

**A Study on the Development of Livable City Centres:
The Case of Famagusta, North Cyprus**

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ABSTRACT

The concern about the livability in urban spaces has led to an increasing interest in findings from analyses aiming to quantify livability in particular places such as city centres. As city centres have always been known by their functions, activities and social interactions in traditional cities, today with the effect of fast urbanization and uncontrolled growth of cities toward outwards of cities, also changing types of life style, we lose the meaning and use of the concept of city centre in many cases. In addition, many cities become too dependent on the industry sector, and therefore city centres are left without adequate diversity, which led to the loss of the livability of city centres. This study aims to focus on the characteristics of city centres and the main factors to achieve parameters of livability of the city centre and propose a strategy to achieve a livable city centre in case of Famagusta, North Cyprus. The thesis first presents a brief summary of the research methodology, second, reviews the literature in order to provide a theoretical background for understanding the concept of livable city centres, third, reviews the evolution of city centres, fourth, reviews livable city centre examples from the world, and finally, presents and interprets the results of the user survey carried out by the candidate within the city of Famagusta, in order to provide a clear understanding of people's views about their city and its centre . The study contributes some experiential evidence to investigate the claim benefits and deficiencies in terms of effects of physical, social and economic parameter on the overall perception of livability of the residents in central areas. The research methodology includes literature review, data collection from both qualitative and quantitative analysis, user survey and observations.

Keywords: City centre, Livable city centre, User survey, Famagusta

ÖZ

Kent alanlarının yaşanabilirliği ile ilgili endişeler, kent merkezi gibi kent alanlarının yaşanabilirliği ile ilgili araştırma sonuçlarına ve analizlerine olan ilginin artmasına neden olmuştur. Geleneksel kentlerde işlevleri, etkinlikleri ve sosyal etkileşimleri ile odak noktası olan kent merkezleri, hızlı kentleşme, denetimsiz büyüme ve yaşam tarzındaki değişimler nedeniyle, modern kentlerde anlamını ve işlevini gittikçe yitirmektedir. Bunun ötesinde, birçok kentin endüstri sektörüne bağımlı hale gelmesi ve kent merkezlerinin yeterli çeşitliliğe sahip olmaması nedeniyle kentten kentten uzaklaşmakta ve yaşanabilirlik azalmaktadır. Bu çalışma, kent merkezi kavramına, özelliklerine ve kent merkezlerinde yaşanabilirliği sağlamak için gerekli temel etkenlere yoğunlaşmakta, ve Gazimağusa kentinin (Kuzey Kıbrıs) kent merkezinde yaşanabilirliği artırmak için bir strateji geliştirmeyi amaçlamaktadır. Bu çalışma, ilk olarak kullanılan araştırma yöntemini tanıtır, ikinci olarak yaşanabilir kent merkezlerinin kavramını anlamak için bir teorik altyapı sağlamak üzere literatürü gözden geçirir, üçüncü olarak kent merkezlerinin tarih içindeki evrimini açıklar, dördüncü olarak dünyadan yaşanabilir kent merkezi örneklerini değerlendirir, ve son olarak, adayın Gazimağusa'da ikamet eden kullanıcılarla yaptığı anket sonuçlarını sunar ve yorumlar. Bu kullanıcı araştırmasıyla, Gazimağusa'da ikamet eden kişilerin, kent merkezi ve genel kent özellikleri ile ilgili görüşleri saptanmış olup, merkezi alanlarda yaşayanların, fiziki, sosyal ve ekonomik bakımdan eksiklikler ve faydalarla birlikte yaşanabilirlikle ilgili algılarına yönelik bazı deneysel kanıtları ortaya konmaktadır. Araştırma yöntemi, literatür taraması, nicel ve nitel analiz yoluyla veri toplanması, kullanıcı anketi ve gözlem tekniklerini içermektedir.

Anahtar Kelimeler: Kent merkezi, Yaşanabilir kent merkezi, Kullanıcı Anketi, Gazimağusa.

To My Mother and Father

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Chapter 1

INTRODUCTION

This chapter will explore the conceptual and methodological aspects, define the problems, the main aim and relative objectives, and introduce the process of the research and its methodology.

1.1 Background to the Study

In the last decades, the process of urbanization and follow on, urban growth has had huge effects on cities from physical, economic, social and political aspects. As Handerson and Gun Wang (2007) mentioned; “Urbanization has three inter-related dimensions that the literature studies: changes in the size distribution of cities (Eaton and Eckstein, 1997; Dobkins and Ioannides, 2001), growth in individual city population sizes (Glaeser et al., 1995; Black and Henderson, 2003), and growth in city numbers (Dobkins and Ioannides, 2001; Black and Henderson, 2003).” Also, according to UPATⁱ (2011); “the current world population in cities is growing at an unprecedented rate. They found out that half of the world’s population is living inside the city centres and the research predicts that the growth will continue to rise by 5 million in 2030.” Consequently, as urbanization has had strong influences on growth process, the growth has an interaction on urbanization in terms of production and population agglomeration (Black and Henderson, 1999). In this turn, the cities should be bigger and provide better living infrastructure for their inhabitants. The rise of urban

ⁱ UPAT (Urban Planning Advisory Team). (2011). the International Society of City and Regional Planners (ISOCARP).

growth has directed attention to the centralized and decentralized forms of development. This matter supports a strong meaning of (urban) centrality. Central areas in cities “are reclaiming their prominence as the focus of business, culture, and entertainment” (Paumier, 2004), which called city centres or downtown (in US).

City centres are distinctive places in cities (Gruen, 1964; Gratz & Mintz, 1998; Rypkema, 2003). Normally they coincide with historic districts, constitute the centre of communities and are forums for civic life, but their main characteristic is that they are multifunctional places. Also a city centre is more than urban fabric and architecture; it is also a place where people live, work, shop, dine, go for recreation, or see and can be seen. City centres have their own local idiosyncrasies, but when they start losing the ability to attract investment and maintain their vitality, it is an indication that urban policies need to be reviewed and modified (Birch, 2002; Balsas, 2004). As the origins of the city centres, we can mention Agora and Forum. Historically, city centres have functioned primarily as marketplaces for commerce and trade, but this situation has changed dramatically over time. Today; new retail formats, such as shopping centres and hypermarkets, have emerged in more peripheral locations of the metropolitan areas. City centres are no longer the hegemonic commercial centres of previous eras. They now have to compete with other activity centres, but they can only remain livable if they reinforce their uniqueness and sense of place, which come from their public space and the organic mix of diverse uses (Domingues, 2001, 2002; Portas, 2001). They should diversify their anchors (entertainment venues, public markets, retail stores, cafes, restaurants, etc.), not only to attract people to city centres, but also to keep them there at different times of the day and different days of the week (Lynch, 1972). In addition, city centres should cater to multiple publics and different ages in

order to keep their social and economic cohesion (Fainstein, 2000; Larsen et al., 2004). Paumier, 2004 noted that; "a well-designed and well-managed public realm evokes community pride and create a strong and diversified economic marketplace, attract the development investment needed to sustain and enhance the economic and social heart of the city."

1.2 Research Problem Statement

A City centre has always been known by its functions, activities and also social interactions in traditional cities. During the last decades, changes in transportation, land use, and economy had wretched effects on city centres. Also, many cities become too reliant on the industry sector, and leaving them without adequate business diversity, which contributed to the loss of many city centres. Lack of concentration, intensity of uses and organizing structure, also changes in city centre's market composition and physical characters are the basic problems which contributes to loss of vitality and livability in city centres.

Therefore, lack of experiential livable city centre in case of Famagusta is the major concern of this study; that is to say, city centres with the loss of retail and residential uses, also lack of specialized facilities such as hospital, government, cultural and educational, sport courts, meeting places, professional offices and financial services, and all the dynamic facilities have not been known as a livable city centre.

1.3 Research Aim and Objectives

Recently many city governments around the world according to spread of cities, looking for some solution to enhance central area livability and attract people to the city centre. The main aim of this research has focused on the characteristics of city

centres and the main factors of livability of the city centre and propose a strategy to achieve a livable city centre in case of Famagusta.

Toward the main aim, the objectives of this study are first to find out the reason why recently, the city centres lost their meaning and function in many cities, secondly to understand the historic and current meaning of the city centre and the effects of technology and modernism on the activities of the city centre, and finally to find out the factors to create 'a vibrant and livable city centre' within modernist age.

1.4 Research Methodology

This research is a case study research majorly with both qualitative and quantitative approach. It involves a mixed-method strategy;

Initially the first part of the research is based on theoretical and survey methods, as it reviews definitions of origin of the city centre in historic context and its livability and also the current meaning of the city centre. This part will involve theoretical work through documents on previous studies and examples which are related with the general subject.

The second part of the research is the case study, in which a detailed analysis and data collection on the case (Famagusta city) will be tracked down through questionnaires, observations, and site analysis.

1.5 Structure of the Thesis

In line with the research objectives of the thesis, this research is made up of seven main chapters. Following the Introductory chapter, Chapter two will explain about understanding the concept of city centre which hold out a theoretical review on the

concept and influence factors of the “City centre”. Chapter three will investigate the general explanations about the history and development of the city centre from the origin ones (Agora and Forum) until contemporary era. In line with the previous section chapter four will continue the theoretical review of this research likewise; it declare the meaning of the livability and livable city centre from different aspects of physical, social, economic. Chapter five will assess the theoretical review of the livable and successful city centres in the cities of developing countries. Chapter six comprised a brief review on history of Famagusta in order to understand of its urban pattern and the development of the city during the times. Afterwards, the research will make an analysis between the observations and comparison results which obtained from case study to provide a discussion and make a result in case. In chapter seven major findings derived from the carried analytical assessments of this study will be discussed and recommendations will be gone on the livability of the city centre within the case.

Chapter 2

UNDERSTANDING THE CONCEPT OF CITY CENTRE

2.1 Definition of City Centre

Cities are nucleuses for ideas, commerce, culture, science, productivity, social development and much more. Most importantly, cities enable people to advance socially. City centre is the most critical and vital part of a city for its residents and visitors. Bromley (2003) defined city centre as a spatial, temporal, and social area, with special policies concept towards an inclusive and safer city centre as heart of a city. City centre is also known as the heart of the city. It gives information about socio-cultural structure, political administration and economic prosperity regarding to city.

City centre is generally described as a remarkable area which has been organized by majority of public, private and semi-private buildings, business, administrative and cultural functions get together with high density of population and traffic. Major characteristics of city centre which have been reflected in city determined as social, economic, cultural, and administrative and accommodates activities. Also city centre have an identifiable urban image and identity.

The first establishment of city centre was in part of city, which later it is known as most historical part of city. Historical centres are an important part of the city's identity from architectural and historical perspective. (Radoslav, et al, 2013). Also with geopolitical changes (i.e. economic and social changes), central part of cities has more

sensitivity. This sensitivity makes by neglect of central historical area and move through *urbanization*. Sometimes this action drive to lose part of historical identity of cities, and also it makes to decentralize functional activities. As Paumier (2004, P:3) note that; “From the 18th century to the middle of the 20th century, the city centre was the focus of a region’s economic and social life, where people came together to produce and trade goods and services, to meet and exchange information and ideas. It was a civic and cultural centre and a symbol of community identity. Although social and economic forces have changed the city centre’s physical form and function, the same qualities inherent in cities of the past are critical to their success today. The new wave of the city centre regeneration is an attempt to re-create an environment that has long typified urban life” (Paumier, 2004, P: 9).After decades “City centres are reclaiming their prominence as the focus of business, culture, and entertainment. The abundance of life, color, variety, and surprise makes cities the place to go seek and discover, to entertain and be entertained, to see and be seen, to meet, learn, and enjoy. As a home to millions of people and an attraction for numerous visitors, the city centre facilitates a wonderful human chemistry. Cities create special settings for entertainment and tourism and have the potential to stimulate local and regional economies”. The city centres have their specific uniqueness and sense of place. Also they should be remaining livable through mixture of diverse uses, even users. According to Lynch (1972) “They should diversify their anchors (entertainment venues, public markets, retail stores, cafes, restaurants, etc.), not only to attract people to city centres, but also to keep them there at different times of the day and different days of the week”(Quoted in Balasas. 2007).

2.2 Characteristics of City Centre

According to Paumier (2004), “Certain characteristics of centre cities made them places where people would gather, conduct business, shop, and live”. He also classified the characteristics of city centre as; “accessibility, diversity of uses, concentration and intensity of uses”. Whyte (2009) defines; “centrality, concentration, and mixture”, as the characteristics of the centres that work best today.” As such, the characteristic of a city centre can be defined as; centrality, mixture (functions and users), concentration and accessibility.

The agora as origin of city centre has been good guide to what is right. According to Whyte (2009) “Its characteristics were centrality, concentration, and mixture, and these are the characteristics of the centres that work best today.” Also due to above definitions, Paumier in his research, classified the characteristics of city centre as; “accessibility, diversity of uses, concentration and intensity of uses.”

2.3 Factors of City Centre

City centre as sociable place is very complex place, and from physical view it is partly simple. The central area must have buildings, street, public space, and place that people do face-to- face interactions. So all of the factors of city centre can be classified into two main factors; 1) customers 2) environment, which all of the sub-factors has been located into these categories.

2.3.1 Customers

Customers have a key role in city centre and without any customer space does not have any identity, Lawtone categorized customers under 3 groups:

- Users, who are mostly foreign customers or shoppers in the city centre context
- Brokers who are sellers and retailers, (retailers also can located in Users group)
- Local customers, people/or local authorities category (Lawtone, 1991).

2.3.2 Environment

According to types of customer, there are three different types of environment in city centre area:

- Physical environment which is considered as built environment, access routes and generally constructions spaces such as; efficient transportation, pedestrian area, public spaces, car parking, and etc. (davies,1984).
- Social environment which refers to an area that people live there or do something related to their life (i.e. Vitality, viability, security and safety, quality of public spaces, performance and events) (Barnett, 2001).
- Economic environment which include the costs and economic activity such as; shopping street, street sellers, generally retail activity (Davies, 1984).

2.4 Principles of City Centre Design

According to Paumier (2004), there are seven general principles that help make a successful city centre. They can be very useful to create a city centre which includes all factors as “a high-quality place” in cities for divers of uses and users. These principles are:

- i. organizing structure
- ii. distinctive identity

- iii. variety and interest
- iv. visual and functional continuity
- v. convenience
- vi. comfort
- vii. high general quality

2.4.1 Organizing Structure

The organizational structure gives a specific sense of place to the city centre. It can be very helpful for resident and users which want to know about the pattern of place and how it is organized. Kevin Lynch in his research (the image of the city, 1960) described, how people “read” the urban environment through some parameters such as “paths, edges, districts, nodes, and landmarks” which remain considerable today. “Strong visual cues reinforce and reveal the functional organization of the city centre and enhance the users’ experience there” (Paumier, 2004). There are some elements that they have most effect on organizational structure which Paumier (2004) categorized them as “the basic street pattern, the role of streets within the circulation hierarchy, streetscape treatment, and the location and character of the open spaces” which all can be very efficient to create an impressive framework in the heart of city.

2.4.2 Distinctive Identity

Identity of places can be understood by specific characteristics of them. “A vivid, recognizable image can identify the city centre as a place with personal and communal meaning. When the identity has an appeal, it is a marketing asset for all city centre uses” (Paumier, 2004). Different visual elements such as repeated architectural details, colors, materials, lighting, signs, and etc. can be effective on impression of space on people and give a special identity to it. Also, there are more different elements which

have an effect on identity of the city centre like; “Historic buildings, geography, landmarks, streetscape treatments, public art, and public spaces” (Paumier, 2004).

2.4.3 Variety and Interest

Diversity and interest are the most important principle of city centres. A place as a city centre itself should be very attractive to interest people. Also, a city centre as a dynamic place should be more diverse by providing a range of uses and activities for different groups of people. It is important to use variety in large and small scale together. However, “The variety should not be chaotic and must not be allowed to diminish the overall visual cohesiveness of the city centre” (Paumier, 2004).

2.4.4 Visual and Functional Continuity

A unique visual perspective allowed visitors to scan and recognize the whole urban space, even if it includes more details. As Paumier (2004) mentions; “ if a strong organizing structure is created by regular street pattern, uniform block sizes, well-located open spaces, and consistent relationships between building and the street, it will be easier to achieve visual and functional continuity. But continuity also depends on the careful treatment of other urban design elements.” according to Paumier categorize the visual and functional continuity should be categorized based on continuity of “architecture (especially on ground level), street scape, signs, and linkage”.

2.4.5 Convenience

Most of the cities have central area which people use daily in various times of the day. So increasing the convenience of space is one of the essential parameters of a successful city centres. “Keeping the city centre compact will facilitate access and maximize convenience for users as well as create opportunities for economic interaction among uses” (Paumier, 2004). Some parameters such as transportations

(public and private), more car parking, and also pedestrian movement can be very helpful to maximizing the convenience.

2.4.6 Comfort

From physical and psychological perspective, city centres as an urban space should be more comfortable for their residents, workers, and visitors. For as much as most of the users of city centres are pedestrians, providing the pedestrian comfort is one of the most important roles of city centre, such as; shading, signing, seating, security and etc. There are “four areas of concern in planning for the physical comfort of the central area and these are climate, traffic, amenities, and physical safety” (Paumier, 2004).

2.4.7 High Quality

High quality of city centre related to the quality of all elements of space which includes, quality of design, architecture, public spaces, open spaces, streets, streetscape, material, urban furniture, pavement, greenery, lighting, shading and etc. In large scale creating a successful city centre will depend on the provision of all of those elements at high quality.

Chapter 3

EVOLUTION OF THE CITY CENTRES

3.1 Brief Introduction

From our contemporary view we tend to consider the evolution of the city centres understanding in the sense of old city cores from before the industrial revolution until now is very valuable. We have to appreciate them because of their human scale, walkability area, high density and differentiation of users and functions. This chapter has a general explanations about the history and development of the city centre from the origin ones (Agora and Forum) until contemporary city centre.

3.2 The Greek ‘Agora’ and the Roman ‘Forum’ as the Origins of City Centres

Historical city centres which are mostly located in the urban central area are very valuable because of their authentication and rich combination of unity and diversity. Historically, the traditional cities generally were based on two important poles. The civic and religious, two separate focuses but most effective factors to make the city’s public realm. according to Kostof, 2005; “In the inner city, a central open space was traditionally set aside for the conduct of business -whether it is the Greek agora, the Roman forum, or the medieval marketplace, the space might be irregularly defined or be given an architectural frame of uniform porticoes.”

As it is clear, we can understand that, more public and private building such as temple, basilica, bath, marketplace, residential, and etc., which are located around the formal

or informal open space make the city centres with different functions. In the following sub-chapter, the research will describe the characteristics of the forum and agora.

3.2.1 Greek City Centres (*Agoras*)

In literal meaning, *agora* is known as 'gathering place'. According to Kostof, (2005); "The model of a democratic civic centre remains the Greek *agora*: In its origin it was the open—air locus of citizens' meetings." As Wycherly (1969) notes; there are some new lessons for new cities in history of agora. The agora firstly was an open space, a roughly central site which provides a convenient focus for the citizens and their needs, and was a place where people get together. During the times, the buildings were added around the open space. The "Stoa, or open colonnade" provide a base for location of lines of shops. "The agora is a sociable place also it was part of the street network of the city. People would drift from spot to spot, pausing to chat under the plan trees or by one of the fountains."(Whyte, 2009)

One of the political and social issues firstly was physical relationship between the civic and commercial realm. But at the part of history the governmental and commercial activities faced to some matter, so the planner decided to keep them away. "In the Greek world it was Aristotle, in the 4th century BC, who insisted that civic forum and market must be separate: the Athenian *agora* underwent some major tidying up about then to delimit the commercial scene" (Kostof, 2005). As Mumford, (1989) notes; "If in the fifth-century economy the *agora* can be properly called a marketplace, its oldest and most persistent function was that of communal meeting place." "the *agora* combined so many important urban functions-law, government, commerce, industry, religion, sociability- it is hardly any wonder, as Wycherley observes, that the *agora* continued to gain at the expense or the acropolis, until in the

end it became the most vital and distinctive element in the city, in the Hellenistic town indeed, it even captured, in the new temple or the neighboring theater, some of the ancient occupants of the acropolis” (Mumford, 1989).

Most of the path in the city was connected to the *agora* as central area in the Greek complex urban pattern. At the time that, there is no market place where the interchange of news and opinion as well as merchandises did there, the *agora* play an important role in the city.

