

ROLE OF DESIGN CONTROL ON URBAN FORM:

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ABSTRACT

ROLE OF DESIGN CONTROL ON URBAN FORM:

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In Turkey while the production of urban space is based on individual plots in the inner areas of the city, urban peripheral areas face development based on the scale of urban block or neighbourhood. Although such a development pattern carries potentials to produce qualified urban forms, it is mainly characterized with its fragmented structure and lack of public spaces. Thus, aim of the thesis is to explain the deficiencies and potentials of design control practice in Turkey, specifically in peripheral areas.

Evaluating the contemporary approaches in design control, the thesis provides a theoretical framework that elaborates the procedural and substantive dimensions of design control. It is proposed that the interrelation between the dimensions of design control cannot be conceived without considering the ways of control on private property.

Therefore, the peculiar characteristics of Turkish design control -which is mainly derived from property relations- is evaluated within the framework provided in the theoretical part through a procedural and morphological analysis of Çayyolu area. It is argued that design control in Turkey, focusing on quantitative dimensions of urban form, disregards qualitative aspects that necessitate the consideration of elements of urban form and their morphological characteristics.

Finally, it is claimed that urban design problem in Turkey cannot be reduced simply to the domination of private interests in planning process but it is actually a matter of planning understanding which suffers from its poor insight on the idea of design. In this respect, a reconstruction of planning mechanism around the focus of “design control” is a necessity for an effective public control on private property.

Keywords: urban design, design control, urban morphology, ayyolu

ÖZ

KENTİN BİÇİMİNDE TASARIM DENETİMİNİN ROLÜ

ANKARA ÇAYYOLU

Ceylan Kızıldaş, Aybike

Doktora, Şehir ve Bölge Planlama

Danışman, Doç. Dr. Baykan Günay

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Türkiye’de kentsel mekanın üretimi kentin iç bölgelerinde tekil parsellere dayalıyken, kentin çeper alanlarında yapı adası veya mahalle ölçekli gelişim yoluyla gerçekleşmektedir. Bu tür bir gelişme örüntüsü, nitelikli kentsel biçimler üretme potansiyelleri taşısa da, temelde parçalanmış yapısı ve kamusal mekanların eksikliği nedenleriyle eleştirilmektedir. Bu tezin amacı Türkiye’de, özellikle de kentsel çeper alanlarında, tasarım denetimi pratiğinin kusurlarını ve potansiyellerini açıklamaktır.

Bu çalışma, tasarım denetimine yönelik güncel yaklaşımları değerlendirerek tasarım denetiminin prosedürel ve özsel boyutlarını açımlayan bir kuramsal çerçeve sunmaktadır. Tasarım denetiminin boyutları arasındaki karşılıklı ilişkilerin özel mülkiyet üzerindeki denetim yollarını göz önüne almadan kavranamayacağı ileri sürülmektedir.

Dolayısıyla, Türkiye’de tasarım denetiminin mülkiyet ilişkilerinden çıkarsanan özgün nitelikleri, Çayyolu bölgesinin prosedürel ve morfololik çözümlemesi yoluyla, kuramsal kısımda önerilen çerçeve içinde değerlendirilmiştir. Türkiye’de tasarım denetiminin, kentsel mekanın niceliksel boyutlarına odaklanırken mekanın biçimsel öğelerine ve morfolojik özelliklerine dayanan niteliksel yanlarını göz ardı ettiği vurgulanmıştır.

Sonuç olarak, Türkiye’de kentsel tasarım sorununun yalnızca özel çıkarların planlama sürecindeki başatlığına indirgenemeyeceği, bunun aslında tasarım düşüncesi açısından içgörüsü zayıf bir planlama anlayışı meselesi olduğu ileri sürülmüştür. Bu açıdan, planlama mekanizmasında “tasarım denetimi” odaklı bir yeniden-yapılanma, özel mülkiyet üzerinde etkin bir kamusal denetim için zorunluluktur.

Anahtar Sözcükler: kentsel tasarım, tasarım denetimi, kentsel morfoloji, Çayyolu

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CHAPTER I

INTRODUCTION

1.1. PROBLEM STATEMENT AND AIM OF THE STUDY

In Turkey there is a prevalent dissatisfaction about the morphological characteristics of planned urban areas. This dissatisfaction for long has been directed to the inner city areas where the monotony and dullness of apartment blocks prevailed (Günay, 2001; Baş, 2003). This was a time when the production of urban space was mainly based on the development of individual plots by small-scale developers. Accordingly the planning system produced development plans in order to give development rights to plots without any qualitative concern.

However the urban space has experienced a considerable change in its formation processes after the 1980's. This was the starting of a period for Turkey which Şengül (2001) defines as "urbanization of capital". In this period urban peripheral development took place on the one hand by state support to housing market through Administration of Mass Housing and on the other by the increasing investment of large capital on urban space. This also differentiated the actors involved in the development process where small capitalists gave way to corporate capitalists in the production of the urban space (Tekeli, 1991).

This trend, complemented with the search of middle class for better housing environments, became the driver of the formation of urban periphery. However the morphological qualities of planned urban peripheries have become even more problematic than the core areas stemming from their peculiar characteristics of formation.

The problem in these new formations is **first** of all, as a product of land-use planning approach based on law no 3194 development plans lack any design concern. They are the product of a mechanistic understanding based on merely technical considerations or at most bio-physical concerns resulting in some **quantitative** criteria for development. These criteria act on the scale of single plot by-passing the meso-scale decisions, which form the domain of urban design. While this plot-based understanding results in **total control** in urban core, it results in **flexibility as “lack of control”** in urban periphery where the size of a single parcel may correspond to a block or even a neighbourhood. Planning process disregarding any concern for design control in such areas provides only the **minimum criteria** and an “anything goes” approach prevails, which brings the **spontaneity of market** to be the main determinant of urban form in the peripheral developments.

In this case, when the development process is totally left to the market, the **morphological outcome** is a highly heterogenous and **fragmented** area looking at a low level of resolution. The parts making up the urban fringe do not contribute to a whole, they merely remain as **accumulation of parcels** even if these developments within themselves fulfill some qualitative criteria. This indifference of elements to each other, is also outcome of lack of structure which has the strength of organizing parts and on the next level **lack of public spaces** which is the most significant problem in peripheral formations.

The **hypothesis** of the study is that planning process in Turkey is insufficient in controlling the formation of urban space which is even more apparent in the peripheral areas. This is basically because planning without design control can not cope with the qualitative aspects of urban form where property boundaries are enlarged. Design control require considering the morphological characteristics of urban space. Therefore it is argued that design control based on morphological criteria should be an integral part of planning system for the quality of urban spaces. Within this frame the basic aim of the study is to investigate the effects of Turkish planning mechanisms as a design control system; as they regard to the contemporary urban formations.

1.2. THEORETICAL FRAMEWORK OF THE THESIS

According to Günay (2006:20) 'urbanism' is "the process of forming and sustaining the urban environment", different from planning. It is an act involving planning, urban design and architecture, which are in our practices of urban formation separate from each other (Günay, 2006: 20). Design control is the operational part of urban design as an integrative mechanism which provides the relation between the disciplines of planning and architecture.

Within the framework of part-whole relationships this separation between the disciplines reveals itself as the disconnection between actors who shape urban form in the procedural dimension, while in the substantive dimension this separation is revealed as the indifference of elements of urban form to each other.

Therefore design control is handled from two dimensions: substantive and procedural. While the procedural dimension is related with the *degree of control* and *mechanisms and tools* utilized for control, substantial dimension of design control are related with the *scope of control*. Therefore the theoretical part of the thesis is composed of two parts: the first part dealing with procedural issues of design control and the second part dealing with the substantive issues of design control.

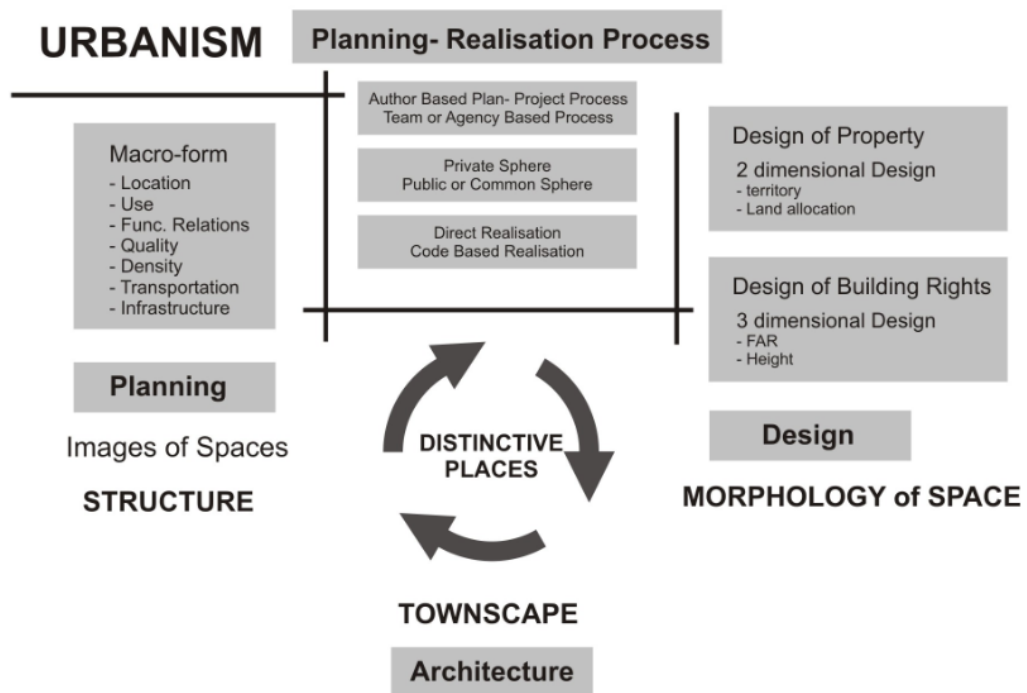


Figure 1.1. Urbanism as the integration of planning, urban design and architecture. (redrawn based on Günay,2006a)

Procedural Dimension of Design Control

Procedural dimension of design control is related with definitions of property rights, the types of investments in property market and the legal control mechanisms that are used in the readjustment of property directly determines the formation of urban space. The interests of property owners, the influence of market actors on planning processes restricts the opportunities of planners to control the formation of urban space in accordance with the needs of users and inhabitants. And in many cases, the market tendencies might render existing planning decisions invalid.

On the other hand design control actually means control of private property, therefore the morphological characteristics of the urban space which correspond to certain qualitative aspects is a function of design control and property relations, as

design control does not totally determine the built form but '**redefine the opportunity space of the property owners**'.

Therefore there is a need for control that is **both flexible** enough to deal with the complex nature of development but at the same time **pro-active** to fulfill the qualitative concerns of design control.

On the other hand emergence of urban design as a distinct profession in the 1960's brought its institutionalization in 1980's as "**public policy**" in order to fill the gap between the two professions of planning and architecture (Barnett,1974; Günay, 1999, Punter,2002). Urban design has been defined as a proactive tool. Rather than producing an end state product for the built environment, it was necessary to provide for the context and guide the actions of the other actors involved in the formation of urban space with regard to the new conceptualization of urban design. Therefore it is handled as a process.

The theoretical review in the second chapter mainly deals with such procedural issues of design control, and mainly focus on the degree and type of control problematic and mechanisms of design control.

Within the framework of the study urban design is simply taken as (re) design of property relations (Günay, 1999b) which brings that urban design in two dimensions is the design of the real property pattern which is the urban layout, and design in the 3rd dimension is the determination of development rights and the outcome of these two processes produce morphology of the area. Therefore, while the structure is a function of planning, **morphological characteristics of an area is a function of design control and property relations.**

On the other hand it would be naive to expect that right procedures directly result in the formation of qualitative environments and well defined public spaces. Therefore we should recall Sternberg's (2000) emphasis for the **need to complement procedural theory with substantive theory** and fill the appropriate procedures for design control with content. Therefore procedures of design control should be fed with substantive knowledge on urban form and criteria for urban quality that has been neglected with planning's limited focus on technical criteria.

Substantive Dimension of Design Control

Within the framework of urban design substantive issues correspond to ones that deal with “patterns of the built environment and what they afford to people” (Lang, 2005:364) which make up mainly the **qualitative** dimensions of urban form. Actually emergence of urban design as a profession is the outcome of the neglect of qualitative issues in urban space.

According to Bentley and Butina (1990:66) this neglect is actually caused by the before mentioned gaps between the conventional disciplines of architecture and planning. Tibbalds (1988, in Carmona; 2003: 55) calls this gap as the ‘great alibi’ and mentions that it occurred as “planning has become less physical in nature and more social science orientated, abandoning its old civic design routes, while the rapid reduction in architects/planners that resulted prevented architecture from filling the gap. In this alibi the disciplines blamed each other for the declining urban quality” (Carmona, 2003). Mc Glynn (1994) stresses that **public realm** is the direct outcome of this gap:

Architecture’s clear concern was with the design and production of buildings within a defined site. Planning took responsibility for the general disposition of land uses through policy formulation and plan making.....it became clear that the gap was the public realm itself! the void between buildings, the streets and spaces which constitute out everyday experience of urban places.

Urban morphology provides a framework in this respect. Urban morphology is significant for urban designers as Whitehand (2005) observes “an important part of urban design is the creation of urban form. It is reasonable that the discipline that has as its central purpose the understanding of urban form should contribute to both the theory and practice of designing that form”. Kropf (2005 :17) also makes a similar point; “The primary concern of urban morphology is the structure of urban form. So, if an understanding of internal structure is essential to successful ‘**manipulation**’ of a material, urban morphology is essential to urbanism and urban design.” Also Larkham (2005: 22) mentions that, “both quantitative and qualitative

aspects of urban form are often ascribed to a considerable extent, to such physical characteristics as size, scale and relative proportions of various elements”.

These substantive issues for design control constitute the subject of the **third chapter**. The main focus will be on the relationships between the elements of urban form as parts in terms of their effects for the formation of public spaces of a district as a whole.

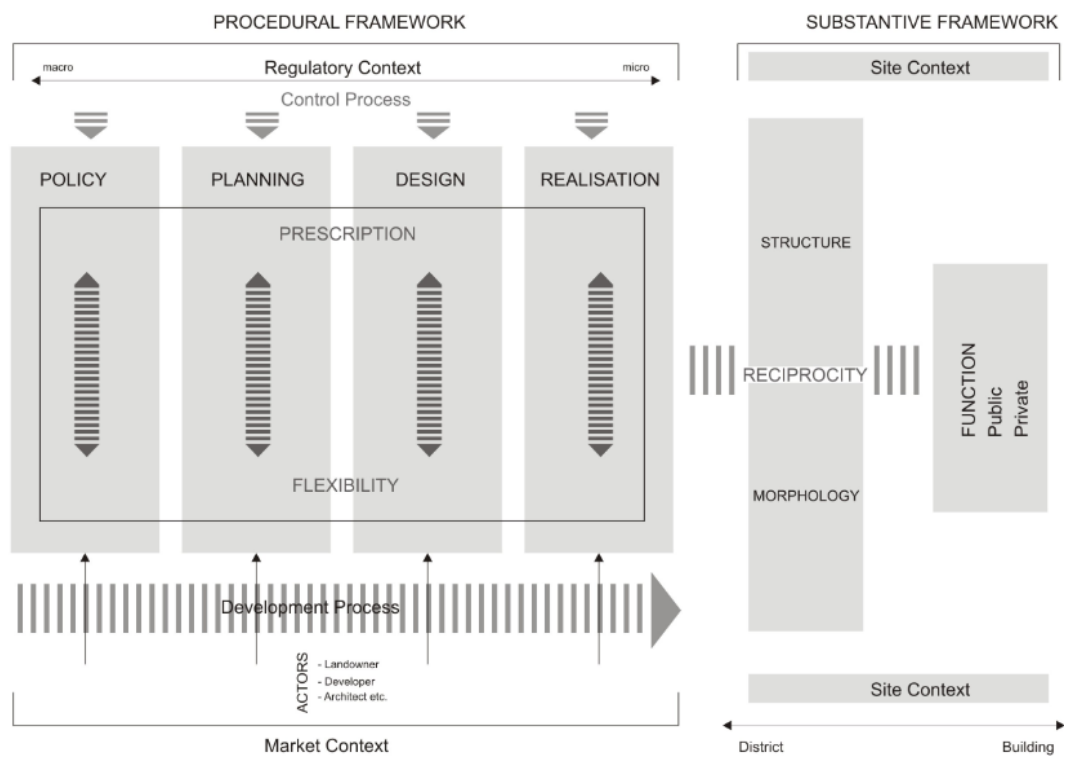


Figure 1.2. Theoretical Framework of the Study

1.3. ÇAYYOLU AS THE AREA OF FIELD STUDY

There is a lack of studies concerning the contemporary formations which is mentioned by some various scholars (Moudon, 1997, Levy, 1999,2005,Pinzon-Cortes, 2006). Also Moudon (1997:9) mentions that:

Most urban morphological research has focused on historic European cities, a double limitation which may seem to hinder practical applications in today's world. There is a need for research to address the unprecedented expansion of cities over the course of this century, and a need to direct this research at cities that have grown in non- European cultures.

In fact the main characteristics of the planned urban forms in Turkey depends on the changes in the role of capital in the production of built environment. As Tekeli (1991; 168) indicates, the typical development pattern of planned areas in Turkey is a result of the small capital investments called "build and sell". However, the appearance of a differentiated and loose pattern of the peripheral areas like Çayyolu is an outcome of the increasing role of large capitalists in the production of built environment.

Therefore significance of Çayyolu stems from the fact that changing property relations at different periods are crystallized on urban space. Although at the beginning of its development, it was proposed that Çayyolu would be developed by market, state also had been active in the development process. However, the degree of control has diminished to a large extent, or we may say became more reactive to market tendencies and development began to be shaped by market imperatives. Therefore the degree of control varies at different periods.

Hence a study on the morphological characteristics of Çayyolu and linking it with processes of planning in order to define its deficiencies and potentials is a significant task, as as it not only displays the formation process of a particular place but also displays the future formation of our cities and the capability of planning mechanism to deal with such formations.

However before empirical analysis it is necessary to evaluate the regulatory context within which urban formation takes place in Turkey. In order to understand the role of planning system as a design control mechanism in Turkey first it is necessary to

analyze the current tools defined in the regulatory framework and how they respond to the substantive issues defined in the third chapter. So the **fourth chapter** involves analysis of the Turkish regulatory context. Only then can a more elaborate understanding of planning mechanism and its tools can be made through a site-specific analysis of Çayyolu.

Therefore in the **fifth chapter**, in order to understand the morphological characteristics as an outcome of formation processes of Çayyolu and the role of design control in this process, a detailed empirical investigation will be made, based on the morphological analysis of the site and the investigation of the planning processes, tools and codes that have been used in the formation of Çayyolu.

So the study is mainly about controlling the form of urban space. It is mainly related with the operational dimension of urban design, that is design control and the way it responds to contemporary formations. Thus the mechanisms and tools to be utilized for design control and the way they are utilized by planners are all to be scrutinized within the study. The empirical research in Çayyolu will provide a detailed understanding of the formation way of urban space in peripheral areas and the role of current control mechanisms.

1.3.1. Method Of Analysis

The empirical analysis is based on morphological analysis. The object of morphological analysis is the elements of urban form, their internal structure and their interrelations. Also these elements are not seen “as static but as organisms constantly changing over time”, also being in a dynamic interrelationship in which “built structures shaping and being shaped by the open spaces around them, public streets serving and being used by private land owners along them” (Moudon, 1997:3).

Larkham (2005), Moudon (1997) and Whitehand (2001, 2005) identify the relationships between urban morphology and planning as one of the main concerns of the British school which centres around the work of M.R.G. Conzen, who

developed a technique called 'town-plan analysis.' The town plan in turn contains three complexes of plan element:

- *Streets* and their arrangement into a *street-system*
- *Plots* (or lots) and their aggregation into *street-blocks*
- Buildings, in the form of the *block-plans*.

Apart from the dynamic relationship between elements, the city is seen as a continuous process of land development which emerges through an incremental process; "area by area, project by project, house by house." (Moudon, 1995:124). For this reason the term urban morphogenesis is utilized instead of urban morphology. Moudon (1995:124) emphasizes that this dynamic approach is useful in **linking urban form to the practices of planning** and "explains urban form in the way it is planned, designed, built, and rebuilt".

Therefore morphological analysis is valid for this study which aims to link the contemporary urban form to the practices of design control as part of planning processes.

1.3.2. Data For Morphological Analysis

The empirical part of the research relies on two main sources of data. The group of data is related with the planning documents, which consist of development plans and plan notes which provide for design control both as maps and codes. The second group of data show the realization of these decisions and show the area as built.

Data On Planning Conditions For The Site

Development Plans for the Area: The first set of data is about the plan conditions for the area. The plans have been acquired from Yenimahalle Municipality in Netcad. These maps show the two-dimensional pattern; the street-block pattern and parcellation and the building codes that are related with three dimensional form, the arrangement of buildings, FAR or height determinations. Therefore the plan database provides information on the plan conditions regarding the morphology of

urban space both structure and form. Apart from the database in Netcad, the archival data was acquired from Yenimahalle and Çankaya Municipalities and Greater Municipality of Ankara. These are obtained through photography work of archival records. These are evaluated through a content analysis.

Plan Notes: Plan notes display the additional codes for the development of the area. Most of them were obtained from the Yenimahalle Municipality and Çankaya Municipality as Word Documents, and some are obtained on the map. These are evaluated through a content analysis.

Data On Existing Situation Of The Site

Google Earth Data: The Google Earth Data is based on 2009 aerial view.

Maps showing existing situation of the site: The second set of data is the **existing situation** of the study area in Micro Station which was last updated by the Greater Municipality in 2000. This data has been obtained from the Greater Municipality of Ankara in 1/5000 scale. It includes the roads, buildings and parcels. The data has been **updated** based on **aerial photography** provided by Google Earth based on **2009 aerial view in Auto Cad**. This update includes the road pattern and the buildings. Therefore a new map has been obtained showing the 2009 data in autocad.

Visual Survey: A comprehensive visual survey has been made and data has been obtained by documenting and photographing the existing conditions on the site.

CHAPTER II

PROCEDURAL ASPECTS OF DESIGN CONTROL

The meaning of control (v.) is defined as “to exercise restraint or direction upon the free action of; to hold sway over, exercise power or authority over; to dominate, command” (Oxford dictionary). Control is inherent in any kind of planning and design activity. The aim of control is to deal with **uncertainty** through providing **certainty** to a degree, by determining certain aspects of urban development.

Therefore design control involves both the products of design control such as development plans and design codes, and the realization process. Thus the term design control is used to emphasize the ‘**procedural focus**’ which does not consider urban design as merely as producing products in the form of plans, but also involves implementation of these products through a process involving other control tools.

The aim of this chapter is to discuss design control as it relates to the production of urban form. This will be handled under two main parts. In the first part we deal with questions relating to the types and degree of control, which is mainly determined by property relations. In the second part we will deal with mechanisms and tools of design control.

2.1. DESIGN CONTROL WITHIN THE CONTEXT OF PART-WHOLE RELATIONS

We mentioned that the aim of any control is to deal with **uncertainty** through by determining certain elements. The degree of this certainty or adversely flexibility can be handled within the framework of part- whole relationships. Regarding part-whole relations procedural issues can be handled within the framework of two distinct types of reasoning: deductive vs. inductive.

Broadly speaking deductive reasoning proceeds from the **general to the particular** while inductive reasoning proceeds from the **particular to general**. "...induction, therefore is inference viewed from the side of the **differences**; deduction is inference viewed from that of the **universal**". (Hibben, 2008: 171)

From an urban design perspective we may say that planning based approaches tends to deduce , relying on more general concepts and focusing on the whole and the structure, where architectural approaches tend to induce, relying on particular, and incremental processes of space production. According to Günay (1999: 32) it is this dialectical relationship between deduction and induction therefore planning and architecture which feeds urban design as he mentions, "It is in the nature of planning to bureaucratize and socialize, while architecture tends to recreate and individualize. This is the basic dialectical bond between urban and design sides of urban design".

A basic task for design control appears here as to find a balance between universal and differences or in other words **unity and variety**. Looking from the design dimension of planning it is necessary to define the **essentials** that make a whole in order to avoid too much prescription which prevents for the **particularities** to exist which are necessary for district's 'distinctiveness'. As mentioned by Lynch (1981:291).

city design is rarely practiced- or, more often, it is mispracticed as big architecture or big engineering: the design of whole towns as single physical objects...to be built to precise plan in a predetermined time. True city design never begins with a virgin situation, never foresses a complete work. Properly it thinks in terms of process, prototype, guidance, incentive, and control and is able to conceive broad, fluid sequences along with concrete, homely details.

Therefore main concern is to achieve the reciprocity of the unity and variety in urban form. In this reciprocity, while at the level of district, urban form is conceived as a context that has a distinct character, at the building level, each building is seen as the individual expression of the architects. Then, the main purpose (and tension) of urban coding is to achieve a coherent unity without obliterating the variety of individual buildings.

2.2. DESIGN CONTROL AND PROPERTY RELATIONS

Günay (1999b) in his study “Property Relations and Urban Space” shows that the new conceptualization of urban design is directly related to the **property relations** explaining the changing attitudes in urban design approaches as direct consequences of changing property relations lived in Western countries.

Therefore the problem of deduction vs. induction and therefore the degree of control is an objective one derived from the property relations. Departing from this point we may assert that **where the formation of physical structure at the macro scale is a function of planning, morphology of a district is a function of design control and property relations**. Because design control does not directly determine the utilization of property, rather it brings certain limitations or manipulations for the utilization of property.

It is necessary to recall Marcuse (1996: 122) definition of property as “a bundle of rights which are relations among persons and institutions with regard to a thing”. Following this Günay mentions that **urban design in two dimensions is the design of real property pattern where urban design in three dimensions is the determination of development rights** which set how the urban plot will be utilized (Günay,1999).

On the other hand property relations is the genesis of the peculiarity of urban design. It is actually the basis on which architectural design and urban design are distinguished from each other. Günay (1999a: 44) clarifies this point as follows:

When you are confronted with one client, in one property to design one building or a set of objects, this is architectural design. But when you are dealing with a multitude of actors (property owners, politicians, bureaucrats, investors, citizens), their preferences, restricted financial resources, ambiguous decision making, indefinite timing, then the design of the process becomes a tool to arrive at harmonious set of objects. Urban designer has to insistently stay in the process to continuously guide the evolution of the urban environment.

Similarly Sternberg (2000: 266) stresses this point emphasizing that rather than scale it is the property relations which differentiates architectural and urban design.

Urban design is better understood to have as its focus not large scale per se, but rather those features of the built environment that...transcend the individual parcel or property or take place in the public realm. In brief, urban design inquires into the human experience that the built environment evokes across private properties or in the public realm. In doing so, the urban designer confronts issues that are quite different from those of an architect working for a single client; the urban designer engages a physical world driven by the dynamics of private commerce and public affairs.

Therefore the peculiarity of urban design is derived from property relations, that urban design takes place across many properties and this brings responsibility to various clients, in a turbulent and politicized environment, and focus on the process of forming a whole.

Within the framework of property relations contemporary design control **is conceptualized as an operational dimension of design control 'manipulating the contexts of urban formation'**, rather than directly determining urban form, through a variety of tools such as plans and codes and review procedures. The degree of control is directly related with **the power of public control over private property** which results from the broader context of state-market relations and has direct morphological outcomes for site context as the form of real property.

Table 2.1. Peculiarity of urban design as compared to architectural design
(adopted from Tiesdell & Adams (2004: 408))

	ARCHITECTURAL DESIGN	URBAN DESIGN
PROPERTY	“design in one property”	“design across many properties”
CLIENT	single client	multiple clients
DECISION ENVIRONMENT	relatively stable closed system	liable to change open system politicized environment
DECISION-MAKING	concentrated decision making	distributed decision making
PART-WHOLE	part	whole as comprised of parts
OUTCOME	design of product “first order design”	design of process “second order design”

2.2.1.Contexts of Design Control

Although urban design is usually understood as “whole parts of towns being designed by one person” (Hall, 1996:2), urban form is the product of various incremental processes over long spans of time. This is necessiated by the fact that urban formation operates within a complex environment of various actors with different motivations (Knox and Ozolins 2000:314 in Carmona and Tiesdell, 2007 ; Lang, 2005; Hall, 1996; Bentley,1999). This brings that different from architectural design, urban design operates within a ‘politicized decision environment’ (Mc Glynn and Murrain, 1994). Accordingly George (1997: 145) argues that contemporary urban design is a “**second order design endeavour**” unlike other design disciplines which produce built artefacts as an end-product. This means that the urban designer is only ‘**indirectly responsible**’ for producing a certain form, rather he/she designs the “decision environment within which others (sometimes these are other design professionals) make decisions to alter or add to the built environment”. According to

Lai (1994) urban design does this by actually creating an **'invisible web'** in order to manipulate and guide the actions of other actors.

Within this context of relations, actors of urban formation operate. Giddens' (1986) **structuration theory** is helpful here which is based on "a relational approach between structure and agency". Structure refers to the **rules** and **resources** that allow or limit the actions of the agency in certain ways. While rules have **signification and legitimation** aspects of structure, resources are related with **domination** aspects. The relational perspective on the other hand emphasizes the **"duality of structure"** which means that structure is both a medium in which agents operate and something created by the very own actions of the agencies.

The rules can both be 'internal' and 'external' to the actor. Internal rules are those that an actor places on him or herself; external constraints are those placed on the actor. Bentley (1999) argues that these webs of rules, create a **'field of opportunity'** within which the actor can work. Thus the urban formation processes happen within this dialectical relationship between structure and agency.

Within this framework Tiesdell and Adams (2004) define the contexts of urban formation which frame the field of opportunity for actors; specifically developer and architect. These contexts are regulatory, market and site contexts (see Figure 2.1.). Therefore design control is an operational aspect of regulatory context.

Moving towards the centre means:

- More demanding regulatory context
- More demanding and competitive market
- More problematic, difficult or constrained site.

While site context effects the pattern of real property also being reproduced by planning, regulatory context defines the rights to property and market context conditions the private property owners utilization of property rights. These contexts come together and define the opportunity spaces for property owners which are actors in the urban formation process.

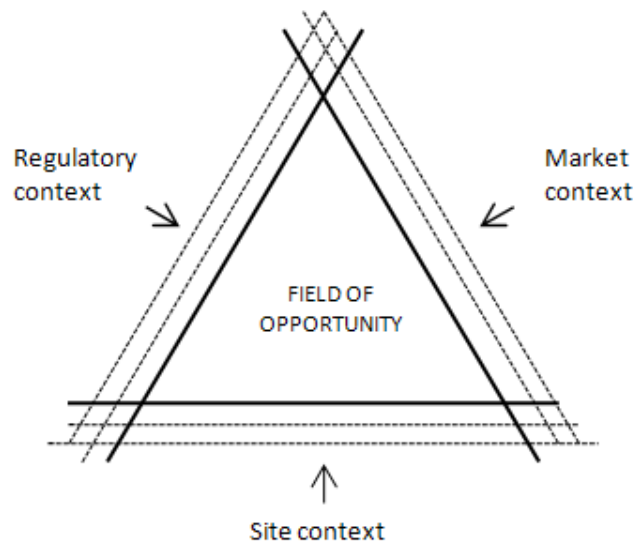


Figure 2.1. Contexts for property owners (source: redrawn based on Tiesdell and Adams, 2004: 33; Tiesdell and Mac Farlane; 2007: 417)

Site context is formed by the cadastral ownership patterns and the natural thresholds or reference points in non-developed areas. These elements may act as **morphological frames** meaning that they may dictate the formation of urban space in certain respects (Conzen, 1960). Cadastral pattern may be dictating especially in the absence of a plan determining a new property pattern because as (Tatom, 2004: 90) mentions given the private individuals' and developers', constrained ability to assemble land, they remain limited in their impact by the boundaries of the parcels they are developing.



Figure 2.2. Pattern of pre-urban cadastral ownership may dictate the morphology of an area in the absence of plan (Yenimahalle Municipality)

However the site context is directly effected by the regulatory (as a function of state) and market contexts. State and therefore regulatory context modifies or changes the site context through planning. The plan changes the site context through determining the **new property pattern** as public and private spaces and the **structure** of the district by a new circulation pattern, green area networks and uses allocated. On the other hand the standards and bylaws are predetermined constraints limiting the opportunity space of actors. Therefore we may say that in peripheral areas, it is to a large extent the role of plan to provide for a “**context**”.

Among the decisions made in plan, the most significant becomes land subdivision as:

The pattern of land subdivision is one of the more critical planning decisions faced by those designing human settlements. Once established the pattern essentially remains forever and can only be changed at great cost, effort and political will. The area and the geometric layout pattern effectively dictate the infrastructure networks, which represent the basic capital costs in the settlements constriction: water supply, sewage disposal, electricity networks, street lighting, streets and sidewalks. (Goethert 1999; 279 in Günay, 1999b: 3).

On the other hand most residential development occur within the **context of market** operating on the fundamental forces of **supply and demand**. They are driven by the search for profit and strategies and regimes of capital accumulation. From this point of view urban space becomes both a product and medium of capital accumulation. (Carmona et. al, 2003:45)

On the other hand Bentley (2002: 183-184) defines the morphological transformations in the capitalist era at various scales and he (2002: 120-122) explains how the transformations lived in the capitalist era in the form-production process becomes a medium of capital accumulation process. According to him from the scale of city to that of a single building, these recent transformations in urban fabrique are in support for the 'power block' of the capitalist system. Such as shift form relatively small plots to relatively large ones reduces developers' costs through economies of scale, and therefore increases their competitiveness in the marketplace. Since larger plots allow greater freedom to arrange buildings and open spaces within the plot itself, the move towards larger plots—supported through the ideology of 'comprehensive' development or 'total design'— also offers more opportunities for the shift towards enclaves, and for the development of new profit-maximising building types. Within this framework as Harvey (1989) mentions urban design may become an integral part of such process.

2.2.2. Design Control and Actors

In the next part we focus on relations between design control and actors. The focus is mainly on two actors and role of design control them; land-owner and developer as the owners of property and architects as the designers within this property and the impacts of design control for specifically their operation.

2.2.2.1. Relation Between Owners of Property and Design Control

Landowners own land that is developed or subject to development. This ownership of land is the primary source of power in urban formation processes. Carmona et.all define (2003: 224) four ways in which landowners effect the urban form. By releasing or not releasing land, through the size and pattern of plots released, through conditions imposed on subsequent nature of development and through

leasing rather than selling land. It should also be mentioned size and pattern of land parcels, to a large degree depend on the initial pattern of land holdings.

The main role of **developers** is deciding upon the nature and form of new projects. Logan and Molotch (1987, in Knox and Ozolins, 2000:5-6) define three types of developers or place entrepreneurs as they call; 'serendipitous entrepreneur' is someone who acquire land and property in a certain way (buying for a particular aim, inheritance) and for some reason decides to sell or rent for another use, 'active entrepreneur' is small or medium scale investor who anticipate changing patterns of land use and "structural speculator"—the bigger player who relies not only tries to anticipate changing patterns, but also hopes to influence or manipulate change for his or her own benefit.

Bentley argues that profit-oriented developers are concerned primarily with those elements of built form which can be bought and sold: **plots of land**, buildings and related outdoor spaces as they regard to increase the market value. He mentions that if the production of urban form were left entirely to the efforts of particular profit-oriented developers it is likely that the overall situation will not be a benefit for them too. (Bentley, 1999:66)

Within that plot, they are often more concerned about **negative spillovers**, so that they tend to create **inward-focused developments** in order to provide controllable milieu among which gated communities form an extreme part. Here the size of plot is of crucial importance, as it is financially more viable to benefit from economies of scale and flexibility derived from the scale of the plot.

Another inclination of developers is standardization. In order for a fast operating mechanism for design control, developers act in a conservative way and evaluate future actions and risks based on what has worked in the past and this results for **standardization** of products for developers.

Carmona (2003b: 47) define the sources of standardization as response to the **risk** and **uncertainty** developers constantly face from a range of sources:

- volatility in the market and land costs (in the pattern of demand and confidence of potential purchasers);
- risks of delay between the decision to build and completion;
- changes in the availability of financing for both builder and purchaser; and
- changes in the availability and cost of materials and labour.

So standard house as a ready solution provides certainty for the developer, and reduces risk as it is tested before. This results in designs that are *unresponsive and unrelated to the context*.

Within this frame when we look at the relation between the developer and the planner, we see that the conditions depicted by the planner, determines the '**field of opportunity**' of the developer. The plan is the tool for this as a regulatory document. Also the plan effects the decision of a developer not only by conditions given for a certain plot but also through the plan the site context within which the developer operates changes (Tiesdell and MacFarlane, 2007). The plan determines the main street pattern, and uses which are of prime importance in decision-making of a developer as rent-producing elements. The size, and the shape of the plot has direct implications for the field of opportunity.

So as an actor operating within the rationale of the 'market context', the available range of responses are limited by the plan through modifying site context, with **2 dimensional pattern** and the **development rights** given in the **3rd dimension**. Through limiting the opportunity spaces of developers, actually planning provides **certainty** for them. According to Booth (1996: 91-97) this is the major contribution of planning for developers in order to reduce risk through reducing uncertainty. The planning process reduces uncertainty through providing '**certainty of outcome**' which provides an overall idea of physical development and '**certainty of process**' which reduces the risk of delay -meaning extra cost for developers- as a huge amount of capital is tied up in land and construction.

Significant here is the 'extent' of this certainty. Developers always want a space for negotiation, to best fulfil their primary motive which is profit. So developers support design control to an extent that it limits uncertainty, and it provides space for negotiation (Madanipour, 2007:221).

2.2.2.2. Relation Between Architects and Design Control

As mentioned before architecture as the nature of profession rewards creativity, innovation, and difference (Knox and Ozolins in Carmona, 2003: 313), and is based on induction.

The 'field of opportunity' for architects are determined both by the decisions provided in the plan and the expectation of developer as the client. Therefore architect's field of opportunity is within the developer's field of opportunity.

According to Bentley (1999) although architects are considered as primary form-givers, relatively few of them play this 'heroic form-giver' role. He calls these heroic form-givers 'leaders' in their profession and mention that most are indeed 'followers'. Also he rejects the views that architects resource poor actors act due to 'market signals' or 'serve masters' as. Rather he believes that they operate in a '**battlefield**' like all other actors in the urban formation process. Drawing upon Zaha Hadid he explains that they increase their negotiation power through the '**knowledge power**', '**symbolic capital**' with the terms of Bourdieu and **initiative**. On the other hand Bell (2005: 96) based on Harvey's (1989) overaccumulation argument, mentions that as consumer markets became saturated, products become differentiated which leads to highly aesthetized commodities to benefit from 'symbolic capital' such as New Urbanist neighbourhoods in the USA.

Architects major criticism towards planners is that the opportunity space left by the total control actually may leave no space for design. This is one extreme case for design control as total design where the planner in a deductive approach determines every aspect of the physical environment from general structural elements to the level of detail of architecture, from the whole to the part. Looking from the architect's point of view, in such a situation, the more control the planner exerts over space the less space is left for the architect to design a building. However even in such a situation the architects have impacts on the form of urban space stemming from the '**relative autonomy of design**' (Knox in Carmona, 2003: 122).

The charge of subjectivity has been the most frequent in this opposition. The defended position was that design is an aesthetic matter and that aesthetic

evaluation can only be a highly personal judgement dependent on subjective taste based on personal experience(Moro, 1958). Furthermore they argued that planners may lack the necessary design skills to make such an evaluation. (Chapman & Larkham, 1992: 16).

2.2.3. Procedural Types for Design Control

Within the framework of relative powers of property owners in the urban formation process Lang (2005) defines four types of urban design regarding the relative power a designer/controller has in different procedures followed, or the vice versa, the relative power of the designer determines how a plan will be executed. These are:

1. **Total urban design**, where the urban designer is part of the development team that carries a scheme through from inception to completion. This is the dominant mode of production of urban form in the modernist era.
2. **All-of-a-piece urban design**, where the urban design team devises a master plan and sets the parameters within which a number of developers work on components of the overall project.
3. **Piece-by-piece urban design**, in which general policies and procedures are applied to a precinct of a city in order to steer development in specific directions.
4. **Plug-in urban design**, where the design goal is to create the infrastructure so that subsequent developments can 'plug in' to it or, alternatively, a new element of infrastructure is plugged into the existing urban fabric to enhance a location's amenity level as a catalyst for development.

On the other hand Tiesdell and McFarlane (2007) define two types of master plans as **blueprint** and **coded masterplans**. Total urban design was the practice of modernism, with the Keynesian state having power to control. Such a control is based on master plans as blue-prints. Market-led development is based on plug-in urban design, where the state as an enabler, opens land into development by providing the necessary infrastructure and leaves the rest to the market with a high degree of flexibility. Master plan is not included within this process.

On the other hand all-of -a-piece and piece by piece masterplans are based on coded masterplans. Where development in **all-of-a-piece** is **block-based**, development in **piece-by-piece** is **plot-based**.

When we look at the second and third modes of development, In these situations the general framework of development is determined by a master plan and the rest is guided with the help of codes or guidelines.

Table 2.2. Procedural types of urban design (based on Lang, 2005; Tiesdell and Mac Farlane, 2007, Günay, 1999b)

	Role of planning	Master Plan	Scale of development	Readjustment of Property Pattern
Total urban design	a scheme is carried from inception to completion	Blue-print master plan (product-oriented control)	City, district, neighbourhood,	Design in one property, Consolidated to consolidated
All-of-a-piece urban design	a master plan sets the parameters within which a number of developers work on components of the overall project	Coded master plan (process-oriented control)	Urban block	Design for many property, fragmented to fragmented Consolidated to fragmented
Piece-by-piece urban design	general policies and procedures are applied to a district of a city in order to steer development in specific directions		Urban plot	Design for many property Consolidated to fragmented, Fragmented to fragmented property pattern
Plug-in urban design	creating the infrastructure so that subsequent developments can 'plug in' to it	No master plan	Any scale	Various types of property adj.

2.3.CONTEMPORARY DESIGN CONTROL AS THE INTEGRATION OF PLANNING AND ARCHITECTURE

The previous part focused on more objective dimensions of design control derived from property relations. Another dimension is related with the increasing importance of design as a reaction to the ill conditions of morphological characteristics of urban spaces together with 1980's design control has been institutionalized as a 'public policy' as a pro-active and flexible mechanism. (Günay, 1999a,)

Barnett's (1974;30) proposition for answering this complex nature of urban formation was institutionalizing urban design as **public policy**. He asked; "What about those parts of our cities and towns where large scale development will not occur, only a process of piece-meal modifications on a block-by-block, or even lot-by- lot basis? Is there any way to plan such areas so that they come to have the coherence of a group of buildings designed at one time." Therefore he defined urban design as public policy in 1974 based on the New York experience in which different instruments of design control were utilized. This brought that urban design was not just to produce an end-state product of a desired urban form rather it is a comprehensive mechanism that includes various tools to realize a form of a desired state through government action, stressing the importance of regulatory mechanisms in urban design. Departing from this point he defines urban design as "designing cities without designing buildings" (1982:55).

This institutionalization of urban design is related with the regulatory dimension of design control and the mechanism and tools utilized to steer this process of control.

2.4. MECHANISMS AND TOOLS FOR DESIGN CONTROL

The mechanisms and tools for design control are related with the regulatory context within which they operate. At the most fundamental level, the distinction is made between **regulatory** and **discretionary** systems of control. The difference between these systems rely on the regulatory systems being based on **Roman Law**, while the discretionary systems being based on **common law**.

2.3.1.Regulatory Context

The aim of regulation is broadly to control the private property. There are mainly two types of regulatory contexts which are called regulatory and discretionary. The basic difference between these systems stem from not different understandings of urban growth and development but more from different understandings of the rule of law, administration and nature of regulation. (Booth, 1996: 1)

Regulatory systems depend on **administrative law** or **written constitutions** that defines rights and privileges based on Roman law tradition. Most of the European Union countries except from England and Ireland and USA has this kind of a system. Development control has to based on a complete statement of what is permissible. In such systems **plan is of considerable significance** because it contains all the criteria against which an application can be judged. On the other hand controlling development becomes difficult in the absence of a plan. Within regulatory control two distinct types are discernable: **French system** in which plans define both short and long-term policy at the same time offering a precise definition of zones with the regulation attached to them. In such systems there is a **continuum** from strategic policies to the eventual decision for a particular development for a given plot. On the other hand in **US system** there is a clear distinction between the plans that offer long-term policy and zoning ordinances that identify zones and articulate detailed regulations. (Booth, 1996: 6)

Particularity of USA case stems from the fact that in USA **land** has always been regarded as a **capital commodity**, best free from public interference. Traditional American values have always championed **free enterprise and private property**, planning and regulation by government being suspect as contrary to the national

code (Lai, 1988, 47). Therefore the American system of planning is first of all highly localized. It was designed so that power can not be concentrated in the hands of one particular group, thus avoiding centralized control. This devolution of power is so localized that even today, many local governments in America have only the most minimal planning systems, and some have none at all. (Cullingworth, 1997)

Discretionary systems are built on **common law** tradition and **pragmatism** based on the belief that “it is impossible to predict all the circumstances that may obtain in advance of a decision on a particular planning action”. Therefore, in such systems “there is no absolute relationship between the plan and the development control decisions, which in the event may depend on other factors than the plan. **Plans are thus indicative of policy, but not definitive**” (Booth, 1996: 5) (emphasis by the author). Such systems are noted for their **flexibility**, their **lack of certainty**, and the **trust** they place in professional planners who advise on, and the politicians who take, the decisions and utilize this discretion (Punter, 2007: 168). British case is the example of a discretionary system. Also British system is more centralized, which brings a variety of in the form of planning advice from central government (Panerai, 1999, 169-170).

Having mentioned the differences between regulatory and discretionary control, we should mention that these two systems are in a process of convergence where discretionary systems search for more certainty through new tools and on the other hand regulatory systems utilize more flexible approaches the common point being search for **quality** in the process of development of new design control approaches and mechanisms (Punter, 2007: 168).

Within this regulatory context we may observe different mechanisms and tools of design control, especially together with 1980’s consideration of urban design as a public policy resulted in utilization of more complex tools in various scales. We may combine these tools under four general headings;

- Design policy
- Development/ master plan
- Supplementary Design Guidance

2.3.2.Design Policy

Design policies are “**indirect design methods**” that provide a framework for the design process as a totality. A qualified framework provides goals and objectives which are neither too broad nor too specific. The important point is that “they should be flexible enough to allow specific design to take place within it”. (Shirvani, 1985: 144)

Carmona (2003: 248) departing from European and US cases argue that the value and utility of design policy is that a well-concieved policy can provide for **objectivity** in public intervention in design. According to UK guidance By Design (DETR/CABE, 2000) “while the planning system holds the key to delivering good urban design, this can best be achieved through the provision of a policy framework based on a clear set of objectives.” (Carmona, 2003: 348)

Appraisal is a significant part of policy production process. It is a must first to understand the **site context** through various analysis so that policy can be based on the local context. Now there are sophistacated appraisal methods such as townscape analysis, morphological analysis of existing patterns of development, Lynch style legibility analysis and like.

Anyway the issue of developing design policies for development of a certain locality is part of a wider design process, and as the relate to long time spans, they are usually abstract in nature. However they may be distributed along variety of levels by performance part of supplementary design guidance. Therefore they should not be considered as a distinct part of design control but a dimension of design control that covers different scales from district level to more site-specific levels, from abstract to concrete elements of policy.

Carmona (2003) emphasizes that those proposing and implementing design controls need a clear idea of intended outcomes, otherwise the policies and guidelines will operate in a vacuum. Similarly it is mentioned in By Design (2000) that the important point is to **relate policy objectives to the physical form** of development in order to overcome the problem of vogueiness so that “policy moves

beyond generalized inspirations and explain how the principles can be interpreted in the light of particular circumstances”.

Therefore as Punter and Carmona (1997 :97) emphasize “Design policies should be conceived as a hierarchy, working from district-wide to local scales, and from plan strategy and statutory policy to supplementary design guidance. Organization of policies in such a hierarchical framework helps to create a logical relationship between them.” Actually it is possible to see the master plan and supplementary guidance as parts of this hierarchical framework.

2.3.3.Development / Master Plan

Shirvani (1985) differentiates between two types of urban design approaches as product- based and process-based. Product based approach conceives urban formation a static process and stable environment. Such plans are named as blueprints. On the other hand, process oriented approach focuses on how to steer the process in a certain direction and leaves flexibility in certain elements.

Blueprint masterplans

Such master plans specify all aspects of urban and architectural form. The pattern of development is determined from the level of structure to the pattern of urban blocks and plots and the massings of buildings, where architect is left with designing within the box. They are with Lang’s (2005) classification Total Urban Design schemes, with single designer who designs a certain final ‘product’ just as an architectural design or product design. Therefore it is ‘first-order design’. However such masterplans are rare regarding property relations. On the other hand they are criticized on the basis of their inflexibility.

Coded masterplans

Coded masterplans establish rules that **set limits** on subsequent development; therefore leaving room for different alternatives, and is a second-order design in this sense. They design the context of development rather than the actual form of development. Therefore it is a more collaborative process as private property owners have enlarged opportunity spaces.

Therefore the masterplan rather than determining a certain form, acts as a framework for development. The European countries although having a powerful control on urban formation, this control is not provided at the level of master-development plan. There is a two-tier system of structure-plan local plan such as Schema Directeur and Plan d'Occupation des Sols (POS) in France or Flächennutzungsplan Bebauungsplan (B-Plan) in Germany. The British planning system is also founded upon such a two-tier system, but plan is not legally binding as in European examples. The common point in these examples is that the upper scale of development plan consists of strategic framework and the lower level which determines the morphological characteristics.

Therefore development plans (or local plan, district plan, master plan) are not documents showing the "end-state" as in the traditional physical planning but, it is an umbrella or coordinating framework for strategic frame drawn by structure plan (upper scale), design policies and all kinds of supplementary guidance (Punter and Carmona,1997;317). The local plans may also determine the overall spatial features, land use and major transportation networks, and depicts special project areas, conservation zones, combining these issues with specific bylaws.

Flexibility is a key attribute of coded masterplans over blueprint masterplans. Carmona (2003: 13) at this point directs attention to "the clamp of over-regulation" saying that "Regulation in the wrong place and time, that can kill innovation, creativity and risk taking. However greater flexibility in the process of development needs to be balanced by stronger control on the quality of design"

However there is a view that despite for the need of flexibility there is need for prescription as well. As Tiesdell and Mac Farlane (2007, 430-431) mention:

All masterplans should have capacity for flexibility and change. But in the absence of a firm hand on the masterplan's key content and principles, flexibility can be exploited to the detriment of the whole by, for example, developers using their economic power and/ or designers to 'overwhelm' the masterplanner and the masterplan.

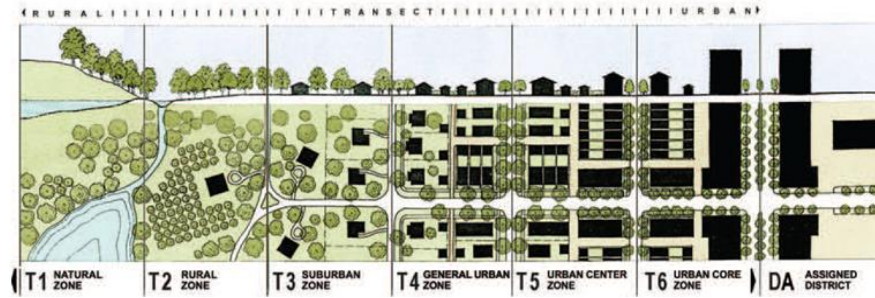
Similarly Walters (2007, pp. 94–95) depending on previous data mentions that “if codes back away from the levels of prescription necessary to achieve urban order and clarity in spatial layout, they run the real danger of becoming too flexible and allowing bad design to flourish alongside more creative interpretations.”

2.3.3.1. Key Aspects of Coded Masterplans

Localising Policy: Site Context

“**Character areas**” concept is linked with Conzen’s morphological studies and plan units. Rather than coding on the basis of separated uses, coding based on hierarchical geographic zones from urban to rural character had been developed. “**Transect**” which was developed by Duany and Plater-Zyberk is such an example. On the other hand Smart Code as a generic code is developed in USA reflecting New Urbanist principles. Within this **morphological urban categorization** new development is regulated by building form types, design standards for streets, parking areas and public open spaces, and by provisions covering landscape and signage. (Walters, 2007:90-91)

On the other hand Hall (1997: 223-224) draws attention to the fact that there is a “paucity of policies that relate design policies to local circumstances” and proposes “**design areas**” which are associated with a range of design objectives. So that integrating design goals with local features becomes possible in terms of design objectives, and these objectives are crystallized on design area concept.







