



AN OVERVIEW OF AN URBAN CENTER IN PHYSICAL AND SOCIAL TERMS: KIRKLARELI EXAMPLE

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ABSTRACT

Becoming meaningful within the historical and geographical context, formed by the adunation of the economic, cultural, political, social and psychological aspects, cities are not only defined as the physical structures. These entire intertwined systems mystify the cities. However, it would not be logical to state that it is equally difficult to comprehend the entire parts of the city. Certain parts of the city are quite simple to comprehend, while certain multidimensional-stratified parts are quite difficult to explain. Urban center is one of the parts of the city which is highly difficult to understand.

In this study, the review of the urban center of Kırklareli in physical and social terms and the service activities, the fundamental component of the urban centers, complicates the process of understanding and describing the urban center due to its great quantities and varieties. Moreover, the discussions related to the reasons why the urban center is of utmost importance within the urban planning and design of the province of Kırklareli have been addressed accordingly. In this context, spatial analyzes for occupancy-vacancy, building functions, ground floor usage, road typologies and closure situations, pedestrian activities, vehicle-pedestrian densities and sensory analysis and mind map study were carried out for the target of the study. The analysis findings obtained include urban planning and design recommendations for the city of Kırklareli and important data regarding the identity of the city.

Keywords: *Urban center, Kırklareli, physical and social overview.*

Fiziksel ve Sosyal Açıdan Bir Kent Merkezine Genel Bakış: Kırklareli Kenti Örneği

ÖZET

Ekonomik, kültürel, politik, sosyal ve psikolojik boyutların bir araya gelmesiyle oluşan, tarihsel ve coğrafi bağlam içinde anlam kazanan kentler, sadece fiziki yapılar olarak tanımlanmamaktadır. İç içe geçmiş bu sistemler bütünü kentleri gizemli kılmaktadır. Ancak kentin tüm parçalarını anlamın aynı derecede zor olduğunu söylemek mantıklı değildir. Kentin bazı bölümlerini anlamak oldukça basitken, bazı çok boyutlu katmanlaşmış bölümlerini açıklamak oldukça zordur. Kent merkezi de kentin anlaşılması oldukça zor olan bölümlerinden biridir.

Bu çalışmada; kent merkezlerinin temel bileşeni olan hizmet faaliyetlerinin çokluğu ve çeşitliliği nedeniyle zorlaşan kent merkezini anlama ve anlatma sürecini, Kırklareli kent merkezinin fiziksel ve sosyal açıdan incelenmesi ile anlatılması hedeflenmektedir. Ayrıca, Kırklareli ilinin kentsel planlama ve tasarımında kent merkezinin neden önemli olduğuna ilişkin tartışmalar da bu doğrultuda ele alınmıştır. Bu kapsamda çalışmanın hedefine yönelik doluluk-boşluk, bina fonksiyonları, zemin kat kullanım, yol tipolojileri ve kapalılık durumları, yaya aktiviteleri, araç-yaya yoğunlukları ve duyu analizleri ile zihin haritası çalışmasına yönelik mekânsal analizler gerçekleştirilmiştir. Elde edilen analiz bulguları, Kırklareli kenti için kentsel planlama ve tasarım önerileri ve kentin kimliğine yönelik önemli verileri içermektedir.

Anahtar Kelimeler: *Kent merkezi, Kırklareli, fiziksel ve sosyal altyapı.*

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1. INTRODUCTION

Cities are common living spaces with the facilities to fulfill the requirements of the urbanites for education, health, housing, trade, culture, and developing identity with the existence of outdoor and green areas as well as buildings (Bakan & Konuk, 1987). By adopting the urban planning and design approaches, it is feasible to increase the quality of living spaces, establish urban connections and make the workspaces well-arranged (Demircan, 2010; Sağlık et al., 2014).

One of the most substantial components of the urban structured environment, urban centers are defined by the profit-oriented service activities (Bourne, 1971; Levent, 2017). Even though the urban uses such as residences in few numbers, small-scale production and storage are observed in certain examples, urban centers are the main concentration areas of the service activities. However, urban centers are required not to be regarded as specialized areas hosting only service activities. These centers are among the most substantial parts of the center system consisting of service activities observed in different locations of the cities (Levent, 2007; Levent, 2017).

Various concepts have been developed so far to describe the city center. These are bazaar, city center, central business area, central commercial district, center, market place, etc. The central area is the area where the city and its sub-region (domain) form the focal point, where the high-level uses (retail trade, office services, etc.) that occur around the highest accessibility point and right next to it, which have the highest degree of benefiting from the advantages of accessibility (Özdemir Sönmez, 2021).

American planners use the definition of the "*central business area*" instead of the concept of the center and evaluate it as a whole consisting of three sub-regions: *the central core, the peripheral belt and the fringe area*. Based on all these definitions, we can define the city center as "*the region where the decision-making and related activities that have to be together with the specialized workplaces that provide the most service in the city are densely settled in a limited area and where the highest land values occur*" (Özdemir Sönmez, 2021).

City center;

- The first reflection of the changes in the socio-economic structure of the city, its sub-region and even the country it is in, to the urban space,
- Retail trade and traditional production activities are at the highest concentration, as well as management, control and coordination activities that direct the economic structure,
- The main taxpayer of the city, surplus goods, services and capital exchanged,
- Very special goods and services are produced and marketed,
- The city's most important public and semi-public services are located,
- There is diversity in urban uses,
- Making economic, social and cultural decisions regarding urban life,
- Pedestrian and vehicle circulation reaches the highest level during the daytime,
- There is a knot in the transportation network with the squares and passages opened for pedestrian transportation,
- The communication flows of the urban whole are collected and distributed.
- The highest land value in the city
- It is a place where there is a very high-rise and dense structure (Özdemir Sönmez, 2021).

