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Preferences for Use of Historic Streets: Kastamonu Şeyh Şaban-I Veli Street

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ABSTRACT
The streets that are one of the areas where socialization is most seen in the social life are becoming one of the passing places. In the past, however, the streets are politically, economically, socially, and so on. places where many things have happened. The streets that contain the identity of the city and its history in various directions are drawing more attention today and the tendency to regain the sustainability politics by local governments is displayed.

Kastamonu province center which hosts various civilizations today has many historical heritage. Şeyh Şabanı Veli Street, which is located in the city center and has an important place for religious tourism. The scope of this study, it was investigated whether natural and artificial reinforcement elements and their effect on street preference in terms of cultural continuation and preference of the street after the facade renovation work. In the study, photographs of the streets were suggested on different plant arrangements and functions via CS Photoshop. The proposed suggestions were questioned to the users of the place and the visitors by photo survey method.

The results of this study, Kastamonu especially the city of Turkey's making many of the city located in the historic streets of facade improvements after work by considering the reuse of the decisions in the fields users as well as visitors expectations for the cultural heritage of sustainability in landscape planning and design considering the criteria for application studies a precaution has emerged.
Keywords: Historic Street, Usage Preference, Kastamonu, Şeyh Şabanı Veli Street

INTRODUCTION

Streets, which are transportation/circulation tools that are part of the whole city as a three-dimensional physical element, providing circulation for pedestrians and vehicles between buildings in the urban scale (Uysal, 2012), are places where the social and cultural interactions of the society occur (Fyfe, 1998; Benzergil, 2006; Alpak vd., 2018). Streets are an important part of everyday life. They are democratic environments people use for daily activities such as travel, shopping, and interaction with friends and relatives (Rudofsky, 1969; Whyte, 1980; Appleyard, 1981). The "livable streets" movement led by environmental design researchers such as Donald Appleyard (1981), acknowledges the importance of the street environment for the social lives of cities. It emphasizes the opportunities for further security and social communion especially in residential streets where quality of traffic and street directly affect the satisfaction of residents (Appleyard, and Lintell 1972). These areas, which carry the traces of every culture that spanned them and which include a wide range of historical information on these cultures ranging from public lifestyle to private lifestyle, are the rings of an important chain for cities (Benzergil, 2006). These streets that carry the traces of cultures harbor a collective memory that encompasses the accumulated memories of society (Halbwachs, 1980).

In daily living spaces, streets are areas that have continuity and diversity. While the points where streets, which are connections between two points, meet can be used merely to change direction, they can also have different meanings with their functionality. This area

is a small concourse and it can be a functional space with its fountains that are used for water or its trees that provide shade; a space for socializing and fun as a park that contains children's playgrounds; a space for public use with a religious building or merely a junction that simply changes routes (Benzergil, 2006). The culture that affects the use of each space affects our lifestyle and determines our behaviors (Erdönmez and Akı, 2005).

Various studies show that livable cities are directly related to the vitality of streets (Alexander, 1964; Gehl, 1989). Also, Litman (2003) adds that streets constitute an important part of public spaces, which gives the public the chance to interact with the society, and that in this way, walkable streets contribute to the positive perceptions regarding the liveability of the society (Mateo-Babiano and Ieda, 2005). Street viability can be established by way of harboring spaces that are secure and away from noises of traffic, where ecologically and aesthetically diverse plants and animals with different textures are present, where children grow up, people can converse freely and eat (Appleyard, 1981). With increasing growth, many cities today are culturally and physically changing. This change starts from streets on the smallest scale and affects neighborhoods and whole cities. With the collective housing approach, streets are losing their identities. Many historical environments are being restored today in cities that possess historical environments with the protection-use policy aiming to transmit them to future generations as cultural heritage elements. Most restoration works are carried out on the basis of local administrations and are only limited to building façade improvements. However, in the restoration works of these areas that carry important traces of the past, not only street improvement work, but also the continuation of the permanency of past uses is important for the continuity of culture and the participation of the living community. The aim of this study is to address what should be done from the perspective of landscape architecture in order for Şeyh Şabanı Veli Avenue, which lies within the urban protected area of Kastamonu province, which has an important role in the identity of the town in terms of the historical artifacts it incorporates, and where Şeyh Şaban-ı Veli Shrine is located, to be a "livable street". For this purpose, the usage status of the street after the improvement works carried out by the local authorities was determined, the usage status of the street was revealed and suggestions for a livable street for the present and future were developed.

MATERIAL AND METHOD

Kastamonu is a city in the western Black Sea region with a continental climate where the first settlements were built in the east and west along the Karaçomak River, a branch of the Gökırmak River. The city, which hosted many civilizations, is rich in terms of historical and cultural resources. These resource values, which have an important place in the identity of the city, make a significant contribution to the city in terms of tourism.