				
	URBAN BOULEVARD (WEEDON ROAD)	NEIGHBOURHOOD SPINE	NEIGHBOURHOOD GENERAL	NEIGHBOURHOOD EDGE
Street Type	Urban Boulevard	Main Street Street Mews	Main Street Street Lane Mews	Main Street Street Lane
Land Use	Offices, Live work, Shops Restaurants/Plat Housing Community Facilities	Housing Local Shops Community Facilities School	Housing	Housing
Building Type	Mixed Use	Apartments Townhouses Mixed Use, Mews, School	Townhouses Apartments Mews Semi-detached	Townhouses Detached Semi-detached
Height	Minimum 4 Storeys	Varies	Varies	Varies
Boundary Treatment		Varies	Varies	Varies
Parks and Open Space		Upton Square	Neighbourhood Square SUDS Upton Country Park	Ashby Wood SUDS Upton Country Park

Figure 5.2: Summary of character area urban transect

Figure 2.3. Definition of character areas based on morphology: Transect and Upton Design Code

Varying Degrees of Control within the Plan

According to Madanipour (2003) “a central challenge in urbanism is to find a balance between the public and private realms ” and argues that the role of urban design becomes “elaborating a public realm which brings forward the private domains and interests together with the collective needs of different groups”.

Similarly Hall mentions that in design control as in planning ; intervention is justified on the basis of public interest; or in Hall’s (1996: 5) words, it is “justified only if the balance between public and private interests favours the public”. He gives example of historic environments where public interest may require considerable restriction of private property. Therefore he argues that as balance between private

and communal spaces are subject to vary between different places, degree of control should also vary between these places.

The degree of flexibility first depends on the balance between private and public interests. According to Hall design control is justified by the degree of public interest. Such as significant historic environments where public interest may necessitate strict restrictions on the rights of the individual (1996: 5). This significance will also increase as the publicness of the space increases. Thus we may say the more public a place gets degree of flexibility given to actors will decrease and control will be justified regarding public interest. For this he draws attention to the concepts of level of specificity and level of resolution which were defined by Kropf.

At higher levels of specificity a greater variety of types emerges...Strict conservation of the existing character implies a high level of specificity at all levels of resolution save for the internal rooms. Not only is the overall tissue to be retained but also matters such as materials, specific form and style covered two situations. Where existing form was being retained but not stylistic detail we would expect a medium level of specificity at all levels of resolution. Where the objective refers to a new development degrees of specificity would be the same except where a design guide applied. A guide would have the effect of narrowing the range at higher but not lower levels of resolution. . (Hall, 1997: 236)

2.3.4.Types Of Codes

When we look at the literature on design control we see many concepts referring to codes of some type. This section is for clarifying these abundant concepts.

2.3.4.1.The Conventional Package: Standards and Zoning Codes

Standards form a part of the regulatory context, that is independent from the plan. They are **generic codes**, meaning they apply within the boundaries of the authority in question. Standards are themselves a form of regulation. They provide a measure of predictability to groups working on individual parts of a whole that must be fitted together later on, without the need for intensive coordination. Standards therefore become a common point of reference for part-whole relationships. (Baer, 1997: 47)

Although the regulation of built environment dates back to the BCs it is institutionalization is related with the Public Health Reforms at the end of the 19th century. These acts were based on bio-physical criteria such as light, air and relief from street. Among these reforms Public Health of 1875 established the “Bye-law” Street Ordinance with the wide, straight, paved streets. Southworth argues that although the English by-law street design did not answer residential social needs, its basic principles stressing the importance of light, air and access nevertheless remained prominent”(Southworth and Ben-Joseph, :45). At this point Ben Joseph asserts that:

Obviously, development standards can assure a level of quality in performance as do those plans and construction standards designed to protect our health and safety. The problem arises when standards intended for health and safety overstep their bounds and lose grounding in the objective measures of their benefit or break the connection with the original rationale for their existence (Ben-Joseph, 2005: 2).

A similar criticism is made in Preparing Design Codes: A Practice Manual (CABE, 2006: 11):

Many of the development standards used to guide the design of buildings and the urban environment could be described as having characteristics of design codes- of sorts. The building regulations, highway design standards, and the density and open space standards used by many local planning authorities fall into this category. Most of these are however limited in their scope and technical in their aspirations and are not generated out of a physical vision or understanding of a particular place. Instead, these types of guidance are about achieving minimum requirements across a wide area. In many cases, the adherence to such development standards has led to the creation of bland and unattractive places

Central and local authorities have developed various standards for urban form throughout years. “One reason development standards have often been automatically adapted and legitimized by local governments is to shield them from responsibility in decision-making...Standards not only shape and affect physical space, but are also an important aspect of planning practice.” (Ben- Joseph, 2005:1)

Zoning evolved in the early 20th century as a device for protecting the interests of property owners from development they considered undesirable. This was achieved by separating uses and prohibiting those that could reduce the value of existing properties. Conventional zoning has dealt in some ways with three dimensional

issues of building placement on sites and the shape and massing of buildings, but in only the most prosaic and crude manner (Walters, 2007:7).

Zoning essentially prescribes the acceptable uses on a site, and the minimum lot size and maximum building envelope on a plot and block basis. It is criticized as in the process it had determinate effect on urban form and produced high level of uniformity. Actually it can be utilized as a simple tool prescribing only setbacks, building heights and FAR.

To implement such plans zoning codes are developed, and the site coverage and, in the United States, the Floor Area Ratio (FAR) are specified sometimes also allowable heights and number of parking places are required. The goal has been to avoid conflicts between activities that take place in each area of a city, design implications of zoning codes are rarely considered (Lang, 2005: 62).

Hall (1997: 223) makes another criticism that “The land-use notations encourage thinking in terms of parcels of uniform land-use. The detailed complexities of urban form went unrecognized. Land-use boundaries are drawn along roads and rivers rather than treating these features in their own right”. Therefore streets, which should be the subject of design policies, become disregarded as they are seen merely as boundaries of plots (Hall, 1997: 224, Lang, 2005).

Hence the aim of standards and zoning codes are to provide the minimum criteria required for mainly bio-physical criteria. Rather than pro-active tools they are reactive tools which aim at prevention. Therefore they should be complemented with design codes as pro-active tools to achieve well defined public spaces.

2.3.4.2. Design Codes

The main point is that design codes emphasize form rather than use, on the basis that form is more permanent. **relative de-emphasis of use**, although that remains a consideration. On the other hand design codes are used to ensure quality of built form. Alongside biophysical criteria they are directed to psycho-social criteria as well. Therefore on the contrary to zoning codes which may be termed as **reactive** and **negative**, design codes are **pro-active** and **positive** codes.

The codes and guidelines are linking elements between master plans and design review processes. Therefore they guide the way to implementation.

The code element is for providing certainty and predictability in urban form in the distributed decision-making environment for urban form. The point is to make this certainty on qualitative issues. Carmona (2009:2664) define their use as:

- better designed development, with less opposition locally, and a more level playing field for developers;
- the enhanced economic value that a positive sense of place and better quality design can bring;
- a more certain planning process and an associated more certain climate for investment;
- a more co-ordinated development process built on consensus instead of conflict.

Research evidence also demonstrates that when used correctly design codes can play a key role in helping to deliver design quality in contexts where it has typically been lacking in the recent past; particularly in large-scale predominantly residential developments. (CABE, 2006: 15)

- Design codes are an ‘operating system’ for delivering development and provide a central coordinating tool for design, development, planning and adoption processes.
- Design codes coordinate design outcomes across large or complex sites to deliver a coherent design vision.
- They are most valuable when sites are large, in multiple ownership and where development is to be phased and where more than one developer is involved.
- Design codes are a versatile tool that can be appropriate for a wide range of development types and in a wide range of contexts.
- Design codes fit within a hierarchy of policy and guidance, and their role and relationships within this hierarchy need to be understood. (CABE, 2006: 19)

Design codes are differentiated with regard to their flexibility as guidelines and design codes ***Design guidelines*** are in terms of **performance criteria**, where **codes** are more **prescriptive**. For example a performance guideline might specify the amount of of sunlight required in an area instead of defining FAR or set-back. On the other hand codes may define prescriptive criteria in issues such as requirements for the dimensioning of blocks and plots, streets, squares, buildings and access.

Another main distinction is about the focus of design codes. In this respects two main types are defined: architectural codes and urbanistic codes:

Architectural codes are those that relate to buildings themselves. Such codes provide detailed information about the “intended visual or architectural character of the proposed development such as architectural styles, window proportions and shapes, materials, roof pitches, etc.” (Tiesdell and McFarlane,2007: 410). The American example **pattern books** are such architectural codes. However these codes are generally restricted to the domain of **private development**. New Urbanist codes in the USA are generally in this respect, such as Seaside Florida.

URBAN CODE * THE TOWN OF SEASIDE

	TYPE I SINGLE	TYPE II SINGLE	TYPE III SINGLE	TYPE IV SINGLE	TYPE V SINGLE	TYPE VI SINGLE	TYPE VII SINGLE	TYPE VIII SINGLE	SPECIFICATIONS
YARD	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Text]
PORCH BALCONY	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Text]
OUT-BUILDING	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Text]
PARKING	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Text]
HEIGHT	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Diagram]	[Text]

Figure 2.4. Seaside Code focuses on architectural elements rather than urban space (Carmona, 2003: 251)

Urbanistic codes focus on mass-space relationships, how the three dimensional forms of buildings relate to each other and to the public spaces such as street,

squares and parks. There is less focus on use main focus being on form as it is more long-lasting.

These documents control buildings as they relate to the public spaces of streets, squares, and other urban places, through their massing and relation with the site and other elements. Focus is on form rather than use, because building forms are more permanent where use may change rapidly. These considerations are generally summarized and categorized as ‘types’ of buildings such as row house, apartment building,, etc, or spatial types such as urban square, village green, playground and different classifications of streets such as urban boulevard, neighborhood street, etc. This emphasis on building and spatial types brings that these codes are often referred to as **typological**; or where their primary concern is with urban pattern and spatial infrastructure, they are sometimes called urban or **morphological** codes. (Walters, 2007 :97)

These codes focus on mass space relationships in a pro-active way, such as placing emphasis ion building’s relationship with other buildings and public space. (Punter, 1997: 202) American form-based codes and English design codes are examples.

One of the features of the best design principles is the emphasis they place upon the proposed building’s relationship to the public realm and the pedestrian experience. In the most progressive authorities these urbanistic criteria receive more attention than architectural or townscape factors.

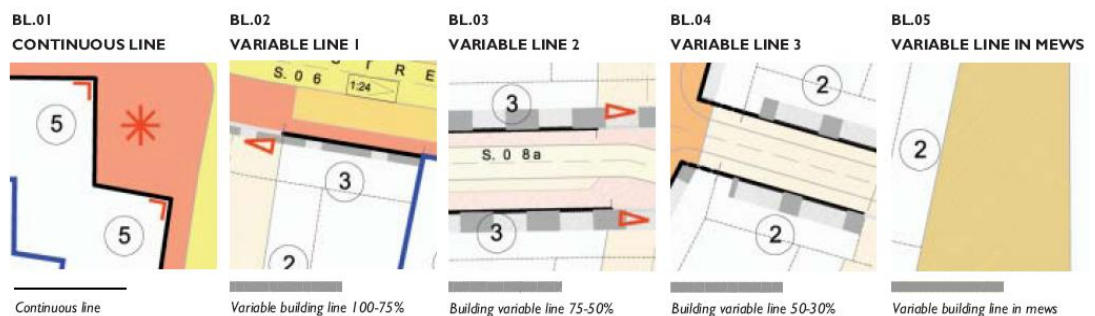


Figure 2.4.Codes for building-street relationship; variable line (Rotherham Design Code)

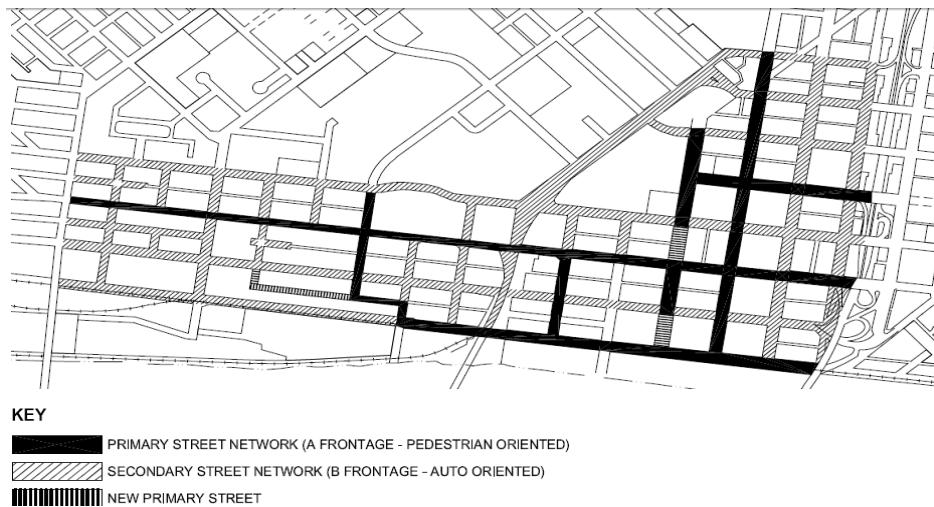


Figure 2.5. Streets with respect to frontage(Heart of Peoria Plan)

Similarly the French have utilized the typomorphological approach to analysis and prescription to encourage new development to respond to local characteristics as part of their local development plans. (Samuels & Pattacini, 1997; Panerai, 1999; Trache, 2001).

Punter mentions that “In an ideal world buildings would be successful urbanistically and architecturally. However, if only one were possible, the greatest effort should be applied to the former, consistently throughout the entire locale” (Punter, 1997: 202).

2.5. EVALUATION

The roots of the problems in the contemporary formations lie to a significant extent in the neglect of morphological characteristics or simply neglect of design control. Contemporary control of urban form via land-use planning and zoning codes and standards do not focus on the form of urban space. The form of urban space is produced as a ‘by-product’ of standards and zoning controls which remain reactive to market aspirations.

As mentioned before the aim of design codes was to integrate planning and architecture and focus on public spaces, through controlling the morphological characteristics.

A pro-active approach to urban design necessitates focus on the morphological characteristics of urban space as they relate to the formation of public spaces. This can be done by a design-based control approach in urban formation. On the other hand within the complex nature of urban formation process a total design approach which sees urban design as large-scale architecture is also not valid. Therefore design control should be conceived as a **process**, in which the aim is not to produce a certain urban form but to define the 'musts' and steer the process as a one which is more open-ended. Therefore such a design control should be **flexible** enough to respond to changing circumstances in the process urban formation and enlarge the actors' field of opportunity in this process and be **pro-active** to guide this process rather than a reactive one shaped by the operations of land market. Because as mentioned by

Günay (1999: 57) mentions that "The urban designers, if they want to play a more active role in the production of urban space, should realize that urban design is in fact the **design or redesign of real property relations**", which is subdivision of land as public and private spaces and the development rights attributed to these property boundaries which forms the main context for property owners.

CHAPTER III

URBAN FORM AS THE OBJECT OF DESIGN CONTROL

The aim of this chapter is to provide theoretical framework for the substantive issues of design control. An effective design control necessitates the comprehension of the object of control; that is urban form with regard to qualitative issues in design control.

The knowledge on urban form is derived from urban morphology field which focuses on more subjective dimensions of urban form and urban design field which focus on more normative dimensions of urban form.

3.1.URBAN FORM WITHIN THE CONTEXT OF PART-WHOLE RELATIONS

The qualitative dimension of urban design focuses on the formation of **public spaces** at various levels. The relationship of elements of urban form define the **space-mass relations** which is crucial in the formation of public spaces. Therefore the elements of urban form will be analyzed with respect to their **morphological attributes** in the formation of public space. For this it is first necessary to reveal the characteristics of urban form and its elements and focus on their **relationships**.

3.1.1. Levels Of Urban Form

There are mainly two approaches for part-whole relations; holistic thought and elementaristic thought. 'Holistic thought' which has actually existed since the

ancient Greece. The famous motto representing this thought: “the whole is more than the sum of its parts” is attributed to Aristotle. However over the centuries elementaristic and mechanistic thinking in psychology and philosophy has become dominant and was the prevailing view until the 19th century as well. In 1980 von Ehrenfels argued that most mental wholes are not only the sum of their parts but plus one more element which is Gestalt quality. The word **Gestalt** means configuration, structure, form or more properly an ‘**organized whole**’.

In the first decades of 20th century Gestalt psychology has been further developed by Koffka, Wertheimer and Köhler and had significant impacts in design education in the following years. Koffka revived Aristotle’s view on part-whole relations and his famous motto “the whole is more than the sum of its parts” saying that (1999: 170) “It has been said: The whole is more than the sum of its parts. It is more correct to say that the whole is something else than the sum of its parts, because summing is a meaningless procedure, whereas the whole-part relationship is meaningful”.

Wertheimer (2010: 49).defines the basic principle of Gestalt theory as:

most wholes in nature are not merely sum of their constituent elements, nor just more than the sum of their parts, but qualitatively entirely different from some additive product. Gestalten are dynamic structures the qualities and nature of which determine the place, role, and function of their constituent parts”.

Therefore according to Gestalt Psychologists the “**entire additive view**” – seeing wholes as sum of their parts or seeing them as more than the sum of their parts- was wrong. Rather they believed that “Organization does not occur as it were “from below up”, adding things together, but “from above down”, since the nature of the whole determines the nature of their parts. Indeed the parts do not exist as parts until there is a whole within which they function as meaningful parts”. (Wertheimer, 2010: 53)

Arnheim on the other hand emphasizes the *dialectical relationship between wholes and parts* as follows: “Instead, the appearance of any part depends, to a greater or lesser extent, on the structure of the whole, and the whole in turn, is influenced by the nature of its parts.” (Arnheim, 1974: 78) and for us it is this

dialectical view of part-whole relations that provides a framework for comprehending urban form.

On the other hand the “generic structure of urban form” as defined by Kropf (2005:17) is “*a hierarchy of levels related part to whole*” which brings that urban form is made up of distinct levels and adds that

The patterns found at different levels such as street/block, plot series, plot, building, cell and structure are not interchangeable and the long term success of a design depends on understanding *not only the differences* but also the *relationships* between levels. *The levels are interdependent.* (emphasis by the author)

This hierarchical comprehension of urban form is a peculiar characteristic of urban morphology. Further this hierarchy is based on ‘**nesting**’ which also “highlights the interplay between elements of form at different scales how, for instance, a building fits on a lot, which fits on a block, which fits into a network of streets, which fit into districts” (Moudon, 1995:124).

Table 3.1. morphological hierarchy (redrawn based on Hall,1997)

	Kropf's morphological hierarchy	Conzen's morphological hierarchy
Part to whole (increasing level of complexity)	Complures	Combination of level sedes
	Sedes	Combination of plan units
	Textus	Tissues/plan units
	Sertum	Plot-series
	Fines	Plots
	Buildings	Buildings
	Tectum	Rooms
	Statio	Structural elements
	Materia	Building materials

In Figure 3.1., the elements of urban form and their nested hierarchy are shown as defined by Kropf and Conzen. Among these levels Conzen (1960) defined three to be of most importance: **building, urban plot and urban block (plot series)**. These

levels form the **vocabulary** of urban form. Depending on the **level of resolution** they may become a whole consisting of parts or part of a certain whole. Within the framework of our study urban block is the main unit of our study as it is '**planners' domain**' -the medium of intervention-, also being both a part and a whole and urban district is the unit which urban blocks come together and form and plots together with buildings are the sub-parts of the urban block.

Among these wholes and parts we can define three ways of relationships following Tschumi (1983: 31)'s categorization of relationships which he defines between form and function.

- **indifference** where parts are independent of each other, and the whole is merely the sum of its parts
- **reciprocity** where parts are interdependent, conditioning each others existence, as well as contributing to a greater whole
- **conflict** where existence of one part is in tension with the existence of another part, and a chaotic relation occurs.

These relationships may be observed between the elements on the same level, such as between buildings or in different levels such as the relationship between building and block as well. It is argued that a **reciprocal relationship between levels and elements is a must for definition of public spaces**.

On the other hand **district is the level where search for distinctiveness of places begin**. Lynch (1960: 47) defines districts as "medium-to-large sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters "inside of", and which are recognizable as having some common, identifying character". It is also overlapping Conzen's (1960: 5) plan unit, which he defines as combination of elements of urban form which "derive their uniqueness from its site circumstances and establishes a measure of morphological homogeneity or unity in some or all respects over its area....distinct from its neighbours".

3.1.2. Public and Private Spaces

On the functional dimension we may define the parts of a district as public and private spaces. According to Madanipour (2003: 52) **the main rationale of subdividing the land is for determining the public and private spaces of the**

city. This is actually setting the **two dimensional pattern** consisting of streets and urban blocks. Therefore he defines city planning as a “**boundary setting**” exercise:

...city building is essentially a boundary setting exercise. The space of the city is shaped by many forms and levels of boundaries, each with multi-level configurations and meanings. It is a process through which space is constantly divided and reshaped in new forms. A living city witnesses, throughout its history, constant change in its spatial configurations, shaped by changing boundaries which define and redefine areas to have different functions and meanings, such as those expressed in public or private distinction.

According to Günay (1999b) and Madanipour (2003) it is the **tension between public and private spaces** that creates different urban spaces and they assert that this tension was most vividly seen in the medieval cities, and now we are experiencing another period of this intensified tension between public and private. Further Madanipour insists that “Urbanism can be threatened both by those who undermine the public realm and by those who do not acknowledge the necessity of the private realm, as the two are interdependent and not mutually exclusive.” (Madanipour, 2003: 211)

Therefore public and private spaces of a city should be conceived of as parts of a whole which condition the existence of each other. They are in a dialectical relationship. Furthermore this relationship also conditions the interfaces between realms which are semi-public and semi-private spaces. In the words of Madanipour (2003: 210):

One of the main themes that can be identified in the relationship between the public and private spheres is that they are **interdependent** and largely influence and shape each other... Another theme is that the separation of the public and private spheres and spaces is a continuous normative process. In practice, public and private spaces are a **continuum**, where many semi-public or semi-private spaces can be identified, as the two realms meet through shades of privacy and publicity rather than clearly cut separation” (emphasis by the author).

Trancik depicts the types of urban solid and voids where solids correspond to private space and voids correspond to public spaces as seen in Figure 3.2.

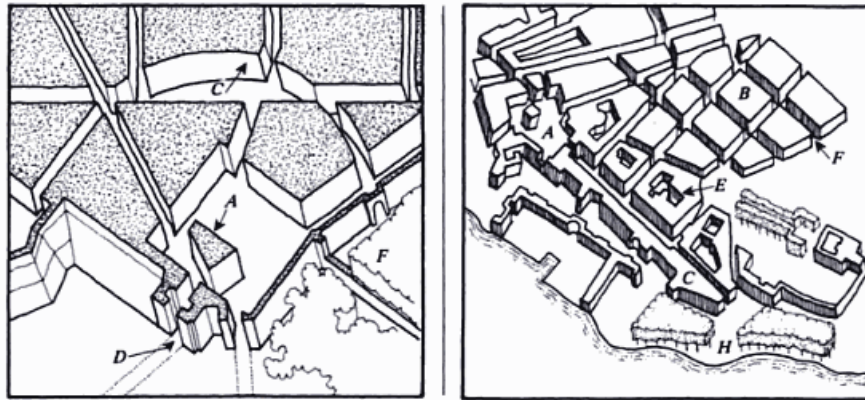


Figure 3.2. : types of urban solids and voids(Trancik, 1982:101)

This pattern defines the mass-space relations in other terms urban solids and voids. Trancik (1982:102) defines 3 types of urban solids that evolved in the traditional city:

- a. public monuments and institutions,
 - b. the predominant field of urban blocks,
 - c. edge-defining buildings,
- and there are five types of urban voids with various functions
- a. entry foyers; private public interface,
 - b. inner block voids; semiprivate transition zones,
 - c. streets and squares; corresponding to the predominant field of urban blocks,
 - d. parks and gardens: nodes that connect with architectural forms,
 - e. linear open space systems; natural features such as riverways, waterfronts and wetlands cutting through urban districts create edges, while providing larger scale connection.

The following part will be based on the analysis of the way the private parts of the city- that is the block together with parcel and building, relate to the public areas of the district which are basically the public space network- main elements of which are streets and squares- in terms of space-mass relations.

3.2. STRUCTURE: PROVIDING 'CONTEXT' FOR BINDING PARTS TOGETHER

Structure is defined as "The coexistence in a whole of distinct parts having a definite manner of arrangement" (Oxford dictionary). Therefore we may say that a structure is the first essential element which provides for the reciprocity of parts to form a greater whole.

Focusing on structure corresponds to a **hierarchical relationship** of parts rather than **homogeneity** which corresponds to the "**absence of structure**" (Arnheim, 1974: 79) ,or an **accumulation of parts based on mere 'similarity'**. Arnheim (1994: 130) calls homogeneity as "the most elementary form of coordination". On the other hand structure, therefore hierarchy necessitates the domination of certain elements, which provide a 'context' for other elements, which is absent in homogeneity.

Therefore although being mentioned as a part of planning activity, the structure of a district is a design problematic as well. Therefore the public space network as an outcome of design structure provides a *modus operandi* for design control. Urban structure founds a **context** for elements; given the existence of a structure, formation of the parts related to a whole becomes more **predictable**. Whereas in the lack of such a context, which acts as a common "**frame of reference**", the relationship between elements will be based on chance, in conflict with each other, or at best indifferent to each other. Urban district, in such a situation, becomes merely the accumulation of individual buildings and the spaces between them.

However it is the centre and its form which is the main force that forms the capital web as well. Therefore we may define two main types in general organization of parts as organization by centre and organization by accumulation.

3.2.1. Organization By Centre As Opposed To Formation By Accumulation

Ching (1979 , 195) defines five types of organizations which are centralized, linear, radial, clustered and grid as seen in Figure 3.3. Among these we observe that centralized or we may say **concentric, linear and radial** are the ones that are **organized by the centre** whereas **clustered and grid** in these examples refer to **formation by accumulation** rather than structure. However it should be noted that

there are also utilized in an **hybrid** way so that for example as we will see grid may be formed around a structure formed by centre. On the other hand clustered may be viewed as an organization made up of clustering of parts that are wholes in themselves, which corresponds to the neighbourhood unit. This is also emphasized by Norberg-Schulz (1980) who mentions that the form of any town or city depends on the centralized, the longitudinal or the clustered type of form.

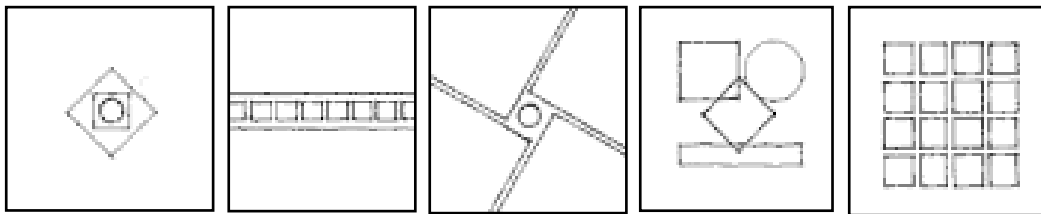


Figure.3.3. Centralized, linear, radial, clustered and grid organization (Ching, 1979:195)

Norberg- Schulz (1980: 61-62) states the importance of centre as an organizing element such as when a circular piazza is surrounded by a concentric street system. Here the centre determines the properties of the district, and when several districts interact this forms an upper level spatial structure formed by the tension and dynamism of centres.

Alexander (2002: 95) on the other hand focuses on the centre as the main constituent of the whole emphasizing that it is **not only a visual but a deeply functional** matter as “centres we see when we look at the thing in its wholeness are the ones which are responsible for its real behaviour” therefore they “control the real behaviour of the thing, the life which develops there, the real human events which happen, and the feelings people have about living there”

3.2.2. Public Space Network

The outcome of a two dimensional subdivision of land is a pattern of blocks and streets. Carmona names this system the ‘cadastral pattern’, and Buchanan proposes that it forms the ‘capital web’ and for him (1988: 33 cited in Carmona, 2003: 67) it is

this capital web which “**structures** a city, its land uses and land values, the density of developments and the intensity of their use, and the way the citizens move through, see and remember the city as well as encounter their fellow citizens”. Also considering that it is the most **enduring** (Conzen,1960) element of the city, its design is of utmost importance.

Within the framework of urban form the term structure refers to “the pattern or arrangement of development blocks, streets, buildings, open space and landscape which make up urban areas. It is the interrelationship between all these elements, rather than their particular characteristics that bond together to make a place” (Walton et.al, 2000: 33). Therefore rather than the form of the elements, the way they relate to each other forms the structure.

Trancik (1986: 97) evaluates this structure under name of linkage theory which is derived from ‘lines’ as elements of connection. The system of connections establishes a structure for ordering spaces such as circulation network and green area network.

It is possible to say that there is a search for structure both in modernist and in post-modernist, urban design. However the difference is in the scale the structure is searched for. Where modernist designers tried to exert control at the level of city, post-modernists turned to the design of self-sufficient communities and structure was therefore limited with that of neighbourhood’s.

Lynch (1960: 2-3) had proposed that people structure the built environment with certain elements which are paths (channels of movement), edges (linear boundary elements), districts, nodes (intensive foci areas) and landmarks (reference points). He developed the concept of **legibility** referring to "the ease with which [the city's] parts can be recognized and can be organized into a coherent pattern". Therefore these structural elements are significant as they provide for legibility of the city or its part district. Although he utilized these concepts as a **vocabulary to read** the city or its part, sooner they became **vocabulary of designing** new settlements as well considering legibility taking part in many qualitative criteria for urban design.

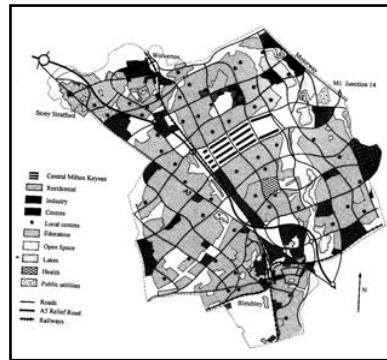


Figure 3.4.. Grid as a large-scale structuring element (Moughtin, 1996: 94)

Grid has been the main element of structuring urban form throughout the history. In Modernist period the main motive behind utilizing grid was to give city a rational order which is also flexible enough to accommodate further growth.

Together with post-modernism more flexible ways of structuring were searched. **Team X** proposed to adopt a fresh attitude that would see city making as “organic process”. The task was to fix a loose structure along which development could take place over time. Woods designed a system of “interconnected stems from non-centric web” (Kostof, 1991: 90) Now the **spine** was the organizing element.

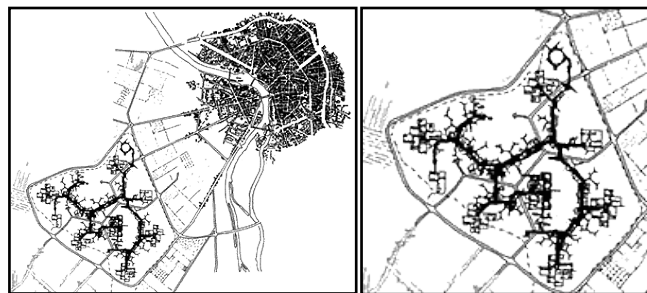


Figure 3.5. Spine as a controlling element in design (Kostof, 1991:91)

Such a search was also involved in a more architectural view of Bacon, who designed Philadelphia. As well as movement structure massing also became an element strengthening the structure. Bacon defines the design structure as follows:

“It is the combination of the mass of the towers and the space of the movement system that constitutes the essential design structure. When this is once established, the architect working within the remaining area is free of rigid controls except where they are demanded to maintain the integrity of the design structure” (Bacon, 1975: 264)

Here the main concern is the “movement through space” and the “**continuity** of experiences” which creates harmonious environment (Bacon, 1975: 34). Therefore the stress is placed upon relationship of elements founded by structure.



Figure 3.6.Spine as design structure: Bacon’s Philadelphia Plan (Bacon, 1975: 268)

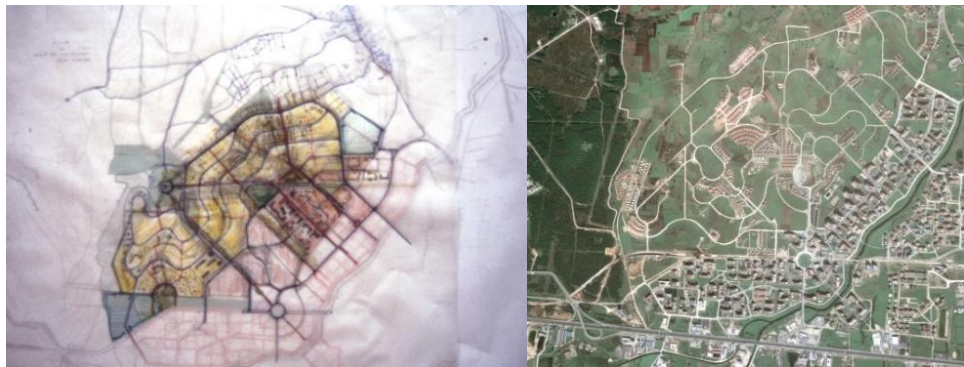


Figure 3.7. Search for a design structure of an urban peripheral development where centres dictate the road pattern , Bursa, Turkey drawing by Baykan Günay (source: Günay’s personal archive)

Neighbourhood units became the main elements of urban formation together with the superblock. It is based on Howard's Garden City as a technique for subdividing large areas of housing. It has later been formulated by Clarence Perry in 1929 with Radburn and has been a major element in post-war reconstruction of cities and finally utilized especially by the New Urbanists in the United States and with Urban Villages concept in the UK. Madanipour (1996) calls this as 'micro-urbanism'.

Such developments arose out of a concern for the suburban fabric which lacked many morphological qualities such as lack of an identifiable centre and edge, pedestrian networks and defined public spaces. (Calthrope: 1994)

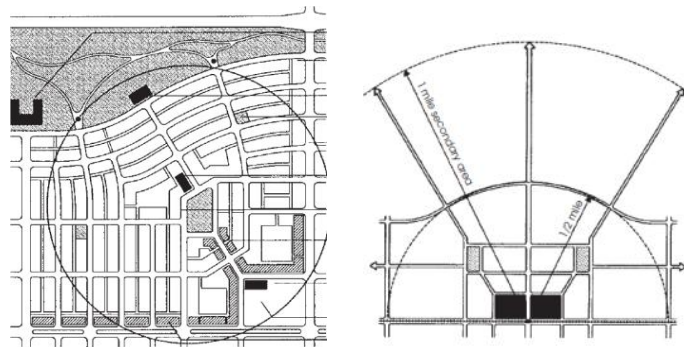


Figure 3.8. Neighbourhood units as idealized by New Urbanism and TOD's (Transit Oriented Development)(Punter,)

3.3.TWO DIMENSIONAL PATTERN

The first step in founding the morphology of a site is setting the two-dimensional pattern made up of streets and blocks. It is at the same time determining the public and private spaces of the city. Therefore the role of subdivision of land is of utmost importance for morphology of a site.

3.3.1.Urban Street Block

Carmona names the system made up of streets and blocks the '*cadastral pattern*'. The cadastral pattern is the layout of urban blocks and between them the public

space/movement channels or “*public space network*”. In a dialectical relationship, the blocks define the space, or the spaces define the blocks. (Carmona, 2003:63)

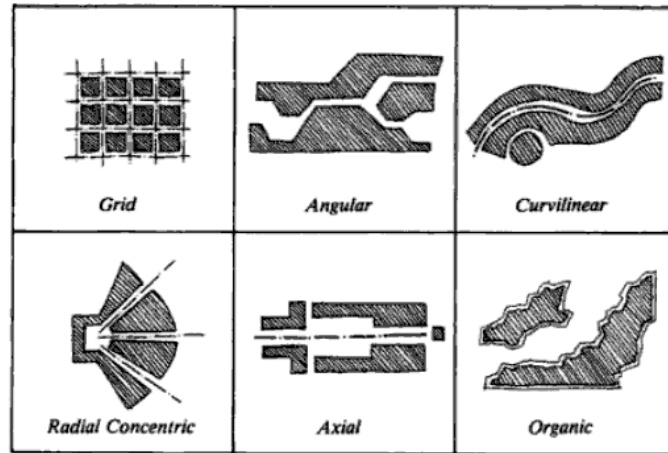


Figure 3.9. Types of solids and voids (Trancik,1986: 101)

The pattern of the district, that is that pattern of streets, blocks are determining factors for space- mass relations. The significance of the pattern also comes from the fact that these patterns act as ‘**morphological frames**’, which means that, plot boundaries and especially streets exert a long-term influence in the process of conversion of rural land to development plots and on subsequent changes. Many streets and plots remain unchanged or at least their lineaments are reflected in the new street- block patterns (Whitehead, 2001: 106).

Krier defines *size, pattern and orientation* of the urban block as the most important characteristics in the composition of public spaces (Trancik, 1986: 102).

At the level of district, size of urban blocks defines the grain of development. **Grain** is the way in which the various different elements of a settlement, such as activities building types, block types, are mixed together in space. The grain of a mix is **fine** when like elements, or small clusters of them, are widely dispersed among unlike elements and **coarse** when extensive areas of one thing are separated from

extensive areas of another thing. (Lynch, 1981: 265) Therefore street-block patterns which are composed of small-sized blocks have a **fine urban grain**, while ones composed of large blocks have a **coarse urban grain**.

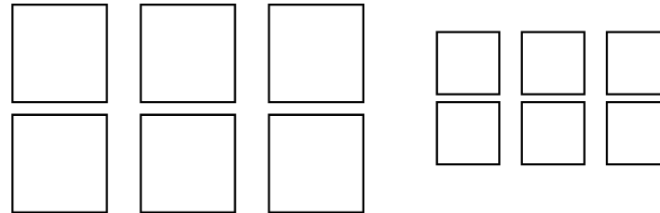


Figure 3.10. grain of urban development; coarse grain vs. fine grain

Moughtin (2005: 196) claims that large and homogeneous street-blocks which have been associated with Modern Movement are destructive to city's social, economic and physical networks. "The large-scale, single-use, single-ownership street block is the instrument most influential in the decline of the city: its effect – together with that of its partner, the motor car – are among the real causes of the death of the great city".

Bentley approaches the size of urban blocks from the permeability point of view which means "the extent to which an environment allows a choice of routes both through and within it" (Carmona, 2003:). According to Bentley, 'Both **physical and visual permeability** depend on how the network of public spaces divides the environment into blocks: areas of land entirely surrounded by public routes' (Bentley et al., 1985), and emphasizes the need for small blocks for increased permeability. This is appreciated in the traditional cities where the **smallest blocks are in the centre**, in order to increase the number of streets and therefore frontages on a relatively small area. Therefore fine grain is preferred especially for public spaces where permeability for pedestrians becomes important.

Jane Jacobs (1961) proposed "the need for small blocks" as they increased **vitality** through creating more activity and interaction whereas long blocks for her reduces vitality by minimizing such opportunities.

Also Krier (1984) mentions that the main function of urban blocks is to define **streets** and **squares**, which are according to him missing elements in the contemporary urban form. He mentions that urban blocks should be: ‘. . . as small in length and width as is typologically viable; they should form as many well defined streets and squares as possible in the form of a multidirectional horizontal pattern of urban spaces’

However larger blocks are favoured as they are more efficient in terms of built form and open space distribution. On the other hand superblocks need not be single-use and monotonous, as proposed by Buchanan in ‘Traffic in Towns’ (1964) the mixed-use super-blocks which he calls ‘environmental areas’. Therefore a range of block sizes are favoured to encourage diversity of building types and land-uses in recent urban design approaches, except for the centre where small blocks are preferred for permeability.

Traditional block and street has faced great criticism in 1920’s and 1930’s from the leaders of the Modern Movement such as Le Corbusier and Gropius. (Moughtin, 2005: 193) The modernist era is marked with new typologies as alternative to the traditional block-based structure. Instead of the traditional rectangular block super-block has been the main type.

At this point it is necessary to remind the three different types of superblocks as Whiting (2004: 58) mentions: “the park-like configurations belonging to the Garden City; the enormous slabs of perimeter blocks of housing and other programs that emerged in Red Vienna, the Amsterdam School and the Soviet Union in the early twentieth century; and the superscaled plats embedded within Modernism’s gridded orthogonality” and where “the former being associated with Mumford and Stein (and eventually with the pastoral pretense of suburban divisions), the second invokes de Klerk, Karl Ehn, and Mosei Ginzburg, and the third is firmly wed to Le Corbusier, whose “towers in the park” sprouted in city centers around the world throughout the 1950s and 1960s.”.

Berlage’s plan of Amsterdam South is based on super-sized perimeter blocks. At the turn of the 18th century when Amsterdam needed an extension, Berlage was asked

to prepare a plan and his second proposal has been accepted in 1917. The main element of his design was the **urban block and, its integration with the urban space** was the motive behind the design. This integration was further supported with the guidelines for street and buildings which were proposed and accepted by peer committees and there was a review process for building plans as well. (Habraken and Teicher, 2000: 321) Further, this was strengthened by the distribution of areas to various architects.

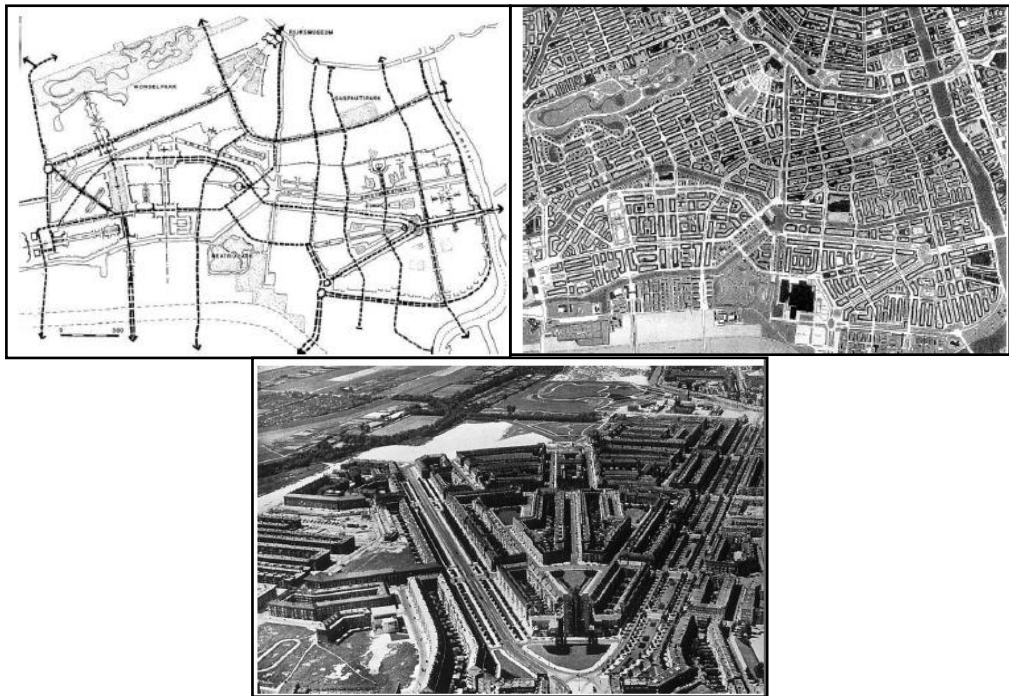


Figure 3.11. Amsterdam south: Berlage plan as executed, present state, (Panerai, 2004: 85)

As Panerai (2004:85) mentions block was not the unit of development for a single architect, rather an architect usually worked along the two sides of a street or a square which reinforced the treatment of the public space instead of the urban block itself as an entity. The distribution of areas to different architects is shown in Figure 3.12.

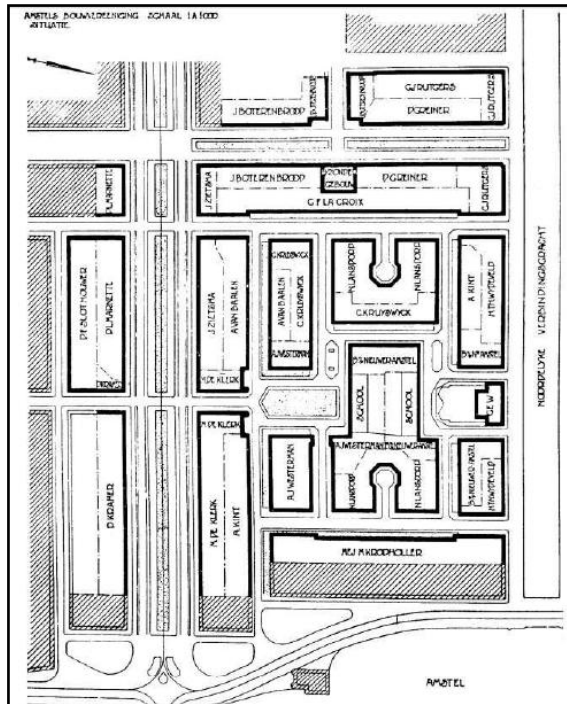


Figure 3.12. Amsterdam south: distribution of areas to different architects. (Panerai, 2004: 85)

The other type of super-block; Ebenezer Howard's Garden City together with Clarence Perry's neighbourhood unit, which focused on a community centre and all day-to-day facilities within walking distance of every house were the ideas behind superblock as a self-contained community. Stein and Wright departing from these two ideas developed Radburn as a superblock with the main concern being to deal with the rising automobile ownership. The superblock was a break away from the traditional layout of streets and blocks based on conventional grid patterns. It consists of a green spine together with pedestrian network where houses face onto and cul-de-sacs and houses get service from back. Therefore it is based on a complete separation of pedestrian and automobile and the green pedestrian network was to replace the street of the traditional urban form.

On the other hand the other super-block was the outcome of the functionalist movement associated with Bauhaus in Germany and Le Corbusier. The roots of the

movement was established in the Athens Charter of CIAM in 1933. The modernist super-block appeared as a solution to the rectangular grid block structure which put people face to face with the unhealthy conditions of the street such as noise, dirt and danger (Kostof, 1991:154). The new superblock would create a more healthy condition with sun, space and verdure. Therefore they were designed as self-contained neighbourhoods with the aim of creating a “**community within the block**”. So the relationship of superblock designed as self-contained community with the street was much more different than the traditional block’s.

The idea behind modernist superblocks was that government can build better communities than the private sector. Cooperative forms of enterprise, including a housing cooperative, would provide a substitute for the ideal of home ownership. Other Radburn-inspired communities were conceived in the private sector, yet shared greenbelt’s and Garden City’s opposition against home ownership.

The modernist superblock is associated with the functionalist stance. According to Carmona (2003), a major transformation in the morphological structure of the public space network was from buildings as constituent elements in blocks, defining streets and squares, towards buildings as free-standing pavilions in amorphous space in this period.

Günay (1999b) names the post-modern period starting with 1950s as the *restoration of private property*, which has generated the movement of TEAM X. This restoration brought a ‘new mode of space production’ based on the qualities of fragmented property such as variety, continuity, focus on culture, vernacular architecture etc (Günay, 1999: 202). Therefore the concerns of the **small private property** shaped the urban design approaches after the 1950s which was **domination of public property** before in Modernist urban design (Günay, 1999). Broadbent groups the new urban design approaches under two headings: the neo-rationalists who focused on more objective dimensions of urban form through the method of typology such as Leon Krier, Rob Krier and Aldo Rossi, and the neo-empiricists who focused on subjective dimensions of urban form, the way it is related with human needs such as Team X, Lynch, Cullen, Rapaport and Newman. (Broadbent, 1996)

Therefore this brought a **return to the traditional space** in terms of morphological characteristics in which there was a dialectical relationship between mass and space. The search for streets and squares as positive public spaces became the prime concern.

The post-modern urban design approaches crystallized through the New Urbanist projects both in USA and UK. The characteristics of these developments is that they include an interconnected network of streets and blocks organized around a neighbourhood centre, a mix of land uses, a variety of housing types and densities to create a compact urban form, and pedestrian-oriented design with an emphasis on providing civic spaces and amenities within walking distance (Garde, 2006)

3.4.THREE DIMENSIONAL FORM

Three dimensional form consists of buildings and their inter-relationships. However this is largely related with the relation of building with the parces and relatedly with the block. Therefore in discussing 3 dimensional form we will statr with the parcel.

3.4.1.Parcel as part of Building

Blocks are further subdivided into parcels of land or plots. The individual parcel of land together with its building form the 'smallest cell of the city'. "The characteristics of the cell define the urban form's shape and density, as well as its actual and potential use over time" (Moudon, 1997: 7). A plot may be defined in terms of its size, proportions, direction. The **size of the parcel** effects the relationship between buildings as well as the relationsip of buildings with the street. The shape of the building is determined to a high level by the characteristics of the parcel, especially when the size is small. Therefore small parcels become the main determinants of urban form.

Jo (1998: 295-300) mentions that size has also consequences for he unity vs. variety debate and states that as the size of the parcel gets smaller more variety will be involved.

Actually the modernist urban form was to be realized through the consolidation of property as mentioned before. In the below example Clarence Stein (in Panerai, 2004: 172) shows, the diminishing role of plot as a controlling factor. As the plot disappears the architect is free in a large area to develop alternative schemes.

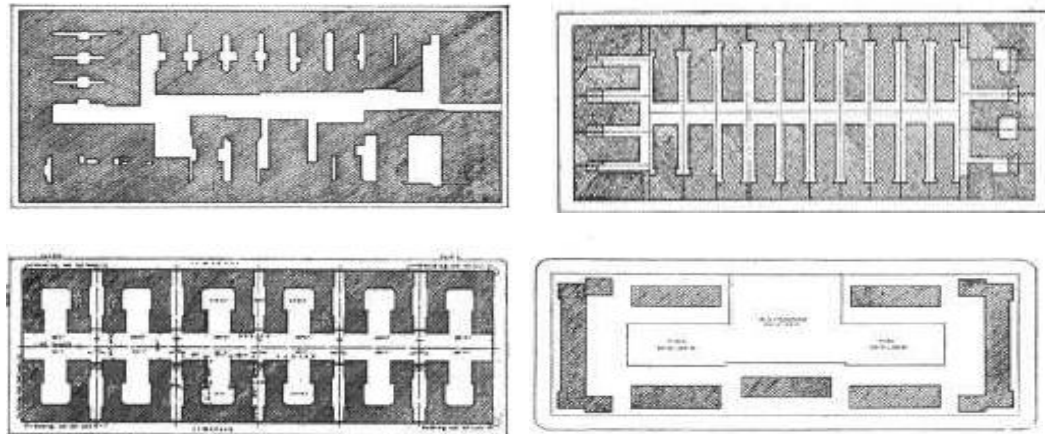


Figure 3.13. drawings are by Clarence Stein demonstrating alternative ways of developing a block, in order to show “a progressive reduction in the importance of lots as ‘the controlling factor in design’” (Panerai,2004: 172)

The disappearance of plot was related to the 19th century socialist utopians such as linear city of Soria y Mata and industrial city of Tony Garnier and garden city of Ebenezer Howard, all of which responded to the ill conditions of the industrial city through “mono-property condition under public or private dominium instead of fragmented capital, land and labour” (Günay, 1999:145). Such a condition breaks the boundaries of the plot as a controlling factor in urban formation and the “architect-designer release from the restrictions of previous complex relationships and dominate the formation of urban space”, and design within the boundaries of a superblock becomes possible”. This also continued in the modernist period with the Keynesian State’s power, as *domination of state in the formation of urban space*. However after the 1980’s together with changing property relations when “spatial domination converted from the state to the private’ commodification of design by

real estate projects led the formation of urban space characterized by increasing fragmentation of urban space. (Günay, 1999b:) These transformation have been crystallized as the contemporary urban formations.

3.4.2. Building

Regulation of individual buildings and their relation with its plot has been the most common of all regulations throughout the history (Talen, 2009). Rob Krier (2003) emphasized the importance of buildings in defining space and identified 24 ways for this. The common building regulations are about

- their placement in the plot
- their height
- and the ways they relate to other buildings in terms of space in between.

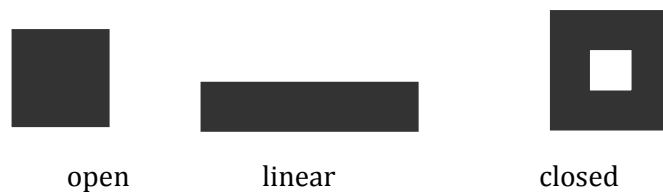


Figure 3.14. main building form types (personal rendering)

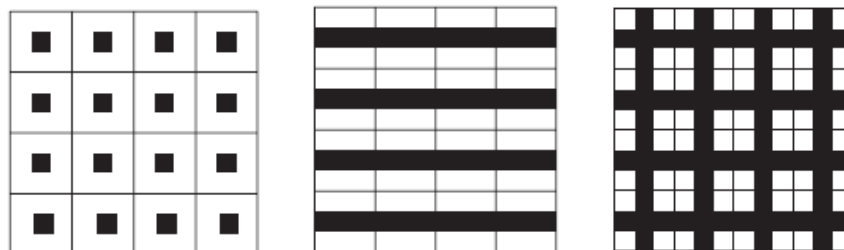


Figure 3.15. main building arrangements; open, linear, closed (Colquhoun, 1999 :20)

Cannigia considers building types to be ‘elemental roots of urban form’, as the public space to be seen as positive space or not is dependent on the type of the building. (Moudon, 1997). However it should be recognized that building is not an independent entity, but its conditioned by the size and shape of the parcel and block.

In the pre-industrial city, the public space was the void, surrounded by the mass of the buildings. This is best exemplified in the Nolli Map of Rome where voids are shaped by the intricate masses.