City center activities are grouped under the following headings;

- Business services; offices, insurance companies, financial institutions, banks, company headquarters and branches etc.
- Vocational services; doctors, lawyers, architectural and engineering offices, etc.
- Consumption services; for housing; food, white goods, etc., for industrial consumption; construction material, hardware, etc. Automotive; spare parts, repair shops, service units etc.
- Entertainment services; hotel, restaurant, coffee, bar, gift shop etc.
- Personal services; tailor, small repairmen, etc.

- Community services; public institutions, social services, local administration, associations, professional chambers, trade unions, health, education, etc.
- Transport services; terminals, agents, shippers, etc.
- Production services; apparel, hardware, jewellery, electronics, etc (Özdemir Sönmez, 2021).

It has been observed that commercial activities have shifted from city centers to shopping compounds since the 1950s. This leap first began in the 1920s when the centralized urban fabric followed the transportation lines. Later in the 1930s, automobile ownership increased, urban sprawl accelerated with World War II, and the phenomenon of "*dispersal*" emerged with the development of intercity roads and modern commercial complexes (Chapin, 1995).

Upon reviewing the historical origins of city centers, the first apparent example compelling attention is the agora of the Greek cities. Agora refers to an area where people gather and social, political and commercial activities are concentrated (Wycherley, 1993), but it is more than a public space, serves as the central part of the city (Morris, 1994). In many Greek cities, although public and religious buildings are available in this area, while the social, political and religious functions have been receded in a historical process, commercial activities have come to the fore. In these agoras, goods produced in and around the city or incoming from outside the city are commercialized. In cases where more than one agora is available depending on the significance and the size of the city, it is observed that similar commercial activities are clustered in different agoras (Zucker, 1959) and a kind of system of centers is formed over specialized agoras.

The agora of the Greek cities has been transformed into forums in Roman city architecture. However, the scale differences, which is the most distinctive feature of the Greek and Roman cities (Taşçı, 2014) can also be noted between the agoras and forums. A great number of forums are available in many Roman cities. This quantitative increase, which emerged due to the growth of the scale of the cities and the intensity of the trade relations they established with each other, made the specialization (specializatori) that has been previously observed in a limited number of Greek cities, as a common feature in the Roman cities. This specialization is at the highest level in Rome, where specialized forums are available for the trade of meat, fish and vegetables (Morris, 1994).

The ancient Roman Forum (Forum Romanum) was a city center very similar to the Athenian agora of the Pericles Period, where politics, economy, religion and friendly conversations were intertwined. The difference of the forum from the agora is that it encloses various crowds in a rectangular area surrounded by buildings on all four sides. Building forms called basilicas and peristyle were made in the Roman forum. The peristyle of these buildings is a long row of columns that go around a central courtyard or buildings (Sennett, 2011). In the Roman period (16th century), the obelisks found in the squares became an indicator of religious authority under the influence of the Pope. In the 20th century, Mussolini used the same obelisks in squares to symbolize his political authority. Today, such urban elements, which represent the current period, continue to be seen with different forms and identities in cities as symbols of religious, administrative and political power shows. Today, due to the developing transportation systems, busy business life and heavy vehicle traffic, the squares that are jammed in the city "*cannot fulfill their functions adequately, the formation of identity, thus the acquisition of symbolic wealth, is a dimension that creates anxiety in urban space, even in developed countries*" (Çınarı, 2005).

Urban centers acquired a new qualification in the Medieval Age. The market area in the urban center serves as a focal point around where the medieval city developed (Morris, 1994). In certain medieval cities, it is possible to observe commercial activities in the secondary extensions connected to the main axis and in the squares located at the city entrances (Zucker, 1959), the main commercial center of the cities is in the market area and its immediate surroundings. The goods and products that are subject to trade in the medieval city, are generally the leftovers from the household goods produced for their own needs and are sold on the lower floors of the residential buildings. This condition prevents the spatial separation of the areas intended for residential and commercial purposes. Due to this relationship between residential and commercial units, although trade activities and operations are likely to be observed on the entire city surface, the existence of the market area refers to the most notable factor affecting the location of commercial activities and causing them to concentrate around these activities.

This relationship of the spatial nature has become even more prominent with the canopied market areas providing partial protection from adverse weather conditions (Levent, 2017).

In the cities of the Renaissance and Baroque era, the city and the places for trading and business have begun to differentiate to a significant extent (Morris, 1994). This spatial differentiation is one of the defining moments in the historical development of the urban centers. This period was also a period when the use of glass in showcases became widespread and the shops, one of the building blocks of the center, have come to closer to the modern forms. Upon the emergence of sidewalks allowing to safely examine these showcases, shopping avenues have also come to the fore accordingly (Girouard, 1985). In the subsequent periods, two or three-storey shopping galleries constructed particularly in the major cities have become new urban environments hosting the main trade activities (Levent, 2017).

Depending on the new relations of production emerged following the industrial revolution, cities started to expand and transform rapidly, and the products and services required by the increasing population in these cities diversified in line with this, and the urban centers and the spatial patterns in these centers have undergone certain significant changes. New construction techniques have paved the way for the construction of skyscrapers, and these skyscrapers have become units where the productive service activities required by intensive industrial production have been preferred. The intensity of the services of the producers, started to be observed in the urban centers, attracted commercial activities and caused these activities to be intensively concentrated in the urban center (Girouard, 1985). A transformation from shops to department stores has supported this concentration of commercial activities. By this period, urban centers started to expand in scale and evolve towards the central business area. Now, urban centers have become areas characterized by financial services and business services rather than trade activities (Levent, 2017).