The study was carried out on the street where the Şeyh Şaban-ı Veli Shrine is located, which has a very important place in terms of faith tourism, in Kastamonu. The Şeyh Şabanı Veli Shribe experiences an intense demand by the visitors every year. There are many historical mansions and mosques along the street. In 2016, street and facade improvement works were carried out as part of the improvement project carried out by local governments on the street. The 2. stage works was started in 2017 and construction works are carried out in 73 registered and unregistered buildings. The geographical location of the study area is shown in Figure 1. Kastamonu predominantly bears the characteristics of the Ottoman City and it is observed that the streets have a narrow structure. The use of wood is quite common in the city which has forested area. When we look at the historical development of the street, it is known that Candaroğullari Principality period and the Ottoman period have been dominant. There is a backyard concept in residential settlements and mostly there are high wall facades on the streets. There are not many vegetal arrangements in the streets, usually the extensions of the trees in the residential gardens are seen.

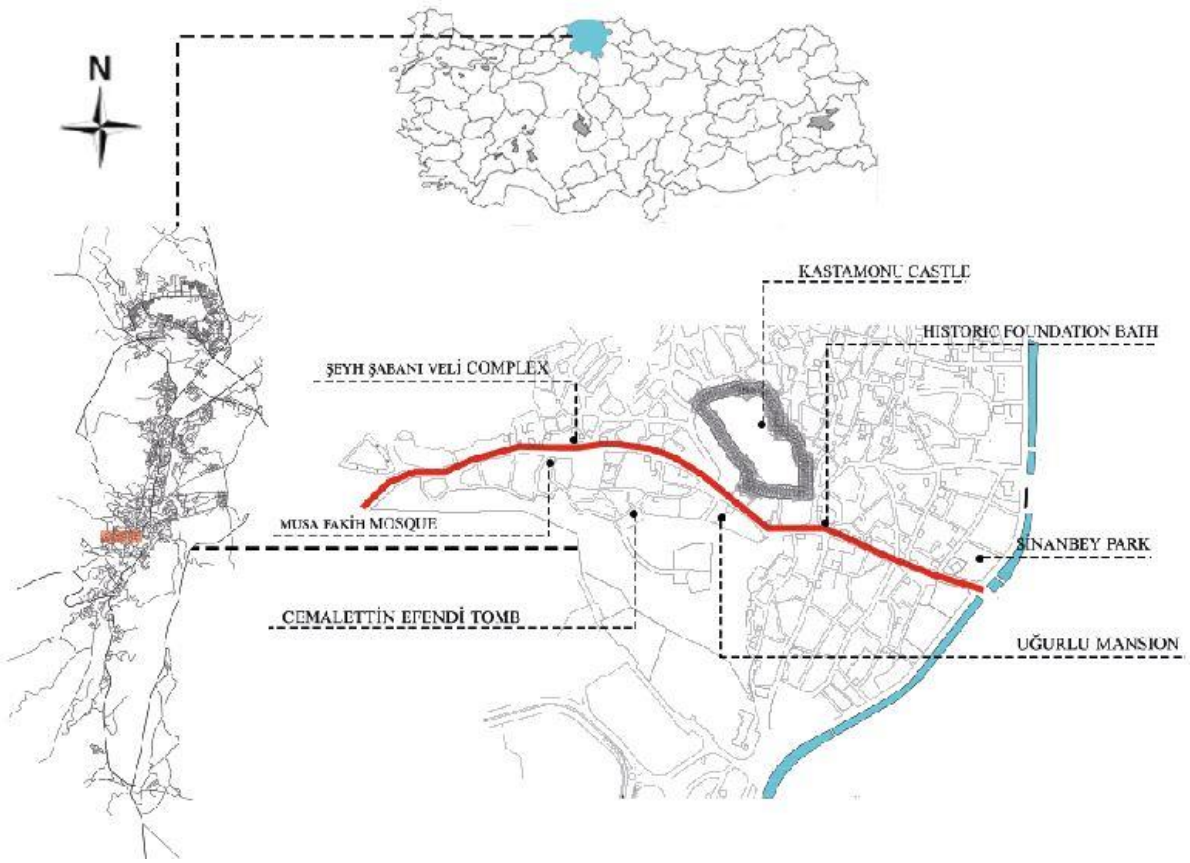

Figure 1. Study Area

Within the scope of the study, after the facade improvement work in the historical street, it was suggested to use the street to improve the viability of the street, to offer the opportunity to socialize to the inhabitants and to continue the cultural heritage of the past. These suggestions were processed on the photographs of the street with the help of the visualization program (Photoshop Cs). In the suggestions developed in accordance with the "liveable street" concept which was put forward by Appleyard (1981) playgrounds, marketplaces, sitting areas, dining areas were included as well as vegetal arrangements. It was requested that the created suggestions are evaluated by people that know Kastamonu and have used the street that is included in the study before. Whether there were any differences regarding the preference of the developed suggestions by the users and visitors of the space who participated in the evaluation and what uses/usages were preferred were determined with the help of the analyzes conducted through the SPSS program.

