

City Center and Coastline Relations in Terms of Public Spaces through Black Sea Highway: Rize

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Abstract: Industrial Revolution has numerous effects on not only big cities but also developing cities' transformation processes. In Rize, process has been started with Karadeniz Sahil Yolu (Black Sea Seaside Highway), which proposes an infill project in coastline of the city for an international route, in 1990's. It aims to design an international connection point between cities throughout Black sea and Istanbul. As both national and international route, has affected Rize regarding historical, cultural and architectural identity. After the project a new borderline has been defined by this route that broke off the relationship between sea and center. On the seaside, public spaces such as pedestrian roads and bike-roads, cafes and picnic areas are taken places while city center is housed in the other side (the old city border). This study aims to examine the relationship between the city center and sea regarding public spaces before and after the construction route.

1. Introduction

Regarding the geographical location, Turkey has been placed very specific point in the world that connects East and West as a bridge (Figure 1).



Figure 1. The location of Turkey

It has housed several civilizations like Byzantine Empire, Ottoman Empire and Turkish Republic and reflected their footprints in a harmony throughout centuries. However, like all of the other countries in the world, Industrial Revolution has several effects on Turkey. Within this context, economy has become a significant issue that is mostly based on construction sector. Especially, with approximately 14 million of population Istanbul is the center of this sector with a great number of projects. After 1999 Istanbul Earthquake, damages of the earthquake and renewal of the city have been discussed and architectural solutions have been proposed. Consequently, urban transformation projects have been determined as solutions and numbers of them have increased starting from Istanbul and

spreading to the whole Turkey. Rize has been one of the significant cities in the northern part of Turkey to discuss urban transformation process since the beginning of 90's.

Turkey includes 7 geographical regions (Marmara, Black Sea, Aegean, Central Anatolia, Eastern Anatolia, Mediterranean and Southeastern Anatolia) that have different geographical, social and economic characteristics (Figure 2).



Figure 2. 7 Regions of Turkey (Source: <http://www.allaboutturkey.com>)

Black Sea Region has a crucial role to connect East with Marmara Region where Istanbul is taken place as a connection point with West. In that case; economic, social and geographical features of Black Sea Region have been focal points for developing process of Turkey. Exclusively, Black Sea Seaside Highway Project is a milestone of developing projects started in the beginning of 90's and continued till today. Urban transformation projects and Rize-Artvin Airport project are two significant factors of this progress for economic, social and cultural improvements. Considering all these components, this study focuses on Black Sea Seaside Highway project effects on the coastline. The aim of this paper is to analyze city center and

coastline relations in terms of public spaces during the period.

1.1. METHOD

This paper is a part of a comprehensive study that has two parts. The first session is based on theoretical research about the theme and the second chapter includes the analysis about theoretical study and case study. In this paper, the first chapter is presented. As a future study, it is planned to make surveys and simulations to determine exact situation.

This part of the research is based on literature review, collecting data from maps, photos, observations onsite and analysis of the collected information. The method adopts for this paper consists of two main parts. In the first part, economic, social and architectural evolutions are investigated in historical duration. The effects of Black Sea Highway on city are considered regarding the centre and coastline relations focusing on public spaces. The second part includes comparing of city centre and coastline relationships before and after Black Sea Seaside Highway. The comparisons are realized by examining from maps and photos in historical periods and observation onsite. The second part also covers the evaluation of the process by analyzing the changes of public spaces between the centre and sea.

2. Black Sea Highway Project in Rize

Rize, a city, is placed in the northern part of Turkey, Eastern Black Sea. It is one of the specific cities in this region with its location. It is housed in a very sloppy area that the mountains are parallel to Black Sea (Figure 3).

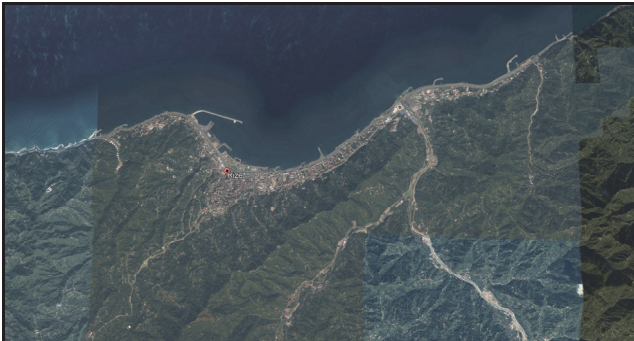


Figure 3. A satellite image of Rize

These geographical features have dominant effects on the settlement characteristics of city. First of all, there is a climatic difference between the coastline and the inner side of Rize. Whether temperate climate characteristics are observed generally, amount of rainfall and temperature differences may be specifically diversified. As the result of these geographical characteristics, the city has composed of two parts (Figure 4).



Figure 4. The settlement in 1935 (Source: Rize Municipality)

Through the coastline, city centre has taken place and fishing is one the most important economic factor. In the second part, the mountainside, domestic settlement is located. And tea is the homegrown agricultural product of this region that the economy of Rize is based on (Figure 5).



