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Research Article

Systemic View of Urban Public Space, Proposing a "Human-First" Model For Livable Interspaces/Interfaces*

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Abstract

Livability requires creating public spaces that can question the quality of cities and places, increase physical activity in urban life, and provide opportunities for social interaction in the built environment. In national and international meetings such as Habitat II, Habitat III, Vision 2023, and Arama Conference, it has been stated that what is expected from a city whose basic reality is "human priority" is public space/place with the phenomenon of publicity. With in the scope of the study of experts on the quality of urban space and the Jacobs, Gehl, PPS, TOD models and approaches they have developed are explanied. Based on the inter-scale approach, systematic parts and urban networks from micro to macro scale are evaluated. İn this study the "neigbourhood" structure, which is the most basic unıt of the local scale, which reflects the social value of societies in addition to physcial characterics of the development of thecities was taken as a scale. Buıldıng-space, avenue-street, square etc. Openings are referred to as networks that make up the public system. İn this context, a model proposal with a participatory apporoach has been developed which leads to research on the qualities of livable search interspace/interface.

Key words: The Phenomenon of Publicity, Human Friendly Space, Livable interface/interspace.

Kentsel Kamusal Mekana Sistemsel Bakış, Yaşanabilir Ara Mekan/Arayüzlere "İnsan Öncelikli" Bir Model Önerisi

Öz

Yaşanabilirlik, şehir ve yerlerin niteliğini sorgulayabilen, kent yaşamında fiziksel aktiviteyi artıran ve yapılı çevrede sosyal etkileşime fırsat veren kamusal mekanlar oluşturmayı gerektirmektedir. Habitat II, Habitat III, Vizyon 2023, Arama Konferansı vb. ulusal, uluslararası toplantılarda temel gerçekliği "insan önceliği" olan bir kentten beklenenin, kamusallık olgusuna sahip kamusal mekan/alanlar olduğu belirtilmiştir. Çalışma kapsamında kensel mekan niteliği konusunda uzmanların görüşleri ve geliştirdikleri Jacobs, Gehl, PPS, TOD model ve yaklaşımlar anlatılmaktadır. Ölçekler arası yaklaşımdan yola çıkarak mikro ölçekten makro ölçeğe sistemsel parçalar ve kentsel şebekeler halinde kamusal açıklıklar değerlendirilmektektedir. Çalışmada kentlerin gelişimde fiziksel özelliklerin yanısıra, toplumların sosyal değerini yansıtmakta olan yerel ölçeğin en temel birimi olan "mahalle" yapısı ölçek alınmıştır. Yapı-boşluk, cadde-sokak, meydan vb. açıklıklar, kamusal sistemi oluşturan şebekeler olarak değinilmektedir. Bu kapsamda yaşanabilir aramekân/arayüzlerin niteliklerini araştırmaya yönlendiren, katılımcı yaklaşımlı bir model önerisi geliştirilmiştir.

Anahtar Kelimeler: Kamusallık Olgusu, İnsan dostu mekan, Yaşanabilir aramekan/arayüz.

* This article, Kırkık Aydemir, K.P., (2018). A Model Proposal for Livable Space/Interface Development through the Slow City Movement: The Case of Istanbul/Beşiktaş-Sinanpaşa Neighborhood. Produced from a PhD thesis at Bartın University.

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1. Introductıon

The word "public", which is expressed as "the things and characteristics of the people" in terms of the meaning of the word, is interpreted as public due to the feature of "being open and obvious to general observation" (Uzun, 2006). The development of urban space with people, actions and in a process requires the examination of interrelated concepts such as public, public space, semi-private/semi-public space (Karaca et al., 2011). The phenomenon of publicity is stated by many experts as being open to everyone (Madanipour, 1999; 2003; Carmona et al., 2003; Gökgür, 2008; Karner, 2015).

Public spaces are very important for the historical development and identity of cities. This situation leads experts to examine public spaces in more detail and to classify them as open public spaces and privatized public spaces. In this context, open public spaces; are all unbuilt areas of a city within the boundaries of a settlement that provide or have the potential to provide direct or indirect environmental-social and economic benefits to the community. Urban public open spaces; the areas that make up the open-green space system and public areas open to the public consist of two parts Privatized public spaces; cafes, restaurants, stores, cinemas, sports, commerce, entertainment centers, etc. that are known as public and allow for common use are the areas in use. These are divided into shared private space, semi-private/semi-public space within the urban space layout. (Gökgür, 2008; Erdönmez, 2014).

