



Revitalization of the Port Areas with Sailing Sports: A Design Studio Practice

Şehriban ŞAHAN

*Süleyman Demirel University Faculty of Architecture Department of Landscape Architecture Isparta/Türkiye
sehribaneraslan@sdu.edu.tr*

Sarıyya RAHİMBAYLI

*Süleyman Demirel University Faculty of Architecture Department of Landscape Architecture Isparta/Türkiye
seriyyerehimbeyli@sdu.edu.tr*

Candan KUŞ ŞAHİN

*Süleyman Demirel University Faculty of Architecture Department of Landscape Architecture Isparta/Türkiye
candansahin@sdu.edu.tr*

Büşra ONAY

*Afyon Kocatepe University Faculty of Fine Arts
Department of Interior Architecture and Environmental Design Afyonkarahisar/Türkiye
bonay@aku.edu.tr*

Mert AKOĞLU

*Süleyman Demirel University Faculty of Architecture Department of Landscape Architecture Isparta/Türkiye
mertakoglu@sdu.edu.tr*

SUMMARY

Today, revitalization and transformation works have started for many port regions around the world in order to ensure urban integration in coastal cities. The Port of Eğirdir within the borders of Isparta Province, which is included in the study, is one of the areas that has these qualities and allows triathlon sports and other water sports in addition to sailing sports. In order to reveal the lost value and potential of the Port of Eğirdir over the years, projects were produced under the title "waterfront revitalization" within the framework of the Design Studio IV course at the Department of Landscape Architecture, Faculty of Architecture, Süleyman Demirel University, associated with sailing sports.

During this process, students were given information about the Nominal Group Technique. The questions prepared within the scope of the Nominal Group Technique were directed to the students and the students participated in the project with their co-participation. The questions posed to the students and the studio flow are given in the method section of the study. In this study conducted for the revitalization of Eğirdir port, field-specific design approaches were adopted and the alternatives determined on the basis of sailing sport were presented by modeling.

Keywords: Waterfront revitalization, port, sailing, NGT, design studio

1. INTRODUCTION

Revitalization of the coast is an effective choice for protecting heritage, preserving contaminated or abandoned areas (conserve), inspiring urban identity. Ports, which are an effective element of cities, are important regions in the revitalization of the coasts with their constantly changing dynamic environments in the coastal landscape.

Waterfronts are the most attractive water features for human settlement. The waterfront is defined as the area of interaction between urban development and water, where the needs of the city and its inhabitants are met (Breen and Rigby, 1996). The coastal landscape, characterized as coastal areas, potentially witnesses a wide range of diverse and purposeful use alternatives arising from the fact that it is a component of the marine and terrestrial ecosystem (Güleç, 1983). Coastal cities and their immediate surroundings



constitute the natural and cultural landscape quality of the region with their topographic structures and have a significant impact on the visual values of settlements (Gürpınar, 1996). The fact that the discipline of landscape architecture deals with the land together with different impact areas and relationships at multiple scales stems from the discipline's close connection with ecology (Aksoy, 2019; Koçan, 2021).

Coastal revitalization provides many economic, cultural and environmental benefits (Angradi et al., 2019). The strategy of revitalizing coastal areas is very crucial in terms of revitalizing the region with a new vital energy. In the process of revitalizing coastal areas, it is crucial to take into account a wide range of factors such as the physical surroundings, social dynamics, community engagement, economic viability, and functional aspects in order to establish a lasting and thriving environment. (Keyvanfar et al., 2018).

In most of the port cities today, coastal development projects of different scales reflect both the persistence and change of local culture. In this context, the development of most port cities over the centuries is based on the consistency of their economic and institutional structures and their unique local cultural values and habits (Hall and Soskice, 2001; Warsaw, 2017).

One such example is the port of Eğirdir, located in the Eğirdir district of Isparta province. The study area is an insufficient, publicly accessible local harbor that hosts fishing and sightseeing boats all year round, is the practice area of the Eğirdir sailing club and where triathlon races are held throughout Turkey.

Port cities, which developed in relation to water, have been the focal point of socio-economic activities in the historical period. Among the sports activities evaluated within these activities, sailing sports are evaluated as regions that offer recreational, economic and aesthetic contributions to the area by ensuring the continuity of coastal urban integration.

In order to provide social, cultural and environmental benefits to the port of Eğirdir, within the scope of the study, a studio process was carried out with studio students within the scope of the Design Studio IV course of the SDU Landscape Architecture Department Design Studio IV course in order to provide social, cultural and environmental benefits to the port of Eğirdir. Project examples developed and selected by the Nominal Group Technique method are given in the findings section.

CITY, COAST, PORT RELATIONSHIP

Currently, social and physical degeneration is observed in the port regions that have been left empty due to the rupture of the urban port relationship, and renovation and transformation works are being carried out for many port regions around the world to solve this problem. Renovation is carried out in many regions by using functions such as housing, commercial, cultural buildings, entertainment centers, sports centers, yacht harbors, restaurants. The aim of these and similar studies is to bring these areas with high land value back to the city by ensuring the continuity of coastal urban integration (Durmuş, 2009).

Despite the general disconnection of the port and the city, the ports manage to remain symbolically connected to the city identity as dynamic environments whose economic power and financial importance are constantly changing. For this reason, the image of ports is important for the identity and future of cities (Hein, 2011).

It is seen that the relations between the port and the city have been of economic and political importance since previous periods. When the development of coastal cities in general is examined, it is determined that their wealth is due to the port functions. The balance between the port functions and the growth of the urban economy has changed



depending on time in various regions (Eşkar, 1997). Thus, port cities, which developed in relation to coastal and water resources, have been the focal point of socio-economic activities in the historical period (Koçan, 2021).

In terms of not only functionally and economically, but also socially, ports have been the points where information, cultures and innovations between civilizations spread and were carried to cities. Besides affecting the economic and social life of cities, 'water', which is a natural element, 'harbor', which are built physical elements, and 'city walls and castles', which protect the settlement against threats from the sea and land with a limited population, have directly influenced the identity of settlements (Hamamcioğlu and Kerestecioğlu, 2007).

