore, it is noticeable to consider

its multi-dimensions and aspects for better designing and managing it. Hence as much as we better know them we may better analyze them, and therefore provide more successful spaces for our city's environment. These spaces have different types that form the city image. However there are many common aspects among them but their differences always highlight their roles and contribute to the city images.

### **2.3 Typologies of Urban Public Spaces**

Urban public spaces have been revealed in different shapes and functions. Lang described public domain as "It consists of both outdoor and indoor spaces. The outdoor spaces include streets, squares, and parks, while the indoor may include arcades, and the halls of railway stations and public buildings, and other spaces to which the public has general access such as the interiors of shopping malls"(Lang, 2005). Carr (1992) categorized the public open spaces as followed:

1. Streets
2. Squares or Plazas
3. Parks
4. Playgrounds and Recreational Areas
5. Waterfront

Francis Tibbalds point to three kinds of civic places as streets, squares, and alleys in his argument about place matters (Tibbalds 1992). Although there are different classifications, but as all definitions have shown, streets and squares are the two major forms of these spaces. In continuing the definitions and usage of these types are discussed.

### 2.3.1 Square

Squares in the city can be interpreted as centers- neighborhood center is the most important point of a neighborhood area, as city centers are for whole city. Kevin Lynch describes city with five major elements in which one of them is ‘node’ that gives the city image-ability (Lynch 1960). “Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is travelling.” He describes the nodes as “the conceptual anchor points in our cities” (Lynch 1960). Alexander points to the ‘center’ character and argues “every whole must be a ‘center’ in itself, and must also produce a system of centers around it” (Alexander 1987 cited Moughtin 2003).

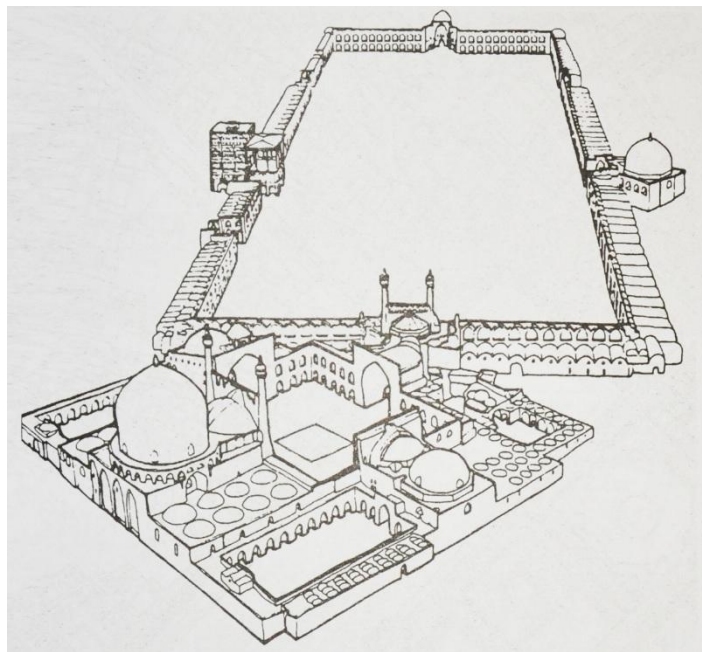


Figure 2: The main city Square in old Isfahan

In line with these ideas Moughtin also recognized square as ‘center’ in a city as a ‘composition’, and believes on a necessity for emphasizing on some parts in any

composition and calls this as ‘the art of design’. “It is only in this way that a relationship and proportion can be established between the different parts of the town design”. He describes the squares as “the centerpiece of the ‘public realm’, the place where the major public works, the major public expenditure and the greatest civic art is located”. (Moughtin, 2003).

Square is a unified and centralized form in an urban composition which the nature of its meaning is in contrary with any decentralized approach such as suburban development and more significantly sprawl issue. According to Moughtin a square or plaza is an area “framed by buildings and an area designed to exhibit its buildings to the greatest advantage. They demand an emotional and cerebral response and, as such, compare with any other art form” (Moughtin 2003).



Figure 3: St Mark's Square, Venice. Retrieved from [www.amandashabbychic.wordpress.com](http://www.amandashabbychic.wordpress.com)



Figure 4: St Peter's Square, Rome. Retrieved from [www.en.wikipedia.org](http://www.en.wikipedia.org)

In Sitte's opinion there are two categories of square in terms of their forms; Wide Square and Deep Square, and for distinguishing those from each other observer should stand opposite the main building which dominates the whole arrangement (Sitte cited Moughtin 2003).

The social use of the squares is much more considered than another type of urban public spaces which is streets. Neglecting different use and social value of the urban public spaces in the street space is very common on many contexts which is the concern of this thesis.

### **2.3.2 Street**

Street, path, avenue, way, highway and route are the terms that may be used interchangeably however as Moughtin (2003) argued there are totally two major concerns; 'road' and 'street'. Considering Lynch's five elements of the city, road can be considered as a path, a connection between two place or a link of transportation, however street has more potential roles to be considered. In Lynch classifications of city elements, the element 'edge' and 'path' both are the meanings occur in the street (Lynch

1960). Street's capacity and potential is not just having a road of traffic and transportation; it provides a three dimensional space and defined by buildings. As such architecture and functions of these buildings are also elements of the street.

As Moughtin states; "The street is not only a means of access but also an arena for social expression" (Moughtin 2003). Jane Jacobs (1961) emphasizes on the significant of street within the city as she argues "streets and their sidewalks, the main public places of a city, are its most vital organs". She recognized street as the most important image-maker element and they are always include major images that someone can remember of a city; "Think of a city and what comes to mind? Its streets. If a city streets look interesting, the city looks interesting; if they look dull, the city looks dull" (Jacobs 1961).



Figure 5: Streets are identical places for making an overall image of a city -Wall Street of New York. Retrieved from [www.topworldcities.net](http://www.topworldcities.net)

Streets can have different functions and uses, movement and dynamism are of their nature with its routine image of movement of cars and people, in addition the activities

which occur there and the functions that support them are very important such as walking, shopping, entertaining etc. The multifunction concept of them provides a space with different use and users within the street space. Jane Jacobs (1961) has emphasized on the mixed use condition for streets as a tool of having safety and vitality within them. 'Multi-functional Streets' that have more than one type of use, could accommodate transportation, residential units, shops, offices, entertaining places and green edge and so on (Moughtin 2003). The nowadays important concern for urban designers is to enrich street with a lively environment. High streets or main streets are of the practical examples for these kinds of the street in which many uses and functions are mixed with each other and are working as an attractive and sociable space for its users. The high streets are typically the main streets of the cities (the term mostly used in England) which play an important role as they make a unique image for either the city's inhabitants or the visitors. They are an important part of city area and can be considered as the centers of the urban life which also are very imageable for the whole city.



Figure 6: Gillingham High Street

## 2.4 Conclusion

As argued, urban public spaces are the common accessible ground for people presence and action. They are for the people interest and under the management of a public agency. However they can be seen in different types, such as street and square. Squares are in different forms but they can be interpreted as the centers for our neighborhood, district and or the city in whole in which the social and artistic sense is very evident. The streets are the linear one which have multi purposes in our cities but are recently decreased to the basic functions. As Lynch argued they are the path in the five elements of the city. In the contemporary period streets have been the victim of many weak concepts of urban planning and design. The simplistic planning thoughts (mostly in the Modern period) decrease them from their significant position in which they were socially active and effective into a less active one. This is an evidence of a big failure in recent designing and planning. The concern, therefore, is losing the vitality on them. In



the further steps the thesis pursues the vitality in the street spaces as they have the potential for being multipurpose and vital public spaces of towns and cities.

## **Chapter 3**

# **UNDERSTANDING THE CONCEPT OF VITALITY IN STREETS**

### **3.1 Introduction**

This chapter first reviews the people needs. The needs in different levels exist to fulfill the desire of them from the basic to higher ones. The Maslow classification of the needs as the most acceptable one is the basis in this thesis, which is in a hierarchical pattern. It would then focus on the social role of the street, which is an important forgotten role during the Modern tradition of thought. Furthermore the concept of vitality in street is investigated through different experiences and theories of many scholars. Vitality as a significant element of urban environment is based on some basic qualities such as accessibility, equity and safety in the street. Finally some significant elements of vitality in street were discussed such as people presence and flow; all-day-long activates, appropriate mixed uses and active edge, as they are the tangible evidences in a lively street.

### **3.2 People Needs and the Social Role of the Street in People Life**

“Central to the study of urban design is man, his values, aspirations and power or ability to achieve them”, argued Moughtin (2003). He describes the task of city builder as understanding and expressing the needs and aspirations of users and clients in the built

form. People need is one of the significant concerns of nowadays urban designers and planners that could be recognized as a counter-movement to the Modern approach in which the people and their needs were considered in a simplistic way. A successful street as a public space is the one that meet the needs of its users, and provide them a field of opportunities; therefore, understanding the people needs is an important step for understanding the role of these spaces in people life.

Sociologists have carried out many studies on people needs and tried to categorize them within a classified order. Jon Lang in his book “Urban Design” call Abraham Maslow’s Model of human needs as one which is held in the highest esteem as he mentioned “it seems to explain the most” (Lang 2005). Maslow (1987 in Lang 2005) recognized the human needs in a hierarchical model (Fig.7& 8) from the most basic (needs for surviving) to the most abstract (aesthetic).

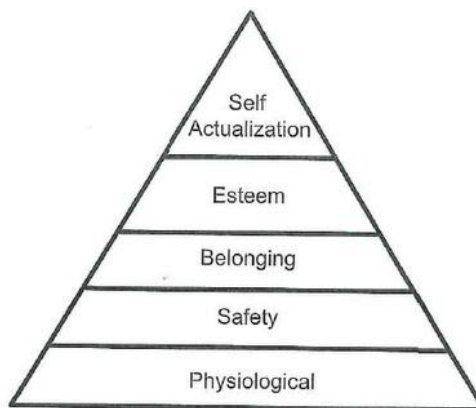


Figure 7: Maslow Classification of human needs

The diagram demonstrates that the patterns of built environment for achieving several needs are interrelated. The first or most basic needs in Maslow studies are Physiological

ones which are the needs for survival; the environment can be interpreted as a shelter according to the basic needs. It must provide the basic physical needs and protect man from life-threatening issues such as natural phenomena or the disasters may be caused by human himself. Public facilities such as public toilets, shading elements are the example for this level.

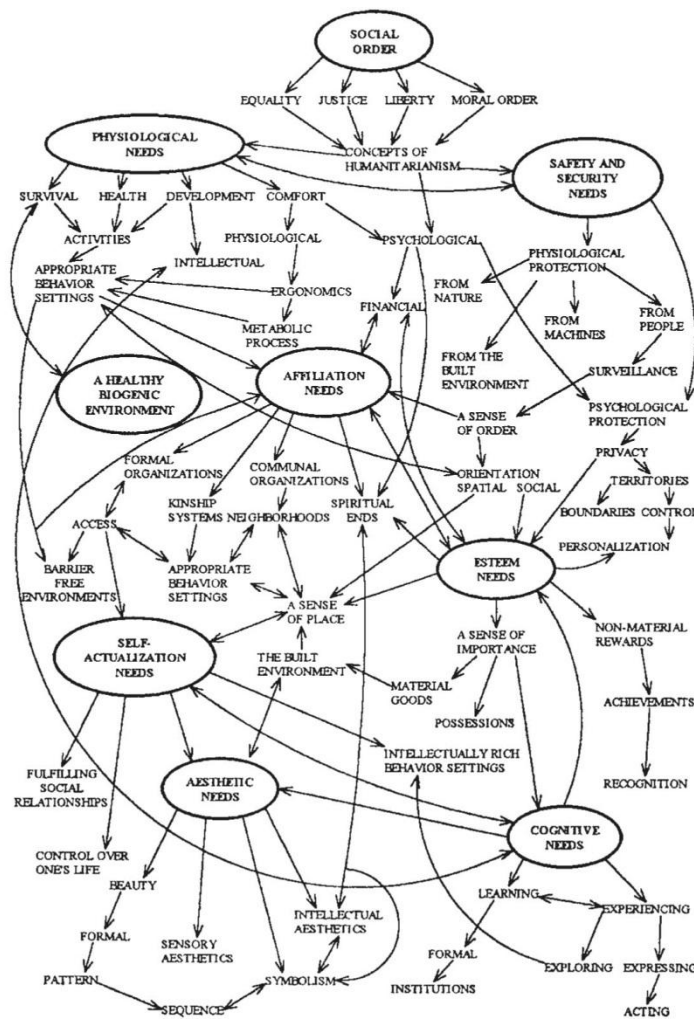


Figure 8: “A model relating Maslow hierarchy of human needs to the functions of built form” (Lang 2005)

Upon basic needs have been met, people are motivated to explore safety and security. “How best to segregate pedestrian and moving vehicles is a recurrent issue in urban design” (Lang 2005). The crime issue and managing the issue of strangers could be other examples. Providing a sense of security involve them having appropriate privacy and a control over their social environment. “People have an expectation of privacy for every activity pattern in which they engage as individuals or groups. Many of these expectations are subtle and depend on the personalities of the people involved” (Lang 2005). “By definition again, the street of a city must do most of the job of handling strangers for this is where strangers come and go” (Jacobs 1961).

The diagram shows that achieving a feeling of self-worth is based on safety and security issue in the lower level, therefore, safety and security is an important basis for attaining social issues. As Lang argued the built environment is an indicator of man’s social status. “It acts as a symbol of who we are” (Lang 2005). Finally the highest level is self-actualizing, to be what one can be. However the design implications for this step are not clear. Cognitive and aesthetic needs could be considered as understandable implications.

A Street as a space for public use must address the user’s need; these are the people who use them. Therefore, as long as these spaces are public, they should really be considered through their user’s comfort and satisfaction in order to have a desirable space which attracts more people and brings a lively environment there. This is only in this way that a space may reach to the upper levels of man needs as shown in Maslow Pyramids of needs. Francis Tibbalds emphasized on the people use by arguing the fact that the public

spaces are there for their uses, benefits and enjoyment (Tibbalds 1992). He points out that “public places within a town belong to the people of that town- they do not belong to developers or investors, the police or traffic wardens”. Jan Gehl explores social activities in different qualities of street and argues that “in the streets and city spaces of poor quality, only the bare minimum of activity takes place. People hurry home.” (Gehl, 1987). The social position of street stands on the primary steps of the physical appropriateness. “What is increasingly finding acceptance by social sciences is that there is a strong interaction between space and the social processes” (Ali Madanipour, 1997).

Social activities depend on the presence of others in street. It could include children at play, greeting and conversations, communal activities of various kinds, and finally as the most widespread social activity, passive contacts, that is simply seeing and hearing other people as Gehl argued (Gehl 1987). He believes that in city streets and city centers, social activities are more superficial “with the majority being passive contacts- seeing and hearing a great number of unknown people. But even this limited activity can be very appealing”.

An appropriate design for a street should accommodate more people needs within it. Therefore, the concern will surely be a good-quality place for its users. According to people needs there is a need of practical application for accessibility, equity and safety in the street space. As stated by Bentley et al. in their seminal book *Responsive Environments*, accessibility is the most basic one which is an essential factor for making a successful urban space (Bentley et al. 1985). Accessibility can be categorized into two

major types; visual accessibility which make it possible to be seen; and physical accessibility that allows people to enter and use that space. The places that are not easy accessible or reachable are not used by many people. A place must be open to public and invite them for joining in. This factor provides a further step for having diverse and different individuals inside a space which can be called equity. Equitable spaces allow all sections of society for equally sharing that space. “They provide all the qualities that the full range of users requires” (Carmona et al. 2003). Equitable environment address the needs of various group without diminishing the comfort of the others. Obviously the environment which are not equitable or are exclusive would reject some part of society such as women, ethnic minorities, disabled, elders, poor people and children.

