CENTRAL BUSINESS DISTRICT PROBLEMS IN ANKARA: TRANSFORMATIONS IN KAZIKİÇİ BOSTANLARI

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CENTRAL BUSINESS DISTRICT PROBLEMS IN ANKARA: TRANSFORMATIONS IN KAZIKİÇİ BOSTANLARI

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This is to certify that we have read this thesis and that in our opinion it is fully adequate, in scope and quality, as a thesis for the degree of Master of Science.

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ABSTRACT

CENTRAL BUSINESS DISTRICT PROBLEMS IN ANKARA: TRANSFORMATIONS IN KAZIKİÇİ BOSTANLARI

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This thesis examine the problems in the transformation process of Kazıkiçi Bostanları, which was planned as a "central development area" after 1970's, in terms of the Ankara city center problematic. For Kazıkiçi Bostanları, which shows the transition zone character, decisions were taken by three Master Plans to be new Central Business District and for the application a Development plan was prepared. But starting from the 1970's the area has been going on its development according to its inner dynamics. In this thesis, first, theories about CBD are analyzed. Then, general characteristics of Ankara city center and Kazıkiçi Bostanları and interventions to Kazıkiçi Bostanları in respect to the CBD transformations are discussed. Finally, Kazikiçi Bostanlari and its current situation in terms of transition zone characteristics, and threats and opportunities concerning the CBD transformation are evaluated.

Keywords: Central Business District, transition zone, central development area, Ankara city center, transformation

ÖZ

ANKARA'DA MERKEZİ İŞ ALANLARI PROBLEMİ: KAZIKİÇİ BOSTANLARI'NIN DÖNÜŞÜMÜ

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Bu tezde, 1970'lerden itibaren "merkez gelişim alanı" olarak planlanan Kazıkiçi Bostanları'nın dönüşüm sürecindeki problemler Ankara merkez problematiği doğrultusunda araştırılmaktadır. Geçiş bölgesi özelliği gösteren Kazıkiçi Bostanları için üç Nazım planda yeni Merkezi İş Alanı olması için karar alınmış ve bir imar planı hazırlanmıştır. Ancak 1970'lerden başlayarak alan kendi içi dinamikleri doğrultusunda gelişimini sürdürmüştür. Bu tezde ilk önce, MİA'yla ilgili teoriler incelenmektedir. Daha sonra, Ankara kent merkezinin ve Kazıkiçi Bostanları'nın genel özellikleri ve Kazıkiçi Bostanları'nın MİA dönüşümü doğrultusunda yapılan müdahaleler tartışılmaktadır. Finalde Kazıkiçi Bostanları ve mevcut durumu, geçiş bölgesi karakteri ve MİA dönüşümü yönünde ortaya koyduğu tehditler ve fırsatlar doğrultusunda değerlendirilmiştir.

Anahtar Kelimeler: Merkezi İş Alanı, geçiş bölgesi, Ankara kent merkezi, dönüşüm

dedicated to Prof.Dr. Raci Bademli

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TABLE OF CONTENTS

LIST OF TABLES

Tables

LIST OF FIGURES

Figures

CHAPTER 1

INTRODUCTION

1.1. The Aim of The Study

The aim of this thesis is to examine the problems in the transformation process of Kazıkiçi Bostanları, which was planned as a “central development area” after 1970’s, in terms of the Ankara city center problematic.

City centers have formed the main basis of the “urban landuse theories” that were brought up after 1920’s. City center is an important part of the city, and it is possible to figure out the whole city once the urban center is understood.

When the entire center of Ankara Metropolitan City formation is examined, it can be seen that the spaces can be defined by the “urban landuse theories”. Development of the Ankara city center till today can be explained by concentric zone theory, sector theory and partially the multiple nuclei theory. In addition to these theories, Ankara’s current structure of today and the existence of sub-center can be supported by the anticipations of the California School.

Starting from the 1300 Ankara was an important commercial center. The arrival of the railway to Ankara has caused spatial movements in parallel to the changes created in the socio-economic life of the city. Between 1920 and 1950 with the help of the Jansen plan, Kızılay came to the agenda. Ulus was the CBD and Kızılay was only a neighborhood center as Bademli (1986) emphasized. In Uybadin-Yücel Plan this situation continued and the development of the CBD was left to the market conditions. In this time Kızılay developed to become the new center in Ankara and started transforming some CBD functions from Ulus.

The most important decision about the development of CBD was taken in 1990 Ankara Metropolitan Area Master Plan. In the direction of a functional decentralization strategy, spreading the central density to new development areas was aimed. In order to stop the density in Kızılay and especially in Ulus to preserve the historical part, Kazıkiçi Bostanları, which shows the characteristics of transition zone, was suggested as the ‘’Central Development Zone’’ by Ankara Master Plan Office in the northwest direction of the city.

This shows that Kazıkiçi Bostanları firstly came to the agenda as a solution to city center problems of Ankara that is the way to rescue Kızılay from the existing density.

This decision was also taken in 2015 Structure and 2025 Master Plans. But the CBD continued its development according to market condition. At the end of 1980 with Ulus and Kızılay, Tunalı Hilmi and Köroğlu Streets became the new parts of the CBD. With huge investments of Karum, Sheraton, Hilton etc., the south-east part of Ankara continued to become CBD.

In 1993 an urban design competition was held for the planning of 310 ha area in the region that contains İskitler and Kazıkiçi Bostanları, which is anticipated to develop as a business district, to determine the strategies devoted to this aim and for the development of the process that will help the area’s transformation into a modern-center qualifies physical structure, planning of the area as a Metropolitan Business District was decided.

Following the results of the ‘’Urban Design Contest’’ in 1993, the work of the ‘’Development Plan’’ related with the area started in 1998.

For Kazıkiçi Bostanları, which shows the transition zone character, decisions were taken by three Master Plans to be new CBD and for the application a Development plan was prepared. And the area has spatial and physical opportunities to be CBD. But starting from the 1970’s the area has been going on its development according to its inner dynamics.

This thesis will try to answer the following questions:

- What is the position of the CBD in urban landuse theories?

- What are the general characteristics and parts of CBD?
- Does Kazıkiçi Bostanları have any place in the city center development of Ankara throughout history?
- What are the existing characteristics of Kazıkiçi Bostanları?
- Are there any interventions in the transformation process of Kazıkiçi Bostanları?
- Does Kazıkiçi Bostanları have transition zone characteristics?
- What are the opportunities and threats on the way of CBD transformation?

2.1. The Content of the Study

In the next chapter of this thesis the term Central Business District (CBD) will be discussed. The answer to what the CBD is and its parts are will be searched. For this search, first of all the position of the CBD in the landuse theories will be discussed. Than the core and the frame, which are the two parts of CBD and their general characteristics, will be examined. At the end of the chapter CBD will be analyzed in terms of economic, social and physical definitions..

In the third chapter, the central business district development in Ankara will be examined. In the first stage the structure of the CBD until 1950 will be summarized. Then the periods between 1950-1970, 1970-1980 and after 1980 will be discussed. General characteristics of the today's Ankara CBD will be defined at the end of the chapter. In this definition the terms that was discussed in the landuse theories in second chapter will help.

The spatial, physical and socio-economic structure of Kazıkiçi Bostanları will be analyzed in the fourth chapter of this thesis. First of all the history and the spatial character of the area will be examined. After this the physical characteristics of the area containing built environment, transportation and etc. will be discussed. At the end of the chapter socio-economic structure of the area and its surrounding will be defined.

In the fifth chapter all this interventions in the area in respect to the CBD core transformation will be examined starting from the 1990 Master plan, which firstly

suggested the area as a “central development area”. Then 2015 and 2025 Master Plans will be discussed. At the end of the chapter Urban Design Competition and Development Plan will be examined.

In the second chapter of this thesis general characteristics of the CBD and its parts will be discussed and in the fourth chapter the existing situation of Kazıkiçi Bostanları will be examined. In the sixth chapter these two chapters will be combined and whether Kazıkiçi Bostanları really has transition zone character or not will be evaluated. At the same time these characteristics cause threats or opportunities in the direction of CBD transformation will be analyzed. For doing this, the characteristics of transition zone and Kazıkiçi Bostanları will be divided into three as spatial, socio-economic and physical. Then the CBD frame characteristics and the characteristics of Kazıkiçi Bostanları will be compared. Then these characteristics will be analyzed as threats and opportunities in CBD transformation.

CHAPTER 2

URBAN LANDUSE THEORIES AND CENTRAL BUSINESS DISTRICT (CBD)

2.1. Introduction

In this chapter it will be answered what the Central Business District (CBD) is and its parts are. For this, first of all the position of the CBD in the landuse theories will be discussed. These theories are divided into two as economic and social processes. Than CBD will be analyzed in terms of economic, social and physical definitions.

CBD, which is the most important part of the city, will be examined from general to special in this chapter.

CBD is the center of the commercial, social and civic life of town and the focus of the transport routes according to the landuse theories and CBDs serve two purposes: to be economic market places for the exchange of goods and services and to be social market places.

2.2. Urban Landuse Theories

These theories can be divided into two parts: economic and social processes. While the first one determines the location of the CBD in the city, the second one explains the internal variations of the CBDs.

2.2.1. Economic Processes

The economic basis of landuse is a rationale that both regional and localized forces interact to shape the urban landuse pattern or more, specifically that external forces affecting the makeup and vitality of the economy act upon

internally focused processes of the urban land market to determine the location of urban functions on the land as Chapin (1965) emphasized.

2.2.1.1. The Concentric Zone Theory

This theory is advanced by Ernest W. Burgess, A University of Chicago sociologist, in the 1920s that urban landuse tended to display a zonal organization concentrically arrayed about the CBD.

In Herbert's (1972) view, this theory try to provide a descriptive framework for the spatial organization of urban landuse: according to its solution, given model conditions of a uniform land surface, universal accessibility and free competition for space, landuse will arrange itself in series of concentric zones around a central point.

Murphy (1974) pointed out that competition based on economic value and the decreasing of value increasing distance from the CBD seemed to be basic to explain the extension, succession and concentration of landuses that appeared to play a dominant role in forming the urban landscape.

According to theory concentric rings of certain types of development grow up in a city and as the city grows in size the inner rings in every case will grow outwards and replace the next outer rings what the human ecologists refer to as a sequence of "invasion-succession" as Chapin (1965) stated.

According to Burgess theory there are 5 zones that form the city.

Zone 1. The Central Business District: This is the center of the commercial, social and civic life of town and the focus of the transport routes. So it is the most accessible place in the city.

Zone 2. Zone in Transition: This area is being invaded by business and light manufacture. In Everson and FitzGerald's (1972) view it surrounds the central area and contains older houses, which are, usually deteriorating and becoming either slum property or replaced by business or industry from central area (Everson and FitzGerald, 1972).

Business and light manufacturing from first zone have encroached upon residential areas. In this zone there may be residual islands of “first citizen” homes, rooming houses or at least highly subdivided residential accommodations represent the most typical residential use as Murphy (1974) focused on.

Murphy (1974) added that the inner belt of the zone is likely to be a business and light manufacturing district and periphery, a ring of retrogressing neighborhoods from which as people become more prosperous, they escape into third zone.

Zone 3. Zone of Independent Workingmen’s Homes: It contains the lower paid workingman’s housing for people who have migrated from zone two but who still are compelled by traveling costs and rents to live near their work as Everson and FitzGerald (1972) explained.

Zone 4. Zone of Better Residences: It contains the areas for single family dwellings and of exclusive residential areas.

Zone 5. Commuters’ Zone: It is a zone which people travel daily from villages or satellite towns to their work in the central areas of the city.

Burgess’ theory was based on 1920s condition. So during this time, the picture had changed. The rise in number of automobile is the most important development. The consequent greater flexibility of residential and industrial locations is the other factors, which cause this change.

2.2.1.2. Sector Theory

This theory is advanced by Homer Hoyt in 1930s. It holds that the different income groups of a city tend to be found in distinct areas describable in terms of sector of a circle centered on the central business district.

Hoyt realized that different types of residential areas, which produced by various factors around the center of a growing city, would migrate outwards along transport arteries. This holds that residential landuses tend to be arranged in wedges or sectors radiating from the center of the city along the lines of transportation.

For Herbert (1972), the model took the form of a central business district with a series of sectors emanating from it. The high-grade residential areas are pre-empted the most desirable space and were powerful forces in the pattern of urban growth. Other grades of residential area were aligned around the high-grade areas, with the lowest-grade areas occupying the least desirable land, often adjacent to manufacturing districts. The various residential areas took the spatial form of sectors, extending from the central city towards the periphery, and were thus in apparent contrast with the concentric zones.

According to this theory, similar types of use originating near the center of the city tend to migrate within the same sector and away from the center. Some basic characteristics can be described as:

1. High-grade residential growths proceed from the given point of the origin along established lines of travel or toward another existing nucleus of buildings.

2. Trends of movement of office buildings, banks and stores pull the higher priced residential neighborhoods in the same general direction.

3. The growth of high-rent neighborhoods continues in the same direction for a long period of time (Chapin, 1965).

The operations in this theory are observable which old fashionable close-in boulevard developments have been left for the more recent exclusive outlying subdivision-a move attributed to the modern automobile as Chapin (1965) emphasized.

In an article published in 1964, Hoyt takes a later look at his sector theory. According to this, the high income families are still definitely concentrated in certain sectors, but the automobile has opened up large regions beyond existing settled areas. There is greater flexibility in urban growth patterns resulting from radial expressways and belt highways.

2.2.1.3. Multiple Nuclei Theory

A model made up of a number of separate nuclei was proposed by Chauncy D. Harris and Edward L. Ullman. It has combined the concentric zone and sector ideas and added certain other ingredients in explaining the pattern of landuses. Different from the single center as mentioned in concentric zone and sector models, the landuse pattern of a city is built around several discrete nuclei.

According to a theory many towns and nearly all large cities do not grow simply about a single central business district but the progressive integration of number of separate nuclei into the urban fabric forms it.

Chapin (1965) pointed out that the central business district clearly serves as one nucleus. Others may appear in the form of industrial or wholesaling centers where specialized economic activities of similar or complementing character have gravitated together.

Four factors are mentioned about the rise of separate nuclei:

1. Certain activities require specialized facilities. For example, the retail district is attached to the point of greatest intracity accessibility, the port district to suitable water front, manufacturing districts to large blocks of land and water or rail connection and so on.

2. Some activities in the center come together, because they profit from this. Retail districts benefit from grouping because it increases the concentration of potential customers and makes possible comparison shopping.

3. Some activities give damage to each other. For example there is an antagonism between factory development and high class residential development.

4. Some activities cannot afford the high rents of most desirable sites. This factor works in conjunction with the foregoing. Bulk wholesaling and storage activities (because of requiring much room) and the low-class

housing (because of not affording the luxury of high land) are the examples (Murphy, 1974).

Murphy (1974) defined that some similarities and differences can be seen between these three models. Concentric zone theory and the multiple nuclei theories are generally dealt with the entire urban space but the sector theory is mostly dealt with the residential areas. But all of them give information about the CBD and its structure. Secondly, the concentric zone theory and the sector theory consider single center, but the multiple nuclei theory deals with various centers or nuclei in the city.

The multiple nuclei theory fits the highly flexible modern urban scheme. This theory seems to fit even better as a result of transportation. The automobile has lessened the applicability of the other two theories as Murphy (1974) argued.

These theories are not mutually exclusive and a combination of all three, or any two, they may be seen at any one time in any one town.

2.2.1.4. Core-Frame Concept in The Central Business District

Some studies concerned with the analysis of internal variations have been content to identify broad divisions; E. M. Horwood and R. R. Boyce developed core-frame concept, which describe CBD, the core as the central and the frame as the more peripheral part.

Core Area

The most universal finding is the extreme variation of landuse intensity within the central region. According to Horwood and Boyce (1959), the most intensive region has found to be the highly concentrated “core” of relatively limited lateral dimensions within which most of the central activities function, hereafter termed the CBD core.

General properties of the CBD core are defined in the table.

Table 2.1. General properties of the CBD core (Horwood, Boyce, 1959)

Property	Definition	General Characteristics
Intensive landuse	Area of most intensive landuse and highest concentration of social and economic activities within metropolitan complex	Multistoried buildings Highest retail productivity per unit ground area Landuse characterized by offices, retail sales, consumer services, hotels, theatres and banks
Extended vertical scale	Area of high buildings within metropolitan complex	Easily distinguishable by aerial observation Elevator personnel linkage Grows vertically, rather than horizontally
Limited horizontal scale	Horizontal dimensions limited by walking distance scale	Greatest horizontal dimension rarely more than 1 mile Geared to walking scale
Limited horizontal change	Horizontal movement minor and not significantly affected by metropolitan population distribution	Very gradual horizontal change Zones of assimilation and discard limited to a few blocks over long periods of time
Concentrated daytime population	Area of greatest concentration of daytime population within metropolitan complex	Location of highest concentration of foot traffic Absence of permanent residential population
Focus of intracity mass transit	Single area of convergence of city mass transit system	Major mass transit interchange location for entire city
Center of specialized functions	Focus of headquarters offices for business, government and industrial activities	Extensive use of office space for executive and policy making functions Center of specialized professional and business services
Internally conditioned boundaries	Excluding natural barriers, CBD boundaries confined only by pedestrian scale of distance	Pedestrian and personal linkages between establishments govern horizontal expansion Dependency on mass transit inhibits lateral expansion

The visual height and bulk characteristics of the CBD core, as well as the degree of concentration of activities within it, appear in many references, but is has taken more than casual observation to demonstrate that the horizontal scale of the CBD core is not directly proportional to the population of a city or a urbanized area.

Frame Area

Whereas the CBD core has been the object of much specific research, the central region surrounding it (termed the CBD frame, frame or fringe) has received very little attention.

Park and Burgess, in their study named the area framing the central focus a “transition zone”. According to their theory it was assumed that the CBD core would expand into this transitional zone. Park and Burgess have examined the very early twentieth century truly. But there was a greater freedom of choice in location of such businesses as wholesaling with stocks, warehousing, service industries, light manufacturing and so forth and consequently such businesses began to cluster in different areas of what is here termed the CBD frame as Horwood and Boyce (1959) stated.

Harris and Ullman, in 1945, described many of the major business foci of the CBD. The retail, financial and office areas were noted in the CBD core and automobile row, wholesaling and light manufacturing were described in the surrounding area. They considered these to be distinct nodal regions characteristics of large cities. But Harris and Ullman did not discuss the CBD frame as a separate area from the CBD core but as several distinct “districts”.

In Carter’s (1981) point of view, it is an area of mixed commercial and non-commercial land-use, tending towards deterioration and blight and locationally separating the retail hearth of the city from surrounding residential neighborhoods or heavy industrial districts. Non-retail activities as off-street parking, warehousing, light manufacturing, wholesaling with stocks, special professional organizational services, transportation terminals and multifamily residences can be seen in the area.

The land for residential purposes has survived only around the fringes of CBDs. Like residential population, manufacturing industry is not normally important in the core of the CBDs, but certain kinds of manufacturing tend to cluster in and around the centers of large cities. Johnson (1967) put forward that sometimes these industries are mere relicts of past concentrations, which are being forced out of the center by high land values and by the expansion of genuine central business uses. Sometimes specialized areas of manufacturing are still actively flourishing, but are located around the fringes of the CBD, outside the zone of highest land values.

Land values are lower; uses tend to be less segregated, towards the fringes of the center.

According to Horwood and Boyse; although some have recognized characteristics of activities in the CBD frame similar to those in the core, the activities in the frame have generally been considered only as separate nodes such as light manufacturing, wholesaling, transportation and so forth rather than as a distinct part of the CBD structure. The primary feature of the core-frame concept, however, is not so much that activities in the core and frame are distinct from each other but rather that different functional, geographical and historical attributes are ascribed to the core and frame respectively.

According to Horwood and Boyce table, the frame characteristics are defined.

Table 2.2. General properties of the CBD frame (Horwood, Boyce, 1959)

Property	**Definition**	**General Characteristics**
Semi-intensive landuse	Area of most intensive non-retail landuse outside CBD core	Building height geared to walk-up scale Site only partially built on
Prominent functional subregions	Area of observable nodes of land utilization surrounding CBD core	Subfoci characterized mainly by wholesaling with stocks, ware-housing, off-street parking, automobile sales and services, multifamily dwellings, intercity transportation terminals and facilities, light manufacturing and some institutional uses

Table 2.2. Continued

Extended horizontal scale	Horizontal scale geared to accommodation of motor vehicles and to handling of goods	Most established have off-street parking and docing facilities Movement between establishments vehicular
Unlinked functional subregions	Activity nodes essentially linked to areas outside CBD frame, except transportation terminals	Important establishments linkages to CBD core (eg. Intercity transportation terminals, warehousing) and to outlying urban regions (eg. Wholesale distribution to suburban shopping areas and to service industries)
Externally conditioned boundaries	Boundaries affected by natural barriers and presence of large homogeneous areas with distinguishable internal linkages (eg. Residential areas with schools, shopping and community facilities)	Commercial uses generally limited to flat land Growth tends to extend into areas of dilapidated housing CBD frame uses fill in interstices of central focus of highway and rail transportation routes.

Although both CBD core and CBD frame are parts of the CBD, there is a considerable difference in their characteristics.

2.2.1.5. Theories of California School

In the late twentieth century, Los Angeles has assumed a position with regard to urban theory comparable to that of Chicago in the early twentieth century.

California School has been attempts to link the sprawling suburbs of Los Angeles with regulationist-inspired notions of a new regime of accumulation. Scott (1986) defined that a new regime of flexible accumulation is argued to be manifest in California in high-technology agglomerations, dynamic, fluid, creative industries such as those producing movies and industrial clusters based around illegal or low-paid workers. However critics have argued that these notions of industrial restructuring are too broad and economic in focus to provide a satisfactory

explanation of the myriad small-scale processes involved in neighborhood formation as Savage and Warde (1993) stated.

According to Hall (1998), a major theme of many of these works has been the idea of the fragmentation of urban form and its associated economic and social geographies. “Namely the city is ceasing to exist as a recognizable single, coherent entity; rather it is physically fragmenting as independent cities emerge on the edge of existing metropolises and economically, socially and culturally fragmenting as divisions between different social groups widen to the extend of their becoming broken”. The city fragments, according to this logic, into a series of independent settlements, economies, societies and cultures.

Peirce Lewis in 1983 described urban form as resembling a series of stars floating in space, rather than a unitary, coherent entity with a definable center.

This dispersion and lack of a recognizable pattern has been a key theme developed by the Los Angeles School. What Soja (1997) has described as the postmodern global metropolis and postmetropolis is seen as a physically and socially fragmented entity. Contrary to the popular thought, Los Angeles is not a city without a center. Indeed, there is a recent strong element of recentralisation in the form of the command centers linked into the new global economy but the city also consists of numerous subcenters and edge cities as Knox (2000) emphasizes. This area not the exclusively affluent suburbs of an earlier era but show enormous variations in character, some being industrial or commercial and others being relatively poor and / or with distinctive ethnic minorities. Kox added that the fragmentation and diversity of postmodern culture is therefore manifest in the physical structure of the landscape. The term galactic metropolis has also been coined to describe such cities. The reason for this label is that the commercial centers in such cities look more like stars spread about a wider galaxy rather than a single recognizable center. In this model the city structure varies between elements of edge cities, consumption, spectacle, gated communities and global command centers in a random manner.

2.2.2. Social Processes

Another series of influences affecting the location and arrangement of landuse are those with social origins. Urban ecologist identified the primary and broadest basic process –the evolution and development of urban communities in time and space- is called aggregation. The most important localized sub-processes of aggregation has identified by Ericksen, as below:

(1) Concentration and dispersion of services and populations

(2) Centralization and decentralization

(3) Segregation of populations into various distinctive areas

(4) Dominance and the gradient of receding dominance in the successively more peripheral subareas of the community

(5) Invasion of areas by groups, giving rise to succession of one group by another (Chapin, 1965)

These sub-processes can be grouped as seen: 1. dominance, gradient and segregation, 2. centralization and decentralization, 3. invasion and succession.

2.2.2.1. Dominance, Gradient and Segregation

These three ecological processes help to understand the social aspects of the patterning of the city. Chapin (1965) described that dominance is used in the sense of one area in the city bearing a controlling social or economic position in relation to other areas. Gradient is used to indicate the receding degrees of dominance from some selected dominant center to the more distant locations relative to that center.

All these processes first identified as the part of concentric zone concept of the city. So the center of dominance can also be named as central business district and the gradient of its influence over other business centers or even over other use areas can be described in each concentric zone. The clustering or segregation can be seen in car and automotive service centers, wholesale

districts and etc in the concentric zones. The more conventional usage of the term segregation, the various Puerto Rican areas, Negro districts and so on are used to describe the segregation process as Chapin (1965) stated.

The sector theory also explains these processes. Chapin (1965) explained that this could be seen in the presumed controlling position of high-value areas. In the downward gradients noted in adjoining sectors and in the clustering of uses of like character and intensity of development within certain segments of the pattern.

Dominance and sub-dominance within the urban center is graphic for multiple nuclei concept and is adaptable to explain each of the other related processes.

2.2.2.2. Centralization and Decentralization

This process is first came to the agenda with different terms in 1940's. According to this there are two groups of forces that govern the development of the functions in the CBD. One group is the centrifugal forces, which cause functions to migrate from the central areas towards the periphery. The second group is the centripetal forces, which hold certain functions in the central zone and attract to others.

Messing and spreading out of population in a regional setting is explained by the sociologists with the terms concentration and dispersion. On the other hand centralization and decentralization, apply to a particular metropolitan area where socially rooted forces, through complexly related to the economic, are potentially distinguishable from them. Chapin (1965) argued that centralization is the collection of people and urban functions in a particular urban center. On the other hand decentralization refers to the breaking down of the urban center with the movements of people and urban functions to fringe areas or to new satellite centers.

According to Chapin (1965), centralization involves the settlement of people and the related development of places of work, entertainment, education and worship in a more or less compact relationship in a single center. Conversely,

decentralization involves settlement patterns of a polynucleated order with the appearance of outlying centers of work, entertainment, education and so on.

Migration of people and economic activity into central city named as centralization, on the contrary decentralization involves migration outward to fringe areas or nearby subcenters.

When we look at the CBDs today, the development of transportation, communication and other technological events caused the development of business centers and industry on the outlying areas.

2.2.2.3. Invasion and Succession

These two processes are generally linked. Chapin (1965) defined that invasion is the interpenetration of one population group or an area by another and the economic, social or cultural differences between the new and old. When the new population group or the use types displace the former, it is called succession. It is possible for an area to experience invasion but through concerted action of local groups, never reach the succession stage.

In the social structure of the city, invasion of one population group by another is usually a spatial manifestation of the change processes at work. Chapin (1965) claims that vertical shifts from one social stratum to another usually involve spatial shifts, whereas horizontal social mobility within the same stratum has no special significance in the invasion-succession processes. He added that invasion of population group generally occurs by penetrating an area of one income, racial or ethnic group by another. When business penetrates into residential areas or apartment districts take over areas of single-family homes, it is used to describe shifts in landuse.

Invasion is a breakup of existing population and landuse of an area. Succession is the consequence of this breakup with the displacement of old one.

The concentric zone theory includes invasion and succession processes. While describing growth of the city with expanding concentric rings, invasion-succession processes have the most important role. While short-run shifts can

occur in any direction, the long-term orientation of invasion-succession shifts tends to be in the direction that the rings expand.

2.3. Central Business District

2.3.1 Definition of the Central Business District

The center is the place of privileged exchanges: exchange of goods, exchange between people, and exchange of information. That means all urban organization is subject to the CBD and especially to the design and size of its accesses as Corniére (1966) explained.

According to Evans (1997) practitioners; have adopted physical and mechanistic modes of explanation to explore relationships between landuse and transportation systems and distinguish the status of different centers and their constituent functions. On the other hand theorists; have focused more on underlying processes and the institutional power relations shaping the built environment in central locations.

Grey in “People and Downtown” (1970) explained the CBD as “a place where norms, values, activities of different groups are exchanged, (a market place) of groups which are independent from and invisible to, each other outside the CBD of groups also, whose members belong to various cultural and social facilities…”

According to Grey, CBDs serve two purposes: to be economic market places for the exchange of goods and services and to be social market places.

2.3.1.1. Economic Definition

An economic organization comprises commercial, industrial, financial and other firms which carry on business; markets, labor force, means of transportation and systems of communication and the production, distribution and of economic goods and services as Sirjamaki (1964) stated.

For Evans (1997), a CBD, a large pool of labor and the logical location for key decision-making functions and specialist retail and business function serving extensive urban and regional areas.

Theories of urban land economics offer a more convincing and logical explanation of the distribution of retail and service activities both within and between CBDs. The best known is central place theory (Chiristaller, 1966) and the concept of bid rent (Alonso, 1964). Christaller maintained that towns initially owed their existence to their centrality, in other words their ability to serve surrounding rural areas by providing a range of goods and services.

The nature and extent of retail and service activities is, in Christaller's view, determined by two factors: the minimum size of population necessary for viability and the maximum distance customers are prepared to travel to make a purchase. Evans (1997) pointed out that access times, frequency of purchase and their aspects of purchasing power and consumer behavior were other important factors.

Bid rent theories are based on the premise that the disposition of landuses is determined primarily by the user's ability to pay rent. Some users place more importance than others upon centrality and accessibility because of their differing locational requirements. Retailers and office users therefore bid up for land in the most central locations and displace other activities such as manufacturing and housing for whom agglomeration advantages are less significant. The 'rent gap' between the current use value of a site or building and its potential investment value is often taken as a starting point for understanding redevelopment pressures and patterns as Evans (1997) defined.

2.3.1.2. Social Definition

The center also has a sociological dimension. Corniére (1966) described that the center is felt to be the place where life is the most intense in the town as such it is an indefinable reality that has many aspects. Social life at its highest in the center.

Central districts are multifunctional crossing points of various activities of diverse groups. The things, which an individual may do in the CBD, are also multifunctional. He may connect instrumental behavior (like business or shopping) with expressive behavior (like window-shopping or "being seen". etc.)

The CBD gets its most important function through the fact that the central location of these various group activities acts as a most important institutionalized means of coordination of these activities. The CBD processes a certain “density” of social relations, a density of the “network of institutions and regulations” as Freyer (1966) focused on.

Prokop (1966) explained the CBD as a “node”, a crossing point of all kinds of people, of the activities of various groups and it is also a commuting center for clerks, a leisure center for pleasure-seekers, a shopping center for housewives, etc., it is a place where different people come together.

According to Gallion and Eisner (1963); the CBD as the place people went to work, when they want to be alone, when they want to be socialized and the place they went to when they “went to”; the station, the center for railroads, commuting trains and buses; the headquarters for firms and institutions; the “symbol of the life of the city”.

CBDs have been the hearth of our urban civilization from the beginning till today. For Bianchini (1990) CBDs have retained their importance as space for face-to-face interaction, transactions and creativity. Even though they are the places for promenading fashion, meeting, sharing personal experiences and broadening horizons with a central role in promoting social cohesion as Evans (1997) mentioned.

CBDs remain the focus of public events, festivals, street markets and meetings and contain. According to Aksel (2000) despite the privatization of public space, CBDs remain the most important public domain for sharing communal and cosmopolitan values.

2.3.1.3. Physical Definition

The most straightforward approach to defining CBDs has focused upon their mix of landuse, morphological character and nodality. For Evans (1997), geographers and town planners, in particular, have traditionally sought to define CBDs as discrete areas containing higher-order commercial and retail functions, which congregate to exploit their accessibility and other agglomeration advantages.