Figure 5. A view from tea gardens in Rize

First zoning plan of Rize was designed by Pertev Taner in 1946. This plan proposed sport centers, central offices, hospital in Eminettin Neighbourhood and dwelling settlements in Eminettin and Tophane Neighbourhoods for 14000 inhabitants. In 1969, the second zoning plan of Rize is designed by Fahri Yetman using the first plan as a template. In 1969, the population of city has increased after improvements on tea farming, construction works, port and highway constructions. This main decision of the plan was to fill the coastline through 12 km and build new trade centre in this area. In 1971, a revised zoning map was come into force including proposals about this fill area. Fahri Yetman designed a new zoning plan for Rize in 1974 that aimed to response the developments of the city. The density of centre was increased; the west part of centre was determined as first degree settlement area and the east part-mountainside- was planned as second degree settlement area according to this plan decisions. The decisions about industry and healthcare facilities areas in 1969 were conserved (Rize Municipality, 2010). The changes of 1986 and 1989 about zoning plan offered increasement of numbers of floors in city center and coastline.

Since 1960's there have been numerous development projects about 7 regions of Turkey considering their social, cultural, economic and geographical properties. GAP (Southern east Anatolia Project) is one of the substantial attempts of this approach that aims to develop this region in all areas by focusing on improving its extensive agricultural lands. Related with this attitude; according to the results of "The Socio-economic Development Index of the 7 Region of Turkey in 1996" showing that Eastern Black Sea is on the 5th rank in terms of level of development in Turkey, a development projects about Eastern Black Sea has been started (Bakırcı, 2002). The project named as "Doğu Karadeniz Bölgesel Gelişme Planı, DOKAP, (Eastern Black Sea Regional Development Plan)" has been controlled, coordinated by State Planning Commission and has been conducted by Japan International Cooperation Agency, JICA. The main goal of this project is to improve small scale farming in selected cities -Artvin, Rize, Trabzon, Gumushane, Giresun and Ordu- with proposed model for economic growth of the district as well as its contribution to Turkey's economy (Japan International Cooperation Agency, 2007). Furthermore, it is a fundamental concern to create an international economic corridor from these cities to West and East for enhancing trade relations. To achieve this purpose approximately 450 million Dollars were fund for road construction named Yeşil Yol "Green Road" in 600 kilometer between 2013-2015 (DOKAP, 2016). Here, this road project is also aimed to connect Eastern Black Sea with South Anatolian Region to economic, social and cultural development in all around the country. Black Sea Seaside Highway is one part of this road that has role of supplying continuation of Eastern Black Sea Cities through the coastline. Officially, the highway was opened in 2007. Because of the geographical characteristics of Eastern Black Sea, mountains are parallel to the sea, an artificial construction are adopted as land for road. In that case, old city is not included physically. However, this project has affected Rize both building and city scale in economic, social and cultural aspects.

Before the highway construction, borders of the city center were drawn through the sea and the settlements were taken place from the coastline to the inner parts of the city (Figure 6).

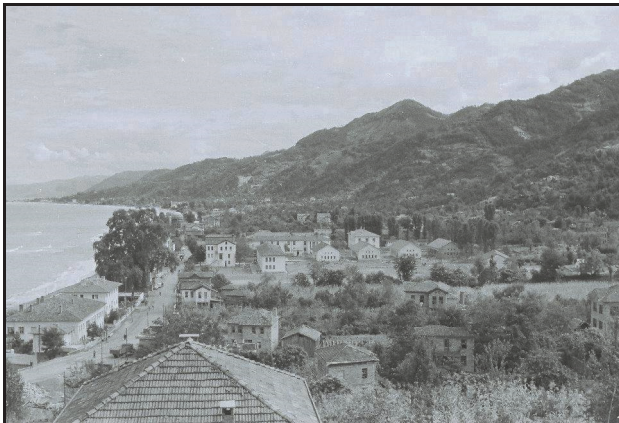


Figure 6. Before the highway construction (Source: Rize Municipality)

As it is seen in the figure, the city was housed between the sea and the mountainside. Generally, there are low-rise building functioned as dwelling and cultivated areas were dominated the city that defined by the mountains. In the city center, limited market place including such as grocer, green grocer, butcher and some stores was taken place since this project beginning in the 90's. However, both considering the city and country development it has been an obligation to work on development projects in economic, social and cultural concerns. Here, the

most specific issues are to improve agricultural productions regarding context and transport them to the other cities in Turkey and all over the world (Ataman 2010). As the part of the development project of Rize, DOKAP, Black Sea Seaside Highway was constructed in 2007. Considering building an international trade connection point; this road proposes an infill project on the sea that contains highway, coastline and some construction area throughout the Black Sea. Within the purpose of this paper, the focus point is to examine public space regarding sea and city centre relations.