Creation of equitable environment is an important concern as much as the creation of physical form in nowadays urban design approaches. These spaces are basically democratic, since they give all users a stake in their use. They may be categorized as responsive one as they increase choices (Bentley et al. 1985). Equity provides a safe, vital public space in which different users can act and interact without conflict; moreover they are democratic environment available to all. Safety however is a second basic need in Maslow pyramids of needs but it shows also a tying with social factors in above steps. Generally safety and security are essential qualities for urban space and can be classified in to two categories; “Safety from physical harm that is from natural elements/disasters, disease etc., human elements and artificial elements such as cars and etc.; and Psychological security which is having control over the environment,

maintaining privacy and avoiding being socially or physically lost” (Cozens, 2011& Carmona et al. 2003).

The city streets must provide the opportunity for people presence and gathering which make the environment even more attractive. In line with this fact Jacobs argued that “You can’t make people use streets they have no reason to use” (Jacobs 1961). According to her, a lively street includes both the users and watchers. The street could increase the probability of social activities and interactions as much as it is considered as a social space in the process of the design.

Lively streets, as successful public spaces must therefore uptake their facilities and design to fulfill a high-quality space for people. In line with this, Carmona et al. believe that “successful places support and facilitate activities” thereafter they have noted that “the design of urban spaces should be informed by awareness of how people use them” (Carmona et al. 2003). Carr et al. point to a multi-purposing feature as for good places and introduce five qualities in which a space meet a degree of being responsive which are comfort, relaxation, passive engagement, active engagement and discovery. The work of Jane Jacobs is also with emphasizing on the vitality by focusing on the cardinal significance of a mixed land uses and activities in order to create lively and vital spaces in a city’s streets (Jacobs 1961).

The significance of having lively street is to the degree that loss of it was a common problem in Modern city designing. However there are experience based suggestions for



creation of vital places but as a social complex it cannot be easily formulated since it has interlocked with many different characters and dimensions of urban design. One could be cultural issue that varies in different contexts and times. But still the concern should be creating vital street as they are safer, healthier and provide more choices of activity, and this is the task of urban designer to explore a procedure in which the output would be a lively one.

### **3.3 Concept of Vitality in Streets**

Vital streets are those that are active because of high level of people presence and activity. The significance of vitality in a street is that being an evidence of success for that street space. How can a street be vital and lively but meanwhile be unsafe, dirty and have poor architecture or inactive edges? Obviously it is not possible to reach vitality in low quality spaces. Gehl illustrated the way in which environmental quality of public spaces affects the intensity of their use. He contends through design and with certain constraints such as regional, climatic and societal it can be possible to affect how many people come and use these spaces, how long the activities last and what kind of activity can develop which are the important indicators of assessing vitality (Gehl, 1987).

Vitality is a product of spaces that reach beyond their primary qualities as an urban space and cover the multi-needs of their users. This is an indicator of success both physically and socially. According to Montgomery, vitality has to do with the number of people in and around the street which can be called pedestrian flows in different times (fig. 9), also “the uptake of facilities, the number of cultural events and celebrations over the year, the presence of an active street life, and generally the extent to which a place

feels alive or lively” (Montgomery 1998). Lynch (1981) recognized vitality as a performance dimension for urban design and explained it as a degree to which the form supports the functions, biological requirements and capabilities of human beings.

Reducing crime, making commercial interests more viable, increasing passive enjoyment of streetscape-people watching, encouraging social interaction and providing opportunities for cultural exchange are of the significance of being a vital place. In Barry Sherman’s (1988) check list for successful urban space vitality has been shown as an important indicator of success.



Figure 9: Vitality deal with the presence of people in street (source: author)

### **3.4 Elements of Vitality in Street**

Vitality as an output for successful streets, expresses itself via specific features which can be recognized as its element. According to aforementioned, a street must cover the people needs and also meet some basic qualities such as accessibility, equity and safety to eventuate a degree of vitality there. Vitality as a whole, consists of some elements that

are evident, tangible and recognizable which easily can be seen in lively streets. The thesis aims to point to some of the elements of vitality in street, however, these are not exclusive but they are at least the most important ones that can make an image of these kinds of streets.

#### **3.4.1 People Presence and Pedestrian Flow (movement)**

The most important element of vitality is naturally pedestrian flow within the space (fig. 10). Indeed these are the pedestrians that make a street lively and not the cars (Montgomery 1998). Whyte (1980) has found that presence of people and the life and activity that they bring attracts other people as well. Jacobs also argues that “Sight of people attracts still other people” (Jacobs 1961). Therefore “It is the people that make the places” (Caroline et al 2007). This may involve people from a range of social groups based on gender, age, ethnicity, sexuality, (dis)ability, social class and so on. People presence is not only an evidence but also a generator of vitality. “Movement through public spaces is at the heart of the urban experience, an important factor in generating life and activity” (Carmona et al. 2003).



Figure 10: Pedestrian flow; a street near Hamburg harbor (source: author)

The significant difference between car movement and pedestrian movement is that car movement has an origin and destination and there would be no contact in between the car journeys, however, as Carmona et al. highlights pedestrian journey is seldom single purpose, on the way to a specific destination there are always some issues to be done; talking to a friend, buying a newspaper, or watching the ‘world go by’ (Carmona et al. 2003).

### **3.4.2 All Day Long Activities**

Activity is another element which always deals with the images of vitality in the street space. Thinking of a street with a low amount of functions or activities is not only gives a lifeless feeling but also is very exhausting and may be with an unsafe fleeing. Street accommodates the life of its residents, workplace and economic functions, entertaining, socializing, movement etc. Francis Tibbalds in his description of public realm such as streets points to their activity as he argues “It is important never to forget that they are there for their uses, benefit and enjoyment” (Tibbalds 1992)

Gehl (1987) in his description of lively city points to the evidence of activity "...Here it is possible to see buildings, people coming and going, and people stopping in outdoor areas near the buildings because the outdoor spaces are easy and inviting to use", he continues in this way; "...spaces inside buildings are supplemented with usable outdoor areas, and where public spaces are allowed to function". Jacobs also calls the activities of people as attractive for other people such as aiming for food or drink (1961). In line with these, Gehl has classified the outdoor activities into three categories as "*necessary activities* include those that are more or less compulsory- going to school or to work, shopping, waiting for a bus or a person, running errands, distributing mail- in other words, all activities in which those involved are to a greater or lesser degree required to participate; *Optional activities*-that is, those pursuits that are participated in if there is a wish to do so and if time and place make it possible- are quite another matter. This category includes such activities as taking a walk to get a breath of fresh air, standing around enjoying life, or sitting and sunbathing; *Social activities* are all those activities that depend on the presence of others in public spaces. Social activities include children at play, greeting and conversations, communal activities of various kinds, and finally- as the most widespread social activity- passive contacts, that is, simply seeing and hearing other people" (Gehl 1987).

Carmona et al. with regard to social activities point to two kinds of engagement in space which are passive engagement in which "the need is for encounter with the setting, albeit without becoming actively involved" such as people watching (Carr et al. 1992 cited Carmona 2003) and "active engagement which involves a more direct experience with a

place and the people within it” (Carmona 2003) such as being in contact with friends, family or strangers. Activities in a lively street occur in a wide range of time from morning up to late night. Therefore some specific functions such as hotel, restaurant and bars or clubs always extend the time of use. They are considered as 24-hours active functions that provide all-day-long activities. All-day-long activities therefore are of the significance of lively streets. Lively streets are active during the days and nights and these streets are known as 24-hours active streets in the people mind.

### **3.4.3 Appropriate Mixed Use and Active Edges**

Not any kind of function can provide vitality such as light industrial places which can still be seen in some cities. The other examples could be the services dealing with noise or pollution that have no contributing in social activities as an instant car wash or gas stations. Some functions are more efficient at providing vitality than others e.g. commercial and leisure activities create more lively places than office blocks. Proper functions for generation vitality are those that are pedestrian friendly. The vital streets include proper functions along it.

Furthermore the mixture is important factor for liveliness. Separating land uses as a tradition in Modern way of city design resulted urban spaces and streets with limited diversity in uses. “Jacobs was an early critic of functional zoning arguing that the vitality of city neighborhoods depends on the overlapping and interweaving of activities and that understanding cities required dealing with combinations or mixtures of uses as the ‘essential phenomena” (Jacobs 1961). Jacobs focused on a mix of land uses and activities to create lively and vital public places. Mix-use zoning allows street to have

different functions. Each has different working hours, requires specific services and support facilities and generates flows of people and goods. All together this creates an extended period of activity, a complex system of movements and an intensive use of services that generate vitality and consequently strong spontaneous surveillance.



Figure 11: Commercial function create more lively places. Retrieved from [www.England-visit.blogspot.com](http://www.England-visit.blogspot.com)

“The term ‘active frontage’ implies a relationship between the ground-floor uses of the buildings that frame a space or a street and the people walking through or generally ‘occupying’ it” (Robert & Greed 2001). Robert and Greed argued that “An active frontage is one that allows some kind of movement or visual relationship between the person outside and the activity inside” (Robert & Greed 2001).

“At its most minimal, this might be one of simple observation, e.g. a window display or people working. At the next level of interaction, an active frontage could encourage the pedestrian to come in and make a purchase, view an exhibit, come in to worship or pay a

bill, for example. The most interactive frontages are those which spill out into the street or the space in front of the building, as in cafes or bars, or shops that put some of their merchandise outside” (Robert & Greed 2001).

The proper mixture also provides active edges along the street. Alexander et al. argued “if the edge fails, then the space never becomes lively...the space becomes a place walk through, not a place to stop” (Alexander et al. 1977). Carmona et al. argue that the antithesis of active edge is blank frontage(Carmona et al. 2003). Whyte (1988) criticized the blank walls which he thinks becoming dominant townscape appearance of US cities.



Figure 12:Active edges; Kyrenia city (source: Author)

### 3.5 Analysis Criteria and Method of Vitality in Streets

Analyzing the elements of vitality can be used for understanding whether a street is vital and lively or not. Vitality has a qualitative nature and contains specific elements in street, therefore the more each of these elements is evident the more a street is vital.



Absence or loss of any of them, therefore, means a lower degree of vitality there. Hence the level of vitality can be directly understood via analyzing the degree of people presence, all-day-long activities and appropriate mixed use and active edges.

Analyzing vitality in a street space necessitates being present in the street space and observing how the spaces are being used; who are the users, what sort of activities are being done, the time of the use and exploring the active edges. Therefore, observation is very important however not enough. Vitality has a social nature and mustn't be explored through a simplistic observation for example guessing why people come to a specific street or what is more attractive for them is not enough unless the people themselves being asked for their reasons on being present there. Therefore, interview and questionnaire methods are very useful for better understanding of this situation. It is to be noted that any of these elements has its own root in the basic conditions of the street, significantly, physical and functional conditions. Therefore, a multi analyzing method needs to be done in order to clarify how this condition exists and in which way these elements are working and are evident. These methods are practically used in the two cases of this research for understanding the degree of vitality and also how each of the selected streets are working to provide vitality. The work of many scholars such as Llewelyn- Davies (2000), Roberts and Clara (2001) and Whyte (1980) are very useful for realizing and analyzing vitality of an urban space as already discussed in this thesis.

### **3.6 Conclusion**

As argued human needs have different types and levels. A street space as should have appropriate qualities to cover each of them and significantly the social one. The social issue is an important focus of urban designer which deal with the people act and behaviors. Therefore lively streets are the one that make a good scene for people to use and have social interaction. Whether it is active or passive mode but it is however appealing as Gehl argued (Gehl 1987). Then vitality as a phenomenon or output for successful streets is a condition that street firstly meets some important basic needs as accessibility, equity and safety. But as the matter of social issue tied with many contextual factors it is not an appropriate thing to formulate it, however, it can be explored by its element in the street space such as people flow, time and variety of activities and also active functions and edges. Vitality can be not injected to an environment and as Jacobs argued people don't like to go to a place they don't have thing to do. Therefore the true way of modifying urban streets is to enhance the quality of the space which eventuates increasing the probability of vitality in it. Vitality as a potential quality within street does not exist with an absolute level and could have different degrees, for instance a street could be vital in particular time or with a specific type of people however an ideal condition necessitate having a complete degree of its elements. The next chapter tries to provide some good examples of vital streets in which vitality has reached to a high degree.

## **Chapter 4**

# **REVIEWS OF THREE MAJOR STREETS WITH VITALITY**

### **4.1 Introduction**

This chapter aims to introduce some major streets where vitality is evident. Different issues works to provide lively environment in them. The streets will be introduced by their socio-spatial characters and will be discussed by the evidence of their vitality. However each street works in its own way with its unique characters but there also are some similar basis and qualities in which they reach to a degree of vitality. The streets are namely: High Street in Oxford; Newbury in Boston and Saint Catherine Street in Montreal. These three streets were intentionally selected as they have lively environment which meets the three aforementioned elements of vitality in a high level, therefore, can be considered as good samples of a lively street which also contribute to the overall image of their cities. Moreover they have been observed and experienced by the author and supervisor of this thesis in the field. In the first two streets many interviews have been done with the supervisor as who lived or visited them in number of times and the third street is the one that the author has experienced it by living in a close distance from it with many field observation inside.

## 4.2 High Street in Oxford

High street in Oxford is the most exemplary ‘high street’ in terms of its form, functions and its location and connections with the city. It is located in the historic center of the city of Oxford and characterized by a medieval buildings and street network. The street is also known as ‘the high’ of the city especially for the university people (Interview with Derya Oktay). The street starts from *The Plain* roundabout, with a gentle curve getting a direction to the west and ends to intersection with *Cornmarket Street* where it changes its name into Queen Street. The curves create an intensity vista with visual shops. The big trees coming out from the spaces in some points make a good break in the character of street edge with continuous building line.

This curve provides a sense of Curiosity and meanwhile is inviting to walk further and exploring. Variety in form and appearance of the buildings along the street is evidence however they are in a good density and attached to each other providing proper enclosure for pedestrian use and a harmony image as a whole urban form in the street by issues such as respecting harmonious height and street usage.

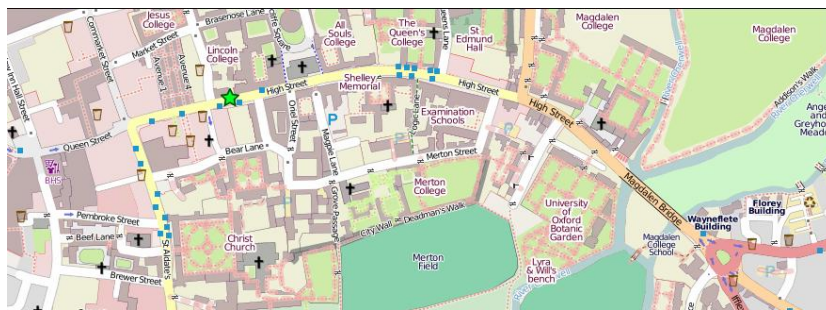


Figure 13: Location of High street in Oxford. Retrieved from [www.m.ox.ac.uk](http://www.m.ox.ac.uk)

High street is recognized as the center for the Oxford town and is open to private vehicles and is a bus priority route. The street is the place for many famous publications, prints and also buildings of Oxford university meanwhile many other important buildings such as Lincole college, St Mary's, the Queen's College, and Magdalen College, University College, the Ruskin School of Drawing & Fine Art. It also is a shopping street within the city where a popular historic market (Covered market) is connected and serves for the daily needs of the residents and has direct connections to major recreational areas like the wonderful Gothic Garden and the river (interview with Derya Oktay).



Figure 14: A view from above the street; from west to east. Retrieved from [www.travel.nytimes.com](http://www.travel.nytimes.com)

High street is also a showcase of this historic university town. A description of the street by a new foreign student who visited here for the first time shows an intensive attraction; “I was walking down High Street in Oxford towards my Matriculation Ceremony...it hit me how beautiful Oxford is, and how lucky I am to be here. The environment is something I believe everyone should have an opportunity to experience, even if only

during a short vacation” (Gino Bruni). This street is working both as everyday life for the people and also as a touristic and leisure place in the city. The identical character of the street adds to its value in the people mind. The character that has been taken by historic buildings and moreover the memorable functions, for instant The Queen’s Lane Coffee House which was established in 1654 and is probably Oxford’s first coffee house.