Carmona defines two types of building arrangements: buildings as objects in space vs. buildings defining space. (Carmona, 2003) According to him Modernist urban design with the concern of sun, space and verdure; brought buildings as ‘**objects in space**’. For Gropius this was the “inescapable conclusion” of biological considerations. For him, high-rise buildings had “the biologically important advantages of more sun and light, larger distances between neighboring buildings, and the possibility of providing extensive, connected parks and play areas between the blocks” (Vale in Ben-Joseph eds., 2005 :79).

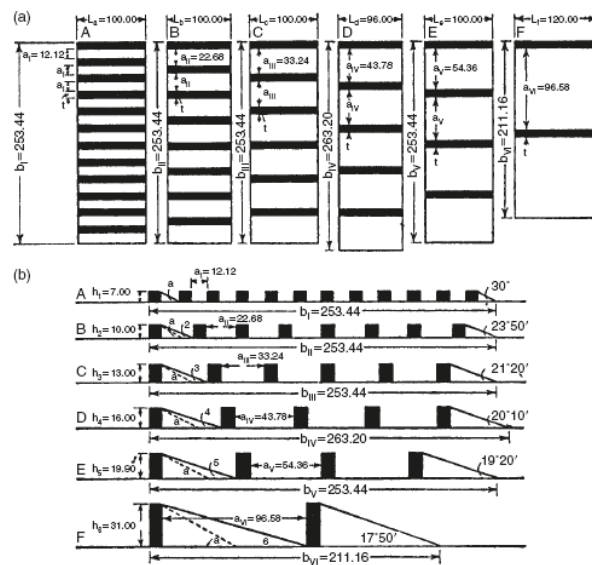


Figure 3.16. Walter Gropius’s analysis for sunlight as the rationale for high-rise buildings (Vale in Ben-Joseph eds,2005: 79)

According to figure-ground theory, it is not possible to shape coherent urban spaces when an urban fabric is made up of 'dominantly' vertical buildings as such arrangements result in vast open spaces. (Trancik, 1982: 99)

Bentley (1999: 25) mentions that the concept of buildings as freestanding sculptural objects ignores the socially constructed distinction between front and back which is vital in establishing conditions of privacy, and in the relationship of public and private. Development generally benefits from having a front onto public space, for entrances, social display and public activities, and a back for more private activities. For this aim perimeter block which is characterized by a continuous mass surrounding the edge of the block where the middle of the block is reserved for transitional zones is defended.

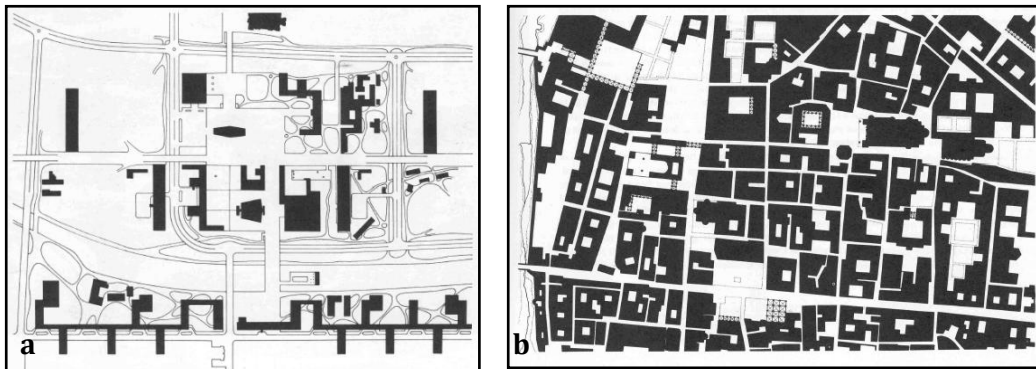


Figure 3.17. a. Le Corbusier's project for Saint-Die figure-ground plan b. Parma figure-ground plan (Rowe and Coetter, 1984:62,63)

On the other hand there has been a search for the traditional qualities of urban space where urban space is defined by the mass. The dialectical relationship between the masses and the space stems from the **Gestalt laws of visual organization** such as similarity, proximity, continuity and enclosure.

Enclosure is considered as a fundamental characteristic of urban spaces to be perceived as an entity (Norberg Schulz, 1980). On the other hand the enclosure may define a line of movement: a street , or a space to stay: a square.

The **distinctive quality** of any man-made place is **enclosure**, and its character and spatial properties are determined by how its enclosed. Enclosure, thus, may be more or less complete, openings and implied directions may be present, and the capacity of the place varies accordingly. Enclosure primarily means a **distinct area** which is separated from the surroundings by means of a built boundary. An enclosure may even be created by a mere change in the texture of the ground. Boundaries determine the degree of enclosure as well as the spatial direction. When an opening is introduced in a centralized enclosure, an axis is created which implies longitudinal movement. (Norberg-Schulz,1980 : 58)

Therefore we may say that spatial identity of a street lies in its relatively continuous lateral enclosure,

Whereas space-mass relationships are significant in defining streets and squares, they are also important for the definition of semi-public and semi-private spaces. Courtyard houses and houses grouped as cluster, provide a sense of territory by closure.

3.5.CHARACTERISTICS OF CONTEMPORARY URBAN FORMS

Morphological analysis have showed that the traditional structure of the urban fabric, its elements and its rules of organizations have all changed to a large extent with sprawl and urban periphery as a new kind of urban fabrique is the most significant outcome of this change. The closed urban fabrique and the system formed by the elements of the fabrique gave way to a open and fragmented pattern formed up of autonomous and atomized elements that do not relate to each other. (Moudon, 1997)

Therefore criticisms directed towards contemporary urban developments is not peculiar to Turkey, instead there is an increasing dissatisfaction on morphological characteristics of contemporary urban formations. These developments are highly related to the economic context. Since the end of 1970s, privatisation has become a powerful impetus that has created a political-economic transformation in both developed and developing countries (Harvey, 2005). This has two major

consequences. The private master-planned community- gated community as its extreme form- and privatization and fragmentation of the public realm.

3.1.1. Inward-Focused Housing Developments

The basic unit of formation for urban periphery has been **private master-planned community** in both USA and Europe. In the USA these communities are the outcome of 1984*-9 boom having the characteristics of being private and master-planned around large metropolises. Knox (1992: 207) mentions about these new landscapes as “an important component of an emergent new geography”. He also asserts that their most distinctive characteristic is that they are **packaged**. Ford (2000) on the other hand labels these kinds of inward focused complexes of buildings as ‘**Pods**’ where “the idea is to separate- often to the point of walling off- land-uses into distinctive social and functional worlds”. (Ford in Carmona, 2003: 77)

In these developments each housing complex is inward focused and has no relationship with the others other than proximity.

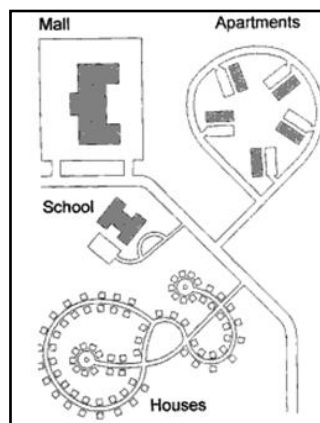


Figure 3.18. Pod developments (Carmona, 2003: 78)

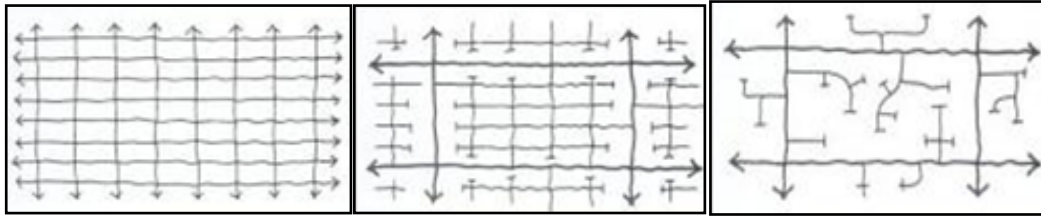


Figure 3.19.Transformation of grid network into laddered system(Carmona, 2003: 73)

Carmona shows how the traditional grid structure turns into a laddered system and mentions that today laddered pattern is the actual formation pattern in the peripheries based on the desire for separation.

The most radical type of these private communities is the **gated community** which is defined as “walled or fenced housing developments, to which public access is restricted, characterised by legal agreements which tie the residents to a common code of conduct and (usually) collective responsibility for management” (Atkinson and Blandy, 2005 in Xu* and Yang, 2008.214).

Besides the inner characteristic of these formations, their relation with each other is also different. Each community being created one by one, with different plans do not relate to each other which is another main characteristic of peri-urban formations.

Bentley (2002: 183-184) defines the morphological transformations in the capitalist era at various levels.

Table 3.1. Morphological transformations in contemporary formations (drawn based on Bentley, 2002)

<i>Transformations in</i>	<i>from</i>	<i>to</i>
<i>Settlement pattern</i>	compact	dispersed
<i>Pattern of land-use</i>	fine-grain	coarse-grain
<i>Public space network</i>	grid	hierarchies
<i>Buildings</i>	masses	pavilions
<i>Materials</i>	local	global

Such developments made some authors question the existence of a suburban form, because of the high degree of fragmentation and lack of any order. (Levy, 1999: 81, Pinzon-Cortes, 2006, Moudon,1997).

3.1.2.Fragmentation Of Public Spaces

Carmona (2010) in his paper classifies the criticisms directed towards contemporary public spaces in Europe. He broadly defines two categories: *the concern that public space is being under-managed or the concern that it is over-managed.*

Under-management issue can be related to that of Trancik's (1986) '**lost space**' which corresponds to undefined and unused spaces. He argues that the causes of lost spaces are related with the car, urban renewal, the privatization of public space, functional separation of uses, and with the Modern Movement. Similarly Loukaitou-Sideris (1996:81) names such spaces as '**cracks in the city**' which are "in-between spaces, residual, under-utilised and often deteriorating". Similarly a main problem is caused by roads dedicated to automobile instead of pedestrians. Lefebvre (1991, p. 359), mentions how urban space is "sliced up, degraded and eventually destroyed by...the proliferation of fast roads".

On the other over-management issue is related with forms of privatisation and public space being viewed as primarily a milieu for consumption. Carmona also emphasizes that these two processes are two sides of a same coin each leading to the other.

3.6.EVALUATION

As mentioned the substantive dimension of urban design deals with the theories of urban form. Within this context we defined mainly two attributes to urban form. Modernist urban design focused on cities on a large scale aimed to give it a rational order through pure geometries, alternative forms of urban blocks: superblocks which are much larger than traditional block. Together with this block the street as a public space has lost its meaning and green spines were to replace them. Consolidation of property under public control made it possible to get rid of the limitations of the parcel. When this was combined with the bio-physical considerations for urban form, based on sun, space and verdure the idealized building typology became the high-rise building which would provide anyone the healthy conditions of living. However the ill implementation of this ideal resulted in indifference of parts to each other, where the whole was merely the sum of its parts.

Starting with 1950's with the rise of community centered approaches focusing on the human aspects of urban form' and defended urban forms based on reciprocal relations between parts, rather than indifference (see Figure 3.20). These relations can be analyzed under three headings:

The reciprocity of street and block: In fact, these characteristics of the prevailing urban design approaches were mainly derived from the morphological investigations of the historical urban cores, which are based on compact and intricate patterns of streets. The aim was to translate these characteristics into the dispersed and loose patterns of the peripheral developments or into the design of the new suburban towns.

The reciprocity of public and private: The street-block relationship is taken up as a clear separation between public and private spaces supported by transitional spaces. This reciprocity also refers to the critique of recent urban formations for their failure in the enhancement of public life and collective relations in neighbourhoods.

The reciprocity of space and mass: The main aim is to provide a dialectical relationship between space and mass where each one is treated as a positive figure rather than ground. The design principles such as continuity, enclosure, rhythm have been the main objective for this reciprocity.

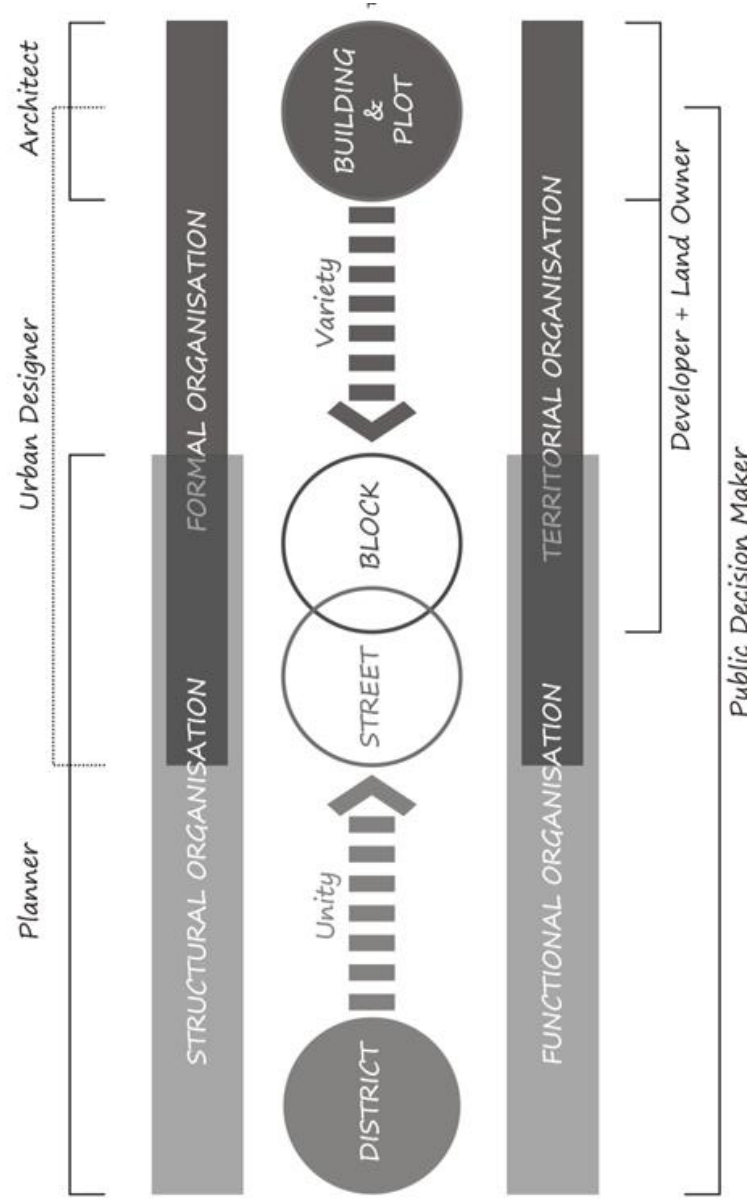


Figure 3.20. Elements of urban form, their relations and actors for formation

CHAPTER IV

DEVELOPMENT LEGISLATION AS A DESIGN CONTROL MECHANISM

Since the development of urban design by 1980s as a distinct field out of the interaction between planning and architecture, design control has also displayed a parallel restructuring from the conventional zoning ordinances and modern development legislations towards a structure of dynamic and sophisticated mechanisms and tools. This new structure, as discussed in the previous chapter, is based on the contemporary approaches of urban design, which put emphasis on the harmonious relation between unity-variety and the definition of public space, and which refer mainly to the contextual tissue of the traditional towns. However, this common ground of postmodern urban design has been leading to different approaches of urban coding in different countries because of the necessities and peculiar conditions of property relations that produce built environment.

Similarly, the development legislation in Turkey has been subject to a continuous change due to the changes in the socio-political context of Turkey. In this way, the development legislation in Turkey has its own mechanisms, tools and so its own problems and opportunities which give some peculiar characteristics to the formation of urban space in Turkish cities. Thus, the urban formation processes in Turkey cannot be conceived without an understanding of the development legislation as a design control mechanism. This will be the subject of this chapter. However, on the contrary, an elaborated understanding of the development legislation in terms of its capabilities and failures in design control requires a detailed empirical analysis of the urban formation process; and this will be the subject of the case study in the next chapters.

Therefore, the aim of this chapter is to explain the general characteristics and structure of the development legislation through an evaluation of its potentials and problems as a design control mechanism. As a result of this evaluation, a general framework and some key questions will be defined for the detailed empirical analysis in Çayyolu.

4.1. GENERAL CHARACTERISTICS of the DEVELOPMENT LEGISLATION

The development legislation in Turkey is based on the Development Law no. 3194 and its related bylaws. Though the roots of this law goes back to the end of Ottoman Period, its first comprehensive institutionalization realized with the Building and Street Law no. 2290 issued in 1933 (Özcan and Bilgen, 1995). However, it gains its existing structure with the Development Law no. 6785. And the Law no. 3194 is basically a decentralization of the Law no. 6785 which gives the planning authority under the control of the central state. With the enactment of Law no. 3194 in 1985, the municipalities gained the authority of preparing and altering the development plans. This was also a new moment in the formation processes of urban space in Turkey.

Although the structure and tools of the development legislation has changed in this evolution process, its basic logic of control still remains. This is the logic of physical planning in which urban planning is seen as the design of the complete picture of urban form in the future. Thus, the control process of this logic is based on the **prescriptions** that direct the construction processes in accordance with this future image.

However, this general logic of physical planning adapted from the modern planning tradition in Europe has gained different characteristics in Turkey. Ünlü (2005; 10) explains these characteristics under three themes;

- Development plans seem to concentrate on **quantitative control** through distribution of development rights.
- The primary concern for planning control mechanisms is to grant building permit on individual plots.
- The quantitative control in the Turkish planning system depends on plot-based practices.

Therefore, as he concludes, urban development plans are detailed end-state blueprint plans, which envision that a time would come and the spatial development of any city would be completed in the specific planning period. In this framework, “the essential element to be controlled in detail in the Turkish planning system seems to be the **individual plot**. From this perspective, the planning system seeks to produce urban plots. Along this path, the distribution of development rights on individual plots is on the forefront of planning system” (Ünlü, 2005; 78).

These characteristics of the development legislation are in accordance with the main type of development in Turkey, which is the development through the ‘accumulation of small plots’. According to Tekeli (1991; 170), until 1980s, urban space is formed through the investments of small capital owners. In other words, the small capital has been dominant in the production of built environment, while the large capital investments of private sector are oriented to the industrial production. However, since 1990s, the large capitalists also turned towards the urban rents and took part in the formation process of Turkish cities.

Tekeli (1991; 171) calls this process as “a transition from the speculative city of small capital to the speculative city of large capital”. Implications of this transition on the formation of cities have been very significant. The focus of large capital on urban rents generated a new moment on the urban formation processes, which can be called as a transition from the accumulation of small parcels to the aggregation of large parts. This means a way of formation at urban block scale rather than plot scale.

In this transition, new problems in the formation of urban space emerges additional to the problems of the typical development pattern of development planning, which is the homogenization of built environment. Instead of the dullness of monotonous apartments produced in small and similar rectangular parcels, now, the problem is **uncontrolled variety and dispersed and undefined public spaces**. Actually, this is a general problem in peripheral developments in the western countries. However, in those countries, as discussed in the previous chapter, new urban design approaches and new types of urban coding have been generated to cope with this problem; whereas in Turkey, this fact is compensated within the limits of the static-

prescriptive nature of development legislation with the introduction of the tool “ratio”(emsal) regulation. As Ünlü states,

Ratio regulation seems to be a block based approach. Ratio regulation sites are generally vacant areas or newly developing sites. Instead of controlling all dimensional parameters on individual plots, ratio regulation prefers to control the development mainly according to floor area ratio (FAR). It corresponds to the ratio of total floor area to plot area. The design of the urban built environment is left to the vision of the ones who would design the possible development in building blocks... (Ünlü, 2005; 72)

Therefore, the result of such a type of development is the dispersed formation of peripheral, vacant areas. In these areas, urban planning faces with new problems. As it will be discussed in the next chapter of empirical study on Çayyolu case, urban space in the peripheral areas of Turkish cities lack the most general criteria of contemporary urban design (that are discussed in Chapter 3) such as unity, continuity and a common character of defined districts.

In the following section, the general structure of the development legislation is summarized with respect to the main mechanisms and tools that provide control over urban formation process. This is mainly an explanation of the hierarchical structure of plan types in the planning process. Then, in this hierarchical structure, the specific tools of design control will be analyzed.

4.2. HIERARCHICAL STRUCTURE of the DEVELOPMENT LEGISLATION

The structure of the development legislation is based on the Development Law no. 3194. In many respects, this law can be seen as a revision of the Law no. 6785. However, as Günay (1985;16) states the understanding that starts from the building itself in the Law no. 6785, leaves its place to a logical system starting from the planning (the types and hierarchy of plans and their boundaries, preparation and approval etc.) and going down toward land readjustment (unification and subdivision of land, preparation of allotment plans), and then building issues(construction and use permit, construction controllers).

Nonetheless, the logic of the Development Law of 6785 which focuses on control of the building in boundaries of its plot rather than the structure and context of the site, is still relevant for the Law no. 3194.

Ersoy (2000, 36) defines the structure of the development legislation as the “hierarchical association” (kademeli birliktelik) of plans. In this hierarchy, planning process starts from the regional level and goes down to the urban level. According to the law, the regional territorial plans (çevre düzeni planı) are prepared in accordance with regional plans to determine decisions about the settlements and general land use such as housing, industry, tourism and transportation. However, in practice, urban development is generally regulated by the development planning system at municipal level, generally without any strategic frame defined by upper scale plans at regional or provincial level.

Therefore, urban development is mainly controlled via the two main levels of development planning. The first level is the 1/5000-scaled master plan, which aims to determine the general physical structure of the city and the second one is the 1/1000- scaled implementation plan, which has to be prepared according to the decisions of the master plan as a specification of upper scale decisions. On the basis of these two levels of planning, urban planning process is realized through four main mechanisms of design control, as elaborated under following headings.

- Master Plan
- Implementation Plan
- Land Readjustment Plan
- Supplementary Bylaws

4.2.1. Master Plan

Master development plan, prepared at 1/5000 scale, can be seen as the tool of controlling the “macro-form” of the city. It includes two main decisions;

- the distribution of population densities over different areas of the city
- the distribution of functions that is the adjustment of land use zones.

In this context, master plan is responsible from the **control of the macroform** with respect to the size, direction and principles of spatial development. It may include construction densities and the main channels of transportation. It is supposed that master plan determines the framework of implementation plans and leaves the details to the implementation level. However, in practice they are seen as a **detailed**

macro-design of the city, in which even the block structure is formed. Therefore it can be seen as a detailed land allocation map.

4.2.2. Implementation Plan

Implementation plan prepared at 1/1000 scale is the main tool to settle the morphology of the urban space in Turkey. The law sentences that implementation plan has to be prepared in accordance to master plan. Therefore, the flexibility of design in this level is based on the detail of master plan. The implementation plan is supposed to be defining all the details of urban form. Mainly,

- the roads, pedestrian ways and their sections,
- layout of urban blocks,
- land use types of plots
- construction density and order in urban blocks,
- location and size of common uses

are the elements of the decisions in the implementation plans. Therefore the **mass-space** relations such as orientation and interrelation of buildings and the formation of **public and private** spaces, landscape, and organization of pedestrian vehicular traffic are all within the framework of implementation plans.

4.2.2.1. The Components of Development Plans

Development plans do not only contain plan drawings but also some written statements. The content of these statements are not restricted by strict rules; these can be utilized as flexible tools for urban coding. There are two main components of the development plans:

Plan notes: These are set of regulations that set out specific considerations for planning control. As mentioned by Duyguluer, the plan note was firstly introduced to legislation in 25th article of the Law no. 6785 with the change of 1972. It brings the opportunity to use descriptions about the all decision areas of plans. The plan note is used to express some plan conditions and principles. It is suitable to express the issues that cannot be displayed through drawings (Duyguluer, 1989;51).

Plan report: It is composed of two parts as the analyses report and the planning report. The analysis report contains a stage of survey and analysis, and a stage of

synthesis that put forward the problems of the city, and the plan goals or aims to solve these problems. Although there is not a restriction about the content of these reports, in practice these are mostly reduced to technical analysis about population and standards. **Morphological and visual analysis** for urban design and principles about urban design are rarely included in these reports. Nevertheless, plan reports have the potential to use as a **supplementary guidance** for design control.

4.2.3. Land Readjustment Plans

The implementation plans are ultimately realized through the land readjustment plans. The design of urban pattern applied on land becomes a new pattern of property through these plans. Thus, the **readjustment of property as a basic task of urban design appears as the final stage of urban planning process**. As Baş (2003; 71-72) emphasizes, “especially, in Turkey where urban space is formed as the agglomeration of small plots, the transformation process of agricultural land into urban land can be considered as the process of formation of urban pattern”. It means that since the plots are small and include only one building, the two dimensional pattern of buildings directly determines the organization of mass-space relationship and formation of blocks determines the formation of streets and other public spaces. This process of land readjustment is realized through three legal tools: the subdivision and unification, the expropriation and the land readjustment.

4.2.3.1. Subdivision and unification

The first one of them is utilized in piecemeal implementation processes. In this case, according to Ersoy (2000; 79) if a parcel is large enough, with the demand of its owner, it can be subdivided as suitable to the plan, or if the area of a parcel is not appropriate to the plan decisions, it is unified with adjoining parcels. Whereas, this method has been used as alternative to the land readjustment method, in spite of rule in the law, so that its implementation is cheaper and easier. Thus, it may lead to incremental applications that damage the objectives of plan and injustice results between landowners.

4.2.3.2. Expropriation

Expropriation is a compulsory method of purchase of private land by public authorities paying its market value for the sake of public interest. The existence of development plans are sufficient basis for public interest (Ersoy, 2000). Consolidation of property provides a milieu for total control in design. There are many mass housing projects realized through expropriation such as Batıkent and Eryaman, also Çayyolu case includes such examples. Therefore it creates opportunities for design control. However Ersoy mentions the negative dimensions of expropriation as; it is an expensive application that causes inequalities between individuals and especially municipalities face with difficulties in compensation.

4.2.3.3. Land Readjustment

The land readjustment process is implemented in the frame of the 18th article of the Development Law no. 3194 and its bylaw. It is the transformation process of pre-urban cadastre into development parcels according to implementation plan via the preparation of allotment plan. Its main feature is the unification of the whole pieces of cadastral property (hamur işlemleri) in the implementation area and readjustment of them into new plots in accordance with the decisions of the implementation plan.

The main tool is the Land Readjustment Share (LRS) (Düzenleme Ortaklık Payı – DOP), which is the allocation of the (up to) 40% of each property without any compensation as a substitute for value increase in land that appears as an outcome of the development process. The allocated land can be used only for the roads, pathways, squares, religious facilities, car parking, green areas, parks, playgrounds, police stations and the services related these uses. However, LRS does not cover public services such as hospital, school, municipal service units and other public services. They are deduced by expropriation. The ratio of this tool is called as “Common Share of Public Services” (Kamu Tesisleri Ortaklık Payı – KOP).

The form and dimension of the parcels in the allotment plan should be determined according to the decisions regarding parcel sizes or development rights mentioned in the implementation plan. However in practice these two stages are separate from each other. Rather than subdivision according to plan, subdivision according to

shares becomes a dominant approach. This is based on the 10th article of the byelaw on 18th article which supposes that parcels should be at a minimum size for providing individual parcels for property owners (Akkoyunlu,1999;120).

Therefore rather than a tool for design control land readjustment is merely utilized as implementation on the basis of providing separate plots for property owners. Therefore the realization of plot pattern is realized as part of land readjustment as a technical process.

4.2.4. Supplementary Bylaws as Design Codes

There are certain supplementary regulations in the development legislation, which are applied at the points where the development plans do not include a decision or description. In other words, these regulations compensate the ambiguous points on which there are not any guiding decisions coming from development plans. In this context, as Ünlü (1999;90) states that, Standard Development Bylaw (SDB) is applicable where the development plan does not mention any rules about realisation and subdivision order. Thus, SDB is a complementary mechanism to development plans.

4.2.4.1. Land Subdivision Codes

Land subdivision codes includes some rules about the preparation of allotment plans, subdivision (ifraz) and unification (tevhid), such as the minimum parcel widths and depths according to the height (as number of floors) of buildings and functional zones (as housing- industry and commerce). Since implementation plans rarely include the decisions about plot boundaries and it is left to cartographers, these land subdivision standards might play an important role on the formation of plots.

22nd article enables the subdivision (ifraz) of a closed road or a parcel that takes place in the middle of a block, in spite of having an outlet to road. Furthermore, article 25 allows constructing more than one building on condition that setback distances which are defined in the article 18 are provided. Article 25 also allows the constitution of flat ownership in a block through unification of plots in case

landowners demand. Thus, the collective construction at block scale can be possible. As mentioned below this is a frequently used development method by cooperatives and in the block based developments (Baş, 2003; 76-77).

4.2.4.2. Building Codes

Building codes include the regulations about the buildings as solids and their surrounding voids; such as setback distance controls and density controls.

Setback distances define the usable area for construction in a parcel. Setback distances are developed to ensure sunlight and privacy needs, and to create adequate area for car parking and other needs.

Density controls are used to determined construction rights in order to realize the population densities decided in the master plan. These include two main types of tools:

FAR - Floor Area Ratio (KAKS or Emsal): The ratio of total construction area to the area of the land plot.

LCR – Lot Coverage Ratio (TAKS): The ratio of the maximum building base area to the area of its land plot. (Baş, 2003; 77)

In addition, there are more strict regulations that directly control the shape of buildings:

Control of building order: Such as attached, semi-attached, detached

Control of building height: Prescription of maximum building height

Dimensional standards for buildings: The width and depth of buildings. For example, maximum building width is 30 m for detached order and 50 m for attached order and the maximum building depth is 40 m (It is 22 m in the bylaw of Ankara).

4.2.4.3. Architectural Codes

These codes includes the rules about the technical and aesthetics aspects of buildings, such as the codes about bulk and building height and the codes controlling the details like height of a flat, the slope of roof, dimensions of corbel, width of canopy, ratio of window to floor area, materials of construction, control of colour, design of garden walls and so on.

The following section will focus on this issue of problematizing development legislation as a design control mechanism.

4.3. DESIGN CONTROL in the DEVELOPMENT LEGISLATION

4.3.1. The Peculiarity of the Development Legislation in Turkey as a Design Control System

Design control is not the issue only of the recent decades. It has a long history parallel with the change of the interaction between architecture and planning. In fact “urban design” can be seen as the realm of this interaction and design control can be defined as the operative aspect of this realm. As discussed in previous chapters, neither urban design approaches nor design control tools are the mere outcomes of the attitudes of planning and architecture disciplines. The varying design control approaches of different countries are not only a variations among design approaches but they also represents the **peculiarities of those countries in respect of property relations**. Furthermore, prevailing urban design approach underlying these contemporary design control systems is not only a subjective preference of certain professions but rather it is a manifestation of objective conditions, which are mainly the property relations that determine the formation of urban space. This prevailing urban design approaches of the recent decades (depicted in Figure 4.1.), there are several common characteristics:

At this point, the differences of Turkish development legislation can be depicted clearly. Its main characteristics were already mentioned above as **quantitative**,

prescriptive control based on the control of individual plots. However, these are considered only as technical conditions for achieving certain **biophysical criteria.** Actually, it can be argued that the development legislation of Turkey does not include an explicit approach of urban design. Although the importance of the urban design concept has been rising in the planning agenda of Turkey in the recent decades as in the western countries, and the development legislation has been an important dimension of these debates, there is not any definition or method about urban design in the Development Law no. 3194 and its bylaws (Baş, 2003; 63).

As Ünlü states, the operation of planning control mechanisms depends on consecutive phases through a top-down linear process. Plan preparation and implementation processes are separated from each other. Plan implementation is reduced to be a further stage of plan preparation process within procedural context of control mechanisms (Ünlü, 2005; 69). This is a unidirectional deductive process from the city level to the plot level and in this process; planning field dominates the urban formation process as a standardizing imposition of technical criteria. This fact can be resulted in two opposite forms in urban space as seen in the Figure 5.1.:

In contrast to the reciprocity of unity-variety in the contemporary urban design approaches, these main characteristics of the Turkish development legislation results in the **domination of unity in the form of homogeneity.** This is the conventional form of urban development in Turkish cities based on the individual apartment blocks in single plots.

In contrast to the reciprocity of unity-variety, the morphological unity at the district level is eliminated by the complete domination of the variety at building level. This is the dispersed and incoherent pattern of the peripheral development in metropolitan cities of Turkey. It is based on the buildings designed as a group at the block level.

The crucial point here is that,

- **firstly**, the design of urban space at the district level (that is the design of the structural and functional organisation of the district as a whole – the master plan) is disconnected from the design of urban space at the street-block level (that is the design of figure-ground relations and territorial hierarchy –the implementation plan);
- **secondly**, the design of street-block relationship is disconnected from the coding of development rights and design of buildings (the formal characteristics of individual buildings –the architectural design).

This **double-tiered disconnection** in the formation process of urban space is the essential aspect of the “**lack of urban design**” in the development legislation of Turkey.

Nevertheless, the above summary on the hierarchical structure of the development legislation denotes that there are important tools, which can be used in design and control of urban form, from macro scales to building details in the structure of development legislation. Moreover, these tools have some open aspects to be utilized as the elements of a design control system. Therefore, we need a more detailed critique of the planning mechanisms and regulations in respect to their deficiencies and potential in design control.

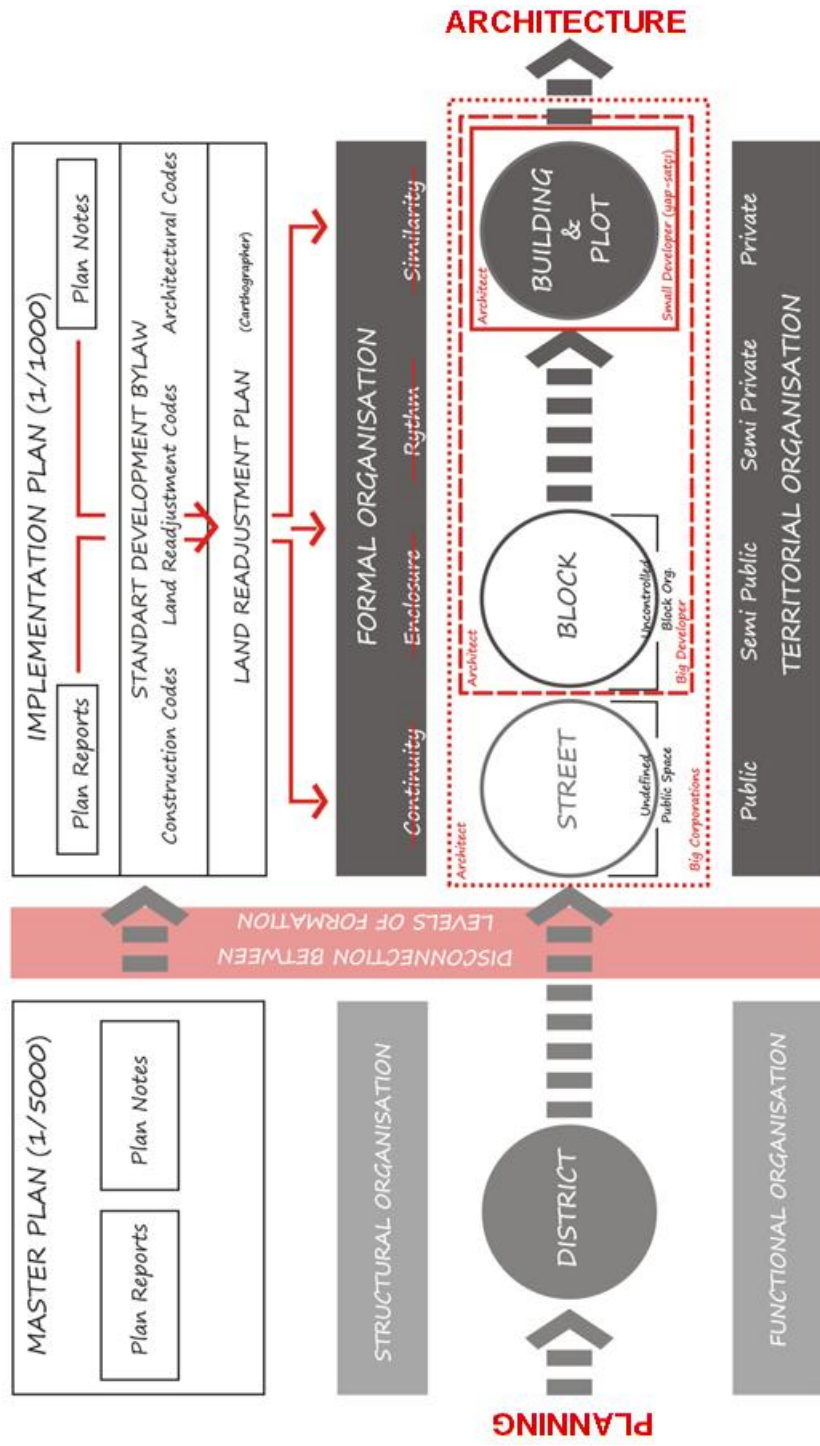


Figure.4.1. Design control within the framework of development legislation.

5.4.2. The Elements of the Development Legislation as Design Control Tools

4.3.2.1. *The Role of Master Plan at the District Level*

The master plan in Turkish planning practice **has the power** to determine both the **structural organization** of urban space and the **functional organization** of land use. However, in the structural organization, its static approach fails in orienting the parts of the district in a coherent way and in replying the changing conditions of the development process. The master plans are mostly prepared without including a design guidance for the implementation plans. In this respect the relationship between structural organization of the district and the formal characteristics of its parts (the streets and blocks) is not guided in any way or strictly prescribed in a mechanical manner. Furthermore, the functional organization in many cases cannot be controlled properly. Although the mixed-use (that is a major criterion of recent urban design approaches) is a general aspect of Turkish cities, the distribution of land uses, especially the commercial use, appears spontaneously in most cases.

As shown by Ünlü (2005), the static nature of the development legislation is negated by the market tendencies via the plan modifications. But the result is a spoiled urban pattern, incoherent distribution of land uses and the erosion of public spaces and collective uses, such as green areas, recreational facilities. Thus, plan modifications have become the major tool to control urban form but a tool be utilized by the market forces rather than the planning and design principles. According to Ünlü, the failure of the development planning in defining a context that is achieving a characteristic unity at the level of districts constitutes the main motivation for the incoherent and unprincipled plan modifications.

This assertion indicates that the failure of the development planning in defining a “spatial context” does not only arise from the master plan level but also from the implementation plan level, because of its way of dealing with formal criteria of urban design like continuity, rhythm and similarity.

4.3.2.2. The Role of the Implementation Plan at the Street-Block Level

Implementation plans seems to be capable of controlling the whole aspects of the urban formation process. However, its practice is far from being a tool for urban design. In the one hand, although the standard development pattern through the accumulation of plot-based individual apartments resembles the postmodern urban design approaches with its mixed use small scale and piecemeal growth, its outcome is the monotonous spaces lacking distinct characteristics.

On the other hand, although the block-based development in peripheral areas can include different types of architectures, a formal continuity and similarity between the parts of urban form is rarely achieved. As depicted by Baş (2003) even if the architectural character of buildings are similar, these environments are generally devoid of continuously defined public spaces, that is streets and squares or enclosed semi private spaces such as courtyards and the common areas of cluster housing.

Thus, implementation plans are insufficient not only in achieving formal criteria of urban design but also fails in defining clear transitional zones between public and private spaces. Hence this definition is provided generally by means of 'gated' clusters. And the result is the disintegration of urban space into isolated clusters.

Nevertheless, the development plans, together with its components and also supplementary bylaws can be used as an integrated mechanism of development control. It enables a flexibility of preparing its own coding system to local administrations. However, local administrations and metropolitan municipalities have not utilised the value of this possibility. Instead, Standard Development Bylaw has been used by municipalities without any change, or with slight differences. For this reason, although most of the urban settlements in Turkey have different characteristics, from urban block scale to architectural details they are formed according to the same coding system. This plays a vital role in the homogenization of urban form in Turkey. Thus, the tools defined in the SDB plays crucial role in the urban formation process. (Baş, 2003; 76).

Moreover, plan notes as the integrated components of implementation plans, have the potential to be supplementary tools within planning system that may allow a

degree of flexibility in planning control. In this frame, they may be used as design codes in the British planning system or design guidelines in the US planning system. However, Ünlü mentioned that, plan notes are still used as detailed and strict regulations and specifications in form of written documents (Ünlü, 2005; 68-69).

Similarly, the use of “floor area ratio” (FAR) can be evaluated as a flexible tool since it does not force a particular, dimensional solution, but leaves this flexibility to individual designer. However, the flexibility of FAR decreases as the area of land decreases. Thus, it is more appropriate for mass development at urban block scale (Ünlü, 1999;95). FAR, especially in large parcels or at urban blocks, may provide a flexible control that allows many alternatives of mass-space organization. However in Turkey, this opportunity is not utilized adequately, as criticized by Özbay (1989;44)

...because of sharing problems and inadequate source for design works, urban environment turns into the repetition of a single type in hundreds. When the high cost of land is combined with the desire to squeeze in more dwellings, densities of settlements are inevitably too high. Consequently, spaces produced at the block scale may be worse than the typical developments at plot scale.

So these areas are generally formed as a series of one type of multi- storey building and the result may be worse than the typical apartmentalized areas in terms of variety and spatial organization. For this reason, as urban blocks are shaped, the method of development must be taken into consideration. Moreover, at this point, it can be seen that the potential of plan notes in order to direct the inner composition of block-based developments is not effectively used.

4.3.2.3. The Role of Design Control at the Building-Plot Level

Another problem appears in the stage of **land readjustment**. Although the methods of land readjustment in the development legislation have vital importance for the design of both public and private spaces, the implementation plans are not prepared in a manner that direct this readjustment process and hence such an essential task of urban design is finalized by cartographers in preparation of “land readjustment plan”.

Finally, at the level of architectural design in the boundaries of parcels, it is possible to provide detailed architectural codes according to the local characteristics of the settlements. However, this does not occur usually. Baş emphasizes that “in a field like architecture that differentiates historically between localities, the use of Standard Development Bylaw without adoption to local peculiarities does not only damage the historical characteristics of settlements but also fails in providing physical design criteria about sanitary and security needs” (Baş, 2003; 80). On the contrary, many architects seriously criticize the detailed control on architectural projects. They claim that detailed control in architecture level decreases creativity. But, the lack of detailed control prevents creative and original solutions appropriate the local conditions and lead to monotype buildings throughout the country.

4.3.2.4. The role of actors in current legislation

The disconnection between levels of formation is also a result of the disconnection between the planner and the architect. It is necessary for the different professions of urbanism to work in a coordinated way in order to create successful places. In this process while the planner defines the layout that is the street, block structure, the cartographer on the plot level, create the plot layout on quantitative basis, and this is followed by the architect who develops the three-dimensional object, building on these two dimensional frames. Therefore as Günay (2006) mentions instead of an inter-disciplinary approach, the planning process forces **specialization**.

4.3. CONCLUSION ON THE DESIGN CONTROL IN TURKEY

In conclusion, the development legislation includes a hierarchy of plan types and a series of regulations and bylaws. In addition to the Standard Development Bylaw, there are regulations such as the Bylaw about the Preparation and Modification of Development Plans, the Regulation about the Land Readjustment (the bylaw of 18th article), Standard Development Bylaw, Parking Bylaw, and Bylaw about Heat Isolation. The rules of these regulations, except the Standard Development Regulation, are **binding** on development plans.

However, the Standard Development Bylaw is valid where implementation plan does not point out the rules about construction and subdivision order. In this respect, development legislation contains detailed and prescriptive regulations for the formation of urban space. However, these plans, regulations and codes are far from being a “design” control system but rather it is a **technical and physical control mechanism**. In this respect, its logic does not foresee an interaction between the levels of planning and between the planners and architects.

On the other hand, general evaluations on the development planning and its legislation shows that; it is too static to control the dynamics of urban formation process, and too ‘flexible’ (because of partial plans) to provide a coherent spatial context. Moreover, in its logic, there is not a two sided control mechanism between deductive and inductive methods in which planning and architecture (or planners, architects and landscape architects) can present a collective process of design. It strictly separates these two main professions. Thus, the reciprocity of unity and variety or the integration of public and private spaces cannot be achieved. The result is the failure of a spatial context and distinct, legible character.

Setting out from this problem of contextless environments, Ünlü (2005) proposes a new system of development control for Turkish planning. His model called “design-led development and context-based control” is grounded on a new type of planning process named “urban design framework” and it includes “site-specific appraisals” development briefs, design briefs in addition to design codes and guidelines.

Although the need for such a dynamic planning mechanism is apparent and it is necessary in order to cope with the dynamics of urban formation processes and to achieve creating a spatial context –the place of the reciprocal relations between the elements of urban form and the specific tools of design control for such an approach in the context of Turkey is still undefined. In other words, the peculiarities of Turkish cities coming from the social and property relations has led to its own peculiar problems in urban space. Thus, the imposition of a dynamic approach for a design control in Turkey's context requires morphological investigations in specific real cases.

Çayyolu case in Ankara displays the typical characteristics and problems of the contemporary developments, which is relatively new type of development and which will determine the future formation of our cities. For this reason, morphological investigations in Çayyolu can provide a detailed insight for the disconnections between urban design criteria and development planning in Turkey. Hence, the specific tools of urban coding and design control can be derived and proposed for a context-based control system.

As a result, the next chapter of this thesis will contain a detailed empirical investigation based on the morphological investigations of the site and the investigation of the planning processes, tools and codes that have been used in the formation of Çayyolu.

CHAPTER V

EXPLORING THE SITE CONTEXT: ÇAYYOLU

This chapter **firstly** analyses the formation of Çayyolu with regard to different periods. These periods are related with changing contexts of regulatory, market and site and different actors that take place in the formation process. As an outcome of this part as well as periods of formation we get an idea of how the structure of Çayyolu area as a whole has been formed and analyze its' characteristics.

Then in the second part site specific analysis is made for morphological characteristics of case areas. The cases are selected with respect to different processes of formation, which is a function of property relations and design control. The case areas are discussed within the framework of the substantive dimensions of design control, therefore, problem areas and opportunities with regard to morphology and procedural aspects will be put forward in the evaluation.

5.1.FORMATION OF CORE IN ANKARA: DEVELOPMENT ALONG SOUTH-NORTH CORRIDOR

In the formation process of Ankara we can mainly differentiate between two main periods: formation of the core and formation the periphery (Günay: 2006b).

The development of the core areas is mainly related with the geomorphological structure of Ankara- topographical bowl- which has been an important determinant

of its form. The development of the core areas, which are located within the topographical bowl, have been due to three plans of Ankara -after its being the capital city- namely Lörcher, Jansen and Uybadin-Yücel plans.

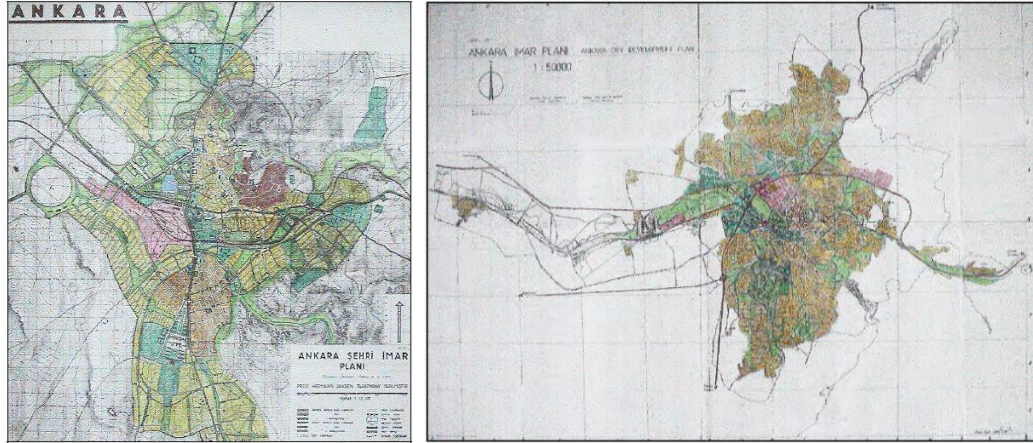


Figure 5.1. Jansen and Yücel- Uybadin Plans (source: Günay's personal archive)

Ankara was a small town of 20.000 population in 1920. Together with its' determination as the capital city of the new Republic, it has faced a rapid increase in population size. In order to find solutions for this population increase, and to control the development of the city, first Ankara Şehremaneti was established on 16thFebruary 1924. Later, in 1925, Lörchere prepared a plan for the development of Sıhhiye as a new settlement area. Lörchere plan could direct the development of the Sıhhiye part of the city for a period of time. Besides there have been many planning practices for the city, however these were mainly partial planning practices for Ulus, independent from each other. (Bademli, 1987: 105)

However the plan could not deal with rapid population increase and there was a need for a comprehensive approach. Therefore a competition was held and Jansen plan was chosen among three alternatives. The basic arteries of north-south and east-west were designated by the administrators to the competitors. Thus in

Jansen's plan these two arteries, especially the north-south axis (Atatürk Boulevard), "which would connect the new Governmental Quarter in the south of the city with the old town and the commercial centre" forms the spine of the city, along which major development occurs (Günay, 1988a: 30). The east-west axis on the other hand runs parallel to the railroad, which separates the old and the new city. This north-south axis forms the spine of the core.

Many implementations were made according to the Jansen Plan between years 1932- 1950. However together with 1935's development pressures that were not compatible with the plan began to occur and various changes have been made in the plan since then. (Günay, 1988a: 32)

Thus, speculative pressures have been highly active in shaping the city. Thus in 1938 Jansen has resigned the plan was no longer relevant. After the 40'ies these pressures become a significant problem and plan could not cope with these pressures. The plan reached its target population already in the 1950's. Thus in 1955 a new competition is held to produce a new master plan for the city.

The winners of the international competition were the Turkish planners Nihat Yücel and Raşit Uybadin. The plan was approved in 1957 and the population of 450.000 in 1955 was projected to be 750.000 in 20 years. Besides, the plan was limited within the municipal boundaries.

Atatürk Boulevard was hold as the spine of the city, and development was proposed in this north-south direction especially. Thus the plan was "simply an extension of the Jansen plan which stressed on the north-south axis. Both in north and south of the city limits of development were pushed to higher altitudes." A contribution of the plan is the peripheral road "to which two arteries towards west, one towards north and another towards east would be connected to provide for intercity highway network." (Günay, 1988a: 34)

These deficiencies in the plan provided the plan to be insufficient in dealing with the speculative pressures that started in the previous era, and starting from the 60's have been disturbed by administrative arrangements and local plans aiming at density increases. With increments in building densities within the layout of the plan

brought between 1960 and 1970, the plan area developed for 750.000 population, was carrying a population more than 2 millions. (Altaban, 1987: 134) After all these developments Yücel resigned from his consultancy job in the municipality in 1968.

All throughout htis era small capital was the dominant actor in urban formation process. Therefore tear-down and build-up processes at plot-scale was transforming the core. The typical form of development in the core was **apartmentalization**.

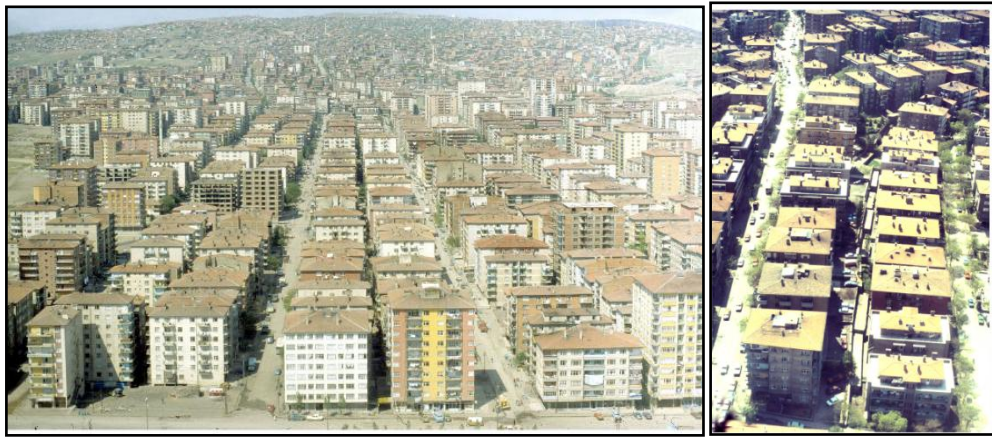


Figure 5.2. Typical form of development in the core: apartmentalization(Günay, 2006)

The city in this era, continued to grow as an oil-drop around the north-south axis, and air-pollution emerged as a basic problem in the late 60'ies. Besides, the local administrations could not cope with the development pressures. That's why a need for a new plan emerged.

5.2. FORMATION OF ÇAYYOLU AS PART OF THE PROCESS OF FORMATION OF PERIPHERY

While the formation of core is based on the first three plans of Ankara an analysis of the formation of periphery should start with the 1990 plan where the idea of decentralization was put forward for the first time.

5.2.1. 1990 PLAN and DECENTRALIZATION ALONG WESTERN CORRIDOR

Different from the first plans of Ankara which may be regarded as master plans as products of comprehensive planning approach, the 1990 plan developed by Metropolitan Planning Office was the product of “a new planning understanding and process which should be considered as a structure plan.” (Bademli cited in Günay, 1988a: 39, Bademli, 1987: 109). It was considered as such because “it tried to give the town a new shape and for the first time formulated many of the problems the previous plan neglected” (Günay, 1988a: 39).