The most substantial common features of urban centers are the decision-making, controlling and coordination function for the entire production, exchange and consumption processes with which the cities they are located are in correlation. This function in the metropolitan cities is performed and achieved through the business services located in the urban center, commonly referred to as the central business district (CBD). Through this point of view, it is a reductionist and minimalist approach to consider urban centers as the shopping venues in where the consumers can only purchase products and services they are in need of. On the other hand, it is not accurate to consider urban centers as the venues managing and directing economic processes. Urban centers further include certain functions that direct the political, cultural, social and psychological life of cities and their immediate surroundings (Mayer & Koln, 1959; Nelson, 1969). Offering these qualities, urban centers serve as the brains of cities.

Another common feature is that the urban centers are the highly substantial centers for the labor force of the cities. This condition results from the high number of places of business in the urban centers, although the number of employees per service units is relatively low. Due to this feature the urban centers are one of the most accessible destinations in terms of residence-place of business relations, which plays a critical role in the functioning of the cities. However, these centers are not only the crucial points of the urban transportation, but also the areas hosting the intensive flows of goods, money, information and news (Osmy, 1998), and all these movements result in the urban centers to be regarded as the heart of the cities.

Urban centers have a very strong influence on the spatial distribution of people, groups, institutions and other economic activities in the cities thereof. Due to this influence emerged during the historical development process of the city, urban centers have a decisive role on the general spatial structure of cities (Bourne, 1971; Levent, 2017). In this framework, comprehending the cities depends on comprehending urban centers in a sense.

In this study, the review of the urban center of Kırklareli in physical and social terms and the service activities, the fundamental component of the urban centers, complicating the process of understanding and describing the urban center due to its great quantities and varieties. Moreover, the discussions related to the reasons why the urban center is of utmost importance within the urban planning and design of the province of Kırklareli have been addressed accordingly.

2. MATERIAL AND METHOD

The material of the study is consisted of the Mustafa Kemal Paşa and Fevzi Çakmak Boulevards located at the urban center of Kırklareli and the streets and boulevards forming the significant arterial roads of the city such as Waldorf, Edirne, Zincirli Kuyu, 100. Yıl and İstiklal Avenue and Cumhuriyet, İstasyon and İstasyon Altı locality serving as pedestrian roads. (Figure 1). Observations performed in the field of research, photographs and slides, and literature reviews conducted on the subject have been employed as the auxiliary materials.

The old name of Kırklareli was Kırk Kilise, Saranta Eksies in Greek and Lozengrad in Bulgarian. It is one of our important provinces that have been inhabited since prehistoric times. The first material documents about people in and around Kırklareli, which was understood to have been under water for a long time at the end of the ice age, give the characteristics of the Neolithic period. It is understood from the documents that people lived intensely in the Chalcolithic, Bronze and Iron Ages from the Neolithic Age (6000 BC) (Ministry of Environment and Urbanization, 2021). After Kırklareli was conquered, it was governed by the Vize liva (sanjak) for many years. It was turned into a district during the reign of Sultan Abdülmecid and this situation continued until the Ottoman-Russian War of 1877-78. Although it was left to the Principality of Bulgaria, which was established that year with the Treaty of San Stefano after the war, it was taken back after about 4 months. He became a governor after the evacuation of the Russians (Minister of Environment and Urbanization, 2021). Kırklareli became a province in 1924. Apart from the central district, there are seven districts, namely Babaeski, Demirköy, Kofçaz, Lüleburgaz, Pehlivanköy, Pınarhisar and Vize (Ministry of Environment and Urbanization, 2021).

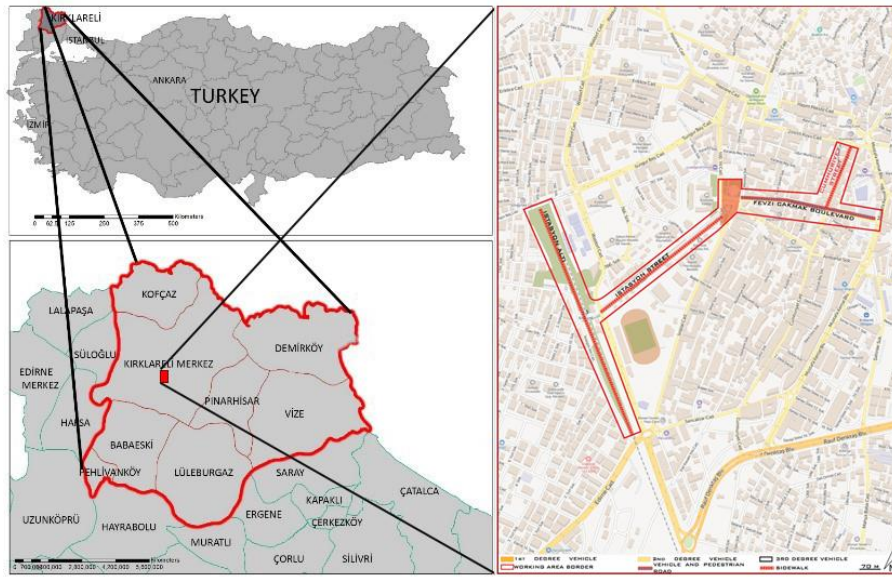


Figure 1. The location of the area of study

The population of Kırklareli province as of 2022 is 369,347 (TÜİK, 2022), the population of 2017 is 356,050 people, and the population of 2012 is 341,218 people. 50.64% of the population is male and 49.36% is female. There are 77,023 people between the ages of 0-19, 104,306 people between the ages of 20-39, 106,303 people between the ages of 40-60 and 81,715 people over the age of 60 (Ministry of Environment, Urbanisation and Climate Change, 2023). Although there are 13 neighborhoods in the central district of Kırklareli, the number of people living here is 85,493, and the 3 neighborhoods with the highest population rate are Karakaş District (18,866), Karacaibrahim District (12,928) and İstasyon District (12,568) (TÜİK, 2022). The majority of the avenues and streets that make up the study area are located in Karakaş District. In this context, this region, which forms the center of the city, is used extensively by the citizens in order to reach functions that will meet their daily needs.