With the 19th and 20th centuries, highway development and rapid traffic flow have made the clarity of vehicle-pedestrian separation in the public spaces of cities evident and transformed public spaces into transition areas. This has led to a contraction of public meaning and the growth of cities based on the global economy (Gökgür, 2008; Tonnelat, 2010). Thus, the traffic density in the cities has increased, and with the car-centered use of the streets, it has been transformed into places where people cannot walk and children cannot play (Kaya, 2003). This situation has adversely affected public participation in open public spaces and, as Sennet (1999) puts it, has turned "streets into dead spaces". In his study, Jacobs (1993) stated that urbanization ends street vitality and trade, which is the heart of public life in cities, that the street becomes orphaned, and that this situation reduces privacy in the city and makes urban security questionable. The increase in construction, detached from the traces of culture, identity and past life, has severed the link between housing and the user. In particular, the problem of urban individuals "not being able to feel at home" in open public spaces has pushed individuals to look for semi-private-semi-public spaces in cities in response to their private lives and the need for public living space (Özcan, 2003). In Gehl's (2001) interpretation, "lifeless cities" have developed.

With the 21st century livability phenomenon, the understanding of "human-first spaces" has emerged. In this context, it is emphasized in many studies that livable cities are suitable for all urban functions and can be realized within pleasant walking distance (Krier 1979; Köseoğlu, 2011). In the European Urban Charter II, the development of barrier-free, livable, locally representative, building-space integrity and user-based principles based on the familiarity and inclusiveness of urban space, increasing the quality of urban life and raising awareness for disabled people are emphasized in the avenue-street structures that provide accessibility (Jacobs, 1993). Regarding the livable street, Jacobs (1993) states the perception of “locality”,”belonging” and “socıal interaction” with the emphasis on “eyes watching the street”.This mainly refers to interfaces as vertical and horizontal components such as building facades. Therefore, the main public spaces of the city; streets are the most vital organs, squares are the gathering places of the people. These places cannot be separated from human action (Jacobs, 1993). The neighborhoods that represent the local scale in creating an urban system are the "temporary or permanent place of residence" formed by the articulation of streets, squares and building parcels. It is the center of life and the core of the city. Neighborhoods, in addition to creating space, are considered together with people. (Baday, 2011; Özdal and Özdede, 2012).

From this point of view, as Jacobs (1993) and Mumford (1938) point out, in creating livable human-first spaces, it is necessary to look at the environment of the buildings and their relationship with the open space, and secondly, the front and back facades of the buildings and their integrity with the city.

2. Material-Method

The basis of the study is included about conceptual definitions of public, publicity, public space, interface/interspace and qualitative-quantitative criteria of livable public space. Especially it is discussed about changing of perceptıon public space after 1980 in neighbourhood scale. Changing public space perceptıon is handled as a part of whole relationship such Gestalt. There is urban networks that form the parts of the whole so, Street, avenue, square, building and etc. and they are included of neighbourhood system. Livable interspace/interface are also formed by the combinatıon of these sysstem by the qualitative and quantitavive with goodness. As a method in the study; draws on review, observation, synthesis and evaluation from the extensive literatüre. It is examined experts model and approaches (Jacobs approach, Gehl, PPS, TOD models). In this way is developed a new conceptual model that is included of human priority. It is anticipated that this study will add a different analysis-interpretation in public space studies.

3. A System Perspectıve To Urban Public Space, Livable Interface/Interspace Discussion

The spaces within the city constitute the different systems of the city and the public life within these systems (Köknar, 2001). In an urban settlement, streets, squares, neighborhoods, buildings-courtyards, parks, shopping places and many social encounter places in daily life (Erdönmez, 2005) are reflected in public spaces with developments and innovations by ensuring harmony in social life (Otaner et al., 2005).

With the "New Urbanism Approach" after 1980, the second scale for livable environments is emphasized to make settlements, neighborhoods and corridors suitable for pedestrian accessibility. In this context, public policies are being developed that support the reorganization of urban centers and towns within a harmonious metropolitan area. It is emphasized that the avenue-streets with neighborhoods and corridors and the squares with gathering areas are important components that improve the quality of life and provide space creation. (Elshater, 2012).