However it was getting clear that this static approach was remaining highly insufficient in rapidly urbanizing countries, to cope with the developments. This was a significant problem of the previous two plans, that as a result of the inflexible structures proposed, they remained ineffective against the natural development process.

macroform of the city was determined according to three main criteria:

- A physical structure that utilizes the existing transportation and technical infrastructure, depending basically on public transport and providing maximum intersection areas with the nature.
- A form that is most probable to be realized, not rejecting but organizing the trends.
- Considering the development strategies of the authorized public bodies. (Altaban, 1988: 60)

In determining the form of the city alternative models have been discussed. These forms were mainly, linear, satellite, corridor (which might be regarded as a derivative of star and/or linear form) and oil-drop. The various alternatives of these four models were studied and after eliminations, alternatives were reduced to two:

satellite and corridor forms. A third alternative was added for further discussion as trend- oil drop, to show how the city was likely to develop without any intervention. Among these three alternatives, corridor scheme was chosen, for the following reasons:

Transportation

- As trips are concentrated on a few routes, the arteries are more intensively and economically used, and thus public transportation will be more economic.
- Corridor scheme maximizes the utilization of the existing road network, thus it may minimize the construction of new roads.
- More amounts of housing and central areas may be close to high performance public transport lines.
- The trip densities which will provide for economic running circumstances may be provided for rail systems.

Technical Infrastructure

- As technical infrastructure is also a type of a transportation network, above evaluations are valid.

Access to Open Land

- In corridor scheme, besides the accessibility of central functions, the thinness of the residential quarters and their being stretching out to the open land, open land will be more accessible than in the other schemes.
- Besides when applicability of the plans is considered, as the corridor scheme proposes development in the areas that already such demands are directed towards, it has the chance of organizing the existing and the potential demand. (AMNB: 1977: 282-283)

Thus, this plan, different from the previous two which proposed development along north-south axis, determined that the west axis is most suitable for development, hence proposed a development in this way, along corridors.

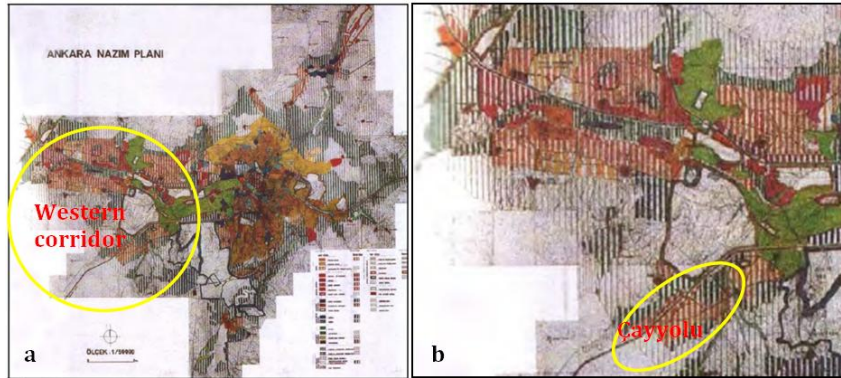


Figure 5.3.: a.1990 Plan and Western Corridor b. Çayyolu as a part of Western Corridor

There were **two major corridors** towards west in the plan, the northern one İstanbul Road, and the southern one Eskişehir road. Developments along the İstanbul Road have been planned and realized by the domination of state on urban space. Both Batıkent and Eryaman were developed with public initiative and by expropriation of land, and comprehensive master plans.

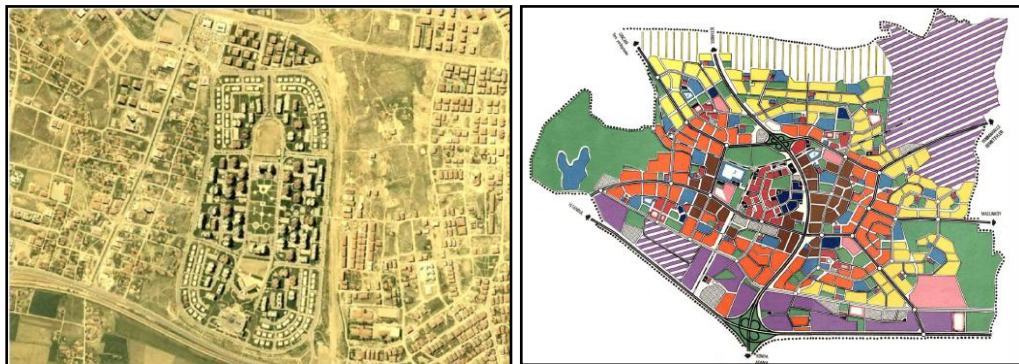


Figure 5.4. Eryaman and Batıkent development schemes (Günay,2006)

While the developments along İstanbul Road have mainly been developed by domination of public property, it was proposed in the 1990 plan that Çayyolu development would be based on **private initiative**. This forms the peculiarity of Çayyolu development.



Figure 5.5. Study area- Çayyolu- consisting of sub-districts Ümitköy-Beysukent, Çayyolu and Yaşamkent

5.3. FORMATION OF ÇAYYOLU

Development of Çayyolu area has started in 1970's and we mentioned that the development process as a whole corresponds to a particular period 'urbanization of capital'. However it is possible to observe different formations related with the change in contexts and actors' profile and change in degree of design control. Within this frame we may define 3 main stages:

- Pre-1985 Period
- 1985-1994 Period
- Period After 1994

5.3.1.Pre-1985 Period: Accumulation of Neighbourhood Scale Partial Plans

5.3.1.1. Contexts for Design Control in pre-1985 Period

As mentioned before the period before 1980's as an outcome of the division of labour between small capital and corporate capital; corporate capital has focused on entrepreneurship, foreign trade, industry and large scale constructions where small capital focused on urban space. Therefore 'yap-satçı' (build and sell) as a small capital has been active in the formation and transformation of the city. However, after 1980's, corporate capital asked for a share from the rents produced in urban space together with developments that would accelerate the decentralization, such as increasing share of private automobiles in urban transportation, passage from build and sell type of housing supply to mass-housing, organized industrial areas and public institutions that locate in the periphery as campuses. Therefore, the city started to grow via **accumulation of large pieces of land instead of accumulation of small parcels** as was the case in core (Tekeli, 2009 : 90-91).

The genesis of Çayyolu is mainly this **transformation in the property relations** where small property gave way to large property. Instead of developments based on apartments in the core, urban periphery began to develop as the accumulation of large parts to the city.

This was supported by the increasing effort in mass housing projects for middle-classes which began in the 1970's. Such projects were realized via **cooperatives**, within an organized structure, where the municipality prepared a partial plan and appropriated the plan area and transferred the land to cooperatives. This decentralization based on cooperatives on cheap land is a peculiar characteristics of Ankara when compared to Western cases whose decentralization was based on corporate developers. (Türel, 1987: 57- 58)

In this process another important actor has been the Real Estate and Credit Bank (Emlak ve Kredi Bankası) which was established in 1926 in the status of a State Economic Enterprise "to specialize in housing finance and developing sites as speculative ventures", and selling "housing at high prices with monthly installments which are affordable only for upper income groups." The Bank has been a significant actor for Western Corridor development as well (Türel, 1996: 94).

After the 60'ies with the increasing responsibilities of the central authorities, and increasing problems of the big cities, Metropolitan Planning Bureaus have been founded as branches of the Ministry of Development and Construction. Ankara Metropolitan Planning Office was founded in 1969, which had the responsibility of preparing the plan however having no rights of approving or implementation. These have made up the main contextual frame for the formation of Çayyolu in pre-1984 period.

5.3.1.2. Site Context: Partial Plans Prepared According to 1990 Plan

According to 1990 plan the partial developments would be minimum 15 ha. which would provide sufficient area for a neighbourhood unit with its common facilities of centre and school (AMPB, 1977). Also in the plan decisions it is determined that in 1/5000 plans that will be made according to the 1/50.000 plan, production of housing should be at the basis of block, therefore, blocks will not be further subdivided, for which in the plan it is determined as 5 ha. (AMPB, 1981: 7).

This could be realized, as although the plan was finished in 1978, it was not put into force in order to prevent speculation. So that Bureau could realize extensive **expropriation** works. Most of the developments in this period were mainly realized

in this way: expropriation of land by the Metropolitan Planning Office and transfer of the land to the cooperatives. Therefore first developments in Çayyolu were at the basis of **consolidated land-ownership on a neighbourhood scale**, planned via **partial plans** as proposed by AMPB except for Ümit Housing Cooperative the first development in the area which covers an area of approximately 4 ha.



Figure 5.6. Ümit Housing cooperative (personal archive)

Later a comprehensive partial plan for 81 ha. was approved by Ministry of Resettlement and Reconstruction on 13 February 1973 as the development plan of DSİ (General Directorate of State Hydraulic Works) and TPAO (Turkish Petroleum Corporation) Mass Housing Project. Development of Beysukent area Binsesin and Hekimköy are the outcome of this plan. However Beysukent part has undergone several plan modifications where the last one was approved on 4 February 2000 by which total ground floor ratio was increased from 0.75 to 1.00 (Erişen, 2003).

Another development was Yenikent Bahçeli Evler Housing Cooperative for 5006 building lots whose plan was approved in 1980. This development was in the form of a land trust therefore the consolidated property pattern was further subdivided into plots and development of each plot was left to the individual property owner. Actually this was against the conditions of 1990 plan but the plan was not put into

force at that moment. Although it was a total design at a district scale, the realization process was at parcel scale. The area became a speculative land market, therefore it stil remains undeveloped to a large extent.



Figure 5.7. 1973 Plan (source: Çankaya Municipality archive)

On the other hand a prime development company which has been effective in the development of Çayyolu area has been MESA in the late 1970's and 1980's. Their main strategy was to collect cadastral parcels at cheap prices and produce housing for mainly upper-middle and upper income groups. The common trend in MESA housing areas was to combine high-rise apartment blocks with low-rise housing units. MESA Koru Housing Estate was planned in 1978, which would later be followed by Konutkent I and Konutkent II projects.

5.3.2. 1985-1994 Period: Dual Formation: within and outside Municipal Boundaries

5.3.2.1. Contexts for Design Control in 1985-1994 period

In 1980's housing sector went into a deep crisis and in 1984 Housing Development Fund was created. The Mass Housing Law 2985 was enacted in 2 March 1984, which was supported by Mass Housing Fund and the institutionalization of Mass Housing Administration.

On the other hand Metropolitan Planning Bureau was closed in 1983. Later in July 1984 law no 3030 has been put into force, according to which the Greater Municipality of Ankara was founded, comprising of Altındağ, Çankaya, Keçiören, Mamak and Yenimahalle Municipalities among them Sincan, Etimesgut and Gölbaşı has latter been added. There was a metropolitan boundary that was determined by the metropolitan planning office through implementation of Isaard-Reilly gravity model. This boundary was approved in 1975. (AMNB, 1977: 123-124) However the boundaries of the greater municipality authority area remained smaller.

Later as the law no 3194 was brought into force in 1984, the responsibility and authorities of greater municipalities and district municipalities were determined. So that municipality became responsible within its boundaries whereas outside the boundaries the authority of plan making is left to central government: governorship. This law was an outcome of the neo-liberalization process of Turkey. This had significant impacts for the formation of Çayyolu district.

Therefore 1984 is a date when the **regulatory context changed** the roles and responsibilities of the actors.

On the other hand a new plan was prepared for the studies of the mass-transit system. The study team stipulated that it was necessary for a land use plan to be developed first of all, in order to determine transit routes. This duty was given to group in the City and Regional Planning Department of METU. 2015 plan of Ankara is a 1:100.000 scaled structure plan. Different than the previous plan this plans

proposed decentralization not in one corridor but in a star-shape(Altaban et al, 1987: 182).

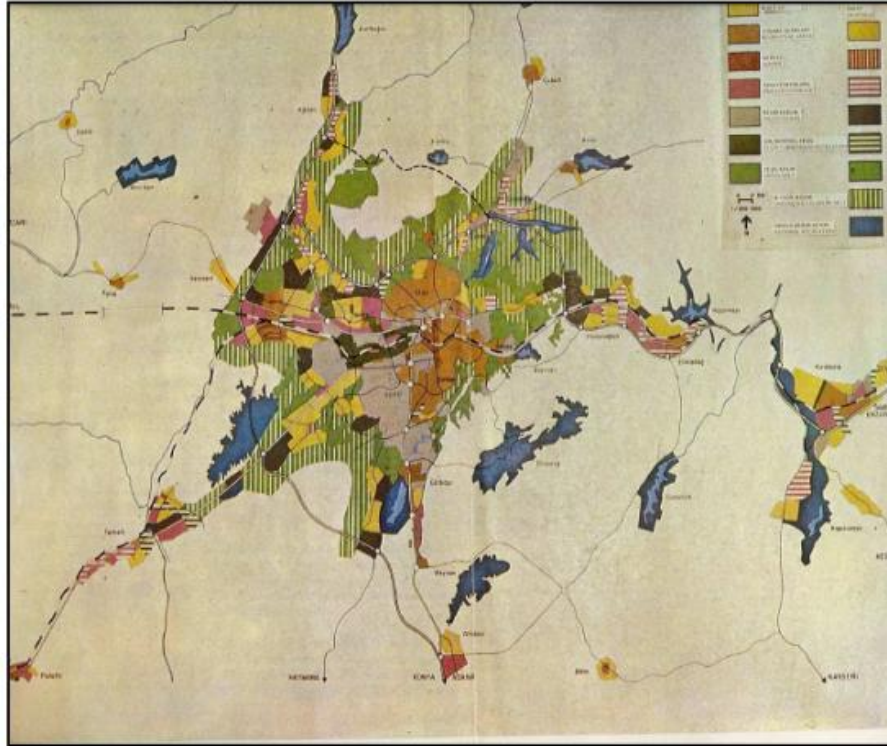


Figure5.8. 2015 Plan(2023 Plan Report, 2006: 52)

5.3.2.2. Site Context: Dual Formation

The arrangements made in the regulatory contexts had significant impacts on the formation of Çayyolu. The formation continued in a dual way; which we may define as planned formations inside the boundaries of the municipality and partial-plan based incremental formations outside the boundaries of the municipality.

Developments within the Municipality Borders

On 30 April 1985 a Mass Housing Area was determined within the boundaries of the Greater Municipality and was announced by the Council of Urban Planning on 30 April 1985, decision number 278/85. The area covered 451.98 hectares of land of which 140 hectares was state land. After its announcement, a master plan was approved by the Council of Urban Planning on 8 May 1985, decision number 383. Then for the remaining 341.5422 hectares of land Greater Municipality of Ankara initiated an action for the expropriation activities and this was completed to a large extent between 1988 and 1989. (Erişen, 2003: 118)

The master plan prepared for this area was named '**Çayyolu Mass Housing Plan**'. The aim of the plan was to unify the pre-existing developments as well as providing middle income groups housing.

1/1000 scaled development plans of the Çayyolu Mass Housing Area was approved by the Municipality Commission of Greater Ankara (Belediye Encümeni) on 14 August 1986 with a commission decision number of 2094, and first revision was made on 2 March 1988, decision number 78. The second modification dates back to 10 July 1989, decision number 163 by which the density was increased. The site was planned for 9946 dwellings approximately with a population of 47500. (Erişen, 2003,)

The boundaries of the Çayyolu Mass Housing Plan was extending to boundaries of the Greater Municipality. However there was a pressure for growth outside the boundaries of the plan as well.

Developments Outside the Municipal Borders

It was mentioned that outside the municipal boundaries the governorship acquired the responsibility for planning works. Within this frame, as the developments according to the Çayyolu Mass Housing plan prevailed within the boundaries of the municipality, there were also developments outside the boundaries of the municipality, which were realized through partial plans and approved by the governorship.

However these plans different from the previous partial plans did not fulfill the criteria of 15 ha. area as the minimum size for a neighbourhood unit. They remained smaller bounded within the cadastral parcels. Cooperatives or developers acquired individual parcels and partial plans were prepared for each individual parcel. The eastern part of İLKO cooperative is such an example. On the other hand partial plans were approved around Park Street as well but the realization of these areas corresponds to post 2000's.

5.3.3.After 1995: Increasing Speculation

5.3.3.1. Contexts for Design Control in 1985-1994 period:

The post-1995 period may be termed as period of increasing speculation for Ankara, southwestern corridor. We observe that starting with this period instead of cooperatives property developers have been the main actors of development, which intensified after the 2000's as will be observed from the development of Yaşamkent and Beysukent districts

The disputes between authorities have been a major factor for such speculative developments. A new metropolitan boundary for Ankara was approved on 07.02.1994 by the Ministry of Public Works and Construction. However it was abrogated in 30.09.1994. On the other hand the abrogation of Regional Territorial Plans in 20.10.1997 created a complicated milieu with authority disputes lived between central and local government, which started a period of judicial processes. 2025 planning studies which started at the end of the 80'ies, have been completed in 30.07.1998 however it was not put into force. After the decision of Council of State (Danıştay) that greater Municipalities can not make plans larger than the scale of 1/5000 left the plan totally out of agenda. All these conflicts intensified the speculative pressures. Especially southwestern corridor became an area where speculative pressures became intense (2023 plan report, 2006). The outcome of all these disputes resulted in the **spontaneity of market** on urban formation fueled by the upper-income groups' desire for moving to peripheral areas.

Later with a common work of Greater Municipality of Ankara and Ministry of Public Works, 'Partial Revision of Ankara 1990 Plan' was prepared at 1/50.000 scale

and has been approved by the Ministry of Public Works in 18.07.2001, in order to provide unity in the area which faced incremental developments. The plan proposed an extra population of 300.000 within the boundary of peripheral road. The density varies between 60 p/ha ve 30 p/ha.. This plan was divided into three districts and 1/5000 scaled development plans of these districts covering an area of 9.000 ha.s have been approved in 23.08.2001 by the Greater Municipality of Ankara. The second district of the plan covers the Çayyolu district and opens 1386 ha of area for development for a population of 83 190 (2023 plan report, 2006).

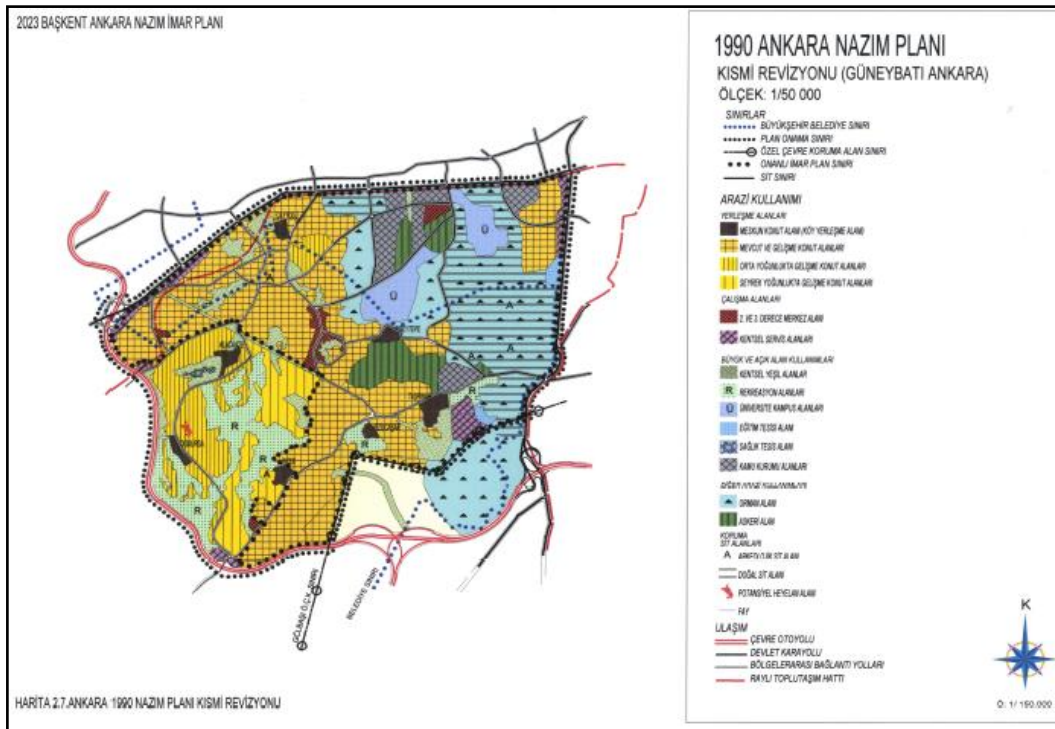


Figure 5.9. Ankara 1990 partial plan revision, 18.07.2001 (source: 2023 Plan Report, 2006: 54)

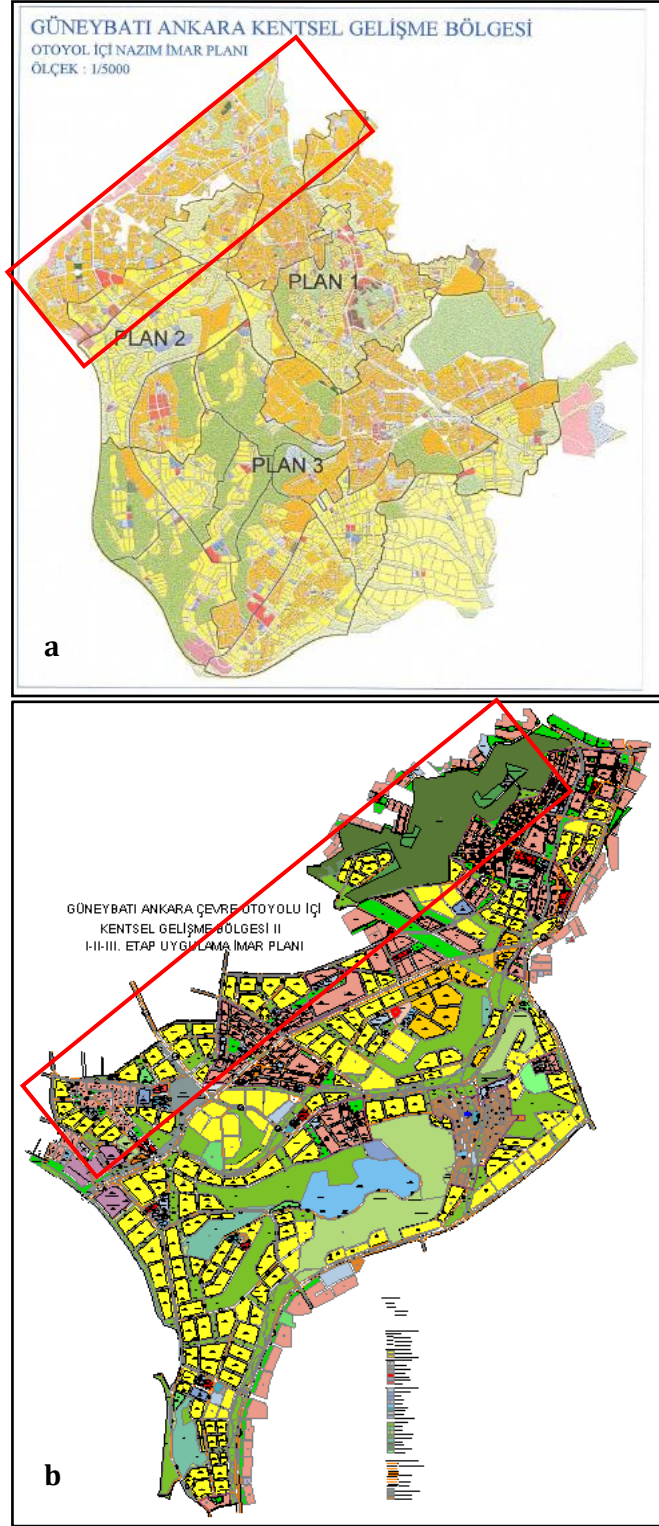


Figure5.10. a.sub-districts in 1990 plan revision as Plan 1, Plan 2, and Plan 3. and the study area b.Plan 2 which covers a part of the the study area . (source: Greater Municipality of Ankara)

On the other hand the new law of 5216 which was enacted in 10.07.2004, replacing the old law of greater municipalities 3030; has connected the district municipalities to the greater municipality and enlarged its area of authority. The authority and responsibility of making 1/25.000 scaled plans was also given to Greater Municipality. Therefore a new plan was put into the agenda ; 2023 Greater Municipality of Ankara Development Plan.

The 2023 plan accepts the plan conditions of the 1/50000 scaled 1990 plan revision and does not bring any additional criteria for Çayyolu area. However it is mentioned in the plan that rather than incremental developments, **staging** will found the basis for developments.

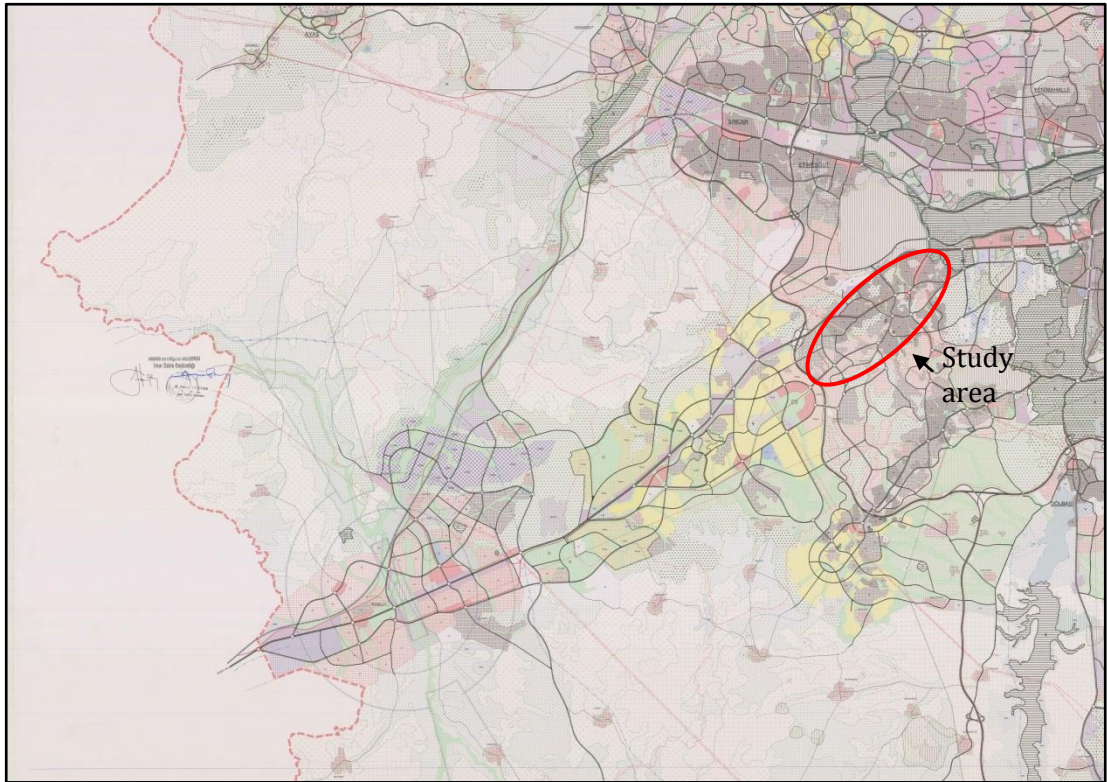


Figure 5.11. Southwestern Development Corridor in 2023 Ankara Plan and the Study Area (source: 2023 Plan Report)

5.3.3.2. Site Context

Therefore post-1995 period is marked with increasing speculation on urban space. On the other hand another plan was made for the southwestern part of Çayyolu, Alacaatlı, which was approved on 22 May 1989. The plan was composed of 9 stages of development. This plan has been revised in 1994. Also there have been several modifications on the plan. However developments according to this plan have not been realized since 2000's. This might be related with the fact that, post-1994 is a period of decline in terms of construction, sector which has been followed by a boost in 2002. (Balaban, 2008)



Figure 5.12. 1994 Alacaatlı Plan revision (Yenimahalle Municipality)

Formation of Centres

The formation of centres in Çayyolu district corresponds to the post-1994 period. Before this era, the centres in the area were in terms of small neighbourhood centres. However after 1994 we see that large property enters in the scene and centres began to be realized on by one as shopping malls or big-box retail.. Such that Galleria was built in 1995, Mesa Plaza in 1999, Arcadium in 2003 finally Mina-Sera in 2007. On the other hand Gordion was built in 2009 not as a centre to serve for the district but the whole city. On the other hand Ümitköy 8. Street was proposed as a mixed use area in 2003. Now there is a proliferation of commercial activities, however these are mainly spontaneous developments, realized by plan modifications or use modifications such as Park Street.

The planning of first settlements in the area started in the beginnings of the 70'ies with partial plans and their development have been realized by the end of 70'ies. As the first settlements were partial plans and as an outcome of limited demand, the first commercial activities were small scale developments in Kutugün Village.

By the end of the 80'ies as the number of settlements increased there have been several commercial developments within existing buildings on the 8th street. At the beginning of nineties the formation of Ümitköy has come to a significant degree , and accordingly Galleria emerged as the first central development in the area in 1994. The entire 8th. Street has been determined as mix-use development area in

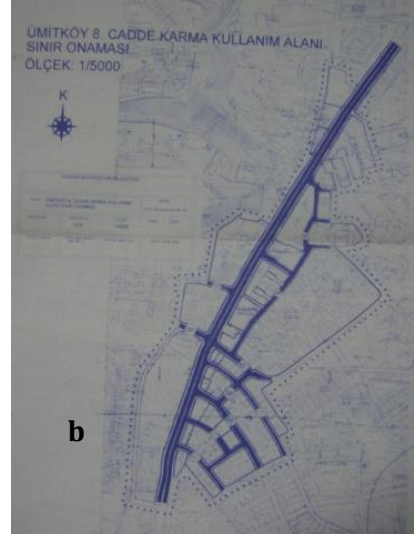


Figure 5.13. a. Galleria shopping mall b. plan for 8th street which determines the area as mixed-use (source: Yenimahalle Municipality Archive) c. A street in Osmanağa Konakları opening to 8th street. (personal archive)

Between years 1990-2000 Çayyolu development has extended and this resulted in proliferation of commercial areas after this period. MESA Plaza has been opened in 1999 via a partial plan. MESA Plaza serves a larger area than Çayyolu area as it is right on Eskişehir Road.



Figure 5.14. Mesa Plaza (<http://www.mesagrup.com/tr>)

After 2000's there is an increase in the pace of commercial developments. In 2003 Arcadium shopping mall and Tansaş have been put into use. The area was determined as the centre in the Çayyolu Mass Housing Plan. On the other hand in 2008 a trade centre was determined in the area with a plan modification.

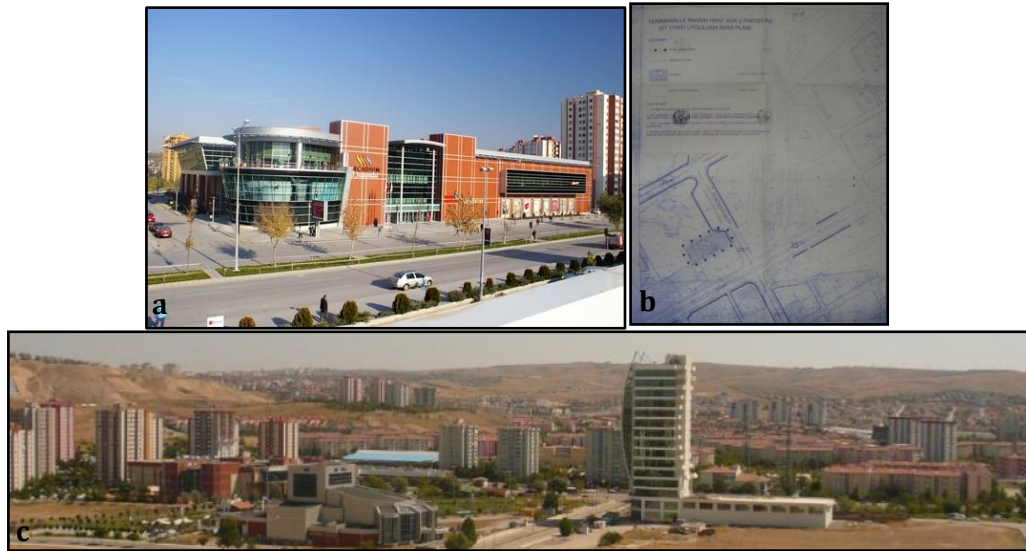


Figure5.15. a. Arcadium shopping mall (source:<http://www.panoramio.com/photo/18882512>) **b.** the plan modification for Çayyolu Mass Housing Plan centre (source: Yenimahalle Municipality archive) **c.** the new trade centre within its context (personal archive).

Within the development of Angora and Beysupark MİGROS and small shopping units have been opened within Beysupark Project. As the Saltoğlu Boulevards that connects Angora Boulevard to Alacaatlı Street opened Minasera shopping mall have been built based on a plan modification of partial plan.

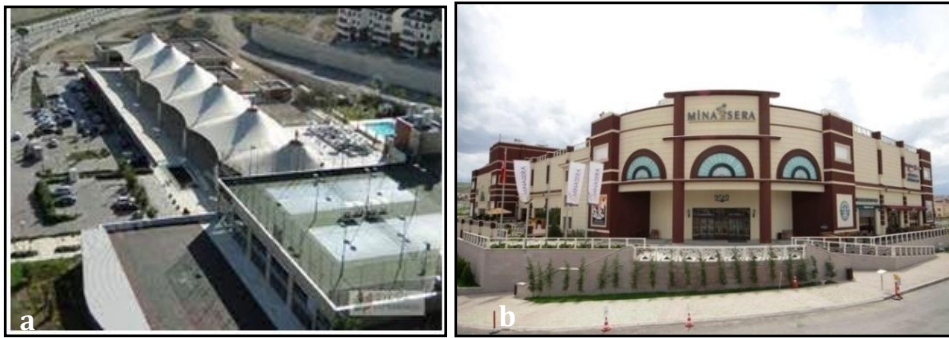


Figure 5.16. a. Beysupark-Migros b. Minasera shopping mall

Park Street has been developed in 2007 via a modification of use, and has become a centre that includes cafe and restaurant type activities. The developments in this area are still continuing.



Figure 5.17. Park street

The area of Gordion shopping mall was expropriated by the municipality in 1984 for Municipality Service Area. A plan modification was made which increased the FAR and a second modification provided use of housing as well.

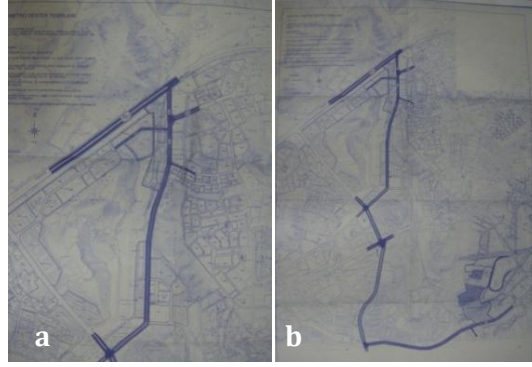


Figure 5.18. a.b. The plan modifications in Gordion (Source: Yenimahalle Municipality Archive) **c.** Gordion shopping mall and Gordion houses within their context (personal archive)

In 2001 S. Saltoğlu Boulevard is opened to connect Angora Boulevard to Alacaatlı Street. With this partial plan a sub-center is proposed at the intersection of S. Saltoğlu Bulvarı and Alacaatlı Street. This sub-centre has been opened by the end of 2009. With a second plan modification commercial use has been defined for the building which has been defined as administrative. There is another commercial development in this area which will be completed by the end of 2010. The area is determined as housing area but commercial development is provided by modification in use.

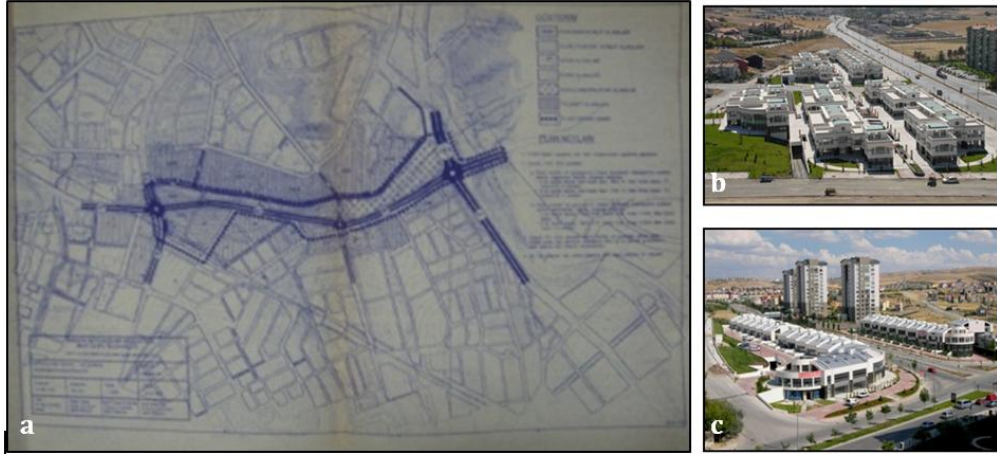


Figure 5.19.: a. Plan modification at the intersection of S. Saltoğlu Bulvarı and Alacaatlı Street. (Source: Yenimahalle Municipality Archive) b.c. Commercial developments in the area (source: <http://www.panoramio.com/photo/28291293> <http://www.panoramio.com/photo/28291310>)

Finally the boundaries and inner organization of the centre depicted in the 1994 Alacaatlı plan was modified with providing housing as well. Within this frame the centre of Alacaatlı plan has in 2010 developed as Karina Shopping Mall and Karina Houses.



Figure 5.20. Çağdaş Market and Karina Houses: centre of Yaşamkent as realized (personal archive)

5.3.4. Evaluation

Therefore we may define three main periods of development for Çayyolu. The period before 1985 corresponds to formation via accumulation of large parts. This was realized in line with the 1990 plan's determination of 15 ha. min area for partial plans, and with the initiative of Ankara Metropolitan Planning Bureau. The main actor for development was the cooperative developments.

On the other hand after together with law no 3030 according to which the Greater Municipality of Ankara was founded and law no 3194 the formation gained a dual structure. On the one hand Greater Municipality started comprehensive planning works within the municipality borders, while on the other hand a big portion of Çayyolu continued to develop via partial plans approved by the governorship, but at a scale less than a neighbourhood, sometimes a single plot. The developments between 1985-1994 continued in such a way.

After 1995 real estate developments began to shape the city, this is also when the commercial uses began to take place, which were before restricted with neighbourhood centres. Especially after 2000's development has gained a new momentum and it is seen that there have been significant amount of developments in Yaşamkent, Beysukent and around Park Street. The difference between the previous cooperative developments and recent real estate developments is the variety in building types and relatedly space organizations via urban design projects. Also the scale of these developments are generally smaller.

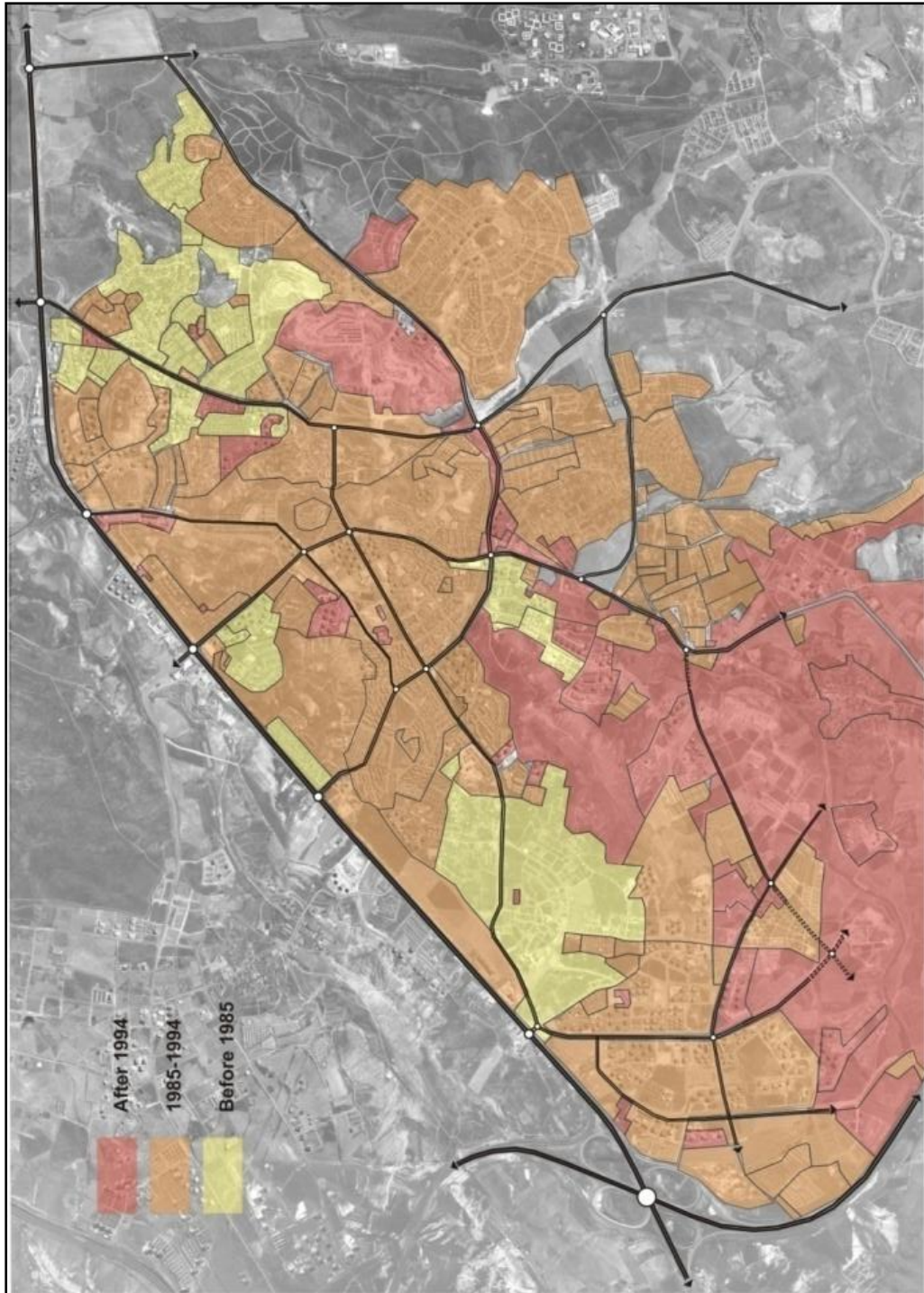


Figure 5.21. The periods of planning in Çayyolu area (personal rendering)

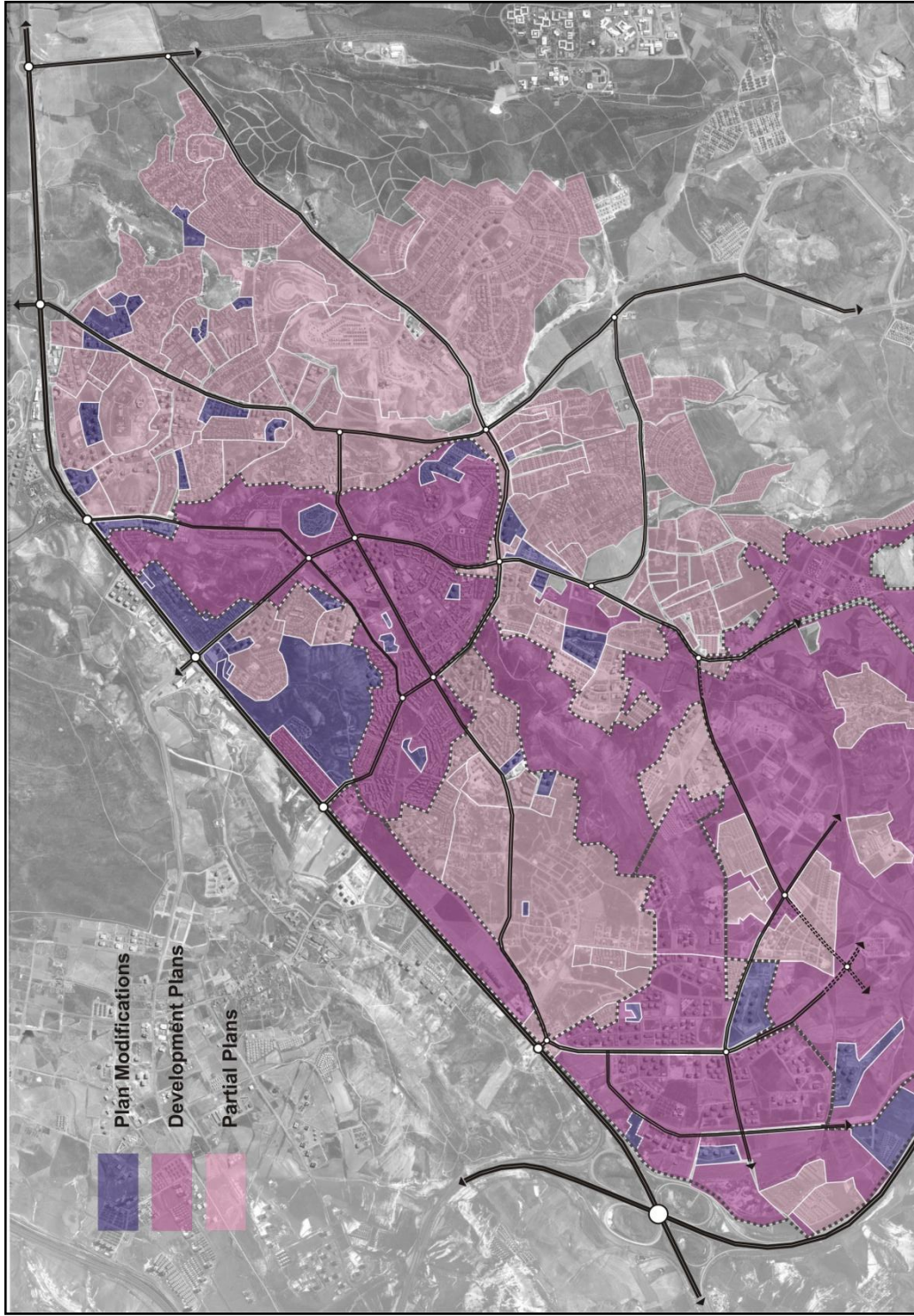


Figure 5.22. The plan types in Çayyolu area (personal rendering)

5.4.ANALYSIS OF STRUCTURE FOR ÇAYYOLU DISTRICT

5.4.1. A General Look at Çayyolu Development

The area consists of three main areas which are Ümitköy-Beysukent, Çayyolu and Yaşamkent districts. The first district is made up of two sub-districts; Ümitköy and Beysukent. Where Ümitköy area consists of two sides of 8th street, Beysukent is made up of relatively larger housing areas. Both Ümitköy and Beysukent areas are made up of partial plans of different procedures and scales. The planning period of the corresponds to pre-1995. After 1995 there are mainly real-estate developments via plan modifications. 907 parcel is an example of such a process.

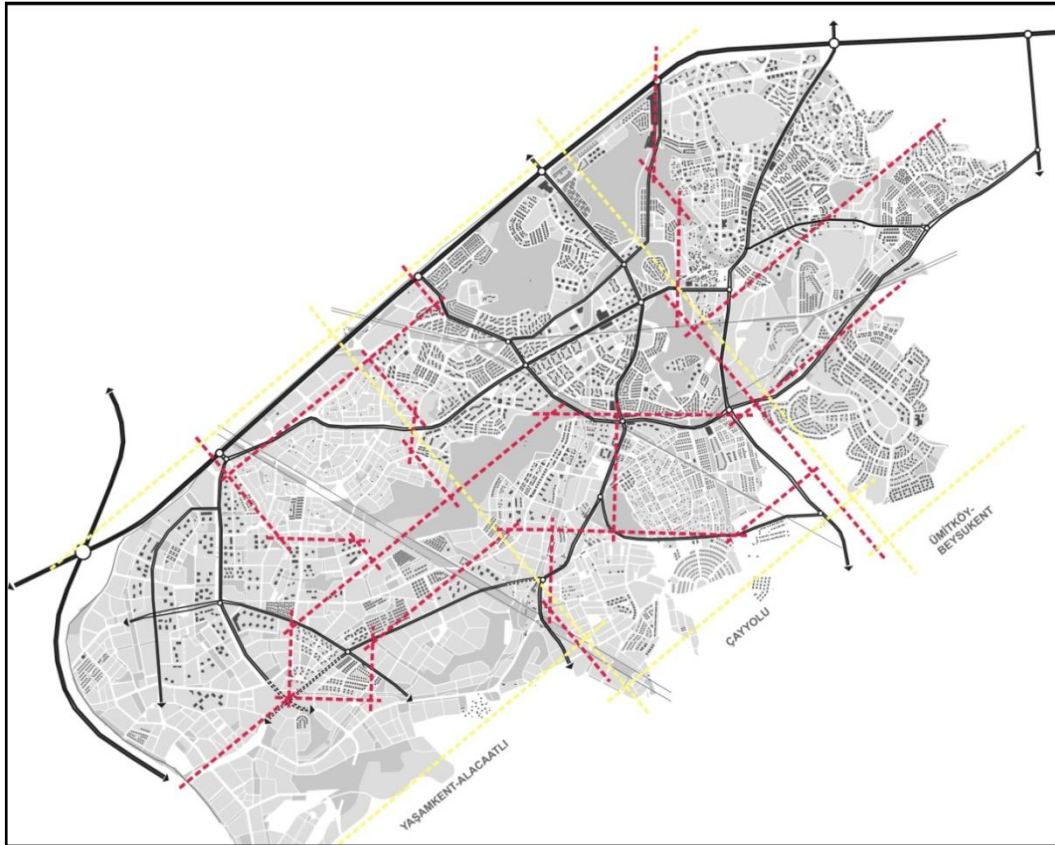


Figure 5.23. The Sub-Districts in Çayyolu Study Area

The second district Çayyolu has mainly developed according to Çayyolu Mass Housing Plan which was made in 1985. Konutkent 1-2 and Koru housing estates have been developed by MESA and are integrated into the ÇMH plan. The other part of the area is the one including İLKO and Park street environs which have been developed via partial plans. The Park Strret and environs also make up a transition zone between Çayyolu and Alacaatlı districts.

The third district is made up of Yaşamkent and Alacaatlı districts. The first developments in this area have been due to partial plans after 1985. The main character of the area is based onAlacaatlı Plan which was produced in 1989 and revised in 1994. The development of Yaşamkent district is based on this plan. The implementation plans have been prepared according to staging, and some plan modifacaitons have been made in this process, most important one being in centre. Another sub-district is the area including Alacaatlı Village. In this area existing developments have been made according to partial plans. The continuing construction processes of housing estates are according to the South Western Ankara Inner Peripheral Road Development Area II (Güney Batı Ankara Çevre Otoyolu İçi Kentsel Gelişme Bölgesi II)/ 1-2-3 Stages Implementation Plan. The plan boundaries extend to Çayyolu Mass Housing Area in the north and ringroad on the west including the previous partial plans. This plan proposes a homogeneous density in all areas.

5.4.2. Structure Of Green And Attidute Towards Hills

When we examine the green network of the area we can not talk about a unity and continuity in both partial plan based development areas and masterplan based development areas. The green structure is made up of hills of public property and along energy transferlines. Although there are green spines along valleys this changes according to plans. Where w emay say that Güney Batı Ankara Çevre Otoyolu İçi Kentsel Gelişme Bölgesi II / 1-2-3 stage Implementation Plan and the partial plans for park street and environs have respected the riverbeds and valleys, we can not say the same for ÇMH Plan. In this plan these areas are keps as green in some parts where opened for development in other parts. (see Figure 5.24)



Figure 5.24. Green network



Figure 5.25. Geomorphology of the area

Attitude towards hills also change according to the plans. The most determinant factor here is the ownership of the hill and its suitability for settlement. However most of the hills are kept as green areas but they are not considered within the plans under policy (see Figure 5.25). On the other hand generally the topography is not considered within the plans.

There is a concern for establishing a green structure in both master plans and large scale partial plans. On the other hand the areas where partial plan based blocks accumulate the green areas are unplanned riverbeds or topographic elements such as hill, or energy transfer lines. This subject will be handled in site specific analysis.

5.4.3. Structure of Roads

Development of the road structure is based on incremental developments as the area is developed by partial plans to a high degree. This lack of an overall road structure has resulted in problems of unity and hierarchy at the macro level and implementation problems at the meso-micro level.

The cadastral road pattern of Çayyolu (Kutugün) and Alacaatlı villages have been determinant morphological elements.. Also the Çayyolu Mass Housing Plan which is also founded upon the cadastral roads have been effective in the formation of the road pattern. On the other hand, in areas that have developed according to partial plans cadastral road pattern is totally determinant.



Figure 5.26.The Road Structure of Çayyolu Area

The most important road for the structure of the area is the 50 m. Eskişehir Road which provides connection to city centre. The 2432 street which starts from Ümitköy Eskişehir Road connection and continues to Yaşamkent is a main collector road of the area. There are two more main collectors both of which have developed incrementally. The first one is the Alacaatlı Street, which starts at Eskişehir Road MESA connection and continues to Alacaatlı Village. The other one is the road which starts as Angora Boulevard, becomes S.Saltoğlu Boulevard in İLKO district, continues as 2853rd. Street and connect to Eskişehir Road as 2629. Street.