103,042 people live in Kırklareli Merkez district, 149,184 people in Lüleburgaz district, 47,944 people in Babaeski district, 28,541 people in Vize district, 18,456 people in Pınarhisar district, 8,856 people in Demirköy district, 3,505 people in Pehlivanköy district and 2,308 people in Kofçaz district in other districts, respectively. 0.44 out of every 100 people in Türkiye's population live in Kırklareli. Among 81

provinces, it ranks 54th in terms of population size, 47th in terms of population growth rate, and 48th in terms of population density (Ministry of Environment and Urbanization, 2021).

Kırklareli is located at the Thrace section of the Marmara Region, in the northwest of Türkiye. Bulgaria lies to the north, Black Sea to the east; Tekirdağ to the southeast and south (Saray, Çorlu, Muratlı and Hayrabolu); Edirne to the west, south and southwest (Uzunköprü, Havsa and Lalapaşa districts). The lands of the province are surrounded by the Revze Batch, which constitutes the Bulgarian border from the north, the Black Sea from the east, the main valley of the Ergene River in the south, and the watershed of the Teke Stream, which then meets with the Ergene River from the west. The surface area of the province is 6650 km² and the urban center is located at 203 meters above from the sea level. The major rivers are Ergene River and Rezve Brook. The province is mainly consisted of forestland and steppes in terms of flora.

Ergene Stream, a branch of the Meriç River, is the largest stream of Kırklareli. It emerges from the Istranca (Yıldız) Mountains, and many of its branches take an 80 km road within the provincial borders and enter the provincial borders of Edirne near Pehlivan köyü. The stream, which frequently overflows, has little water in summer and more in winter and autumn. Paşaköy, Lüleburgaz, Sulucak and Devil Creek join the Ergene Stream. Rezve Creek: It originates from the Strandja (Yıldız) Mountains and has a fast flow. It forms the Turkish-Bulgarian border. It shows forest and steppe characteristics as vegetation (Ministry of Environment and Urbanization, 2020).

Within the borders of Kırklareli province, there are a total of 1669 natural or naturalized taxa, including 581 genera, 1581 species, 363 subspecies and 124 varieties belonging to 113 families. There are 30 endemic plants and 200 rare species in different danger categories according to IUCN categories in Kırklareli. Galanthus, Cyclamen genera and 35 species belonging to Orchidaceae family in the region are on the CITES list. The number of species in the Bern Convention Supplementary List I to be protected is 14 (Ministry of Environment and Urbanization, 2020).

The industrial zones within the province are intensified around the D-100 motorway and particularly in Lüleburgaz. Industry has been developing increasingly in Kırklareli. Industry has become the fastest growing sector of the province with 6,7 percent within the 1987-2001 period. One of the main reasons for this is that Kırklareli is close to the province of Istanbul and the Europe. "Food products and beverage production", "manufacturing of the textile products", "manufacturing of the chemical substances" and "other non-metallic mineral products" sectors come to the fore in the province of Kırklareli.

The area of the province is 655,000 hectares, 41 percent of the land is cultivated, 37 percent is woodland, 11 percent is meadow-pasture, and the remaining 11 percent is non-cultivated land. Irrigated agriculture is performed on 17 percent of 268,311 hectares of agricultural land, and dryland agriculture is performed on the remaining 83 percent. Grain, sunflower, sugar beet, corn, edible legumes and vineyard play a substantial role in the agricultural structure of the province. The predominant herbal products among the agricultural products are wheat and sunflower.

In this study, the research method consisting of the stages of survey, data collection, analysis and synthesis has been applied. In the first stage of the study, the data to be evaluated has been identified, these data have been obtained through the field surveys and photographs have been taken. Finally, information has been provided regarding the current situation and suggestions have been developed accordingly.

3. FINDINGS

Mustafa Kemal Paşa and Fevzi Çakmak Boulevards, Waldorf, Edirne, Zincirli Kuyu, 100. Yıl and İstiklal Avenue are located as the carriageways within the field of study and its immediate surroundings, and the streets and boulevards forming the substantial arterial roads of the Kırklareli city center's. Also Cumhuriyet Avenue, İstasyon Altı Localty are located as the pedestrian roads.

The fact that the substantial axes of the city and the functions that shall fulfill the fundamental requirements of the people are located in the working area and its immediate surroundings, transforms into an area that the entire inhabitants of the city have to use, willingly or unwillingly. Particularly the

fact that the stadium, public buildings and commercial areas are located on these streets results in the intensive use of these areas.

While the building functions in the field of study and its immediate surroundings are generally of commercial nature in Fevzi Çakmak Boulevard, Cumhuriyet Avenue and İstasyon Avenue, İstasyon Altı Locality has the characteristics of an outdoor green space between the residential and warehousing areas (Figure 2). Upon reviewing the area uses in the İstasyon Avenue and the İstasyon Altı Locality, it is observed that the outdoor areas and green spaces are predominant. Due to the abundance of outdoor and green spaces, urban vacancies are available in here. It has been identified that there are few urban vacancies due to the abundance of attached buildings adjacent to Fevzi Çakmak Boulevard and Cumhuriyet Avenue. For these reasons, the users frequently use Fevzi Çakmak Boulevard and Cumhuriyet Avenue to fulfill their requirements, while the İstasyon Altı and İstasyon Avenue are mostly used for recreational activities.