Therefore, the areas other than the building that make up the urban space should not only be perceived as a pedestrian transition place, recreational area or social activity area, but should also be known as meaningful and attractive corners that allow you to spend time without making changes in place and time (Gehl, 2001; Amin, 2006; Özer, 2014). Francis (1987) developed the "participatory landscape" interpretation for these transition areas where the visual relationship and values of human movement are intertwined and the internal-external interaction is experienced (Perinçek, 2003). In this context, transition areas should be examined through a new concept "interface/interface" (*Gehl, 2001;* Madanipour, 2003; *Cilliers et al., 2015*).

In urban life, urban spaces other than public and private property, especially houses and workplaces, form the spaces. (Karner, 2015). Intermediate spaces are social spaces that develop between housework and social life in daily life (Hulme et al., 2006). Intermediate spaces can be defined as neighborhoods, streets, roads, pavements, arcades, passages, shopping areas, squares, recreational areas, playgrounds, park areas and green areas as spaces between buildings. They are places that support pedestrian use by adding diversity and mobility to the urban space with their functions (Özsel, 2009). *Luz (2001), characterizes interspaces as transition areas, space between building, communication and route areas.*

The construction of the interior and exterior in a flow in the whole of urban space has enabled the concept of "following the interior space to the outside and following the exterior space for the exterior space with the concept of ambiguous spaces in spatial continuity (Taskın, 2012). *Lynch (1960), stating that "interior" perception in the city covers open spaces rahher than buildıng, defined iti as areas that direct human movement and activity.*

Ashiara (1983) refers to these ambiguous gaps between the architectural product and the urban exterior, which divides and unites the interior and exterior, the public and the private, as transition spaces. According to Gehl, although these volumeless spaces between private and public are part of the urban landscape fabric (Gehl, 2001; 2010), they are often constrained by sloppily adjacent facade arrays and constitute urban interfaces known as problems in today's cities (Bala, 2006). In terms of urban landscape design, interfaces are usually the elements in front of the building frontends and the units between the buildings on the street. From an architectural point of view, exterior facade elements such as windows and openings, balconies, building material texture and color, recesses-protrusions, eaves, porches, canopies, tarpaulins, etc. on the facades of the building are also elements that add rhythm and visual effect to the space for residents and pedestrians (Bloomberg et al., 2013).

In some spaces, interfaces are associated with perception and the term ownership. They constitute an unexpected control inside and out, a perception of ownership by those who come and go and reside. This unexpected control can create a sense of trust in the space or on the street, or a sense of attachment for the people who use the space. The best examples of this are; urban landscaping reinforcements, trees, fences, garden walls, etc., which allow some external uses in cafes, shops and arcades, are provided with structural reinforcements associated with the details on the facade of the building (Karner, 2015; Paasch, 2015). Lynch (1960) stated that especially the ground floors of buildings (veranda, eaves, etc.) create a positive and negative perception of space as volumeless spaces that provide internal-external interaction (Köknar, 2001; Perinçek, 2003; Karner, 2015).These volumeless spaces in the form of public interfaces can develop according to the formal shape, superficial and mass formation of the space as closed, semi-closed and open (Table 5) (Köknar, 2001; Perinçek, 2003). It can show superficial and mass formation features. While creating a facade arrangement, facade element, facade openings from a superficial point of view, a transition space can establish a proportional relationship between human and structure by creating a mass movement in the form of edge arrangement, protrusion and bay windows (Özsel, 2009).

Therefore, it is necessary to evaluate the gaps in the city as different systems of the city and to consider them as connection points that make up the system (Köknar, 2001). The consensus of many experts is that streets and alleys are the networks that make the city livable and walkable (Appleyard, 198; Krier 1984; Jacobs, 1993; Gehl, 2001; Montgomery, 2003). Squares are gathering areas used by citizens on special occasions for social, cultural, political and commercial purposes. Neighborhoods, which are the basic units of the local scale, are places that reflect the social values of the society as well as the physical characteristics of the city that direct the development of the cities (Özdal and Özdede, 2012). Here, volumeless spaces with superficial and massive formations, static activities; sitting, resting, eating and drinking, watching etc. active activities; waiting, walking, learning etc. can be specified as urban niches that provide opportunities for socialization. This interaction between interior-exterior, public-private enriches public life by increasing both the ongoing vitality in the urban space and the vitality of the uses within the building (Özsel, 2009).

