Urban Greenway Planning: The Example of Kayseri (Turkey) Urban Complex

Banu Öztürk Kurtaslan
Selcuk University Faculty of Agriculture
Department of Landscape Architecture
Konya-Turkey
bkurtaslan@selcuk.edu.tr

Abstract: After the "alle"s which were constituded in Medieval, greenways that took form with the "parkway" idea of Olmsted and Vaux in XIX. Century are the open space connectors which arrange parks, natural reserves, historical sites, and their cultural components. The greenways which have been constituted with ecological, cultural, recreational and aesthetic purposes are also important constituents of urban open and green area system.
The planning approach of greenways and the open and green area systems that they connected with, have interesting examples in England and America. But in our country this planning approach hasn't stil been settled. It's also possible to observe this in Kayseri urban complex. However there are areas which surround the city and be considered as "greeenway". Especially the narrow-deep valleys that surround the city from south-east are unplanned "greenways" which analyse the transition from urban to rural areas, and existing their rich cultural petterns. The city in which rapid urbanization continue with the impact of the industriy, combining with the tresholds on the south make possible of forming a greenbelt here. In this study it wil be investigated that the possibilities of forming greenways and activities in possible greenways.

Introduction

In order for the urban green areas to be able to form a system from spatial point of view, it needs planning them in connection to each other. Today, the entire world accepts this requirement. The open and green areas connected to each other are effective on emerging of a macro form of a city and directing the urban development (Özdilek 2004, s.27). In this issue, one mentions the systems such as green belt, green wedge, and green fabric. And greenways are especially important in terms of that they can make a connection between such planned green areas.

The greenways are the connectors of open area, which connect to each other the parks, natural reserves, and other cultural components. (Flink & Searns, 1993)

Greenway planning is an international approach developing along 19th and 20th (Fabos, 1995). The developing success of the concept "greenway" depends on encouraging to protect the landscape, protecting the natural and cultural heritage, and providing the possibilities for public recreations.

The greenways are the courses of communication, which increase the quality of life of the environment and neighboring areas, which is developed through an integrated advertisement, allocated to the disintegrated voyages (such as pedestrians, bikes, and horses), not motorized. When these linear connectors particularly take place along the linear elements such as stream and ridgeline, they may emerge as the visual courses, which provides possibilities for the recreational activities such as jogging, walking, and cycling (Comine et al., 2004; p.271 -287). These courses can also be planned as integrated with the other recreational areas such as urban park, camping area, and sports area. In addition, these courses can serve for daily transportation, connecting to each other the area such as housing, business, and commerce.

The greenways can be considered in three main categorizes; ecological, recreational, and the green areas having historical and cultural values (Fabos, 2004).

The notion "park way" developed by F. Law, Olmsted, and Vaux in the late 1800s leaded to the formation of the concept "greenway" (Shuyler, 1986). In the other words, it made a leadership to the formation of the concept "greenway" like Olmsted and Vaux. Ebenezer Howard also made an important contribution to the development of the concept "greenway".

In spite of their commonly shared antecedents, the movement of greenway in Europe developed differently from its counterparts in USA. Additionally, one-fragmented approach without discontinuity was followed and this approach spread many countries (Toscolini & Fumagalli, 2006, pp 112 -133).

Today, the concept green area highly developed. The greenways currently include their esthetic and leisure functions as well as a number of different aims. These aims are not only toward protecting the nature, but also towards the education, historical and cultural heritage, and protecting the public health (www.rivermed.com)

The greenways can be in the local, urban, regional .national, and even continental scale. According to the scale, and thus transportation distances, these ways, converging on certain points, can be supported by motorized ways, railways, and auto parks (Flink and Searns, 1993; p.42). According to their properties and aims, some greenways may not include trails.

One of the important ecological uses of greenways is that; when they located along the stream corridors, they can aid in buffering surface waters, from non-point source pollution. When it takes in the urban area, it makes it possible to be protected in the existing natural state of the areas threatened by the future development of the city (Conine et al.2004.p.271 -287).

Besides such benefits, the greenways have several economic benefits. They increase the real properties values in their close neighborhoods and consider reaction based job possibilities. They also offer tourist attractions (Flink ve Searns, 1993; p.42).

"Today, city planners and administrators are increasingly expecting connected landscape corridors to provide more than park and recreation functions. They are promoting especially metropolitan greenways networks that help shape urban growth." (Erickson, 2003; p.199 -221)

Greenway planning in Turkey is still in theoretical level. The academic studies carried out can not be not largely implemented. Planning practice of the city Kayseri did not form such a concept. In close neighborhood of the city, the valley shaped, unplanned greenways, which the topography gives a direction, are largely kept by law codes and regulations. In this work, on current plan of the city, the existing and potential green areas are investigated and the uses (recreation, protecting etc.) that these greenways will be able to make it possible are studied.