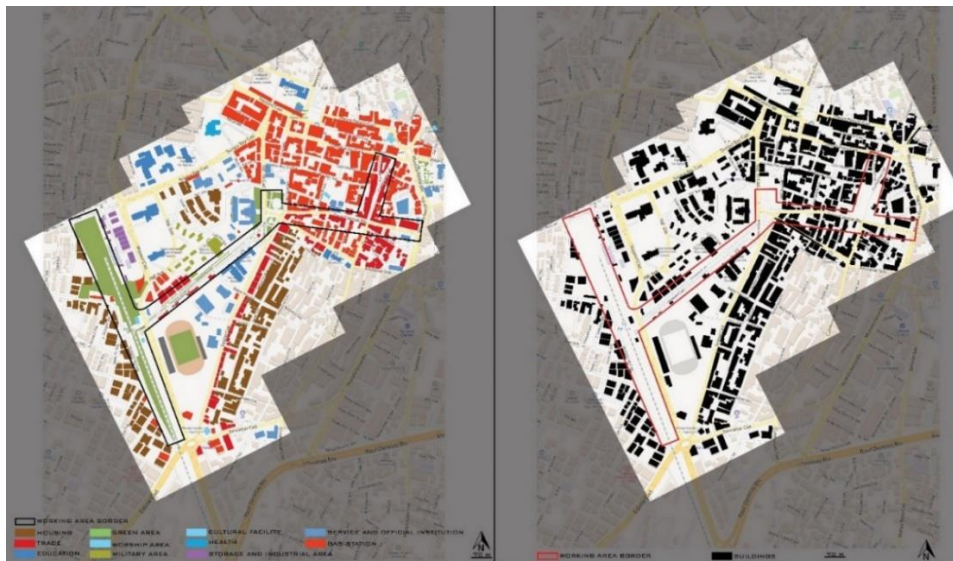


Figure 2. Analysis of occupancy-vacancy and building functions of the field of study

As the places of businesses located at the ground floors on Fevzi Çakmak Boulevard and Cumhuriyet Avenue in where the shopping activities take place are consisted of services such as clothing, food & beverage, cosmetics, telecommunication stores and bank, they are intensively used (Figure 3).

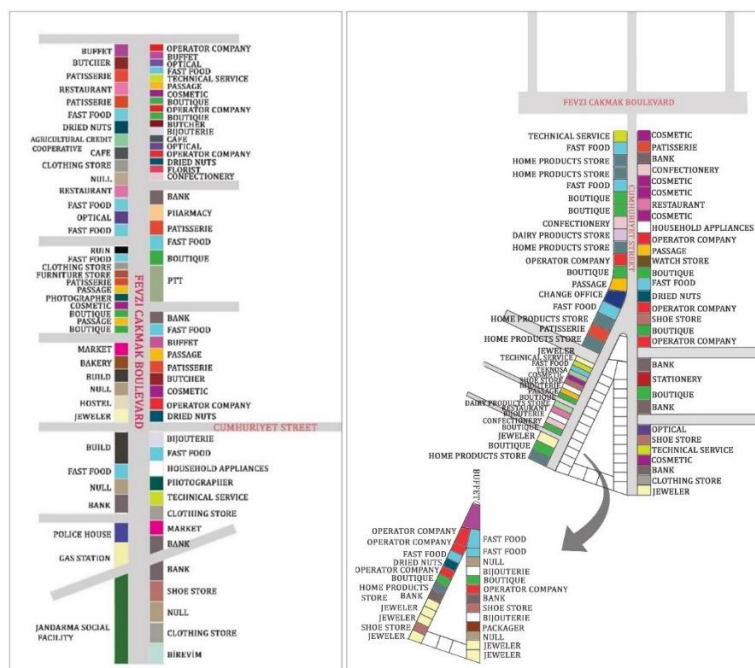


Figure 3. Analysis of commercial sector of the Cumhuriyet Avenue and Fevzi Çakmak Boulevard

Upon reviewing the Cumhuriyet Avenue is examined in terms of closure, calculated by proportioning the road widths and floor heights, it is observed to have densely suitable closure rates. Cumhuriyet Avenue is closed to traffic and constitutes one of the avenues most actively used by the pedestrians. The stone pavement covered on the avenue does not introduce hindrance for the pedestrians for walking. Although it is an avenue closed to traffic, it has an elevation difference of 5-10 cm on the road. The guiding markings applied for the visually impaired people pose a danger due to their location in a narrow area and the difference in elevation. Moreover, this elevation difference poses a danger for people using it for shopping purposes. Broad-leaved plants not having branches at the bottom and not constituting an obstacle for the passage of people are preferred for the afforestation of the road (Figure 4).



Figure 4. Road typology and analysis of closure status of the Cumhuriyet Avenue

Upon reviewing the Fevzi Çakmak Boulevard in terms of closure calculated by proportioning the road widths and floor heights, it is observed to have densely suitable closure rates. Fevzi Çakmak Boulevard is open to the use of pedestrians and vehicles, and pedestrian sidewalks consist of smooth floors not interfering with walking, while the vehicle road has a recessed and wavy pavement. Particularly the pavement coated on the roadway is an accurate application considering that it hosts the infrastructure in here. Any maintenance is performed by reusing of stones removed during excavation works. Although the carriageway allows 2 vehicles concurrently, a single lane is generally used for purposes such as stopping and unloading materials. This further results in an increased traffic on the street. Moreover, the broad-leaved trees used do not introduce a hindrance for the passage of people and serves the function of a shady spot (Figure 5).