In the post-1980 New Urbanism movement, public policies were developed that supported the reorganization of urban centers and towns within a harmonious metropolitan area. The "New Urbanism Approach" is based on making neighborhoods and corridors suitable for pedestrian accessibility. In this context, there is a need for public policies that support the reorganization of urban centers and towns within a harmonious metropolitan area. Interfaces/interspaces are systemic parts and urban networks ranging from micro scale to macro scale (Figure 1) (Özdal, 2010; Elshater, 2012).

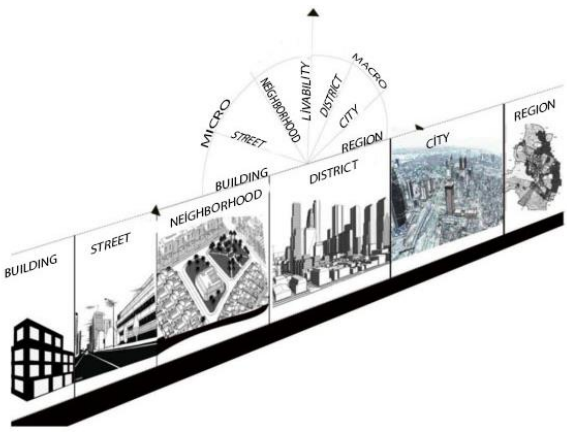

Figure 1. Systemic view of livable urban space (Developed by Aydemir Kırkık, 2018 was taken from the Çevre ve Şehircilik Bakanlığı, 2016).

In terms of urban space integrity, it is necessary to examine these network systems in the form of part-whole, change-transformation, social memory, locality-awareness (Polat et al., 2006).

3.1 Models and Approaches Developed on Livable Interface/Interspace

The Habitat III conference and the United Cities and Local Governments Middle East and West Asia Regional Meeting (UCLG) target the public spaces that make up the city's networks as tools for cultural, economic, political, social democratization and protection of city rights. Puvendra Akkiah's speech that "cities create public spaces, but public spaces create successful cities" confirms that urban space is a set of systems and shows that the social character in city life can only be achieved by creating livable humane cities (UCLG, 2016).

With the search for livability in 1980, New Urbanism models such as sustainable city, smart city, slow city are the beginning of a process of public awakening in the rediscovery of the public spaces of cities all over the world and in the creation of high-quality urban environments for people. In this context, while the idea of physically compact city development, form, infrastructure, transportation, functionality prevails, social activity, needs, satisfaction, adaptability, socio-spatial interaction, etc. the requirements of being human and the norms of social behavior are gaining importance (SAGP SA, 2002).

Many of the experts working on interface/intermadiate spaces from the past to the present (Figure 2) (Conzen, 1960, Lynch, 1960; Whyte, 1980; Punter, 1991; Appleyard, 1981; Gehl, 2001; Karner, 2015) have proposed different approaches to the city and the nature of urban space. Conzen (1960) stated that the street system, land layout and building pattern would give quality to city life. Lynch (1960) emphasized that form and function in the city would bring human mobility. Punter (1991) stated that the built environmental order can create human-first environments by establishing a relationship with spatial meaning, while Whyte (1980) stated that the avenue/streets should be considered together with environmental and social issues as a livable intermediate space/interface. According to Whyte (1980), structures and openings in urban space should be considered together. Montgomery (1998), on the other hand, examines the perception of urban space and place in three components: action (activity), built environment and meaning (Figure 2). According to him, the cities in which one lives can develop through "places" bearing the traces of the established culture. In addition to the people, events and structures that have left their mark on history, the perception characterized by the city's unique natural, cultural morphology and today's people makes sense of the place (Montgomery 1998; Muriby, 2007; Bilsel, 2002).In addition, Karner (2015), examines it as place, use, identity and mentioned the importance of “human” perception for a holistic approach in public reality.