The early *agora* had irregular form. Sometimes, an open square in town played the role of agora. On size, even “It might be little more than the widening of the main street, a Broad Way” (Mumford, 1989). Primarily the *agora* was an open space, "publicly held and occupy-able for public purposes, but not necessarily enclosed. Often the adjoining buildings are thrown about in irregular order, here a temple, there a statue to a hero, or a fountain; or perhaps, in a row, a group of craftsmen’s workshops, open to passerby" (Mumford, 1989). Still, even in the time of Solon, the *agora* is used as a place for festivals; "and though one part of the *agora* was often reserved for housewives" (Mumford, 1989). At the end, pattern of the agora, still exists in Mediterranean urban pattern, and it is also the main square used all year (Salkin.R, et.al, 1996). (Fig 3.1)

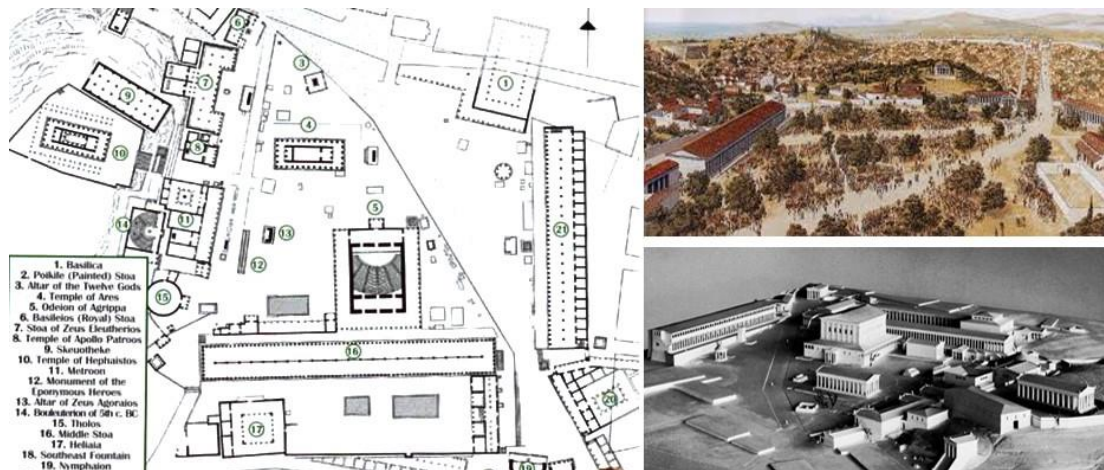


Figure 3.1: Agora of Classical Athens

Source: www.greeceathensaegeaninfo.com, www.trentu.ca, www.britannica

3.2.2 Roman City Centres (*Forums*)

According to tradition, the ancient Rome was composed of various neighboring hills with different foreign tribes, under the leadership of the Romans. The symbol of these communities based on the marketplace (the *Forum*), which was a place for social communication, and also in the early periods the place had been used for athletic and gladiatorial contests. One of the essential parts of a *Forum* was a temple, which could help to sacredness of the area. The *forum* was not a simple public space. “As it developed in Rome, it was rather a whole precinct, complex in layout, in which shrines and temples, the halls of justice and council houses, and open spaces framed by stately colonnades played a part, Within these open spaces orators could address large crowds; while for inclement weather large halls, basilicas, served in many capacities” (Mumford, 1989). About the dimensions of the *forum*, “Vitruvius notes: ought to be adjusted to the audience, lest the space be cramped for use, or else, owing to a scanty attendance, the *forum* should seem too large. Now let the breadth be so determined that when the length is divided into three parts, two are assigned to the breadth. For so the plan will be oblong and the arrangement will be adapted to the purpose of spectacles” (Mumford, 1989). Its standard functions have

included; market place, gathering area for social and political meetings, temple, basilica, amphitheater, and bathroom. In Roman towns, usually *forum* located at the intersection of the main north-south and east-west Street (Abbott, 1926). As Mumford (1989) mention; “As early as 179 Cato the Censor gave Rome a large central market for food, with a domed slaughter house in the middle and shops radiating from it. By the time Vitruvius began to codify current practice, he prescribed that the treasury, the prison, and the council house ought to adjoin the *forum*.” Therefore, we can recognize that; “The *forum* of the Romans in its time was religious and political centre, school and market, and a court of law-all in one” (Kostof, 2005). Thus we can mention that; the most important issue of the space as a public place is its variety and versatility.

According to organization of the *forum*, most of the buildings in plan symmetrically had been in relation to axis. The main aim of the space was based on ‘visitor’s impression’ from spatial view in the centre of the city. The streets which were connected to the space are like a narrow passage with disorderly contexts of shops, cafe, and restaurant that lined it. So here there is a specific urban pattern to make a public-private space. Also “The *forum* in Roman town was closed to traffic; a crossroads feature, it was nonetheless placed just off the crossing of the two main axes, or to one side of the main artery that was the stretch of the interurban high road running the length of the city” (Kostof, 2005). (Fig 3.2)



Figure 3.2: Model of Rome at the time of Constantine, early 4th century AD, showing the area of the forums: the original Forum Romanum
 Source: Kostof. .S, 2005

3.3 City Centre in Traditional Cities

City centres had specific location in traditional and contemporary cities. As mentioned before, they were located in central urban area and had high values from different points of view, such as political, social, educational, economic, religious and etc. there are many powerful city centre in traditional cities all around the world, for instance Ottoman and Persian cities had powerful city centre in their time which will be explained in next sub chapters.

- City centre in the Ottoman city

The Ottomans created new cities as well as rebuilding the old ones. They have adopted their specific life styles to spread the culture in their empire.

“The settlement of Turkish tribes in large numbers in Anatolia started towards the end of the eleventh century, a time when Byzantine rule was already much weakened. However, the period before the Ottoman rule was long enough for these features to fade away” (Acun, 2002). The first settlement of Ottoman Empire took place on

Byzantine basis. Following this settlement, there are some changes in administration and building's function and converted some buildings such as church by mosque. To be note; they didn't change everything; they also preserved some buildings like Roman bath. For example, traditional Turkish city centres were good examples of responsive spaces that satisfied people's need in their times. As Oktay (2004) highlighted; "The space of the traditional city was, at a functional level, clearly divided into public and private realms. The public realm, often in the town centre, contained all the collective activities of the town, such as trade and commerce, religion, education, administration, and urban facilities." the Ottoman's urbanism generally has an informal character, it doesn't follow the strong characteristic of urban western culture, there were no formal public spaces, so there was a social and psychological tendency towards meeting and gathering in open spaces (Eldem 1981; Cerasi 1999 quoted in Oktay, 2004). There hardly existed an agora or place of common assembly (meydan) at the city centre. A mosque, *medrese*ⁱⁱ (school of learning) and markets were situated at the centre of the city. However, the idea of planned construction of *kulliyes* (complexes of institutions) was not developed until the Ottoman period".

The main characteristics of the Ottoman cities were classified into two parts: "A centre, where economic, religious, cultural, etc. activities were carried out, and a residential area" (Acun, 2002). Also, there were two types of road network; "wide and well organized roads at the centre and narrow roads and blind alleys in the residential area" (Acun, 2002). Houses never occupied the central area. "The core area of the centre was the commercial zone consisting of cultural, religious and health services were

ⁱⁱ *Medrese* is an official institution for the teaching of Islamic theology; a theological school."(Doratli.N, et.al, 1999)

provided by the külliyes which *bedesten*ⁱⁱⁱ, caravanserais and shops where all kinds of trade and transactions were carried out” (Acun, 2002). “The main public node and the representation of people’s power were bestowed on the citadel, the Friday mosque, and the bazaar. In many cities, the courtyard of the Friday mosque was the main public open space. One of these elements, the main - often covered - street or streets of the city, the bazaar or *Arasta*^{iv} (covered market-place), functioned also as a communication channel, connecting these to each other and to the less important activities such as public baths, water storage, and educational centres, hence creating a vivid public realm in a spatial continuum” (Oktay, 2004). This space is usually known as a meeting place for local people where political, religious and economic activities took place.

The main business centre had been organized within the central part of city. Bedestan (in large scale) and Bazaar (in small scale), had performed as a business centre. At this section, we can mention Inns (Ban) which worked as trade centres where there was not any Bedestan in the city. Those were located at centre of the city and prepared specific accommodation for merchants.

- City centres in Persian cities

Persian cities have long historical experience from thousands years ago with special characteristics and identity. As Clark (1972) mentioned; “Until the early decades of this century the social structures and physical morphology of Iranian cities were similar in many respects to those of other Islamic cities in the Middle East, although

ⁱⁱⁱ*Bedesten* is a typical dome-covered commercial building of the Ottomans, lying in the centre of the market area where, usually, luxury goods were sold and stored.

^{iv} *Arasta* is covered market-place, in the Ottoman cities, usually associated with a mosque. (Doratli.N, et.al, 1999)

their evolution under a predominantly Persian culture had given them a distinctive character of their own”. Also he classified the principals of the city life in Persian cities in three categories; the first one is religion which illustrate in central mosque, the second one is government that display in citadel and the last one is bazaar (the main commercial area).

The background and the history of urbanization in Iran are very lengthy, so Persian cities’ rich urban cultural history which had been referred to 17thB.C. Therefore, it is very difficult to discuss about this issue.

One of the most illustrious periods of the urbanization and urban design in Persian cities is related to Safavi period. Shah Abbas the king of Safavid dynasty transferred their capital from Qazvin to Isfahan and built a royal city in south of the old city that connected the old city centre with the new one via Isfahan Grand Bazaar, also extent the city toward Zayanderod River. As Ashraf (1974) mention; “in the design of the new city, Abbas mobilized certain element of architectural past to generate a new Iranian imperial identity in the name of Safavid religious, commercial, and political ideals”. Isfahan is one of the biggest cities in Persian territory and has a unique city centre; also other city centres have similar characteristics with traditional city centre of Isfahan.

“Shah Abbas, about four hundred years ago, in seventeen century built a city centre, in Isfahan, a major city in central Iran, was the splendid capital of the Seljuk and Safavid dynasties whose legacies established Iran (formerly Persia) as the cultural heart of the Eastern Islamic World in terms of language (Persian), art, and Architecture” (Habib, 2008).

From geographical and political perspective, the Capital was (Isfahan) located at the centre of commercial transit road, from China to Ottoman Empire and Europe. Because of this strategy, Isfahan had been known as a commercial centre. During the period which Shah Abbas I was the king, he had a specific attention to urban and urban design, according to Habib (2008), "more capital and labor were put into bridge, roads, and caravanserais to build and facilitate trade."

Historically, the old city centre of Isfahan before Safavid dynasty had narrow widening streets, and the orientation of the main square (Meydan) was towards Mecca. When Shah Abbas had decided to build a new city centre, his designer, planned the city and its street based on orthogonal grid pattern, which was not oriented to Mecca. As it mentioned before, the old meydan connected to the new one with covered Grand Bazaar (2 km long) which name was Qeysariye Bazaar. Where the bazaar met the meydan, there are more buildings except shops to eliminate people's need such as; public bath, hospital, caravanserai, school (Medresse) and etc.

Naghshe Jahan complex which has been known as the new city centre "is a clear and beautiful expression of symbolism and innovation in city planning" (Habib, 2008). The complex is a compilation of a Great square (1700-525 ft.), Ali Qapu (government centre), Masjed- Imam (Masjed- Jame- Abbasi), Masjed- Sheikh Lotfollah, Qeysarie Bazaar, public buildings (i.e. bath, school, pool, and etc.), CaharBagh Garden, ChaharBagh Street and residential quarter.

3.4 The Problematic Shift in the Meaning of City Centre in Modern Cities

3.4.1 Introduction

As explained in general before, city centres are more than urban fabric and architecture, they are places which people live, work, shop, meet each other and also hold entertain at there. Due to the increase of population and growth of the cities boundary, cities move towards becoming a metropolitan. Now, one of the most important questions is; how are the city centres in contemporary cities and what are their characteristics?

"City centres now have to compete with other activity centers, but they can only remain livable if they reinforce their uniqueness and sense of place, which come from their public space and the organic mix of diverse uses"(Domingues, 2001, 2002; Portas, 2001). "They should diversify their anchors (entertainment venues, public markets, retail stores, cafes, restaurants, etc.), not only to attract people to city centres, but also to keep them there at different times of the day and different days of the week"(Lynch, 1972). In contemporary city when you ride the freeways you do not only see the coherence of weakening centers, but conflation of separate centers without any focus and relevance. In this section perhaps be the "components" are as well, but generally "it is a mishmash that they add to it" (Whyte, 2009).

Some people believe that advanced technologies alongside growth of cities toward suburban leads to the city decentralization phenomenon. As Whyte (2009) notes; "The decentralization trend that is sending the back – office work of the center to the suburbs is strengthening". Moreover Fishman (1987) states that; "the advance communication

technology has completely superseded the face-to-face contact of traditional city." Therefore Oktay (2012) mentioned, "Face-to-face human interactions in the public realm, indeed, are intensely relevant for supporting livability, safety and control, economic development, participation, and identity".

At this time, decentralization seems to be prevailing. In this case, suburbia is the winner of the story, people moved to suburbs for live, work, shops and etc. In relevance with this issue, in Robert Fishman's *Bourgeois Utopias*; he writes, "the most important feature of postwar American development has been the almost simultaneous decentralization of housing, industry, specialized services, and office jobs; the consequent breakaway of the urban periphery from a central city it no longer needs; and the creation of a decentralized environment that nevertheless possesses all the economic and technological dynamism we associate with the city".

However, "due to a variety of reasons many city centres have lost their livability and have become mono-functional places" (Balsas, 2007). Cities have grown bigger and spread wider, urban functions have fragmented and public spaces, which are important to a democratic and inclusive society, have lost much of their significance in urban life. Also peoples have been moved towards suburbs, they don't live in city centre, houses are empty, and buildings lost their function, shops become to close, also most of the entertainment activity move away from city centres which have transformed the area to an unsecure place especially at night.

"Taken to the extreme, this can be portrayed as a spiral of decline or obsolescence that can be characterized as the 'urban doughnut effect'—a hole (lack of activity) in the city centre surrounded by a ring of suburban development "(DoE, 1994; Vazquez et

al., 2000 Quoted in Balsas, 2007). In this sense; the phenomenon makes the city lost the livability at the center which includes locational, functional, physical, and financial factors.

3.4.2 City Centres in the Cities of Developing Countries

Today, due to lots of changes (i.e. urbanization phenomenon, growth of cities, changing types of residents life and also expansion of cities boundary), historical city centres have lost their activities and popularity among citizens. So residents, prefer to go to out of historic or old areas for living and performing their daily activities, also changing types of shoppings as one of the key element of the changes, led to settled new city centres as CBD (Central Business District) which has been named mostly in Europe, or Downtown in western country (mostly used in USA). One of the characteristic of this area is building height contrast with historic part and amount of its residents. For example, in most British cities, city centres have low residential population, due to the replacement of different activities with original type of activities where space loses its purity and cultural value (Pain.R, 2002). Advance “US cities are usually characterized as very productive; they have many jobs but they do not score so well on city centre living, social cohesion, transport and environmental measures” (Angotti, 1995 Quoted in Balsas, 2007). “On the other hand, European cities, although diverse, tend to have better quality of life and sense of place, interesting and varied street scenes, strong cultural programs, pedestrianized areas, good transport access, many parks and well-designed public spaces” (Balsas, 2001a; Nathan & Marshall, 2006 Quoted in Balsas, 2007). For instance, at the end of 19th century, ministry of economy in Portugal decided to modernize the retail stores and revitalized the shopping districts, especially in city centre areas. The main aim of the project was based on creating an "open air shopping centers", similar to British city centre style

(Balsas, 2000). According to Forsyth (1997); “Many European cities are using the philosophy of the private shopping center to implement similar management strategies in city centres. This includes better accessibility to the center, longer opening hours, more diversity and a critical mass of complementary uses, better amenities, increased comfort levels and the management of common services, e.g. cleaning, security, marketing, and resourcing”. Today, these inventions are known as “town center management schemes” (see DoE, 1997; Warnaby et al., 1998) in UK, and in the USA, those are understood as “centralized retail management strategies, business improvement districts (BID) and main street programs” (Mitchell, 2001; Robertson, 2004; Hoyt, 2005 Quoted in Balsas, 2007).

Central Business District (CBD)

The ‘*Central Business District*’ refers to the commercial and business center of a town or city. This area is the most accessible part of the city, and known as a powerful center which usually revolves around economic, while the original powers include historical, political, social and cultural.

Downtown

‘*Downtown*’ usually used in North America and refer to geographical and economical city centre or CBD of a city. Downtown in North America “during the post war economic boom 1950s” became more important from economic perspective and most of the residential population have been crashed. It became an area for constructions buildings, offices, and high ways which who associated with dirt, crime, stress, and poor public spaces. During this time, the residential population preferred to go to suburbs of Edge Cities to live far from any pollution (Ford, 2003). Originally, downtown and uptown referred to Manhattan.

3.4.3 CBD' and 'Downtown' as the 'New' form of City Centres

“The first substantial developments of ‘towns and cities’ in the United States generally were made at locations and sites most advantageous to trade and commerce. Whether an urban community was established at a junction of overland trade routes, along a navigable stream or water body, at some other inland break-of-bulk or change-of-owner-ship transportation site, or at some strategic point favorable for mining, manufacturing, or resort activities, the primary focus of internal activities and the major contact with a tributary area was found in the ‘business district’ ” (Hartman, 1950).

Victor Gruen (1964) in his study introduced the central business district as the heart of a city. According to that explanation, the heart is one a vital organs of the cities. It can have the most important impression to the residents and visitors. “The existence of a healthy, attractive central area can create a municipal and regional focus and a sense of belonging to a society larger than one's own parochial neighborhood. It provides a place where people can interact with one another. In short, it provides a central place of concentrated and diverse uses, and a focus and structure for the society that revolves around it” (Whyte, 2009).

Also a downtown or CBD can be used as a central pedestrian corridor. At one end can have an attractive shopping mall, and on the other side a unique transit center (i.e. Bellevue Downtown, Washington), also with lots of choice of activity like; window watching, seating, getting together, playing and etc. The space should have a rich townscape of trees, handsome paving, lighting and canopies and include central park and good public spaces, offices, educations, residential and should accessible from street and using of the blank walls should be illegal.

Due to Whyte (2009): “Downtown as a consequence, remains quite compact- an easy walk from one side of it to the other. Also people need more amenities to prompt them to walk. They believe the very structure of downtown is likely to induce more walking. Downtown is a central pedestrian corridor”.

The CBD or downtown in small and mid-sized cities, not only are a great finance in public and private zone, they are also are a huge network of roads and pedestrians, transportation systems and utility systems but in shape of unique pattern as a regional focal point.

From safety perspective, Whyte (2009) cites that; in some cities, “the central business districts are among the safest places during the hours that people use them. Conversely, among the most dangerous are the parking lots of suburban shopping malls.”

Location of the CBD or downtown from Economical and geographical aspect is one of the more important parameters. As Hartman (1950) mention; “The result of such desires and abilities is reflected in land-use maps by the centralized position of the business district in relation to other activities and facilities, and by the intensive commercial use made of the land base in the district.”

According to Hartman (1950), the Geometric pattern of the central district can be classified into three patterns, which are: “*The Circle*.-The actual shape of the central business district varies considerably from city to city. The variations, however, are the result of local conditions and do not stem from a multiplicity of patterns. (Fig. 3.3-A)

The Star-Like Pattern.-Actual movements of goods and people, however, ordinarily cannot follow the shortest air-line paths to and from the center (Fig. 3.3-B).” the number of radial thoroughfares of star like pattern have been changed according to central area’s size and also the types of facilities. (Fig. 3.3-C)

“*The Diamond Pattern.*-Many of the cities in the United States have not developed under a system of radial streets. A large majority have developed under the grid or gridiron method of platting streets and blocks. Even in cities that now have a certain number of radial thoroughfares superimposed on the original grid to ease the flow of traffic, the thoroughfares generally terminate at the periphery of the district with the latter retaining the rectangular plan. It may be noted that under such a system, two of the streets may be considered to be radial since they intersect at the center.” (Fig. 3.3-D) Finally as the simplest shape of the CBD, crossroads square shape can be used (Fig. 3.3-E). Thus, every CBD and Downtown has specific shapes and facilities which are unique and not similar to other ones. Although they have a complex pattern, they have been followed by the simple geometric pattern at base.

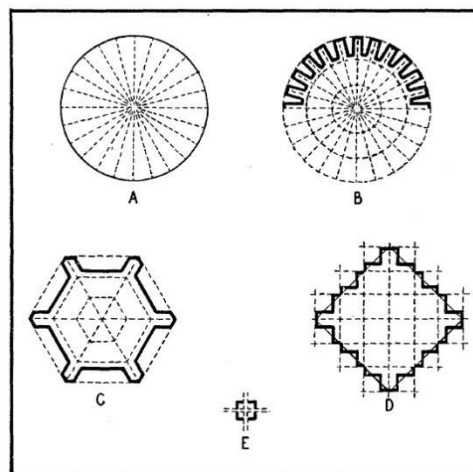


Figure 3.3: Geometric patterns of the central business district.
Source: Hartman, 1950

Chapter 4

LIVABLE CITY CENTRE (UNDERSTANDING OF PRINCIPLES AND MEASURES)

4.1 Brief Introduction

Livability is an extensive concept all around the world. It is related to quality of life in a city and is determined by many factors. According to the Urban Planning Advisory Team (2011), currently world population in cities is increasing at an exceptional rate. They understood that 50 percent of the world's population is living within the city centre and the research predicts that population will be increasing by 5 million in 2030.