FINDINGS

A total of 170 people participated in the study and the socio-demographic structures of the participants are given on Table 1. According to Table 1, 53.5% (n=91) of the participants are female, 53.5% are in the age range of 21-30 and 62.4% of the participants consist of people with undergraduate education. In terms of income, 28.8% of them have incomes of over three-thousand Turkish Liras.

Table 1. Socio Demographic Situation

		n	%
gender	female	91	53,5
	male	79	46,5
age	15-20	34	20,0
	21-30	91	53,5
	31-40	23	13,5
	40-50	15	8,8
	50 ve üzeri	7	4,1
education	primary education	4	2,4
	high school	39	22,9
	undergraduate	106	62,4
	graduate	20	11,8
	literate	1	,6
income	1000tl	49	28,8
	1000-2000tl	27	15,9
	2000-3000tl	31	18,2
	3000tl üzeri	63	37,1

The amount of time the participants lived in Kastamonu and information on the reasons for using the study area are shown on Figure 2.

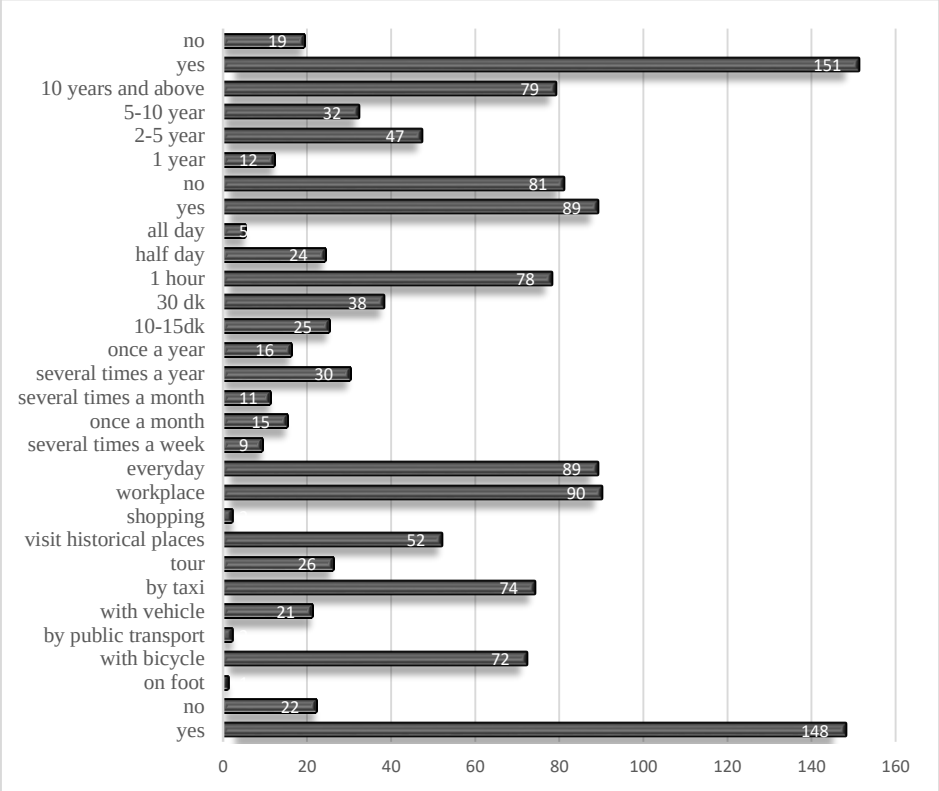

Figure 2. Usage Status of the Street

According to Figure 2, 46.5% of the participants have been living in Kastamonu for more than 10 years, 51.7% (n=79) of the participants live in the study area. Further, the reason why the participant's use this area was asked in the survey study and as a result it was determined that 59.3% of them was in the area in order to visit historic structures. It was determined that, 43.6% of the participants access to the avenue by walking, 37.8% of them visit the avenue a couple of times each year and 45.3% of them stated that they

spend 1 hour in the avenue. According to the results of ANOVA test which was conducted in order to evaluate the preferences of access to the avenue, there is a 0.1 significance level in the relationship between the preference of the options and ways to access the avenue (Table 2). The explanation rate of the effect of ways to access the avenue on participant's preference is 2%. As a result of the F test which was conducted for the significance of the entire model, the model was found to be statistically significant at a level of 4%.