Property values, retail turnover, pedestrian flows, spatial concentration of floorspace, size of urban area, have all been used to define the central business district (CBD) and to establish the relative commercial importance of CBDs.

Also Johnson and Evans put forward the accessibility both in means of communication and transportation as the dominant factor influencing the character of the CBD. The CBD is the section of the city that can be most easily reached from the rest of the built-up area. It is also the part most generally accessible to those people who live within a city's sphere of influence, especially if they travel by public or private transportation.

2.4. Conclusion

CBD which is the heart of the city was put into the center in urban landuse theories produced by Burgess's Concentric Zone Theory, Hoyt's Sector Theory and Harris's and Ullman's Multiple Nuclei Theory. It is also true in the theories of California School but they mostly try to explain the sub-centers around the centers of cites of late 20th century.

Two important parts of CBD (core and frame) and their general characteristics were also defined in this chapter. And their differences were summarized by Horwood and Boyce as below:

Table 2.3. Primary differences between core and frame (Horwood, Boyce, 1959)

Factor	Primary Characteristics	
	In CBD Core	In CBD Frame
Land Utilization	Intensive	Semi-intensive
Site Utilization	Fully built on	Partially built on
Building types	Similar	Dissimilar
Growth	Upward	Outward
Business linkages	Internal	External
Parking space	Very limited	Generally adequate
Transportation mode	Pedestrian	Vehicular
Transportation foci	Intracity	Intercity
Boundary determinants	Internal factors	External factors

Although each has distinct attributes when viewed within the core-frame concept, it should be noticed that they are really one unit (i.e., the central business district) because of many linkage and complementary functions they performed for each other.

Corniére describes the CBD as the place of privileged exchanges: exchange of goods, exchange between people, and exchange of information. That means all urban organization is subject to the CBD and especially to the design and size of its accesses.

When it is looked at on the economic view, an economic organization in the CBD comprises commercial, industrial, financial and other firms which carry on business; markets, labor force, means of transportation and systems of communication and the production, distribution and of economic goods and services.

Property values, retail turnover, pedestrian flows, spatial concentration of floorspace, size of urban area, accessibility has all been used to define the physical characteristics of central business district (CBD).

CHAPTER 3

CENTRAL BUSINESS DISTRICT DEVELOPMENT IN ANKARA

3.1. Introduction

In this chapter, the central business district development in Ankara will be examined. The structure of the CBD until 1950 will be summarized in the first stage. Then the periods between 1950-1970, 1970-1980 and after 1980 will be discussed. At the end of the chapter general characteristics of the today's CBD of Ankara will be defined. In this definition the terms that was discussed in the landuse theories in the first chapter will help.

The development of the CBD in Ankara and the effects of the plans to this development will be discussed in a chronological order.

3.2. The Period Before 1920

Ankara, which is located on the route of the intercontinental roads that connect western Anatolia to Eastern Anatolia, and has the status of a crossroad settlement throughout the history, has been one of the most important urban centers with developed administrative, military and commercial characteristics as a cause and result of its status as a crossroad settlement. Ankara, which also has been a commercial center that provides leather, sof (wool) and equipments made of iron to caravans and army after 14th century as an Ahi center, has preserved the active status of its economy except from short-term fluctuations as Akçura (1971) stated.

According to Erzen(1946) Arrival of the railway to Ankara in 1892 and existence of the telegraph, the most advanced communication technology of the period, in Ankara unlike many other Anatolian cities, had caused spatial movements in

parallel to the changes created in the socio-economic life of the city. In this time period, when İstasyon (Cumhuriyet) and Talatpaşa Streets that connect the railway station to the city center were opened to public use, important changes took place in Ulus and its surrounding areas.

Even before it was a capital, a linear urban center that extends from the castle to Ulus was present in Ankara. In Osmay's (1998) view blacksmiths, coppersmiths, tailors, groceries that sell any kind of good, quilt makers, jewelers, usurers, wholesaler shops were located at one edge of this center, while the magnificent buildings of the new government took place on the other edge. As understood from various sources, the two edges of this center were very different in terms of characteristics. On the roads surrounding the Bedestens and Kapalı Hans, and in open market areas such as Atpazarı, Koyunpazarı, Samanpazarı, 'traditional' production and commercial uses of the city were intensified. Despite that, a 'relatively new' commercial center which was strengthened by the 1892 railroad connection to Istanbul was located in Karaoğlan Çarşı and Taşhan, today's Ulus region. As a result of governmental functions of that time also taking place in this area, differentiation between "traditional central zones that serve the near surrounding areas of the city" and "new central zone that connects the city to Istanbul and serves the upper-social class that constitutes of commerce bourgeois and bureaucrats" became clear; and a 'new-old' duality was formed in the center. It is hard to say that the functional differences between the two edges of the CBD correspond to a spatial center duality. According to Bademli (1987), Central development around Ulus was more like a fringe development that was connected to the traditional center (over commercial regions such as Saraçlar Sokak, Çıkrıkçılar Yokuşu, today's Anafartalar Street, Tahtakale, Suluhan and Balıkpazarı that was located near the region where today's Hal is located, Keresteciler, Çilingirler) then a development disconnected from the CBD. There existed a linear urban center with two different edges; not two different centers.

3.3. 1920-1950 Period

After Ankara became a capital city, commercial, administrative, production and service functions, which either were very limited or did not exist in the city until then, started to develop rapidly. With this motion, Ulus side of the linear urban-

center that has two different edges had became the center of the capital city and turned into a focal point that was able to gather the functions mentioned due to its connection with the railway station, existing building stock and the abundance of undeveloped zones as Gökçe (2000) emphasizes. Ankara, which was declared as the capital in the foundation years of the republic, had became an area, where the buildings that project the governmental authority were located, after the year 1924. For instance, general headquarters of institutions such as Merkez Bankası, Etibank, Sümerbank were constructed on the Bankalar Street, which is the extension of today's Atatürk Boulevard in the direction of Ulus. "Old Ankara" (Ulus and surrounding areas), where the new capital-related buildings and functions started to take place in addition to traditional commerce-production activities of the first years of the republic, was observed to be a linear urban center with two slightly different edges as Bademli (1987) emphasized. Bilsel (1997) points out that, until 1950's, Yenişehir hadn't turned into a business center; and in Atatürk Boulevard cultural intensive activities were arranged with trees as on a promenade and functional integrity, however, commercial use in upper floors was not encountered.

Figure 3.1. Ankara city center in 1930

Source: Studies of CP301 Planning Studio in 2001

Before the Jansen plan, the first formal plan of the city, Lörcher Plan had a determining role on the formation of Yenişehir in particular. It is noticed that the beginning of the infrastructure systems in Yenişehir such as the sewerage and illumination system; and the roads, public squares and axes (such as

Cumhuriyet-Kızılay Square, Sıhhiye Square, Zafer, Millet, Ulus, Lozan, Tandoğan Squares) that shape Kızılay today, were planned by the Lörcher plan and were put into Jansen Plan as an input. After these first planning and construction studies, with the thought that the city could not be developed in pieces, a planning competition for Ankara was made at 1928; and Prof. Hermann Jansen, a German, won the competition. Anticipation of this plan, which determined the formation of the urban typology for a long period of time and had an important place in the national planning application, for the CBD was that Ulus and its surrounding areas would get more intense due to commercial services and develop as a CBD. The city macroform suggested by the plan has a compact structure that accepts north-south directed Atatürk Boulevard as its spine as Günay (1988) states. Gökçe (2003) defined that in Yenişehir, which was planned as a residential area in the plan, center that extends into the residential areas and commercial activities were the causes of many future infrastructure and transportation problems.

For Bademli (1986), in Jansen Plan, which was approved in 1932, central business district (CBD) was not separately taken into consideration. However, if the functional suggestions, structural decisions and the transportation network of the plan are examined, it is clearly seen that Ulus region was planned as the CBD. Although, the gathering of the Ministries and the Turkish National Assembly in the administrative center in Yenişehir was one of the most important decisions; the assumption that this fact would not quite affect the surrounding areas, the importance of Ulus, nor the city's macroform, attracts attention. In this frame, 1932 Jansen Plan has taken Ulus into consideration as the central business district (CBD), and Kızılay as a neighborhood center.

In the 1928 competition project, a large area between Bulvar, İstasyon Street and the railway station was reserved for commercial use by Jansen; however, in 1932's development plan, this area was reserved for Gençlik Park and a new commercial area was not determined. Historical center of the historical city had to serve the new city as well. Preserving of commercial activities without suggesting a new center except from Ulus was a source of problem; and the medium-dense

residential zone and district center decisions in Yenişehir, where a whole new city was planned, must be examined carefully as Tankut (1990) stated.

The first determinant of city's development to the south is the expropriation of 400 ha area that is located between Ankara and Çankaya with the purpose of establishing new districts. Gökçe (2003) argued that this expropriation has determined Ankara's development direction, as well as established the connection between old-new Ankara. Yenişehir-Kızılay expropriation, which was one of the most important strategic decisions for the macroform of Ankara and the CBD, was very essential to determination of the new residential areas and the development direction of the new capital.

Bademli (1986) explained that when Ankara became the administrative center of the Turkish Republic in 1923, not only its population started to grow rapidly, but new service, commercial, and production functions were added to city's structure. In this process, Ulus edge of the CBD became a focal point in a short time due to its connection with the railway station, existing building stock and the abundance of undeveloped zones. New development and planning studies really did turn one edge of the CBD into Capital Ankara's CBD; and in all three proposals of the 1928 Ankara development plan competition, Ulus and its surrounding areas were planned as the CBD.

3.4. 1950-1970 Period

According to Osmay (1998) 1950's offered a distinctive status with rapid industrial development, over-populated cities, and reforming socio-economic values. This fast migration and uncontrolled development was intensely experienced in cities, and led to the foundation of squatters and, parallel to that, informal jobs. Although informal activities do not take place in a particular area, urban centers and transition zones are attractive areas that enable these functions. Consequently, deformations caused by these activities were greatly experienced in the development process of the CBD. In 1950's, the core of the Ulus CBD (that also contains Anafartalar), remained as the CBD. Traditional functions that intensify in Samanpazarı and Kaleönü looked like an extension of Ulus core, just like the "relatively new" production and commerce areas around İskitler, Dışkapı and

Hergelen squares which are in walking distance. In reality, spatial organization of the CBD had changed in respect to the status in 1920's. Instead of a linear center with two edges, more than one centers that thrusted into the Ulus core, in other words a radial model, was mentioned. However, the ''old-new functions'' duality also took place in this model. While the ''new'' functions of capital Ankara intensify on Ulus center and Dışkapı, İskıtler and Sıhhiye extensions that thrusted into it, Çıkrıkçılar, Samanpazarı, Hamamönü and Kaleönü extensions remained intensified with ''traditional'' functions. Meanwhile Kızılay, with the influence of Bakanlık Sitesi had undertaken a development process, which was not expected in Jansen Plan as Bademli (1986) emphasizes, Kızılay and surrounding areas had started to show the characteristics of CBD instead of a sub-center, by attracting some service functions that were related to being a capital.

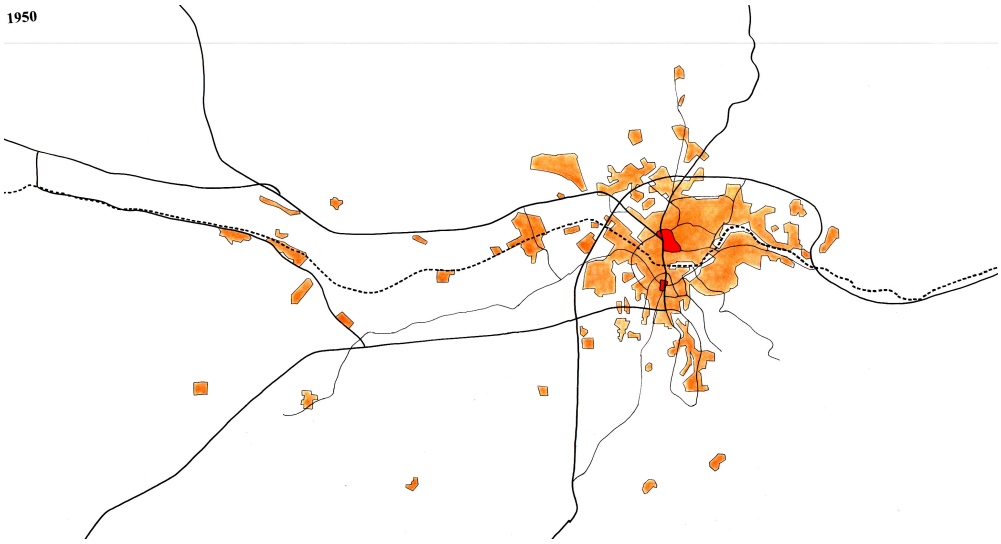


Figure 3.2. Ankara city center in 1950
Source: Studies of CP301 Planning Studio in 2001

It appears that Uybadin-Yücel plan that was approved in 1957, has failed to evaluate these transformations in the CBD. It was anticipated that Kızılay would get denser, as pointed to in "Development Plan Explanation Notes". However, it was not expected that Kızılay might take over the CBD functions upon itself.

This plan had left the development of the CBD to market conditions. However, the system of Ulus core and center extensions that thrusted into it, had already

started to loose its ‘’prestigious commercial’’ functions to Yenişehir, where high-income class and functions such as Presidency, Ministries, University and Embassies intensified; the importance of Kızılay had increased. For Bademli (1986), in relation to this, Ankara started to develop towards Çankaya, and both high-income classes and governmental investments moved towards Yenişehir. Then, Bakanlıklar Sitesi caused new commercial and service functions related to being a capital to head towards Kızılay, as well as causing the relocation of some related service functions from Ulus to Kızılay. Such that, after the relocation of Turkish National Assembly, this tendency had strengthen; and while Ulus had become incapable of keeping important CBD functions such as banks, Kızılay started to show characteristics of CBD instead of a sub-center.

1957 plan acted timidly about the planning of the Ulus Central Area. Like 1932 Jansen Plan, this plan too mainly left the future of the CBD to market conditions.

Two important factors that affected the transformation of central business districts and played a major role in the macroforms of the cities in this period were the new residence presenting methods and the effort made to solve the new transportation problem. After 1950’s, intensification and an increase in population had appeared in central business districts and their surroundings, which were the planned areas of the city.

Gökçe (2003) put forward that, in Yenişehir that faced rapid increase in population and required movement within itself to meet the service demand, intensifying purposed speculative pressure and problems caused by rising floors started to take place. This pressure also brought with it one of the most important variation-transformations in terms of spatial pattern with intensifying within itself and vehicle-priority arrangements.

The destiny of the Uybadin-Yücel plan had gained a more troublesome status with the acceptance of the “Flat ownership Law” in 1965, no 634. With this law, the preparation for a plan that will function as an “application plan” was undertaken, and “maps”, which were prepared as “Building Height Regulation Plan”, determine stories and they were approved in 1968. The most important and, in terms of results, the most cruel structural change that appeared not only

over the boulevard, but over all Yenişehir and gradually in all settlements of Ankara that developed after the Republic (in all pro-republic settlements of Ankara), was brought by these maps. With these maps that were also modified and intensified in years 1970 and 1973, in Yenişehir, both sides of the Atatürk Boulevard were “Elevated Zones”. This plan, which was unable to evaluate the transformations in the CBD, determined that Ulus would stay as the main center of the city and would keep developing rapidly, is one of the main causes of the over-intensification and tendency to move to south that take place in the CBD today (ABB. İDB., 1997).

Gökçe (2003) defined that the residential area on the boulevard, which contains 2-3 floored gardened buildings and extends from Sıhhiye to Kızılay, had intensified by transforming into aligned apartment buildings after 1940’s. At the end of 1950’s, the boulevard that was attacked by road widening, sidewalk narrowing, road elevation decreasing and tree removing operations, gained a status in which the apartment buildings were used as offices. Vertically elevated structures on one hand, and new, differentiated and relatively better-qualified commercial activities on the other, formed the new center of the city; and with its inner organization, commerce-shopping texture, and structure, made the new center more attractive then the old one.

After 1960, particularly in the context of imported industrialization and in the periods of Five Years Development Plan, minor production activities had increased in traditional central business districts and their surrounding areas. In metropolitan cities, minor production activities that intensify in historical CBDs had ruined their environment in one way, while developing. Although urban informal activities do not have a certain workplace, central business districts and transition zones enable these functions the most as Osmay (1998) focused on.

3.5. 1970-1980 Period

Until 1970, Ankara’s central structure has formed according to the market conditions and in the direction of tendencies that appeared in 1950’s; and a second CBD has arisen in Kızılay as Ulus faded away. According to the determinations of the Ankara Metropolitan Area Master Plan Office (AMAMPO),

which was established in 1969, Ulus CBD and the system of central extensions that thrusted into it, was still the most important central area in the city. But the CBD that had appeared in Kızılay and the system of extensions that thrusted into it, in other words Kızılay CBD, had gained strength as well. In the central area, criterions such as ‘’land usage properties’’, ‘‘flooring area scales except residential uses’’, ‘’business office counts’’, ‘’supply of labor’’ and ‘’total annual endorsement’’ displayed the situation clearly as explained in the reports of AMAMPO (1977).

When the land use of the central areas that were determined by the AMAMPO (1977) are examined, it is seen that the Ulus Region is smaller then Kızılay in terms of ‘’total center area’’ and ‘’total central storey area’’; but that it is two times larger then Kızılay Region in terms of the total ground floor area and storey area used by commercial, service and production functions. In other words, Kızılay Central Area is larger then Ulus, but it contains much larger residential, military and official usage areas. In respect to this, AMAMPO considers Ulus Region to have a more ‘’central character’’ then the Kızılay Region.

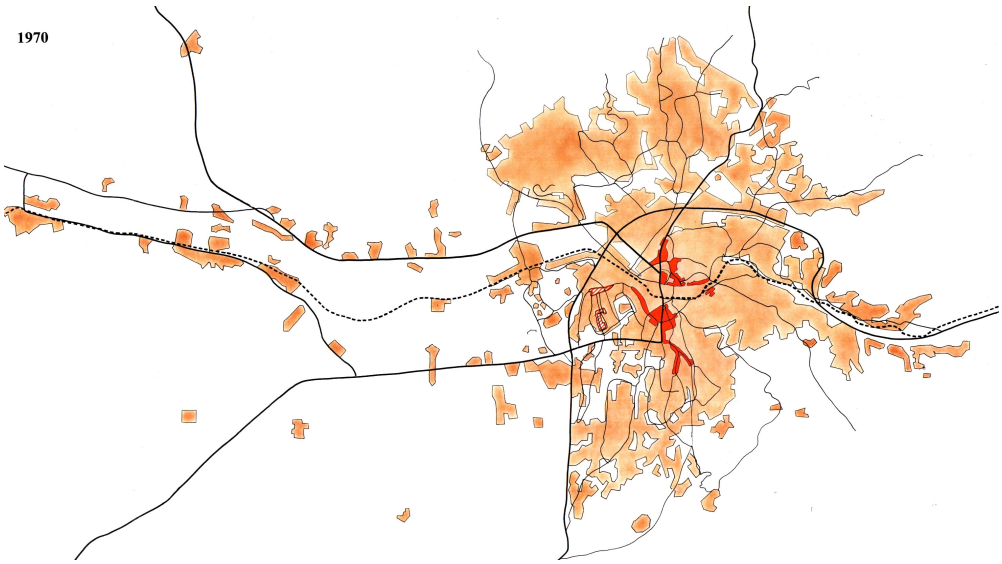


Figure 3.3. Ankara city center in 1970

Source: Studies of CP301 Planning Studio in 2001

AMAMPO data gives the impression that important transformations had been completed in the structure of Ankara CBD in early 1970's. A second CBD had arisen, and started to develop rapidly. Relatively new capital functions had started to choose locations in the Kızılay Region. But more importantly, some of the CBD functions within the Ulus Region had started to show tendency to move to the Kızılay Region. In this context, movement of the Assembly to Kızılay was considered to be turning point.

Ulus, slowly loosing its importance and prestige and becoming a center that serves to the near rural areas and relatively poor class while CBD functions head towards the Kızılay Region, had been referred to in the 'Dual CBD'' discussions made in 1970's. In these discussions, existence of a two-sectored CBD instead of two different CBDs in Turkey's metropolitan cities was agreed on; but still, spatial locations of ''modern'' and ''traditional'' CBDs were interpreted separately (Tekeli,İ, 1976; Kıray, M, 1972; Akçura, T, 1971). The extensive public usage belt located between the Kızılay and Ulus central areas separates these CBD sections instead of uniting them.

In early 1960s to meet the high profits that originates in cities' business centers and to increase expenditure, were the passageways that contain many shops inside. In the CBD, the ground floors and basements of the current buildings or of those were renovated or reconstructed were turned into passageways where retail sales were done. Like this, many shopkeepers, owned a small unit inside the passageways in the CBD. Passageways, which were first seen in 1960's like Kocabeyoğlu, have changed and differentiated according to the services they offer or goods they sell in relation to the demands of the social class of the area in which they were located as Osmay (1998) focuses on.

Ankara Metropolitan Area Master Plan Office prepared "Ankara 1990 Master Plan" and was approved in 1982. This plan, which is very essential to national planning experience with its Structural Plan and decentralization to the ''Westerly Direction'' events, had tried to analyze the central development in Kızılay, and claimed that the tendency to fringe to the south might be prevented with the empty areas in the north and by using the potentials that were suitable for transformation. Decentralization of Eskişehir Highway and Bakanlıklar was also

one of the important inputs of the plan in terms of central development. Gökçe (2003) mentioned that undertaking the preparations for the projects such as potentially central transformation of Kazikiçi Bostanlari and small industrial zones, conservation of the old Ankara-Ulus, appropriated bus route, Kızılay pedestrian-zone alike center, projects that are essential to pedestrian and inner-city transportation, have been called out for the first time.

According to Bademli (1986) in long term, Ulus area seemed to have more chance to be the location of Ankara's new CBD functions. As mentioned, diffused public usage belt divides and considerably limited Ulus and Kızılay central areas. Residence typologies that surround Ulus from north and northeast were obstacles for the central development with their unsuitable social structure and geographical topographies. However, despite that, Iskitler development axis that connects to the dominant metropolitan development axis was suitable for further development. For this reason, Kızılay central area wasn't as fortunate as the Ulus district. The probability of a redevelopment, which would enable the intensification of the CBD functions, inside the dense residential texture that surrounds Kızılay, was very low. This limitation in Kızılay was a factor that works in favor of Ulus.

In this context, Kazıkiçi Bostanları, which showed the characteristics of a transition zone in 1960's, was suggested as the ''central development zone'' in the 1990 Master Plan that observed the limitation in the Central Business District of the city and aimed the development of the city along the western axis. However, a detailed study (small-scale) on the area was not done, and transformations related to the physical texture, which was aimed in the Uybadin-Yücel plan, were undertaken.

In the direction of a functional decentralization strategy, spreading the central density to new development areas was aimed. However, the plan was unable to take the necessary actions to reverse the fringing tendencies that are moving towards the southern center, and to establish the profundities regarding the disintegrations that started in the north. The most important emphasis of this plan was the effort to find the new-planned development areas which were the main dynamics of that period. For this reason, problems that intensify on the current

urban typology and especially on the center weren't examined deeply, and active policies regarding the solutions of the problems the center has experienced, or might experience, weren't put into practice.

At the end of 1970's, in cities developing into a metropolitan CBDs, which had focal points that were connected to each other but differ in terms of services they offer, have appeared. It is usually observed that this focalization follows the city's development direction, into the prestigious residential areas of the city. For instance, the center of Ankara appeared to be consisting of three sub-centers at the end of 1970. These centers were Ulus, Kızılay and the Tunalı Hilmi Street which was developing in the direction of Kavaklıdere-Çankaya axis. In this period, Ulus, Kızılay and Tunalı Hilmi have started to show parallel properties with the residential areas that they were close to, which were occupied by different social classes. These properties can be observed more in retail commerce, personal services and activities such as eating-drinking, entertainment that are based on individual consumption as Bademli and Kıral (1992) stated.

3.6. The Period After 1980

In this period, as Osmay (1998) mentioned, the effects of the rapid technological improvement and the renovations that took place all over the world were intensely felt in the CBD. While an intensification of the production services was observed in the urban center, consumption services were in a tendency to organize and spread to the center frame and residential areas.

If the allocation of function in year 1985 is analyzed, it can be observed that a specialization between the Ulus and Kızılay central areas has been consolidated, which was not in the favor of Ulus. Bademli (1986) explained that decision-making centers, prestigious commercial and qualified services were intensified in the Kızılay region. Despite that, Ulus central district seems to have specialized in commercial and service functions for the lower-income classes and rural areas, along with wholesale commerce and storage.

Bademli added that tendencies, which became clear in 1970's, had been resulted by the year 1985, and Kızılay Central Area had overcome Ulus in terms of density of CBD activities. But meanwhile, in Kızılay Region, the building stock

had come to a limit, and new CBD functions which are prestigious service facilities such as Hilton and Sheraton Hotels, art galleries, international firm's administrative units, had started to seek locations outside Kızılay. Developments on the Gaziosmanpaşa-Çankaya axis, public institutions that shape up along the Inonü Boulevard and even the new office buildings in the wrecked areas surrounding Ulus are the signs of this tendency.

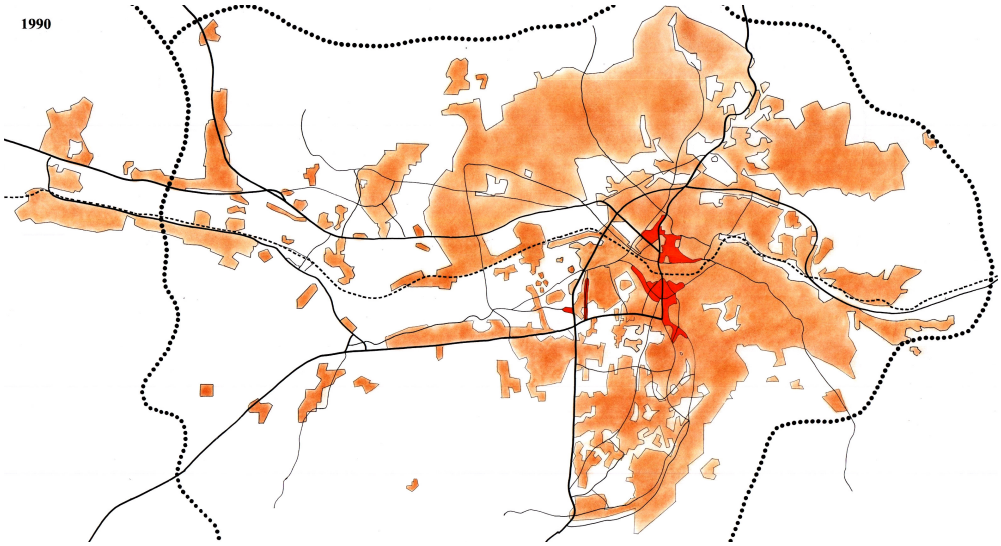


Figure 3.4. Ankara city center in 1990
Source: Studies of CP301 Planning Studio in 2001

A similar development had taken place in the direction of Çankaya and Atakule was constructed. Atakule, which shows similarities with its samples in other countries, was the first example of a multi-floored shopping center in Ankara that gathered limited number of offices, conference rooms, various shopping and entertainment activities together. However, with the development of high-income residential area in the direction of Köroğlu Street to the southeast, business centers and prestigious shopping centers had started to spread in this direction as well (Osmay, 1998). In addition, Atakule is described as a factor that gave acceleration to the fast development and transformation process in the Turan Güneş Boulevard.

In Kızılay, which was the second important center of the city, public services and public administrative buildings had started to create a new settlement area along

the Inonu Boulevard and Eskişehir Highway, parallel to the development of the city in the southwest direction after 1980. In 1990's, important newspapers and press and publishing institutions such as TRT had started to move their general administration centers from CBDs to buildings that were constructed along the expressways as Osmay (1998) emphasized.

In the period after 1984, with the law no 3030, Greater Municipalities were established and the authorities of the municipalities for approving and applying plans were increased. In this period, Greater Municipality of Ankara found it necessary to first solve the increasing air pollution and transportation problems and started to look for a solution to solve the environment and transportation problems of the city. With this purpose, for the preparation of the ''**Main Transportation Plan''**, a study for the determination of future macro-form of Ankara in year 2015 and the population-labor force-employment equilibrium, was done by METU study group. With this study named ''**Ankara 2015 Structure Plan''**, sector based existing situations and processes were tried to be perceived; and a series of application principles about the air pollution and urban development strategies were determined. Decentralization of the city and restoration of labor force-population-employment equilibriums and residence-work relations had been the main principles of this study. However, this macro form suggestion was unable to succeed in the shaping of the city macroform like it did in orienting the application-transportation planning studies and principles. Gökçe (2003) claimed that, besides the fact that the scheme was not turned into an approved official document, the expressway, which was constructed around Ankara, not being suitable with the proposal of this plan and similarly partial investments, which were established by various investors without coordination and planning integrity, were effective in the shaping of the urban typology as the dominant component.

In this process, intensification in the CBD and the tendency to fringe toward south, had caused the upper-level consumer services and prestigious service structures and activities to leave Kızılay and its surrounding areas; focalizations that took place around the Köroğlu Street had moved the center to the south of the focalizations occurring in the Tunalı Hilmi Street. Retail commerce, which is

spreading into the fast developing residential areas, was specializing and heaping up in the CBD at the same time. Furthermore, just like in the western countries, large shopping malls, which tend to move towards outside the city along the main transportation routes under the leadership of large capitals or with their internal motions and organizations, are among the important elements of this period. However, unlike the western countries, these facilities are also opened in and around the CBD in Turkey because of these areas being attractive investment zones and appealing infrastructure possibilities. This formation that takes place entirely in respect to the capital investments cannot be guided by the plans as Sert (1996) emphasizes.

On the other hand, according to Osmay (1998), intensification and acceleration of the inner-city transportation, brought with it the restraint of the Ulus historical CBD; and expending roads had caused rising density, increasing population and vehicle count, new congestions and deformation of the environment around the CBD area. In this period, with the expansion and opening of the city's surrounding transportation axes, development of the sub-centers had gained speed. Transportation problems along with other problems of the city were effective in the sub-center focalization that combined with the CBD surrounding the Tunalı Hilmi Street, the prestigious residential area of the city; and, at the beginning of 1980's, with transportation axes between the two centers getting stronger, CBD had taken a form that consists of three main centers. At the end of 1980's, it is observed that the identities of these three centers had become more certain and attracted new branches toward themselves, and that a new forth center is developing towards the Çankaya-Köroğlu Street.

Meanwhile, preparations for a plan targeting in year 2025 were lunched by the Greater Municipality of Ankara, but after the plan's boundaries were extended to the entire province of Ankara, the plan was prepared by the Construction and Settlement Municipality. Ayten (2002) pointed out that two main problems were referred to in this study: The first one was on questions: "how to preserve the areas that are located within the province boundaries and the metropolitan area" and "how the city macro-form might shape-up". Decisions taken in the plan

concerning the CBD are not different then the decisions taken in 2015 structural plan.

Requirements of the central functions such as intensification in a limited area and being close to each other, cause vertical movements within the area along with horizontal movement. Functions that wish to make the most benefit from urban values by taking place in the limited area within the center, locate in the central business district by pushing others outside the area in Gökçe's (2003) view. **Invasion-succession** process is among the basic processes that determine the central structure in Ankara.