Cities are known for their economic and employment opportunities. Cities are attractive places for citizens who seek new style of life. In addition cities have to provide other attractions such as residential areas to inhabit their citizens. As, plus physical factors, they should increase social and economic factors as well. UPAT (Urban Planning Advisory Team) mentions that the scale of growth in contemporary cities is new social, economic and environmental challenges for the users who live or work inside the city centre.

Due to increase of population density, the cities have become denser especially in the center. Together with the movement of some residential areas to the suburban, the cities' boundaries developed. On the other hand, with the growth of populations, the center of cities have to settled their residents more and more, so the shape of the buildings change to skyscraper and high rise buildings in the central area (city centre).

At the end it has an unsustainable city centre with high amount of population, pollution and traffic, and also with little public spaces, affordable housing, greenery, safety, and generally quality of life (LIVABILITY) in the city centre. Rapid urbanization and growth of cities in modernist ages led to the loss of the concept of city centre by expansion of cities and movement of people to outer areas.

4.2 Understanding the Concept of Livability

Due to rapid growth of the population and also with the advent of urbanization phenomenon, the concept of sustainability has become important in cities. The most important dimensions of sustainability are; environment, economy and equity (social justice) (the three E's). According to Campbell model, the concept of sustainability is formed in a triangle of dimensions (Fig 4.1).

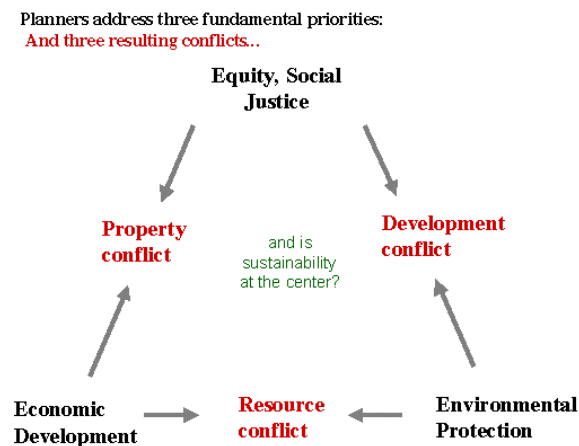


Figure 4.1: Campbell's sustainability model
Source: www-personal.umich.edu

"The sustainability/livability prism has been put forward as another model to guide urban planning (Godschalk 2004). In addition to equity, economy and environment, the sustainability/ livability prism adds a fourth dimension, that of livability (Fig 4.2). The connecting axes represent the interaction of these four values and at the center of the prism lies a perfectly realized sustainable and livable urban area"(Saha, 2009).

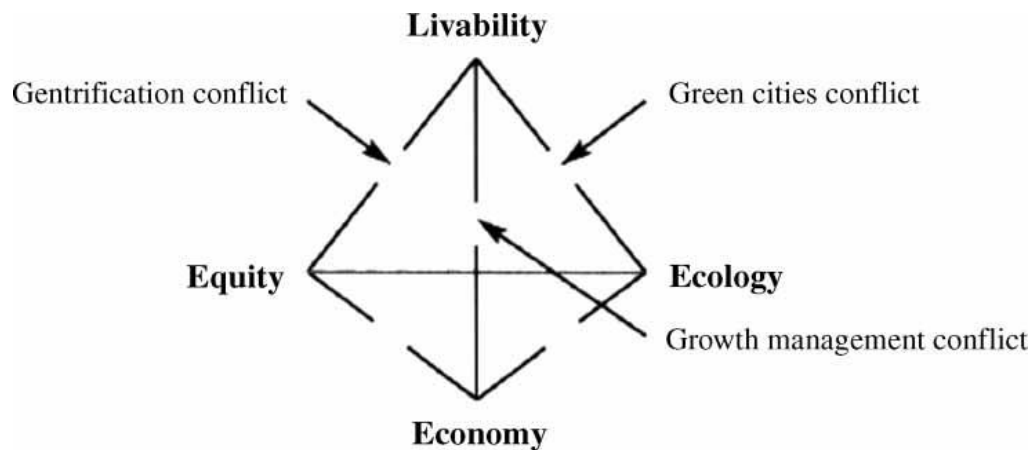


Figure 4.2: The sustainability/livability prism: value conflicts and gaps.
Source: Saha, 2009

The new model shows the relationship between sustainability and livability which is called sustainability/livability prism. In other words, due to above definition, we can recognize 'Livability' as part of the Sustainability concept.

Generally, the concept of livability involves different aspects of urban life; "how well the city works, as well as how comfortable and enjoyable our neighborhood and city area". Most of the residents consider the area livable when their environment is safe, healthy and protected from natural disasters. The physical and functional form of the area helps significantly in increasing the livability and makes the place livable on long term. An area is called livable when it is safe, healthy, and designed for different groups of people to invite diversity of users and satisfy their needs. (Southworth, M, 2007)

According to Balsas (2004) "Livable means many things to different people". Livable in literal meaning in Oxford Advanced Learner Dictionary (2010) refers to 'fit to live in'. According to Leidelmeijer and van Kamp (2003) Quoted in Heylen (2006), livability is an umbrella to a variety of meaning, which depends on the objects of measurement and the perspective of those making the measurement. According to her,

most researchers agree that livability from individual perspective refers to the environment and also includes a subjective evaluation of the quality of the place. If livability is considered within urban system, it refers to development and improvement in different aspect such as physical, social and well-being. In a livable city, physical and social elements must cooperate to reach the development and improvement of community and well-being of its citizens. Also livability defined as one of the aspects of high quality of living from EIU (2011) view. The ideal relationship of urban environment and social life refers to urban livability. Early, in the past social sciences, some of the scientist used "quality of life" instead of "Livability", but it extracted the different aspect of human -environment interaction (Altman 1975; Altman and Werner 1985; Altman and Wandersman 1987; Altman and Zube 1989).

In many researches, ideas regarding livability, are linked with some factors such as; quality of life, quality of place, safety, and accessibility (Kennedy R. & Buys L., 2010).

➤ **Livability and Quality of Life**

Livability is also argued globally and is highly debatable issue in quality of life studies. (Glaser and Bardo 1991; McNulty et al., 1985). McNulty et al (1985) state that there is a relationship between quality of life and economic success of cities and mentioned that if the city is not livable, there is not any attraction to perform economic function for now and future planning. Also, the elements of livability has major role in economic growth and city development. Additionally, in a city vision they take into consideration the achievement of livable city in order to reach the economic growth (Yuen B. & Ling ooi G. 2011).

Livability is basically a “concept about people’s quality of life above anything else”. From resident point of view, the elements which make city livable is mentioned as a “good place for living working, traveling and recreation”. But in general, livable environment contains “the adaptation and adjustment to the local climate, the protection of natural environment such as air, water, soil and urban greenery”. And also the quality of urban built environment “including the provision of urban infrastructure. Municipal faculties, amenities along with sufficient and good indoor and outdoor spaces” (Zeng Zheng Y, 2011). Generally the concept of livability, quality of life, sustainability, and quality of place overlaps, since all of them focus on the relation between people and environment. Environment is identified as physical, social and economic elements.

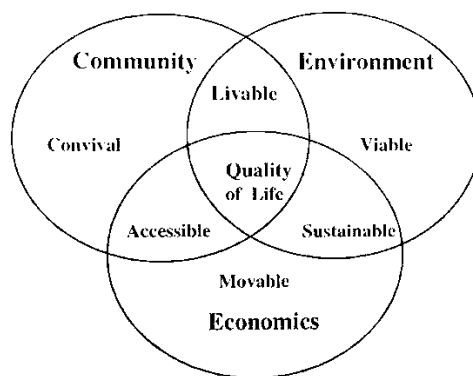


Figure 4.3: A concept of quality of life and it relationship
Source: Shafer et al. (2000) and I Van Kamp et al. (2003)

Figure 4.3 illustrate the location of quality of life, livability, and sustainability and also relationship between community, economic and environment.

➤ **Livability and Quality of Place**

Usually quality of place is equivalently used in terms of livability and sustainable development and “covering factors as diverse as local environmental quality, culture, education, economic development, public realm and many others”. Generally the concept of quality of place is referred in social, physical and economic terms. Andrews (2001) mentioned quality of place is in the context of quality of life and defined quality of life as “ a feeling of well-being, fulfillment, or satisfaction of the part of residents or visitors to a place”, and quality of place as “the aggregate measure of the factors in the external environment which contribute to quality of life”. According to Yeang (2006) quality of place part of wider quality of life concept and it is applied as two levels. The first level is city level which refers to the “wider factors which help to define the offer of the city or city-region as a whole” and the second level is about local livability which includes the factors that have relation to local, “at least in terms of their impact on the city and certainly in terms of competitiveness” (Figure 4.4) (Yeang, L.D, 2006)

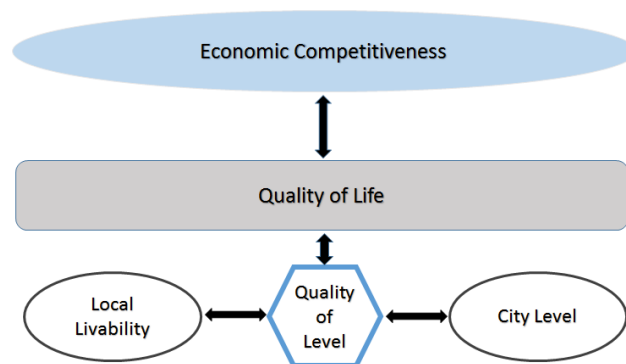


Figure 4.4: Situating quality of place
Source: Yeang L.D (2006)

Quality of place includes different factors in both levels which the city level contains educational and cultural facilities such as theaters and university, also strong retail and

commercial activities and efficient public transport network. Locale livability includes different factors which are related to environment like: safety, public realm, walkability and quality of open spaces (Figure 4.5) (Yeang L.D, 2006)



Figure 4.5: Local livability and city factor in quality of place
Source: Yeang L.D (2006)

As illustrated in figure 4.5 the quality of place acts as a connection between local livability and city level factors as well as residential offer.

Today, urban livability involves wide factors in urban development which can be referred to walkability, safety, scale, and generally all aspects related to “making urban living enjoyable” issue (Dumbaugh, 2005). According to Wheeler (2001 [1998]), “there is widespread agreement on basic elements that make cities and towns livable, a healthy environment, decent housing, safe public places, uncongested roads, parks and recreational opportunities, vibrant social interaction, and so on”. Also Jane Jacobs (1961) highlighted that sidewalks and active retail spaces mixed with dense residential spaces can be used as another aspects of urban livability. From social aspects, ‘community’ is one of the most important parts of livability subject. According to

Fischer (2000) about “livable communities”, a livable community should have “safe streets, good schools, and public and private space that help foster a spirit of community”. After 'urban livability' and 'livable community', the research will be focused on the 'livable cities' in smaller zone.

Cities as living spaces should be more livable for their users (i.e. residents, visitors, workers, and etc.). The concept of ‘livable city’ includes all development which improve the quality of life from physical view as well as social habitat. Douglass (2002) notes that; “In this light, livable cities can be seen as resting on four cornerstones:

- Widening life chances through direct investment in personal talents and well-being.
- Meaningful work and livelihood opportunities not only for the sake of income but, equally, as a source of self-esteem and personal fulfillment.
- A safe and clean environment for health and well-being and to sustain economic growth.
- Good governance”.

To make a livable city as political, social, economic and public arena not only by governments, also needs to participation of community and "private-sector" interest. Also, “Wheeler (2004) stated in his book that the physical planning must reflect on the human scale, transportation system, climate change, natural change, networks, water flow, park and greenway without manipulating the natural resources’. This means that physical elements should play an important role to integrate the functions of each element in the city for a good human community” (Quoted in Shamsuddin, 2012).

4.2.1 Principles of Livability

Most of the studies introduce the livability through 3 aspects such as environment (ecological and human environment), economic performance and social (public and private facilities).

In the meantime, Song (2011) classified the key principles of livable place into six factors, such as; “equity, dignity, accessibility, conviviality, participation, empowerment”. Also he describes the livable place as a sustainable place which provided the needs of users without reducing the volume of satisfaction rates of future generation’s need. Based on the explanations, the measurement of livability should involve both of the sustainable environment and users convenience. Also it has to indicate a lively ecological environment, wealthy community with rich public resources.

4.2.2 Dimensions of Livability in a City

As mentioned in previous sections, livability covers many subjects. However, in order to be able to comprehend livable city centre in a systematic way, it is essential to understand its dimensions.

Generally, dimensions of livability will be different related to location, situation and culture (Van Kamp et al, 2003; Pacione, 2003). Omuta (1988) in his research about “quality of life and livability in Benin City” classified dimensions of livability in five group which are “physical characteristics of the houses, physical characteristics of the residential environment, the social characteristics of the residential environment and the functional characteristics of the residential environment”. Also, according to Yeang (2006) livability has four main dimensions that are; the environmental quality,

place quality which is related to physical feature, place quality which is related to functional features and safer place which is related to social issues. (Figure 4.6)

| Omuta (1988) | Holt-Jensen (2001) | Visser et al (2005) | Heylen (2006) | ODMP (2006) |
|----------------------------|-------------------------------------|------------------------------------|--------------------------------|---|
| Employment Housing | Aesthetics of living environment | Housing Social environment | Dwelling Social environment | Environment quality Physical environment |
| Amenity Educational | Personal Social reflection | Physical environment Functional | Physical environment Safety | Functional environment safety |
| Nuisance Socio-economic | Functional | | | |

Figure 4.6: Livability dimensions in different studies
Source: Office of Deputy Prime Minister (ODMP)

Examination of Figure 4.6 reveals that all dimension which are classified by different researcher can be categorized in three groups of social, physical and functional dimensions. "it should be note that these dimensions might not have exact the same content and meaning in all researchers or studies, even though the same term might be used" (Lau Leby.J & Hariza Hashim. A, 2010).

4.2.2.1 Social Dimensions

Social dimensions involved various elements about community life and social interactions. Other elements and themes might be taken into consideration such as: "access to affordable housing, creating separate neighborhoods for different income levels and diverse culture, different housing types with different pricing levels and etc." a livable city is a city which discovered strength point in "the interactions of people from different perspectives and backgrounds. By placing diverse groups of people within one community, social diversity is supported and tolerance is nurtured. In order for a city to welcome people of different income levels, they need to be

provided with affordable place to live” (Timmer. V, & Kate Seymoar. N, 2005). (Lau Leby. J & Hariza Hshim. A, 2010)

4.2.2.2 Physical Dimensions

The physical environment is a place where people live, work and communicates with each other (Lau Leby. J & Hariza Hshim. A, 2010). According to Yeang. L.D (2006) the elements which are categorized in this dimensions are: built environment, quality of parks and land, public realm quality and level of derelict land. Also Heylen’s (2006) mentioned that “the availability of amenities and services” located in this category.

4.2.2.3 Functional Dimensions

According to Holt-Jensen (2001) the indicators which are located in this category “depends on good provision and location of communication system, shops, kindergartens, shopping center, clinics, schools and other services”. Also accessibility, public transport utility, pedestrian conditions, vitality and viability can be categorized in this factors (Yeang L.D, 2006).

4.2.3 Measuring Livability

According to Ripplinger (2011); “Livability is difficult to measure because it is subjective impacted by a number of factors many of which are interrelated and it has both spatial and temporal attributes.”

On the other hand, Song (2011) argued that; there are two major methods to measuring the livability: “subjective evaluation and objective evaluation”. Subjective evaluation related to mental and physical perception of people from space which can be provided by questionnaire and interview.

The objective evaluation related to physical parameters and their information which can be obtained from the environment, can be analysis. Both methods have positive and negative aspect.

The subjective evaluation involves feeling of the users. According to Song (2011) view; “the subjective way is much suitable for the study of quality of life (QOL) and subjective well-being (SWB).”

At this time, according to past explanations it was recognized that, a city centre is both objective and subjective. The city centre’s elements (i.e. streets, residential, offices, shops, public spaces and etc.) can be evaluated by data. But according to “Hortulanus (2000), the objective index and the residents' subjective evaluation should take into consideration at the same time” (Quoted in Song, 2011).

4.3 Understanding the Meaning of Livable City Centre

Throughout the history of research on ‘livable community’ and ‘livable city centre’ there have been attempts to describe ‘livable city centre’ with summery measure of their overall quality. Safety, cleanliness, effectiveness, vitality, efficiency and etc. are different summery measures which have more influence on livability.

As it has been explain before, urban centres are important places in cities. They can be historical or newer context, and they are characterized by a variety of uses, such as retailing, housing, entertainment, and a mix of civic, administrative and professional services, among others. Very often, these centers will experience cycles of boom and bust, which adversely affects the livability of the neighboring and older urban areas. These cycles are directly related to the economy and the social, cultural, historical and political trends. Some examples include the wave of bordering shopping centres, added

personal mobility, suburbanization, discount centres, malls, strip commercial areas, catalogue sales and online shopping.

It is very difficult to know what exactly make a livable city centre, according to Lynch's answer to "what make a good city?" he mentioned; "vitality, sense, fit, access and control" are the dimensions of a good city. In related to above explanations, Balsas (2004) believe that "a livable city centre has all five Lynch dimensions, plus viability".

According to DoE (1994) in UK, the concepts of vitality and viability have been known as city centre's health factors. These two factors together can effects on livability of a city centre and make it as a lively place for people who live in or use it. To be note; "If a city centre is only a vital place, with a sense of place and time, where the urban environment fits the human body and its activities well, it is accessible and can be controlled, but does not have the ability to attract continuing investment (DoE, 1994); it is not necessarily a livable place". (Balsas, 2004)

At the end, livability of city centres depends on "a range of retail, leisure and commercial activity, which relies on and attracts shoppers, visitors, employees and residents. Retailing is a basic, integral component of the urban life, perhaps the most critical component, and retail planning is crucial for city-center livability" (Balsas, 2004).

Pal & Sanders (1997) argue that research generally demonstrates that stores in towns with a revitalisation scheme and a focus on city-centre management performed better than those without. There is a need for retail planning in order to keep viable and vital city centres. In order to make city-centre areas more livable, local governments need

not only to implement retail planning strategies to solve the problems of lost accessibility and attractions, and the lack of amenities, but also to create long-term partnerships with business owners and corporate organizations, in order to perform sustainable city-centre management activities. Achieving sustainable resourcing, other than public subsidies, is perhaps the most critical factor for the success of city-centre revitalization and long-term livability. The measurement of the effectiveness of the investments made and the attraction of more support is critical to maintaining city-centre livability. Generally, when city centres have been known as a livable place, they should consider physical aspect plus social and economic aspect.

For as much as, a city centre defined as most important part of a city, on the other word, a city centre in a metropolitan city (big city) which meets more populations, have to provide their citizen's needs, so we can considered it as a small community.

4.4 Conclusion of Chapter

Livability is basically a “concept about people's quality of life above anything else”. From resident's point of view, the elements which make city livable is mentioned as a “good place for living working, traveling and recreation”. Based on above explanations and evaluation of the dimensions, it can be claimed that understanding the social, physical and functional dimensions would be given priority in terms of determining the livability of a place. Also according to Figure 4.3 which illustrated the relationship between sustainability, livability and quality of life, community and environment are two important factors to make a livable place. Furthermore due to quality of place theory economy has a significant effect on livability.

Chapter 5

REVIEW OF THE LIVABLE CITY CENTRE EXAMPLES

5.1 Brief Introduction

Cities and their environment were affected by various changes through times which include their city centres as well due to contemporary needs of residents.

This chapter of research will evaluate selected cities on the basis of their qualities and urban policies of city centres. Examples were selected according to 'successfulness' and 'livability' of the city centres in Europe and America.

Policies and strategies of livability which obtained from these examples can be used as aspects of criteria and framework for the main case study.

5.2 Three selected city centre examples: Toronto, Vienna and Saint Helier

5.2.1 The Logic of Selection

Selection of examples is part of multiple research methodology. This part explains about the methodology of the examples selection followed by this research to find the level of livability of cities and their city centers. Due to definitions explained in second chapter about the meaning and functions of 'City centers' in Europe and 'Downtown' in United State of America, examples will be selected from European and American cities.

On the other hand, according to "Monocel quality of life survey 2013", "EIU's livability ranking and overview August 2013" and Mercer quality of living 2014", Vienna is the most livable city throughout the Europe, and Toronto is one of the most livable cities after Vancouver all over the North America that be selected according to availability of the resources. Due to above explanation, Toronto and Vienna have high rate of livability all around the world. Livability is one of the criteria of the research example's selection, also success of the city centers has more potential to considering as next criteria. On the other hand, Saint Helier, a city in Jersey Island of UK in Europe, was selected owing to its successful and livable city center and its small scale, its limited population and its situation on the coast city like the case Famagusta.