Figure 15: An image from down showing the streets everyday life. Retrieved from [www.no.wikipedia.org](http://www.no.wikipedia.org)

Placement of many important scientific and cultural institutions as some buildings of Oxford University and others made it both image-able and important in terms of the use. The memories of people have many ties with this street as their needs do. The High Street as an important central street of the town that “forms the arena for a wide range of important activities performed by a variety of different users” (Oxford city council). Street is a route for all, but with a priority for pedestrian, cyclists and public

transportation. The street provides an environment for both formal functions and the leisure ones. Diverse people in terms of gender, age, socio-economic class are the evident users of the street. The high as a strong 'path' in Lynch terms, besides, is an important contribution to the image of the city of Oxford. The street space is a lively and dynamic within the city which enhances the quality of the social life for the people by the success on providing vitality through the street (interview with Derya Oktay).

### **4.3 Newbury Street of Boston**

Newbury Street of Boston is a straight road in a grid network of streets, starts from the Boston Public Garden and extends to the west where ends to Massachusetts Avenue. The street is divided to same size urban blocks with a very organized order and reflects a perfect unity. The buildings were unified to their approximate looks, somehow by similar materials (mostly brown stones) and unified heights in each urban block. Bay window buildings almost all with a frontage being used by the shop at the bottom or by the buildings as tick greenery are evidence here. The street has taken on a life and meaning far beyond its architectural design. The Newbury known as the "Rodeo Drive of the East," serves as Boston's representative of fashion and style, on par with the most exclusive districts of San Francisco, Los Angeles and New York. This makes a unique image for it. The mixed uses condition of the street in which residential apartments in upper floors have been mixed with the public and commercial uses, at the bottom provides diverse opportunities for different uses and for the users to traverse throughout the street. Broad sidewalks and storefront that extend into the sidewalks and in some parts street vendors all encourage the people to walk by. The line of trees in both sides meanwhile with the greenery close to buildings sides making more attraction as much as

they provide more comfort for pedestrians. From the Public garden where the expensive retails located to west where the cheaper ones are all making a diversity of economic status of the street dealing with different economic level of the people.



Figure 16: The active edges (Derya Oktay archive)



Figure 17: Active Street space

Clothing and accessories, food and drinks, hotel accommodations, beauty services, home and garden, night life, arts and entertainment, fitness and health, specialty shops, community services, education, schools and child cares are of the functional diversity in this street. The street is lined with many restaurants as a leisure place for people. One of the visitor of the street mentions “Newbury Street is a must see, even if you only want to have lunch at one of the many outdoor restaurants. It’s also great for people watching and shopping, too”. The street got a destination position for the visitors of Boston meanwhile it involves with the daily life of its inhabitants. As such the environment has



a high degree of vitality provided by the active edges and the people flows and daylong activities and contributes to the image of Boston greatly.



Figure 18: The restaurants, art galleries and cafes are the public attractions along the street (Derya Oktay archive)

#### **4.4 Sainte Catherine Street in Montreal**

Saint Catherine Street is located in an axis from east to west in Montreal. This long street started with a 90 degree turning from Rue Notre-Dame E and ends to Boulevard de Maisonneuve in the west with a same turning. This street located among a very organized grid urban geometry in the city of Montreal and contributes to center of the city in a major part. Saint Catherine is a one Way Street with many subway line runs parallel to it and include the busiest stations of Montreal. The street has high density of buildings and uses and is alive 24 hours of the day.



Figure 19: view to Saint Catherine Street. Retrieved from [www.en.wikipedia.org](http://www.en.wikipedia.org)

The buildings are organized with a respect to the street space and provide a variety by different materials and forms. Ste-Catherine's sidewalks are relatively wide, but they often suffer from the crush of pedestrians, especially during summer months. There are few benches along the sidewalks but many public squares and plazas line the street, creating nodes of activity where people gather and congregate (Project for Public Spaces website).

The functional environment within the street is significant as it contains the central city shops and services. Downtown is known always with this commercial street. Street is lined with the major department stores, shops and restaurants that have been the pride image of Montréal for more than a century. Ste-Catherine is a successful street based on the diversity of the uses and its enormous range of activities. Many restaurant with different styles (the city is a new home for immigrants), cafes, bars, boutiques,

bookstore, shopping malls and prominent department stores and other retail outlets draw people to the central portion of the street. In the night time the street keep the activities going by the night life functions along it. Location of two important university also make it active by many students who lives nearby or use the public functions close to their schools.



Figure 20: View to Saint Catherine Street. Retrieved from [www.pps.org](http://www.pps.org)

This street is a successful street in the city Montreal as offers diverse activities and services moreover accommodating both residential and commercial uses along it. The people and tourists who come to the city deal with this street and the street provide a strong image of in their users mind.

#### **4.4 Conclusion**

Reviewing the three lively streets ‘High street’ in Oxford, ‘Newbury’ in Boston and ‘Saint Catherine’ in Montreal sheds light on the evidence of the three elements of ‘people presence’, ‘all-day-long activities’ and ‘proper mixed function and active edges’ meanwhile provides successful samples of lively street in which physical, functional and social issues are working properly for reaching this vitality. All three streets are vital and

are touristic destinations within the city, however, there are some differences as well for instant Newbury has more residential units that support this lively condition in days and nights, but the High street and Saint Catherine more deal with commercial and services rather than residential. In Saint Catherine the night life functions provide lively environment in nights. This is to be noted that the all examples are recognized as a central part of their city and this issue support their liveliness much. Different issues result different character in the examples however as successful streets they have a vital environment which contribute to the image of the city.

The further analysis focuses on two streets in Cypriot towns as the case studies which are recognized as the most vital streets among the other streets within each selected town in the initial observations.

## **Chapter 5**

### **CASE STUDIES**

#### **5.1 Introduction**

In this part, two main streets were analyzed in Famagusta and Kyrenia that are two towns in North Cyprus. Salamis Street in Famagusta and Ziya Rızkî Street in Kyrenia were selected as the cases of this study based on our observations that there is an active street use and vitality in these streets comparing to the other streets of each town. These two towns are intentionally selected due to their approximate similarities in size, population, climatic issues and culture. Each street has been evaluated in terms of physical and functional character and a social survey was carried done to assess the socio-spatial interrelations by investigating the physical, functional and social characters of them. The social survey explores the user profile and also the time and type of their activities there, moreover how they deal with the street spaces.

##### **5.1.1 Observations**

Observations have been done for analyzing physical, functional and social issues of the street. In physical part, the street has been analyzed considering the urban structure and physical matters such as the enclosure, height, physical appearance of the facades and sidewalks and so on. In functional part the types of functions and the way they mixed were analyzed. Moreover, the issues such as how each kind of function affect the street space were investigated. In the social part, many observations were done by walking

along the street concentrating on the people activities and behaviors. They took place in several days of a week at different times of the day and the night. It is to be noted that each of these streets experiencing two major different social conditions in its own spaces, which in one part they are involved with vital environment and in the other part vice versa. These different conditions pushed us to make Salamis into two sections;

-Northern part of Salamis street between the University and Toros roundabout (will be called N. Salamis) which is more active

-Southern part of Salamis between the Toros roundabout and Anit roundabout (will be called S. Salamis) which is less active.

And also to make Ziya Rızk1 Street into two sections;

-Eastern part of Ziya Rızk1 street between the Ramadan roundabout and Tourism Park (will be called E. Ziya Rızk1) which is more active.

-Western part of Ziya Rızk1 between the Tourism Park and the end of the street in west (will be called W. Ziya Rızk1) which is less active.

### **5.1.2 Questionnaire Survey**

Sufficient numbers of people were only present in the active part for participating in questionnaires who were being asked about their time of presence, activities, trends and some socio-spatial issues of the street on their opinion. It is tried to select the people with various ages and genders who were doing different activities in each case in order

to achieve more reliable results. The numbers of questionnaires are thirty in each street, which gives us the answers with acceptable common idea in overall result which asking the people about three main issue; the physical, functional and social. In the physical part it has been attempted to ask the people about the physical form and images, meanwhile the functional one asking their activity and use in the street. The Social one also tried to get their using reasons and social interaction trends in the street. The questionnaires are adapted by SPSS software for drawing result out of them.

### **5.1.3 Interview**

In line with questionnaires, eight shopkeepers were randomly selected in each part (the lively and lifeless parts) which is sixteen in whole Street area. The interviewees were selected with a proper distribution manner along the street. These in-depth interviews mainly ask the shopkeepers about the active or inactive conditions and the reasons behind it, as they are the permanent users who work up to 36 years at some cases.

Analyzing the social issues could be a controversial task since their interpretations are subjective to each person. Therefore an important step was synthesizing the collected data being gathered by several methods and thereby the conclusion addresses the research questions at the end as well as introducing the possible future researches.

## **5.2 Salamis Street in Famagusta**

Salamis Street as the commercial strip in Famagusta is oriented in an axis from the North-west to the South-east. The town is the second largest among the towns in North Cyprus. It has a population approximately 54,000 (rounded to the nearest 1000 - Census 1997). A harbor, Historic walled city and a big university are of the significant

characters of the town. The town has prospered as the Eastern Mediterranean University (EMU) has progressively grown. The university as a magnet is located at the end of the Salamis Street where the road goes to Karpaz. With a distance about two kilometers in other direction, the street ends to a main node of the town named 'Anit' Roundabout. Figure 21 shows the location of Northern and Southern part of Salamis Street within Famagusta town.

Salamis street is accommodating diverse uses and play an important role in its people life and particularly the students' life. The urban structure at this street was not built through a master plan, it was made up of partial growth of the town that has shaped this development from approximately near the historic core of the town which was previously in the center but after the division of island into two parts (in 1974 when the town lost many of its land in the dispute buffer zone), the town area was banned in the south part, therefore, the new development gets its direction to the north somehow where the university is located. The urban fabric of the area encounters some problems such as a result of unused building plots. This problem however may more relate to management of the area as this was originally a road and not been planned and designed as an urban public space. Seemingly the physical environment of the whole Street is not in a good condition.

"Salamis street is the one that you can find anything in it" said one of the interviewees. Another one called it "heart of Famagusta". This street has diverse types of functions that serve different needs of several people. Meanwhile there are some problematic



issues as well. There are some incompatible uses that exist in the street such as banned zone, gas stations and vacant lands. It is noticeable that the mixed use conditions of the area was not created through a structured plan, therefore in a sprawl development of the small Famagusta to outside, this buildings have been formed with no planned functional condition.

Both physical and functional characters of this street lead the space through particular form of social usage. The people themselves also affect this form. People use this street in different ways such as a path for passing whether by car or walking, some for shopping or entertaining here. Meanwhile some other people make appointment with their friends and deal with the spaces actively by more social interactions such as greeting, conversations and enjoying being among the others. However the condition of the whole street is not same in each part, but according to our two divisions, our survey shows two different social statuses. It has been tried to draw a social profile for each part showing the user type in terms of several issues such as gender, age, social groups etc. thereafter, the time of use and type of the activity was explored by observation and also talking with people. In this way the people presence, time of their action and their trends are extracted to evaluate the vitality within the street space and the reasons behind it.

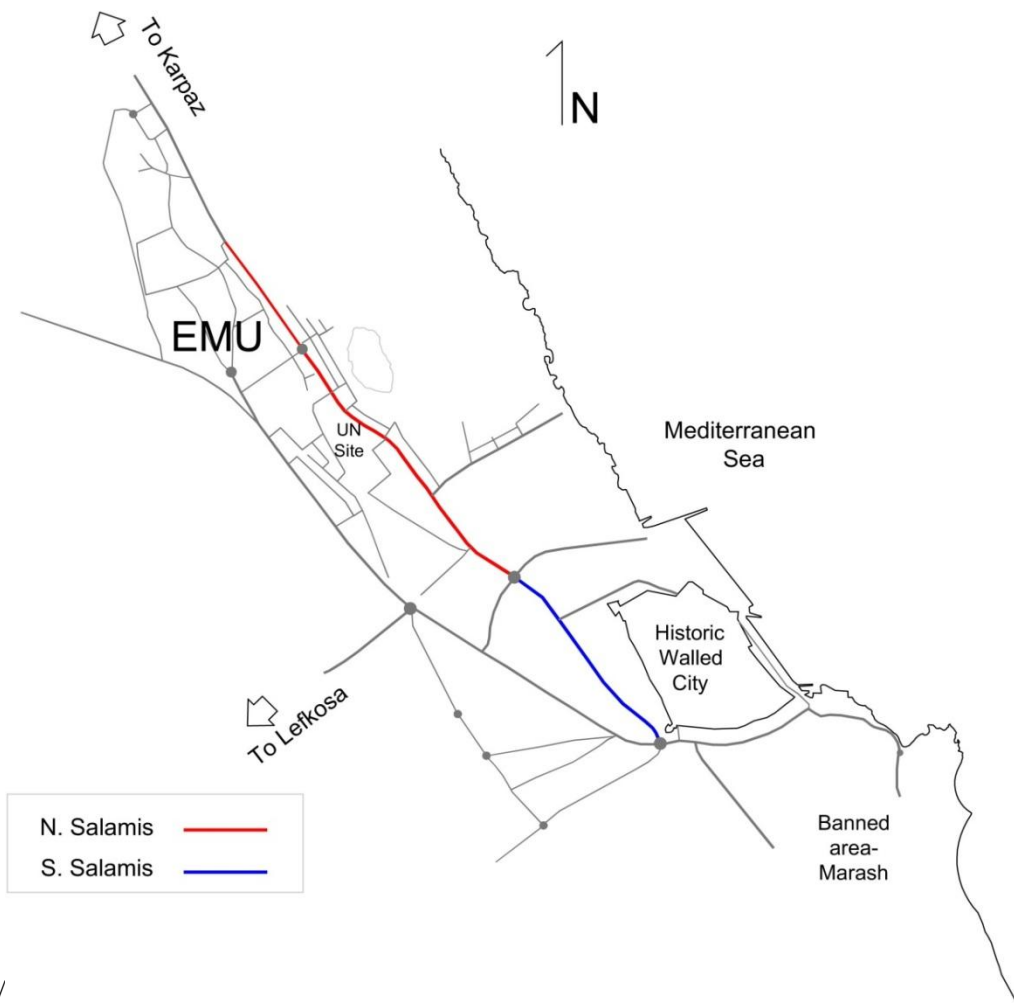


Figure 21: the location of Northern and Southern part of Salamis Street in Famagusta town (source: author)

### **5.2.1 Physical Characteristics of the Northern Part**

The N. Salamis (somehow the geometric center of recent town area) is almost straight but there is just one little angle changing in the middle of the street. This part has a good location in terms of accessibility in the town area. The permeability through the street however has many problems due to low number of connected streets or alleys along it. Salamis street ends around university. At this point where there also is a need to make the entrance to the town from the north is not well designed as there is no marking a gateway, but just decreasing in number of buildings. Therefore, from the Karpaz region when someone approaches to the town through Salamis, there is no inviting feeling from outside as an entrance. On the other side, the Toros roundabout is not a designed urban space with a specific character and this part ends to an undefined roundabout that is a traffic node rather than a defined square. Vacant lands are also the components of this roundabout and cause problems in terms of feeling the urbanity (fig 22, 23& 24).