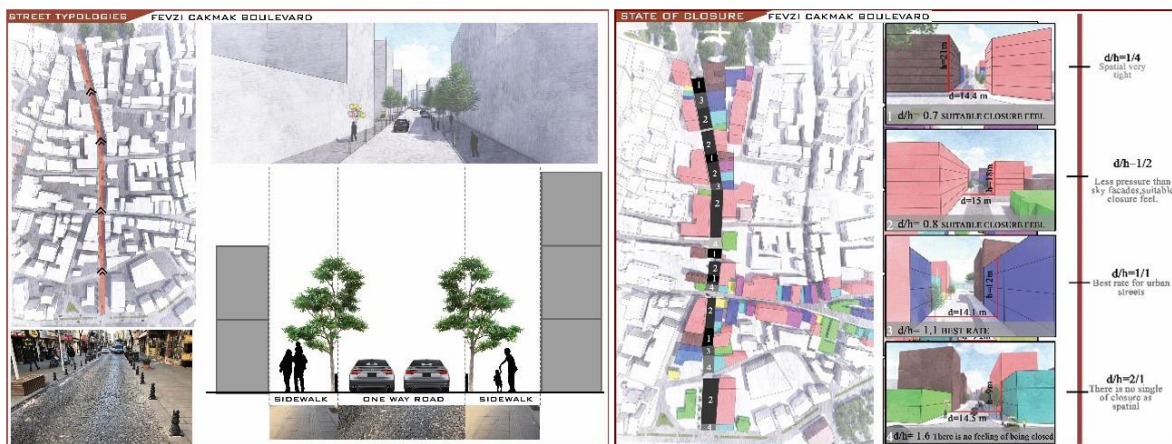


Figure 5. Road typology and analysis of closure status of the Fevzi Çakmak Boulevard

İstasyon Avenue is generally used by the pedestrians for the purpose of accessing to the recreational areas and walking. The entire green plants in the area offer people the opportunity to enjoy the green texture all year round. The pavement applied and markings applied for the visually impaired people do not constitute an obstacle for users (Figure 6).



Figure 6. Analysis of road typology of İstasyon Avenue

The field of study covering a substantial part of the urban center offers the opportunity to the urbanites to gather and enables them to socialize as well as hosts functions to enable them to fulfill the majority of their requirements. Particularly the Fevzi Çakmak Boulevard and the Cumhuriyet Avenue host certain functions for shopping, banking and service sectors intensively, the İstasyon Avenue hosts areas with the recreational as well as the food & beverage and catering functions. İstasyon Altı Locality is mostly used for transit area by the individuals for sports and exercising purposes and intending to visit the urban center in the mornings and evenings (Figure 7).

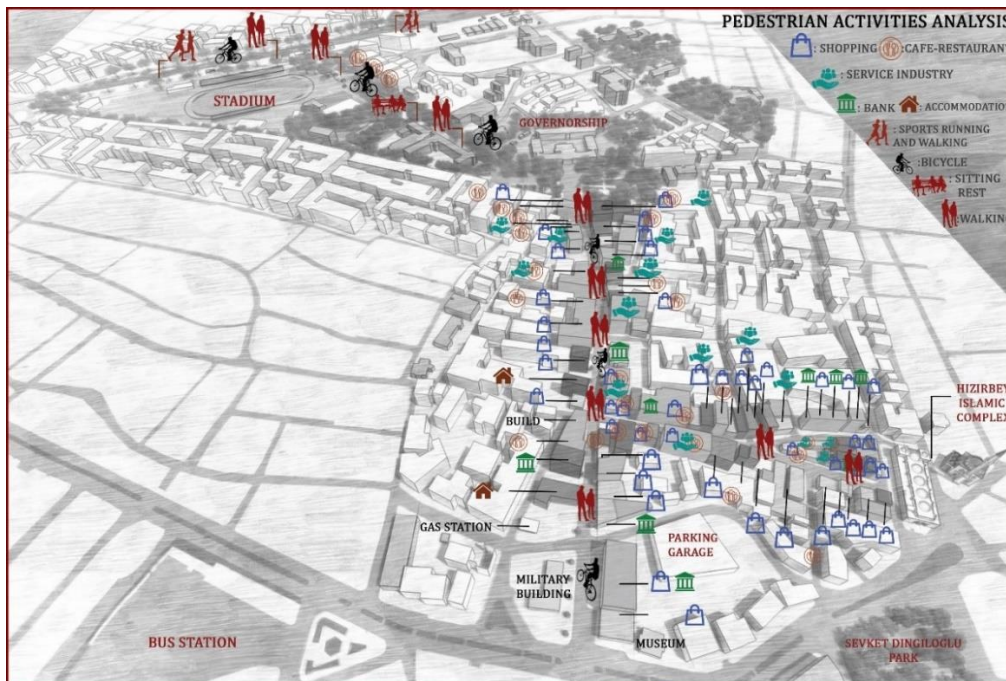


Figure 7. Analysis of the pedestrian activities of the field of study

It has been determined upon the observations performed at the field of study that the vehicle concentration is quite high on the avenues intensively used by the individuals to work in particular in the mornings and at the evenings, the vehicle and pedestrian concentration is quite high on the avenues within the field of study particularly at rush hours and the concentration of the pedestrians fulfilling their fundamental requirements is quite high at noon (Figure 8).