5.2.2 Toronto's Downtown/ North America, Canada

Toronto is Ontario capital and one of the Canada's largest cities, it located in southern Ontario on the north-western coast of Lake Ontario. It is a large city with over 2.5 million resident in the city and is the fifth most populous and seventh largest metropolitan region in North America (Fig 5.1). Toronto's downtown is the center of the wide urban region (Greater Golden Horseshoe) and is the most important business and cultural center in region. "Its diverse and vibrant neighborhoods are home to more than 162,000 people"(Bourne, 2000). It is known as a most important business and cultural center in Canada and the Toronto Region, it provides a space for activities, life, business, entertainments, educations and etc. which make a highly concentrated environment that is interlinked and mixed-use area in a unique complex. "The downtown also presents Toronto's image to the rest of the country and the world. It is the physical manifestation of how Torontonians see themselves and how they present their city to others—a symbol that unifies businesses and residents. It belongs to everyone and everyone cares about it"(Bourne, 2000).

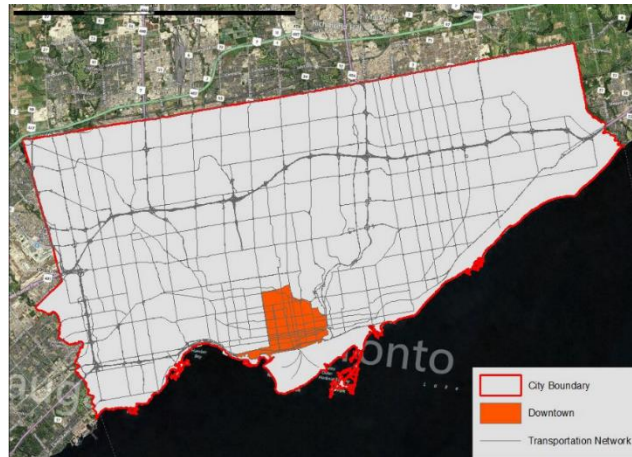


Figure 5.1: Toronto city centre's location
 Source: www.canurb.com/doc_download/20-toronto

Urban design and urban ecology are the two most effective parameters which have more impact on important huge changes in Toronto city. Jane Jacobs, in her book *The Death and Life of Great American Cities* (1961), according to expansion of the city believes that; resident have to regards to organic context of city and valorize physical environment as symbol of urban identity. Also, regeneration of public spaces and city centre have to consider as an urban necessity.

Jacobs was against the construction of 'Spadina expressway' which was to ruin the historical context of city and she believed that priority in development of cities have to base on social life and interactions. (Jacobs, 1961 quoted in Oktay, 2007). Her argument was that, “downtown Toronto is undergoing a period of intensification, it is also part of a rapidly growing urban region. There is major pressure on existing infrastructure and enormous pressure to decentralize" (URL1), the populations of downtown over the past 20 years has as quickly as fast grown, so the amount of space's successfulness is increased, such as; good economic health, more job opportunities and employees, high level of business and financial service, best value of quality of

life and etc. So related to these changes, City's Official Plan recognized the importance of the area and encourage high density development in the core.

In fact, downtown was the only part of the city, where there are large of mix of different kinds of activities such as; art gallery of Ontario, Royal Ontario Museum (ROM), Home of Symphony, Ballet, the Opera, Sport teams (Hockey, Baseball and Basketball), more restaurant and bar, more shops and mall, educations (University of Toronto, Ryerson University, Ontario college of Art and Design University) and also medical science complex.

All of these activities are linking by a sophisticated transportation system which provide a pattern of access for movement of sizable population in and out of the downtown.

The downtown transportations include; city road ways and mobility, public transportation (subway, bus (BRT system), taxi and etc.), pedestrian accessibility, bicycle (BIXI Bike share program) and etc.

According to downtown's high populations, downtown is not only known as a place for work, entertainment and other activities, but also as a place for living. "In the case of Toronto, the downtown is currently a home for over 162,000 people"(Bourne, 2000), which live in historical and dense area, that encompass the financial core. This district has distinctive design and qualities such as; divers ethnic, housing types and price and also strong mix of uses and users. Now with the emerge of new generation of buildings in core like; high rise tower and midrise structure, the characteristic of downtown has

been changed and provide a livable place for wide range of peoples with diverse income levels.

"A residential space that many find pleasant and attractive. In brief, downtown Toronto is a social space that incorporates places for living as well as for the pursuit of work, shopping and other activities and pleasures. Indeed, achieving this reality has been a main tenet of strategic planning in the city of Toronto for over 25 years"(Bourne, 2000).

There were some projects that increased the quality of life in downtown area and made it more attractive and livable space such as; "The decisions to halt the Spadina and Scarborough Expressways had an indelible impact on downtown Toronto's public realm"(Bourne, 2000). This decision helped to keep the highest priority of human scale of district especially in the historic core. Also it preserve the "downtown's network of 'main street' intact", which support the livability of space with providing goods and services to increased populations with keep the connection of the community buildings and neighborhoods. (Fig 5.2)

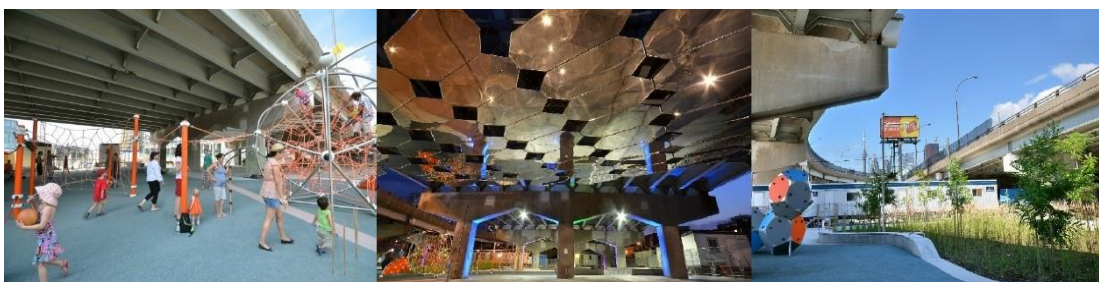


Figure 5.2: Uses of under expressway as Under-pass Park and public space to increase the public realm of space and also it can effects on declaim of crime

Source: http://www.play-scapes.com/correspondent_post/underpass-park-toronto-ontario/

"Partnership with downtown merchants and Ryerson University, also led the Yonge-Dundas Square revitalization in the late nineties. This project transformed the heart of the core and has emerged as a prominent landmark and destination for tourists of Toronto. Many people go to the Square to relax or spend time with friends" (Bourne, 2000). (Fig 5.3)



Figure 5.3: How to make Yonge-Dundas Square as a livable and vital square
Source: http://www.blogto.com/city/2010/11/a_visual_history_of_yonge_and_dundas/,
http://en.wikipedia.org/wiki/File:Yonge-Dundas_Square_panorama.jpg

Waterfront Toronto is one the project which increase the public realm of the downtown, for example waterfront Toronto, itself has 17 public spaces such as Sugar Beach, SherBourne Common and etc. that has been attractive for tourist and residents (URL 2).

In residential area Toronto's downtown experienced an unprecedented condominium boom, for example "City Place is currently being developed at a value of \$2 billion and will include 22 towers across 18 hectares on the waterfront"(URL 2). (Fig 5.4)

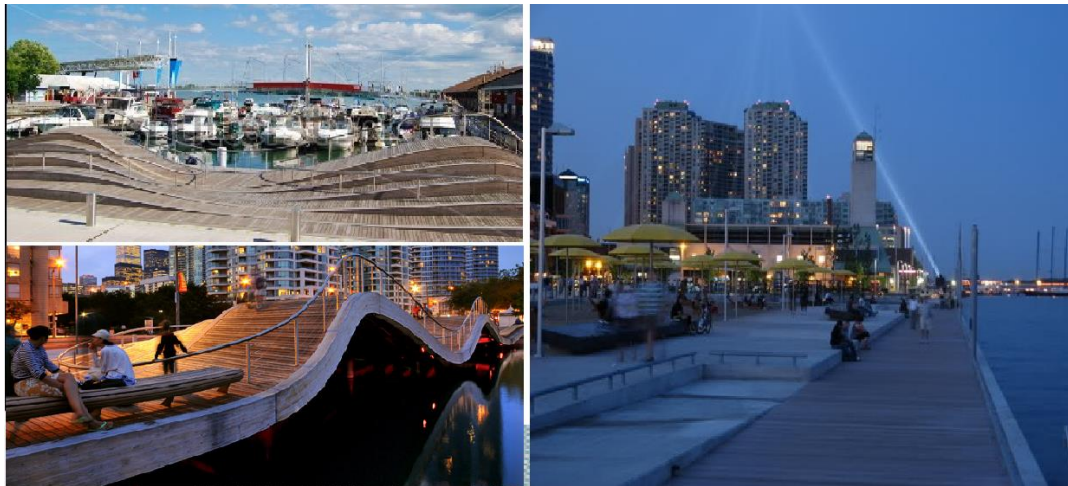


Figure 5.4: Toronto waterfront and its public space
 Source: www.west8.nl, www.shutterstock.com, spacing.ca

Other examples were; Ryerson University established the Ted Rogers School of Management, new campus of George Brown College, Toronto's 11 downtown Business Improvement Associations (Bloor-Yorkville BIA, Yonge-Dundas Square).

5.2.3 Vienna City Centre, Austria

Vienna is a city which developed from Roman settlement into Medieval and Baroque city. It played an essential role as capital of Austro-Hungarian Empire. Also Vienna had been known as a leading European music center through the early part of 20 century (URL 3). "The historic center of Vienna is rich in architectural ensembles, including Baroque castles and gardens, as well as the late-19th-century Ringstrasse lined with grand buildings, monuments and parks"(URL 3).

Feature of the historic center of Vienna are witness of value exchanging across the 2nd Millennium AD. Three main cultural and political of Europe "(Medieval, Baroque and Grunderzeit (beginning of modern period))" (URL 3) are shown the urban and architectural heritage of Vienna.

Nowadays, the ancient Roman military camp still visible in the historic urban fabric of Vienna on west of old branch Danube River.

The heart of city of Vienna (city centre) or historical part of city is approximately located on west, south-west of Danube River, a large part of city which today is known as Inner Stadt. (Fig 5.5)

It was a citadel surrounded by fields in order to defend of aliens attack. In 1857 the walls were razed because of increasing of migration's population and expansion of the city.

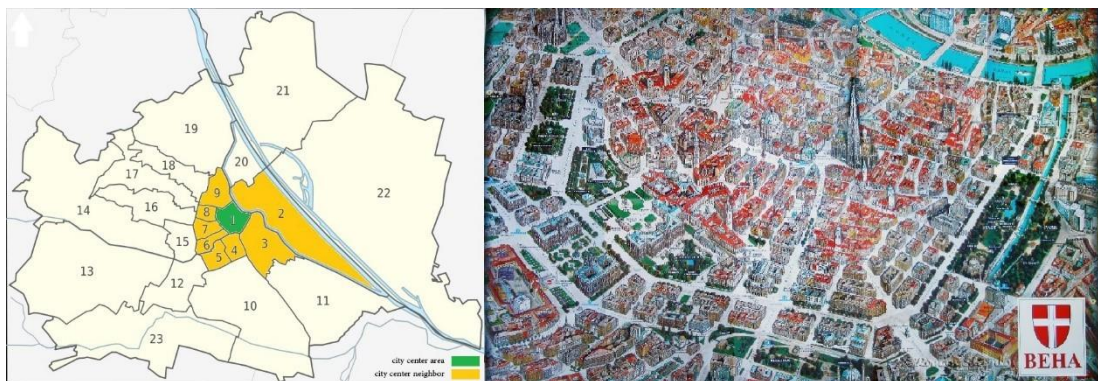


Figure 5.5: Vienna city centre location map, 3D map of Vienna historical city centre
Source: <http://oravar.com/2014/02/23/where-to-stay-in-vienna/> , <http://roman-shymko.com/digest/3d-map-of-vienna-historical-center/>

Ringstraße Boulevard located in this area which public and private buildings, monuments and parks created along it during 20th century. (URL 4) (Fig 5.6)

"These buildings include the Rathaus (town hall), the Burgtheater, the University, the Parliament, the twin museums of natural history and fine art, and the Staatsoper. It is also the location of New Wing of the Hofburg, the former imperial palace, and the Imperial and Royal War Ministry finished in 1913" (URL 4) which provide a power full magnet of tourist attraction to city centre area. (Fig 5.6)

As it is mention before, the historical part of city, is known as Vienna city centre today's, it noteworthy, the city centre is one of the most livable city centres and the Government of Vienna through more and more successful projects and proceedings provide a powerful, vital and livable city centre for their residents and visitors. (Fig 5.6). There are more helpful project to make the Vienna city centre as a livable city centre, such as sufficient and efficient public transportation. The cities Vienna policies was based on "smart traveling" or intelligent mobility which provide a comprehensive public transportation by "buses, trams and 5 metro line and trains. Also road has been designed as multiple road connection including motorways" (URL 4). (Fig 5.7)



Figure 5.6: (a) Vienna State Opera, (b) Museum of Fine Arts (KHM), (c) Vienna - Sights - Ringstraße , (d) Ringstraße Boulevard which public and private buildings, monuments and parks, (e) Parliament

Source: <http://www.wien.info/en/sightseeing/architecture-design/ringstrasse>

Except of public transportation to increase of public realm (effective factor of livability), there are many factors which considered in governmental policies of Vienna to enhance the public realm of city centre area. In related, some of these elements exist and policies including preservation, regeneration or improvement of them and some

of them have to design, redesign, create or support with other project to being an effective factor on public realm of the city centre area, which are;

Parks and green spaces (Stadt Park, the Volks Garden (part of Hofburg), Vienna city park, Beserl park and many of famous parks, garden and monument which are located in Inner Stadt) (URL 4), pedestrian and cycling improvement (include redesign of pedestrian area which was built 30 years ago in Vienna's city centre) (URL 5) (Fig 5.7), create and improve street pattern, signs, furniture, lighting where possible and totally increase the quality of public open spaces. (Fig 5.6)

Retail activities as one of the important parameters of livability which has the biggest impact on livability of Vienna city centre in the past and today's. "The origin of the Viennes markets can be traced back to about 1150 when the Babenberg royal seat was moved to Vienna"(URL 6).

Later, Vienna as a developed city during the medieval, economy was replaced by barter economy based on daily needs of inhabitants. So "bustling's markets were established on all important squares of today's city centre during the Middle age"(URL 6). With the growth of population and increase their daily needs, the number of main markets and also street shopping (retailer) were increased and make a lively place. For example there are four main markets (Hoher Market, Neuer Market, Am Hof and Freyung) and many retail activities such as daily shops, café, restaurant, bar and etc. in Vienna city centre.



Figure 5.7: (a) Improvement of bike line, (b) Vienna public transportations (c) city centre pedestrian area

Source: vienna.patch.com, http://en.wikipedia.org/wiki/Wiener_Linien, www.123rf.com

Except of retail activities, art and cultural activities have a long tradition in Vienna especially in city centre. Museums, Operas, Art galleries, Theater and Concerts hall are confirming this matter.

At the end, Inner Stadt, the same as other successful and livable city centre, further were all above activities, is home of thousands of citizens.

5.2.4 Saint Helier's Town Center / Jersey, UK

Saint Helier is one of the twelve settlements (city) of Jersey (small British Island), the capital of Jersey with population about more than 33,500 (URL 6). The urban area of the St. Helier makes it as largest town in Jersey, although it located in the neighboring of St. Saviour, and St. Clement. (Fig5.8)

It is thought that St. Helier is from Roman period. It was a fishing village tidal island, but during the times, village had an extremely growth, so that “until the end of the 18th century, the town consisted chiefly of a string of houses, shops and warehouses stretching along the coastal dunes either side of the Church of St. Helier and the adjacent marketplace (since 1751, Royal Square)” (URL 6).

During this time, the city faced to some urban changes such as build a new harbor, renamed the marketplace to Royal Square, and constructed a citadel fortress (related to France military threats). (Fig 5.8)



Figure 5.8: (a) Jersey Island's map and location of Saint Helier, (b) Saint Helier's map and its city centre (c) Saint Helier city centre's map

Source: Saint Helier Master plan, 2011 retrieved in www.gov.je/planning

During the 19 century, economy of the city enhanced by improving the railway and steamship, also through transferring the products to harbor and vice versa, the city's urban fabric faced to some changes through "program of road-widening which swept away many of the ancient buildings of the town Centre. Pressure for redevelopment has meant that very few buildings remain in urban St. Helier which date to before the 19th century, giving the town primarily a Regency or Victorian character. Also in the 1970s, a program of pedestrianisation of the central streets was undertaken"(URL 6).

The town center of St. Helier in context is a vital and viable town center which covering the mix function and form of buildings and specially design and use of the public spaces. In St. Helier, vitality depends on diverse and adjacent of different functions which give to users a vibrant environment to do different activities, during 24 hours of 7 days of week. Also one of the most effective factors to livability of St. Helier town center is accessibility and ease of uses of space or place, especially for pedestrians.

According to definition of the city centre (downtown, town center) in chapter two, this area is a most important part of a city from different aspects. Also the livability and vitality of the area is very important. Accordingly, due to St. Helier Master plan Policies (MPP), 2011; “It is important for the future vitality of St Helier that the Town Centre retains its primacy as the Island’s retail center, and where people should increasingly wish to shop, eat, drink and relax. To achieve this, there is a need to create an environment where residents and visitors will want to spend more time and where retail spend is correspondingly increased”. (Fig 5.8)

Retail and shopping has an effective roles on livability of St. Helier town center, for this reason, according to Figure 5.8, the town center generally be considered as main shopping area, central market and the area of around them.

To enhance quality of retail and shopping district, the ministry of St. Helier had specific attention to needs of retailer and users, exclusively at street level in the center of the city. Also the planning contained increase the vitality and viability of “town covered market” according to social, cultural, and retail value of town center. (MPP, 2011)

As it was mentioned before, the quality of public realm is essential to make the town center area livable. To approach this parameter, the St. Helier town center encourage the users by making positive parameters (physical, social, and economical), to create the vital and livable town center which promote adequate use and activity within it.



Figure 5.9: (a) Waterfront revitalization plan, (b) Renovated building with new function in old core, (c) New public function to old industrial building to museum, (d) new housing at the harbor

Source: Derya Oktay Archive

Due to MPP (2011), the public realm intervention which proposed to enhance the quality of space are:

Pedestrian and cycling improvement, locating car parking in underground level to use the space as public space where possible, create public space in route of car parking and important building and retail area, increase green travel plan by developed the electric vehicle, public transportation, cycling, and pedestrian routes where appropriate.

For example, there are some different projects which has most effect on town center area and generally the St. Helier city which are:

Revitalization of old city core with renovation and re-functioning of old buildings with public uses on ground floors, also revitalization of the waterfront with new uses to old buildings (especially industrial buildings); and a new housing complex was introduced near the water (Interview with Oktay.D), Construction of new affordable housing units on land adjacent to Albert Pier, new residential, commercial, commercial offices and retail units in Harbor Reach sits at the heart of Elizabeth Marina, development of the waterfront leisure complex which is a family entertainment centre comprising, change function of some industrial building to museum and more and more project to revitalized and enhanced livability of city centre of Saint Helier city (URL 7). (Fig 5.9)

To be note, although this projects physically located in town center area, but they have more and more effects on social and economic quality of city as a livable area.

Chapter 6

CASE STUDY: ASSESSMENT OF THE EXISTENCE AND USE OF THE CITY CENTRE IN FAMAGUSTA

6.1 Brief Introduction

Since city centres are one of the important part of cities, city centre of Famagusta, one of the cities of developing countries (Cyprus, North Cyprus) with a rich history will be analyzed in this chapter. This chapter provides a brief review on history of Famagusta in terms of understanding of its urban pattern and the development of the city during the past periods. After that, the historical core of the city and its identity as an old centre will be described. Then, the results of the user survey carried out by the candidate will be discussed and interpreted based on theoretical background.

6.2 Case study: Famagusta, North Cyprus

6.2.1. General Information about the City of Famagusta and its Urban Pattern

“**Famagusta** (in Turkish: Mağusa / Gazimağusa; in Greek: Αμμοχόστος / Ammochostos) is a city on the east coast of the island of Cyprus” (URL 8), and the second largest city of North Cyprus (Turkish part of Cyprus) with more than 42000 populations (Fig 6.1). Famagusta has been affected by different civilization periods and therefore reveals different layers in terms of architectural and urban character. “The urban fabric of these cities is composed of several fragments — a historic core, colonial quarters, and urban development’s built in the post-colonial era — presenting striking physical contrasts and separate economic and social environments which co-exist without much integration” (Doratli, 1999).