Ports protect ships against natural and environmental factors such as waves, currents, storms and ice. They include facilities where ships and sea transportation vehicles can berth and tie up at docks or piers and anchor in coastal areas. At the same time, they are restricted land and sea areas that can transport cargo or people between the boat and the shore, for which boats can be moored and have facilities and facilities for the storage of products on land or at sea until delivery (Yüksel and Çevik, 2006; Durmuş, 2009).

Contrary to all these positive factors, coasts have a structure whose natural integrity can be disrupted as a result of improper and unplanned use. In the face of recreational needs, unhealthy plans and practices that are not suitable for the natural structure and are not based on ecological data-based planning lead to large-scale destruction. For this reason, a method research that can develop, open, flexible, dynamic and practical in coastal space arrangements should be put forward and harmony with existing planning, organization and legal possibilities should be ensured (Kızılkaya, 1996; Şimşek and Korkut, 2009).

The primary objective in the planning of coastal spaces is to ensure that the society can benefit from coastal resources at an optimal level, while securing the resources within the framework of sustainable development policies and balanced and sustainable space utilization practices (Brachya, 1993; Koçan, 2021). The opportunities provided by the natural and cultural qualities of the coasts diversify the demands for the coast. In the construction and re-functioning stages of coastal cities, natural and cultural values should be emphasized in urban design projects and practices within the framework of protection and development principles at every stage of planning (Çubuk, 1991; Koçan, 2021).

Coastal areas form an interface of linear land and water along one side of the city. This interface area is important for the touristic and historical development of the city (Ashworth and Tunbridge, 2000; Durmuş, 2009). Certain types of activities along the water, above and below the water, such as excursions, paths, piers and bridges, are important factors for urban development. For this reason, it is necessary to approach coastal spaces at a design scale that emphasizes their identity and culture and brings organic integrity to the settlement.

THE SAILING AND ITS IMPORTANCE

Sailing sports, a nature sport, is a type of nature sport based on the movement of equipment of different designs with the ability to swim on water with the help of wind (Yapar et al., 2022).

The history of sailing is directly proportional to the development of humanity. After realizing that the wind is a force and can be used, they made the sail and used this important tool that has survived until today (Paker, 2010). Sailing, which started with people utilizing the buoyancy of water and wind, is one of the popular sports branches today. In 1900, its inclusion in the Olympic Games gave sailing a sport identity. The rules and traditions governing the practice of sailing are carried out by the International Sailing Federation (ISAF) in the world and the Turkish Sailing Federation under the General Directorate of



Youth and Sports of the Prime Ministry in Turkey (Turkish Sailing Federation; Paker et al., 2017). All over the world, sailing races are held in popular holiday resorts, major coastlines and tourist areas where participation and spectators are likely to be high. Sailing races are held in coastal waters, transoceanic, along the coast or between continents. The most favorable weather conditions for races are waters and seasons where the wind does not change direction continuously and suddenly. The second most important feature is that the wind blows at a sufficient level (Paker, 2010). Sailing races, which are the subject of maritime tourism, can be organized on very different scales, from very small organizations to gigantic global events and from local events that can start and end in a day to races that last for months. Sailing race organizations are large and complex sporting events that involve athletes, organization staff, service providers and many stakeholders (Paker et al., 2017).

The natural and climatic conditions of our country are conducive to sailing. However, it is not enough to provide the conditions, it is equally important not to damage the natural landscape. In order for sports areas to promote healthy living, it is essential that cities are planned in advance according to the needs of leisure, recreation, play and sports. Ports have positive impacts on local employment opportunities and regional economic growth (Yap and Lam, 2013; Barnes et al., 2018; Boer et al., 2019; Busquet et al., 2019). The creation of quality recreative play and sports areas is important in every respect, and these areas need to be structured in accordance with standards and in a much more planned manner.

2. MATERIAL

This study area is located in Eğirdir district of Isparta province. Eğirdir is located in the Mediterranean region of Turkey between 37°50'41"- 38°16'55" north latitude and 30°57'43- 30°44'39" east longitude within the borders of Isparta province (Figure 1). It is 35 km from Isparta and on the Konya highway. Its height above sea level is 918 m and the surface area of the lake is 517 km² (Ministry of Culture and Tourism).

The maximum water level of Lake Eğirdir is 918.96 m and the minimum water level is 914,62 m (Şener, 2021). The areas surrounding the highest elevation of the lake have been accepted as 'Grade I Protected Area', and there are Kovada Lake National Park and Gelincik Mountain Nature Park in the lake basin. In addition, Yazılı Canyon Nature Park, Kızıldağ and Beyşehir Lake National Parks are the closest natural protected areas to the region (Ministry of Culture and Tourism). The climate of Eğirdir, which is surrounded by mountains rising up to 1500-2000 meters, has a transition between Mediterranean and continental climate. Eğirdir, which is the fourth largest and second freshwater lake in Turkey, where both natural and cultural wealth coexist, is located in the 'Isparta Bend', which is geologically important in our country and in the world (Tural, 2018; Gökarslan, 2021; Şener, 2021). In 2017, Eğirdir was declared Turkey's 12th and Isparta's 2nd 'Cittaslow' (Demir, 2019; Şahin, 2019; Başar, 2021). In addition to its natural beauties, the proximity of the district to Antalya and its location on the route of the historical Silk Way and St. Paul's Road offer touristic advantages.