Similar intensification and **decentralization** processes have taken place in the development process of the Ankara central business district as well. Speculative intensification activities, which led to the construction of many-floored buildings in the years in which Ulus CBD intensified and showed dominant characteristics, were designative in the central function movements that spread to Kızılay. Building and land stock was exhausted horizontally and vertically to meet the spatial demands of intensifying service activities, which led to the **dilapidation process**. However, Günay (2000) stated that, the concern has been the centralization of the center, which was decentralized due to uncontrolled, and generally shopping mall centered focalization in the recent time periods.

Gökçe (2003) explained that during the urbanization process, dilapidation that started with the disharmony between the functions of the central business district and the urban typology appears in various parts of the center in different forms. In Ulus, whose spatial structure is not suitable for the new central activities; transformations have taken place in the spatial areas that are not suitable for new functions. Parallel to this transformation process, traditional structures that take place in the center were not able to go through a renewal process, and started to dilapidate. In Kızılay, "urban pattern-function disharmony" appeared due to lack of construction of an urban environment that is suitable for such a dense structure, and being planned as a residential area. Excess demand and increasing land values have also led to use-user differentiation. Kızılay and its environment have also faced problems caused by lack of residences. Upper-income classes tending towards the surrounding areas and residential buildings

changing their functions have accelerated the formation of collapsed areas in structural bases and in urban environment, caused dilapidations.

Alteration in the inner structure of retail commercial and shopping centers that appeared in the transformation process of the central business district have changed the consuming habits and behavior (G.Bilsel v.d., 1997). Shopping malls, that are constructed on main transportation axes with high accessibility and parking lots, and present variety, cheapness, quality, safety and accessibility opportunities with the combination of retail commerce formed parameters, play an important role in decentralization of central consuming services (Gökçe, 2003). They have a status that triggers the solution by negatively affecting the central structure with its uncontrolled development.

3.7. Main Characteristics Of Central Business District in Ankara

Historical development process in Ankara, has led to a dual formed central business district structure as old and new. Although Ulus and Kızılay centers are physically and functionally connected and closely related with each other, characteristic, physical and functional structure shows specialization differences. When Kızılay, which is the attraction center of city's new and prestigious functions that were burdened with the republic, showed tendency to fringe to the south, parallel to upper-income class's settling movements; and process of loosing efficiency and getting rid of some functions in the northern central business district, after combining with the difficulties of containing a historical CBD, has caused a collapsing. In this area, strengthening of transition zone functions in some areas is in a position to prove this assertion. Ulus area and its surroundings that experienced many processes that were negative for its development and structure, with the level of variety and specialization a real CBD has where some materials and services that are difficult to find in other areas of the city are easily found, has mostly lost its effectiveness in business, job, and professional services. On the other hand, Kızılay center and the polar development that extends the Köroğlu Street have important development problems. Especially, insufficient technical infrastructure and limited accessibility are listed among the main problems uncontrolled intensification within the residential areas causes (ABB. İDB., 1997).

According to the reports of Greater Municipality of Ankara (1999), Ulus Region, where minor production and wholesale commercial activities are located, displays a user profile that is devoted to the relatively low-income class. However, Kızılay center has been the favorite center of retail commerce during 1970's and 1980's. Kızılay district, which is the most intensely used region of the area that extends from Dışkapı to Köroğlu axis, carries dense functions and has completed its structure and transformation stock. Despite this intensification in retail commerce and location choice, it is observed that wholesale commerce and production functions have showed a demonstration. It is also observed that shops selling fabric, paper wholesale shops, machine-part shops and shops selling construction equipment are mainly located in Ulus. Wholesalers who demand storage, large areas and service easiness choose locations at the fringes of the central business district, outside the core of CBD. It is comprehended that, while weaving and leather production along with metallic objects production gained importance in Ulus; a specialization tendency, in weaving, textile and leather production along with printing and publication production, has taken place in Kızılay. In Kızılay center that extends to north because of the Courthouse, an intensification of lawyer offices has taken place around the Strazburg Street. Profession and job services intensify over the Ataturk Boulevard and extend to Çankaya along with public institutions.

For the high-middle and high-income class settlements which, with the influence of the problems that intensify in the center, head towards outside the MIA, draw the central activities to Tunalı Hilmi – Köroğlu area, head outside the city and control the new consuming habits and formation of consumer behavior, Kızılay-Ulus centers are in a different status then their former meaning and importance. During the central business district's decentralization process, possible functional intensifications and focalizations will led to specializations and loading of new functions and duties within the central developments, with the effects of different accelerations. At this stage, Bahçelievler draws attention as the center that experienced this process the most. In addition to these, important variations are observed in retail commerce activities, which take place in small establishments located in residential areas, large shopping malls, stores within the central business districts, and specific focalizations such as Tunalı Hilmi-Bahçelievler.

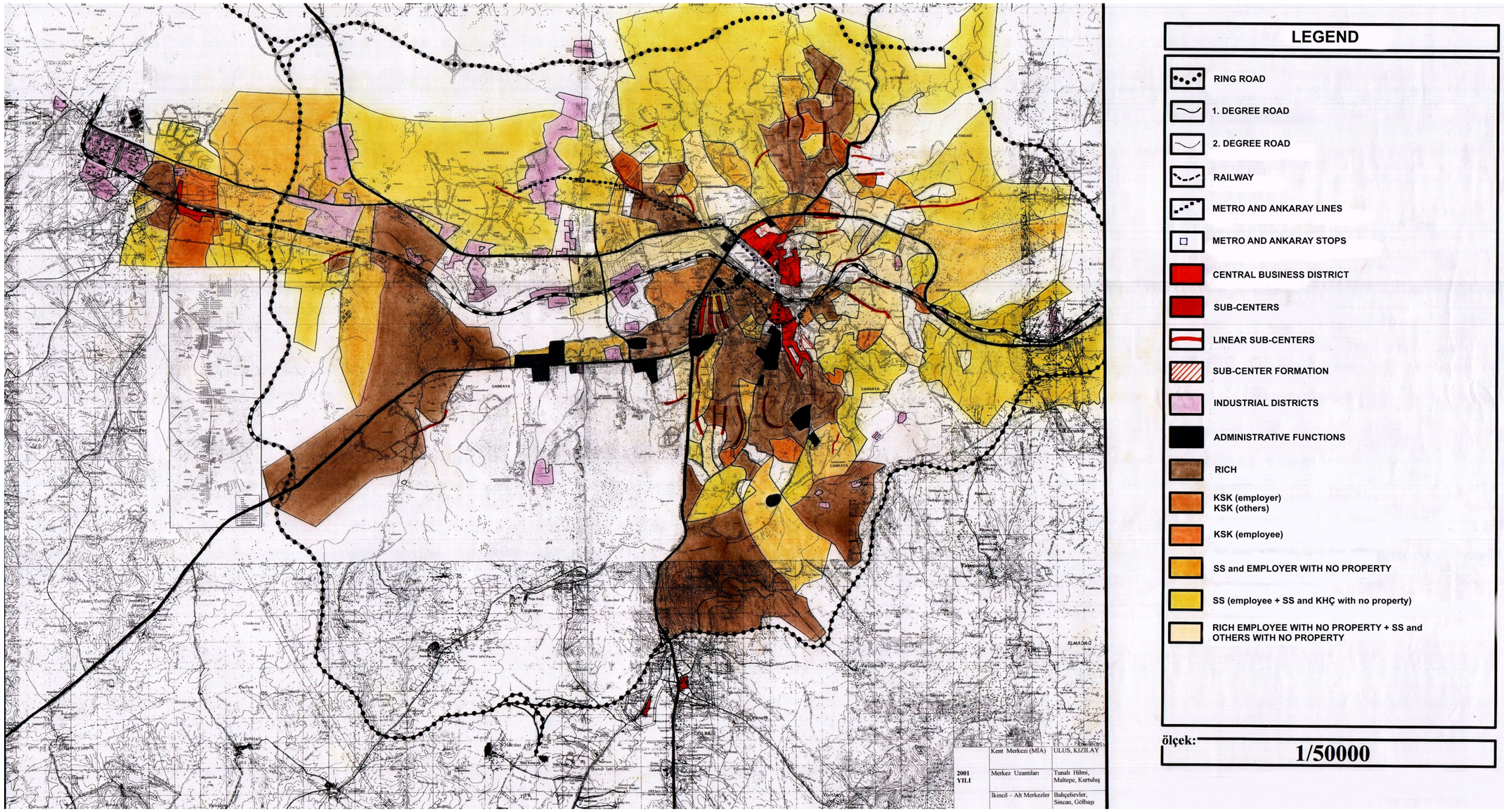


Figure 3.5. Existing city center and sub-centers of Ankara (2000)

Source: Studies of CP 301 Planning Studio in 2001

If the entire center of the Ankara Metropolitan City formation is examined, it can be seen that many traditions whose locations are anticipated in urban development theories are actually located. Transition zone functions mentioned in **Concentric Zones** Theory are among the determinations that are observed to take place in Ankara CBDs formation. According to Gökçe (2003) especially in 1960's, around Ulus, transition zones that contain undefined areas such as, wholesale shops in Hamamönü and Ulucanlar direction; deteriorated areas created by the new comers in Altındağ, minor industries, repair shops, and storage like uses in the direction of Dışkapı, Kazıkiçi Bostanları, have appeared.

Ankara, which can be explained by **Sector Theory** emphasized central development process, directed by the high-income class, has started to change its single-centered structure, in accordance with socio-economical activities, developments in communication and data processing technology, decentralization process and new urban consuming behaviors that took place in the recent years as Gökçe (2000) explained. Sub-center developments which specialized and established new relations with the central business district by connecting to each other with new attachment networks, started to form a process similar to the focalizations referred to in the multi central development theory.

In parallel to all this, a formation similar to the forming of world cities which is established by global relations has appeared in the inner structures of metropolitan CBDs; sub-centers, which take over some functions of Central Business District have specialized and gained importance. In this time period, in which the problems intensifying in central business districts and decentralization process was intensely felt, the new economical formation taking place in the world has accelerated decentralization process of the center. This process, has forced the consuming services, which have lost their importance and meaning within the CBD and cannot cope with increasing productions costs and land/rent values, into residential zones and sub-centers. Thus, a center system with multi-centers connected to each other like star sets took the place of center system that connect bonds with Central Business District by forming a functionally hierarchic structure. Osmay (1998) emphasized that during this development

process, sub-centers, which will support the values and accumulations they have with technological possibilities and urban communication networks, will come to the fore; and in large cities commerce, entertainment-relaxation, transportation-communication focalizations will take place. Formation of the centers in Ankara really did enter a development process that is different from the previous ones, due to transformation-alteration within the central business district and sub-centers, intensification and grouping. However, because the specialization and division of labor that were mentioned in the theory, weren't put into practice during the distribution of functions and services; CBD that continues to loose functions and values appears to be facing spatial and social disintegration processes.

For Gökçe (2003), as the strategic sub-centers that gained importance in this process are led to a specialized decentralization-functionilization in the context of center integrity; solutions in short, long and very long term must be studied and applied to restore central business district's attraction and functions it lost due to shopping malls and changing consuming habits.

3.8. Conclusion

In this chapter the general characteristics and development of Ankara CBD in the historical perspective is discussed. At the end of the chapter, today's CBD of Ankara was examined.

Starting from the 14th century Ankara was an important commercial center. The arrival of the railway in 1892 to Ankara has caused spatial movements in parallel to the changes created in the socio-economic life of the city. As a result of governmental functions of that time also taking place in this area, differentiation between ''traditional central zones that serve the near surrounding areas of the city'' and ''new central zone that connects the city to Istanbul and serves the upper-social class that constitutes of commerce bourgeois and bureaucrats'' became clear; and a 'new-old' duality was formed in the center.

According to Bademli (1986), between 1920 and 1950 with the help of the Jansen plan, Kızılay came to the agenda. Ulus was taken as the CBD and Kızılay as a neighborhood center.

In Uybadin-Yücel Plan this situation continued and the development of the CBD was left to the market conditions. In this time Kızılay was became a new center in Ankara and took some CBD functions from Ulus.

The most important decision about the development of CBD was taken in 1990 Master Plan. In the direction of a functional decentralization strategy, spreading the central density to new development areas was aimed. So that to stop the density in Kızılay, a new “central development zone” was offered in Kazıkiçi Bostanları area in the northwest direction of the city.

This decision was also taken in 2015 and 2025 Master Plans. But the CBD continued its development according to market condition. At the end of 1980 with Ulus and Kızılay, Tunalı Hilmi and Köroğlu Streets became the new parts of the CBD.

When the entire center of Ankara Metropolitan City formation is examined, it can be seen that urban landuse theories actually take place spatially. The CBD development can be explained in Ankara by using Concentric Zone Theory, Sector Theory and partially Multiple Nuclei Theory. On the other hand the theories of California School can explain the sub-center structure of Ankara today.

CHAPTER 4

GENERAL CHARACTERISTICS OF KAZIKIÇI BOSTANLARI THAT IS PLANNED AS THE NEW CENTRAL BUSINESS DISTRICT OF ANKARA

4.1. Introduction

While Ankara's central development in Kızılay was intensified on Kızılay-Kavaklıdere and Maltepe-Kurtuluş axis's until 1980's, in the last 10 years, particularly Kavaklıdere, Çankaya and Gaziosmanpaşa districts had been attacked by the business, consumption, profession and personal services following the high-income class.

According to the explanations in Kazıkiçi Bostanları Urban Design Competition book (1993) business services (firms marketing technology and constructions); professional services (engineering and architecture offices), consumption services and personal service units serving the high-income class had invaded the residential areas in the south. Development of the central functions in this direction had forced the area beyond the physical limits it can carry in terms of infrastructure, structure and transportation density. But the development of the center had been blocked due to lack of physical exits, and topics preserving and rearrangement of the Ulus historical city center and preparation of Kazıkiçi Bostanları for central functions, were included in the agenda at his time period.

In this chapter, the spatial, physical and socio-economic structure of Kazıkiçi Bostanları will be analyzed.

4.2. Appearance Of Kazikiçi Bostanları On The Agenda As The New CBD

Kazikiçi Bostanlari, which holds the characteristics of a transition zone and has been the theme of a competition later on, was first suggested as a 'central development zone' by the Ankara Metropolitan Area Master Plan Office, that had been observing the congestion in the CBD and plans to develop the city through the westerly direction. Although a detailed study of the Kazıkiçi Bostanları area had not been done in the 1990 Master Plan, transformations that begun were dependent on the urban pattern determined by the Uybadin-Yücel plan. It was observed that especially the automotive and construction sectors lead this transformation in relation to the expressway as emphasized in the studies of Great Municipality (1993).

One of the main principles of 1990 Master Plan was the new residential areas suggested in the westerly direction, just as important as the fact that the center had been blocked in east. While the aim concerning residential areas had been achieved, the goal concerning the CBD had not been reached.

Although the city has been developing towards the western corridor (Istanbul, Eskişehir highway corridors) since 1980's, in respect to the 1990 Master Plan principles, the city center has not been growing in respect to this development.

Examining the urban form of Ankara, it is observed that the high-income class is located in south, and the city center is expected to develop in this direction. However, development of the city center in this direction is not possible due to physical conditions. Alternatively, population in the north is increasing fast, and there are suitable areas for the center to develop in that direction.

Tekeli (1993) pointed out that when a strategic planning study in metropolitan scale was done in Ankara, contradiction in the development directions of the urban structure and the CBD was noticed. In recent planning studies, this contradiction had been tried to be solved by bringing forward Kazıkiçi Bostanları.

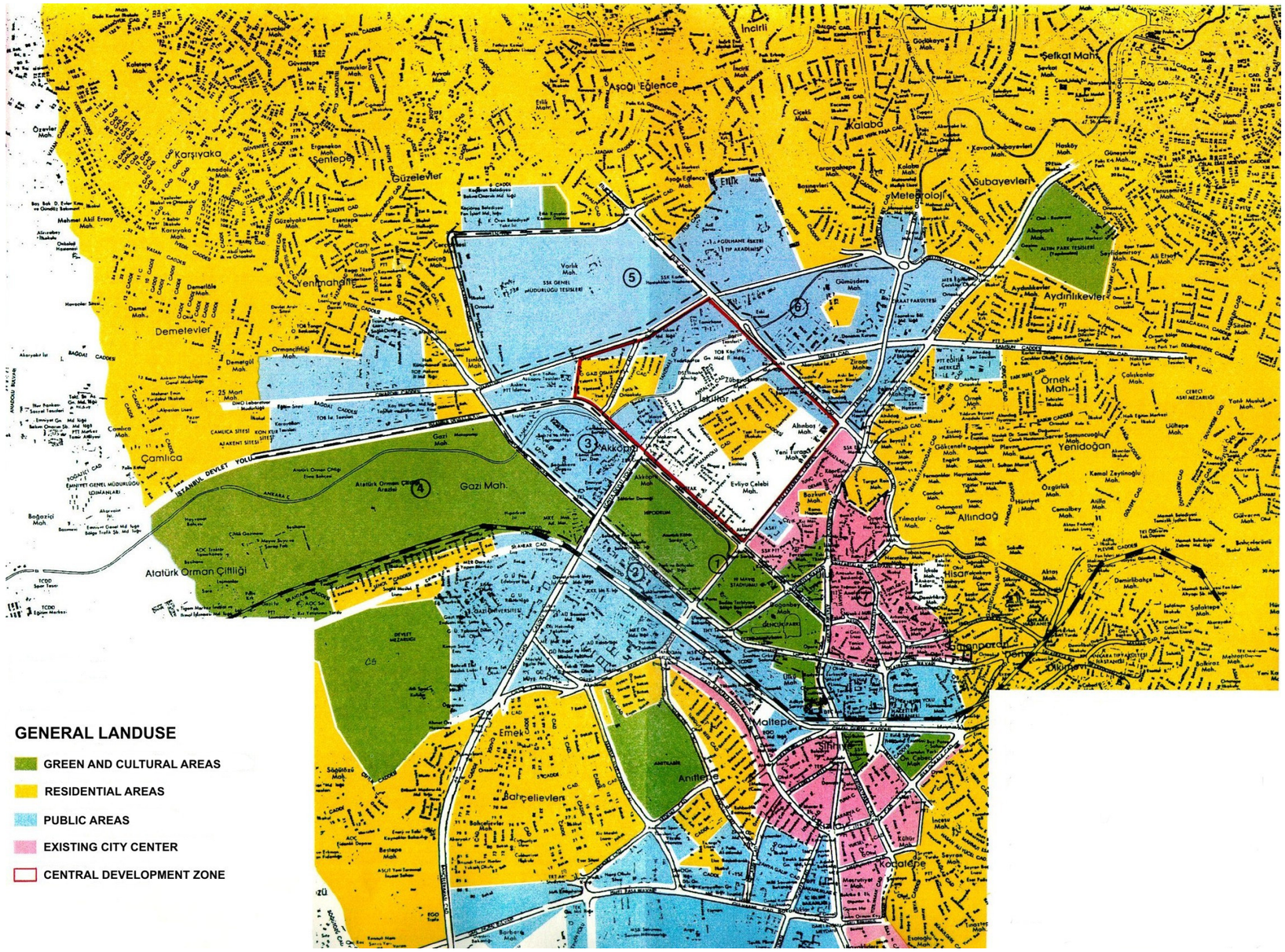


Figure 4.1. Landuse around Kazıkiçi Bostanları

Source: Greater Municipality Ankara, 1993

In the Ankara 2015 studies that were carried out between years 1985-1986, with the principles of the 1990 Master plan were accepted, development of Kazıkiçi Bostanları as a part of the CBD was aimed. However, because there were no detailed studies done in this plan either and the plan was not approved, the development of the area in respect to its inner dynamics continued.

In 1986 project competition was held for the preservation and renewal of Ulus Historical City Center, which allowed Ulus to appear on the agenda again. However, after considering that historical center cannot carry modern functions, policies about Kazıkiçi Bostanları were brought up on the agenda, and an urban design competition was held for the area in year 1993.

4.3. Historical Development Of The Area

Kazıkiçi Bostanları which was determined as ''Central Development Area' in the 1/50000 scaled Master Plan, is about 310 ha's in size. In the periods before the republic, the area was covered with gardens and melon fields in general as mentioned in the competition book of Kazıkiçi Bostanları Urban Design Competition (1993).

In the Jansen plan that was approved in 1932, development of Ankara in the direction of north-south and east-west main axes was anticipated. Jansen plan was prepared by taking Ankara's functions as a capital city. One of the principles of the plan was that it suggested a cultural center including universities, an Industrial Zone and "Amele Mahallesi" located at the north of Kazıkiçi Bostanları, near the Çubuk Brook (A.B.B, 1998).

According to the studies that were done for the area (1998), in Jansen's Ankara plan, the section that contains the Iskitler residential area was reserved as "Amele Mahallesi", but there were no other uses suggested for the rest of the area. A belt extending from İstanbul Street to east of the Etlik Street was reserved for "Amele Mahallesi". However, just like many other things in the Jansen plan, "Amele Mahallesi" was never put into practice. The land between the "Amele Mahallesi" and Roman Bath were reserved as "small garden fields" in the Jansen plan. It shows that Kazıkiçi Bostanları was used as productive agricultural lands. Two outer roads, Dışkapı / Etlik road and Hergelen Square /

İstanbul road, connect with the Iskitler road to form the expressway of that time. With the formation of this road, some of the production houses and flourmills had shown tendency to take place in this area.

In 1940, a new residential area was planned in the region for the middle-class and partial movements to the area had taken place. With this development in the residential area, small-scale production shops started to move into the area.

Despite its new plan, Ankara had faced the illegal constructions at that time period. In the area that was reserved as small garden field, before the development plan, some of the garden owners' lands were opened for residence construction with parcel sketches.

In 1950's, some of the industrial uses that belong to the private sector had started to settle in this area. Alemdağ Butter Factory and Ankara Pastry Factory that were constructed in this time period are still functional in the same location.

In the same period as explained in the competition book (1993), Yeni Sanayi Çarşısı which is located at the north-west side of the Çankırı Street, was built in 1950, Büyük Sanayi Çarşısı which is located at the north-east of the Iskitler Street and Ata Sanayi Çarşısı that is located at the northwest of the same street were built in 1953, Demir Sanayi Çarşısı located next to the Ata Sanayi Çarşısı was built in 1954, as the first small industry and car repair markets of Ankara. Following these developments, Uybadin-Yücel Plan reserved almost all area for small-scale industrial use.

Uybadin-Yücel plan that was approved in 1957 has predicted the development of the small-scale production for Kazıkiçi Bostanları. Uybadin-Yücel (by not taking the already constructed residence pattern and the existence of established shared ownership into consideration) also proposed a plan that suggested the movement of the residential and small-scale industrial areas 'axes', which were designed in Iskitler, into these areas with a grid plan. There were difficulties for the plan to be applied and it had been partly put into practice after 40 years.

However, some of the required ownership arrangements were not concluded during the application process of the plan due to various legal problems. In

addition, expropriations required for the application of the plan were not completed.

Despite that, current structure of the area today is mostly the result of the Uybadin-Yücel plan.

4.4. Analysis Of The Existing Situation Of Kazikiçi Bostanlari

4.4.1. Landuse

Uses in the area can be gathered into 5 categories.

1. Public Uses: These uses take place in large areas. These areas, including warehouse, are mainly used by bureaus that work for supporting services.

2. Residential Uses: There are two residential areas in the region: Old and new Iskitler District.

3. Commercial Uses: Commercial uses in the area can be divided into two categories: a) Those that are dispersed into small industrial parcels. b) Those that take place in newly-built large office buildings. While the uses in the first category only serve the commercial areas in the region, the ones in the second category serve all of Ankara and the region.

4. Repair shop, Workshop and Warehouse Uses: According to the plan, they consist of small-scale industrial areas and unauthorized/unplanned buildings. However, they must be moved into newly formed industrial areas following the Master Plan decisions.

5. Areas Developed in Respect to The Plan: Some parts of these areas are used as gardens. Rest of the area is covered with residences, repair-shops, and junk depots that have developed in contrary to the plan. (A.B.B., 1993).

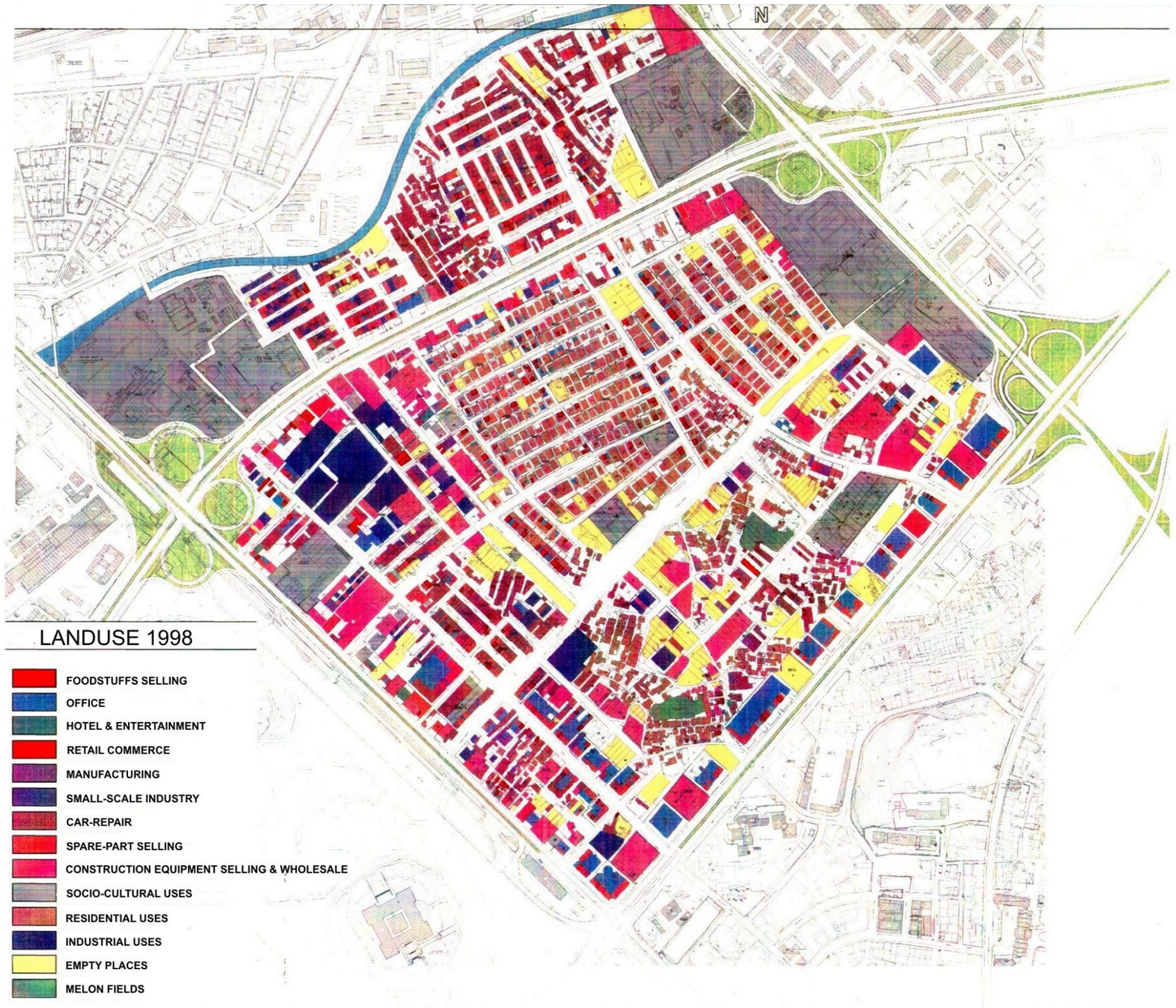


Figure 4.2. Landuse of Kazıkiçi Bostanları

Source: Greater Municipality of Ankara, 1998

There are 2673 buildings in the area according to building census of Great Municipality of Ankara in 2000. 36,7% of them is small industrial uses, 23,8 % of them is commercial uses, 24,5% of them is residential uses, % 2,8 public uses and 11,8 % of them is mix uses. This result also shows that 10,3 % of the small industrial uses in Ankara are located in Kazıkiçi Bostanları.

4.4.2 Building Typology and Heights

Two different building types are observed in the area. The first type is the stock that consists of low-quality buildings; the other is the stock that consists of newly constructed buildings. The stock that exists of low-quality buildings can be categorized into two as residence and workshops. Residential units are generally one or two-floor (38,6% of all residential uses) structures on cadastral ownership, constructed with traditional building methods on old vegetable gardens transformed into shared parcels. The other residential buildings in the area are generally between 3 and 5 floor (59,9% of all residential uses). Building census results in year 2000 show that %21.9 of the residences were constructed between years 1940-1949, while %24.8 of them were constructed between 1950-1959. %34.8 of the residences were constructed between years 1960-1980.

When we look at the all buildings in the area 39,8% were built between the years 1930 and 1960, 42,1% were built between 1960 and 1980 and 16,5% were built between 1980-2000. In the area 74,6 % of the buildings are one or two-floor, 23,8% are three or five-floor and 1,1% are six or more floor.

This shows that most buildings (81,9) in the area are more that 20 years old and the census of Great Municipality shows that 37,4 % of the buildings need simple or basic renovation and 19,9 % of them must be pull down in the area.

However, after the new residential areas have been fully loaded, a fast renewal process has taken place. Because this renewal took place in only few parcels, a radical renovation hadn't been possible.

The other important point for the area is the small parcel structure. The 41,8 % of the total parcel is between 1-100 m^2 and generally 85,6 % of the total parcels are below 300 m^2.

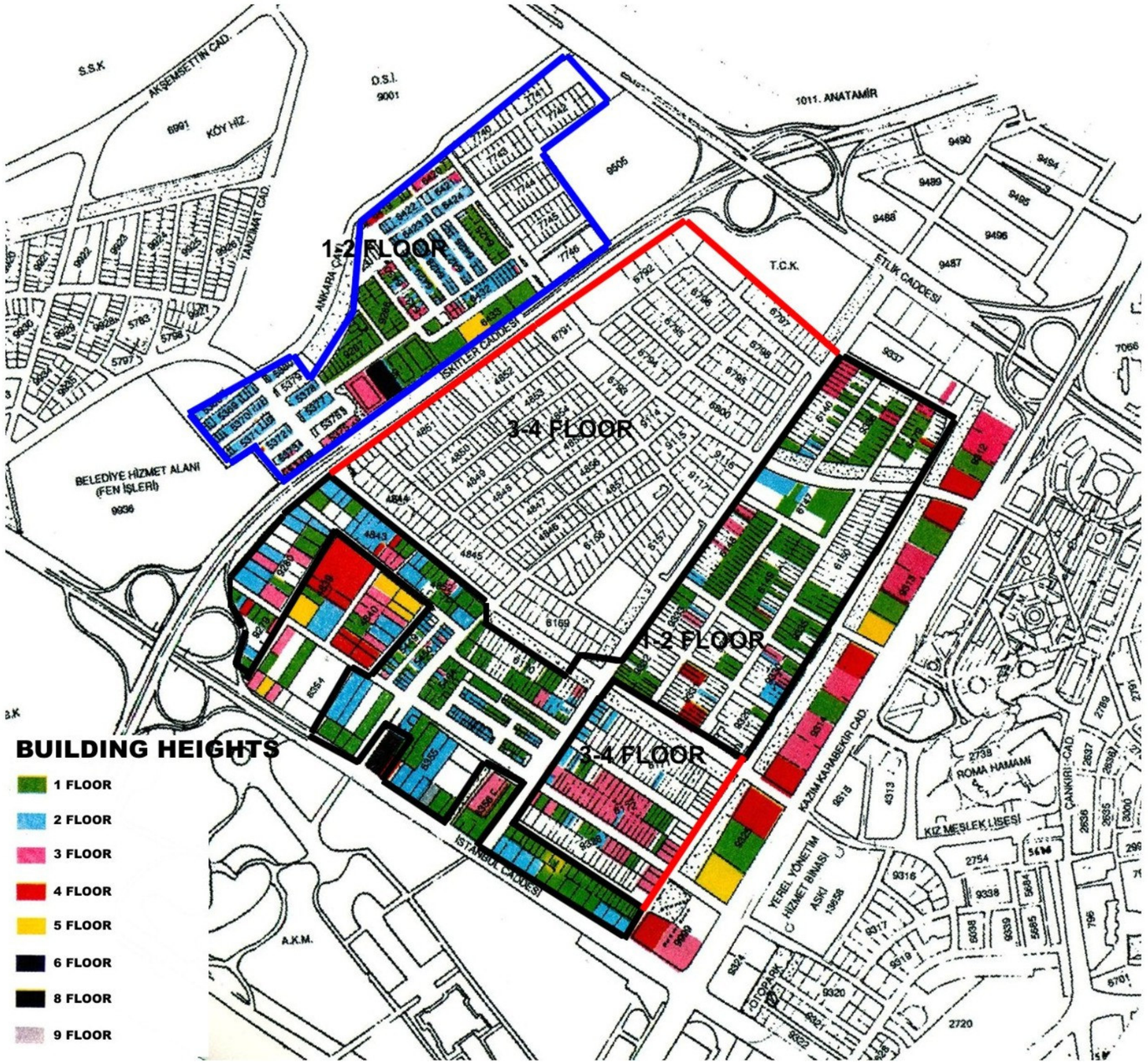


Figure 4.3. Building heights in Kazıkiçi Bostanları

Source: Greater Municipality of Ankara, 1998

Due to small parcels and renewal with an extra one story, residence quality stayed low, preventing a proper renewal in the center.