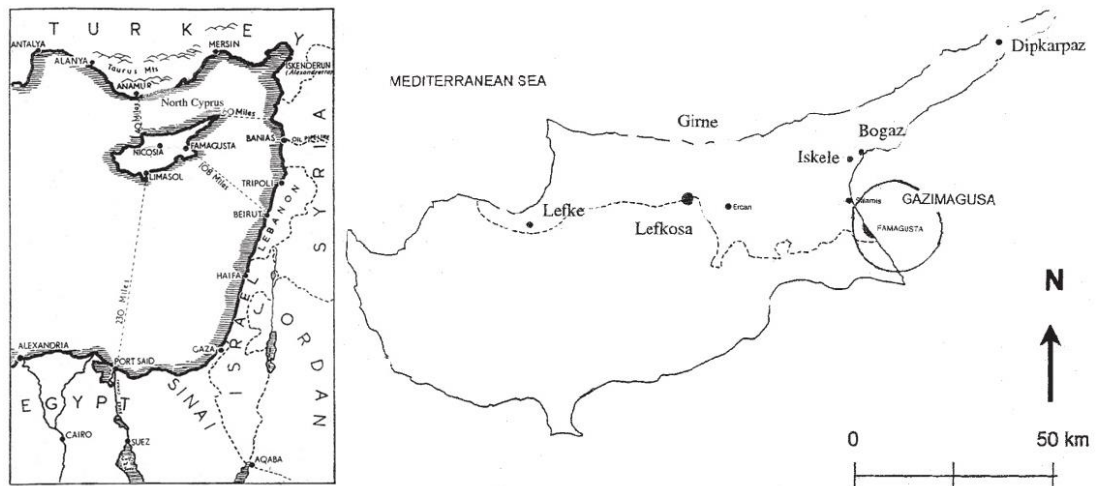


Figure 6.1: Location of Cyprus and Famagusta
 Source: www.cypruscarrental.net

Over the course of times, the city was affected by uncontrolled urbanization and some other external factors such as war. “The history and urban development of Famagusta (Gazimagusa) dates back to the first century AD and the contemporary city has developed throughout seven particular periods: the early periods (648–1192 AD — the foundation of the city); the Lusignan (1192–1489); the Venetian (1489–1571); the Ottoman (1571–1878); the British (1878–1960); 1960–1974; and the period after the war in 1974” (Fig 6.2).

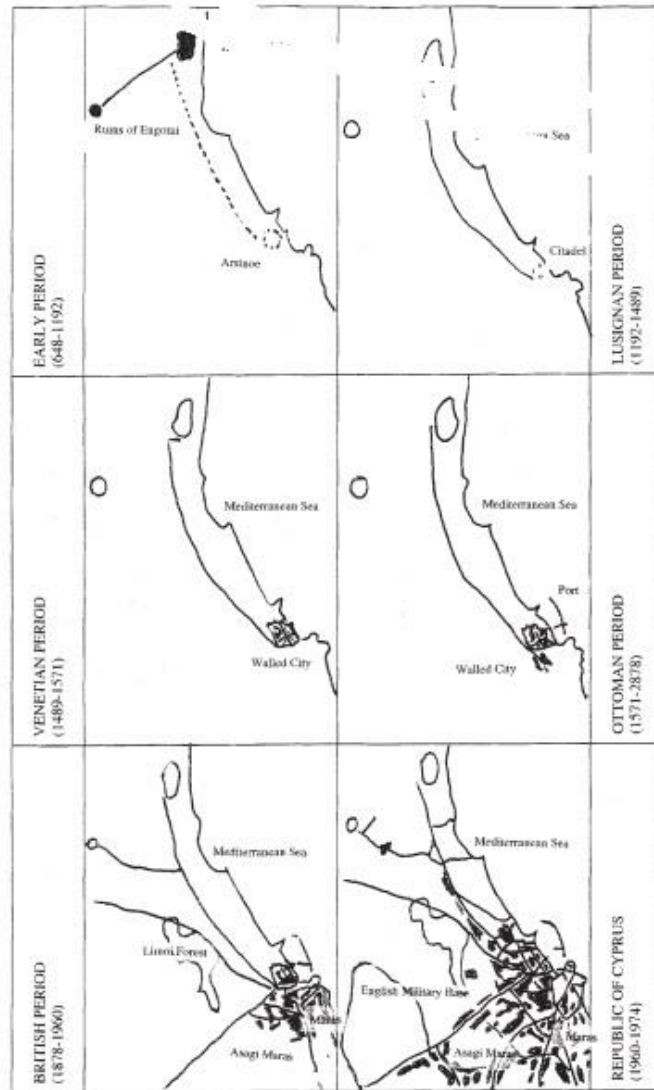


Figure 6.2: Urban development of Gazimağusa
 Source: Doratli.N, et.al (1999)

The development of the city can be categorized to four main parts:

- 1) Historic core (The walled city)
- 2) Aşağı Maraş district, this part has been developed by Greek Cypriots
- 3) Maraş district, the large district which has been expand on the South-East of the wall since 1974
- 4) The newly developed area, which is located on North-West of the Walled City (Doratli.N, et.al, 1999).(Fig 6.3)

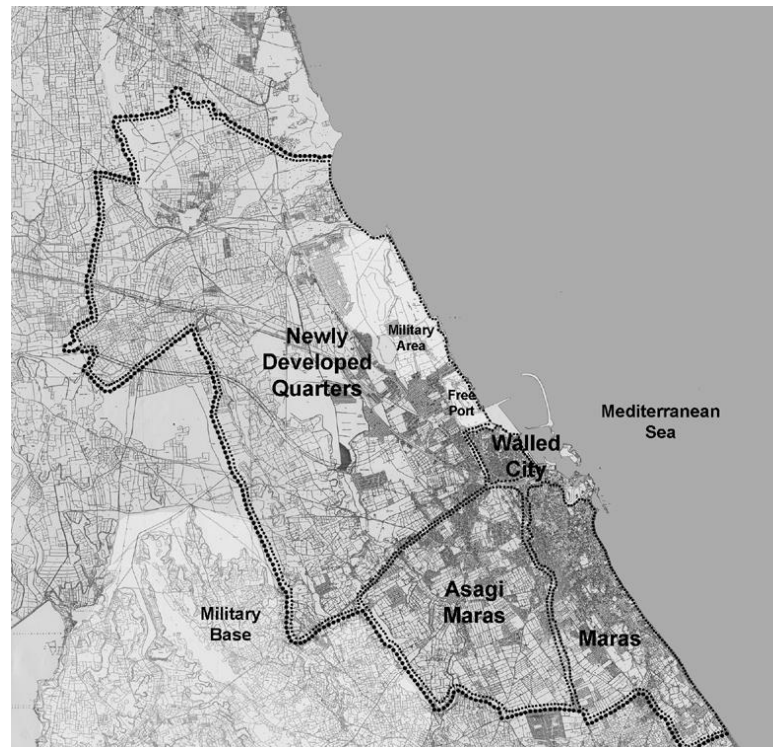


Figure 6.3: Segmentation of Famagusta as four main part
 Source: Naciye Dortli's Archive

The traditional Cypriot town has a specific, informal urban pattern. As Oktay (2002) mentioned, “Ever since Hellenistic periods, Cyprus had been noted for its highly developed urban life. The traditional Cypriot settlements reveal a cohesive character with well-scaled narrow streets and cul-de-sacs and organic open public spaces at the intersection of streets. In the central parts of the traditional city, the urban spatial pattern reflects a great variety both in terms of functional layout and physical components.” Urban pattern of Famagusta doesn't follow the strong characteristic of western urban culture, and also there were social and psychological tendencies towards meeting and gathering in open spaces that are today's can be recognize in historic part of city (The Walled city).

The *Walled City* (Surici in Turkish) is the historical part of the city where the remains of many notable historical heritage, architecture and culture are located. The history

of walled city is going back to 15 century, this city is a kind of medieval city with special citadel, moat, sea gate and land gate). Development of the city during this time has been along mainly south/north and south-east/north-west axis, and the city centre of the city defined by St Nicholas church, it`s square and the Venetian Palace (Doratli, 1999).(Fig 6.3 and 6.4)

When Ottomans gained the city in 1571, Muslim population came to the city from Anatolia and non-Muslim population was forced to move out of the wall. During this period, because of the use of the region as a military base, the city lost its economic and commercial power (Doratli, 1999). As explained before, in chapter three, with the advent of Ottoman Period, development of cities came under their control. They created new cities as well as rebuilding the old ones. Also according to their historical background, they adopted their specific life styles to spread the culture in their empire. The first settlement of Ottoman Empire took place on Byzantine basis. Following this settlement, there are some changes in administration and building`s function, such as appointment of some official like “judge (kadi), a scribe (katib) and a prayer-leader (imam)” (Acun, 2002), also converted some buildings such as church by mosque. To be note; they didn`t change every things; they also preserved some buildings like Roman bath. For example, traditional Turkish city centres which were a good example of responsive space to people`s need in their times.

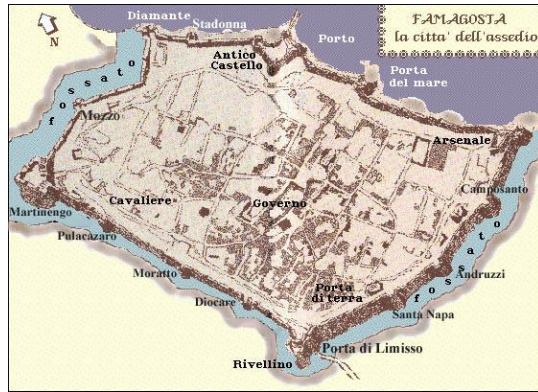


Figure 6.4: Walled city of Famagusta

Source: <http://cypnet.co.uk/ncyprus/city/famagusta/walls/index.html>

During the British period, the population of city became to two ethnic groups; 1) Turkish Cypriot lived inside the wall 2) Greek Cypriot lived out of wall in Maraş and Aşağı Maraş districts (Doratli, 1999) (Fig 6.3). Expansion of city had continued before the war in 1974. After the war development of city was very dramatically until the establishment of university started in 1986. With the Establishment of the Eastern Mediterranean University (EMU), the city faced new growth and development, Because of increasing number of students and academic staff. The main structural change of Famagusta was in development directions, which was towards the south of wall before 1974, and suddenly changed to opposite side toward the university (Doratli, 1999). The Eastern Mediterranean University (EMU), with a student population of approximately 16000, has been an effective factor in the physical shape of the city and economic and social development within the last few decades. These days, Famagusta is known as an accommodation of diverse residents, including the local Cypriots, the immigrants, and mostly university students and staff from various countries. Lack of any physical plan to prepared the basic urban context , lead to haphazardly development and make a new residential structure different with cultural pattern, and also its lead to shift commercial development toward the university to eliminate the student's needs. (Map 6.3)

As Oktay (2009) stated, from physical view, the newly developed part of city's buildings are formed in shape of individual plots in the standard form of apartment blocks without any balance between built area and open spaces which brought no identifiable character to the area. Open spaces between and around these buildings show the lack of visual and functional quality and create an area without an urban identity in relation to climate and culture. Streets have become mere vehicular channel and also the square replaced by traffic nodes 'roundabout' without any social, functional and spatial definition and public use. Due to these inappropriate types of development, the urban fabric in Famagusta faces to serious urban problems (i.e. more vacant lands and buildings, lack of public spaces by meaning, growth without any urban planning, losing the vitality and livability and etc.) which are big threat to the quality of the life in general. The growth of the city in addition to physical environment has most effect on economy of the city. (Map 6.3) According to enormous residential in new development part and also to eliminate the residents and student needs (as mix-use street), Main Street (Salamis Street or Ismet inönü Boulevard) which connected to university has been become more important from physical, social and economic aspects.(Map 6.3) in support of above explanation, Oktay (2002) mentioned; "Demographic movements following the growth of the Eastern Mediterranean University, declining quality of the old core of the city where functional and physical deterioration prevail, uncontrollable and unplanned growth (sprawl) of the city, haphazard development of housing and commercial areas, and the felt increase in life standards."

Due to above explanation because of existence of historical city centre of Famagusta in Walled City and development of city toward university and medium density of this

area, research survey will focus on two districts of the city for analyzing the existence of City Center in Famagusta, 1) the Walled City 2) newly developed districts. (Fig 6.3)

6.2.2 User survey

6.2.2.1 Method of survey

The strategy of this chapter is to evaluate existence of Famagusta city center according to physical, social and economic dimensions. Data collection methods for the case study analysis include both qualitative and quantitative survey. Quantitative survey is based on questionnaire survey which aims to find the existence of city centre in Famagusta. The questionnaires are carried out with inhabitants and students. The questionnaire contains four main sections and are interrelated together in content and result of which first section was about general information of respondents, second part question present the existence of the current city centre in Famagusta. The third part is related with the activities of people in the center and time of presence, trends and some socio-spatial issues of the city centre, and finally in the last part, people are questioned about three main issues including the physical, social and economic. Qualitative survey includes documentary study, site observation and site analysis. In documentary survey, information from documents for history of the city and location of the historic city centre are selected. Another data collection method were site observation and site analysis that will be done for the analyses of physical, social and economic issue of the city centre area. In physical part, the urban structure and physical parameters such as accessibility, public spaces, public and private function, green spaces, urban furniture and etc. will be analyzed. The social part will include the parameters which refers to the area that people live or do something related to their life, these can be named as vitality, viability, security and safety, quality of public spaces, performance

and events. Finally in the third part of the research costs and economic activities will be analyzed such as; marketing, offices, shopping, street sellers and generally retail activity.

6.2.2.2 Samples

In order to investigate the existence of the city centre in Famagusta, 100 people have been selected randomly including 50% male 50% female between the age of 18-65 from students, businessman, employee and etc.

6.2.2.3 Measures

In order to achieve accurate information and results, the questionnaire was based on a mix type of continues (bounded) and rating scale questions which are submitted to respondent as paper-and-pencil questionnaire.

6.2.3 Results and Discussions

Due to above explanations and also as it mentioned previously in 6.2.2.1, with the establishment of Eastern Mediterranean University (EMU) in 1986, the city went through dramatic growth. The main structural change of Famagusta was in development directions which was towards the university. It led to change in the physical shape of the city as well as economic and social structure. Lack of any physical plan in newly developed part of the city led to haphazard development, and changed the cultural pattern of Famagusta (Map 6.1). For this reasons, new generation of immigrants who are mostly students and university staff moved to the newly part of the city, historical part of the city (walled city) loose its attractiveness over time. The city centre currently was also affected by those changes and lost its function as a livable city centre. Therefore, because of this, research tries to identify the current city centre of Famagusta by the use of questionnaires and observation surveys.



Map 6.1: Land Use of Famagusta city

The results which are obtained from 100 respondents are shown and discussed by the help of different graphs. Considering that expansion of the city after 1974 was towards the university and outside of the wall and changing types of resident life, the major question of the research survey is about the availability of contemporary city centre of Famagusta, without this perspective all respondents were asked whether they think there is a city centre in Famagusta!

IN YOUR OPINION, DO YOU THINK THERE IS A CITY CENTRE IN FAMAGUSTA?

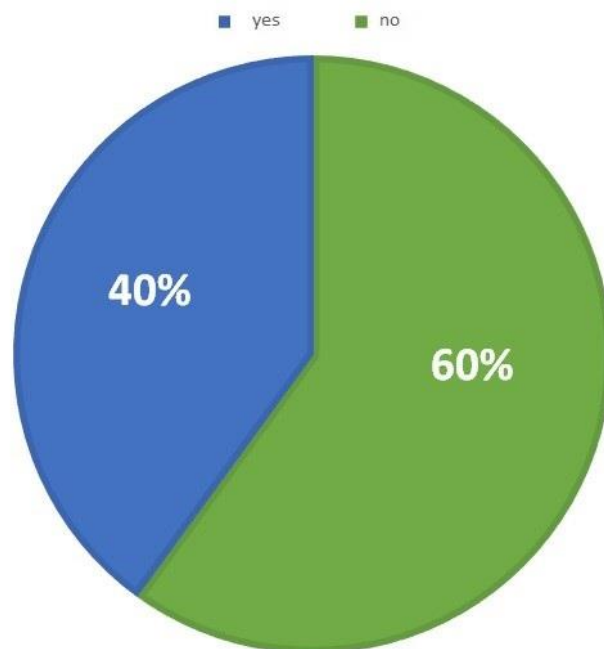


Figure 6.5: Existence of city centre in Famagusta

Pie graph (Fig) 6.5 shows that, the majority of people (about 60 %) responded negatively which most (76.67%) agreed that Salamis street between UN campus and Magem complex has the potential to be act as currently city centre of Famagusta, and the rest of respondent about 40% had given positive answer. Accordingly they believe that Salamis street act as the current city centre (figure 6.6).

The result of this survey, as shown in Fig 6.6, illustrated that Namik Kemal Square as a historical city centre of Famagusta, has lost its activities and users, due to people's choice of prefer using other districts outside the Walled city.

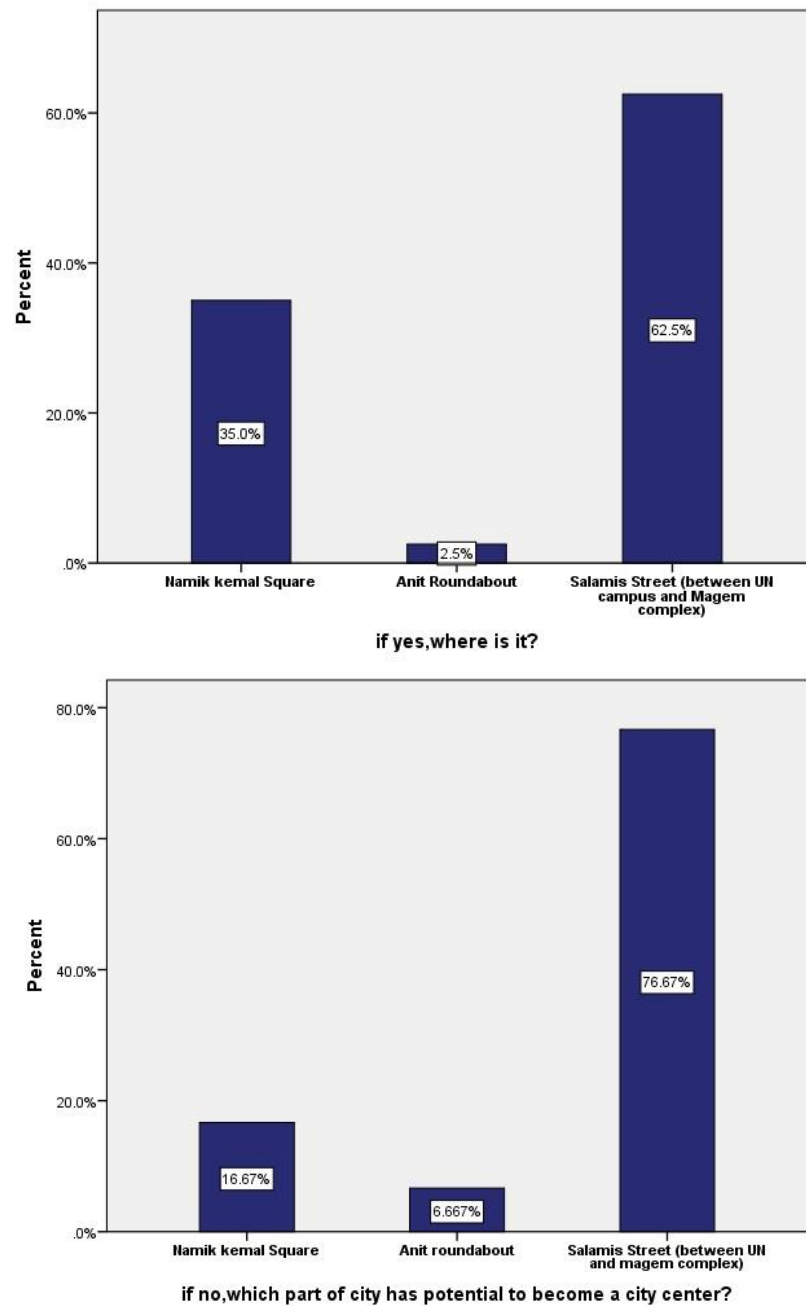


Figure 6.6: The areas which has potential to become city centre

In the third part of the survey, people were asked about the place they conceive as the city centre of Famagusta (Figure 6.7).