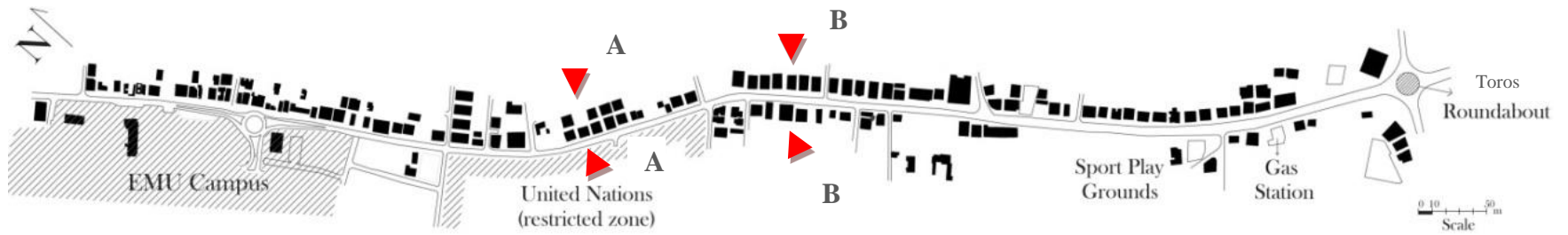


Figure 22: Map of N. Salamis (Drawn by author)

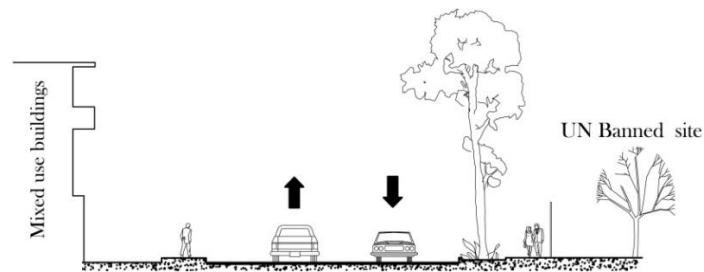


Figure 23: Section A-A of N. Salamis looking south (Drawn by author)

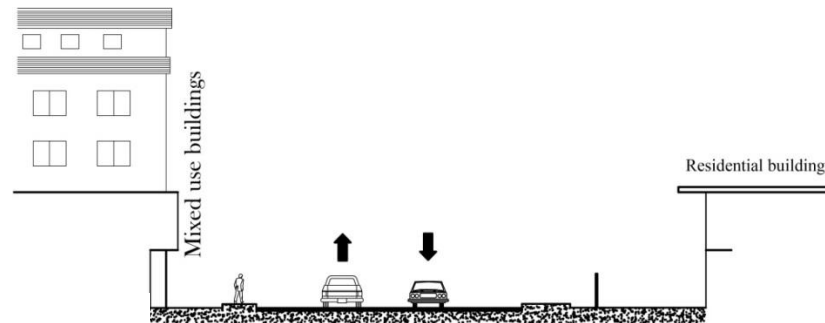


Figure 24: Section B-B of N. Salamis looking south (Drawn by author)

A problematic issue in the built environment of here is existence of unused vacant land or banned areas. Vacant lands ruin the enclosure and continuity of the street meanwhile is a place for rubbish and chaos view. The vast banned zone of United Nations decreases the permeability of the street and also makes a big part of the street façade with a fenced view. Apart from this, the street does not have a proper enclosure for human use.

This part of Salamis has a kind of anarchism in its physical appearance. The street majorly consists of separated medium building blocks with different heights. This is a street in which different heights can be found out from one story buildings to the tallest with 13 stories. Very Different and irregular roof type, window form, material, density, height and so on, always make a chaotic image of this part rather than having unity (Fig 25). Physical harmony is an important issue which is lost here and as Francis Tibbalds argued “If every building screams for individual attention, the result is likely to be discordant chaos” (Tibbalds 1992).



Figure 25: Chaos in view of the street which made of inharmonious buildings (source: author)

The architecture of the buildings has a selfish standing as each building looks in a distinctive way, moreover about 51% of the people agree that the buildings have a poor architecture quality and also the street lacks magnet building in its edges, but most of the building have been newly constructed (in the recent decades) with today's regulations for their structure.

A separation distance between each two building masses repeatedly has broken the continuity of the street façades and makes each building more isolated (fig 26). This gap caused an accessible poor image to public however they belong to buildings and are private. Therefore they decreased the quality of urban form and the street seems as it is a residential one rather a major commercial one. These private spaces are mostly used for parking or sometimes as storage.



Figure 26: The gaps between each two building make an undesirable image of urban form (source: author)

In architecture scale, some owners have tried to enhance the position of his building by spending some expenses yearly or once in 4 or 5 years for better decorating of the shop, coloring the façade or lightening of the functions at the bottom; however this partial enhancement couldn't cover the harmony problem, but only the street has got a more highlighted image in the people mind (fig 27).



Figure 27: The decoration of the ground functions (source: author)

The sidewalks within this part are really in bad condition as they get narrow in some part or have decayed pavement materials. In addition to these problems, it is not an unusual thing to see cars overshooting to the pedestrian path since they don't find a parking area. The street is not well designed for car parking as in some part there is not even one line of parking (fig 28).

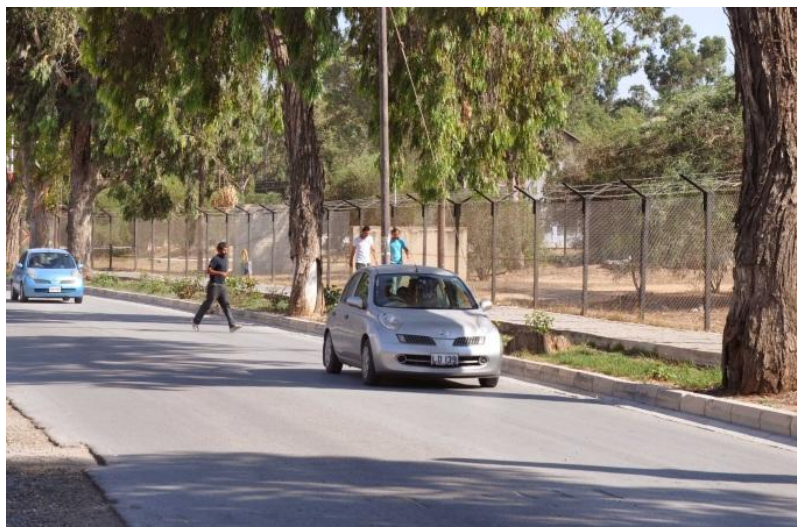


Figure 28: In some part there is not even one line for car parking (source: author)

It is very noticeable that 96 % of the people agree that there are inefficient sidewalks in here. In addition around 72 % suffer from lacking the bicycle path which cause riders get out of their bikes and walk meanwhile dragging their bikes with their hands; this is also because of car speed and also the narrow width of vehicle path in some parts that does not allow them riding in that line. Apparently, no line is allocated for them (fig 29).





Figure 29: The problem of the bicycle and pedestrian (source: author)

Table1: Major physical problems in N. Salamis (source: author)

	<b>The major physical problems in the N. Salamis</b>
<b>1.</b>	Low permeability
<b>2.</b>	Having not a proper design at where salamis starts near the university area as an entrance for Famagusta
<b>3.</b>	An undefined roundabout that is a traffic node rather than a defined square
<b>4.</b>	Existence of many vacant lands
<b>5.</b>	Existence of abandoned buildings
<b>6.</b>	Low street enclosure
<b>7.</b>	Existence of banned areas of UN
<b>8.</b>	Existence of inharmonious buildings
<b>9.</b>	Existence of many poor architecture buildings
<b>10.</b>	A separation distance between each two building
<b>11.</b>	Narrow sidewalks with decayed pavement materials
<b>12.</b>	Lack of parking spaces
<b>13.</b>	Lack of bicycle path as it is the major street of the town

### 5.2.2 Functional Characteristics of the Northern Part

The street in its overall view exhibits mixed uses, however, this mixture defers in the different two parts. In this part as the northern one, the mixed used buildings serve more people along the street. Café, restaurant, bar, boutique, pharmacy, market and betting clubs can be seen a lot. According to the proximity to the university this part is alive by students' presence. This part provides many multi use apartments that are being used by students whether for using the retails or as residential accommodations (fig 30). Figure 31 shows the land use of this part.



Figure 30: Multi-functional buildings are parts of the character of Salamis Street (source: author)

In line with this quality, incompatible uses are of the weakness of this part. This street as a previous road outside of Famagusta, involves with complex of functional problems. The major one is the banned site of 'United Nations'. A vast green area in the west side of the street close to university has blocked the street edge and makes an inaccessible and useless area for people life along the street (fig 32).



Figure 31: The fenced area of UN blocked and inactivated a long edge of the street  
(source: author)

In addition to UN site, the Gas station near the Toros roundabout is the other problematic use located in the street edge. Obviously Gas station is not a human friendly function in the heart of the town where the people tends to walk, breathe and enjoy their day after a working day tensions. This car oriented function makes bad smells and occupies a big land plot. The vacant or unconstructed lands in some parts are also making the street edge without functional character. They provide a bad vision meanwhile not contributing in the street life (fig 33). “Spaces left over after planning and development has taken place are not only visually unattractive and functionally useless: they are also awkward and expensive to maintain, with the all too frequent result that they become neglected and unkempt” (Tibbalds 1992). Although the land prices near the Salamis is not in low rate but still there are many of them that leftover along the street and are temporarily used for car parking or is just a place for rubbish.



Figure 32: Vacant lands (source: author)

Street components in this part do not fully work. As mentioned before beyond what have been talked about the sidewalks and vehicle path as the urban structure, they are not truly work and serving their users. This is because of the inappropriate physical design of them that does not allowing functioning well. For instance the bad intermix of pedestrians, bikes and vehicles are always making a conflict within the street (fig 34). Almost 62 % of the people agree that the area has lack of transportation facilities and 89 % of them believe that there are not different choices of transportation facilities. Therefore, this street as a major street in Famagusta shows the overall problem of public transportation in the whole town.



Figure 33: Conflict and inappropriate intermix of pedestrian and cars in Salamis Street  
(source: author)

There are not too many choices of cultural facilities in this part as people mentioned, the major one is the cinema which is in approximate distance to the street and the significant point is that almost 41 % of the people didn't have any idea about existence of any cultural function or facility here. This could be a big weakness for here as the major street of the town does not involve with cultural spaces and facilities. In contrary to cultural functions, retails in this part of Salamis exist in various kinds which generate active edges. But some of the functions are still not compatible with the street life and are not proper enough such as betting clubs. The betting clubs along the street don't allow any sighting from outside to inner space and vice versa. Therefore they don't involve in activity of the edges too much, and are just being used by some local people. This part of Salamis Street benefit from very active edges resulted by some functions such as the restaurant, cafes and boutiques which have a good interface between interior space and the outdoor space. As the next table shows in day time almost 56 % of the whole street edges in this part involve with active condition and around 9 % of the edges are semi active meanwhile 35 % are passive (fig. 35, 36& 39).



Figure 34: Active edge in day time



Figure 35: Passive Edge in Day time

It is a significant strength of the street that benefit of active edges, however this rates decrease to very low rate after the early night (fig. 40) in which the rate of active edges descending to 16.5 % and 4.5 % for semi active but 79 % of the edges become passive in the night time here(fig. 37&38). In spite of this rapid decreasing the street is still partially lively up to late night owing to active cafes and restaurants that are used by young people (Table 3). The table 2 shows the major functional problems of N. Salamis in a finalized way.



Figure 36: Active edge in night time



Figure 37: Passive Edge in night time

Table 2: Major functional problems of N. Salamis (source: author)

	<b>The major functional problems in the N. Salamis</b>
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<b>1.</b>	Inappropriate functions such as Gas station, car wash and betting clubs
<b>2.</b>	United Nations as a vast area without any access and public function
<b>3.</b>	University edge as a major inactive edge
<b>4.</b>	vacant or unconstructed lands as a place of rubbish and inactive edge
<b>5.</b>	Functional problem of sidewalks and vehicle path
<b>6.</b>	Conflict of pedestrian, riders and drivers
<b>7.</b>	Lack of public transportation
<b>8.</b>	Low number of cultural facilities

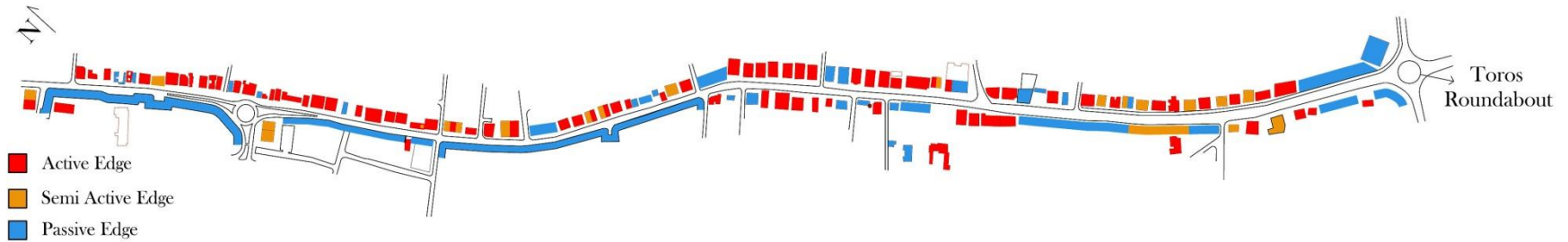


Figure 38: The N. Salamis in terms of activity in the edge in day time (source: author)

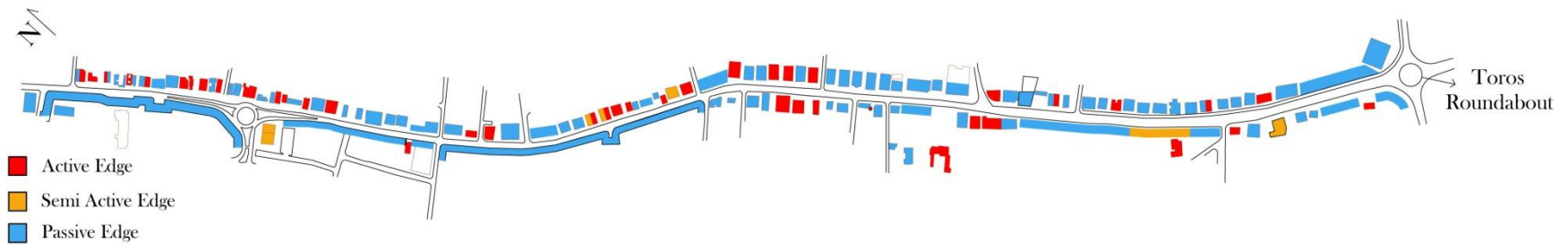


Figure 39: The N. Salamis in terms of activity in the edge in night time (source: author)

Table 3: Activity measurement in the edges of N. Salamis (source: author)

Activity measurement in N. Salamis			
	Active Edges	Semi Active Edges	Passive Edges
Day time	56 %	9%	35%
Night time	16.5 %	4.5 %	79 %



### **5.2.3 A Social Survey on the Northern Part**

Different kinds of people appear in this part of the Salamis. Male and female both use it in different ages (however not too many kids and elderly are present). The observations demonstrate that youths are dominant here who are majorly students of EMU and are not all necessarily Cypriot citizens. Interviews also confirm this issue and emphasize that these are the student that use here more. Thereafter, the local inhabitants use here in lower rate but no tourist present here as the interviewees argued. Tourists mostly tend to visit the attractions of the town such as the beach or historic walled city (fig 41). Absence of the tourist indicates the fact that this part could not provide a high level of attraction.

People use the street both individually and in groups. Different social groups such as young groups and family groups can be seen but it is to be noted that the young groups are the dominant one (fig 42).



Figure 40: Youths as the Major users



Figure 41: Young groups as major social groups

Time is as another factor for people presence here. This part of Samsat as the Northern part, works from early morning up to late night (fig 43& 44). In fall, winter and spring the street reveals its life from early morning when many students leave their home to their classes. In summers the street extends its lifetime up to late night since the weather is better in nights and is the season for leisure. According to the multifunctional character of the street, it can be seen in active mode within the regular working time of the days and nights for commercials and services. The retails starts their working time about 9 in morning and some of them close at early night such as boutiques and agents, but restaurants and cafes are active until the midnight. Almost 86 % of the people, who were present in the street survey, mentioned that they use here daily. There is not much difference or priority for them between weekdays and weekends as 90 % use it in several days of the week. The majority of the people (55 %) use the street mostly in the evenings. This was also confirmed by interviewees (shopkeepers) as they point the vital

time between 6 pm and 9 pm, and partially up to late night for some night activities and functions such as the bars.