Apart from large-industrial districts, buildings constructed separately exist in areas that have a development plan. These buildings were constructed according to the establishment scales of 1950's, which caused them to remain small-scaled and made the restoration processes more difficult.

Newly constructed buildings in the area can be divided into 3-4 categories. One of these categories is the residential area named as Iskitler new residential area. They are average quality structures occupied by the middle-class. Commercial units serving this class choose shops that are located on the ground floors of these buildings.

Another category is the high buildings near the Iskitler Street. Ground floors of these buildings are occupied by commercial activities. Office use in upper floors of the buildings was suggested; however when the structure had a residence typology, residence and office uses have taken place together in buildings.

The other is the 4-floored office building like buildings that are located on the frontal parcels of the Kazım Karabekir Street. While the commercial uses take place on the ground floors, office uses take place in upper floors that were designed as bureaus. In the majority of these buildings, transportation by vehicle continues into the buildings. Parking areas are located at the roofs of the buildings.

4.4.3. Ownership

Almost all of the residential and minor-industrial parcels in the area belong to individuals. However, there are also large public areas at the north and northeast of the area. The public ownership ratio just reaches %20's in the whole area. Majority of these public ownership areas are either ministries or related organizations, or storage areas (Köy Hizmetleri, İmar İskan Bakanlığı, Teknik Araştırma Uygulama, Karayolları VI. Bölge) as stated in the researches prepared by Great Municipality (1998).

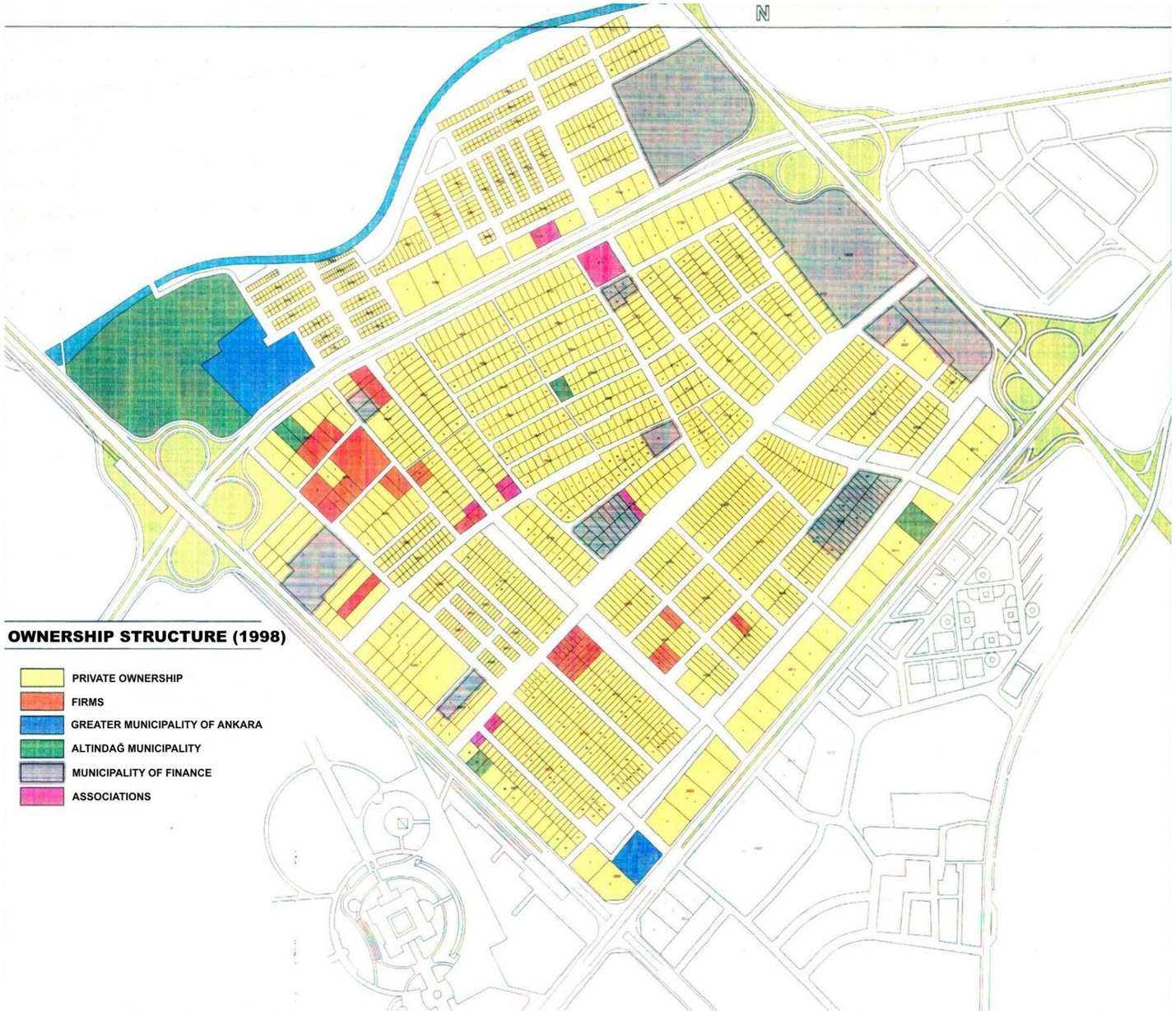


Figure 4.4. Ownership in Kazıkiçi Bostanları
Source: Greater Municipality of Ankara, 1998

Besides that, there are very few public ownership areas except for a large parcel that belongs to Çevik Kuvvet and four schools areas. Besides a small playground in the residential area and the garage area used by ASKI that is located on the Kazım Karabekir Street, ownership belonging to public and municipality consists of some small shares in a few small parcels.

4.4.4. Transportation

In the 1932 Jansen plan, Kazıkiçi Bostanları section was determined as Küçük Bahçeler Bölgesi and Iskitler section was determined as the Worker residence. However, weakness of the plan's transportation system had caused criticisms. Jansen plan's transportation system in the area establishes a structure that depends on central axes' and directs roads to the center. Because the city was developing to south from the Yenişehir side, there were no primary roads around the area except from Istanbul Street as mentioned in the researches of Greater Municipality of Ankara (1998).

According to researches (1998), existing road structure of the area had been determined by the Uybadin-Yücel plan. Uybadin-Yücel had planned the area as an enclosed area. The connection of the area with the city had been established by Istanbul Street and Etlik Street which is parallel to the Istanbul street in the east, and Mezbaha Road, with its former name, that connects these two roads (later known as the Iskitler street).

İskitler street that had the characteristics of an expressway at that time, has become a focal transportation point where Konya, Eskişehir, Istanbul, Airport and Samsun roads intersect; which led to the first foundation of the transition zone where today's small-scale industry, storage and automotive services are located as focused on competition book (1993).

Kazım Karabekir and Etlik streets were as well also constructed in the area in coordination with the Uybadin-Yücel plan. In this plan, development of the Etlik Street as the new Istanbul highway was anticipated, but when this development didn't take place, it stayed as the road that connects Etlik and Keçiören to the city center.

Kazım Karabekir Street has developed to be an important transportation artery, which connects Bahçelievler and Keçiören.

Although the 1990 Master Plan designated the area as a ‘’Central Development Area’’, it did not suggest a new transportation network. This status was noticed in the 2015 Plan, and Etlik and Keçiören connections were extended up to the highway passage at the north.

As the 2015 plan decides that CBD should take place in Kazıkiçi Bostanları, it points to industrial and petty-production like office and residence suggestions in the westerly direction of the 1990 Master Plan.

Ankara’s new transportation system was reconsidered in relation with the 2025 macroform studies. Main characteristics of the system are listed below:

4.4.4.1. Expressway

Northern passage of the highway that concerns the area forms the important connection of Etlik and Keçiören highways.

The removal of the truck, bus and long vehicle traffic from the Iskitler Street to the northern passage will help the transformation of the area. Like this, the area will get rid of the heavy vehicle traffic, and the distance to the highway access will be 6-7 kms. (A.B.B, 1993).

4.4.5.2. Transportation within the Area

As explained in the book of Kazıkiçi Bostanları Urban Design Competition (1993) in spite of the highly standardized transportation network around the area, a qualified road-network is not present within the area. Concerning the area, Uybadin-Yücel plan had made an arrangement to form city blocks but was neither able to establish a transportation network, nor establish a relationship with the surrounding urban areas.

4.4.4.3. Bus, Minibus and Private Transportation

Few bus routes run through the area. A majority of the bus routes in the area pass through the main highways such as Kazım Karabekir, İskitler, Etlik, Istanbul highways. However, due to the lacking number of bus-stops and fast traffic flow in these highways, they are unable to effectively serve the area.

There is only one route that passes through the İskitler residential area. However, because it only passes through the residential areas, it is incapable of serving the whole area.

Minibuses, similar to the bus routes, serve the area through its fringes, and therefore their effectiveness is insufficient and limited.

4.4.4.4. Railed Transportation Systems

a. Railway

As pointed out in the researches that were done for Kazıkiçi Bostanları by Great Municipality (1998) railway in Ankara's urban transportation system is still undeveloped. It is more used to connect Ankara to Anatolian cities and to settlements that are under Ankara and Istanbul's influence. Railway will have an important part in the urban transportation of Ankara only after the planning of new suburban train routes and the development of existing routes. In addition, uniting of these lines with Metro and Ankaray may also increase effectiveness.

b. Metro

First enterprise for the Ankara Metro was considered in 1970 between Kızılay and Batıkent, however, because of financial difficulties and low-density population and workforce in the Batıkent region caused a hesitation, construction was halted. A second attempt was lunched in 1986, in the light of the decentralization aim, priority was given to Kızılay-Batıkent line, with an aim to connect Kızılay and Ulus centers and give city center access to Batıkent residential and Ostim office areas.

At that period, it was suggested that the line went through the Kazıkiçi Bostanları area, however, Metro route that passes through Hipodrom side of the Istanbul Street was preferred due to high expropriation costs.

55 km Metro work forms is the spine of the main transportation plan until year 2025. This will take place in stages. In the first stage opened to public use, Kızılay-Sihhiye, Ulus, Kazıkiçi Bostanları areas connected to the development and settlement areas such as Yenimahalle, Demetevler, Ostim, and Batıkent with a 14.6 km line. With the connection of this line to the suburban train route, a better-integrated transportation system is planned in the future as stated in the researches of municipality (1998).

However, Metro line did not go through Kazıkiçi Bostanları. It passed through the fringes of the area like other public transportation systems. Akköprü Metro Station that located at the north and Cultural Center Metro Station that located at the south are the closest stations to the area. But the relationship between these stations and the area is very weak. In addition, the fact that the Metro line goes through Istanbul highway's Hipodrom-Cultural Center side instead of the Kazıkiçi Bostanları side causes a problem.

Metro's role in the accessibility of Kazıkiçi Bostanları area will increase as the Keçiören line is opened to service. Keçiören line that connects the northern areas of the city to Ulus and other centers will increase the accessibility and use of the center in great scales.

c. Ankaray

According to the researches in the competition book (1993) as the Metro line connects the developing areas to the developed areas, with the changing developing strategies after 1990, the principle of rail system in developed areas gained priority. In correspondence, between AŞTİ-Kızılay and Cebeci, the priority was given to Ankaray, and Metro was delayed.

Next stage of Ankaray is to plan the Etlik connection over Maltepe, Kazım Karabekir and Etlik Street; thus in the long run, three sides of the area will be surrounded by railroads.

Ankaray's Etlik line and Metro's Keçiören line are important connections for CBD. These lines, in one way, pass through the central area and their stations at this point will be the actual stations of the center.

4.4.4.5. Accessibility

Accessibility by Busses

-The distance from the residence to the bus stop is walked at a speed of 6 km per hour.

-The time spent waiting at the bus stop and walking after getting off the bus is considered to be 15 minutes.

-Time spent in the bus is calculated on the assumption that the velocity of the bus is steady at a speed of 20 km per hour. Waiting time spent in the bus stops is included in the bus's velocity.

Accessibility by Metro – Ankaray

-Velocity in the Metro and Ankaray routes has been accepted 30 km per hour with waiting duration in stations included.

-It was assumed that the passenger transition between the Metro and suburban train would take place in Sıhhiye, and transition period was accepted to be 10 minutes.

-Commercial velocity of the suburban train was accepted to be 45 km per hour.

-Railway's impact areas in the stations were not taken into consideration, and it was accepted that passengers walk to the stations at a velocity of 6 kms per hour as Küntay (1993) defined.

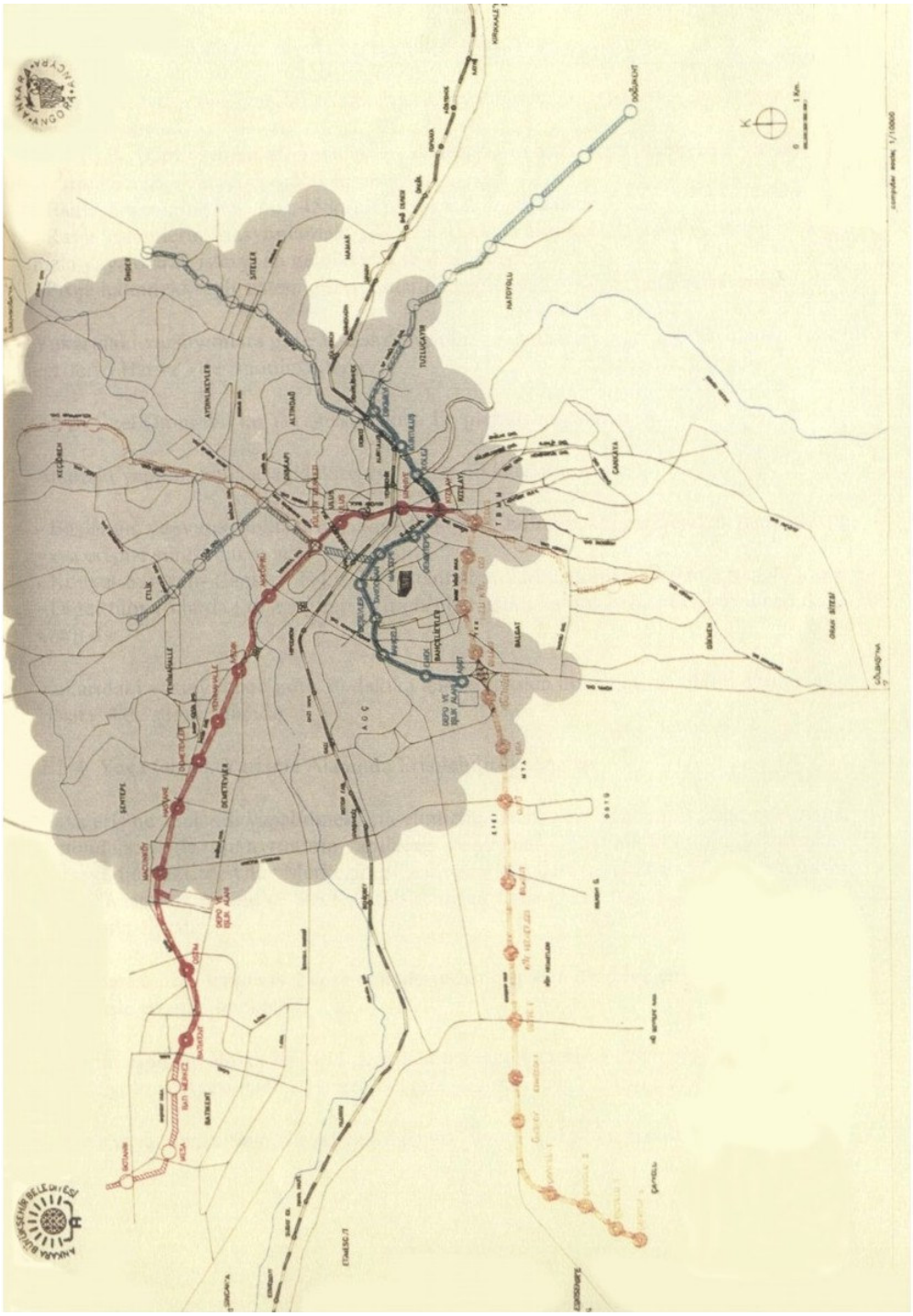


Figure 4.5. Accessibility by bus

Source: Küntay, O., 1993

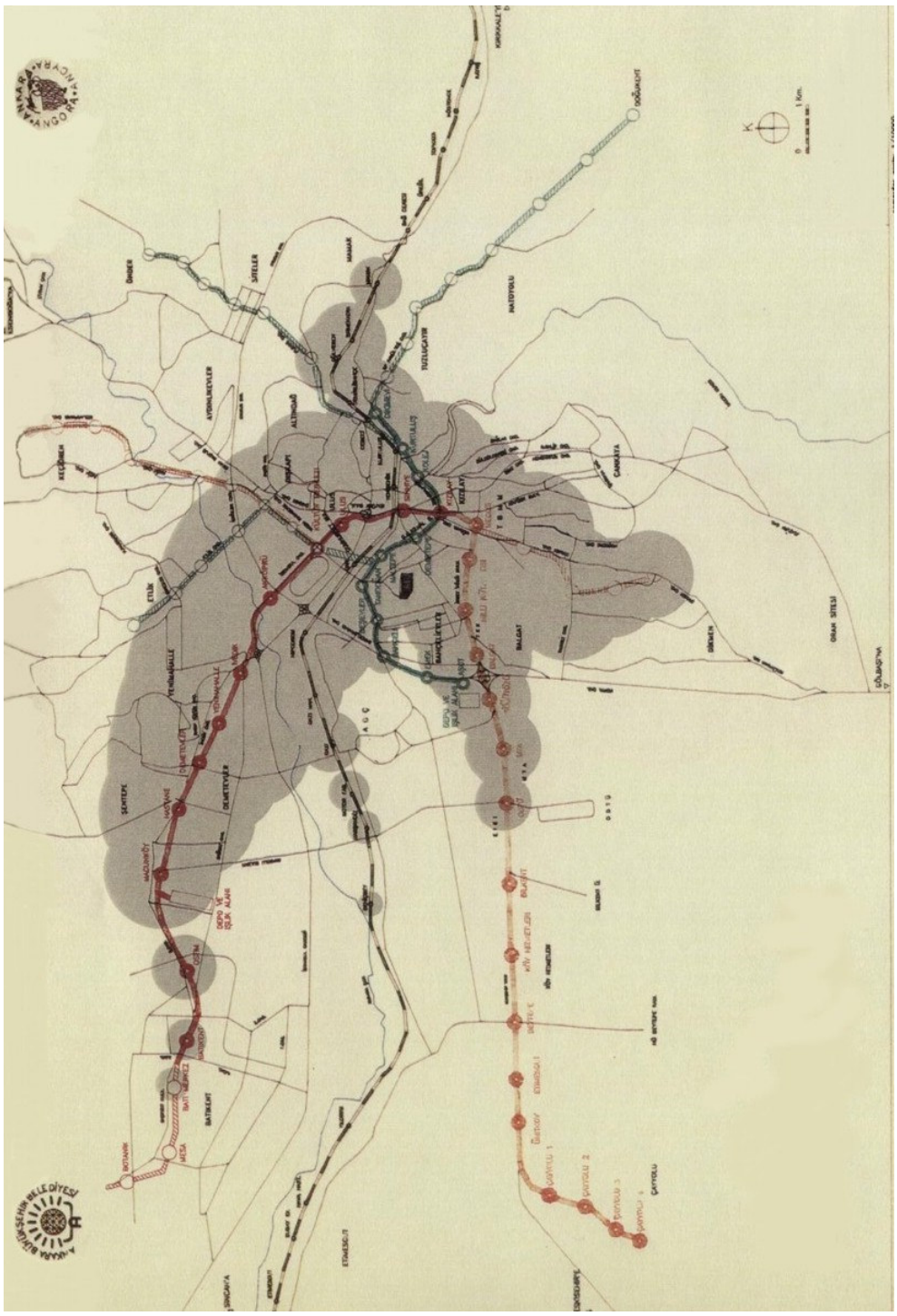


Figure 4.6. Accessibility by metro

Source: Küntay., O, 1993

Accessibility by Personal Automobiles

Küntay (1993) argued in his researches that.

-There aren't adequate (enough) parking lots at the departure and arrival points, and time required to walk to the parking lot can be underestimated.

-Average velocity in Konya-Samsun-Çankırı-Eskişehir-Istanbul highways is 40 kms per hour.

-In all other roads, (smooth, sloped, curved) velocity is 30 km per hour with waiting time in traffic lighted junctions included.

Pedestrian Accessibility

-Under the assumption that vehicle and pedestrian differentiation will be made and pedestrians will be able to travel safely and comfortably in the area, they will be able to reach to Ulus Center, Tandoğan Square, Gülhane Academy of Medical Sciences (GATA), A.Ü. Faculty of Agriculture and S.S.K Institution in at most 15 minutes in Küntay (1993) view.

Inside the area, pedestrians can travel between area's fringe points in less then 15 minutes by walking.

As a result, when accessibility is examined, it can be seen that transportation by buses, minibuses, and private buses are limitedly important for the accessibility of the area. Küntay (1993) added that especially today's transportation system that ends at Ulus and Kızılay city centers covers all of the metropolitan area. For today, busses are effective in Aydınlık, Keçiören, and Yenimahalle regions.

Automobiles and official (former) vehicles that form % 16.4 of Ankara's daily transportation can reach to the contest area in 30 minutes from the majority of the city.

However, in relations with Ulus, Kızılay, Tunalı, Cinnah, Gazi Osman Paşa centers, sufficiency of parking places will influence the use of personal vehicles.

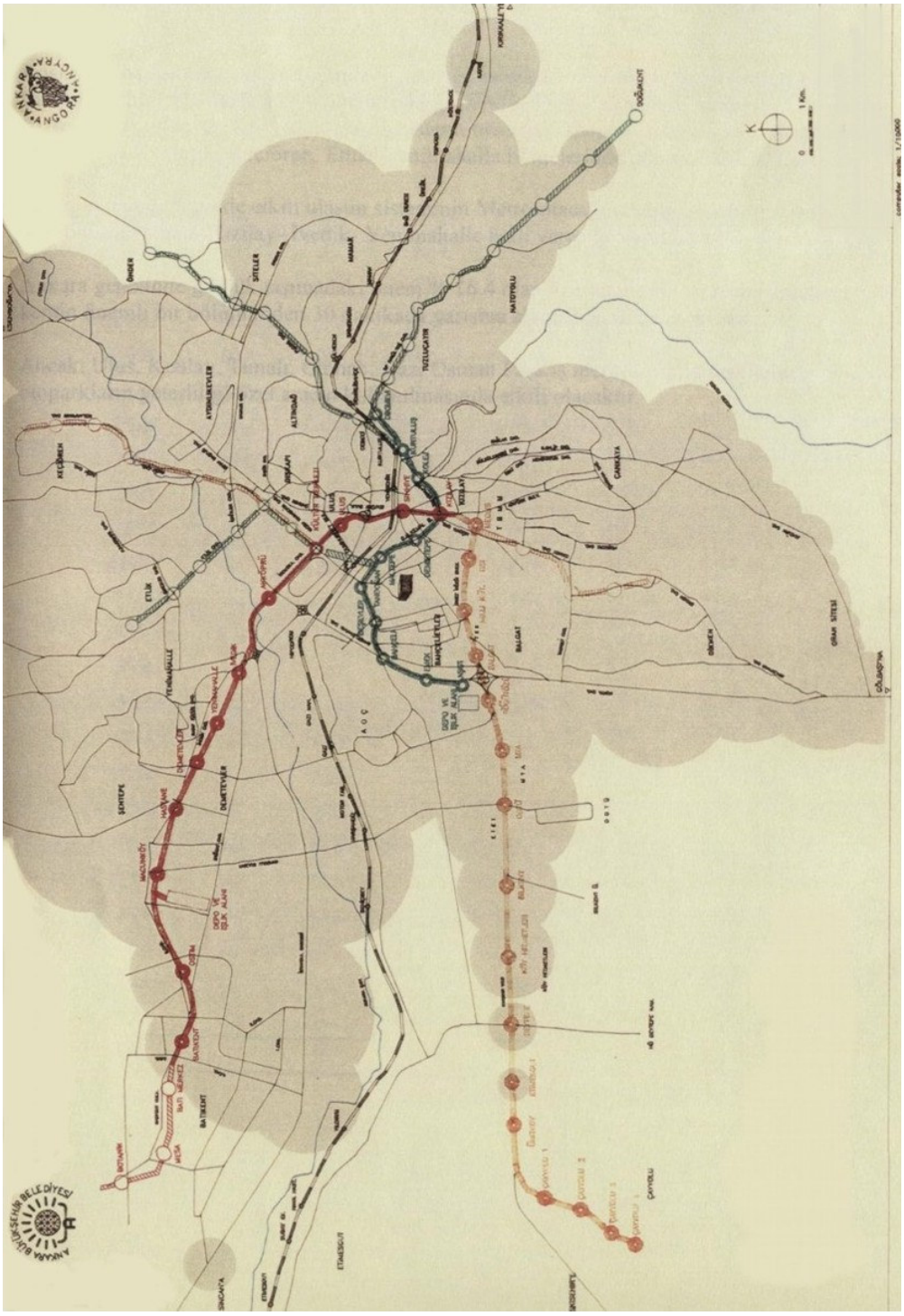


Figure 4.7. Accessibility by car

Source: Küntay, O., 1993

4.4.5. Building and Land Values

It is seen that the land values near the main streets are 800-850 $ per square meter and that interior areas are valued at half of that price.

Building values show tendency to vary similarly. According to the information taken from the real estate agent, on the Kazım Karabekir Street, the shops that are on the ground floor facing the street have a sales value of about 2000$ per square meter, and the price drops to 800-850$ per square meter for the upper floors. In interior areas, ground-floor shops facing the streets have a value of about 850$ per square meter, as the prices keep falling on upper floors.

Information on rents show that for 50 m2 shops which are located on the ground-floors of the newly built business centers facing main streets have a rent of 850-1300$ (per month), as upper floors have a rent value of about 300-350$ (per month). It is estimated that the rents of the business centers in interior areas are half as much as those facing the main streets.

4.4.6. Socio-Economic Structure Of The Area And Its Surroundings

In the economical models that explain the building and building location choices in cities, it is assumed that citizens act independently. Population intensifying according to income and social characteristics is a result of residence values varying spatially and people having different payment powers. While the unit value of buildings and building sites decrease as the distance from the center increases, the transportation costs increase. Higher-income class chooses to settle in areas that are away from the center where the unit price is low due to their demands for large residence. Lower-income class chooses houses in the regions that are closer to the center for easier transportation (Alonso, 1965; Muth, 1969). These models explain why higher-income class live in suburbs and lower-income class live in central districts.

Status-Income in 1970's

Data acquired from the surveys done in Ankara in 1970 was summarized for 31 districts to calculate the average household income. Türel (1987) analyzed this data that variations of the residential areas according to the six income categories determined for all cities are shown on the map. It is seen that the higher-income class intensifies in Çankaya. This district that had a topographically high location was effected less from the air pollution. Presidential palace and foreign embassies also increased the prestige of the district. Second highest-income level was determined in Kavaklıdere, Aşağı Ayrancı, Küçükesat, Kızılay, Maltepe, Bahçelievler and Emek districts. Calculations made for Kolej district that was located at the north of the train station, Cebeci quarter and Gazi Neighborhood, Aydınlıkevler, Subayevleri, Akköprü and Yenimahalle put these districts into the 3rd highest income level. It appeared that Samanpazarı, Etlik and Keçiören have the lowest income levels of all organized residential areas. It was observed that the average income of squatter house (slum) owners who live in Ulus and Kazıkiçi Bostanları districts is very close to the average income of organized house owners who live in these districts. Average income of slum renters who are greater in numbers is at the lowest level in the city.

Türel (1987) added that as a result, the high-income class in Ankara is settled in districts close to the center, and that these areas are surrounded by slum areas occupied by the lower-income class. In this period, which the suburbanization had not begun yet, various income classes have chosen locations by intensifying in different areas. It appeared that the higher-income class prefers living in prestigious areas to living in gardened and large houses located at the fridges of the urban area. Of course, it certainly would be misleading to explain this fact with choices. In this time period, that has the ''construct and sell'' residence construction model as the dominant production method, settlements that consist of villa-like residences located away from the urban land were neither constructed by the residence construction firms nor as a cooperative organization.