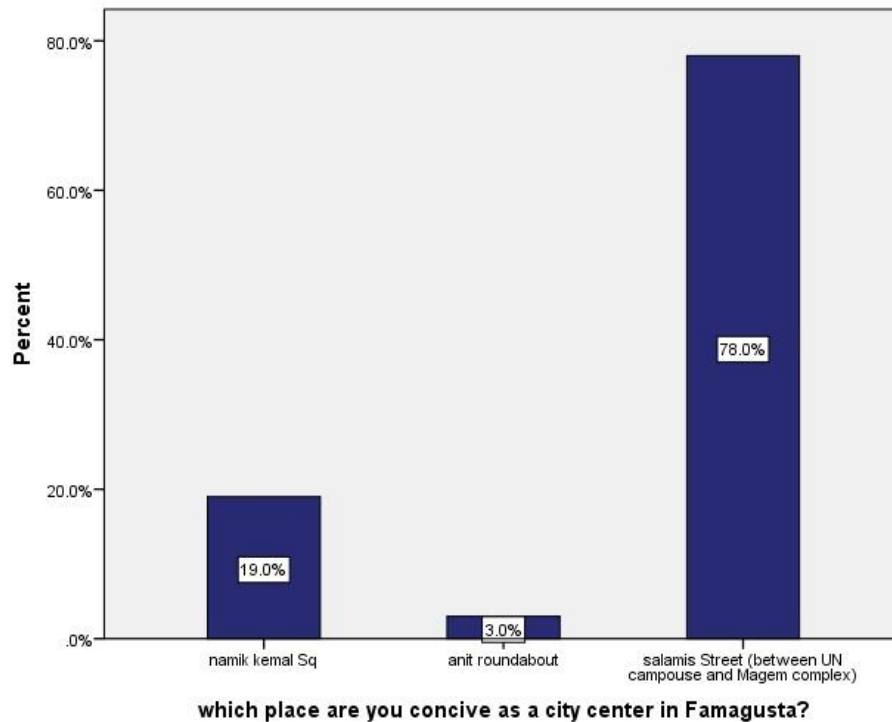


Figure 6.7: Existence of city centre in Famagusta

78 % of people agreed that Salamis street has more potential to act as current city centre of Famagusta, and about 19 % of them believe that Namik Kemal Square already act as city centre (Fig 6.7). All respondents who accepted Salamis street act as current city centre were questioned relating to when, how often, how and for what reason they normally visited the area. Figure 6.8, shows that more than 75% of respondents visit the area daily and at all times and approximately 70% of users travel to the city centre by bus, about 55% used their own car, nearly 38% walk and also more than 20% use bicycle (Figure 6.8).

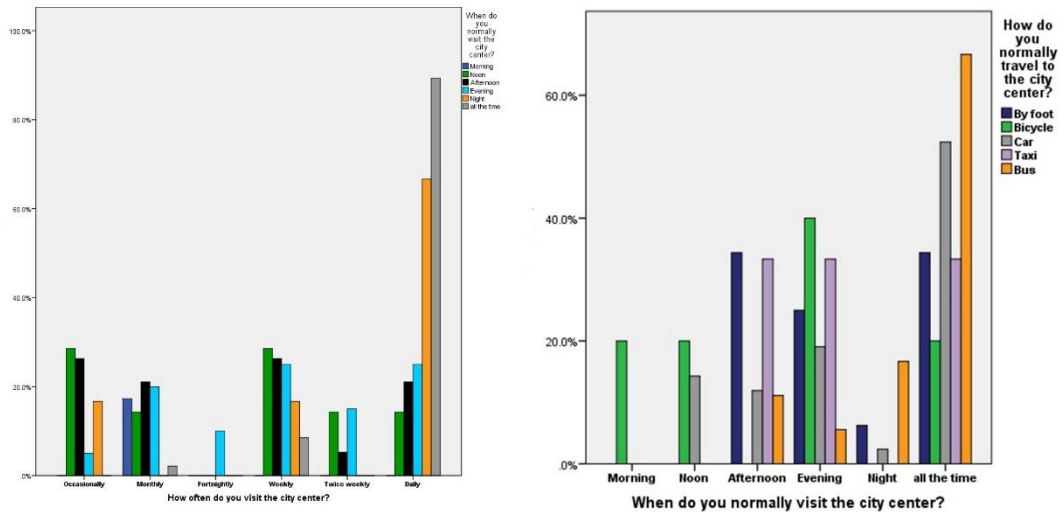


Figure 6.8: How often, when and how users visit the Salamis Street as city centre

The parameters which affect to use of the area as city centre and give strong reasons to the people to use the area are illustrated in table 1 and figure 6.8, these are bars or clubs, shopping functios with more than 60% located at first rank, and then bank, restaurant and café with the rate of about 55-56% on the second rank, at the third rank, living in the city centre and visiting friends or relatives had the highest percentage of 36%, and education and religious took its place at the forth rank with 32%, which is directly related with the location of Eastern Mediterranean University in this street.

Table 6.1: Most stated visitor's reasons for visiting Salamis street

| reason of city center's visit | Cases | |
|----------------------------------|-------|------------|
| | N | Percentage |
| Working place | 13 | 13.0% |
| Living there | 36 | 36.0% |
| education | 32 | 32.0% |
| Visiting friends or relatives | 36 | 36.0% |
| Restaurant and cafe | 55 | 55.0% |
| Cinema or theatre | 30 | 30.0% |
| Religious place | 32 | 32.0% |
| Bars or clubs | 64 | 64.0% |
| Music - gigs, concerts | 26 | 26.0% |
| Historical place | 9 | 9.0% |
| Culture - museums, tours | 7 | 7.0% |
| Health facilities | 5 | 5.0% |
| Shopping | 61 | 61.0% |
| Library / Information facilities | 12 | 12.0% |
| bank | 56 | 56.0% |

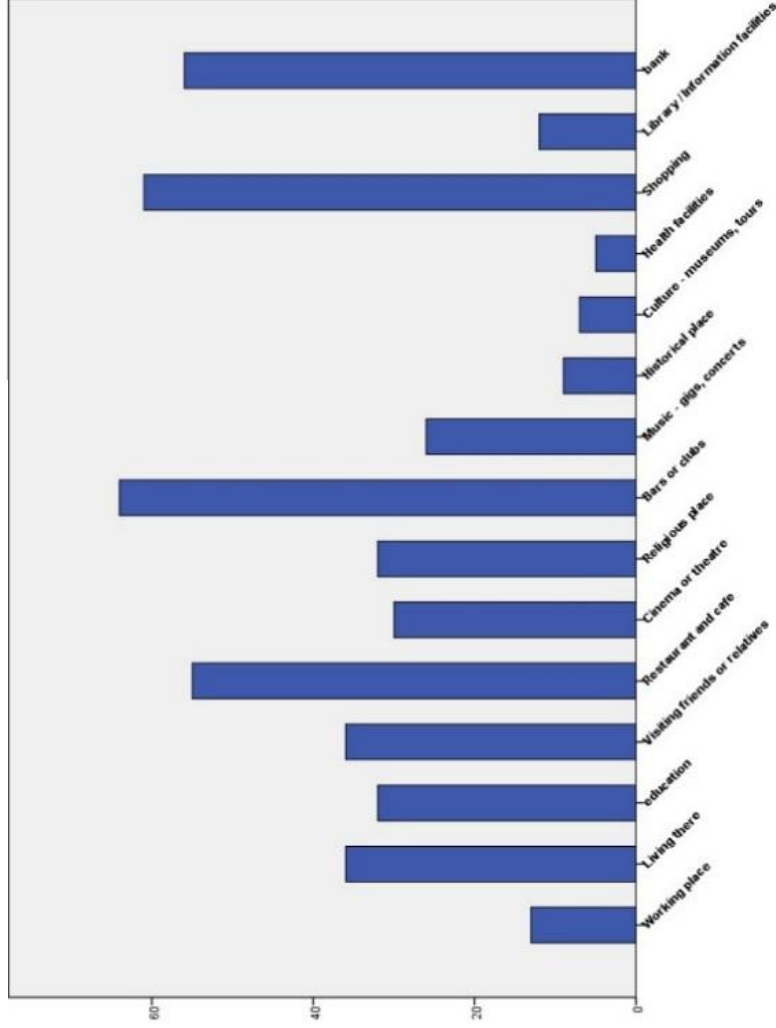


Figure 6.9: Most stated visitor's reasons for visiting Salamis street

Galleries, museums and theaters with 66% of people claimed that there are no galleries, museum and theater in the city centre which is illustrated in table 6.2 and figure 6.10. In the public open spaces, car parking, benches and seating areas are important parameters which require more attention for attracting people and increasing the quality of space (Salamis St).

There are some factors which have an essential role in space and have to be considered as important as they can help improve the experience of users and visitors in the city centre. As it can be seen in table 6.3 and Figure 6.11 street lighting with 62% of the respondents (highest rank) claimed that needed more attention. People believe that there are many effective factors to improve their experience of city centre such as improved pedestrian access, more green spaces, more public open spaces, more seating area, variety of shops and etc.

Table 6.2: Missing space from users perspective of salamis Street as city centre

| Missing space in city center | Cases | |
|-------------------------------------|----------|------------|
| | Included | |
| | N | Percentage |
| Housing complex | 20 | 20.0% |
| Galleries, museums, theaters | 66 | 66.0% |
| Green spaces and better landscaping | 28 | 28.0% |
| Clubs / bars/ cafés / restaurant | 17 | 17.0% |
| leisure and sport facilities | 31 | 31.0% |
| Car parks | 45 | 45.0% |
| Variety of non-food shops | 31 | 31.0% |
| Variety of markets | 18 | 18.0% |
| Public open space | 46 | 46.0% |
| Benches & seating | 43 | 43.0% |
| Bank | 21 | 21.0% |

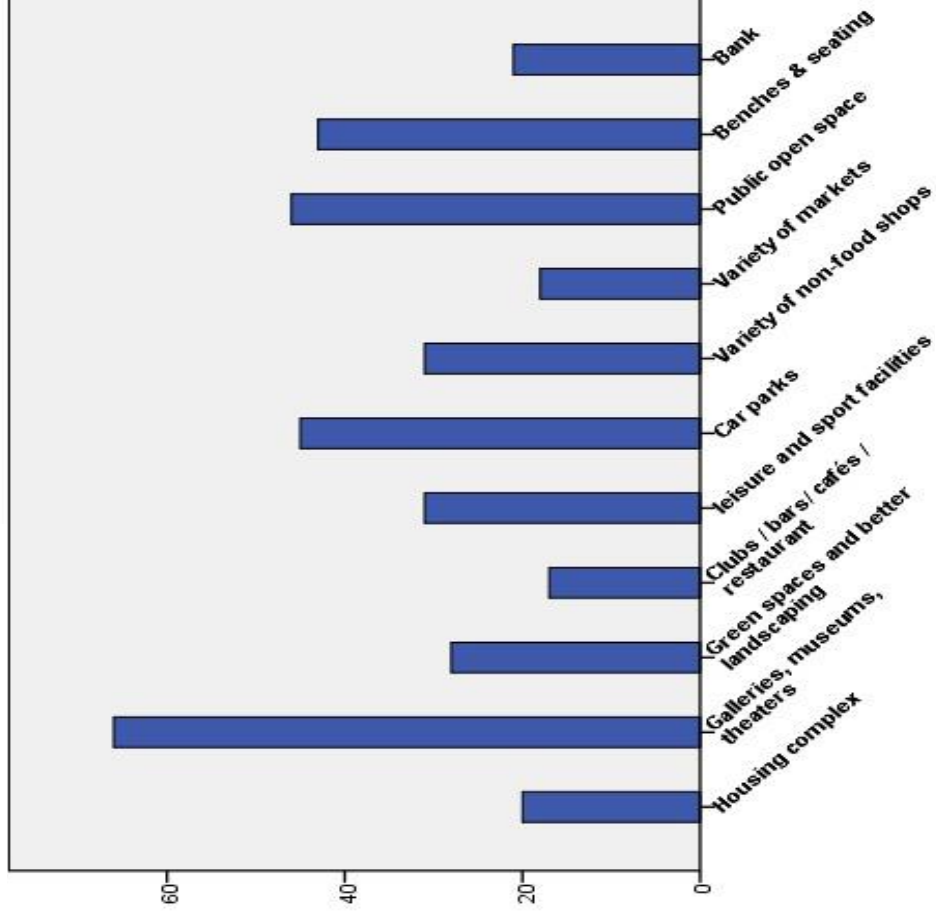


Figure 6.10: Missing space from users perspective of salamis Street as city centre

Table 6.3: Improvement factors of city centre from respondent point of view

| Improvement city center factors | Cases | |
|--|----------|------------|
| | Included | Percentage |
| Better street lighting | 62 | 62.0% |
| Clearer street signs | 42 | 42.0% |
| Improved pedestrian access | 53 | 53.0% |
| Cleaner pavements | 31 | 31.0% |
| More green spaces and better landscaping | 50 | 50.0% |
| More pubs / bars | 14 | 14.0% |
| More litter bins | 8 | 8.0% |
| More banks and/ or office complexes | 24 | 24.0% |
| Public city maps | 39 | 39.0% |
| More open space | 40 | 40.0% |
| Improved public toilets | 34 | 34.0% |
| More car parks | 28 | 28.0% |
| Removal of graffiti and fly posting | 7 | 7.0% |
| Wider variety of shops | 37 | 37.0% |
| More restaurants | 33 | 33.0% |
| More benches & seating | 46 | 46.0% |
| More leisure and sport facilities | 26 | 26.0% |
| Better public transport | 37 | 37.0% |

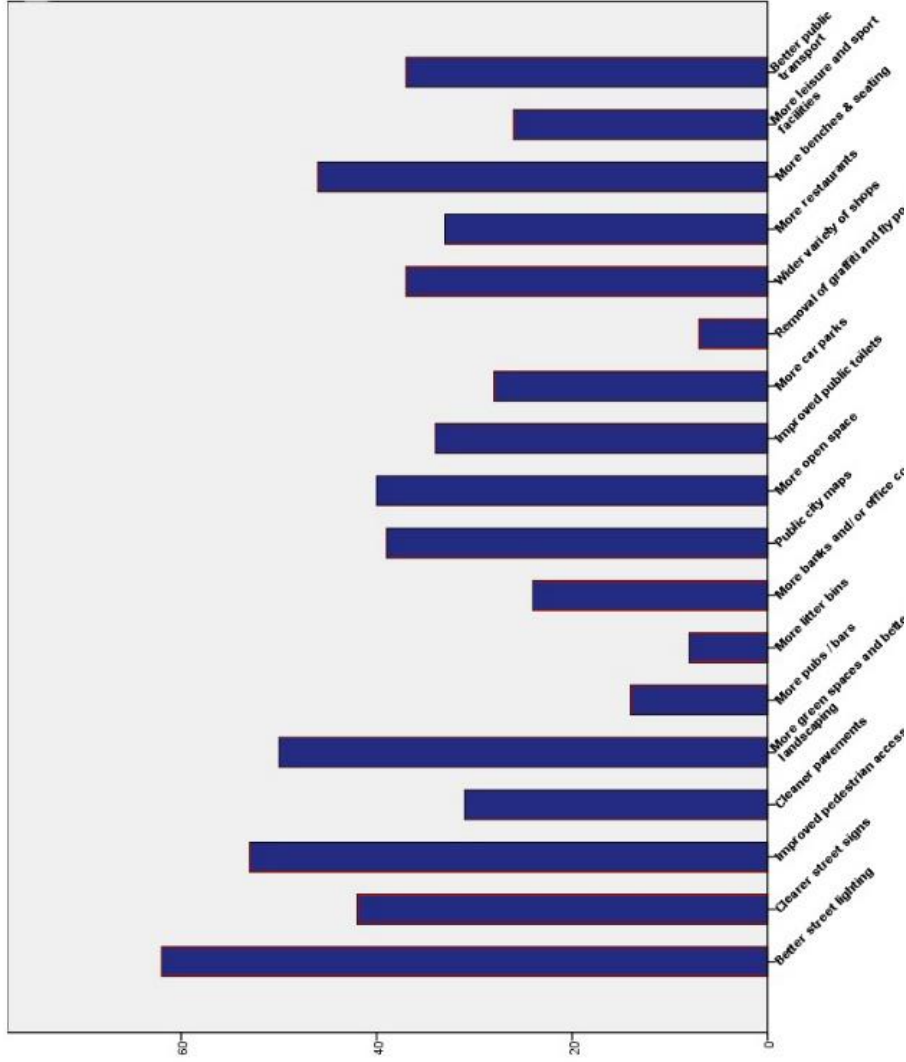


Figure 6.11: Improvement factors of city centre from respondent point of view

At the end, respondents are asked to evaluate quality of the space which is currently conceive as the city centre of Famagusta from physical, social and economic view.

As mentioned previously, currently there are not any specific city centre in Famagusta and most people believe that Salamis street (between UN campus and Magem complex) has more potential of becoming centre. In relation to subchapter 6.2.2.1, which explains about the historical city centre of Famagusta (Namik Kemal square) and according to 19% stated that, Namik Kemal square, had also potential to act as city centre. Therefore, at this level of evaluation, research tried to analyze the quality of life (livability) of the old city centre (Namik Kemal square) and the space which currently acts as the city centre of Famagusta (Salamis street). (Figure 6.12)

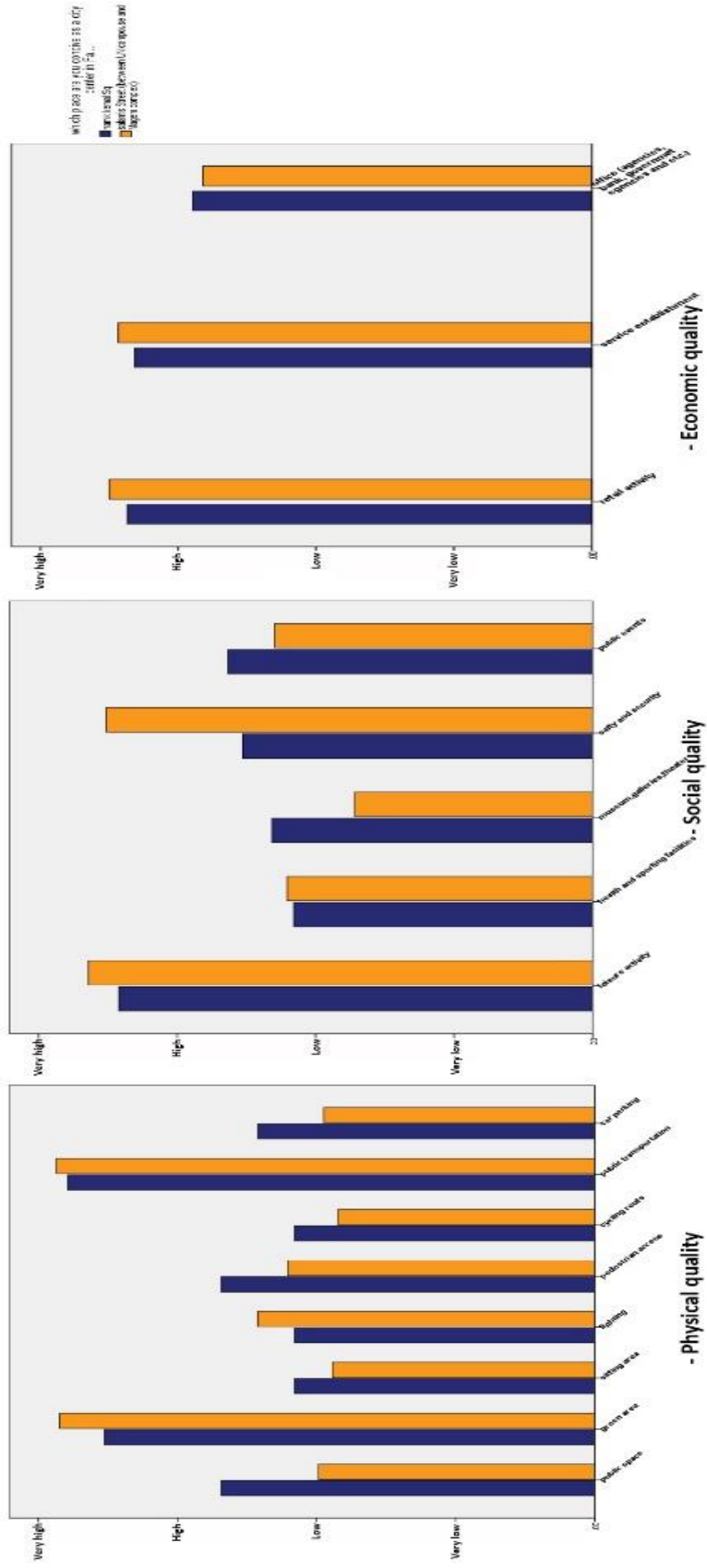


Figure 6.12: Quality of life (livability) of old and currently city centre of Famagusta

6.2.3.1 Physical Quality

In the first part of the street, as illustrated in figure 6.12 physical quality of the old city centre (Namik Kemal Square) was generally at a high rank especially by its public space, seating area, pedestrian access, cycling routes and car parking. Thus, existence of more retail functions such as shops, restaurants, cafes mixed with residential function created a robust framework for the area from a physical perspective (Map 6.2, 6.4). Furthermore, according to figure 6.12 and Map 6.3 and 6.5, in Salamis street, in terms of physical aspects, there are some important factors which are equal or even higher than the old city centre such as public transportation, green area, retail activity, offices and some mix-use function.