Figure 42: Street activity in day time



Figure 43: Street activity in night time

The street activity in this part is really in a diverse condition. The street is a daily path for student to reach the university, officials for getting to their jobs moreover for the shopkeepers or employees to get to workplace. During the day and night the eateries serve the people. Other retails also contribute to the activities of here. Therefore people use here for various purposes. The majority (70 %) mostly uses the restaurants, cafes and bars meanwhile almost 30 % use its shops. Obviously the eateries majorly deal with the daily life of the people here.

The social activities are evidence in many types according to the observations. This part is a place for people to meet their friends, greeting, having conversation and meanwhile being among the others. Some others just tend to pass their time and walk or see the others. The majority (80 %) also believe that there are social interaction here as a component of street life. The cultural events and celebrations occur beyond the daily life activities and make the street image-able and livelier. Some parts of spring festival,

graduation ceremony of EMU student and *indirim* (outlet) festival take place every year here (fig 45&46). The shopkeepers however are not completely satisfied with the number of festivals as they argued there need to be more. It seems that the festivals have a good effect on their economic transactions as they demand more. They argued the outlet festivals pull the people outside of their home to here for shopping and spending their money which is always with a fun for them as they get sale prices. Ceremonies and periodic events are important not only in the life of the street but also in the life of whole town.



Figure 44: Spring festival (source: author)



Figure 45: Candle night (source: author)

In spite of having many weaknesses in physical and functional dimensions, the environment of Salamis street in this part benefit from a lively atmosphere. Shopkeepers as the permanent users completely believe this fact and pointed to students as an activator. Most of the people (80 %) also confirmed the vitality as a fact here. The table 4 better shows the aforementioned that can be considered as the social status of this part.

Table 4: The social status for street space in the N. Salamis (source: author)

<b>The social status for street space in the N. Salamis</b>					
	<b>Dominant user type</b>	<b>Dominant social group</b>	<b>Dominant activities</b>	<b>Time of activities in the street</b>	<b>The most vital time of the street during a day</b>
<b>Status</b>	Youth (Students)	Young groups	Using the restaurants, cafes & bars	From early morning to late night	From early evening to late times at night

#### **5.2.4 Physical Characteristics of the Southern Part**

The street in this part has a soft little turning in both starting and ending parts (fig 47& 48). It has significant access both to the geometric center of the town and the historic walled city. No major street interconnects it in between this length but in the two starting and ending points. The street however approach to the walled city but it doesn't exhibit it in the street edge through a short distance which set the walled city in the back or it is better to mention the street was built up with a separating distance from the edges of the walled city.

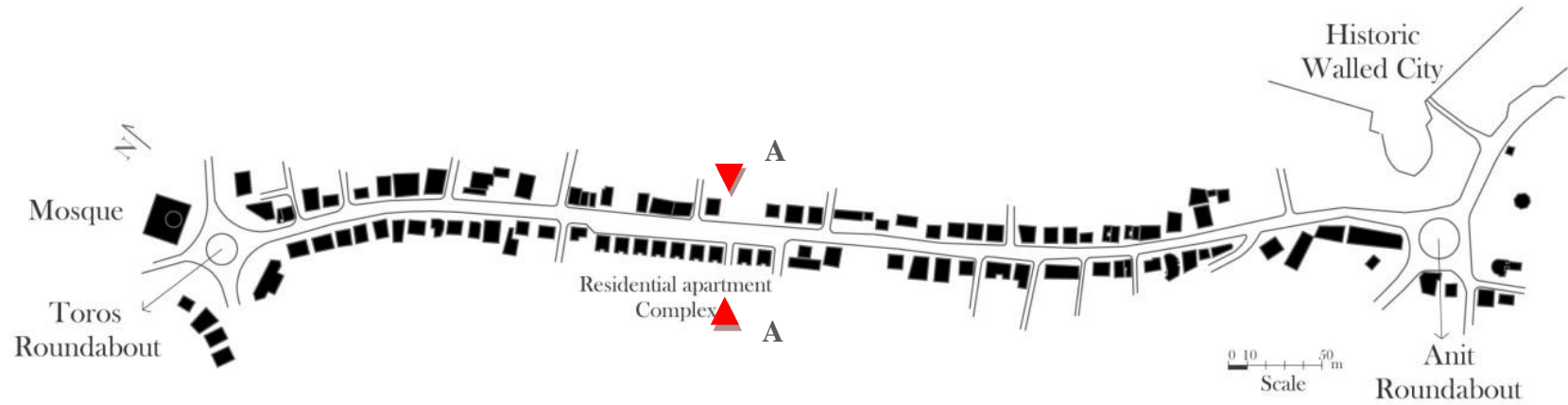


Figure 46: Map of S. Salamis (Drawn by author)

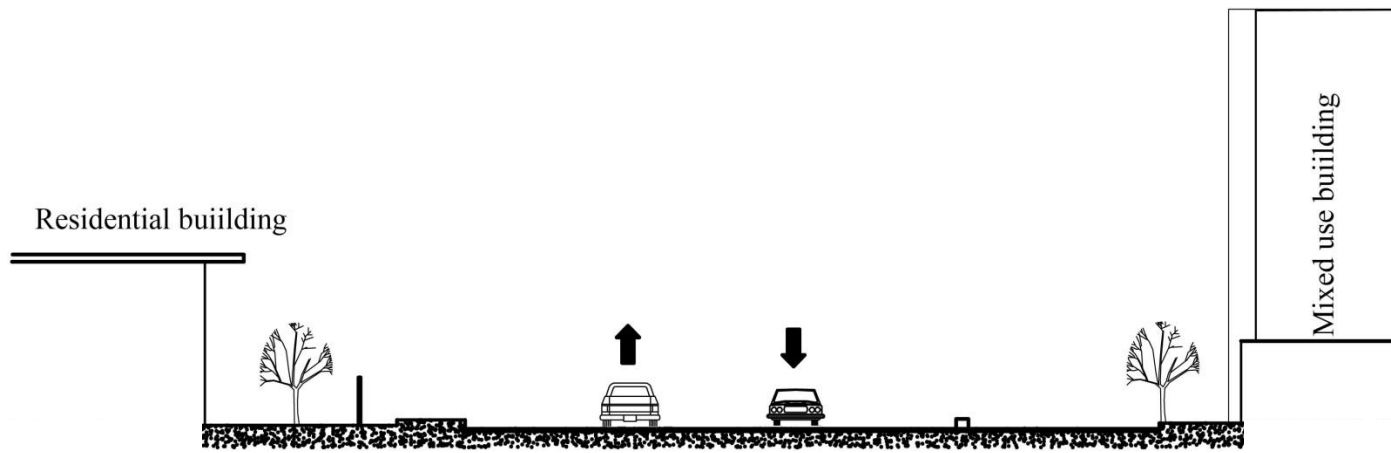


Figure 47: Section A-A from the S. Salamis, looking south (Drawn by author)

Building blocks are separated with a small distance as same as what can be seen in the other N. Salamis as well, and this issue breaks up the continuity of the street façade and makes the poor quality private space between the buildings visible from the public space (fig 49). The buildings do not have an ordered pattern and harmony as they were built in different heights with no harmony in the form, roof type or other physical factors. Although in some parts there may be some similar building heights for some group of buildings but they this issue is not a major character of this part (fig 48).



Figure 48: General view of the S.Salamis (source: author)

Vacant lands and buildings are not an unusual issue in here (fig 50). Inbuilt lands exist sometimes in large sizes along the street that make very disruptive image of the street line and space. Low maintenance of street space is evidence such as the sidewalks. The sidewalks deal with the problems such as narrow width or decayed pavement materials as in the other part (fig 51).



Figure 49: Vacant buildings and low maintenance (source: author)



Figure 50: Sidewalks problems (source: author)

The enclosure is not appropriate as it is varying due to different building heights, or is lost as a result of vacant lands. It's not a well pedestrian prepared area. The residential complex at the west side of the street almost in middle part of the street not only contribute to increasing the appropriateness of the street but make a poor view through the poor facades and weak spaces among the masses. They don't have a character of good architecture as seen in the picture. In addition their low quality backside space provokes the problematic situation of the street (fig 52). Table 5 finalizes the major physical problems of S. Salamis.





Figure 51: Repeated buildings with low architectural quality although the ground floors benefit of mixed uses condition (source: author)

Table 5: The major physical problems in the S. Salamis (source: author)

<b>The major physical problems in the N. Salamis</b>	
<b>1.</b>	Low permeability
<b>2.</b>	Problematic roundabouts in both sides that are a traffic node rather than a defined square
<b>3.</b>	Existence of many vacant lands
<b>4.</b>	Existence of abandoned buildings
<b>5.</b>	Low street enclosure
<b>6.</b>	Existence of inharmonious buildings
<b>7.</b>	Existence of many poor architecture buildings
<b>8.</b>	A separation distance between each two building
<b>9.</b>	Narrow sidewalks with decayed pavement materials
<b>10.</b>	Lack of bicycle path as it is the major street of the town

### 5.2.5 Functional Characteristics of the Southern Part

The mixed use condition is what can be perceived in this part but not in similar way as in the other part in which there are many restaurants and cafes and also brand boutiques. The mixed use condition here consists of not everyday life functions; they are such as building paint shop, a TV shop or the one which is a brand of refrigerator and freezer. These kinds of shop moreover the agents and other functional one made a working character rather than leisure (fig 53). Figure 54 shows the land use of this part.

This commercial uses are mixed with the residential in the upper floors. The figure 51 shows a low architectural quality residential complex but a mixed uses condition in ground floor which is somehow the most successful part of the Southern Salamis indeed in terms of vitality and functional character.



Figure 52: mixed use condition here is not for fun and leisure (source: author)

As much as the functions here are not for leisure, few people can be seen using here for leisure. The street does not have a proper condition for pedestrian as the sidewalks are deteriorated or narrow in some parts. Moreover the existence of vacant lands adds more problems to the proper functioning of the street spaces.

The vacant land is a major problem in both two parts (fig 55). They are the place of rubbish or waste water and sometimes being used as parking area for the cars. Therefore, the left over lands without management take weak and unwanted functional roles in the street.



Figure 53: The problem of vacant lands and buildings in the street (source: author)

The other problem is the vacant buildings as what has been experienced in the other part as well (fig 55). The vacant buildings obviously decrease the vitality of the street, meanwhile, always are with low maintenance. Gas stations are of another functional problem here as in the other part. But in here, existence of three Gas station which is much more than the needs of this street provide bad street space which is not a human friendly one (fig 56).



Figure 54: The Gas stations and a tire shop are of the incompatible functional problems in this part (source: author)

The mixed functions in this part of the Salamis street cannot provide a lively environment since the major population of the youth are student who deal with the university and therefore the proximity of shops and services to university in the other part is a key point for having a more prosperous economy and livelier environment there. It is very noticeable that almost in between all conversation with the shopkeepers who are aware of the situation; there was a kind of comparison between the two parts. Although there are two big magnets in each part (the university and the Walled city), but as the walled city of Famagusta does not deal with the daily life of the people inside the town, it cannot affect or enhance the streets around it. The shopkeepers are aware of this situation that the valuable historic walled city is really left over there. The problem for walled city is really complicated but the evidences show that after 1974 the division of the island and expansion of the town to the north this historic area which previously was in the center of the town placed in the corner near the banned military zone and gradually the people needs dealt with the other parts of the town instead of the walled city (fig 57). The current situation is that the walled city is somehow in the back of the Salamis Street except the Anit roundabout where it defines it on the corner. Therefore it is

very apparent that when an area takes a hidden location and low accessible position in the town it would surely lose its functionality. However the street functions add to this problem as they do not serve tourists.



Figure 55: The walled city is isolated and in the town with a limited access to the Salamis Street (source: author)

Therefore the Salamis Street in this part does not have proper and attractive functions and services such as restaurants and cafes for tourists as the interviewees argued. The weak transportation facilities of the town also break the possible connection of the people in the town for instant the student do not tend to walk too much to get to services which they can easily find in near the university.

The S. Salamis street does not involve with high range of active edge in the street. In the day time the rate ratio of the active edge over the whole edge is around 28% which is not a high rate for and not really sufficient for providing vitality as it is very low. Meanwhile the semi active edge rate is about 37% and for passive edges is 35% (fig 58&60). This rates dramatically change in the night time as the active edge rate become only 8%, the

semi active edge 3% and most of the edges become passive with the rate of 89% (fig 59&61).Table 6 shows the major problems within the S. Salamis in a finalized view.



Figure 56: passive edges in the day time

Figure 57: Passive edges in the night time

Table 6: The major functional problems in the S. Salamis (source: author)

	<b>The major functional problems in the S. Salamis</b>
<b>1.</b>	Inappropriate functions such as Gas station and car wash
<b>2.</b>	Vacant or unconstructed lands as a place of rubbish and inactive edge
<b>3.</b>	Abandoned buildings
<b>4.</b>	Functional problem of sidewalks and vehicle path
<b>5.</b>	Lack of public transportation
<b>6.</b>	Low number of cultural facilities
<b>7.</b>	High rate of inactive edges both in the day and night time
<b>8.</b>	Low rate of leisure and recreational facilities

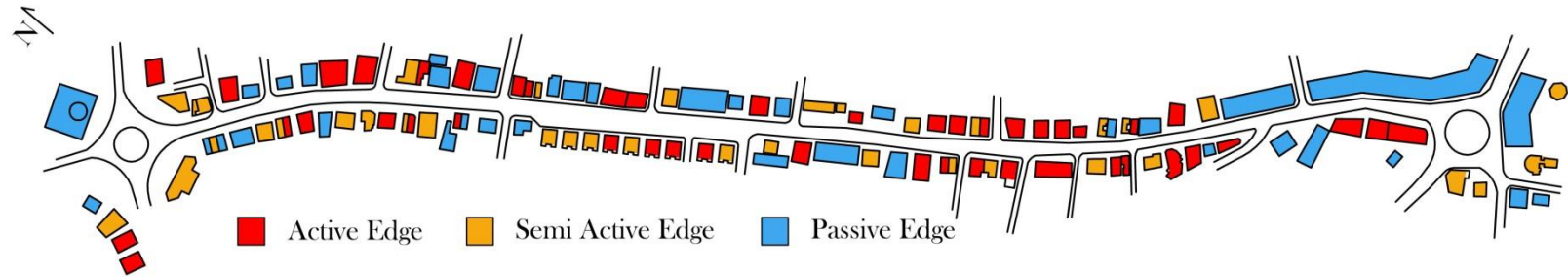


Figure 58: Activity in the edge of the street in the day time (source: author)

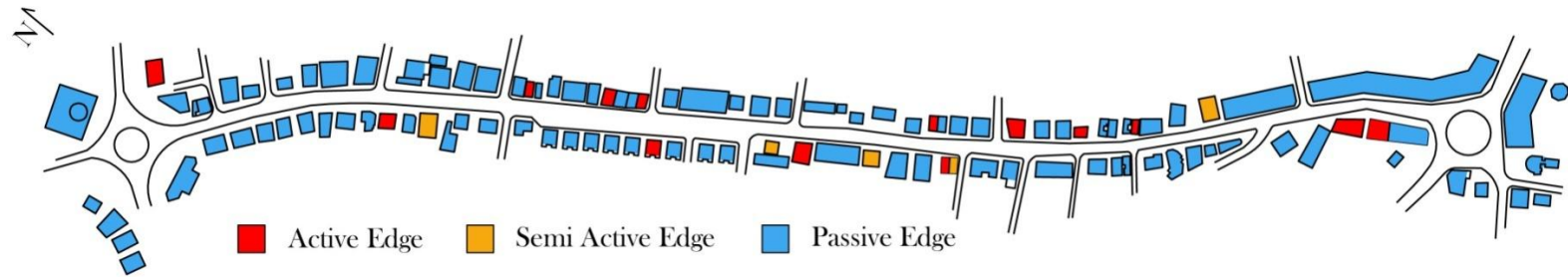


Figure 59: Activity in the edge of the street in the night time (source: author)

Table 7: Activity measurement in the edge of S. Salamis (source: author)

Activity measurement in the second part of Ziya Rızkî Street			
	Active Edges	Semi Active Edges	Passive Edges
Day time	28%	37%	35%
Night time	8%	3%	89%

### 5.2.6 A Social Survey on the Southern Part

The southern part of Salamis street has different social status in the street space in comparison with the Northern part. The mix of functions in here does not offer many leisure activities. This area however is under the use of the people but for the functional tasks. Almost all of the interviewees agree on a common idea that this part of the street is not lively, however there are many shops and several functions in this part of salamis but no one calls it as a lively space. The important reasons which were brought by people for this condition are first the university which obviously makes the other part more populated by the students and therefore the functions which are located there, are next to the university and serve their daily needs and therefore are more active. The other point was the types of the shops. The density of restaurant, cafes and also boutique brands is more than here and obviously these kinds of shops are more attractive for people presence comparing to this part which are more the functional needs rather than leisure's such as a building paint shop, a TV shop or the one which is a brand of refrigerator and freezer (fig 62).