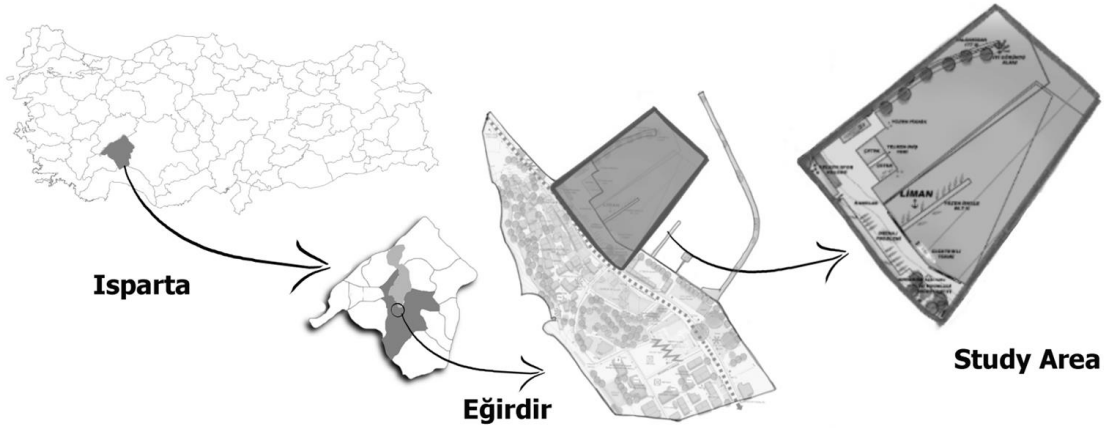


Figure 1. Location of the study area

The study area is an accessible public space. The Ministry of Youth and Sports organizes triathlon, sailing and other water sports in this area. In terms of its morphologic structure, the lodos and winds blowing from the lake provide a favorable opportunity for sailing. Trainings are given in laser and optimist branches in order to participate in the organizations organized by the Turkish Sailing Federation with the support of the Ministry of Youth and Sports and Eğirdir Municipality Sports.

3. METHOD

3.1. THE DESIGN PROCESS

Architectural design studios are constantly evolving and transforming with the dynamics of the studio culture and the dynamics of the era, renewing their own dynamics in terms of capturing current issues and developing proposals for the future, due to the multi-layered structure of architectural education and its relations with different disciplines. From this point of view, projects were produced under the title of "ports and urban integration" within the scope of Design Studio IV course in Süleyman Demirel University, Faculty of Architecture, Department of Landscape Architecture.

The general functioning of the Design Studio IV course is determined as a collective studio and jury. All of the projects determined by the selection of subject and area were evaluated and the studio process was defined as the potentials of the area, the production of problems and solutions related to the area, the determination of the concept, and project narratives. In the developed studio environment, the studio process steps were designed in detail (Figure 2). The total number of students taking the course is 52 and accordingly, 10 teams of 3 people; 2 teams of 5 people; 3 teams of 4 people were determined and the teams were formed on a voluntary basis. Nominal Group Technique (NGT) was applied in the studio flow. The applied method is directly related to the design education process steps and the studio environment.

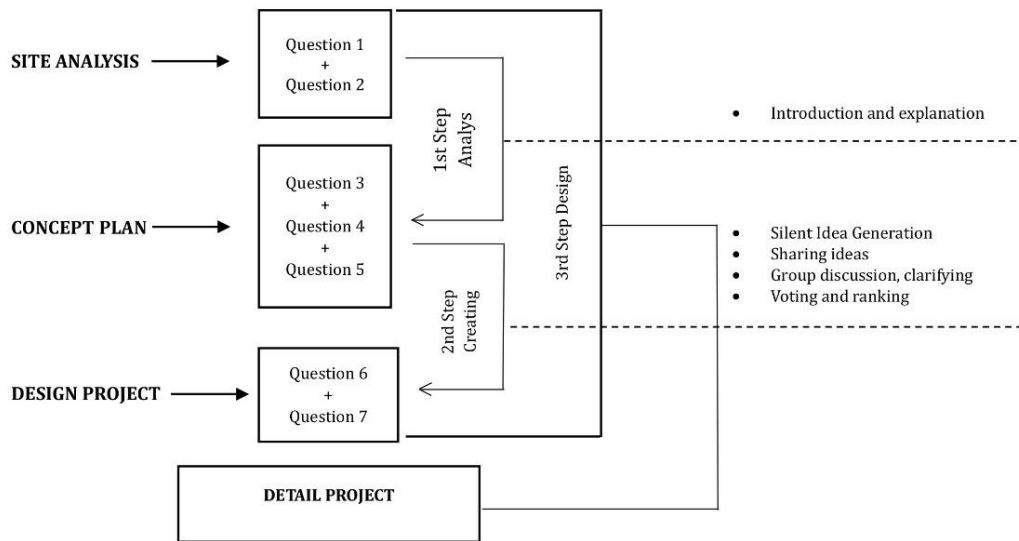


Figure 2. Studio process

3.2. NOMINAL GROUP TECHNIQUE (NGT)

NGT was first developed in the 1960s as a procedure to facilitate effective group decision-making in social psychological research and is frequently used in education (Van de Ven and Delbecq, 1972; Harvey and Holmes, 2012).

The stages of the studio teams' implementation of the NGT Protocol were determined as "introduction and explanation, silent idea generation, sharing of ideas, group discussion, voting and ranking" (Potter et al., 2004).

Introduction and Description: The studio teams were given preliminary information about urban integration, the importance of coastal areas, ports and sailing sports and were expected to conduct detailed research in the next stage. Afterwards, the basic rules for evaluating the urban integration of Eğirdir port from a landscape perspective were explained.

Silent Idea Generation: Each team member entered the process of generating ideas about the project at this stage. They were asked not to consult or discuss these ideas with others.

Sharing ideas: In the third step, teams started to share their ideas. In this sharing, which is done in the form of classical brainstorming, teams become more organized and this ensures that each participant can present their ideas.

Group discussion: The project teams discussed the ideas and suggestions that emerged about the project area.

Voting and ranking: Each team member rated each other on their project insights for each phase of the project and decisions were made on what to prioritize in the project phases. They were also asked to discuss their prioritized project proposals in each project phase. In order to be facilitative in these processes and to give direction to the project, the process was supported by the studio juries by matching the following questions with the project stages.

The stages of the studio process are shown in Table 1. and the question groups considered for each stage are given in detail in Table 1.

Table 1. The questions asked to the students during the design studio process

<i>Question 1</i>	What are the main problems of the area?
<i>Question 2</i>	What are the potentials of the area?
<i>Question 3</i>	What kind of changes are needed in the area to make it more suitable for sailing?
<i>Question 4</i>	What is the common concept of Lake Eğirdir and sailing?
<i>Question 5</i>	What are the focal points in the area?
<i>Question 6</i>	How can the current spatial use be made more successful?
<i>Question 7</i>	What are the ecological approaches to the area?