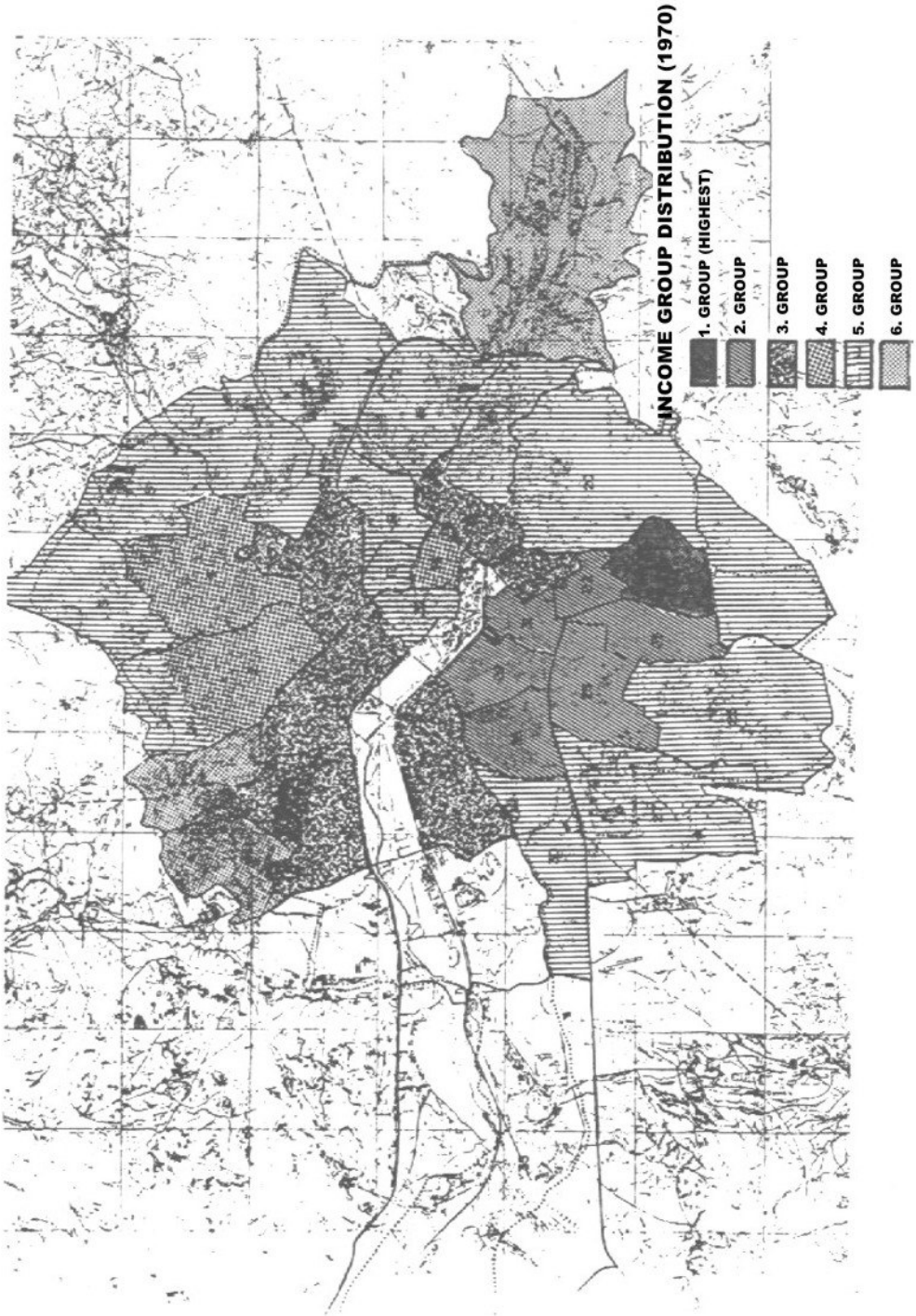


Figure 4.8. Status-income in 1970s

Source: Türel, A., 1987

Status-Income in 1980's

Data acquired from the 1980 surveys have been simplified for the 64 districts and the number of personal cars owned per 1000 people was calculated. According to the results that evaluated by Türel (1987) acquired, out of 6 categories, Kızılay, Kavaklıdere, Çankaya and Gaziosman Paşa districts are (take place) in the highest-income category. Maltepe, Bahçelievler and Emek districts are in the second highest-income category as they were in 1970. Although Aşağı Ayrancı and Küçükesat districts were included in the second highest-income category in the previous survey, they are included in the third highest-income category according to the 1980 survey results calculated by the car ownership rate. Cebeci, Aydınlıkevler and Yenimahalle districts are also included in this category. Districts included in the forth income category are Varlık Mahallesi, Demetevler, Etlik, Keçiören and Dışkapı from Ulus at the northern direction, and at the southern direction: Cukurambar and Oveçler where Turk-İş blocks are located, and Seyran. Slum settlements are included in the last two income categories just like they did in the previous survey.

Status-Income in 1990

Istanbul-Samsun highway that cuts Ankara into two from west to east is in a status of being a boundary that separates "two different Ankara's" with very different status-incomes. While highest and lowest income classes of the city are located at the south, intensify in the northern areas. If wealthy neighborhoods such as Keçiören, Kavacık, Subayevleri, Kalaba, and dense employing neighborhoods around Yenimahalle and Siteler are not taken into consideration, Ankara of 1990 appears to be a city which is divided in terms of status-income with tradesman and low-income workers at the north, poor in the center, and wealthy classes at the south as Güvenç (2001) emphasized.

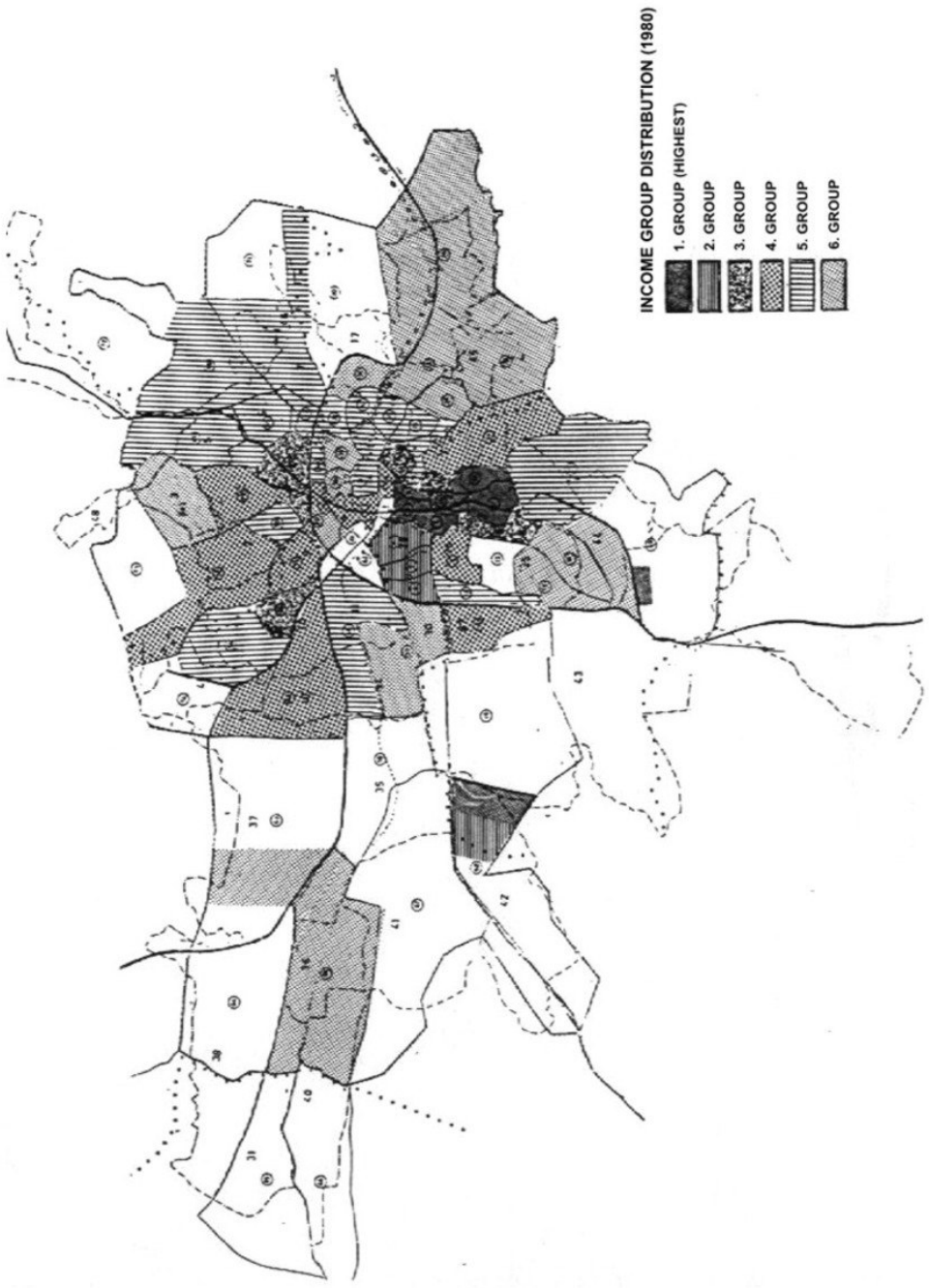


Figure 4.9. Status-income in 1980s

Source: Türel, A., 1987

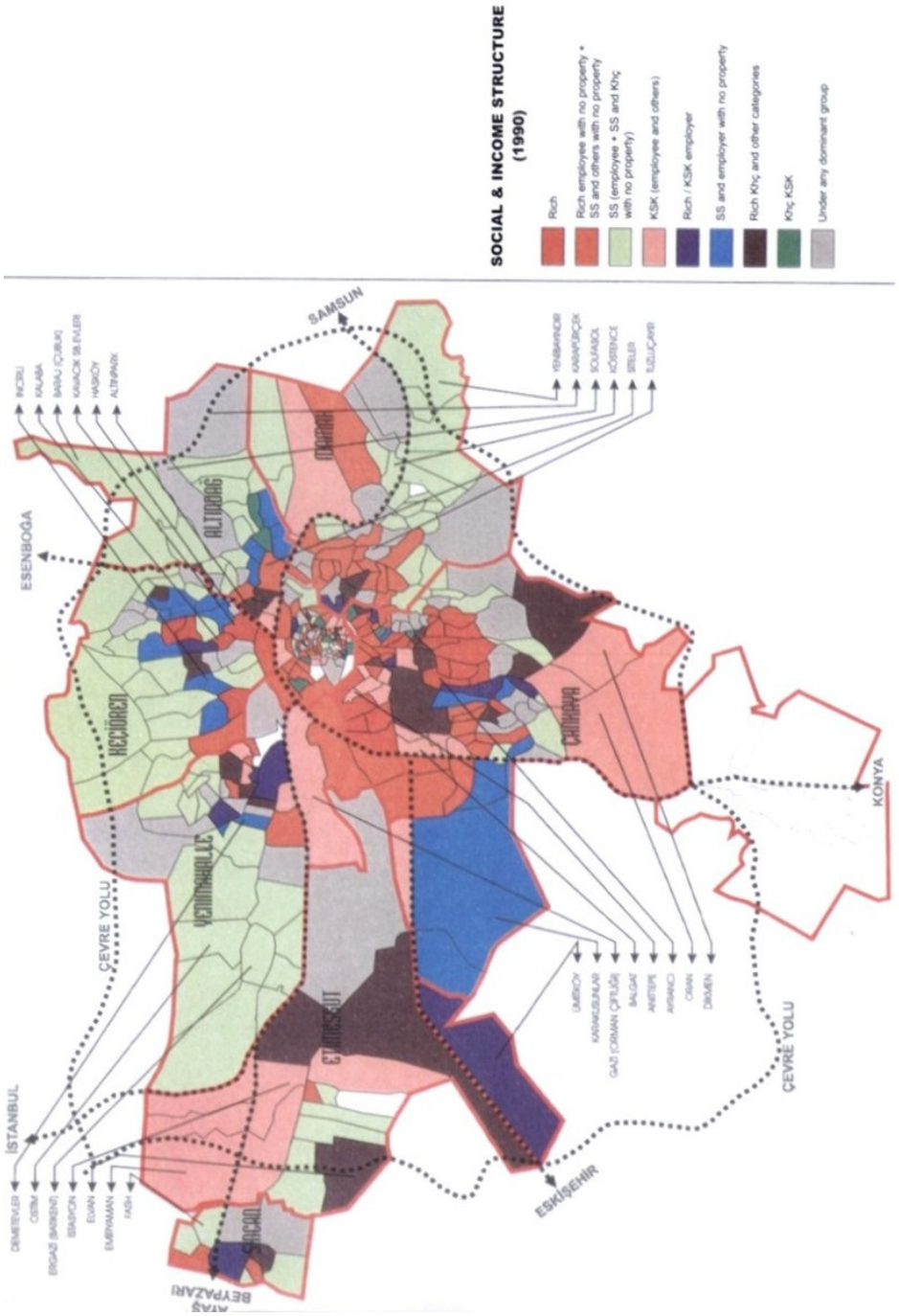


Figure 4.10. Status-income 1990s

Source: Güvenç, M., 2001

He added that as the poorest class intensifies in the belt between the first expressway and the railroad, the wealthy class intensifies at the south of the railroad. Çankaya, Kavaklıdere, Oran Şehri, Gazi Osman Paşa and Bahçelievler can be distinguished as wealthy sites from the surrounding low-income districts by roads and other topographical barriers. The railroad that cuts Ankara in the east-west direction separates south Ankara that includes high consumption sites, from the poor (low-income) areas at the north.

At the south, civilian and military lodgings located between Or-An and Çankaya can be distinguished as the districts where wage earners and KSK (residence owning tenants) social groups intensify. Intensifying of the small entrepreneurships that are located near Siteler and Ostim in the northwest can be explained by being close to the working place.

As a result, Samsun-Istanbul highway forms a boundary between the two Ankara that have completely different status, origins, incomes and ways of participation to the business sector. Low-income class (that has a region origin) intensifies at the northern Ankara, as the wealthy-class that has a country origin is dense at the south. The poorest-class intensifies around the castle and in the belt between the railroad and the expressway. The railroad forms a second boundary at the south between the wealthy-class and the class that does not have property in Güvenç (2001) view.

4.5 Conclusion

Spatial, physical and socio-economic characteristics of Kazıkiçi Bostanları were examined in this chapter.

Kazikiçi Bostanlari, which holds the characteristics of a transition zone and has been the theme of a competition later on, was first suggested as a “central development zone” by the Ankara Metropolitan Area Master Plan Office.

There are both low quality and newly built buildings can be seen. New buildings located on the main axes around the area and in inner areas there is a mix in the quality of the buildings. The building heights are also change in the area from 1 floor to 10 stories.

Kazıkiçi Bostanları area is located on the main road axes. The area is surrounded with Samsun and İstanbul intercity roads which are the most important roads for Ankara. This increases the accessibility of the area. In spite of the highly standardized transportation network around the area, a qualified road-network is not present within the area.

The socio-economic structure of the area shows that in and around Kazıkiçi Bostanları, the people belong to the middle or low-income group.

The definition that was given in this chapter about the existing situation of Kazıkiçi Bostanları will be discussed with the characteristics of transition zone and advantages and disadvantages of the existing situation on the transformation of the area to the CBD in the sixth chapter.

CHAPTER 5

INTERVENTIONS TO KAZIKİÇİ BOSTANLARI IN RESPECT TO THE CBD TRANSFORMATION

5.1. Introduction

CBD transformation of Kazıkiçi Bostanları, whose spatial characteristics were emphasized in previous chapters, was first put on the agenda in 1990 Ankara Master Plan in relation to the ‘’western axis development decisions’’, and preserved this characteristic in the master plans that were prepared later on. However, the most important interference related to this area is the ‘’Central Business District (Northern Part) Planning and Development Competition’’, which was held in 1993.

As a result of all these interferences, Development Project for Kazıkiçi Bostanları was prepared in 1998, however a significant application still hasn’t taken place in the area. In this section, related to the interventions in the area, Master Plan decisions and main decisions of the winner project and the development project concerning the area will examined, and current situation of the area will be evaluated in relation to these interventions.

In this chapter all this interventions will be examined starting from the 1990 Master plan. Then 2015 and 2025 Master Plans will be discussed. At the end of the chapter Urban Design Competition and Development Plan will be examined.

5.2. Master Plans

5.2.1. 1990 Master Plan

Ankara Metropolitan Area Master Plan Office (AMAMPO) that was established in 1969 with the decision of the Council of Ministers under the constitution of Construction and Settlement Ministry has undertaken the first metropolitan-scaled planning study in the country. ‘’1990 Ankara Master Plan’’, scaled 1/50.000 with a perspective of 20 years, was approved and was implemented in 1982.

Studies of Ankara Master Plan Office were done with a modernist perspective, and studies were supported by surveys and researches just as the comprehensive planning method requires. As the plan carried on, application and new demands were controlled, and new development zones were directed by the public hand. Although the aim year of the plan was 1990, decisions and reserve areas were planned to meet the demands of Ankara until 2000’s as Sarıaltun (1999) emphasized.

Main Planning Goals of Ankara Master Plan Office can be summarized as;

- Obtaining a physical structure, minimizing the initial investment and operating costs,
- Obtaining the service-production equilibrium in the economic structure,
- Removing the dual city form as much as possible, and distributing all public services equally throughout the city,
- Formation of better physical environment,
- Bettering the spatial quality and environmental conditions in housings, offices and recreation areas, having “air pollution free” living environment,
- Making better the urban-environment relationship, giving more access to rural areas, preserving natural-cultural areas and increasing the number of green and open areas.

Figure 5.1. 1990 Ankara metropolitan area master plan and its decisions

The aim of the plan was the development that continues in north-south direction, along a main axis (western axis), opening of the areas that would have less air pollution to settling. Torlak (2001) pointed out that it has started the development dynamic that will allow the settlement of residential and industrial areas at the west of the city. Important focal points were opened to development after being planned and the city mainly headed towards the Istanbul Highway.

The plan designated the development direction as the western axis. This situation also determines the development goals of the city center. With this, minimizing the pressures over Yenişehir and Ulus Historical Commercial Center, in return, development of dilapidated northwestern areas such İskitler, Akköprü, Kazıkiçi Bostanları to include the central functions with redevelopment projects, was aimed as Ayten (2002) stated. With this purpose, Kazıkiçi Bostanları area, which shows the characteristics of a transition zone, was suggested as the ‘’Central Development Zone’’ by Ankara Master Plan Office.

- However, detailed (small-scale) planning studies devoted to this decision were not made,

- Kazıkiçi Bostanları continued its transformation with its inner-dynamics according to the physical urban typology determined in Uybadin-Yücel plan,

- Particularly automotive and construction sectors developed in this area,

- In correspondence with the 1990 Master Plan, the city started to decentralize to fringes in western direction (Istanbul and Eskişehir axes) with Batıkent and Çayyolu Housing Projects. However, development of the city center was not parallel to this decentralization. Along with continuing dense construction for the higher-income class in southern residential areas; the center started to fringe into the residential areas while intensifying at the same time.

Bademli (1999) argued that in 1983 and the next two years when the application stage of the Master Plan started, many important progresses have taken place in terms of planning. In these years, law numbered 3194 (Law of Reconstruction and Settlement) was accepted by Turkish National Assembly, and the authority to

make plans was taken from centralized administration and given to local administrations, in other words municipalities.

In 1983, decree numbered 195 passed, and with this decree, the municipality system of Ankara-İstanbul-İzmir administrative provinces was reformed by a system called Metropolitan Municipalities; this decree was converted into law numbered 3030 by the National Assembly in 1984. This law has been valid since 1984 until today in Ağaçlı's (1999) view.

Master Plan Office was turned over to Greater Municipality of Ankara in 1984, and was transformed into a division of the chairmanship of development planning department. Ankara lost the specialized institutional structure it had in terms of planning. As a result of new legal arrangements, the authority distribution took place in four different steps: in planning and application Greater Municipality, district municipalities, subdistrict municipalities and governorship outside the neighboring field. After this as Altaban (2002) explained "urban development of Ankara was mostly left to market conditions and the developments after 1984's clearly exposed; the breaking up instead of uniting for planning and application, contradictions and arguments among institutions instead of coordination, contradictions and arguments instead of accommodation to the Master Plans, disorder and incoherency created by local plans instead of according with the Master Plan".

''Ankara 1990 Master Plan'', which was prepared after a long and detailed study, was left functionless by master plan changes and additional master plans that were prepared in short time, improvement plans, and local plans for areas outside the neighboring field border as Torlak (2001) focused on. While developments in respect to the plan's aims were observed in residential areas, the city center was unable to pursue this development.

5.2.2. 2015 Master Plan

In comprehension with the Transportation Master Plan studies, a ''Structural Plan'' with a scale of 1/100.000, targeting the year 2015 was prepared to direct the urban developments in 1986 and to set a base for the Urban Transportation Master Plan. This study, starting from the urban development principles of the

1990 Master Plan, has examined the processes that influence the urban macro-form and has suggested the following policies and principles related to variations in processes:

- New settlement areas to be opened to public use should be located in new areas outside the current topographical border.

- New settlement developments should have a population less then 300.000.

- The decentralization that will take place must be obtained either by strengthening of the settlements inside a 35-40 km circle around the city or by having new intensifications around the projects that are in application stage.

- In newly developing settlements, various employment opportunities and residential areas should be balanced.

- Employment distribution should be used as a tool for the decentralization policy

- A new star-shaped urban form, which is formed by the settlements located on main highways that connect the city to its environments, should be developed based on the public transportation system instead of private car ownership.

- This plan will enable the next-generation planners to produce many alternatives.

- The green belt that is being constructed around the city should have an 8-10 km. depth to create the microclimatic effect required (METU Working Group, 1986).

According to Torlak (2001) in 2015 scheme ‘’1990 Master Plan Decisions’’ were preserved in terms of main principles, however, despite of the western axis development strategy, decentralization in other directions observing the city’s development tendencies was anticipated; residences, offices, public areas were dispersed in these axes.

Figure 5.2. 2015 Ankara structure plan and its decisions

When the plan's anticipations concerning the city center are examined, it is seen that firstly, diversification of the offices in western axis with public services, institutional uses, (etc...) was anticipated. It was expected that these developments would help the residential areas in the northwest city to be occupied by the higher-income classes. Also, it was predicted that these residential developments would help the starting of a central dynamic that extends from Ulus urban center to west as METU study group (1986) mentioned in their study.

They added that however, when the Ankara's central dynamics are examined, it is seen that the center slides from south to north. In this manner, unless a great effort with many aspects is made, the movement tendency that exists today will probably continue.

METU study group (1986) stated that the plan offered two important decisions related to the center to make it consistent with the urban form. First of these two decisions was the decentralization of Ankara by development of the city at every direction. With this development, the current center would have a more central location then 1990 Master plan. The second decision was to regenerate Ulus center and the adoption of urban renovation approaches for the center to head towards the western axis. Some of the projects suggested for this purpose are as such: project of conservation and renewal Ulus historical city center, Ulus business center development project, cultural center project, the subway or the railroad project to connect Batıkent to Ulus and Kızılay.

According to the studies of METU group, Kazıkiçi Bostanları urban redevelopment project, which was one of the most important projects for Ulus and its surrounding areas to become a live and prestigious business district, might fit to the Ulus Business District project Greater Municipality of Ankara suggests. But, subway and railroad routes, Cultural Center, and project of conservation and renewal of Ulus historical city center should also be arranged to support this idea.

2015 plan study which was prepared by taking into consideration the physical geography of the city, employment and labor force development, allocation

processes of uses such as public-industry, inner-city transportation, infrastructure, possession allocation in urban land and changing hands (buying-selling) processes along with urban planning processes, was determined to be applied with an important protocol between Ankara Governorship and Greater Municipality. However, with the change in administration that took place right before the approval, these two plans were declared to be invalid and a new planning study was undertaken as Sarıaltun (1999) emphasized. For this purpose, as the application in residential areas continued in accordance with the 1990 Master Plan, the city center continued to develop to south in the direction of its inner dynamics.

5.2.3. 2025 Master Plan

Urban macro-form anticipated in 2015 plan was changed with fragmentally approached planning and carrying-out studies by public institutions such as Municipalities, Governorship, Ministry of Construction and Settlement without greater-scaled planning decisions. With macro-form being unexpectedly effected in the expressway, a new plan became necessary; and studies for the plans scaled 1/100.000, 1/50.000, 1/25.000 were undertaken in an area of 200.000 ha.

Principles of the 2025 plan can be listed as such:

1. Ankara's development outside the main topographical border will be encouraged. The population and structure density inside the border will not be increased.

2. Preserving, improvement and evaluation studies which do not increase the density inside the current urban structure will be given priority to. In this context;

a. Kazıkiçi Bostanları will be the new Central Business District of the city.

b. Ulus Historical center will be reevaluated with given conservation studies.

c. The Citadel will be utilized by being conserved and obtaining a culturally based function

d. Density decisions for the slum areas, which were brought with ‘’Improvement Plan’’, will be examined and the damage will be tried to minimize.

3. A main Transportation Plan based on public transportation will be prepared in coordination with Highway General Directorate investment plan, program and projects. In this manner, a new light-rail public transportation system in eastern-western direction will be constructed supplementary to the subway in north-south directions; and bus operating system will be reorganized.

4. Outside the border, in Mamak and Sincan, new settlement areas with population of less then 300.000 will be constructed, Çayyolu-Beytepe type ‘’special’’ developments will be complied; conditions for constructing a settlement belt 35-40 km. away from the city will be researched and necessary steps will be taken.

5. Office- residence ratio will be re-established by new industries, warehouses and specialized service settlements in city, regional, national and international scales.

6. To prevent air pollution, to repair the damage of the region’s sensitive ecological balance and to increase the insufficient green-area uses, the following actions will be taken:

   a. Utilizing and preserving Ankara’s valleys.

   b. Accelerating of the metropolitan green belt studies.

   c. Preserving of water basins such as İmrahor-Mogan.

   d. Construction of large parks in and around the city.

7. Physical and operating systems of urban infrastructure services such as water, wastewater, water treatment, natural gas, garbage collection, which were neglected till today, will be reconstructed together as a whole.

Figure 5.3. 2025 Ankara master plan and its decisions

8. In urban development axes, a transportation system that is defined with urban services will be constructed. New offices will be pulled out of the expressway. Slums that are located on the points where the expressway unites with the city will be developed in accordance with the restoration policies. City entrances will be formed (Bademli, 1990).

2025 plan was later send to Ministry of Construction and Settlement for an approval, but it wasn't brought into a conclusion. 2025 Master Plan was not being completed in this manner; an approved city plan was not acquired in this period as well. The development of the city continued according to the 1990 Plan which is still valid.

One of the project related to Ulus is; ''CBD – Central Business District''. In the region that contains İskitler and Kazıkiçi Bostanları, which is anticipated to develop as a business district, to determine the strategies devoted to this aim and for the development of the process that will help the area's transformation into a modern-center qualifies physical structure, planning of the area as a Metropolitan Business District was decided. For this purpose, an urban design competition was held in 1993 for the planning of this 310 ha area.

5.3. 1993 Urban Design Competition

In 1990s, in the whole world, especially in city centers and abandoned industrial zones, large-scaled urban redevelopment projects that are based on the idea of construction of urban attraction with fast and mass renovation zones can be observed. As the interferences move towards profitable areas, transformation, with the support of local authorities, shapes from dilapidated areas to offices and prestigious residential areas in the hands of the private sector as Dündar (2003) emphasized.

After Kazıkiçi Bostanları area was determined as the "new central development area" in 1990 Master Plan, an urban design competition for the area was held in year 1993, and it was decided that the application projects should be done by the winner group. In this context, the winner group's main planning principles in the competition project are listed below:

- Construction that is respectful to the environment and harmonious with the citizens.
- To preserve the humane-scale.
- Seeing the city center not only as a ‘’business center’’; having a design that supports the dispersion of functional variety; in this environment, encouraging especially the residential and cultural uses in and around the center.
- Formation of the urban structure that requires the least effort in the use of urban functions.
- Spatial arrangement that will lead to the expansion of modern comfort and civil culture.
- Maximization of cultural communication
- Social use of the whole urban area
- Forming an urban identity and making original arrangements using symbols
- Creating the urban legibility and simplicity
- Creating the values of tomorrow’s Ankara.
- Balanced density, balanced uses
- Using the frontal and back sides of central buildings
- Obtaining urban continuity and permeability by breaking the monopolist uses that are spread over large areas; making sure that the urban areas are used economically.
- Focusing the transportation system on public transportation, developing a transportation plan to protect pedestrians; staying away from solutions that waste areas for transportation and threats to pedestrians; by evaluating bicycle both as a vehicle and a sports opportunity, developing solutions that do not cut pedestrian and bicycle movement continuity in large areas.

- Utilization of environmental and historical opportunities: Çubuk Brooke, Ankara Castle and Roman Bath have a special place in this area.

In the competition project, in order for the railroad that is a threshold for the center's development to north, to loose its status; use of railroad facilities, EGO, TEK and the factory zone between Gazi Mustafa Kemal boulevard and Celal Bayar Street, along with the area occupied by Makina Kimya facilities and Storage Areas after Tandoğan, as a center was suggested which would also allow the development of Sıhhiye to west.

The project saw the location of Kazıkiçi Bostanları in the area as a culturally and recreationally weighted center. It was anticipated that the historical center would become a center that offers variations where cultural activities intensify, by uniting spatial values of Castle, Hacıbayram, Roman Bath, Akköprü, with an environmentally sensitive urban texture.

The competition project did not take Istanbul Street – İskitler Street crossroad into consideration due to reason such as; pedestrians not being taken into consideration, wasting of the Municipality area, already existing junctions in surrounding areas, drivers having unlimited freedom.

One of the most important design principles in the plan was the creation of an axis and a square that was directed at the castle, which was also suggested in the Jansen Plan. It was suggested that the axis that heads towards the castle would be ended by the Circus Square and a U shaped block that defined the square. While dense central uses took place on one side of the square, housing texture took place on the other side. Use of administrative structure was suggested as the structure of the area.

The project offered modifications in the current riverbed of the Çubuk Brook, and designed it as a water arena with different stairs and named it ''Silver Ruler''.

The area related to the residential areas was divided into two; an enterprise was not required for the buildings in the first category because they consist of new buildings. Old İskitler district was evaluated as a private project area, public enterprise was required for the renovation of the area.

Figure 5.4. 1993 Kazıkiçi Bostanları urban design competition (the winnerproject)

Among the buildings suggested in the area, inner sides of the blocks, which are not very high but use dense land, were also opened to use, thus the ‘’urban facade’’ and use alterations were increased. The buildings might either be serially constructed by one, or could be constructed one by one in accordance with the main principles.

Kazım Karabekir Street would be brought down by 5 meters, the transit roads and service roads would be differentiated.

Pedestrian and vehicle access in the İskitler Street would be attained by tunnels. Transit and service roads would be separated in İskitler Street as well. Private parking lots were anticipated in under-ground garages.

The group that prepared the competition project had moved with an approach that respected the current urban typology and ownership and that minimized the problems which might occur during the application process, after taking the economical difficulties of the Municipality and Turkey experiences. However, variations to affect the whole area were tried to be created by ‘’Silver Ruler’’ and ‘’Circus Square’’ designs.

In order to prevent the abstraction between the area and its surroundings that is caused by the roads around the area, integrity was tried to be established by under and over passages over the Kazım Karabekir and İskitler Streets particularly.

The project was more then just a spatial urban design project and so offered suggestions on the how the internal development took place, what kind of an organization model should be formed and how the financing could be supplied. In other words, it is not only a spatial design project, and has a form that plans the processes.

Generally, the winner project is a successful project due to taking limitations into consideration, having a low application cost, and changing the general character of the whole area and planning the application process.