Figure 60: The majority of shops and function along this part of Salamis neither deal with the daily needs nor an attractive one (source: author)



Who comes to this part is an important question that has been explored in observations and interviews. Both men and women are the users and in different ages (fig 63). The observation does not show many students. There is no tourist present in here as there is no attraction for them. Interviewees point to presence of cars more than people in this part which could be more a vehicular path way rather than being used by pedestrians. When the people want to buy or do something in here they just come and go by their cars, not too many people can be seen walking.



Figure 61: Men and women are both the users of here (source: author)

Therefore when the interviewees have been asked about the presence of people, the responses were related to presence of the cars, and that was a kind of image of people presence in the shopkeepers mind there (fig 64). Since this part of the street is linked to the governmental offices and organizations, there are two times in the morning and evening which can be known as the most crowded times within the working days; in the mornings when the officials go to work around 8 and at the evening when they come back around 4 or 5. However this make the street more crowded, but still the street is used as just a path to reach their home or offices by cars and sometimes a few shopping.



Figure 62: A few people walk in here (source: author)

The interviewees are with the same idea that economy is not going well in this part of the street; however there were different reasons behind it such as the pointing to local economy or low people presence in here, and also there were some comparison with the Northern part of the Salamis which attracts more costumers. The other part is then more attractive for people and majorly the student that brings life to it. The brand shops and the outlets make the economy more vital there. Even the events such as *indirim*(outlet) festival is more in the other part and almost no celebration and events occur in here. The social activities are not too much observable in here and the people are tied with the area majorly for their necessary needs. Table 8 shows the social status of the S. Salamis.

Table 8: Different parameters show the social status of the S. Salamis (source: author)

	<b>Dominant user type</b>	<b>Dominant activities</b>	<b>Time of activities in the street</b>
<b>Status</b>	Local inhabitants	Functional task not leisure	From early mornings to night

### **5.2.7 Discussion on the Results of Analysis in Salamis Part**

Analyzing the different aspects of the Salamis Street confirm the initial observation in which the two parts are working in different ways and providing different social environment within the street space. The Southern part which is older involves a physical environment with many problematic issues such as unharmonious and separated building blocks. The vacant lands and buildings can also be seen too much there. These are however the similar problems for the second part. The origin of these problems along the whole street is same. The street is the product of unplanned sprawl of the Famagusta to outside of the town in North direction. The physical environment in both parts is not in a strong condition, therefore, makes a chaos view for town.

The functional problems as discussed are various such as existence of many lost spaces (vacant lands) which make undesirable spaces being as the place of rubbish or parking area. In addition to this, the unplanned mixed of commercial, recreational, industrial, and service functions disorder the street use. But it is noticeable that in the Northern part the economic condition of the uses is more prosperous. The main reason for this condition is the proximity to a big magnet which is the University. The University deals with a great portion of the town population who are the students. This magnet and the presence of students at the second part attract more shops and services to locate on there and it becomes a leisure area for students by offering many choices of restaurants, cafes and bars or significant brands of boutiques. The long distance of the Southern part from where the student lives and presence and meanwhile lack of public transportation made the first part as a place just for town inhabitants who come with their cars. The analysis

unfortunately demonstrate this fact that the walled city of the Famagusta could not strengthen the Southern part of the Salamis as it gets less active in these decades. Therefore, this is an unequal contest between the two magnets; the university as a successful active one and the Walled city as less active one for attracting the users to each part of the street. This situation can be felt as all shopkeepers of the first part who have been participated in this survey always compare there with the second part. They were not happy with the situation of there as they did not recognize it as a prosperous part. As a result the Southern part functions are not too much for leisure and the street edges there is not too much active, vice versa in the Northern part.

The social status of the salamis in the Southern part does not include vitality as its character. Arguments of the shopkeepers confirm the fact that the Southern part is more under the use of cars rather than pedestrians. For instant when they were asked about the most crowded time the answers more dealt with the presence of cars. The major users in the Southern part are the local inhabitants and in the second part the students. There is almost no tourist in both two parts as they don't have any touristic attraction. The major activity in the first part is to provide the monthly or yearly needs. This part does not provide a daily life or leisure environment too much. In contrast the Northern part is more tied with the daily life and provides a place for leisure which is alive in different times of the day and night. Therefore more social interaction can be seen in the Northern part and the environment is lively. The presence of the student and dense of functions in the Northern part push all events and ceremonies (such as outlet festivals or the

ceremonies by university) to there as well. Therefore, as an overall result the Northern part of Salamis street has been the winner in reaching to vitality.

### **5.3 Ziya Rızk1 Street in Kyrenia**

Ziya Rızk1 Street is the major commercial strip of the town of Kyrenia. Kyrenia as the third largest town of North Cyprus is a touristic destination in the island that has an antique harbor and a small university (Girne American University). The town is the center of country's tourist industry with the population around 38,000 (rounded to the nearest 1000. Census 1997).

The Ziya Rızk1 is located at the back of the historic town's harbor and starts from an important node of the town which is "Ramadan Cemil" roundabout with one way for traffic directing itself to west ends to another roundabout in the west of Kyrenia. The street has very important position in the town as the touristic area. The area as the central part of the town is a historic area and accommodating many functions such as several cafes, eateries, hotels and casinos create vitality in the town center. As discussed before, the street has been divided into two analyzing parts as there are different situation in each. In following the findings and results on the different physical, functional and social issues of the street have been reviewed (fig 63).

The street has two main visions; the historic vision in the Eastern part and the contemporary built up area in the Western part. Different urban structure in the street also adds more distinctive image to these two parts. The frontage of the buildings and the edges of the street are also in different forms in the two parts. A noticeable point is

the street gets a serious appearance change in between the two parts which make them much separated and the turning make it not visible from one to another. This change is a result of different height of the lands and also a turning in the street.

Ziya Rızk1 Street has a significant role in Kyrenia in terms of its functional position. The street is a mixed used of commercial and residential functions. The multipurpose condition of the street via different retails attracts different kinds of user to it. Moreover the proximity to the historic harbor and historic area of the town made it as touristic place. The two parts of the street have many differences in their functions and uses which give them distinctive meanings and images.

Ziya Rızk1 is recognized as a heart of the town Kyrenia. The Street involves with different people present in various activities such as shopping, eating, conversation or even just walking and watching the others. The social product of this street owes to different factors such as being in the historic center and involving with several functions. The observation as argue shows different social status in the street space in each part. The different conditions is resulting different level of activity in each part of the street.

It should be emphasized that this street involves with several users as youth and students, the local inhabitants and moreover a noticeable amount of tourists.

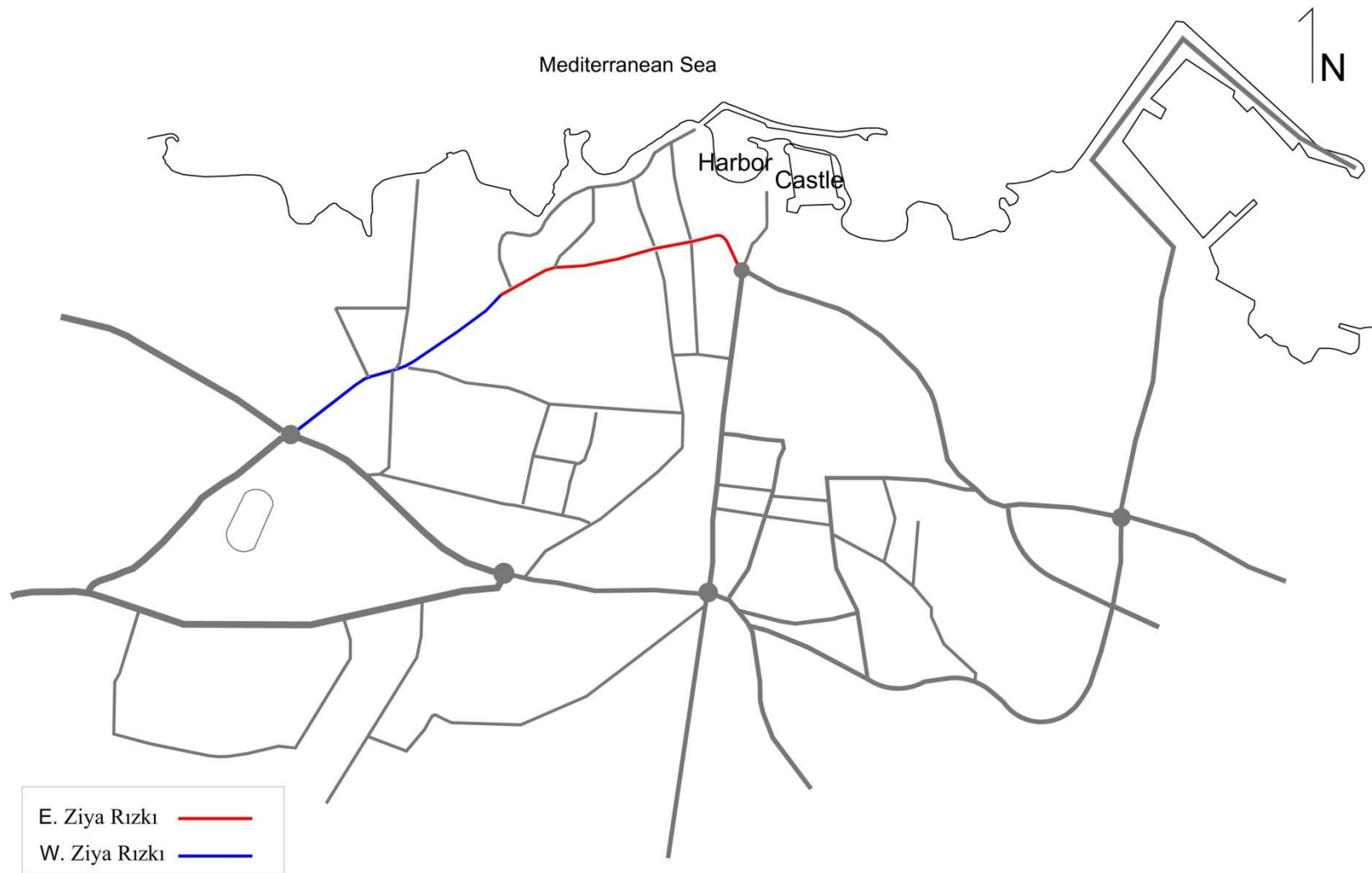


Figure 63: The location of Eastern and Western part of Ziya Rızk1 Street in Kyrenia town (source: author)

### 5.3.1 Physical Characteristics of the Eastern Part

The Eastern part of the street as stated in this thesis refers to one which starts with a turning from the Ramadan Cemil roundabout up to a soft turning near the Tourism Park which is about the middle of the whole street. The roundabout is an imageable inviting point for this street as it located in the center of the town with important town functions such as municipality, a park and transportation node, meanwhile the dense of cafes and restaurants at this point adds to the character of it. This place is also an entrance to the historic harbor (fig 67).

The urban form in this part comprises dense urban fabric majorly with one and two stories buildings (fig 66&68). The street benefits form the continuity of the buildings in an adjacent system condition. The buildings of this part are majorly historic buildings with the local materials of yellow stone or white plastering. The unified heights and similar materials of the buildings make harmony in the street appearance. Having no vacant land is strength in this part however there are a few unused building in the street.



Figure 64: The historic buildings with similar heights and materials along the street (source: author)



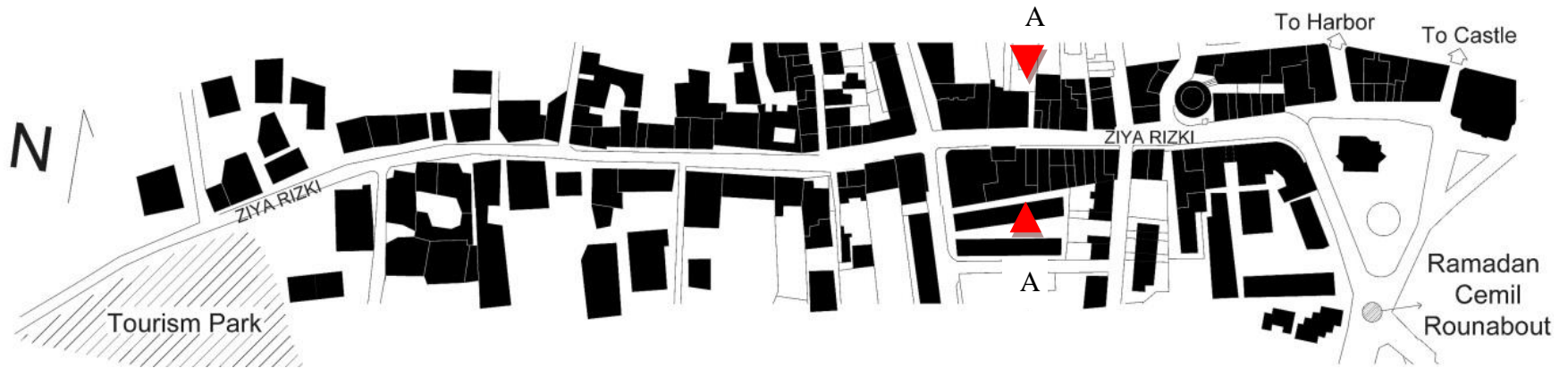


Figure 65: The map of the E. Ziya Rızkî (drawn by author)

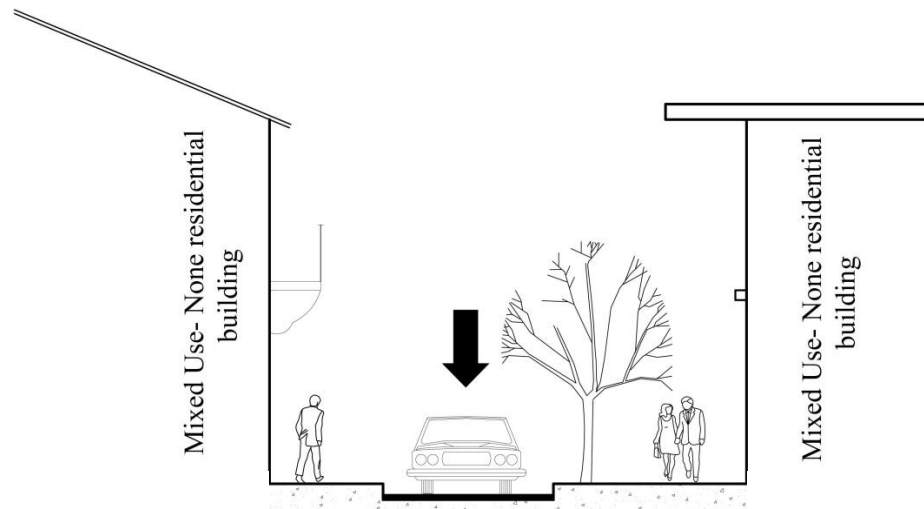


Figure 66: E. Ziya Rızkî section (A-A), looking east (drawn by author)

Sidewalks in this part are in an organized way with proper material but as it is a part of historic area the narrow spaces partially caused narrow sidewalks in the street and most of the people (72%) still argue it is inefficient. The vehicles however are not banned in this part but they are limited in a slow line with three meters width which makes the street more comfortable for pedestrian meanwhile accessible to cars (fig 69).