4. FINDINGS

The introduction and explanation, silent idea generation, sharing of ideas, group discussion, voting and ranking stages of the Nominal Group Technique were all applied by all groups. Out of the projects that emerged from 9 teams in total, 2 projects were selected for this study and found worthy of being described. The resulting projects and their narratives are given below.

In the first stage, in line with the questions (Q1, Q2) directed to the group members, the natural and cultural analysis of the area was made and existing problems were identified. Then the usage and spatial potential points of the area were identified. In line with the questions asked in the analysis and concept phase, design objectives were determined by the student groups. This stage was shaped by the third, fourth and fifth questions (Q3, Q4, Q5) and detailed in the concept plan. In the final stage, students were asked questions six and seven (Q6, Q7) and the results were supported by design projects (Figure 3 and Figure 4).

4.1. FIRST GROUP: STUDIO EXPERIENCE

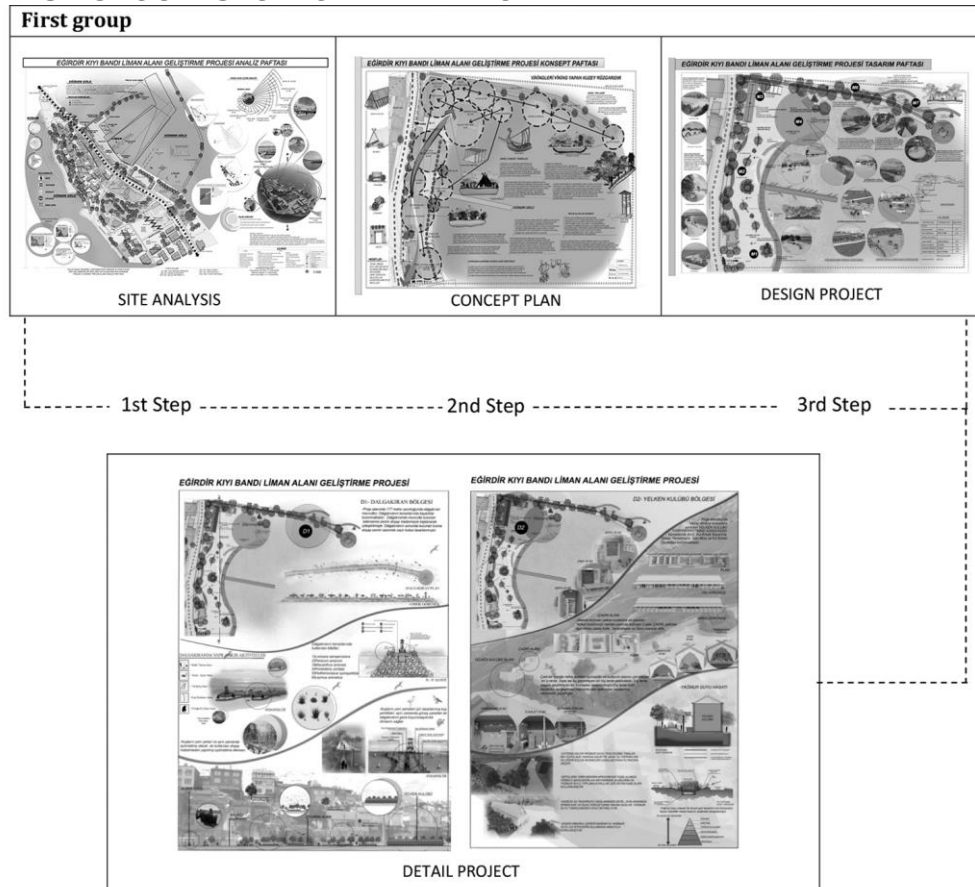


Figure 3. First group project

The first group consisted of three students in total. The group continued with the same students at all stages of the studio process, and the same people participated in answering the questions and scoring. The project flow and the designs developed by this team in line with the decisions they made with the help of the nominal group technique at every stage of the studio are as follows:

CONCEPT BACKGROUND: The project area is located in the coastal region of Eğirdir, evoking the living areas of the Vikings. Ships and sails are of vital importance in the Viking community. In the project area, there is a Sailing Sports Club in a central location. Looking at the lifestyle of the Vikings, there are many places to be associated with the study area. Vikings have been in struggle and harmony with nature throughout their lives. This struggle and harmony is also valid in sailing. Because of their warrior spirit and lifestyle, Vikings are considered as a suitable concept to reflect the needs of the workspace in the best way possible. Inspired by the Viking architecture and lifestyle, spaces, equipment elements and materials that reflect that period are envisaged in the area.

PROJECT DETAILS: The sailing club is designed according to the architecture reflecting the Viking period. Next to the sailing club, there is a cafe, playground and a storage room envisioned as a tent. Races are organized in the area at certain times of the year and prizes are awarded. According to Viking belief, Odin is the chief God and Vikings who die in battle are entitled to go to Valhalaya, Odin's palace. They fight until the evening to spend the rest of their lives in Odin's palace. In this context, the Valhala award area, which is thought of as modular in the area, is considered as the award ceremony area in sailing races and triathlon races. Because the awards received are not the end of something, but the beginning of bigger races ahead. On the edge of the breakwater in the area, seating areas in the form of floating ships were designed where people can sit, rest and eat and drink. Since dragon figures were frequently used in Viking ships, they were called Floating Dragons. The sails of the ships are also functionalized to serve as umbrellas for the seated people.

The detailed description of the project summarized above is given in Table 2.