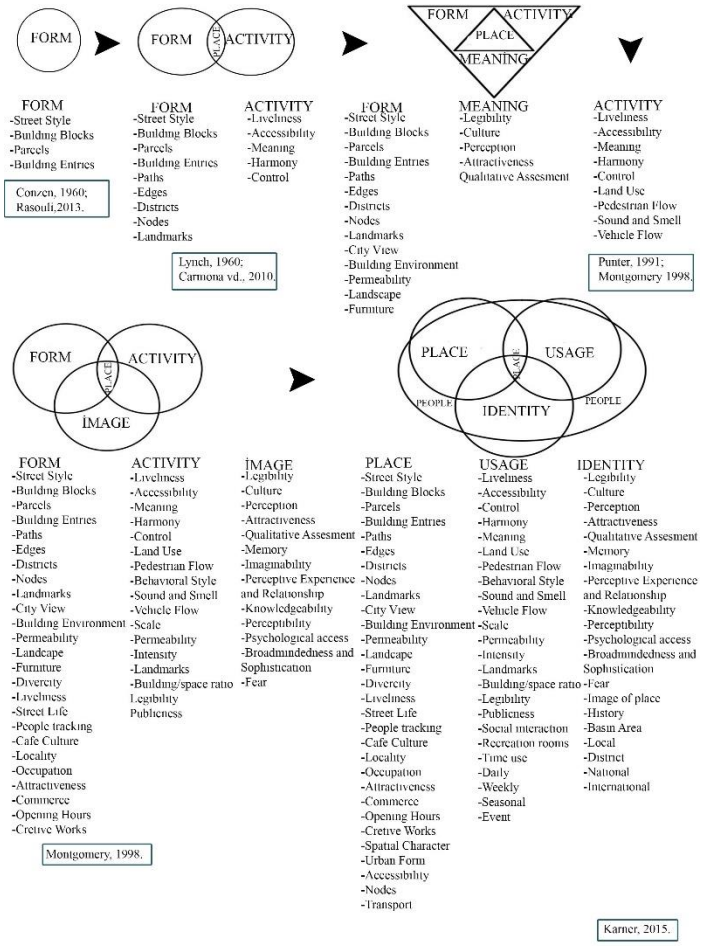

Figure 2: Model/approaches created by experts on livable interface/interspaces (Aydemir Kırkık, 2018).

In the models and approaches developed after 1980 (Jacobs approach, Gehl model, PPS model and TOD model), the idea of developing livable urban public spaces was taken as basis. After the "New Urbanism", importance was attached to the avenue-street relationship in terms of the functionality of the urban space, and the proposal to calm the traffic to reduce automobile dependence was developed and the boulevards were turned into attraction points of human density. In this context, it has become necessary to consider squares as binding corridors (Amare, 2014; Bertlin, 2014; Steutevile, 2016). Especially in buildings, by withdrawing the back or side facades, human-scale traditional zones are created with trade-supporting sidewalks, arkad, porch, veranda, etc. interfaces on the front faces of the buildings, and old buildings that are about to be abandoned with modernization in historical environments are revived (Siegel, 2016).

The Jacobs Approach; It is seen that it strongly supports the new principles of Urbanism. Jacobs (1993) drew attention to the environmental damage caused by housing projects and highways in the urbanizing world. He evaluated the relationship between public and private based on the street-avenue example He referred to the interaction between the building facade and the space as "the eyes watching the street" (Jacobs, 1993). In the new urbanization process, it has initiated an environmental movement for the human-first planning of cities with its protectionist approach (PPS, 2015). Jacobs (1993) emphasizes four features in the development of livable interfaces/interspaces.

These are; the city as an ecosystem, mixed land use, diversity, belonging (Figure 3).

Figure 3. Highlights of the Jacobs approach (Developed by author, was utilized from Jacobs, 1993; Wickersham, 2001; Lupton, 2008; PPS, 2015).

Inspired by the environmental movement initiated by Jacobs, Gehl and the PPS Model were developed. Gehl (2001) defines the characteristics of the spaces that support the activity through the questions "Where and how do people walk, stay, talk, sit?" Gehl turns to spatial designs that support livable public space, supporting pedestrian flow, static activity that invites social interaction. In this context, especially the soft edges between parks and public spaces increase the interaction of people (Jaffe, 2014).

The Gehl model focuses on three characteristics in successful public spaces. These are; human scale, landscape at eye level, public life (Gehl, 2001; 2010; 2013). In terms of human scale, Gehl (2001) states that integrity is achieved through accessibility measures based on improving successful and pedestrian functionality in the city. In this context, it refers to a city form that includes mixed functions such as different types of housing, shops, schools, public buildings, etc. around a 10-minute walk (Bertlin, 2014). He drew attention to the human senses in the comprehension of social relations in the physical environment and states that the senses allow to experience urban space through perception. Drawing attention to occupancy and gaps in perceiving urban space, Gehl (2001) also touches on the importance of building heights and distances between buildings. It states that the ratio of h/l, expressed as height (h), width (l), allows perceptual inference such as inclosure, confinement and disappearance, etc. in public and urban space.