Figure 5.5. 1993 Kazıkiçi Bostanları urban design competition (1/1000 green pattern, the winner project)

Source: Dr. Ahmet Uzel (personal archives)

Figure 5.6. 1993 Kazıkiçi Bostanları urban design competition (1/1000 transportation system, the winner project)

Source: Dr. Ahmet Uzel (personal archives)

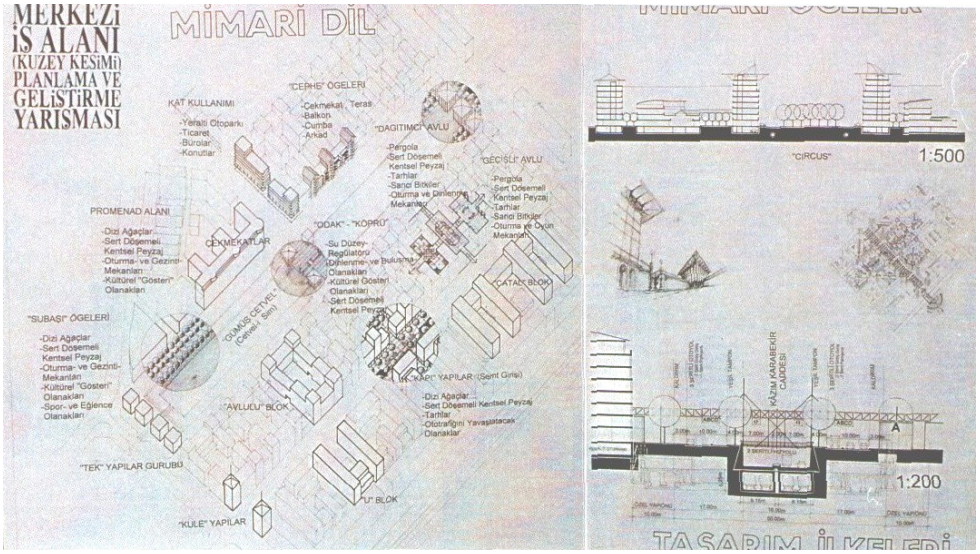


Figure 5.7. 1993 Kazıkiçi Bostanları urban design competition (1/500, 1/200 architectural pattern, the winner project)

Source: Dr. Ahmet Uzel (personal archives)

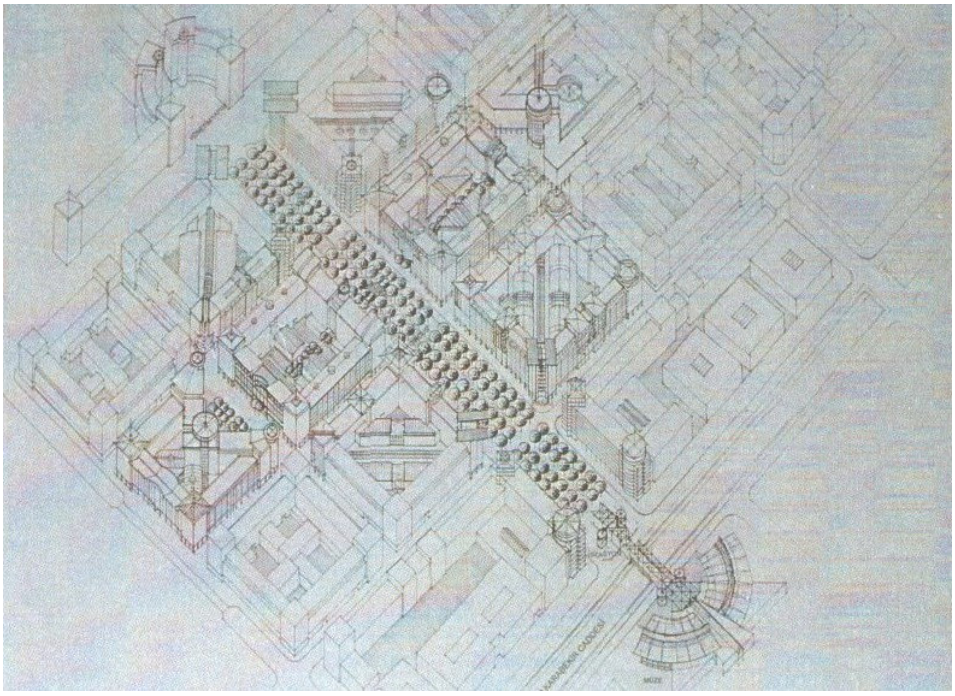


Figure 5.8. 1993 Kazıkiçi Bostanları urban design competition (3D general view, the winner project)

Source: Dr. Ahmet Uzel (personal archives)

However, neither during the whole competition process nor during the evaluation of the projects, no enterprises were taken for the participation of the citizens who live in this area to the project; this transformation process that has a tendency to change the whole character of the area was carried-out independently form those who actually use this area.

5.4. 1998 Development Plan

Following the results of the ‘’Urban Design Competition’’ in 1993, the local election was conducted and the Municipality administration was changed in 1994. The new administration has extended the work of the ‘’Development Plan’’ related with the area until 1998. In the same year, a contract was signed with the winning group of the competition and carrying-out process of the plan was started. There were not many variations between the Plan decisions and competition project decisions. In this respect,

- Kızılay has started to loose its attractiveness for new CBD activities due to dense construction and high costs. The aim of planning studies were designated as developing the process to transform Kazıkiçi Bostanları and İskitler regions, which was planned as improvement area of Ulus center into physical structure to accommodate modern central functions.

- Borderline of the planning area was determined to be İstanbul, Eşref Bitlis, Etlik and Kazım Karabekir Streets.

- Although planning area has a high accessibility value, the sector of Ulus expanding to the west and linearly fringing development of Kızılay obstruct a single center formation. To realize a progress towards the single center, the development tendency of both centers must be directed to same direction and intersection points.

- Therefore, eliminating the railway’s threshold status between centers, planning as ‘’center’’ the vicinity of present railway facilities which is able to support improvement of north center towards west from Sıhhiye along with Kazıkiçi Bostanları enabling Ulus to develop towards west in north, EGO, TEK and factory area between Gazi Mustafa Kemal and Celal

Bayar Boulevards with MKE facilities and warehouses area after Tandoğan seems an attitude to obtain a unity over center development.

- With the development of Kızılay in these respects that were mentioned, the center will be able to unit around the AKM area and its transformation into a one-centered structure that differentiates with specialized sectors will be possible (A.B.B., 1998).

In this respect, planning area had been dealt with, along with its surrounding areas, as a whole and importance was given to the connections with surrounding areas.

Decisions Taken in the Planning Area (Decisions Concerning the Planning Area)

Communication, Accessibility, Central Road Texture, Public Transportation

- Continuation of the ‘’Access Controlled’’ development with many-floored crossroads over Kazım Karabekir Street, which is one of the most important transportation axes after Atatürk Boulevard, is anticipated.

- With vehicle and pedestrian arteries that will enable the central unity, removal of the ‘’of the same level’’ status of Kazım Karabekir Street, an inner-city transportation artery, is anticipated.

- Besides the vehicle transportation arteries that connect the Ulus city center to CBD, a ‘’Main Square’’ pedestrian axis, which forms the spine of the CBD area and passes Kazım Karabekir Street by an upper-platform over Çankırı Street-Roman Baths, also take place. This axis, after Tesviyeci Street, narrows and continues into Söğüt street and arrives at the ‘’Silver Ruler’’ water square over the Çubuk Brooke after going through İskitler.

- The urban texture of the CBD area which was developed with the Local Plans, preserves its status. In some areas, a ‘’grid’’ transportation texture was added to unite the urban texture of the CBD area and to get the area functioning as a whole. With near usages, spreading of the vehicle and

pedestrian traffic to the whole area and formation of a ‘’homogenous’’ structure in the road ranking was anticipated.

- ❖ It was suggested that the parking-lot demand created by the central structures in the area should be solved within their own parcels. Solution of the required public parking lots with multi-floored car parks located under the main transportation arteries was anticipated (A.B.B, 1998).

Central Transformation of Major Projects

- ❖ Main approach to the planning comprehension of the area is a result of Jansen’s plan of forming an ‘’Axis Directed at the Castle’’. ‘’Main Square’’ and the pedestrian axis in the area, was not only designed as an element that sees the Roman Bath balcony, Hacibayram area and the castle from the CBD area, but also as the main connection element to connect Ulus city center to plain areas, Çubuk green belt.

- ❖ The main square is a green, wooded, long and thin plain area, located between Kazım Karabekir and Tesviyeci Streets, and it organizes the pedestrian circulation of the CBD area. It is surrounded by dense commercial uses that allow access into the square from every direction.

- ❖ The ‘’Main Square’’ is defined with a special structure that is located on the Tesviyeci Street. It was anticipated that this structure contains offices, commercial units, public institutions and cultural uses and that it has status which accommodates the usages that are active everyday.

- ❖ After the plaza, the main axis narrows and continues with the Söğüt Street that is used as a pedestrian road today. With the suggested plan, an over passage / square is anticipated at the Söğüt Street / İsklitler intersection point. The pedestrian axis reaches to ‘’Silver Ruler’’, after İskitler with a large and wooded alley.

- ❖ Rearrangement of the Çubuk Brook in the sites where Atasanayi and Büyüksanayi are located to form a ‘’water square’’ inside the urban land is anticipated. This area will be designed as a green and open area, and it

will be possible to create one of the prestigious places of Ankara with a special structure (A.B.B., 1998).

In the development project, just like the competition project, planning decisions, which did not interfere with the existing urban texture, protected the development rights that had been given by the previous plans, and anticipate development on its own-parcels, but changed the whole area, were taken.

However, the Municipality never saw the project that was supposed to be handled all together as it was, and kept partially interfering the project. Short-term partial solutions were offered to citizens who own parcels in the area. In additional, Municipality of Yenimahalle, one of the two municipalities that have a boundary to the area (Altındağ and Yenimahalle Municipalities), did not approve the plan for 2 years, in this time in-between, the area continued to develop without a plan.

Even after the plan was completed, the Municipality was unable to show its desire concerning the area's transformation, citizens who are living in the area and using it did not take care of the plan, and consequently the Municipality, serious. Offices that were rarely emptied for the area's transformation were filled by others, and as a consequence the area held on to its inner-dynamics.

In such large-scaled urban projects concerning the Metropolitan Area, it is important that municipalities take major roles in these projects, accelerate the process, and prepare pioneer projects in order for the area to become more attractive for private sector entrepreneurs.

Figure 5.9. Kazıkiçi Bostanları urban design project (1/5000)

Source: Greater Municipality of Ankara

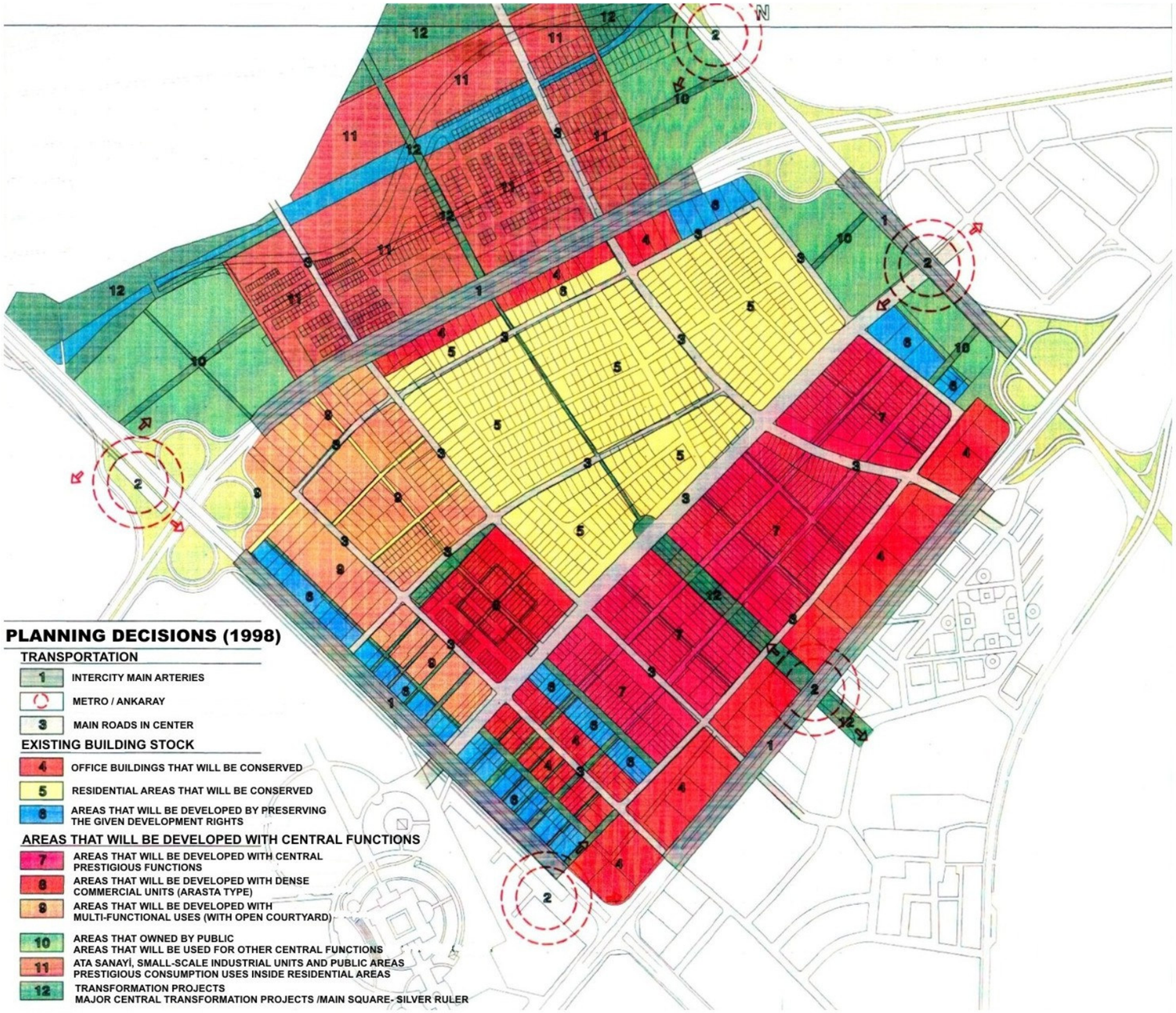


Figure 5.10. Planning decisions for Kazıkiçi Bostanları (1998)

Source: Greater Municipality of Ankara (1998)

Figure 5.11. Kazıkiçi Bostanları urban design project (3D, 1/5000)

Source: Greater Municipality of Ankara

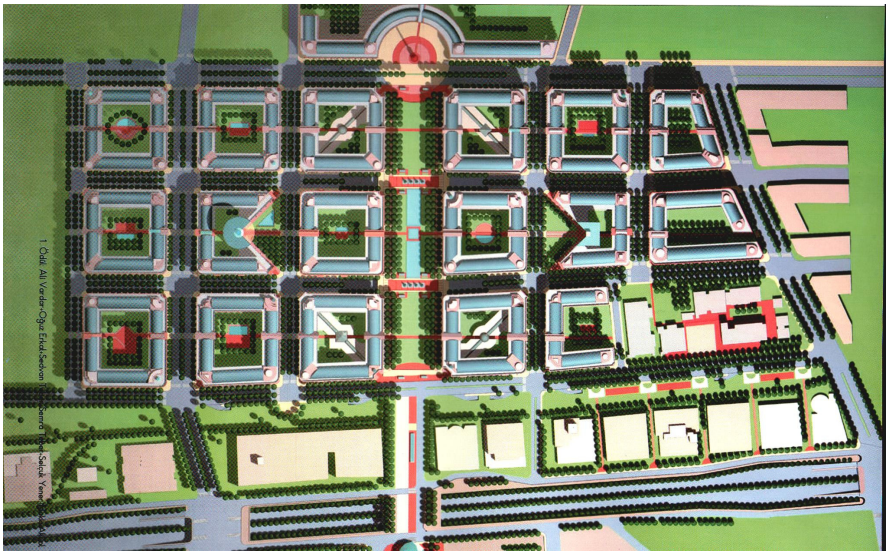


Figure 5.12. Kazıkiçi Bostanları urban design project (Main Square and the pedestrian axis)

Source: Greater Municipality of Ankara

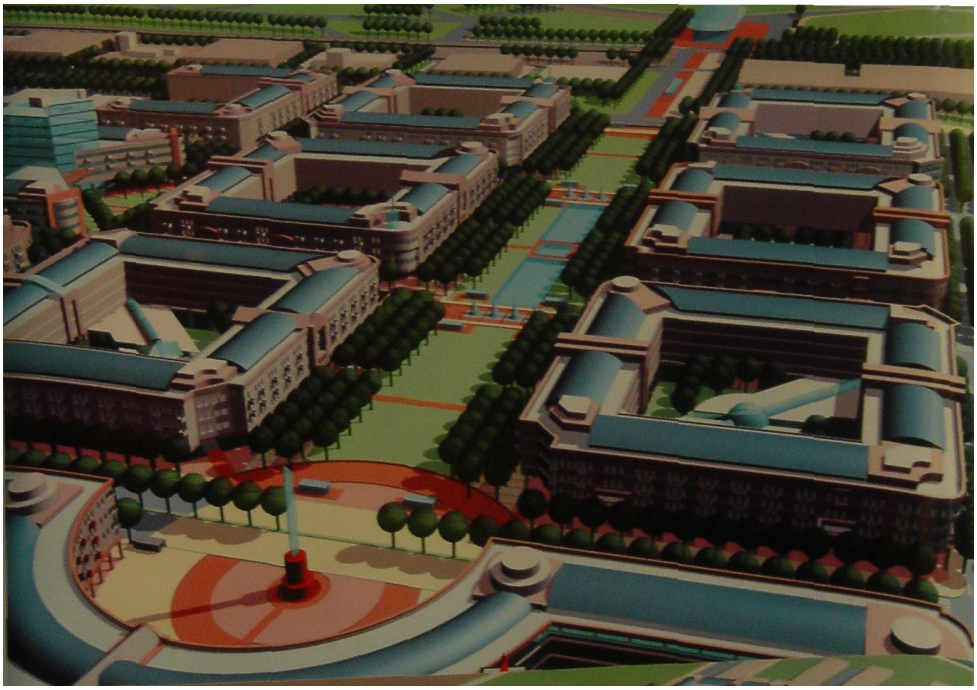


Figure 5.13. Kazıkiçi Bostanları urban design project (Main Square and the pedestrian axis)

Source: Greater Municipality of Ankara

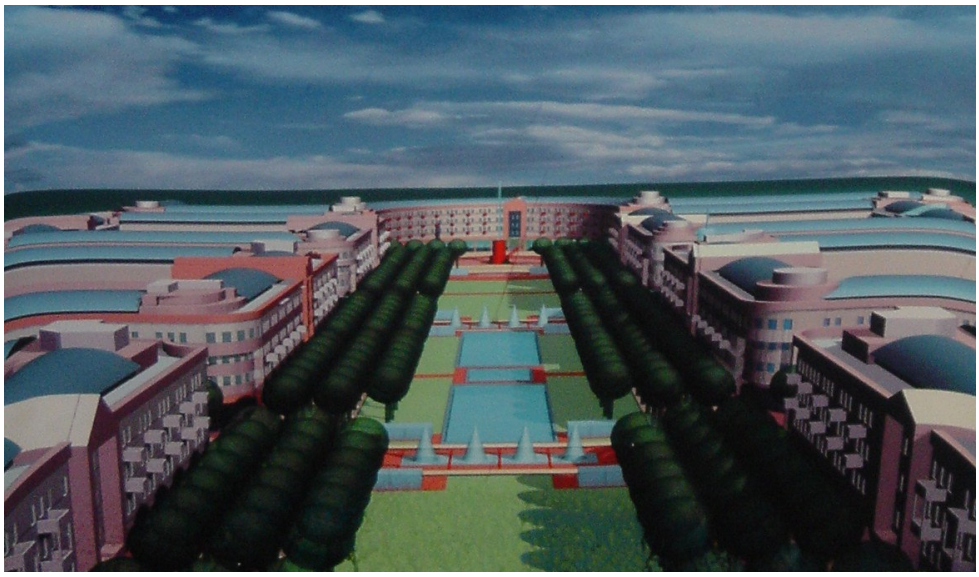


Figure 5.14. Kazıkiçi Bostanları urban design project (Main Square and the pedestrian axis)

Source: Greater Municipality of Ankara

5.5. Conclusion

In this chapter the interventions in the plan to Kazıkiçi Bostanları was tried to be discussed. The area first came to the agenda as a new CBD in 1990 Master plan.

To minimize the pressures over Yenişehir and Ulus, in return, development of dilapidated northwestern areas such İskitler, Akköprü, Kazıkiçi Bostanları to include the central functions with redevelopment projects, was aimed. With this purpose, Kazıkiçi Bostanları area, which shows the characteristics of a transition zone, was suggested as the ‘’Central Development Zone’’ by Ankara Master Plan Office.

But ‘’Ankara 1990 Metropolitan Area Master Plan’’ was left functionless by master plan changes and additional plans that were prepared in short time, improvement plans, and local plans for areas outside the neighboring field border. While developments in respect to the plan’s aims were observed in residential areas, the city center was unable to pursue this development.

In 2015 Master Plan, similar decisions were taken about the Ankara, its CBD and Kazıkiçi Bostanları. However, with the change in administration, this plan was declared to be invalid and a new planning study was undertaken. For this purpose, as the application in residential areas continued in accordance with the 1990 Master Plan, the city center continued to develop to south in the direction of its inner dynamics.

“Kazıkiçi Bostanları will be the new Central Business District of the city” was the important sentence of 2025 Master plan. For this purpose, an urban design competition was held in 1993 for the planning of this 310 ha area. 2025 plan was later send to Ministry of Construction and Settlement for an approval, but it wasn’t brought into a conclusion. The development of the city continued according to the 1990 Plan which is still valid.

The competition project that won the first price is a successful project due to taking limitations into consideration, having a low application cost, and changing the general character of the whole area and planning the application process.

Following the results of the ‘’Urban Design Competition’’ in 1993, the work of the ‘’Development Plan’’ related with the area had extended until 1998. There were not many variations between the plan decisions and winner project

However, even after the plan was completed, the Municipality was unable to show its political determinant concerning the area’s transformation. Offices that were rarely emptied for the area’s transformation were filled by others, and as a consequence the area held on to its inner-dynamics.

For Kazıkiçi Bostanları, decisions were taken by three Master Plans to be new CBD and for the application a Development plan was prepared. But starting from the 1970’s the area is going on its development according to its inner dynamics. Nowadays the Great Municipality and the Governorship study to empty some uses from the area.

CHAPTER 6

EVALUATION OF KAZIKİÇİ BOSTANLARI AND ITS CURRENT SITUATION IN TERMS OF TRANSITION ZONE CHARACTERISTICS, AND THREATS AND OPPORTUNITIES CONCERNING THE CBD TRANSFORMATION

6.1. Introduction

In the second chapter of this thesis, general characteristics of the CBD and its contents were discussed, and in the fourth chapter, the current situation of Kazıkiçi Bostanları area was examined. In this chapter, these two chapters will be discussed together and it will be evaluated whether Kazıkiçi Bostanları really has transition zone (CBD frame) character or not. In addition, it will be discussed if these characteristics cause threats or opportunities concerning the CBD transformation.

In order to do this, the characteristics of transition zone and Kazıkiçi Bostanları area were divided into three categories as spatial, socio-economic and physical. In the following topics, these characteristics will be analyzed as threats and opportunities to the CBD transformation.

6.2. Spatial Evaluation

- According to Burgess's Concentric Zonal Theory that was explained in the second Chapter, the transition zone is the second zone that encircles CBD, and is the nearest area to the CBD. Harris and Ullman's Multiple Nuclei Theory also accepted this statement concerning the frame, but they did not separate from the CBD, and explained it several "distinct" district.

If the spatial characteristics of Kazıkiçi Bostanları area are examined, it can be seen that it is the closer area to Ulus Historical Center, which is one of the most

important commercial centers in Ankara. Importance of the Ulus Center and its main characteristics were referred to in detail in the third chapter. This spatial structure of the Kazıkiçi Bostanları area was firstly handled by Ankara Metropolitan Area Master Plan Office. As the city was developed in the western direction with the plan, it was assumed that Ulus would gain importance; and with this purpose, Kazıkiçi Bostanları was suggested as the "central development area", while the Ulus Historical Center was preserved. In 2015 and 2025 Master Plans that were prepared after the 1990 Master Plan, it was made sure that the area preserved these characteristics.

The facts that Kazıkiçi Bostanları is one of the nearest areas to the Ulus Historical Center, it is defined as a "central development zone" in the master plans (as referred to in fifth chapter), and an urban design contest was that held for the area which was followed by a development plan, prove the importance of the area for Ankara. All these decisions concerning the area are essential for the transformation of the area from a transition zone into CBD.

If spatial and functional characteristics are taken into consideration, it can be said that Kazıkiçi Bostanları is inside that Ulus's development zone. Nearness of the area to Ulus Center and the fact that various commercial activities, especially on Posta Street, have spread to the area supports this hypothesis. In a similar manner, building typology on the Posta Street can also be observed on the parcels facing the main streets in Kazıkiçi Bostanları. This indicates that a structural and functional transformation has begun especially on main axes, but that this transformation has not spread into inner areas. To accelerate this transformation that has already started in the area, Greater Municipality of Ankara and Governorship has been working to move out the small-scale industry, which densely exists in the area. This is the most considerable enterprise the municipality has undertaken in order for the plans since 1990 Master Plan until today to be carried out.

- According to Horwood and Boyce, the frame (transition zone) comprises unlinked functional subregions. Important establishments are connected to CBD core (eg. Intercity transportation terminals, warehouse) and to

outlying urban regions (eg. Wholesale distribution to suburban shopping areas and to service industries).

A majority of the uses in Kazıkiçi Bostanları, except for small-scaled industry, consist of warehouses and wholesales. These uses are important connection points. Warehouses and wholesale shops of certain firms that have offices in the CBD, are located in transition zones. Firms prefer these kinds of locations with low land-values in the transition zone for storage purposes, due to these uses requiring large spaces and their ability to take place without the need for a structure. High land-values and density of already-settled areas in CBD hinder the allocation of these uses in the city center. As a result it would be more economical for offices to be located in CBD, and warehouses and wholesales to be located in transition zone.

The commercial uses in the area also help this connection with CBD core. Commercial uses in the area can be divided into two categories: a) Those that are dispersed into small industrial parcels. b) Those that take place in newly-built large commercial buildings. While the uses in the first category only serve the commercial areas in the region, the ones in the second category serve all of Ankara and the region.

The two cases, which were mentioned above, both show that the uses in the area (such as commerce, warehouse, wholesale) have very close relationship with the CBD. It can be anticipated that this relation might have positive effects on area's transformation. Besides, uses, such as newly-built large office buildings, which include offices that serve to whole Ankara and the area, are qualified to accelerate the transformation process of the area. These types of new uses also increase the quality of the area.

The newly-built office buildings in the area might also define a transformation process concerning the area. These buildings will increase the attractiveness of the area in terms of office uses. Particularly for the companies owning a warehouse or a wholesales shop in the area, it will be more economical to allocate their offices here. Low land and building values in the area will gather offices, warehouses and wholesales shops. But, due to increasing demand for

the area, as the area becomes more attractive for offices, the land-values will increase, which will result in uses such as warehouses, wholesale shops, etc, leaving the area. This will cause the office uses to be spread into the majority of the area and the CBD transformation to speed up; and in the future, will make the area the new CBD of the city.

Uses related with the CBD in the Kazıkiçi Bostanları, are an important opportunity for the area's transformation. This case might allow the area to become a CBD that is supported by the office uses.

- According to Horwood and Boyce, growth in the frame area tends to extend into areas of dilapidated housing.

Today, %24,5 of total uses constitute of residential areas in Kazıkiçi Bostanları, which was partly planned as "Amele Mahallesi" in the Jansen Plan. According to the information taken from the Greater Municipality of Ankara a majority of the residents living in these houses consist of those who are working in this area and their families.

In Jansen's Ankara plan, the section that contains the Iskitler residential area was reserved as Amele Mahallesi, but there were no other usages suggested for the rest of the area. A belt extending from İstanbul Street to east of the Etlik Street was reserved for "Amele Mahallesi". However, just like many other things in the Jansen plan, Amele Mahallesi was never put into practice.

In 1940, a new residential area was planned in the region for the middle-class and partial movements to the area had taken place. After 15-20 years a new residential area was built on İskitler Street.

Building census results in year 2000 show that %21.9 of the residences were constructed between years 1940-1949, while %24.8 of them were constructed between 1950-1959. %34.8 of the residences were constructed between years 1960-1980. These results show that %81.5 of the residences in the area is at least 20 years old or older. This situation indicates that the residences in the area have started to dilapidate. But the renewal in the buildings is not an easy process due to low-income residents.

In Kazıkiçi Bostanları area, a movement of commercial uses towards residential areas is present. While commercial uses that are qualified to meet the daily retailing needs of residences are located at the ground floors of the new buildings, it is observed that especially the ground floors of old residences are occupied by uses such as car repair, wholesale, warehouses.

If the fact that these types of uses have a characteristic of wearing away and dilapidating the building located in is taken into consideration, it can be anticipated that the condition of these residences, which have already started to dilapidate will worsen, and will threaten the transformation of the area. The results of the building census in 2000 show that, in general, %57.3 of the buildings in the area require renewal. An increase in the number of these types of dilapidated buildings will cause a blight and will decrease the demand of CBD users. In addition, the habitants of these dilapidated buildings who have low-incomes might lead to slum-type settlements.

- Horwood and Boyce made an explanation on one of the characteristics of CBD frame by saying that it uses fill in interstices of central focus of highway and rail transportation routes.

This was the case in Jansen's plan, its transportation system iestablishes a structure that depends on central axes' and directs roads to the center. Because the city was developing to south from the Yenişehir side, İstanbul Street set aside the sector locked primary roads as explained in reports of Greater Municipality (1998).

Existing road structure of the area had been set up in the Uybadin-Yücel plan. Uybadin-Yücel had planned the area as an enclosed area. The connection of the area with the city has been established by Istanbul Street and Etlik Street which is parallel to the Istanbul street in the east, and Mezbaha Road, with its former name, that connects these two roads (later known as the Iskitler street).

It is pointed out in the Kazıkiçi Bostanları Urban Design Competition book (1993) that İskitler street which had the characteristics of an expressway at that time, has become a focal transportation point where Konya, Eskişehir, Istanbul, Airport

and Samsun roads intersect; which led to the first foundation of the transition zone where today's minor-industry, storage and automotive services are located.

Kazım Karabekir and Etlik streets were as well also constructed in the area in coordination with the Uybadin-Yücel plan. In this plan, development of the Etlik Street as the new Istanbul highway was anticipated, but when this development didn't take place, it stayed as the road that connects Etlik and Keçiören to the city center.

Kazım Karabekir Street has developed to be an important transportation artery, which connects Bahçelievler and Keçiören.

Although the 1990 Master Plan designated the area as a ''Central Development Area'', it did not suggest a new transportation network. This status was noticed in the 2015 Plan, and Etlik and Keçiören connections were extended up to the highway passage at the north.

Kazıkiçi Bostanları developed surrounded by İstanbul and Samsun Highways (intercity roads) and Kazım Karabekir and Etlik Street (intracity connections). These roads are crucial for the transportation of Ankara. They cross Kazıkiçi Bostanları area with underpasses and overpasses, so that traffic on the roads flows continuously.

Continuous flow of traffic around the area is that hinders pedestrian accessibility and weakens the area's relationship with its surrounding areas is an important problem.

Important uses, such as Roman Bath, UTM, AKM, are located around Kazıkiçi Bostanları. In order for the transformation of the area and to become an attractive CBD, it is required that Kazıkiçi Bostanları has strong relationships with these types of commercial and cultural areas. Along with these relations, establishing the pedestrian accessibility and safety for commercial and recreational activity is crucial.

Another problem caused by the Istanbul and Samsun Highways is the repair-shops that are located around them due to their functions as "expressways".

After these two important arteries were defined as “expressways” in the Uybadin-Yücel plan, repair-shops and small scaled industries started to choose locations in the Kazıkiçi Bostanları area, which has been the case up to now. A majority of the uses that exist in the area today are results of the Istanbul and Samsun Highways. On the account of fact, it can be anticipated that these uses will preserve their presences in the area, unless the existence or importance of these highways change.