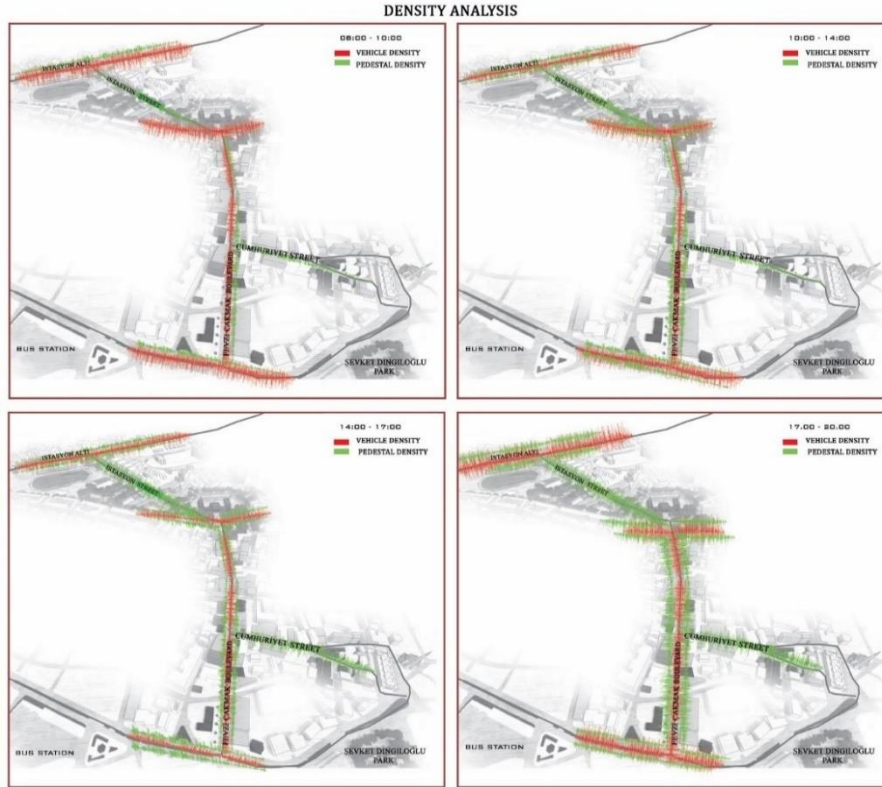


Figure 8. Analysis of concentration of the field of study

Sensory analyzes carried out in the study area were determined by the authors through observations in the morning, noon and evening hours when pedestrian and traffic density was high. In this context as a result of the observations performed, it has been determined that there are odors such as exhaust gas, dried fruits and snacks, cosmetics, food and beverage, flowers and nature, which are common in the study area and related to the functions in the area.

As a result of the observations performed within the field of study, human voices are identified to be predominant on the Cumhuriyet and İstasyon Avenue, and vehicles-human-peddlers' voices are predominant respectively, on the Fevzi Çakmak Boulevard. Moreover, as there is a dense tree texture on the İstasyon Avenue, bird calls can be heard by the people in this area. The sound of the water element used in the square, which serves as a transit area, can be heard easily only by the people passing by, due to the predominant pedestrian and vehicle sounds (Figure 9).

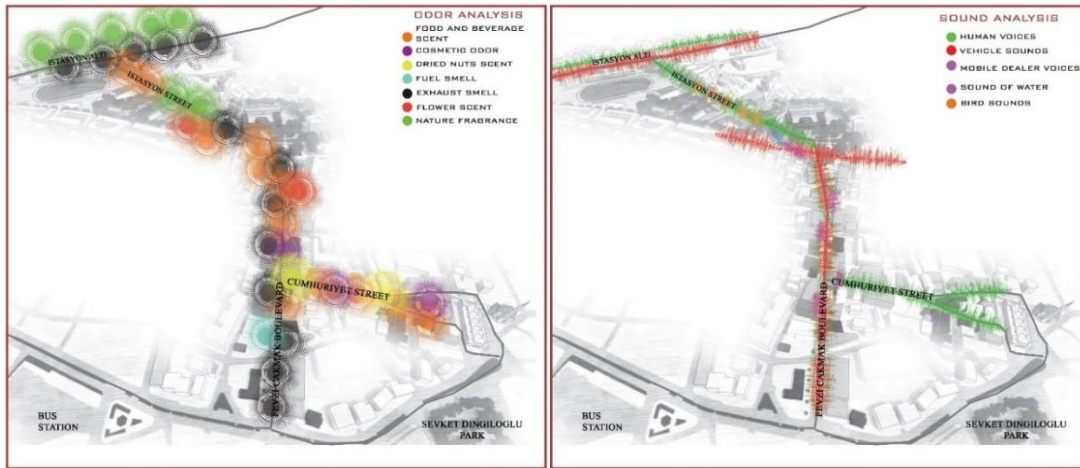


Figure 9. Analysis of odor and sound for the sense analysis of the field of study

As a result of the research and walking activities performed in the area, the mind map has been created to the extent recalled by the researchers (Figure 10). The mind map created for the field of study where pedestrian activities performed intensely consists of the provincial administrative square, the aircraft located on the square, peddlers, street artists, historical buildings, the old train station located at İstasyon Altı Locality and the trees creating an alle effect on the İstasyon Avenue.

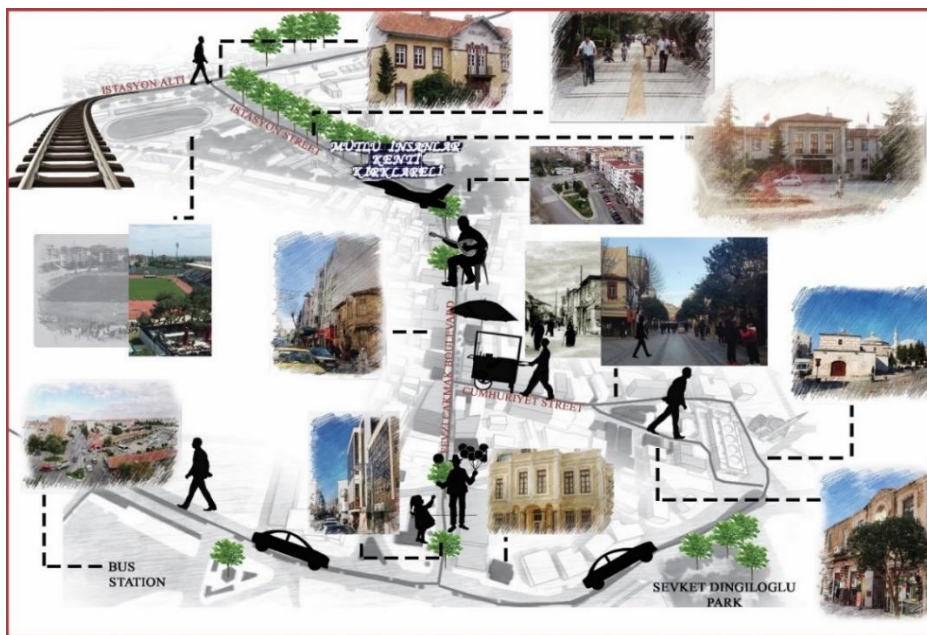


Figure 10. Mind map of urban center of Kırklareli within the minds of the researchers.