The main road structure of Ümitköy is made up of Çayyolu Vilalge's cadastral road pattern. 8th. Street (or 2432nd street) is actually the road that connected the village with Eskişehir road. This road today makes up the spine of Ümitköy. Again the 1920 street connecting Çayyolu Village and Beysukent villas and Angora Boulevard is also a cadastral road and today it forms another spine of the area. Angora Boulevard is formed by the improvement of the cadastral road in order to serve Angora Houses.

The road structure of Çayyolu district is founded by the ÇMH plan which is based on cadastral ownership patterns and cadastral roads. However the plan did not take all the roads as they are, in some parts there are adjustments according to the structure. The road structure of Yaşamkent is also determined by a plan the main difference between two plans being that the former one is more dependent on the cadastral pattern.

The findings may be summarized as:

- In areas that develop according to partial plans, the existing cadastral roads make up the main collector roads which have technical problems. Also these roads become elements that form boundaries of the plans such as 8th road, 1920th road and the part of 2432nd road that passes from Yenikent Road.
- The roads that have developed according to partial plans are problematic in terms of continuity and road widths as an outcome of partial development. Examples may be given as the 2432 street which starts from Ümitköy Eskişehir Road connection and continues to Yaşamkent, and the one which starts as Angora Boulevard, becomes S.Saltoğlu Boulevard in İLKO district, continues as 2853rd. Street and connect to Eskişehir Road as 2629. Street. Both the continuity, and the widths of the roads vary across certain parts and plans.
- The road pattern which developed according to development plans depends on the planners approach, which may be adjustment of the cadastral road pattern or defining a new road patters. While the Çayyolu plan utilizes the first approach, Alacaatlı plan is closer to the second approach.
- Finally in the parts which develop according to block-scale partial plans structure of roads is determined by the cadastral pattern. If the cadastral

pattern is orderly the road pattern also becomes orderly. There are also problems depending on implementation sequence, this will be discussed in the forthcoming part in detail.

5.4.5. Structure of Centres

In the study area there are 10 central areas, most of which have developed according to needs and as real-estate projects, via partial plans or plan or use modifications.

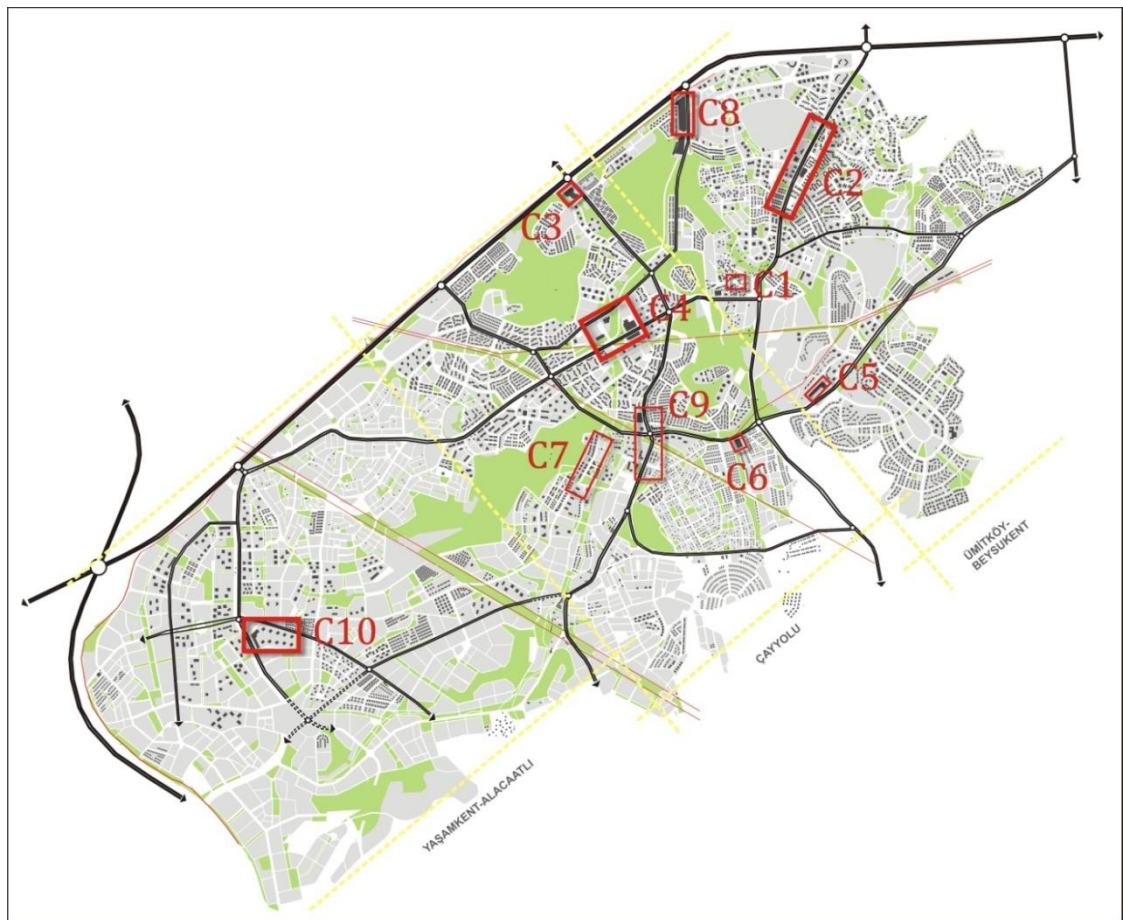


Figure 5.27. Centres in Çayyolu Area

The formation of centres have been discussed in the previous part. The general findings on centres can be evaluated as:

- Generally Çayyolu area does not have a designed centre, therefore centres and sub-centres develop via plan modifications or modifications in building use. Galleria and 8th street developments, the units on Alacaatlı Street and S. Saltoğlu Boulevard, MESA Plaza, Gordion, Minasera and Migros are all such examples. Also the developemnt of centres are to high degree spontaneous with respect to market tendencies via plan modifications.
- Centres that develop according to master plans consider no design principles such regarding space-mass relationships; closure, continuity, well defined places etc. The same block patterns are utilized fort he centres as well, therefore a centre can not become a spine or a heart as it turns into a big box retail.
- The fact that master plans can not provide centres of vitality brings centres to develop as real estate projects via partial plans, plan and use modifications.

As a result although there are many commercial developments in the area none of them is a real centre which has the strength to condition other formations as well.

5.5. MORPHOLOGY OF THE AREA: SITE-SPECIFIC ANALYSIS

As we mentioned in the introduction chapter, while we accept urban structure to be a function of planning, urban morphology is a function of urban design and property relations. Therefore a typology may be derived depending on the interrelation of these two factors.

The first distinction appears between development plans which are handled at the scale of a district and partial plans whose scale vary between neighbourhood and block scales. The next step is the scale of architectural design, which takes place regarding property issues. If the scale of the property is at the neighbourhood scale, architectural project is also at this scale. But there are cases where a ownership of a single parcel is fragmented among owners, such as 907 parcel or Park street. In these cases after the approval of partial plan, different architectural projects are observed within the parcel boundary. On the other hand the scale of realization of development is an important factor. In this respect there are also various alternatives such as partial plan at a neighbourhood scale based on parcellation is realized by individual property owners as in land trusts. These are only examples of the various cases, in the matrix below these different cases are depicted.

	PLANNING	ARCHITECTURAL DESIGN	REALISATION	EXAMPLE
DISTRICT	Development Plans	- Block Scale - Parcel Scale	- Block Scale - Parcel Scale	- Çayyolu Mass H. Pl. - Alacaatlı Pl.
NEIGHBOURHOOD	Partial Plans	- Neighb. Scale - Block Scale - Parcel Scale	- Neighb. Scale - Block Scale - Parcel Scale	- Konutkent 1-2, Angora - 907 Parcel, Park Street - İlko coop, Yenikent coop, TPAO-DSİ coop
BLOCK	Partial Plans	- Block Scale - Parcel Scale	- Block Scale - Parcel Scale	- Small Scale Housing Estates (Orun and Siyasal Villaları, Gazililer Sit., Onur sit. etc.) - Small Scale Housing Estates (Sansal Sit., İrmak Kent Komut sit. etc.)

Figure 5.28. Matrix for the selection of case study areas.



Figure 5.29. A key diagram for the case study areas.

1. Çayyolu Mass Housing Area
2. Alacatlı Plan Area (Yaşamkent)
3. Konutkent II Housing Estate
4. Angora Houses
5. Park Street Environs
6. 907 parcel
7. ILKO Cooperative Area
8. Eastern part of ILKO Cooperative Area

5.5.1. District Level Control: Formation Via Development Plans

Formation via development plans generally occur via transformation of fragmented property pattern to fragmented property pattern made up of urban blocks, where these blocks are sometimes further subdivided into parcels depending on ownership issues. Alacatlı plan prepared in 1994 is such an example.

On the other hand in Çayyolu Mass Housing plan public control was enhanced by expropriation works. After the preparation of plan the whole area within the plan has been expropriated. Compared to Alacaatlı plan the degree of control is more in this plan.

Çayyolu Mass Housing Plan: Total Control



The plan was prepared in 1985, it was when several developments via partial plans have occurred according to 1990 plan. The main intention of the plan was to integrate the previous partial plans. The plan area also involves MESA Koru and Konutkent I and Konutkent II areas which had partial plans.



Figure 5.30. 1/5000 scaled Çayyolu Mass Housing Plan

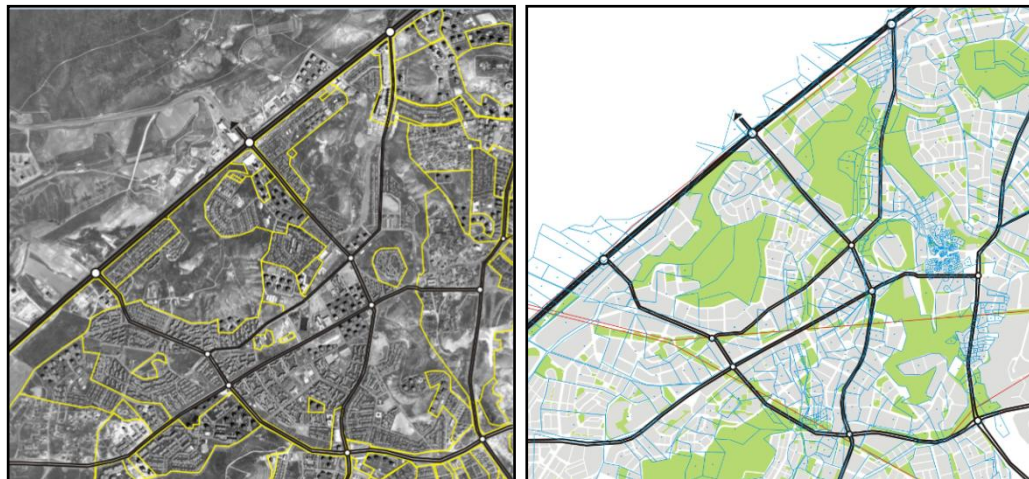


Figure 5.31. All plan boundaries within the area , and cadastral ownership patterns.

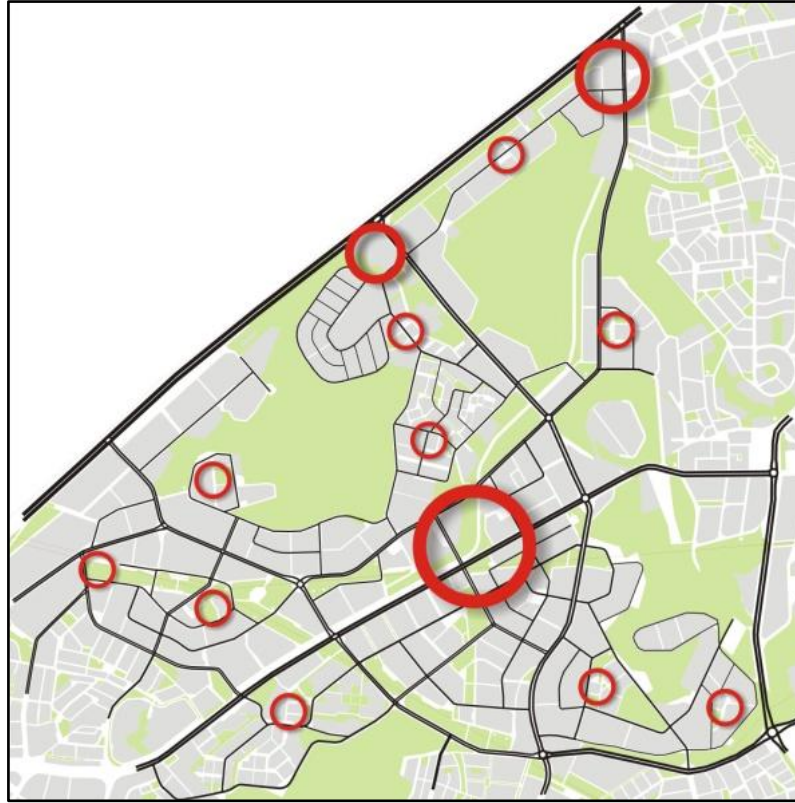


Figure 5.32. The structure of the Çayyolu Mass Housing Plan Area

The area is based on neighbourhood units around their small centers and a centre to serve Çayyolu district as a whole today realized as Arcadium shopping mall and TANSAS. Along the riverbed, a green system runs which also forms the path of the proposed mass transit system until it reaches the major road. The main roads rely to a large extent on the cadastral roads such as 8th street.

The main structure of the area is based on roads and the centre of the area is not supported with a pedestrian system. On the other hand, a general problem for the peripheral areas, that planned neighbourhood centres are not realized is also valid for this area.

The grain of development is rather coarse, which is based on the intention of the Ankara Metropolitan Planning Bureau's concern that developments would be based

on block-scale (AMPB, 1981). Therefore the plan area was appropriated to 101 cooperatives after the expropriation works.

Table 5.1.: Building types according to Çayyolu Mass Housing plan (plan report)

Building types	number of units	number of residential lots	total area (m ² .)	Correponding FAR (approximately)
duplexes	2534	31	667,518	0.5
3 storey buildings	378	5	61,183	*
5 storey buildings	4970	41	533,013	1
12 storey buildings	1680	9	113,962	1.7
16 storey buildings	384	2	19,803	2.2
total	9946	88	1,395,479	

In the plan 5 types of buildings are proposed as seen in the table above. Therefore the plan is more restrictive when compared with the general approach of FAR and setback regulation. The types of buildings, number of housing units are determined in the plan. The area involves a combination of high-rise, mid-rise and duplex building units.

However although various building types are utilized, these types are not used in an integrative way to form urban space. Although the blocks within themselves provide for transitional zones the same success can not be claimed for public areas where several blocks come together. Rather the area is formed up of repetition of homogeneous blocks made up of a certain building type (see Appendix B), which has no integrative element other than similarity in spaces between blocks. However high degree of control and cooperative type of development resulted in homogeneous built fabric based on standardization.

However as the figure-ground map displays there is a continuity of solids which brings more humane and intimate environments. The fact that; given the plan area has developed as housing estates where each block corresponds to a different housing estate, as the developments are not realized as gated communities, the relationship between mass and space are more reciprocal than the other examples in the area.

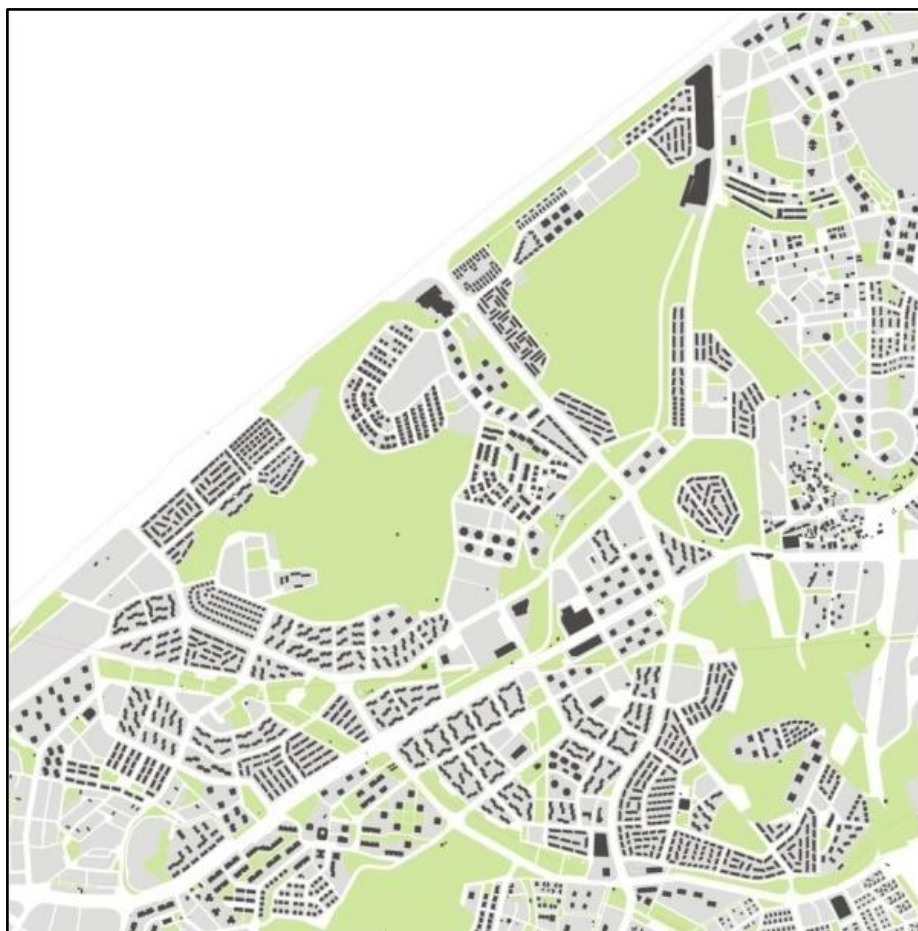


Figure 5.33. Figure-ground map for Çayyolu Mass Housing Plan Area. The map shows that the codes of the plan have been determinant for the morphology of the area. Homogeneous districts are direct outcomes of particular codes.
(Source: personal rendering)



Figure 5.34. A general view from the Çayyolu Mass Housing Plan area, attached duplexes (source: personal archive)



Figure 5.35. A general view from the Çayyolu Mass Housing Plan area, high-rise buildings (source: personal archive)



Figure 5.36. The area made up of 16-storey buildings as an outcome of plan modifications (source: personal archive)



Figure 5.37 The area made up of 5-storey buildings organized around a common garden (source: personal archive)

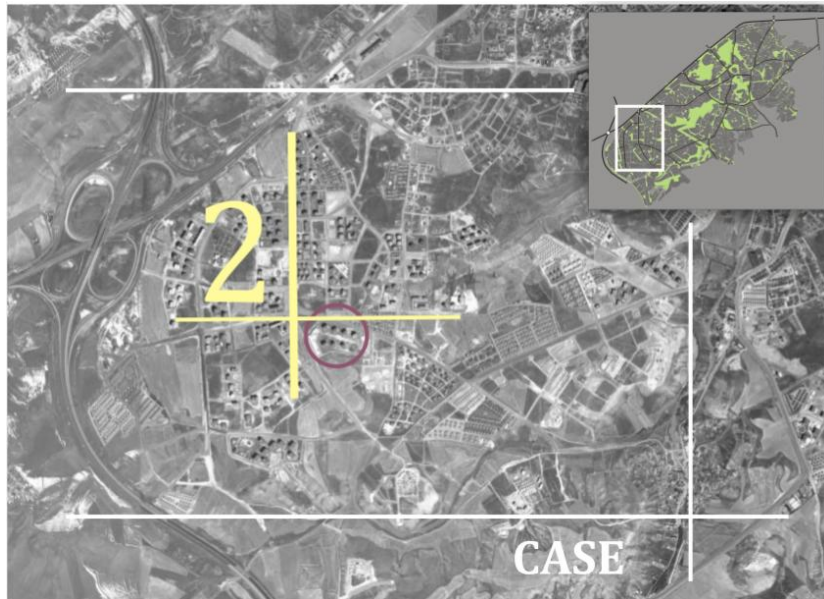


Figure 5.38. The area made up of duplexes define a more intimate environment (source: personal archive)



Figure 5.39. The plan showing Arcadium and the square, aerial view showing the areas current situation and a photograph of the site. The same reciprocity of mass and space does not exist in the centre.

Alacathl Plan: Lack of Control



The first plan of Alacathl area was made in 1989. In 1994 the plan was revised and several modifications have been made. The plan consists of 9 stages. There were a few partial plans, all which consists of villas. The areas without numbers are these partial plans.



Figure 5.40. Stages of the plan and partial plans



Figure 5.41. The structure of the area

The structure of the area is based on neighbourhood units however the 2-dimensional pattern of the area does not follow this structure of creating different neighbourhoods. The whole area is based on traffic roads. Although there are pedestrian roads in the plan these are not implemented. Anyhow, the pedestrian road reaching the centre even if realized ends up with the high-rise blocks of the gated community.

A variety of block sizes provide flexibility, however the logic of the grain of development is not derived from a design structure, where centres are more fine grained. Instead there is a highly mechanical pattern of blocks, and there is no variation in block sizes or shapes in centres.

After the determination of the main centre in the plan a functional plan modification was made which brought housing as well as commerce. The conditions of the plan

determine only FAR which is max. 1.5. for commercial area, 1.4 for housing. In the plan notes¹ it is mentioned that the pedestrian links, socio-cultural area can only be implemented through an urban design plan. The outcome is a prestigious gated community named Karina Houses and a big-box retail. Therefore the centre of the area which should have been allocated for public use is dominated by private property.



Figure 5.42. The centre as realized, too much flexibility provided by the large block size, and 1.5 FAR and mixed use results in big box retail with gated community (source: personal archive)

¹ See Appendix B

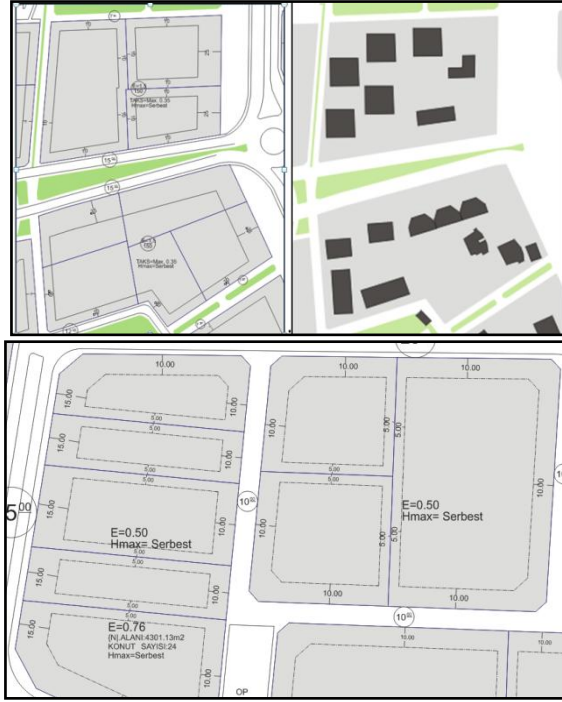


Figure 5.43. Mechanic parcellation by cartographers for the ease of solving share problems and unrelated buildings

The developments in the Yaşamkent district consist of property development projects realized within a parcel, where these parcels generally correspond to a block and some blocks are further subdivided into parcels regarding previous ownership patterns. Whereas due to consolidated ownership at the block scale we did not see the **impact of cartographer** in the previous case, This case depicts this fact clearly . The parcellation is based on a mechanic division of blocks. Regarding building type we may say that this area is dominated by **high-rise gated communities**. The high-rise is supported in plan as lot coverage areas are determined in the main road as max. 0,35 and the plan proposes a high density where the FAR reaches up to 1.5. This finds a conflict between the previous partial plans based on villas.



Figure 5.44. General views from the Yaşamkent District. High-rise gated communities dominate the area. (source: personal archive)



Figure5. 45. Developments according to partial plans in the Alacaatlı plan area(source: personal archive)

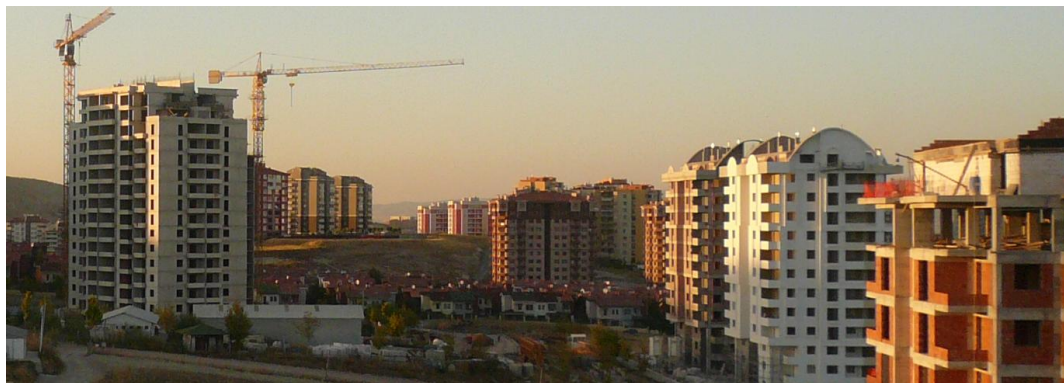


Figure5. 46. a villa development squeezed between high-rise blocks (source: personal archive)

Alacaatli plan displays the basic characteristics of bureaucratization of control. The densities, block forms, and codes are not directed at creating a variety of places, but just for creating parcels for development. Therefore it serves the spontaneity of market. Figure 5.46 presents the centre definition of such an approach.

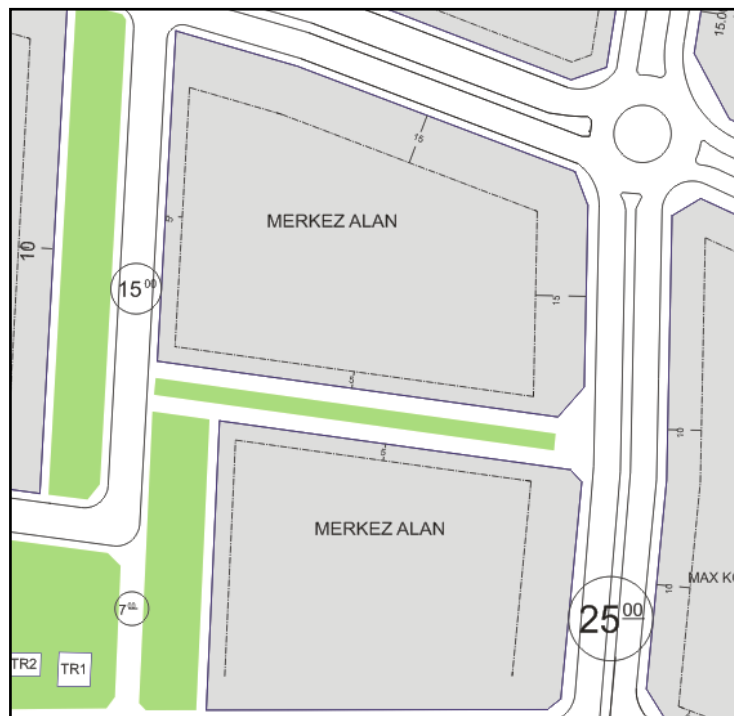


Figure 5.47. The definition of centre only by set-back criteria

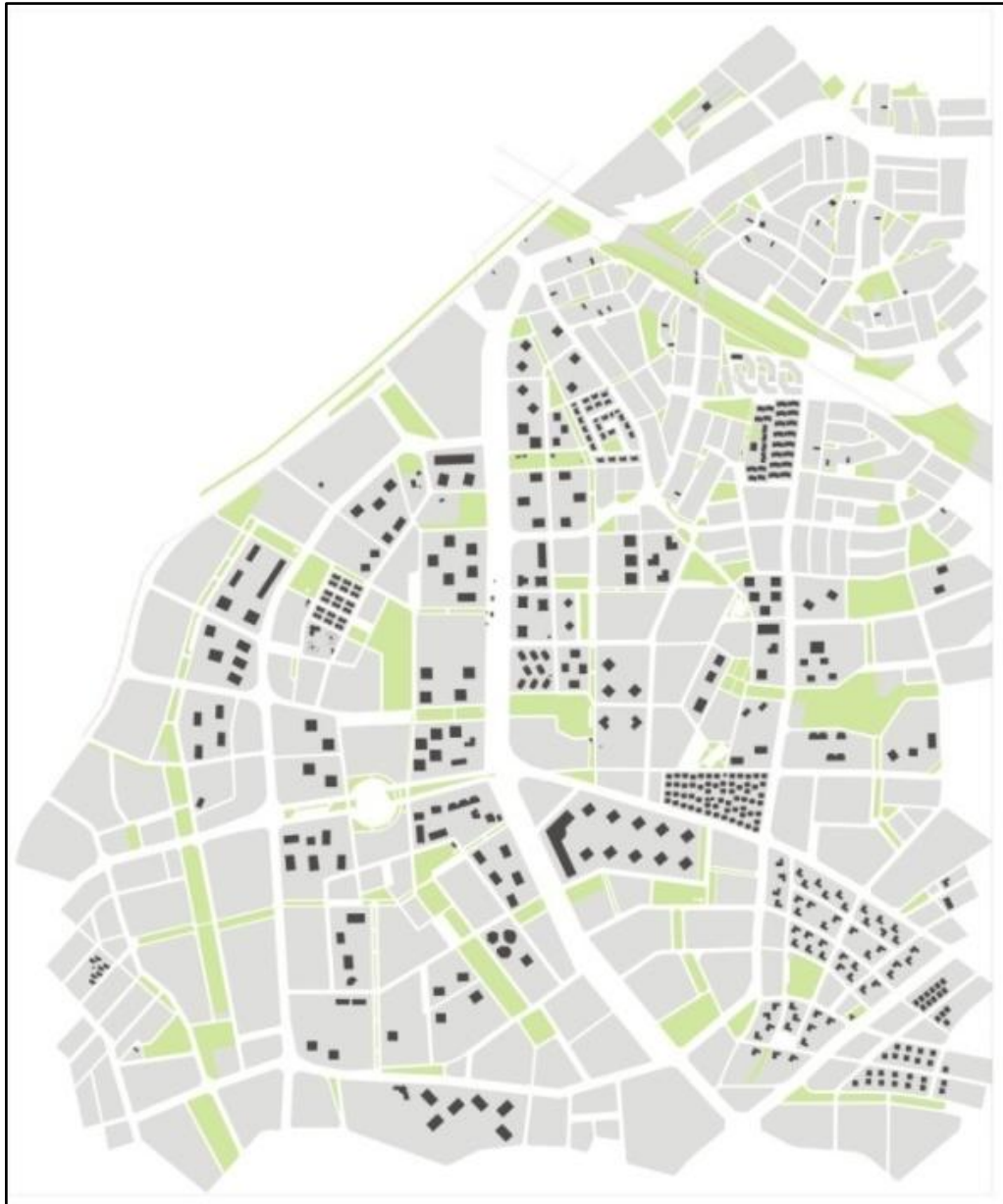


Figure 5.45.. Figure-ground map for Yaşamkent district planned via Alacaatlı Plan in 1994².

² The figure-ground map is based on 2009 aerial view supplied from Google Earth database. However there are many ongoing, and completed constructions in the area.

5.5.2. Formation Via Partial Plans

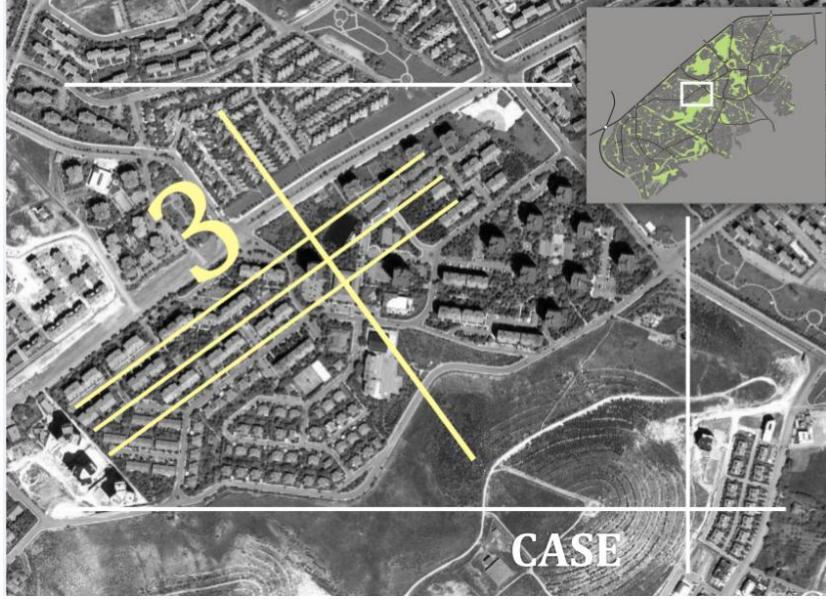
The development of Çayyolu has been through partial plans except for these two comprehensive plans. The partial plans change with respect to their scale, scale of realization as was shown in the Figure 5.28.

5.5.2.1. Partial Plans At Neighbourhood Scale

Among neighbourhood scale partial plans there are three types, due to the process design and realization.

- The first type is the one in which there is a consolidated ownership, and the design and realization are also in the boundaries of consolidated ownership. Konutkent II (case 3), Angora Houses(case 4),
- The second type is where there is a consolidated ownership and design and realization is as fragments which correspond to a housing estate Park Street environs (case 5) and 907 parcel (case 6)
- The third type is where there is a consolidated ownership and design is at consolidated ownership but realization is at the scale of a single building. These are mainly land trusts. İLKO(case 7)

KONUTKENT II



MESA as a significant actor in formation of Çayyolu collected cadastral parcels and prepared partial plans .This site is known as **Konutkent II**. MESA as the landowner made a cooperation with Emlak Bank and the bank was the financier of development. The first plan was made in 1983, however it was not implemented. A new plan was prepared in 1990 within an enlarged area. . The new plan did not change the connection with the surrounding areas but a new structure was brought.



Figure 5.46. A general view of the area. (<http://www.mesagrup.com/tr>)



a

Figure 5.47. 1990 Plan of Konutkent II Area

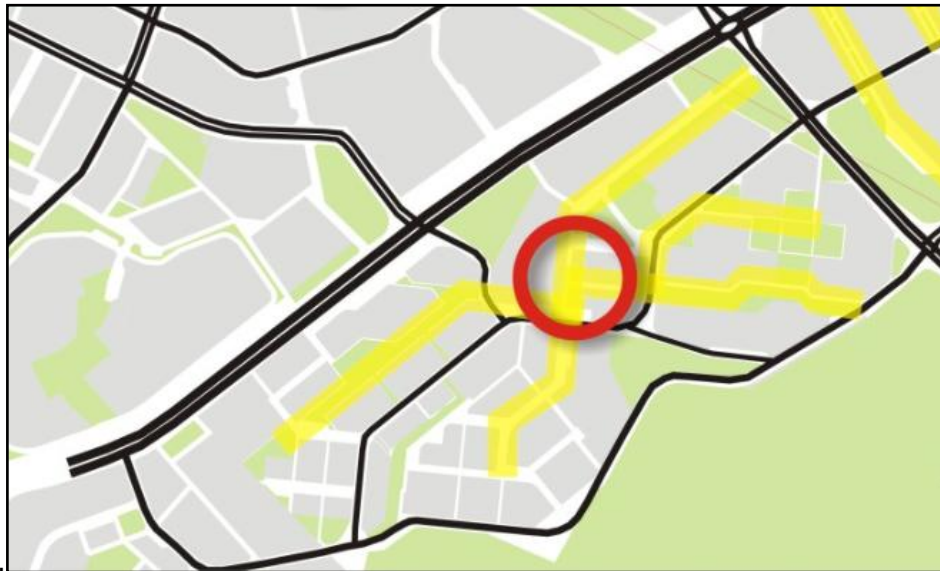


Figure 5.48. Structure of Konutkent II

The structure of the area is based upon both road system and the pedestrian network which connects the two parts of the area to the centre in the middle. The block shapes are also derived from this structure providing orientation to the centre, rather than abstract homogeneous shapes. Thus the blocks are outcomes of the structure. They are also shaped in order to define green areas. Their size depend on the design structure, such as linear blocks for linear blocks along the spine. Therefore at the first level the plan integrates the structure of the area with the two-dimensional layout.

At the building level, a combination of different building types are utilized in the plan. Linear mid-rise apartments provide continuity along the pedestrian spine. The point blocks are organized around a common green area. On the opposite side of point blocks duplexes are utilized as an alternative form of urban open space. These alternative building types and their arrangement provides different sub-areas of different character, which are then integrated to eachother.



Figure5.49. Part of the area made up of linear blocks.

Both the street-block pattern and building types as the constituents of space-mass relations are derived from the structure of the area which is constituted by a centre and pedestrian spine. This forms the foundation of the space-mass relations in the area.

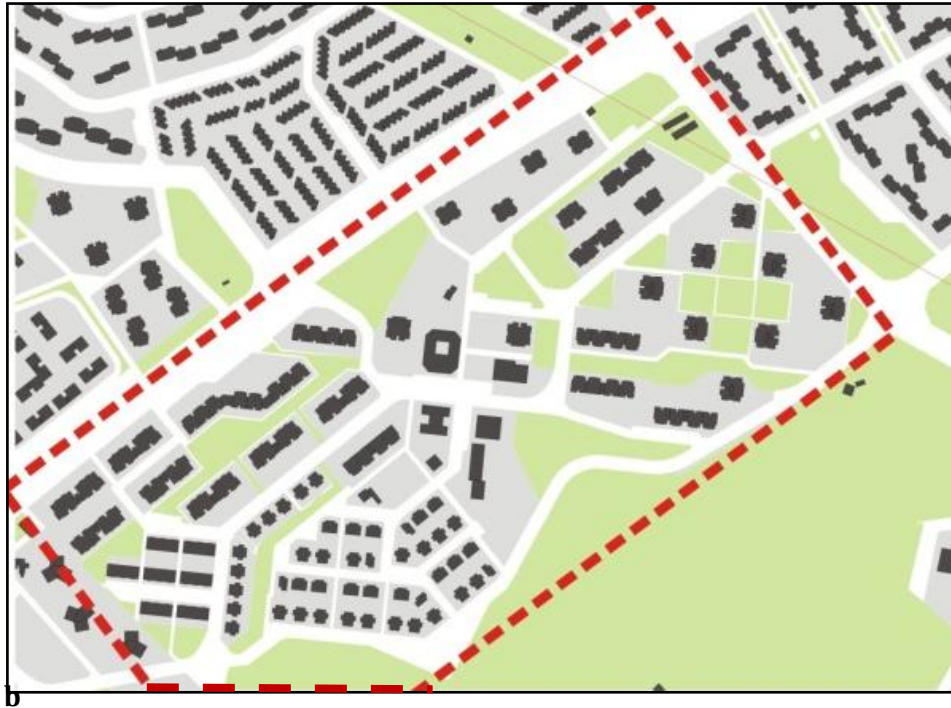
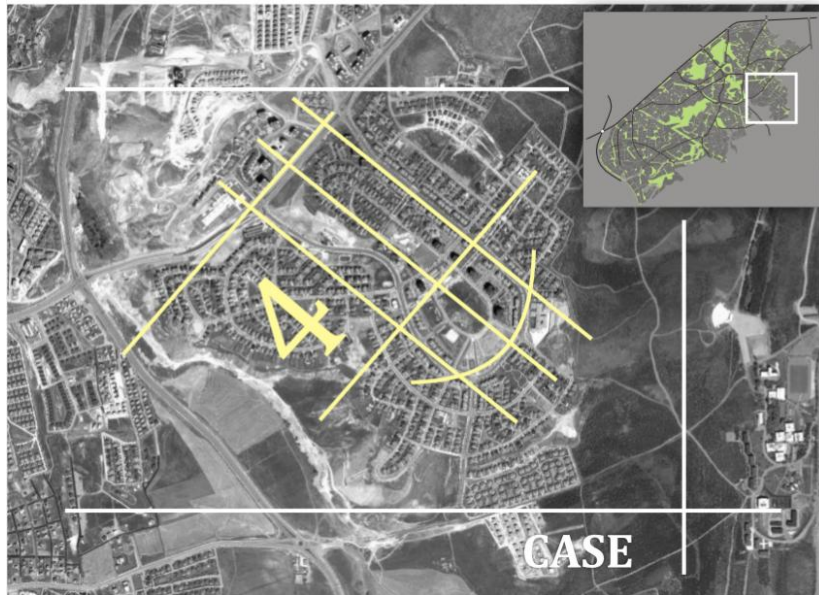


Figure 5.50. a. The plan conditions for the area, b. Figure-ground relationship(personal rendering)



Figure 5.51. Space-mass relationship: Continuity and enclosure provided by linear arrangement of buildings lead pedestrians to the centre of the area. (personal rendering)

ANGORA HOUSES



Angora Houses forms a part of “Beytepe Mass Housing Area” which was announced in 1988. The area was approximately 200 ha., but was later enlarged to 600 ha. which was reserved for ‘other agricultural use’ in the 1990 plan. After the expropriation of land by municipality, an agreement was signed between Municipality of Greater Ankara and Cooperative 18 which was formed by 18th period parliamentarians. 1/1000 scaled master plan and 1/1000 scaled implementation plans were approved in 1990. (Erişen, 2008: 139-140)



Figure 5.52. Plan boundaries of Angora Houses

Construction activities started in 1996 and has developed in stages. %90 of the construction has been completed and the rest is stil continuing. The centre of the area is among the unbuilt area.

The road system is formed upon a loop that is connected to Angora Boulevard at two points. This road covers the centre, and the other roads are connected to it. Therefore the structure of the area is based on a clear road stystem. On the other hand it is not possible to talk about a pedestrian network as well. There are pedestrian ways connecting the housing areas to the centre. On the other hand the main centre of the area is located in the middle. The block sizes vary but do not follow a clear logic.

However although the area has a clear structure based on road system, the insufficient integration of the pedestrian network to the overall pattern and the space- mass relations are weak parts of the plan. Such as; in the plan a huge area is depicted for commercial and social activities in the middle of the area. However there is no condition for the organization of masses. Only homogeneous set-back distances and FAR and hmax. are depicted for the areas. (see Appendix A)



Figure 5.53. A General view towards Angora Houses (personal archive)

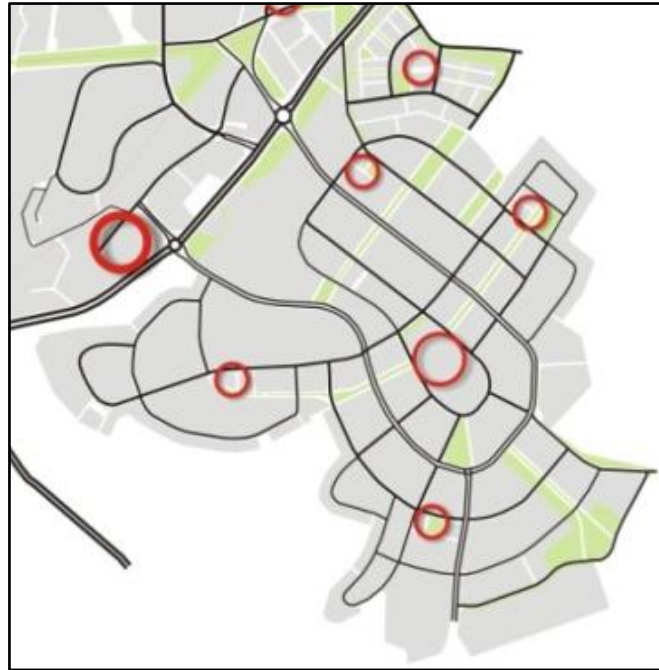


Figure 5.54. Structure of Angora Houses Area formed by the road system (personal rendering)



Figure 5.55. Figure-ground relations for Angora Houses area (personal rendering)

Three building types are used in the plan, apartment blocks, boulevard apartments and villas. Boulevard apartments define a continuous frontage for boulevard, however the definition of space by buildings is not considered in other areas, for example the pedestrian streets and especially the centre.



Figure 5.56. Boulevard houses and villas respectively
(<http://www.panoramio.com/photo/13135951>)
(<http://www.panoramio.com/photo/3905099>)

As a conclusion the plan which looks rather successful in two dimensional organization fails in organizing the three-dimensional form which finds a significant portion of space-mass relations. Also it should be mentioned that the plan has been realized as a domination of private property on urban space as it has been developed as a gated community and a huge portion of Çayyolu district remains torn apart.



The area is Park Street environs which is today a prestigious housing and commercial area with cafes and restaurants. The plans of the area go back to the period between 1984-1994 however it' realization corresponds to post 2000's. The area is planned via partial plans including several housing estates.



Figure5.57. General view from the environs of Park Street



Figure 5.58. The plan boundaries and cadastral ownership patterns



Figure 5.59. The plan and structure of the area

The main spine of the area is the Park Street, along which developments take place. Although the partial plans were relatively at large-scales which may correspond to a neighbourhood, due to the fragmented ownership a few housing estate is involved within a partial plan, which are designed individually. Also the plan boundaries which correspond to a single or a few consolidated cadastral parcels is highly irregular which also brings problems of integration.



Figure 5.60. Various forms produced by different architects under same plan conditions.



Figure 5.61. Different building types and arrangements.

The block pattern varies within the area which mainly depends on the fragmentation of property. This is apparent from the above figure. Regarding building types there is much variety. We mentioned before that this area was

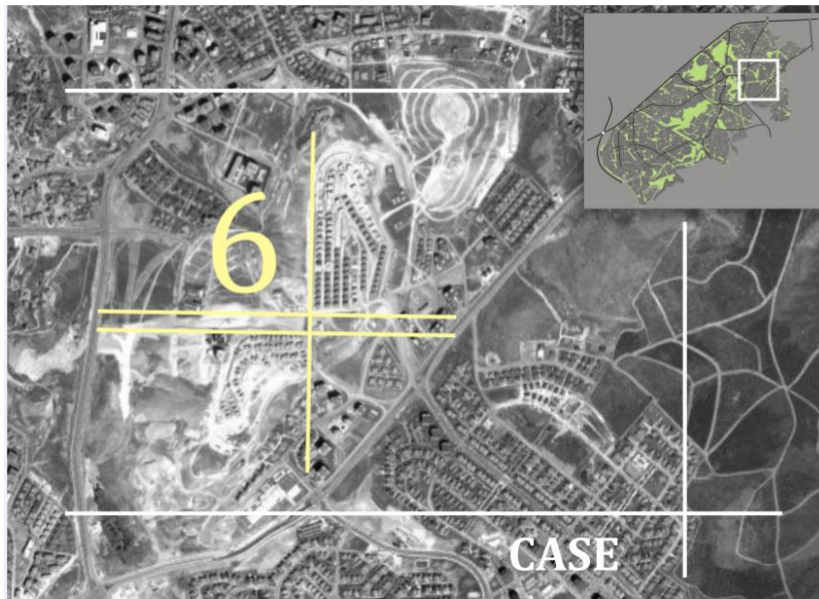
planned in 1984-1994 period however it's realization is recent. The recent housing estates realized by property developers do not hesitate to try alternative building forms but on the contrary they use such try such unique forms to benefit from symbolic capital.

The area is an accumulation of discrete projects, that have no integration. Although plans are made at the scale of a few housing estates, each one produces its' own disregarding their environment. If the block pattern is regular and small they may become more related.



Figure 5.62. Figure-ground relations for Park Street Environs (personal rendering)

907 PARCEL



Angora Houses forms a part of “Beytepe Mass Housing Area” which was announced in 1988. The area was approximately 200 ha., but was later enlarged to 600 ha. which was reserved for ‘other agricultural use’ in the 1990 plan. This area is the extension area, located on a hill and former forest. Where disputes have been after long judiciary processes the area has been opened for development.

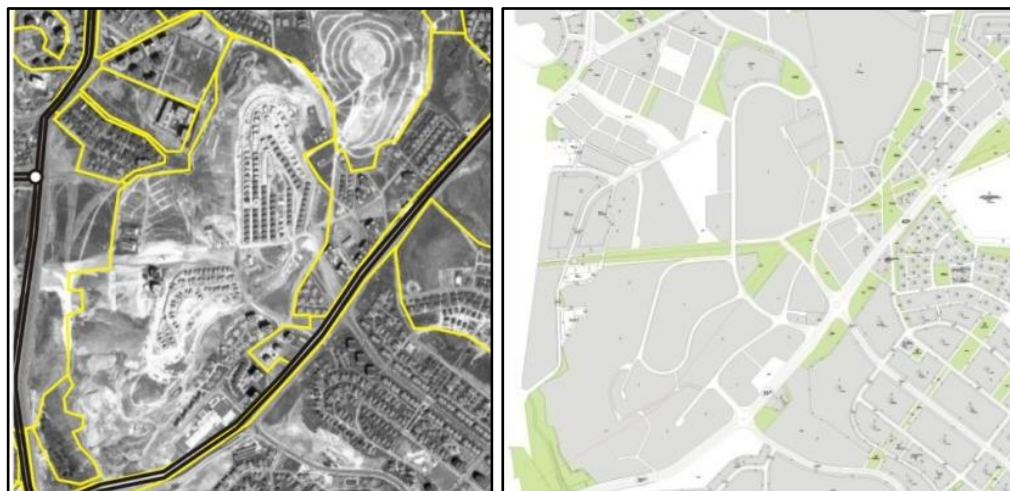


Figure 5.63. Plan boundaries and plans around 907 parcel



Figure 5.64. Structure of 907 parcel(personal rendering)

All developments in the site are products of design. However, each development is handled independently. The first one is Beysupark houses, a prestigious site with its spots center and a big-box retail. The housing estate has an organic road pattern curved regarding topography of the area. Three main building types are used as villas, storey houses as a vertical combination of two villas each having its own entrance from either side utilising topography; and finally 3 point blocks at the entrance of the estate. The site is a highly protected one as well as other recent developments.



Figure 5.65. Urban design plan for Beysupark (Yenimahalle Municipality) Houses and a photograph showing three house types. (www.beysupark.com)

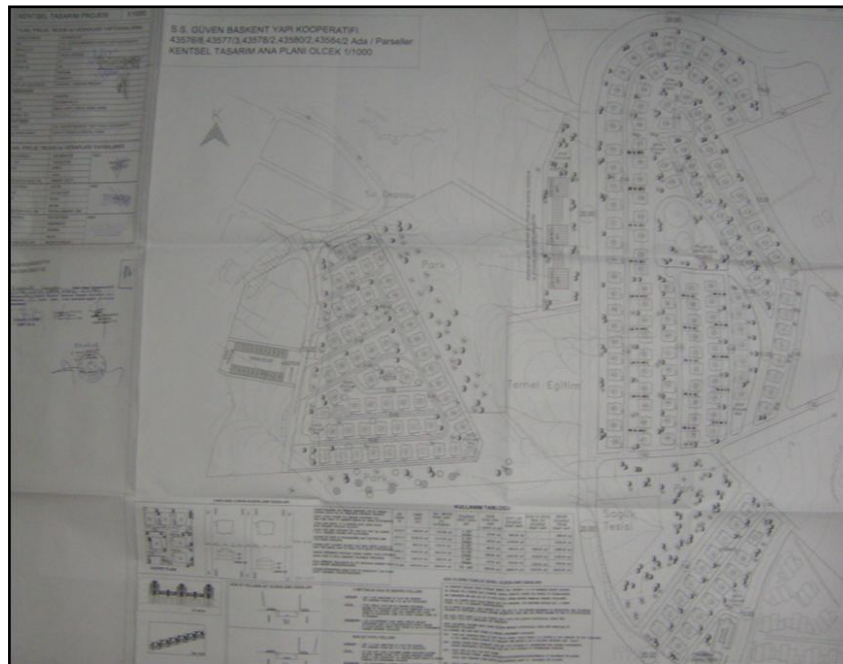
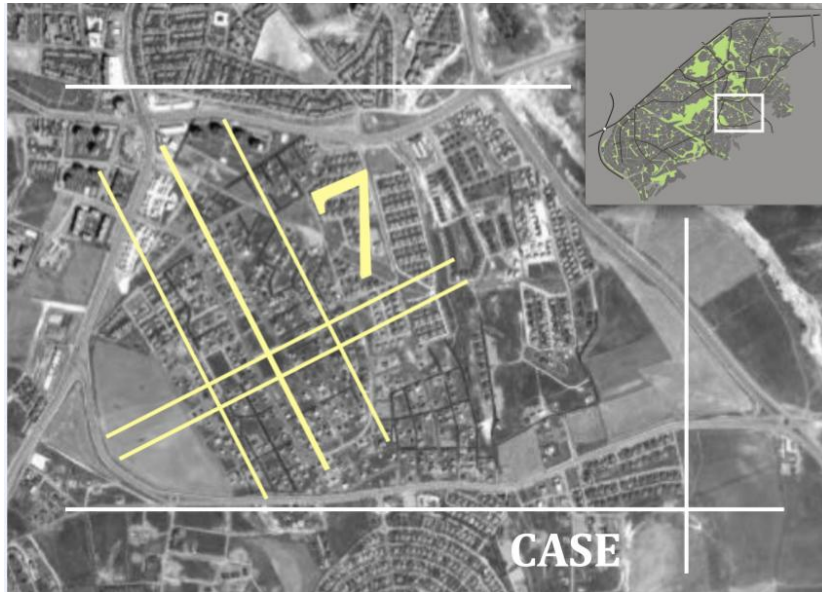


Figure 5.67. Figure 5.66. Urban design plans.in 907 parcel (Yenimahalle Municipality), and split-level houses and villas(personal source)



Figure 5.68. Figure-ground relations for 907 parcel(personal rendering)

İLKO HOUSING COOPERATIVE



Such developments are in the form of land-trusts and partial plans. First a cooperative acquires land and prepares the plan, and a stock of plots is produced for the cooperative. The production of the built form is left to the individual owners of property. There are two such examples in the study area. The first one is Yenikent Bahçelievler Cooperative in Yaşamkent whose plan was approved in 12.02.1980 and the other one is İLKO as a cooperative founded for teachers. İLKO is taken as a case, because in Yenikent area the percentage of realized development is very low. The development period corresponds to post 1984.