Table 2. First group project details

Detail 1		Viking Sailing Club
		in the project area reflects the Viking architecture and includes a training class, dining hall, changing rooms, storage, office and toilet. The exterior of the sailing club is made of wood and designed with a rectangular and high roof.
Detail 2		Viking Tents
		Viking architecture were envisaged; these were functionalized as a cafe-restaurant, a playground and a warehouse.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Detail 3</p>		<h3 style="text-align: center;">Swimming Dragons</h3> <p>multifunctional space. Floating Dragons in the form of ships are envisioned in the North-East part of the club. The floating dragons are shaped like ships, with their sails acting as umbrellas to block the sun. Ships were of vital importance for the Vikings. Ships were positioned along the breakwater in the area and seating units were designed inside them.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Detail 4</p>		<h3 style="text-align: center;">Wood Areas</h3> <p>consideration that the area is not only used for the sailing club but also for different activities, and in line with these principles: seating areas and walking paths were envisaged for watching triathlon sports in the area.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Detail 5</p>		<h3 style="text-align: center;">Wood Areas</h3> <p>There is a 177 meter long breakwater in the project area. There are existing rocks on the edges of the breakwater. There is a wooden walkway along the breakwater and a viewing tower at the end of the breakwater. In the breakwater, activity areas in accordance with the area; Fishing, Eating-Drinking Walking, Bird feeding and Photography area have been created. These areas can be used not only by the people of the sailing club but also by the local people.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Detail 6</p>		<h3 style="text-align: center;">Observation Tower</h3> <p>There will be an observation hut at the far end of the breakwater. It is envisaged that this will be positioned in a place where the Vikings can easily see every point and will be very important for the security of the city.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Detail 7</p>		<h3 style="text-align: center;">Plants Used in Breakwaters</h3> <p>The willow tree is a one of the plants in the area. It is used for shade and is an aquatic plant. There are plants that birds can feed on in the breakwater and they are also aquatic plants. In general, herbaceous plant species were used.</p> <ul style="list-style-type: none"> -<i>Salix babylonica</i> (Weeping willow) -<i>Cyperus alternifolius</i> (Umbrella papyrus) -<i>Cortaderia selloana</i> (Pampas grass) -<i>Festuca glauca</i> (Blue fescue)

Detail 8		Designs Supporting Bird Life
Detail 9		Entrance
Detail 10		Valhalla Award Ceremony Area
Detail 11		Rainwater Storage Area

4.2. SECOND GROUP: STUDIO EXPERIENCE

The second group consisted of four students in total. The group continued with the same students at all stages of the studio process. The answering of the problems and the scoring process were also carried out with the participation of the same people. The project flow and the designs developed by this team in line with the decisions they made with the help of the nominal group technique at every stage of the studio are as follows:

CONCEPT BACKGROUND: The second group's project was based on the idea that humans are a part of nature and that nature holds all the keys for them. The designs were realized under the conceptual idea of 'discover your energy'. The objectives of this group were to "preserve the urban texture, to utilize the energy of nature by depicting the coastal urban integration with the body-spirit relationship, and to appeal to all age groups by providing a holistic approach that supports many functions. The area was divided into 7 parts and

predictions were made based on the characteristics of the 7 chakras that exist in the human body but are invisible.