Along with their disadvantages, highways surrounding the Kazıkiçi Bostanları area have advantages as well. CBD is the most accessible area of the city. Kazıkiçi Bostanları is also among the most accessible areas of the city due to allowing access by metro, bus, minibus and private cars. Especially, accomplishment of the development aims at the western axis, inner-city transportation network that is getting stronger, passage of the majority of public transportation routes that depart from Kızılay and Ulus through the main roads surrounding the area consolidates this situation. This status is an important opportunity regarding the transformation of the area. However, if the areas that might access the area within 30 minutes are examined, it can be seen that the users of these areas belong to low and low-middle income group. In a city such as Ankara, in which the high-income groups shaped the central development, these low-income groups are negative factors for the transformation of Kazıkiçi Bostanları. High-income group’s arrival to the area within 30 minutes is only possible by private cars.

6.3. Socio-Economic Evaluation

- Johnson explained the transition zone as the area of manufacturing still actively flourishing, but located around the fringes of the city center, outside the zone of highest land values.

In the Kazıkiçi Bostanları area, as the real estate agent emphasized, the land values near the main streets are 800-850 $ per square meter and that interior areas are valued at half of that price. When it’s looked at the building values, the shops facing on the main streets a sales value of about 2000 $ per square meter, and the price drops to 800-850 $ per square meter for the upper floors. In interior

areas, ground-floor shops facing the streets have a value of about 850 $ per square meter, as the prices keep falling on upper floors.

But in the core areas of Ankara like Ulus, Kızılay and Çankaya land values are higher. In Ulus the land values change between 1000-2500 $ per square meter, in Kızılay between 1500-5000 $ per square meter and in Çankaya between 2000-7000 $ per square meter as the real estate agent defined.

In Kazıkiçi Bostanları, land values, which are lower in comparison to other central areas, are both a threat and an opportunity for the transformation of the area. In a newly developing center, low-land values will attract commercial and service sectors, and office uses from CBD. Demands of these sectors and offices will increase both the quality of the area and the building-land values. This situation will cause the undesired uses, such as small-scale industries and repair shops, to leave the area on their own accordance. This is an important opportunity for the transformation of Kazıkiçi Bostanları.

However, low-land values also cause a threat for the transformation of the area. Low land and building values might cause the area to keep its characteristic as a transition zone or gain a new character as a extension of Ulus center. The uses that exist in area today that are not qualified enough to take place in the CBD of Ankara, might perpetuate their existences, which might cause the “transition zone” character of the area to continue. Along with this, even if a central transformation process begins, due to low land and buildings values, uses that will serve the low-income groups will be located in the area, instead of prestigious commercial and office uses serving the high-income groups. This again will cause the emergence of a center with a status of extension of Ulus, instead of a prestigious center that might compete with the already existing center in the south. This situation is contrary to the principle of “creation of a new center in that is capable of competing with the southern center”, devoted to the aim of putting an end to the development in the south, which was mentioned in the plans prepared; due to the fact that a center serving the low-income groups will have difficulty competing with the southern center.

This type of development will not halt CBD development in the south and the main aim of 1990, 2015 and 2025 Master plans cannot be achieved.

- According to the concentric zone theory that was explained in the second chapter, the third zone that surrounds the transition zone, which entitled as the zone of independent workingmen's homes, contains the lower paid workingman's residences for people who have migrated from zone two but who still are compelled by traveling costs and rent residences in this area to live near their work.

Alonso (1965) explained that higher-income class chooses to settle in areas that are away from the center where the unit price is low due to their demands for large residence. Lower-income groups choose houses in the regions that are closer to the center for easier transportation.

The explanation of Türel (1987) showed that, in 1970's, it was observed that the average income of squatter house (slum) owners who live in Ulus and Kazıkiçi Bostanları districts is very close to the average income of organized house owners who live in these districts. Average income of slum renters who are greater in numbers is at the lowest level in the city.

In the 1980's, districts included in the forth income category are Varlık Mahallesi, Demetevler, Etlik, Keçiören and Dışkapı from Ulus at the northern direction. Slum settlements are included in the last two income categories just like they did in the previous survey.

If the current situation of the Kazıkiçi Bostanları is examined, it can be observed that the area and its surroundings consist of low-income and middle-income groups. This condition is a considerable problem for the development and the transformation of the area. This is due to the fact that, as mentioned previously, embassies, essential governmental institutions and also the high-income groups that follow this institutions have had a major effect on the formation of Ankara's current centers. Starting with the Ulus city center, high-income classes have always had an influencing effect on the development of city centers such as Kızılay and Çankaya.

However, in this manner, Kazıkiçi Bostanları area does not have such a potential, due to the low-income groups who have been present in and around the area since 1970's. This situation makes the transformation process more difficult. In other words, this indicates that even if the area goes through a transformation process, with the most optimistic point of view, it can only become an extension of Ulus.

For this reason, as anticipated in the 2025 plan, business uses in the west corridor must be diversified with public services and public uses. This development might help Kazıkiçi Bostanları to become an "urban center competing with the south" as anticipated in the 1990 plan, by encouraging the high-income classes to use the residential areas on the western corridor.

6.4. Physical Evaluation

- According to Horwood and Boyce, CBD frame is only partially built on when compared with the CBD core.

In 1950's, some of the industrial uses that belong to the private sector have started to settle in this area. Alemdağ Butter Factory and Ankara Pastry Factory that were constructed in this time period are still functional in the same location as explained in the competition book of Kazıkiçi Bostanları (1993).

Yeni Sanayi Çarşısı in 1950, Büyük Sanayi Çarşısı and Ata Sanayi Çarşısı in 1953, Demir Sanayi Çarşısı in 1954 were built as the first small-scale industry of Ankara. Following these developments, Uybadin-Yücel Plan reserved almost all area for small-scale industrial use.

Uybadin-Yücel plan that was approved in 1957 has predicted the development of the small-scale industry for Kazıkiçi Bostanları. Uybadin-Yücel also proposed a plan that suggests the movement of the residential and small-scale industrial areas 'axes', which were designed in Iskitler, into these areas with a grid plan. There were difficulties for the plan to be applied and it had been partly put into practice after 40 years.

Current structure of the area today is partially the result of the Uybadin-Yücel plan.

Lots of parcels in Kazıkiçi Bostanları have been built up in the light of this development since 1940's. till today; but still in the area there are also some empty parcels.

In Kazıkiçi Bostanları, vacant parcels and partially occupied parcels of uses, which do not require structures such as warehouse and wholesale, are important opportunities for the transformation of the area. This is because of the fact that these areas might develop according to the development plan and might set an example for the transformation of other low-quality structures; which might help the internal areas to develop in respect to the Development Plan. According to the results of building census in year 2000, existence of buildings that need to be demolished in a ratio of %20 will also allow allocation of new commercial and office structures in the area by supporting planned development.

In addition to this, existing new structures in the area also accelerate the transformation process by setting an example for other buildings. In this manner, these structures will facilitate the application of the development plan.

Office buildings that are located on the main axes that surround the Kazıkiçi Bostanları area might also be considered to have an influence in the internal parts of the area to accelerate the transformation process. Existence of these types of new and important structures in the area will led to the renovation of the buildings that require renewal or demolishing, which constitute %57.3 of all buildings in the area. By these means, an increase in the quality and value of the area might be possible.

These types of buildings in the area can set an example in a structural transformation. However, these buildings are located only over the main axes and still have not developed towards the internal areas.

- Horwood and Boyce explained the activities in the CBD frame as “the activities in the frame have generally been considered only as separate nodes such as light manufacturing, wholesale, warehouse, automobile sales and services and so forth rather than as a distinct part of the CBD structure”.

When we look at the land-use in Kazıkiçi Bostanları, there are different types of uses (public, residential, commercial, small-scale industry etc.) in the area. There are 2673 buildings in the area according to counting of Great Municipality of Ankara in 2000. 36,7% of them are small industrial uses, 23,8 % of them are commercial uses, 24,5% of them are residential uses, 2,8% of them are public uses and 11,8 % of them are mix uses.

But the landuse in CBD core was characterized by offices, retail sales, consumer services, hotels, theatres and banks by Horwood and Boyce. Uses that are present in the area today, do not comply with the CBD characteristics of the area as planned. Uses such as small-scale industry, repair shops, wholesales that are intensively present in the area today, create negative conditions by reducing the quality of the area. These types of uses create a blight. For this reason, removal of these uses from the CBD area is a high-priority topic for the transformation of the area.

Ownership structure is among the important factors that are caused by these uses in the area, and it affects the transformation process negatively. Insufficiency of the public ownership in the area, private ownership being located on small parcels, parcels having many owners, and the fact that a solution still hasn’t been found, makes the transformation process more difficult.

Public having a %20 ownership in Kazıkiçi Bostanları area, and the fact that most of these belong to the institutions except the municipality makes the transformation by the public hand impossible.

Small-scale industry, which constitutes %36.7 of the uses in the area, has caused a distinct parcel structure in the area. %85.6 of the parcels belonging to private ownership are between 1-300 square meters. These small parcels were designed for small-scale industries, and are not suitable for being used by other activities.

Current parcel structure of the area is incapable of meeting the “large parcel structure” demand of the CBD buildings. CBD buildings require large parcels, which is an important problem for the transformation of the area. For this reason, in order to form adequately large parcels in the area, the smaller parcels should be united. However, since the number of owners of the parcels -which already have more then one owners- will increase with such a solution, emergence of a planned CBD structure on these parcels seems to be quite difficult. The situation has become more then a problem that the parcel owners can solve by themselves, and needs to be solved by authorized professionals.

- According to the Concentric Zone Theory the transition zone surrounds the central area and contains older houses, which are usually deteriorating and replaced by business or industry from central area.

İskitler Residential area, which is located In the Kazıkiçi Bostanları, contains two types of constructions.

Residential areas are located on old Iskitler residential areas. These buildings that were constructed in 1940’s and 1960’s consist of 1-2 floors.

The second one is the residential area named “Iskitler new residential area”. These are average quality structures occupied by the middle-class. Commercial units serving this class choose shops that are located on the ground floors of these buildings.

These two residential areas have very important locations within the area. However, both of these residential areas have been occupied by the low-income group since 1970’s. After the area developed into a center in which small-scale industry and repair-shops intensify, they became residential areas where the employees working in these sectors settled. As mentioned many times previously, in the Ankara urban center that is shaped by the high-income groups, low-income groups will have no contributions to this transformation.

However, on the other side, existence of the residential uses in the area will lead to mixed use. This kind of use will cause the night population to be high like the morning population in the area. Thus, attractiveness and population of the area

can be preserved during nigh time as well. This attractiveness and movement will be a natural solution to problems in the area related to security issues. This is an important advantage for an active CBD.

These two essential residential areas in Kazıkiçi Bostanları, were preserved in the competition project and the Development Plan later on; but application of a renewal project concerning the old residential areas was suggested to the municipality. These buildings in the area, which are old and have not renovated, are not convenient for the CBD that might take place in the future and the image of Ankara and capital city, consequently. Low-income groups who are settled in the area today do not have the economical strength to undertake such a renewal on their own. Therefore, this renewal in the residential areas can only be put into application by the help of the government.

- According to Horwood and Boyce, unlike from the CBD core, the building types in the CBD frame are dissimilar.

In Kazıkiçi Bostanları area, the building stock comprises low-quality buildings and newly constructed buildings. According to the results of the building census in year 2000, %7.4 of the buildings in the area were constructed before the year 1950, %75,2 of them were constructed between the years 1950 and 1980, while %16,5 of them were constructed after 1980. If the buildings that are constructed before 1980 are considered to be old, it can be stated that %82.6 of the buildings in the area are old.

Old buildings can be separated into two as residences and workplaces. %19.6 of the buildings constructed before 1980 are residences, while %76.9 of them are workplaces. Residential units are generally two-floored dense structures on cadastral ownership, constructed with traditional building methods on old vegetable gardens transformed into shared parcels.

Residences constitute %17 of the buildings constructed after 1980, which are considered to be new. Residences built in this period were at least 4-floored or higher. Another building category consists of the multi-floored buildings located over İskitler. Ground floors of these buildings are used for commerce while upper

floors are used as residences, and they constitute %31.8 of the buildings constructed after 1980.

The other category is the 4-floored commercial building-like buildings that are located on the frontal parcels of Kazım Karabekir Street, which are called “office buildings”.

In the area new buildings can affect the old and low-quality buildings to transform into planned CBD structures and accelerate the transformation in the area. Especially the transformed “office buildings” in the area are important examples for the others.

On the other hand, the most important factor that creates the structural variation in the area is the small-scale industry that constitutes %36.7 of the total uses. Small-scale industry has caused a height diversification in the area with building heights that change between 1 to 9 floors. In a similar manner, if construction years are examined, a flexible range that starts before the year 1929 and comes until 2000 can be observed. This diversity observed in the small-scale industry uses that constitutes a considerable part in the area, causes the structural diversity to look dominant in the structure of the whole area.

This diversity hardens the development of a common language in the area that is planned to be a new CBD of Ankara.

According to Horwood and Boyce one of the general characteristics of the CBD core is the multistoried building. This is among the important characteristics that separate transition zone and CBD visually. In this manner, if the Kazıkiçi Bostanları area is observed, it can be seen that the building heights are diversified and range between 1 to 10 floors. In addition, if the general structure of the area is observed, it can be said that the multi-floored high buildings that are very few in numbers, are located over the main transportation axes, while the outnumbered buildings with few floors intensify in the internal areas. %74.5 of the buildings are 1-2 floored, %23.7 of the buildings are 3-4 floored, %0.4 of the buildings have 6-9 floors, while %5 of the buildings have 10 or more floors. Therefore it can be seen that %98.2 of the buildings have 5 floors or less. The development plan does not anticipate a very-high formation in the area either.

However, the low-building heights prevent investors and land-owners from accelerating the transformation process. This is an important disadvantage for the transformation aim of the area.

- Harwood and Boyce explained that commercial uses generally limited to flat land in transition zones.

One of the distinctions that separate the transition zone from the CBD is the fact that in the transition zone, commercial uses are located only on the ground floors of the buildings. In CBD, such a limitation does not exist, and commercial uses may be located on the upper floors.

While the Kazıkiçi Bostanları area is examined from this aspect, it can be seen that %64.5 of commercial uses take place in one-floor buildings. Only %19.7 of the commercial uses is located in second floors, which indicates that the commercial uses remain on the first floors in Kazıkiçi Bostanları.

Industrial uses in the area display a similar characteristic. While %63.2 of industrial uses take place in one-floor buildings, in Zübeyde Hanım District, which is located on the north-west of the area where the industrial uses intensify, industrial activities in two-floor buildings is often encountered with a percentage of %29.6.

The fact that the commerce still has not moved from ground floors to upper floors can be considered a disadvantage for the transformation in the area. This is because the movement of commercial activities towards upper floors is an indication of acceleration in the transformation process and proves that the area is heading towards becoming a CBD.

On the other side, movement of the industrial uses towards the upper floors is a serious threat to the transformation of the area; because this situation proves that instead of leaving the area, these uses have started to settle permanently in the area. This will also cause the visual, noise and environmental pollution created on ground floors to spread, which is an unsuitable condition for the new CBD that needs to be constructed. Instead of these uses spreading out, it is required that they are removed from the area permanently.

- In transition zone movement between establishments is vehicular as Howood and Boyce emphasized.

Wholesales and warehouses constitute an important part of the uses in the Kazıkiçi Bostanları area. Majority of these two uses are related to the construction sector. Therefore, vehicle use is required even within the area for the transportation of the material related to these uses. This case supports the off-street parking and vehicle use within the area. This is a threat to CBD that is planned to develop; due to the fact that, as mentioned before, intensified vehicle use and off-street parking in the area will threaten pedestrian circulation and safety.

Another consequence of the extensive vehicle use within the area, as mentioned before, can be seen on the newly-constructed office buildings. These new buildings were constructed in a way that allows car circulation within to maximize vehicle use and transport easiness. The vehicles are able to circulate within the buildings and even climb to the roof.

This structure typology started to settle down in the area considerably. Although they play an accelerating role in the transformation of the area, the fact that they contain vehicle traffic will cause the current uses to carry on and will support transportation by private cars instead of public transportation. This situation might cause a problem for the transformation of the area into CBD.

- According to Carter, non-retail activities as off-street parking can be seen in the CBD frame.

In Kazıkiçi Bostanları, off-street parking can be observed in the whole area. Including Samsun and Istanbul Highways, all roads are used as parking places. At this time in the area, private parking places for vehicles are not present. The fact that the uses in the area consist of small-scale industry, wholesales, warehouses and repair shops, supports off-street parking. Apart from this, inner-structure parking systems can be observed in the newly constructed office buildings particularly.

Off-street parking in Kazıkiçi Bostanları causes traffic congestion and increases the traffic accident rate in and around the area. This situation also effects the pedestrian transportation and circulation, and threatens pedestrian safety.

The situation was also taken into consideration in the development plan, and pedestrians and vehicle were separated for the benefit of the pedestrian transportation. In additions, parking lots were planned under the buildings and highways. With this plan, by minimizing the off-street parking, circulation and security of vehicles and pedestrians in the area was aimed.

However, as long as the uses that were mentioned above sustain their presences in the area, putting an end to off-street parking seems rather difficult. Off-street parking can be prevented in the area only after the transformation of these uses.

6.5. Conclusion

In this chapter spatial, socio-economic and physical characteristics of Kazıkiçi Bostanları are compared in terms of transition zone characteristics and whether they are threats or opportunities to transformation of the area from frame to core, were discussed.

The comparisons in this chapter proved that Kazıkiçi Bostanları spatially, socio-economically and physically demonstrates transition zone character. After these observations, the threats and opportunities were discussed.

When the spatial characteristics of the area in terms of location and accessibility (due to the area being located on important transportation nodes) are analyzed, it is determined that Kazıkiçi Bostanları is located on the area that is important for central development and this location brings important advantages to the area. Values surrounding the area are also qualified to support a central transformation. On the other hand the expressways (İstanbul and Samsun) around the area, which are the reason of the today's uses, cause threats on the continuation of these unwanted uses.

Ulus Historical City Center is located to the south-east of the area. There is an important connection between Kazıkiçi Bostanları area and Ulus Historical City

Center. High accessibility of the area will also increase the accessibility of the Ulus Historical City Center. In a similar manner, historical character of the Ulus city center will positively affect the newly forming CBD.

On the other hand when the socio-economic characteristics of the area were analyzed, it was observed that especially the low-income groups in and around Kazıkiçi Bostanları harden the transformation of the area from transition zone to CBD and make it difficult to compete with the development in the south of the city and to put an end to this development as anticipated in the master plans.

The physical characteristics also have threats and opportunities on the transformation of Kazıkiçi Bostanları. The uses like small-scale industry, wholesale, warehouse, automobile sales and services and so forth are important characteristics of transition zone, but on the other hand, this type of uses can not be locate in the CBD. These uses are threats for the transformation of the area. The dilapidated houses in the area can also be threats if not renewed. Dissimilar types of buildings are another problem in the area. The buildings in the CBD show similar structures, but in Kazıkiçi Bostanları area there are different types of buildings, due to the Local Plans. Current plans were mainly prepared for small workshop-settlements; both city block dimensions and parcel sizes are in very different shape and size from the central city block and parcels. This parcel structure created different types of buildings in the area.

On the other hand, low quality buildings and empty parcels bring important advantages on the transformation of Kazıkiçi Bostanları with respect to the Development Plan. Large numbers of low-quality structures in the area ease the structural renewal process. The newly-built up office buildings are also important models for others in the way of transformation.

This analysis showed that Kazıkiçi Bostanları area has both opportunities and threats in the way of transformation. However, this transformation has not been achieved since 1970 when the opportunities were taken into consideration. Kazıkiçi Bostanları is an important part of Ankara and its CBD and has potential for being CBD.

Table 6.1. Transition zone character of Kazıkiçi Bostanları, its threats and opportunities for the transformation of CBD

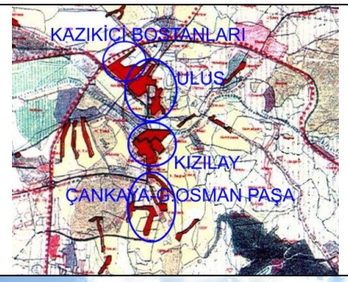
	TRANSİTİON ZONE CHARACTERISTICS	EXISTING SITUATION		THREATS	OPPORTUNITIES
SPATIAL	It's the nearest area that encircles the CBD (Burgess, 1920, Hoyt, 1930, Harris and Ullman, 1945).	Kazıkiçi Bostanları is on the frame of existing Ulus Historical Center			Being in the continuation of Ulus which is an important center for Ankara, will accelerate its transformation process.
	Important establishments linkages to CBD core (eg. Intercity transportation terminals, warehousing) and to outlying urban regions (eg. Wholesale distribution to suburban shopping areas and to service industries) (Horwood and Boyce, 1959)	The area has connections especially with Ulus in terms of usages			The uses in the area (commercial uses and wholesales and warehouses) have a direct relation with the CBD core. Wholesales and warehouses in the area are used as the terminal of goods.
	Growth in the frame area tends to extend into areas of dilapidated housing (Horwood and Boyce, 1959).	The usages like car repair, wholesale started to use ground floors of the old and dilapidated residential buildings in the area.		This type of use will go on to create dilapidated areas in and around the new CBD and the area will not become an attractive CBD for the users	
	It uses fill in interstices of central focus of highway and rail transportation routes (Horwood and Boyce, 1959).	Kazıkiçi Bostanları developed in the area that was surrounded with İstanbul and Samsun Highways which are the intercity roads and Kazım Karabekir and Etlik Street which are the important intracity connections.		-They damage the continuity of the area, harden pedestrian access into the area and also make the connection of the area with its surrounding difficult. - The uses like automobile sales and services are also the result of this road system and not suit CBD uses.	By the help of these roads Kazıkiçi Bostanları area has high accessibility by metro, bus, minibus and car.

Table 6.1. Continued

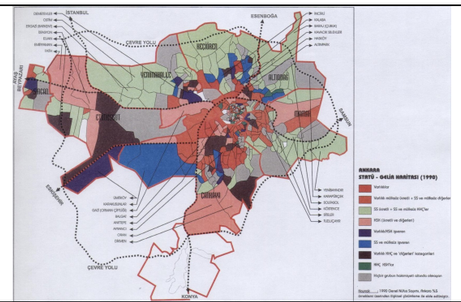
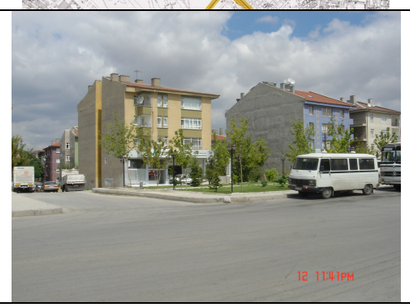
SOCIO-ECONOMIC	Outside the zone of highest land values (Johnson, 1967)	The land values are not high when compared with the core areas of Ankara like Ulus, Kızılay and Çankaya.		Because this low land values bring the commercial uses and services aimed at low-income group, this new center can not compete with the center that developed in the south-east of the city and will only become the continuation of Ulus that serving low-income groups.	For a newly developing area, the low land and building values cause commercial uses and services to find the area more attractive than the core of the city center
	The area surrounding transition zone, low-income groups live (Burgess, 1920).	In and around Kazıkiçi Bostanları was formed by low income groups.		In the central development of Ankara, high income groups has always played an important role. Encircle by low-income groups harden the development and transformation of area.	
PHYSICAL	Frame is only partially built on when compared with the CBD core (Horwood and Boyce, 1959).	Lots of parcels in Kazıkiçi Bostanları has been built up but still in the area there are also some empty parcels.			In Kazıkiçi Bostanları, the empty parcels and parcels that used by wholesales or warehouse are important factors in the transformation. Because these areas can be built according to the Development Plan
	Partial residential uses can be seen in the area (Burgess, 1920)	There is İskitler residential area in Kazıkiçi Bostanları.		The low quality residential units that are used by low-income groups do not help the transformation process of the area because in Ankara, the high-income groups shape the city center.	By the help of mix use in the area the night-time population of the area will be at least day-time population and the population and attractiveness of the area will be protected both in day and night.

Table 6.1. Continued

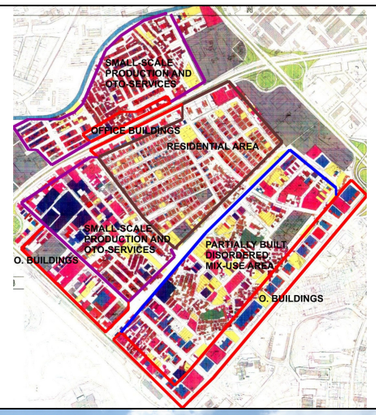
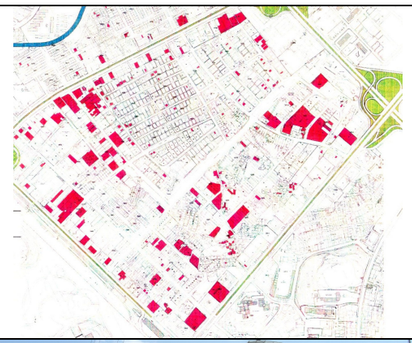
	The activities in the frame have generally been considered only as separate nodes such as light manufacturing, wholesaling, warehouse, automobile sales and services and so forth rather than as a distinct part of the CBD structure (Horwood and Boyce, 1959).	The lots of usages in the area are composed of this type of usages.		- The existing uses of the area are not suitable to the CBD core utilities as the area planned. - Existing small, narrow and long parcel structure shaped by the usages is incapable of meeting the needs of the large CBD structures.	
	The building types in the CBD frame are dissimilar (Horwood and Boyce, 1959)	Separate residential areas, low-quality small-industrial usages, newly built office buildings are the different types of buildings can be seen.		For the newly developing CBD core, different types of building typologies hinder the creation of common building type language which is the general character of CBD core.	New buildings can affect the old and low-quality buildings to transform into planned CBD structures and accelerate the transformation in the area.
	Commercial uses generally limited to flat land (Horwood and Boyce, 1959)	In Kazıkiçi Bostanları Commercial uses take place on the ground floors of buildings. On the other hand small-scale industrial uses start to take place on the upper floors of the buildings.		- The movement of commercial activities towards upper floors is an indication of acceleration in the transformation process and proves that the area is heading towards becoming a CBD. - Movement of the industrial uses towards the upper floors proves that instead of leaving the area, these uses have started to settle permanently in the area.	

Table 6.1. Continued

	Movement between establishments is vehicular (Horwood and Boyce, 1959)	Wholesales and warehouses related to the construction sector cause vehicle use within Kazıkiçi Bostanları for the transportation of the materials.		- Intensified vehicle use and off-street parking in the area will threaten pedestrian circulation and safety	
	Non-retail activities as off-street parking can be seen in the CBD frame. (Horwood and Boyce, 1959, Charter, 1981)	In the Kazıkiçi Bostanları, off-street parking can be seen in the whole area.		This event cause traffic jam in the area and increase the accident ratio in and around the area.	For the vehicles parking spaces were designed both under the buildings and the roads in the Development Plan.

CHAPTER 7

CONCLUSION

Central business district (CBD) is the heart of the city. In the urban landuse theories the CBD was put into the center because of its importance. In Burgess's Concentric Zonal Theory all other circles encircle the CBD and in Hoyt's Sector Theory and in Harris's and Ullman's Multiple Nuclei Theory the CBD is in the center. In social theories dominance, gradient and segregation, centralization-decentralization, invasion and succession are the social effects that shape the urban landuse and the CBD.

The city center can be defined economically, socially and physically. When it is looked at on the economic view, an economic organization in the CBD comprises commercial, industrial, financial and other firms which carry on business; markets, labor force, means of transportation and systems of communication and the production, distribution and of economic goods and services.

Socially; the core of the city is a "market place" for social activities, a place where norms, values, activities of different groups are exchanged, of groups which are independent from and invisible to each other outside the CBD, of groups also, whose members belong to various cultural and social affiliations which are not space-bound or of groups, whose members have space-affiliation at other (national, international) levels. CBDs have retained their importance as space for face-to-face interaction, transactions and creativity. Even though they are the places for promenading fashion, meeting, sharing personal experiences and broadening horizons with a central role in promoting social cohesion as Evans (1997) emphasized.

The most straightforward approach to defining CBDs has focused upon their mix of landuse, morphological character and nodality. Geographers and town planners, in particular, have traditionally sought to define CBDs as discrete areas containing higher-order commercial and retail functions, which congregate to exploit their accessibility and other agglomeration advantages. Property values, retail turnover, pedestrian flows, spatial concentration of floorspace, size of urban area, have all been used to define the central business district (CBD) and to establish the relative commercial importance of CBDs.

Horwood and Boyce's core-frame concept describes the core as the central and the frame as the more peripheral parts of the CBD.

The most universal finding is the extreme variation of landuse intensity within the central region. The most intensive region has found to be the highly concentrated "core" of relatively limited lateral dimensions within which most of the central activities function, hereafter termed the CBD core.

According to Horwood and Boyce (1959); although some have recognized characteristics of activities in the CBD frame similar to those in the core, the activities in the frame have generally been considered only as separate nodes such as light manufacturing, wholesaling, transportation and so forth rather than as a distinct part of the CBD structure. The primary feature of the core-frame concept, however, is not so much that activities in the core and frame are distinct from each other but rather that different functional, geographical and historical attributes are ascribed to the core and frame.

Although each has distinct attributes when viewed within the core-frame concept, it should be noticed that they are really one unit (i.e., the central business district) because of many linkage and complementary functions they performed for each other.

If the central structure of Ankara is examined throughout the history, it can be observed that it has always had a dual-parted structure. When Ankara's central structure is studied, it is seen that although Ulus and Kızılay city centers might seem like extensions of each other, they differ in terms of physical structure, functional structure and social classes served to. Ulus and its surrounding areas

are specialized with commerce, wholesale units and services that are difficult to find in other areas of the city. In addition to this, Ulus has lost the business and professional services that gave form to its former structure.

Kızılay and its extension, Köroğlu Street, are areas that are formed by new and prestigious uses. Despite the fact, problems concerning the development of these areas still exist. Due to inadequate infrastructure, limited accessibility, and lack of new development areas, uses are taking over the residential areas without any restrictions.

Ulus Region, where minor production and wholesale commercial activities are located, displays a user profile that is devoted to the relatively low-income class. However, Kızılay center has been the favorite center of retail commerce during 1970's and 1980's. Kızılay district, which is the most intensely used region of the area that extends from Dışkapı to Köroğlu axis, carries dense functions and has completed its structure and transformation stock. It is also observed that shops selling fabric, paper wholesale shops, machine-part shops and shops selling construction equipment are mainly located in Ulus. Wholesalers who demand storage, large areas and service easiness choose locations at the frames of the central business district, outside the core of CBD.

For the high-middle and high-income class settlements which, with the influence of the problems that intensify in the center, head towards outside the CBD, draw the central activities to Tunalı Hilmi – Köroğlu area, head outside the city and control the new consuming habits and formation of consumer behavior, Kızılay-Ulus centers are in a different status then their former meaning and importance.

When a strategic planning study in metropolitan scale is done for Ankara, contradiction in the development directions of the urban structure and the CBD was noticed. In recent planning studies, this contradiction had been tried to be solved by bringing forward Kazıkiçi Bostanları as Tekeli (1993) stated.

Kazikiçi Bostanlari, which holds the characteristics of a transition zone and was the theme of a competition later on, was first suggested as a 'central development zone' by the Ankara Metropolitan Area Master Plan Office. That has

been observing the congestion in the CBD and plans to develop the city in the westerly direction.

Although a detailed study of the Kazıkiçi Bostanları central area has not been done in the 1990 Master Plan, transformations that begun were dependent on the urban pattern determined by the Uybadin-Yücel plan. It has been observed that the automotive and construction sectors, especially, lead this transformation in relation to the expressway.