Location of Kayseri City and Its Short History

Kayseri is a Central Anatolian city (Figure 1). It is a city which is surrounded by hills and settled on a flat plain. The city is situated in the Central Kızılırmak Region in Central Anatolia. The old city whic is called "Mazaka" has settled down XI. Century B.C. (Baydur 1970). Kayseri possesses unique natural and cultural values especially in the near surroundings of the city and within city boundaries. Mount Erciyes which is the highest mountain in the Central Anatolian District (3917 m), is a magnificent volcanic mountain on the sout part of Kayseri.

"Kayseri is on an important intersection point which a lot of civilization had chosen for settlement. The first name of the city was "Hilakku". Apart from it, the city has named as "Mazaka", Eusebia", and it is called "Caesarea" in Roman and Byzantine times. Since antique times Kayseri has an important settlement as "Small Cilicia" region in Cappadocia. The "Kültepe Kaniş-Karum" was an important settlement at the time of Assyrian trade colonies. In Mazaka an its vicinity Hittite, Persian, Cappadocia State, Roman and Turkish sovereignities by turns**.** The city which is on the Silk Road was an important settlement in the periods of Greek, Roman, Byzatine and Seljuk in terms of politics and culture; this importance have been continued in the Ottoman period. It is not known exactly but, it is considered that the city settled on the plain approximately after XI. Century (Kurtaslan and Kocatürk 2005)".

Figure 1. Location of the city in its country.

Materials and Methods

In the study, as material, a literature such as article, thesis, book, declaration, plan report, and so on discussing the concept greenway, and on the city Kayseri were used. However, the satellite pictures, plans, maps, and original pictures on the study domain, were utilized as visual materials.
In the study, the concept "greenway" based on literature review before all else was used. Later, characteristic properties (natural and cultural structure) of the existing and potential greenways taking place in the domain of study will be discussed from satellite images and pictures with the observation made in its place. In respect with the relationships of greenways with the urban microform, it will be discussed which decisions will be made on the greenways.

Greenways In Kayseri Urban Complex

As stated earlier, in planning approaches Kayseri city, especially in the city, the concept greenway takes place. In he city, there are no approaches such as park system, and greenway. Only several parks along the ways, which have a linear structure, can be attributed as greenway. In this scope, the areas, which take place in the close neighborhood of the city, and can be attributed as greenway, are partly protected by law codes and regulations.

In the existing settlement order within the city, there is no possibility to create the greenways within the city, because there is not any suitable openness, and any structure on which the integrated decisions will be made. Linear parks in the urban areas and the afforested green sidewalks can be considered in the scope of greenway. For example, İnönü Park taking place in the city is a highly long and continuous greenway (Figure 2). This greenway do not undertakes any connecting way. It has a buffering attribute to compensate the adverse affects, such as noise and pollution, of the traffic between busy vehicle traffic and dense housing area.

Figure 2. Wiew of İnönü Parkı on satellite photo (KASKİ 2002).

The narrow-deep valleys wich are located especially on the south-east of the city are important elements of the geomorphologicalstructure. The greenways defined by valleys which are located on the south-east and nort-west are in the semi-rural areas which are adjacent to the city. Especially the urban developments in Talas and Mimar Sinan settlements which are based on multi story dense development are threatening the contemporary settlements both in valley slopes and other semi-rural areas. The existence of these semi-rural settlements has been known from XV. Century and they have been householder for Christian and Moslem communities until XX. century. In the settlement pattern, there are natural, urban, archeological and mixed protected areas. These settlements with vineyards and orchards, architectural structures which exhibits local materials and Works (houses, bridges, stone walls, churches, stone carving houses etc.), underground crossings, contemporary street patterns presents very important contributions to the identity of the city (Figure 5). In these traditional settelments vineyards and orchards which are on the valley slopes have been important elements of the geogaphy until XX. Century which the Armenian, Greek and Turks have lived in as mixed (Imamoglu 2001).

There aren't traditional settelments in all valleys in the city. Some valleys exist with their natural situations there aren't any housing in their vicinitiy

The natural characteristics of valleys have been largely protected. Valleys which slit the plateaus presents interesting rock formations. These valleys are forming important habitats for birds and other wildlife. Erciyes Mountain and surrounding areas are poor in terms of permanent streams.

Figure 3. Derevenk Valley and near dense housing areas (KASKİ 2002).

Figure 4. The multi-storey dense housing areas which threaten the traditional settlements in Talas (Original 2003).

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