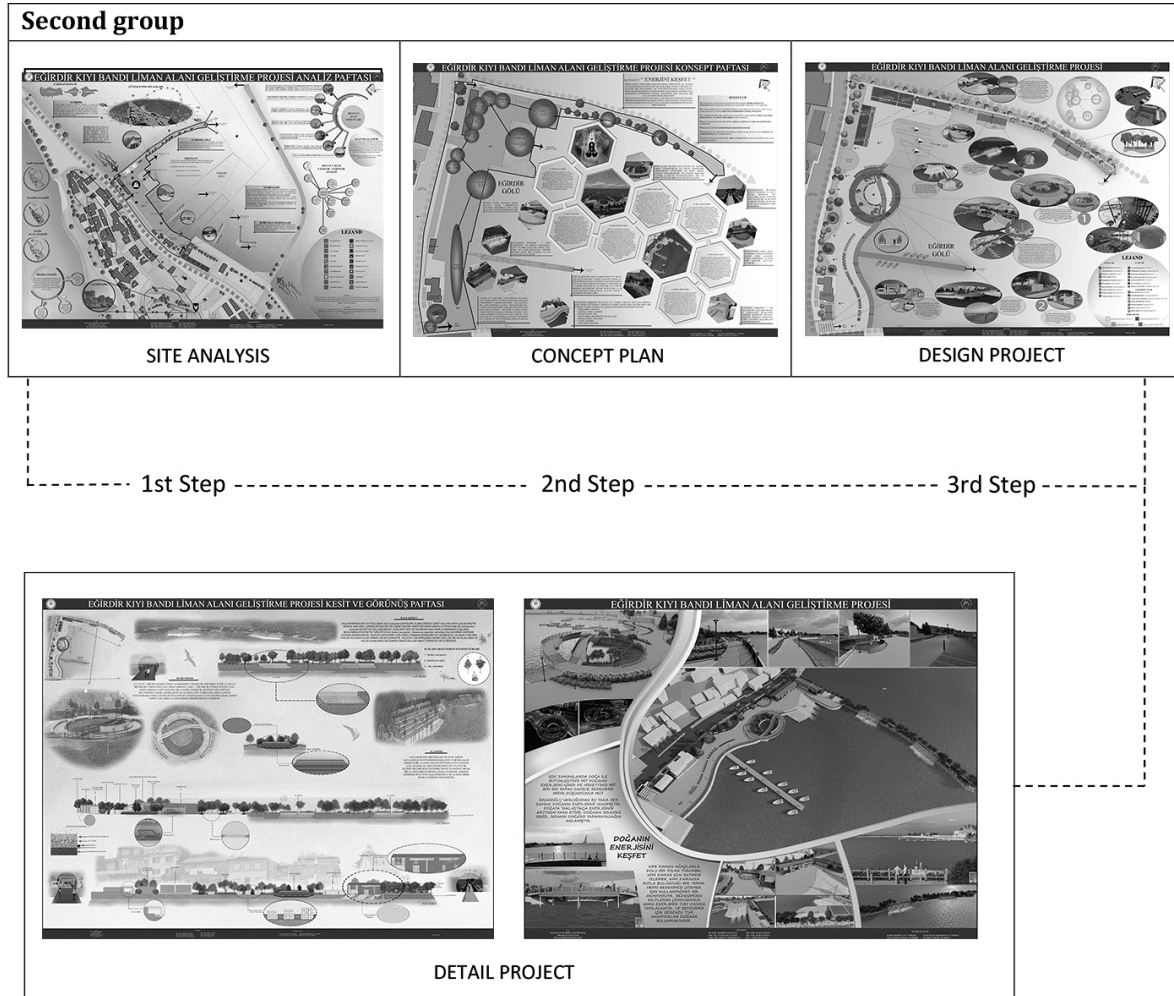

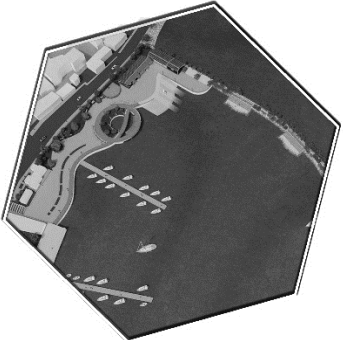
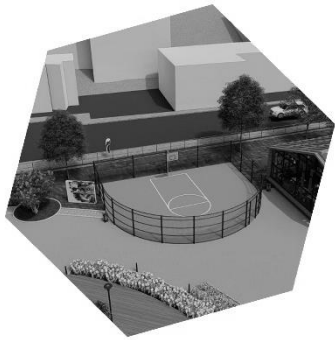



Figure 4. Second group project

PROJECT DETAILS: The designs were developed under the conceptual idea of 'discover your energy'. The area is divided into 7 parts and designed to correspond to 7 chakras in total. The first area symbolizes the root chakra, which establishes the connection between the world and our body. The second area is the sacral chakra, symbolizing energy and mental productivity and self-discovery. The third is the solar plexus, the golden light of the sun, symbolizing peace, strength and intelligence. The fourth is the heart chakra, the center of all chakras. The 5th chakra area is the throat chakra, which is blue in color. The sixth area, the third eye chakra, affects extrasensory perceptions such as the sixth sense. The seventh and last is the crown chakra. Apart from these areas, memory walls of seven different sizes are designed in each of the seven areas. On these walls, colorful hand prints, names and visuals of the children who are members of the sailing club were thought to be exhibited. The vegetal line at the entrance of the area, divided into seven different parts, represents the spine of the human body. Each piece represents a chakra by containing the plant of that chakra.

The detailed description of the project summarized above is given in Table 3:

Table 3. Second team project details

Detail 1		<p style="text-align: center;">Entrance</p> <p>The entrance of the area is located in this section, and it is aimed to emphasize the design spirit from the entrance by designing a 7-color taxi.</p>
Detail 2		<p style="text-align: center;">Sailing Sports Area</p> <p>The most productive area for self-discovery is the area where sailing is practiced, and the fact that this chakra has the element of water supports the design idea.</p>
Detail 3		<p style="text-align: center;">Sports Area</p> <p>The way to activate this chakra is through live music and fast rhythmic movements. In this area, sports areas are positioned, and movement, music and yellow background color floors are designed.</p>
Detail 4		<p style="text-align: center;">Pier Area</p> <p>in an area of greenery and colorful wildflowers. This chakra is associated with the breakwater area, which plays an integrative role for the entire site. Natural and permeable materials such as wood and permeable concrete are used, while colorful flowering species are preferred in the vegetative design.</p>

Detail 5		Observation Terrace	<p>Watching the high energy integrity of the combination of the water surface and the sky strengthens the chakra. For this reason, an observation terrace was designed in the area where you can sit calmly and watch the water and the sky. This area, which can also be used as a ceremony area, can accommodate up to 300 people with its staircase seating system.</p>
Detail 6		Water Amphitheatre	<p>Appealing to our senses, this area allows us to watch, listen and touch the water. Each of the two water amphitheatres envisaged to be implemented on the breakwater has 4 steps, and the seating areas will be covered with wooden material and the water can be touched from the empty space in front of the last step.</p>
Detail 7		Sailing Club	<p>It is the point where we receive the universal energy and since it is open, it can also solve problems in all the other chakras. For this reason, the administrative unit in the area that manages all other areas and solves potential problems represents this chakra. Roof gardens and solar panels on the roofs of the buildings in this area provide an ecological approach by utilizing the energy of nature.</p>

5. CONCLUSION AND SUGGESTIONS

It is necessary to provide guidance both in terms of content and group dynamics depending on the environment of the design studio. In this context, a studio environment that requires working together has been designed. Group work plays an effective role in developing students' collaboration and communication skills. In design courses based on group work, there is a variety of knowledge, skills and different perspectives that students can learn and develop. The nominal group technique enabled students to take ownership of their workspace, research and responsibilities, and to adopt different design ideas. Students' questioning of what they are designing and for what needs; their responsibility towards the concept and the work are among the student achievements in the project processes. The work has been developed through the use of a unique system and methodology with phase diagrams and details of the projects.

The projects that emerged during the studio showed that students' retrospective explanations of the design processes supported their designs with the NGT method. Students who start the design process with a multidimensional design approach better understand and complete the design. Thus, an educational approach is adopted that prevents problems that may lead to poor quality open space design that does not meet user needs. The findings of this study will be useful both for educators who want to better



teach the design process to their students and for designers who want to produce successful urban spaces.

The process that started with the idea of improving the physical and visual quality of the area by preserving the natural and cultural values in the study area has diversified with the formation of different project concepts. Solutions have been produced within the concept to eliminate the problems in the area, to develop the existing potential and to meet the needs and desires of the users. The concepts selected in the project have been effective in the formation of planning decisions and design principles, the establishment of cause-effect relationships based on the ideas developed, the identification of alternative solutions and the holistic evaluation of the project.