Generally, from physical point of view there is not much contrast between qualities of both spaces.

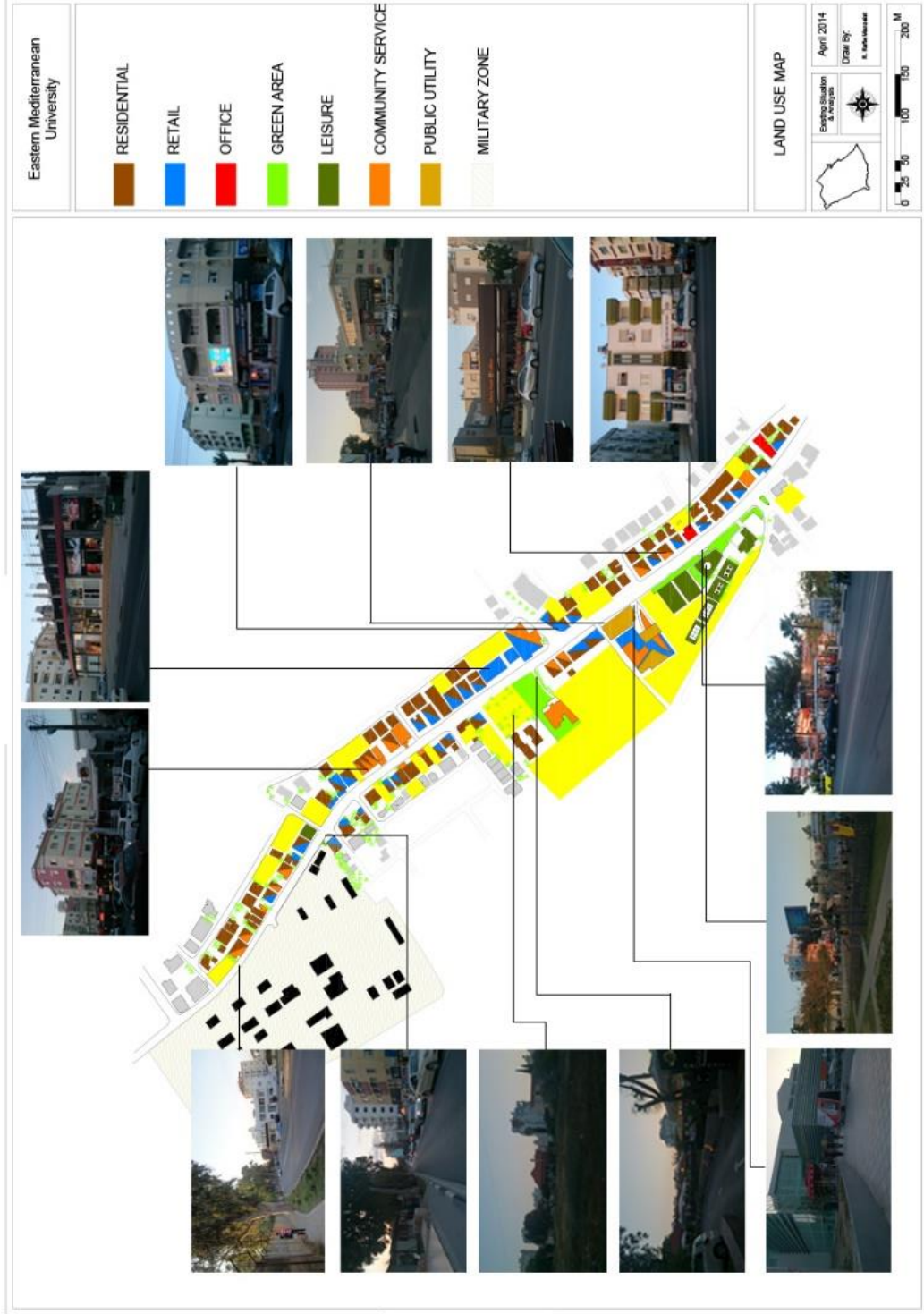
6.2.3.2 Social Quality

From the point of social quality, the perspective from spaces as shown in Figure 6.12, safety and security which are the most important factors to make a livable place in Salamis Street which is located at higher rank of evaluation. Leisure activities of space are also placed at higher rank than Namik Kemal Square (Map 6.2, 6.3). For example existing of more cafés and restaurants working until midnight are very effective in the vitality of the area and also has high impact on the safety of the area especially at night. Furthermore, existing of mix-used complexes and variety of functions in Salamis street made this area more sociable than Namik Kemal square (Map 6.2, 6.3)

By contrast, from a cultural point of view, museums, galleries, theaters and also public events in the current city centre are given have less quality than the old city centre.



Map 6.2: Namik Kemal square Land use map



Map 6.3: Salamis Street. Land use map

6.2.3.3 Economic Quality

According to economic evaluation of both spaces, the old city centre and Salamis Street have equal qualities. They are both located at high and very high rank due to their retail activities but offices need more attention in order to improve the economy of the area (Figure 6.12, Map 6.2, 6.3).

Furthermore, the general quality of the Namik Kemal Square as the historical city centre and Salamis street which acts as the current city centre of Famagusta. The results can be seen in Figure 6.13.

It is noticeable that, total quality of Salamis Street has fluctuated widely, some parameters being at high rank such as green area, public transportation, leisure activities, safety and security, retail activities and service establishment, on the other hand, cultural parameters (i.e. museums, galleries, theater and etc.) had very low quality in comparison with Namik Kemal square (Figure 6.13).

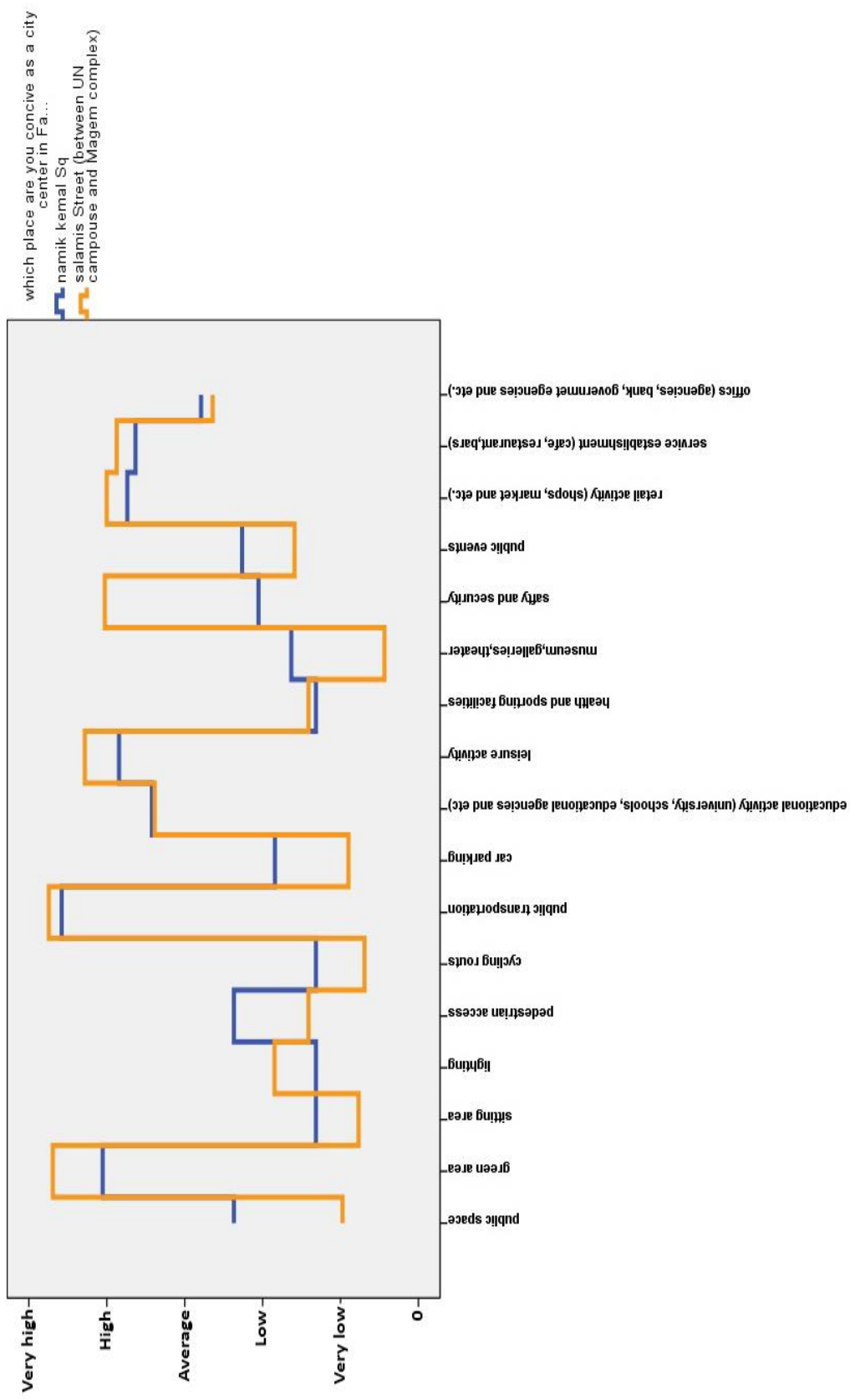


Figure 6.13: General quality of old and currently city centre of Famagusta

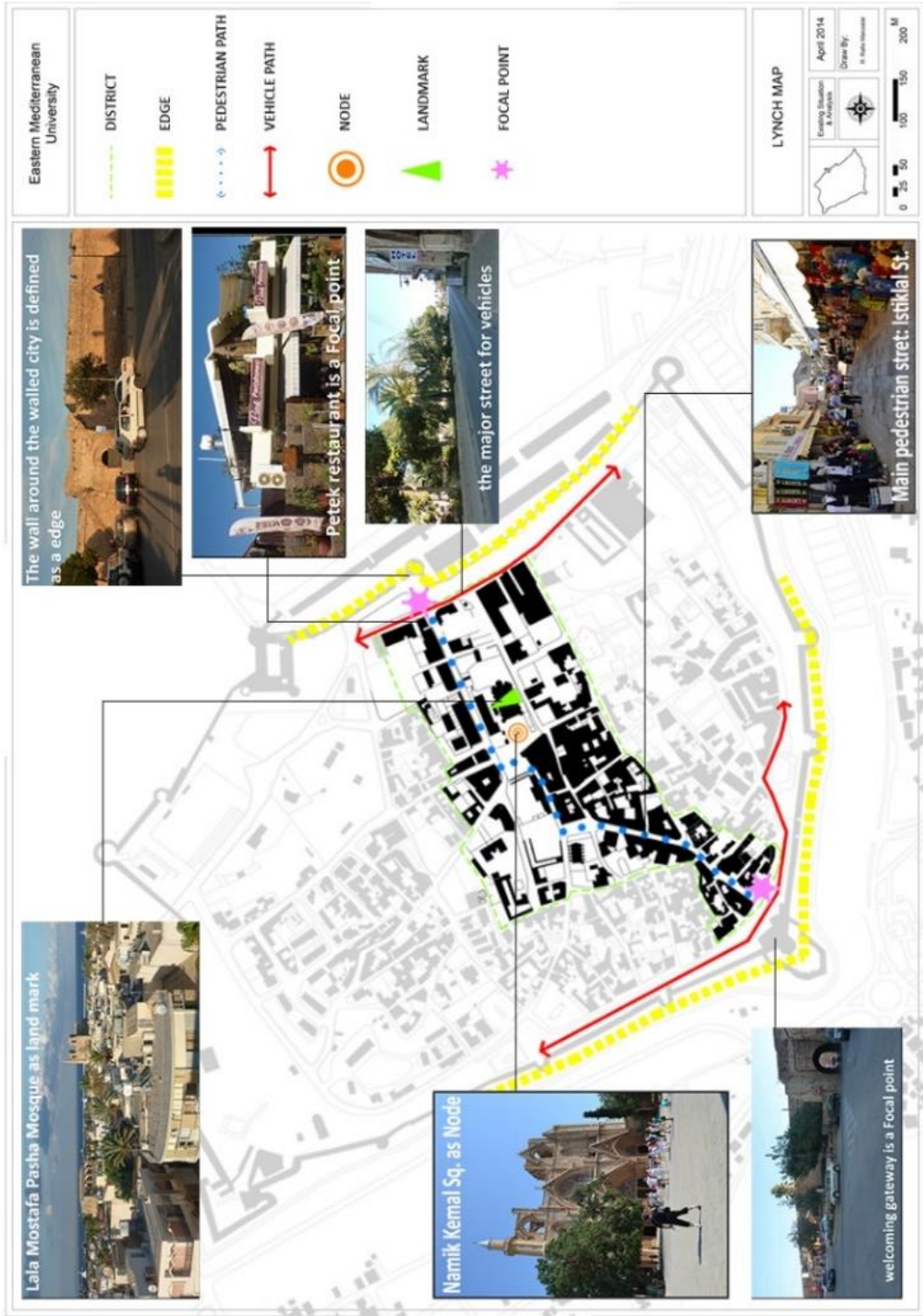
On the other hand, Figure 6.13 proves that Namik Kemal square had some parameters which are at higher rank than Salamis street. For instance; public spaces, pedestrian activities, accessibility, cycling routes, car parking, cultural facilities (museum, galleries and theater and public events). Consequently from respondent's point of view, general quality of Salamis street and Namik Kemal square was approximately equal, although some factors in Salamis street were located at higher than Namik Kemal square like public transportation and green area. On the other hand, in Namik Kemal square public spaces and pedestrian accessibility had higher rank.

At the end of the analysis, as it was mentioned in chapter two, city centres have their specific uniqueness and sense of place. They remain livable through the existence of a mixture of diverse uses, and users.

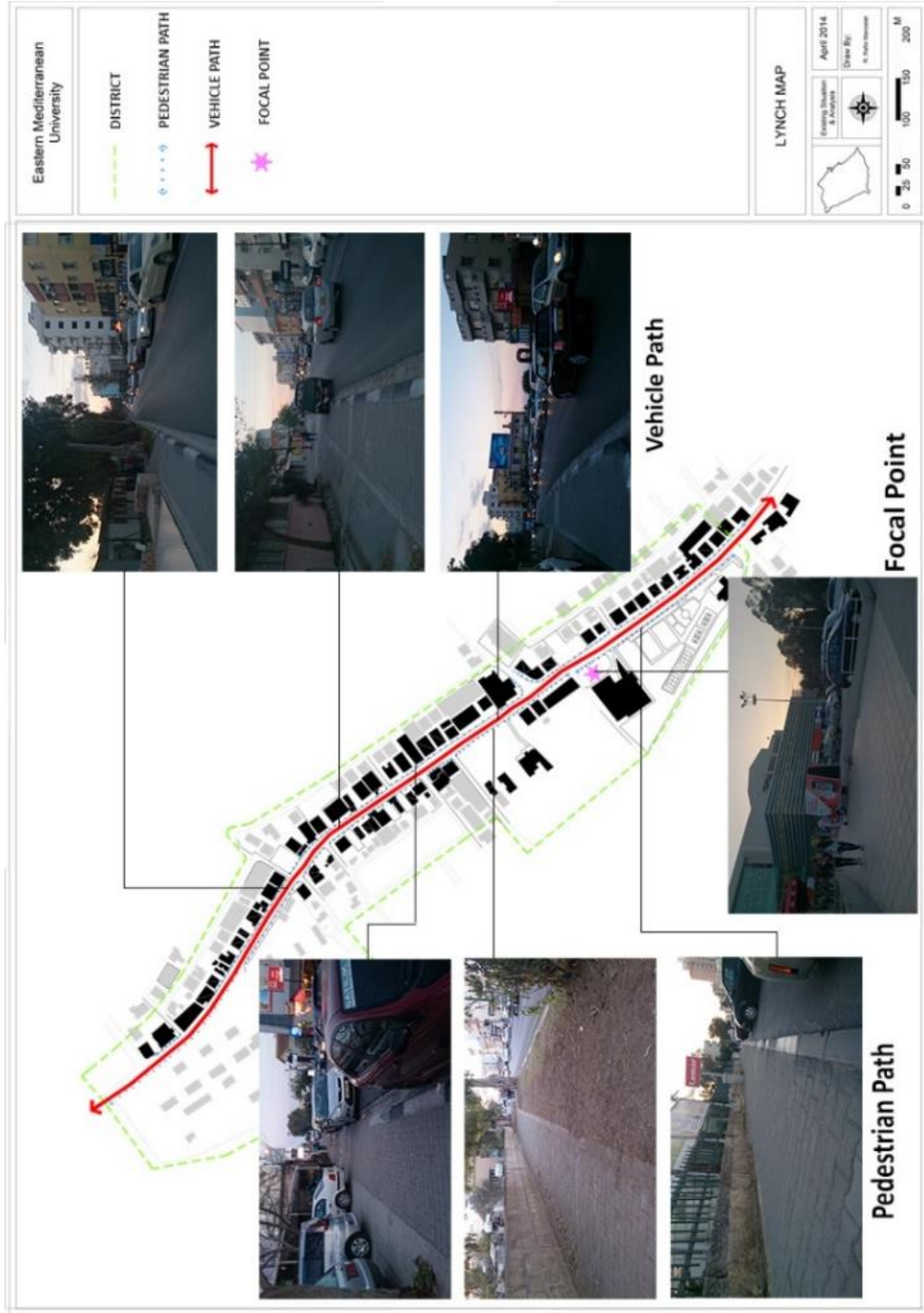
Lynch in his research (1960) described, how people "read" the urban environment through some parameters such as "paths, edges, districts, nodes, and land marks" which still remain valid for today. These are some elements that they have most impact on organizational structure and sense of place. They can also be very efficient to create an impressive framework in the heart of the city.

According to map 6.4 and 6.5, it can be seen from Lynch analysis that Namik Kemal square is more impressive than Salamis St, by its strong structure and sense of place on users of city centre area. In Salamis street the area which is currently used as city centre by its users, from structural framework, there are some weak elements and lack of some elements from the perspective of Lynch analysis perspective which needs more attention to increase the quality of its central area. For example, according to map 6.5,

in Salamis Street there is not any readable landmark and specific node which are two important factors in respect to structural framework for a successful city centre.



Map 6.4: Namik Kemal Square Lynch analysis map



Map 6.5: Salamis Street Lynch analysis map

6.2.4 Problems and Opportunities

As observed in Famagusta, the processes of urban dynamics have improved the social, cultural and morphological construction of spatial organization both at town scale and neighborhood scale. The more, a city centre known as an “Urban Space” containing public and private spaces, the more it considered in different meanings by various thinkers and scholars. Also a good urban space has a good proportion between open spaces and close spaces. City of Famagusta has a number of strengths that are within the city’s sphere of influence. In small scale, according to PPS (Projects for Public Spaces), a public space is successful in existence of four key elements which are; accessibility, activities of users, conformability of space and finally sociability (figure 6.14). Furthermore, public spaces (open and closed) are the most important part of a city centre. They are covering many factors of successful and livable space that can support successful and livability of city centres in large scale.



Figure 6.14: Four key factors of successful public space
 Source: www.accuracyandaesthetics.com

The research and analysis in this study points out a number of problems and opportunities which have been classified according to PPS factors, shown separately in figure 6.15 and 6.16.

Figure 6.15 illustrates as historical city centre of Famagusta Namik Kemal Square had more opportunities than problems being used as a city centre such as; a good first impression as a city centre; good pedestrian and vehicle accessibility, successful public spaces, variety of functions and etc. Meanwhile, revitalization of Walled City in 2005 had considerable effects on square and surrounding area.