Figure 5.69. Plan boundaries and ownership pattern in İLKO Cooperative

The area is mainly composed of three parts. İLKO plan is one the largest partial plans of the area. İlko plan was made in 08.12.1986 as a partial plan. On the other hand next Saltoğlu Boulevard and Alacaatlı Road there are commercial developments which are the outcomes of later planning processes. It is planned as a neighbourhood unit.



Figure 5.70. Plan and Structure of İLKO Cooperative area

The plan clearly displays the road structure and the green area network which reinforces the structure. Also there is a pedestrian system however the spine of the pedestrian system is realized as a road. The block pattern and size are homogenous.

It is seen that mainly the cadastral pattern of ownership had a considerable effect on the layout of the area. Although İLKO is planned as a total design in a consolidated property pattern the geometry of the road system is based on cadastral pattern.



Figure 5.71. Figure-ground map for İLKO Cooperative(personal rendering)

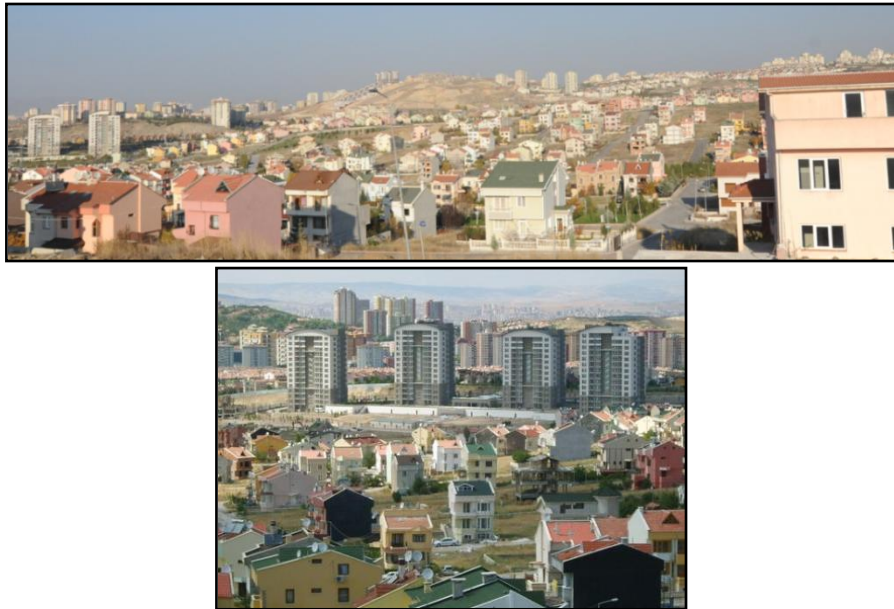


Figure 5.72. General views from the area(personal archive)

The main handicap of the area is that a **single building type** and its **homogeneous** arrangement. Therefore although the plan seems successful in two dimensions, in three dimensions, the monotony of the masses do not define distinctive spaces.

The codes for İLKO are 0.20/0.40 as is the determined LCR/ FAR and building order as twin-blocks, where front setback distance is 5 m. and rear set-back is 3 m. The minimum parcel frontage is determined as 13 m. at corner plots, and 11 m. for other plots.



Figure 5.73. Typical block

Actually this problem is related with the type of space production; as land trust. As the area is a speculative one, the houses are not built to a significant degree. Also the infrastructure and roads are not completed. This problem is obvious in both İlko and Yenikent Bahçelievler cooperative the plan of which was approved in 1970's. The realization problem of centre is valid for here.



Figure 5.74. The realization process has considerable effects for space-mass relations at the scale of the whole district.

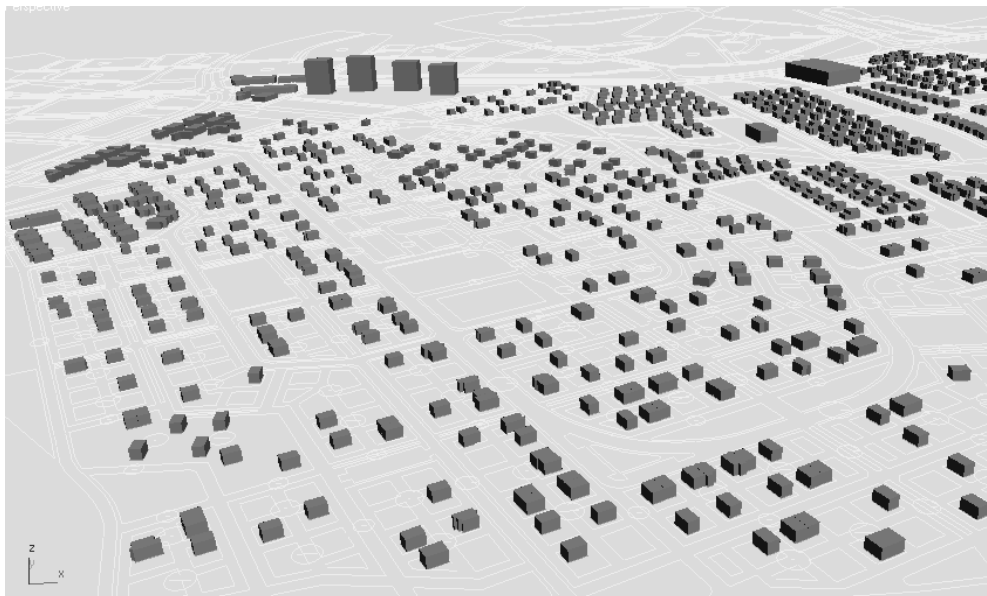
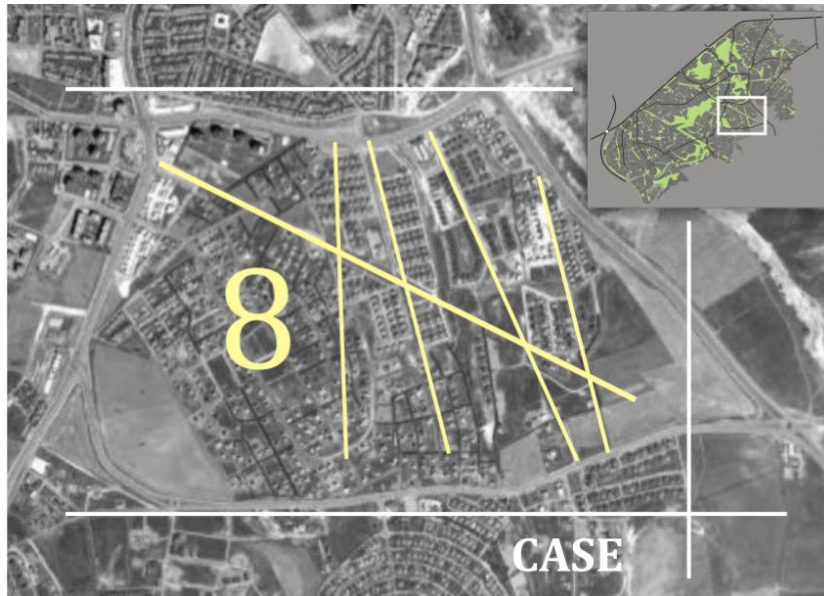


Figure 5.75. Space- mass relations in İLKO Cooperative. (personal rendering)

5.5.2.2. Partial Plans at Block Scale

These areas are where development takes place via small- scale partial plans, a few or a single block. The eastern part of İLKO (case 8), is an example of this case.

EASTERN PART OF İLKO COOPERATIVE



The eastern part of İLKO is an **accumulation of block-scale partial plans** made up of a single block or a few blocks. Each development is at the basis of consolidated ownership. Therefore they are based on total design, however smaller scale.



Figure 5.76. Plan boundaries and cadastral ownership pattern in the area



Figure 5.77. Structure of the area

The centres in the plan are the small centres of the housing estates and there is a small shopping mall Minasera, which was realized through a plan modification.

In the area there are many problems in terms of structure. The most significant problem is about the road structure. As there is no overall context it is not possible to observe a hierarchy for road system. It is based on **incremental** developments and it is seen that the developments did not consider to relate to the previous developments. Layouts are formed up of independent units, bounded by the **morphological frame of cadastral ownership pattern**, they do not form parts of a unified whole, this is typical of partial developments at block scale.

On the contrary there is a common tendency for small scale partial plans to cover the entire area by its own **road as a boundary**, and provide its internal connections from that road. Roads may even duplicate between adjacent developments, and each road leads only to its own site. As housing estates are in form of gated communities there is no relation between the estates. This causes in abrupt termination of roads, with gates of housing estates.



Figure 5.78. Streets as boundaries between developments(source: personal archive)



Figure 5.79. a. Abrupt termination of roads with gated communities b. A gate of a housing estate (source: personal archive).

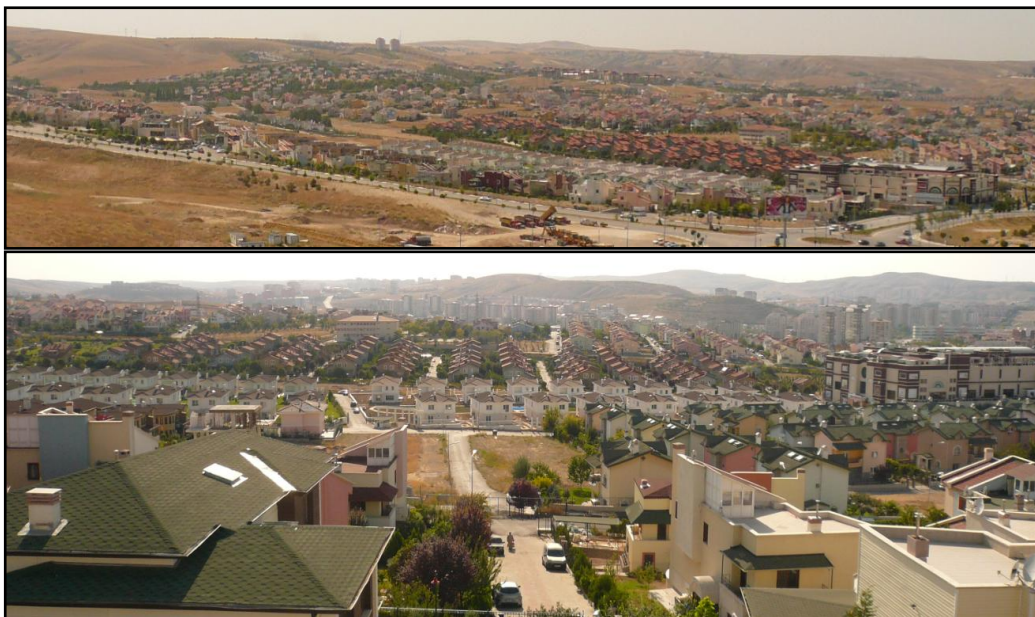


Figure 5.80. General views of the housing estates in the area.

The same is true for the green area and pedestrian network as well. There is green spine as a result of the energy transfer line passing diagonally through the area. However the geometry of the plots act as a barrier for a more efficient use of the line as a spine for common uses. Therefore the spine is rather utilized as an edge, rather than being utilized as public areas.

As the 2 dimensional layout is mainly shaped by the cadastral ownership pattern which is made up of long and thin parcels, there are limited design alternatives when developments are designed separate from each other. Therefore the outcome seems to provide maximum number of housing units within the provided FAR in the plan.

At the building level the area is composed of detached duplex houses . They have a monotonous an repetitive structure.



Figure 5.81. Figure- ground map for the area (personal rendering)



Figure 5.82. Space-mass relations in the area (personal rendering)

5.6. EVALUATION

Formation of Çayyolu depicts a particular period for urban formation which is characterized by the increasing scale of land on which development takes place.

The formation of Çayyolu depicts the characteristics of a particular period, which we may name as post 1980's, although the development began with the 70'ies. As opposed to development by apartmentalization in the core, the first developments in the area corresponding to pre-1984 period is via **accumulation of large parts** and garden villas as was seen in 1973 plan mainly in line with garden city approach. The large-scale of development could be realized by the initiative of the AMPB as the 1990 plan was utilized as a structure plan, and was not put into force in order to prevent speculation. Therefore big expropriation works were done and the area was passed to a cooperative.

However these parts were each separate from the other without any structure. Therefore in 1984 with the foundation of the Greater Municipality the first comprehensive plan of the area was prepared. Again the state dominated the process and whole plan area has been expropriated for easier and block-based implementation. The modernist ideals of hierarchy of roads and neighbourhood concept was the main motive of the plan but handling of the space-mass relations remained insufficient.

Where developments began to take place in these blocks which were allocated to 101 cooperatives, in the southern part composed of İLKO and environs, and Park Street and environs, governorship was approving partial plans, and an incremental process of formation started. The partial developments after the 1985 period approved by the governorship, were inserted into the existing cadastral road pattern within the cadastral parcel boundaries, they were not considered as part of a unified whole. The efforts for integrating the area was being annihilated by the governorship. The most significant problem in these areas being lack of structure and fragmentation.

In 1994 Alacaathı revision plan was prepared and it is guiding the development in most of the the study area which remains undeveloped yet. After 1994

developments in Yaşamkent gained a momentum via the revision plan of the area 1994 increasing speculation in the area started spontaneous centre developments via plan or use modifications and proliferation of housing estates where this time instead of cooperatives, property developers were the main actors. The high-rise gated community and housing projects made up of distinctive architectural projects within blocks stamp this area, both in planned ones, and in areas that have developed via partial plans. This formation intensified especially after the 2000's and is still continuing.

Neighbourhood scale partial plans were comparatively successful, but mainly in the case of two-dimensional layout, and space-mass consideration is low. Gestalt laws such as continuity, enclosure, proximity are not handled in the process of forming the three-dimensional form, except Konutkent II. On the other hand smaller scale partial plans constrained within irregular cadastral parcels formed a chaotic structure.

Urban form has not been a consideration in this process, neither by planners nor by architects. Planners either determined the whole aspects of development through numbers but did not utilize the available tools for a pro-active management of urban form as in case of ÇMH Plan, or they defined the building density in a mechanistic-two-dimensional form. Thus it seems that planners relied on abstract issues of urban space and could not utilize the tools regulatory context provides them. The architect on the other hand remained limited within the boundaries of his/her parcel and did not look around to provide relationships with the surrounding areas.

Now that a big portion of area waits planned via Partial Revision of 1990 plan which was approved in 23.08.2001 by the Greater Municipality of Ankara and 2023 Ankara plan accepts the conditions given by this plan. The plans for the three sub-districts (see Figure 5.9, 5.10) are prepared by the responsible Municipalities. However, these plans are also not promising to further formation of Çayyolu.

CHAPTER VI

CONCLUSION

6.1. SUMMARY AND FINDINGS OF THE STUDY

The starting point of the thesis was the poor morphological characteristics of contemporary urban formations in Turkey. We defined the main problem as the lack of urban design in planning process. This lack resulted in minimum level of control for peripheral areas where the large parcels provided the owners of private property **huge opportunity space** which resulted in **spontaneity of market** and in **disconnection between levels of urban form** which results in fragmentation and lack of public spaces. In fact this problem is not peculiar to Turkey but as mentioned in Chapter II it is lived in other countries as well. There is even a discussion that whether if we can talk about a peripheral morphology at all.

The procedural dimension the second chapter dealt with the procedural aspects of design control as they relate to the qualitative aspects of urban form. The preoedural dimension has been handled in two parts. In the first part the peculiarity of contemporary urban formation was put forward, regarding the changing property relations. Contemporary urban form is formed as an outcome of decisions and actions of different actors with different motives, also at different scales. Therefore a mechanic total control approach is no more valid. The changing **property relations** founded the **objective foundation** for the flexibilization of control and emergence of coding approaches as part of this process.

In the second part we mentioned that a result of the increasing **neglect of qualitative dimensions of urban form** and planners' focusing on mere quantitative aspects of urban form resulted search for more **proactive control** approaches. The disconnection between planning and architecture was blamed for this situation. Therefore starting with the 70'ies urban design has been institutionalized as '**public policy**' in many western countries and became an integrating discipline between planning and architecture; focusing on quality of urban spaces. Therefore new tools began to be utilized within control mechanisms **placing emphasis on form** of urban space rather than function and control the **process of this formation** rather than product.

Placing emphasis on design control- therefore form of urban space- necessitates analyzing the elements of urban form as they relate to qualitative aspects of urban form. Producing form of the city is defined as a three level activity in the introduction following Günay (2006), which involved the **foundation of structure** at the first level. Although structure is a function of planning, it is a design problematic as well such as the centre or the spine of a district. The structure founds a **context** for the next levels of urban formation.

The second level involves the formation of the morphology of a district, which is a problem of design in two and three dimensions. The **two dimensional layout** formed by the pattern of urban blocks and streets also define the public and private spaces of the city. Therefore it is a significant level in constructing the morphology and territoriality of a district. At this level the **reciprocal relations between street and block, public and private** are significant aspects of composition. The **three dimensional form** is made up of the masses and it is the level where space mass relations of urban space are formed. Gestalt rules such as similarity, proximity, continuity and enclosure are guiding criteria for the **reciprocity of space and mass**.

On the other hand in chapter IV we evaluated the mechanisms of design control in Turkey. It is seen that development planning and its legislation is too static to control the dynamics of urban formation process, and too 'flexible' (because of partial plans) to provide a coherent spatial context. Furthermore it is **not a two sided control mechanism between deductive and inductive methods** in which

planning and architecture (or planners, architects and landscape architects) can present a collective process of design. It strictly separates these two main professions.

We defined **two main disconnections** in the development legislation, the first one being **between the levels of district and street block**; that is structure and two dimensional pattern and the second one being **two-dimensional form and development rights** which condition the three dimensional form; which are actually the outcome of lack of urban design in Turkish planning process. Thus, the **reciprocal relationships between parts or the integration of public and private spaces cannot be achieved**. However we also mentioned that the legislation has potentials to be utilized as a design control mechanism, whereas it's implementations are banalized in process. The process of formation of Çayyolu clearly depicts this situation.

Findings of the Morphological Analysis

Certainly, the formation process of Çayyolu can be defined as a highly incremental and chaotic process. It depicts a particular period for urban formation which is characterized by the increasing role of market in the production of urban form at large city parts.

Çayyolu case provides us with concrete examples of the problems of Turkish planning system as a whole to deal with the formation of peripheral areas. The morphological investigation was based on district level analysis of structure, the level of two dimensional layout formed up of street-block patterns and the level of building which gives massing.

In this process while planning provides for structure, we mentined that morphology of space is a function of design control and property relations. However these two levels should not be considered as a hierarchical scale problematic. The problems at the level of structure may be the outcomes of implementations at the lower scale.

Therefore in the thesis the problems at these two levels are handled considering the unity of different scales of planning.

The **main problem at the level of structure** comes from the fact that as previously mentioned by Ünlü (2005), development planning is not utilized as a tool to provide for “**context**” for the urban district, rather it’s aim is to provide plots for further development, with minimum criteria.

This is also valid for the study area neither Çayyolu Mass Housing Plan nor Alacaatlı Plan handles the centre as a main generator of the area. Both are based on automobile and lack of public spaces is apparent. The recent plan in Alacaatlı displays the extreme banalization in control and implementation process where the main centre of the area is turned into a backyard of a gated community through plan modification. On the other hand the formation of centres in the whole area follows an incremental process which is fueled after the 1994 period.

Therefore the centres of the area are far from being the heart of the area that also organizes the structural elements such as the road pattern, pedestrian network and green network or the relationship between parts. The roads passing through a centre is far from being spines of activity as they are bounded by large blocks and associated shopping malls or big box retail.

Such a development plan fails in organizing the parts, it is the design structure and the context provided with it, that should guide the morphological characteristics of lower level developments as well as other planning decisions such as density, and land- uses at the level of district. However these other planning decisions are only the outcomes of bureaucratization as seen from the monotony of the plans serving fragmentation of the outcome.

Partial plans at the block scale are the extreme examples of formation without structure such as the Eastern part of İLKO. The only context in such developments is the boundaries of the **cadastral ownership patters**, and the street-block pattern is the outcome of the accumulation of these **morphological frames**. Therefore the whole is merely the sum of its parts in such areas. Although good design and

landscape elements can provide better living environments than in planned parts, the structure fails in providing efficient connections between areas.

In the lack of definition of a clear context via planning, the market determines the formation of urban space. The inward orientation and providing a full package of social and commercial activities within the housing estates is the result of developers' concern for providing a controllable milieu, and avoiding negative externalities. However, the result is fragmentation, where open spaces are in conflict with urbanistic objectives for relationship between parts, pedestrian spaces, continuity, closure. Therefore, contemporary urban formation has become an **accumulation of discrete projects** each within their own '**partial contexts**'. These partial contexts are utilized to make the area distinct, unique when compared to surrounding developments, which may actually become a barrier for the site context as a whole. Again, recent developments such as Yaşamkent area or especially partial plans as 907 parcel and Park Street clearly depict this fact.

At the level of street-block, it is seen that the logic that sees the urban block as units of development and **streets as the boundaries** of these units is prevalent. This is the case in both development plans and partial plans. There is no concern evident neither in plans or plan notes. The problem is the general conception of land-use planning approach to see urban form as made up of blocks of use. This logic overlaps with the logic of market, conceptualizing urban form as parcels of development, disregarding any formation of public spaces outside the parcel. This problem is especially prevalent in recent developments where the degree of inward-orientedness has increased.

Partial plans at the neighbourhood scale are the comparatively successful examples in this case, as an outcome of 'large scale design', but this time there is another problem that such as in Angora a huge portion of area is torn apart from the whole area.

On the other hand, development plans produce a homogeneous block structure which does not include any design principle. As mentioned in the second chapter, the characteristics of block, such as size, orientation, have significant effects for space-

mass relations. Size of the block is of utmost importance here, because other than development rights, the size and shape of the block has direct impacts on the opportunity space of the developers.

The large block sizes provide for big box retail to dominate the formation of centres. Instead it was mentioned before that **small block sizes** provide for vitality and robustness which are crucial criteria for public spaces. Hence while it is not possible to define for an optimum block size and shape, it should be mentioned that the size and shape of the blocks should leave opportunity space for architecture, while at the same time in defined areas of policy it should be utilized as a proactive tool for design control.

At this point Mc Glynn (2000: 86) proposes that “certainly it is administratively convenient to think in terms of street blocks, but we have noticed that, when housing districts are designed and allocated to builders in street blocks, the importance of the street as a key character forming element tends to be neglected”. This is especially relevant for blocks along the significant public spaces. In such areas utilization of linear blocks or determining linear parcels along roads and directing development with respect to street may be more significant.

However the two-dimensional layout is not the outcome of such a consideration for composition. While development plans depict homogeneous, mechanical block patterns as in Alacaatlı plan, partial plans’ vary according to the scale of the cadastral parcels. While the large parcels provide opportunity for making a two-dimensional design, partial plans on small cadastral parcels are limited in their opportunity to design due to the irregularity of the parcel’s shape such as in Eastern part of İLKO.

At the level of building Çayyolu case shows that the building types and their arrangement are not derived from a pre-concieved space-mass relation. There is mixture of villas and high-rise apartments in the area. Especially the recent developments in Yaşamkent display a trend of **urban formation based on high-rise gated communities, with high densities**. Therefore in terms of building **apartmentalization** is also beginning to dominate the new formations as well.

Consequently, Çayyolu experience shows that the fragmented and dispersed fabric of metropolitan periphery is not caused by a lack of a control mechanism although it has deficiencies, but by **the very logic of control**. On the one hand, this logic is subordinated to property patterns demanded by market tendencies. But the problem is wider than the limitations of market dynamics. Even in the site that is expropriated as a large area, i.e. relatively free from the market dynamics, the total result is a failure in terms of unity and continuity of urban space. Except some specific sites that are well organized in themselves, the design problematic appears in all types of developments. Therefore, we should search for the solutions in a reconstruction of the control mechanism including its substantial logic. Since the aim of this thesis is limited with the depiction and explanation of the 'problems' in design control process in terms of its spatial and morphological products, it can be considered as a step for the solution of these problems. Of course, a thorough evaluation of a systemic reconstruction requires a separate study. Thus, the following passages present some recommendations for such a reconstruction in the regulatory context of design control.

6.2. RECOMMENDATIONS FOR REGULATORY CONTEXT

It is a fact that Turkish planning practice cannot cope with the incremental nature of urban formation. The degree of incrementalness and fragmentation is a peculiar characteristic of property relations in Turkey. The developments generally occur on the block scale in urban periphery and there are few opportunities for larger scale developments. These are problematic both in the case of partial plans and development plans. The way planning system deals with such formations excludes any design control which means control of private property.

Therefore integration of urban design into planning mechanism through an institutional basis is necessary. Firstly, there is a need for a legal arrangement which makes **design control a 'compulsory' part of master plans** such as a condition that 'the master plan should provide design principles for the implementation plan'. We think that making of design control a compulsory part of planning process requires its strong **definition at the level of development 'law'**. This includes not only its definition as a complementary level of planning process but also as a set of

major principles for the local governments to make them responsible for design issues by means of regulations and bylaws that provides guidelines for urban design.

At the level of master plan such an approach should be based on a zoning approach based on design policy (morphological zoning), rather than a zoning approach based on mere function. Quantitative characteristics of urban form such as building density, maximum height should be the the outcomes of qualitative aspects such as spine, heart.

Also the principles for how an implementation plan will be prepared **should** be determined at the level of master plan. Here the important point is the degree of determination at masterplan level. The two-dimensional layout of the city as blocks and parcels are important determinants for the space-mass relations on the next level. Therefore a strict determination of urban blocks at the level of master plan may hinder the opportunities at the implemantation plan level. The master plan's main aim should be to provide the general principles and context for further development.

However as we mentioned in the fourth chapter the failure of the development planning in defining a "context" for development does not only arise from the master plan level but also from the implementation plan level, because of its way of dealing with formal criteria of urban design like continuity, rhythm and similarity. Implementation plans seems to be capable of controlling the whole aspects of the urban formation process. However, the practice shows that it is far from being a tool for urban design.

On the other hand implementation plans are insufficient not only in achieving formal criteria of urban design but also fails in defining clear transitional zones between public and private spaces. Hence this definition is provided generally by means of 'gated' clusters. And the result is the disintegration of urban space into isolated clusters.

As shown by Baş (2003) development plans, together with its components and supplementary bylaws can be utilized as an integrated mechanism of development control where it also provides flexibility of preparing its own coding system to each

local administration. However, local administrations including metropolitan municipalities have not realized the value of this possibility.

Moreover, plan notes as the integrated components of implementation plans, have the potential to be supplementary tools within planning system that may allow a degree of flexibility in planning control. On this account, they may be used as design codes in the British planning system or design guidelines in the US planning system. However, it is observed that plan notes are still used as detailed and strict regulations and specifications in form of written documents (Ünlü, 2005; 68-69).

Therefore the ill formation of these areas can not be reduced to contexts for urban formation as a necessary outcome. We argue that structural conditions such as property relations and market dynamics are the major determinants of urban form but we also claim that not only the spatial forms but also the planners themselves as professional individuals are the *objects* of these structural conditions, even if they are the primary *subjects* of the planning process. It means that structural limitations of the Turkish society cannot be simply an excuse for the subordination of planners to the market forces.

So **there is a normative problem that design professions have to face**. The morphological and procedural analysis of the cases show that the limited insights of planners' form a big part of the problem. Planners perceive urban form at a high level of resolution they determine the morphology of the city in this abstract world. Another problem is architects' relation with the site context which is the dominant attitude to disregard the site and urban context and to reduce their design objects into independent individual entities.

These facts are also related with the contemporary relation between disciplines of planning and architecture which is based on specialization, rather than collaborative work. Urban design and design control has an important role in this respect as an integrating arena. With words of Sternberg (2000: 37):

The operations of the land market do not reliably generate proportionate relationships across parcel boundaries. Whether any economic actor wants it or not, formal spatial relationships transcend—literally rise above and cross over—formal property lines and use rights...Relation and proportion at the urban scale cannot arise through the impersonal mechanism of the market; they must be willfully brought into existence through planning—through a design intelligence exercised on the collective behalf.

6.3. RECOMMENDATIONS FOR FURTHER STUDIES

Although there is a growing literature on urban design in Turkey, there is still a lack of empirical studies on the contemporary actual products of planning process in terms of their morphological characteristics and formation processes. In this connection, this thesis aimed to present design problematic of Turkish urban planning through the analysis of an absolute case. In addition to the need of such analysis of recent spatial developments, we can state two main lines of research for further studies:

- Studies focusing on specific design control systems and codes dealing with the problems of the contemporary urban formations occurring at a large scale
- The problem is not merely the deficiencies of the regulatory context. The prevailing planning approach in Turkey does not include any concern for urban design. Therefore there is need for studies focusing on how such an approach can be integrated in the planning education in Turkey.

As we already argued, planners themselves are the parts of the problem with their limited insight for urban design. This thesis has focused on the morphological characteristics of the products of their actions and related with the actions of other actors depicted their roles and limitations in the process of design control, since we think that coping with limitations starts with the understanding of failures and potentials.

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APPENDIX A

MAPS



a.1. 1994 Alacaatlı Plan revision (Yenimahalle Municipality)



a.2. Plan modification for 8th street mix use



a.3. plan modification for Çayyolu Mass Housing Plan centre



a.4. The plan modifications in Gordion



a.5. The plan modifications in Gordion



a.6. Plan modification at the intersection of S. Saltoğlu Bulvarı and Alacaatlı Street.



a.7. Alacaatl 1994 Plan Revision

APPENDIX B

EXTRACTS FROM PLANS OF CASE AREAS

ÇAYYOLU MASS HOUSING PLAN AREA

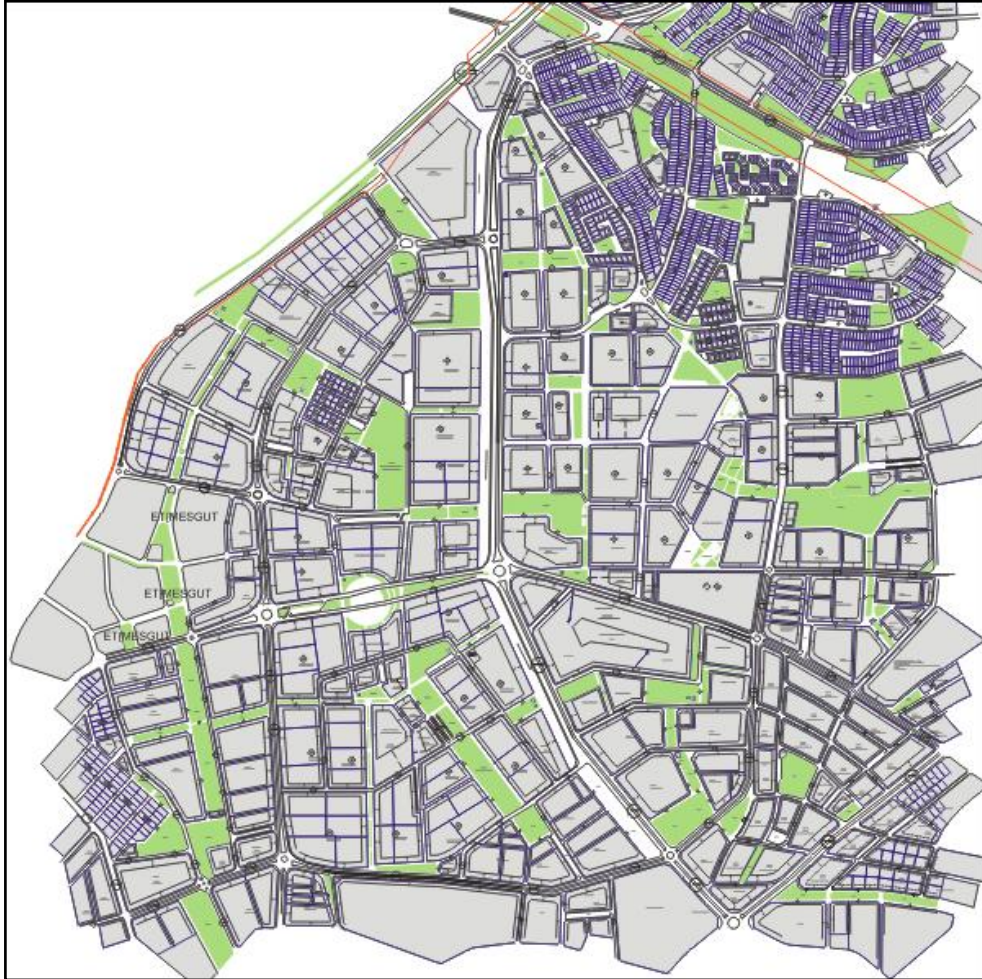


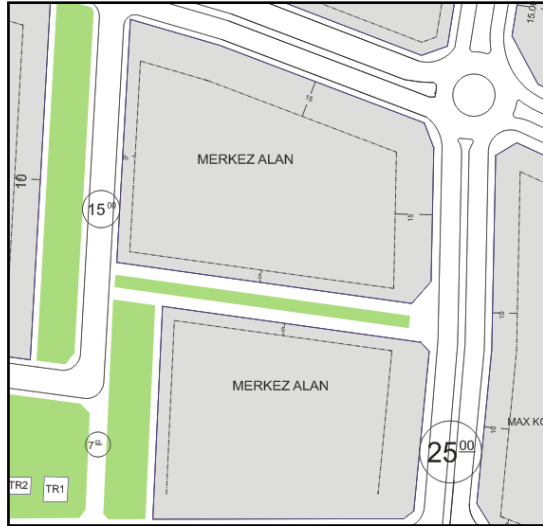
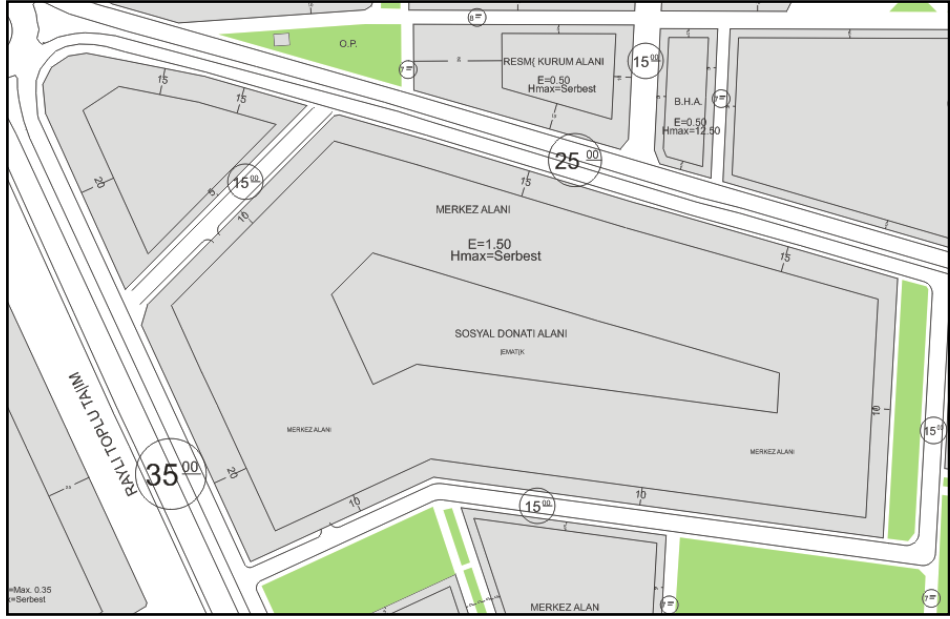


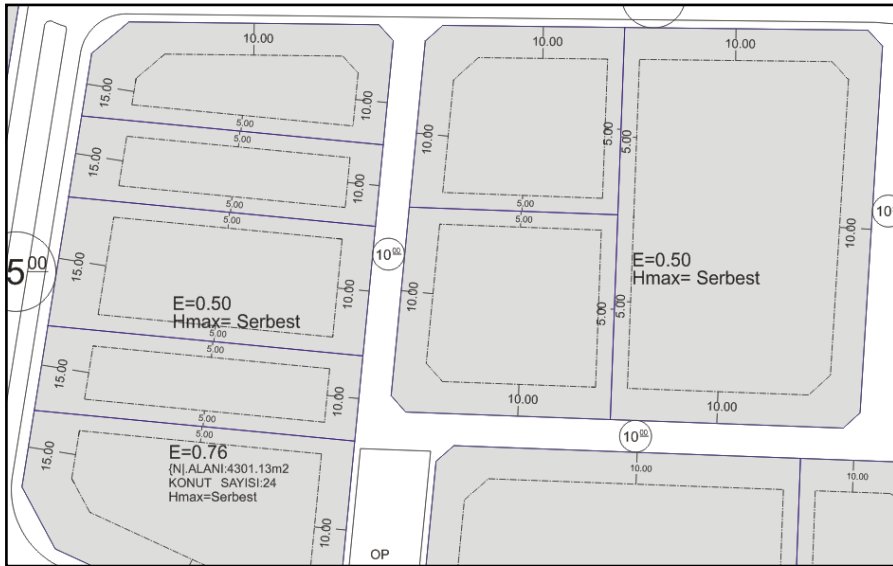
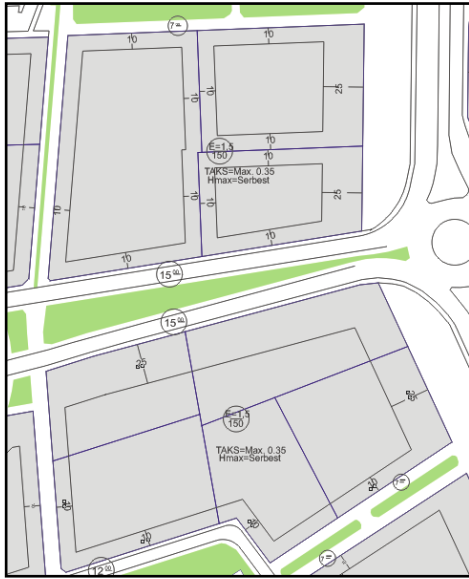




ALACAATLI PLAN

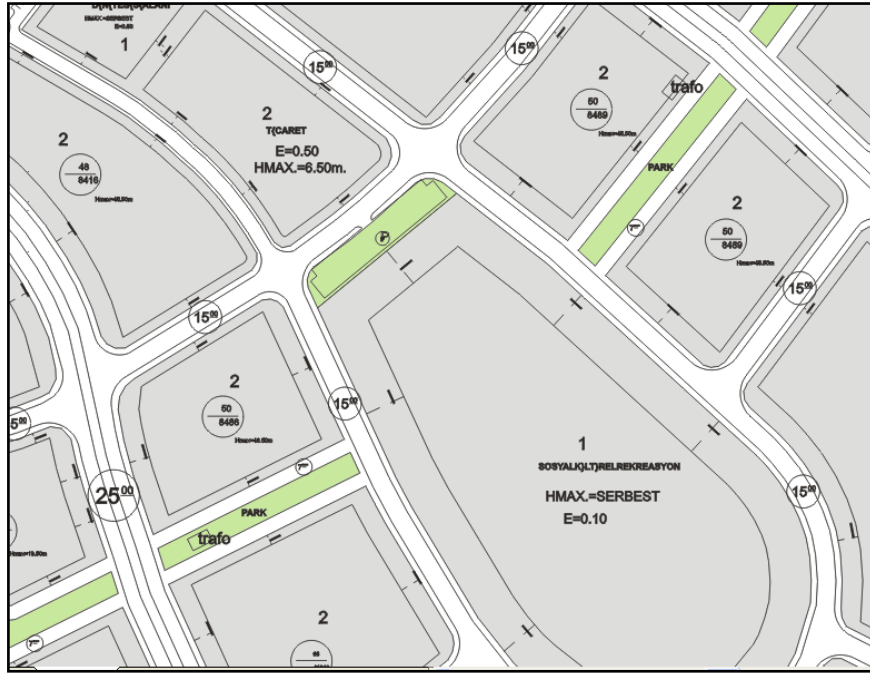




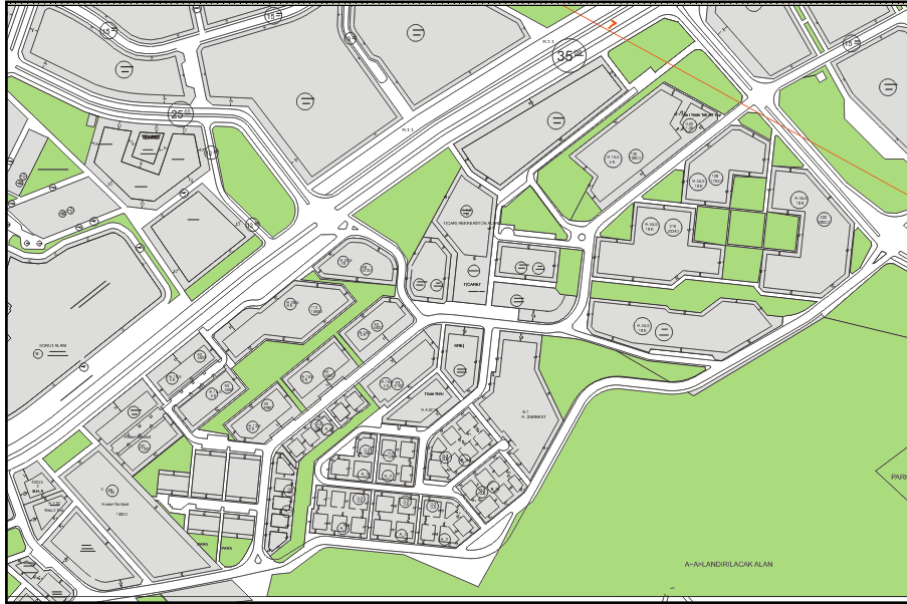


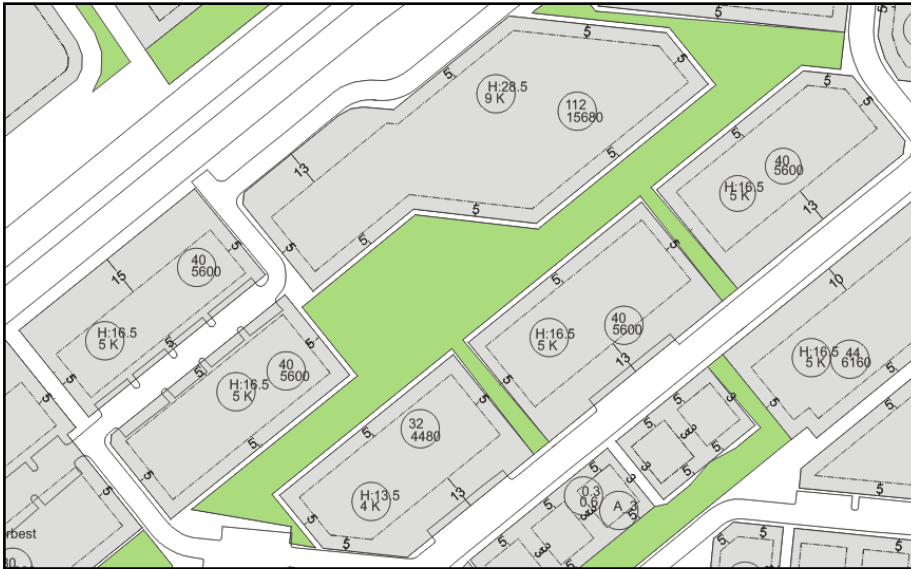
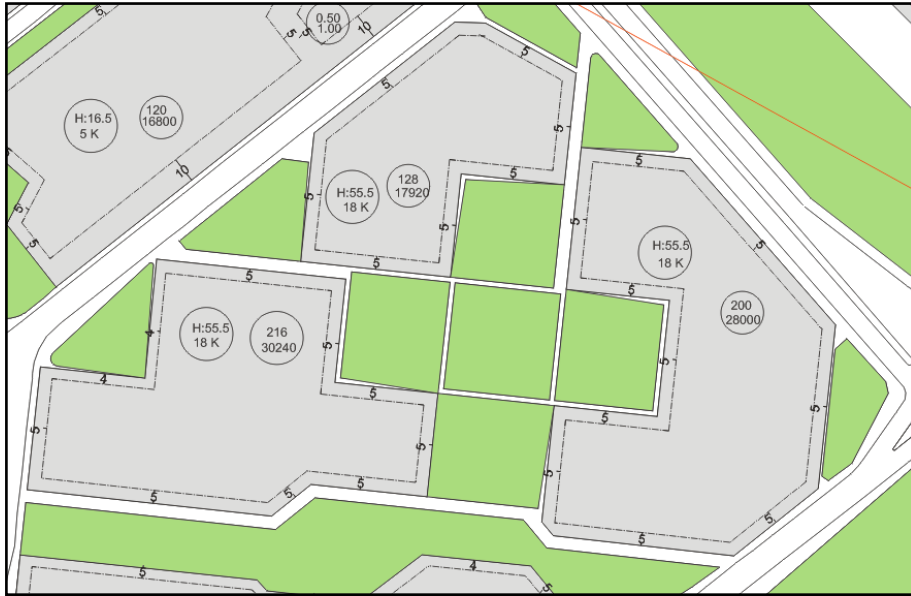
ANGORA HOUSES





KONUTKENT II





İLKO COOPERATIVE

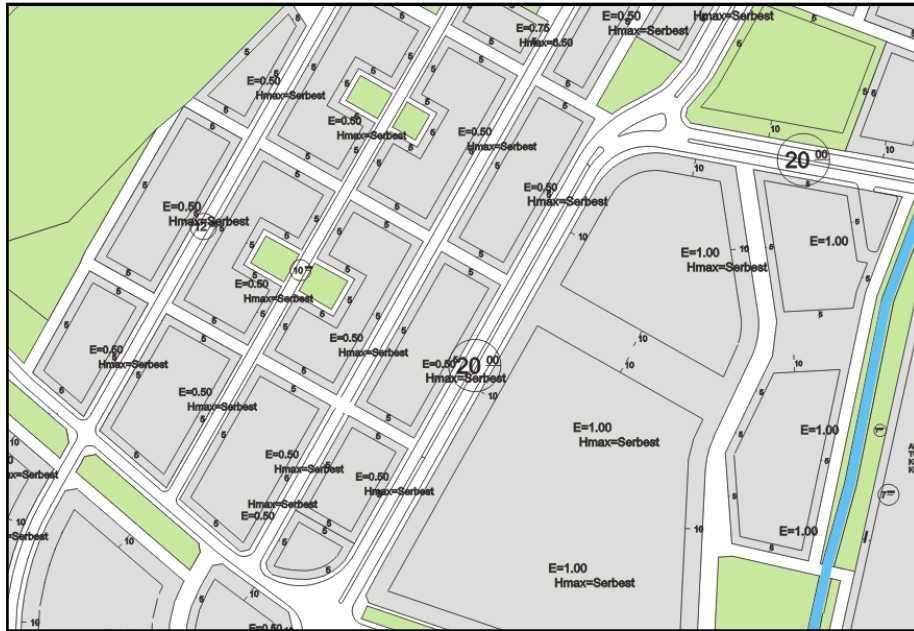


EASTERN PART OF İLKO COOPERATIVE





PARK STREET



APPENDIX C

RELEVANT PLAN NOTES IN THE CASE AREAS

ÇAYYOLU MASS HOUSING AREA PLAN NOTES

ÇAYYOLU TOPLU KONUT ALANI 76040 NOLU PARSELASYON PLANI PLAN NOTLARI

1-KONUT ADETLERİ İNŞAAT M²'LERİ HER ADA ÜZERİNDE BELİRTİLEN KONUT VE İNŞAAT ALANLARI TOPLAMINI GEÇEMEZ. BU DEĞERLERİN ALTINDA KONUT YAPILABİLİR. ANCAK BU SAYI PLAN ÜZERİNDE BELİRTİLEN RAKAMIN %20 EKŞİĞİNDEN DAHA AZ OLAMAZ.

2-ALT YAPI, ARSA VE BELEDİYE HİZMETLERİNE KATILIM HER ADA İÇİN BELİRLENEN MAKSİMUM ADEDİ ÜZERİNDEN HESAPLANIR.

3-HER KONUT ADASI İÇİNDE, O ADA İÇİNDE DÜZENLENEN KONUT SAYISI BAŞINA EN AZ 10 M²'LİK ÇOCUK BAHÇESİ DÜZENLENECEKTİR.

4- PARSELASYON ADA ÖLÇEĞİNDE YAPILABİLİR.

5-KİTLELER TABİİ ZEMİNDEN KOT ALACAKTIR. KİTLE KÖŞE KOTLARI ORTALAMASI ±0.00 KODU KABUL EDİLECEKTİR.

6-SU BASMAN KOTLARI İHTİYACA GÖRE +1.50M'YE KADAR KALDIRILABİLİR.

7-DUBLEKS KONUTLARDA ÇATI MEYİLİ %40, ÇOK KATLI KONUTLARDA %25'İ GEÇEMEZ.

8-ZEMİN KATLARDA KİTLELER ARASI YAKLAŞMA MESAFELERİNE UYULMAK KAYDI İLE ÇIKMA ALTI YÜKSEKLİĞİ ARANMAKSIZIN AÇIK ÇIKMA VEYA TERAS YAPILABİLİR.

9-KİTLELERİN PENCERE OLAN CEPHELERİ BİRBİRLERİNE H/2'DEN FAZLA YAKLAŞAMAZ.

10-KİTLELER TEK BLOK OLABİLECEĞİ GİBİ, İKİLİ VEYA SIRA BLOKLAR ŞEKLİNDE DE DÜZENLENEBİLİR.

11-MERKEZİ ISITMA, KİTLERİN İÇİNDE YAPILABİLECEĞİ GİBİ, BAHÇE İÇİNDE TABİİ ZEMİN TESVİYE KOTLARININ ALTINDA DA DÜZENLENEBİLİR.

12-YAYA YOLLARINDA AYRICA KALDIRIM YAPILMAYACAK VE SATHI TAŞ CİNSİ MALZEME İLE KAPLANACAKTIR.

13-DUBLEKS KONUT PARSELLERİNDE KAPICI VE KALORİFERCİ YERİ AYIRMA ZORUNLULUĞU YOKTUR.

14-BİRİM KONUT İNŞAAT ALANI YALNIZ ÇATI ARASINDA KULLANILMAK KOŞULU İLE MAX. 25 m² ARTTIRILABİLİR.

15-DUBLEKS KONUTLARDA SİĞİNAK YAPMAK ZORUNLULUĞU YOKTUR.

*ANK.B.ŞEHİR.BEL.MEC.15.02.1993 GÜN VE 83 SAYILI KARARIYLA PLAN NOTLARI İLAVE EDİLDİ.

NOT: ÇAYYOLU TOPLU KONUT ALANI İMAR PLANI (76040/1) NOTLARINA GÖRE ZEMİN KATIN +2.00 M'DE , 17031-17051 NOLU ADALARI KAPSAYAN ÇAYYOLU TOPLU KONUT ALANI İETAP MEVZİ İMAR PLANI (76040) NOTLARINA İLAVE EDİLEN 6.NUMARALI NOTA GÖREDE SADECE

17031-17051 NOLU ADALARIN SU BASMAN KOTLARININ EN FAZLA 1.50 M'DE TESİS EDİLECEKTİR. (ANK. BÜY.ŞEH. BELD. BAŞ.LIĞININ 12.10.1999 GÜN VE 5085 SAYILI YAZILARI GEREĞİ.)

ÇAYYOLU TOPLU KONUT ALANI 76040/1 NOLU PARSELASYON PLANI PLAN NOTLARI

A

3 KAT

B

5 KAT

C

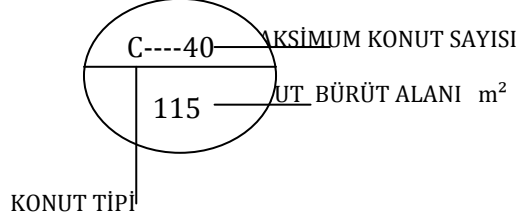
12 KAT

D

DUBLEKS

E

16 KAT



M.F:MERKEZ FONKSİYONLARI

-KONUT ADALARINDA HER BİRİM KONUT İÇİN MİNİMUM 10 m² ÇOCUK BAHÇESİ AYRILACAKTIR.

-KONUT ADALARINDAKİ OTOPARK İHTİYACI HESAPLAMALARINDA OTOPARK YÖNETMELİĞİNE UYULACAKTIR.