Gehl (2001) evaluates the environment "with pedestrian perception" within the scope of eye-level landscaping. Here, he states that the relationship of the structure with the ground plane is a factor that increases the view of the pedestrian. Gehl (2010) takes protection, comfort and satisfaction as the basic criterion in offering a meaningful environment to people with the landscape criterion at eye level (Bertlin, 2014).

Gehl (2001; 2010) considers the features that make up the public life of the city and transform the city into a livable "place" on the basis of the relationship between comfort, protection and satisfaction, and considers them holistically in 12 criteria (Figure 4) (Gehl, 2001; Gehl et al., 2013; Svarre et al., 2015).

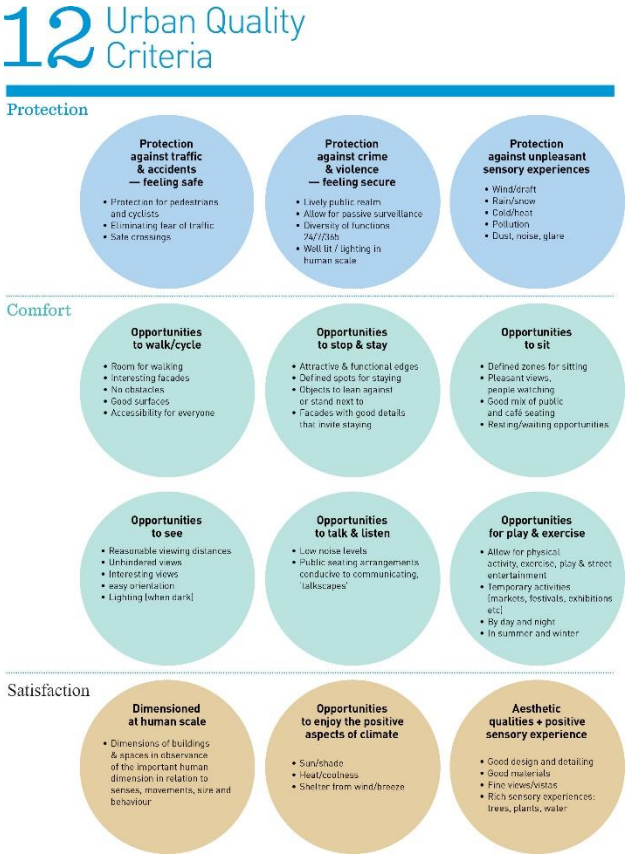

Figure 4. Criteria of GEHL model (Svarre et al., 2015).

Gehl (2001) emphasizes the "human-scale" approach of urban space, recognizing that the work done in the past to improve public life represented the physical existence of the city rather than its psychological existence.

PPS (Project Public Spaces) model; it has emerged as a continuation of both a process and a philosophy (PPS, 2010). Whyte (1980) developed as a result of his long-standing "street life project" and his "space creation" research on how better public spaces could be. The PPS model is an enlightenment for the management and planning of green spaces. It aims to increase the quality of life by establishing social bonds between people (Halu, 2010; Cilliers et al., 2015). The PPS model can also be expressed as the "process of creating a quality place" where people want to live, play, have fun (Wyckoff, 2014). The PPS model is not only to produce better structures and environments, but also to establish a connection between where people live culturally, socially and physically and themselves (PPS, 2015).

The PPS model uses stories about how people value a place, based on the "spirit of the place. In the PPS model;

"If you plan the city for cars and traffic, if you create car-dense settlements, if you plan for people and places, you create living spaces where people are located by producing places to live" prevails.

PPS model criteria; It includes sub-criteria in the headings of access-correlation, comfort-image, sociality, use-activity (Figure 5).