On the other hand, in Salamis Street which is used as a city centre today, there are more problems than opportunities which has to be considered. For example, lack of efficient pedestrian and bike access, public transportation, car parking, public open spaces, green area, leisure activities and community service have a negative effect as a first impression as city centre area. But, existence of university, variety of functions and also variety of people within different times of day, are the opportunities which increase the potential of this area to be used as city centre of Famagusta. (Figure 6.16)

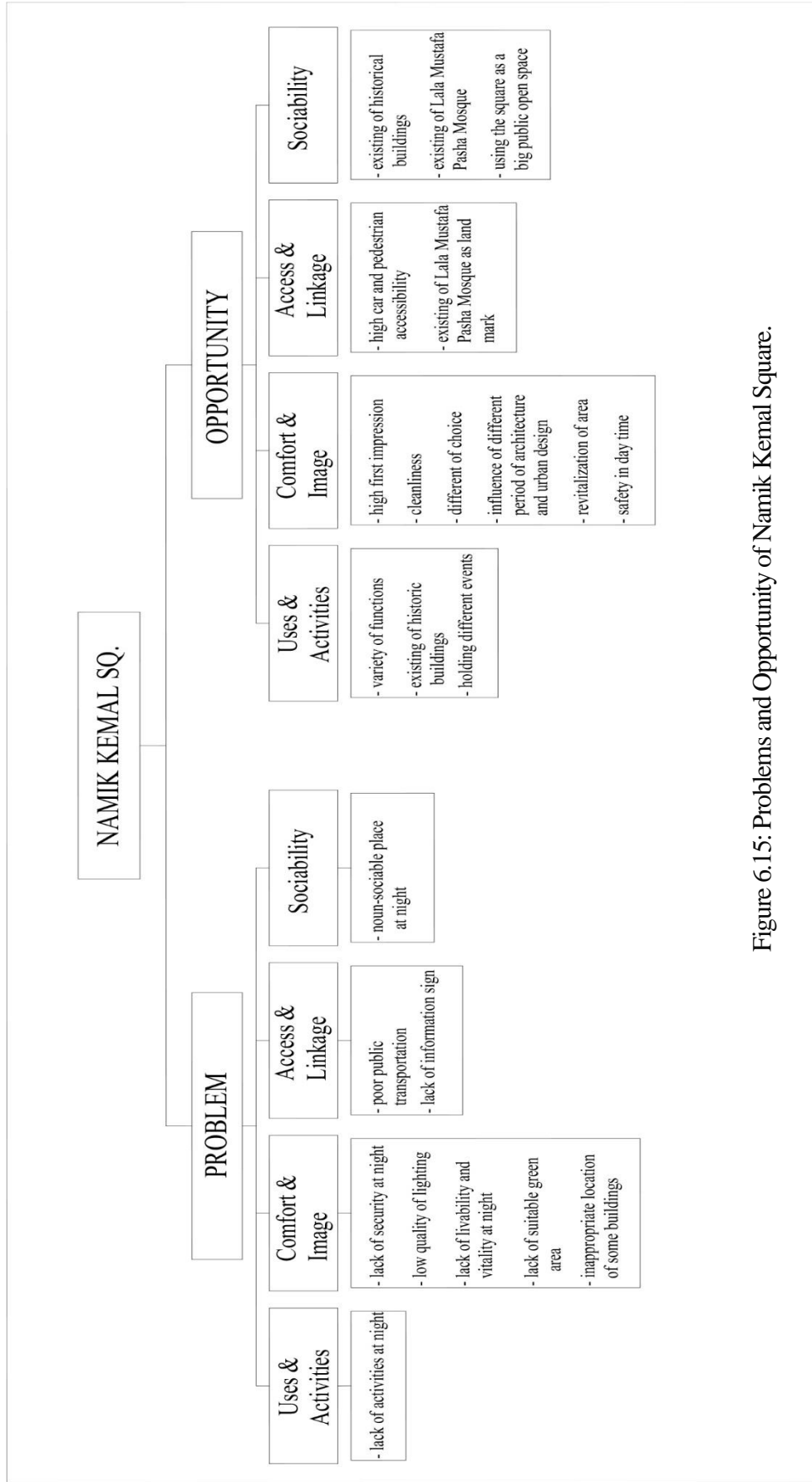


Figure 6.15: Problems and Opportunity of Namik Kemal Square.

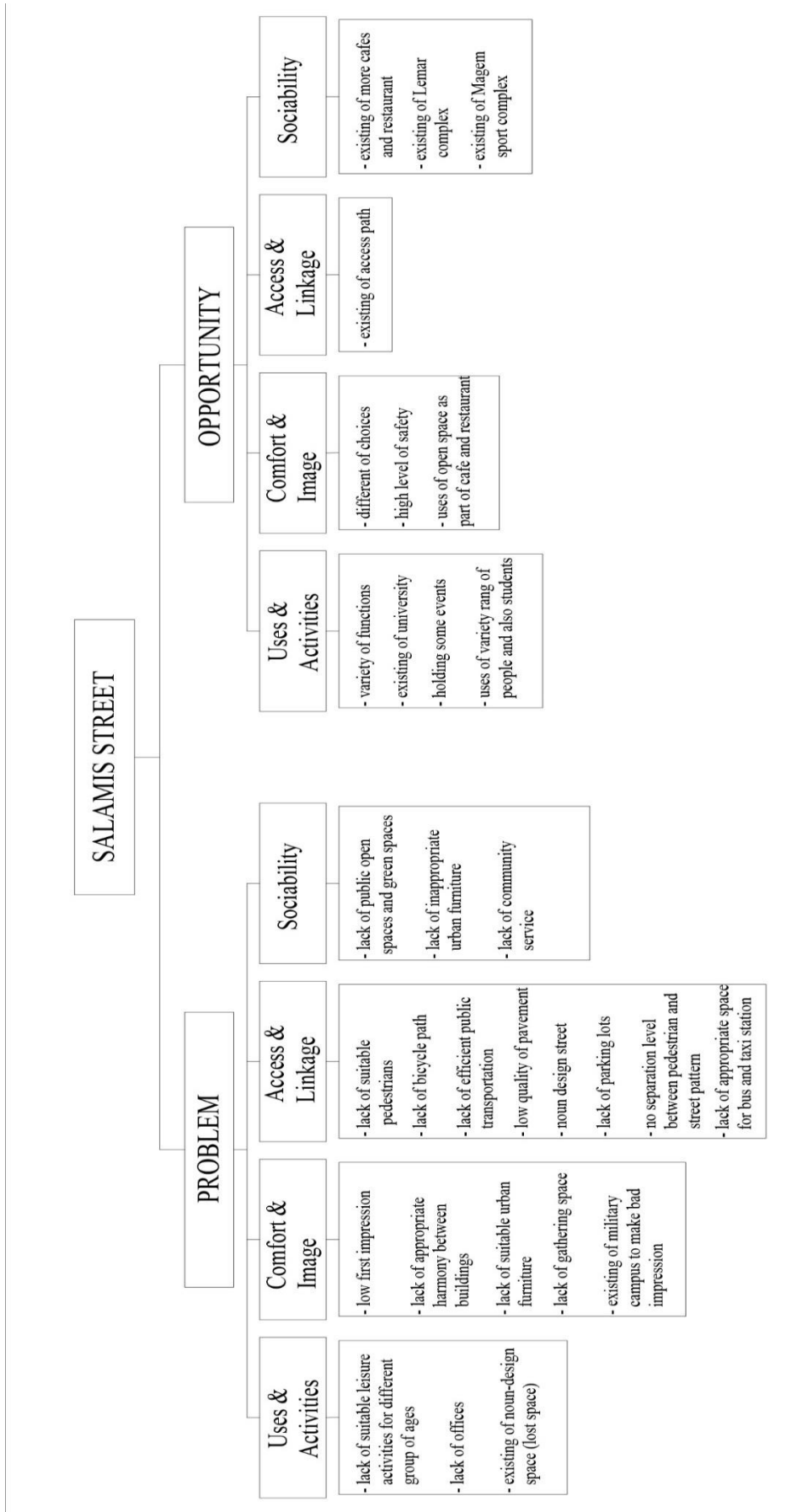


Figure 6.16: Problems and Opportunity of Salamis Street.

6.3 Conclusion of Chapter

Above explanations show that, Famagusta is one of the developing cities with a significant historical background composed of Lusignan, Venetian, Ottoman and British periods. Historically, Famagusta had a powerful city centre in the heart of old city (Walled city) that was highly vital and livable. After the war in 1974, city faced to new development which is categorized to four main parts (historic area, Aşağı maraş, Maraş and new development). Results obtained from final analysis of this research show that with the development of Famagusta, historical city centre lost its activities and attractiveness as a general power. At the moment, there is no specific city centre in Famagusta (Fig 6.5). In the results of study, it is clear that majority of people mainly university students, prefer to live in new part and they believe Salamis Street has more potential to be current city centre of Famagusta.

Paumier (2004) argued that a city centre with an organized structure, distinctive identity, variety, interest, visual and functional continuity, high convenience, comfort and high quality is a successful city centre. With respect to Paumier's argument, further analysis obtained from survey, site analysis and observations imply that both Namik Kemal square and Salamis street in comparison with each other have their strengths and weaknesses as current livable and successful city centre (Table 6.1).

For instance, factors of variety and interest, visual and functional continuity and physical quality in both spaces are approximately equal. On the other hand there are some factors that exist in Namik Kemal Square in higher level such as; organized structure, specific identity and also comfort. But on the other hand Salamis Street has some positive factors as well (Table 6.1). Convenience of accessibility and providing

better comfort, and leisure activities with high safety for its users even at night can be listed as positive factors. (Fig 6.12 and 6.13, Map 6.2, 6.3, 6.4 and 6.5)

As a whole together, with all existing strengths and weaknesses in both spaces, there are some opportunities that can create a positive context to improve general quality of these spaces as a powerful city centre. As an example, existence of Eastern Mediterranean University and high density of users are the effective opportunities on general structure and qualities of Salamis Street.

Table 6.4: Comparison of findings in terms of physical, social and economic qualities of Salamis Street and Namik Kemal Square

| | Salamis Street | Namik Kemal Square | |
|-------------------------|-------------------------------|--------------------|------|
| Physical Quality | Public Space | Very Low | Low |
| | Green Area | High | High |
| | Seating Area | Very Low | Low |
| | Lighting | Low | Low |
| | Pedestrian Access | Low | Low |
| | Cycling rout | Very Low | Low |
| | Public Transportation | High | High |
| | Car Parking | Very Low | Low |
| Social Quality | Leisure Activity | High | High |
| | Health and Sporting Facility | Low | Low |
| | Museum, Galleries and Theater | Very Low | Low |
| | Safety and Security | High | Low |
| | Public Events | Low | Low |
| Economic Quality | Retail Activity | High | High |
| | Service Establishment | High | High |
| | Offices | Low | Low |

Chapter 7

CONCLUSION AND RECOMMENDATIONS

The changes that the world has gone through over the past two decades have made a dramatically transformed global order which require a new understanding of the role of livability in the central urban spaces. This is a more critical issue in cities with traditional pattern, such as Turkish cities, where dramatic transformations occurred highly at urban level. Existing patterns of urban development extremely damage the livability in our cities. The signs are the loss of valuable open spaces, the requirement for improvements of roads and public services, the unfair distribution of economic resources, and the lack of a sense of community and in general decrease in the level of livability. In this context, the process of urbanization and following, urban growth had huge effects on cities from physical, economic, social and political aspects. Also according to UPAT (2011); “the current world population in cities is growing at an unprecedented rate. They found that half of the world’s population is living inside the city centre and the research predicts that the growth will continue to rise by 5 million in 2030.” Relying on the best from the ancient times to the present-day, we can organize city centres which will more effectively serve the needs of their users.

The main characteristics of central part of cities made them places where people would live, shop, meet and conduct business. So according to philosophies, all planning should be involved physical, social and economic parameter to eliminate essential daily life needs of users such as; creation of integrated city centres containing housing,

shops, work places, schools, parks civic facilities and etc. To support this issue, Lynch 1972 believed that, city centres should diversify their factors (entertainment settings, public spaces , retails, cafes, restaurants, etc.), not only to attract people to city centres, but also to preserve them there in 24 hours of 7 days of week. Furthermore it is very difficult to know what exactly make a livable city centre

A livable city centre as a heart of a city is the most important part of identity a city while preserving the history of a city to pass on for future generations. According to the meaning of livability, there are philosophies categorizing indicators and characteristics of livability into four major groups of functional, ecological, perceptual and cultural factors. These factors, conduct visual and physical accessibility, connectivity, proximity, safety, visual linkages to landscape and built landmarks, experiential quality, temporal character, humane scale, sociological and psychological security, readable visual identity, functional sustainability and etc. In general, livability of city centres depends on divers business, entertain and retail activity that attract shoppers, visitors, employees and residents. Generally, for a city centre to be accepted as a livable place, physical, social and economic aspect should be considered.

Therefor a city centre, as the most important part of the city with social, temporal, spatial, and economical point of view is very critical element of a livable city. Growth of the city through suburbanization and modernism is one of the key elements to lose the meaning of city centre in contemporary cities, as in the growth of Famagusta, towards the university and new development area out of the walled city. Since there is no strong relationship between city centres and livability for the Famagusta residents, the degree of their satisfaction with the livability (quality of life) is lower within the overall sample. Strategies should be developed to differentiate the city centre from the

other urban areas in order to help users benefit from the available urban facilities while putting efforts to increase their overall life quality and livability in the city. In this context, the level of physical, social and economic qualities should be the major concerns in future urban policy and management.

The survey results show that, in Famagusta, there is no defined city centre. But the existence of some important functional mix such as shopping activity, cafés, restaurants, club and etc. in some places, could be very beneficial daily usage of space. These functions add positive aspects to a place as a city centre. For instance, according to results of analysis, Salamis street is used mainly by students and the residents of the new development area, where as Namik Kemal Square is used by only few local residents.

The results obtained from analysis includes that physical, social and economic qualities of both spaces which has an important role as elements of a city centre are almost equal in some factors. For instance, factors of variety and interest, visual and functional continuity and physical quality in both spaces are approximately equal. On the other hand there are some factors that exist in Namik Kemal Square in high level such as; organized structure, specific identity and comfort, where on the other hand, Salamis Street there aren't any positive factors. For example from convenience of accessibility and also provide better comfort, high safety and security and leisure activities for its users even during night times. (Fig 6.12 and 6.13, Map 6.2, 6.3, 6.4 and 6.5)

In the whole, with all of the exist strengths and weaknesses in both space, there are some opportunities which can make a positive context to improve general quality of

them as a powerful city centre. Based on the results as they had been shown before to achieve a livable city centre of Famagusta, there are three main recommendations:

(i) Enhancing qualities of Salamis street as a new city centre especially through physical factors such as;

- Increasing number of public and social spaces for different age groups especially for children.
- Creating more cultural, health and sport facilities.
- Improving physical parameters like; lighting, cleanliness, green spaces, car parking and etc.

(ii) Regenerating and re-centralizing the old city centre (Namik Kemal square), through the enhance of economic and social parameter that can be very beneficial to regeneration of this space, such as;

- Increasing number of commercial places
- Increasing the number of civic buildings
- Enhancing leisure activity for young people
- Creating efficient public transportation
- Improving some physical parameters such as safety, lighting, public spaces, and etc.

(iii) Regenerating Namik Kemal Square as a historic city centre of Famagusta and in parallel with expansion of the city creating a new city centre to support of the old one, providing a strong accessibility between them.

In order to reach this hypothesis there are several factor which require more attention to make a livable and successful city centre.

- Creating more attractiveness
- Having more diversity
- Creating some spaces to participate in cultural/ recreational activities
- Increasing the level of safety and security specially at night time
- Making sense of place to users
- Creating diverse accessibility (inside and between both spaces) such as efficient public transportation, bicycle rout, pedestrian and vehicle access
- Making both spaces more walkable
- Enhancing cleanliness of spaces
- Decreasing noise levels
- Decrease traffic density
- Creating spaces as a place to live
- Increasing leisure activities for different group of ages
- Centralizing offices
- Creating more public spaces
- Enhancing the existing sport facilities and creating new one
- Increasing the level and also quality of green area
- Enhancing qualities of public furniture (lighting elements, seating spaces, bins, signs, installation and etc.)
- Increasing quality of street and pedestrian pavement
- Using of public art to increase visual qualities
- Establishing continuity be increasing the harmony between buildings
- Making spaces more human scale

Although so many pros and cons of livable city centres have been explored in this study, further research is still required. Furthermore studies can focus on different aspects of livable city centres such as public transportation, cultural and recreational areas, shopping, public spaces, mixed use developments, community services and relationship between the city centre and other areas of the city.

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APPENDIX

QUESTIONNAIRE: Famagusta's City Center

March 2014

Hello my name is Reihaneh Rafiemanzelat, I am studying Master of Urban Design at the Eastern Mediterranean University. Have you got a moment to answer some questions about the future development of the city center? This questionnaire has been designed as a part of a research on the theme "**The concept of City Center in the Contemporary City: The Case of Famagusta**". This survey aims to find out whether the residents and users of the city of Famagusta have a sense of having a city Centre, and if not why? This would be helpful for the future planning and possible improvements in the city.

Personal info:

Nationality:

What is your code sex? Male Female

What age group are you in?

Under 18 18-25 26-35 36-45 46-55 55-65

Your status:

Student Employee Business Seller Unemployed

Your education:

Illiterate Lycee University post graduate (master/ PhD)

In your opinion, do you think there is a city Centre in Famagusta?

Yes No

If you answer yes, where is it?

If you answer No, which part of city has potential to become a city center?

Namik Kemal Sq. Anit Roundabout. Salamis Street (between UN campus and Magem complex)

Other (please state)

Now, which place you conceive as a city center in Famagusta? Please answer these questions base on it:

Namik Kemal Sq. Anit Roundabout. Salamis Street (between UN campus and Magem complex)

Other (please state)

1. How often do you visit the place you conceive as a city center?

Occasionally Monthly Fortnightly Weekly Twice weekly Daily

2. How do you normally travel to the place you conceive as a city center?

By foot Bicycle Car Motorbike/scooter Taxi Bus

3. When do you normally visit the place you conceive as a city center?

Morning Noon Afternoon Evening Night all the time

4. What are your main reasons for visiting the place you conceive as a city center?

| | | | | | |
|-------------------------------------|--------------------------|------------------------|--------------------------|----------------------------------|--------------------------|
| Work in the center (i.e. commuting) | <input type="checkbox"/> | Cinema or theatre | <input type="checkbox"/> | Culture - museums, tours | <input type="checkbox"/> |
| Live in the center | <input type="checkbox"/> | Eating out | <input type="checkbox"/> | Visiting doctor / hospital | <input type="checkbox"/> |
| University, College or School | <input type="checkbox"/> | Bars or clubs | <input type="checkbox"/> | Shopping (non-food) | <input type="checkbox"/> |
| Visiting friends or relatives | <input type="checkbox"/> | Music - gigs, concerts | <input type="checkbox"/> | Library / Information facilities | <input type="checkbox"/> |
| Food shopping | <input type="checkbox"/> | Going to church/mosque | <input type="checkbox"/> | Bank | <input type="checkbox"/> |

Other (please specify)

5. Which of the following option do you think improve your experience of the city center?

| | | | |
|--|--------------------------|-------------------------------------|--------------------------|
| Better street lighting | <input type="checkbox"/> | More open space | <input type="checkbox"/> |
| Clearer street signs | <input type="checkbox"/> | Improved public toilets | <input type="checkbox"/> |
| Improved pedestrian access | <input type="checkbox"/> | More car parks | <input type="checkbox"/> |
| Cleaner pavements | <input type="checkbox"/> | Removal of graffiti and fly posting | <input type="checkbox"/> |
| More green spaces and better landscaping | <input type="checkbox"/> | Wider variety of shops | <input type="checkbox"/> |
| More pubs / bars | <input type="checkbox"/> | More restaurants | <input type="checkbox"/> |
| More litter bins | <input type="checkbox"/> | More benches & seating | <input type="checkbox"/> |
| More banks and/ or office complexes | <input type="checkbox"/> | More leisure and sport facilities | <input type="checkbox"/> |
| Public city maps | <input type="checkbox"/> | Better public transport | <input type="checkbox"/> |

Other (please specify)

6. Which of the following option do you think are missing in your city center?

| | | | |
|-------------------------------------|--------------------------|---------------------------|--------------------------|
| Housing complex | <input type="checkbox"/> | Car parks | <input type="checkbox"/> |
| Galleries, museums, theaters | <input type="checkbox"/> | Variety of non-food shops | <input type="checkbox"/> |
| Green spaces and better landscaping | <input type="checkbox"/> | Variety of markets | <input type="checkbox"/> |
| Clubs / bars/ cafés / restaurant | <input type="checkbox"/> | Public open space | <input type="checkbox"/> |
| leisure and sport facilities | <input type="checkbox"/> | Benches & seating | <input type="checkbox"/> |
| Bank | <input type="checkbox"/> | | |

Other (please specify)

7. How do you measure your city center's quality?

Physical quality

- a) Public space
Very high High Average Low Very low
- b) Green space
Very high High Average Low Very low
- c) Sitting area
Very high High Average Low Very low
- d) Lighting
Very high High Average Low Very low
- e) Pedestrian access and quality of pavement
Very high High Average Low Very low
- f) Cycling routes and quality of pavement
Very high High Average Low Very low
- g) Public transportation
Very high High Average Low Very low
- h) Car parking
Very high High Average Low Very low

Social quality

- i) Educational activities (University, schools, educational agencies and etc.)
Very high High Average Low Very low
- j) Leisure activities for all range of people
Very high High Average Low Very low
- k) Health and sporting facilities
Very high High Average Low Very low
- l) museum, galleries, theater
Very high High Average Low Very low
- m) Safety and security
Very high High Average Low Very low
- n) Public events
Very high High Average Low Very low

Economic quality

- o) Retail activity (shops, Markets and etc.)
Very high High Average Low Very low
- p) Service establishments (cafes, restaurants, bars)
Very high High Average Low Very low
- q) Offices (agencies, Bank, Government agencies and etc.)
Very high High Average Low Very low