4. DISCUSSION AND CONCLUSION

Although city centers constitute the most important components of urban areas, these areas constitute focal areas that allow a wide range of activities to be carried out, are the most accessible areas in the city, and are important encounter areas where urban residents come together (Osmay, 1998; Levent, 2017; Özdemir Sönmez, 2021). In this sense, city centers can be described as the brain of the city they are located in and they contain some functions that direct the political, cultural, social and psychological life of the places they are located (Mayer & Koln, 1959; Nelson, 1969). The mutual relations and associations between the natural environment, social structure, socio-cultural structure and artificial environment that constitute the urban identity need to be considered and evaluated as a whole (Önem & Kılınçarslan, 2005). In this respect, important urban planning and design information can be obtained for the recognition of the city and its inhabitants, determination of their needs and definition of urban

identity by examining the city centers, which have a strong impact on the spatial distribution of people, groups, institutions and other economic activities in cities.

In this context, various researchers have discussed different studies investigating urban identity. Some of these studies deal with urban change and identity change (Kaypak, 2010), some deal with studies on the revival of identity (Güler et al., 2016), while others deal with studies on the determination of urban identity components (Aliğaoğlu & Mirioğlu, 2020). Various researchers on spatial analyzes in city centers have carried out studies on the relationship between commercial buildings and accessibility (Işınkaralar & Varol, 2021), spatial perception in city centers (Tanrıbir & Akten, 2020) and changes in the historical process (Uysal, 2010). Within the scope of this study, the city center was examined from both physical and social perspectives, the functional structure and image components of the city centers were revealed, and the basic activity components were determined spatially within this structure.

For the purpose of producing consistent planning decisions regarding the urban centers, it is required to reveal the functional structure of the urban centers and determine the basic activity components in spatial terms within this structure. These components that are relatively challenging to detect, may emerge as a result of the detailed urban land use status studies on the one hand, and meticulous analysis of the data obtained from these studies, on the other. This analysis basically includes identifying service activities with similar location preferences and displaying similar spatial patterns by processing the entire service activities at the same time and associating these activities with the urban landscape. Spatial arrangements for the urban center are required to be determined only after the functional structure of these centers and the activity components of this structure are defined, because each activity component may require distinct urban environments.

The dynamic factors borne by the cities of the 21st century have certain influence on the physical, social and economic structure of the cities and it is that the cities have been transformed into multi-centered regions. Establishing physical and functional relations and associations among these regions is considered to be indispensable for the sustainable development of the cities. Multi-centered urban development form supported by the policies of the EU spatial policies is considered and regarded as a solution in this regard.

Multi-centered urban form supporting the intensive and compact development in particular is required to be supported with an advanced public transport system and outdoor green space system. Thus, urban sprawl shall be prevented, and the natural resources shall be conserved and it shall be feasible to reduce the energy and environmental issues by reducing the causes resulting to travel and curtailing the travel durations.

Nevertheless, it is considered that the current potential can be increased with the improvement endeavors to be accomplished by preserving the urban identity at the urban squares. Nonetheless, the point of view is required to be adopted and embraced that the expectation of acquisition of the economic gains and income desired by the urbanites for long years by the virtue of the city development plan amendments can be achieved in a highly effective and efficient manner by preserving the urban identity and thus, utilization in economic means could be feasible accordingly.

The identified problems of the Kırklareli city center are;

- Height of land values,
- Accessibility, parking problems,
- Differentiation of the population day and night,
- Large area requirement of some of the center functions,
- Density.

Today, urban centers and sub-centers continue to exist without accessibility, diversity, public safety, different land uses, urban design and maintenance. However, on the other hand, shopping malls have as much commercial functions as urban centers, without having any historical and cultural identity or economic vitality. Beyond their commercial functions, they include workplaces and workspaces, and even social, cultural and entertainment functions. When examined from economic, social and spatial perspectives, it can be claimed that shopping centers are imitations of urban centers. In this context,

since there is no big shopping mall near Kırklareli city center, it has the potential to accommodate all these functions.

In order to reveal this potential, regulations should be brought to the city center and commercial functions, and of course, the boundaries of the city centers should be drawn in order to legitimize the planning and urban design. The aim is not just a physical restructuring, but the renewal of urban life. In order for a city center to survive, the presence of individuals must be ensured. The center of the city should be perceived as a whole with all its inputs and requirements and should be followed with an interdisciplinary strategic approach. In this regard, suggestions that can be given in Kırklareli are as follows:

- facilitating developmental conditions and supporting land consolidations,
- to encourage different uses during the day and night in the city center,
- ensure accessibility by different transport systems, including reviewing parking strategies,
- creating attractive and safe city centers for pedestrians,
- to create an environment that gives visual harmony and continuity in terms of architecture and aesthetics.

Author Contribution Declaration

A. Idea and editing **B.** Literature Review **C.** Writing
D. Data Collection **E.** Analysis **F.** Critical Review

Fürüzan ÇELİK: **A, B, C, D, E, F**

Oğuz ATEŞ: **A, B, C, D, E, F**

Engin KABATAŞ: **A, B, C, D, E, F**

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