It is necessary to approach projects that emphasize coastal identity and culture and bring organic integrity to the coastal settlement at a design scale. In most port cities today, larger or smaller coastal development projects reflect both the permanence and change of local culture (Warsewa, 2017). Considering the current state of the port area in Eğirdir, it can be said that the uses are insufficient and visitors do not have enough reason to see the area. However, the area is an important area that has played a role in the exchange of products and cultures as a port in the historical past of Eğirdir. Since the port and other areas of use of the city do not create a holistic identity perception and cannot be revised in line with the needs, its potential cannot be realized sufficiently. For this reason, the questions asked to the students about the area during the studio and the process followed afterwards were directly related to these problems. Thus, the main goal of the studio education process is to ensure that the area is open to active use at all times of the year, and in this direction, appropriate questions are directed to the students in certain periods and shaped by the details specified by the teams in the design stages and final reports. Sailing races are perceived only as a sportive activity by most clubs. However, as a touristic attraction, its potential socio-economic contribution to the destination is extremely high (Paker et al., 2017).

Proper design and planning of the areas in accordance with the qualities of these special and popular sports will make it easier to create the cities of the future with an improved quality of life and a focus of attraction.

The design process is a process of questioning and searching for solutions. "Design studios are both a learning center and a social organization like other learning environments" (Deasy and Laswell, 1985; Acar and Bekar, 2017). Architectural design is a multidimensional process involving multiple concepts and their interrelationships and requires skills such as analytical reasoning, intuition and creative expression (Sagun & Demirkan, 2009; Powers, 2017).

The process of collaborative design is more about part of the knowledge framework and real life experience for students. The quality of the group product in urban and regional design has a higher weight in the evaluation (Qu et al., 2020). In design studios, the final products are treated as a reflection of a 14-week cross-section taken from a process of making-creating-returning that may never end. The studio focuses on the process itself, the experiences and productions within the process, rather than the final products. Accordingly, the productions of the participants throughout the process are very valuable (Turgut and İşbakan, 2019). Design studios are important in terms of capturing current issues and developing proposals for the future due to the relations of architectural education with different disciplines. It is thought that the results of this study will be useful for both students and instructors for a constructible studio process.

Acknowledgement: We would like to thank to all students and instructor namely A. Berk MİZANALİ enrolled in Landscape Architecture Design Studio IV at Süleyman Demirel



University in 2019-2020 Spring Term. We would also like to thank the instructors of Eğirdir Sailing Club for their technical trips and information sharing.

REFERENCES

- Acar, H., & Bekar, M. (2017). 'Peyzaj Mimarlığı Eğitiminde Bir Stüdyo Çalışması Kıyı Alanı Peyzaj Tasarım Projesi', *Megaron*, 12(2).
- Aksoy, Y. (2019). 'Mimarlıkta peyzaj tasarımı.' Genç Ofset.
- Angradi, T. R., Williams, K. C., Hoffman, J. C. & Bolgrien, D. W. (2019). 'Goals, beneficiaries, and indicators of waterfront revitalization in Great Lakes Areas of Concern and coastal communities.' *Journal of Great Lakes Research*, 45(5), 851-863.
- Ashworth, G. J., & Tunbridge, J. E. (2000). 'The tourist-historic city.' Routledge.
- Barnes, D, H., Koppen, C.S.A. & Tatenhove, J.P.M., (2018). 'Regional convergence in environmental policy arrangements: A transformation towards regional environmental governance for West and Central African ports? *Ocean. Coast. Manag.*' , 163, 151-161.
- Başar, N., (2021). 'Sakin Şehirde Yaşayan Halkın Turizm Algısının Belirlenmesi: Eğirdir/Isparta Örneği'. Selçuk Üniversitesi Sosyal Bilimler Enstitüsü, Turizm İşletmeciliği Anabilim Dalı, Yüksek Lisans Tezi, Konya.
- Boer, W. P., Slinger, J. H., wa Kangeri, A. K., Vreugdenhil, H. S., Taneja, P., Appeaning Addo, K., & Vellinga, T. (2019). 'Identifying ecosystem-based alternatives for the design of a seaport's marine infrastructure: The case of Tema port expansion in Ghana.' *Sustainability*, 11(23), 6633.
- Brachya, V. (1993). 'Some spatial aspects of environmental impact statements in Israel.' *Geoforum*, 27(4), 527-537.
- Breen, A., & Rigby, D. 'The New Waterfront: A Worldwide Urban Success Story; McGraw-Hill: New York', NY, USA, 1996.
- Busquet, M., Santpoort, R., Witte, P., & Spit, T. (2019). 'Living on the edge: Identifying challenges of port expansion for local communities in developing countries, the case of Jakarta, Indonesia.' *Ocean & Coastal Management*, 171, 119-130.
- Çubuk, M. (1991). 'Kamu mekânları ve kentsel tasarım.' Kamu Mekânları Tasarımı ve Kent Mobilyaları Sempozyumu, Mimar Sinan Üniversitesi, İstanbul.
- Deasy, C. M., & Lasswell, T. E. (1985). *Designing places for people: A handbook on human behavior for architects, designers, and facility managers.*
- Demir, H. (2019). 'Yerel Halkın Bakış Açısıyla Cittaslow (Sakin Şehir) Kavramı ve Etkinliği: Yalvaç ve Eğirdir Örnekleriyle Karşılaştırmalı Bir Araştırma.' Yüksek Lisans Tezi, Gaziantep Üniversitesi Sosyal Bilimler Enstitüsü, Gaziantep.
- Durmuş, M.S., (2009). 'Liman Kentlerinin Dönüşümünde Turizm ve Kültür Aktivitelerinin İncelenmesi; Haydarpaşa ve Galata Limanı Örneği.' Yüksek Lisans Tezi, Yıldız Teknik Üniversitesi, İstanbul.
- Eşkar, F., (1997). 'Liman Kentlerinin yenilenmesi.' Yüksek Lisans Tezi, İstanbul Teknik Üniversitesi, İstanbul.
- Gökarslan, A, B., (2021). 'Kentsel Koruma Alanlarında Risk Analizi ve Azaltımına Yönelik Bir Yönetim Modeli Önerisi, Isparta – Eğirdir Örneği'. Gazi Üniversitesi Fen Bilimleri Enstitüsü. Doktora Tezi Mimarlık Ana Bilim Dalı. Ankara.
- Güleç, S. (1983). 'Kıyasal alanların rekreasyonel ve turistik yönden planlanmasında yeni bir yaklaşım.' Türkiye 7. Dünya Şehircilik Günü, Kıyılar Kolokyumu, Trabzon.
- Gürpınar, E. (1996). 'Kent ve çevre sorunlarına bir bakış' (2. Baskı). Der Yayınları.
- Qu, L., Chen, Y., Rooij, R. & Jong, P. (2020). 'Cultivating the next generation designers: Group work in urban and regional design education', *International Journal of Technology and Design Education*, 30, 899-918.
- Hall, P.A., & Soskice, D., (2001). 'Varieties of Capitalism: The Institutional Foundations of Comparative Advantage.'.Oxford, pp. 12-13.
- Hamamcioğlu, C., & Kerestecioğlu, D. F. (2007). 'Akdenizde Topoğrafyasını Koruyan Ortaçağ Limanları ve Turizmin Çevresel Etkileri: Alanya Hisarçığı Mahallesi, Antalya İçkale Mahallesi, Girne Tarihi Liman Mahallesi.' *Megaron Dergisi*.