Table 2. ANOVA Test between access to street and preferences

Model Summary[b]

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics					Durbin-Watson
					R Square Change	F Change	df1	df2	Sig. F Change	
1	.146[a]	.021	.015	.2986	.021	3.639	1	168	.058	1.969

a. Predictors: (Constant), how do you access to the avenue?
b. Dependent Variable: Which of the following streets do you like the most?

Coefficients[a]

f		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	1.790	.062		28.865	.000
	How do you access to the avenue?	.031	.016	.146	1.908	.058

a. Dependent Variable: Which of the following streets do you like the most?

According to the results of the ANOVA analysis on the questions that were directed in terms of the design criteria of the current states of the areas suggested in the study and their preferences, significant differences were revealed (Table3). According to Table 3, 0.05 significance level was determined between the preference of given suggestions, safe areas and stating that the areas are well-maintained, and 0.1 significance level with paving material being appropriate for any kind of use. Those who stated that the existing area seemed very safe and that the paving material was appropriate for any kind of use preferred the 1. suggestion, and those who stated that the existing area seemed quite well-maintained preferred the third suggestion. The explanation rate of the effect of these three variables on the preferences of the people is 3%. The model was found to be completely significant 3%.

Table 3. ANOVA test in terms of existing and suggestion design criteria

Model Summary[b]

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics					Durbin-Watson
					R Square Change	F Change	df1	df2	Sig. F Change	
1	.222[a]	.049	.032	.7941	.049	2.872	3	166	.038	1.846

a. Predictors: (Constant), [these areas seem quite well-maintained], [these areas seem quite safe], [paving material is appropriate for any kind of use]
b. Dependent Variable: which streets do you prefer the most among the suggested streets?

Coefficients[a]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	2.724	.181		15.014	.000
	[these areas seem quite safe]	-.128	.064	-.174	-1.996	.048
	[paving material is appropriate for any kind of use]	-.109	.064	-.155	-1.697	.092
	[these areas seem quite well-maintained]	.123	.062	.187	1.976	.050

a. Dependent Variable: Which streets do you prefer the most among the recommended streets?

In the second stage of the study, when the participant preferences for the 3 different areas in the street and the participant preferences among the current situation are examined, it was determined that 91.9% of the participants preferred the suggested area for the 1. area, 89.5% of the participants preferred the suggested area for the 2. area and 95.3% of the participants preferred the suggested area for the 3. area.

Figure 3. Existing and suggestion preferences

When the results of the answers given to the question which suggested area you like the most among the three suggested area, it was determined that 65.7% of the participants liked the 3. suggested area, 19.8% of the 1. suggested area and finally 14.5% of them liked the 2. suggested area.

RESULT

The streets, which are important components of the city, are crucial places with many features. When it is examined historically, streets are part of our daily lives and they are areas in which many activities such as sitting, walking, socializing, shopping and gaming take place. Today, with the change in urbanization, it is observed that street culture is gradually decreasing and the inhabitants are alienating from each other. In most of the cities which possess a historical past, the area where the historical environment is located is protected and used with special statuses. In these areas that carry the traces of the past, sustainability of the culture is maintained with the protecting and using them functionally as well as visual protection. Kastamonu, with its historical background, is a city which today contains many of its heritage and cultural heritage. The Şeyh Şaban-ı Veli Shrine, which has an important role as for the identity of the city, attracts great interest in religious tourism in terms of domestic and foreign tourists. Along the street where the shrine is located, many mansions which had traces of the Ottoman period turned the street into a favorite place after the improvement works. Suggestions have been developed within the framework of livable street concept and it has been determined that both visitors and street residents prefer the suggestions more. Different usages and vegetal arrangements were included in street suggestions. According to the results of the most liked, the reduction of the roadway into one-way and the inclusion of more green space were favored more, among these three suggestions. In the light of the data acquired from this study;

- Streets should be transformed into places where various activities take rather than being transition elements
- For pedestrians more reliable pavement widths should be provided,
- Meeting areas should be included which provide socialization for people,
- Children's play areas should be provided where children can move more freely.

As a result of this study, the historical environments, which have an important place in the identity and culture of the cities, are brought back to their old view. Within the scope of these improvement projects, sustainability should be provided by taking into consideration the opinions of the users of the streets and by arranging activities which is contained in its culture and appeal to all ages in order make the streets safe places for both daily and nightly use.

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