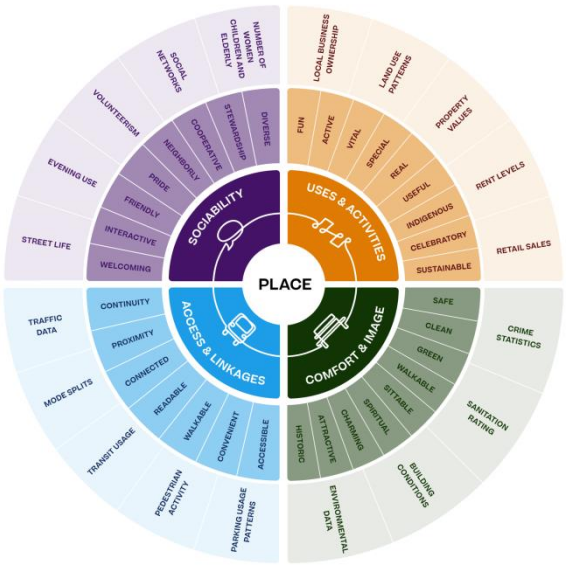

Figure 5. PPS model criteria for questioning public quality (PPS, 2015).

Inspired by the Jacobs and Whyte approaches, the TOD (Transit Oriented Development) model is the resulting community-type development model in order to bring solutions suitable for permanent street landscaping, pedestrian-assisted building forms and bicycle, public transportation. The TOD model includes cycling, public transport, open green space creation, mixed land use, demand management, and community engagement (Jacobson et al., 2008; Barte et al., 2013) (Şekil 6).

Şekil 6. TOD model (Barte vd., 2013).

When the Jacobs, Gehl, PPS, TOD models are examined, it is understood that livable interfaces/interspace can create permanent "places" in human perception with qualities such as walkable environments, public reality, human scale, vitality, permeability, transparency and imaginability, etc. İn addition, among the models mentioned, especially in the GEHL model, it is seen that individual behavior maps are followed through the Questions "who", "where", "what is doıng". İt is based on these questions to create spaces where people stop and spend time by adding innovative spatial organizations to the city that has no place.

4.Conclusion and Recommendations

In national and international reports such as Habitat III, Vision 2023, etc., although the effort to "protect its own identity on a global scale" prevails in questioning urban space, emphasis is placed on healthy, safe, accessible interfaces with high livability (Sezgin, 2016).

Therefore, the common opinion of many experts such as Conzen (1960), Lynch (1960), Whyte (1980), Punter (1991), Montgomery (1998), Jacobs (1993), Gehl (2001), (Karner, 2015), etc., who believe that urban spaces should be designed for and within people, is that "space cannot be considered independently of human beings, and that urban space should be considered together with human in terms of the physical environment/behavior relationship". In the livable interface/interspace model proposed in this study;

- Human-centered built environment in terms of urban form and movement,
- Transportation system that facilitates urban life, accessibility, walkability, well-resolved infrastructure connectivity and public infrastructure facilities that increase the availability of space,
- Activities that bring vitality to the mixed function and space
- A systemic view that emphasizes the locality and awareness of the space, questions human satisfaction, increases social interaction and includes participation + technology including developing information and communication technologies is taken as a basis.

In the developed livable interface/interface model, different expert studies; Montgomery's (1998; 2003) criterion of public reality and imaginability, Jacobs' (1993) avenue-street view of the city as an ecosystem that examines urban space in the form of systems, and a high sense of security-belonging, Gehl's (2001) criterion of protection and comfort, which increases the possibilities for people to come together, from Whyte's (1980) PPS model, inspired by human behavior, sociality that improves street life, diversity and image principles that give meaning to the city, from the TOD model, public transportation, active pavement structure, etc. that characterize the accessibility of urban space were taken into account (Figure 7 and Figure 8).

JACOPS	GEHL MODEL	PPS MODEL	TOD MODEL
City as Ecosystem	Comfort Room for walking Opportunities to stand/stay Opportunities to sit Pleasant views, people watching Resting Opputunities Opportunities for play and exercise Conductive to communicating Talkspaces	Sociability Divercity Magagement Neighborly Cooperative Welcoming Stewardship	Bicycle /walk
Mixed Land Use	Protection Protection against traffic and accidents "feeling safe" Protection against crime and violence "feeling secure" Protectiona against unpleasant sensony experiences	Access/Linkages Connected Accessible Walkable Proximity Convenient	Public Open Space
Divercity	Enjoyment İnsan Ölçeği Sun/shade Heat and Coolness Shelter from wind /breeze Aestehetics qualities +positive sensory experiences	Comfort/İmage Attractive Historic Safe Sittable Walkable Sanitation	Mixed Land Use Active sidewalk
Belonging		Uses/Activities Sustainable Fun Local Real Vital Special Active	Demand Management Participation

Figure 7. Jacobs, Gehl, PPS, TOD model-approaches used in the suggestion of livable interface/interface models (Developed by Aydemir Kırkık, 2018 was utilized from Jacobs, 1993; Barte et al., 2013; Svarre et al., 2015; PPS, 2015).