Figure 67: Slow line for cars as a respect to pedestrian (source: author)

There is no specific path allocated to the bikes in here however the major of the people (65%) do not consider it as a problem here and moreover a few people ride here. The maintenance of physical environment seems to be good but the shopkeepers do not agree as they demand more. They argue these are us who do many maintenance issues and fix things here. Lack of sufficient street lighting in the night time is the concern of more than 50% of the people in here. Table 9 shows the finalized major physical problems here.

Table 9: The major physical problems in the E. Ziya Rızk1 (source: author)

<b>The major physical problems in the E. Ziya Rızk1</b>	
<b>1.</b>	Existence of some newly constructed buildings with no respect to the major character of the street
<b>2.</b>	Low maintenance from municipality side (as interviewees argued)
<b>3.</b>	Partial problems of sidewalks-narrow width
<b>4.</b>	Lack of bicycle path as it is a major street of the town

### 5.3.2 Functional Characteristics of the Eastern Part

The Eastern part of the street includes many commercial functions such as boutiques, cafes and restaurants, different services and agencies, betting clubs, hotel and casinos. Residential units are however in the first part is more in the back of the street (fig 70).



Figure 68: The mixed uses condition functional in the first part of the street (source: author)

The mixed used condition of here provide an attraction for visitors of the area and it is very usual that the tourists came to see the historic area and harbor also come and walk in this street. Figure 71 exhibit the land use map for this part. The starting point of the street is also an entrance to the antique harbor which is in a close distance to it.

People majorly (53%) believe the fact that there are different choices of shops, cafes and restaurants in here. The street doesn't offer many choices of cultural facilities as there is just one bookstore and a few art galleries in here. The accessibility of the area is sufficient but the public transportation vice versa. 76% of the people agree that there are not different choices of transportation available in here. The area is under a good economic condition and working actively in the town. Most of the interviewees agreed that there is a good economic condition in this street. However they would have better situation during the time that tourists are more here.

The street is an attractive path to walk through as there are various kinds of shops along it. The beginning of the street however is different which occupied by more restaurant and cafes and is more a place to stop and sit for a while. As a result, the whole part benefits of a lively atmosphere as a special condition comparing to the other streets as the people argued. The street edges in here are very active (72%) during the day time (fig 72), however this amount decrease to a very low one (23%) in the night time (fig 73 and Table 11). Table 10 shows the finalized major physical problems here.

Table 10: The major functional problems in the E. Ziya Rızk1 (source: author)

	<b>The major functional problems in the E. Ziya Rızk1</b>
<b>1.</b>	Lack of night life facilities along this part of the street
<b>2.</b>	Sidewalks don't function well enough to provide the satisfactions of the pedestrians (as argued by people)
<b>3.</b>	Low number of cultural facilities

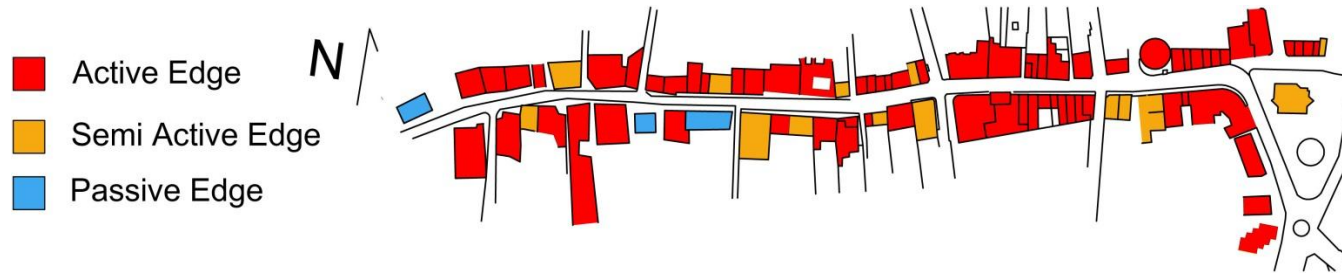


Figure 69: Activity in the edges, day time (source: author)

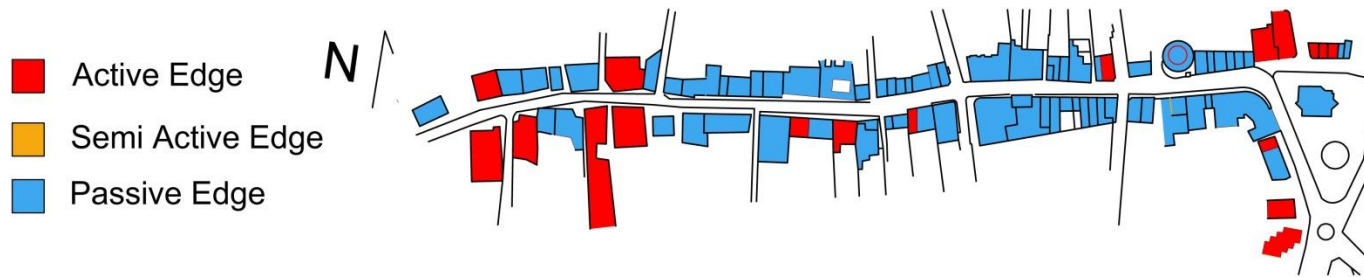


Figure 70: Activity in the edges, night time (source: author)

Table 11: Activity measurement in the second part of Ziya Rızkî Street (source: author)

Activity measurement in the second part of Ziya Rızkî Street			
	Active Edges	Semi Active Edges	Passive Edges
Day time	72%	17%	11%
Night time	23%	%	77%

### **5.3.3 A Social Survey on the Eastern Part**

This part of the street is lively. Some of the interviewees believed that this is a lively street and many people come here and pointed that parking place cannot be easily found along the street. The rest of them were with the idea of medium level. However nobody called it as a silent place. The first part of the street is used by both genders and different ages (fig 74). The shopkeepers as the permanent users in the street confirm the issue that this part is a lively part and the people presence and pedestrian flow are evident here. Both observation and interview confirm that tourists are very much seen in here. This area is be liked by the users as they (82.8%) in generally like this area to come and use or to see their friends here. The noticeable amount (89.7%) of the people recognized this part as a good place in order to bring their guests for visiting here and all (100%) of them believe that their guests would enjoy here.

This part is a historic area near the attractive harbor and meanwhile having various commercial functions that made it more active. Walking along this street is a part of the visitor plan even if they don't do shopping in it. Presence of the student is also observed here and as the shopkeepers argued, depending on the season the students also come and use here. But as argued it appears that the local inhabitants are not involved with the street life too much, one reason is having no parking area as mentioned. The dominant group in this area is the family group (fig 75). Young groups are also present but in lower rate.



Figure 71: different genders and ages are the users of this part (source: author)



Figure 72: Family groups are dominant group (source: author)

The interviewees' argument shows that different people presence is something that depends on the season of the year. In the school seasons there are more students here (fall, winter and spring), but the tourist are more in the summer time.

The time of the people present is various in this street. The observations show the more people from late morning up to evening. The active and vital time according to the

shopkeepers' arguments is in late morning and evenings. The fact is as the weather is better the more people come and use it. This shopping street gets an inverse condition in the nights as the street gets inactive. This condition is result of many things such as working time for the shops which ends in the evenings, having not too many residential in the edge of the street in the first part and also the type of the functions which are more retails rather than restaurant along the street (except in the beginning). The weekdays and weekends are both the time for using here as the majority (72.4%) use here in different days of the week.

The activities by the users also have diverse types. The majority (58.6%) of the people do shopping and window shopping in here, less people (37.9%) aims to use the cafes and restaurants and the minority (3.4%) use the casinos and betting clubs. This is noticeable that there are different activities and use in this street as the street is a multipurpose one. The street is not a place to stop and sit except in the beginning near the municipality where there are some cafes and a park. Some people do passing their time by walking in the street space as seen in the observation. The social activities are also evident here as the majority (75.9%) argue there are different interaction such as greeting, conversation, communal activities or passive contact such as simply seeing and hearing other people.

The street life in here deals with cultural events and celebrations such as the celebration by Girne American University of some outlet festivals. But the shopkeepers don't think they are in sufficient number and demand more as this kind of events have obviously a good effect on the economy of the street.



Table 12: Different parameters show the social status of the street space (source: author)

<b>The social status for street space in the Eastern part of Ziya Rızk1 street</b>					
	<b>Dominant user type</b>	<b>Dominant social group</b>	<b>Dominant activities</b>	<b>Time of activities in the street</b>	<b>The most vital time of the street during a day</b>
<b>Status</b>	Tourists	Family groups	Shopping or window shopping	From morning to evening	Late mornings and evenings

### **5.3.4 Physical Characteristics of the Western Part**

The Western part of Ziya Rızk1 in this thesis refers to the one that starts from a soft turning in the middle of the street near the Tourism Park up to a roundabout at the end of street in west. This part is completely different from the first one due to different physical environments as in the second part the buildings are more recent and have been built in contemporary period. Enclosure in the second part is not as much as the first and the street in here does not provide a sufficient human scale and enclosure (fig 76&77). In addition the unified condition of the first part changes into a diverse heights and materials in the façade in the second part. The buildings are also not attached as they left a space in between their border to next building which in its own decrease the continuity of the street facade. The other problematic issue is that the buildings are not necessarily following the street pattern and many buildings can be seen with different degrees stand along the street. This somehow caused many breaking points in the street line and façade as well (fig 78).

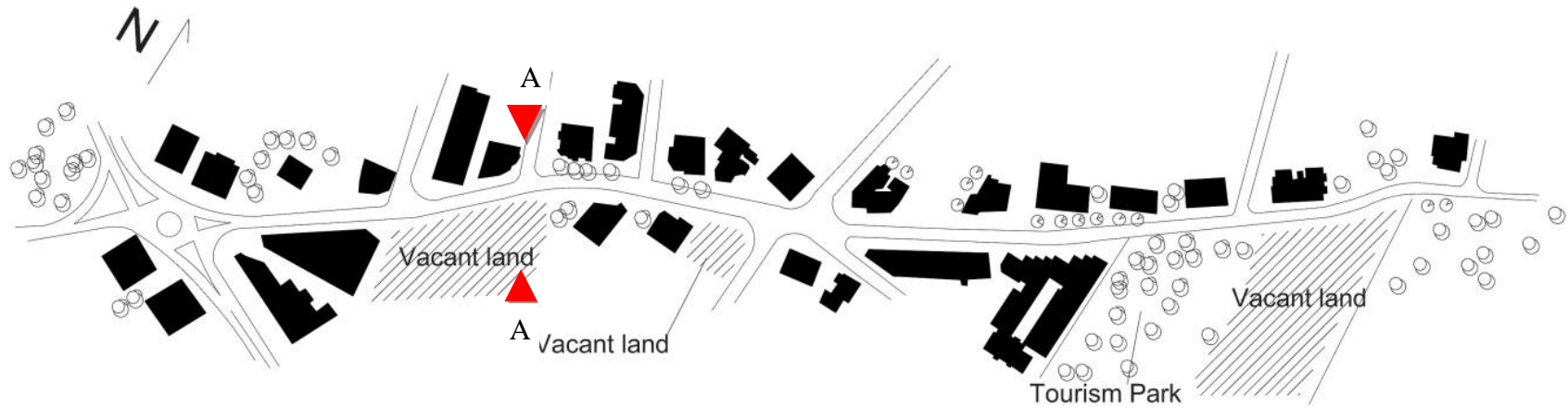


Figure 73: Map of the W. Ziya Rızk1 (drawn by author)

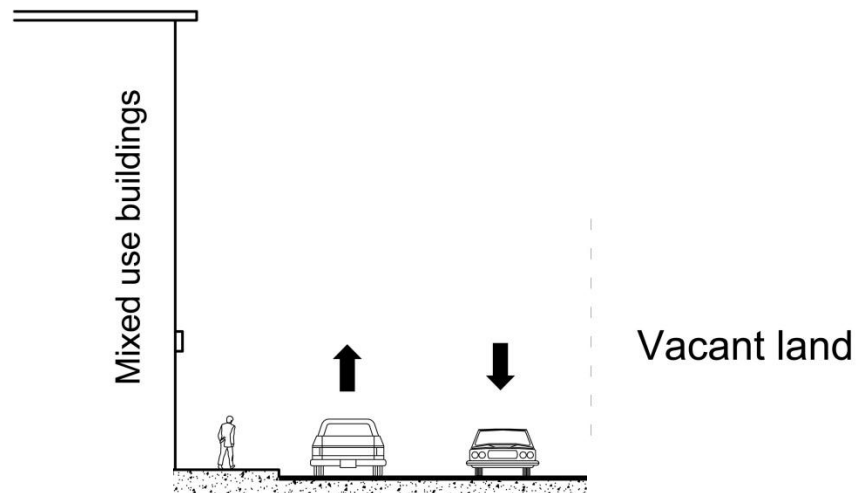


Figure 74: W. Ziya Rızk1 section A-A, looking east (drawn by author)



Figure 75: Many buildings are separated from each other in this part (source: author)

The vacant lands are a major problem in this part in contrary to the Eastern part (fig79). In here part many lands are left over without occupation which make a chaos view in street space and obviously decrease the enclosure. The two major ones are one near the Tourism Park and another near the western roundabout as can be seen in the street map. The sidewalks are not as good as in another part as the level and material changing has weakened them. No bicycle path is also evident here. Table 12 shows the major physical problems of this part in a finalized way.



Figure 76: Vacant lands as a major problem in the western part (source: author)

Table 12: The major physical problems in the W. Ziya Rızk1 (source: author)

	<b>The major physical problems in the W. Ziya Rızk1</b>
<b>1.</b>	Existence of inharmonious buildings
<b>2.</b>	Low street enclosure
<b>3.</b>	Low maintenance from municipality side
<b>4.</b>	Existence of many vacant lands
<b>5.</b>	Problematic sidewalks
<b>6.</b>	Lack of bicycle path as it is a major street of the town
<b>7.</b>	A separation distance between each two building ruins continuity of the street façade
<b>8.</b>	Different degree of the buildings mass in facing to the street line

### **5.3.5 Functional Characteristics of the Western Part**

The Western part of Ziya Rızk1 Street is really in different functional condition comparing with the first one. In here the street gets more residential character however still it has commercials in the ground floor as well (fig 81). The Western part however deals with everyday life. The uses are such as boutiques, beauty salons, supermarkets, restaurants and ext. But it appears that this part is not as crowded and active as in another part. The weak changing in the beginning of this part does not invite the users from the other part into here. Figure 80 shows the land use map for this part.



Figure 77: The mix of commercial and residential in the second part (source: author)

This part of the street as shopkeepers argued is not a place for leisure as the first part but it is used for daily task and needs. There are many functioning problem as a matter of physical environment such as vacant lands. The vacant lands happened in a large area near the street edges. Apparently they are the place of rubbish or maximum an informal place for car parking (fig 83). Another problem is a banned military zone along the street (fig 82). This banned zone is in the middle of the Whole Street, a little after where the second part starts. This forbidden zone make an inactive and undesirable edge as there is no visual and nor physical access form the street to this land and does not provide any image in the people mind.



Figure 78: The military banned area in the second part (source: author)



Figure 79: Vacant land being used for rubbish or as parking area (source: author)

It is to be noted that this part is not providing a good spaces for pedestrian flow as it does not provide a good enclosure and nor good sidewalks along it however this part is wider than the Eastern part which allows cars to move in the two sides. Here, the shopkeepers in contrast with the first parts argued that there is not a prosperous economic condition processing in here. However, the season is an effective factor but they recognize this part as less active in terms of economic condition in comparison to the other one. The active edges in this edge are much less than the other part (37%) and it also decrease to lower amount in the night (14%) (fig84&85 and table 13). Table 14 shows the functional problems of this part of the street.