- Harvey, N., & Holmes, C. A. (2012). 'Nominal group technique: an effective method for obtaining group consensus.' *International journal of nursing practice*, 18(2), 188-194.
- Hein, Carola,. (2011). 'A Review of "Port cities; Dynamic landscapes and global networks.' London, UK: Routledge. 177-197 pages.
- Keyvanfar, A., Shafaghat, A., Mohamad, S., Abdullahi, M. A. M., Ahmad, H., Mohd Derus, N. H., & Khorami, M. (2018). 'A Sustainable historic waterfront revitalization decision support tool for attracting tourists.' *Sustainability*, 10(2), 215.
- Kızılkaya, B., (1996). 'Kıyı Mekanı Kullanımları ve Tekirdağ Örneği.' Lisans Tezi, Mimar Sinan Üniversitesi Mimarlık Fakültesi Şehir Bölge Planlama Bölümü, İstanbul.
- Koçan, N. (2021). 'Kurucaşile Limanı Peyzaj Tasarım Projesi.' *Ordu Üniversitesi Bilim ve Teknoloji Dergisi*, 11(2), 81-91.
- Korkut, D. S. A., & Şimşek, D. S. (2009). 'Kıyı Şeridi Rekreatyon Potansiyelinin Belirlenmesinde Bir Yöntem Uygulaması: Tekirdağ Merkez İlçe Örneği.' *Tekirdağ Ziraat Fakültesi Dergisi*, 6(3), 315-327.
- Paker, S., (2010). 'Denizde Sportif Faaliyetlere Yönelik Tüketici Davranışı Analizi.', Doktora Tezi, Dokuz Eylül Üniversitesi, İzmir.
- Paker, S., Çullu, B., Paker, N., & Çiçek, S. (2017). 'Yelken Yarış Organizasyonlarının Lojistik Süreçleri Üzerine Keşifsel Bir Araştırma.' *Dokuz Eylül Üniversitesi Denizcilik Fakültesi Dergisi*, 27-50.
- Potter, M., Gordon, S., & Hamer, P., (2004). 'The nominal group technique: A useful consensus methodology in physiotherapy research.' *New Zealand Journal of Physiotherapy*, 32: 126-130.
- Powers, M. N. (2017). *Self-regulated design learning: A foundation and framework for teaching and learning design*. London: Routledge.
- Sagun, A., & Demirkan, H. (2009). 'On-line critiques in collaborative design studio', *International Journal of Technology and Design Education*, 19, 79-99.
- Şahin, M., (2019). 'Koruma Amaçlı İmar Planları ve Kentsel Tasarım İlişkisi: Eğirdir Örneği'. Süleyman Demirel Üniversitesi Fen Bilimleri Enstitüsü. Yüksek Lisans Tezi Şehir ve Bölge Planlama Ana Bilim Dalı. Isparta.
- Şener, E., (2021). 'Küresel İklim Değişikliğinin Eğirdir Gölü Havzasına Etkileri ve Kuraklık Analizi'. Süleyman Demirel Üniversitesi Fen Bilimleri Enstitüsü, Doktora Tezi, Jeoloji Mühendisliği Anabilim Dalı, Isparta.
- Tural, S., Ö., (2018). 'Sakin Şehir (Cittaslow) Kavramının Peyzaj Mimarlığı Açısından, Isparta/Eğirdir Örneğinde İncelenmesi.' *Akdeniz Üniversitesi, Fen Bilimleri Enstitüsü, Peyzaj Mimarlığı Anabilim Dalı, Yüksek Lisans Tezi*. Antalya.
- Turgut, H., & İşbakan, N., (2019). *Yeni Yaşam Biçimleri Üzerine Denemeler: Bir Mimari Tasarım Stüdyosu Deneyimi*. Megaron, 14.
- Türkiye Yelken Federasyonu. Retrieved January 3, 2016 from <https://www.tyf.org.tr/>
Retrieved January 5, 2024 from https://www.harita.gov.tr/images/urun/il_ilce_alanlari.pdf
- Van de Ven A, H., & Delbecq A, L. (1972). 'The nominal group as a research instrument for exploratory health studies.' *Am J Public Health*, 62: 337- 42.
- Warsewa, G. (2017). 'The transformation of port cities: Local culture and the post-industrial maritime city.' *WIT Transactions on the Built Environment*, 170, 149-159.
- Yap, W. Y., & Lam, J. S. L. (2013). '80 million-twenty-foot-equivalent-unit container port? Sustainability issues in port and coastal development.' *Ocean & Coastal Management*, 71, 13-25.
- Yapar, A., Yalçın, O., & Akıncı, Y. (2022). 'Rügar Sörfü Ve Yelken Sporcularının Algıladıkları Antrenör Davranışlarının İncelenmesi.' *Uluslararası Türk Spor Ve Egzersiz Psikolojisi Dergisi*, 2(2), 88-94.
- Yüksel, Y., & Çevik, E. (2006). 'Liman Mühendisliği.' Arıkan Basım Yayım Dağıtım, İstanbul