In the Ankara 2015 studies that were carried out between years 1985-1986, with the principles of the 1990 Master plan, development of Kazıkiçi Bostanları as a part of the CBD was aimed. “Kazıkiçi Bostanları will be the new Central Business District of the city” was an important statement of 2025 Master plan also.

In the same period, a competition was held for the Ulus Historical City Center, which allowed Ulus to appear on the agenda again. However, after realizing that historical center cannot carry modern functions, policies about the Kazıkiçi Bostanları were brought up on the agenda, and an urban design competition was held for the area in the year 1993.

Following the results of the ‘’Urban Design Competition’’ in 1993, the work of the “Development Plan” was done in 1998 related with the area.

When the general characteristics of Kazıkiçi Bostanları are analyzed, it spatially, socio-economically and physically contains transition zone character. These spatial, socio-economic and physical characteristics of Kazıkiçi Bostanları have been observed as that they cause both opportunities and threats to the transformation process.

When all the inputs for Kazıkiçi Bostanları area were analyzed, the main cause of lack of transformation stem from the spatial and socio-economic structure of the area and the development type of Ankara city center. As mentioned above the city center of Ankara can be explained by the classical urban landuse theories. So that when a new CBD for Ankara is decided, these theories must be taken into consideration.

Spatially, Kazıkiçi Bostanları is located in the center of Ankara, where accessibility is high. Expressways, that go through the two sides of the area and increase its accessibility, have also given a shape to the current use structure of the area. This situation has caused the area to gain a transition zone character, which is explained in the concentric zone theory. It can be said that as long as these expressways that were planned by Uybadin-Yücel, these uses will be present in the area; which will cause the area to hold on to its characteristics as a transition zone and hinder the transformation process.

Income classes being majorly effective on the central development of Ankara prove that sector theory can also be used to explain the Ankara's center. Within the theory, Kazıkiçi Bostanları can be described as transition zone. Again, with respect to this theory, it can be said that low-income groups within and around Kazıkiçi Bostanları will not be effective for attracting the CBD functions to the area.

When it is looked at Kazıkiçi Bostanları according to information given in multiple nuclei theory, it is the frame of CBD but also it is the distinct district with the uses that it contain. This means that it is both CBD frame and also a kind of nuclei.

Recent theories developed by the California School have not made detailed explanations concerning the city center while explaining the general structure of the city. In accordance with this theory, as the existing center strengthens, many sub-centers are emerged, which might be in forms of industrial or commercial centers. If Ankara and its center are observed in respect to this theory, the relationship between the newly-emerged sub-center that are majorly located around Ankara, and the current center can be explained. It can be said that as the current center gains importance, the transformation of Kazıkiçi Bostanları will gain speed. In addition to this, it must be considered that powerful sub-centers might have negative influences as well.

As a conclusion, Kazıkiçi Bostanları Area was defined as a "central development area" after 1970's, and studies were done for the area in small and large scales. However, over time, the area was unable to undertake this transformation process due to various problems. Among these problems, which constitute the

research topic of this thesis, the most important one is the fact that planning is unable to interfere with the market mechanism, which has directed the development of the area till today. In addition to this, expressways, that form the current use structure of the area, and social classes, which are located in and around the area, appear to be other factors behind the transformation problem.

Apart from this major problem, some other considerable problems can be summarized as such:

- Although Uybadin Yücel Plan has established a general structure for the area, the current structure of the area was formed by over than ten Local Plans that were prepared since 1974. Today, the disconnection between the areas, discontinuity of the road network, and the general chaos in the area are consequences of these Local Plans.

- Kazıkiçi Bostanları was suggested as a 'central development zone' by the Ankara Metropolitan Area Master Plan Office. However, because a detailed study (small scale) was not done for the area in this plan either and the plan was not approved until 1982, the area has continued its development according to market conditions.

- For 2015 and 2025 plans the conditions above are valid. But 2015 plan was not approved and 2025 plan has not been approved yet. 2025 plan was later send to Ministry of Construction and Settlement for an approval, but it wasn't brought into a conclusion. The development of the city continued according to the 1990 Plan, which is still valid.

- The contest project that won the first price is a successful project due to taking limitations into consideration, having a low application cost, and changing the general character of the whole area and planning the application process. But the Development Project could be completed in 1998 because of the change in the administration of the Municipality and the Development Project was approved in 2001. Until this time and now the area has been going on its own development.

- Because of the insufficient public ownership, private sector could not undertake the development of Kazıkiçi Bostanları. The private investors also did not attract except from the main axis because The Development Project was accepted the given rights and not suggested a radical development for the area,.

- Even after the plan was completed, the Municipality was unable to show its desire concerning the area's transformation. Offices that were rarely emptied for the area's transformation were filled by others, and as a consequence the area held on to its inner-dynamics.

- Considerable investments that were undertaken after 1990's, such as Atakule, Karum, Sheraton, Hilton, and Armada, were located at the south. This has caused the center to continue developing towards south, instead of developing towards north.

For Kazıkiçi Bostanları, decisions were taken by three Master Plans to be a new CBD and for the application a Development plan was prepared. But starting from the 1970's the area has been going on its development according to its inner dynamics mainly because of its characteristics with respect to classical urban landuse theories and because of the problems in the application processes. Nowadays the Great Municipality and the Governorship envisage vacating some uses from the area but what would be the eventual results of this transformation is not known.

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APPENDIX A

Building Census Results (2000)

Table 1: Building Heights (DİE, 2000)

	Building Height									
DISTRICT	1 Floor	2 Floor	3 Floor	4 Floor	5 Floor	6 Floor	07-09 Floor	10+ Floor	Unknown	Total
Akköprü	127	50	13	15	2		4			211
Altınbaş	44	8	1	7	1			2		63
Evliyaçelebi	402	105	16	56	7				3	589
Yenituran	58	26	1	16	5					106
Zübeydehanım	721	455	189	103	205	7	3	14	7	1704
K. Bostanları Total	**1352**	**644**	**220**	**197**	**220**	**7**	**7**	**16**	**10**	**2673**

Table 2: Building Heights and Physical Situation (DİE, 2000)

		Build. Height									
District	**Physical Situation**	**1 Floor**	**2 Floor**	**3 Floor**	**4 Floor**	**5 Floor**	**6 Floor**	**07-09 Floor**	**10+ Floor**	**Unknown**	**Total**
Akköprü	**Not need renovation**	55	23	9	12	2		4			105
	Simple Renovation	15	5	3	2						25
	Basic Renovation	54	21	1							76
	Unknown	3	1		1						5
Altınbaş	**Not need renovation**	10	1		5						16
	Simple Renovation	25	5	1	2				2		35
	Basic Renovation	2	1								3
	Unknown	7	1			1					9

Table 2: Continued

Evliyaçelebi	**Not need renovation**	283	33	14	45	7				2	384
	Simple Renovation	11	2	1	9						23
	Basic Renovation	12	2	1	1						16
	Must be ruin	84	68								152
	Unknown	12			1					1	14
Yenituran	**Not need renovation**	4	2		10	5					21
	Simple Renovation	2			6						8
	Basic Renovation	10	1								11
	Must be ruin	42	23	1							66
Zübeydehanım	**Not need renovation**	118	64	90	73	199	6	3	14	1	568
	Simple Renovation	129	190	68	24	3	1				415
	Basic Renovation	240	120	24	5	1					390
	Must be ruin	229	76	6						4	315
	Unknown	5	5	1	1	2				2	16
Alan Toplamı	**Not need renovation**	**470**	**123**	**113**	**145**	**213**	**6**	**7**	**14**	**3**	**1094**
	Simple Renovation	**182**	**202**	**73**	**43**	**3**	**1**		**2**		**506**
	Basic Renovation	**318**	**145**	**26**	**6**	**1**					**496**
	Must be ruin	**355**	**167**	**7**						**4**	**533**
	Unknown	**27**	**7**	**1**	**3**	**3**				**3**	**44**
Total		**1352**	**644**	**220**	**197**	**220**	**7**	**7**	**16**	**10**	**2673**

Table 3: Building Heights and Construction Year (DİE, 2000)

		Build. Height									
District	**Ending Date**	**1 Floor**	**2 Floor**	**3 Floor**	**4 Floor**	**5 Floor**	**6 Floor**	**07-09 Floor**	**10+ Floor**	**Unknown**	**Total**
Akköprü	**Before 1929**	7	5	1							13
	1930-1939	1	1								2
	1940-1949	46	25	1							72
	1950-1959	4									4
	1960-1969	35	7	3	3			1			49
	1970-1979	13	4	3	5			1			26
	1980-1989	11	4	3	2			1			21
	1990-2000	8	3	2	3	2		1			19
	Unknown	2	1		2						5

Table 3: Continued

Altınbaş	**Before1929**	4	1								5
	1930-1939	9	1								10
	1940-1949	18	4								22
	1950-1959	7	1		1						9
	1960-1969	3		1							4
	1980-1989	1	1		2	1			2		7
	1990-2000	2			4						6
Evliyaçelebi	**1940-1949**	23	28								51
	1950-1959	273	62	4	1					2	342
	1960-1969	48	7	3	7	1					66
	1970-1979	16	1	1	10						28
	1980-1989	16	5	4	10	3				1	39
	1990-2000	24	2	4	28	3					61
	Unknown	2									2
Yenituran	**1930-1939**	2									2
	1940-1949	11	9								20
	1950-1959	19	12	1							32
	1960-1969	6	3								9
	1970-1979	12			2						14
	1980-1989	2	1		8	2					13
	1990-2000	5	1		6	3					15
	Unknown	1									1
Zübeydehanım	**1940-1949**		1								1
	1950-1959	280	177	34	4	1	1				497
	1960-1969	322	217	83	36	8		1		4	671
	1970-1979	92	39	52	44	30		1		2	260
	1980-1989	20	8	6	9	97	3	1	10	1	155
	1990-2000	5	9	11	9	66	3		4		107
	Unknown	2	4	3	1	3					13
Area Total	**Before 1929**	**11**	**6**	**1**							**18**
	1930-1939	**12**	**2**								**14**
	1940-1949	**98**	**67**	**1**							**166**
	1950-1959	**583**	**252**	**39**	**6**	**1**	**1**			**2**	**884**
	1960-1969	**414**	**234**	**90**	**46**	**9**		**2**		**4**	**799**
	1970-1979	**133**	**44**	**56**	**61**	**30**		**2**		**2**	**328**
	1980-1989	**50**	**19**	**13**	**31**	**103**	**3**	**2**	**12**	**2**	**235**
	1990-2000	**44**	**15**	**17**	**50**	**74**	**3**	**1**	**4**		**208**
	Unknown	**7**	**5**	**3**	**3**	**3**					**21**
Total		**1352**	**644**	**220**	**197**	**220**	**7**	**7**	**16**	**10**	**2673**

Table 4. Building Use Type (DİE, 2000)

	Use Type														
DISTRICT	**Residential**	**Mostly Residential**	**Mostly Office**	**Commercial**	**Industrial**	**Education**	**Health**	**Social**	**Sports**	**Governmental**	**Religious**	**Mix**	**Other**	**Unknown**	**Total**
AKKÖPRÜ	38			83	14			4	12	9		49	2		211
ALTINBAŞ	13			14	18					3		13	2		63
EVLİYAÇELEBİ	144	28	2	143	251	2						13	5	1	589
YENİTURAN	44	12	1	41	2	1						5			106
ZÜBEYDEHANIM	208	170	7	346	707					41	3	214	8		1704
K. BOSTANLARI TOTAL	**447**	**210**	**10**	**627**	**992**	**3**		**4**	**12**	**53**	**3**	**294**	**17**	**1**	**2673**
ALTINDAĞ TOTAL	49605	2776	339	4543	2369	122	44	88	19	229	144	1550	170	22	62043
ANKARA TOTAL	248727	21126	1590	14725	9575	1289	259	556	107	2232	571	2553	1260	54	304846

Table 5. Building Use Type and Construction Year (DİE, 2000)

		Use Type														
District	**Ending Date**	**Residential**	**Mostly Residential**	**Mostly Office**	**Commercial**	**Industrial**	**Education**	**Health**	**Social**	**Sports**	**Governmental**	**Religious**	**Mix**	**Other**	**Unknown**	**Total**
AKKÖPRÜ	**Before 1929**										3		10			13
	1930-1939								1	1						2
	1940-1949	31			28	4							9			72
	1950-1959				1					1			2			4
	1960-1969				25	8				4	2		10			49
	1970-1979	5			8	2			1	1	3		5	1		26
	1980-1989	1			8				1	5	1		4	1		21
	1990-2000				11				1				7			19
	Unknown	1			2								2			5
ALTINBAŞ	**Before 1929**	2				2					1					5
	1930-1939				2	7							1			10
	1940-1949	10			6	3							3			22
	1950-1959	1			1	4							3			9
	1960-1969					1							1	2		4
	1980-1989				3						1		3			7
	1990-2000				2	1					1		2			6
EVLİYAÇELEBİ	**1940-1949**	45	1		5											51
	1950-1959	70	1	2	83	180	1						3	2		342
	1960-1969	11	3		17	31	1						1	2		66
	1970-1979	9	1		7	11										28
	1980-1989	5	5		13	12							3		1	39
	1990-2000	4	17		16	17							6	1		61
	Unknown				2											2

Table 5. Continued

YENİTURAN	**1930-1939**	1			1											2
	1940-1949	12	3	1	4											20
	1950-1959	24	3		5											32
	1960-1969	4	1		4											9
	1970-1979		1		12								1			14
	1980-1989	1	2		8								2			13
	1990-2000	1	2		7	2	1						2			15
	Unknown	1														1
ZÜBEYDEHANIM	**1940-1949**												1			1
	1950-1959	16	3	1	49	343					15	1	69			497
	1960-1969	60	16		150	299					15	1	126	4		671
	1970-1979	67	34	5	89	42					7		12	4		260
	1980-1989	36	71		34	7					4		3			155
	1990-2000	26	44	1	23	11						1	1			107
	Unknown	3	2		1	5							2			13
Area Total	**Before 1929**	**2**				**2**					**4**		**10**			**18**
	1930-1939	**1**			**3**	**7**			**1**	**1**			**1**			**14**
	1940-1949	**98**	**4**	**1**	**43**	**7**							**13**			**166**
	1950-1959	**111**	**7**	**3**	**139**	**527**	**1**			**1**	**15**	**1**	**77**	**2**		**884**
	1960-1969	**75**	**20**		**196**	**339**	**1**			**4**	**17**	**1**	**138**	**8**	**1**	**799**
	1970-1979	**81**	**36**	**5**	**116**	**55**			**1**	**1**	**10**		**18**	**5**		**328**
	1980-1989	**43**	**78**		**66**	**19**			**1**	**5**	**6**		**15**	**1**		**235**
	1990-2000	**31**	**63**	**1**	**59**	**31**	**1**		**1**		**1**	**1**	**18**	**1**		**208**
	Unknown	**5**	**2**		**5**	**5**							**4**			**21**
Total		**446**	**210**	**10**	**627**	**992**	**3**		**4**	**12**	**53**	**3**	**294**	**17**	**1**	**2673**

Table 6. Building Use Type and Floor Area (m2) (DİE, 2000)

		Use Type														
District	**Floor Area**	**Residential**	**Mostly Residential**	**Mostly Office**	**Commercial**	**Industrial**	**Education**	**Health**	**Social**	**Sports**	**Governmental**	**Religious**	**Mix**	**Other**	**Unknown**	**Total**
AKKÖPRÜ	**Between 0001-0049 M2**	6			29	7							1	1		44
	Between 0050-0074 M2	7			8	4			1							20
	Between 0075-0099 M2	10			3	2							5	1		21
	Between 0100-0149 M2	13			7						1		4			25
	Between 0150-0199 M2	1			2								2			5
	Between 0200-0299 M2				6					2	2		4			14
	Between 0300-0399 M2	1			5				1		1		3			11
	Between 0400-0499 M2				1					1			3			5
	Between 0500-0749 M2				7					2	1		4			14
	Between 0750-0999 M2				5						1		6			12
	Between 1000-1999 M2				7	1			1	5	2		10			26
	Between 2000-4999 M2				3					1	1		4			9
	5000+ M2								1	1			3			5

Table 6. Continued

ALTINBAŞ	**Between 0001-0049 M2**	1			3	6					1		2			13
	Between 0050-0074 M2	4			2	2							1			9
	Between 0075-0099 M2	2			1								1			4
	Between 0100-0149 M2	3			1	4					1		2			11
	Between 0150-0199 M2				1	2										3
	Between 0200-0299 M2	3			2	3							1	2		11
	Between 0300-0399 M2					1										1
	Between 0400-0499 M2				1								1			2
	Between 0500-0749 M2				1											1
	Between 1000-1999 M2												1			1
	Between 2000-4999 M2				2						1		4			7
EVLİYAÇELEBİ	**Between 0001-0049 M2**	14		1	79	130							2	2		228
	Between 0050-0074 M2	63	1		27	38							1	1		131
	Between 0075-0099 M2	29	1		14	45							1	1		91
	Between 0100-0149 M2	7		1	4	7										19
	Between 0150-0199 M2	1			3	11							1			16
	Between 0200-0299 M2	14	4		4	11							1			34
	Between 0300-0399 M2	10	12		3	7							2			34
	Between 0400-0499 M2	3	4		3									1		11
	Between 0500-0749 M2	1	4		1	1							1			8
	Between 0750-0999 M2		2		1								1			4
	Between 1000-1999 M2	2			3		1						1			7
	Between 2000-4999 M2				1	1	1						1			4
	5000+ M2												1			1
	Unknown														1	1
YENİTURAN	**Between 0001-0049 M2**				5											5
	Between 0050-0074 M2	8			3	1										12
	Between 0075-0099 M2	13														13
	Between 0100-0149 M2	13	2		6											21
	Between 0150-0199 M2	2	2	1	4											9
	Between 0200-0299 M2	7	2		4											13
	Between 0300-0399 M2	1	3		10								1			15
	Between 0400-0499 M2		1		1											2
	Between 0500-0749 M2		2		3	1										6
	Between 0750-0999 M2				1											1
	Between 1000-1999 M2				1								1			2
	Between 2000-4999 M2				3		1						3			7
ZÜBEYDEHANIM	**Between 0001-0049 M2**	3			60	90							2	1		156
	Between 0050-0074 M2	15			48	136					1		22			222
	Between 0075-0099 M2	5			15	92					1		41			154
	Between 0100-0149 M2	42	4	2	89	188					4		80	2		411
	Between 0150-0199 M2	48	19	2	41	142					4		47	1		304
	Between 0200-0299 M2	76	118	2	29	33					8	1	11			278
	Between 0300-0399 M2	17	23	1	39	13					4		4			101
	Between 0400-0499 M2	1	2		12	7					13	2	3			40
	Between 0500-0749 M2	1	4		11	5					5		3	4		33
	Between 0750-0999 M2				2	1					1		1			5

Table 6. Continued

Area Total	**Between 0001-0049 M2**	**24**		**1**	**176**	**233**					**1**		**7**	**4**		**446**
	Between 0050-0074 M2	**97**	**1**		**88**	**181**			**1**		**1**		**24**	**1**		**394**
	Between 0075-0099 M2	**59**	**1**		**33**	**139**					**1**		**48**	**2**		**283**
	Between 0100-0149 M2	**78**	**6**	**3**	**107**	**199**					**6**		**86**	**2**		**487**
	Between 0150-0199 M2	**52**	**21**	**3**	**51**	**155**					**4**		**50**	**1**		**337**
	Between 0200-0299 M2	**100**	**124**	**2**	**45**	**47**				**2**	**10**	**1**	**17**	**2**		**350**
	Between 0300-0399 M2	**29**	**38**	**1**	**57**	**21**			**1**		**5**		**10**			**162**
	Between 0400-0499 M2	**4**	**7**		**18**	**7**				**1**	**13**	**2**	**7**	**1**		**60**
	Between 0500-0749 M2	**2**	**10**		**23**	**7**				**2**	**6**		**8**	**4**		**62**
	Between 0750-0999 M2		**2**		**9**	**1**					**2**		**8**			**22**
	Between 1000-1999 M2	**2**			**11**	**1**	**1**		**1**	**5**	**2**		**13**			**36**
	Between 2000-4999 M2				**9**	**1**	**2**			**1**	**2**		**12**			**27**
	5000+ M2								**1**	**1**			**4**			**6**
	Unknown														**1**	**1**
Total		**447**	**210**	**10**	**627**	**992**	**3**		**4**	**12**	**53**	**3**	**294**	**17**	**1**	**2673**

Table 7. Building Use Type and Heights (DİE, 2000)

		Use Type														
District	**Building Heights**	**Residential**	**Mostly Residential**	**Mostly Office**	**Commercial**	**Industrial**	**Education**	**Health**	**Social**	**Sports**	**Governmental**	**Religious**	**Mix**	**Other**	**Unknown**	**Total**
AKKÖPRÜ	**1 Floor**	24			60	12			1	6	4		18	2		127
	2 Floor	14			16	1			3	3			13			50
	3 Floor					1				2	2		8			13
	4 Floor				4					1	2		8			15
	5 Floor				1								1			2
	07-09 Floor				2						1		1			4
EVLİYAÇELEBİ	**1 Floor**	56	1	1	115	223							3	3		402
	2 Floor	64	1	1	16	20							2	1		105
	3 Floor	2	1		5	5	1						1	1		16
	4 Floor	20	23		5	2	1						5			56
	5 Floor	2	2		1								2			7
	Unknown				1	1									1	3
YENİTURAN	**1 Floor**	23	2		32	1										58
	2 Floor	18	5	1	2											26
	3 Floor	1														1
	4 Floor	1	4		5	1	1						4			16
	5 Floor	1	1		2								1			5
ZÜBEYDEHANIM	**1 Floor**	21		1	188	374					27	3	99	8		721
	2 Floor	11	1	2	89	273					6		73			455
	3 Floor	50	13	3	35	51					4		33			189
	4 Floor	50	23		16	5							9			103
	5 Floor	75	125	1	1	1					2					205
	6 Floor		3		3	1										7
	07-09 Floor					1					2					3
	10+ Floor	1	4		9											14
	Unknown		1		5	1										7

Table 7. Continued

ALTINBAŞ	**1 Floor**	8			10	17					3		4	2		44
	2 Floor	5			1								2			8
	3 Floor												1			1
	4 Floor				1	1							5			7
	5 Floor												1			1
	10+ Floor				2											2
Area Total	**1 Floor**	**132**	**3**	**2**	**405**	**627**			**1**	**6**	**34**	**3**	**124**	**15**		**1352**
	2 Floor	**112**	**7**	**4**	**124**	**294**			**3**	**3**	**6**		**90**	**1**		**644**
	3 Floor	**53**	**14**	**3**	**40**	**57**	**1**			**2**	**6**		**43**	**1**		**220**
	4 Floor	**71**	**50**		**31**	**9**	**2**			**1**	**2**		**31**			**197**
	5 Floor	**78**	**128**	**1**	**5**	**1**					**2**		**5**			**220**
	6 Floor		**3**		**3**	**1**										**7**
	07-09 Floor				**2**	**1**					**3**		**1**			**7**
	10+ Floor	**1**	**4**		**11**											**16**
	Unknown		**1**		**6**	**2**									**1**	**10**
Total		**447**	**210**	**10**	**627**	**992**	**3**		**4**	**12**	**53**	**3**	**294**	**17**	**1**	**2673**

Table 8. Floor Area (m2) (DİE, 2000)

DISTRICT	**0001-0049 M²**	**0050-0074 M²**	**0075-0099 M²**	**0100-0149 M²**	**0150-0199 M²**	**0200-0299 M²**	**0300-0399 M²**	**0400-0499 M²**	**0500-0749 M²**	**0750-0999 M²**	**1000-1999 M²**	**2000-4999 M²**	**5000+ M²**	**UNKNOWN**	**TOTAL**
AKKÖPRÜ	44	20	21	25	5	14	11	5	14	12	26	9	5		211
ALTINBAŞ	13	9	4	11	3	11	1	2	1		1	7			63
EVLİYAÇELEBİ	228	131	91	19	16	34	34	11	8	4	7	4	1	1	589
YENİTURAN	5	12	13	21	9	13	15	2	6	1	2	7			106
ZÜBEYDEHANIM	156	222	154	411	304	278	101	40	33	5					1704
AREA TOTAL	**446**	**394**	**283**	**487**	**337**	**350**	**162**	**60**	**62**	**22**	**36**	**27**	**6**	**1**	**2673**

Table 9. Floor Area (m2) and Building Heights (DİE, 2000)

		Floor Area													
District	**Building Heights**	**0001-0049 M²**	**0050-0074 M²**	**0075-0099 M²**	**0100-0149 M²**	**0150-0199 M²**	**0200-0299 M²**	**0300-0399M²**	**0400-0499 M²**	**0500-0749 M²**	**0750-0999 M²**	**1000-1999 M²**	**2000-4999 M²**	**5000+ M²**	**UNKNOWN**	**TOTAL**
AKKÖPRÜ	**1 Floor**	38	14	19	14	3	11	6	2	7	5	6	2			127
	2 Floor	6	6	2	11	1	2	3	1	3	3	6	3	3		50
	3 Floor					1		1	1		3	6	1			13
	4 Floor						1	1	1	1	1	6	2	2		15
	5 Floor									1			1			2
	07-09 Floor									2		2				4

Table 8. Continued

ALTINBAŞ	**1 Floor**	13	6	2	8	3	9	1	1				1			44
	2 Floor		2	2	2		1						1			8
	3 Floor				1											1
	4 Floor						1		1	1		1	3			7
	5 Floor												1			1
	10+ Floor		1										1			2
EVLİYAÇELEBİ	**1 Floor**	211	95	60	9	10	9	6		1	1					402
	2 Floor	15	35	30	9	3	8	1	3	1						105
	3 Floor			1	1	1	5	3	2			2	1			16
	4 Floor		1			2	11	22	5	6	3	3	3			56
	5 Floor						1	2	1			2		1		7
	Unknown	2													1	3
YENİTURAN	**1 Floor**	5	11	10	11	5	6	8	1	1						58
	2 Floor		1	3	10	4	5	1		2						26
	3 Floor						1									1
	4 Floor							5	1	3		2	5			16
	5 Floor						1	1			1		2			5
ZÜBEYDEHANIM	**1 Floor**	148	211	118	148	25	19	18	19	15						721
	2 Floor	2	11	34	198	157	35	8	6	4						455
	3 Floor			2	42	76	43	12	9	4	1					189
	4 Floor				20	25	41	13		1	3					103
	5 Floor				3	21	137	41	2	1						205
	6 Floor						2	2	1	2						7
	07-09 Floor								1	1	1					3
	10+ Floor							7	2	5						14
	Unknown	6					1									7
Area Total	**1 Floor**	**415**	**337**	**209**	**190**	**46**	**54**	**39**	**23**	**24**	**6**	**6**	**3**			**1352**
	2 Floor	**23**	**55**	**71**	**230**	**165**	**51**	**13**	**10**	**10**	**3**	**6**	**4**	**3**		**644**
	3 Floor			**3**	**44**	**78**	**49**	**16**	**12**	**4**	**4**	**8**	**2**			**220**
	4 Floor		**1**		**20**	**27**	**54**	**41**	**8**	**12**	**7**	**12**	**13**	**2**		**197**
	5 Floor				**3**	**21**	**139**	**44**	**3**	**2**	**1**	**2**	**4**	**1**		**220**
	6 Floor						**2**	**2**	**1**	**2**						**7**
	07-09 Floor								**1**	**3**	**1**	**2**				**7**
	10+ Floor		**1**					**7**	**2**	**5**			**1**			**16**
	Unknown	**8**					**1**								**1**	**10**
Total		**446**	**394**	**283**	**487**	**337**	**350**	**162**	**60**	**62**	**22**	**36**	**27**	**6**	**1**	**2673**

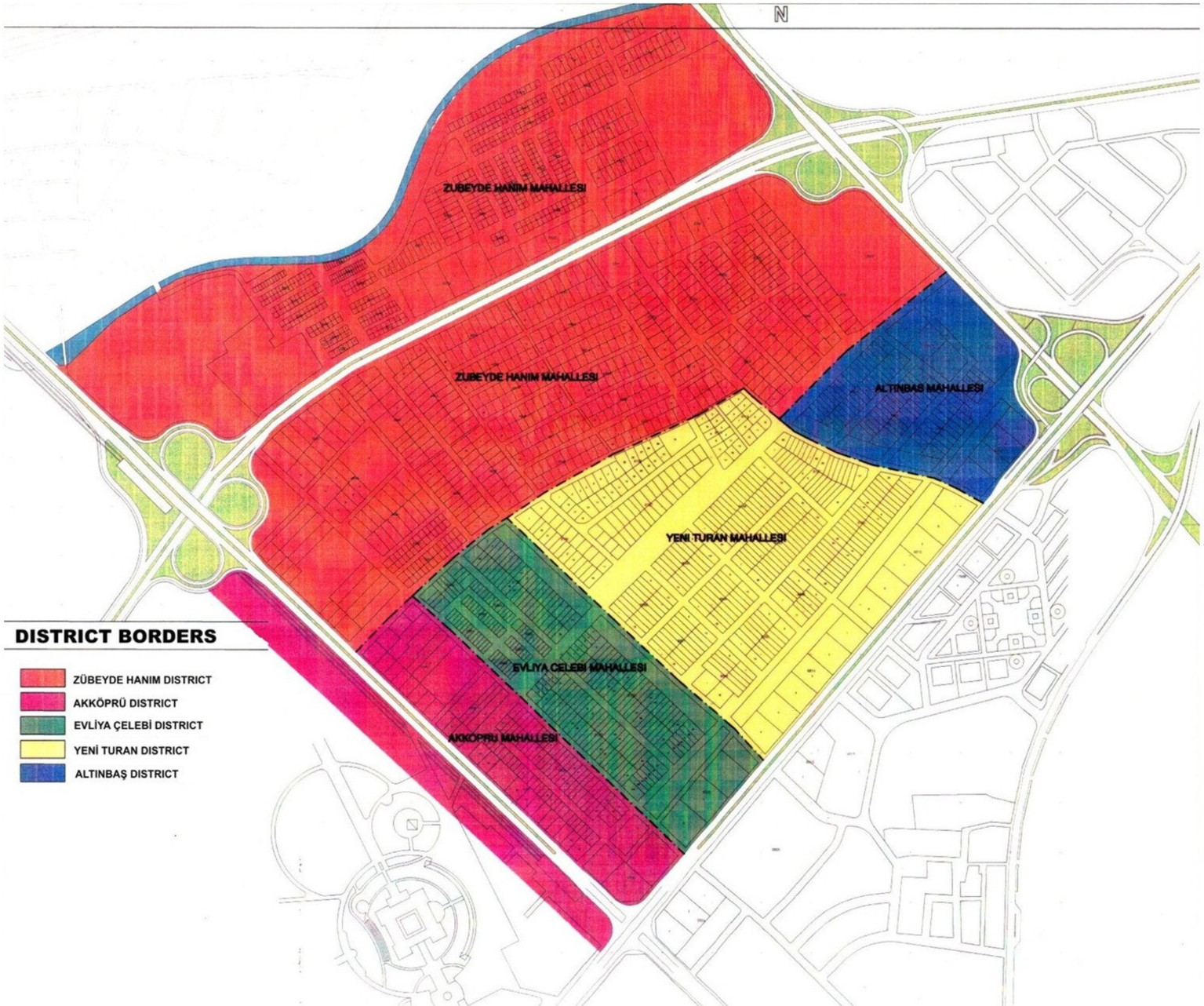

Figure 1. District Borders in Kazıkiçi Bostanları (1998)

Source: Greater Municipality of Ankara, 1998