-MERKEZ FONKSİYONLARINDA TİCARET VE BÜRO SERVİSLERİ YER ALACAKTIR. **MAX.E:1.70** ALINACAKTIR. YOL ÜSTÜNDEN (ARKATLI) VEYA YOL ALTINDAN (GALERİLİ) BAĞLANTILI MEGA-STRÜKTÜREL KİTLE ÇÖZÜMLERİ YAPILABİLİR.

-SEMTLERDEKİ TİCARET ALANLARI **MAX.2 KATLI** OLUP **MAX.E:0.80** OLACAKTIR.

-SOSYAL/KÜLTÜREL TESİS ALANLARINDA **MAX.E:0.60** ALINACAKTIR.

-SAĞLIK TESİSİ ALANINDA **MAX.E:0.50** OLACAKTIR.

-EĞİTİM ALANLARINDA **MAX.E:0.80** OLACAKTIR.

-TEKNİK ALT YAPI TESİSLERİ YEŞİL ALANLAR İÇİNDE DE DÜZENLENEBİLİR.

-ÇOK KATLI KONUT YAPI ADALARINDA KİTLELER ARASINDAKİ MESAFE **h/2** KADAR OLACAKTIR.DUBLEKS KONUTLARDA BU MESAFE **h** KADARDIR.

-YAPI ADALARINDAKİ KONUT SAYILARI DUBLEKS KONUTLARDA % 10, ÇOK KATLI KONUTLARDA % 15 EKSİKLERİ ALINARAK YAPILABİLİR.

-DUBLEKS KONUTLARDA ÇATI MEYİLİ MAXİMUM % 40' AŞAMAZ.

-KENTSEL DONATIM ALANLARINDAN RESMİ KURUM ALANLARI SOSYAL/ KÜLTÜREL TESİS ALANLARI VE SAĞLIK TESİSİ İÇİN GEREKLİ OTOPARK İHTİYACI KİTLE ÇÖZÜMLERİYLE BİRLİKTE ELE ALINACAKTIR.

-KONUT ADALARINDA İHTİYAÇ DUYULDUĞUNDA (PARSEL MÜŞTEREK KENARLARINDA) BAHÇE DUVARI VE HİÇBİR TESİS YAPILMAMAK, BAHÇE TANZİMİNDE ADA ÇAPINDA BÜTÜNLÜK SAĞLAMAK KOŞULUYLA İFRAZ YAPILABİLİR.

-KOOPERATİF ALANLARINI AYIRMAK AMACIYLA YAPILACAK BAHÇE DUVARLARI HİÇBİR YERDE 0.50 m. GEÇEMEZ.AYRICA ÜZERLERİNE YÜKSEKLİKLERİ 1.00 m' Yİ AŞMAYAN VE GÖRÜŞÜ KAPATMAYAN PARMALIK YAPILABİLİR. FAZLA MEYİLLİ YERLERDE UYGULANACAK ŞEKLİN TAKDİRİNE BELEDİYE YETKİLİDİR.

-YAPILARA ± 0.00 GİRİŞ KOTU YAPININ ZEMİNE OTURDUĞU KÖŞE NOKTALARININ ORTALAMASI ÜZERİNDEN VERİLECEKTİR. PROJELENDİRMEDE **ZEMİN KATI MAX.**

± 2.00 m 'DE TESİS EDİLEBİLİR. *ÇOK KATLI KONUT ADALARI ÜZERİNDE BELİRLENEN YAPILANMA DEĞERİNE GÖRE HESAPLANACAK TOPLAM İNŞAAT ALANLARINI AŞMAMAK ŞARTI İLE KONUT SAYISI %10 ARTILABİLİR. YAPI ADALARINDA BAHÇE TANZİMİ NEDENİ İLE YAPILACAK ± 2.00 m 'Yİ AŞAN KAZI VE DOLGULARA İLİŞKİN TEKLİFİ KABULE İLGİLİ İMAR BİRİMİ YETKİLİDİR.

-A,B,C VE E TİPİ KONUTLARIN BODRUM KATLARINDA İNŞAAT ALANLARININ %4'Ü KADAR SIĞINAK ALANLARI AYRILACAKTIR.

-DUBLEKS KONUTLARDA SIĞINAK YAPMAK MECBURİYETİ OLMAYIP TEKNİK SERVİS GİBİ MÜŞTEMİLATLAR ÇATI ARASINDA DÜZENLENEBİLİR. BU ALANLAR EMSAL HESABINA DAHİL DEĞİLDİR.

-ADA İÇİ ORTAK BAHÇELERDE SÜS HAVUZLARI OTURMA YERLERİ, PERGOLE VE KAMERYA GİBİ TESİSLER YAPILABİLİR.

-DUBLEKS KONUT PARSELLERİNDE KAPICI VE KALORİFERCİ YERİ AYRILMA ZORUNLULUĞU YOKTUR.

* ANK.B.ŞEHİR.BEL.MEC.14.08.1989 GÜN VE 193 SAYILI KARARIYLA PLAN NOTLARI İLAVE EDİLDİ.

****İLAVE PLAN NOTLARI.** ANK.B.ŞEHİR.BEL.MEC.1.06.1992 GÜN VE 171 SAYILI KARARIYLA PLAN NOTLARI İLAVE EDİLDİ.

-YAPI YAKLAŞMA SINIRI İÇİNDE KALMAK ŞARTI İLE BAHÇE KOTLARI ALTINDA ISI MERKEZİ VE GARAJ YAPILABİLİR.

-DUBLEKS KONUTLARDA BİRİM KONUT ALANI:

İMAR DAİRE BAŞKANLIĞI VE PROJE MÜELLİFİNİN BELİRLEYECEĞİ ESASLAR DOĞRULTUSUNDA ÇATI ARASINDA KULLANILMAK ÜZERE MAX.25 M² (RUHSATA BAĞLANMIŞ PROJELERDEKİ ÇATI ARASI ALANLARI MÜKTESEP HAK OLARAK KABUL ADİLECEKTİR.) AÇIĞA ÇIKAN VE YÖNETMELİKTE BELİRTİLEN İSKAN EDİLME ŞARTLARINI SAĞLAYAN BODRUM KATLARDA KULLANILMAK ÜZERE MAX.30 M² ARTIRILABİLİR.

-ÇATI ARASINDAKİ HACMİN YÜKSEKLİĞİ MİN.1.50M ORTALAMA 2.20M OLDUĞU TAKDİRDE ODA OLARAK DÜZENLENEBİLİR. BU MAHALİN ÖNÜNE ÜSTÜ ÇATI MEYİLİNE BAĞLI KALINMAKSIZIN PERGOLE VEYA ÇATI ÖRTÜSÜ İLE ÖRTÜLMEK ETRAFİ HİÇBİR ŞEKİLDE KAPATILMAMAK VE SAÇAK UÇLARINDA TERASTAN TEMİZ YÜKSEKLİK 1.70 M 'DEN FAZLA OLMAMAK KOŞULLARI İLE TERAS YAPILABİLİR.

***İLAVE PLAN NOTLARI:** ANK.B.ŞEHİR.BEL.MEC.07.03.1994 GÜN VE 133 SAYILI KARARI İLE YENİ PLAN NOTLARI İŞLENDİ.(18038, 18036, 18034, 18033, 18032 ADALAR İÇİN)

1-KONUT ADETLERİ VE TOPLAM İNŞAAT ALANLARI HER ADA ÜZERİNDE BELİRTİLEN KONUT VE İNŞAAT ALANLARI TOPLAMINI GEÇEMEZ. BU DEĞERLERİN ALTINDA KONUT YAPILABİLİR. ANCAK BU SAYI PLAN ÜZERİNDE BELİRTİLEN RAKAMIN %20 EKSİĞİNDEN DAHA AZ OLAMAZ.

2- ALT YAPI ARSA VE BELEDİYE HİZMETLERİNE KATILIM HAR ADA İÇİN BELİRLENEN MAX.DAİRE ADEDİ ÜZERİNDEN HESAPLANIR.

3- HER KONUT ADASI İÇİNDE ADA İÇİNDE DÜZENLENEN KONUT SAYISI BAŞINA EN AZ 10M²LİK ÇOCUK BAHÇESİ DÜZENLENECEKTİR.

4-PARSELASYON ADA ÖLÇEĞİNDE YAPILABİLİR.

5- YAPILARA ±0.00 KOTU TABİİ ZEMİNDEN, YOLDAN VEYA ZORUNLULUK HALİNDE TABİİ ZEMİNE AŞIRI MÜDAHALE GETİRMEYECEK ŞEKİLDE YAPILACAK TESVİYELERLE OLUŞTURULACAK ZEMİNLERDEN VERİLEBİLİR.

6-DUBLEKS VE 4 KATLI KONUT ALANLARINDA ÇATI MEYİLİ MAX.%40 OLABİLİR.

7- ZEMİN KATLARDA KİTLELER ARASI YAKLAŞMA MESAFELERİNE UYULMAK KAYDI İLE ÇIKMA ALTI YÜKSEKLİĞİ ARANMAKSIZIN AÇIK ÇIKMA VEYA TERAS YAPILABİLİR.

8- KİTLELERİN PENCERE OLAN CEPHELERİ BİRBİRLERİNE **H/2'**DEN FAZLA YAKLAŞAMAZ.

9- MERKEZİ ISITMA VE SU DEPOSU KİTLERİN İÇİNDE YAPILABİLECEĞİ GİBİ BAHÇE İÇİNDE TABİİ ZEMİN TESVİYE KOTLARININ ALTINDA DA DÜZENLENEBİLİR.

10- DUBLEKS KONUTLARDA SIĞINAK, KAPICI VE KALORİFERCİ YERİ AYIRMA ZORUNLULUĞU YOKTUR.

11- YAYA YOLLARI SERVİS VE OTOPARK GİRİŞİ İÇİN KULLANILABİLİR.

12- DUBLEKS KONUTLARDA TOPLAM İNŞAAT ALANINI GEÇMEMEK KAYDIYLA ÇATI ARASINDAKİ HACMİN YÜKSEKLİĞİ MİN.1.50M ORTALAMA 2.20M OLDUĞU TAKDİRDE ODA OLARAK DÜZENLENEBİLİR. BU MAHALİN ÖNÜNE ÜSTÜ ÇATI MEYLİNE BAĞLI KALINMAKSIZIN PERGOLE VEYA ÇATI ÖRTÜSÜ İLE ÖRTÜLMEK ETRAFI HİÇBİR ŞEKİLDE KAPATILMAMAK VE SAÇAK UÇLARINDA TERASTAN TEMİZ YÜKSEKLİK 1.70 M 'DEN FAZLA OLMAMAK KOŞULLARI İLE TERAS YAPILABİLİR.

13- **ÇOK KATLI** KONUT ALANLARINDA KİTLELER ARASINDAKİ MESAFE **H/2** OLACAKTIR. **DUBLEKS** KONUTLARDA **6.00** M'DEN AZ OLAMAZ.

14- KONUT ADALARINDA İHTİYAÇ DUYULDUĞUNDA (PARSEL MÜŞTEREK KENARLARINDA) BAHÇE DUVARI VE HİÇBİR TESİS YAPILMAMAK BAHÇE TANZİMİNDE ADA ÇAPINDA BÜTÜNLÜK SAĞLAMAK KOŞULUYLA İFRAZ YAPILABİLİR.

15- **A-1** İŞARETLİ ADADA(**18032 ADA**)

MAX.KONUT SAYISI:40 ADET

BİRİM KONUT ALANI:150 M²

TOPLAM İNŞAAT ALANI:6000 M²

MAX.YÜKSEKLİK H:7.50 M (2 KAT)

16- **B-1** İŞARETLİ ADADA(**18033 ADA**)

MAX.KONUT SAYISI:216 ADET

BİRİM KONUT ALANI:150 M²

TOPLAM İNŞAAT ALANI:32.400 M²

MAX.YÜKSEKLİK H:28 M (9 KAT)

17- **C-1** İŞARETLİ ADADA(**18034 ADA**)

MAX.KONUT SAYISI:30 ADET

BİRİM KONUT ALANI:150 M²

TOPLAM İNŞAAT ALANI:4500 M²
MAX.YÜKSEKLİK H:7.50 M (2 KAT)
18- **D-1** İŞARETLİ ADADA(**18036 ADA**)
MAX.KONUT SAYISI:48 ADET
BİRİM KONUT ALANI:150 M²
TOPLAM İNŞAAT ALANI:7200 M²
MAX.YÜKSEKLİK H:7.50 M (2 KAT)
19- **E-1** İŞARETLİ ADADA(**18038 ADA**)
MAX.KONUT SAYISI:80 ADET
BİRİM KONUT ALANI:150 M²
TOPLAM İNŞAAT ALANI:12000 M²
MAX.YÜKSEKLİK H:13.50 M (4 KAT)
20-KİTLELER ŞEMATİKTİR.

NOT: ÇAYYOLU TOPLU KONUT ALANI İMAR PLANI (76040/1) NOTLARINA GÖRE ZEMİN KATIN +2.00 M'DE , 17031-17051 NOLU ADALARI KAPSAYAN ÇAYYOLU TOPLU KONUT ALANI İETAP MEVZİ İMAR PLANI (76040) NOTLARINA İLAVE EDİLEN 6.NUMARALI NOTA GÖREDE SADECE 17031-17051 NOLU ADALARIN SU BASMAN KOTLARININ EN FAZLA 1.50 M'DE TESİS EDİLECEKTİR. (ANK. BÜY.ŞEH. BELD. BAŞ.LIĞININ 12.10.1999 GÜN VE 5085 SAYILI YAZILARI GEREĞİ.)

ALACAATLI PLAN NOTES

ALACAATLI 3.5 ETAP 84159 NOLU PLAN NOTU

43631'DEN 43687'E KADAR

1-PARSELASYON PLAN AŞAMASINDA

1-1.PARSELASYON PLAN UYGULAMASI TEK ETAPTA YAPILACAKTIR.

1-2.TİCARİ REKREASYON ALANINA PLANLAMA ALANI GENELİNDEKİ TÜM HAK SAHİPLERİ HİSSELERİ ORANINDA HİSSELENDİRİLECEKTİR.

1-3.YOLLAR, YEŞİL ALANLAR, GENEL OTOPARKLAR, RAYLI TOPLU TAŞIM HATTI, DİNİ TESİSLER MEYDANLAR KAMU ELİNE GEÇMEDEN İNŞAAT UYGULAMASI YAPILAMAZ. İMAR KANUNUNUN 23.MADDESİNE GÖRE ALT YAPI TESİSLERİ GERÇEKLEŞTİRİLMEDEN İSKAN RUHSATI VERİLEMEZ.

1-4.ALAN BÜTÜNÜNDE 15M GENİŞLİĞİNİN ÜZERİNDEKİ YOLLARIN YOL KIRMIZI KOTLARI BÜYÜKŞEHİR BELEDİYESİNCE DİĞERLERİ YENİMAHALLE BELEDİYESİNCE HAZIRLANIP ONANMADAN İNŞAAT RUHSATI VERİLEMEZ.

1-5.BELEDİYE SINIRLARI İÇERİSİNDE KALAN ALANLARDA YENİMAHALLE BELEDİYESİ İMAR MÜDÜRLÜĞÜNÜN, DIŞINDA KALAN ALANLARDA İSE BÜYÜKŞEHİR BELEDİYESİ İMAR DAİRE BAŞKANLIĞININ UYGUN GÖRÜŞÜ ALINMADAN PARSELASYON PLANLARI ONAYLANMAZ.

2- KONUT ALANLARINDA

2-1.PLANLAMA ALANI İÇERİSİNDE YER ALAN ÜNİTE KONUT ALANLARINDA TABAN ALANI KATSAYISI TAKS:0.35'İ AŞMAYACAKTIR.

2-2.KONUT GELİŞME ALANLARINDA BÜRÜT YOĞUNLUK 200 KİŞİ/HA. E:1.50 VE 150 KİŞİ /HA. E:1 KONUT BİRİMİNİN MAKS.YÜZÖLÇÜMÜ BRÜT 150 m² (BALKONLAR ORTAK YERLER HARİÇ) HMAX:SERBESTTİR.

2-3.KİTLELER ARASINDAKİ EN AZ MESAFELER KORUNMAK, TOPLAM KONUT ADEDİ İNŞAAT EMSALİ AŞILMAMAK, PARSELLER ARASINDA BAHÇE DUVARI YAPILMAMAK VE BİR BÜTÜN OLARAK BAHÇE

DÜZENLEMESİ YAPILMAK KAYITLARIYLA MİNİMUM 5000 m²LİK İFRAZLAR YAPILABİLİR. İFRAZ SONRASI KOMŞU PARSELLERE OLAN YAPI YAKLAŞMA MESAFELERİ 10M OLACAKTIR.

2-4.MAKSİMUM İNŞAAT ALANI VE KONUT BİRİMİNİN MAX. YÜZÖLÇÜMÜ AŞILMAMAK ŞARTIYLA MİMARİ PLANLAMA GEREĞİ DEĞİŞİK BÜYÜKLÜKTE DAİRELER İLE DEĞİŞİK YÜKSEKLİK VE NİTELİKTE BLOKLAR YAPILABİLİR.BU ALANLARDA KİTLELER ARASI MESAFE YÜKSEK KİTLENİN EN AZ H/2 'Sİ KADAR OLACAKTIR.

2-5.İFRAZ PARSELLERİNDE YAPILACAK UYGULAMALARDA ÇEVRE DÜZENİ PLANI ADANIN TÜMÜNE YÖNELİK OLARAK HAZIRLANACAKTIR. DİĞER PARSELLERİN ÇEVRE DÜZENİ PLANI İLK ONANAN ÇEVRE DÜZENİ PLANI KARARLARI GÖZETİLEREK BAHÇE DUVARİ YAPMAMAK KOŞULUYLA SONRAKİ PROJELERDE PARSEL BAZINDA YAPILACAK ÇEVRE DÜZENİ PLANI DEĞİŞİKLİKLERİNE KABULE İMAR MÜDÜRLÜĞÜ YETKİLİDİR.

2-6.KİTLELER TABİİ ZEMİNDEN KOT ALACAKLARDIR. ARAZİNİN TANZİM VE TABİİ ZEMİN ETÜDÜNÜ KABULE İMAR MÜDÜRLÜĞÜ YETKİLİDİR.(±0.00)KODU KİTLE KÖŞE KOTLARI ORTALAMASIDIR.

2-7.±0.00 KOT ALMA NOKTASININ ALTINDA VE ÜSTÜNDE İSKAN EDİLEBİLİR. DAİRE ADEDİ TOPLAM İNŞAAT ALANININ KONUT ORTALAMA İNŞAAT ALANI DEĞERİ OLAN 150M²YE BÖLÜNMESİ İLE BULUNAN (BÖLÜMLERDE 0,5 VE ÜSTÜ BİR TAMSAYIYA TAMAMLANACAK 0,5'İN ALTI İSE BİR ALT TAMSAYIYA TAMAMLANACAKTIR.) DAİRE ADEDİNİ AŞAMAZ. BELİRTİLEN ADEDİN ALTINDA KONUT YAPILABİLİR.

2-8 BİNALAR PLANDA GÖSTERİLEN YOLLARDAN VE ADA İÇERİSİNDE PROJESİNE GÖRE DÜZENLENECEK İÇ YOLLARDAN MAHREÇ ALABİLİR.

2-9 ÇATI MEYİLİ DUBLEKS KONUTLARDA %40'A KADAR YAPILABİLİR. ANCAK ÇATI ARASININ İSKAN EDİLMESİ HALİNDE İNŞAAT EMSALİNE DAHİL EDİLECEKTİR. DİĞER KONUT ALANLARINDA İSE ÇATI ARASI BAĞIMSIZ BÖLÜM YAPILMAMAK VE İNŞAAT M²Sİ İÇİNDE KALMAK ŞARTI İLE İSKAN EDİLEBİLİR.

2-10 ÜNİTE KONUT ALANLARINDA YER ALAN KONUT ADALARINDA GÜNLÜK İHTİYACI KARŞILAMAK ÜZERE TİCARİ VE SOSYAL AKTİVİTELER TOPLAM İNŞAAT ALANININ %4'ÜNÜ AŞMAMAK KOŞULU İLE (TOPLAM İNŞAAT ALANINA DAHİL) BİNALARIN ZEMİN KATLARINA VEYA AYRI OLARAK TÜKETİM KOOPERATİFLERE YÖNETİM ODASI, TOPLANTI SALONU V.B. SOSYAL TESİSLER ŞEKLİNDE DEĞERLENDİRİLEBİLİR.

2-11 İNŞAAT YAKLAŞMA SINIRLARI DIŞARISINDA MERDİVEN, RAMPA, GİRİŞ KÖPRÜSÜ GİBİ BİNA SAYILMAYAN YAPI YAPILABİLİR.

2-12 KATLI KONUT ALANLARINDA HER 60 KONUT İÇİN BİR KAPICI DAİRESİ YAPILACAK. ANCAK DUBLEKS KONUT ALANI OLARAK PROJELENDİRİLMESİ HALİNDE KAPICI YERİ ARANMAYACAKTIR.

3-1 KENTSEL SERVİS ALANLARINDA ÖZEL VE KAMU KURUM VE KURULUŞLARI TİCARET VE İŞ MERKEZLERİ, TURİZM TESİSLERİ, EĞİTİM VE SAĞLIK TESİSLERİ, AKARYAKIT SATIŞ-BAKIM VE OTO-SERVİS İSTASYONLARI, SOSYAL VE KÜLTÜREL TESİSLER, EĞLENCE VE DİNLENME TESİSLERİ YER ALABİLECEKTİR.BU ALANLARDA MİNİMUM PARSEL BÜYÜKLÜĞÜ 2500M²DİR. 2500-5000M²LİK PARSELLERDE E:1, 5000M²DEN BÜYÜK PARSELLERDE E:1.50 VE HMAX:SERBESTTİR.

3-2 TİCARİ REKREASYON ALANLARINDA, PİKNIK ALANLARI, KIR TESİSLERİ, OYUN ALANLARI, SPOR TESİSLERİ, AÇIK HAVA TİYATROSU, LOKANTA GAZİNO, ÇAYHANE, KAHVEHANE, DİNLENME VE EĞLENCE TESİSLERİ İLE TURİZM TESİSLERİ (OTEL, MOTEL, KAMPİNG, TATİL KÖYÜ, GÜNÜBİRLİK V.B) YER ALABİLECEKTİR. BU ALANLARDA MİNİMUM PARSEL BÜYÜKLÜĞÜ 2500M² E:0.10 HMAX:SERBESTTİR. TURİZM TESİSLERİNDE E:0.30 VE HMAX:SERBESTTİR. MAX.TAKS:0.05'İ AŞAMAZ.

4-1 YAPILARDA BAYINDIRLIK VE İSKAN BAKANLIĞINCA ÇIKARILMIŞ OLAN DEPREM YÖNETMELİĞİNE UYULACAKTIR.

4-2 MİMARİ PROJE ESNASINDA YAPILACAK YAPILARA AİT LABARATUVAR DENEYLERİNE DAYALI JEOTEKNİK ETÜD RAPORU BELEDİYECE UYGUN GÖRÜLMEDEN PROJE ONAYI YAPILAMAZ.

4-3 TEMEL HARFİYATI SIRASINDA ÜST KISIMDAKİ KİL İÇERİSİNDE KÜÇÜK ÇAKIL DÖKÜLMELERİN OLMAMASI İÇİN KAZILAR ŞEVİLİ YAPILACAKTIR. BU HUSUSUN İNŞAATIN FENNİ MESULÜNÜN SORUMLULUĞUNDA OLDUĞUNA DAİR TAAHHÜT ALINMADAN TEMEL VİZESİ VERİLEMEZ.

4-4 YEŞİL ALAN PARK BAHÇE SAHALARINDA GEREKTİĞİNDE TEKNİK ALT YAPI TESİSLERİ YER ALABİLİR. (KANALİZASYON, SU V.B TOPRAK ALTI HATLARI İLE ENERJİ NAKİL HATLARI BU ALANLARDAN GEÇEBİLİR. GEREK DUYULDUĞUNDA ELEKTRİK TRAFOSU YOLLARA 5M YAPILARA 10M FAZLA YAKLAŞMAMAK KAYDIYLA BAHÇE İÇİNDE VEYA YEŞİL ALANDA YAPILABİLİR.

4-5 YAYA YOLLARI GEREKTİĞİNDE SERVİS TRAFİĞİNE AÇILABİLİR.

4-6 HER PARSELE EN FAZLA BİR NOKTADAN SERVİS GİRİŞİ OLABİLİR.

4-7KAVŞAK ALANLARINDA VE 35M'LİK BİRİNCİ DERECE YOLLARDAN SERVİS GİRİŞİ VERİLMEYECEKTİR.

4-8 ÖZEL OTOYOL İHTİYACI YAPI YAKLAŞMA SINIRLARI İÇERİSİNDE KALMAK KOŞULU İLE BODRUM KATLARDA İNŞA EDİLEBİLİR. HER BAĞIMSIZ BÖLÜME BİR ADET OTOYOL YERİ AYRILMASI HALİNDE İNŞAAT ALANINA DAHİL EDİLMEMEYECİK VE BAĞIMSIZ BÖLÜMLERE EKLENTİ YAPILABİLECEKTİR. AYRICA AÇIK ALANLARDA HER 4 KONUT İÇİN BİR MİSAFİR OTOYOL AYRILACAKTIR.

4-9 SAHALARIN UYGUN YERLERİNDE BELEDİYE ÇÖP KAMYONLARININ ULAŞABİLECEĞİ TOPLAMA VE DAĞITIM İSTASYONLARI YAPILACAKTIR.

4-10 ADAYA YAPI TABAN ALANLARI HARİÇ GERİ KALAN ALANIN TAMAMINDA HESAPLANARAK HER 20M² İÇİN BİR AĞAÇ DİKİLECEKTİR. AĞAÇ DİKİLMEYEN VE BAHÇE DÜZENLEMELERİ YAPILMADAN İSKAN RAPORU VERİLMEZ.

4-11 KONUT ADALARINDA HER BİR KONUT İÇİN MİNİMUM 10M² PARK, ÇOCUK BAHÇESİ YERİ AYRILACAKTIR.

4-12 ADA İÇİ ORTAK BAHÇELERDE SÜS HAVUZLARI, OTURMA YERLERİ, PERGOLA VE KAMELYA GİBİ TESİSLER İLE BAHÇE PEYZAJ DÜZENLEMELERİNDE 2M'YE KADAR TERASLAMALAR YAPILABİLİR.

5- PARKLAR; PARK ALANLARI İÇERİSİNDE PARK İÇİN GEREKLİ ÖLÇÜMLERİ VE İMAR DURUMU BELLİ TESİSLER GÖSTERİLMEMİŞ İSE BÜFELER, HAVUZLAR, PERGOLALAR, AÇIK ÇAYHANE VE GENEL WC'DEN BAŞKA TESİS YAPILAMAZ. KAKS:0.05'İ GEÇEMEZ.

6- ÇOCUK BAHÇELERİ; 0-5 YAŞ GRUBU İHTİYACINI KARŞILAYACAK ALANLARDIR. BİTKİ ÖRTÜSÜ İLE ÇOCUKLARIN OYUNU İÇİN GEREKLİ ARAÇ -GEREÇLERE EK OLARAK BÜFE, PERGOLA, HAVUZ VE GENEL WC YAPILABİLİR.KAKS:0.05 OLACAKTIR.

7-SPOR ALANLARI;6-18 YAŞ GRUBUNA YÖNELİKTİR. FUTBOL, HENTBOL, TENİS, YÜZME, ATLETİZM, BUZ PATENİ, VOLEYBOL, BASKETBOL VE SPOR TESİSLERİ İLE DİĞER OYUN ALANLARI YAPILABİLİR. FAKAT KAPALI TESİS VE YAPILARDA KAKS:0.10'U GEÇEMEZ.

8-TEK TRAFYO YERLERİ 7x7M EBATINDA OLUP 1M'LİK KORUMA BANDI AYRILARAK ETRAFI TEL ÇİT İLE ÇEVİRİLECEKTİR. REGLAJ İSTASYONLARI KORUMA BANDI İLE BİRLİKTE 10x10M EBATINDADIR.

9-YUKARIDA BELİRTİLEN PLAN KOŞULLARI DIŞINDAKİ YAPILARLA İLGİLİ DURUMLAR İÇİN ANKARA BÜYÜKŞEHİR BELEDİYESİ İMAR YÖNETMELİĞİNİN YAPILARLA İLGİLİ HÜKÜMLERİ GEÇERLİDİR.

84133 NOLU PLAN NOTLARI

ALACAATLI 7. BÖLGE UYGULAMA İMAR PLANI

1-YOLLAR YEŞİL ALANLAR GENEL OTOPARKLAR KAMU ELİNE GEÇMEDEN İNŞAAT UYGULAMASI YAPILMAZ. İMAR KANUNUNUN 23. MADDESİNE GÖRE ALT YAPI TESİSLERİ GERÇEKLEŞTİRİLMEDEN İSKAN RUHSATI VERİLEMEZ.

2-KONUT ADALARINDA MAX. KONUT BİRİMLERİNİN BÜYÜKLÜĞÜ 150m² OLUP KONUT ADETLERİ ADADAKİ TOPLAM İNŞAAT ALANINI 150'YE BÖLÜNMESİNDEN ELDE EDİLECEK KONUT SAYISINI AŞAMAZ.

3-HER PARSELDEKİ KONUT ADEDİ, PARSELDEKİ TOPLAM İNŞAAT ALANININ 150m²'YE BÖLÜNMESİ İLE ELDE EDİLECEK SAYIYI AŞAMAZ

4-±0.00 KOT ALMA NOKTASININ ALTINDA VE ÜSTÜNDE İSKAN EDİLEBİLİR DAİRE ADEDİ PLANDA BELİRTİLEN DEĞERLERE GÖRE BULUNAN DAİRE ADEDİNİ AŞAMAZ. BELİRTİLEN ADEDİN ALTINDA KONUT YAPILABİLİR.

5-BİNA GİRİŞLERİ ÇEVRE DÜZENİ PROJESİNDE BELİRTİLECEKTİR. BİNA GİRİŞLERİ ±1.50m DE TESİS EDİLEBİLİR.BAHÇE VE PEYZAJ DÜZENLENMELERİNDE ± 2.00'YE KADAR KAZI VE DOLGU YAPILABİLİR.

6-KONUT ALANINDA ÇATI, GÜNEŞLE ISINMANIN GEREKTİRDİĞİ EĞİMDE OLABİLİR.ÇATI ARASI, BAĞIMSIZ BÖLÜM YAPILMAMAK VE İNŞAAT m² 'si İÇİNDE KALMAK KAYDIYLA İSKAN EDİLEBİLİR.

7-KONUT ALANLARINDA HMAX: SERBESTTİR. MAX. İNŞAAT ALANI, KONUT SAYISI AŞILMAMAK ŞARTI İLE MİMARİ PROJE ESNASINDA DEĞİŞİK ADETTE VE EBATTA KİTLE VE DAİRE DÜZENLEMESİ YAPILABİLİR.

BU ALANLARDA, KİTLELER ARASI MESAFE ENAZ H/2 OLACAKTIR. FARKLI YÜKSEKLİKTE KİTLE DÜZENLEMESİ HALİNDE BU MESAFE YÜKSEK KİTLENİN H/2 SİNDEN AZ OLAMAZ.

8-KİTLELER ARASI EN AZ MESAFELER KORUNMAK, TOPLAM KONUT ADEDİ, İNŞAAT ALANI AŞILMAMAK, PARSELLER ARASINDA BAHÇE DUVARI YAPILMAMAK VE KOMŞU PARSEL YAPI YAKLAŞMA MESAFESİ MİN. 10m. OLMAK KAYITLARIYLA MİN.4000m²'LİK İFRAZLAR YAPILABİLİR.

9-KONUT ALANLARINDA,PARSELLER ARASINDA "PARKLAR, ÇOCUK BAHÇELERİ AÇIK SPOR ALANLARI İLE YAPILARIN GEREKSİNECEĞİ OTOPARKLAR ADA ÖLÇEĞİNDE DÜZENLENECEKTİR, OTOPARK GEREKSİNİMİ, OTOPARK YÖNETMELİĞİ KOŞULLARINA GÖRE KARŞILANACAKTIR. BU ALANLAR BAŞKA AMAÇLARLA KULLANILAMAZ VE DÜZENLEMESİ YAPILMADAN İSKAN RUHSATI VERİLEMEZ.

10-İNŞAAT YAKLAŞMA SINIRLARI DIŞINDA MERDİVEN, RAMPA, GİRİŞ KÖPRÜSÜ GİBİ BİNA SAYILMAYAN YAPI YAPILABİLİR.

11-YAPILARDA, BAYINDIRLIK VE İSKAN BAKANLIĞINCA ÇIKARILMIŞ OLAN DEPREM YÖNETMENLİĞİNE UYULACAKTIR.

12-MİMARİ PROJE ESNASINDA YAPILACAK YAPILARA AİT LABARATUAR DENEYLERİNE DAYALI JEOTEKNİK RAPOR BELEDİYECE UYGUN GÖRÜLMEDEN PROJE ONAYI YAPILAMAZ.

13-YEŞİL ALAN, PARK, BAHÇE SAHALARINDA GEREKTİĞİNDE TEKNİK ALTYAPI TESİSLERİ YER ALABİLİR. KANALİZASYON, SU VB. TOPRAK ALTI HATLARI İLE ENERJİ NAKİL HATLARI BU ALANLARDAN GEÇEBİLİR.GEREK DUYULĞUNDA ELEKTRİK TRAFOSU YOLLARA 5m.'DEN FAZLA YAKLAŞMAMAK KAYDI İLE KONUT ALANLARINDA VEYA YEŞİL ALANLARINDA YAPILABİLİR.

14-YAYA YOLLARI GEREKTİĞİNDE SERVİS TRAFİĞİNE AÇILABİLİR.

15-KONUT ADALARINDA EN FAZLA İKİ YERDEN SERVİS GİRİŞİ VERİLEBİLİR. 35 m.'LİK 1.DERECE YOLLARDAN VE KAVŞAK ALANLARINDAN SERVİS GİRİŞİ VERİLMEMEYECİTİR.

16-ADALARIN UYGUN YERLERİNDE BELEDİYE ÇÖP KAMYONLARININ ULAŞABİLECEĞİ TOPLAMA VE DAĞITMA İSTASYONLARI YAPILACAKTIR.

17-ADADA YAPI TABAN ALANLARI HARIÇ GERİ KALAN ADANIN TAMAMINDA HESAPLANARAK HER 20 m² İÇİN BİR AĞAÇ DİKİLECEK TİR. AĞAÇLAR DİKİLMEYEN VE BAHÇE DÜZENLENMELERİ YAPILMADAN İSKAN RAPORU VERİLEMEZ.

18-KONUT ALANLARINDA HER BİR KONUT İÇİN MİN. 10m² , PARK, ÇOCUK BAHÇESİ YERİ AYRILACAKTIR.

19-KREŞ, ANAOKULU VE İLKÖĞRETİM TESİSLERİ BAHÇE DÜZENLEMELERİ BAHÇE DUVARI YAPILMAKSIZIN BİRLİKTE ELE ALINACAKTIR.

20-KONUT ALANLARINDA GÜNLÜK TÜKETİME YÖNELİK İHTİYACI KARŞILAMAK ÜZERE, TOPLAM İNŞAAT EMSALİ İÇİNDE KALMAK KOŞULUYLA HER BİR KONUT İÇİN MAX. 2 m² İNŞAAT ALANI TİCARET VE SOSYAL TESİS ALANI KULLANIMINDA DÜZENLENEBİLİR. ANCAK BU ALAN İÇERİSİNDE TİCARET KULLANIMI TOPLAM 150 m²'Yİ AŞAMAZ.

21-YUKARIDA BELİRTİLEN PLAN KOŞULLARI DIŞINDAKİ YAPILARLA İLGİLİ DURUMLAR İÇİN ANKARA BÜYÜKŞEHİR BELEDİYESİ İMAR YÖNETMELİĞİNİN YAPILARLA İLGİLİ HÜKÜMLERİ GEÇERLİDİR.

84207/1 NOLU PLAN NOTLARI (ALACAATLI 8'inci Bölge)

1- YOLLAR, YEŞİL ALANLAR, GENEL OTOYOLLAR, KARAKOL KAMU ELİNE GEÇMEDEN İNŞAAT UYGULAMASI YAPILAMAZ. İMAR KANUNUNUN 23. ÜNCÜ MADDESİNE GÖRE ALTYAPI TESİSLERİ GERÇEKLEŞTİRİLMEDEN İSKAN RUHSATI VERİLMEZ.

2-YAPILARDA BAYINDIRLIK VE İSKAN BAKANLIĞINCA ÇIKARTILMIŞ OLAN DEPREM YÖNETMELİĞİNE UYULACAKTIR.

3-MİMARİ PROJE ESNASINDA YAPILACAK YAPILARA AİT LABARATUVAR DENEYLERİNE DAYALI JEOTEKNİK RAPOR BELEDİYECE UYGUN GÖRÜLMEDEN PROJE ONAYI YAPILAMAZ.

4-PLANLANAN ADA İÇERİSİNDE İŞ MERKEZLERİ, SOSYAL VE KÜLTÜREL TESİSLER, RESMİ YÖNETİM BİRİMLERİ, DİNLENME, EĞLENCE VE KONAKLAMA TESİSLERİ VE BENZERİ MERKEZ İŞLEMLERİ YANISIRA EMSAL İÇİNDE KALINMAK KOŞULUYLA MERKEZ ALANI TESİSLERİNİN ÜST KATINDA VEYA BAĞIMSIZ OLARAK KONUT KULLANIMI DA YERALABİLİR.

5-PLANLANAN ADADA E=1.50, HMAX=SERBESTTİR. YAPILAŞMADA KONUT KULLANIMI İÇİN AZAMI EMSAL E= 1.40, MERKEZ KULLANIMLARI İÇİN İSE ASGARİ EMSAL= 0.10 OLACAKTIR.

6- KONUT KULLANIMI İÇİN BİRİM KONUT YÜZÖLÇÜMÜ BRÜT 150 m²'DİR. DAİRE ADEDİ TOPLAM İNŞAAT ALANININ KONUT ORTALAMA İNŞAAT ALANI BÜYÜKLÜĞÜ OLAN 150 m²'YE BÖLÜNMEYİLE BULUNAN DEĞERE GÖRE 0.5 VE ÜSTÜ 1 TAM SAYIYA TAMAMLANMASIYLA BULUNACAKTIR. DAİRE ADEDİ AŞILAMAZ. MAKSİMUM İNŞAAT ALANI VE MAXİMUM KONUT SAYISI AŞILMAMAK ŞARTIYLA MİMARİ PLANLAMA GEREĞİ DEĞİŞİK BÜYÜKLÜKTE DAİRELER İLE DEĞİŞİK YÜKSEKLİK VE NİTELİKTE BLOKLAR YAPILABİLİR. BU ALANLARDA KİTLELER ARASI MESAFE YASGARİ YÜKSEK KİTLENİN H/2' Sİ KADAR OLACAKTIR.

7-KİTLELER ARASINDAKİ EN AZ MESAFELER KORUNMAK, İNŞAAT EMSALİ AŞILMAMAK, PARSELLER ARASINDA BAHÇE DUVARI YAPILMAMAK VE BİR BÜTÜN OLARAK BAHÇE DÜZENLEMESİ YAPILMAK KOŞULLARI İLE MİNİMUM 5000 M²LİK İFRAZLAR YAPILABİLİR. KOMŞU PARSELLERE OLAN YAPI YAKLAŞMA MESAFELERİ 5 M OLACAKTIR.

8-YAPILAR TABİİ ZEMİNDEN VEYA İMAR YOLUNDAN KOT ALACAKTIR. ±0.00 KOTU KONUT YAPILARINDA BİNA KÖŞE TABİ ZEMİN KOTLARI ORTALAMASI, MERKEZ YAPILARINDA İSE CEPHE ALDIĞI İMAR YOLU KOTUDUR. SUBASMAN KOTU ±0.00 KOTUNA GÖRE ±1.50M. 'DE TESİS EDİLEBİLİR.

9-BAHÇE DÜZENLEMELERİ VE ÇEVRE TANZİMİ SIRASINDA ±2.00M.'YE KADAR KAZI DOLGU YAPILABİLİR.

10- İFRAZ PARSELLERİNDE YAPILACAK UYGULAMALARDA ÇEVRE DÜZENLEME PLANI ADANIN TÜMÜ DİKKATE ALINARAK HAZIRLANACAKTIR. DİĞER PARSELLERİN ÇEVRE DÜZENLEME PLANI İLK ONANAN ÇEVRE DÜZENLEME PLANI KARARLARI GÖZETİLEREK BAHÇE DUVARI YAPILMAMAK KOŞULUYLA SONRAKİ PARSELLERDE PARSEL BAZINDA YAPILACAKTIR. ÇEVRE DÜZENLEME PLANI DEĞİŞİKLİKLERİNİ KABULE İMAR MÜDÜRLÜĞÜ YETKİLİDİR.

11- OTOPARK GEREKSİNİMİ İLGİLİ YÖNETMELİKLER DOĞRULTUSUNDA KULLANIMLARIN GEREKTİRDİĞİ MİKTARDA PARSEL İÇERİSİNDE KARŞILACAKTIR. YAPI YAKLAŞMA SINIRLARI İÇERİSİNDE KALMAK KOŞULUYLA BODRUM KATLARINDA KAPALI OTOPARK İNŞA EDİLEBİLİR. OTOPARK AMAÇLI BODRUM KAT İNŞAAT ALANINA DAHİL EDİLMEMEYECİKTİR. HER BAĞIMSIZ BÖLÜM İÇİN ASGARİ BİR ADET OTOPARK YERİ AYRILACAK VE AÇIK ALANLARDA HER DÖRT KONUT İÇİN ASGARİ 1 MİSAFİR OTOPARKI AYRILACAKTIR.

12-ADA İÇERİSİNDE HER BİR KONUT İÇİN MİNİMUM 10M² PARK, ÇOCUK BAHÇESİ YERİ AYRILACAKTIR.

~~13 MİMARİ PROJE ESNASINDA PARSEL İÇERİSİNDE ASGARİ 6.500M² SOSYAL DONATI ALANI AYRILACAK VE İÇERİSİNDE KONUT KULLANIMI İÇİN AYRILAN İNŞAAT ALANININ ASGARİ 2500M²'Sİ SOSYAL DONATI İNŞAAT ALANI OLARAK KULLANILACAKTIR. BU ALANDA KREŞ, SAĞLIK, SPOR, SOSYO KÜLTÜREL, REKREATİF, İDARİ VE BENZERİ KULLANIMLAR YER ALABİLİR. BU KULLANIMLAR TEK BİR YAPIDA YER ALABİLECEĞİ GİBİ, AYRI AYRI DA YAPILABİLİR.~~

14-ADA İÇERİNDE YAPI TABAN ALANLARI HARİÇ GERİ KALAN AÇIK ALANIN TAMAMI HESAPLANARAK HER 10M² İÇİN BİR AĞAÇ DİKİLECEKTİR. AĞAÇ DİKİLMEDEN, BAHÇE DÜZENLEMELERİ YAPILMADAN İSKAN RAPORU VERİLEMEZ.

15-PARK ALANLARI İÇERİSİNDE PARK İÇİN GEREKLİ ÖLÇÜMLERİ VE İMAR DURUMU BELLİ TESİSLER GÖSTERİLMEMİŞSE BÜFELER, HAVUZLAR, PERGOLALAR, AÇIK ÇAYHANE VE GENEL WC.'DEN BAŞKA TESİS YAPILAMAZ. KAKS=0.05 VE HMAX.=3.50'Yİ GEÇEMEZ.

16- TRAFONUN ÇEVRE GÜVENLİĞİ BEDAŞ TARAFINDAN SAĞLANACAKTIR. TRAFONUN DIŞ CEPHESİ GÖRSEL AÇIDAN ESTETİK OLMAK ÜZERE DUVAR VEYA TEL ÇİTLE ÇEVİRİLECEK YADA YER ALTINA ALINACAKTIR.

17-REGÜLATÖR İSTASYONUNUN ÇEVRE GÜVENLİĞİ EGO GENEL MÜDÜRLÜĞÜ TARAFINDAN SAĞLANACAKTIR. İSTASYONUN DIŞ CEPHESİ GÖRSEL AÇIDAN ESTETİK OLMAK ÜZERE DUVAR VEYA TEL ÇİTLE ÇEVİRİLECEKTİR.

18-ONANLI NAZIM İMAR PLANINDA MERKEZ ALANI OLARAK BELİRTİLEN ALANLARIN BÜTÜNÜNDE MİN. 6500M² LİK ALAN SOSYAL DONATI ALANI OLARAK AYRILACAKTIR. BU ALANDAKİ TOPLAM KONUT İNŞAAT ALANININ MİN. 2500M²'SİNİN SOSYAL DONATI OLARAK KULLANILMASI İLE SOSYAL DONATI ALANLARINDA KREŞ, SAĞLIK, SOSTO-KÜLTÜREL TESİS, İDARİ TESİSLER AYNI ALAN İÇERİSİNDE STANDARTLARA UYGUN OLARAK YER ALACAKTIR.

19-MERKEZ ALANLARINDA YER ALACAK MERKEZ İŞLEVLERİ, KONUT, SOSYAL DONATI VE ULAŞIM İLİŞKİLERİNİN KONUM, NİTELİK VE MEKANSAL KURGUSU KENTSEL TASARIM PROJESİ İLE BELİRLENECEKTİR. KENTSEL TASARIM PROJESİ ONAYLANMADAN İNŞAAT İZNI VERİLEMEZ.

ALACAATLI 9. BÖLGE İMAR PLANI PLAN NOTLARI (84191)

44917 DEN 44936 YA KADAR OLAN ADALAR

ÖLÇEK: 1/1000 PLAN NOTLARI-1

PARSELASYON PLANI UYGULAMASI TEK ETAPTA YAPILACAKTIR.

YOLLAR, YEŞİL ALANLAR,GENEL OTOYOLAR,DİNİ TESİS ALANLARI,KAMU ELİNE GEÇMEDEN İNŞAAT UYGULAMASI YAPILAMAZ. İMAR KANUNU 'NUN 23. MADDESİNE GÖRE ALT YAPI TESİSLERİ GERÇEKLEŞTİRİLEMEYEN İSKAN RUHSATI VERİLEMEZ.

KONUT ALANLARINDA

3-1-PLANLAMA ALANIN TAMAMINDA TÜM HAK SAHİPLERİNE HİSSELERİNİN MİNİMUM %50 Sİ ORANINDA KONUT ALANI TESCİL EDİLECEKTİR.

3-2-KONUT GELİŞME ALANLARINDA BRÜT YOĞUNLUK 150KİŞİ/HA, OLAN ALANLARDA E=1 VE BRÜT YOĞUNLUK 50KİŞİ/HA ALANLARDA E=0,33 ,BİRİM KONUT YÜZÖLÇÜMÜ BRÜT 150M² , HMAX=SERBESTTİR.

3-3-KİTLELER ARASINDAKİ EN AZ MESAFİYİ KORUMAK,TOPLAM KONUT ADEDİ DE İNŞAAT EMSALİNİ AŞMAMAK, PARSELLER ARASINA BAHÇE DUVARI YAPMAMAK VE BİR BÜTÜN OLARAK BAHÇE DÜZENLEMESİNİ YAPMAK ŞARTIYLA MİN. 5000M² LİK İFRAZ YAPILABİLİR. İFRAZ SONRASI KOMŞU PARSELLERE OLAN YAPI YAKLAŞMA MESAFESİ 5M OLACAKTIR.

3-4-DAİRE ADEDİ TOPLAM İNŞAAT ALANININ KONUT ORTALAMA İNŞAAT ALANI DEĞERİ OLAN 150M² YE BÖLÜNMEYİLE BULUNAN (BÖLÜMLERDE0,5 VE ÜSTÜ BİR ÜST TAM SAYIYA TAMAMLANACAK, 0,5 İN ALTI İSE BİR ALT TAM SAYIYA TAMAMLANACAKTIR.) DAİRE ADEDİNİ AŞAMAZ. MAXİMUM İNŞAAT ALANI VE MAXİMUM KONUT SAYISI AŞILMAMAK ŞARTI İLE MİMARİ PLANLAMA GEREĞİ DEĞİŞİK BÜYÜKLÜKTE DAİRELER İLE DEĞİŞİK YÜKSEKLİK VE NİTELİKTE BLOKLAR YAPILABİLİR. BU ALANLARDA KİTLELER ARASI MESAFE YÜKSEK KİTLENİN H/2 Sİ KADAR OLACAKTIR.

3-5-İFRAZ PARSELLERİNDE YAPILACAK UYGULAMALARDA ÇEVRE DÜZENİ PLANI ADANIN TÜMÜNE YÖNELİK OLARAK HAZIRLANACAKTIR. DİĞER PARSELLERİN ÇEVRE DÜZENİ PLANI İLK ONANAN ÇEVRE DÜZENİ PLANI KARARLARI GÖZETİLEREK BAHÇE DUVARI YAPMAMAK KOŞULUYLA SONRAKİ PARSELLERDE PARSEL BAZINDA YAPILACAK ÇEVRE DÜZENİ PLANI DEĞİŞİKLİKLERİNİ KABULE İMAR MÜDÜRLÜĞÜ YETKİLİDİR.

3-6-KİTLELER TABİ ZEMİNDEN KOT ALACAKLARDIR. ARAZİNİN TANZİM VE TABİ ZEMİN ETÜDÜNÜ KABULE İMAR MÜDÜRLÜĞÜ YETKİLİDİR. (±0,00) KODU KİTLE KÖŞE KOTLARI ORTALAMASIDIR.

3-7-±0,00 KOD ALMA NOKTASININ ALTINDA VE ÜSTÜNDE İSKAN EDİLEBİLİR.

3-8-DUBLEKS KONUTLARDA ÇATI MEYİLİ %40 A KADAR YAPILABİLİR. ANCAK ÇATI AÇISINI İSKAN EDİLMESİ HALİNDE İNŞAAT EMSALİNE DAHİL EDİLECEKTİR. DİĞER KONUT ALANLARINDA İSE ÇATI ARASI BAĞIMSIZ BÖLÜM YAPILMAMAK VE İNŞAAT M² Sİ İÇİNDE KALMAK ŞARTIYLA İSKAN EDİLEBİLİR.

3-9-KONUT ALANLARINDA GÜNLÜK İHTİYACI KARŞILAMAK ÜZERE TİCARİ VE SOSYAL AKTİVİTELER TOPLAM İNŞAAT ALANININ %4 ÜNÜ AŞMAMAK KOŞULU İLE (TOPLAM İNŞAAT ALNINA DAHİL) BİNALARIN ZEMİN KATLARINDA VEYA AYRI OLARAK TÜKETİM KOOPERATİFLERE,YÖNETİM ODASI,TOPLANTI SALONU,V.B. SOSYAL TESİSLER ŞEKLİNDE DEĞERLENDİRİLEBİLİR.

3-10-KATLI KONUT ALANLARINDA HER 60 KONUT İÇİN BİR KAPICI DAİRESİ YAPILACAK, ANCAK DUBLEKS KONUT ALANI OLARAK PROJELENDİRİLMESİ HALİNDE KAPICI YERİ ARANMAYACAKTIR.

3-11-KONUT ALANLARINDA HER BİR KONUT İÇİN MİNİMUM 10M² PARK,ÇOCUK BAHÇESİ AYRILACAKTIR.

YAPILARDA BAYINDIRLIK VE İSKAN BAKANLIĞINCA ÇIKARILMIŞ OLAN DEPREM YÖNETMELİĞİNE UYULACAKTIR.

MİMARİ PROJE AŞAMASINDA YAPILACAK YAPILARA AİT LABORATUAR DENEYİNE DAYALI JEOTEKNİK ETÜD RAPORU BELEDİYECE UYGUN GÖRÜLMEDEN PROJE ONAYI YAPILAMAZ.

YAYA YOLLARI GEREKTİĞİNDE SERVİS TRAFİĞİNE AÇILABİLİR.

HER PARSELDE EN FAZLA 1 NOKTADAN SERVİS GİRİŞİ OLABİLİR.

ÖZEL OTOPARK İHTİYACI YAPI YAKLAŞMA SINIRLARI İÇERİSİNDE KALMAK KOŞULUYLA BODRUM KATLARDA İNŞA EDİLEBİLİR. HER BAĞIMSIZ BÖLÜME BİR ADET OTOPARK YERİ AYRILACAK,İNŞAAT ALANINA DAHİL EDİLMEYECEK VE AÇIK ALANLARDA HER 4 KONUT İÇİN BİR MİSAFİR OTOPARKI AYRILACAKTIR.

ADALARIN UYGUN YERLERİNDE BELEDİYE ÇÖP KAMYONLARININ ULAŞABİLECEĞİ TOPLAMA VE DAĞITIM İSTASYONLARI YAPILACAKTIR.

ADAYA , YAPI TABAN ALANLARI HARİÇ GERİ KALAN ALANIN TAMAMINDA HESAPLANARAK HER 20M² İÇİN BİR AĞAÇ DİKİLECEKTİR. AĞAÇ DİKİLMEYEN VE BAHÇE DÜZENLEMELERİ YAPILMADAN İSKAN RAPORU VERİLMEZ.