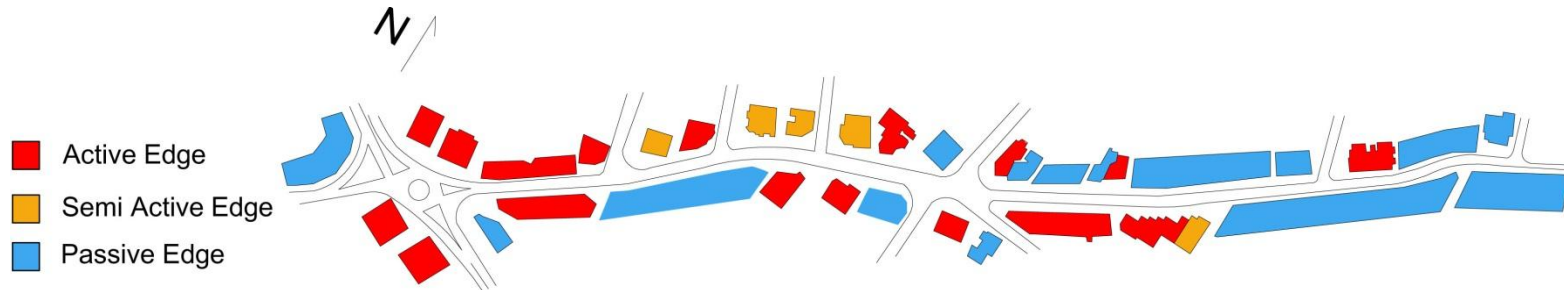


Figure 80: Activity in the edges, day time (source: author)

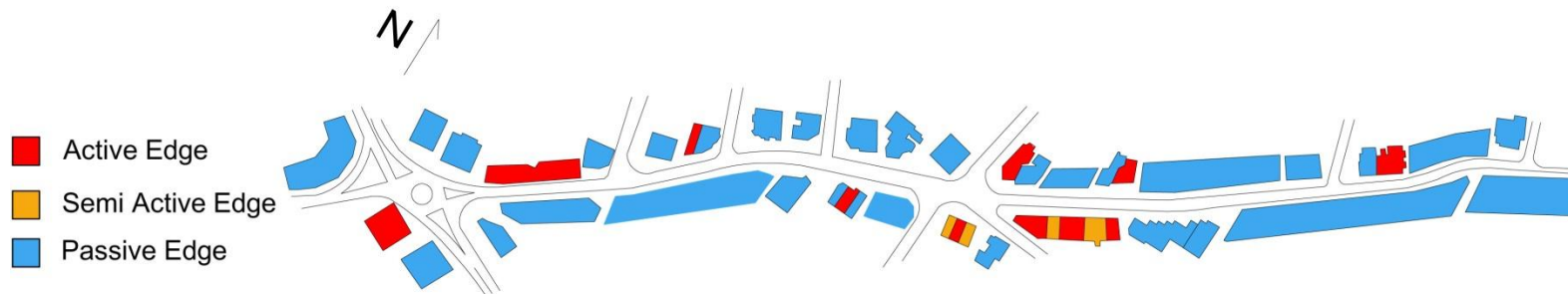


Figure 81: Activity in the edges, night time (source: author)

Table 13: Activity measurement in the second part of Ziya Rızkí Street (source: author)

Activity measurement in the second part of Ziya Rızkí Street			
	Active Edges	Semi Active Edges	Passive Edges
Day time	37 %	12%	51%
Night time	14%	3%	83%

Table 14: The major functional problems in the W. Ziya Rızk1 (source: author)

<b>The major functional problems in the W. Ziya Rızk1</b>	
<b>1.</b>	Lack of leisure functions
<b>2.</b>	Sidewalks don't function well enough to provide the satisfactions of the pedestrians
<b>3.</b>	Low number of cultural facilities
<b>4.</b>	The vacant lands and the banned military zone make inactive edges
<b>5.</b>	Economic condition is not prosperous here
<b>6.</b>	Lack of night life functions and existence many inactive edges in the night time

### **5.3.6 A Social Survey on the Western Part**

The social condition in the Western part is with a big difference both in the user type and activity. Some of the interviewees were with the idea that this part of the street is not a lively one, and the rest consider the whole street as a lively one which means that this sense is more at the first part of it, nearer to Harbor and the second part is in an average level. They pointed to the gaps near the tourism park which make the street into two parts and make it somehow separated from each other, not too many visitors would know that there are more shops up there after a turning and also banned military zone in addition to the vacant lands over there. Therefore the second part of the street missed the visitors and users that have come to near the harbor.

The people presence in the Western part of the street is in average level, and the interviewees were agreed that the first part is more crowded. It seems that the second part is used more for daily needs and functional tasks and not too much for leisure. Both women and men (with different ages) are as the users of this part and there is not too much difference in the gender types who come and use this part (fig 86).





Figure 82: Different genders but mostly the local inhabitants (source: author)

The shopkeepers consider the locals, youth and student as users that can be seen here often. They pointed to a nearby school which causes the student flow in this part of the street, and they argued that the tourists and visitors are in lower portion comparing with the first part. This shows an invert condition in comparison with the first part where the users are more tourists and visitors, as the locals are more here. The people argued that they could see more British people here but nowadays they are less in number.

The time of people presence was distributed from the morning to the evening but it was reported by interviewees that it is more in the evening from 4 to 6. They also pointed to school ending time and presence of the people who live around that comes for their daily needs here.

Almost all the interviewees argued that this part has no attraction, and it is just the daily life which is in progress in here, there is no event and they call it as a boring space. They point to the attractive harbor and facilities at the Eastern part which is far from the Western part and apparently cannot have effect in here. In the Western

part however there is a park (Tourism Park) but it is still not a big attraction comparing to the harbor there. Social interaction is not in a high level in here and this part does not involve with vitality. Table 15 shows the social status of street space here.

Table 15: different parameters show the social status of the street space (source: author)

	<b>Dominant user type</b>	<b>Dominant activities</b>	<b>Time of activities in the street</b>
<b>Status</b>	Local inhabitants	Doing daily things	From early mornings to night

### **5.3.7 Discussion on the Results of Analysis in Ziya Rızkî Street**

Ziya Rızkî Street in Kyrenia is a lively street however the situation is not constant from the Eastern part into the Western part. Firstly, the physical environments within the two parts have different features as in the first part it is a part of historic context with attached building blocks and somehow continuity in the facades and harmony of heights and materials with almost no vacant land. But in the Western part the contemporary detached building blocks without any respect to human enclosure or street continuity are placed in different forms and heights. The vacant lands are of the serious problems in the urban structure of this part.

The functional environment of the street is in a mixed condition. The street provides different retails, services and facilities in the town and is considered as an active center for it. The Eastern part is in a close distance to an important touristic attraction which is the antique harbor. The Eastern part as a proximate space to the touristic destination provides an active shopping street for the visitors by offering different

shops along it. Not too many residential units facing to the first part of the street. This issue and moreover the ending time of the shops make the street less active in the nights. But the active edges and variety in the functions make it crowded during the working time. In the Western part however the situation is different. The existence of many vacant lands makes a serious problem as they are used for parking. The mixed way of functions does not offer many choices of leisure and are just used for daily tasks of the inhabitants. Getting far from the historic attraction and the harbor with all changes in the functional characters make the Western part out of reach for the tourists. This part apparently is not lively as the first one.

The users of the Eastern part are both tourists and students and a few locals. However the tourists are more evident here. But in the Western part these are the local inhabitants present more. The situation in the street is not a lively one during the night except in the beginning of the Eastern part where cafes and restaurants make it alive. More people and more interactions are evident in the Eastern part. The active edges and proximity to the harbor are of the main reasons. Unfortunately noting attractive could balance the social condition from the beginning of the street into the second part as the placement of the magnet at the beginning. Therefore these parts cannot contest equally to attract the users inside themselves. These differences affected in occurring more periodic events such as the ceremonies and festivals in the livelier part as well. A comparison kind of speech in the shopkeeper argument of the Western part reveal that they are aware of this situation meanwhile they are not satisfied with the economic condition as their shops are less prosperous than the other past. The Ziya Rızk1 Street therefore has reached to a vitality degree only in the Eastern part of it and provides a lively environment.

## **Chapter 6**

### **CONCLUSION**

What can be concluded from reviewing the meanings and definitions about urban public space is their most significant characters with which they are distinguished from other spaces. These characters however are common; significantly as argued they are an accessible ground people. These accessible grounds are the places for public use and actions and they are controlled by a public agency and are for people interest. They could majorly be streets and squares within the cities.

The public spaces have many features and roles as they provide a framework for people life. The social role of public space is then an important role as the people use them for passive and active engagement to the space. They have the mission for providing a ground for social interaction meanwhile responding to the very basic needs of man. Conversations, greeting, being among the others or even just passing the time in a public environment are of the examples.

Vitality as a degree of success in the street space refers to those streets that go beyond the basic needs of people and offering the choices of interaction for people. They are attractive streets in which the presence of people adds to this attraction and still attracts more people. With having the basic quality of accessibility, safety and equity the street increase the opportunity of being a vital one however the elements of vitality are tied with a complex of reasons and aspects. Very importantly a vital

street exhibit people present or pedestrian flows, all day long activities and active edges as the significant elements within the street space. The vital streets collectively are healthy and safe for people.

A street could have different degrees of vitality depending on specific factors. As much as its elements are in a higher level the vitality would be in higher level, therefore, the degree of vitality is directly related to the degree that its elements are evident. Reviewing the three successful examples in vitality shows that these streets are benefiting of having a high degree of these elements at different levels under the effect of different factors being social, physical and functional. One main common criteria behind their high level of vitality is the functional and physical quality of space. The case studies however are not working in a high level as much as how it is in the examples mainly due to the lack of spatial quality, but they are still benefiting a vital situation in some parts due to several reasons as discussed in chapter five and summarized below.

Investigation on two Cypriot towns shows that the Salamis Street in Famagusta and Ziya Rızk1 in Kyrenia in general provide a vital urban environment. The reasons behind this situation vary in each case however there are also common ones. Good accessibility and safety are evident in both cases. Salamis is active owing to the presence of students meanwhile the vitality in Ziya Rızk1 is a result of tourists and visitors. It should be noticed that not all parts of the two aforementioned streets are vital as there are two different conditions within them. In one part they involve with a lively environment while in the other part the environment becomes less active. This is common for both streets. The location of an important magnet (EMU in Salamis and historic harbor in Ziya Rızk1) is the main generator for this situation. It

has been found out that the physical and functional environment in Salamis suffering from a range of weaknesses but interestingly still there is vitality in one part based on the presence of student and housing complex. The university as a major magnet attracts not only the students but also many other functions, facilities and services around. This density of the facilities leaves the other part less active and provide a leisure space for the students and youths. This situation is exactly happened in Ziya Rızk1 with the difference that the harbor plays the same role there. This attraction somehow drags the facilities and melts the farther part in a less active condition. This could be a same phenomenon in both cases. The low active parts in each case however are still used by people but in a low degree comparing to the vital parts.

The functional analysis shows that Ziya Rızk1 is not very active at the nights as there is no housing there, and tourists abandon the area by nights. In contrary Salamis street is also vital at nights due to the presence of residential apartments in a continuous manner. The analysis in the two streets shows the importance of having residential function in the street for creating vitality, as they are always provide a degree of people presence in the street and expand the duration of people activity. This was also an evident factor in creating vitality in both days and nights in the examples, significantly Newbury Street as discussed.

Both streets in their livelier parts are benefiting of having people presence, and different types of activity including the leisure one. The active edges of the two streets also support this situation and increase the vitality. The aforementioned differences such as existence of residential function, different user types (students or tourists) or different activity time of the functions along the street are of the factors that affect the vitality duration in the two streets.

In fact not any two streets work in a same condition for producing vitality but the significant result may be with having vitality in a street that means having more attractive and successful space which promote the urban life of its people at least one step further from the position they are in. The findings of this thesis provide a channel for better understanding of the interconnections among different dimensions of an urban public space such as physical, functional and social. The findings of this research show that there is an overall degree of vitality in spite of many weaknesses in the physical and functional issues in both streets. This also shows that a street can be vital even with many physical and functional problems (as there are in the cases), but surely this would not be a high level of vitality. From the place making perspective it can be ensured that enhancing the qualities of a street could only increase the probability of vitality within it and not guarantee it. This argument is however in contrary with the Gehl (1987) theory in which argued that upon reaching to high quality of street, social activities will be evident. Moreover the importance of having residential units or a big magnet for creating vitality is the lessons out of this research. This is to be noted that urban designer and planner can increase the probability of having a proper social condition by the lessons getting from different cases and the social issues does not have a quantitative nature in order to be reached via a rigid formula. Complexity is their nature as many issues can affect them and by interlocking different matters we may experience a new phenomenon which highlights the empirical and contextual essence of them.

The findings of this thesis are a new beginning for further researches for instant by exploring the reason behind the absent of tourist in Salamis street or low amount of locals in Ziya Rızkı.

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## **APPENDIX**

### Sample of Questionnaire:

1-Why do you use this street

- I use this street frequently just as a path to walk
- I come and use this street mainly because I live here
- I come and use this street mainly because I work here
- I come here mainly to shop in the stores/shops
- I come here mainly because I use its bars, cafes and restaurants
- I use this street mainly for various purposes, because of its variety of shops, restaurants and cafes and spaces

2-What kind of facilities/services do you use more in this street?

- Cafes, bars and restaurants
- Shops
- Casinos and betting clubs

3-Please name some of the specific places at this street that you go and use more?  
(Such as particular shops, brand or café or location)

4-How often do you come in Salamis/Zia Rızk1 Street and use its spaces and facilities?

- Daily
- Weekly
- Monthly

5-When do you come and use this street space in a week?

- Weekdays
- Weekends
- Sometimes at weekend sometimes in weekdays

6-What times of the day do you use this street more?

- Morning time (8:00AM-12:00 PM)
- Afternoon (12:00 PM - 8:00 PM)
- Evening time (06:00 PM - 11:00 PM)

7-Do you mostly go to this street individually or in group?

- I mostly go and use this street individually
- I mostly go and use this street in group

Sometimes individually, sometimes in group

8-Is this a place where you like to meet your friends?

Yes  No

9-Do you bring your guests to see this place?

Yes  No

10- (If yes) Do your guests enjoy (or seem to enjoy) this place?

Yes  No

11-Do you use this street regularly and by choice?

Yes  No

12- Do you think there is any function (such as a particular shop or a place) which is not in harmony with the others in this street?

Yes  No

12 a- if so please mention and explain why

13- Please tick any problem you think exists in following:

13a-Lack of public transportation facilities

13b-Pollution and dirt in street space

13c-Noise

13d-Over crowdedness

13e-Lack of street lighting

13f-high speed traffic

13g-Lack of safety during day time

13h-Lack of safety during night time

13i-limited accessibility

13j-inappropriate location in the city

13k- inefficient sidewalks:

- Narrow

- Poor quality of pavement materials

- Lack of landscape

- Lack of sitting elements

- Lack of shading elements

13l-lack of spaces for gathering outdoors

13m-Lack of a lively atmosphere

13n-Poor quality architecture and lack of magnet buildings along the street

13o-Lack of bicycle paths

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14-Are there different choices of transportation facilities in the area?

Yes  No

15-Are there different choices of shops, cafes and restaurants in this street?

Yes  No

16-Do we have social interaction here such as greeting, conversation, communal activities or passive contact such as simply seeing and hearing other people

Yes  No

17-Are there choices of cultural functions in this street?

Cinema

Bookstore

Theater

Museum or art center

Art or cultural center

18-In general do you like this place as a place for spending the time?

Yes  No

**Sample of the Interview:**

1-Does many people come in and around this street across different times of day and night? Please Explain.

2-Are the facilities in this street attractive for people? Please Explain.

3-Are the maintenance of this street efficient? Please Explain.

4-Are there sufficient number of cultural events and celebrations in this street over the year? Please Explain.

5-Do you think it is as a lively street? Please Explain.

6-How is the safety of this street in days and nights, do we have crime in here? Please Explain.

7-What kinds of people come to this street more (in terms of different genders, ages)? And also according to following category of: Please Explain.

-students

-tourists

-residents

8-When do you think this street is frequented more (morning, afternoon or evening)? Please Explain.

9-Do you know a specific time at which many people use this street? Please Explain.

10-Is the economic business going well in this street? Are the shops and restaurants here prosperous? Please Explain.