Due to the limits and purpose of this study, for case study analysis city centre and its surroundings are focused. However, Black Sea Highway is continued through the cities in the Black Sea Region. In the figure, the red line shows the old city border and the upper part of this line is filled area adapted to the city (Figure 7).



Figure 7. The borders of Rize after Black Sea Highway

As it is seen, with this new border a large amount of space was involved in Rize. The three parts: dwelling settlement, Black Sea Highway and public spaces are housed within this filled area.

3. Discussion

In the paper, it is aimed to analyze what types of changes have been realized considering city centre and sea relation. Before urban development projects in Rize, there was not demand on public space. Citizens spent their time in working their gardens to produce tea and sell them to factory and resting. However, with developments in the city the population has increased and they have demanded on recreation spaces for relaxing, resting etc. Madanipour (1999) expresses that basically a public space, supplied by the authorities, responses people's all requirements as open and/or accessible space for all members of society. Regarding this explanation, this filled area has potential to design public spaces on the coastline. On the other side, this filled area is placed between city centre and sea. In that case, physically and visually there is a kind of buffer zone that separate these two areas from each other (Figure 8).



Figure 8. The highway as a buffer zone between the city centre and the sea (Source: <http://www.geziko.com>)

As it is seen in the figure, the city was housed between the sea and the mountainside. Here, it is important to understand what happened after this project was applied. This question is tried to be responded in the discussion session.

Firstly, with this project a connection line through Black Sea Region's cities that continued from East to West. It supplies easy access from one city to another for the citizens. For instance, an inhabitant of Rize, who was asked about what is the most positive effects of this project, explained that Black Sea Highway makes our distance closer than before: it takes 3 hours to reach Samsun that is 2 hours less than the previous. Furthermore, the road is an international trade line that connects East to West. Also, the highway has divided part for transit vehicles. That design decision save the time and does not affect traffic in the city negatively. In the Figure 9, the transit part is located in the middle and left and right side of the highway is designed for traffic route within Rize.



Figure 9. The route of highway (Source: Rize Municipality)

Secondly, it gives chance to design public spaces such as pedestrian roads, bicycle roads, cafes, urban furniture etc. throughout the coastline. In that case, new user requirements like gathering together, relaxing, doing sports, resting etc. are defined with these design decisions. Before this project, public spaces are taken place within the city centre and mostly market place could be determined as public space where the citizens were got together. Nevertheless, the new public spaces are located in the coastline and separated by the highway from the centre. In this circumstance, the city centre functions for trade and dwelling; the coastline is designed for public facilities. So, these two districts are separated from each other physically, functionally

and visually (Figure 10).



Figure 10. The separation of highway (Source: Rize Municipality)

Finally, it is crucial to give importance to regard natural environments and the characteristics of the city. Here, the potential of Rize in terms of natural resources, population, land area should be considered and public spaces should be designed according to these inputs.

4. Concluding Remarks

Black Sea Seaside Highway is one of the crucial elements of DOKAP that aims to increase the developments in social, economic and cultural perspectives of Rize by using its local possibilities and features. This paper is a theoretical part of a research that based on literature review and explanation of observations on site and presentations of maps and photos historically. The research aims to examine the relations between the city center and sea considering public spaces before and after the construction route. The study will be continued with analysis based on simulations, questionnaire and on site observations.

The route of Black Sea Highway purposes to design an international connection point that creates continuation between the cities throughout Black Sea and Istanbul. Both national and international route, Black Sea Seaside Highway, has affected Rize on city and building scale in terms of historical, cultural and architectural identity. Ahead of this project, the city center was defined by the coastline. On the other hand, after Black Sea Seaside Highway a new borderline has been defined by this new route that broke off the relationship between sea and city center physically, visually and functionally. On the seaside, public recreation spaces such as pedestrian roads and bicycle roads, urban furniture, cafes and picnic areas are taken places while city center is housed as trade centre and dwelling settlement in the other side (the old city border). The citizens have to walk through the overpasses that are placed in approximately every 50m. In that case, it creates problems for elder people, children and also disabled people. The municipality constructed some overpasses with ramps. However, it is required long distance routes that citizens have to walk. Therefore, it may be useful to construct driveway underground in some points for creating a continuous public space that connect the city center and coastline. Furthermore, after Black Sea Highway economy of the city has developed rapidly. Dependently, population of the city and building constructions have been increased. Though, the urban planning of Rize has not responded the demand of building construction yet. Here, the city has faced with the unplanned urban development projects. The crucial point is to conserve the unique characteristics of Rize through this process.

Due to the projects are under construction, spatial organization of public spaces through the coastline are not well

defined. It is required to design a detailed way for benefiting them effectively. In addition, the users' requirements should be response regarding the potentials of the site and contextual relationships in Rize. In that case, positive and negative influences of Black Sea Highway should be analyzed comprehensively and benefited from the potentials of the project also for the whole development process of the city.

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