Article 5 of the European Landscape Convention emphasizes that “people are an important component of the environment”. Therefore, in addition to the qualities that should be in the urban space, one of the important criteria that provides integrity to livable interfaces/interspaces is the "human" dimension. In his study, Gehl (2001) asks the question "who is doing where and what?" and emphasizes the need to monitor human movement in interfaces/interspaces.

In this study the developed model consist of spatial and social analysis (Figure 8). The criteria for the development of feature-based spatial quality were determined as three main heading. This headings are nature/built environment, activity and meaning. In this study, it is determined as quantitative criteria of livable interspace/interface (accessibility, legibility, perceptibility, permeability, liveliness, attractiveness, historicalness, dıvercity, locality and as the following physical criteria of the urban space). On the other hand, qualitative criteria is survey analysis and cognitive mapping that monitor human movement under the human (people) heading of the model.

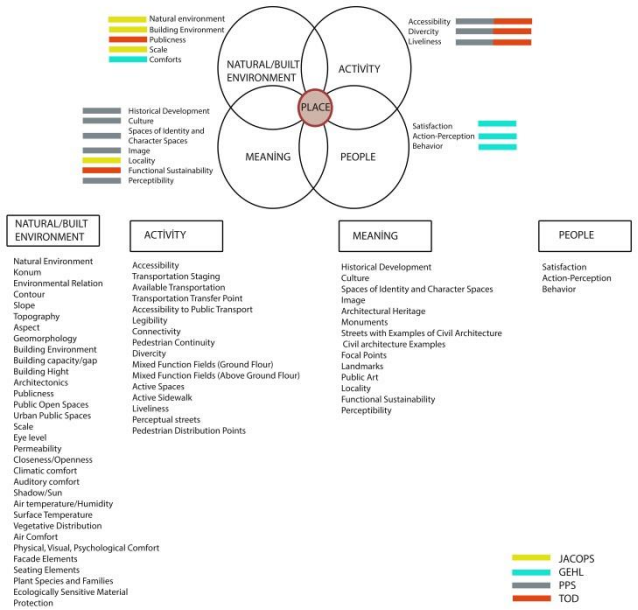

Figure 8. Developed Livable interface/interspace model proposal (Developed by Aydemir Kırkık, 2018).

In the new trend of urbanism after 1980, priority is given to the development of public policies that support the reorganization of urban centers and towns within a harmonious metropolitan area. In the transition from micro scale to macro scale, livability at the city scale addresses the relationship of urban communities with the existing urban structure and the systems between urban networks.

Livable interfaces/interspaces should create "interaction areas with high sense of place that respond to changing and developing social needs". When people feel themselves as a part of the environment in which they live, space acquires meaning and shows a livable “place” feature.

In Habitat III Conferance 2015, Habitat III 2016, Ministry of Environment and Urbanization Supported Vision 2023 and Search Conference, it was stated that the different themes expected from the livable city, including the quality of public spaces, common urban environments, space creation, walkable environment, should be reconsidered. In particular, the Search Conference emphasizes the development of "livable human-first cities" where the structures that make up the environment and the spaces in between are considered holistically. Within the scope of this study, a conceptual model proposal was developed that evaluates urban space in a multidimensional way based on the expert opinions, approaches and models and concepts they have developed (Jacobs approach, Gehl model, PPS model and TOD model, etc.) that have studies on the quality of urban space.

It is conceived of the developed model proposal will be a guiding guide in public space studies by questioning human-space interactions and place perception through the phenomenon of publicity in creating livable cities. In the model developed with in the scope of the study, an approach that evaluates “participation and satisfaction” with in the system has been developed, based on the need to monitör human movement in urban space design and planning. Therefore, interface/interspace are networks that construct the urban system. In this context for livable cities of the spatial characterictics of the networks that construct the whole must be capable of meeting human needs.

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