ADA İÇİ ORTAK BAHÇELERDE SÜS HAVUZLARI OTURMA YERLERİ PERGOLA VE KAMERYA GİBİ TESİSLER İLE BAHÇE PEYZAJ DÜZENLEMELERİNDE 2M YE KADAR TERASLAMALAR YAPILABİLİR.

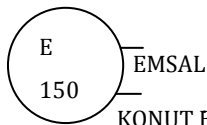
PARKLAR: PARK ALANLARI İÇERİSİNDE , PARK İÇİN GEREKLİ ÖLÇÜMLERİN VE İMAR DURUMU BELLİ TESİSLER GÖSTERİLMEMİŞSE BÜFELER , HAVUZLAR,PERGOLALAR,AÇIK ÇAYHANE VE GENEL WC DEN BAŞKA TESİS YAPILAMAZ. KAKS:0,05 İ GEÇEMEZ.

ÇOCUK BAHÇELERİ: 0-5 YAŞ GRUBU İHTİYACINI KARŞILAYACAK ALANLARDIR. BİTKİ ÖRTÜSÜ İLE ÇOCUKLARIN OYUNU İÇİN GEREKLİ ARAÇ GEREÇLERE EK OLARAK BÜFE,PERGOLA,HAVUZ VE GENEL WC YAPILABİLİR. KAKS: 0,05 OLACAKTIR.

AĞAÇLANDIRILACAK ALANLAR: BU ALANLAR ÜZERİNDE PİKNIK ALANLARI YER ALABİLİR. BÜFELER,HAVUZLAR,PERGOLALAR,AÇIK ÇAYHANE VE GENEL WC DEN BAŞKA TESİS YAPILAMAZ. KAKS:0,05 İ GEÇEMEZ.

TEKNİK ALTYAPI ALANLARININ YETERSİZ KALMASI DURUMUNDA YAPILARDAN MİNİMUM 10M . YOLLARDAN MİNİMUM 5M YAKLAŞMA MESAFESİ BIRAKILMASI VE 1M KORUMA BANDI BIRAKILARAK TEL ÇİTLE ÇEVİRİLMESİ ŞARTI İLE YEŞİL ALANLAR İÇERİSİNDE TRAFİ VE REGÜLATÖR İSTASYONU YAPILABİLİR.

MÜLKİYETİ MALİYE HAZİNESİNE AİT OLAN 822 NOLU PARSELİN PLANLAMA ALANI İÇERİSİNDE KALAN KISMINA KARŞILIK GELEN KONUT ALANININ , 50 KİŞİ/HA BRÜT YOĞUNLUKLU OLARAK HESAPLANARAK (A) İŞARETLİ ALANLARDA (EN FAZLA 35753M² OLACAK ŞEKİLDE) SAĞLANMIŞTIR. AĞAÇLANDIRILACAK ALANIN TAMAMI HAZİNE ADINA TESCİL EDİLECEKTİR. GERİ KALAN MİKTAR İSE SAĞLIK TESİSLERİ ,İLKÖĞRETİM,KREŞ,ANAOKULU,SOSYAL KÜLTÜREL TESİS,TEKNİK ALTYAPI GİBİ ALANLARINDA TESCİL EDİLECEKTİR.



KONUT BİRİMİNİN ORT. YÜZÖLÇÜMÜ (BRÜT)

84162 NOLU PARSELASYON PLANI PLAN NOTLARI: (ALACAATLI 2.BÖLGE İMAR PLANI, 44045'DEN 44058 DAHİL)

1-KAMU KULLANIMINA AYRILAN YOLLAR, YEŞİL ALANLAR V.B GİBİ KULLANIMLAR KAMUYA BEDELSİZ OLARAK TERKEDİLMEYEN TESCİL İŞLEMİ YAPILAMAZ.

2-PARSEL İÇİNDE YAPILACAK YAPILARDA.

a)BİRDEN FAZLA YAPI YAPILMASI HALİNDE YAPILAR ARASINDA MİN.MESAFE H/2 KADAR OLACAKTIR.

b)BODRUM KATLAR EMSALE DAHİL DEĞİLDİR.

3-KENTSEL ÇALIŞMA ALANLARINDA:

b) ÖZEL VE KAMU KURUM VE KURULUŞLARI, TİCARET VE İŞ MERKEZLERİ, TURİZM TESİSLERİ, EĞİTİM VE SAĞLIK TESİSLERİ İLE RESMİ GAZETENİN 26.05.1991 GÜN VE 20882 SAYISINDA YAYINLANAN BAKANLAR KURULUNUN 12.05.1991 GÜN VE 91/1561 SAYILI ÇEVRE KİRLİLİĞİNE YOL AÇAN İŞLETMELERİN FAALİYET KOLLARI İTİBARIYLA GRUPLANDIRILMASI HAKKINDA KARARINDA BELİRTİLEN GRUPLARDAN 3,4 VE 5. GRUPLARDA YER ALAN DUMANSIZ, KOKUSUZ ATIK VE ARTIK BIRAKMAYAN VE ÇEVRE SAĞLIĞI YÖNÜNDEN TEHLİKE YARATMAYAN İMALATHANELER MAMUL, TAMİR VEYA İŞLENMİŞ MALZEMEDEN EŞYA ÜRETENLER MONTAJ TAMİR VE PAKETLEME YAPANLAR PATLAYICI, PARLAYICI VE YANICI MADDELER İÇERMEYEN TESİSLER İLE YÜKSEK TEKNOLOJİYE DAYALI FAALİYETTE BULUNAN İŞLETMELER YER ALABİLECEKTİR.

BU ALANLARDA MİN. PARSEL BÜYÜKLÜĞÜ 5000 m² 'DİR.

5000 m- 10000 m'LİK PARSELLERDE E=1.00

10000 m'DEN BÜYÜK PARSELLERDE E=1.50 H max=SERBESTTİR.

c)KOMŞU PARSEL SINIRINDAN YAPI YAKLAŞMA MESAFESİ 5m'DİR.

4-TEKNİK ALT YAPI TESİSLERİ:

a)KAMUYA AİT İSE YEŞİL ALANLARDA E:0.05'İ HMAX:4.50M'Yİ GEÇMEMEK ŞARTI İLE

b)ÖZEL MÜLKİYETE AİT İSE EMSAL DAHİLİNDE OLMAK ÜZERE YAPI YAKLAŞMA SINIRLARI DIŞINDA VE PARSEL SINIRINA EN AZ 5.00M. MESAFEDA YAPILABİLECEKTİR.

~~5-±0.00 KOTU DOĞAL ZEMİN ÜZERİNDEN PARSELLERİN KÖŞE KOTLARININ ARİTMETİK ORTALAMASINDAN VERİLECEKTİR.~~

6-PLANDA GÖSTERİLEN OTOPARKLAR, GENEL OTOPARKLAR MİMARİ PROJE AŞAMASINDA TESİSLERİN İŞLETME KAPASİTESİNE GÖRE VE OTOPARK YÖNETMELİĞİ DİKKATE ALINARAK PARSEL İÇİNDE KARŞILANACAKTIR.

7-YAYA YOLU OLARAK GÖSTERİLEN (GEREĞİNDE TRAFİĞE AÇIK OLAN) YOLLARA, ESKİŞEHİR YOLU VE 1.DERECE KENT İÇİ (35M, 30M, 25M GENİŞLİĞİNDEKİ YOLLARDAN) TAŞIT GİRİŞİ YAPILAMAZ.

8-MİMARİ VE PEYZAJ PROJE AŞAMASINDA PARSELLERE EN FAZLA İKİ YERDEN GİRİŞ VERİLEBİLİR. BU GİRİŞLER KAVŞAKLARA MİN.25.00M MESAFEDA OLMALIDIR.

9-YAPILARDA DEPREM YÖNETMELİĞİNE UYULMASI ZORUNLUDUR.

10-MİMARİ PROJE SIRASINDA YAPILACAK YAPILARA AİT LABARATUVAR DENEYLERİNE DAYALI JEOTEKNİK RAPOR BELEDİYECE UYGUN GÖRÜLMEDEN PROJE ONAYI YAPILAMAZ.

11-ÖZEL MÜLKİYETTE PARSEL UHDESİNDE AĞAÇLANDIRILACAK ALAN KARARI GETİRİLEN PARSELLERDE GÖRÜNTÜ KOKU VE RÜZGAR PERDELEMESİ SAĞLAMAK AMACIYLA HER 20.00M²'YE BİR AĞAÇ DİKİLMESİ ZORUNLUDUR. BU KOŞUL YERİNE GETİRİLMEYEN, PEYZAJ PROJE ONAYI VE İSKAN RAPORU VERİLEMEZ.

12- PARSELLER 35.00M VE ÜZERİNDEKİ YOLLARDAN SERVİS ALAMAZLAR.

13-İMAR PLANI UYGULAMASI TAMAMLANMIŞ PARSELLERDE TAPU TESCİLİNDE BELİRTİLEN DEĞERLER AYNEN KORUNACAKTIR.

5- KİTLELETER TABİ ZEMİNDEN KOT ALACAKLARDIR. ARAZİ TANİMİNİ KABULE İMAR MÜDÜRLÜĞÜ YETKİLİDİR. ± 0.00 KOTU KİTLE KÖŞE KOTLARI ORTALAMASIDIR. KİTLE VEYA KİTLELERİN TABİ ZEMİN KOTU YOL KOTUNDAN DÜŞÜK OLAN PARSELLERDE, ZEMİN KATLAR +1.50 M'DE TESİS EDİLECEKTİR.

- B. MEC. 26.12.2001 GÜN VE 401 SAYILI VE ANK. B. ŞEH. İMAR DAİ. BAŞK. 11.03.2002 GÜN VE 289 SAYILI KARARI İLE ALACAATLI 2. ETAP 84162 NOLU PLAN NOTLARINDAN 5 NOLU PLAN NOTUNUN DEĞİŞİKLİĞİ PLANA İŞLENMİŞTİR.

PLAN NOTES FOR MESA KORU II (KONUTKENT II)

76020 ME-SA 2. KORU SİTESİ İMAR PLANI NOTLARI

YAPILARDA İMAR İSKAN BAKANLIĞINCA ÇIKARILMIŞ OLAN DEPREM YÖNETMELİĞİNE UYULACAKTIR.

PLANDA GENEL OTO PARK OLARAK BELİRTİLEN AÇIK OTO PARKLAR DIŞINDA KALAN VE ŞEMATİK OLARAK GÖSTERİLEN OTO PARKLAR BAĞLI OLDUKLARI BÖLÜMLERDEKİ ADALARIN İHTİYACINA AYRILMIŞ OLUP, YÖNETMELİKTE BELİRTİLEN GEREKSİNİMLER BUNLARDAN KARŞILANABİLECEKTİR.

TİCARET BÖLÜMÜNÜN OTO PARK GEREKSİNİMİ BİTİŞİĞİNDEKİ GENEL OTO PARKLARLA KARŞILANACAKTIR.

YAPILAR TABİ ZEMİNDEN KOT ALABİLECEK VE ZEMİN KOTLARI +1.50M DE TESİS EDİLEBİLECEKTİR.

BLOKLARIN KONUMU ŞEMATİK OLUP, YAKLAŞMA SINIRLARI VE DİĞER KOŞULLAR İÇİNDE YENİDEN DÜZENLENEBİLİRLER.

±0.00 KOT ALMA NOKTALARININ ALTINDA VE ÜZERİNDEKİ İSKAN EDİLEBİLİR DAİRE SAYISI HER BLOK İÇİN CETVELDEKİ DEĞERİ GEÇEMEZ. BEHER ADADA VE BLOKTA KULLANILABİLECEK YAPI ALANI AŞAĞIDAKİ CETVELDE BELİRTİLMİŞTİR.

ADA NO	YAPI ALANI(m ²) BEHER KATTA	YAPI ALANI(m ²) TOPLAM KATLARDA	DAİRE ADEDİ BEHER KATTA	DAİRE ADEDİ TOPLAM KATLAR	KAT ADEDİ	SAÇAK KOTU H.(m.)
A 16820	4*580=2320	11600	4*4=16	80	5	16.50
B 16821	2*580=1160	5800	2*4=8	40	5	16.50
C 16848	2*580=1160	5800	2*4=8	40	5	16.50
D 16822	1*580=580	2900	1*4=4	20	5	16.50
E 16849	1*580=580	2900	1*4=4	20	5	16.50
F 16846	5*580=2900	14500	5*4=20	100	5	16.50
G 16847	4*580=2320	11500	4*4=16	80	5	16.50
H 16843	1*580=580	8120	1*4=4	56	14	43.50
I 16843	1*580=580	8120	1*4=4	56	14	43.50
J 16845	1*580=580	8120	1*4=4	56	14	43.50
K 16844	1*580=580	8120	1*4=4	56	14	43.50
L 16827	1*580=580	8120	1*4=4	56	14	43.50
M 16826	1*580=580	8120	1*4=4	56	14	43.50
N 16825	1*580=580	8120	1*4=4	56	14	43.50
O 16823	1*580=580	8120	1*4=4	56	14	43.50
P 16824	1*580=580	8120	1*4=4	56	14	43.50
R 16834	7*580=4060	20300	7*4=28	140	5	16.50
S 16835	8*580=4640	23200	8*4=32	160	5	16.50

(6 BLOK:120 KONUT TASTİK DIŞI)

TOPLAM DAİRE ADEDİ:

(88 ADET SIRA EV TASTİK DIŞI)

14 KATLI BLOKLARDA : 504

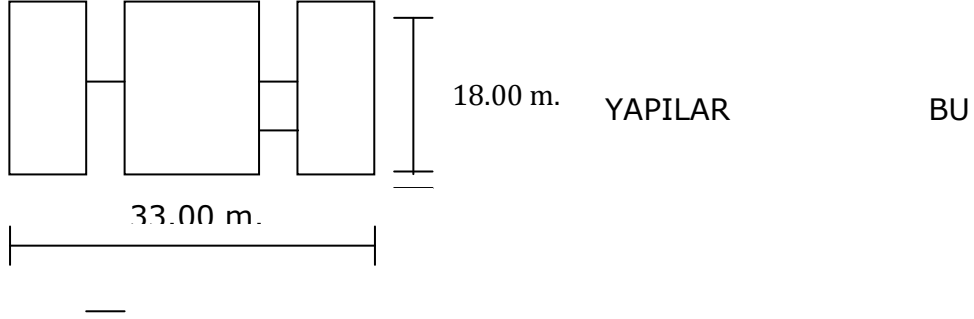
5 KATLI BLOKLARDA : 800

SIRA EVLERDE : 176

TOPLAM : 1480

A B D R F G C E

7. 16820 , 16821 , 16822 , 16832 , , 16846 , 16847 , 16848 , 16849



H, I , J, K, L, M, N, O, P ADALARI BLOKLARININ BOYUTLARI BELİRLENMEMİŞ OLUP YAKLAŞMA SINIRLARI İÇİNDE DEĞİŞKENDİR. YENİ BİR DÜZENLEME YAPILDIĞINDA BAKANLIĞIN UYGUN GÖRÜŞÜ ALINDIKTAN SONRA İNŞAATA İZİN VERİLECEKTİR.

8. YEŞİL ALAN, PARK, BAHÇE VE AĞAÇLANDIRILACAK ALANLARDA GEREKTİĞİNDE İMAR İDARE HEYETİNİN UYGUN GÖRECEĞİ ŞEKİLDE TEKNİK ALTYAPI KURULUŞLARI YER ALABİLİR. KANALİZASYON SU VE BENZERİ TOPRAK ALTI HATLARI İLE ENERJİ NAKİL HATLARI BU ALANLARDAN GEÇEBİLİR.

YEŞİL ALAN, GENEL OTOYAPAKLAR, YOLLAR, EĞİTİM VE İDARİ SERVİS ALANLARI AYNI AMAÇLA KULLANILMAK ÜZERE KAMU ELİNE GEÇMEDEN İNŞAAT UYGULAMASI YAPILAMAZ. EĞİTİM TESİSLERİ ALANLARININ KAMU ELİNE GEÇİŞİ BU ALANLARDAKİ ÜST YAPI UYGULAMASINDAN SONRADA YAPILABİLİR. ANCAK BU ERTELEME EN GEÇ BÖLGEDE SON ETAPTA İNŞA EDİLECEK KONUTLARIN YAPI KULLANMA İZİNLERİNİN ALINACAĞI TARİHE KADAR OLACAKTIR.

İNŞAAT UYGULAMASI PLANDA BELİRTİLDİĞİ GİBİ BÖLÜMLER HALİNDE YAPILABİLİR. İMAR KANUNUNUN 35. MAD. GÖRE TEKNİK ALTYAPI TESİSLERİ GERÇEKLEŞMEDEN BURAYA YAPI KULLANMA İZİNİ VERİLMEZ.

SIRA EVLER BÖLÜMÜNDE HER KONUT KENDİ GİRİŞ KOTUNA GÖRE SAÇAK YÜKSEKLİĞİ MAX.H=6.50M. OLUP, YAKLAŞMA SINIRLARI İÇİNDE KALMAK KAYDI İLE ÖN VE ARKA CEPHE HATLARI KIRIKLIK YAPABİLİR. ANCAK AZAMİ YAPI DERİNLİĞİ 12.50M Yİ GEÇEMEZ.

ANGORA EVLERİ-KOOPERATİF-18 PLAN NOTLARI

1. PLANLAMA ALANINDA BRÜT YOĞUNLUK 50 KİŞİ/HA'DIR.
2. AİLE BÜYÜKLÜĞÜ 4.5 KİŞİ OLARAK ALINACAKTIR.
3. KONUT ALANLARINDA GENEL EMSAL E=0.50 OLACAKTIR.
4. KONUT ADALARI ÜZERİNDEKİ YAPILAŞMA KOŞULLARI PLAN BÜTÜNÜNDEKİ TOPLAM İNŞAAT ALANINI AŞMAMAK KOŞULU İLE 1/1000 ÖLÇEKLİ UYGULAMA İMAR PLANINDA BELİRLENECEKTİR.
5. DEPREM YÖNETMELİĞİNE UYULACAKTIR.
6. SİĞİNAK YÖNETMELİĞİNE UYULACAKTIR.
7. ÖZEL OTOPARK İHTİYACI YAPI ADALARI İÇİNDE KARŞILANACAKTIR KONUT ADALARINDA OTOPARK-GARAJ DÜZENLEMESİ DUBLEKS KONUTLARDA HER KONUT İÇİN ENAZ İKİ, ÇOK KATLI KONUTLARDA HER İKİ KONUT İÇİN ENAZ ÜÇ OTOPARK OLARAK YAPILACAKTIR.
8. 1/1000 ÖLÇEKLİ KENTSEL TASARIM PROJESİ İLGİLİ İDARECE UYGUN GÖRÜLMEDEN YAPI RUHSATI VERİLEMEZ.
9. BEŞ KATIN ÜSTÜNDEKİ KONUT BİRİMLERİNİN YER ALDIĞI KONUT ADALARI DIŞINDA KAPICI VE KALORİFERCİ DAİRESİ ARANMAYACAKTIR. ANCAK ALTI KAT VE ÜZERİ YAPILARIN BULUNDUĞU KONUT ADALARINDA BEŞ KATIN ÜZERİNDEKİ KONUTLARDA BULUNAN HER ALTMİŞ DAİRE İÇİN BİR KAPICI KONUTU YERİ AYRILACAKTIR.
10. KONUT ADALARINDA, KOŞULLARI 1/1000 ÖLÇEKLİ UYGULAMA İMAR PLANINDA BELİRLENECEK ŞEKİLDE BAĞIMSIZ BÖLÜM YAPILMAMAK KAYDI İLE ÇATIARASI KULLANIMLARI VE BODRUM GETİRİLEBİLİR. ÇATIARALARI VE BODRUMLAR EMSALE DAHİL EDİLMEMEYECİKTİR.
11. ASANSÖR YAPILMA ZORUNLULUĞU OLMAYAN YAPILARDA İHTİYAÇ DUYULMASI HALİNDE ASANSÖR SİSTEMLERİ PROJELENDİRİLEBİLİR.
12. PLANDA (TR) İŞARETLİ TİCARİ-REKREASYON ALANLARINDA TİCARİ FONKSİYONLARIN YANI SIRA AÇIK-KAPALI YÜZME HAVUZU, TENİS KORTU, MİNİ GOLF, RESTAURANT, CAFE, KLÜP BİNASI VB. KULLANIMLAR YER ALABİLİR.
13. PLANLI YEŞİL ALANLARDA HİÇBİR SURETLE PLAN DEĞİŞİKLİĞİ YAPILAMAZ, TEKLİF EDİLEMEZ.

PLAN NOTES OF İLKO COOP.

ÇAYYOLU (TP:337,338,339,340,345,346,347,350 PARSEL) İMARIN 52-135 ADALARA AİT PLAN NOTU

PARSELASYON ANA HATLARI ESAS OLMAK KAYDI İLE PARSELASYON DÜZELTİLEBİLİR, ANCAK MİNİMUM PARSEL CEPHESİ KÖŞE BAŞI PARSELLERDE 13 METREDEN DİĞER PARSELLERDE 11 METREDEN DAR OLAMAZ.

HER PARSELDE BİR ADET DUBLEKS KONUT YERALABİLİR.

PARSELLERDE KOTLANDIRMA:

-TABİİ ZEMİN KOTLARININ YOLA GÖRE DÜŞÜK OLMASI DURUMUNDA YOLDAN,

-TABİİ ZEMİN KOTLARININ YOLA GÖRE YÜKSEK DURUMUNDA İSE, TABİİ ZEMİNDEN VERİLECEKTİR. TABİİ ZEMİNDEN VERİLMESİ HALİNDE BİNA KÖŞE KOTLARI ORTALAMASI ± 0.00 KOTU OLARAK KABUL EDİLECEKTİR.

EĞİM NEDENİYLE KAZANACAK KATLAR YAPI İNŞAAT ALANINA DAHİLDİR.

ÇATI VE ÇEKME KAT ALINAMAZ.

EĞİTİM, SAĞLIK, SPOR TESİSLERİ ÖZEL PROJELERİNE GÖRE YÜKSEKLİK ALABİLİR. TİCARET, ÇARŞI ALANLARDA BLOK BOYU 50 M. GEÇEMEZ.

YOL, MEYDAN, YEŞİL ALAN, PARK, GENEL OTOYOL, EĞİTİM ALANLARI, SPOR ALANI, TEKNİK ALTYAPI ALANLARI KÖY TÜZEL KİŞİLİĞİNE DEVREDİLMEYEN İNŞAAT RUHSATI VERİLEMEZ. AYRICA BU PARSELLER AMACI DIŞINDA KULLANILAMAZ.

TEKNİK ALTYAPININ İLGİLİ KAMU KURULUŞUNCA ARANILANAN TEKNİK STANDARTLARA VE ŞARTLARA UYGUN OLARAK YAPILMASI VEYA PROJELENDİRİLMESİ GİRİŞİM SAHİBİNCE BELGELENMEDEN İNŞAAT UYGULAMASINA GEÇİLEMEZ.

BU ALANLARDA SOSYAL VE TEKNİK ALTYAPI GİRİŞİM SAHİBİNCE VEYA YATIRIMCI TARAFINDAN BAŞLANACAKTIR. VALİLİĞİN HERHANGİ BİR YÜKÜMLÜLÜĞÜ OLMAYACAKTIR.

İMAR PLANI ÜZERİNDE BULUNMAYAN HUSUSLARDA 3030 SAYILI KANUN DIŞINDA KALAN BELEDİYELER TİP İMAR YÖNETMELİĞİ UYGULANIR.

PİS SU ÇUKURLARI HİÇBİR ŞEKİLDE AKARSULARA BAĞLANAMAZ. 19.03.1979 GÜN VE 13783 SAYILI RESMİ GAZETEDE YAYINLANAN "LAĞİM MECRASI İNŞAATI MÜMKÜN OLMAYAN YERLERDE YAPILACAK ÇUKURLARA AİT YÖNETMELİK HÜKÜMLERİ" GEÇERLİDİR.

12- YOL KOTU ALTINDA İSKAN ŞARTINI SAĞLAYAN ALANLAR EMSALE DAHİL EDİLECEKTİR.

PLAN NOTES OF EASTERN PART OF İLKO

ÇAYYOLU (TP.867) 221- 231 NO'LU ADALARA AİT PLAN NOTU

1-YAPILARIN OTURDUĞU TABİİ ZEMİNİN ARİTMETİK ORTALAMASI, ± 0.00 KOTU ALINARAK KABUL EDİLECEKTİR.

2-YEŞİL ALAN, YAYA YOLU, GENEL OTOYARK, SOSYAL DONATI GİBİ ALANLAR KAMUYA TERK EDİLMEDEN İNŞAAT RUHSATI VERİLEMEZ. BU ALANLAR AMACI DIŞINDA KULLANILAMAZ.

3-TEKNİK ALTYAPI TESİSLERİ (YOL, SU, ELEKTRİK, KANALİZASYON) İLGİLİ KAMU KURULUŞLARINCA ARANAN STANDARTLARA VE ŞARTLARA UYGUN OLARAK GİRİŞİM SAHİBİNCE YAPILACAKTIR. VALİLİĞİN YÜKÜMLÜLÜĞÜ YOKTUR.

4-İMAR PLANINA UYGUN OLARAK HAZIRLANACAK PARSELASYON PLANLARININ ONAYLANIP, İMAR TAPUSU ALINMADAN ÜST VE ALT YAPI UYGULAMA PROJELERİ TASDİK EDİLMEDEN İNŞAAT RUHSATI VERİLEMEZ.

5-ALT YAPI TESİSLERİ GERÇEKLEŞMEDEN YAPI KULLANMA İZİNİ VERİLMEZ.

6-BU PLANDA YER ALMAYAN HUSUSLARDA 3030 SAYILI KANUN KAPSAMI DIŞINDA BELEDİYELER TİP İMAR YÖNETMELİĞİ HÜKÜMLERİ UYGULANIR.

7-PROJELENDİRMEDE DEPREM YÖNETMELİĞİ UYGULANIR.

8-PİS SU ÇUKURLARI GÖL VE AKARSULARA BAĞLANAMAZ.19.03.1979 GÜN VE 13873 SAYILI RESMİ GAZETEDE YAYINLANAN LAĞİM MECRASİ İNŞASI MÜMKÜN OLMAYAN YERLERDE YAPILACAK ÇUKURLARA AİT YÖNETMELİK HÜKÜMLERİ GEÇERLİDİR.

9-ÇATI ARASINDA VE MEYİLDEN DOLAYI ± 0.00 KOT ALDIĞI NOKTA ALTINDA KAZANILAN İSKANA MÜSAİT KATLAR EMSALE DAHİL EDİLECEKTİR.

10-SU BASMAN ÜST KOTU MAX 0.50 OLACAKTIR.

11-KÖŞE BAŞI PARSELLERDE ÖN BAHÇE MESAFESİ HER İKİ YOLDAN 5 M. YAN BAHÇE MESAFESİ 3M. OLACAKTIR.

12-HER PARSELDE 1 KONUT YER ALABİLİR.

13-PARSEL BÜYÜKLÜĞÜ 300 M² DEN AZ OLAMAZ.

ÇAYYOLU TP.330,331,332,333,816,923,935

İMARIN 238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265 ADALARA AİT PLAN NOTLARI

1-BU PLAN KAPSAMINDA, 1/25000 ÖLÇEKLİ GÜNEYBATI ANKARA GELİŞME AKSİ ÇEVRE DÜZENİ NAZİM İMAR PLANI VE 1/5000 ÖLÇEKLİ 2. BÖLGE NAZİM İMAR PLANI HÜKÜMLERİNE UYULACAKTIR.

2-İMAR PLANI ONAMA ETAP SINIRI KAPSAMINDA KALAN PARSELLERİN İMAR UYGULAMASI YAPILIP, KAMU KULLANIMINA AYRILMIŞ YOL, OTOYARK, AKTİF YEŞİL ALANLAR KAMUYA TERK EDİLMEDEN İNŞAAT İZİNİ VERİLEMEZ. İMAR PLANI UYGULAMASI ONANLI MEVZİİ İMAR PLANINA GÖRE YAPILMIŞ VE KAMUYA TERKİNİ YAPILMIŞ PARSELLER İÇİN AYRI AYRI YAPILABİLİR.

3-İMAR PLANLARINA UYGUN OLARAK HAZIRLANACAK PARSELASYON PLANLARI ONAYLATILIP, İMAR TAPUSU ALINMADAN ÜST VE ALT YAPI UYGULAMA PROJELERİ TASDİK EDİLMEYEN İNŞAAT İZİNİ VERİLEMEZ.

4-TEKNİK ALT YAPI TESİSLERİ (YOL, SU, ELEKTRİK, KANALİZASYON) İLGİLİ KAMU KURULUŞLARINCA ARANAN TEKNİK STANDARTLARA UYGUN OLARAK GİRİŞİMCİ TARAFINDAN YAPILACAK, VALİLİĞİN HERHANGİ BİR YÜKÜMLÜLÜĞÜ OLMAYACAKTIR.

ALT YAPI TESİSLERİ GERÇEKLEŞMEDEN YAPI KULLANMA İZİNİ VERİLEMEZ.

5-PLAN KAPSAMINDA 07.01.1991 GÜN VE 20748 SAYILI RESMİ GAZETEDE YAYINLANAN "SU KİRLİLİĞİ KONTROLÜ YÖNETMELİĞİ TEKNİK USULLER TEBLİĞİ"İNDE BELİRTİLEN KURALLARA UYULACAKTIR.

YAPILAN YAPI VE TESİSLERİN ÇEVRESİNDE İHTİYACA CEVAP VERECEK ÖLÇÜDE VE SAĞLIK KOŞULLARINA UYGUN PİSSU KANALLARI VAR İSE TESİSİN PİSSU KANALLARI BU AĞA BAĞLANIR. YOK İSE 19.03.1979 GÜN VE 13783 SAYILI RESMİ GAZETEDE YAYINLANAN "LAĞIM MECRASI İNŞASI MÜMKÜN OLMAYAN YERLERDE YAPILACAK ÇUKURLARA AİT YÖNETMELİK "TE BELİRTİLEN BOYUT, NİTELİK ŞARTLARA UYGUN OLACAK BİÇİMDE, GENEL VEYA HER YAPI VE TESİS İÇİN BAĞIMSIZ PİSSU KANALLARI TESİS EDİLEN ÇUKURLARA BAĞLANIR.

6-YAPILARA KOT,BİNANIN OTURACAĞI TABİİ ZEMİN ORTALAMASI ESAS ALINARAK VERİLECEKTİR.

7-KONUT ALANLARINDA ;

7.1-PARSELASYON YAPILMASI DURUMUNDA MİNİMUM PARSEL BÜYÜKLÜĞÜ 500M²OLUP, E=0.30 ,HMAX=6.50M.

7.2-ADA BAZINDA UYGULAMA TERCİHİNDE, İMAR ADASI TEK PARSEL OLARAK AYRILABİLECEĞİ GİBİ, AYIRMA YAPILMASI DURUMUNDA, BİR İMAR ADASI HER BİRİ 3000M²DEN KÜÇÜK OLMAYAN EN FAZLA 3 PARSELE AYRILABİLİR. İFRAZ SONUCU OLUŞACAK PARSELLERDE, YAPILAR BİTİŞİK PARSEL SINIRINA EN FAZLA 5M YAKLAŞABİLİR.

ADA BAZINDA UYGULAMADA, E:0.33'DÜR. ANCAK ADA ÜZERİNDE BELİRTİLEN MAX.KONUT ADEDİ SABİTTİR.

ADA BAZINDA UYGULAMADA EMSAL İÇİNDE KALMAK VE EMSALİN %10'NU AŞMAYACAK ŞEKİLDE ADA İÇİNDE SOSYAL TESİS YAPILABİLİR.

8-UYGULAMA ALANI 4.DERECEDE DEPREM KUŞAĞI İÇİNDE BULUNMAKTADIR. HER TÜRLÜ İNŞAATTA "AFET BÖLGELERİNDE YAPILACAK YAPILAR HAKKINDA YÖNETMELİK" HÜKÜMLERİNE UYULACAKTIR.

9-İMAR PLANINA ESAS OLACAK JEOLJİ MÜHENDİSİ "CUMHUR BAT" NİN 15.12.1995 TARİHİNDE ONANLI JEOLJİK ETÜD RAPORUNUN SONUÇ VE ÖNERİLER BÖLÜMÜNDEKİ ÖNERİLERE UYULACAKTIR.

10-BİNALARDA HMAX:6.50 M'Yİ GEÇMESİ DURUMUNDA JEOLJİK ETÜD RAPORUNDAKİ ÖNERİLER ESASTIR.

11-OTOPARK İHTİYACI PARSEL İÇİNDE YERİNE GETİRİLECEKTİR.

12-BU PLANDA YER ALMAYAN HUSUSLARDA BU PLAN KAPSAMI DAHİLİNDE 1/25000 ÖLÇEKLİ GÜNEY BATI ANKARA GELİŞME AKSI ÇEVRE DÜZENİ NAZİM İMAR PLANI VE 1/5000 ÖLÇEKLİBÖLGE NAZİM İMAR PLANI "3030 SAYILI YASA KAPSAMI DIŞINDA KALAN BELEDİYELER TİP İMAR YÖNETMELİĞİ" HÜKÜMLERİ UYGULANACAKTIR.

ÇAYYOLU TP:334,335,832 ,İMARIN 154,155,156,157,158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172,173 ADA VE PARSELLERE AİT PLAN NOTU

1-HER PARSELDE BİR ADET DUBLEKS KONUT YER ALABİLİR.

2-YOL, MEYDAN, YEŞİL ALAN, PARK, GENEL OTOYOL GİBİ ALANLAR KAMU ELİNE GEÇMEDEN İNŞAAT RUHSATI VERİLEMEZ. AYRICA BU PARSELLER AMACI DIŞINDA KULLANILAMAZ.

3-TEKNİK ALTYAPININ İLGİLİ KAMU KURULUŞUNCA ARANAN TEKNİK STANDARTLARA VE ŞARTLARA UYGUN OLARAK YAPILMASI PROJELENDİRİLMESİ GİRİŞİM SAHİBİNCE BELGELENMEDEN İNŞAAT UYGULAMASINA GEÇİLEMEZ.

4-PİS SU ÇUKURLARI HİÇBİR ŞEKİLDE AKARSU YA DA GÖLE BAĞLANAMAZ. PİS SU ÇUKURLARI GÖL VE AKARSULARA BAĞLANAMAZ.19.03.1979 GÜN VE 13873 SAYILI RESMİ GAZETEDE YAYINLANAN LAĞİM MECRASI İNŞASI MÜMKÜN OLMAYAN YERLERDE YAPILACAK ÇUKURLARA AİT YÖNETMELİK HÜKÜMLERİ GEÇERLİDİR.

5-YAPILARDA DEPREM YÖNETMELİĞİNE UYULACAKTIR.

6-ÇATI VE ÇEKME KAT YAPILAMAZ.

7-KOTTAN KAZANILAN ALANLAR EMSALE DAHİL EDİLİR.

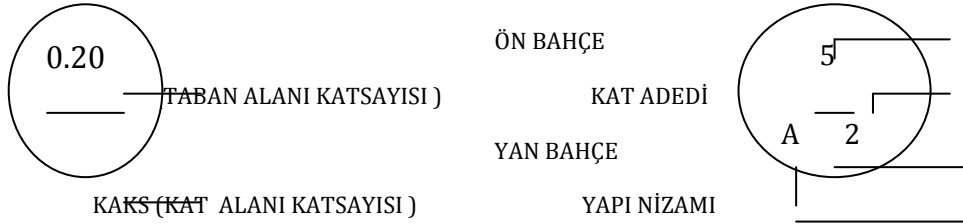
8-ÇEVRE KİRLENMESİ (SU, HAVA VS.) İLE İLGİLİ OLARAK YETKİLİ KURUMLARCA İSTENİLEBİLECEK ÖNLEMLER ALINACAKTIR.

9- İMAR PLANI ÜZERİNDE YER ALMAYAN HUSUSLARDA 3194 SAYILI İMAR YASASININ İLGİLİ YÖNETMELİKLERİ VE 3030 SAYILI BELEDİYELER TİP İMAR YÖNETMELİĞİNE UYULACAKTIR.

10-YAPILAR TABİ ZEMİN ORTALAMASINDAN KOT ALACAKLARDIR.

11- BU PLANDA SOSYAL TEKNİK ALTYAPI GİRİŞİM SAHİBİNCE VEYA YATIRIMCI TARAFTARINCA KARŞILANACAKTIR. VALİLİĞİN HERHANGİ BİR HÜKÜMLÜLÜĞÜ OLMAYACAKTIR.

12-PLAN SINIRI İÇİNDE 334 NOLU TAPULAMA PARSELİ KENDİ MÜLKİYET HUDUTLARI İÇİNDE 335 VE 832 NOLU TAPULAMA PARSELLERİ VE KENDİ MÜLKİYETİ SINIRLARI İÇİNDE AYRI AYRI İMAR UYGULAMASI VE DÜZENLEME ORTAKLIK PAYI HESABI YAPILABİLİR.



PLAN NOTES FOR PARK STREET

84168 NOLU PLAN NOTU İMARIN 11(44044), 24(44068), 23(44067), 22(44066),21(44065),25(190(44069)), 26(191(44070)),27(192(44071)) ,28(193(44072)), 31(195(44075)), 30(44074), 29(44073), 32(44076), 33(196(44077)), 34(197(44078)), 35(44079), 36(198(44080)), 40(202(44084)), 39(201(44083)), 38(200(44082)),37(199(44081)), 41(203(44085)), 42(204(44086)), 43(205(44087)), 44(44088)

BU PLAN KAPSAMINDA 1/25000 ÖLÇEKLİ GÜNEYBATI ANKARA GELİŞME AKSI ÇEVRE DÜZENİ NAZIM PLANI VE 1/500 ÖLÇEKLİ 2.BÖLGE NAZIM İMAR PLAN HÜKÜMLERİNE UYULACAKTIR.

İMAR PLANI ONAMA ETAP SINIRI KAPSAMINDA KALAN PARSELLERİN İMAR PLANI UYGULAMASI YAPILIP KAMU KULLANIMINA AYRILMIŞ YOL OTOYOL AKTİF YEŞİL ALANLAR KAMUYA TERK EDİLMEDEN İNŞAAT İZİNİ VERİLMEZ. İMAR PLANI UYGULAMASI ONANLI MEVZİ İMAR PLANINA GÖRE YAPILMIŞ VE KAMUYA TERKİNİ YAPILMIŞ PARSELLER İÇİN AYRI AYRI YAPILABİLİR. KAMUYA TERK EDİLEN ALANLAR AMACI DIŞINDA KULLANILAMAZ.

İMAR PLANINA UYGUN OLARAK HAZIRLANACAK PARSELASYON PLANLARI ONAYLANIP İMAR PARSELLERİNİN TAPUSU ALINMADAN ÜST VE ALTYAPI UYGULAMA PROJELERİ TASDİK EDİLMEDEN İNŞAAT İZİNİ VERİLEMEZ.

TEKNİK ALTYAPI TESİSLERİ (YOL, SU, ELEKTRİK, KANALİZASYON) İLGİLİ KAMU KURULUŞLARINCA ARANAN TEKNİK STANDARTLARINA UYGUN OLARAK GİRİŞİMCİ TARAFINDAN YAPILACAK VALİLİĞİN HERHANGİ BİR YÜKÜMLÜLÜĞÜ OLMAYACAKTIR. ALTYAPI TESİSLERİ GERÇEKLEŞMEDEN YAPI KULLANMA İZİNİ VERİLEMEZ.

PLAN KAPSAMINDA 07.01.1991 GÜN VE 20748 SAYILI RESMİ GAZETEDE YAYINLANAN "SU KİRLİLİĞİ KONTROLÜ YÖNETMENLİĞİ TEKNİK USULLER TEBLİĞİ" NDE BELİRTİLEN KURALLARA UYULACAKTIR. YAPILAN YAPI VE TESİSLERİN ÇEVRESİNDE İHTİYACA CEVAP VERECEK ÖLÇÜDE VE SAĞLIK KOŞULLARINA UYGUN PİS SU KANALLARI VAR İSE TESİSİN PİS SU KANALLARI BU AĞA BAĞLANIR. YOK İSE 19.03.1979 GÜN VE 13783 SAYILI RESMİ GAZETEDE YAYIMLANAN "LAĞİM MECRASI İNŞAASI MÜMKÜN OLMAYAN YERLERDE YAPILACAK ÇUKURLARA AİT YÖNETMELİKTE BELİRTİLEN BOYUT NİTELİK VE ŞARTLARA UYGUN OLACAK BİÇİMDE PİS SU KANALLARI TESİS EDİLEN ÇUKURLARA BAĞLANIR. PİS SU ÇUKURLARI HİÇBİR ŞEKİLDE GÖL VE AKARSULARA BAĞLANAMAZ.

YAPILARA KOT BİNANIN OTURACAĞI TABİ ZEMİN ORTALAMASI ESAS ALINARAK VERİLECEKTİR. İMAR PLANINA GÖRE TABİ ZEMİN ORTALAMASI YOL KOTUNUN ALTINDA İSE YOLDAN ÜSTÜNDE İSE TABİ ZEMİN ORTALAMASINDAN KOT ALINACAKTIR.

KONUT ADALARINDA ADA BAZINDA UYGULAMA TERCİHİNDE İMAR ADASI TEK PARSEL OLARAK AYRILABİLECEĞİ GİBİ AYIRMA YAPILMASI DURUMUNDA BİR İMAR ADASI HER BİRİ 3000 METREKAREDEN KÜÇÜK OLMAYAN EN FAZLA İKİ PARSELE AYRILABİLİR. İFRAZ SONUCU OLUŞACAK PARSELLERDE YAPILAR BİTİŞİK PARSEL SINIRINA EN FAZLA 5 METRE YAKLAŞABİLİR. ADA BAZINDA E=0.50 MAXH=SERBEST. ANCAK ADA ÜZERİNDE BELİRTİLEN MAX KONUT ADEDİ SABİTTİR. ADA BAZINDA UYGULAMA EMSAL İÇİNDE KALMAK VE EMSALIN %10'U VE H=4.50 METREYİ AŞMAYACAK BİÇİMİNDE ADA İÇİNDE SOSYAL TESİS YAPILABİLİR.

TALİ TİCARET MERKEZLERİNDE GÜNLÜK İHTİYACA CEVAP VERECEK TİCARİ BİRİMLER YER ALABİLİR. E=0.75 MAXH=6.50 METREDİR.

PLANLAMA ALANI 4.DERECE DEPREM KUŞAĞI İÇİNDE BULUNMAKTADIR. HER TÜRLÜ İNŞAATA "AFET BÖLGELERİNDE YAPILACAK YAPILAR HAKKINDA YÖNETMELİK HÜKÜMLERİNE UYULACAKTIR.

OTOPARK İHTİYACI PARSEL İÇİNDE YERİNE GETİRİLECEKTİR.

BU PLANDA YER ALAMAYAN HUSUSLARDA BU PLAN KAPSAMI DAHİLİNDE 1/25000 ÖLÇEKLİ GÜNEYBATI ANKARA GELİŞME AKSI ÇEVRE DÜZENİ NAZIM PLANI VE 1/5000 ÖLÇEKLİ 2.BÖLGE NAZIM İMAR PLANI İLE "3030 SAYILI YASA KAPSAMI DIŞINDA KALAN BELEDİYELER TİP İMAR YÖNETMELİĞİ" HÜKÜMLERİ UYGULANACAKTIR.

İMAR PLANLAMA ŞUBE ŞEF. 28.02.2003 GÜN VE 2417 SAYILI YAZISINA İSTİNADEN VE ANK. B.ŞEH. BEL. MEC. 26.03.1998 GÜN VE 248 SAYILI KARARI İLE 11.21.24.29.30.32.35.44.190.193.195.206.NOLU İMR ADALARINI KAPSAYAN 84168 NOLU PLAN NOTLARINA İLAVE PLAN NOTLARI İŞLENMİŞTİR.

5. TİP (A) KONUT ADALARINDA

E:1.00 BL (BLOK) NİZAM VE H MAX: SERBESTDİR. PARSELLERE AİT YAPI YAKLAŞMA MESAFESİ 2 KATTAN (6.50M) FAZLA YAPILACAK VE HER KAT İÇİN 0.50M. EKLENMEK SURETİYLE ARTIRILACAKTIR.

BİNALAR ARASINDA EN AZ H/2 KADAR MESAFE BIRAKILACAKTIR.

KONUT BAŞINA 10M² OLMAK ÜZERE MİN.500M²LİK BÜTÜN HALİNDE ÇOCUK OYUN ALANI OLARAK DÜZENLENECEKTİR. BU ALANIN DÜZENLENMESİ GERÇEKLEŞTİRİLMEDEN YAPI KULLANMA İZİNİ VERİLEMEZ.

6. YAPILARDA DEPREM YÖNETMELİĞİNE UYULACAKTIR. 6.50M' DEN YÜKSEK YAPILAR İLE KAMU KULLANIMINA AÇIK BİNALAR İÇİN LABORATUVAR DENEYLERİNE DAYALI ONAYLI SONDAJLI ZEMİN ETÜDÜ YAPILMADAN PROJE ONAYLANAMAZ.

7. SİT ALANI SINIRLARI İÇERİSİNDE KALAN ALANLARDA KÜLTÜR BAKANLIĞI , KÜLTÜR VE TABİAT VARLIKLARINI KORUMA YÜKSEK KURULUNUN 30.11.1993 GÜN VE 338 SAYILI İLKE KARARINA UYULACAKTIR. İNŞAATA BAŞLAMADAN ÖNCE İLGİLİ MÜZE MÜDÜRLÜĞÜNDEN RAPOR ALINACAKTIR.

84182 ALACAATLI TAPULAMA 736 PARSEL

(İMARIN 44628 DEN 44656 YA KADAR)

GENEL HÜKÜMLER

PLANLAMA ALANINDAKİ, YOLLAR, YEŞİL ALANLAR, SPOR ALANLARI VE TEMEL EĞİTİM TESİSİ KAMU ELİNE GEÇMEDEN TAPU TESCİL İŞLEMİ YAPILAMAZ.

TEKNİK ALT YAPI TESİSLERİ GERÇEKLEŞTİRİLMEDEN YAPI KULLANMA İZİNİ VERİLEMEZ.

YEŞİL ALANLAR, PARK-ÇOCUK BAHÇESİ, ANA YEŞİL YAYA AKSLARINDA İLGİLİ BELEDİYECE UYGUN GÖRÜLECEK KENTSEL TASARIM PROJELERİNE GÖRE TEKNİK ALT YAPI VE HİZMET TESİSLERİ, TRAFİ, SU DEPOSU, REGLAJ İSTASYONU V.B. İLE REKREATİF TESİSLERİ, BÜFELER, HAVUZLAR, KOŞU VE YÜRÜME PARKURLARI, BİSİKLET YOLLARI, EĞLENCE BAHÇELERİ, KAMELYA V.B. YER ALABİLİR. BU TESİSLERDE KOTLANDIRMA TABİ ZEMİNDEN YAPILACAKTIR.

YAYA YOLLARI, SERVİS VE OTOPARK GİRİŞİ OLARAK KULLANILABİLİR.

OTOPARK İHTİYACI ADA VEYA PARSEL İÇİNDE KARŞILANACAKTIR.

DUBLEKS KONUT ALANLARI (D İŞARETLİ ALANLAR)

HER PARSELDE BİR ADET BAĞIMSIZ BÖLÜM YAPILACAKTIR.

PARSELLERİN TEVHİD VEYA İFRAZI HALİNDE ORJİNALİNDEKİ KONUT SAYISI ARTTIRILAMAZ.

PARSELLERDE TAKS:0.25, KAKS:0.40, HMAX:7.50M DİR. TAKS MAX EMSAL OLUP DAHA AZ UYGULANABİLİR.

PLAN ÜZERİNDE GÖSTERİLEN PARSEL ÇİZGİLERİ ŞEMATİKTİR. PLAN HÜKÜMLERİNE UYMAK KAYDI İLE FARKLI UYGULANABİLİR.

PARSELLERDE KOT YOLDAN VERİLECEKTİR. ANCAK PARSELLERDE ADA BAZINDA YAPILACAK DEĞERLENDİRMEYE GÖRE, ADANIN PARSELLERİNİN TAMAMINDA VEYA BİR BÖLÜMÜNDE MAX ± 2.00 M DE OLMAK VE BİNALAR ARASINDA UYUM SAĞLAMAK KOŞULU İLE TABİ ZEMİNDEN KOTLANDIRMA YAPILABİLİR.

SU BASMAN KOTU ± 1.50 M DE TESİS EDİLEBİLİR.

KOMŞU PARSEL SAHİPLERİNİN UZLAŞMASI HALİNDE, SAÇAK SEVİYELERİ, ÇIKMA ALTLARI, İNŞAAT DERİNLİĞİ VE CEPHELER GİBİ KONULARDA PROJE BÜTÜNLÜĞÜ SAĞLAMAK KOŞULU İLE PARSELLERDE 2 Lİ BLOK NİZAM UYGULANABİLİR.

PARSELLERDE, İNŞAAT DERİNLİĞİ YÖNETMELİKTEKİ DERİNLİK FORMÜLÜNE TABİ DEĞİLDİR. ANCAK ARKA KOMŞU MESAFESİ MİN 10 M OLACAKTIR.

PARSELLERİN TEVHİDİ HALİNDE TAKS VE EŞDEĞER İNŞAAT ALANI AŞILAMAZ.

EN YÜKSEK MAHYA KOTU, ÇATI MEYİLİNİN %40 OLACAĞI KABULU İLE HESAPLANACAKTIR. ÇATI MEYİLİ BU EN YÜKSEK MAHYA KOTUNU AŞMAMAK KOŞULU İLE SERBESTTİR ÇATI ARALARINDA DÜZENLENEN PİYESLERİN ÖNÜNDE BALKON VEYA TERAS YAPILABİLİR.

DUBLEKS VE/VEYA ÇOK KATLI KONUT (D/C İŞARETLİ) ALANLARI

BU KONUT ADALARINDA E:0.40 EMSALİ VE BELİRTİLEN MAX. KONUT SAYISI AŞILMAMAK KOŞULU İLE TEK DUBLEKS, İKİLİ BLOK DUBLEKS, SIRA DUBLEKS NİZAMINDA VE/VEYA ÇOK KATLI NİZAMINDA YAPI YAPILABİLİR. DUBLEKS YAPI YAPILMASI DURUMUNDA BU PLAN NOTLARINDAKİ 8,10,11,12,13 VE 14. MADDELERE UYULACAKTIR. ÇOK KATLI YAPI YAPILMASI DURUMUNDA HMAX SERBESTTİR. 1 DEN FAZLA BİNA YAPILMASI DURUMUNDA BİNALAR ARASINDA YÜKSEKLİK KADAR MESAFE BIRAKILACAKTIR.

BU KONUT ADALARINDA TABİ ZEMİNDEN KOTLANDIRMA YAPILABİLİR. SU BASMAN KOTU ± 1.50 M DEN TESİS EDİLEBİLİR.

BU KONUT ADALARINDA PARSELASYON YAPILMASI DURUMUNDA MİN PARSEL BÜYÜKLÜĞÜ 540 M² OLACAKTIR.

TİCARET

BU ALANDA, E:0.50 HMAX:7.50M DİR.

TABİ ZEMİNDEN KOTLANDIRMA YAPILABİLİR. SU BASMAN KOTU ± 1.50 M DEN TESİS EDİLEBİLİR.

BAĞLIK-BAHÇELİK ALANLAR

BU ALANLARDA MİN PARSEL BÜYÜKLÜĞÜ 1500 M² E:0.15 VE HMAX:7.50M DİR. PARSELLERİN TEVHİD VE İFRAZLARI HALİNDE ADA ÜZERİNDE BELİRTİLEN KONUT SAYISI AŞILAMAZ.

BU ALANLARDA BU PLAN NOTLARINDAKİ 10, 11, 12, 13, 14 VE 15. MADDELER GEÇERLİDİR.

REKREASYON ALANLARI

BU ALANLARDA PİKNİK ALANLARI, KIR TESİSLERİ, OYUN ALANLARI, AÇIK YÜZME HAVUZU, SPOR TESİSLERİ, AÇIK HAVA TİYATROSU, LOKANTA, GAZİNO, ÇAYHANE, KAHVEHANE, DİNLENME VE EĞLENCE TESİSLERİ YER ALABİLİR. BU ALANDA E:0.05 HMAX:7.50 M DİR.

YAPI DÜZENİ

E (EMSAL) İNŞAAT ALANI KATSAYISI

MAX K.S MAKSİMUM KONUT SAYISI

D DUBLEKS KONUT

D/C DUBLEKS VE/VEYA ÇOK KATLI KONUT

CURRICULUM VITAE

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EDUCATION

Degree	Institution	Year of Graduation
M.S.	Middle East Technical University, Department of City and Regional Planning-Urban Design	2003
B.C.P.	Middle East Technical University, Department of City and Regional Planning	2000

WORK EXPERIENCE

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2002- present	Gazi University, Department of City and Regional Planning	Research Assistant

FOREIGN LANGUAGES

Advanced English

AREAS OF INTEREST

Basic design, urban design, urban morphology